GROUP 11C

ENGINE MECHANICAL <2.4L ENGINE>

CONTENTS

GENERAL INFORMATION

M1111000101605

The 4B12 (2.4 L) engine is an in-line four-cylinder engine. The cylinder numbers are assigned as 1-2-3-4 from the front of the engine (timing chain side). The firing order is 1-3-4-2.

ITEMS			SPECIFICATIONS
Type			In-line DOHC
Number of cylinders			4
Bore mm (in)			88 (3.5)
Stroke mm (in)			97 (3.8)
Total displacement cm^3 (cu. in)			2,360 (144.0)
Compression ratio			10.5
Firing order			1-3-4-2
Valve timing	Intake valve	Opens (BTDC)	40° –0°
		Closes (ABDC)	64° –24°
	Exhaust valve	Opens (BBDC)	24° –44°
		Closes (ATDC)	0° –20°

ENGINE DIAGNOSIS

M1111000700433

SYMPTOMS	PROBABLE CAUSE	REMEDY
Compression is too low	Blown cylinder head gasket	Replace the gasket.
	Worn or damaged piston rings	Replace the rings.
	Worn piston or cylinder	Repair or replace the piston and/or the cylinder block.
	Worn or damaged valve seat	Repair or replace the valve and/or the seat ring
Drop in engine oil pressure	Engine oil level is too low	Check the engine oil level.
	Malfunction of engine oil pressure switch	Replace the engine oil pressure switch.
	Clogged oil filter	Install a new filter.
	Worn oil pump gears or cover	Replace the gears and/or the cover.
	Thin or diluted engine oil	Change the engine oil to the correct viscosity.
	Stuck (opened) oil relief valve	Repair the relief valve.
	Excessive bearing clearance	Replace the bearings.
Engine oil pressure too high	Stuck (closed) oil relief valve	Repair the relief valve.
Noisy valves	Incorrect valve clearance	Adjust valve clearance
	Thin or diluted engine oil (low engine oil pressure)	Change the engine oil.
	Worn or damaged valve stem or valve guide	Replace the valve and/or the guide.

TSB Revision

SYMPTOMS	PROBABLE CAUSE	REMEDY
Connecting rod noise/main bearing noise	Insufficient oil supply	Check the engine oil level.
	Thin or diluted engine oil	Change the engine oil.
	Excessive bearing clearance	Replace the bearings.

SERVICE SPECIFICATIONS

M1111000301836

Item		Standard value	Limit
Drive belt tension	Vibration frequency Hz (Reference)	102 –129	–
	Tension N (lb) (Reference)	248 –400 (56 – 90)	–
Valve clearance (at cold) mm (in)	Intake valve	0.20 ± 0.03 (0.008 ± 0.001)	–
	Exhaust valve	0.30 ± 0.03 (0.012 ± 0.001)	–
Basic ignition timing at idle		5° BTDC ± 3°	–
Actual ignition timing at curb idle		Approximately 10° BTDC	–
CO contents %		0.5 or less	–
HC contents ppm		100 or less	–
Curb idle speed r/min		650 ± 100	–
Compression pressure (200 r/min) kPa (psi)		1,440 (208.8)	Minimum 1,000 (145.0)
Compression pressure difference of all cylinder kPa (psi)		–	100 (14.5)
Intake manifold vacuum at curb idle kPa (in Hg)		–	Minimum 60 (17.8)

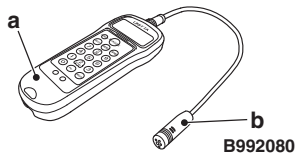
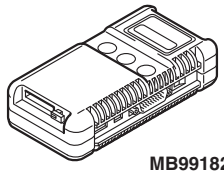
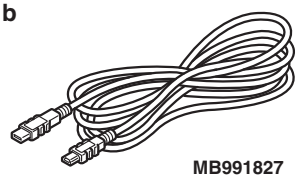
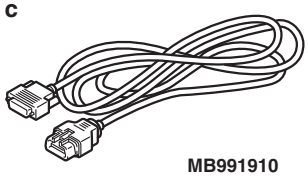
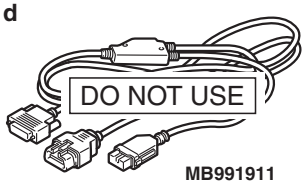
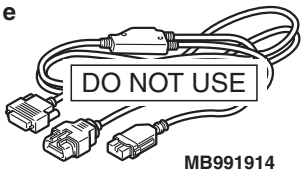
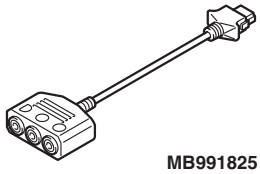
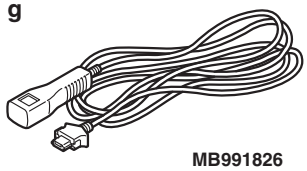
SEALANTS

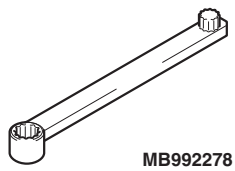
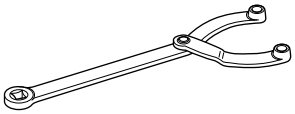
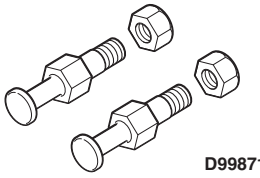
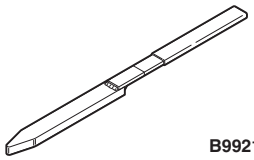
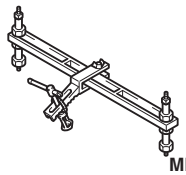
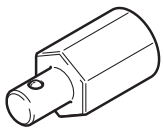
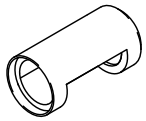
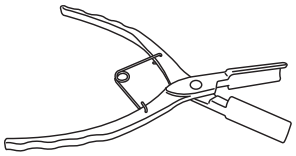
M1111000500763

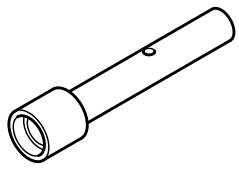
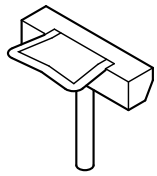
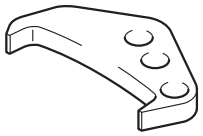
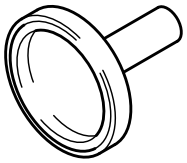
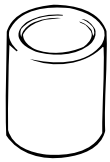
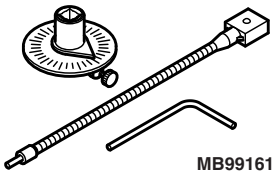
Item	Specified sealant
Rocker cover assembly (matching area of the cylinder head and the timing chain case assembly)	Three bond 1217G (Mitsubishi Genuine Part No.1000A923), Three bond 1227D, LOCTITE 5900 or equivalent
Engine oil pan	Three bond 1217G (Mitsubishi Genuine Part No.1000A923), Three bond 1227D, Three bond 1207F (Mitsubishi Genuine Part No.1000A992), LOCTITE 5971, LOCTITE 5970, LOCTITE 5900 or equivalent
Flywheel bolt <M/T> or drive plate bolt <CVT>	Three bond 1324 or exact equivalent
Cylinder head gasket (matching area of the cylinder block and the cylinder head)	Three bond 1217G (Mitsubishi Genuine Part No.1000A923), LOCTITE 5900 or equivalent
Timing chain case assembly	

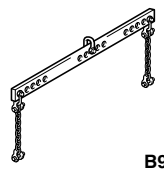
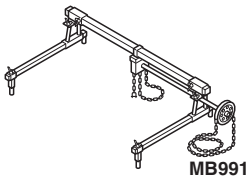
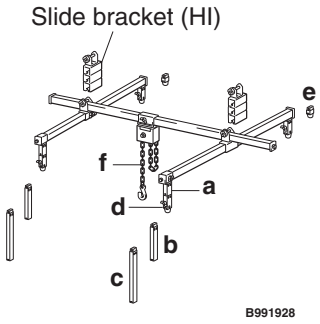
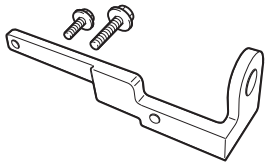
SPECIAL TOOLS

M1111000602272

Tool	Tool number and name	Supersession	Application
	MB992080 Belt tension meter set a: MB9912081 Belt tension meter b: MB992082 Mic assembly	Tool not available	Drive belt tension (frequency) measurement
a  b  c  d  e  f  g 	MB991958 Scan tool (M.U.T.-III sub assembly) a: MB991824 Vehicle communication interface (V.C.I.) b: MB991827 M.U.T.-III USB cable c: MB991910 M.U.T.-III main harness A (Vehicles with CAN communication system) d: MB991911 M.U.T.-III main harness B (Vehicles without CAN communication system) e: MB991914 M.U.T.-III main harness C (for Chrysler models only) f: MB991825 M.U.T.-III adapter harness g: MB991826 M.U.T.-III trigger harness	MB991824-KIT *NOTE: MB991826 M.U.T.-III Trigger Harness is not necessary when pushing V.C.I. ENTER key.*	**⚠ CAUTION** **For vehicles with CAN communication, use M.U.T.-III main harness A to send simulated vehicle speed. If you connect M.U.T.-III main harness B instead, the CAN communication does not function correctly.** • Ignition timing check • Curb idle speed check • Idle mixture check • Erasing the diagnostic trouble code

Tool	Tool number and name	Supersession	Application
 MB992278	MB992278 Belt tension release wrench		Auto-tensioner tension release
 B990767	MB990767 Front hub and flange yoke holder	MB990767-01	Holding the crankshaft pulley
 D998719	MD998719 Pin	MIT308239	
 B992103	MB992103 Chain tension release bar	–	Camshaft and camshaft sprocket assembly (exhaust side) removal
 MD998772	MD998772 Valve spring compressor	General service tool	Valve spring compression
 B992090	MB992090 Retainer holder attachment	–	
	MB992089 Retainer holder C	–	
	MB992085 Valve stem seal pliers	–	Valve stem seal removal

Tool	Tool number and name	Supersession	Application
	MD998737 Valve stem seal installer	MD998737-01	Valve stem seal press-fitting
 D998727	MD998727 Oil pan FIPG cutter	MD998727-01	Engine oil pan removal
 MB991883	MB991883 Flywheel stopper	General service tool	Supporting the flywheel <M/T> or drive plate <CVT>
	MD998718 Crankshaft rear oil seal installer	MD998718-01	Press-fitting the crankshaft rear oil seal
	MB991448 Bush remover and installer base	MB991448-01	Press-fitting the crankshaft front oil seal
 MB991614	MB991614 Angle gauge	-	Balancer shaft and oil pump module installation

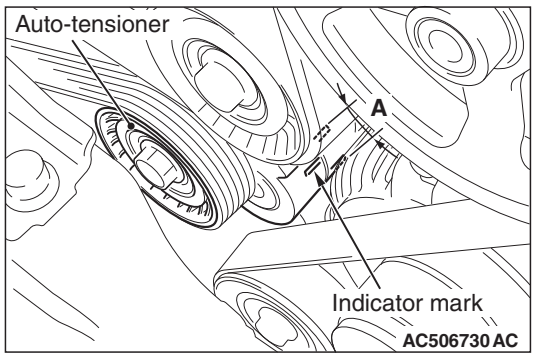
Tool	Tool number and name	Supersession	Application
 B991454	MB991454 Engine hanger balancer	MZ203827-01	• Supporting the engine and transaxle assembly during removal and installation of the timing chain • Supporting the engine assembly during removal and installation of the transaxle assembly *NOTE: Special tool MB991454 is a part of engine hanger attachment set MB991453.*
 MB991895	MB991895 Engine hanger	Tool not available	
 B991928	MB991928 Engine hanger a: MB991929 Joint (50) × 2 b: MB991930 Joint (90) × 2 c: MB991931 Joint (140) × 2 d: MB991932 Foot (standard) × 4 e: MB991933 Foot (short) × 2 f: MB991934 Chain and hook assembly	Tool not available	
 B992201	MB992201 Engine hanger plate	–	Transaxle assembly removal

ON-VEHICLE SERVICE

DRIVE BELT TENSION CHECK

M1111003102997

1. Remove the radiator condenser tank mounting bolts.
2. Move the radiator condenser tank to a place where it will not be a hindrance when checking the drive belt tension.



⚠ CAUTION
Check the drive belt tension after turning the crankshaft clockwise one turn or more.

3. Make sure that the indicator mark on the auto-tensioner is within the area marked with A in the illustration.
4. If the mark is out of the area A, replace the drive belt (Refer to P.11C-19.)

   NOTE: The drive belt tension check is not necessary as the auto-tensioner is adopted.
5. Tighten the radiator condenser tank mounting bolts to the specified torque.

   Tightening torque: 12 ± 2 N· m (102 ± 22 in-lb)

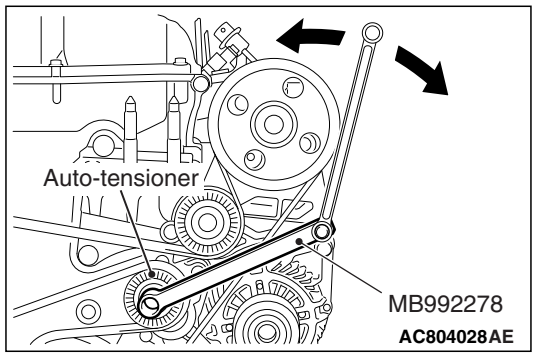
AUTO-TENSIONER CHECK

M1111003001942

OPERATION CHECK

Required Special Tool:
MB992278: Belt tension release wrench

1. Turn off the engine from the idle state then check to see that the drive belt is not protruding from the pulley width of the auto-tensioner.
2. Remove the drive belt (Refer to P.11C-19.)
3. Using the special tool MB992278 and a straight offset wrench as shown, check that no binding is present by turning the auto-tensioner in the left and right directions.
4. If there are any problems in the procedure 1 or 3, replace the auto-tensioner (Refer to P.11C-64.)
5. Install the drive belt (Refer to P.11C-19.)



FUNCTION CHECK

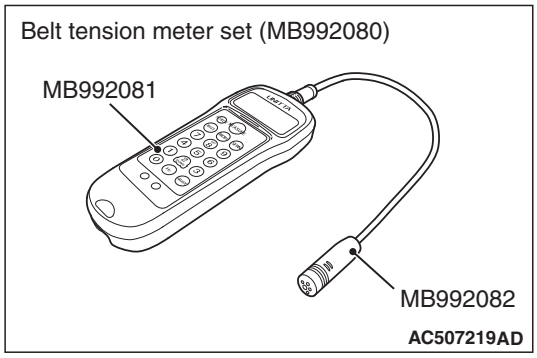
The auto-tensioner can be checked whether it is in good condition by checking its tension.

<When the vibration frequency is measured: Recommendation>

Required Special Tools:

- MB992080: Belt Tension Meter Set
  - MB992081: Belt Tension Meter
  - MB992082: Mic Assembly

1. Check the tension of the drive belt (Refer to P.11C-8.)
2. Check the tension of the drive belt in the following procedures.



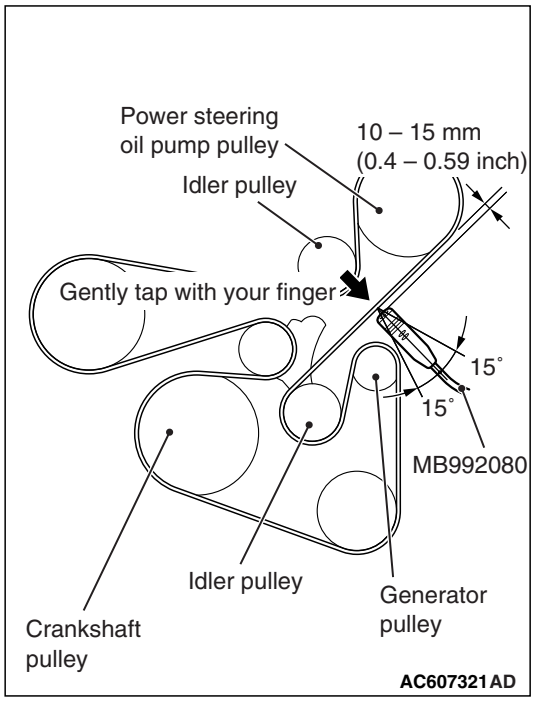
(1) Connect special tool MB992082 to special tool MB992081 of special tool MB992080.
(2) Press the "POWER" button to turn on the power supply.
(3) Press the numeral key of "1" and check that "No. 1" appears on the upper left of the display.

NOTE: This operation is to temporarily set the preset data such as the belt specifications, because if the measurement is taken without input of the belt specifications, conversion to tension value (N) cannot be made, resulting in judgement of error.

(4) Press "Hz" button twice to change the display to the frequency display (Hz.)

