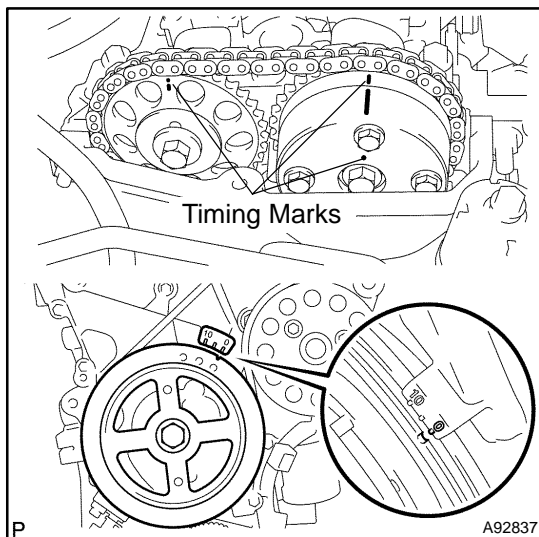


VALVE CLEARANCE (1NZ-FXE)

1410M-01

ADJUSTMENT

1. REMOVE REAR FLOOR BOARD NO.2 (See page 21-116)
2. REMOVE DECK FLOOR BOX REAR (See page 21-116)
3. REMOVE REAR FLOOR BOARD NO.3 (See page 21-116)
4. DISCONNECT BATTERY NEGATIVE TERMINAL (See page 21-116)
5. REMOVE ENGINE UNDER COVER RH
6. REMOVE WINDSHIELD WIPER LINK ASSY (See page 66-14)
7. REMOVE COWL TOP PANEL SUB-ASSY OUTER FRONT (See page 11-15)
8. REMOVE RADIATOR SUPPORT OPENING COVER (See page 16-11)
9. REMOVE AIR CLEANER ASSY (See page 17-7)
10. SUSPEND BRAKE MASTER CYLINDER RESERVOIR SUB-ASSY (See page 17-7)
11. REMOVE RESERVOIR BRACKET (See page 17-7)
12. REMOVE CYLINDER HEAD COVER SUB-ASSY (See page 17-7)

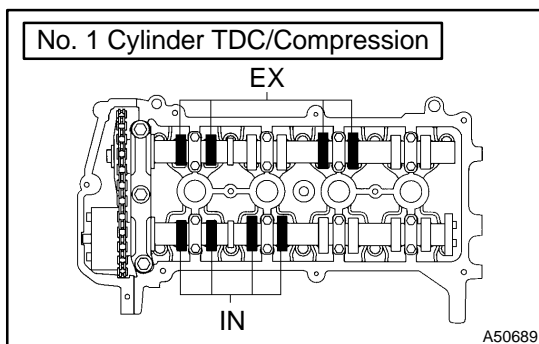


13. INSPECT VALVE CLEARANCE

- (a) Set the No. 1 cylinder to the TDC/compression.
 - (1) Turn the crankshaft damper clockwise, then align its timing mark notch with the timing mark "0".
 - (2) Check that the timing marks of the camshaft timing gear are located as illustrated.

HINT:

If not, turn the crankshaft to align the marks.



- (b) Inspect the valve clearance indicated in the illustration.
 - (1) Using a feeler gauge, measure the clearance between the valve lifter and camshaft.

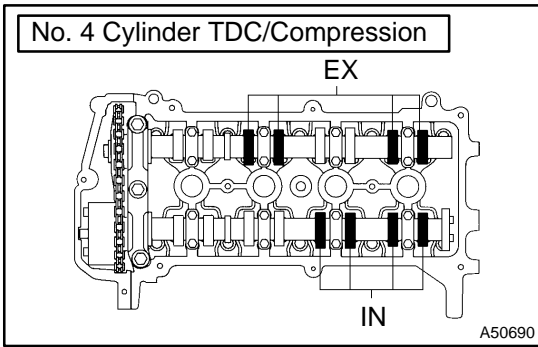
Valve clearance (Cold):

Intake 0.17 to 0.23 mm (0.007 to 0.009 in.)

