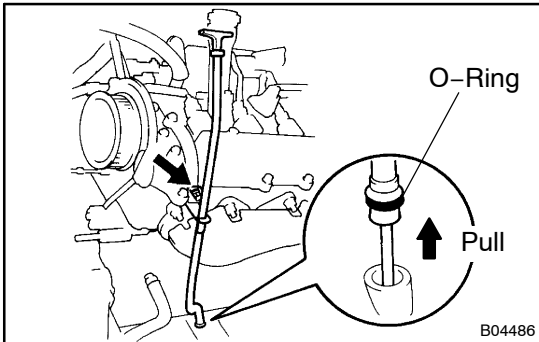


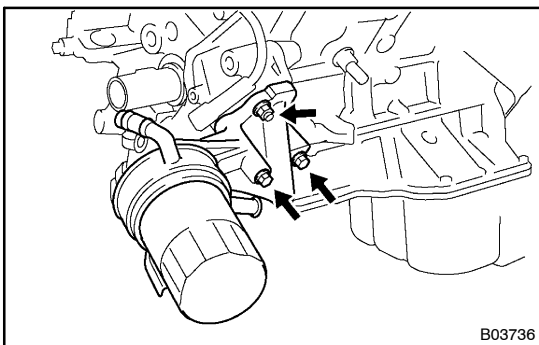
REMOVAL

1. REMOVE TIMING BELT (See page EM-16)
2. REMOVE NO.1 IDLER PULLEY (See page EM-16)
3. REMOVE NO.2 IDLER PULLEY (See page EM-16)
4. REMOVE CRANKSHAFT TIMING PULLEY (See page EM-16)



5. REMOVE OIL DIPSTICK GUIDE

- (a) Remove the bolt holding the oil dipstick to the LH cylinder head.
- (b) Pull out the dipstick guide together with the dipstick from the No.1 oil pan.
- (c) Remove the O-ring from the dipstick guide.

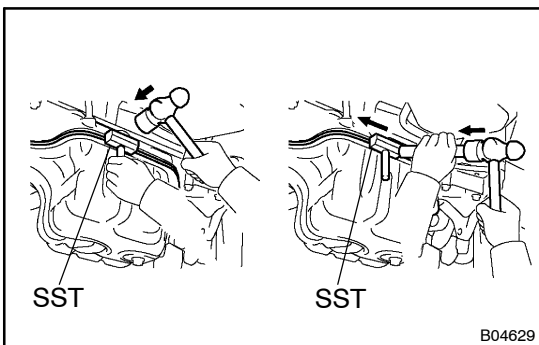


6. REMOVE OILFILTER, OIL COOLER AND FILTER BRACKET ASSEMBLY

- (a) Disconnect the oil cooler hose.
- (b) Disconnect the oil pressure switch connector.
- (c) Remove the stud bolt, bolt, nut and the oil filter, oil cooler and filter bracket assembly.
- (d) Remove the gasket from the filter bracket.

7. REMOVE CRANKSHAFT POSITION SENSOR

(See page IG-13)

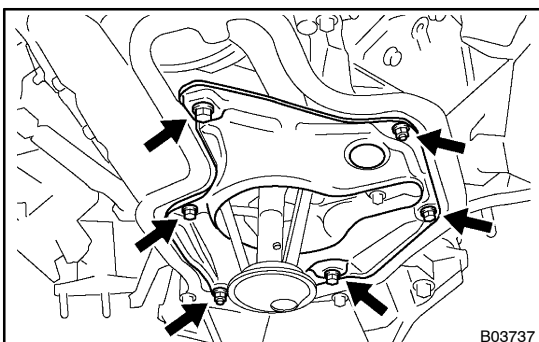


8. REMOVE NO.2 OIL PAN

- (a) Remove the 20 bolts and 2 nuts.
- (b) Insert the blade of SST between the No.1 and No.2 oil pans, cut off applied sealer and remove the No.2 oil pan. SST 09032-00100

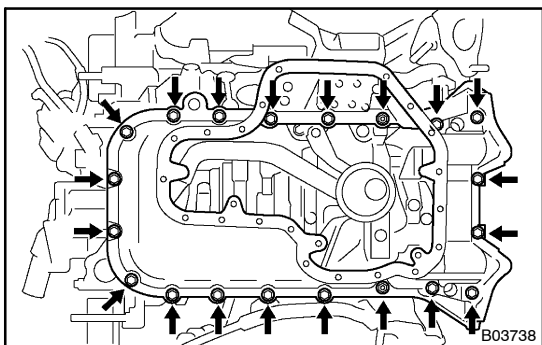
NOTICE:

- Be careful not to damage the No.2 oil pan contact surface of the no.1 oil pan.
- Be careful not to damage the No.2 oil pan flange.