⚠ CAUTION

- **The temperature of the surface of the belt should be as close to normal temperature as possible.**
- **Do not allow any contaminants such as water or oil to get onto the microphone.**
- **If strong gusts of wind blow against the microphone or if there are any loud sources of noise nearby, the values measured by the microphone may not correspond to actual values.**
- **If the microphone is touching the belt while the measurement is being made, the values measured by the microphone may not correspond to actual values.**
- **Do not take the measurement while the vehicle's engine is running.**



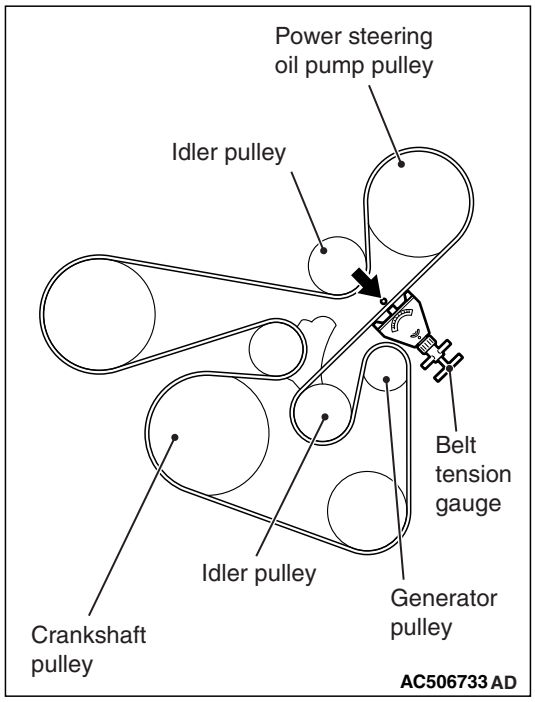
(5) Hold special tool MB992080 to the middle of the belt between the pulleys (at the place indicated by arrow) where it does not contact the belt [approximately 10 –15 mm (0.4 –0.59 inch) away from the rear surface of the belt] so that it is perpendicular to the belt (within an angle of ± 15 degree angle.)
(6) Press the "MEASURE" button.
(7) Gently tap the middle of the belt between the pulleys (the place indicated by the arrow) with your finger as shown in the illustration, and check that the vibration frequency of the belt is within the standard value.

Standard value: 102 –129 Hz

NOTE: To take the measurement repeatedly, tap the belt again.

(8) Press and hold the "POWER" button to turn off the power supply.

3. If not within the standard value, replace the auto-tensioner (Refer to P.11C-64.)



<When using a tension gauge>

1. Check the tension of the drive belt (Refer to P.11C-8.)
2. Use a belt tension gauge in the middle of the belt between the pulleys shown in the figure (at the place indicated by the arrow) to check that the belt tension is within the standard value.

   Standard value: 248 –400 N (56 –90 lb)
3. If not within the standard value, replace the auto-tensioner (Refer to P.11C-64.)

VALVE CLEARANCE CHECK AND ADJUSTMENT

M1111001501509

Refer to GROUP00, Maintenance service <2.4L ENGINE> – Intake And Exhaust Valve Clearance (Inspect And Adjust) P.00-85.

IGNITION TIMING CHECK

M1111001702755

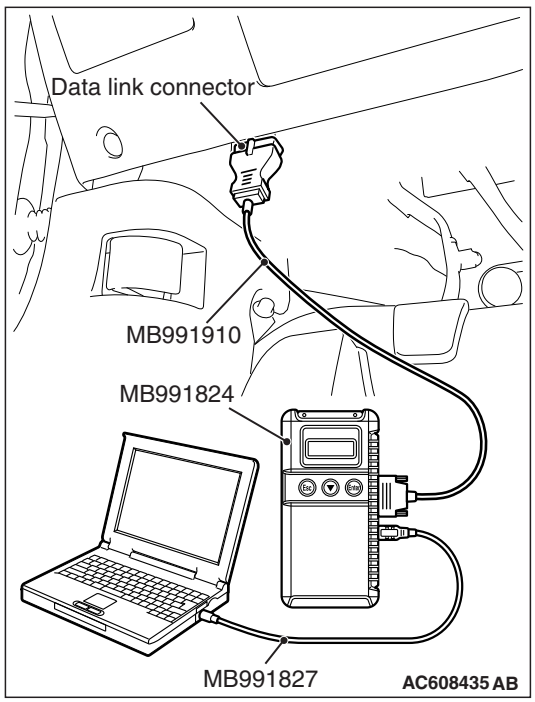
Required Special Tool:

MB991958: Scan Tool (M.U.T.-III Sub Assembly)

- MB991824: V.C.I.
- MB991827: M.U.T.-III USB Cable
- MB991910: M.U.T.-III Main Harness A

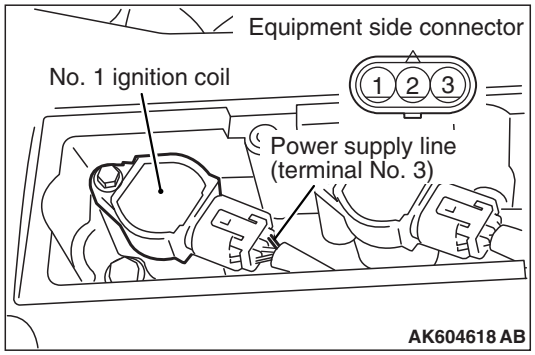
1. Before inspection, set the vehicle in the following condition:
   - Engine coolant temperature: 80 –95° C (176 –203° F)
   - Lights and all accessories: OFF
   - Transaxle: Neutral (P range on vehicles with CVT)

   NOTE: On vehicles for Canada, the headlight, taillight, etc. remain lit even when the lighting switch is in "OFF" position but this is no problem for checks.



⚠ CAUTION
To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

2. Connect scan tool MB991958 to the data link connector.



3. Set the timing light to the terminal No. 3 power supply line (white-red) of the ignition coil No. 1.
4. Start the engine and run it at idle.
5. Check that the idle speed is approximately 650 r/min.
6. Select scan tool MB991958 actuator test "item number 11".
7. Check that basic ignition timing is within the standard value.

   Standard value: 5° BTDC ±3°

8. If the basic ignition timing is not within the standard value (Refer to GROUP 13B, Multiport Fuel Injection (MFI) Diagnosis –Symptom Chart P.13B-56).

⚠ CAUTION
If the actuator test is not canceled, the forced drive will continue for 27 minutes. Driving in this state could lead to engine failure.

9. Cancel the setting mode of the scan tool MB991958.
10. Check that the actual ignition timing is at the standard value.

    Standard value: Approximately 10° BTDC

    NOTE: The ignition timing fluctuates about ±7°, even under normal operating condition.

    NOTE: It is automatically further advanced by about 5° from 10° Before Top Dead Center at higher altitudes.

    NOTE: Wait till approximately 1 minute passes after the engine started, and check the ignition timing when the engine stabilized.

11. Remove the timing light.

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

12. Disconnect scan tool MB991958 from the data link connector.

CURB IDLE SPEED CHECK

M1111003502757

Required Special Tool:

MB991958: Scan Tool (M.U.T.-III Sub Assembly)

- MB991824: V.C.I.
- MB991827: M.U.T.-III USB Cable
- MB991910: M.U.T.-III Main Harness A

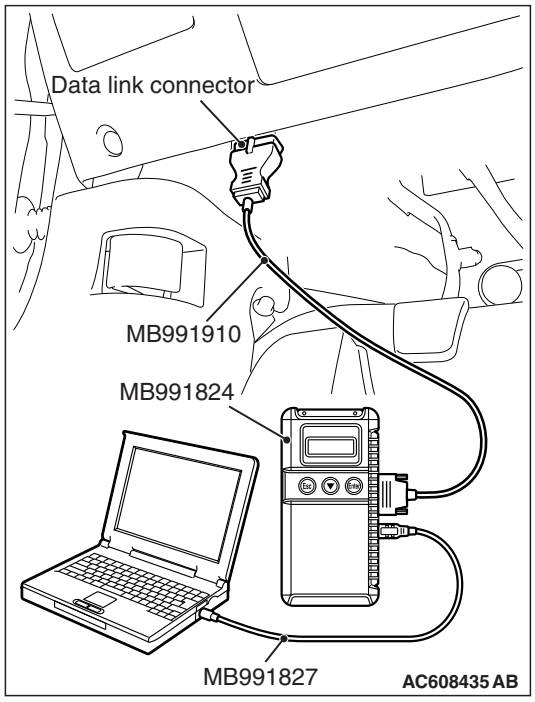
1. Before inspection, set the vehicle in the following condition:
   - Engine coolant temperature: 80 –95° C (176 –203° F)
   - Lights and all accessories: OFF
   - Transaxle: Neutral (P range on vehicles with CVT)

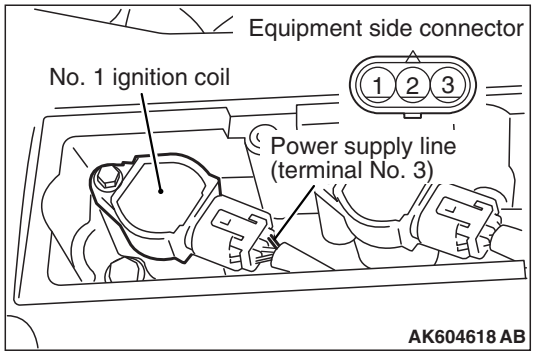
   NOTE: On vehicles for Canada, the headlight, taillight, etc. remain lit even when the lighting switch is in "OFF" position but this is no problem for checks.

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

2. Connect scan tool MB991958 to the data link connector.





3. Set the timing light to the terminal No. 3 power supply line (white-red) of the ignition coil No. 1.
4. Start the engine.
5. Run the engine at idle for 2 minutes.
6. Check the actual ignition timing is at the standard value.

   Standard value: Approximately 10° BTDC

   NOTE: The ignition timing fluctuates about ±7°, even under normal operating condition.

   NOTE: It is automatically further advanced by about 5° from 10° Before Top Dead Center at higher altitudes.

   NOTE: Wait till approximately 1 minute passes after the engine started, and check the ignition timing when the engine stabilized.
7. Check the idle speed. Select item number 2 and take a reading of the idle speed.

   Curb idle speed: 650 ± 100 r/min

   NOTE: The idle speed is controlled automatically by the idle air control system.
8. If the idle speed is outside the standard value (Refer to GROUP 13B, Multiport Fuel Injection (MFI) Diagnosis – Symptom Chart P.13B-56).
9. Remove the timing light.

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

10. Disconnect scan tool MB991958 from the data link connector.

IDLE MIXTURE CHECK

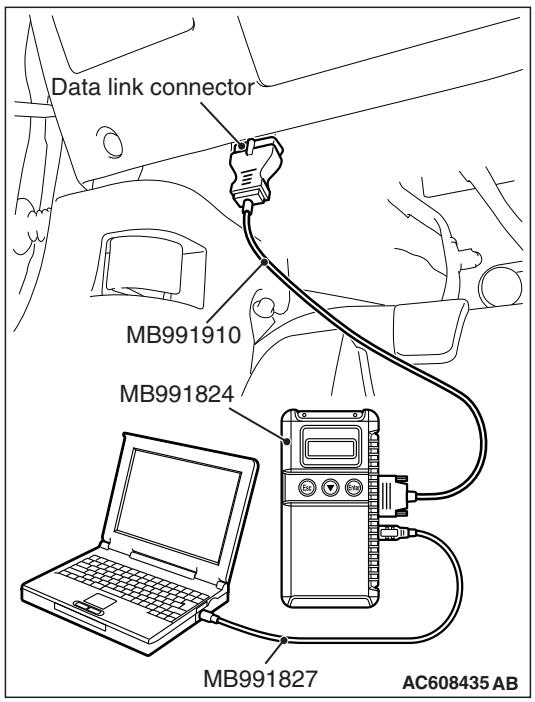
M1111002102013

Required Special Tool:

MB991958: Scan Tool (M.U.T.-III Sub Assembly)
- MB991824: V.C.I.
- MB991827: M.U.T.-III USB Cable
- MB991910: M.U.T.-III Main Harness A

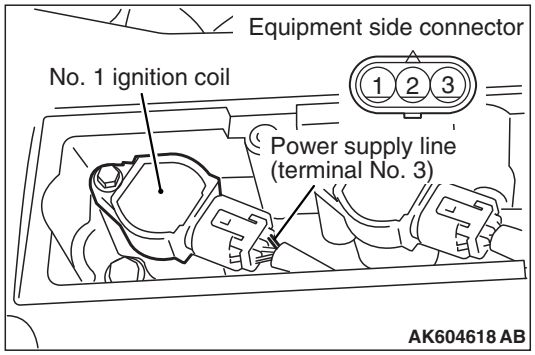
1. Before inspection, set the vehicle in the following condition:
   - Engine coolant temperature: 80 –95° C (176 –203° F)
   - Lights and all accessories: OFF
   - Transaxle: Neutral (P range on vehicles with CVT)

   NOTE: On vehicles for Canada, the headlight, taillight, etc. remain lit even when the lighting switch is in "OFF" position but this is no problem for checks.



⚠ CAUTION
To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

2. Connect scan tool MB991958 to the data link connector.



3. Set the timing light to the terminal No. 3 power supply line (white-red) of the ignition coil No. 1.
4. Start the engine and let it run at idle.
5. Check that the actual ignition timing is at the standard value.

   Standard value: Approximately 10° BTDC

   NOTE: The ignition timing fluctuates about ±7°, even under normal operating condition.

   NOTE: It is automatically further advanced by about 5° from 10° Before Top Dead Center at higher altitudes.

   NOTE: Wait till approximately 1 minute passes after the engine started, and check the ignition timing when the engine stabilized.
6. Run the engine and increase the engine speed to 2,000 – 3,000 r/min for 2 minutes.
7. Set the CO, HC tester.
8. Check the CO contents and the HC contents at idle.

   Standard value:
   CO contents: 0.5% or less
   HC contents: 100 ppm or less
9. If there is a deviation from the standard value, inspect the MFI system (Refer to GROUP 13B, Multiport Fuel Injection (MFI) Diagnosis –Symptom Chart P.13B-56).
10. Remove the CO, HC tester and timing light.

⚠ CAUTION
To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

11. Disconnect scan tool MB991958 from the data link connector.

TSB Revision

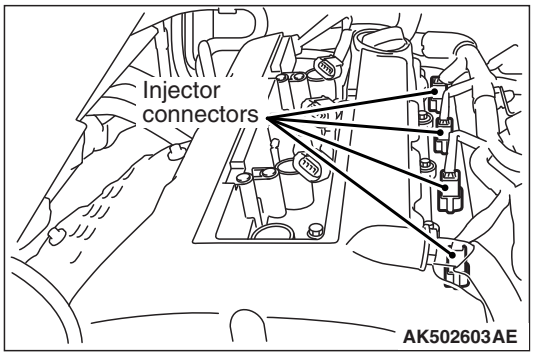
COMPRESSION PRESSURE CHECK

M1111002603334

Required Special Tool:
MB991958: Scan Tool (M.U.T.-III Sub Assembly)
- MB991824: V.C.I.
- MB991827: M.U.T.-III USB Cable
- MB991910: M.U.T.-III Main Harness A

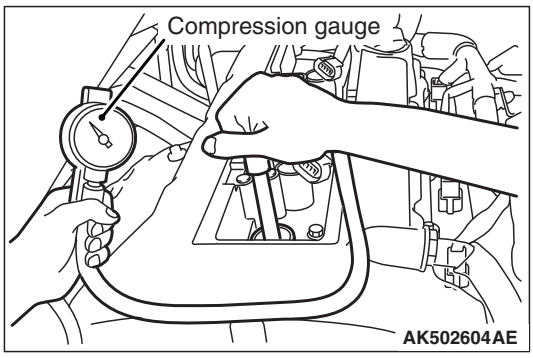
1. Before inspection, check that the engine oil, starter and battery are normal. Also, set the vehicle in the following condition:
   - Engine coolant temperature: 80 –95° C (176 –203° F)
   - Lights and all accessories: OFF
   - Transaxle: Neutral (P range on vehicles with CVT)

   NOTE: On vehicles for Canada, the headlight, taillight, etc. remain lit even when the lighting switch is in "OFF" position but this is no problem for checks.
2. Turn the ignition switch to the "LOCK" (OFF) position.
3. Disconnect the connector of the ignition coil, and then remove all the ignition coils and the spark plugs.
4. Disconnect the all of the injector connectors.



⚠ WARNING
Keep your distance from the spark plug hole when cranking. Oil, fuel, etc., may spray out from the spark plug hole and may cause serious injury.

5. Cover the spark plug hole with a shop towel etc., after the engine has been cranked, check that no foreign material is adhering to the shop towel.

