

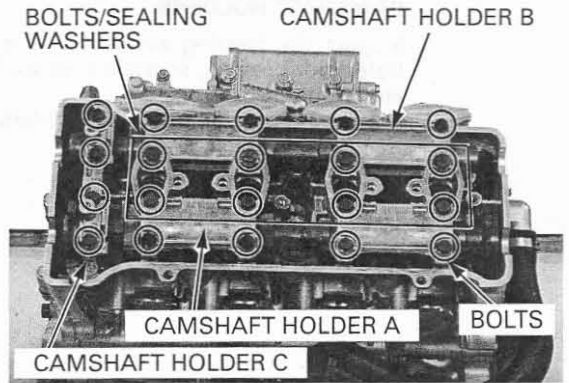
*Suspend the cam chain with a piece of wire to prevent the chain from falling into the crankcase.*

Loosen and remove the camshaft holder bolts/washers, then remove the camshaft holders and camshafts.

**NOTE:**

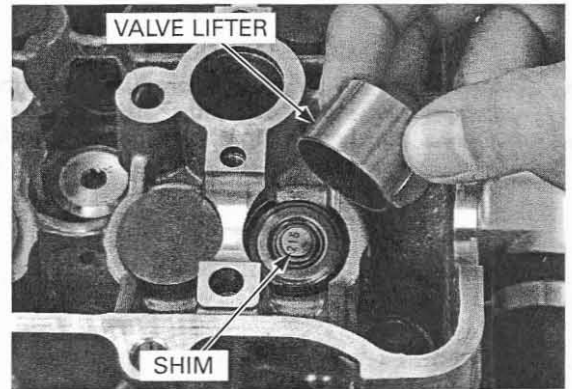
From outside to inside, loosen the bolts in a criss-cross pattern in several steps or the camshaft holder might break.

Do not forcibly remove the dowel pins from the camshaft holders.



Remove the valve lifters and shims.

- Be careful not to damage the valve lifter bore.
- Shim may stick to the inside of the valve lifter. Do not allow the shims to fall into the crankcase.
- Mark all valve lifters and shims to ensure correct reassembly in their original locations.
- The valve lifter can be easily removed with a valve lapping tool or magnet.
- The shims can be easily removed with a tweezers or magnet.



**INSPECTION**

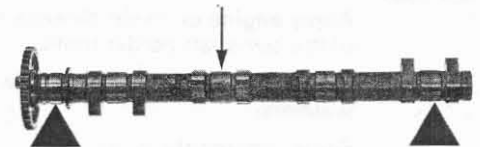
**CAMSHAFT**

Check the cam and journal surfaces of the camshaft for scoring, scratches or evidence of insufficient lubrication.

Check the oil holes in the camshaft for clogging.

Support both sides of the camshaft (at journals) with V-blocks and check the camshaft run out with a dial gauge.

**SERVICE LIMIT: 0.05 mm (0.002 in)**



Using a micrometer, measure each cam lobe height.

**SERVICE LIMITS:**

**IN: 37.00 mm (1.457 in)**

**EX: 36.64 mm (1.443 in)**

