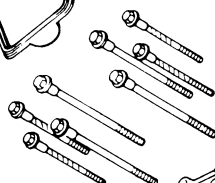
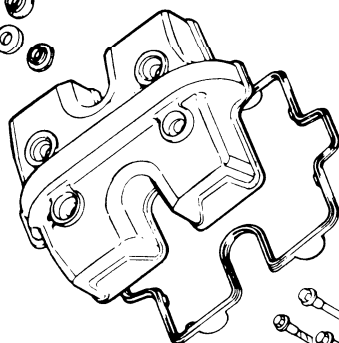
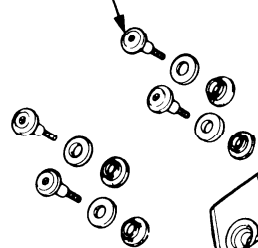
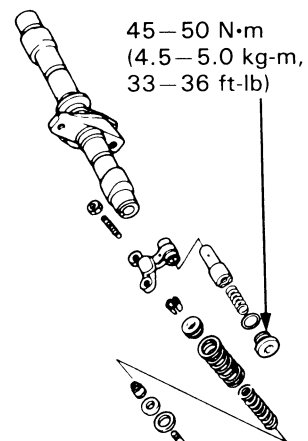
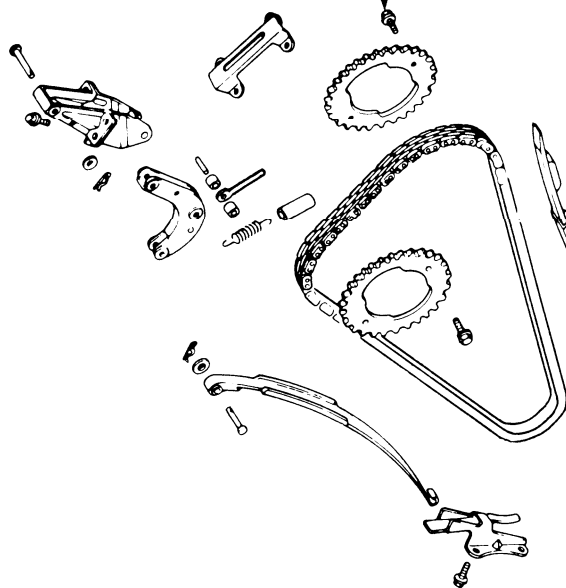


CYLINDER HEADS/VALVES

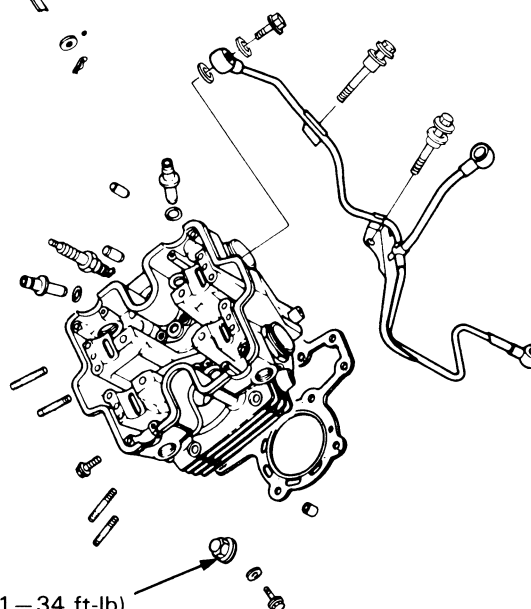
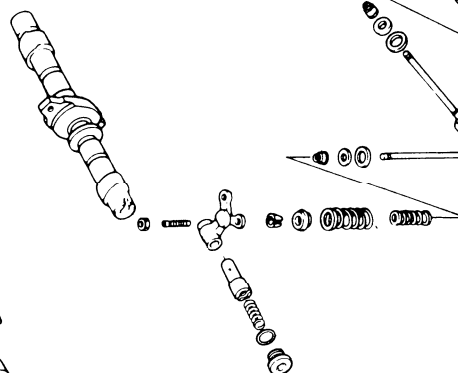
8–12 N·m
(0.8–1.2 kg-m, 6–9 ft-lb)



18–20 N·m
(1.8–2.0 kg-m,
13–14 ft-lb)



45–50 N·m
(4.5–5.0 kg-m,
33–36 ft-lb)



43–47 N·m
(4.3–4.7 kg-m, 31–34 ft-lb)

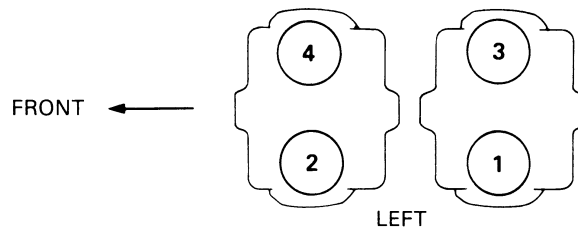
9. CYLINDER HEADS/VALVES

SERVICE INFORMATION	9-1	VALVE GUIDE REPLACEMENT	9-10
TROUBLESHOOTING	9-2	VALVE SEAT INSPECTION/REFACING	9-11
CAMSHAFT REMOVAL	9-3	CYLINDER HEAD ASSEMBLY	9-12
CYLINDER HEAD REMOVAL	9-5	CYLINDER HEAD INSTALLATION	9-13
CYLINDER HEAD DISASSEMBLY	9-7	CAMSHAFT INSTALLATION	9-15

SERVICE INFORMATION

GENERAL

- The cylinder heads (front and rear) can be removed with the engine in the frame.
- To remove the cylinder heads, the following parts must be removed:
 - Exhaust pipes (Section 5)
 - Carburetor (Section 4)
 - Radiator (Section 6)
- Camshaft lubricating oil is fed through an external oil line. Be sure the oil line is not clogged or pinched.
- During assembly, apply molybdenum disulfide to the camshaft holder surfaces to provide initial lubrication.
- The cylinder numbering is given below:



SPECIFICATIONS

ITEM			STANDARD	SERVICE LIMIT	
Compression pressure			13±2 kg/cm ² (185±28 psi)	——	
Camshaft	Cam height	IN	35.063—35.223 mm (1.3804—1.3867 in)	35.0 mm (1.38 in)	
		EX	35.063—35.223 mm (1.3804—1.3867 in)	35.0 mm (1.38 in)	
	Runout		——	0.05 mm (0.002 in)	
	End clearance		0.05—0.25 mm (0.001—0.010 in)	0.30 mm (0.012 in)	
	Camshaft holder journal I.D.	IN	24.000—24.021 mm (0.9449—0.9457 in)	24.05 mm (0.947 in)	
		EX	24.000—24.084 mm (0.9449—0.9482 in)	24.11 mm (0.949 in)	
	Oil clearance	IN	A	0.030—0.072 mm (0.0012—0.0028 in)	0.10 mm (0.004 in)
			B	0.118—0.160 mm (0.0046—0.0063 in)	0.20 mm (0.008 in)
			C	0.118—0.160 mm (0.0046—0.0063 in)	0.20 mm (0.008 in)
		EX	A	0.030—0.072 mm (0.0012—0.0028 in)	0.10 mm (0.004 in)
			B	0.118—0.223 mm (0.0046—0.0088 in)	0.25 mm (0.010 in)
			C	0.118—0.223 mm (0.0046—0.0088 in)	0.25 mm (0.010 in)
Rocker arm	Rocker arm I.D.		12.000—12.018 mm (0.4724—0.4731 in)	12.05 mm (0.474 in)	
	Shaft O.D.		11.966—11.984 mm (0.4711—0.4718 in)	11.93 mm (0.470 in)	

CYLINDER HEADS/VALVES

ITEM			STANDARD	SERVICE LIMIT
Valve	Valve stem O.D.	IN	5.475—5.490 mm (0.2156—0.2161 in)	5.47 mm (0.215 in)
		EX	5.455—5.470 mm (0.2148—0.2154 in)	5.45 mm (0.214 in)
	Valve guide I.D.		5.500—5.515 mm (0.2165—0.2171 in)	5.55 mm (0.219 in)
	Stem-to-guide clearance	IN	0.010—0.040 mm (0.0004—0.0016 in)	0.08 mm (0.003 in)
		EX	0.030—0.060 mm (0.0012—0.0024 in)	0.10 mm (0.004 in)
	Valve stem runout		—	0.05 mm (0.002 in)
	Valve length	IN	89.75 mm (3.533 in)	89.25 mm (3.514 in)
		EX	89.35 mm (3.518 in)	88.85 mm (3.498 in)
	Valve seat width		0.99—1.27 mm (0.039—0.050 in)	1.5 mm (0.06 in)
Valve spring	Free length	Inner	39.49 mm (1.555 in)	38.19 mm (1.504 in)
		Outer	44.61 mm (1.756 in)	43.14 mm (1.698 in)
	Preload/length	Inner	5.23—6.03 kg/34.2 mm (11.53—13.30 lb/1.35 in)	4.98 kg/34.2 mm (10.981 lb/1.35 in)
		Outer	14.04—16.24 kg/37.7 mm (30.958—35.809 lb/1.48 in)	13.37 kg/37.7 mm (29.481 lb/1.48 in)
Cylinder head Warpage			—	0.1 mm (0.004 in)

TORQUE VALUES

Cylinder head cover bolt	8–12 N•m (0.8–1.2 kg-m, 6–9 ft-lb)
Camshaft holder 6 mm bolt	10–14 N•m (1.0–1.4 kg-m, 7–10 ft-lb)
Cam chain guide A bolt	21–25 N•m (2.1–2.5 kg-m, 15–18 ft-lb)
Cylinder head 9 mm bolt	
Cylinder head 8 mm bolt	21–25 N•m (2.1–2.5 kg-m, 15–18 ft-lb)
Rocker arm shaft bolt	
Rocker arm shaft hole plug	
Cam sprocket bolt	18–20 N•m (1.8–2.0 kg-m, 13–14 ft-lb)

TOOLS

Special

Valve guide reamer, 5.510 mm	07984–2000001 U.S.A. only 07984–200000A
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Common

Valve spring compressor	07757–0010000 or 07957–3290001
Valve guide remover, 5.5 mm	07742–0010100 or 07942–6570100
Valve guide driver	07743–0020000

TROUBLESHOOTING

Engine top-end problems usually affect engine performance. These can be diagnosed by a compression test, or by tracing noises to the top-end with a sounding rod or stethoscope.

