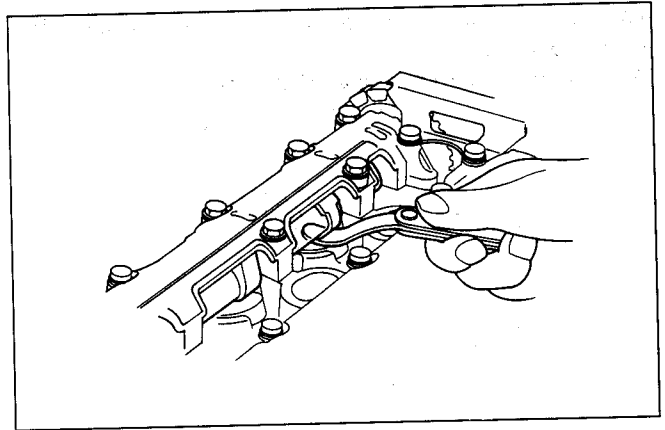


Maintenance

Insert a feeler gauge between the cam lobe and valve lifter at the No.3 cylinder.
Measure and record the valve clearance.



Shim Selection

If the clearance is not correct :
Remove the camshafts (page 8-2).
Remove the valve lifter and shims (page 8-2).

NOTE

- Do not allow shims to fall into the crankcase. The shim(s) may occasionally stick to the valve lifter.
- Mark the positions of all valve lifters and shims to ensure correct reassembly.
- It is easy to remove the valve lifter with a valve lapping tool or magnet.
- Remove the shims with tweezers or a magnet.

Clean the valve lifter with compressed air.

Measure the shim thickness with a micrometer and record it.

NOTE

- Sixty-five different shims are available in thickness intervals of 0.025 mm. The thinnest is 1.200 mm the thickest is 2.800 mm.

To confirm your shim choice, you may use the following formula :

$$a = (b - c) + d$$

a : new shim thickness
b : recorded valve clearance
c : specified valve clearance
d : old shim thickness

example :
recorded valve clearance : 0.06 mm
old shim thickness : 1.875 mm
specified valve clearance : 0.16 mm

$$a = (0.06 - 0.16) + 1.875 \text{ mm}$$
$$a = 1.775$$

NOTE

- If the required thickness of the new shim is more than 2.800 mm, the valve seat is probably heavily carboned. Reface the seat, recheck valve clearance and reselect the shim.

