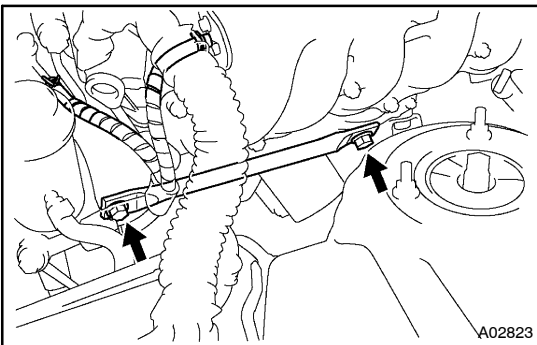


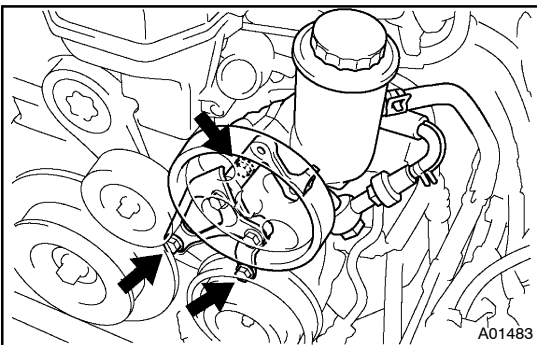
REMOVAL

1. REMOVE ENGINE UNDER COVER
2. DRAIN ENGINE COOLANT
3. DISCONNECT UPPER RADIATOR HOSE FROM WATER OUTLET
4. REMOVE ENGINE COVER
Remove the 4 nuts and engine cover.
5. REMOVE AIR CLEANER INLET
6. REMOVE AIR CLEANER, AIR FLOW METER AND INTAKE AIR RESONATOR ASSEMBLY (See page EM-64)
7. REMOVE DRIVE BELT (See page CH-1)



8. DISCONNECT PS PUMP WITHOUT DISCONNECTING HOSES

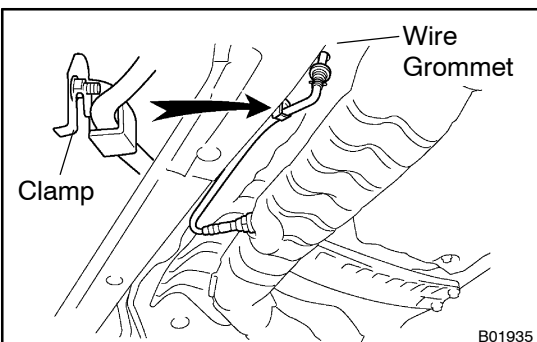
- (a) Disconnect the PS air hose from the No. 4 timing belt cover.
- (b) Disconnect the PS air hose from the air intake chamber.
- (c) Remove the 2 bolts and pump rear stay.



- (d) Remove the 3 bolts and plate washer, and disconnect the vane pump assembly from the engine.

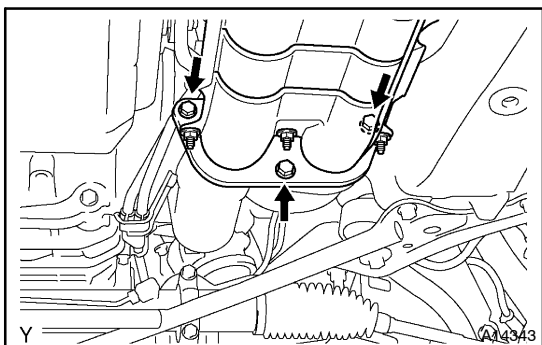
HINT:

Put aside the vane pump, and suspend it.

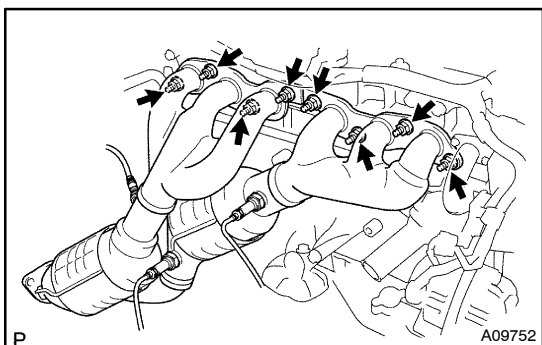


9. DISCONNECT FRONT EXHAUST PIPE FROM EXHAUST MANIFOLD

- (a) Disconnect the wire grommet and sensor wire of the oxygen sensor (bank 2 sensor 2) from the hole and clamp on the floor.



