ADJUSTMENT

NOTE: Adjustment of the valve clearance should be performed while engine is cold.

1. Set the #1 cylinder piston to top dead center of compression stroke by rotating crankshaft pulley clockwise using ST. ST 499977100 CRANK PULLEY WRENCH.

NOTE:
- When arrow mark (A) on the camshaft sprocket (LH) comes exactly to the top, #1 cylinder piston is brought to the top dead center of compression stroke.
- Adjust the #1 cylinder valve clearance.

1. Loosen the valve rocker nut and screw.
2. Place suitable thickness gauge.
3. While noting the valve clearance, tighten the valve rocker adjust screw.
4. When specified valve clearance is obtained, tighten the valve rocker nut. Tightening torque: 10 Nm (1.0 kgf-m, 7.2 ft. lbs.)

CAUTION:
- Insert the thickness gauge in as horizontal a direction as possible with respect to the valve stem end face.
- Adjust the exhaust valve clearances while lifting up the vehicle.
Valve clearance:
Intake; 0.20+0.02 mm (0.007910.0008 inch)
Exhaust; 0.25+0.02 mm (0.0098+0.0008 inch)

3. Ensure the valve clearances are within specifications.
4. Turn the crankshaft two complete rotations until #1 cylinder piston is again set to the top dead center on compression stroke.
5. Ensure the valve clearances are within specifications. If necessary, readjust the valve clearances.
6. Similar to adjustment procedures used for #1 cylinder, adjust the #2, #3 and #4 cylinder valve clearances.

NOTE:
- Be sure to set the cylinder pistons to their respective top dead centers on compression stroke before adjusting valve clearances.
- To set each cylinder piston to its top dead center on compression stroke in the following sequence: #3, #2 and #4 cylinder, turn the crank pulley clockwise by every 180° at starting with #1 cylinder piston being on top dead center on compression stroke.