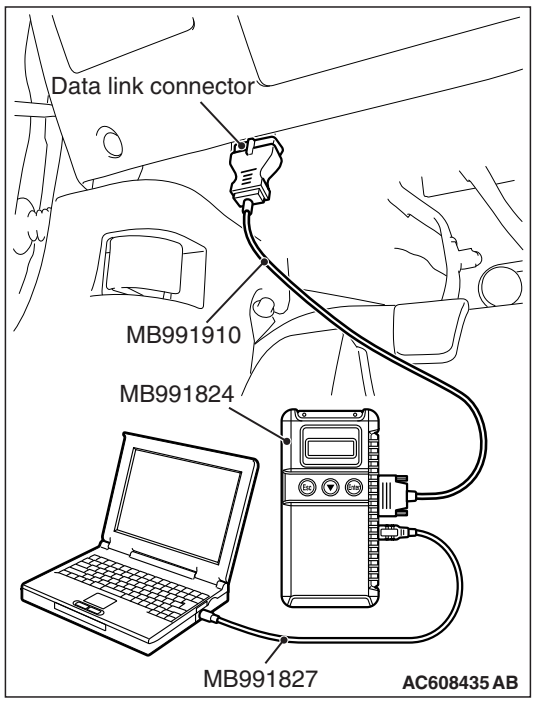


6. Set compression gauge to one of the spark plug holes.
7. Crank the engine with the throttle valve fully open and measure the compression pressure.

   Standard value (at engine speed of 200 r/min): 1,440 kPa (208.8 psi)
   Limit (at engine speed of 200 r/min): Minimum 1,000 kPa (145.0 psi)
8. Measure the compression pressure for all the cylinders, and check that the pressure differences of the cylinders are below the limit.

   Limit: Maximum 100 kPa (14.5 psi)
9. If there is a cylinder with compression or a compression difference that is outside the limit, pour a small amount of engine oil through the spark plug hole, and repeat the operations in steps from 6 to 8.
   (1) If the compression increases after oil is added, the cause of the malfunction is a worn or damaged piston ring and/or cylinder inner surface.
   (2) If the compression does not rise after oil is added, the cause is a burnt or defective valve seat, or pressure is leaking from the gasket.
10. Connect the all of the injector connector.

TSB Revision



11.Install the spark plugs and ignition coils.
12.Use the scan tool MB991958 to erase the diagnosis codes.

NOTE: This will erase the diagnosis code resulting from the injector connectors being disconnected.

13.Select "Mode $0A" from "Special Function" of Scan tool MB991958. Check whether the permanent-DTC (PDTC) is stored or not. If stored, clear the PDTC. (Refer to GROUP 13B –Multiport Fuel Injection (MFI) <2.4 L Engine> – Multiport Fuel Injection (MFI) Diagnosis –Diagnostic Function P.13B-12)

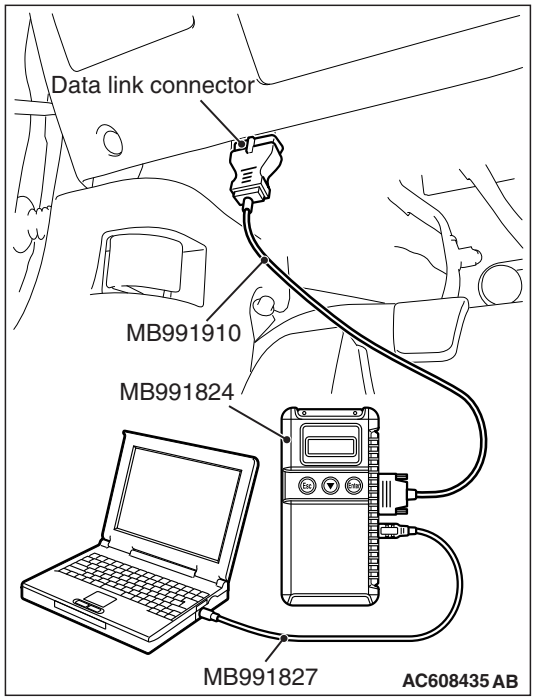
MANIFOLD VACUUM CHECK

M1111002702167

Required Special Tool:
MB991958: Scan Tool (M.U.T.-III Sub Assembly)
- MB991824: V.C.I.
- MB991827: M.U.T.-III USB Cable
- MB991910: M.U.T.-III Main Harness A

1. Before inspection, set the vehicle in the following condition:
- Engine coolant temperature: 80 –95° C (176 –203° F)
- Lights and all accessories: OFF
- Transaxle: Neutral (P range on vehicles with CVT)

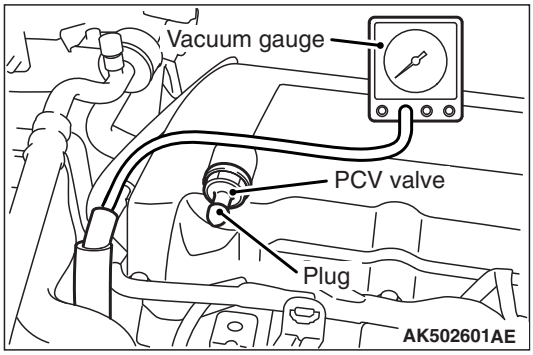
NOTE: On vehicles for Canada, the headlight, taillight, etc. remain lit even when the lighting switch is in "OFF" position but this is no problem for checks.



⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

2. Connect scan tool MB991958 to the data link connector.



3. Disconnect the ventilation hose from the positive crankcase ventilation (PCV) valve, and then connect a vacuum gauge to the ventilation hose. Plug the PCV valve.
4. Start the engine and check that idle speed is approximately 650 r/min.
5. Check the intake manifold vacuum.

   Limit: Minimum 60 kPa (17.8 in Hg)
6. Turn off the ignition switch.
7. Remove the vacuum gauge and then connect the ventilation hose to the PCV valve.

⚠ CAUTION

To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

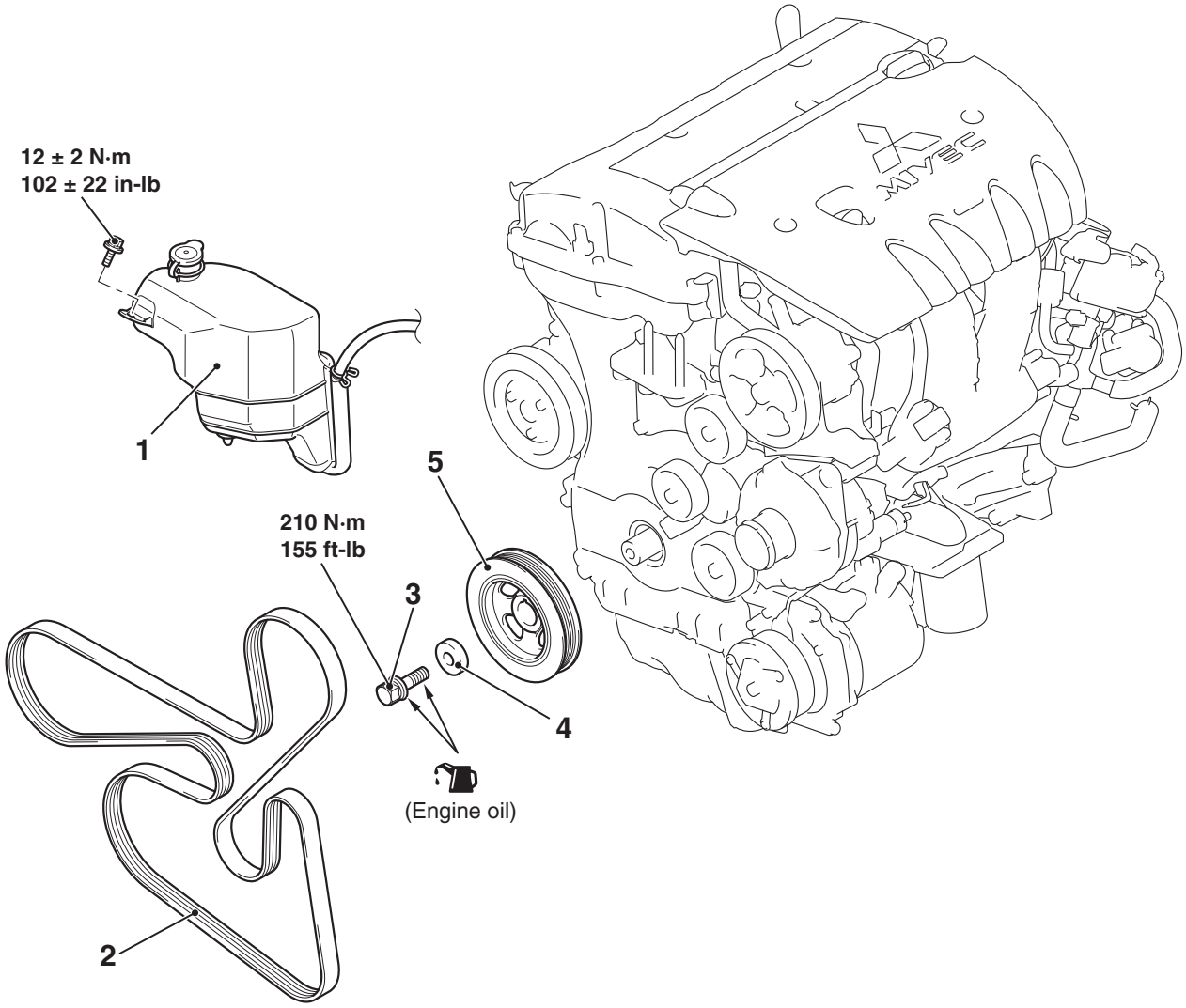
8. Disconnect scan tool MB991958 from the data link connector.

CRANKSHAFT PULLEY

REMOVAL AND INSTALLATION

M1112001602955

Pre-removal Operation	Post-installation Operation
• Engine Room Under Cover Front B and Engine Room Side Cover (RH) Removal (Refer to GROUP 51, Under Cover P.51-20.)	• Drive Belt Tension Check (Refer to P.11C-8.) • Engine Room Under Cover Front B and Engine Room Side Cover (RH) Installation (Refer to GROUP 51, Under Cover P.51-20.)



AC611683AC

Removal steps

<<A>>		1.	Radiator condenser tank assembly
<<B>>	>>B<<	2.	Drive belt
<<C>>	>>A<<	3.	Crankshaft pulley center bolt

Removal steps (Continued)

<<C>>	>>A<<	4.	Crankshaft pulley washer
<<C>>	>>A<<	5.	Crankshaft pulley

Required Special Tools:

- MB992278: Belt Tension Release Wrench
- MB990767: Front Hub and Flange Yoke Holder
- MD998719: Pin

TSB Revision

REMOVAL SERVICE POINTS

<<A>> RADIATOR CONDENSER TANK ASSEMBLY REMOVAL

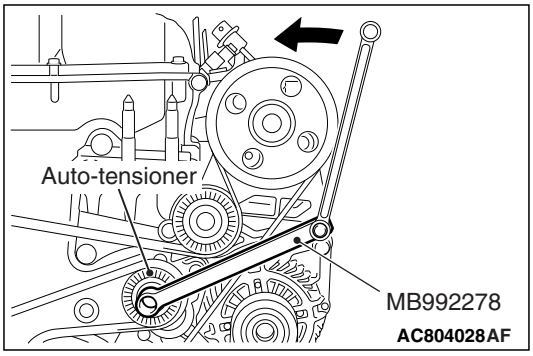
Remove the radiator condenser tank assembly mounting bolt, and move the radiator condenser tank assembly to a place where it does not interfere with the drive belt removal and installation.

<<B>> DRIVE BELT REMOVAL

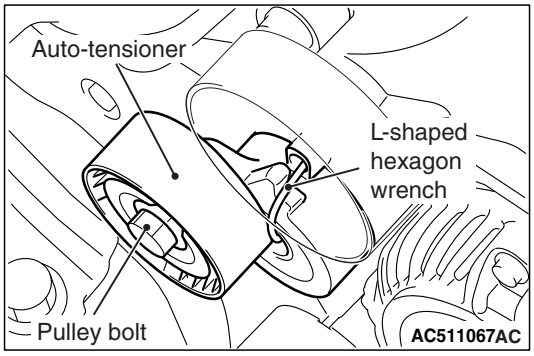
Since the serpentine drive system with the auto-tensioner is used, the following operations will be required.

⚠ CAUTION

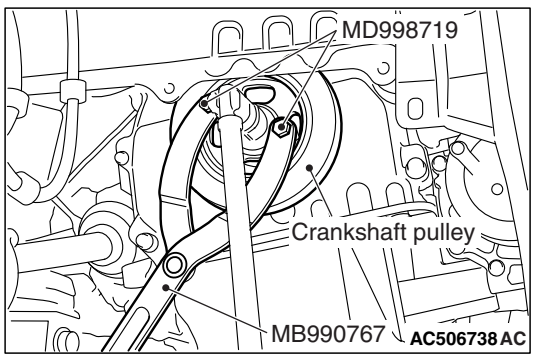
To reuse the drive belt, draw an arrow indicating the rotating direction on the back of the belt using chalk to install the same direction.



1. Rotate the pulley bolt of the auto-tensioner counterclockwise with an special tool MB992278 and insert the L-shaped hexagon wrench into the auto-tensioner hole to fix the auto-tensioner.
2. Remove the drive belt.



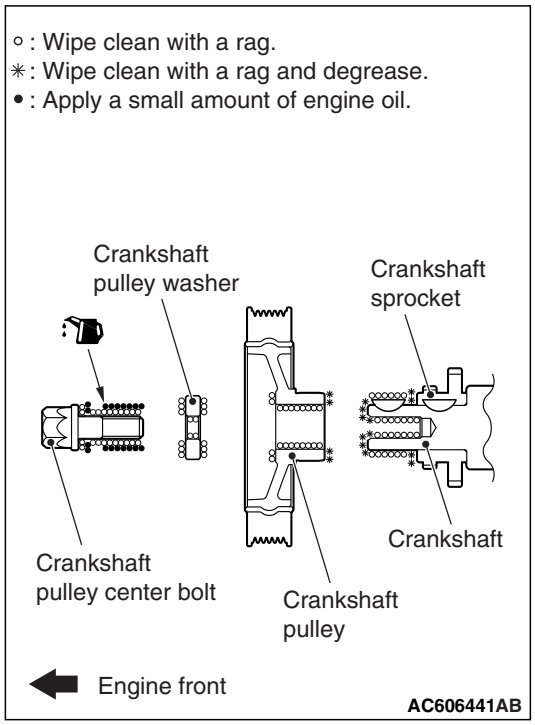
<<C>> CRANKSHAFT PULLEY CENTER BOLT/CRANKSHAFT PULLEY WASHER/CRANKSHAFT PULLEY REMOVAL



1. Hold the crankshaft pulley with special tools MB990767 and MD998719.
2. Loosen the crankshaft pulley center bolt and remove the crankshaft pulley center bolt, crankshaft pulley washer and crankshaft pulley.

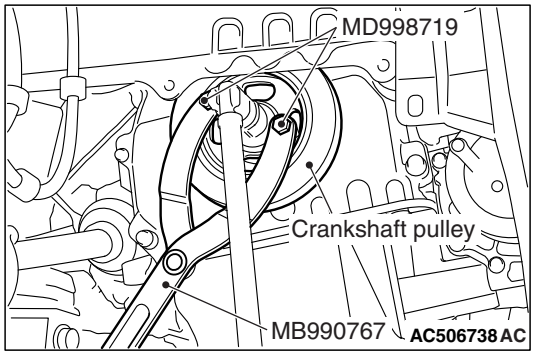
INSTALLATION SERVICE POINTS

>>A<< CRANKSHAFT PULLEY/CRANKSHAFT PULLEY WASHER/CRANKSHAFT PULLEY CENTER BOLT INSTALLATION



1. Wipe off the dirt on the crankshaft and crankshaft pulley as shown in the figure using a rag.
2. Wipe off the dirt on the crankshaft sprocket, crankshaft and crankshaft pulley as shown in the figure using a rag, and then degrease them.

   NOTE: Degrease them to prevent drop in the friction coefficient of the pressed area, which is caused by oil adhesion.
3. Install the crankshaft pulley.
4. Wipe off the dirt on the crankshaft pulley washer and crankshaft pulley center bolt as shown in the figure using a rag.
5. Apply an adequate and minimum amount of engine oil to the threads of the crankshaft pulley center bolt and lower area of the flange.



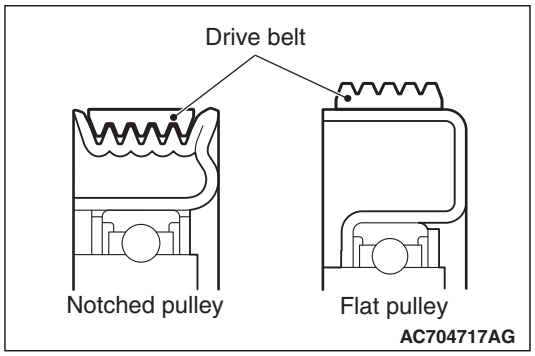
6. Hold the crankshaft pulley with special tools MB990767 and MD998719 in the same manner as removal.
7. Tighten the crankshaft pulley center bolt to the specified torque.

