

INSTALLATION SERVICE POINTS

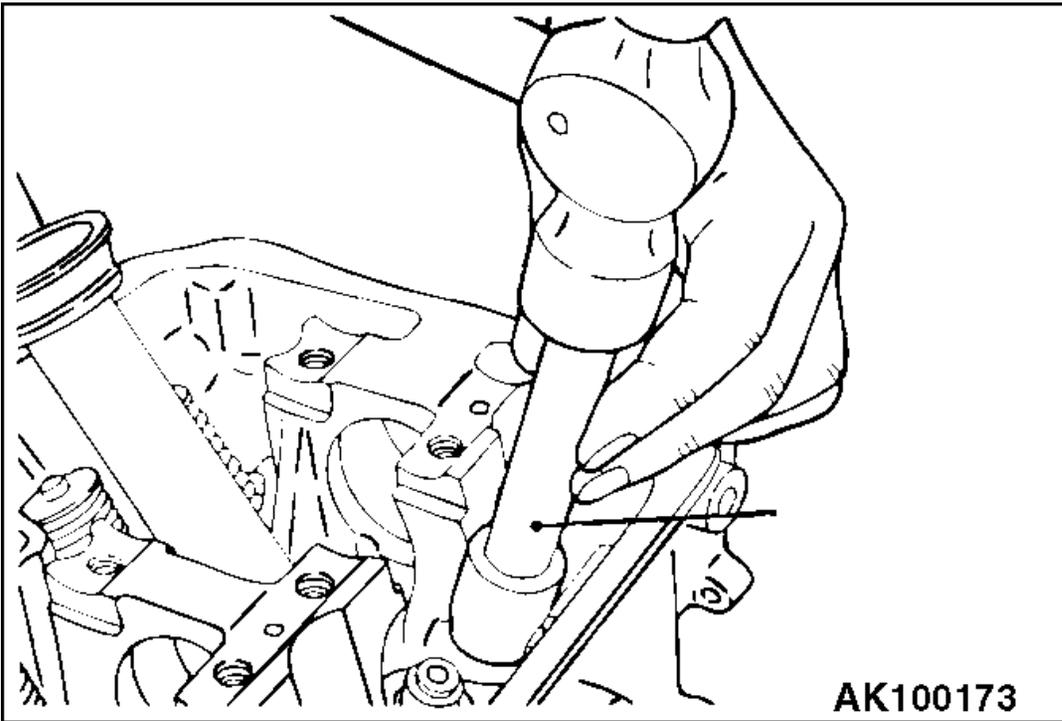
▶ A ◀ VALVE STEM SEAL INSTALLATION

1. Install the valve spring seat.

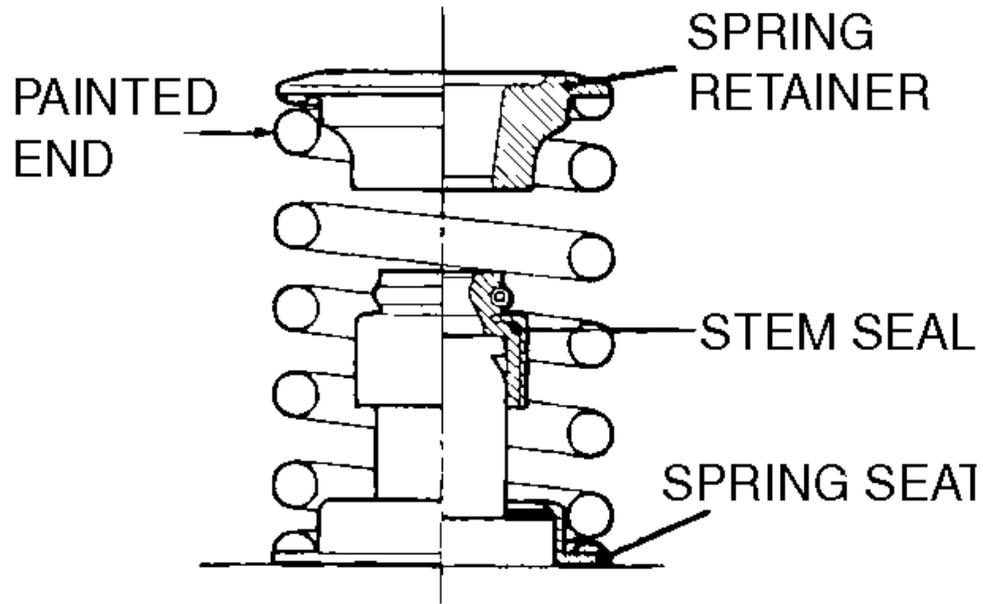
⚠ CAUTION

- Do not reuse removed valve stem seals.
- The valve stem seal must be installed using the correct special tool. Incorrect installation could result in oil leaking past the valve guide.

