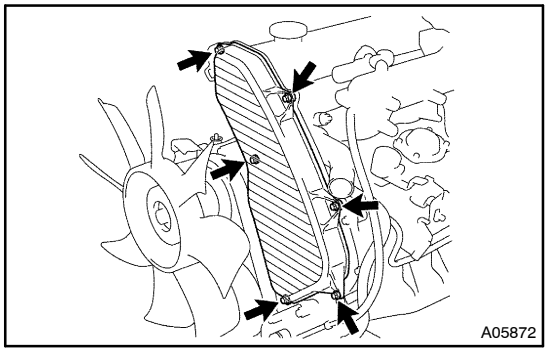
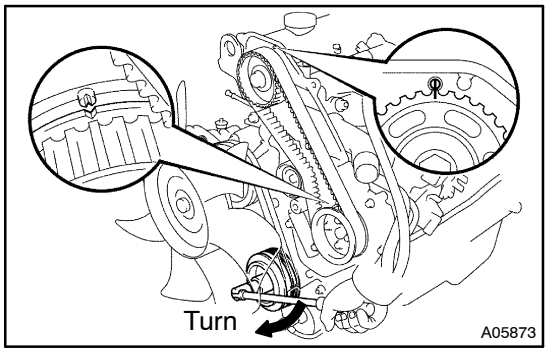
EM14V–01

REMOVAL



1. REMOVE TIMING BELT COVER

Remove the 6 bolts, 6 seal washers and timing belt cover.

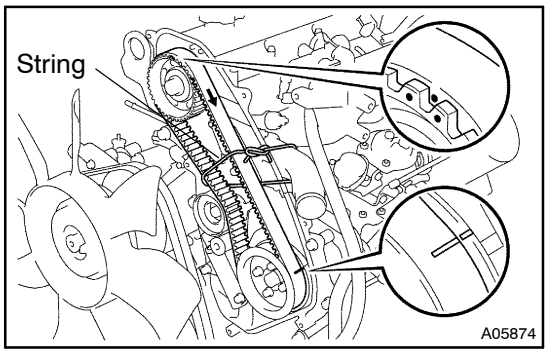


2. SET NO.1 CYLINDER TO BDC/COMPRESSION

Turn the crankshaft pulley clockwise, align the timing marks of the No.1 and No.2 camshaft timing pulleys with the BDC marks.

NOTICE:

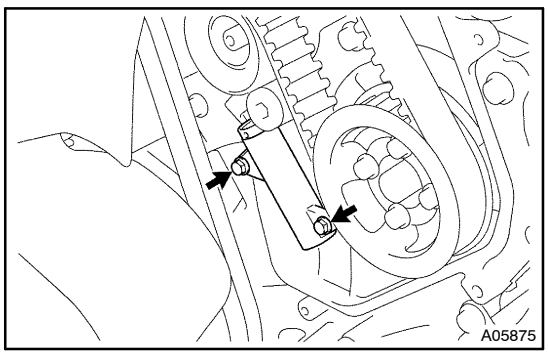
If the timing belt is disengaged, having the crankshaft pulley at the wrong angle can cause the piston head and valve head to come into contact with each other when you remove the camshaft timing pulley, thus resulting damage. So always set the crankshaft pulley at the correct angle.



3. REMOVE TIMING BELT

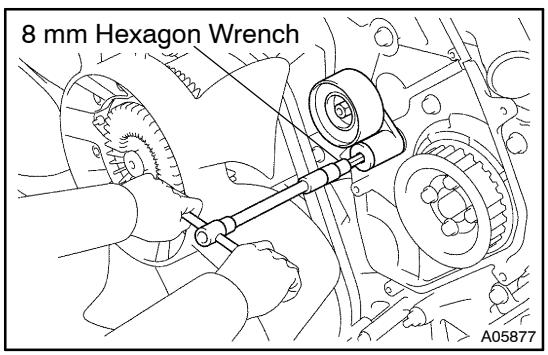
HINT:

- When re–using timing belt:
  Draw a direction arrow on the timing belt (in the direction of engine revolution), and place match marks on the timing pulleys and timing belt.
- When replacing timing belt tensioner only:
  To avoid meshing of the timing belt, secure one of them with string.



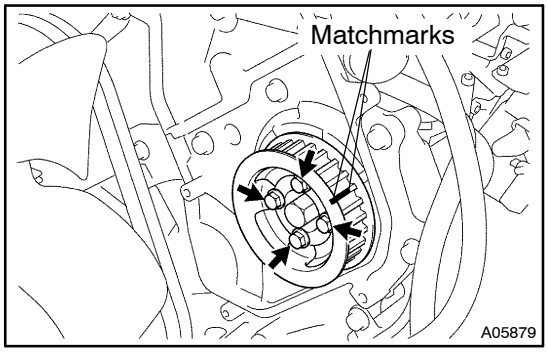
(a) Alternately loosen the 2 bolts, and remove them and timing belt tensioner.