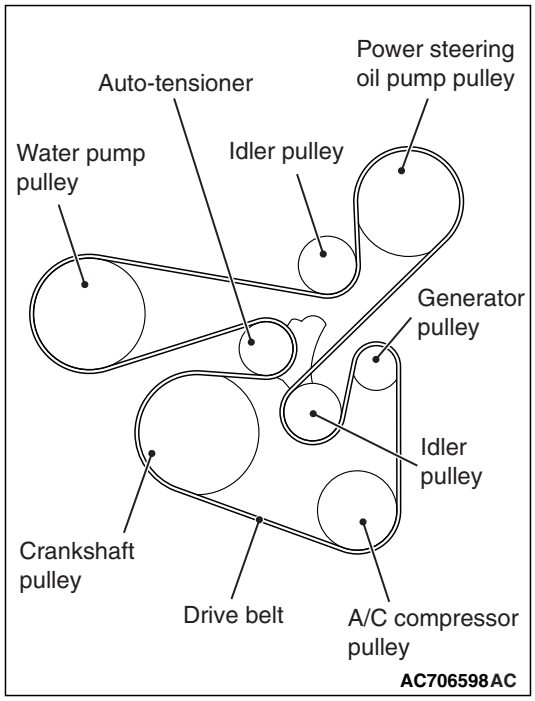
   Tightening torque: 210 N·m (155 ft-lb)

>>B<< DRIVE BELT INSTALLATION

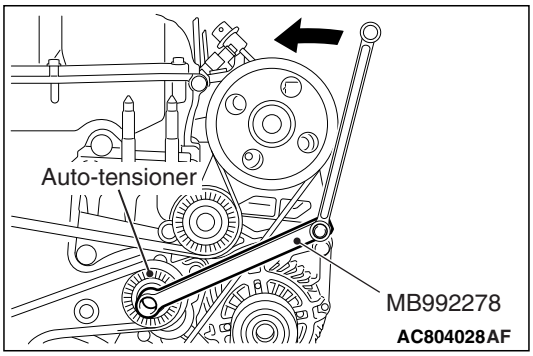
⚠ CAUTION

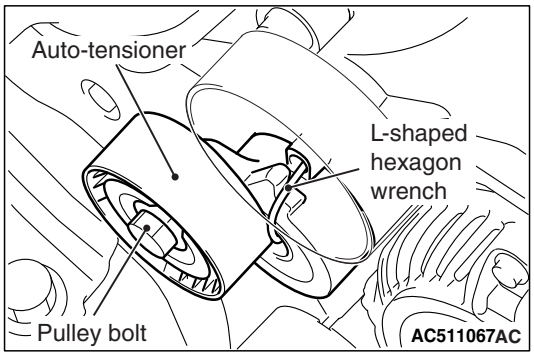
- **To reuse the drive belt, install it by aligning the arrow mark on the backside of belt marked at the removal with the rotating direction.**
- **Check that the notches of the notched pulley and the notches of the drive belt are fit correctly.**
- **Check that the drive belt is installed in the center of the flat surface of the flat pulley.**





1. Install the drive belt to each pulleys as shown in the figure.





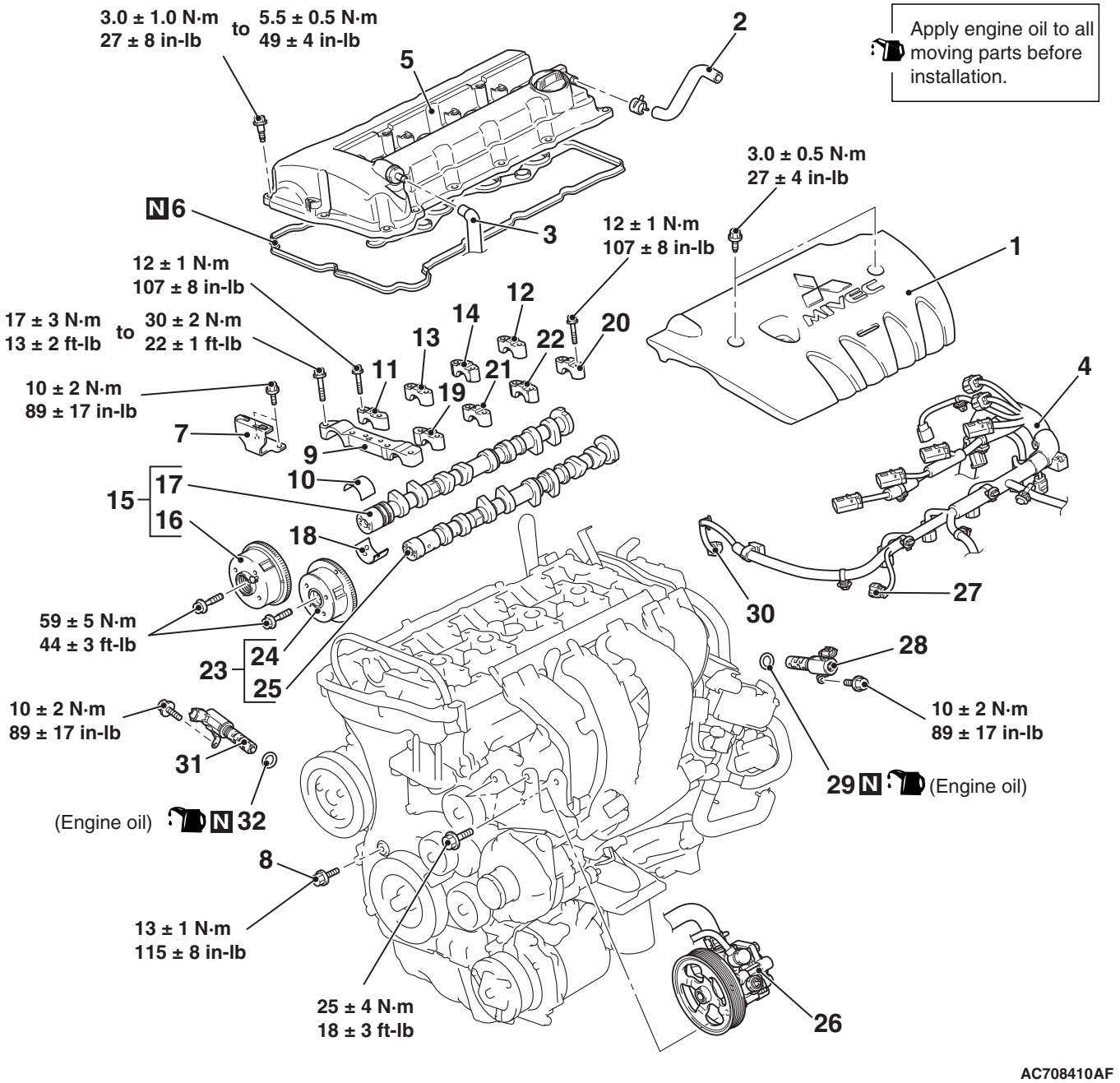
2. Set an special tool MB992278 to the pulley bolt of the auto-tensioner. Then, rotate the auto-tensioner counterclockwise and remove the L-shaped hexagon wrench fixing the auto-tensioner.
3. Apply tension to the drive belt while slowly turning the auto-tensioner clockwise.

CAMSHAFT

REMOVAL AND INSTALLATION

M1112007800906

Pre-removal Operation	Post-installation Operation
• Engine Room Under Cover Front A, B and Engine Room Side Cover (RH) Removal (Refer to GROUP 51, Under Cover P.51-20.) • Air Cleaner Assembly Removal (Refer to GROUP 15, Air Cleaner P.15-10.) • Strut Tower Bar Removal (Refer to GROUP 42A, Strut Tower Bar P.42A-15.) • Ignition Coil Removal (Refer to GROUP 16, Ignition System –Ignition Coil P.16-51.)	• Ignition Coil Installation (Refer to GROUP 16, Ignition System –Ignition Coil P.16-51.) • Strut Tower Bar Installation (Refer to GROUP 42A, Strut Tower Bar P.42A-15.) • Air Cleaner Assembly Installation (Refer to GROUP 15, Air Cleaner P.15-10.) • Engine Room Under Cover Front A, B and Engine Room Side Cover (RH) Installation (Refer to GROUP 51, Under Cover P.51-20.)



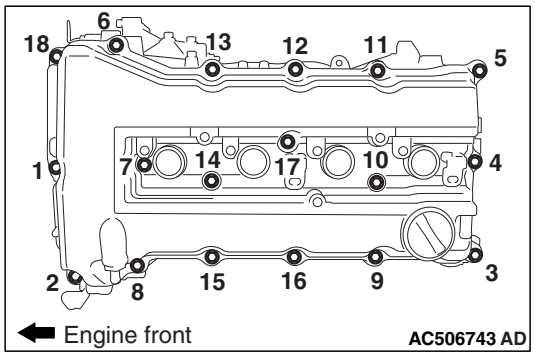
AC708410AF

TSB Revision

			Camshaft removal steps
		1.	Engine upper cover
		2.	Breather hose connection
		3.	PCV hose connection
		4.	Control wiring harness connection
<<A>>	>>G<<	5.	Rocker cover assembly
		6.	Rocker cover gasket
<<B>>		•	Number 1 cylinder compression top dead center setting (only at removal.)
		•	Valve clearance adjustment (Refer to P.11C-11) (only at installation.)
		7.	Timing chain upper guide
		8.	Service hole bolt
<<C>>		•	Camshaft and camshaft sprocket assembly (exhaust side) removal preparatory operation (only at removal.)
<<D>>	>>F<<	9.	Front camshaft bearing cap
	>>E<<	10.	Camshaft bearing
<<E>>	>>D<<	11.	Oil feed camshaft bearing cap (exhaust side)
<<E>>	>>D<<	12.	Camshaft bearing cap (exhaust side)
<<E>>	>>D<<	13.	Camshaft bearing cap (exhaust side)
<<E>>	>>D<<	14.	Thrust camshaft bearing cap (exhaust side)
<<F>>	>>E<<	15.	Camshaft and camshaft sprocket assembly (exhaust side)
<<G>>	>>B<<	16.	Camshaft sprocket (exhaust side)
<<G>>	>>B<<	17.	Camshaft (exhaust side)
	>>E<<	18.	Camshaft bearing
<<E>>	>>D<<	19.	Oil feed camshaft bearing cap (intake side)
<<E>>	>>D<<	20.	Camshaft bearing cap (intake side)
<<E>>	>>D<<	21.	Camshaft bearing cap (intake side)
<<E>>	>>D<<	22.	Thrust camshaft bearing cap (intake side)
	>>C<<	23.	Camshaft and camshaft sprocket assembly (intake side)
<<G>>	>>B<<	24.	Camshaft sprocket (intake side)
<<G>>	>>B<<	25.	Camshaft (intake side)
			Oil feed control valve removal steps
		•	Drive belt (Refer to P.11C-19)
<<H>>		26.	Power steering oil pump assembly
		27.	Intake oil feeder control valve connector connection
<<I>>	>>A<<	28.	Intake oil feeder control valve
	>>A<<	29.	O-ring
		30.	Exhaust oil feeder control valve connector connection
<<I>>	>>A<<	31.	Exhaust oil feeder control valve
	>>A<<	32.	O-ring

Required Special Tool:

- MB992103: Chain Tension Release Bar



REMOVAL SERVICE POINTS

<<A>> ROCKER COVER ASSEMBLY REMOVAL

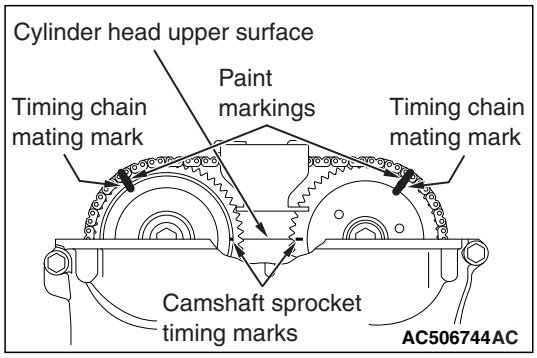
Loosen the rocker cover assembly mounting bolts in the order of number shown in the figure, and remove the rocker cover assembly.

<<B>> NUMBER 1 CYLINDER COMPRESSION TOP DEAD CENTER SETTING

⚠ CAUTION

Never turn the crankshaft counterclockwise.

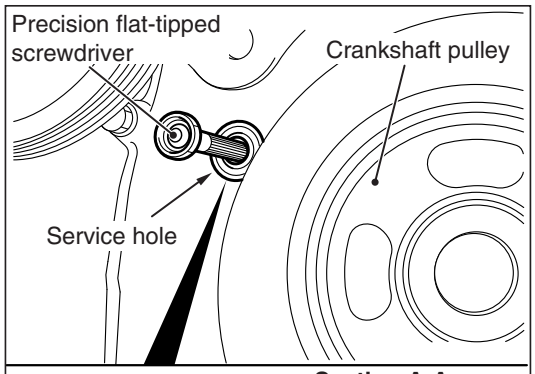
1. Turn the crankshaft clockwise so that the camshaft sprocket timing marks become horizontal to the cylinder head upper surface, and set the number 1 cylinder to the top dead center of compression. At this time, check that the crankshaft pulley timing mark is in the 0-degree angle position of the ignition timing indicator of the timing chain case assembly.
2. Put paint marks on both the camshaft sprocket and timing chain at the position of camshaft sprocket timing chain mating mark (circular hole.)

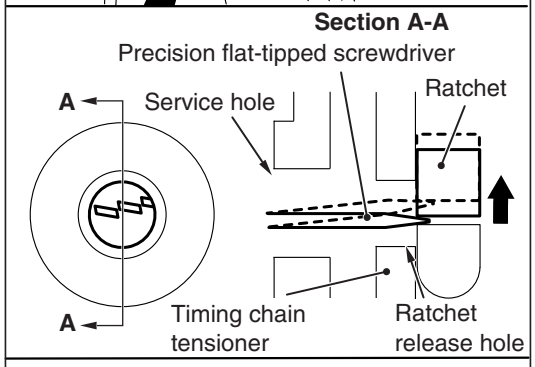


<<C>> CAMSHAFT AND CAMSHAFT SPROCKET ASSEMBLY (EXHAUST SIDE) REMOVAL PREPARATORY OPERATION

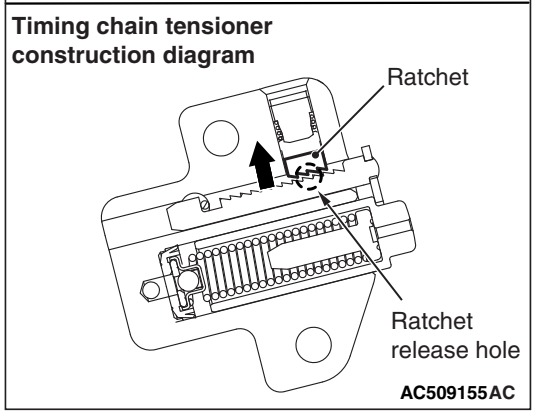
1. Insert a precision flat-tipped screwdriver through the service hole of the timing chain case assembly, press up the timing chain tensioner ratchet to unlock, and keep the timing chain tensioner with that state.

   NOTE: Lightly press down the tail end of the precision flat-tipped screwdriver to press up the tip of the precision flat-tipped screwdriver inserted to the timing chain tensioner to unlock.



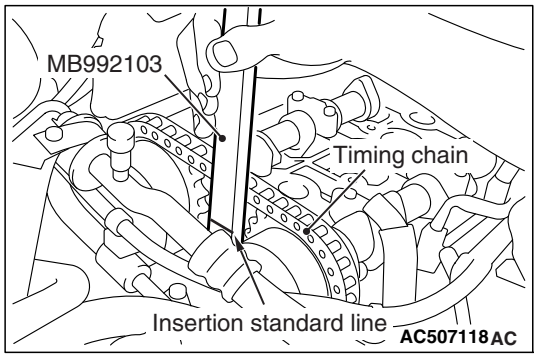


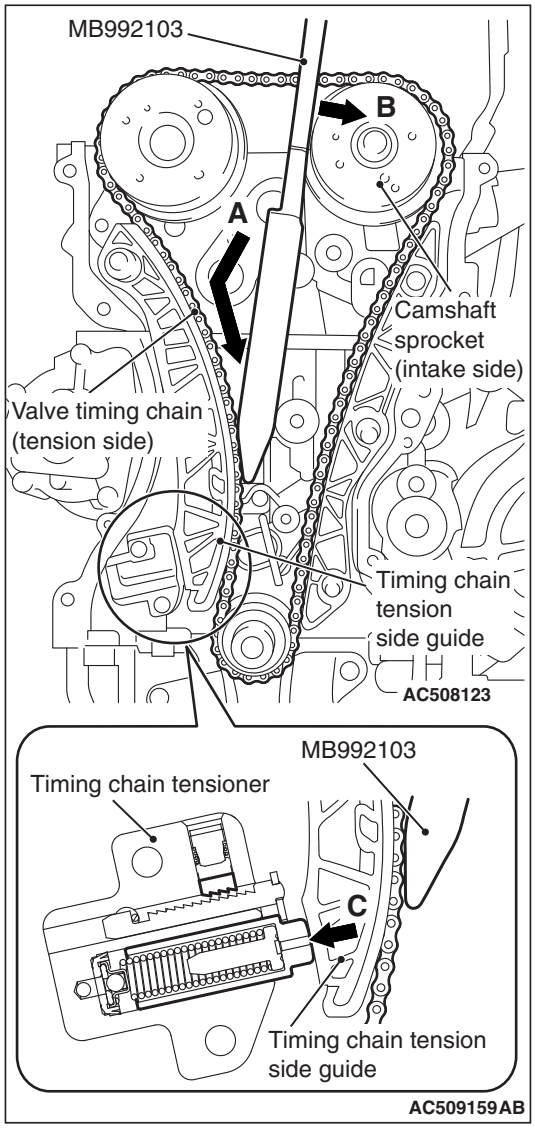
Timing chain tensioner construction diagram



⚠ CAUTION

- **When inserting special tool MB992103 into the timing chain case assembly inside, pay attention to the position of the timing chain to avoid damage to the timing chain and timing chain tension side guide. Do not insert the special tool MB992103 beyond its insertion guideline.**
- **If unlocking the timing chain tensioner is insufficient, the special tool MB992103 cannot be inserted to the insertion guideline. Do not insert the special tool MB992103 forcibly, follow Step 1 again to unlock the timing chain tensioner and insert the special tool MB992103.**



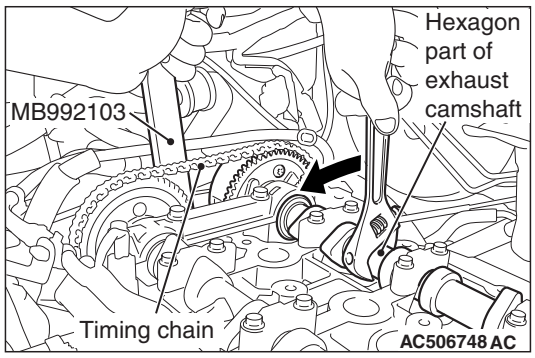


2. With the timing chain tensioner unlocked, insert special tool MB992103 inside the timing chain case assembly along the tension side of the timing chain until the insertion guide line aligns with the upper surface of the timing chain case assembly (Figure A.)