Low compression

- **Valves**
 - Incorrect valve adjustment
 - Burned or bent valves
 - Incorrect valve timing
 - Broken valve spring
- **Cylinder head**
 - Leaking or damaged head gasket
 - Warped or cracked cylinder head
- **Cylinder and piston (Refer to Seciton 10)**

Compression too high

- Excessive carbon build-up on piston or combustion chamber

Excessive noise

- Incorrect valve adjustment
- Sticking valve or broken valve spring
- Damaged or worn camshaft
- Loose or worn cam chain
- Worn or damaged cam chain tensioner
- Worn cam sprocket teeth
- Worn rocker arm and/or shaft

CAMSHAFT REMOVAL

NOTE

- The cam shafts can be removed with the engine in the fram.

Drain the engine oil from the cylinder head (page 2-3).

Remove the following parts:

- radiator (page 6-5).
- seats and fuel tank (page 4-17).
- ignition coil (page 3-7).
- heat insulator (page 3-7).

Remove the cylinder head covers.

Remove the four cam chain guide mounting bolts and the cam chain guide.

Remove the timing hole cap from the R. crankcase cover.

Unload the camshaft before removal; turn the crankshaft at the R. crankcase cover side counterclockwise until the "1-3 T" mark aligns with the index mark.

Loosen the valve clearance adjuster out all the way.

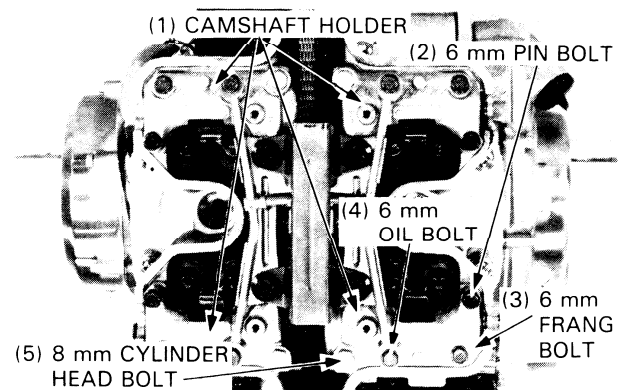
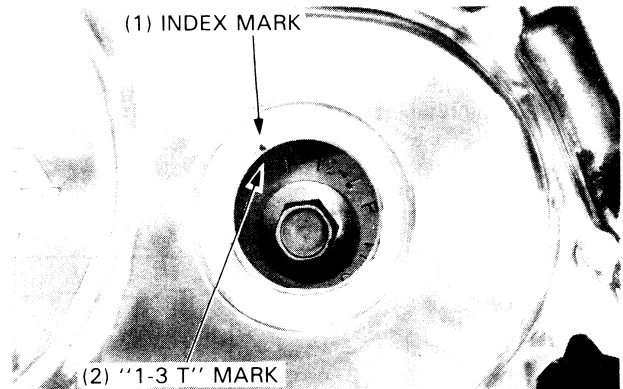
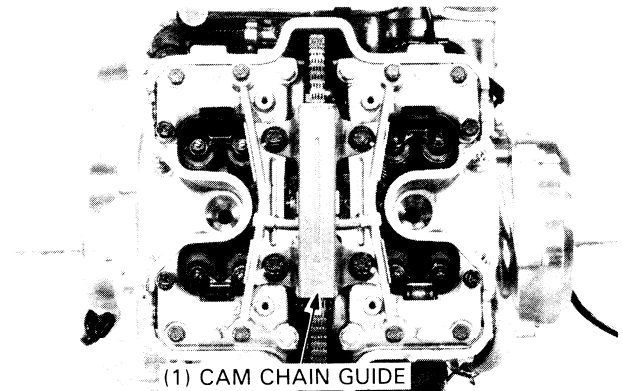
Remove the four 6 mm oil bolts.

To prevent warping the camshaft holder loosen the 6 mm pin bolt, flange bolts and 8 mm cylinder head bolts in an X pattern in two or more steps.

Remove the camshaft holders.

NOTE

- Do not try to remove the dowel pins from the camshaft holders. These dowel pins are pressed into the holders.
- Make the camshaft holders so that they can be installed in their original position.

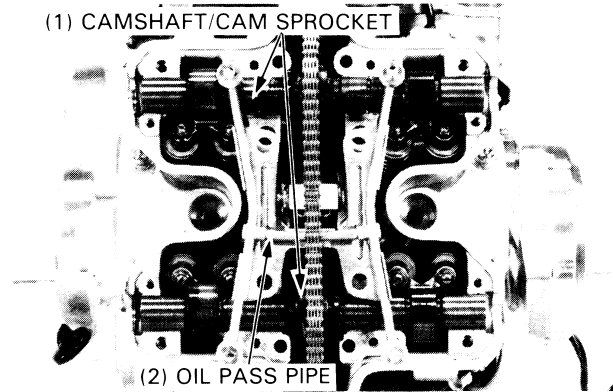


CYLINDER HEADS/VALVES

Remove the camshaft and cam sprocket assemblies.

Remove the oil pass pipe from the cylinder head.

(1) CAMSHAFT/CAM SPROCKET



(2) OIL PASS PIPE

INSPECTION

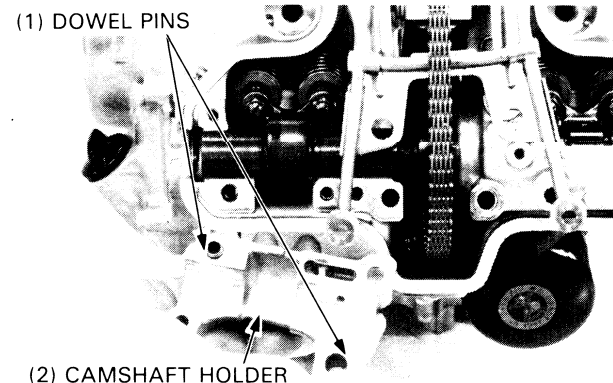
Camshaft/Cam Holder

Inspect the camshaft and holder journal surfaces for scoring, scratches, or evidence of insufficient lubrication.

CAUTION

- *The dowel pins of the camshaft holder are pressed into the holder. Do not try to remove them.*

(1) DOWEL PINS

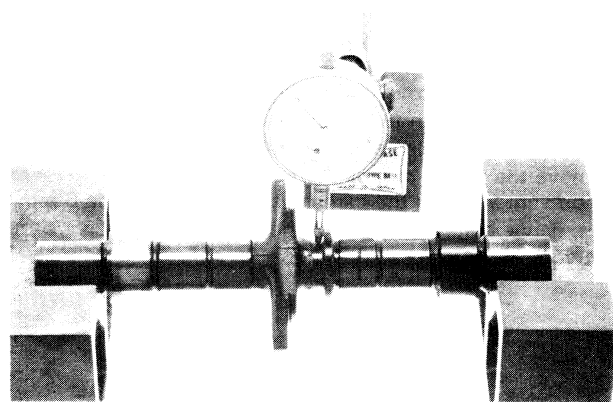


(2) CAMSHAFT HOLDER

Camshaft Runout

Check camshaft runout using a dial indicator.
Support both ends of the camshaft in V-blocks.
Use 1/2 of the total indicator reading to determine actual runout.

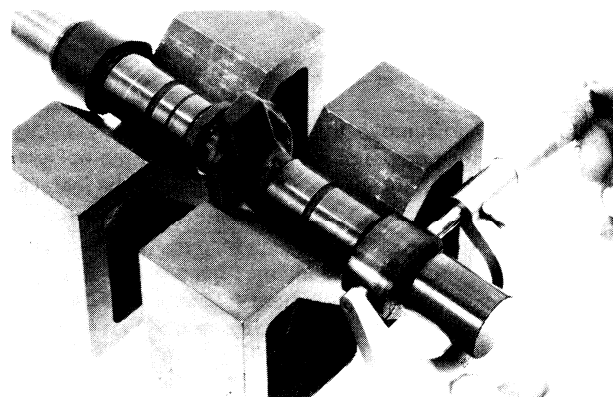
SERVICE LIMIT: 0.05 mm (0.002 in)



Cam Height

Using a micrometer, measure the height of each cam lobe.
Check for wear or damage.

