

Turn the crankshaft in the proper direction so that

the cam points away from the lifter, and remove the shim.

NOTE: The camshaft rotates in the same direction as the crankshaft.

Caution. When the valve lifter holder is fitted to a valve assembly, and the crankshaft is

turned to rotate the camshaft, it **MUST** be turned so the cam lobe turns away from the tool. If it is turned toward the tool, serious engine damage can result.



NOTE: If the camshafts are unbolted instead of using a special tool to remove the shims, see information on valve timing (Pg. 119) and camshaft installation (Pg. 38) before tightening the shafts in place.

•Check the present shim thickness (shim size) that is printed on the shim surface, and referring to the Valve Adjustment Chart (Pg. 199), select a new shim which brings valve clearance within the specified limits.

Shims are available in sizes from 2.2 ~ 3.4 mm, in increments of 0.05 mm.

•Insert the new shim on the valve lifter with the numbered side facing downwards so the number won't be polished off by the action of the cam.

Caution Do not put the shim stock under the

shim. This may cause the shim to pop out at high rpm, causing extensive engine damage.

2. Do not grind the shim. This may cause it to fracture,

causing extensive engine damage.

NOTE: If the smallest shim does not sufficiently increase clearance, the valve seat is probably

ADJUSTMENT 13

open fully at full throttle. On the other hand, if the

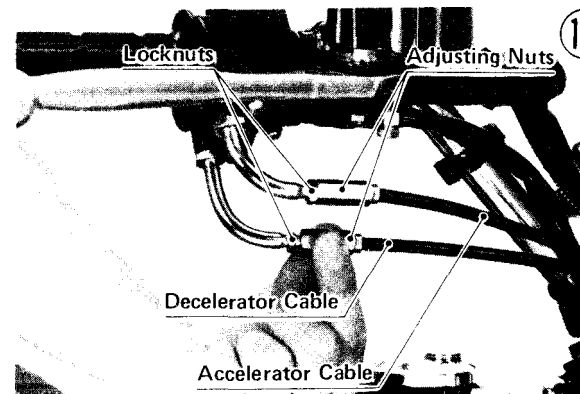
cables are too tight, the throttle will be hard to control, and the idling speed will be erratic.

To adjust the throttle cable play:

•Loosen the locknuts and screw the adjusting nuts in

Fully at the upper end of the throttle cables so as to

Give the throttle grip plenty of play.



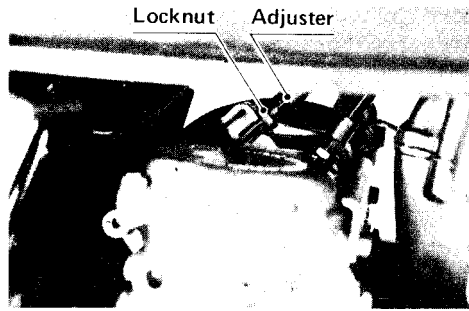
•Turn out the decelerator throttle cable-adjusting nut 3 turns. There must still be play in the throttle grip;

if there is not, loosen the locknut at the lower end of the decelerator cable, turn in the adjuster to create a small amount of play, and retighten the locknut.

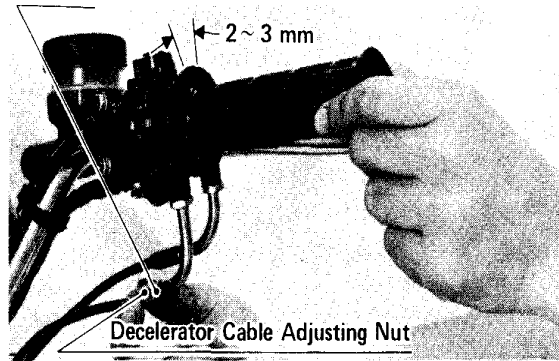
worn. In this case, (a) repair the valve seat (Pg. 125),

(b) grind down the stem lightly (Pg. 123), (c) then

recheck the clearance.



- Turn out the accelerator throttle cable adjusting nut until the throttle grip play is just eliminated and then tighten the locknut.
- Turn in the decelerator cable adjusting nut until 2 ~ 3 mm of throttle grip play is obtained. Tighten the locknut.



THROTTLE CABLES

There are two throttle cables, the accelerator cable for opening the butterfly valves and decelerator cable for closing them. If the cables are too loose from either cable stretch or maladjustment, the excessive play

in the throttle grip will cause a delay especially at low rpm. Also, the butterfly valves may not

in throttle response,