   NOTE: With the timing chain tensioner unlocked, insert the special tool MB992103 along the tension side of the timing chain, according to the special tool MB992103 top shape. The special tool MB992103 can be inserted smoothly to the position where the special tool MB992103 insertion guide line aligns with the timing chain case assembly top surface (Figure B), and the spread timing chain tension side guide can be held (Figure C.)
3. With the special tool MB992103 inserted up to the insertion guide line, press the special tool MB992103 against the intake side camshaft sprocket and spread and hold the timing chain tension side guide.
4. Remove the flat-tipped precision screwdriver unlocking the timing chain tensioner.

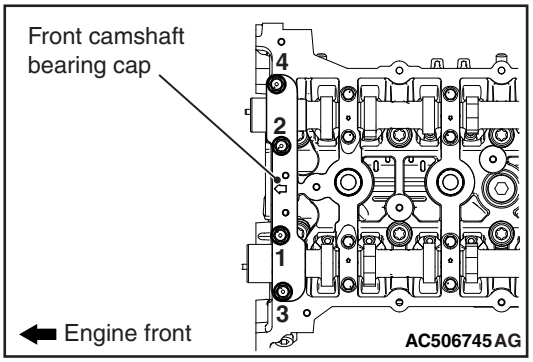
⚠ CAUTION

The timing chain may snag on by other parts. After sagging the timing chain, never rotate the crankshaft.



5. With the timing chain tension side guide spread, hook the special tool MB992103 over the hexagon part of the camshaft on the exhaust side, and turn the camshaft clockwise to apply slack to the timing chain between the camshaft sprockets.

<<D>> FRONT CAMSHAFT BEARING CAP REMOVAL



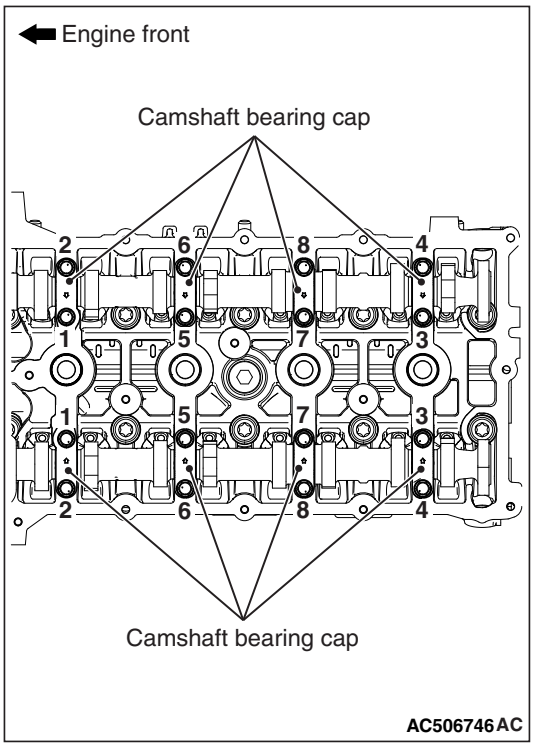
Loosen the front camshaft bearing cap mounting bolts in the order of number shown in the figure, and remove the front camshaft bearing cap.

<<E>> OIL FEEDING CAMSHAFT BEARING CAP/CAMSHAFT BEARING CAP/THRUST CAMSHAFT BEARING CAP REMOVAL

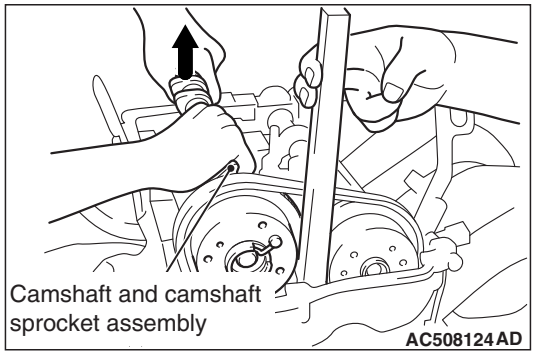
⚠ CAUTION

When the camshaft bearing cap mounting bolts are loosened at once, the mounting bolts jump out by the spring force and the threads are damaged. Always loosen the mounting bolts in four or five steps.

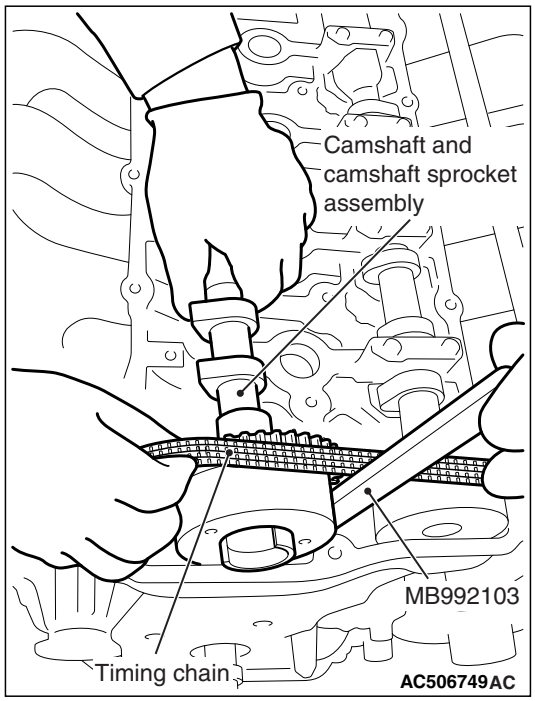
Loosen the camshaft bearing cap mounting bolts in the order of number shown in the figure in four or five steps, and remove the camshaft bearing caps.



<<F>> CAMSHAFT AND CAMSHAFT SPROCKET ASSEMBLY (EXHAUST SIDE) REMOVAL



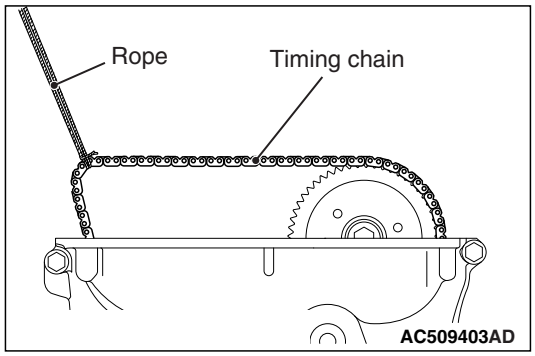
1. Raise slightly the transaxle side of the camshaft and camshaft sprocket assembly (exhaust side) by using the slack of the timing chain, and remove from the cam bearing.



2. Remove the timing chain from the camshaft and camshaft sprocket assembly (exhaust side) toward the timing chain case assembly, and remove the camshaft and camshaft sprocket assembly (exhaust side) toward the transaxle.
3. Remove special tool MB992103 inserted into the timing chain case assembly.

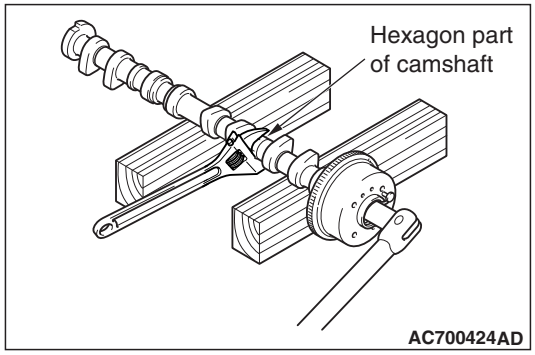
⚠ CAUTION

The timing chain may snag on other parts. After removing the camshaft and camshaft sprocket assembly, never rotate the crankshaft.



4. After removing the camshaft and camshaft sprocket assembly (exhaust side), hang up the timing chain with a rope to prevent the timing chain from falling into the timing chain case assembly.

<<G>> CAMSHAFT SPROCKET/CAMSHAFT REMOVAL



Hold the hexagon part of the camshaft with a monkey wrench. Loosen the camshaft sprocket mounting bolt and remove the camshaft sprocket from the camshaft.

<<H>> POWER STEERING OIL PUMP ASSEMBLY REMOVAL

1. With the hose installed, remove the power steering oil pump assembly from the bracket.
2. Tie the removed power steering oil pump assembly with a string at a position where it will not interfere with the removal and installation of oil feed control valve.

<<I>> OIL FEEDER CONTROL VALVE REMOVAL

⚠ CAUTION

After removal of the oil feeder control valve, be careful to prevent dust from getting into the oil passage in the cylinder head.

INSTALLATION SERVICE POINTS

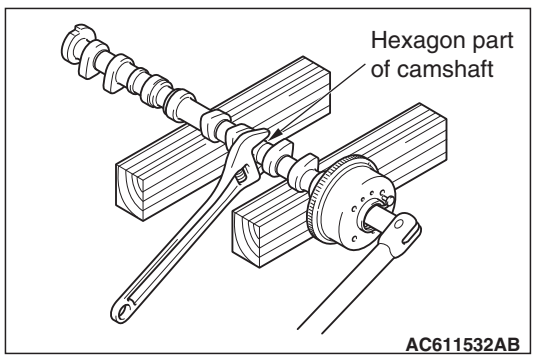
>>A<< O-RING/OIL FEEDER CONTROL VALVE INSTALLATION

⚠ CAUTION

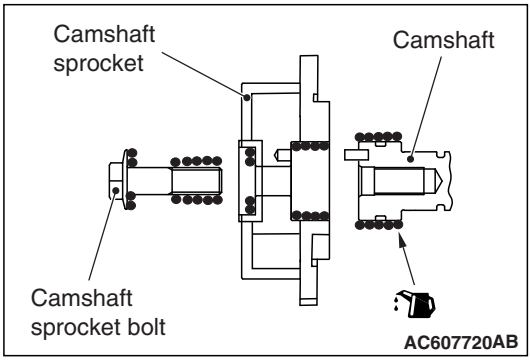
When installing the oil feeder control valve, be careful to avoid damage to the O-ring.

Apply engine oil to the O-ring of the oil feeder control valve and install the oil feeder control valve to the cylinder head.

>>B<< CAMSHAFT/CAMSHAFT SPROCKET INSTALLATION



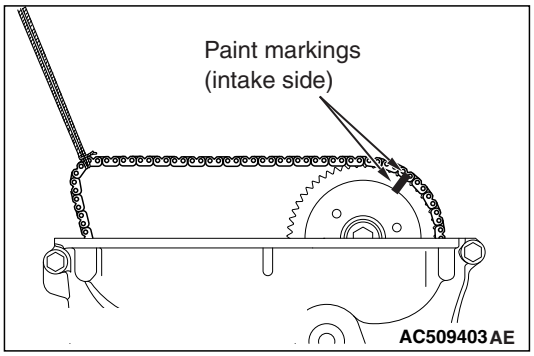
1. Use a monkey wrench to secure the hexagon part of the camshaft in the same manner as removal.



2. Apply an adequate and minimum amount of engine oil to the camshaft and camshaft sprocket as shown in the figure.
3. Install the camshaft sprocket to the camshaft.
4. Apply an adequate and minimum amount of engine oil to the camshaft sprocket mounting bolt.
5. Tighten the camshaft sprocket mounting bolt to the specified torque.

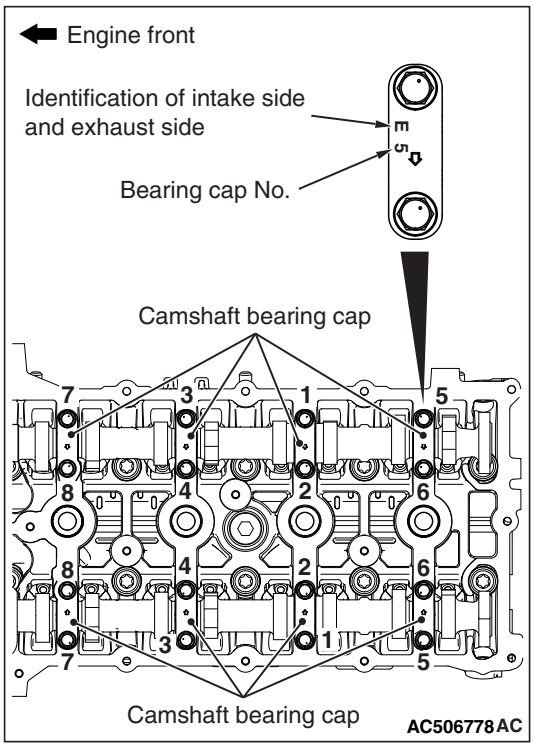
Tightening torque: 59 ± 5 N· m (44 ± 3 ft-lb)

>>C<< CAMSHAFT AND CAMSHAFT SPROCKET ASSEMBLY (INTAKE SIDE) INSTALLATION



1. Align the intake side paint mark of the timing chain which was put at removal with the paint mark of the intake side camshaft sprocket, and install the camshaft sprocket to the timing chain.
2. Install the camshaft and camshaft sprocket assembly (intake side) to the cylinder head.

>>D<< THRUST CAMSHAFT BEARING CAP/CAMSHAFT BEARING CAP/OIL FEEDING CAMSHAFT BEARING CAP/CAMSHAFT BEARING INSTALLATION



1. Install the camshaft bearing caps to the cylinder head.

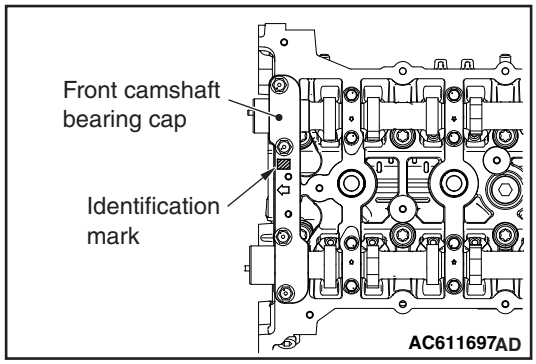
   NOTE: Because the thrust camshaft bearing cap and camshaft bearing cap are the same in shape, check the bearing cap number and additionally its symbol to identify the intake and exhaust sides for correct installation.
2. Tighten each camshaft bearing cap mounting bolts to the specified torque in the order of number shown in the figure in two or three steps.