2. Using special tool MB991999, install a new stem seal to the valve guide.

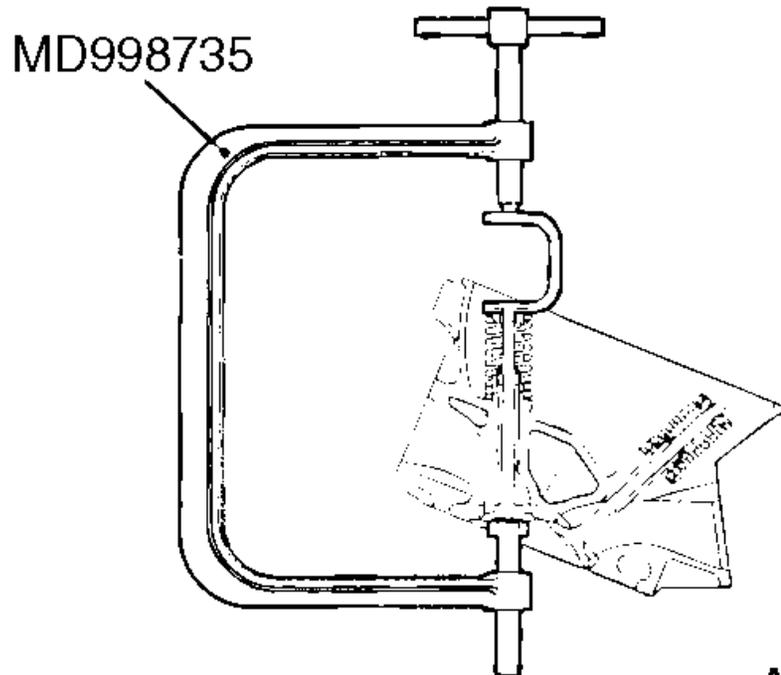


▶ B ◀ VALVE SPRING INSTALLATION



Install the valve spring so that the painted end is on the rocker arm side.

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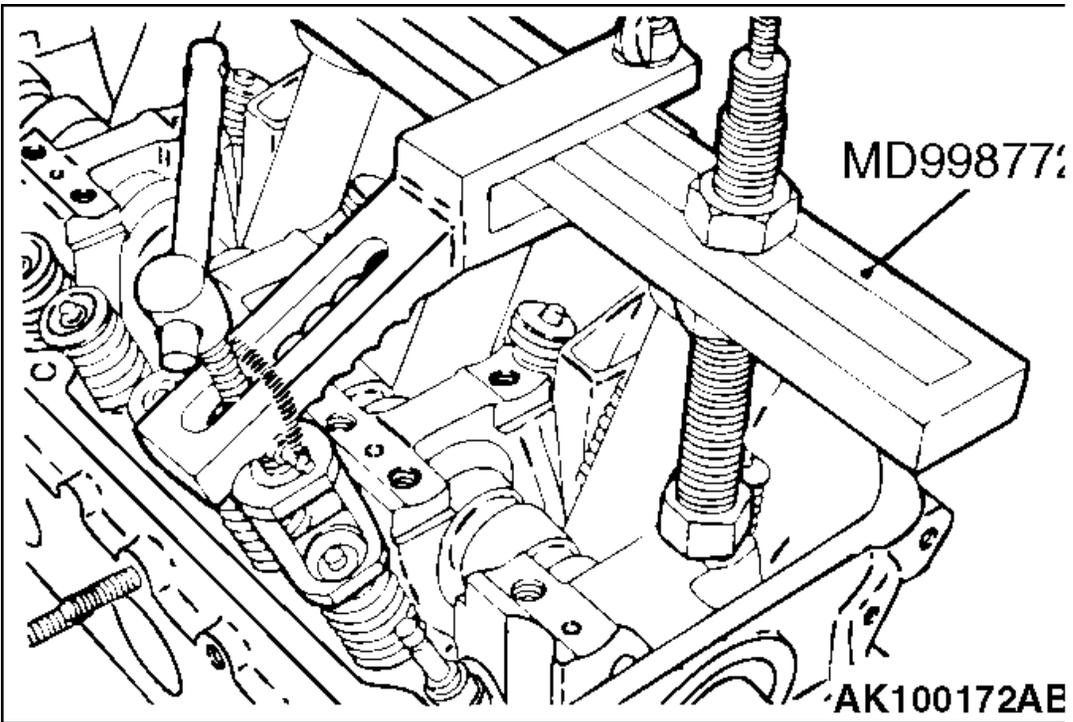