SERVICE LIMITS: IN, EX: 35.0 mm (1.38 in)



Camshaft oil clearance

Wipe any oil from the journals.

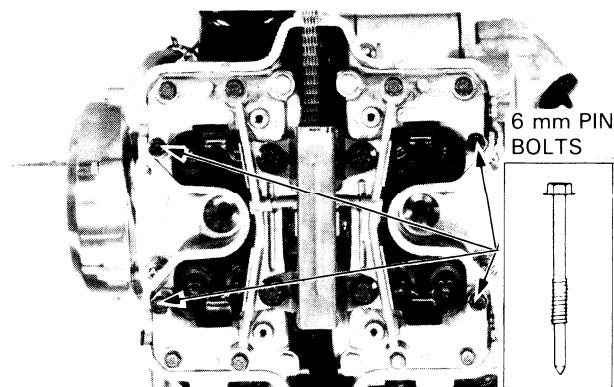
Install the camshaft holders and tighten the bolts in a crisscross pattern.

TORQUE:

6 mm BOLT: 10–14 N·m (1.0–1.4 kg-m, 7–10 ft-lb)

8 mm BOLT: 21–25 N·m (2.1–2.5 kg-m, 15–18 ft-lb)

9 mm BOLT: 43–47 N·m (4.3–4.7 kg-m, 31–34 ft-lb)



Measure the camshaft holder journal I.D.

SERVICE LIMITS:

IN: 24.05 mm (0.947 in)

EX: 24.11 mm (0.949 in)

Measure the camshaft O.D.s at the locations indicated by A, B, and C.

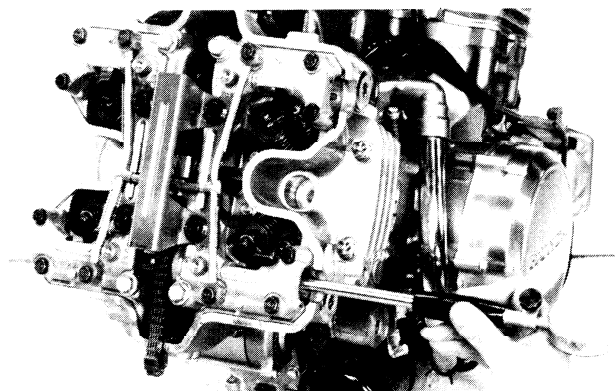
SERVICE LIMITS:

IN/EX:

A: 23.89 mm (0.941 in)

B: 23.80 mm (0.937 in)

C: 23.80 mm (0.937 in)



Subtract the camshaft O.D. from the camshaft holder journal I.D. (points A, B, and C) to obtain the oil clearance.

When the service limits are exceeded, replace the camshaft and recheck the oil clearance.

Replace the cylinder head and camshaft holders if the clearance still exceeds service limits.

SERVICE LIMITS:

IN:

A: 0.10 mm (0.004 in)

B: 0.20 mm (0.008 in)

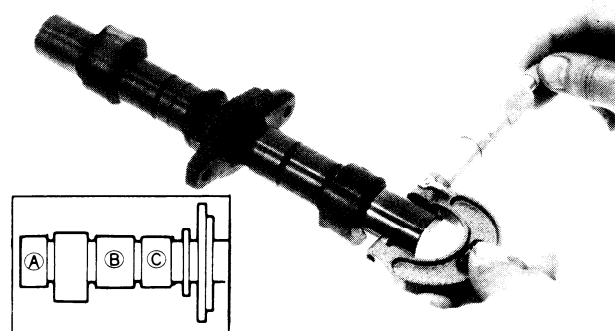
C: 0.20 mm (0.008 in)

EX:

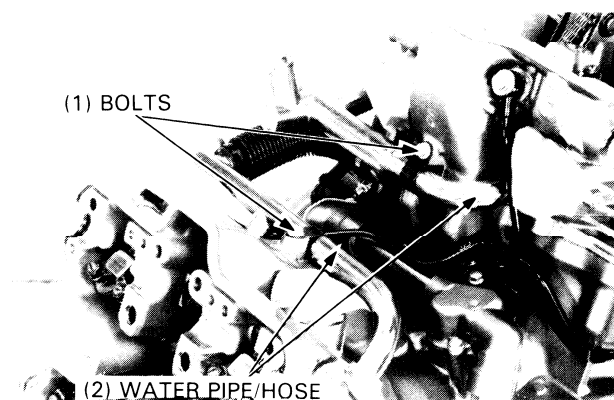
A: 0.10 mm (0.004 in)

B: 0.25 mm (0.010 in)

C: 0.25 mm (0.010 in)

**CYLINDER HEAD REMOVAL**

Remove the two bolts attaching the water pipe and hose assembly being, careful not to damage the O-ring.

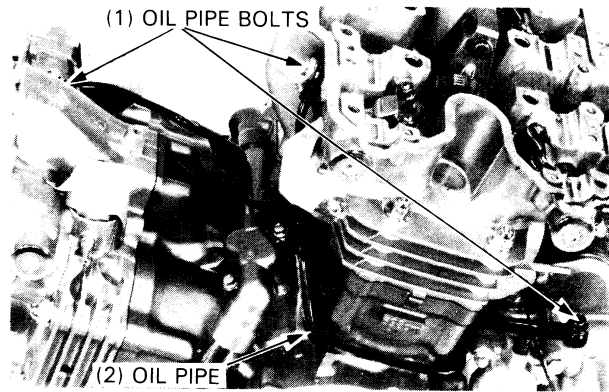


CYLINDER HEADS/VALVES

Remove the oil pipe bolts and sealing washers from the cylinder heads.
Remove the oil pipe.

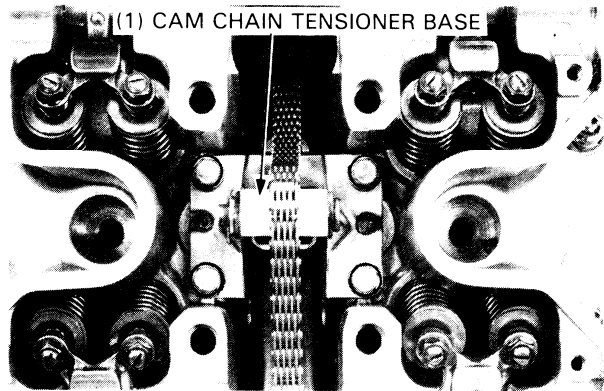
NOTE

- Do not bend the oil during removal.



Remove the front and rear cam chain tensioner base mounting bolts.

Pull the cam chain tensioner base up.

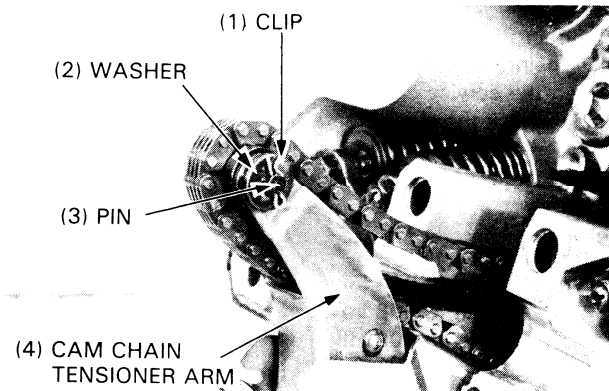


Remove the slipper clip, washer and pin and remove the tensioner slipper from the tensioner cam chain tensioner arm.

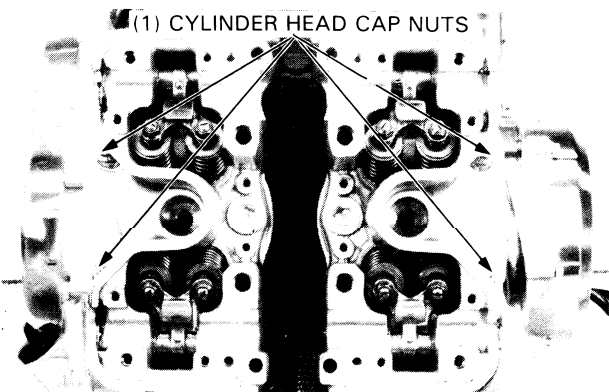
NOTE

- Be careful not to let the clip pin, washer or cam chain fall into the crankcase.

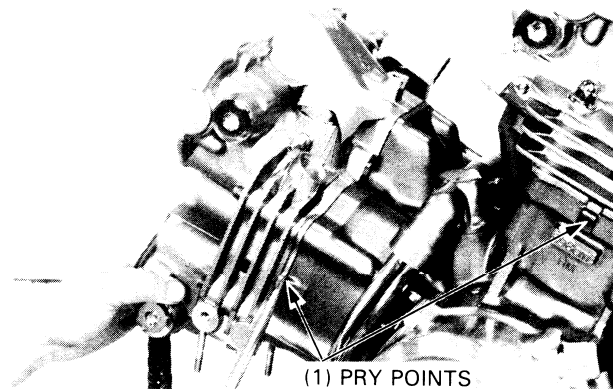
Remove the cam chain tensioner arm.



Remove the cylinder head cap nuts.



