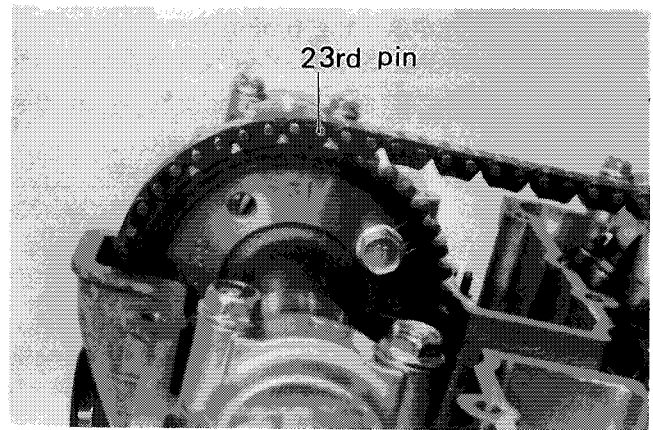
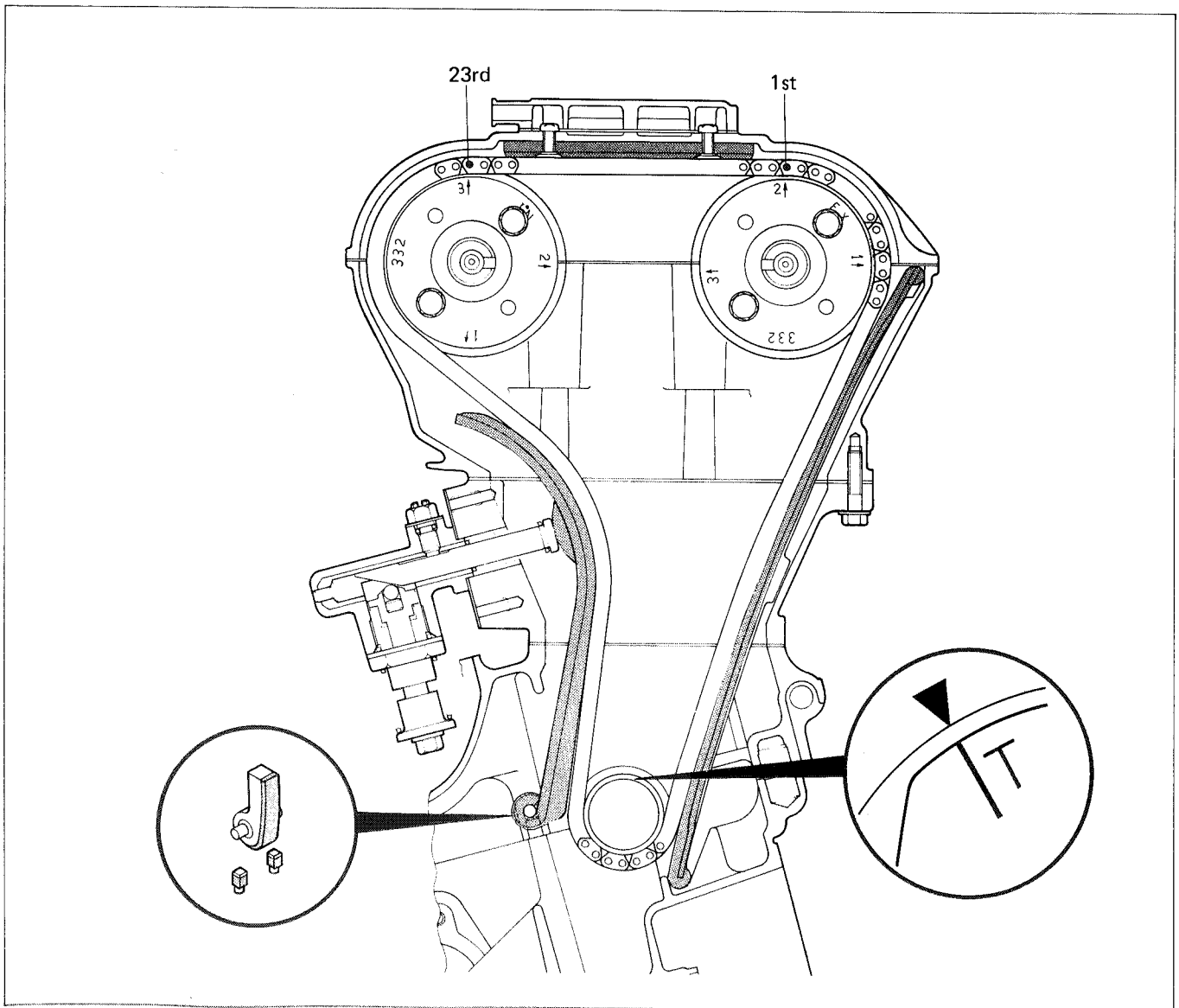


- The other arrow marked "2" is now pointing straight upward. Count the chain roller pins toward the intake camshaft, starting from the roller pin directly above this arrow marked "2" and ending with the 23rd roller pin. Engage the chain with intake sprocket, locating the 23rd pin at and above the arrow marked "3" on the intake sprocket.