► C ◀ RETAINER LOCK INSTALLATION

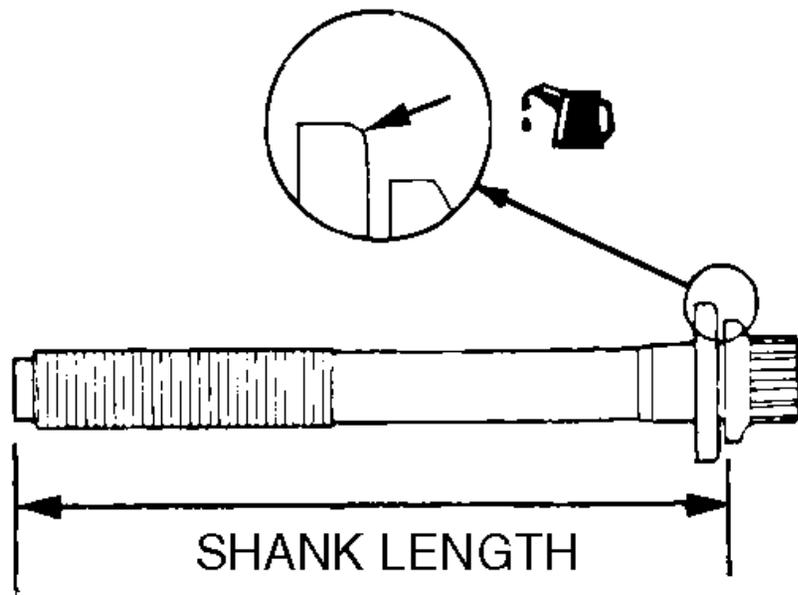
Using special tool MD998735 or MD998772, compress the valve spring and insert the retainer lock into position.

NOTE: The valve spring, if excessively compressed, causes the bottom end of retainer to be in contact with the stem seal, and damage it.

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► D ◀ CYLINDER HEAD BOLT INSTALLATION



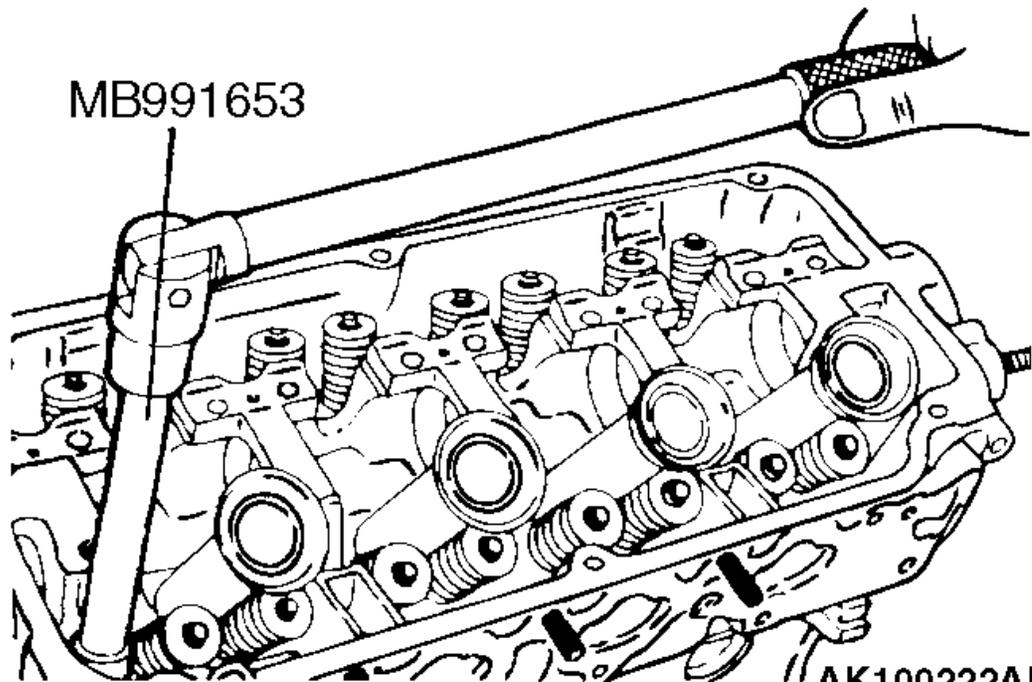
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1. Before reusing the cylinder head bolt, measure that its shank length does not exceed the specified limit. Replace the bolt if this measurement exceeds the limit.