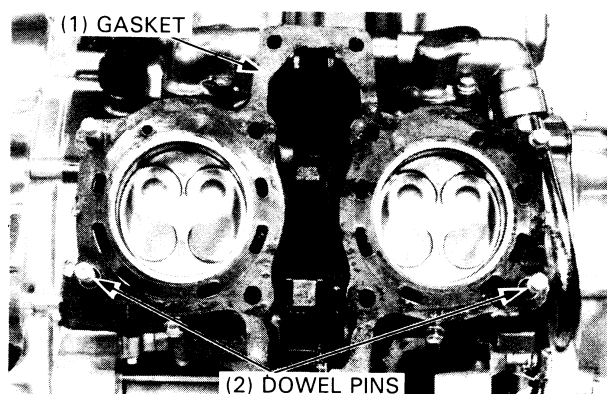
Remove the cylinder heads using a screwdriver at the pry points.



Remove the front and rear cylinder head gaskets and dowel pins.

NOTE

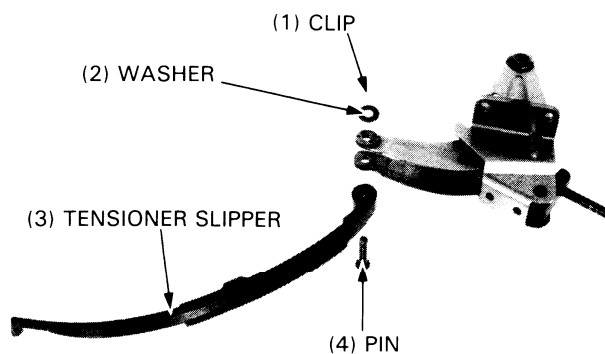
- Do not let the dowel pins fall into the crankcase.



CAM CHAIN GUIDE AND CAM CHAIN TENSIONER INSPECTION

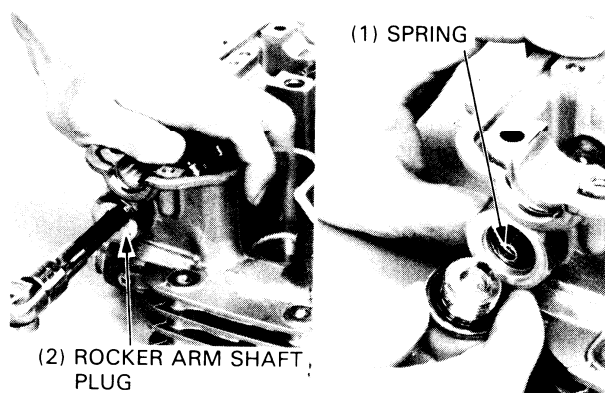
Inspect the cam chain guide, tensioner and tensioner slipper for damage or excessive wear.

Inspect the spring for good tension, replace if necessary.



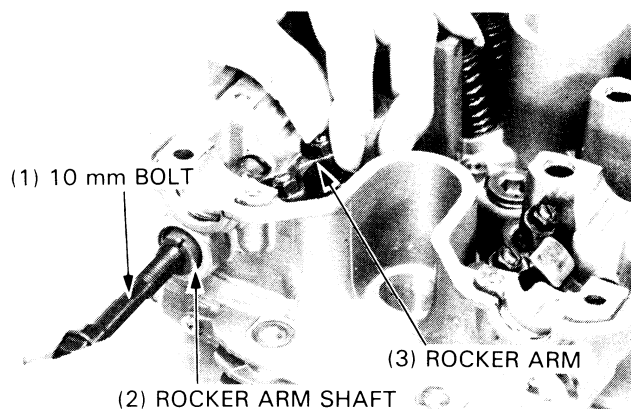
CYLINDER HEAD DISASSEMBLY

Remove the rocker arm shaft plug and spring.



CYLINDER HEADS/VALVES

Screw a 10 mm bolt into the rocker arm shaft and pull out the rocker arm shaft.
Remove the rocker arm.



To keep the valve spring compressor from interfering with the cylinder head, remove the large retainers from the compressor attachment.
Remove the valve spring cotters, retainers, spring and valves.

CAUTION

- *To prevent loss of tension, do not compress the valve springs more than necessary to remove the cotters.*

NOTE

- Mark all disassembled parts to ensure correct reassembly.

Remove the valve stem seals.

TOOL:

VALVE SPRING COMPRESSOR 07757-0010000 or
07957-3290001

Remove carbon deposits from the combustion chamber and clean off the head gasket surfaces.

NOTE

- Gaskets will come off easier if soaked in solvent.

CAUTION

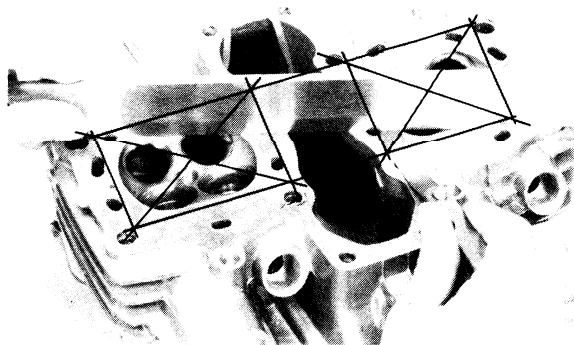
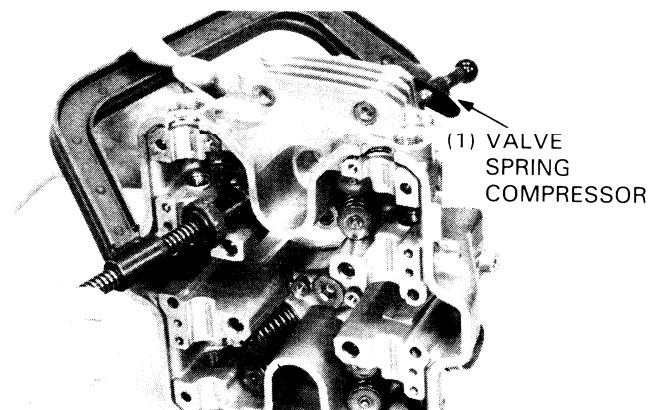
- *Do not damage the gasket and valve seat surfaces.*

INSPECTION

Cylinder Head

Check the spark plug hole and valve areas for cracks.
Check the cylinder head for warpage with a straight edge and feeler gauge.

SERVICE LIMIT: 0.10 mm (0.004 in)

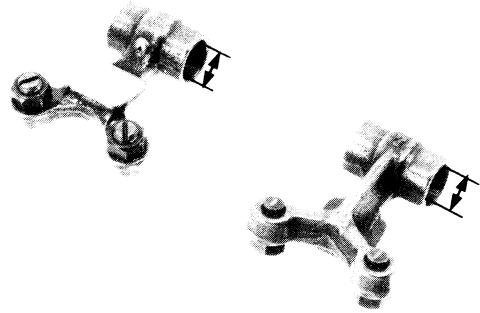


Rocker Arm

Inspect the rocker arms for wear or damage to the camshaft contact surface or for clogged oil holes.

Measure the I.D. of each rocker arm.

SERVICE LIMIT: 12.05 mm (0.474 in)

**Rocker Arm Shaft**

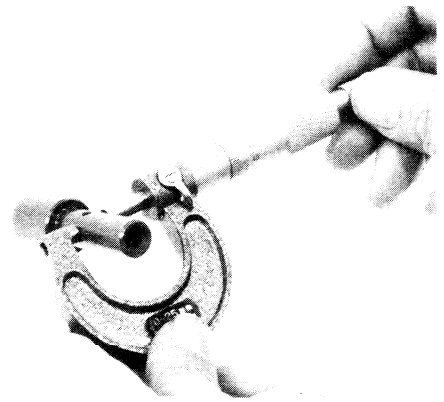
Measure each rocker arm and shaft O.D.

SERVICE LIMIT: 11.93 mm (0.470 in)

Inspect the shaft for wear or damage and calculate the shaft to rocker arm clearance.

SERVICE LIMIT: 0.12 mm (0.005 in)

Inspect the rocker arm shaft spring for wear or damage.

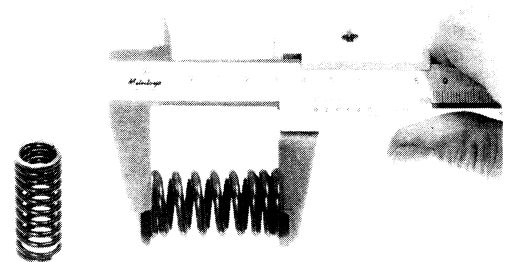
**Valve Spring**

Measure the free length of the inner and outer valve springs.

SERVICE LIMITS:

INNER (IN, EX): 38.19 mm (1.504 in)

OUTER (IN, EX): 43.14 mm (1.698 in)

**Valve Stem-to-Guide Clearance**

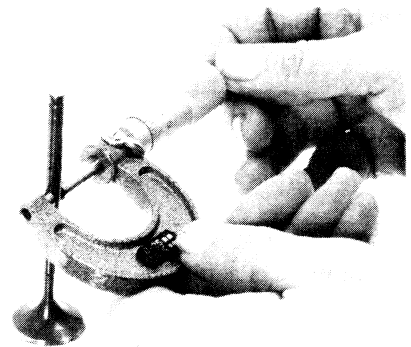
Inspect each valve for bending, burning, scratches or abnormal stem wear.

Check valve movement in the guide and measure and record each valve stem O.D.