Exhaust 0.27 to 0.33 mm (0.011 to 0.013 in.)

If the clearance is not as specified, record the out-of-specification measurement, then adjust the valve clearance.

- (c) Turn the crankshaft clockwise by 1 complete revolution (360°) and set the No. 4 cylinder to the TDC/compression.



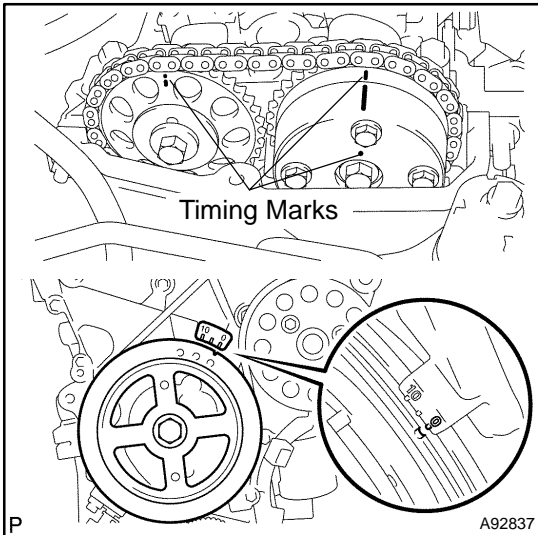
- (d) Inspect the valve clearance indicated in the illustration.
 - (1) Using a feeler gauge, measure the clearance between the valve lifter and camshaft.

Valve clearance (Cold):

Intake 0.17 to 0.23 mm (0.007 to 0.009 in.)

Exhaust 0.27 to 0.33 mm (0.011 to 0.013 in.)

If the clearance is not as specified, record the out-of-specification measurement, then adjust the valve clearance.

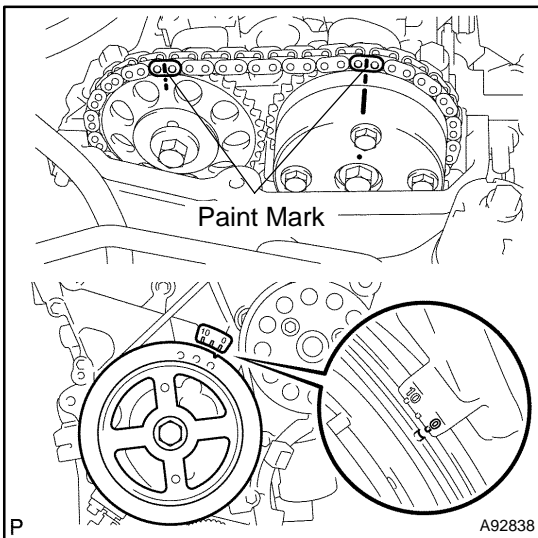


14. ADJUST VALVE CLEARANCE

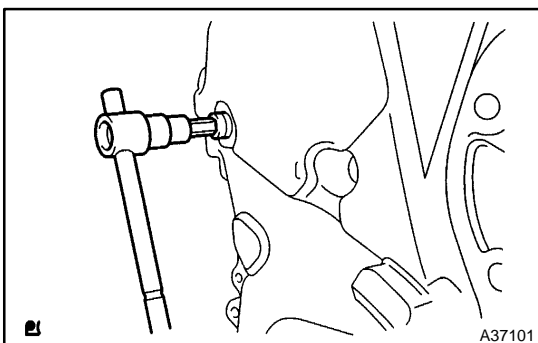
- (a) Set the No. 1 cylinder to the TDC/compression.
 - (1) Turn the crankshaft damper clockwise, then align its timing mark notch with the timing mark "0".
 - (2) Check that the timing marks of the camshaft timing gear are located as illustrated.

