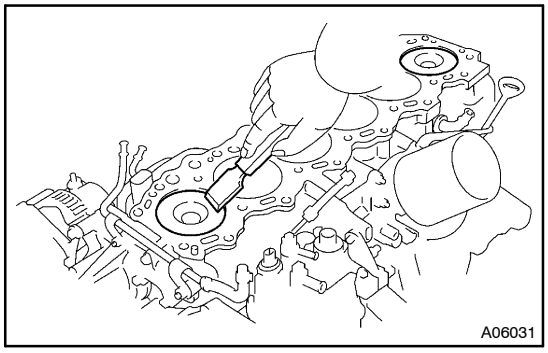
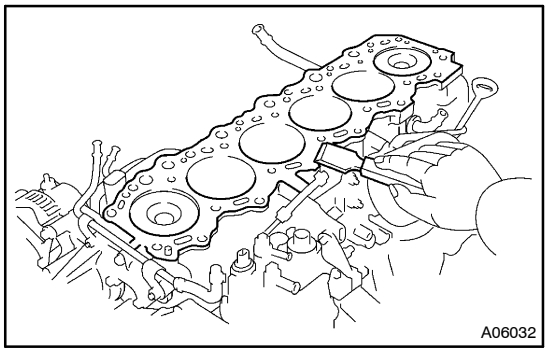
EM1T0–01

INSPECTION

1. CLEAN TOP SURFACES OF PISTONS AND CYLINDER BLOCK



(a) Turn the crankshaft, and bring each piston to the top dead center (TDC), Using a gasket scraper, remove all the carbon from the piston top surface.



(b) Remove all the gasket material from the top of the cylinder block.

NOTICE:

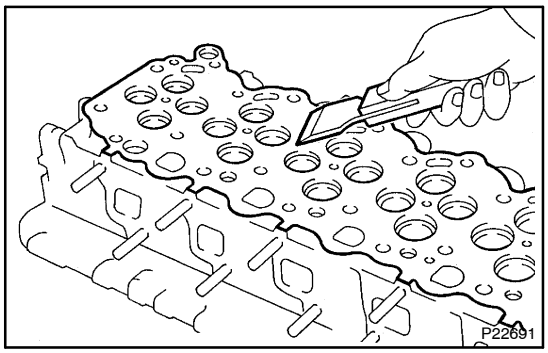
Be careful not to scratch the surfaces.

(c) Using compressed air, blow carbon and oil from the bolt holes.

CAUTION:

Protect your eyes when using high –compressed air.

2. CLEAN CYLINDER HEAD

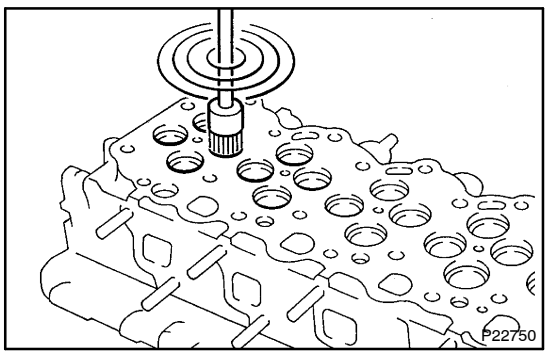


(a) Remove gasket material

Using a gasket scraper, remove all the gasket material from the cylinder block contact surface.

NOTICE:

Be careful not to scratch the cylinder block contact surface.

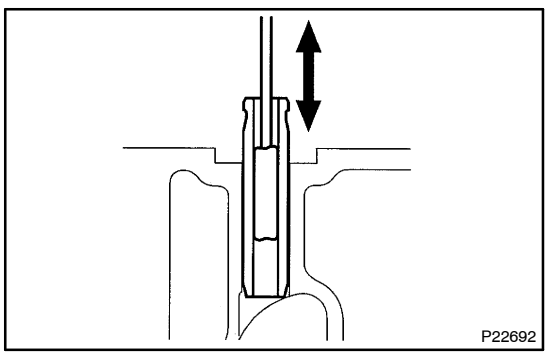


(b) Clean intake and exhaust ports

Using a wire brush, remove all the carbon from the intake and exhaust ports.

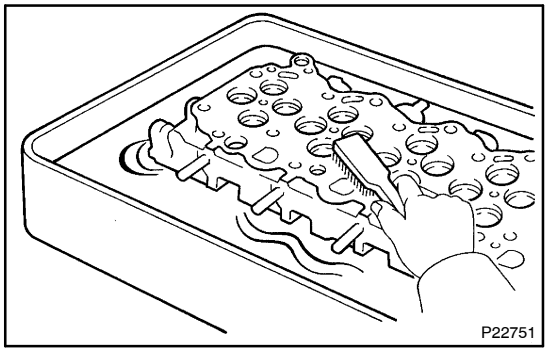
NOTICE:

Be careful not to scratch the valve contact surface.