SERVICE LIMITS:

IN: 5.47 mm (0.215 in)

EX: 5.45 mm (0.214 in)



CYLINDER HEADS/VALVES

Ream the guides to remove any carbon build up before measuring the guides.
Measure and record each valve guide I.D. using a ball gauge or inside micrometer.

SERVICE LIMIT: 5.55 mm (0.219 in)

Subtract each valve stem O.D. from the corresponding guide I.D. to obtain the stem-to-guide clearance.

SERVICE LIMITS:

IN: 0.08 mm (0.003 in)

EX: 0.10 mm (0.004 in)

TOOL:

VALVE GUIDE REAMER 5.5 mm 07984—2000001 or
07984—200000A U.S.A.
only

NOTE

- If the stem-to-guide clearance exceeds the service limits, determine if a new guide with standard dimensions would bring the clearance within tolerance. If so, replace any guides as necessary and ream to fit.

If the stem-to-guide clearance exceeds the service limits with new guides, also replace the valves.

NOTE

- Refinish the valve seats whenever the valve guides are replaced.

VALVE GUIDE REPLACEMENT

Heat the cylinder head to 100°C—150°C (212°F—300°F) using a hot plate or an oven.

CAUTION

- *Do not use a torch to heat the cylinder; it may cause warping.*
- *To avoid burns, wear heavy gloves when handling the heated cylinder head.*

Support the cylinder head and drive the old guides out of the combustion chamber side of the cylinder head.

TOOL:

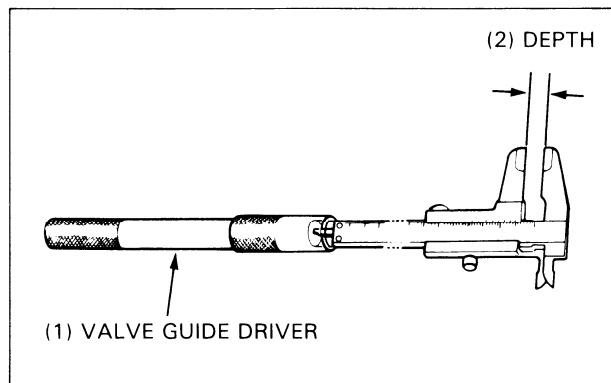
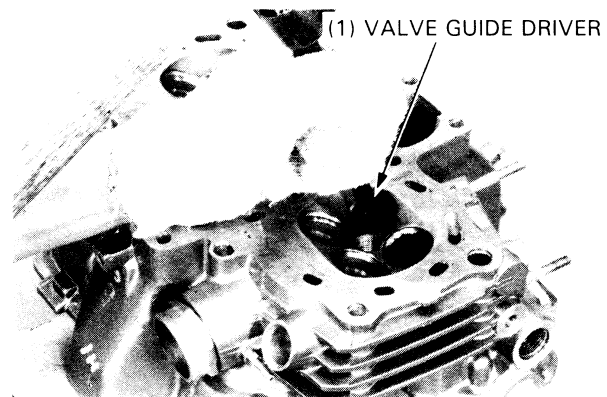
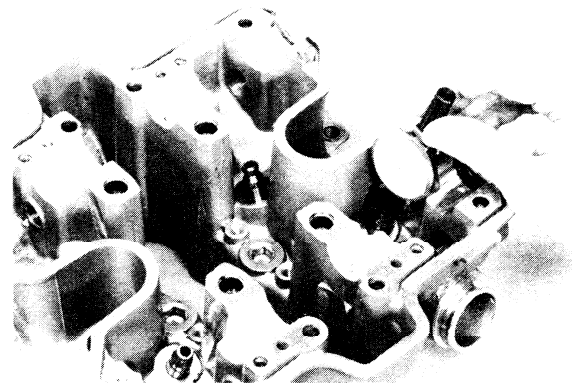
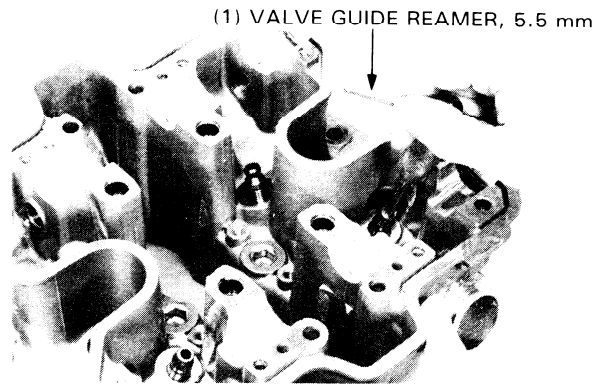
VALVE GUIDE DRIVER 07743—0020000
(NOT AVAILABLE IN
U.S.A.)

CAUTION

- *When driving the valve guide out, be careful not to damage the head.*

Adjust the tool setting depth by a pair of vernier calipers as shown.

DEPTH: 19.0 mm (0.75 in)



Drive new guides in from the rocker arm side of the cylinder head.

TOOL:
VALVE GUIDE DRIVER 07743-0020000

NOTE

- Cylinder head heat should still be at 100° – 150°C (212° – 300°F) for installation of the new guides.

Let the cylinder head cool to room temperature and ream the new valve guides.

TOOL:
VALVE GUIDE REAMER, 5.5 mm 07984-2000001
07984-200000A U.S.A.
only

NOTE

- Use cutting oil on the reamer during this operation.
- Rotate the reamer in the same direction when inserting and removing.

Reface the valve seats and clean the cylinder head thoroughly to remove any metal particles.

VALVE SEAT INSPECTION/REFACING

Clean all intake and exhaust valves thoroughly to remove carbon deposits.

Apply a light coating of valve lapping compound to each valve face.

NOTE

- Take care not to allow the compound to enter between the valve stem and guide. After lapping, wash out the compound completely and apply a coat of engine oil to the valve face and seats.

Remove the valve and inspect the face.

NOTE

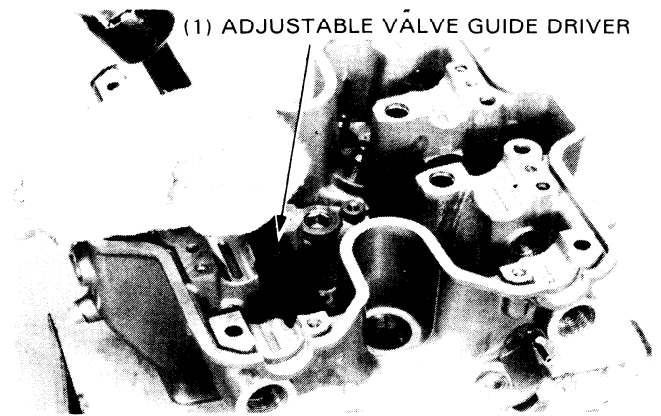
- The valves cannot be ground. If a valve face is rough, worn unevenly, or contacts the seat improperly, the valve must be replaced.

Inspect the valve seat.

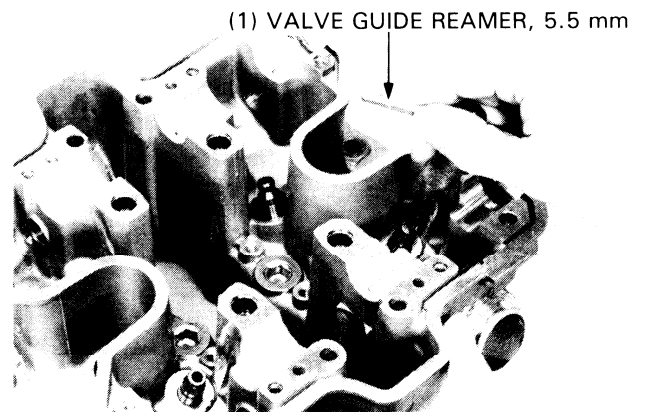
If the seat is too wide, too narrow, or has low spots, the seat must be ground.

NOTE

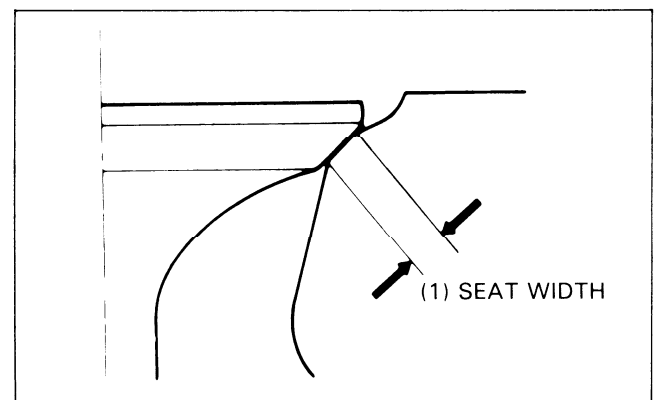
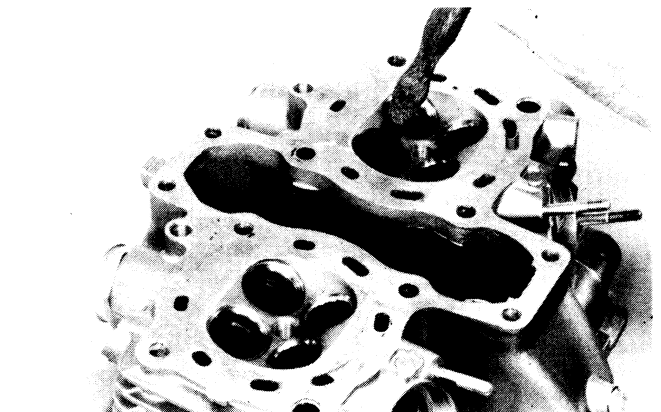
- Follow the refacer manufacturer's operating instructions.



