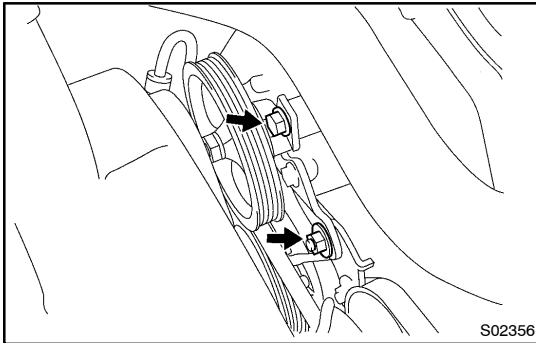


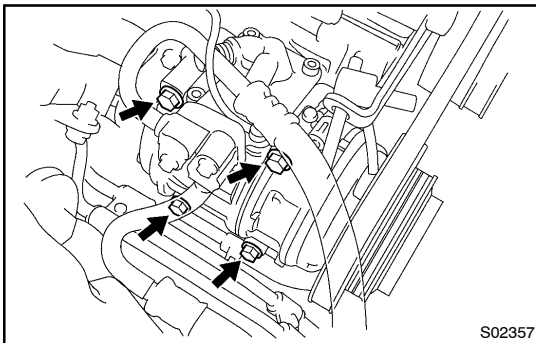
## REMOVAL

1. REMOVE ENGINE UNDER COVER
2. DRAIN ENGINE COOLANT
3. DISCONNECT UPPER RADIATOR HOSE



### 4. DISCONNECT PS PUMP FROM ENGINE

- (a) Disconnect the 2 PS air hoses from the air intake chamber and resonator.
- (b) Remove the bolt holding the PS pressure tube clamp to the frame.
- (c) Remove the drive belt. (See page [SR-42](#))
- (d) Remove the bolt and nut, and disconnect the PS pump from the engine.



### 5. w/ A/C:

#### DISCONNECT A/C COMPRESSOR FROM ENGINE

- (a) Disconnect the A/C compressor connector.
- (b) Remove the drive belt. (See page [AC-17](#))
- (c) Remove the 4 bolts, and disconnect the A/C compressor from the engine.

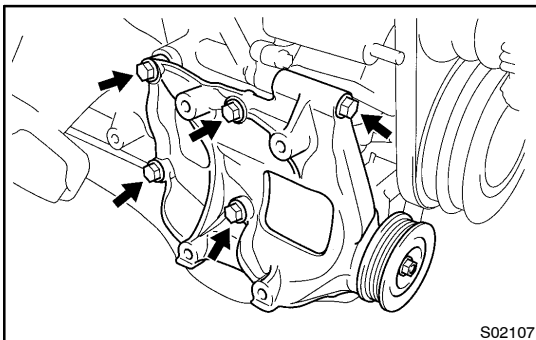
### 6. LOOSEN FAN WITH FLUID COUPLING AND FAN PULLEYS

### 7. REMOVE DRIVE BELT FOR GENERATOR

(See page [CH-6](#))

### 8. REMOVE NO.2 FAN SHROUD

### 9. REMOVE FAN WITH FLUID COUPLING AND FAN PULLEYS



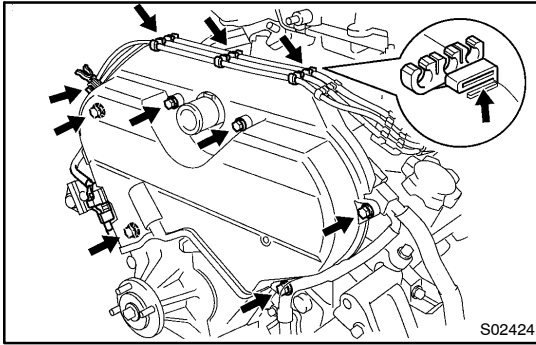
### 10. w/ A/C:

#### REMOVE A/C COMPRESSOR BRACKET

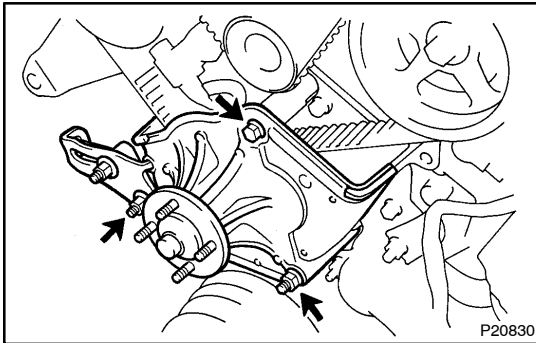
Remove the 5 bolts and A/C compressor bracket.