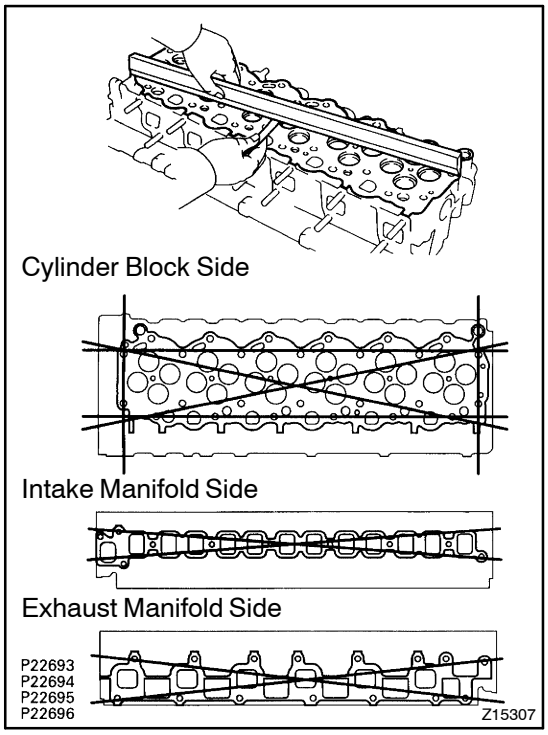


(c) Clean valve guide bushings

Using a valve guide bushing brush and solvent, clean all the guide bushings.



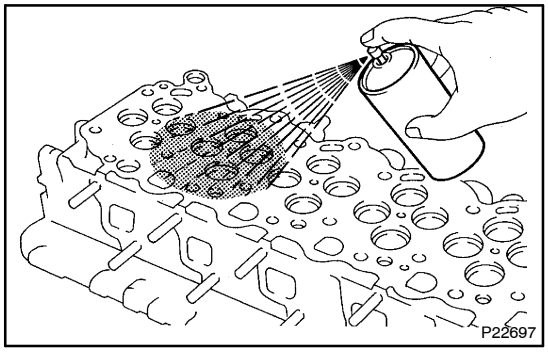
(d) Clean cylinder head
Using a soft brush and solvent, thoroughly clean the cylinder head.



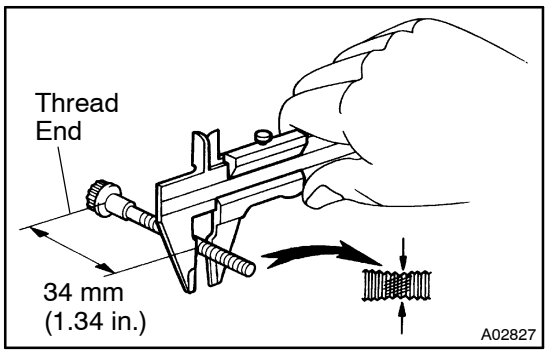
3. INSPECT CYLINDER HEAD

(a) Inspect for flatness
Using a precision straight edge an thickness gauge, measure the surfaces contacting the cylinder block and the manifolds for warpage.
Maximum warpage: 0.20 mm (0.0079 in.)

If warpage is greater than maximum, replace the cylinder head.

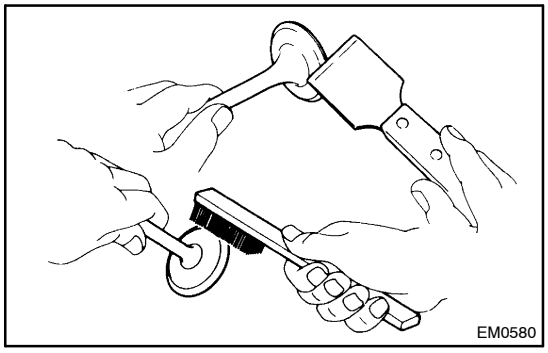


(b) Inspect for cracks
Using a dye penetrant, check the intake ports, exhaust ports and surface contacting the cylinder block.
If cracked, replace the cylinder head.



(c) Inspect cylinder head bolts
Using vernier calipers, measure the minimum outer diameter of the compressed thread at the measuring point.
Standard outer diameter:
10.800 – 1 1.000 mm (0.4252 – 0.4331 in.)
Minimum outer diameter: 10.55 mm (0.4 154 in.)

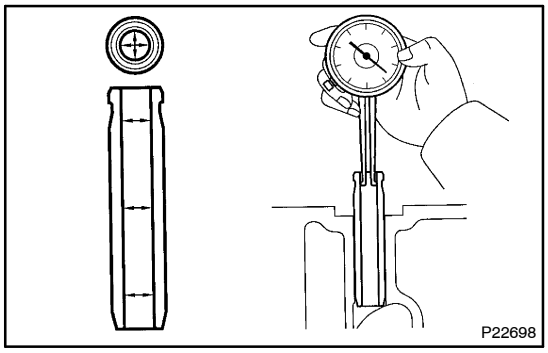
If the outer diameter is less than minimum, replace the bolt.