(1) ADJUSTABLE VALVE GUIDE DRIVER



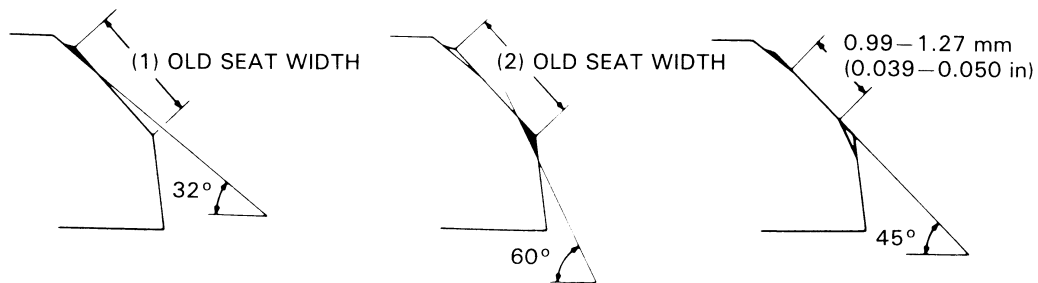
(1) VALVE GUIDE REAMER, 5.5 mm



(1) SEAT WIDTH

CYLINDER HEADS/VALVES

After cutting the seat, apply lapping compound to the valve face, and lap the valve using light pressure. After lapping, wash any residual compound off the cylinder head and valve.

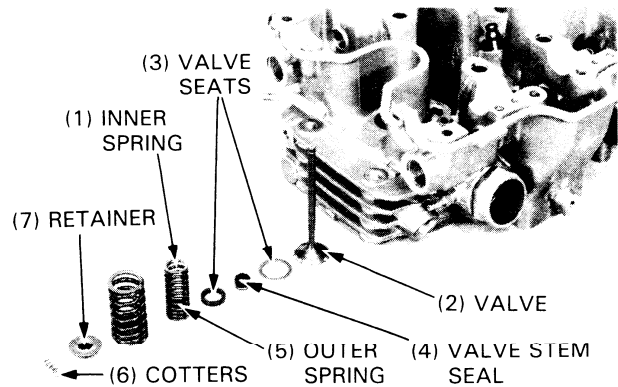


CYLINDER HEAD ASSEMBLY

NOTE

- Install new valve stem seals when assembling.

Lubricate each valve stem with molybdenum disulfide grease and insert the valve into the valve guide. To avoid damage to the stem seal, turn the valve slowly when inserting.



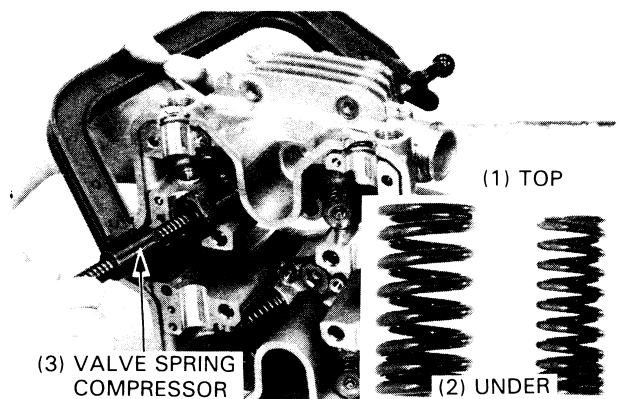
Install the valve seats, valve spring and retainer. The springs' tightly wound coils should be towards the cylinder head. Compress the valve springs with the valve spring compressor and install the valve cotters.

CAUTION

- To prevent loss of tension, do not compress the valve spring more than necessary to install the valve cotters.

TOOL:

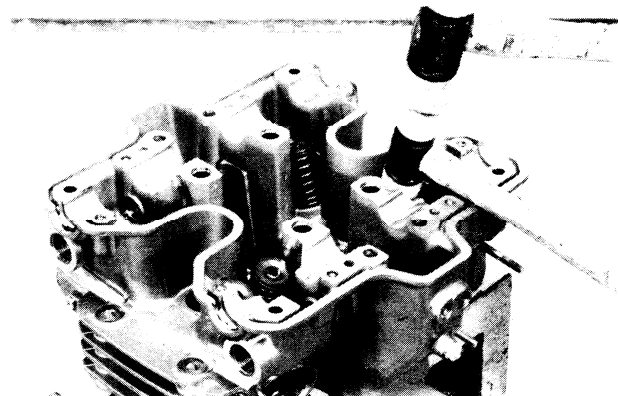
VALVE SPRING COMPRESSOR 07957–3290001 or 07757–0010000



Tap the valve stems gently with a soft hammer to firmly seat the cotters.

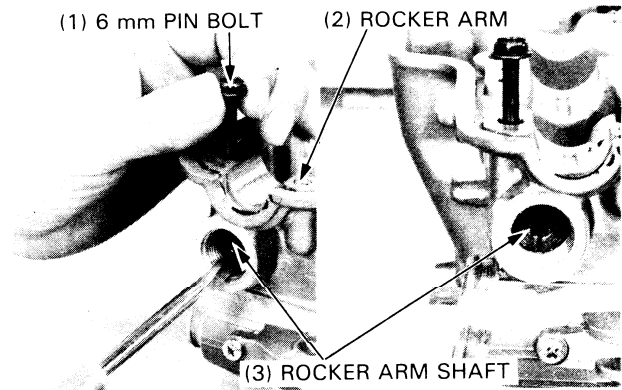
NOTE

- Support the cylinder head above the work bench surface to prevent possible valve damage.



Install the rocker arm and insert the rocker arm shaft.

Install the 6 mm pin bolt into the cylinder head while aligning the cutout of the rocker arm shaft with the 6 mm pin bolt hole. Install a new O-ring onto the rocker arm shaft plug. Apply LOCTITE® 271 or equivalent to the thread of the plug.

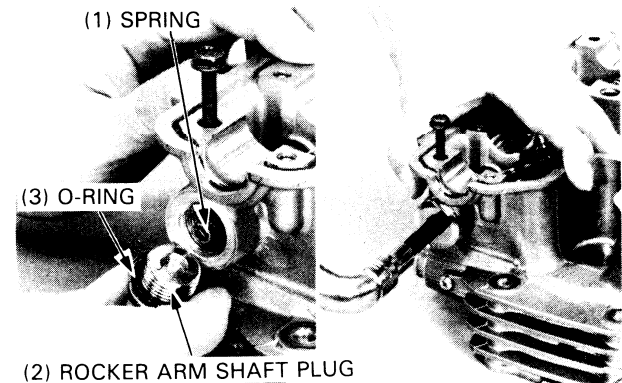


Check the O-ring for damage or deterioration.

Install the spring and tighten the plug to specified torque.

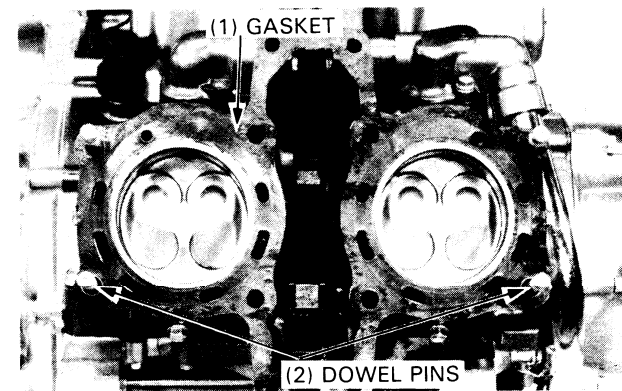
TORQUE: 45—50 N·m (4.5—5.0 kg-m, 37—36 ft-lb)

Remove the 6 mm pin bolt from the cylinder head. Apply oil to the rocker arms and shafts.

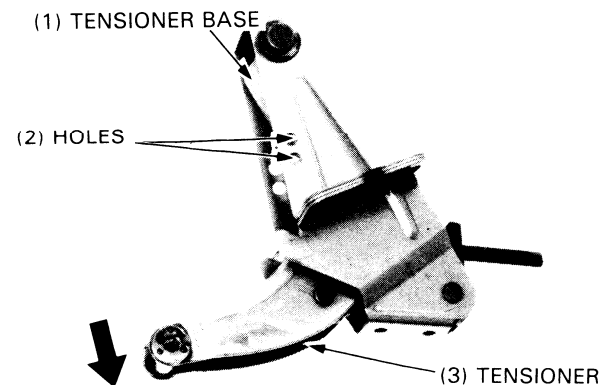


CYLINDER HEAD INSTALLATION

Clean the cylinder head surface of any gasket material. Install the dowel pins and new head gaskets.



With the cam chain tensioner raised in the direction of the arrow, insert a pin or piece of wire through the hole in the tensioner base and tensioner.