HINT:

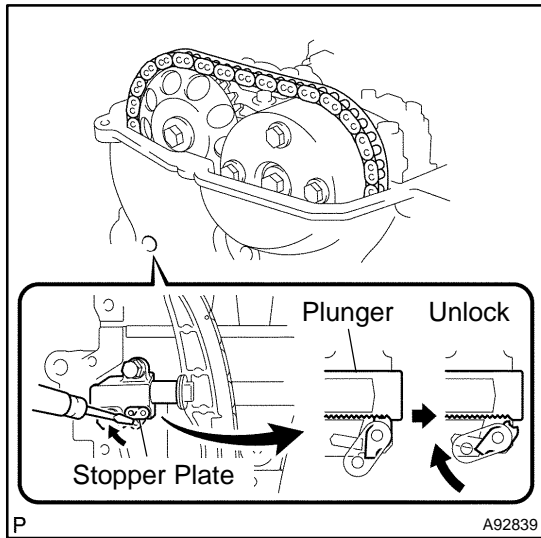
If not, turn the crankshaft to align the marks.



- (3) Put the paint marks on the timing chain plates which align with timing marks of the camshaft timing gear.



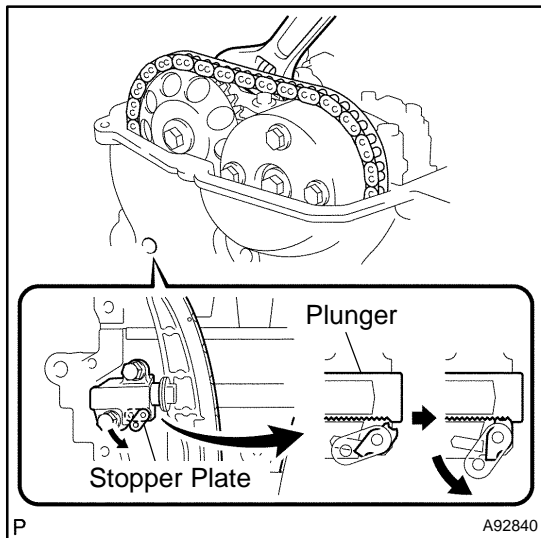
- (b) Using 8 mm socket hexagon wrench, remove the service hole screw plug.



(c) Insert a screwdriver into the service hole of the chain tensioner to hold the stopper plate of the chain tensioner upward.

HINT:

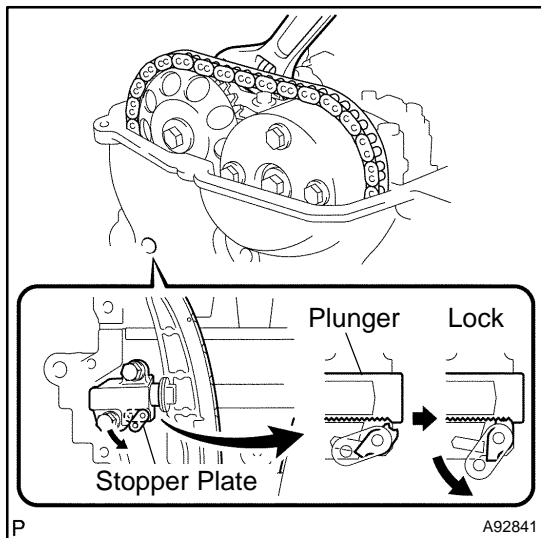
Lifting up the stopper plate of the chain tensioner unlocks the plunger.



(d) Keeping the stopper plate of the chain tensioner lifted, slightly rotate the hexagonal lobe of the camshaft No. 2 to the right with an adjustable wrench so the plunger of the chain tensioner is pushed.

HINT:

When the camshaft No. 2 is slightly rotated to the right, the plunger is pushed.