4. CLEAN VALVES

(a) Using a gasket scraper, chip off any carbon from the valve head.

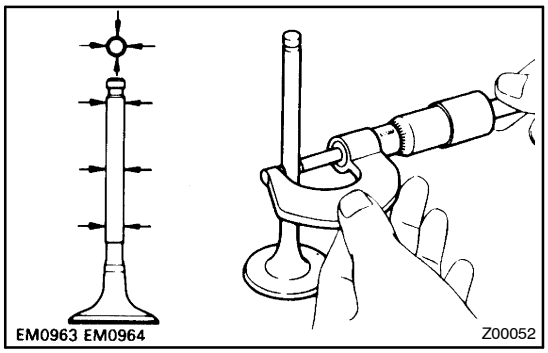
(b) Using a wire brush, thoroughly clean the valve.



5. INSPECT VALVE STEMS AND GUIDE BUSHINGS

(a) Using a caliper gauge, measure the inside diameter of the guide busing.

Busing inside diameter:
7.010 – 7.030 mm (0.2760 – 0.2768 in.)



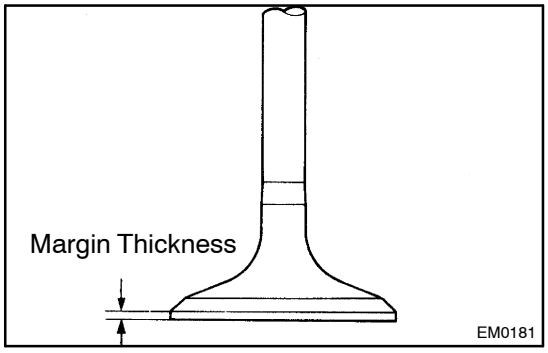
(b) Using a micrometer, measure the diameter of the valve stem.

Valve stem diameter:
Intake
6.970 – 6.985 mm (0.2744 – 0.2750 in.)
Exhaust
6.960 – 6.975 mm (0.2740 – 0.2746 in.)

(c) Subtract the valve stem diameter measurement from the guide busing inside diameter measurement.

Standard oil clearance:
Intake
0.025 – 0.060 mm (0.00 10 – 0.0024 in.)
Exhaust
0.035 – 0.070 mm (0.00 14 – 0.0028 in.)
Maximum oil clearance:
Intake
0.08 mm (0.003 1 in.)
Exhaust
0.10 mm (0.0039 in.)

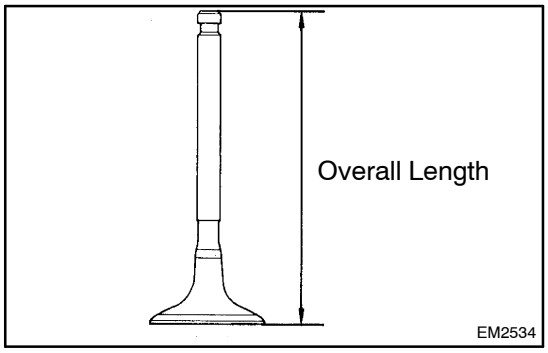
If the clearance is greater than maximum, replace the valve and cylinder head.



6. INSPECT VALVES

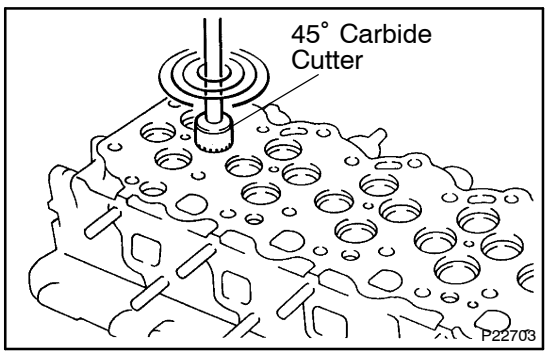
(a) Check the valve face for wear.
If the valve face is worn, replace the valve.

(b) Check the valve head margin thickness.
Standard margin thickness: 1.00 mm (0.0394 in.)
Minimum margin thickness: 0.83 mm (0.0327 in.)
If the margin thickness is less than minimum, replace the valve



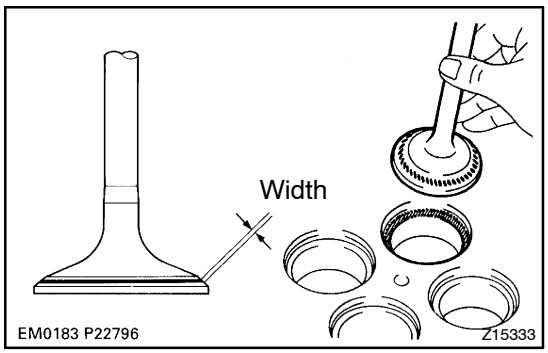
(c) Check the valve overall length.
Standard overall length:
Intake
126.85 – 127.45 mm (4.994 1 – 5.0177 in.)
Exhaust
126.83 – 127.43 mm (4.9933 – 5.0169 in.)
Minimum overall length:
Intake
126.85 mm (4.994 1 in.)
Exhaust
126.83 mm (4.9933 in.)
If the overall length is less than minimum, replace the valve.

