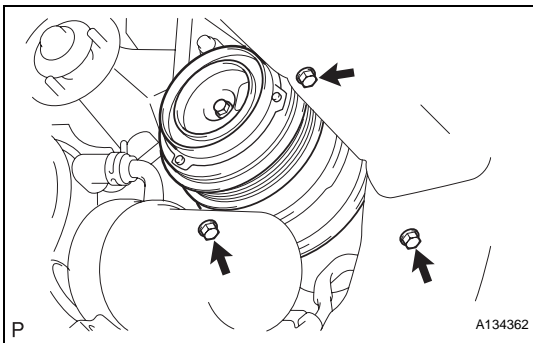
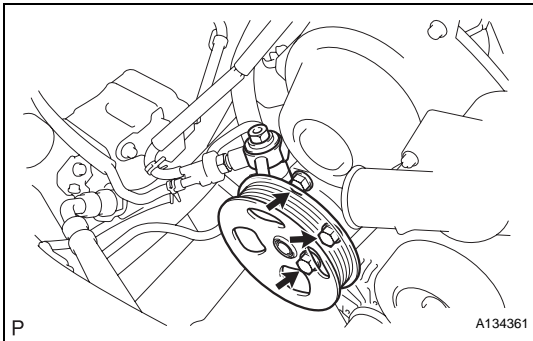
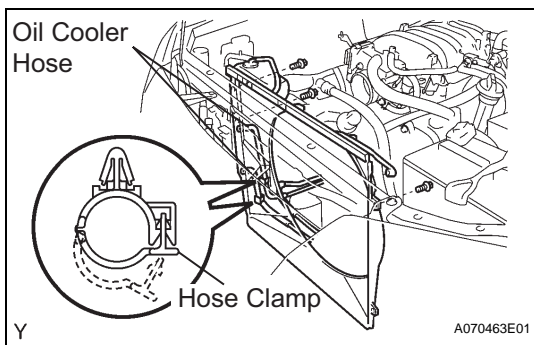
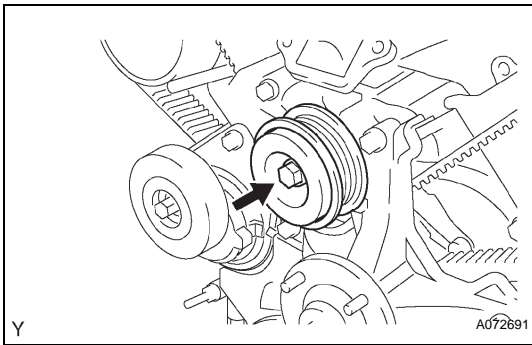


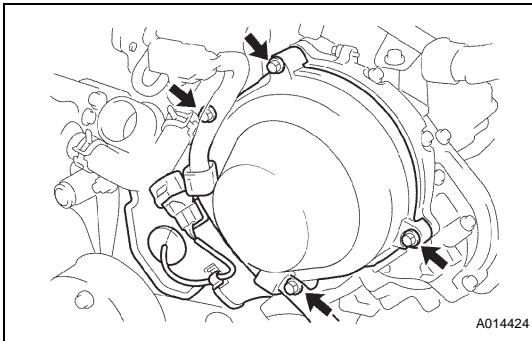
REMOVAL

1. **DRAIN ENGINE COOLANT** (See page [CO-3](#))
2. **SEPARATE BATTERY NEGATIVE TERMINAL**
3. **REMOVE THROTTLE BODY COVER SUB-ASSEMBLY**
 - (a) Remove the 2 nuts and throttle body cover sub-assembly.
4. **REMOVE AIR CLEANER HOSE ASSEMBLY**
5. **REMOVE RADIATOR SUPPORT SEAL UPPER**
 - (a) Remove the 11 clips and radiator support seal upper.
6. **REMOVE FAN AND GENERATOR V BELT** (See page [EM-6](#))
7. **REMOVE FAN WITH FLUID COUPLING**
 - (a) Unfasten each clip and the 2 hose clamps, and then separate the 2 oil cooler hoses from the fan shroud.
 - (b) Remove the 3 bolts and separate the fan shroud from the radiator.
 - (c) Remove the 4 nuts and separate the fan with fluid coupling from the engine.
 - (d) Remove the fan shroud and fan with fluid coupling together from the vehicle.
 - (e) Remove the fan pulley.
8. **SEPARATE VANE PUMP ASSEMBLY**
 - (a) Disconnect the vacuum hose.
 - (b) Remove the nut, 2 bolts and vane pump assembly.
HINT:
Hang up the hoses instead of detaching.
9. **REMOVE GENERATOR ASSEMBLY** (See page [CH-10](#))
10. **SEPARATE COMPRESSOR**
 - (a) Disconnect the compressor connector.
 - (b) Remove the nut, 3 bolts, compressor stay and compressor.
HINT:
Hang up the hoses instead of detaching.