- (b) Remove the 3 bolts, nuts and retainer holding the front exhaust pipe to the exhaust manifold.
- (c) Disconnect the front exhaust pipe from the exhaust manifold, and remove the 2 gaskets.



10. REMOVE EXHAUST MANIFOLD

- (a) Disconnect the 3 oxygen sensor connectors and clamp.
- (b) Remove the clamp and case clamp.
- (c) Using a 4mm deep socket wrench, remove the 3 nuts, exhaust manifold and 2 gaskets.

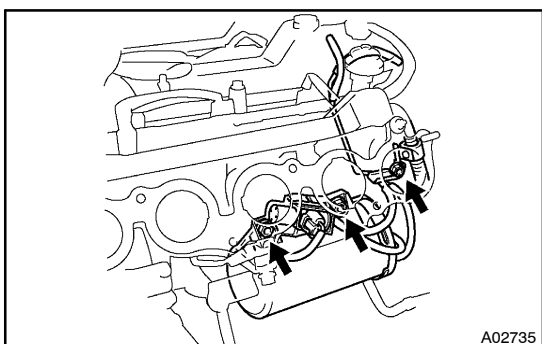
11. REMOVE WATER BYPASS OUTLET AND NO. 1 WATER BYPASS PIPE (See page CO-9)

12. REMOVE THROTTLE BODY AND INTAKE AIR CONNECTOR ASSEMBLY (See page EM-5)

13. REMOVE OIL DIPSTICK AND GUIDE FOR ENGINE (See page LU-6)

14. REMOVE OIL DIPSTICK AND GUIDE FOR A/T (See page EM-64)

15. REMOVE AIR INTAKE CHAMBER (See page FI-46)



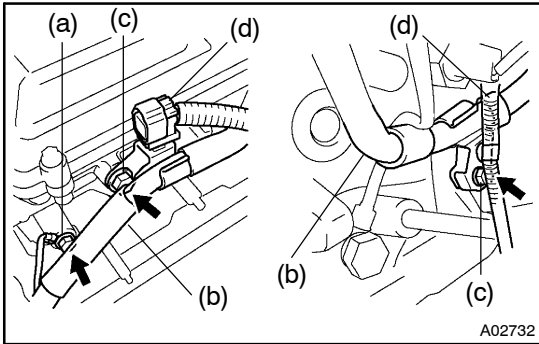
16. REMOVE VACUUM CONTROL VALVE SET AND NO. 2 VACUUM PIPE

- (a) Disconnect the VSV connector from the ACIS.
- (b) Remove the 3 nuts, vacuum control valve set and No. 2 vacuum pipe.
- (c) Disconnect the engine wire clamp from the clamp bracket of the No. 2 vacuum pipe.