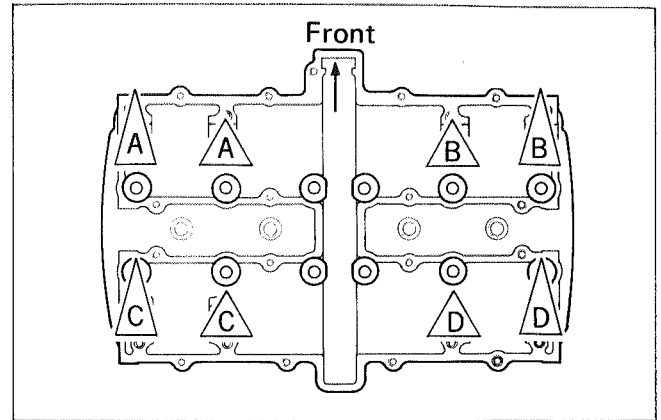


NOTE:

The timing chain is now riding on all three sprockets. Be careful not to disturb the crankshaft until the four holders and chain tensioner adjuster are secured.



- Each camshaft holder is identified with a cast-on letter with a triangle. A matching cast-on symbol appears on the head. Install each holder at its matching letter, with triangle symbols pointing forward.
- Secure the eight camshaft journal holders evenly by tightening the camshaft journal holder bolts sequentially. Try to equalize the pressure by moving the wrench diagonally from one bolt to another and from one camshaft journal holder to another, to push shafts down evenly.

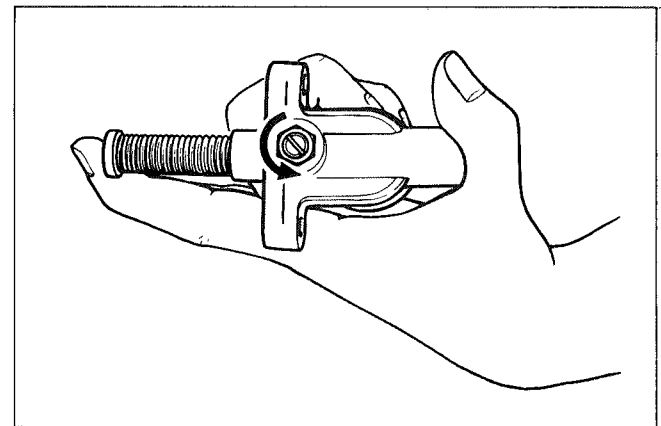
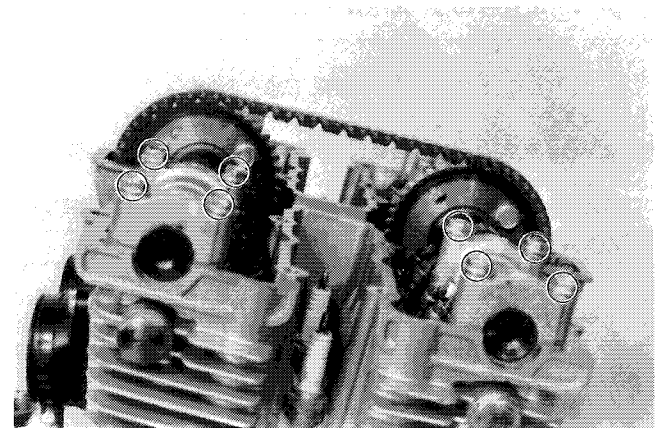


NOTE:
 Damage to head or cam journal holder thrust surfaces may result in the situation that cam journal holders are not drawn down evenly.

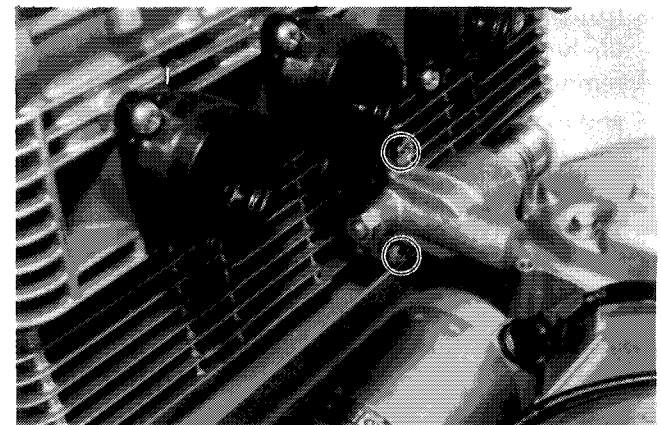
- Tighten the camshaft journal holder bolts to the following torque value:

CAUTION
 The camshaft journal holder bolts are made of a special material and much superior in strength compared with other type of high strength bolts. Take special care not to use other types of bolts instead of these special bolts. To identify these bolts, each of them has a figure "9" on its head.

