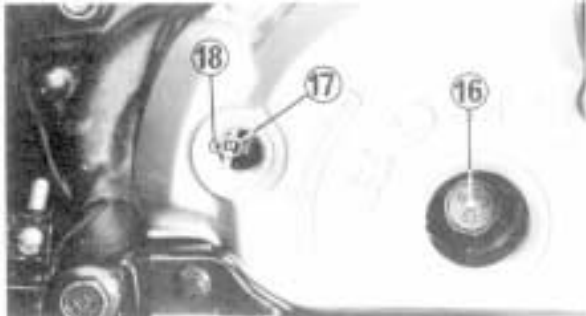


10. Remove the crankshaft hole cap and timing mark hole cap from the alternator cover.
11. Rotate the crankshaft (16) clockwise until the T mark (17) on the alternator rotor lines up with the timing index mark (18) on the cover. In this position, the piston may either be on the compression or the exhaust stroke. The adjustment must be made when the piston is on top of the compression stroke and both the intake and exhaust valves are closed.

This can be determined by moving the rocker arms by hand. If they are free, it is an indication that the valves are closed and that the piston is on the



(16) Crankshaft
(17) T mark

(18) Index mark

compression stroke. If they are tight and the valves are open, rotate the crankshaft 360° (one complete revolution) and realign the T mark to the timing index mark.

12. Check the clearance of both valves by inserting a 0.08 mm (0.003 in) feeler gauge (19) between the adjusting screws and valve stem.
13. If adjustment is necessary, loosen the adjusting screw lock nut (20) and turn the screw (21) so that there is a slight resistance when the feeler gauge (19) is inserted.



(19) Feeler gauge
(20) Lock nut

(21) Adjusting screw