(b) Remove the timing belt.



4. REMOVE IDLER PULLEY

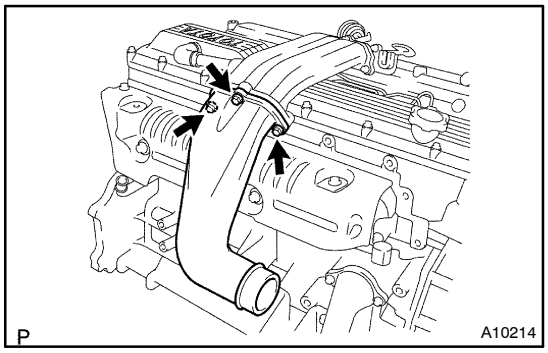
Using an 8 mm hexagon wrench, remove the pivot bolt, idler pulley and plate washer.



5. REMOVE NO.2 CAMSHAFT TIMING PULLEY

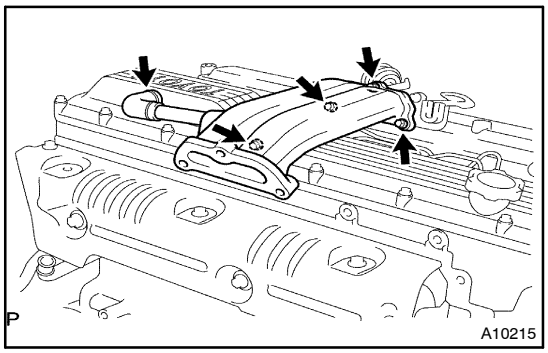
(a) Place matchmarks on the No.2 flange and No.2 camshaft timing pulley.

(b) Remove the 4 bolts, No.2 flange, No.2 camshaft timing pulley and No.1 flange.



6. REMOVE INTAKE AIR CONNECTOR

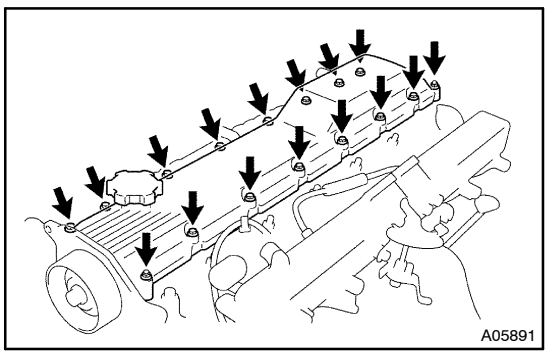
Remove the 3 bolts, intake air connector and gasket.



7. REMOVE INTAKE PIPE

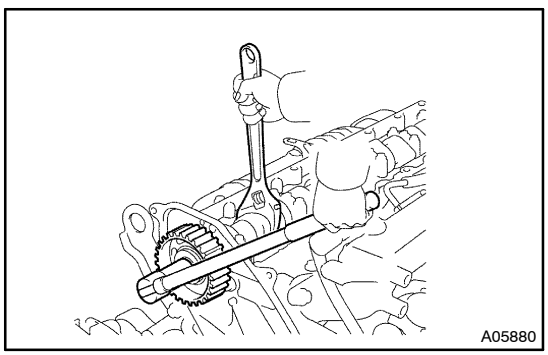
(a) Disconnect the PCV hose.

(b) Remove the 4 bolts, intake pipe and gasket.



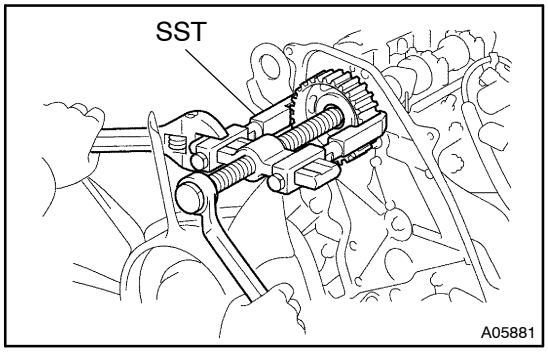
8. REMOVE CYLINDER HEAD COVER

Remove the 14 bolts, 2 nuts, cylinder head cover and gasket.



9. REMOVE NO.1 CAMSHAFT TIMING PULLEY

(a) Slightly turn the camshaft timing pulley counterclockwise and hold the hexagon wrench head portion of the camshaft with a wrench, and remove the bolt and timing pulley.



(b) Using SST, remove the timing pulley.
SST 09950–40011 (09951–04010, 09952–04010, 09953–04020, 09954–04010, 09955–04060)

(c) Remove the set key.