EM1SW–01

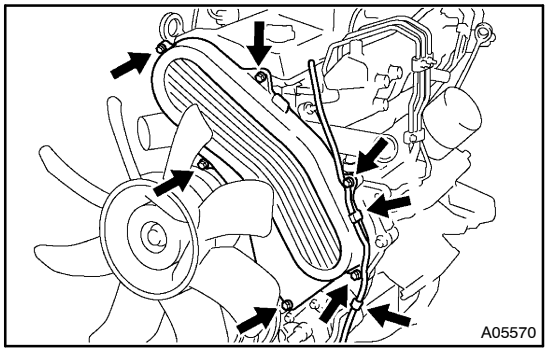
REMOVAL

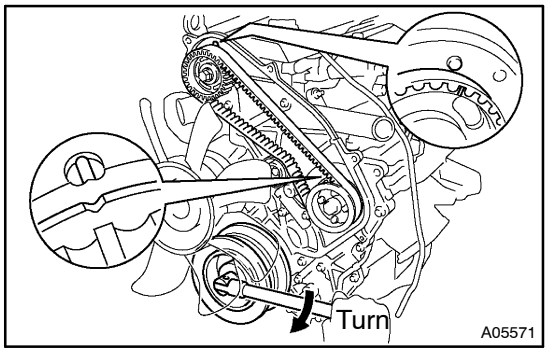
1. REMOVE INTAKE PIPE ASSEMBLY
(See page EM–23)

2. REMOVE TIMING BELT COVER

(a) Disconnect the vacuum hose from the timing belt cover and vacuum hose from the clip.

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





3. 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.

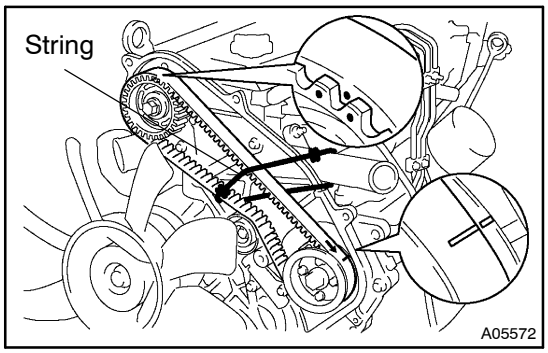
NOTICE:

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 (step 8), causing damage. so always set the crankshaft pulley at the correct angle.

4. REMOVE TIMING BELT

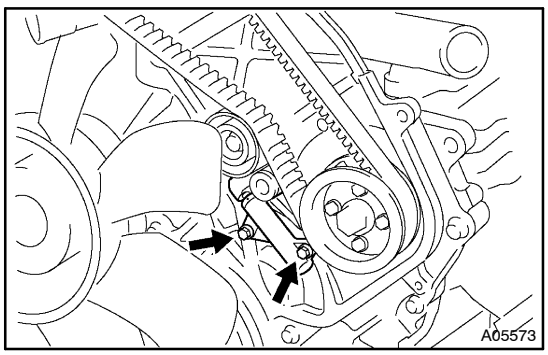
HINT:

- 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 withe string.



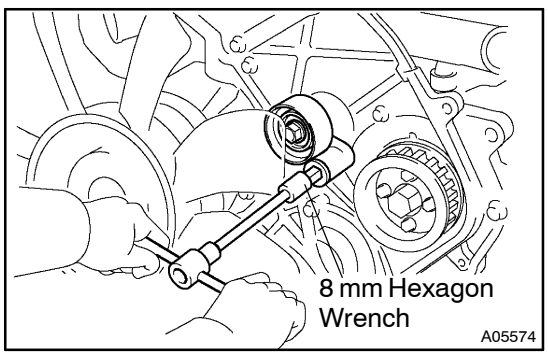
(a) Alternately loosen the 2 bolts, and remove them and the timing belt tensioner.

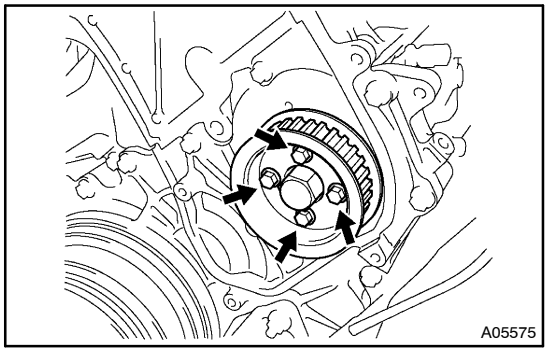
(b) Remove the timing belt.



5. REMOVE IDLER PULLEY

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



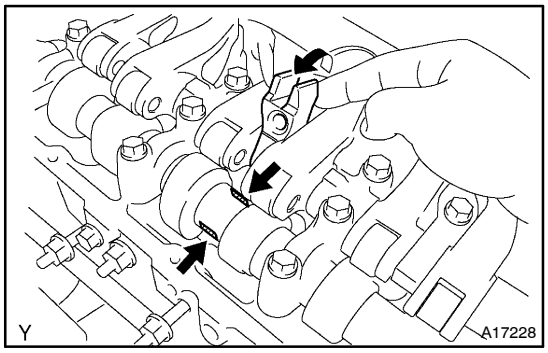


6. REMOVE NO.2 CAMSHAFT TIMING PULLEY

Remove the 4 bolts, No.2 flange, timing pulley and No.1 flange.

7. REMOVE NO.1 AND NO.2 CYLINDER HEAD COVER

(See page EM–23)

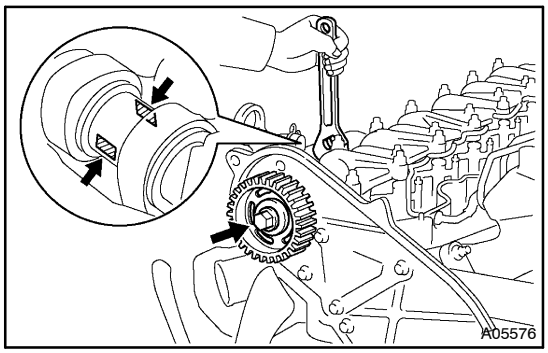


8. REMOVE NO.1 CAMSHAFT TIMING PULLEY

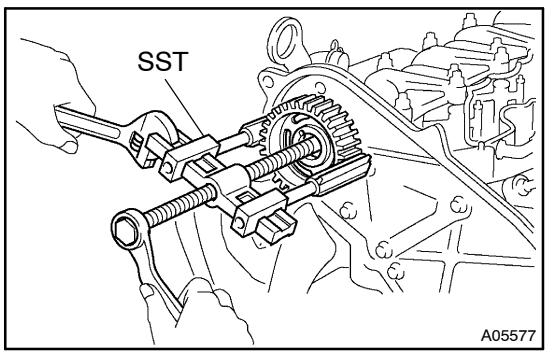
(a) Remove the nozzle leakage pipe assembly.
(See Pub. No. RM617E, on page FU–33)

(b) Remove the bolt from the 2nd nozzle holder clamp.

(c) Turn the 2nd nozzle holder clamp.



(d) 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.



(e) Using SST, remove the timing pulley.

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

(f) Remove the set key.