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May 15, 1992

**TO ALL EXEC BUILDERS**

**EXEC ADVISORY SERVICE BULLETIN A-09**

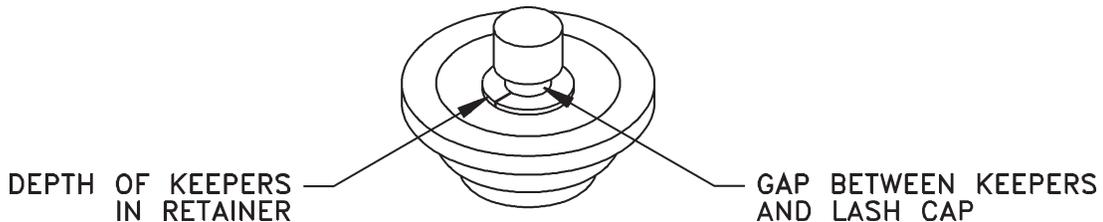
History: The condition of certain valvetrain components should be monitored closely to maximize engine life and performance.

Action: Observe the procedures contained in the following two pages. If you own the RI 162 engine manual, these pages should be inserted after page 42.

### 3. VALVE TRAIN INSPECTION:

**NOTE:** The following inspections should be done every 25 hours. They should be performed prior to each valve lash measurement. These parts all interact together to maintain valve spring compression. While these parts "normally" do not wear and require no maintenance, it is important to monitor their condition in order to prevent a failure.

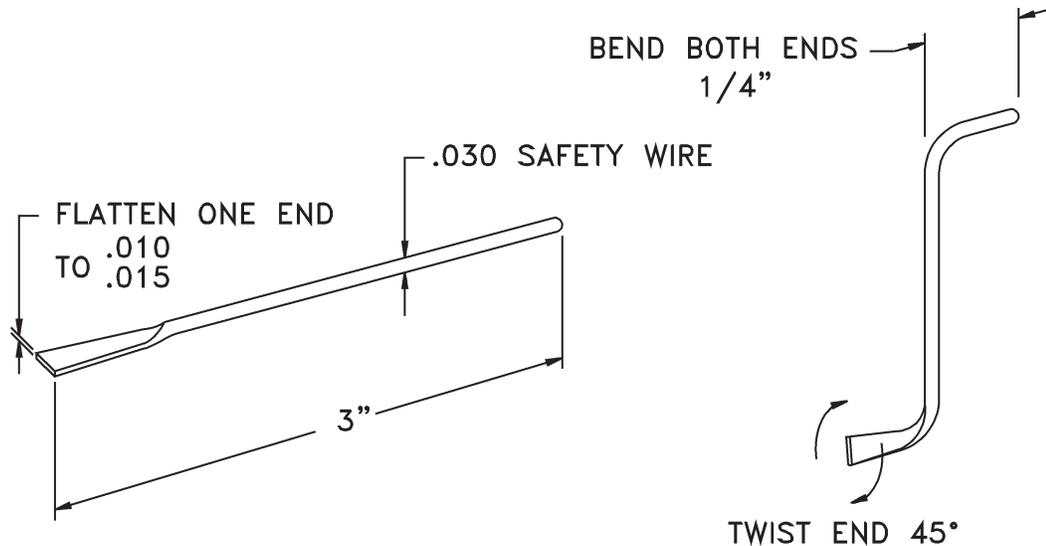
- A. Spring Retainer:** Note the relative depth of the keeper set in each spring retainer. You may notice a slight variance on different valves, but no keeper set should be sunk deeply into a retainer. The important thing to look for is any change in the relative position of each keeper set. If you determine that a keeper set seems to be sinking deeper into its retainer do **not** continue to operate the engine. Call customer service for further instructions.



- B. Valve Stem - Spring Keeper:** If you look closely at the top of each valve assembly you will notice a gap between the lash cap and the spring keepers. If excessive wear occurs between the valve and the keepers, this gap will decrease and eventually the lash cap will contact the keepers. Continued wear beyond this point can cause engine failure. This gap is normally between .020" and .030". While it is not necessary to measure this gap exactly, it is important to note any radical change. Use the following drawing to make a "wire gauge" which will be used to monitor this gap on each valve. The .010"/.015" end should easily fit into the gap. The .030" end should fit snugly if it will go into the gap at all. Do **not** continue to operate the engine if a keeper contacts a lash cap. Call customer service for further instructions if **any** wear of these components is apparent.

### WIRE GAUGE

Use a piece of .030" safety wire to fabricate this gauge. A hammer is used to flatten one end of the wire to a thickness of .010"/.015".



**NOTE:** When replacing a lash cap it is important to seat it on the valve completely. Tapping the lash cap onto the valve with a plastic tipped hammer may be necessary. It is important that the piston is not near the top of its stroke when tapping on the lash cap. Removal of a spark plug will allow verification of this. Observing the gap between the lash cap and keeper will ensure that the lash cap is seated properly.

**NOTE:** When replacing lash caps it is important to realize that an intake lash cap is different than an exhaust lash cap. The "cavity" on an exhaust lash cap is .120"/.125" deep. This depth on an intake lash cap is .145"/.150". Incorrectly installing an intake lash cap on an exhaust valve would result in the lash cap hitting the spring retainer.