

- Remove the crankshaft hole cap (1) and timing mark hole cap (2).
- Remove the valve adjuster covers.
- Rotate the crankshaft counterclockwise and align the T mark (3) with the index mark (4). Make sure the piston is at the top of the compression stroke by jiggling the rocker arms with your fingers. If they are free, the piston is at the top of the compression stroke. If they are tight, rotate the crankshaft 360° counterclockwise and realign the marks.

CAUTION:

* **Do not rotate the crankshaft clockwise, valve clearance checking/adjusting will be inaccurate.**

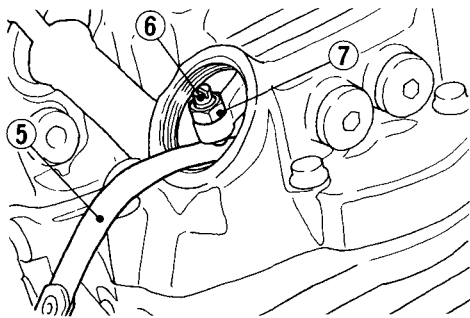
- Check the clearance by inserting the feeler gauge (5) between the adjusting screw (6) and valve stem.

Standard clearance:

Intake	0.05 mm (0.002 in)
Exhaust	0.08 mm (0.003 in)

Adjust the valves by loosening the lock nut (7) and turning the adjusting screw until there is a slight drag on the feeler gauge. After tightening the lock nut, recheck the clearance.

- Check the starter decompressor (page 64).
- Install all parts in the reverse order of disassembly.



- (5) Feeler gauge (7) Lock nut
(6) Adjusting screw