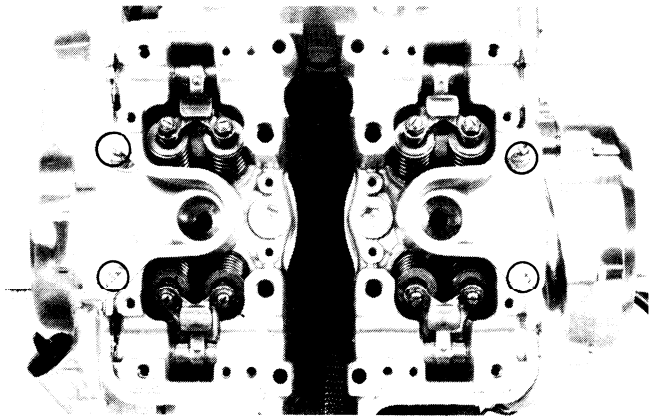


CYLINDER HEADS/VALVES

Place the cylinder head on the cylinder.
Install the cylinder head bolts loosely.

NOTE

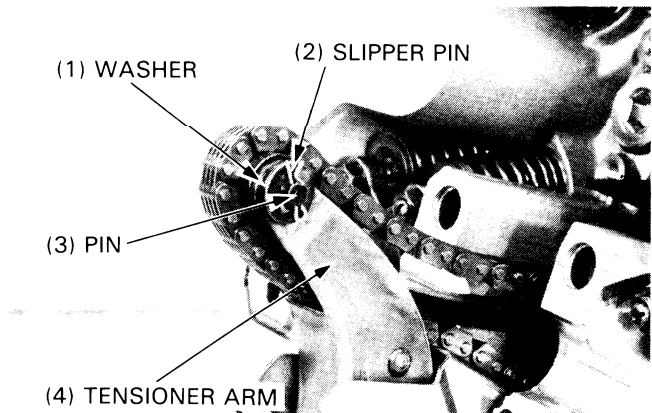
- Tighten the cylinder head cap nut to the specified torque after all cylinder head bolts are installed (page 9-18).



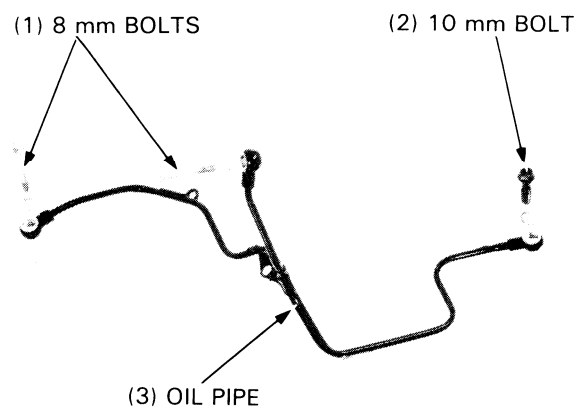
Pass the cam chain through the cam chain tensioner and install the tensioner slipper as shown.
Install the camchain tensioner using tensioner setting bolts loosely.

NOTE

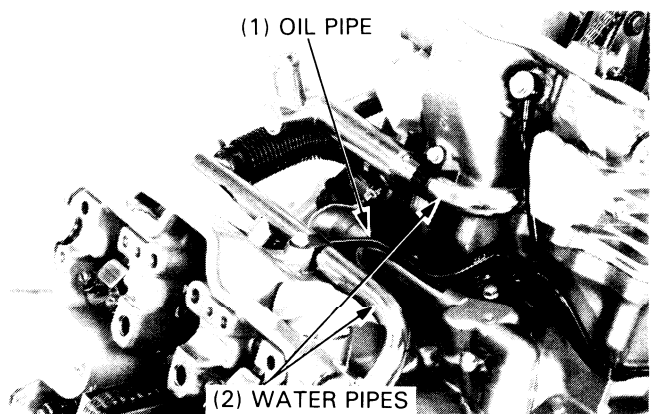
- Check that the lower end of the slipper fits in the slipper base correctly.



Install the exterior oil pipe using the oil bolts and washers onto the cylinder and cylinder head.



Install the water pipes and tighten the hose bands securely.



CAMSHAFT INSTALLATION

Lubricate the camshaft journal surfaces of the cylinder head with molybdenum disulfide grease.

Install the cam chain tensioner using tensioner setting bolts loosely.

Loosen all the valve adjusters completely.

Check the camshaft index marks so that each camshaft is installed in its correct location.

Camshaft index mark locations:

EX: R (ER) Rear cylinder exhaust

IN: R (IR) Rear cylinder intake

EX: F (EF) Front cylinder exhaust

IN: F (IF) Front cylinder intake

Turn the crankshaft at the R. crankcase cover side counter-clockwise until the "1-3 T" mark aligns with the index mark.

CAUTION

- When turning the crankshaft, make sure the cam chains don't jam at the cam chain tensioners or at the crankshaft.

REAR CYLINDER:

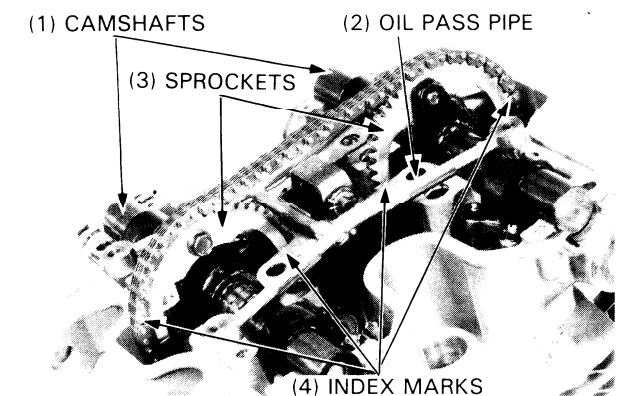
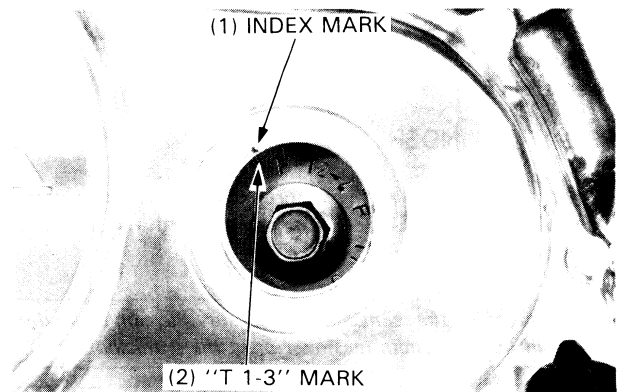
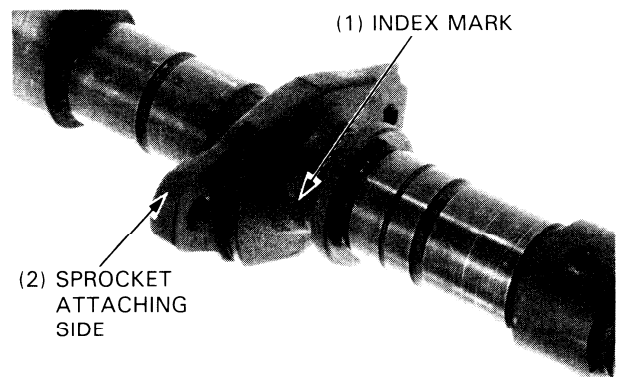
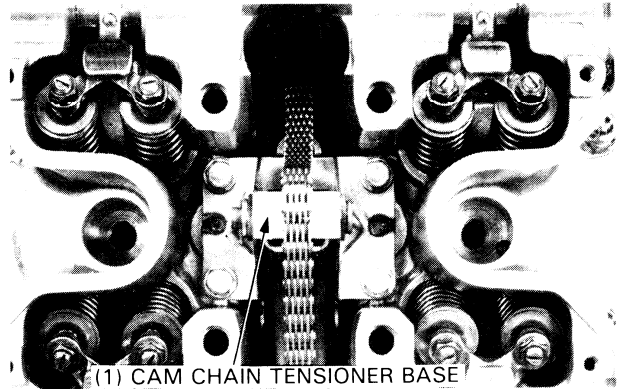
Align the cutouts in the cam sprockets with the camshaft lobes and place the sprockets onto the camshafts. Tighten the cam sprocket bolts. Install the intake and exhaust camshafts. Place the oil pass pipe.

Check that the camshaft marks are still facing up, then align the sprocket index lines with the top of the rear cylinder head. Place the cam chain on the sprockets.

Check that the sprocket index lines align at T1-3. Remove the pin or piece from the hole tensioner base and unlock the cam chain tensioner.

NOTE

- Be careful not to let the pin or piece fall into the crankcase.



CYLINDER HEADS/VALVES

CAUTION

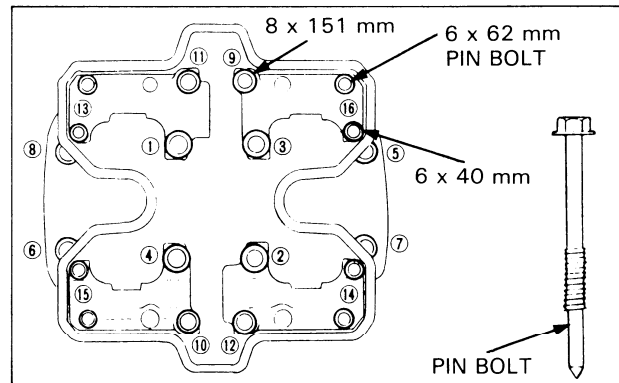
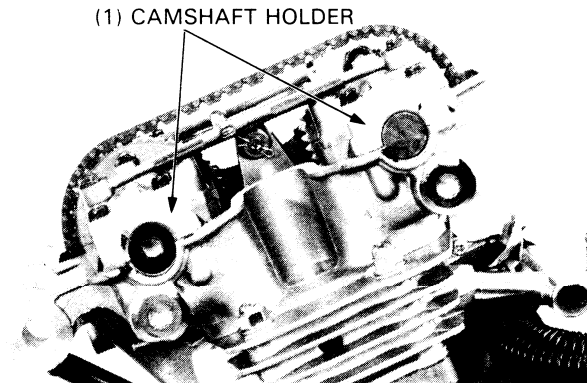
- If you force a valve open while installing the camshaft holders, you may damage the holders or the camshaft bearing surfaces.*

Place the camshaft holders in the same locations noted during removal. The groove in the bottom of the holder must align with the camshaft locating ridge.