Limit: Max. 96.4 mm (3.795 inches)

2. Fit the washer as shown.

3. Apply engine oil to the bolt thread and washer.



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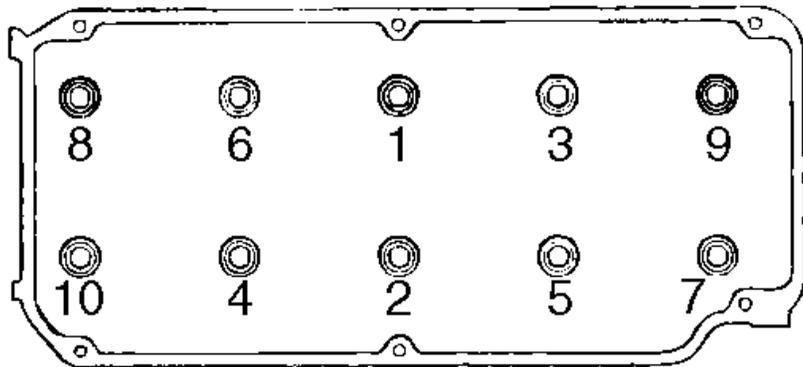
4. Tighten the bolts in the sequence shown until each is torqued to 74 ± 4 N·m (55 ± 3 ft-lb) using the cylinder head bolt wrench special tool MB991653.

5. Loosen all bolts fully.

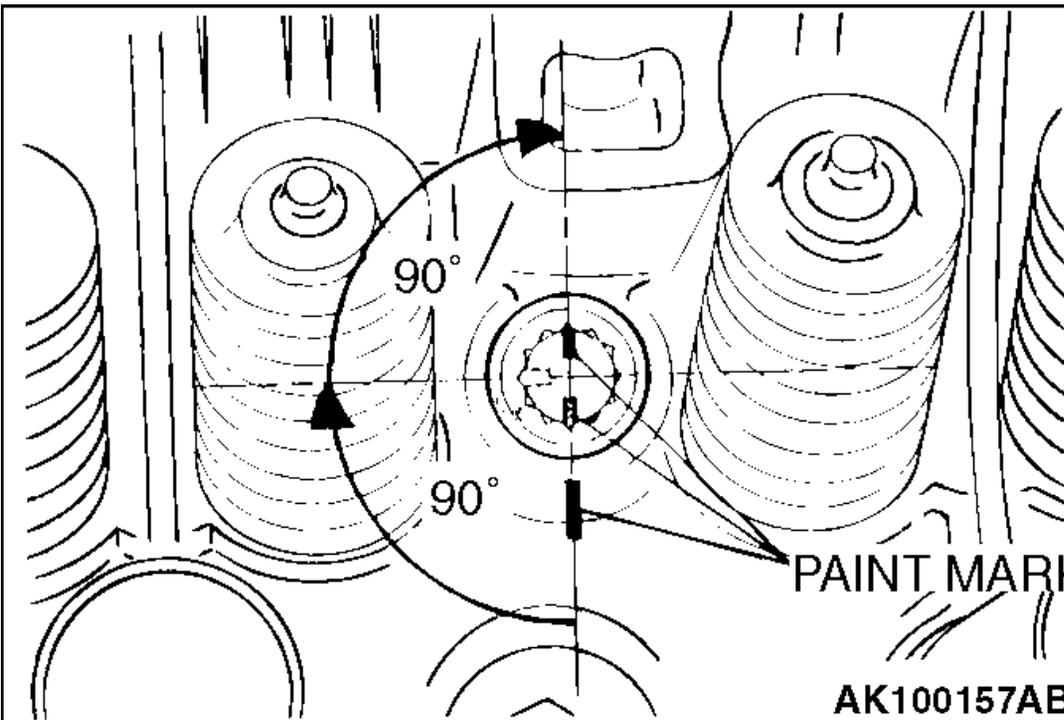
6. Retighten the bolts in the sequence shown until each is torqued to 20 ± 2 N·m (15 ± 1 ft-lb).

7. Make paint marks on the cylinder head bolt heads and cylinder head as shown.

← TIMING BELT SIDE



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AK100157AE

⚠ CAUTION

If the bolts are tightened by an angle of less than 90 degrees, they may not hold the cylinder head with sufficient strength. If the bolts are tightened by an angle exceeding 90 degrees, completely remove them and repeat the installation procedure.

8. In accordance with the tightening sequence, tighten each bolt by 90 degrees.

9. Tighten each bolt by further 90 degrees and check that the paint marks on the bolt head and cylinder head are aligned.