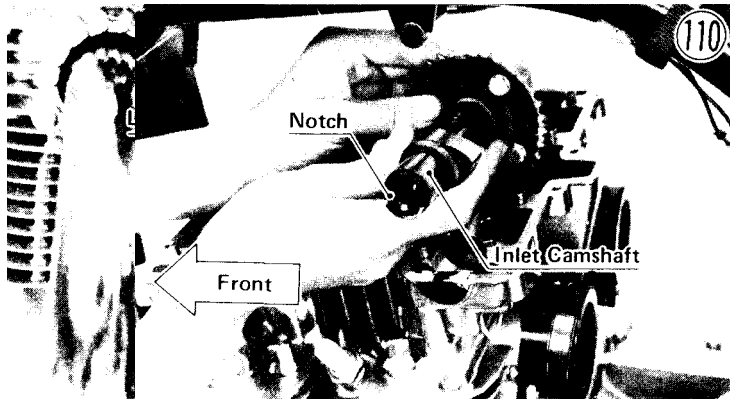


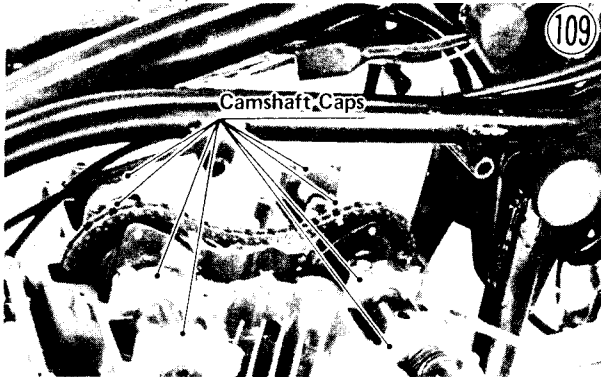
38 DISASSEMBLY

- Remove the gasket.
- Remove the chain tensioner cap and O ring, loosen the locknut, and then screw the chain tensioner assembly off the cylinder block.

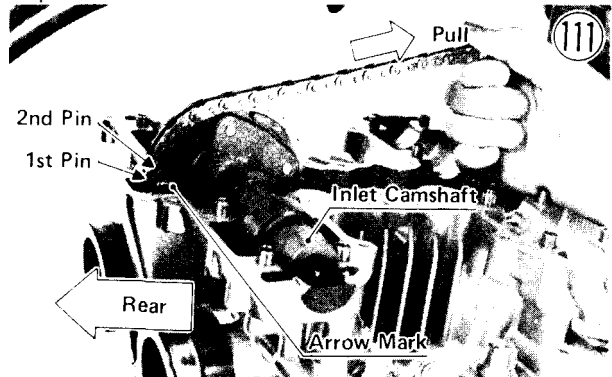
- Apply clean engine oil to all cam parts.
- Feed the inlet camshaft (no tachometer gear) through the chain and remove the screwdriver. The notched camshaft end must be on the left side of the engine.



- Remove the camshaft cap bolts (16), and take off the camshaft caps (8).



- Turn the inlet camshaft so that the arrow mark on the sprocket is aligned with the cylinder head surface and pointing to the rear.
- Pull the chain taut and fit it onto the inlet camshaft sprocket.

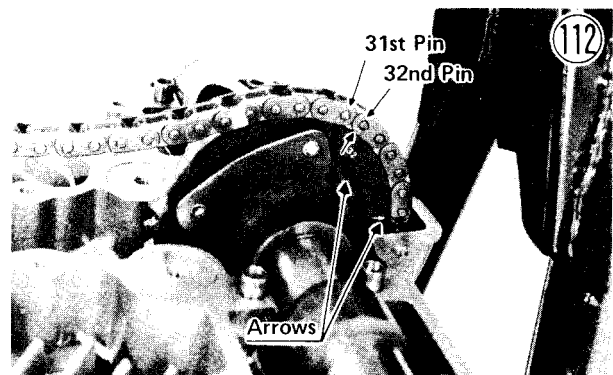


- Remove the camshafts. Use a screwdriver or wire to keep the chain from falling down into the cylinder block.

Caution Always pull the camshaft chain taut during the turning of the crankshaft while the camshaft chain is loose, to avoid kinking the chain on the lower (crankshaft) sprocket. A kinked chain could damage both the chain and the sprocket.

- Starting with the upper pin on the link that coincides with the inlet camshaft sprocket arrow mark, count to the 32nd pin. Feed the exhaust camshaft through the chain and align that 32nd pin with the raised arrow mark. The notch on the camshaft end must face left.

Installation:



NOTE: If a new camshaft, cylinder head, valve, or valve lifter were installed, check valve clearance (Pg. 12).

- Check that the tachometer pinion is removed from the cylinder head, and all camshaft cap knock pins (16) are fitted.
- Check crankshaft position to see that the engine is still at TDC, and readjust chain if necessary. Remember to pull the camshaft chain taut before rotating the crankshaft.