

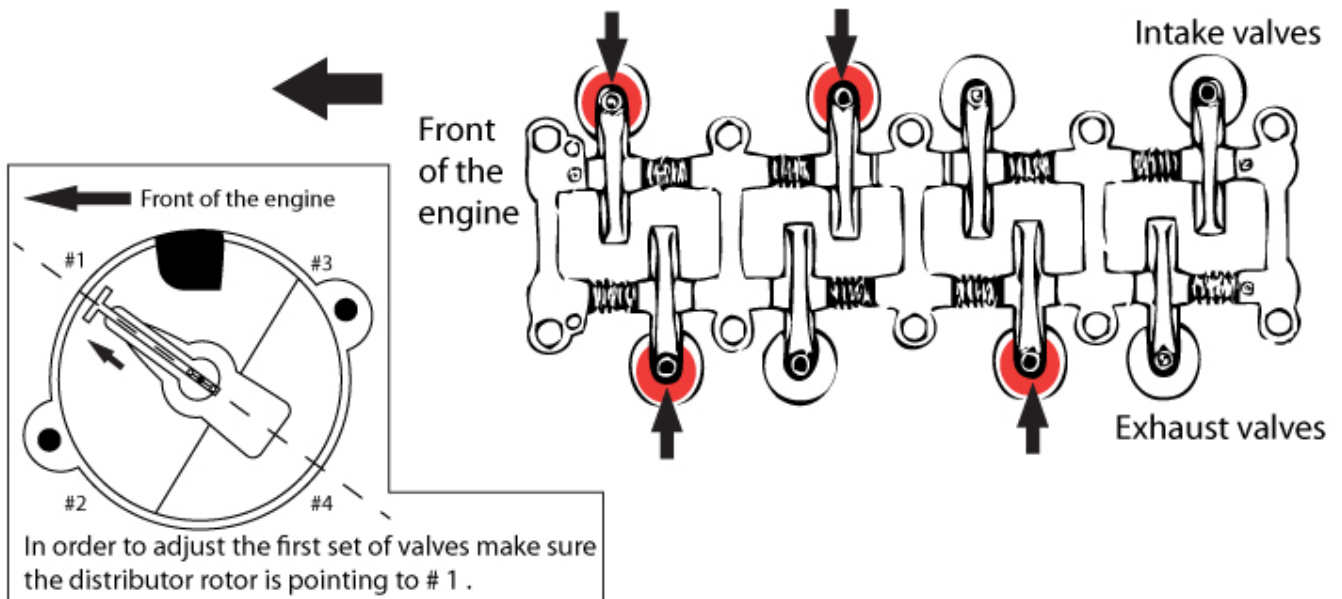


Valve Clearances Adjustment

Valve clearances: Intake=0.008" (0.2mm)
Exhaust=0.012" (0.3mm)

1. Start the engine and allow it to reach normal operating temperature (required), then shut it off.
2. Be really careful because everything will be extremely hot.
3. Remove everything connected or in the way of the valve cover.
4. Remove valve cover and distributor cap.
5. Position the piston # 1 at TDC (Top Dead Center) on the compression stroke. That means the balancer mark on the crankshaft pulley aligns with the 0 mark on the timing tag, at the same time the rotor on the distributor has to point at # 1, position on the distributor cap. Both intake and exhaust valves are closed.
6. Make sure the rocker arms for the # 1 cylinder valves are loose and # 4 are tight. If they are not, the # 1 piston is not at TDC on the compression stroke.
7. Check/Adjust only the valves indicated by arrows in (illustration)

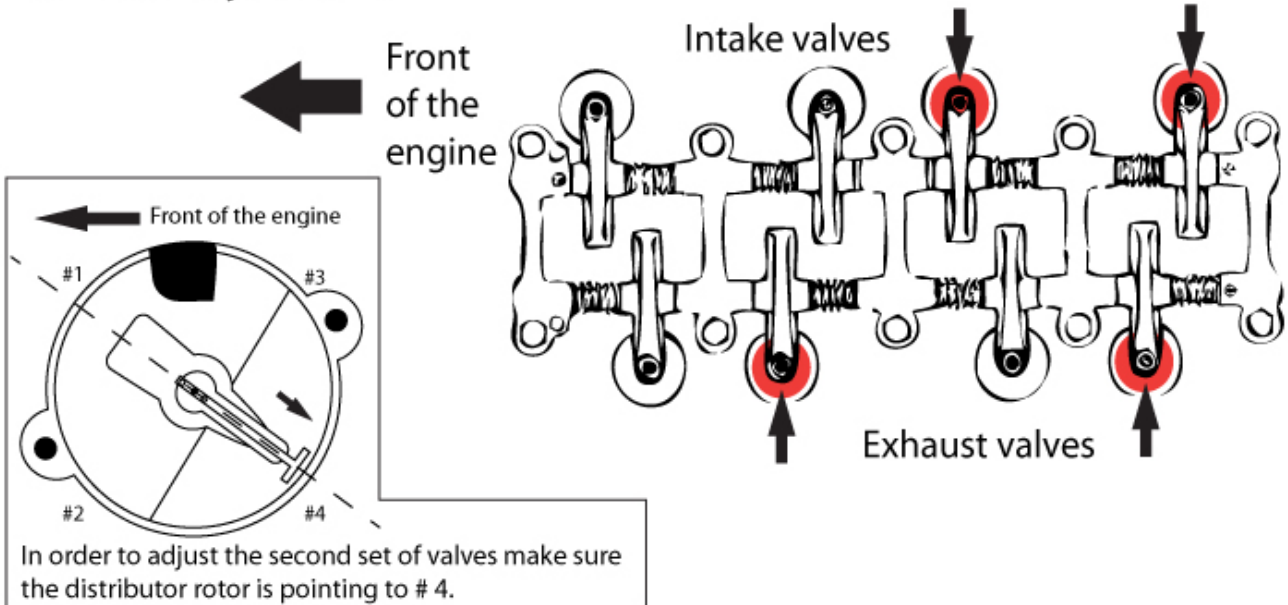
First Adjustment



8. The clearance is measured by inserting the specified size feeler gauge between the end of the valve stem and the adjusting screw. You should feel a slight amount of drag when the feeler gauge is moved back-and-forth.
9. If the gap is too large or too small, loosen the locknut and turn the adjusting screw to obtain the correct gap. (illustration).
10. Once the gap has been set, hold the screw in position with a screwdriver and retighten the locknut. Re-check the valve clearance and make sure it did not change when the locknut was being tightened. If so, re-adjust it until it is correct.

11. Repeat the procedure for the remaining valves (illustration 1), then turn the crankshaft one complete revolution (360°) and realign the notch in the pulley with the zero on the timing tag.
12. Adjust the valves indicated by arrows in this second picture.

Second Adjustment



13. Re-check Valve clearances and re-adjust if necessary.
14. Reinstall the valve cover, distributor cap and reconnect all hoses and wiring.

Valve Adjustment Tips:

- Inspect cam lobes for abnormal wear and valve adjusting screws for flat spots and pitting. If the screws are worn, this will make your valve adjustment inaccurate.
- To ensure a proper valve adjustment, LCE recommends always replacing your rocker arms every time you change your camshaft.

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