(d) Check the valve stem tip for wear.
If the valve stem tip is worn, replace the valve.



7. INSPECT AND CLEAN VALVE SEATS

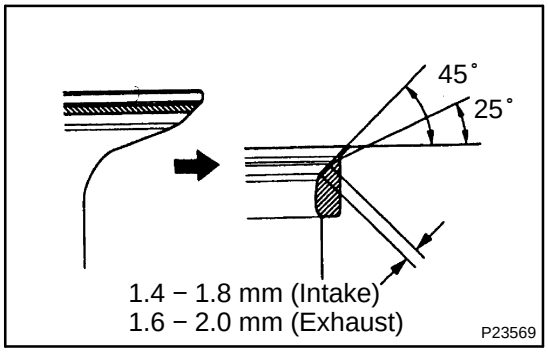
(a) Using a 45 ° carbide cutter, resurface the valve seats.
Remove only enough metal to clean the seats.



(b) Check the valve seating position.
Apply a light coat of prussian blue (or white lead) to the valve face. Lightly press the valve against the seat. Do not rotate valve.

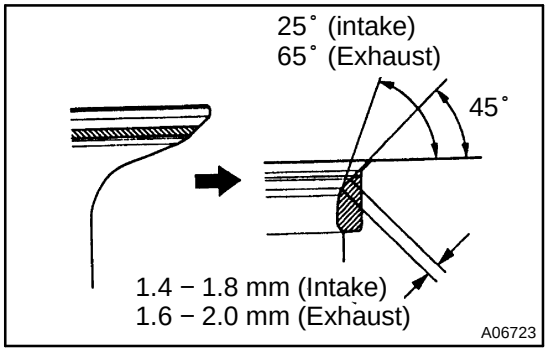
(c) Check the valve face and seat for the following:
- If blue appears 360˚ around the valve face, the valve is concentric. If not, replace the valve.
- If blue appears 360˚ around the valve seat,the guide and face are concentric. If not, resurface the seat.
- Check that the seat contact is in the middle of the valve face with the following width:

Intake
1.4 − 1.8 mm (0.055 − 0.071 in.)
Exhaust
1.6 − 2.0 mm (0.063 − 0.079 in.)

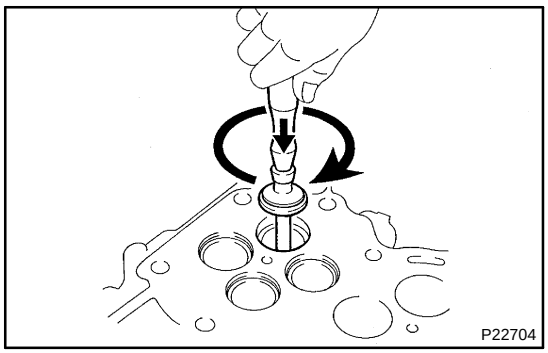


If not, correct the valve seats as follows:

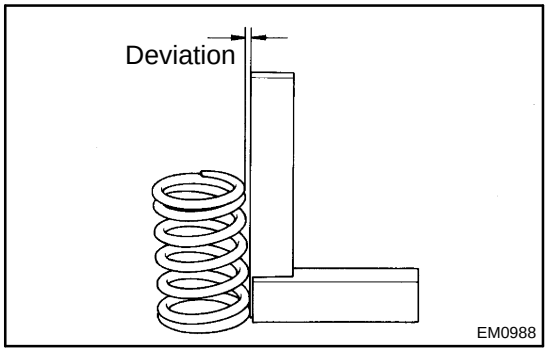
(1) If the seating is too high on the valve face, use 25˚ and 45˚ cutters to correct the seat.



(2) If the seating is too low on the valve face, use 70˚ (intake) or 65˚ (exhaust) and 45˚ cutters to correct the seat.



(d) Hand−lap the valve and valve seat with an abrasive compound.
(e) After hand−lapping, clean the valve and valve seat.

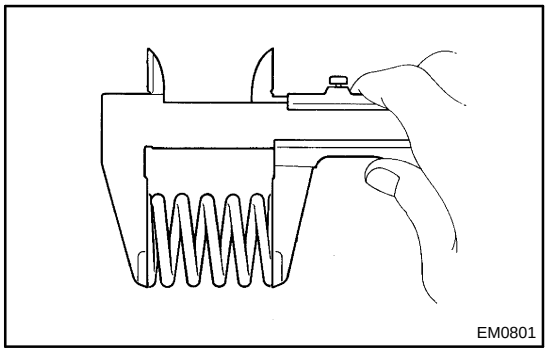


8. INSPECT VALVE SPRINGS

(a) Using a steel square, measure the deviation of the valve spring.