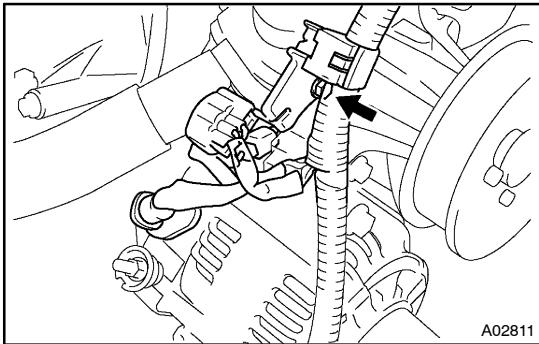
17. REMOVE NO. 3 TIMING BELT COVER

18. REMOVE IGNITION COILS AND HIGH-TENSION CORD SET ASSEMBLY (See page IG-6)

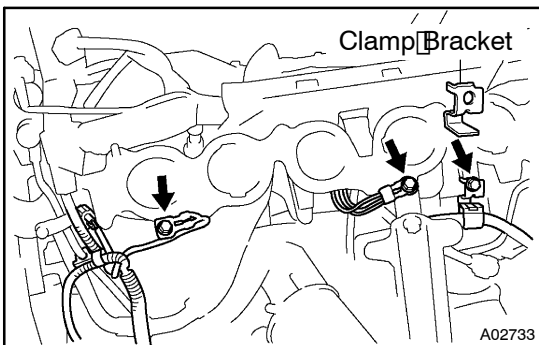
19. REMOVE SPARK PLUGS

**20. DISCONNECT ENGINE WIRE FROM CYLINDER HEAD**

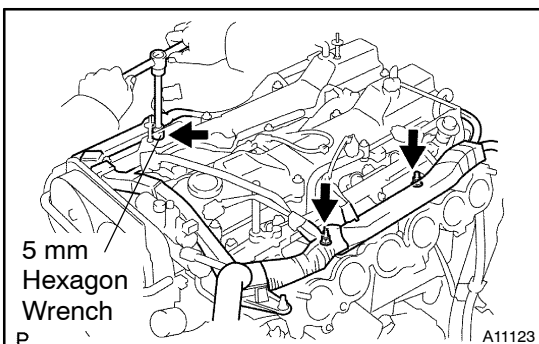
- (a) Disconnect the ground strap from the cylinder head.
- (b) Disconnect the 2 water bypass hoses from the hose clamps on the cylinder head and oil filter bracket.
- (c) Remove the 2 bolts and hose clamps.
- (d) Disconnect the oxygen sensor (bank 2 sensor) connector and engine wire clamp from the hose clamps.



- (e) Disconnect the oxygen sensor (bank 1 sensor) connector.
- (f) Disconnect the crankshaft position sensor connector.
- (g) Disconnect the alternator connector.
- (h) Remove the bolt and clamp bracket, and disconnect the engine wire from the water pump.

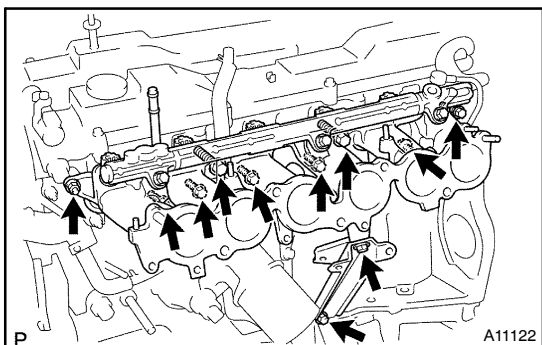


- (i) Disconnect the 2 ground terminals from the intake manifold.
- (j) Disconnect the 2 engine wire clamps from the No. 1 oil pipe and clamp bracket on the intake manifold.
- (k) Remove the bolt and clamp bracket.
- (l) Disconnect the water temperature sensor connector.
- (m) Remove the 2 knock sensor connectors.
- (n) Remove the oil pressure switch connector.
- (o) Remove the oil level sensor connector.
- (p) Remove the starter connector.
- (q) Remove the 6 injector connectors.
- (r) Remove the camshaft timing oil control valve connector.
- (s) Remove the camshaft position sensor connector.

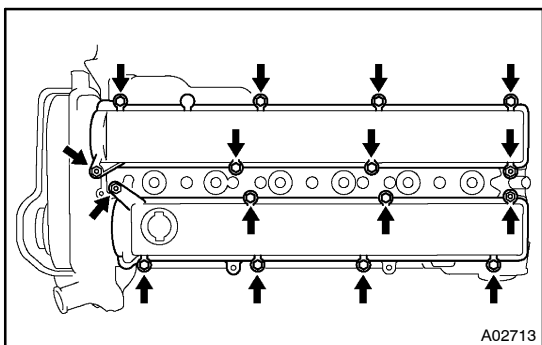


- (t) Using a 5 mm hexagon wrench, remove the bolt holding the engine wire protector to the No. 2 cylinder head cover.
- (u) Remove the 3 nuts, and disconnect the engine wire protector from the intake manifold.

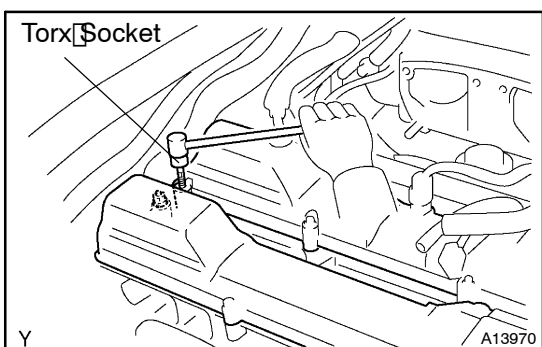
21. REMOVE FUEL PRESSURE PULSATION DAMPER (See page FI-26)

