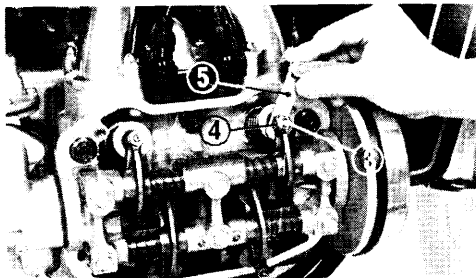


If the #1 cylinder tappets are free, it is an indication that both of the valves are closed and the #1 cylinder piston is at T.D.C. (top-dead-center) of the compression stroke.

If the tappets are tight and the valves are open, rotate the crankshaft 360° and realign the "T-I" mark to the index mark.

3. Check the clearance of the valves indicated by "O" in the table on page 53. Inserting the feeler gauge (5) between the tappet adjusting screw (3) and the



(3) Tappet adjusting screw (5) Feeler gauge
(4) Lock nut

valve stem. If clearance is correct there will be slight drag or resistance as the gauge is inserted.

**The standard tappet clearance is
IN & EX. 0.004 in. (0.1 mm)**

4. Adjustment is made by loosening the tappet screw lock nut (4) and turning screw (3) until there is slight drag on the feeler gauge (5). Hold the tappet adjusting screw in this position and tighten the lock nut (4). Recheck the clearance with the gauge to make sure that the adjustment has not been disturbed.
5. Next, rotate the crankshaft clockwise one full turn (360°) and align the "T-I" mark to the index mark as in step "2" above. In this position, the piston of #2 cylinder is at T.D.C. of the compression stroke.