Maximum deviation: 2.0 mm (0.079 in.)

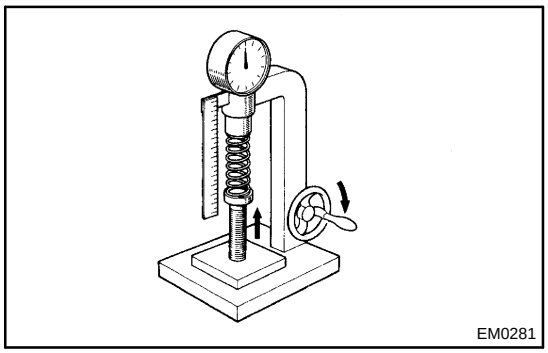
If the deviation is greater than maximum, replace the valve spring.



(b) Using vernier calipers, measure the free length of the valve spring.

Free length: 49.6 mm (1.9527 in.)

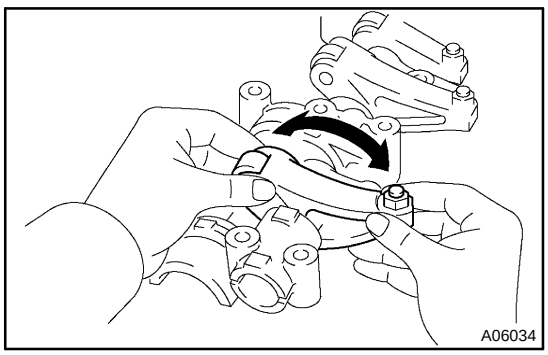
If the free length is not as specified, replace the valve spring.



(c) Using a spring tester, measure the tension of the valve spring at the specified installed length.

Installed tension:
237 − 263 N (24.2 − 26.8 kgf, 53.4 − 59.1 lbf)
at 39.5 mm (1.555 in.)

If the installed tension is not as specified, replace the valve spring.