Camshaft journal holder bolt tightening torque	10 N·m (1.0 kg·m)
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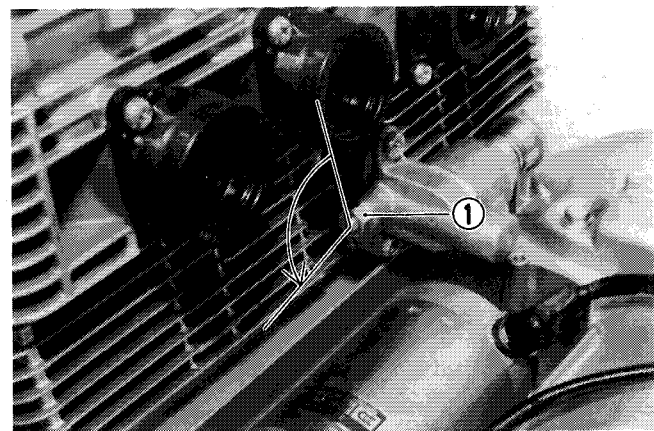
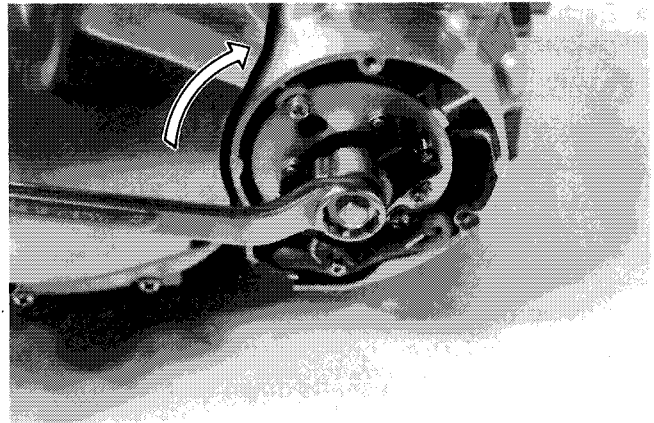
- While turning lock shaft handle counterclockwise, push in the pushrod all the way. Keep on turning the handle until it refuses to turn further.
- Tighten the lock screw to lock the pushrod, so that the pushrod will not plunge out.
- Secure the adjuster to the cylinder block.



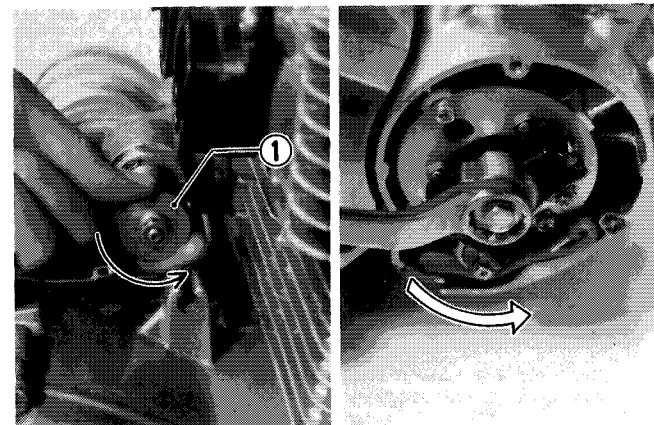
- If tensioner adjuster is not going in, turn the crankshaft slowly clockwise to get chain play at inlet side.
- Withdraw the lock screw by one-quarter to half a turn: this separates the tip of the screw from the pushrod, thereby allowing the pushrod to advance under spring force and to press the tensioner against the camshaft chain.
- Tighten the lock nut ①.

NOTE:

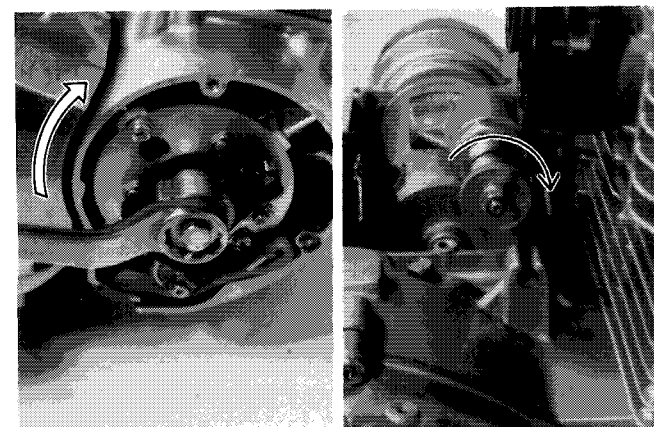
When tightening the lock nut, take care to prevent the lock screw from turning.



- While turning the handle ① counterclockwise, slowly rotate the crankshaft in reverse direction (thus causing the chain to push back the tensioner).
- Release the handle and slowly turn back the crankshaft in normal running direction (to slacken that portion of the chain extending along the tensioner). See if the handle rotates by itself as the chain becomes progressively slackened; if it does, then the pushrod inside is obviously moving forward under spring force as it should, thus signifying that the tensioner is in good operable condition. If the handle rotates, but sluggishly, it means that the pushrod or lock shaft is sticking and, in such a case, remove the tensioner and service the pushrod and lock shaft to make them move smoothly.

**CAUTION:**

After installing the tensioner and checking it in initially set condition for operation, do not attempt to turn the handle in either direction until the next overhaul.



- Adjust the valve clearance. (see page 2-6).