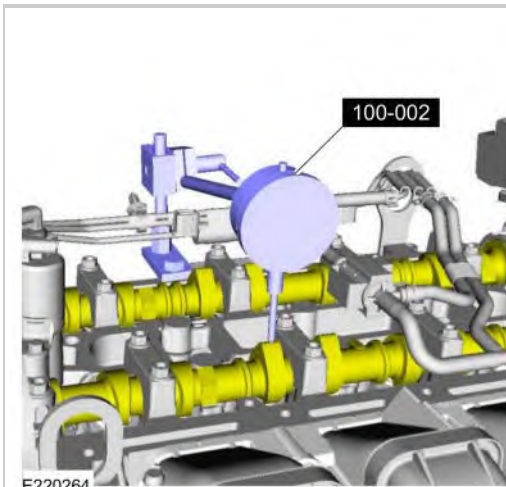




 **NOTE:** Only rotate the crankshaft clockwise. If the engine is rotated counterclockwise the valve train timing may slip resulting in the engine having to be retimed.

3.
Rotate the crankshaft using a breaker bar and socket attached to the crankshaft pulley retainer bolt. Rotate the crankshaft until the base circle of the camshaft lobe is reached.

4.
Zero the dial indicator. Continue to rotate the crankshaft until the high-lift point of the camshaft lobe is in the fully raised position (highest indicator reading).

5.
To check the accuracy of the original dial indicator reading, continue to rotate crankshaft until the base circle is reached. The indicator reading should be zero. If zero reading is not obtained, repeat Steps 2 through 5.

6.
If the lift on any lobe is below specified service limits, install a new camshaft and camshaft roller followers or valve tappets.

7.
Install the spark plugs. Refer to the appropriate article.

DIAGNOSIS AND TESTING > ENGINE > VALVE TRAIN ANALYSIS 5.0L 32V TI-VCT / 5.2L 32V TI-VCT

Valve Train Analysis - Engine Off, Valve Cover Removed

Check for damaged or severely worn parts and correct assembly.