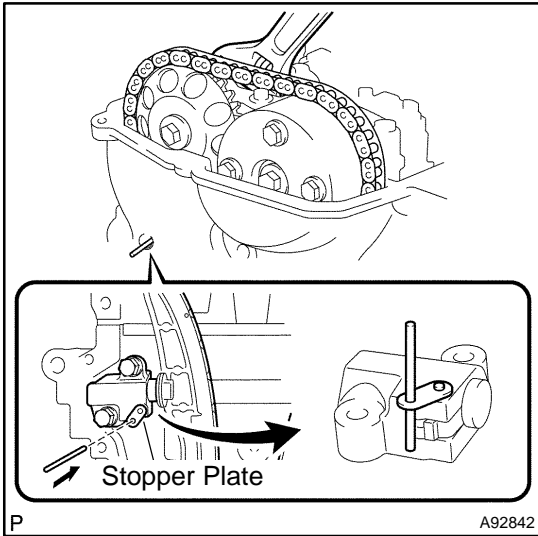
(e) Keeping the adjustable wrench installed, remove the screwdriver with the plunger pushed.

NOTICE:

Do not move the adjustable wrench.

HINT:

Removing the screwdriver lifts down the stopper plate and locks the plunger.

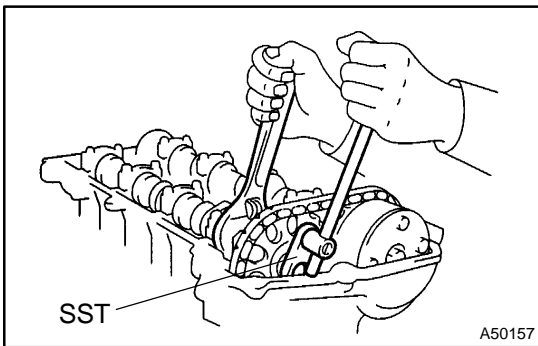


- (f) Insert a 3.0 mm (0.118 in.) diameter bar into the hole of the stopper plate with the stopper plate of the chain tensioner lifted down and locked.

HINT:

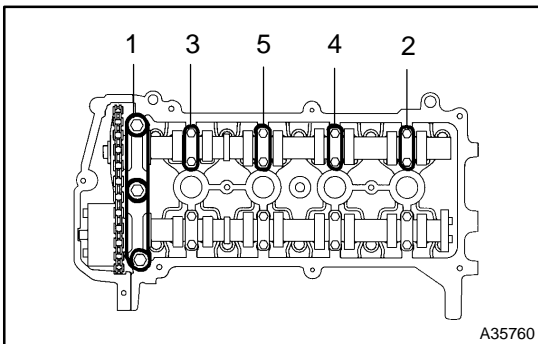
If a 3.0 mm (0.118 in.) diameter bar cannot be inserted into the hole of the stopper plate, rotate the camshaft No. 2 slightly to the left and right. Then a 3.0 mm (0.118 in.) diameter bar can be inserted easily.

- (g) Secure the 3.0 mm (0.118 in.) diameter bar with tape.



- (h) Hold the hexagonal lobe of the camshaft No. 2 with the adjustable wrench.

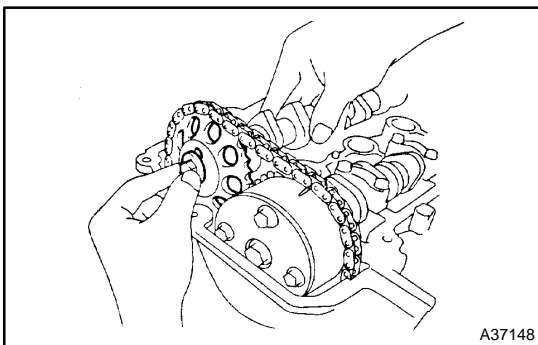
- (i) Using SST, loosen the bolt.
SST 09023-38400



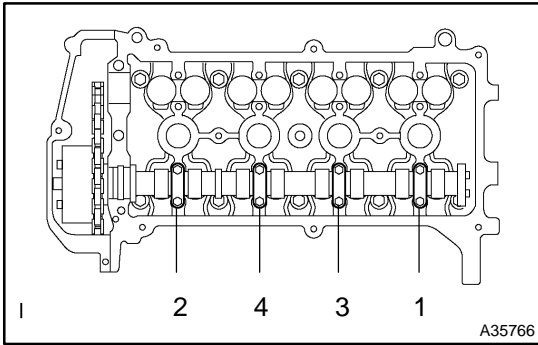
- (j) Remove the camshaft bearing caps No. 1 and No. 2 in the sequence shown in the illustration.

