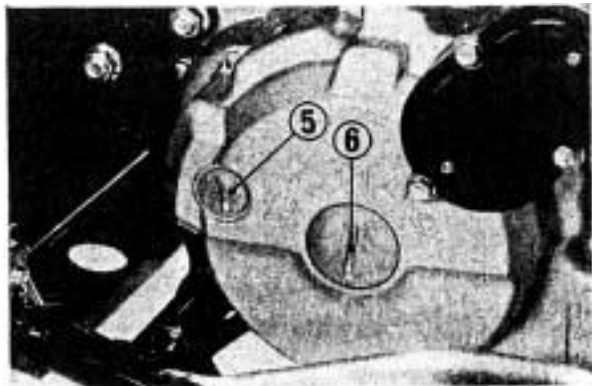


**WARNING**

\* *Gasoline is extremely flammable and is explosive under certain conditions. Perform this operation in a well-ventilated area. Do not smoke or allow flames or sparks in the area.*

8. Remove the crankshaft hole cap (5) and timing mark hole cap (6).
9. Remove the valve adjuster covers.
10. Rotate the alternator rotor clockwise until the T mark (7) on the alternator rotor lines up with the timing index mark (8) on the cover. In this position, the piston may either be on the compression or the exhaust stroke. The adjustment must be made when the piston is on top of the compression stroke and both the intake and exhaust valves are closed. This can be determined by moving the rocker arms by hand. If they are free, it is an indication that the valves are closed and that the piston is on the compression stroke. If they are tight and the valves are open, rotate the alternator rotor 360° (one complete revolution) and realign the T mark to the timing index mark.

11. Check the clearance of both valves by inserting a 0.08 mm (0.003 in) feeler gauge (12) between the adjusting screw and valve stem.



- (5) Crankshaft hole cap
- (6) Timing mark hole cap