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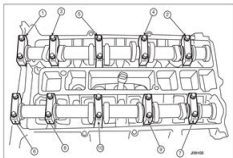
My friends are so mad that they do not know how I have all the high quality ebook which they do not!

#Diego Butler



so many fake sites. this is the first one which worked! Many thanks

2.0*12 1.8 and 2.0 litre petrol engine in-car repair procedures



setting, and for ovality, and renew if necessary.
10 Measure the outside diameter of each bucket (see **Illustration**). Take measurements at the top and bottom of each bucket. Take a second set of eight angles to the first. If any measurement is significantly different from the others, the bucket is tapered or oval and applicable and must be renewed. If the tolerance requirements are met, measure the inside diameter of the corresponding cylinder head bore. If the taper of the cylinder head bore are excessively worn, new tappets and/or a new cylinder head will be required.
11 Visually examine the camshaft lobes for score marks, pitting, grinding, wear, due to disassembly, and evidence of overtightening, scoring, distorted areas. Look for flaking away of the hardened surface layer of each lobe (see **Illustration**). If any such signs are evident, renew the component concerned.
12 Examine the camshaft bearing journals and the cylinder head bearing surfaces for signs of obvious wear or pitting. If any such signs are evident, renew the component concerned.
13 Using a micrometer, measure the diameter of each journal at several points (see **Illustration**). If any measurement is significantly different from the others, renew the camshaft.
14 To check the bearing journal running clearance, remove the tappets, use a suitable solvent and a clean lint-free rag to clean carefully all bearing surfaces. Then fit the camshafts and bearing caps with a strand

11.10 Sequence for checking the camshaft bearing caps: cap bolts progressively by half a turn at a time, then only as described. To remove gradually and evenly the pressure of the valve springs on the caps.

11.11 Withdraw the camshaft bearing caps, noting their markings. Check: remove the camshaft. The inlet camshaft can be identified by the reference label for the camshaft position sensor. Refer to the **Illustration** for the camshaft position sensor (see **Illustration**).

12 Clean (solvent spray, clean containers, and number them 1 to 10. Using a rubber sucker, withdraw each bucket tappet in turn and place them in the containers. Do not interchange the bucket tappets as they are of different sizes: the sizes in part of the bucket tappet (see **Illustration**). Different sizes of wear on the valves or taper on the cylinder head assembly.

Inspection

13 Note the camshafts and tappets removed; check each for signs of obvious wear (scoring, pitting, etc.).

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11.11a Note the identification markings (arrows) on the camshaft bearing caps.

11.11b ...and the reference label (arrows) on the inlet camshaft for the position sensor.

11.12a Removing the bucket tappet using a rubber sucker.

11.12b Note the thickness number under the bucket tappet; different sizes are available.

11.14 Use a micrometer to measure diameter of tappet.

11.15 Check the cam lobes for pitting, wear and score marks - this is excessive scoring.

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