NOTICE:

Uniformly loosen the bolts keeping the camshaft No. 2 level.



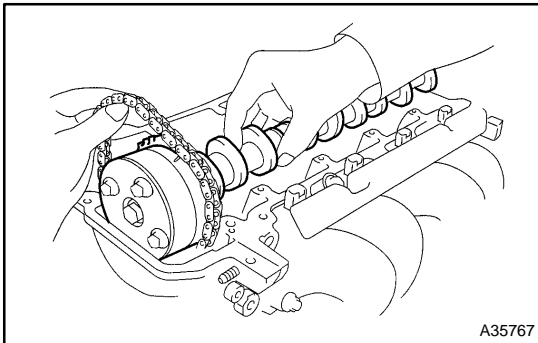
- (k) Remove the bolt when the camshaft No. 2 is lifted slightly, then remove the camshaft No. 2 and camshaft timing gear.



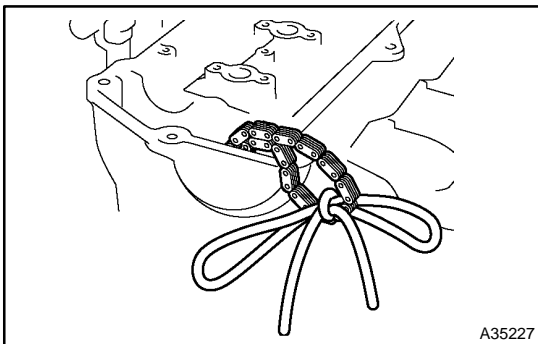
(l) Remove the camshaft bearing caps No. 2 in the sequence shown in the illustration.

NOTICE:

Uniformly loosen the bolts keeping the camshaft level.



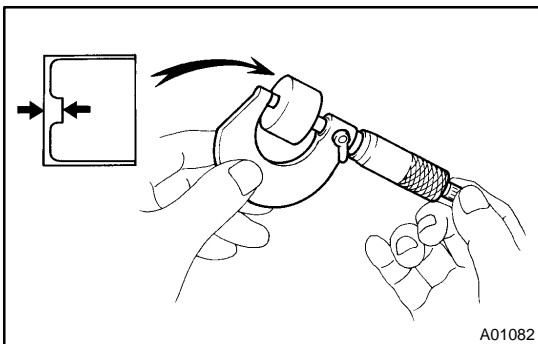
(m) Hold the timing chain by hand, then remove the camshaft.



(n) Tie the timing chain with a string or wire.

NOTICE:

Prevent foreign objects from getting into the engine compartment with a shop rag.



(o) Using a micrometer, measure the thickness of the removed valve lifter.

(p) Calculate the thickness of the valve lifter so that the valve clearance comes within the specified value.

A	Thickness of new lifter
B	Thickness of used lifter
C	Measured valve clearance

Specified value (Cold):

Intake A = B + (C – 0.20 mm (0.008 in.))

Exhaust A = B + (C – 0.30 mm (0.012 in.))

- (q) Select a new lifter with a thickness which is as close to the calculated values as possible .

EXAMPLE (Intake):

Measured valve clearance = 0.40 mm (0.0158 in.)

0.40 mm (0.0158 in.) – 0.20 mm (0.0079 in.) = 0.20 mm (0.0079 in.)

(Measured – Specification = Excess clearance)

Used lifter measurement = 5.25 mm (0.2067 in.)