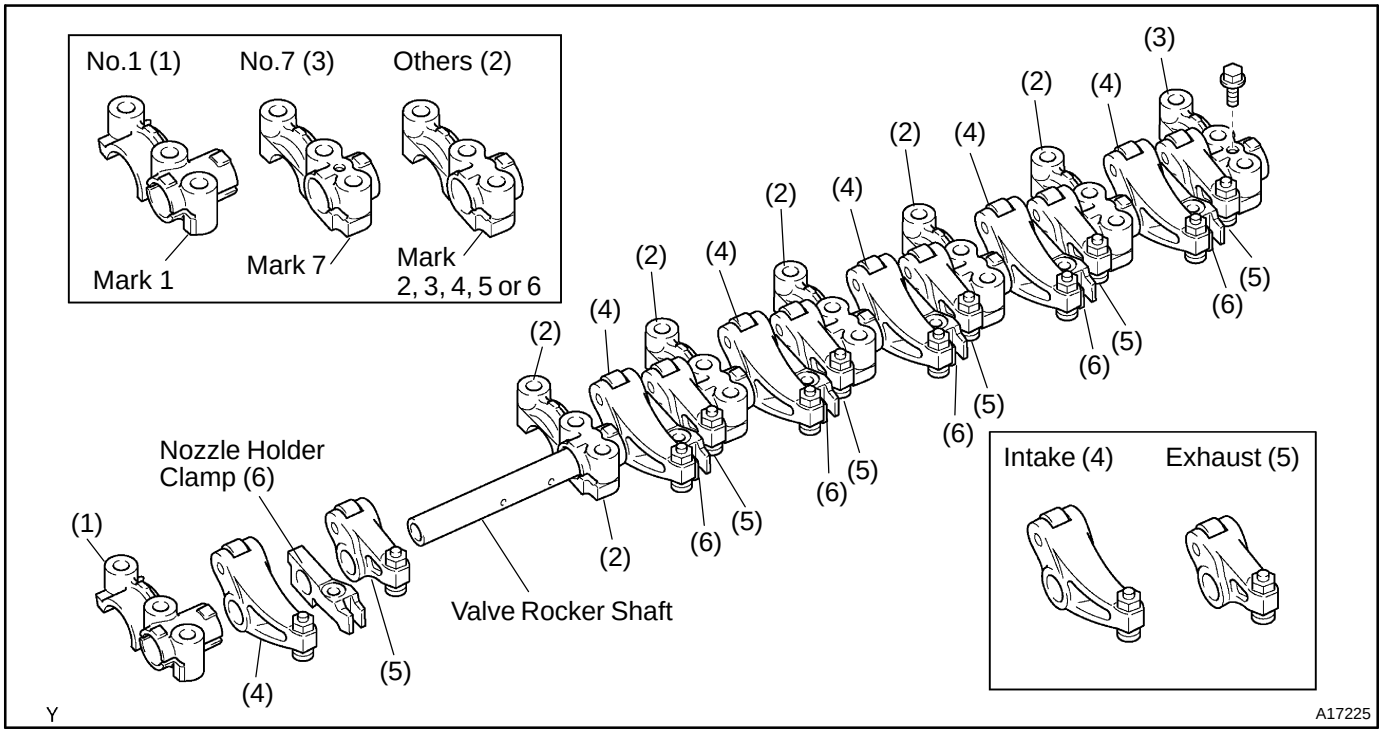


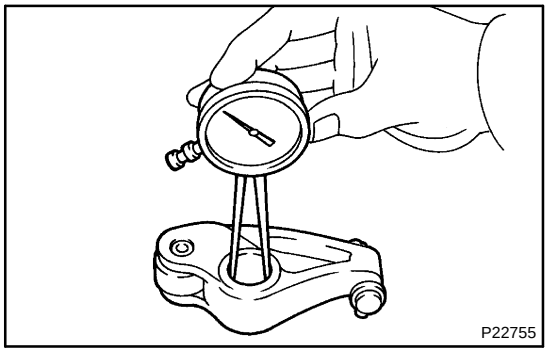
9. INSPECT VALVE ROCKER ARM AND SHAFT

(a) Check that each rocker arm turns smoothly.
If movement is felt, disassemble and check.

(b) Remove the bolt, and disassemble the parts.

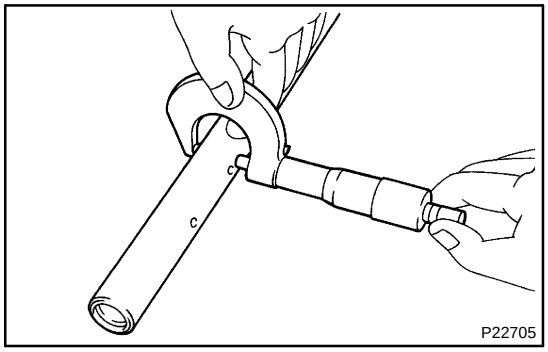
HINT:
Arrange the disassembled parts in correct order.





(c) Using a caliper gauge, measure the inside diameter of the rocker arm.

Rocker arm inside diameter:
20.012 − 20.033 mm (0.7879 − 0.7887 in.)



(d) Using a micrometer, measure the diameter of the rocker arm shaft.

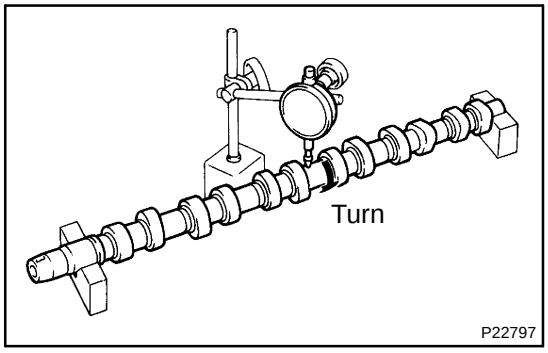
Shaft diameter:
19.972 − 19.993 mm (0.7863 − 0.7871 in.)

(e) Subtract the rocker arm shaft measurement from the rocker arm measurement.

Standard oil clearance:
0.019 − 0.061 mm (0.0007 − 0.0024 in.)
Maximum oil clearance: 0.10 mm (0.0039 in.)

If the clearance is greater than maximum, replace the rocker shaft and shaft.

(f) Assemble the parts as shown in the illustration (See step (b) above).



10. INSPECT CAMSHAFTS AND BEARINGS

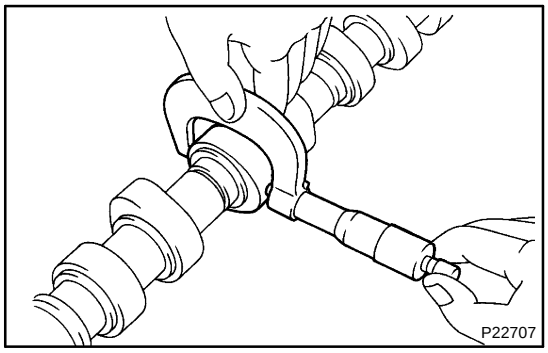
(a) Inspect camshaft for runout

(1) Place the camshaft on V−blocks.

(2) Using a dial indicator, measure the circle runout at the center journal.

Maximum circle runout: 0.10 mm (0.0039 in.)

If the circle runout is greater than maximum, replace the camshaft.