**22. REMOVE INTAKE MANIFOLD ASSEMBLY**

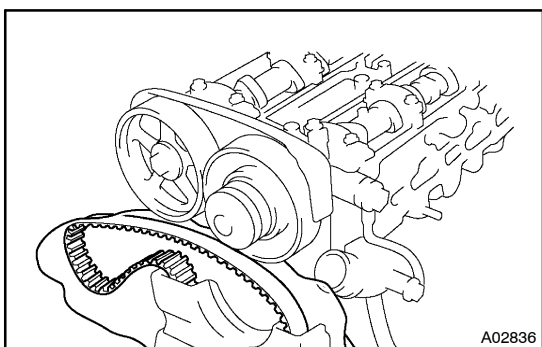
- (a) Disconnect the starter wire from the manifold stay.
- (b) Remove the 2 bolts and manifold stay.
- (c) Remove the 7 bolts, 2 nuts, intake manifold and delivery pipe assembly and gasket.

**23. REMOVE NO. 1 AND NO. 2 CYLINDER HEAD COVERS**

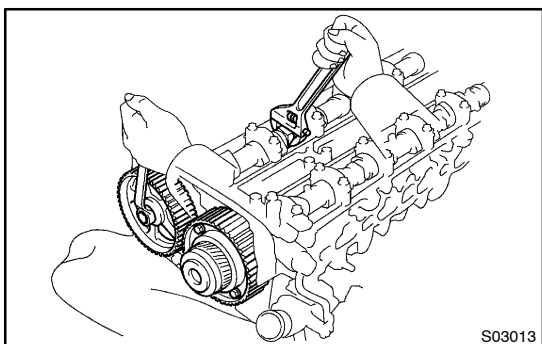
- (a) Remove the 12 bolts and 4 nuts.



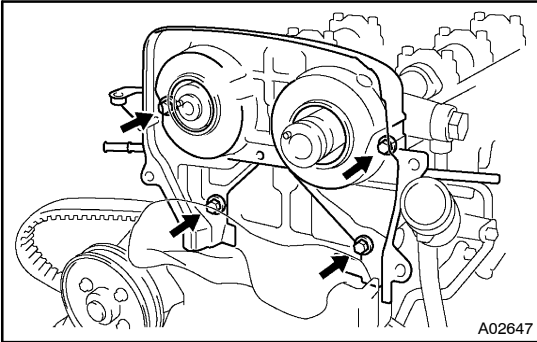
- (b) Using a Torx socket (E5), remove the 4 stud bolts.
- (c) Remove the cylinder head covers and gaskets.

**24. DISCONNECT TIMING BELT FROM CAMSHAFT TIMING PULLEYS (See page EM-17)****NOTICE:**

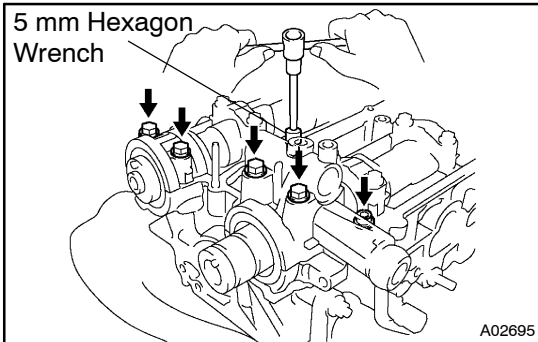
- Support the timing belt, so that the measuring of the crankshaft timing pulley and timing belt does not shift.
- Be careful not to drop anything inside the timing belt cover.
- Do not allow the timing belt to come into contact with oil, water or dust.

**25. REMOVE CAMSHAFT TIMING PULLEYS**

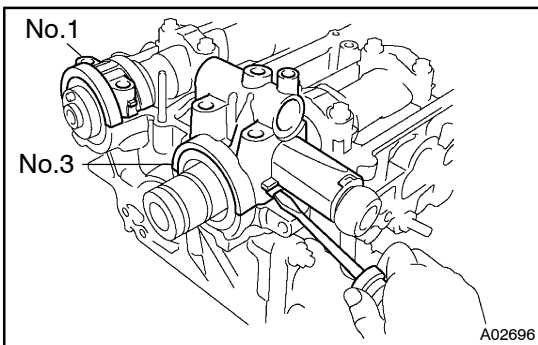
- (a) Remove the exhaust camshaft timing pulley. Hold the hexagon portion of the camshaft with a wrench, and remove the pulley bolt and camshaft pulley.
- (b) Remove the VVT-i (intake camshaft timing) pulley (See page EM-17).

