

Machine Translated by Google
Car Sonata V 2007 mileage 62000 km. Of these, 54,000 on gas. G4GC engine From
the literature, clearances when checking **intake valves are 0.12-0.28**

Exhaust valves - 0.2-0.38 When adjusting
the intake valves - 0.17-0.23 Exhaust valves - 0.25-0.31 0.05) you
will need 0.15 0.2 0.25 0.3 - a small ratchet

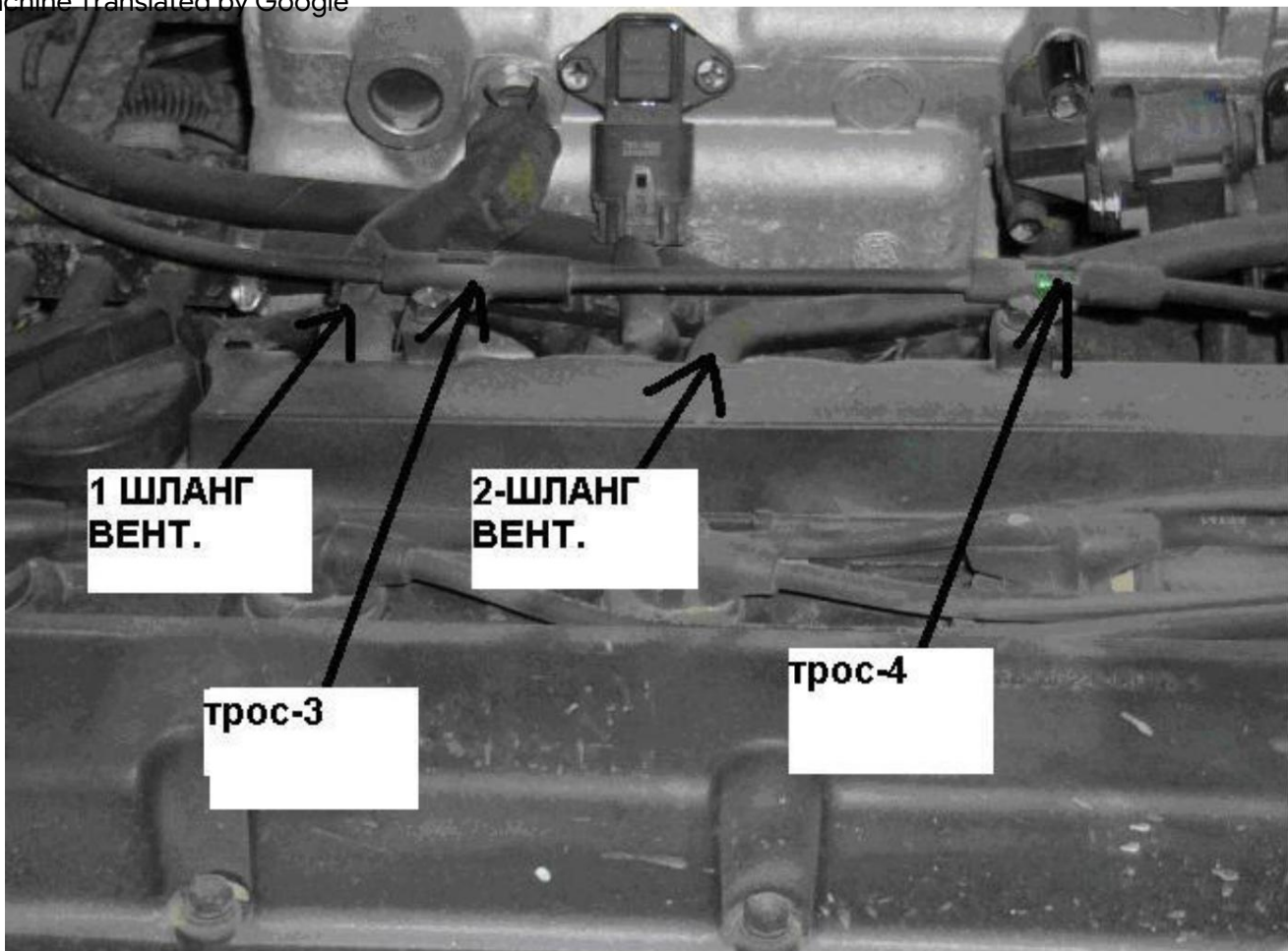
with a head for 10 - candle wrench

- jack
- pliers

If the engine is cold for about an hour. 1. Remove
the protective cover of the engine head for 10 -4 bolts 2. Remove
the upper protection of the timing belt head for 10 -4 bolts



3. Disconnect the two crankcase ventilation hoses 1, 2 with pliers. 4. Remove the throttle
cable 3.4 from the clamps.

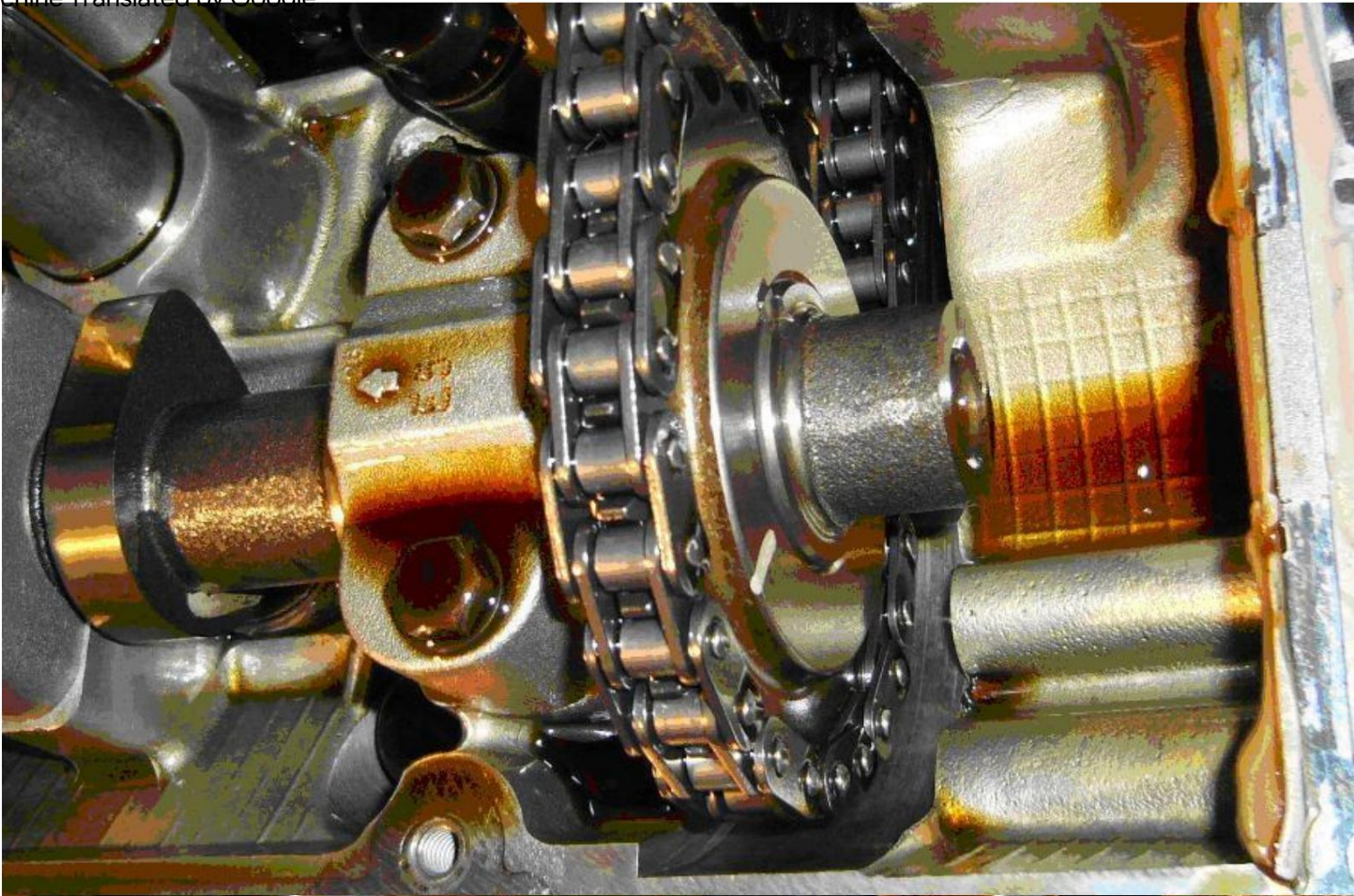


5. Remove the BB wires and lay them on the right side (do not pull the wires themselves)

We unscrew the candles at the same time we control their condition in the photo: my candle after 15000



6. Along the perimeter of the camshaft cover, unscrew 13 bolts with the same key and prying with a screwdriver we take it off.



This is the state of the engine after 62,000 varnish and other deposits, there is no clean conclusion, I remain on this oil.

7 Jacked up the right front wheel incl. 5th gear and remembering that, experience and alcoholism will always take up over youth and enthusiasm, without bothering with the marks, stupidly turning the wheel to close the valves on the cylinders that I will measure, while measuring the gaps with probes and recording the dimensions. A set of probes.



Having measured the inlet valves, the probe 0.2 passed easily, but the probe 0.25 did not climb (i.e., the gap is approximately 0.22-0.23) I was glad that everything was normal, but my first five outlets were at the limit, i.e. probe 0.2 came in with great, great difficulty. 6,7,8 - probe 0.25 easily 0.3 did not climb almost the norm. Where to stick the probe will not describe. Despite the lack of fixtures and the lack of time for its manufacture, it was decided to remove the shims in the old-fashioned way and grind them. Using a large screwdriver, resting against the camshaft, we press the so-called thrust washer, we put a stopper between the thrust washer and the cam piece of metal (I put the parallelepiped 9-9-30 at hand) so that the stopper does not touch the adjusting washer Remove the screwdriver and an awl through the groove in the thrust we pry the washer with the adjusting washer, it stuck with oil, so everything is easy to write, but it's gimmicky. We suffered with the first puck for half an hour, there was even an idea to tie up the timing belt and throw off the camshaft - a moot point which is faster.



There is a size on the washers on the reverse side, by the way, having checked it with a micrometer, all the markings are very accurate



For those who want to find similar washers, their diameter is 30mm



Then everything is simple if the gap determined by the probe is 0.2 mm and the adjusting washer as in the photo is 2.38, then it is necessary to remove 0.1 from the washer, that is, the washer should become 2.28, while the thermal valve clearance will be 0.3 or order a washer with a thickness 2.28. I've been grinding



Installing the washers is not much easier than removing everything, too, one pressed down the thrust washer with a screwdriver, the other put the adjusting washer in place while not using the stopper. Then, after turning the wheel a couple of turns, we double-check the gaps, write down and assemble in the reverse order. I didn't want to do an extremely increased gap yet, I want to go through 10 thousand with a variator and then double-check the gaps and draw a conclusion. Maybe I did something wrong, described it as I did it, I think our GURUS will correct it. But for myself, thanks to the forum, I concluded. Checking the gaps procedure is not long, not difficult and does not require special qualifications, and to devote an hour of time for your favorite work will not be especially recommended to HBO owners, and I think it will not be superfluous for the rest.