Tightening torque: 12 ± 1 N· m (107 ± 8 in-lb)

>>E<< CAMSHAFT BEARING/CAMSHAFT AND CAMSHAFT SPROCKET ASSEMBLY (EXHAUST SIDE) INSTALLATION

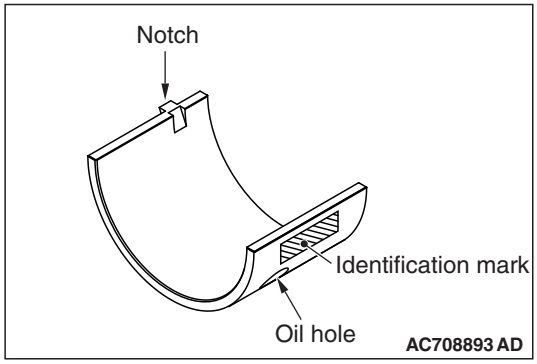
⚠ CAUTION

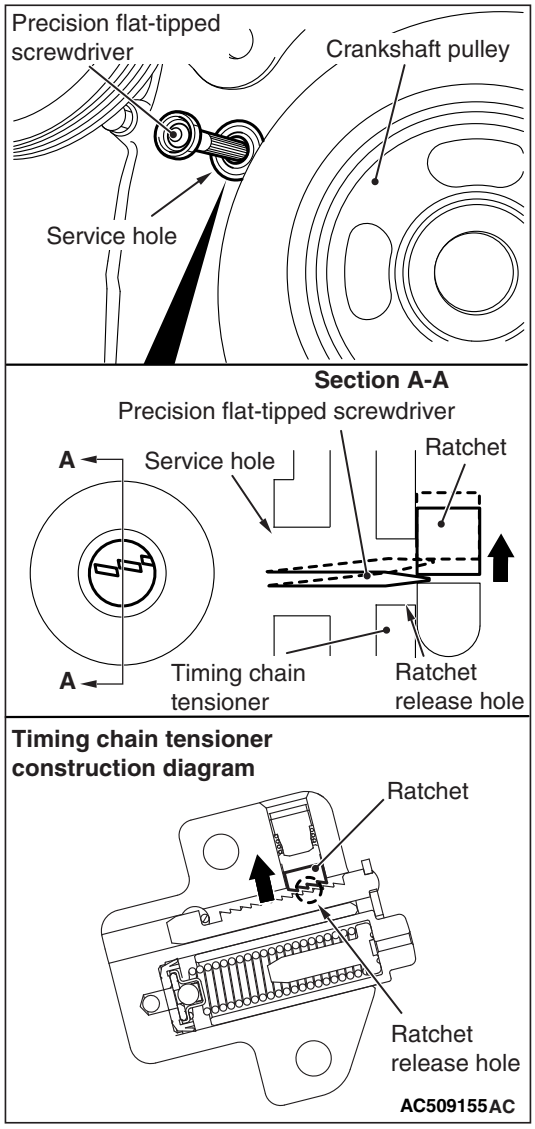
- **Be careful not to drop the camshaft bearing.**
- **When installing the camshaft and camshaft sprocket assembly (exhaust side), be careful not to let the camshaft bearing which is installed to the front cam bearing cap deviate from its position.**



1. When replacing the camshaft bearing, according to the identification mark of front camshaft bearing cap in the table below, select a camshaft bearing with the corresponding size. Note that the identification mark of camshaft bearing is stamped on the place shown in the figure.

Front camshaft bearing cap		Camshaft bearing identification mark
Identification mark	Journal diameter mm (in)	
1	40.000 - 40.008 (1.5748 - 1.5751)	1
2	40.008 - 40.016 (1.5751 - 1.5754)	2
3	40.016 - 40.024 (1.5754 - 1.5757)	3



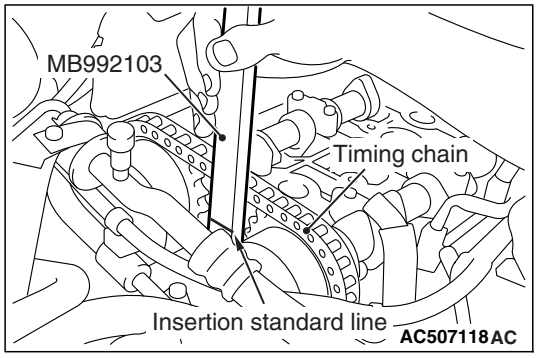


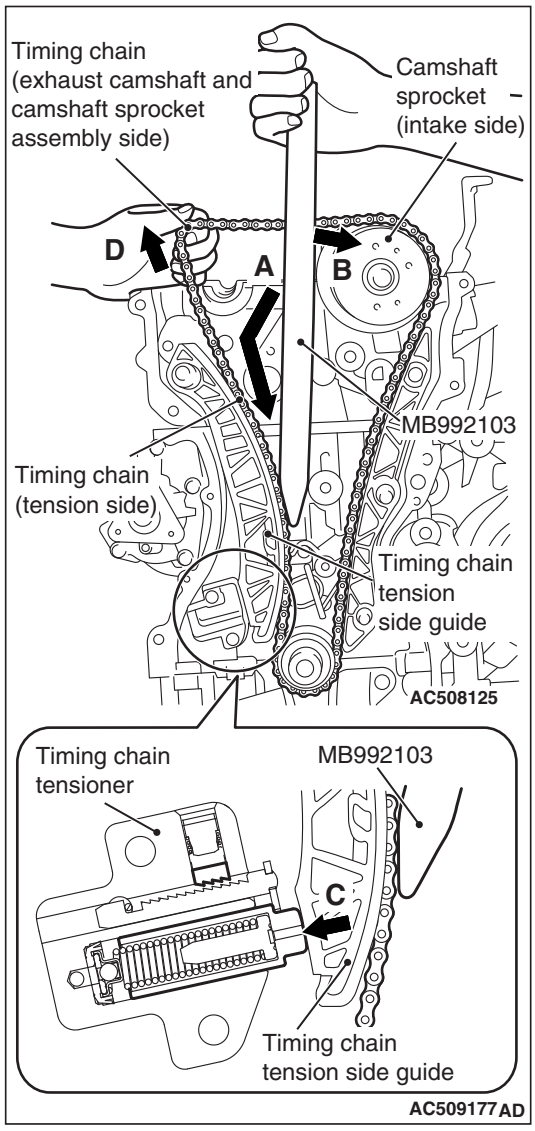
2. In the same manner as removal, insert the precision flat-tipped screwdriver through the service hole of the timing chain case assembly, press up the ratchet of timing chain tensioner to unlock, and hold the unlocked timing chain tensioner.

   NOTE: Lightly press down the tail end of the precision flat-tipped screwdriver to press up the tip of the precision flat-tipped screwdriver inserted to the timing chain tensioner to unlock.

⚠ CAUTION

- **When inserting special tool MB992103 into the timing chain case assembly, pay attention to the position of the timing chain to avoid damage to the timing chain and timing chain tension side guide. Do not insert the special tool MB992103 beyond its insertion guideline.**
- **If unlocking the timing chain tensioner is insufficient, the special tool MB992103 cannot be inserted to the insertion guideline. Do not insert the special tool MB992103 forcibly, follow Step 2 again to unlock the timing chain tensioner and insert the special tool MB992103.**



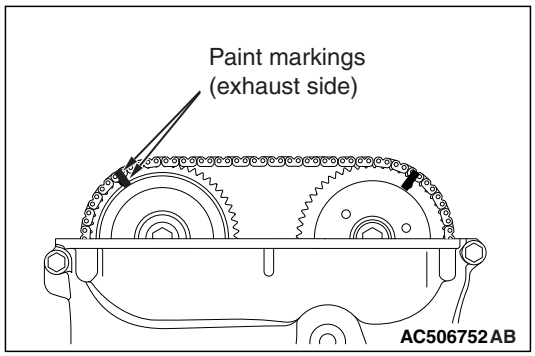


3. With the timing chain tensioner unlocked, insert special tool MB992103 inside the timing chain case assembly along the tension side of the timing chain until the insertion guide line aligns with the upper surface of the timing chain case assembly (Figure A.)

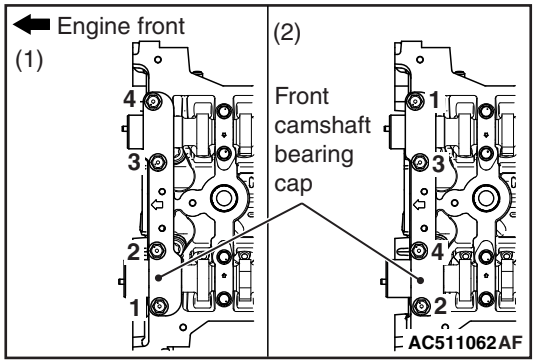
   NOTE: With the timing chain tensioner unlocked, insert the special tool MB992103 along the tension side of the timing chain, according to the special tool MB992103 top shape. The special tool MB992103 can be inserted smoothly to the position where the special tool MB992103 insertion guide-line aligns with the timing chain case assembly top surface, and the spread timing chain tension side guide can be hold.
4. With the special tool inserted up to the insertion guide line, press the special tool MB992103 against the intake side camshaft sprocket (Figure B) and spread and hold the timing chain tension side guide (Figure C.)
5. Remove the flat-tipped precision screwdriver unlocking the timing chain tensioner.
6. Pull up the camshaft and camshaft sprocket assembly (exhaust side) mounting area of the timing chain (Figure D) to provide allowance for easy installation of the camshaft and camshaft sprocket assembly (exhaust side) to the timing chain.

⚠ CAUTION

When installing the camshaft and camshaft sprocket assembly (exhaust side), be careful not to let the camshaft bearing which is installed to the front cam bearing deviate from its position.



7. Align the exhaust side paint mark of the timing chain which was put at removal with the paint mark of the exhaust side camshaft sprocket, and install the timing chain to the camshaft sprocket.
8. Install the camshaft and camshaft sprocket assembly (exhaust side) to the cylinder head.
9. Remove the special tool MB992103 inserted into the timing chain case assembly inside.



>>F<< FRONT CAMSHAFT BEARING CAP INSTALLATION

⚠ CAUTION

When the mounting bolts are tightened with the front camshaft bearing cap tilted, the front camshaft bearing cap is damaged. Install the front camshaft bearing cap properly to the cylinder head and camshaft.

1. Install the front camshaft bearing cap to the cylinder head, and temporarily tighten the front camshaft bearing cap mounting bolts to the specified torque in the order of the figure (1.)

   Tightening torque: 17 ± 3 N· m (13 ± 2 ft-lb)

2. Tighten the front camshaft bearing cap mounting bolts again to the specified torque in the order of the figure (2.)

   Tightening torque: 30 ± 2 N· m (22 ± 1 ft-lb)

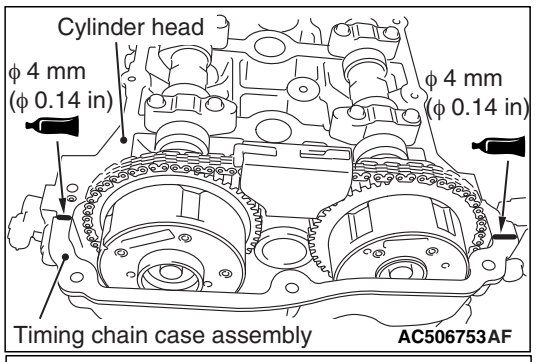
3. After the front camshaft bearing cap installation, check that the paint markings of the camshaft sprocket and the timing chain and the timing mark of the crankshaft pulley and the 0-degree angle position of ignition timing indicator are aligned respectively.

>>G<< ROCKER COVER ASSEMBLY INSTALLATION

1. Wipe off the sealant on the mating surface of the rocker cover assembly and cylinder head and timing chain case assembly, and degrease the surface where the sealant is applied.

⚠ CAUTION

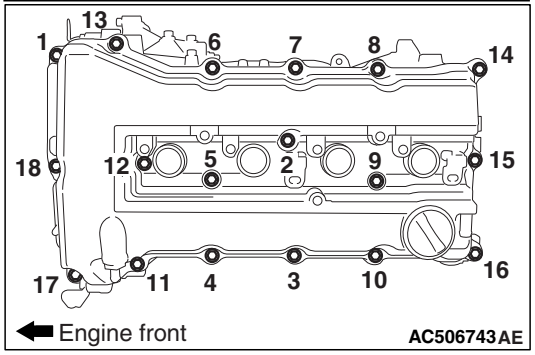
After the installation, until a sufficient period of time (one hour or more) elapses, do not apply the oil or water to the sealant application area or start the engine.



2. Apply sealant to the joint between the cylinder head and timing chain case assembly as shown in the figure and install the rocker cover assembly to the cylinder head.

   Specified sealant: Three bond 1217G or equivalent

   NOTE: Install the rocker cover assembly immediately after applying sealant.



3. Tighten the rocker cover assembly mounting bolts to the specified torque in the order of number shown in the figure.

   Tightening torque: 3.0 ± 1.0 N· m (27 ± 8 in-lb)

4. Tighten again the rocker cover assembly mounting bolts to the specified torque in the order of number shown in the figure.

   Tightening torque: 5.5 ± 0.5 N· m (49 ± 4 in-lb)

VALVE STEM SEAL

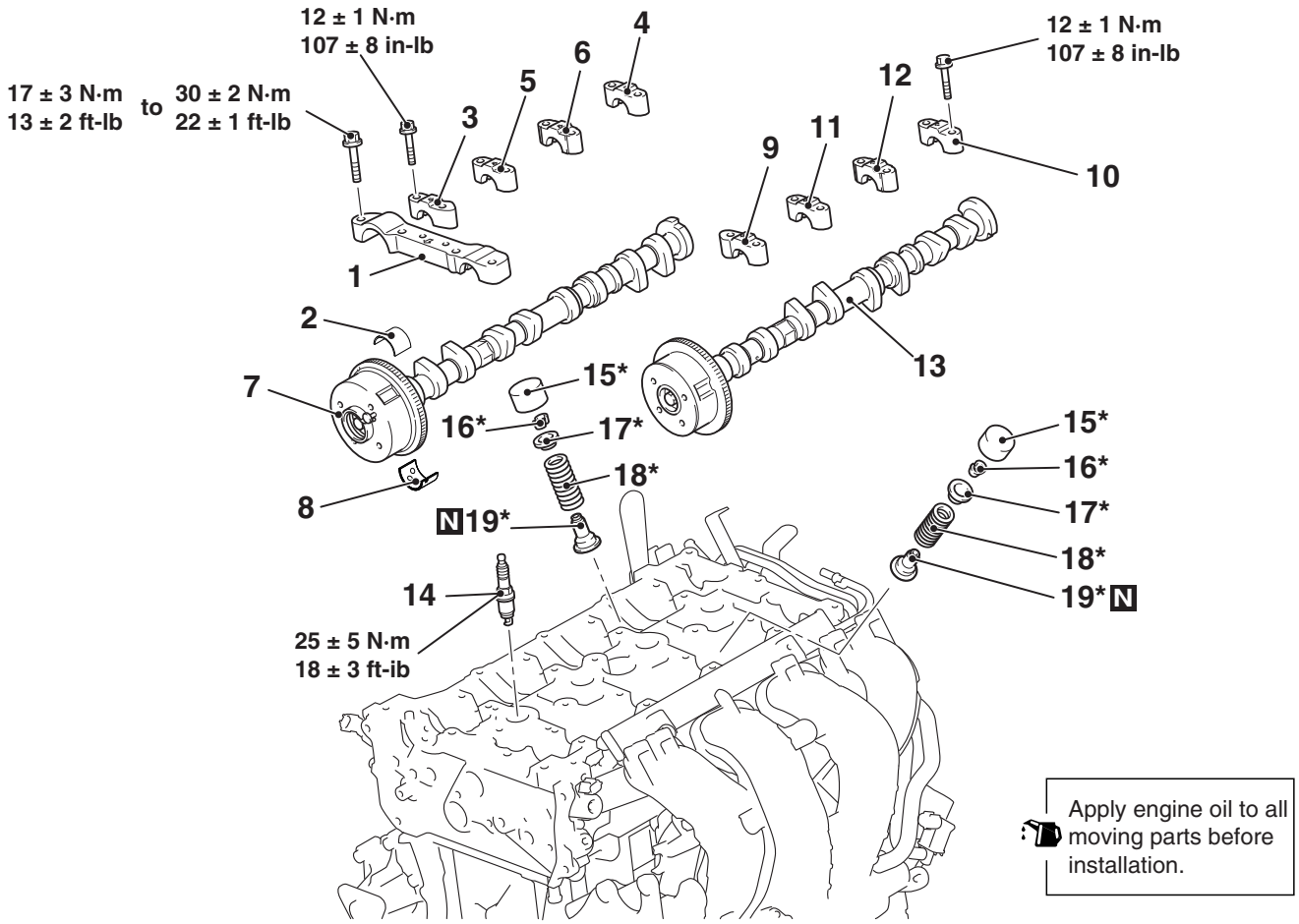
REMOVAL AND INSTALLATION

M1112008100966

⚠ CAUTION

***Remove and assemble the marked parts in each cylinder unit.**

Pre-removal Operation	Post-installation Operation
• Engine Room Under Cover Front A, B and Engine Room Side Cover (RH) Removal (Refer to GROUP 51, Under Cover P.51-20.) • Engine Oil Draining (Refer to GROUP 12, On-vehicle Service –Engine Oil Replacement P.12-5.) • Rocker Cover Assembly Removal (Refer to P.11C-24.) • Engine Oil Pan Removal (Refer to P.11C-46.) • Timing Chain Removal (Refer to P.11C-64.)	• Timing Chain Installation (Refer to P.11C-64.) • Engine Oil Pan Installation (Refer to P.11C-46.) • Valve Clearance Check (Refer to P.11C-11.) • Rocker Cover Assembly Installation (Refer to P.11C-24.) • Engine Oil Refilling (Refer to GROUP 12, On-vehicle Service –Engine Oil Replacement P.12-5.) • Engine Room Under Cover Front A, B and Engine Room Side Cover (RH) Installation (Refer to GROUP 51, Under Cover P.51-20.)