11. **REMOVE NO. 2 IDLER PULLEY SUB-ASSEMBLY**
 - (a) Remove the pulley bolt, cover plate and idler pulley.
12. **REMOVE OIL COOLER PIPE**
 - (a) Disconnect the 3 hoses.
 - (b) Remove the bolt, nut and oil cooler pipe.



13. **REMOVE NO. 3 TIMING BELT COVER SUB-ASSEMBLY LH**
 - (a) Remove the grommet and separate the cam position sensor connector from the No. 3 timing belt cover sub-assembly LH.
 - (b) Remove the 4 bolts and No. 3 timing belt cover sub-assembly LH.

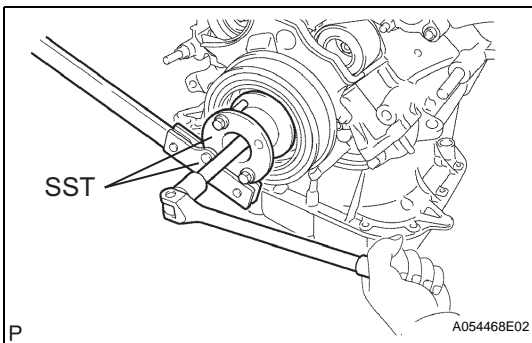
EM

14. **REMOVE NO. 2 TIMING CHAIN OR BELT COVER**
 - (a) Remove the nut, 3 bolts and No. 2 timing belt cover.

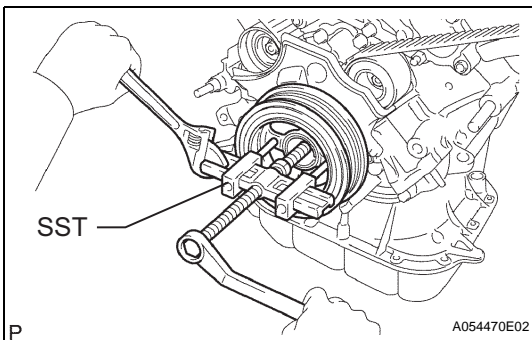
15. **REMOVE NO. 2 TIMING BELT COVER SUB-ASSEMBLY**
 - (a) Remove the 2 bolts and No. 2 timing belt cover sub-assembly.

16. **REMOVE V-RIBBED BELT TENSIONER ASSEMBLY**
 - (a) Remove the bolt, 2 nuts and V-ribbed belt tensioner.

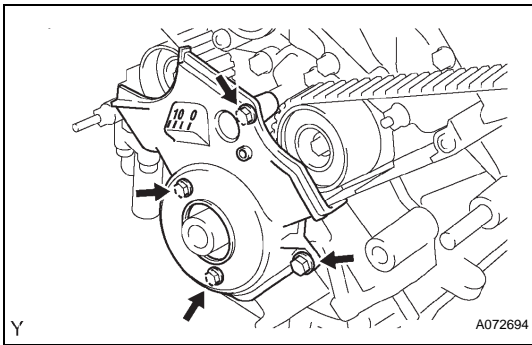
17. **REMOVE FAN BRACKET SUB-ASSEMBLY**
 - (a) Remove the 2 nuts, 2 bolts and fan bracket sub-assembly.



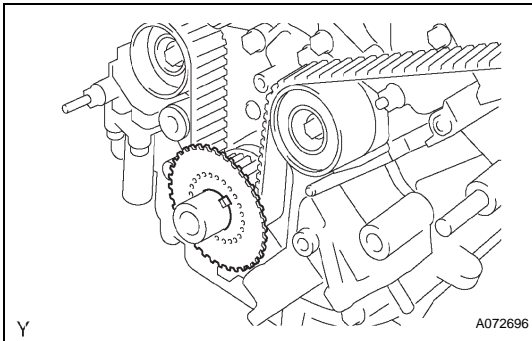
18. **REMOVE CRANKSHAFT DAMPER SUB-ASSEMBLY**
 - (a) Using SST, remove the pulley bolt.
SST 09213-70011 (09213-70020), 09330-00021



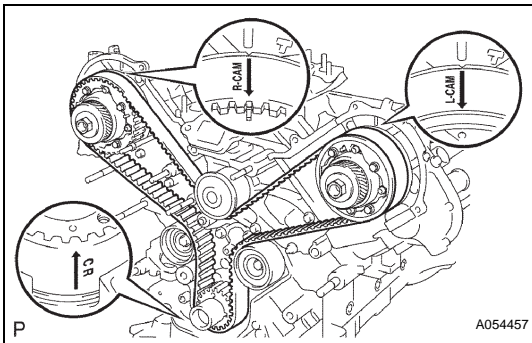
- (b) Using SST, remove the crankshaft pulley.
SST 09950-50013 (09951-05010, 09952-05010, 09953-05010, 09953-05020, 09954-05021)

**19. REMOVE TIMING BELT NO. 1 COVER**

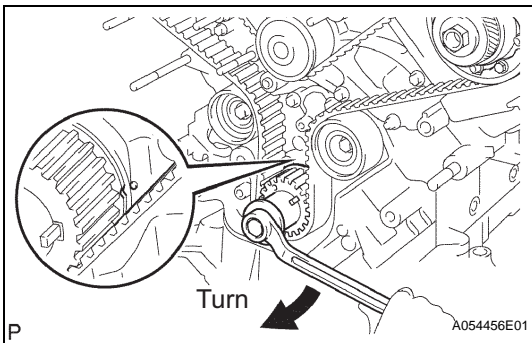
- (a) Remove the 4 bolts and timing belt cover.

