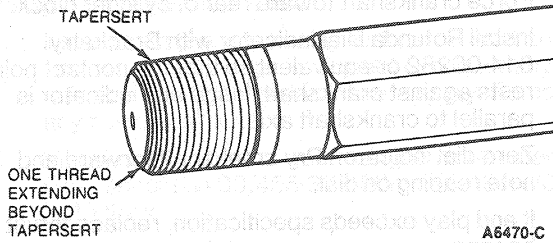


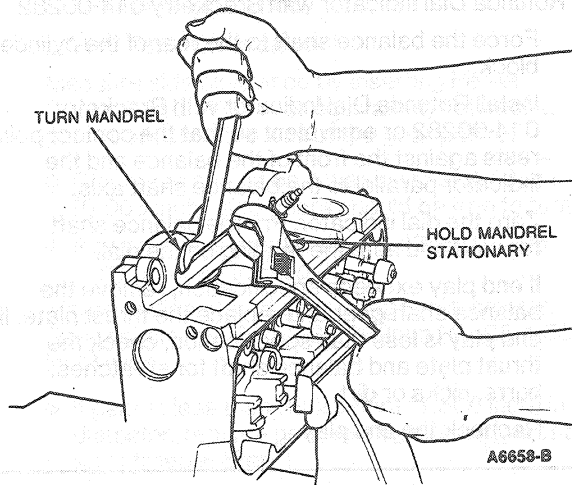
DISASSEMBLY AND ASSEMBLY (Continued)

- Coat threads of mandrel with cutting oil. Thread tapersert onto mandrel until one thread of mandrel extends beyond tapersert.



- Thread tapersert into tapped spark plug hole using a torque wrench. Continue tightening mandrel until torque wrench indicates 61 N·m (45 lb-ft).
- To loosen mandrel for removal, hold mandrel stationary and turn mandrel body approximately one-half turn. Remove mandrel.

NOTE: A properly installed tapersert will be flush to one millimeter below spark plug gasket seat.

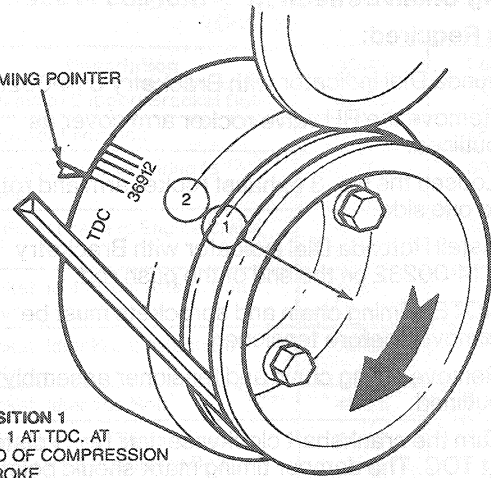


ADJUSTMENTS

Hydraulic Valve Clearance

- With No. 1 piston on TDC at the end of compression stroke (Position 1 in the illustration) check the following valves.

TIMING POINTER



POSITION 1
NO. 1 AT TDC. AT
END OF COMPRESSION
STROKE

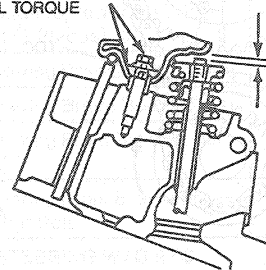
POSITION 2
ROTATE CRANKSHAFT
ONE REVOLUTION — 360
DEGREES

CYL. NO.	CRANKSHAFT POSITION	
	1	2
	SET GAP OF VALVES NOTED	
1	INT — EXH	NONE
2	EXH	INT
3	INT	EXH
4	EXH	INT
5	NONE	INT — EXH
6	INT	EXH

A13128-A

- When compressing valve spring to remove push rods, ensure piston in individual cylinder is below TDC to avoid contact between valve and piston. To replace a push rod, it will be necessary to loosen the valve rocker arm shaft assembly and rotate rocker arm to the side. Upon replacement of a valve push rod, valve rocker arm assembly or hydraulic valve tappet, the engine should not be cranked or rotated until tappets have an opportunity to leak down to their normal operating position. The leakdown rate can be accelerated by using a tappet bleed-down wrench on valve rocker arm and applying pressure in a direction to collapse lifter.

FULCRUM AND BOLT MUST
BE FULLY SEATED AFTER
FINAL TORQUE



CLEARANCE SHOULD
BE 2.25-4.79mm
(0.09-0.19 INCH)
WITH TAPPET
FULLY COLLAPSED ON
BASE CIRCLE AFTER
ASSY

A13129-A