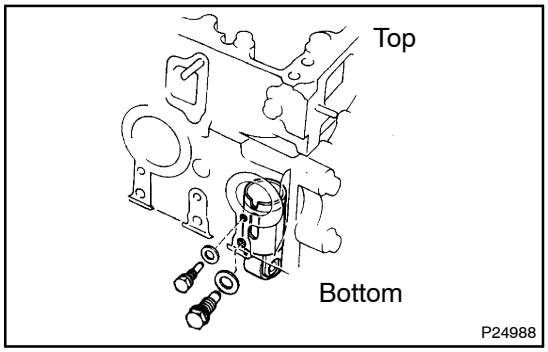
EM1UA–01

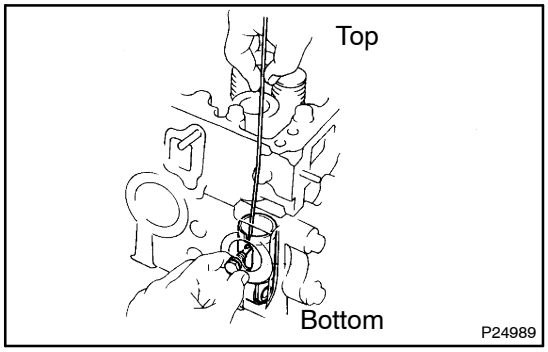
REMOVAL

1. **REMOVE DRIVE BELTS, FAN, FLUID COUPLING ASSEMBLY AND WATER PUMP PULLEY (See page CO–4)**
2. **REMOVE EXHAUST MANIFOLD (See page EM–25)**
3. **DISCONNECT HIGH–TENSION CORDS FROM SPARK PLUGS**
4. **REMOVE DISTRIBUTOR (See page IG–14)**
5. **REMOVE SPARK PLUGS**
6. **REMOVE CYLINDER HEAD COVER (See page EM–25)**
7. **REMOVE VALVE ROCKER SHAFT ASSEMBLY (See page EM–25)**
8. **REMOVE PUSH RODS**



9. **DISPLACE VALVE LIFTERS**

(a) Remove bolts (A), (B) and gaskets.



(b) Using a wire, lift up the valve lifter until long hole (C) of the valve lifter moves up to the position of the installation hole for bolt (A).

HINT:

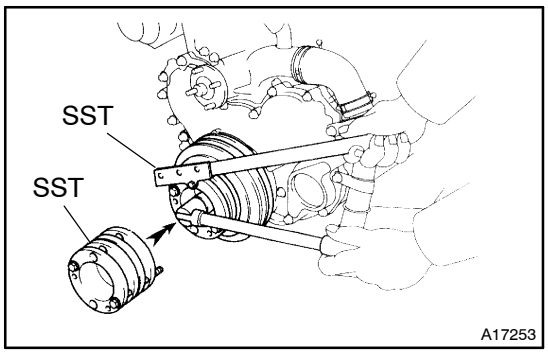
If the lifter is lifted up too high it may get out of position.

(c) Install bolt (A).

(d) Check that bolt (A) prevents the valve lifter form falling.

NOTICE:

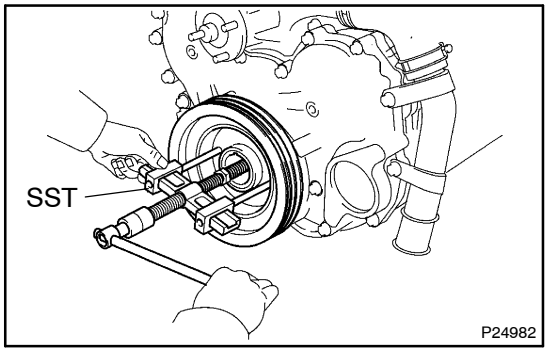
Be careful not to scratch the valve lifter.



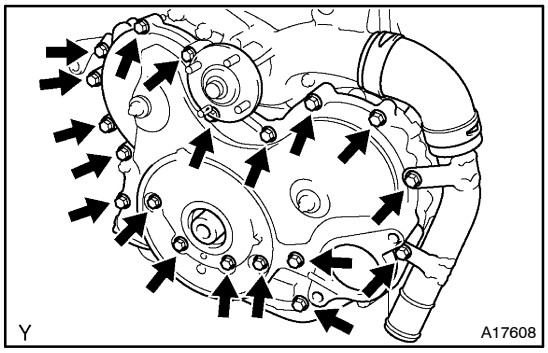
10. **REMOVE CRANKSHAFT PULLEY**

(a) Using SST, remove the mount bolt.

SST 09213–58013 (90105–08076), 09330–00021



(b) Using SST, remove the pulley.
SST 09950–50013 (09951–05010, 09952–05010, 09953–05010, 09953–05020, 09954–05031)



11. REMOVE RADIATOR PIPE

(a) Remove the 2 bolts holding the radiator pipe to the timing belt cover.

(b) DIsconnect the radiator hose from the water pump, and remove the radiator pipe.

12. REMOVE OIL DIPSTICK AND GUIDE

13. REMOVE VACUUM PIPE

14. REMOVE TIMING GEAR COVER

(a) Remove the 15 mount bolts and bracket.

(b) Using a plastic–faced hammer, lightly tap out the gear cover.

(c) Remove the cover gasket.