Install the camshaft holder bolts, but do not tighten them yet.

CAUTION

- Note the location of the 6 mm bolts; the 6 mm pin bolts should be installed at each corner.*



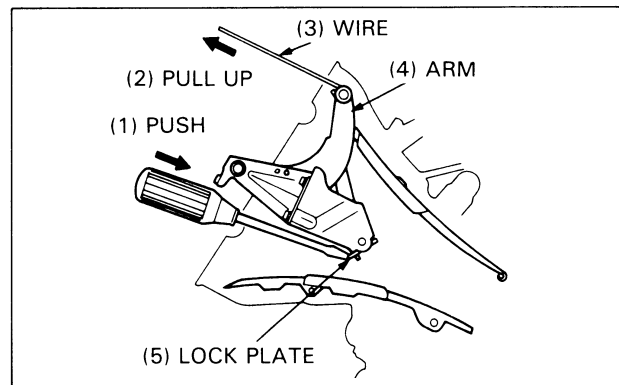
If the cylinders were not removed, lock the cam chain tensioner for minimum tension: push the lock plate down while pulling or prying the tension arm up; hold the arm pin up while you insert a pin or wire through the lock holes.

FRONT CYLINDER

Turn the crankshaft at the R. crankcase cover side counter-clockwise until the "1-3 T" mark aligns with the index mark.

CAUTION

- When turning the crankshaft, make sure the cam chain doesn't jam at the cam chain tensioner or at the crankshaft.*



Align the cutouts in the cam sprockets with the camshaft lobes and place the sprockets onto the camshaft. Tighten the cam sprocket bolts.

Install the intake and exhaust camshafts.

Place the oil pass pipe.

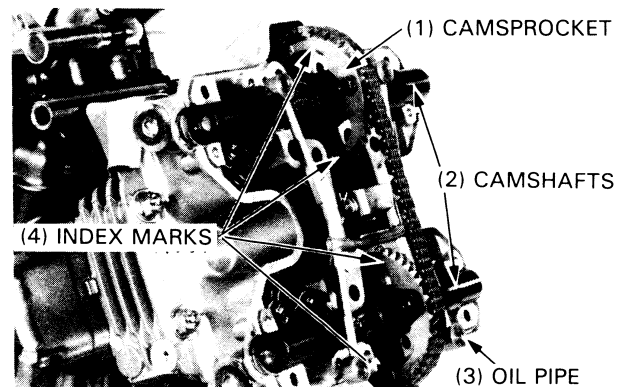
Check that the camshaft marks are still facing up, then align the sprocket index lines with the top of the rear cylinder head. Place the cam chain on the sprockets.

Check that the sprocket index line align at T1-3.

Remove the pin or piece from the hole tensioner base and unlock the cam chain tensioner.

NOTE

- Be careful not to let the pin or piece fall into the crankcase.*



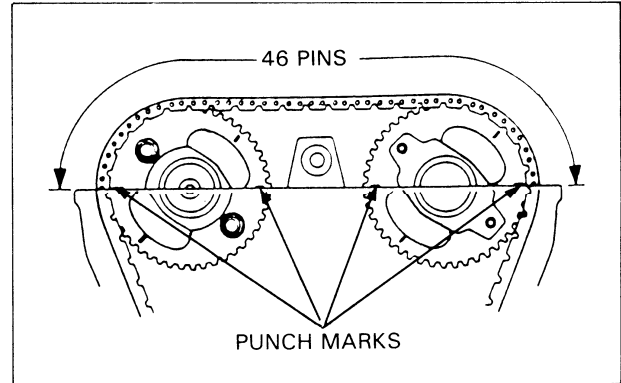
Valve Timing Inspection.

Align the punch mark on the front cylinder cam sprockets with the top of the cylinder head (viewed from the left side of the engine.)

NOTE

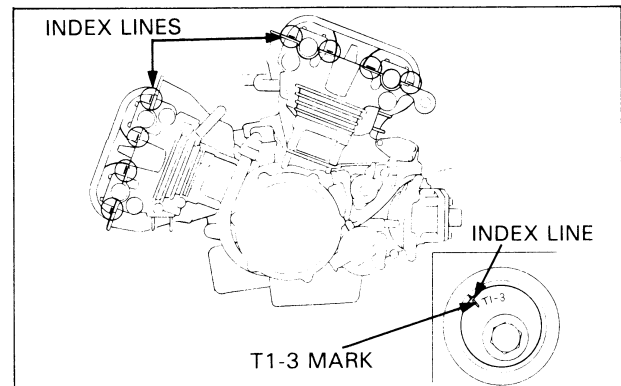
- There should be a total of 46 pins between the punch marks on the intake and exhaust cam sprockets as shown.

Check that the sprocket punch marks align at T2-4.
Unlock the cam chain tensioner.



Check the front-to-rear cylinder camshaft timing as follows.

- When the T1-3 mark aligns with the rear crankcase mating surface, the index lines on all cam sprockets should align with the top of the cylinder heads.
- All camshaft marks will either face up or down.



Tighten the tensioner base bolts securely.

Pull the tensioner lock pin or piece of wire out.

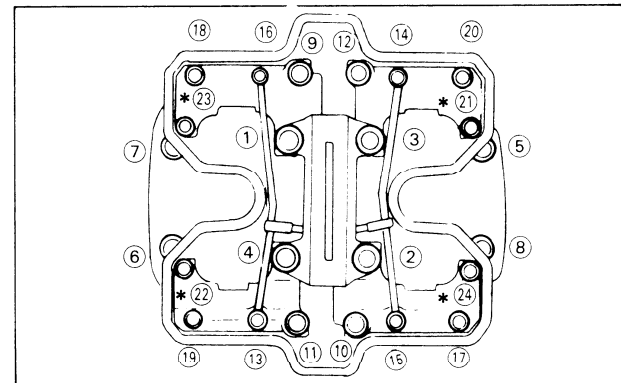
Turn the crankshaft clockwise until there is maximum cam chain free play, then install the oil pipes under the cam chain. Install the cam chain guide on the oil pipe base plate.

Tighten the cylinder head bolts in the sequence shown.

9 mm (Mark A): 43–47 N·m (4.3–4.7 kg·m, 31–34 ft·lb)

8 mm (Mark B): 21–25 N·m (2.1–2.5 kg·m, 15–18 ft·lb)

6 mm (No Mark): 10–14 N·m (1.0–1.4 kg·m, 7–10 ft·lb)



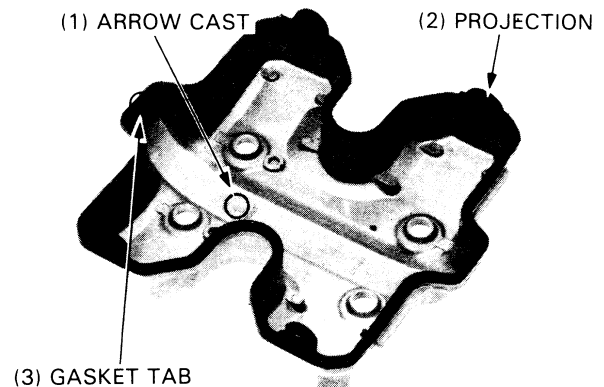
Adjust the valve clearance (page 3-7).

Inspect the cylinder head cover gasket for damage or deterioration.

NOTE

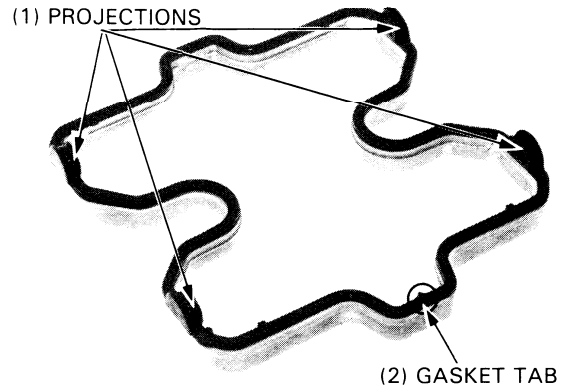
- Clean the gasket before applying sealant.
- The arrow cast into the cylinder head cover and the gasket tab face the front of the engine.

Apply sealant around the projection head cover gaskets.
Install the front cylinder head cover and gaskets.



CYLINDER HEADS/VALVES

Install the rear cylinder head cover base, cover and gasket.
Note the alignment of the casting arrow and gasket tab, facing the front of the engine, as noted on previous page.
Apply sealant around the projections of the gasket.



Install the remaining parts in the reverse order of removal.