**26. REMOVE NO. 4 TIMING BELT COVER**

Remove the 4 bolts and timing belt cover.

**27. REMOVE CAMSHAFTS**

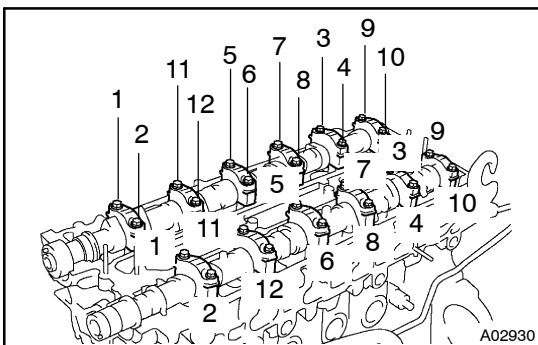
- (a) Using a 5 mm hexagon wrench, the 2 No. 3 camshaft bearing cap bolts.
- (b) Uniformly loosen and remove the 4 camshaft bearing cap bolts.



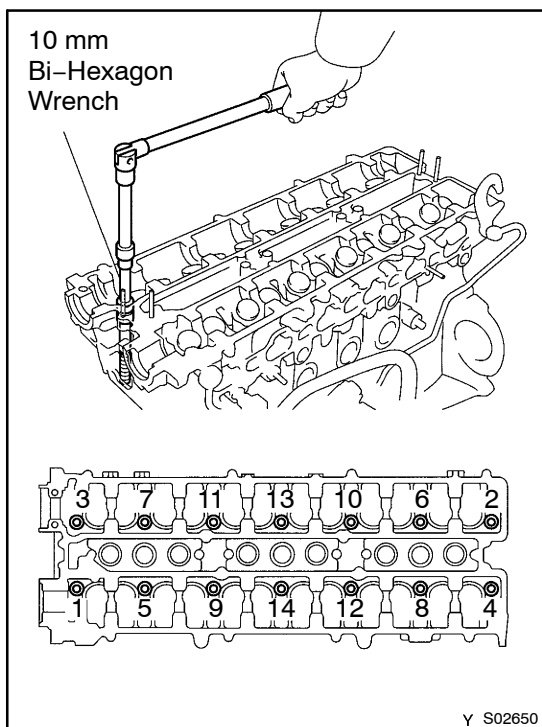
- (c) Using a screwdriver, pry out the No. 1, 3 camshaft bearing caps and oil seals.

NOTICE:

Be careful not to damage the cap. Tape the screwdriver tip.



- (d) Uniformly loosen and remove the 12 camshaft bearing cap bolts, in several passes, in the sequence shown.
- (e) Remove the 6 No. 2 camshaft bearing caps and camshaft. Remove the intake and exhaust camshafts.

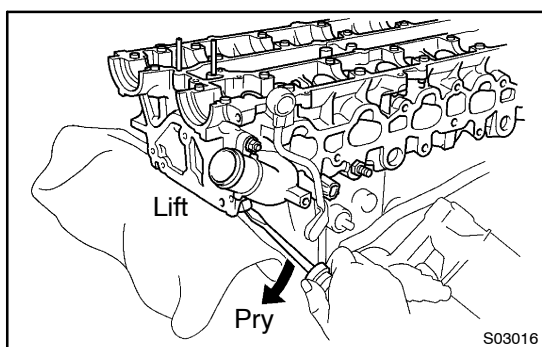
**28. REMOVE CYLINDER HEAD ASSEMBLY**

- (a) Using a 10 mm bi-hexagon wrench, uniformly loosen and remove the 14 cylinder head bolts, in several passes, in the sequence shown.

NOTICE:

Cylinder head warpage or cranking could result from removing in incorrect order.

- (b) Remove the 14 plate washers.



- (c) Lift the cylinder head from the dowels on the cylinder block.

- (d) Disconnect the heater hose from the heater union.

- (e) Place the head on wooden blocks on a bench.

If the cylinder head is difficult to lift off, pry with a screwdriver between the cylinder head and block projection.

NOTICE:

Be careful not to damage the contact surfaces of the cylinder head and cylinder block.