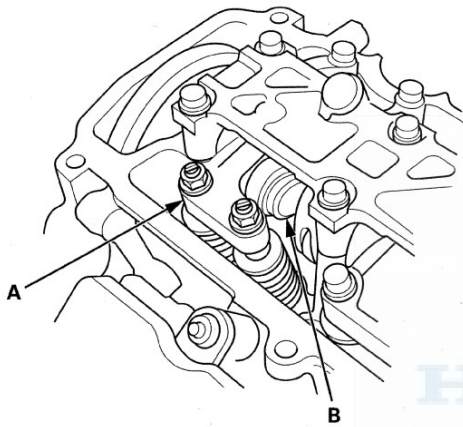


# Cylinder Head

## VTEC Rocker Arm Test (cont'd)

7. With the specified air pressure applied, rotate the crankshaft pulley clockwise. The primary rocker arm (A) should move together with the secondary rocker arm (B):
  - If the primary rocker arm and the secondary rocker arm move independently of each other, remove the primary rocker arm and the secondary rocker arm as an assembly, and check that the pistons in the primary and secondary rocker arms move smoothly (see page 6-35). If any rocker arm needs replacing, replace the rocker arm set, then retest.
  - If all the primary rocker arms and the secondary rocker arms move together, go to step 8.

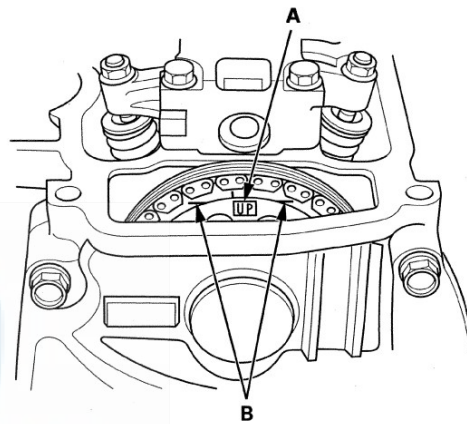


8. Remove the air pressure regulator and the VCM air adapter.
9. Install the cylinder head cover (see page 6-23).

## Valve Clearance Adjustment

NOTE: Connect the HDS to the DLC (see step 2 on page 11-3), and monitor ECT SENSOR 1. Adjust the valve clearance only when the engine coolant temperature is less than 100 °F (38 °C).

1. Remove the cylinder head cover (see page 6-22).
2. Set the No. 1 piston at top dead center (TDC). The "UP" mark (A) on the camshaft sprocket should be at the top, and the TDC grooves (B) on the camshaft sprocket should line up with the top edge of the head.

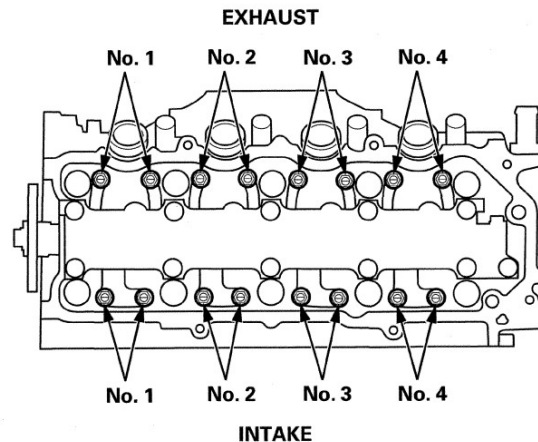


3. Select the correct feeler gauge for the valve clearance you are going to check.

### Valve Clearance

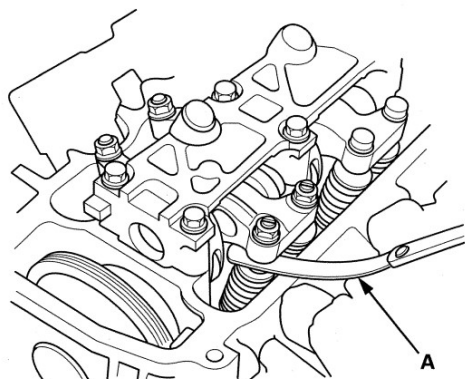
Intake: 0.15–0.19 mm (0.006–0.007 in)

Exhaust: 0.26–0.30 mm (0.011–0.011 in)

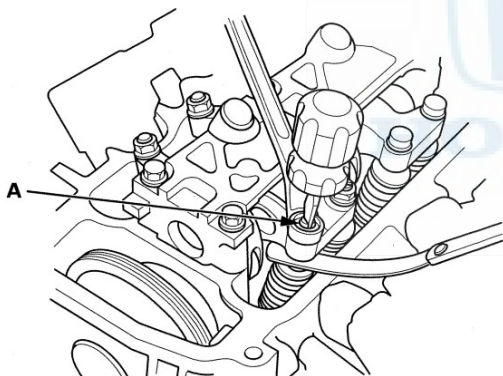




4. Insert the feeler gauge (A) between the adjusting screw and the end of the valve stem on No. 1 cylinder, and slide it back and forth; you should feel a slight amount of drag.