0.20 mm (0.0079 in.) + 5.25 mm (0.2067 in.) = 5.45 mm (0.2146 in.)

(Excess clearance + Used lifter = Ideal new lifter)

Closest new lifter = 5.45 mm (0.2146 in.)

Select No. 46 lifter (5.46 mm (0.2150 in.))

HINT:

- The lifters are available in 35 sizes in increments of 0.020 mm (0.0008 in.), from 5.060 mm (0.1992 in.) to 5.740 mm (0.2260 in.)
- Refer to the New Lifter Thickness table on the next 2 pages.

Valve Lifter Selection Chart (Intake)

Main chart showing Measured clearance mm (in.) on the Y-axis and Installed lifter thickness mm (in.) on the X-axis. The chart contains a grid of numbers representing suitable lifter part numbers for various clearance and thickness combinations.

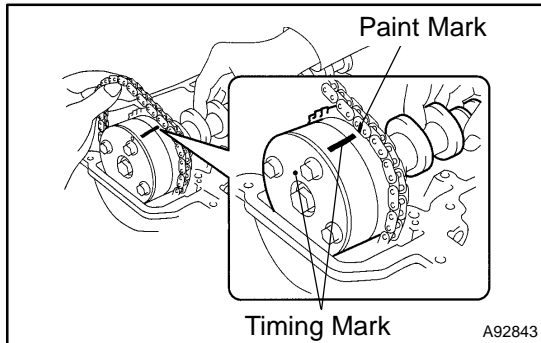
New Lifter Thickness mm (in.)

Summary table with columns: Lifter No., Thickness, Lifter No., Thickness, Lifter No., Thickness. It lists the correct lifter part number for each measured clearance range.

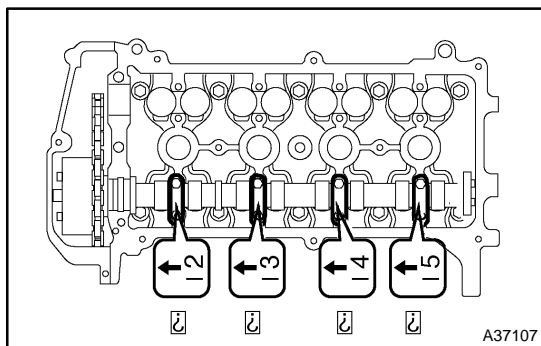
Intake valve clearance (Cold): 0.17 to 0.23 mm (0.007 to 0.009 in.)

EXAMPLE: The 5.250 mm (0.2067 in.) lifter is installed, and the measured clearance is 0.400 mm (0.0158 in.). Replace the 5.250 mm (0.2067 in.) lifter with a new No. 46 lifter.

- (r) Install the selected valve lifter.
- (s) Apply engine oil to the cam and cylinder head journal.



- (t) Hold the chain as illustrated, then install the camshaft and camshaft timing gear assembly so that the paint mark of the chain and the timing mark of the camshaft timing gear assembly are aligned.

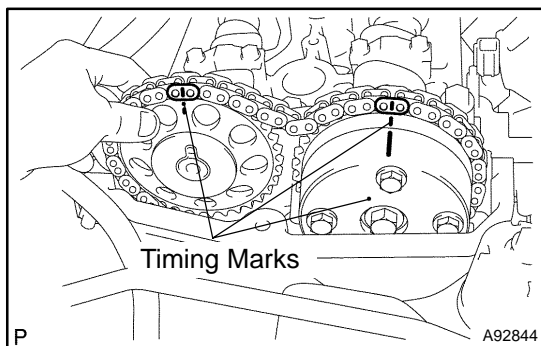


- (u) Check the front marks and numbers on the bearing cap No. 2, then tighten the bolts uniformly in several steps in the sequence shown in the illustration.