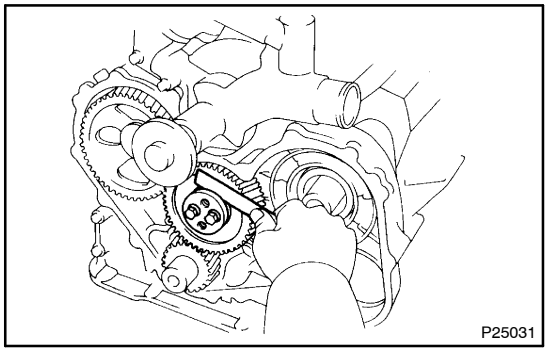
15. REMOVE INJECTION PUMP DRIVE GEAR FROM TIMING GEAR COVER

Using a plastic–faced hammer, lightly tap out the gear and remove the drive gear.

16. REMOVE VACUUM PUMP

(a) Remove the 2 bolts and vacuum pump.

(b) Remove the 2 O–rings.

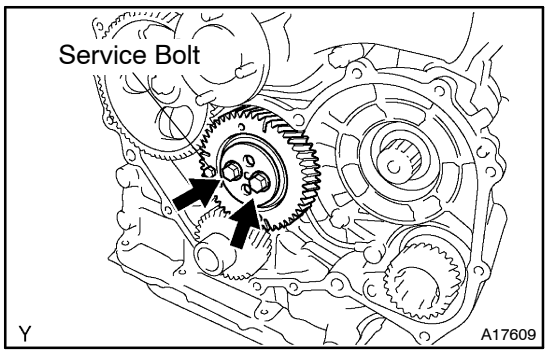


17. CHECK IDLE GEAR THRUST CLEARANCE

Using a feeler gauge, measure the idle gear thrust clearance.

Standard thrust clearance:
0.060 – 0.170 mm (0.0024 – 0.0067 in.)
Maximum thrust clearance: 0.30 mm (0.0118 in.)

If the thrust clearance is greater than maximum, replace the thrust plate.



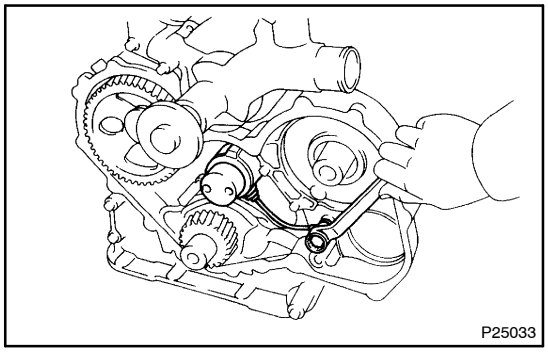
18. REMOVE IDLE GEAR

(a) Secure the idler sub–gears to the idler gear with a service bolt.

Recommended service bolt:

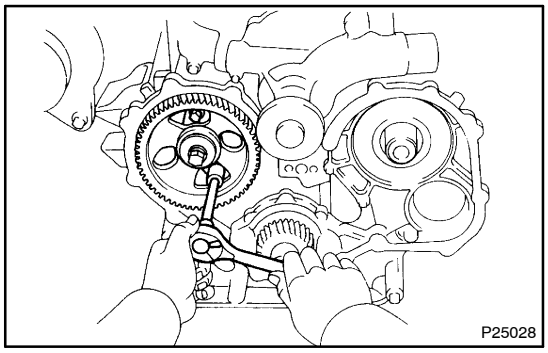
Thread diameter	6 mm
Thread pitch	1.0 mm
Bolt length	25.0 mm (0.98 in.)

(b) Remove the 2 bolts, thrust plate and idle gear.



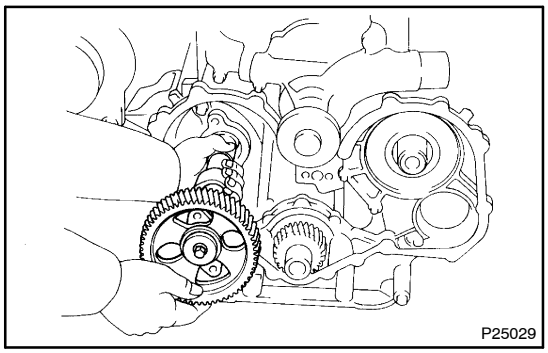
19. REMOVE IDLE GEAR SHAFT

Remove the union bolt and idle gear shaft.



20. REMOVE CAMSHAFT TIMING GEAR AND CAMSHAFT ASSEMBLY

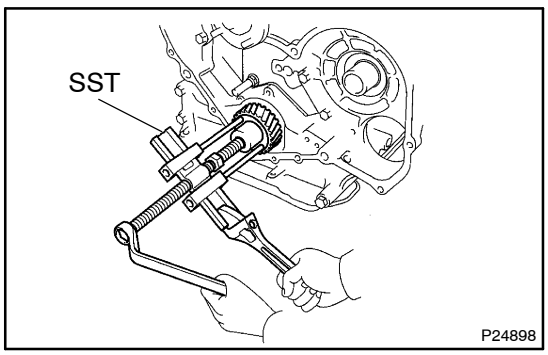
(a) Remove the 2 bolts holding the thrust plate to the cylinder block.



(b) Carefully pull out the camshaft and timing gear assembly.

NOTICE:

Be careful not to damage the camshaft bearing.



21. REMOVE CRANKSHAFT TIMING GEAR

Using SST, remove the timing gear.

SST 09950–50013 (09951–05010, 09952–05010, 09953–05010, 09953–05020, 09954–05031)