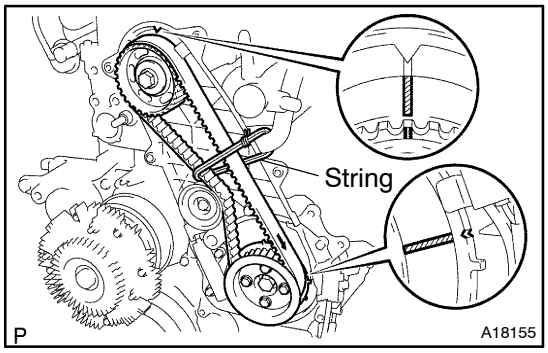
EM1TK–01

REMOVAL

HINT:
If replacing the timing belt before the timing belt warning light comes on, (light comes on after 100,000 km of driving), be sure to reset the timing belt counter of the speedometer to zero.

1. REMOVE TIMING BELT COVER

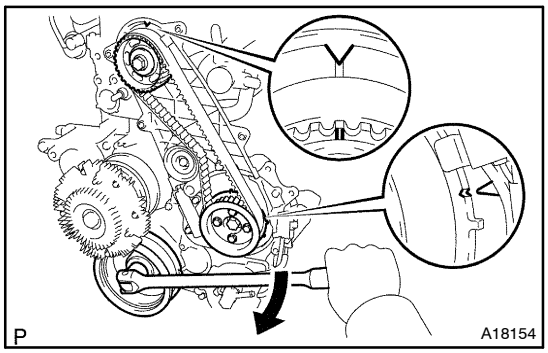
Remove the 6 bolts seal washers and timing belt cover.



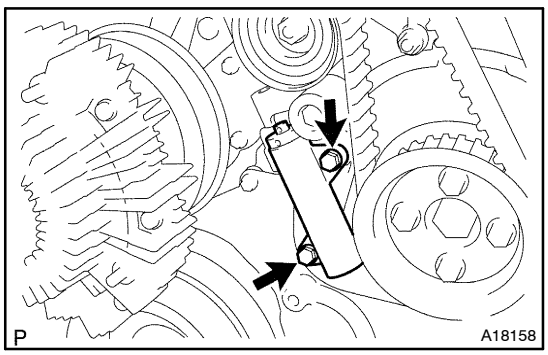
2. REMOVE TIMING BELT

HINT:

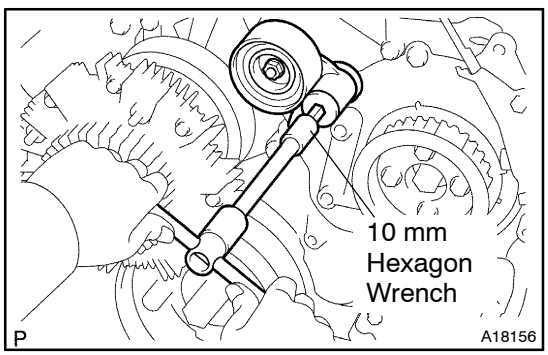
- When re–using timing belt:
  Draw a direction arrow on the timing belt (in the direction of engine revolution), and place match–marks on the timing pulleys and timing belt.
- When replacing timing belt tensioner only:
  To avoid meshing of the timing pulley and timing belt, secure one of them with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



(a) Set the No. 1 cylinder to TDC/compression.
Turn the crankshaft pulley clockwise, set both No. 1 and No. 2 camshaft pulley grooves at TDC marks.

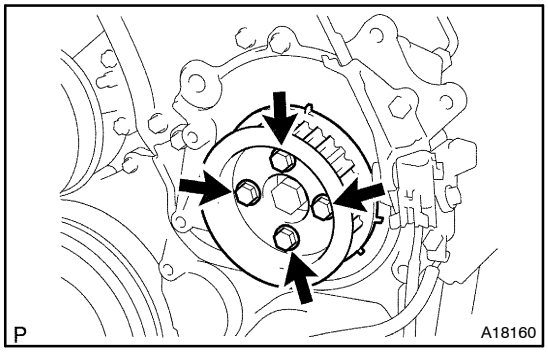


(b) Remove the timing belt.
  (1) Alternately loosen the 2 bolts, remove them and timing belt tensioner.
  (2) Disconnect the timing belt from the No. 1 camshaft pulley.
  (3) Disconnect the timing belt from the No. 2 camshaft pulley, and remove the timing belt.



3. REMOVE TIMING BELT IDLER PULLEY

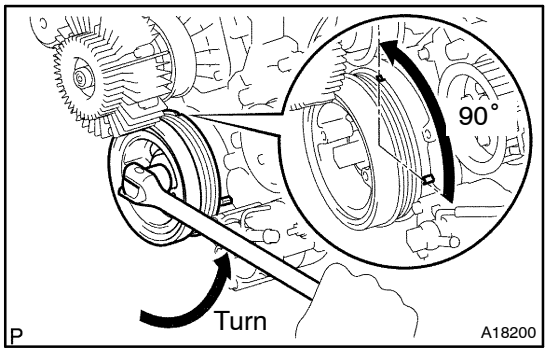
Using a 10 mm hexagon wrench, remove the bolt, timing belt idler pulley and plate washer.



4. REMOVE NO. 2 CAMSHAFT TIMING PULLEY

Remove the 4 bolts, flange and timing pulley.

5. REMOVE CYLINDER HEAD COVER (See page EM–6)

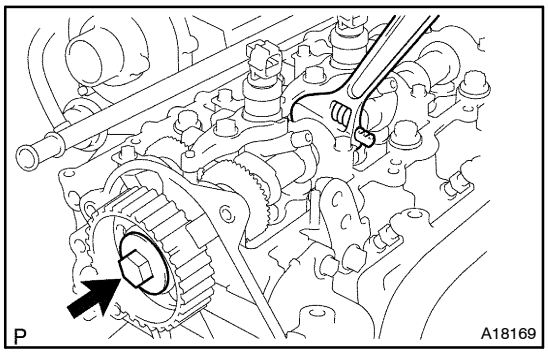


6. REMOVE NO. 1 CAMSHAFT TIMING PULLEY

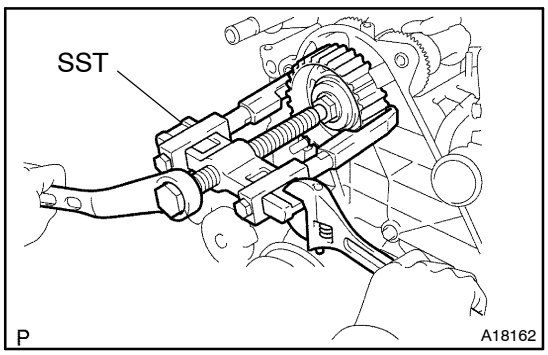
(a) Set the No. 1 cylinder to approx. 90° BTDC/compression. Turn the crankshaft 90° counterclockwise.

HINT:

Set the No.1 cylinder to 90° BTDC/compression to avoid interference with the piston top and valve head.



(b) Hold the hexagonal wrench head portion of the camshaft with a wrench, and loosen the pulley bolt.



(c) Using SST, disconnect the timing pulley from the camshaft.

SST 09950–40011 (09951–04010, 09952–04010, 09953–04020, 09954–04010, 09955–04061)

(d) Remove the pulley bolt, timing pulley and set key.