Valve Clearance

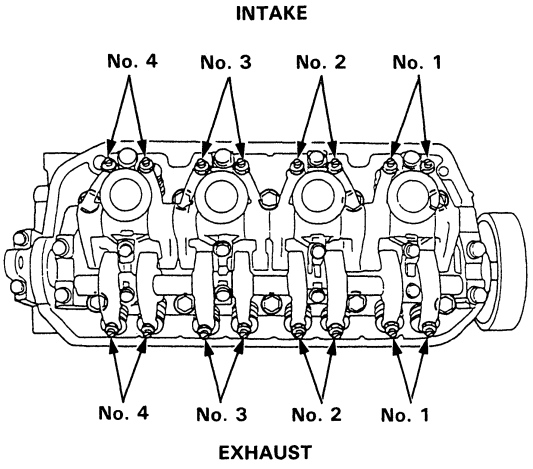
Adjustment

NOTE:
- Valves should be adjusted cold when the cylinder head temperature is less than 38°C (100° F). Adjustment is the same for intake and exhaust valves.
- If the pulley bolt loosens while turning crank, tighten it to specified torque.

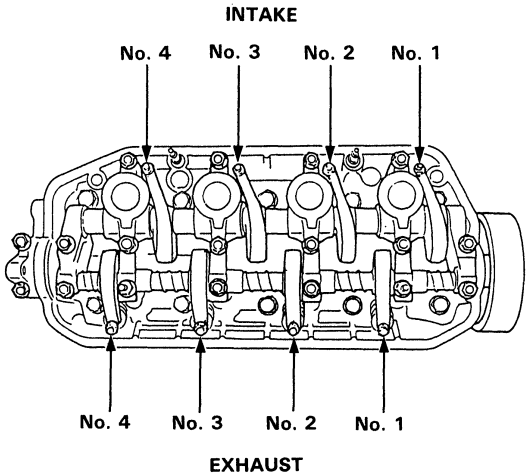
Specified Torque:
185 N·m (18.5 kg-m, 134 lb-ft)

1. Remove the cylinder head cover.

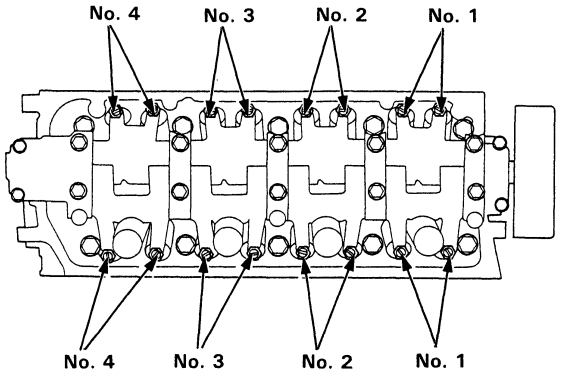
D15B7 engine:



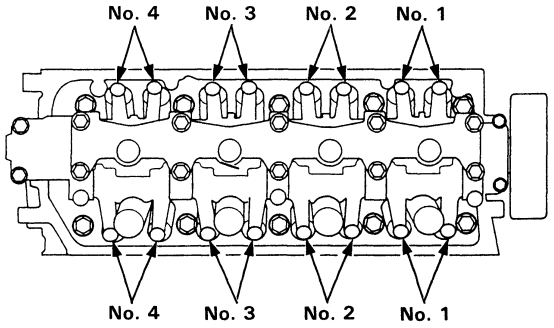
D15B8 engine:



D15Z1 engine:



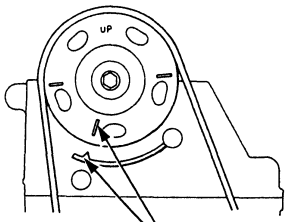
D16Z6 engine:



2. Set No. 1 piston at TDC. "UP" mark on the pulley should be at top, and TDC marks should align with cylinder head upper surface (D15B7, D15B8 engine) or TDC groove should align with pointer(s) on the timing belt back cover (D16Z6, D15Z1 engine). The crankshaft pulley should be at TDC.

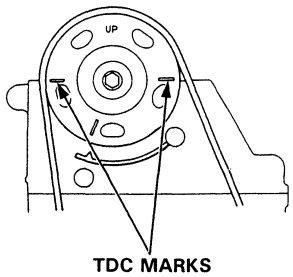
Number 1 piston at TDC:

D16Z6 engine:



TDC mark aligned with the pointer on timing belt back cover.

D15Z7, D15Z8 engine:

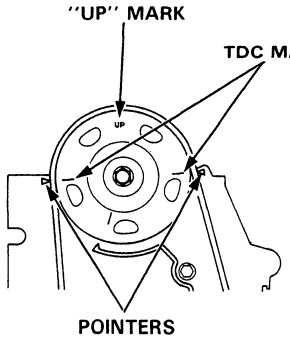


TDC MARKS

(cont'd)

Valve Clearance

Adjustment (cont'd)



3. Adjust valves on No. 1 cylinder.

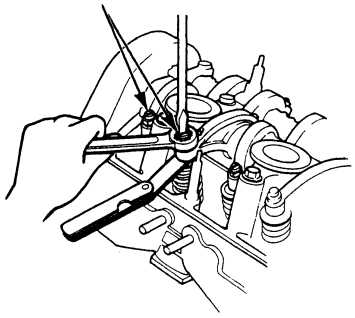
   Intake: 0.18—0.22 mm (0.007—0.009 in)
   Exhaust: 0.23—0.27 mm (0.009—0.011 in)