### 11. REMOVE OIL DIPSTICK AND GUIDE

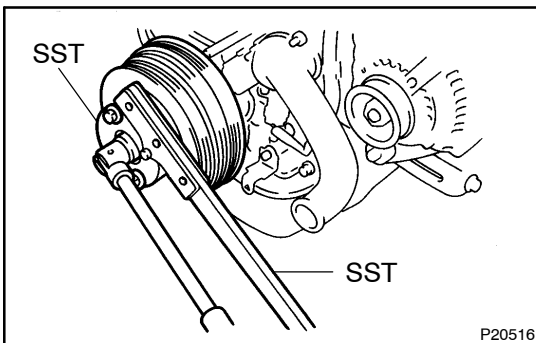
Remove the bolt, oil dipstick, guide and O-ring.

**12. REMOVE NO.2 TIMING BELT COVER**

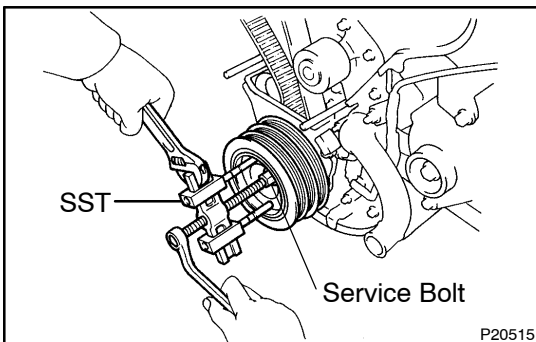
- (a) Disconnect the 4 high-tension cord clamps from the No.2 timing belt cover.
- (b) Remove the 6 bolts and No.2 timing belt cover.
- (c) Disconnect the camshaft position sensor connector.

**13. REMOVE FAN BRACKET**

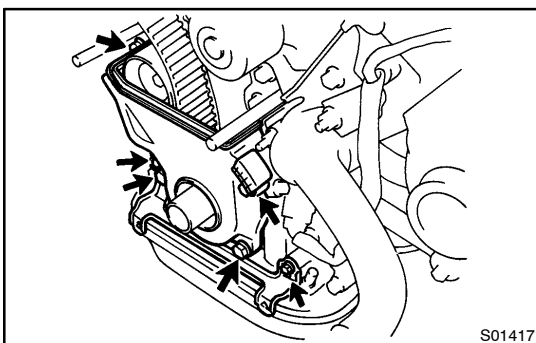
- (a) Remove the nut and PS pump adjusting strut.
- (b) Remove the bolt, nut and fan bracket.

**14. REMOVE CRANKSHAFT PULLEY**

- (a) Using SST, loosen the pulley bolt.  
SST 09213-54015 (90119-08216), 09330-00021
- (b) Remove the SST, pulley bolt and pulley.

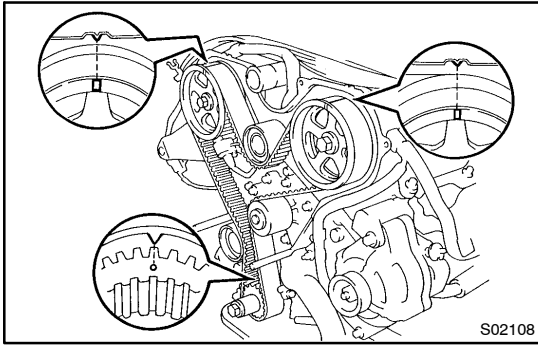
**HINT:**

If necessary, remove the pulley with SST and a service bolt.  
SST 09950-50012 (09951-05010, 09952-05010,  
09953-05020, 09954-05030)

**15. REMOVE STARTER WIRE BRACKET AND NO.1 TIMING BELT COVER**

- (a) Remove the 2 bolts and starter wire bracket.
- (b) Remove the 4 bolts and timing belt cover.

**16. REMOVE TIMING BELT GUIDE**

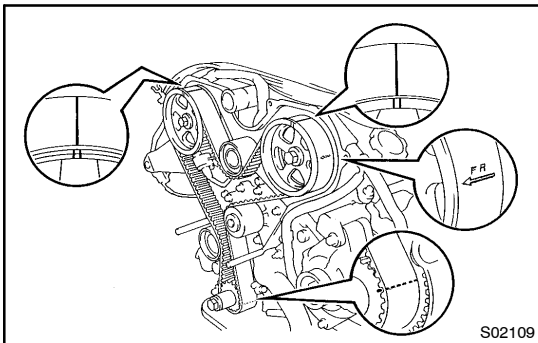
**17. SET NO.1 CYLINDER AT TDC/COMPRESSION**

- (a) Temporarily install the crankshaft pulley bolt to the crankshaft.
- (b) Turn the crankshaft, and align the timing marks of the crankshaft timing pulley and oil pump body.