Torque: 13 N·m (130 kgf·cm, 9.6 ft·lbf)

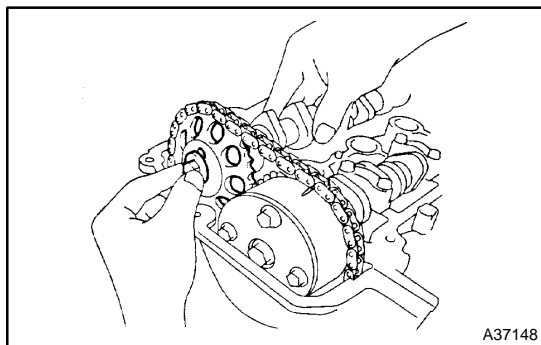
NOTICE:

Tighten the bolts uniformly keeping the camshaft level.

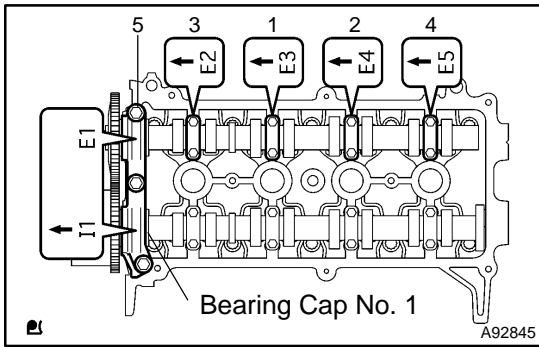


- (v) Hold the chain as illustrated, then install the camshaft No. 2 and camshaft timing gear so that the paint mark of the chain and the timing mark of the camshaft timing gear are aligned.

- (w) Align the knock pin of the camshaft No. 2 with the pin groove of the camshaft timing gear.



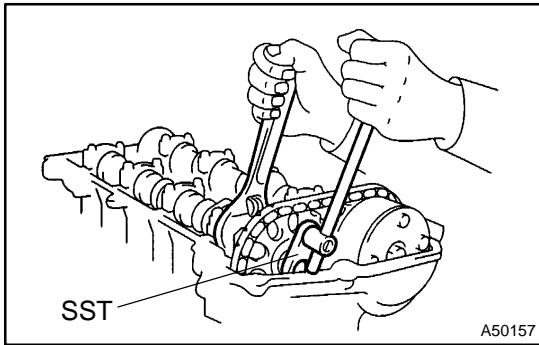
- (x) Temporarily tighten the camshaft timing chain with the bolt.



- (y) Check the front marks and numbers on the bearing caps No. 1 and No. 2, then tighten the bolts uniformly in several steps in the sequence shown in the illustration.

Torque:

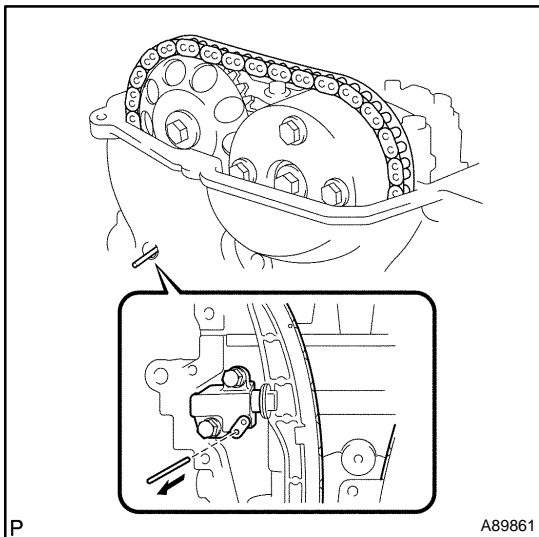
23 N·m (235 kgf·cm, 17 ft·lbf) for bearing cap No. 1
13 N·m (130 kgf·cm, 9.6 ft·lbf) for bearing cap No. 2



