

REMOVAL

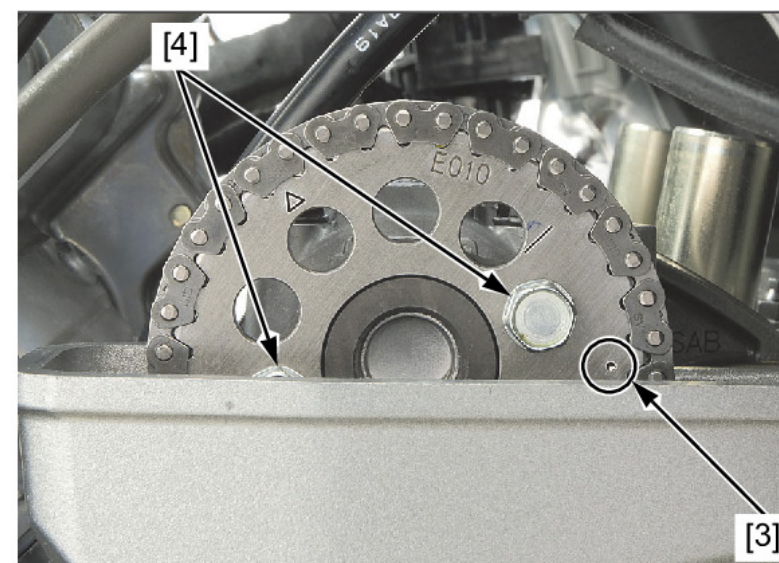
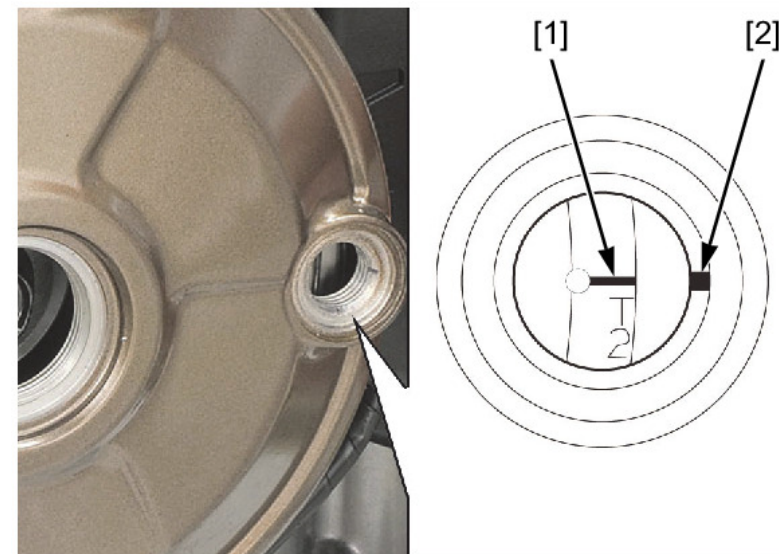
Remove the rocker arms.

Turn the crankshaft counterclockwise and align the "T2" mark [1] on the flywheel with the index mark [2] of the alternator cover.

Make sure that the punch mark [3] on the cam sprocket aligns with the upper surface of the cylinder head as shown. If you plan to disassemble the camshaft and cam sprocket, loosen the cam sprocket bolts [4] at this point.

NOTE:

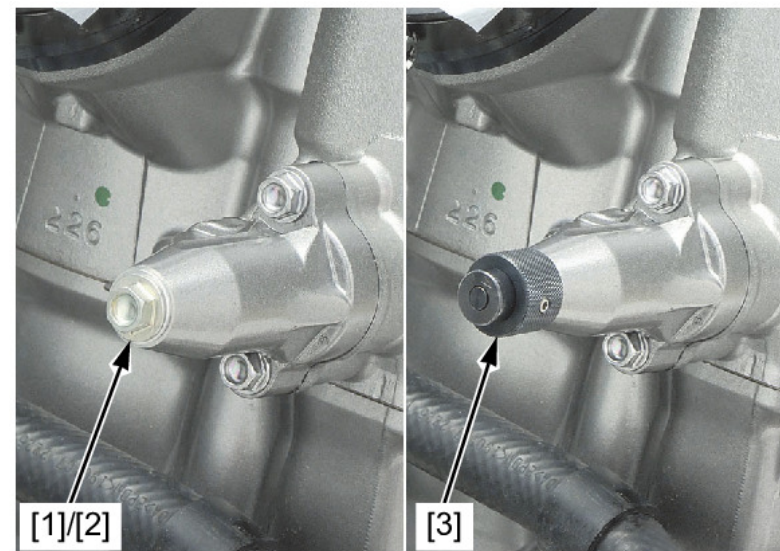
- Do not remove the cam sprocket bolts yet.