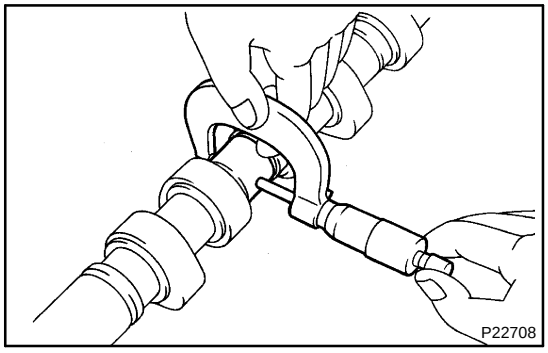


(b) Inspect cam lobes

Using a micrometer, measure the cam lobe height.

Standard cam lobe height:
Intake
48.203 − 48.303 mm (1.8978 − 1.9017 in.)
Exhaust
50.734 − 50.834 mm (1.9974 − 2.0013 in.)
Minimum cam lobe height:
Intake
47.998 mm (1.8897 in.)
Exhaust
50.234 mm (1.9777 in.)

If the cam lobe height is less than minimum, replace the camshaft.

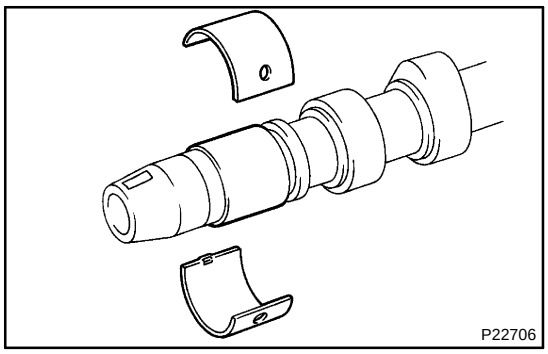


(c) Inspect camshaft journals

Using a micrometer, measure the journal diameter.

Journal diameter:
No.1
34.969 − 34.985 mm (1.3767 − 1.3774 in.)
others
27.986 − 28.002 mm (1.1018 − 1.1024 in.)

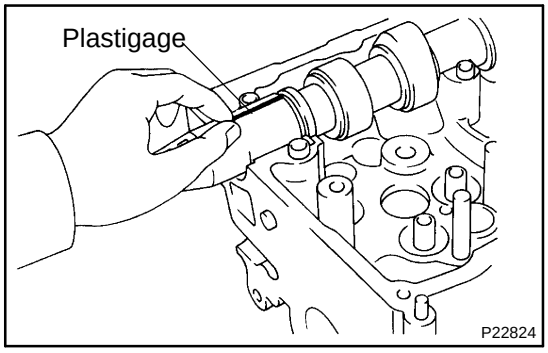
If the journal diameter is not as specified, check the oil clearance.



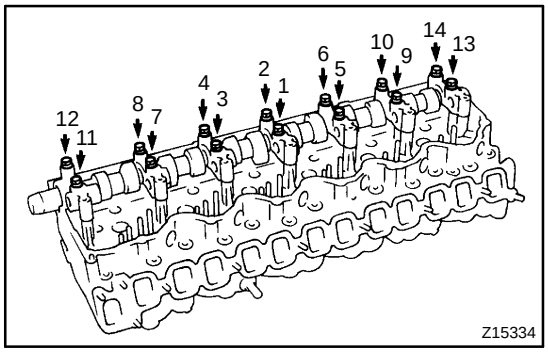
(d) Inspect camshaft bearings

Check the bearings for flaking and scoring.

If the bearings are damaged, replace the bearing caps and cylinder head as a set.

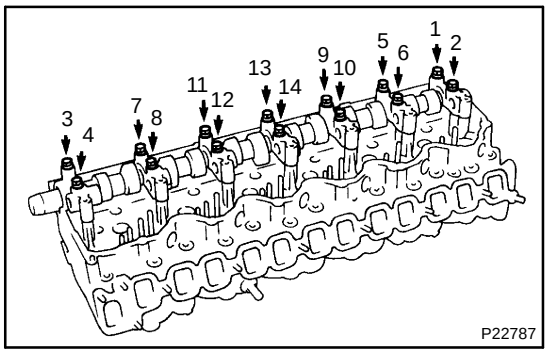


(e) Inspect camshaft journal oil clearance
(1) Clean the bearing caps and camshaft journals.
(2) Place the camshaft on the cylinder head.
(3) Lay a strip of Plastigage across each of the camshaft journals.
(4) Remove the 7 bearing caps from the valve rocker shaft. (See step 9)

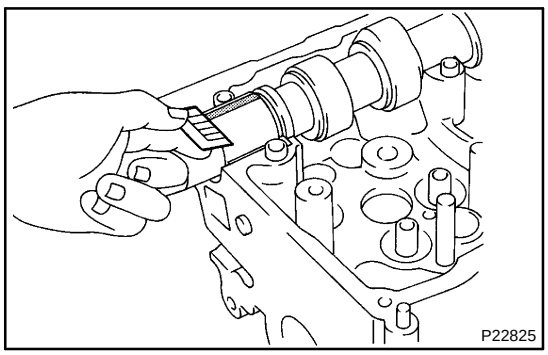


(5) Install the 7 bearing caps with the 14 bolts. Uniformly tighten the bolts in several passes, in the sequence shown.
Torque: 25 N·m (250 kgf·cm, 18 ft·lbf)

NOTICE:
Do not turn the camshaft.