5. If you feel too much or too little drag, loosen the locknut, and turn the adjusting screw (A) until the drag on the feeler gauge is correct.



6. While holding the adjusting screw with the screw driver, tighten the locknut, then recheck the clearance. Repeat the adjustment, if necessary.

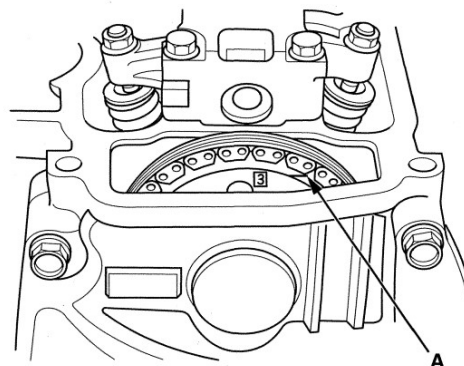
**Specified Torque**

**7 x 0.75 mm**

**14 N·m (1.4 kgf·m, 10 lbf·ft)**

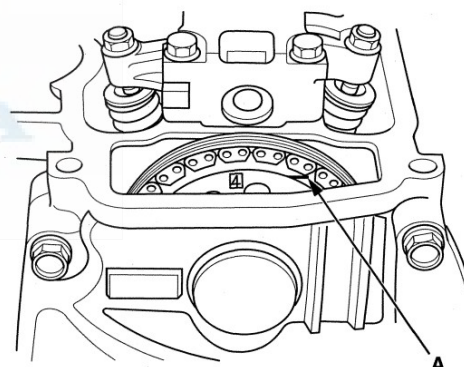
**Apply new engine oil to the nut threads.**

7. Rotate the crankshaft pulley clockwise. Align the No. 3 piston TDC groove (A) on the camshaft sprocket with the top edge of the head.



8. Check and, if necessary, adjust the valve clearance on the No. 3 cylinder.

9. Rotate the crankshaft pulley clockwise. Align the No. 4 piston TDC groove (A) on the camshaft sprocket with the top edge of the head.



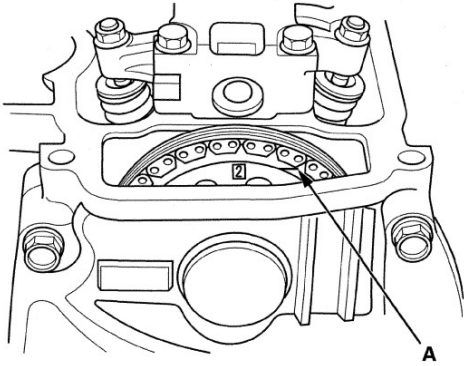
10. Check and, if necessary, adjust the valve clearance on the No. 4 cylinder.

(cont'd)

# Cylinder Head

## Valve Clearance Adjustment (cont'd)

11. Rotate the crankshaft pulley clockwise. Align the No. 2 piston TDC groove (A) on the camshaft sprocket with the top edge of the head.



12. Check and, if necessary, adjust the valve clearance on the No. 2 cylinder.
13. Install the cylinder head cover (see page 6-23).

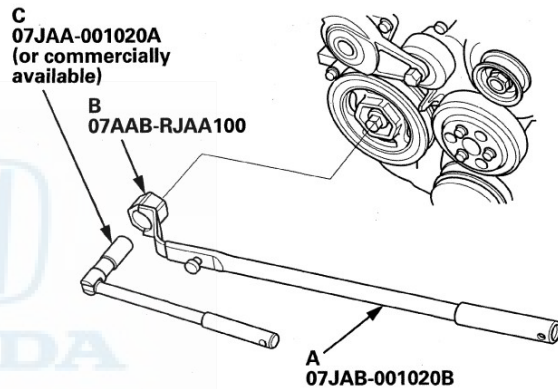
## Crankshaft Pulley Removal and Installation

### Special Tools Required

- Crankshaft Pulley Holder 07AAB-RJAA100
- Socket, 19 mm 07JAA-001020A or equivalent
- Holder Handle 07JAB-001020B

### Removal

1. Raise the vehicle on the lift.
2. Remove the right front wheel.
3. Remove the splash shield (see page 20-180).
4. Remove the drive belt (see page 4-29).
5. Hold the pulley with the holder handle (A) and the crankshaft pulley holder (B).



6. Remove the bolt with a socket, 19 mm (C) and a breaker bar, then remove the crankshaft pulley.