

- c. While slowly rotating the crankshaft clockwise (see arrow), watch the #1 cylinder inlet valve tappet. When this tappet goes down all the way and then starts to lift, you must then watch for the alignment of the index mark ①, the "T" mark ②. Check the 1-4 cylinder mark ③. In this position, the piston in #1 cylinder will be at T.D.C. (top dead center) of the compression stroke and the inlet and exhaust valves in that cylinder should be fully closed.
- d. Check the clearance of both valves by inserting the thickness gauge ⑥ between the tappet adjusting screw ④ and the valve stem. If clearance is correct there will be slight drag or resistance as the gauge is inserted. If clearance is too close or loose, adjustment is necessary.
- The standard tappet clearance is
- | | | | |
|---|----|----------------------|---|
| { | In | 0.0019 in. (0.05 mm) | } |
| | Ex | 0.0031 in. (0.08 mm) | |
- e. Adjustment is made by loosening the tappet screw lock nut ⑤ and turning the adjusting screw ④ until there is slight drag on the thickness gauge ⑥. Hold the tappet adjusting screw in this position and tighten the lock nut ⑤. Recheck the clearance with the gauge.
- f. To check or adjust clearance of #4 cylinder valves, rotate the crankshaft clockwise one full turn (360°) and align the marks as in step c above, then follow steps d and e.
- g. Valve tappet adjustment for 2-3 cylinder can be performed as in steps 3 through 4, however, the 2-3 cylinder mark ③ must show (not 1-4 mark) when the index mark ① and "T" mark ② are aligned. The number 2 cylinder inlet tappet should be watched (not #1).
- h. To check or adjust #3 cylinder tappets, rotate the crankshaft one full turn (360°) and align the marks ② as in step 7 above then follow steps 4 and 5.