Remove the cam chain tensioner lifter plug [1] and sealing washer [2].

Release the cam chain tension by turning the cam chain tensioner lifter shaft fully in (clockwise) and secure it using the special tool.

TOOL:	
Stopper tensioner [3]	070MG-0010100



Loosen the camshaft holder bolts [1].

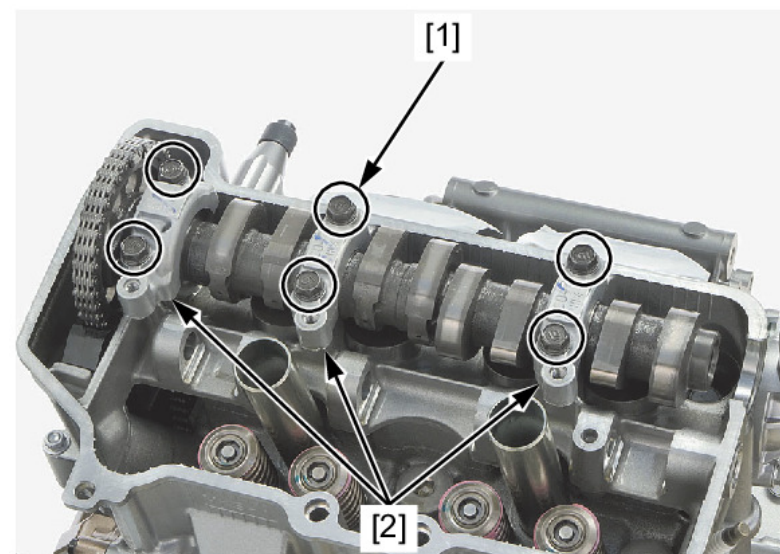
NOTE:

- Loosen the camshaft holder bolts in a crisscross pattern in 2 or 3 steps.

Remove the camshaft holder bolts and camshaft holders [2].

NOTE:

- Be careful not to let the camshaft holder bolts fall into the crankcase.
- Do not forcibly remove the dowel pins from the camshaft holders.

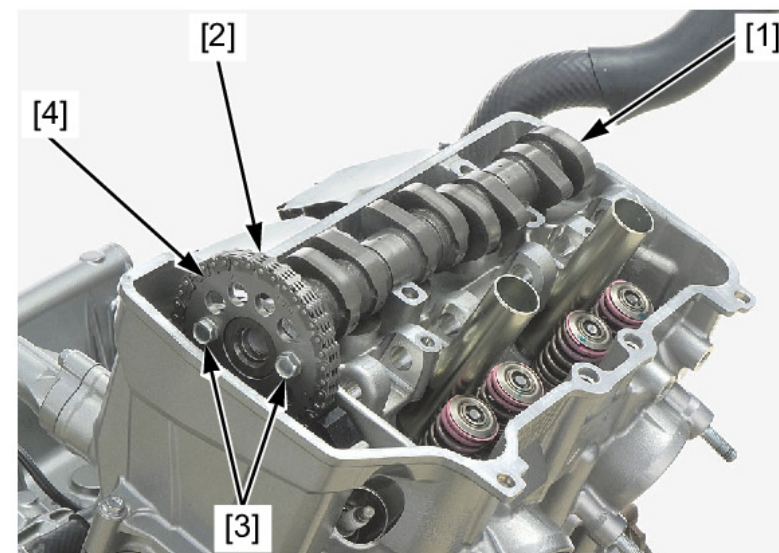


Remove the camshaft [1] by releasing the cam chain [2].

NOTE:

- Attach a piece of wire to the cam chain to prevent it from falling into the crankcase.

Remove the cam sprocket bolts [3] and cam sprocket [4] from the camshaft if necessary.



Remove the valve lifters [1] and shims [2].

NOTE:

- Do not allow the shims to fall into the crankcase.
- Mark all valve lifters and shims to ensure correct reassembly in their original locations.
- The shims can be easily removed with tweezers or a magnet.