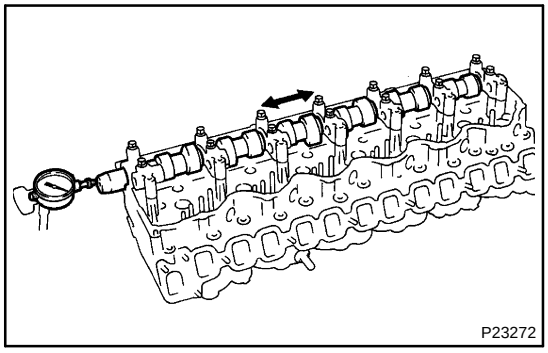
(6) Uniformly loosen and remove the 14 bolts in several passes, in the sequence shown.
(7) Remove the 7 bearing caps.



(8) Measure the Plastigage at its widest point.
Standard oil clearance:
No.1
0.022 − 0.074 mm (0.0009 − 0.0029 in.)
Others
0.023 − 0.075 mm (0.0009 − 0.0030 in.)
Maximum oil clearance: 0.10 mm (0.0039 in.)

If the oil clearance is greater than maximum, replace the camshaft. If necessary, replace the bearing caps and cylinder head as a set.

(9) Completely remove the Plastigage.
(10) Install the 7 bearing caps to the valve rocker shaft (See item 9 (b) above).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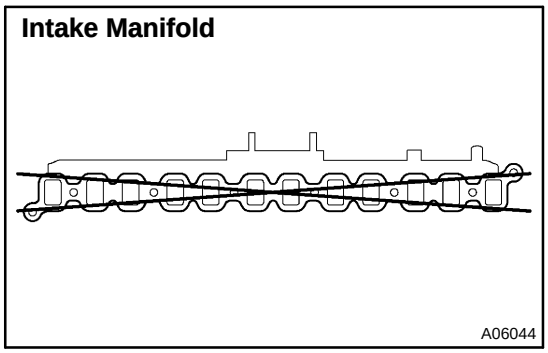
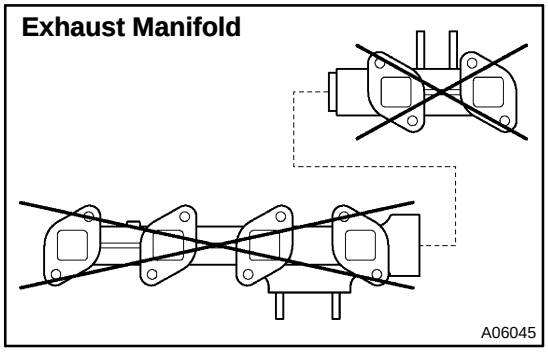
(f) Inspect camshaft thrust clearance
(1) Install the camshaft.
(See procedure in item e above)
(2) Using a dial indicator, measure the thrust clearance while moving the camshaft back and forth.
Standard thrust clearance:
0.10 − 0.20 mm (0.0039 − 0.0079 in.)
Maximum thrust clearance: 0.30 mm (0.0118 in.)
If the thrust clearance is greater than maximum, replace the camshaft. If necessary, replace the bearing caps and cylinder head as a set.
(3) Remove the camshaft.



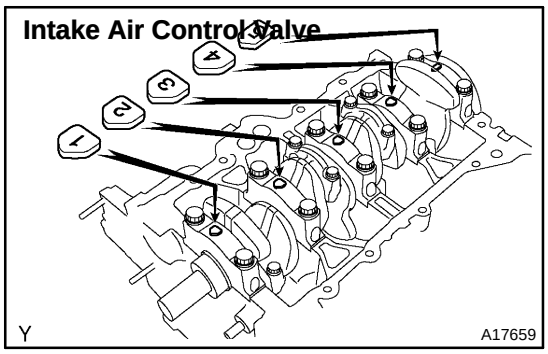
11. INSPECT INTAKE MANIFOLD

Using a precision straight edge and feeler gauge, measure the surface contacting the cylinder head for warpage.
Maximum warpage: 0.40 mm (0.0157 in.)
If warpage is greater than maximum, replace the manifold.



12. INSPECT EXHAUST MANIFOLD

Using a precision straight edge and feeler gauge, measure the surface contacting the cylinder head for warpage.
Maximum warpage: 0.40 mm (0.0157 in.)
If warpage is greater than maximum, replace the manifold.



13. INSPECT INTAKE AIR CONTROL VALVE

Using a precision straight edge and feeler gauge, measure the surface contacting the intake air control valve.
Maximum warpage: 0.40 mm (0.0157 in.)
If warpage is greater than maximum, replace the intake air control valve.