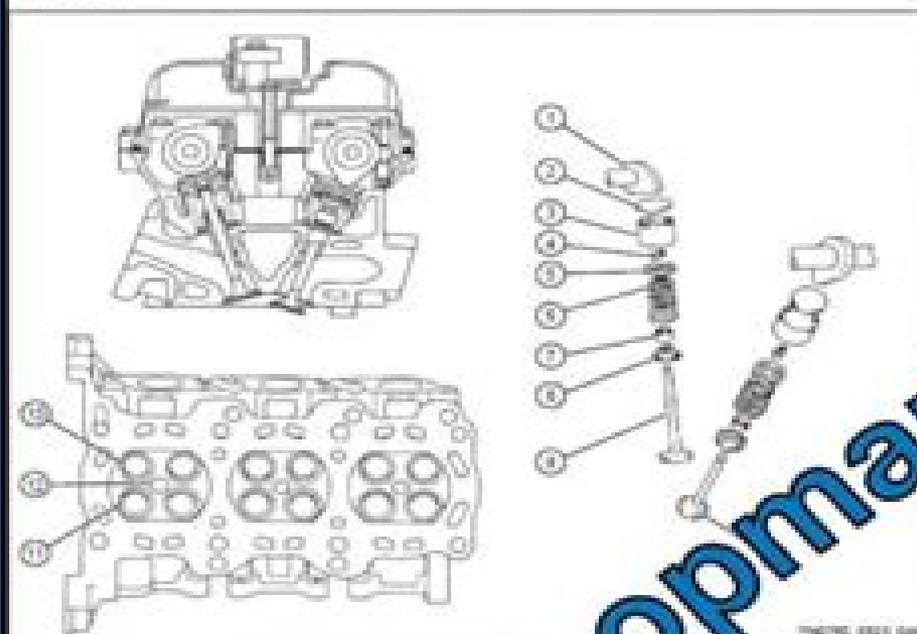


Suzuki Alto 2009-2016 K6A Engine Workshop Manual

THEORY OF OPERATION

4.5 Cylinder Head and Valve Train

See Figure 4-10.



- | | |
|--------------------------|--------------------------|
| 1. Camshaft Lock | 6. Valve Spring |
| 2. Shim | 7. Valve Lock |
| 3. Tappet | 8. Valve Spring Retainer |
| 4. Retainer Lock | 9. Valve Retainer |
| 5. Valve Spring Retainer | 10. Shim |

The twin cam, 8-valve per cylinder head is cast with an aluminum alloy that is both lightweight and efficient in heat dissipation. Valve angle is also made for a compact head design. The spark plug port (12) is located in the combustion chamber, with the spark plug being a pre-heated design for better combustion efficiency.

The intake (11) and exhaust ports (13) are arranged in a cross-flow style with each cylinder having two intake and two exhaust valves for improved intake and exhaust efficiency. Intake valves are faced with a dual angle while exhaust valves have a single angle face.

The valve spring retainer (5), valve spring (6), valve lock (7), and valve spring seat (8) are all installed over the valve stem and held in place with the retainer lock (4).

The valves (9 and 10) are pushed down directly with the camshaft lobe (1) via stem (2) and tappet (3). Valve lift is adjusted by varying the thickness of the shim (10).

SPECIFICATIONS AND GENERAL INFORMATION

Engine Component Locations

See Figures 2-2 through 2-6.



Figure 2-2

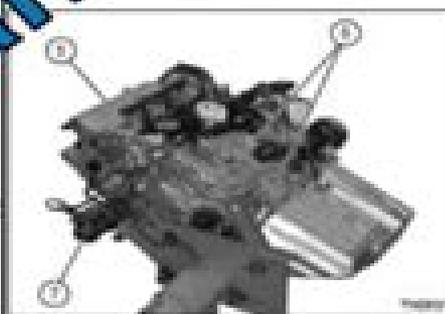
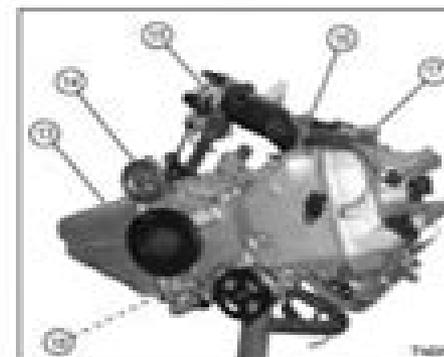


Figure 2-3



- | | |
|---------------------|-------------------|
| 1. Throttle Body | 3. Camshaft Drive |
| 2. Throttle Cable | 4. Throttle Lock |
| 3. Throttle Housing | |

Figure 2-4



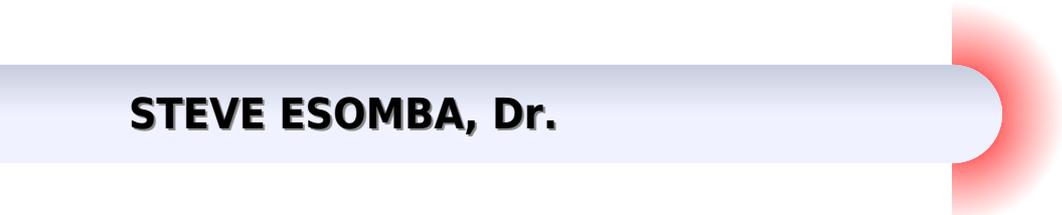
- | | |
|---------------|-------------------|
| 1. Oil Pan | 3. Oil Filter |
| 2. Oil Pump | 4. Oil Drain Plug |
| 3. Oil Filter | |

Figure 2-5

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Engine Manual For Suzuki 4

STEVE ESOMBA, Dr.



Engine Manual For Suzuki 4:

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 - The Rise of Digital Reading Engine Manual For Suzuki 4
 - Advantages of eBooks Over Traditional Books
2. Identifying Engine Manual For Suzuki 4
 - Exploring Different Genres
 - Considering Fiction vs. Non-Fiction
 - Determining Your Reading Goals
3. Choosing the Right eBook Platform
 - Popular eBook Platforms
 - Features to Look for in an Engine Manual For Suzuki 4
 - User-Friendly Interface
4. Exploring eBook Recommendations from Engine Manual For Suzuki 4
 - Personalized Recommendations
 - Engine Manual For Suzuki 4 User Reviews and Ratings
 - Engine Manual For Suzuki 4 and Bestseller Lists
5. Accessing Engine Manual For Suzuki 4 Free and Paid eBooks
 - Engine Manual For Suzuki 4 Public Domain eBooks
 - Engine Manual For Suzuki 4 eBook Subscription Services
 - Engine Manual For Suzuki 4 Budget-Friendly Options
6. Navigating Engine Manual For Suzuki 4 eBook Formats

- ePub, PDF, MOBI, and More
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 - Engine Manual For Suzuki 4 Enhanced eBook Features
7. Enhancing Your Reading Experience
 - Adjustable Fonts and Text Sizes of Engine Manual For Suzuki 4
 - Highlighting and Note-Taking Engine Manual For Suzuki 4
 - Interactive Elements Engine Manual For Suzuki 4
 8. Staying Engaged with Engine Manual For Suzuki 4
 - Joining Online Reading Communities
 - Participating in Virtual Book Clubs
 - Following Authors and Publishers Engine Manual For Suzuki 4
 9. Balancing eBooks and Physical Books Engine Manual For Suzuki 4
 - Benefits of a Digital Library
 - Creating a Diverse Reading Collection Engine Manual For Suzuki 4
 10. Overcoming Reading Challenges
 - Dealing with Digital Eye Strain
 - Minimizing Distractions
 - Managing Screen Time
 11. Cultivating a Reading Routine Engine Manual For Suzuki 4
 - Setting Reading Goals Engine Manual For Suzuki 4
 - Carving Out Dedicated Reading Time
 12. Sourcing Reliable Information of Engine Manual For Suzuki 4
 - Fact-Checking eBook Content of Engine Manual For Suzuki 4
 - Distinguishing Credible Sources
 13. Promoting Lifelong Learning
 - Utilizing eBooks for Skill Development
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