Chapter #12 Images
Partially filled with metallic sodium

Hollow head and stem
Tip or rocker arm contact area

Valve spring retainer lock grooves

Stem

Fillet (neck)

Face

Margin

Head
Pushrod

Lifter

Camshaft

Oil return
<table>
<thead>
<tr>
<th>LOBE</th>
<th>INTAKE</th>
<th>EXHAUST</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>1.1692 in. (29.700 mm)</td>
<td>1.1771 in. (29.900 mm)</td>
</tr>
<tr>
<td>2nd</td>
<td>1.4003 in. (35.568 mm)</td>
<td>1.4054 in. (35.699 mm)</td>
</tr>
<tr>
<td>3rd</td>
<td>1.4196 in. (36.060 mm)</td>
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Remove rocker arm

Compress the spring with a special tool or prybar
Mushroomed tip
Check for thin (worn) lands between the keeper grooves.

Check for bent stem.

Valve face angle.

Check stem diameter at three locations on the stem.

Check stem tip for spread.

Head diameter.

This line is parallel with the valve face.
UNIFORM PITCH

VARIABLE PITCH

BASKET COIL

MECHANICAL VIBRATION DAMPENERS
Advance side port
Measure rocker arm bore

Inspect rocker arm roller for wear
Rotate camshaft while measuring.
MARGIN

CORRECT

SHARP EDGE

WRONG
Small-hole gauge

Take measurement in three places
Seat: 45°

Top: 30°

Throat: 60°
Note: Place the end of valve spring with closely wound coils towards the cylinder head.

Exhaust and intake valve seals are NOT interchangeable.
Intake valve seal - white spring
Exhaust valve seal - black spring

Note: Install the valve spring seats before installing the valve seals.