**NOTICE:**

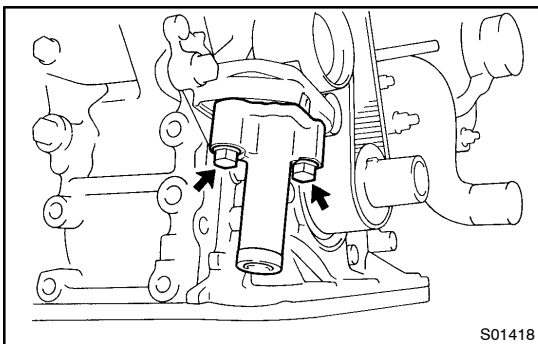
**Always turn the crankshaft clockwise.**

- (c) Check that the timing marks of the camshaft timing pulleys and No.3 timing belt cover are aligned. If not, turn the crankshaft pulley 1 revolution (360°).
- (d) Remove the crankshaft pulley bolt.

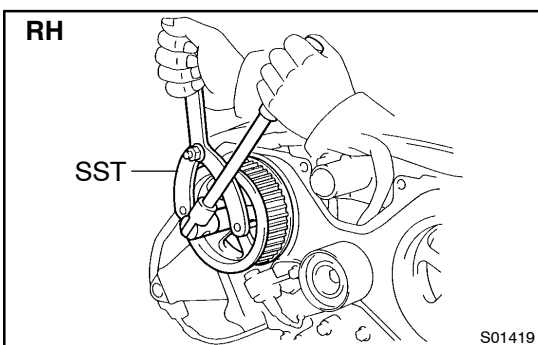
**18. IF REUSING TIMING BELT, CHECK INSTALLATION MARKS ON TIMING BELT**

Check that there are 3 installation marks and front mark on the timing belt.

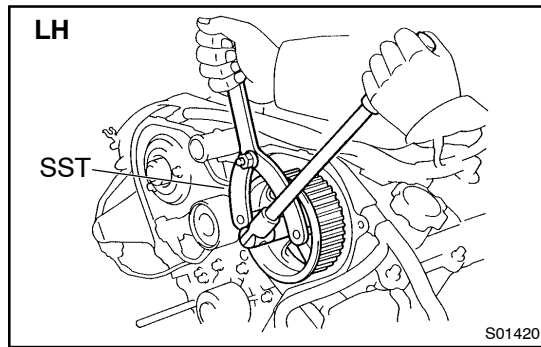
If the installation and front marks have disappeared, before removing the timing belt, place 3 new installation marks on the timing belt to match the timing marks of the timing pulleys, and place a new front mark on the timing belt.

**19. REMOVE TIMING BELT TENSIONER**

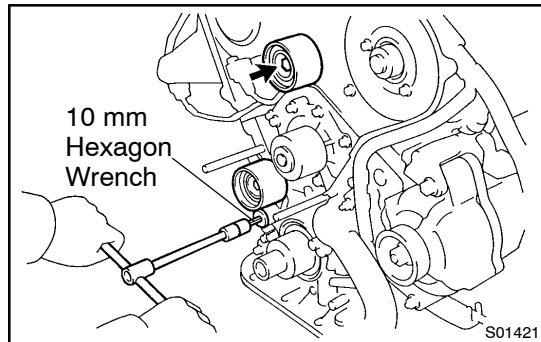
Alternately loosen the 2 bolts, and remove them, the belt tensioner and dust boot.

**20. REMOVE TIMING BELT****21. REMOVE RH CAMSHAFT TIMING PULLEY**

- (a) Using SST, loosen the pulley bolt.  
SST 09960-10010 (09962-01000, 09963-01000)
- (b) Remove the bolt, knock pin and camshaft timing pulley.

**22. REMOVE LH CAMSHAFT TIMING PULLEY**

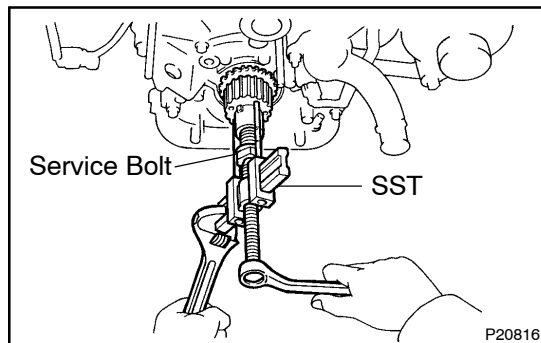
- (a) Using SST, loosen the pulley bolt.  
SST 09960-10010 (09962-01000, 09963-01000)
- (b) Remove the bolt, knock pin and camshaft timing pulley.

**23. REMOVE NO.2 IDLER PULLEY**

Remove the bolt and No.2 idler pulley.

**24. REMOVE NO.1 IDLER PULLEY**

Using a 10 mm hexagon wrench, remove the pivot bolt, No.1 idler pulley and plate washer.

**25. REMOVE CRANKSHAFT TIMING PULLEY**

Remove the crankshaft timing pulley.

**HINT:**

If the pulley cannot be removed by hand, use SST and a service bolt to remove the crankshaft timing pulley.

SST 09950-50012 (09951-05010, 09952-05010,  
09953-05020, 09954-05010)