4. Loosen locknut and turn adjustment screw until feeler gauge slides back and forth with slight amount of drag.

   D15B7, D15B8 engine:

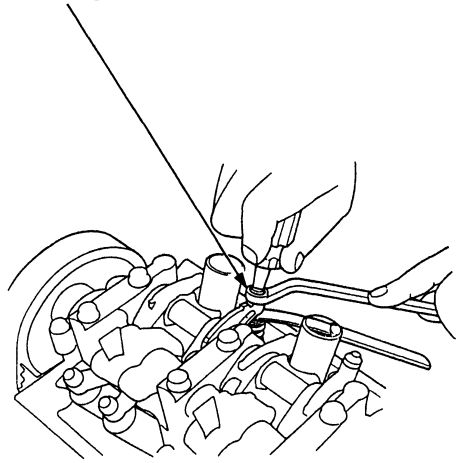
   CAUTION: Do not overtighten the locknuts, for the rocker arms are made of aluminum.

INTAKE and EXHAUST VALVE LOCKNUTS 7 x 0.75 mm
D15B7, D15B8 engine: 14 N•m (1.4 kg-m, 10 lb-ft)
D16Z6, D15Z1 engine: 20 N•m (2.0 kg-m, 14 lb-ft)

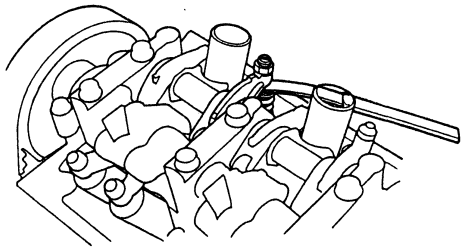


D16Z6, D15Z1 engine:

INTAKE and EXHAUST VALVE LOCKNUTS 7 x 0.75 mm
20 N•m (2.0 kg-m, 14 lb-ft)



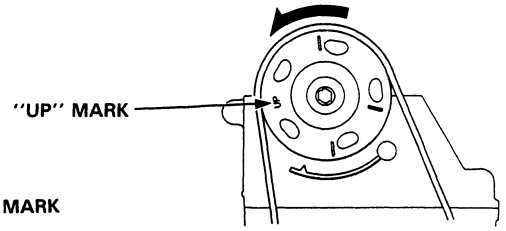
5. Tighten locknut and check clearance again. Repeat adjustment if necessary.



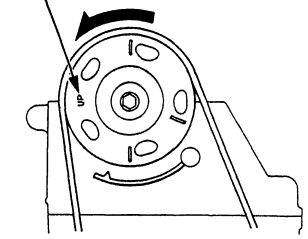
6. Rotate crankshaft 180° counterclockwise (cam pulley turns 90°). The "UP" mark should be at exhaust side. Distributor rotor should point to No. 3 plug wire. Adjust valve on No. 3 cylinder.

Number 3 piston at TDC:

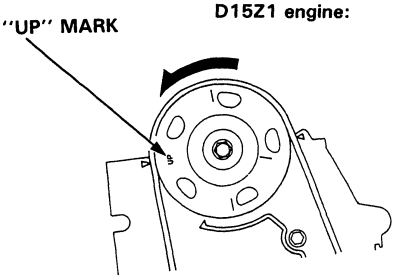
D16Z6 engine:



D15B7, D15B8 engine:



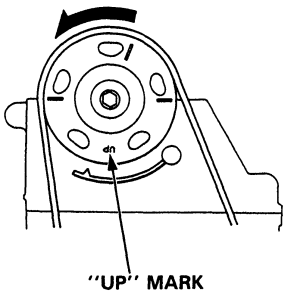
D15Z1 engine:



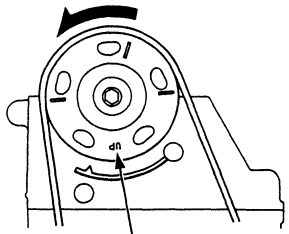
7. Rotate crankshaft 180° counterclockwise to bring No. 4 piston to TDC. Both TDC grooves are once again visible and distributor rotor should point to No. 4 plug wire. Adjust valves on No. 4 cylinder.

Number 4 piston at TDC:

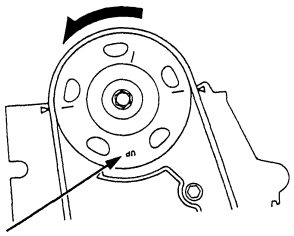
D16Z6 engine:



D15B7, D15B8 engine:



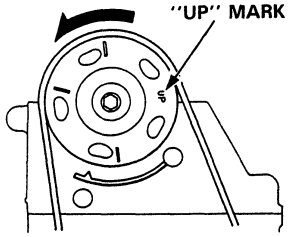
D15Z1 engine:



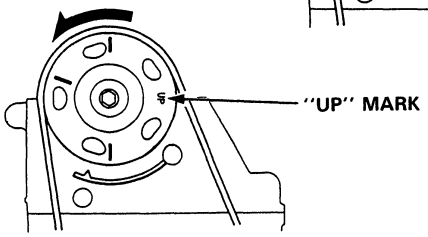
8. Rotate crankshaft 180° counterclockwise to bring No. 2 piston to TDC. The "UP" mark should be at intake side. Distributor rotor should point to No. 2 plug wire. Adjust valves on No. 4 cylinder.

Number 2 piston at TDC:

D16Z6 engine:



D15B7, D15B8 engine:



D15Z1 engine: