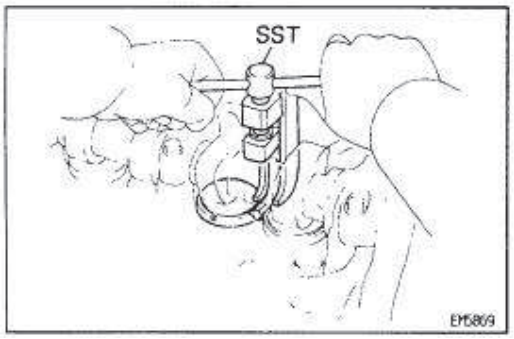


(c) Install a new adjusting shim.
- Place a new adjusting shim on the valve lifter.
- Remove the SST.

SST 09248-64011

(d) Recheck the valve clearance.

7. REINSTALL CYLINDER HEAD COVER

(See step 4 in cylinder head installation)

8. LY Europe:

REINSTALL NO.2 CYLINDER HEAD COVER

(See step 15 and 17 in cylinder head installation)

9. LH:

REINSTALL INTAKE AIR CONNECTOR

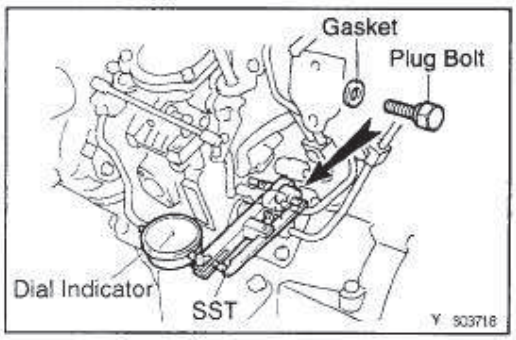
(See steps 16 and 17 in cylinder head installation)

INJECTION TIMING INSPECTION AND ADJUSTMENT

EG7A5-01

HINT: Inspect and adjust the injection timing when the engine cold.

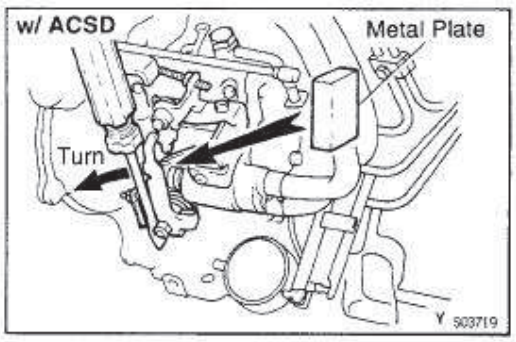
1. INSTALL SST AND DIAL INDICATOR



(a) Remove the plug bolt and gasket from the distributive head plug of the injection pump.

(b) Install SST (plunger stroke measuring tool) and a dial indicator to the plug bolt hole of distributive head plug.

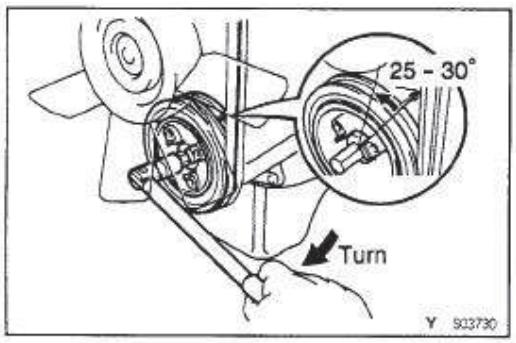
SST 09275-54011



2. w/ ACSD: RELEASE ACSD ADVANCE

(a) Using a screwdriver, turn the cold starting lever counterclockwise approx. 20°.

(b) Put a metal plate (thickness of 8.5 - 10.0 mm (0.335 — 0.394 in.)) between the cold starting lever and thermo wax plunger.



3. SET NO.1 OR NO.4 CYLINDER TO 25 - 30° BTDC/COMPRESSION

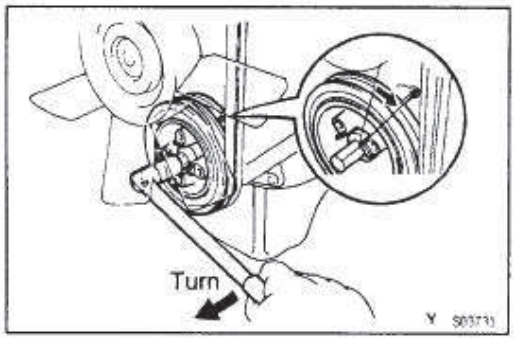
Turn the crankshaft pulley clockwise so the pulley groove is 25 — 30° from the timing pointer.

NOTICE: Do not turn the crankshaft pulley counterclockwise.

Link Continues

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4. INSPECT AND ADJUST INJECTION TIMING

(a) Set the dial indicator at 0 mm (0 in.).

(b) Slowly rotate the crankshaft pulley clockwise until its groove is aligned with the timing pointer.

(c) Measure the plunger stroke.

Plunger stroke:

w/ ACSD (2L Europe)

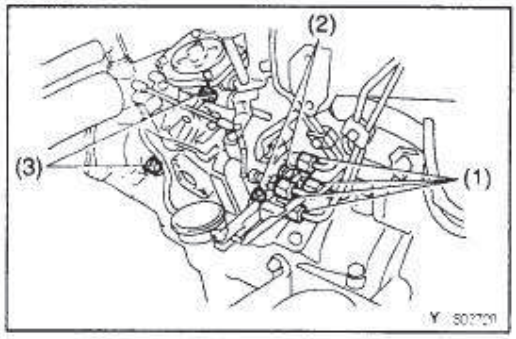
0.44 - 0.56 mm (0.0173 - 0.0220 in.)

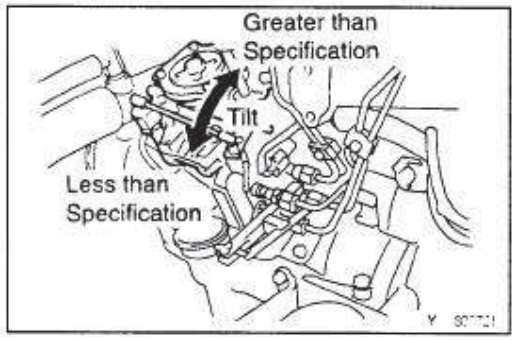
w/ ACSD (3L Europe and Others)

0.54 - 0.66 mm (0.0213 - 0.0260 in.)

w/o ACSD

0.84 - 0.96 mm (0.0331 - 0.0378 in.)





(d) Loosen these nuts and bolts:

(1) 4 union nuts holding injection pipes to injection pump

(2) 2 bolts holding injection pump to injection pump stay

(3) 2 nuts holding injection pump to timing belt case

NOTICE: Do not turn the nuts more than 90°.

(e) Adjust plunger stroke by slightly tilling the injection pump body.

If the stroke is less than specification, tilt the pump toward the engine.

If the stroke is greater than specification, tilt the pump away from the engine.

(f) Tighten these nuts and bolts:

- 2 nuts holding injection pump to timing belt case

Torque: 20.5 Nm (210 kgfcm. 15 ft-lbf)

- 2 bolts holding injection pump to injection pump stay

Torque: 18 Nm (185 kgf-cm. **13** ft-lbf)

- 4 nuts holding injection pipes to injection pump

Torque: 24.5 Nm (250 kgf-cm. 18 ft-lbf)

(g) Recheck the plunger stroke.

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5. REMOVE SST AND DIAL INDICATOR
6. w/ ACSD:
REMOVE METAL PLATE

(a) Remove the SST and dial indicator.
SST 09275-54011

(b) Install a new gasket and the plug bolt of the distributive head plug.
Torque: 17 Nm (170 kgf-cm. 12 ft-lbf)

EG

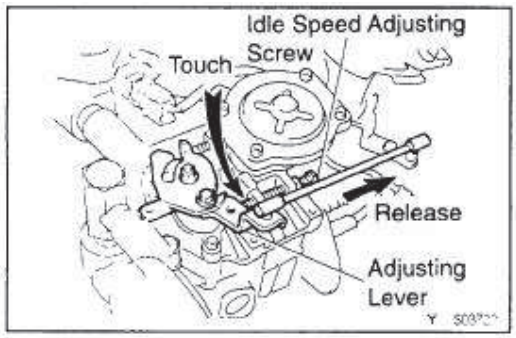
LINK BACK

7. START ENGINE AND CHECK FOR FUEL LEAKS

IDLE SPEED AND MAXIMUM SPEED INSPECTION AND ADJUSTMENT

1. INITIAL CONDITIONS

(a) Engine at normal operating temperature
(b) Air cleaner installed
(c) All accessories switched OFF
(d) All vacuum lines properly connected
(e) Valve clearance set correctly
(f) Injection timing set correctly
(g) Transmission in neutral position
(h) w/ PS:
Steering wheel at straight—ahead position



2. CONNECT TACHOMETER

3. INSPECT AND ADJUST IDLE SPEED

(a) Check that the adjusting lever touches the idle speed adjusting screw when the accelerator pedal is released.
If not, adjust the accelerator linkage.
(b) Start the engine.
(c) Check the idle speed.
Idle speed:
M/T
650 — 750 rpm
A/T
750 - 850 rpm
(d) Adjust the idle speed.

- Disconnect the accelerator linkage.
- Loosen the lock nut of the idle speed adjusting screw.
- Adjust the idle speed by turning the idle speed adjusting screw.
- Securely tighten the lock nut, and recheck the idle speed.
- Reconnect the accelerator linkage.
- After adjustment, adjust the accelerator linkage.

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