Removal steps

<<A>>	>>F<<	1.	Front camshaft bearing cap
	>>E<<	2.	Camshaft bearing
<<B>>	>>D<<	3.	Oil feeding camshaft bearing cap (exhaust side)
<<B>>	>>D<<	4.	Camshaft bearing cap (exhaust side)
<<B>>	>>D<<	5.	Camshaft bearing cap (exhaust side)
<<B>>	>>D<<	6.	Thrust camshaft bearing cap (exhaust side)

Removal steps (Continued)

	>>E<<	7.	Camshaft and camshaft sprocket assembly (exhaust side)
	>>E<<	8.	Camshaft bearing
<<B>>	>>D<<	9.	Oil feeding camshaft bearing cap (intake side)
<<B>>	>>D<<	10.	Camshaft bearing cap (intake side)
<<B>>	>>D<<	11.	Camshaft bearing cap (intake side)
<<B>>	>>D<<	12.	Thrust camshaft bearing cap (intake side)

TSB Revision

Removal steps (Continued)

13. Camshaft and camshaft sprocket assembly (intake side)
14. Spark plug

<<C>> >>C<< 15. Valve tappet
<<D>> >>B<< 16. Valve spring retainer lock
17. Valve spring retainer
18. Valve spring
<<E>> >>A<< 19. Valve stem seal

Required Special Tools:

- MD998772: Valve Spring Compressor
- MB992089: Retainer Holder C
- MB992090: Retainer Holder Attachment
- MB992085: Valve Stem Seal Pliers
- MD998737: Valve Stem Seal Installer

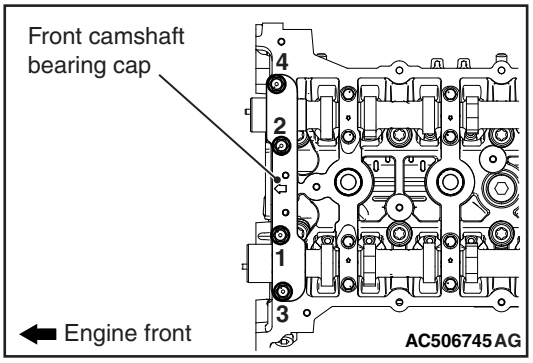
REMOVAL SERVICE POINTS

<<A>> FRONT CAMSHAFT BEARING CAP REMOVAL

⚠ CAUTION

Be careful not to drop the camshaft bearing.

Loosen the front camshaft bearing cap mounting bolts in the order of number shown in the figure, and remove the front camshaft bearing cap.

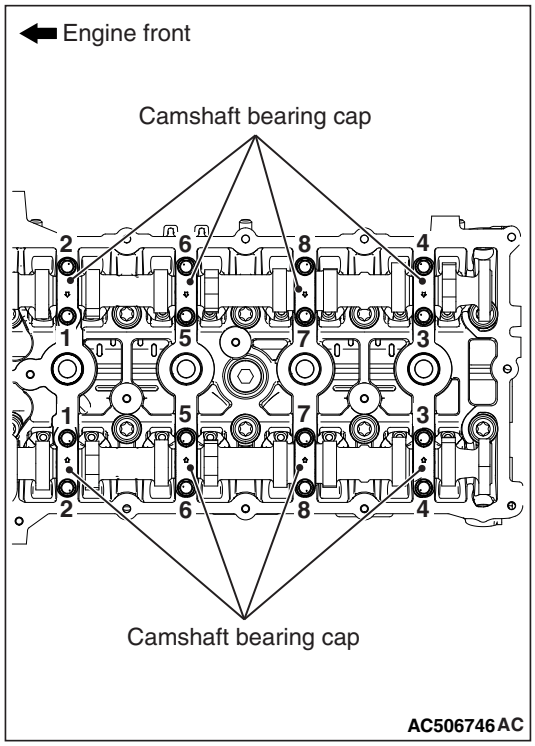


<<B>> OIL FEEDING CAMSHAFT BEARING CAP/CAMSHAFT BEARING CAP/THRUST CAMSHAFT BEARING CAP REMOVAL

⚠ CAUTION

When the camshaft bearing cap mounting bolts are loosened at once, the mounting bolts jump out by the spring force and the threads are damaged. Always loosen the mounting bolts in four or five steps.

Loosen the camshaft bearing caps mounting bolts in the order of number shown in the figure in four or five steps, and remove the camshaft bearing caps.

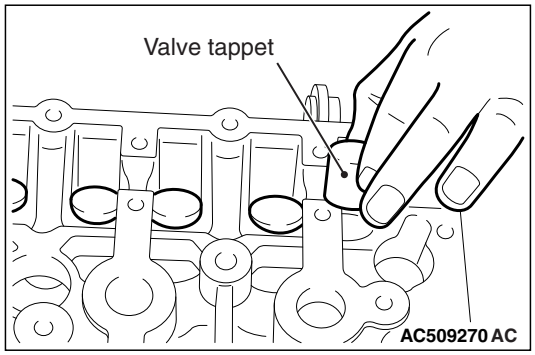


<<C>> VALVE TAPPET REMOVAL

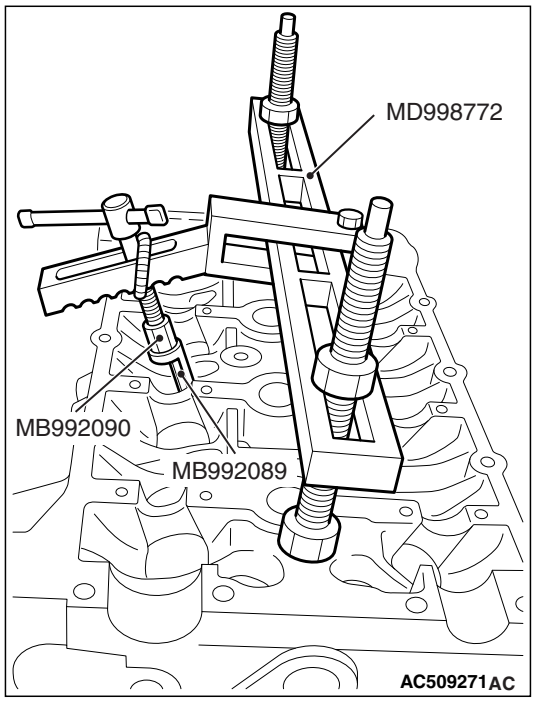
⚠ CAUTION

- **Do not use pliers or other tools to remove the valve tappets. Always remove them by hand.**
- **When reusing the removed valve tappet, it has to be installed in the same position as before. Be sure to put a tab that shows the original installation position on the valve tappet when storing it.**

Remove all of the valve tappets by hand.



<<D>> VALVE SPRING RETAINER LOCK REMOVAL



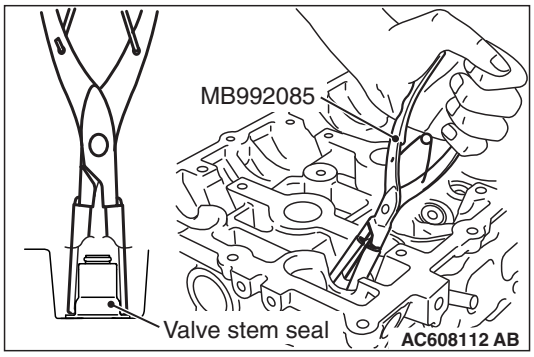
1. Screw in special tool MB992090 to special tool MD998772 and assemble special tool MB992089.

⚠ CAUTION

When removing the valve spring retainer lock, leave the piston of the cylinder in the TDC (Top Dead Center) position. The valve may fall into the cylinder if the piston is not properly in the TDC position.

2. Install special tool MD998772 (with special tools MB992090 and MB992089 attached) to the cylinder head and compress the valve spring. Then, remove the valve spring retainer lock.

<<E>> VALVE STEM SEAL REMOVAL



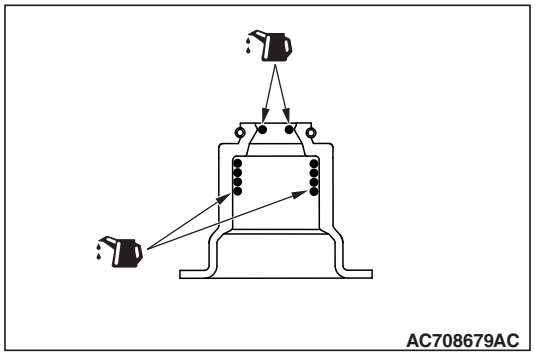
Use special tool MB992085 to grip the base of the stem seal (where the outside diameter is larger) securely, and remove it by twisting it to the left and right.

INSTALLATION SERVICE POINTS

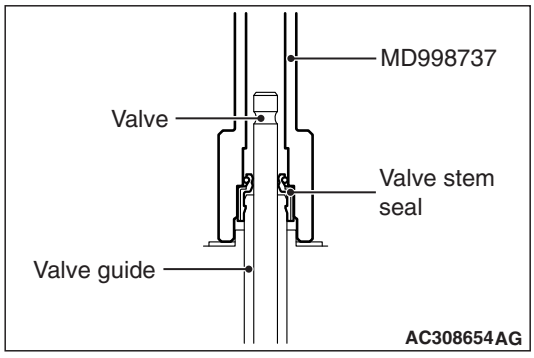
>>A<< VALVE STEM SEAL INSTALLATION

⚠ CAUTION

- **Valve stem seals cannot be reused.**
- **Do not damage the wall of the tappet hole when installing the valve stem seal.**
- **Special tool MD998737 must be used to install the valve stem seal. Improper installation of the valve stem seal could result in oil leaking past the valve guide.**

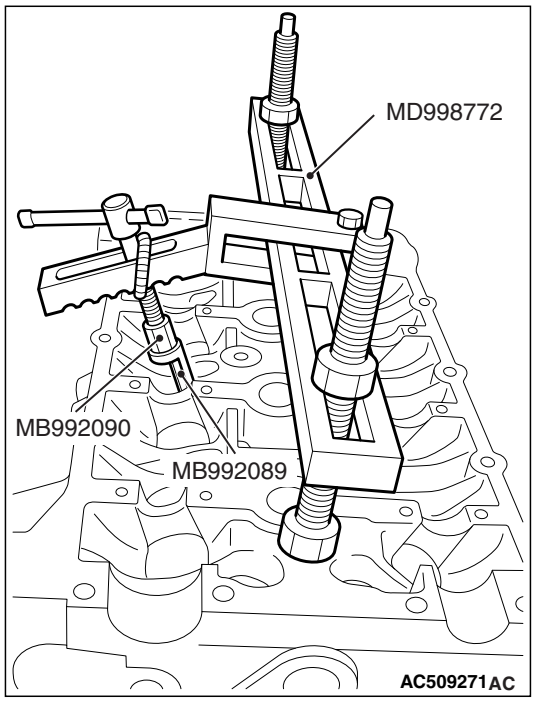


1. Apply a small amount of engine oil to the press-fit part and lip part of the new valve stem seal.



2. Use special tool MD998737 to press-fit a new valve stem seal in the valve guide using the valve stem area as a guide.

>>B<< VALVE SPRING RETAINER LOCK INSTALLATION



In the same manner as removal, use special tool MD998772 (with special tools MB992090 and MB992089 attached) to compress the valve spring, and install the valve spring retainer lock.

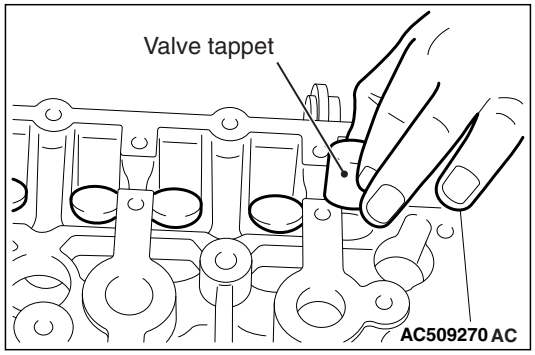
>>C<< VALVE TAPPET INSTALLATION

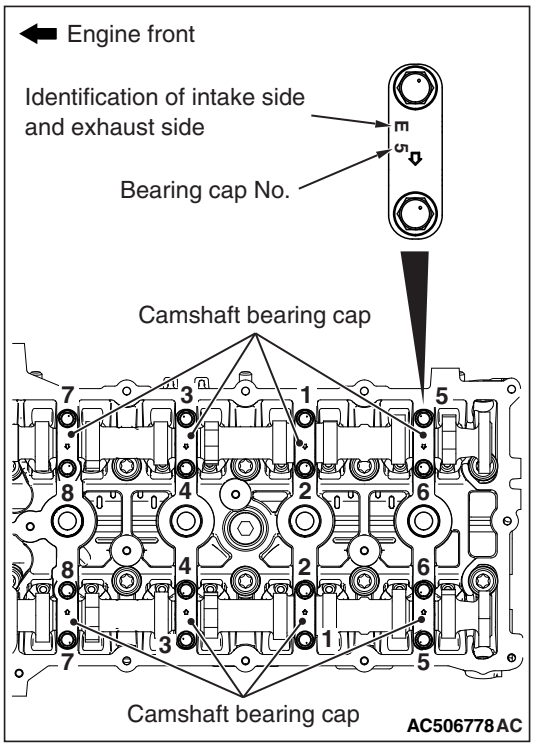
1. Apply a small amount of engine oil to the valve tappets.

⚠ CAUTION

- **Do not use pliers or other tools to install the valve tappets. Always install them by hand.**
- **Be sure to install the valve tappets in the same position as before.**

2. Install the valve tappet to the cylinder head.





>>D<< THRUST CAMSHAFT BEARING CAP/CAMSHAFT BEARING CAP/OIL FEEDING CAMSHAFT BEARING CAP INSTALLATION

1. Install the camshaft bearing caps to the cylinder head.

   NOTE: Because the thrust camshaft bearing cap and camshaft bearing cap are the same in shape, check the cap number and additionally its symbol to identify the intake and exhaust sides for correct installation.

2. Tighten each camshaft bearing cap mounting bolts to the specified torque in the order of number shown in the figure in two or three steps.

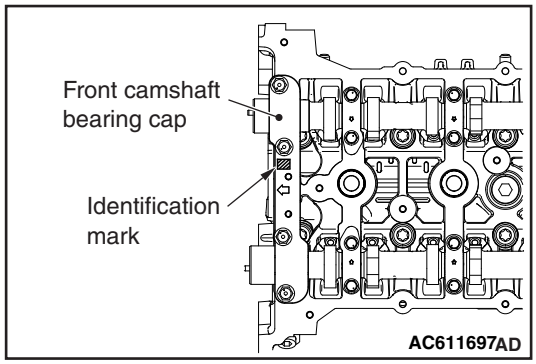
   Tightening torque: 12 ± 1 N· m (107 ± 8 in-lb)

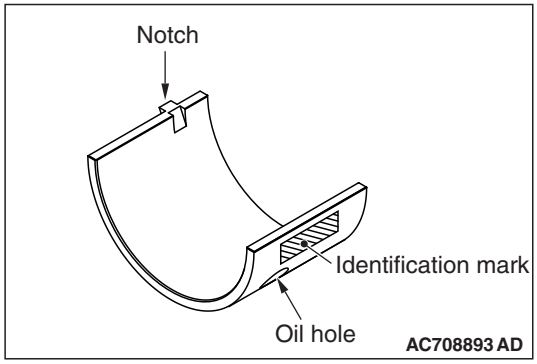
>>E<< CAMSHAFT BEARING/CAMSHAFT AND CAMSHAFT SPROCKET ASSEMBLY (EXHAUST SIDE) INSTALLATION

⚠ CAUTION

- **Be careful not to drop the camshaft bearing.**
- **When installing the camshaft and camshaft sprocket assembly (exhaust side), be careful not to let the camshaft bearing which is installed to the front cam bearing deviate from its position.**

When replacing the camshaft bearing, according to the identification mark of front camshaft bearing cap in the table below, select a camshaft bearing with the corresponding size. Note that the identification mark of camshaft bearing is stamped on the place shown in the figure.



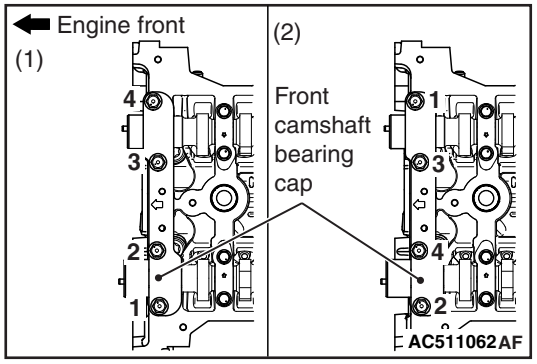


Front camshaft bearing cap		Camshaft bearing identification mark
Identification mark	Journal diameter mm (in)	
1	40.000 - 40.008 (1.5748 - 1.5751)	1
2	40.008 - 40.016 (1.5751 - 1.5754)	2
3	40.016 - 40.024 (1.5754 - 1.5757)	3

>>F<< FRONT CAMSHAFT BEARING CAP INSTALLATION

⚠ CAUTION

When the mounting bolts are tightened with the front camshaft bearing cap tilted, the front camshaft bearing cap is damaged. Install the front camshaft bearing cap properly to the cylinder head and camshaft.



1. Install the front camshaft bearing cap to the cylinder head, and temporarily tighten the front camshaft bearing cap mounting bolts to the specified torque in the order of the figure (1.)

