

CAMSHAFT INSTALLATION

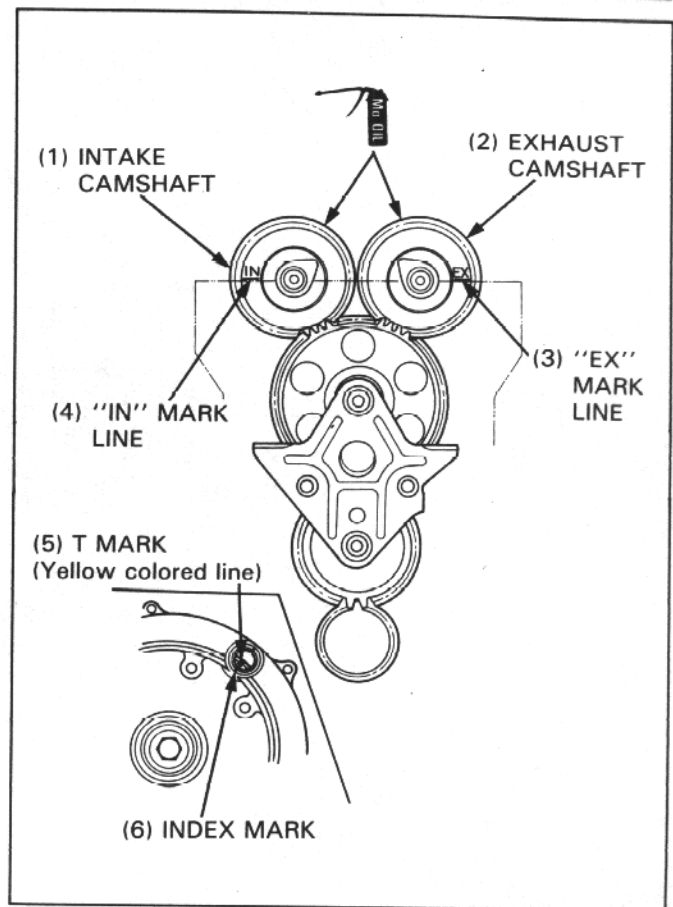
Remove the following:

- crankshaft hole cap cover (page 9-2).
- crankshaft hole cap (page 9-2).
- timing mark hole cap (page 9-2).

Rotate the crankshaft clockwise and align the flywheel "T" mark (Yellow colored line) with the cover index mark. Lubricate the camshaft journals and cam lobes with a molybdenum oil solution.

Lay the EX marked (Exhaust) camshaft onto the cylinder head with EX mark line as shown and lay the IN marked (Intake) camshaft with IN mark line as shown.

In this position, the No. 4 piston is at TDC on the compression stroke.



Install the dowel pins onto the camshaft holders and install the camshaft holders in their original positions.

NOTE

- Each holder has identification marks.
- EXL: Exhaust camshaft-Left EXR: Exhaust camshaft-Right
- INL: Intake camshaft-Left INR: Intake camshaft-Right

Tighten the camshaft holder bolts in a gradual, crisscross pattern.

TORQUE: 12 N·m (1.2 kg-m, 9 ft-lb)

Turn the crankshaft counterclockwise so as not to interfere the camshaft serrated gear holder pins with the cylinder head. Remove the holder pins from each camshaft gear.

NOTE

- Take care not to drop the pins into the crankcase.

Recheck the valve timing.