**20. REMOVE NO. 1 CRANKSHAFT POSITION SENSOR PLATE**

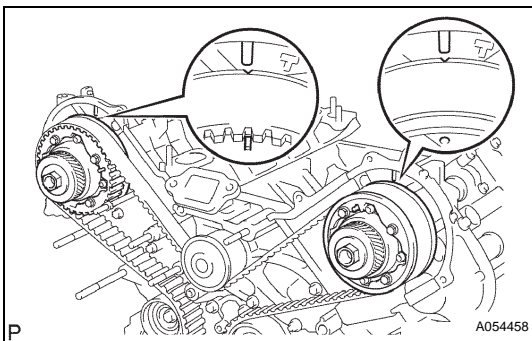
- (a) Remove the No. 1 crankshaft position sensor plate.

**21. REMOVE TIMING BELT**

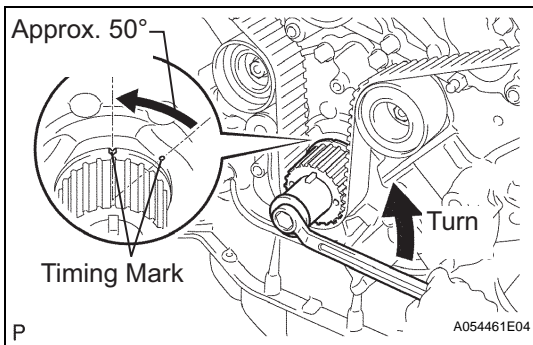
- (a) If reusing the timing belt, check the installation marks on the timing belt.
- (1) Check that there are 3 installation marks on the timing belt by turning the crankshaft as shown in the illustration.
If the installation marks have disappeared, put a new installation mark on the timing belt before removing each part.



- (b) Set the No. 1 cylinder to approx. 50° BTDC/ compression.
- (1) Using the crankshaft damper bolt, turn the crankshaft to align the timing marks of the crankshaft timing pulley and oil pump body.



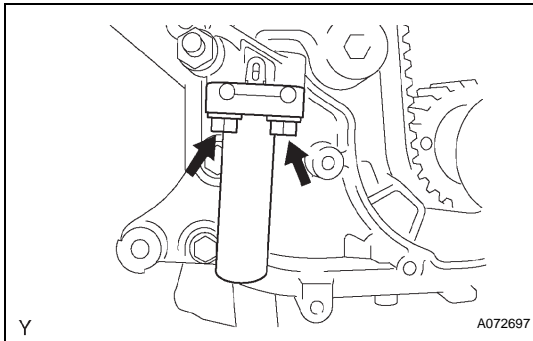
- (2) Check that the timing marks of the camshaft timing pulleys and timing belt plates are aligned.
If not, turn the crankshaft 1 complete revolution (360°).



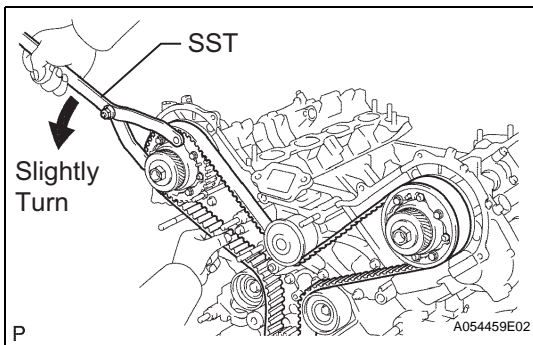
- (3) Using the crankshaft damper bolt, turn the crankshaft counterclockwise by approx. 50°.

NOTICE:

If the timing belt is disengaged, having the crankshaft pulley at a wrong angle can cause the piston head and valve head to come into contact with each other when removing the camshaft timing pulley and camshaft, causing damage. So always set the crankshaft pulley at the correct angle.



- (c) Alternately loosen the 2 bolts, then remove the bolts, the chain tensioner and dust boot.



- (d) Using a SST, loosen the tension between the camshaft timing pulley (RH bank) and crankshaft timing pulley by turning the camshaft timing pulley (RH bank) counterclockwise slightly.
SST 09960-10010 (09962-01000, 09963-00350)
- (e) Disconnect the timing belt from the No. 1 timing belt idler and remove the timing belt.