

Rocker Arms — Inspection Using Special Tools (D15Z3 engine)

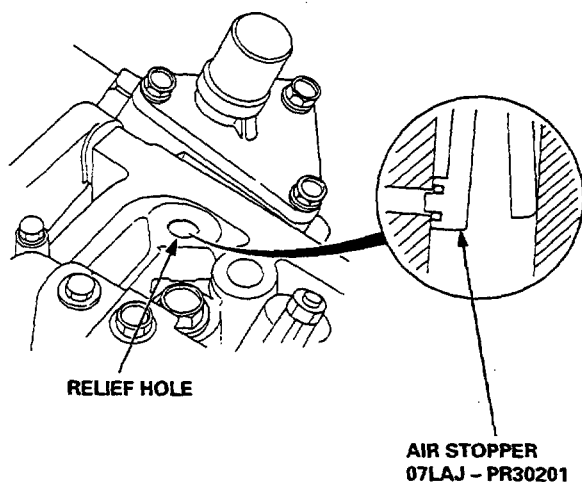
CAUTION:

- Before using the Valve Inspection Tool, make sure that the air pressure gauge on the air compressor indicates over 250 kPa (2.5 kgf/cm², 36 psi).
- Inspect the valve clearance before rocker arm inspection.
- Cover the timing belt with a shop towel to protect the belt.
- Check the intake mid rocker arm of each cylinder at TDC.

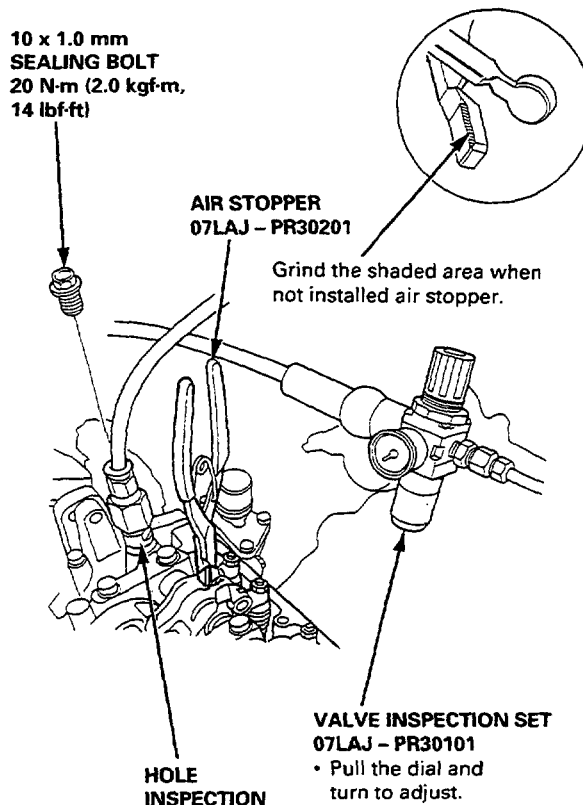
1. Remove the cylinder head cover.

NOTE: Refer to page 6-55 when installing cylinder head cover.

2. Plug the relief hole with the special tool (Air Stopper).



3. Remove the sealing bolt from the inspection hole and connect the Valve Inspection Tool.



4. Apply specified air pressure to the intake rocker arm timing piston, after loosening the regulator valve on the valve inspection set.

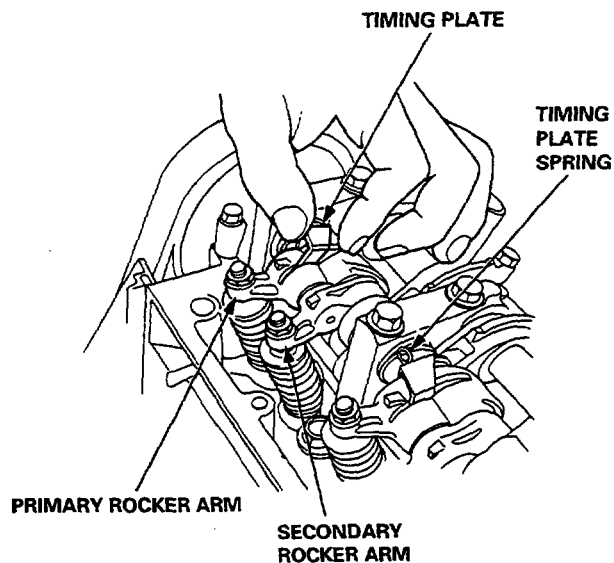
Specified Air Pressure:
250 kPa (2.5 kgf/cm², 36 psi)



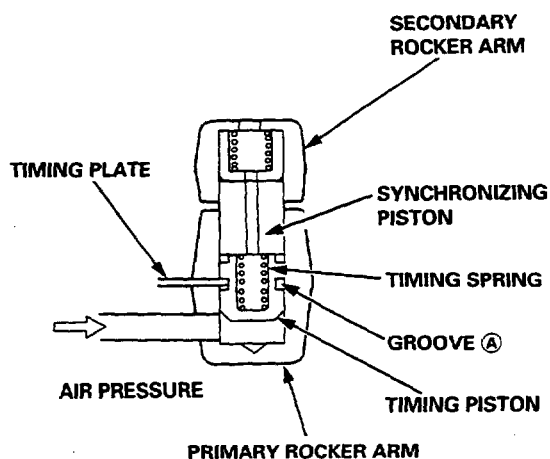
5. With the specified air pressure applied, push up the timing plate; the synchronizing piston will pop out and engage the intake secondary rocker arm. Visually check the engagement of the synchronizing piston.

NOTE:

- The synchronizing piston can be seen in the gap between the secondary and primary rocker arms.
- When the timing plate is engaged in the groove A on the timing piston, the piston will be locked in the pushed out position.



At High RPM:

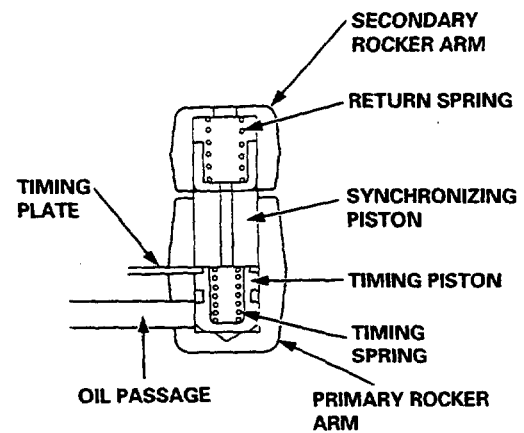


6. Stop applying air pressure and push up the timing plate; the synchronizing piston will return to its original position with a click. Visually check the disengagement of the synchronizing pistons.

NOTE:

- When the timing plate is pushed up, it will disengage the timing piston letting the synchronizing piston return to its original position by the return spring.
- Replace the intake rocker arms as an assembly if there is any abnormality.

At Low RPM:



7. Remove the special tools.
8. After inspection, check that the MIL does not come on.