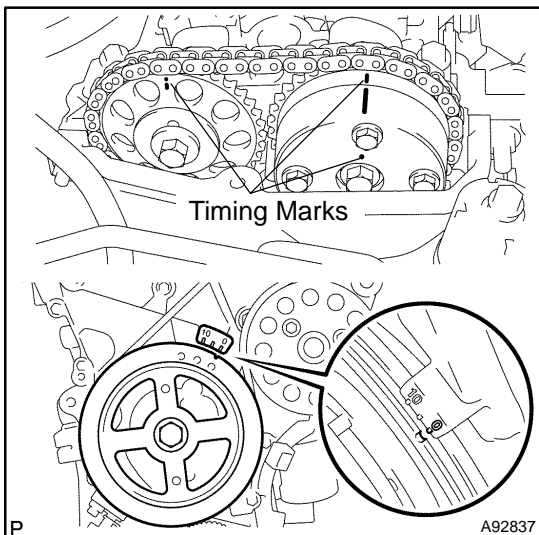
- (z) Hold the hexagonal lobe of the camshaft No. 2 with the adjustable wrench.

- (aa) Using SST, tighten the bolt.
 SST 10514, 09023-38400

Torque: 64 N·m (650 kgf·cm, 47 ft·lbf)

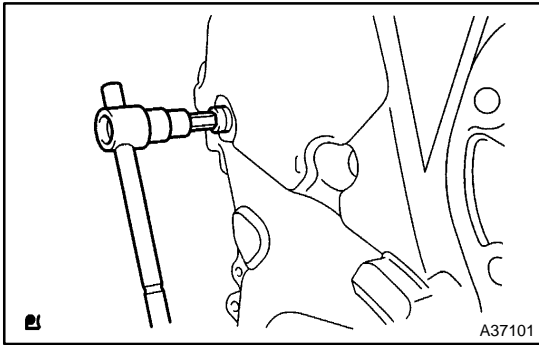


- (ab) Remove the 3.0 mm (0.118 in.) diameter bar from the chain tensioner.



- (ac) Turn the crankshaft damper clockwise, then align its timing mark notch with the timing mark "0".

- (ad) Check that the timing marks are located as illustrated.



- (ae) Apply adhesive to the 2 or 3 threads of the service hole screw plug bolt end.

Adhesive:

**Part No. 08833-00070, THREE BOND 1324,
or equivalent**

NOTICE:

Remove any oil from the bolts and bolt holes.

- (af) Using an 8 mm socket hexagon wrench, install the service hole screw plug.

Torque: 15 N·m (153 kgf·cm, 11 ft·lbf)

15. **INSTALL CYLINDER HEAD COVER SUB-ASSY (See page 17-7)**
16. **INSTALL RESERVOIR BRACKET**
Torque: 8.5 N·m (87 kgf·cm, 75 in·lbf)
17. **INSTALL BRAKE MASTER CYLINDER RESERVOIR SUB-ASSY**
Torque: 8.5 N·m (87 kgf·cm, 75 in·lbf)
18. **INSTALL AIR CLEANER ASSY**
Torque:
7.0 N·m (71 kgf·cm, 62 in·lbf) for bolt
3.0 N·m (31 kgf·cm, 27 in·lbf) for clamp
19. **INSTALL COWL TOP PANEL SUB-ASSY OUTER FRONT (See page 11-15)**
20. **INSTALL WINDSHIELD WIPER LINK ASSY (See page 66-14)**
21. **CHECK FOR ENGINE OIL LEAKS**
22. **INSTALL RADIATOR SUPPORT OPENING COVER**
23. **INSTALL ENGINE UNDER COVER RH**
24. **CONNECT BATTERY NEGATIVE TERMINAL**
Torque: 6.0 N·m (61 kgf·cm, 53 in·lbf)
25. **INSTALL REAR FLOOR BOARD NO.3**
26. **INSTALL DECK FLOOR BOX REAR**
27. **INSTALL REAR FLOOR BOARD NO.2**
28. **POWER WINDOW CONTROL SYSTEM INITIALIZE (See page 01-5)**