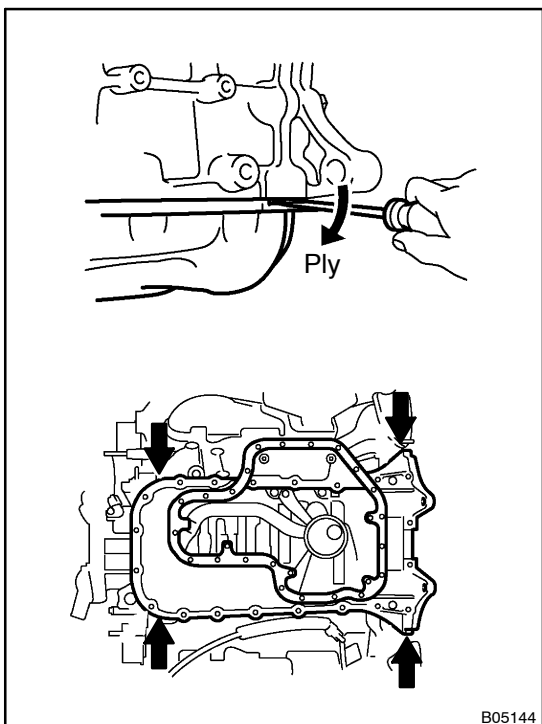
9. REMOVE OIL PAN BAFFLE PLATE

Remove the 4 bolts, 2 nuts and baffle plate.



10. REMOVE NO.1 OIL PAN

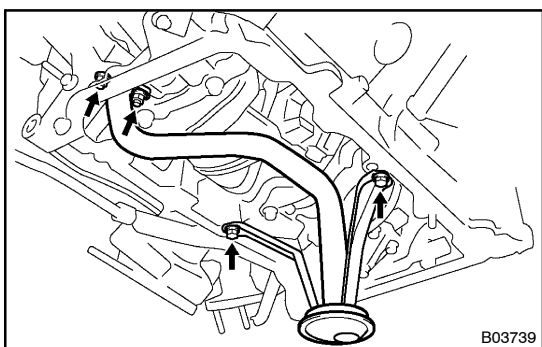
- (a) Remove the 17 bolts and 2 nut.



- (b) Using a screwdriver, remove the No.1 oil pan by prying between the oil pan and cylinder block in the sequence shown.

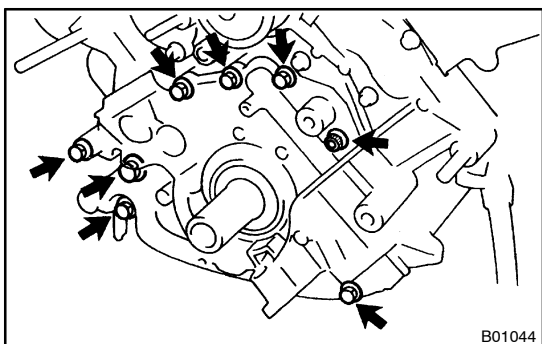
NOTICE:

Be careful not to damage the contact surface of the cylinder block and No.1 oil pan.



11. REMOVE OIL STRAINER

Remove the 2 bolts, 2 nuts, oil strainer and gasket.

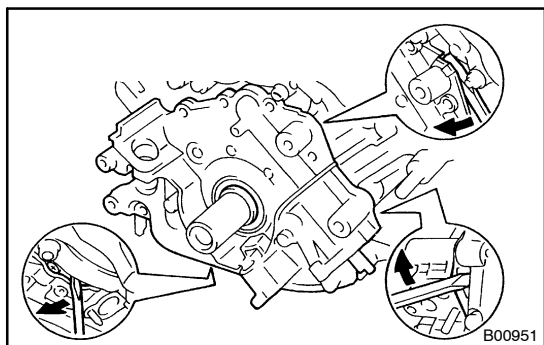


12. REMOVE OIL PUMP

- (a) Remove the 8 bolts.

HINT:

Use a 6 mm hexagon wrench for the hexagon head bolt.



- (b) Using a screwdriver, remove the oil pump by prying the portions between the oil pump and cylinder block.

NOTICE:

Be careful not to damage the contact surface the cylinder block and oil pump.

- (c) Remove the O-ring from the cylinder block.