   Tightening torque: 17 ± 3 N· m (13 ± 2 ft-lb)

2. Tighten the front camshaft bearing cap mounting bolts again to the specified torque in the order of the figure (2.)

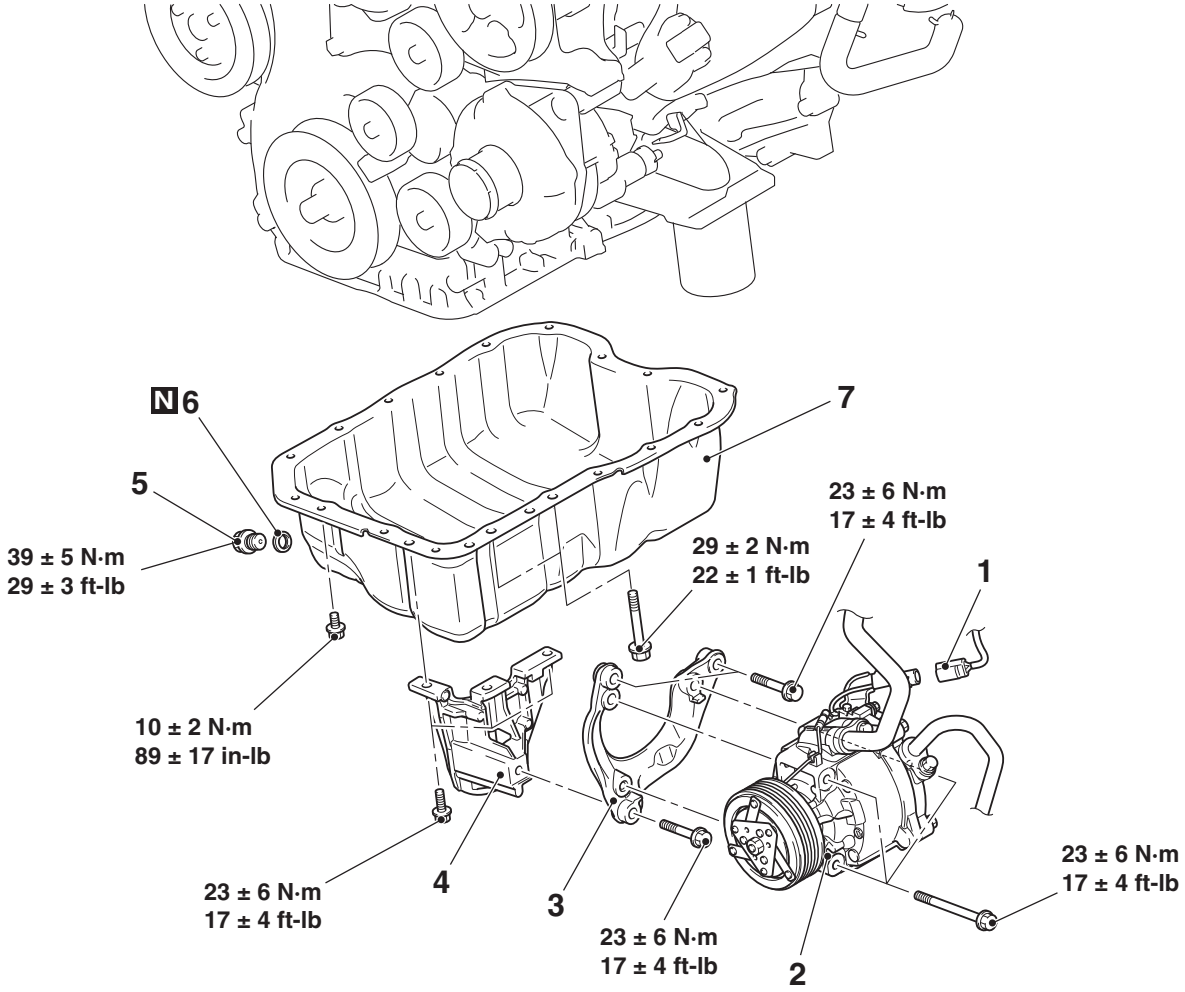
   Tightening torque: 30 ± 2 N· m (22 ± 1 ft-lb)

OIL PAN

REMOVAL AND INSTALLATION

M1112002802769

Pre-removal Operation	Post-installation Operation
• Engine Room Under Cover Front A, B and Engine Room Side Cover (RH) Removal (Refer to GROUP 51, Under Cover P.51-20.) • Engine Oil Draining (Refer to GROUP 12, On-vehicle Service –Engine Oil Replacement P.12-5.) • Drive Belt Removal (Refer to P.11C-19.)	• Drive Belt Installation (Refer to P.11C-19.) • Engine Oil Refilling (Refer to GROUP 12, On-vehicle Service –Engine Oil Replacement P.12-5.) • Engine Room Under Cover Front A, B and Engine Room Side Cover (RH) Installation (Refer to GROUP 51, Under Cover P.51-20.)



AC803678AB

Removal steps

1. A/C compressor and clutch connector connection
<<A>> >>C<< 2. A/C compressor and clutch assembly
3. A/C compressor bracket A

Removal steps (Continued)

4. A/C compressor bracket B
5. Engine oil pan drain plug
>>B<< 6. Engine oil pan drain plug gasket
<<B>> >>A<< 7. Engine oil pan

Required Special Tool:

- MD998727: Oil Pan FIPG Cutter

TSB Revision

REMOVAL SERVICE POINTS

<<A>> A/C COMPRESSOR AND CLUTCH ASSEMBLY REMOVAL

1. Remove the A/C compressor and clutch assembly together with the hose from the bracket.
2. Tie the removed A/C compressor and clutch assembly with a string at a position where they will not interfere with the removal and installation of engine oil pan.

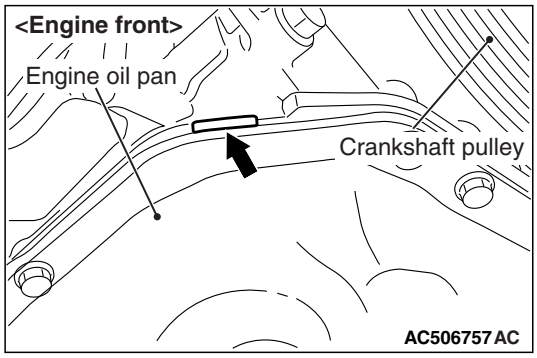
<<B>> ENGINE OIL PAN REMOVAL

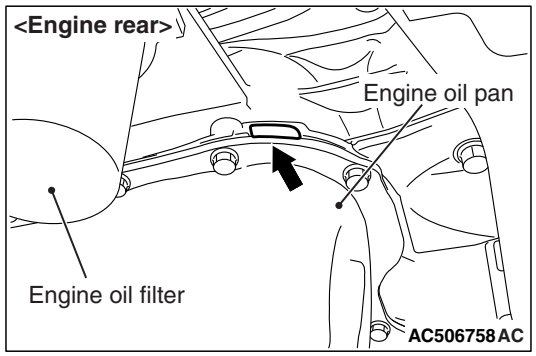
1. Remove the engine oil pan mounting bolts.

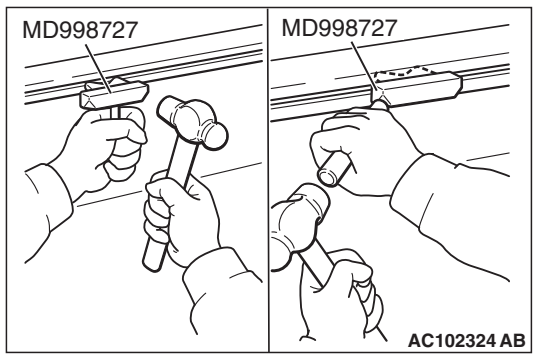
⚠ CAUTION

Do not forcibly drive in special tool MD998727 to avoid damage to the engine oil pan seal surface of cylinder block assembly.

2. Insert special tool MD998727 from the engine oil pan removal groove of the cylinder block assembly.
3. Lightly tap the special tool MD998727 with a hammer to slide the engine oil pan seal surface, cut off the liquid gasket, and remove the engine oil pan.

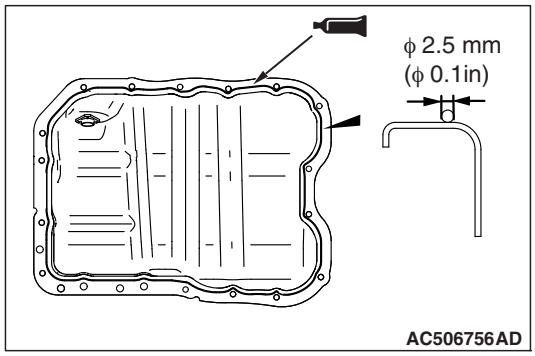






INSTALLATION SERVICE POINTS

>>A<< ENGINE OIL PAN INSTALLATION



1. Remove all the traces of sealant adhering to the engine oil pan and cylinder block assembly using a remover or others. Then, degrease them.
2. Apply the sealant without any gap to the mating surface of engine oil pan as shown in the figure, and install the engine oil pan to the cylinder block assembly.

   Specified sealant: Three bond 1217G or equivalent

   NOTE: Install the engine oil pan immediately after applying sealant.

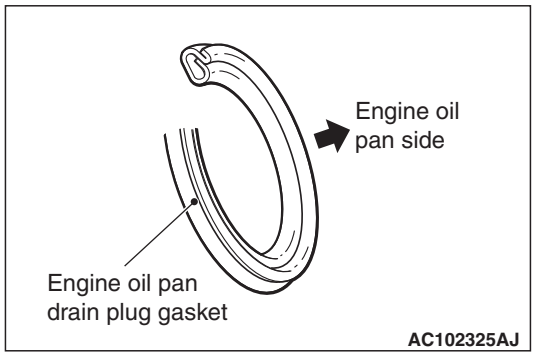
⚠ CAUTION

After the installation, until a sufficient period of time (one hour or more) elapses, do not apply the oil or water to the sealant application area or start the engine.

3. Tighten the engine oil pan mounting bolts to the specified torque.

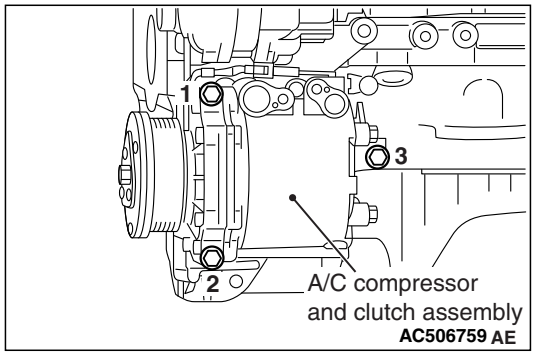
   Tightening torque:
   M6: 10 ±2 N· m (89 ±17 in-lb)
   M8: 29 ±2 N· m (21 ±1 ft-lb)

>>B<< ENGINE OIL PAN DRAIN PLUG GASKET INSTALLATION



Replace the engine oil pan drain plug gasket with a new one. Install the new engine oil pan drain plug gasket in the direction shown in the illustration.

>>C<< A/C COMPRESSOR AND CLUTCH ASSEMBLY INSTALLATION



Tighten A/C compressor and clutch assembly mounting bolts to the specified torque in the order of number shown in the illustration.

Tightening torque: 23 ±6 N· m (17 ±4 ft-lb)

INSPECTION

M1112002900834

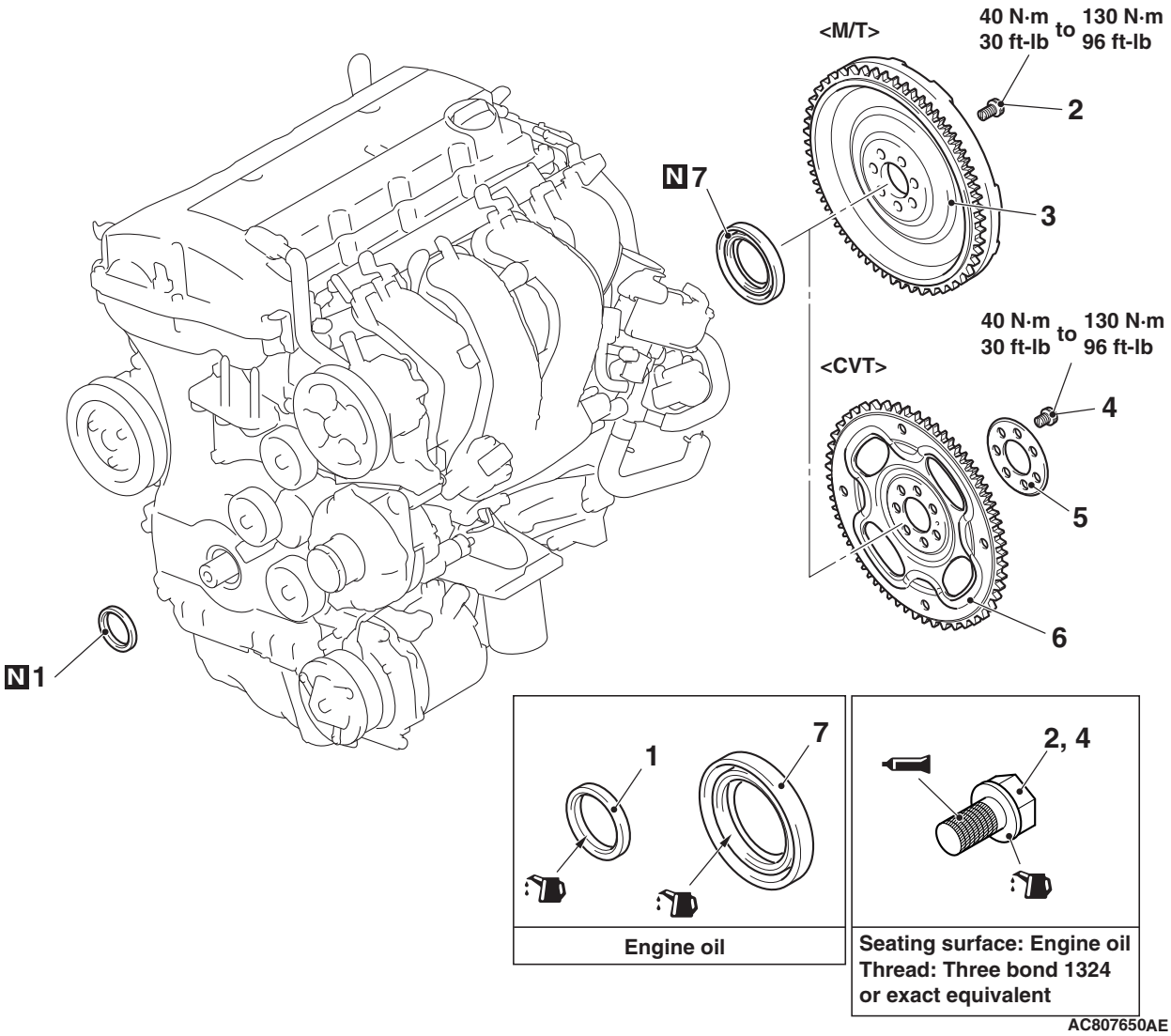
- Check the engine oil pan for cracks.
- Check the engine oil pan sealant-coated surface for damage and deformation.

TSB Revision

CRANKSHAFT OIL SEAL

REMOVAL AND INSTALLATION

M1112003103380



AC807650AE

Crankshaft front oil seal removal steps

- Crankshaft pulley (Refer to P.11C-19)

>>C<< 1. Crankshaft front oil seal

Crankshaft rear oil seal removal steps <M/T>

- Manual transaxle assembly (Refer to GROUP 22A, Transaxle Assembly P.22A-12)
- Clutch cover and clutch disk (Refer to GROUP 21B, Clutch P.21B-3)

<<A>> >>B<< 2. Flywheel bolt

Crankshaft rear oil seal removal steps <M/T> (Continued)

>>B<< 3. Flywheel assembly

>>A<< 7. Crankshaft rear oil seal

Crankshaft rear oil seal removal steps <CVT>

- CVT assembly (Refer to GROUP 23A, Transaxle Assembly P.23A-152)

<<A>> >>B<< 4. Drive plate bolt

>>B<< 5. Adapter plate

>>B<< 6. Drive plate

>>A<< 7. Crankshaft rear oil seal

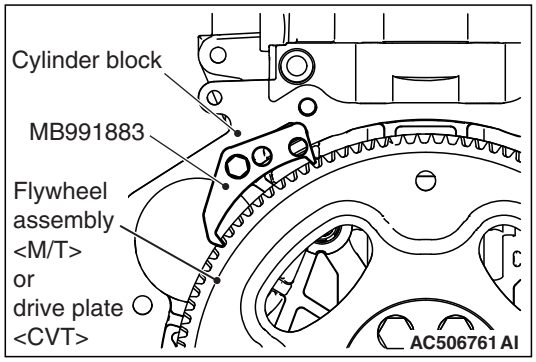
Required Special Tools:

- MB991883: Flywheel Stopper
- MD998718: Crankshaft Rear Oil Seal Installer
- MB991448: Bush Remover And Installer Base

TSB Revision

REMOVAL SERVICE POINT

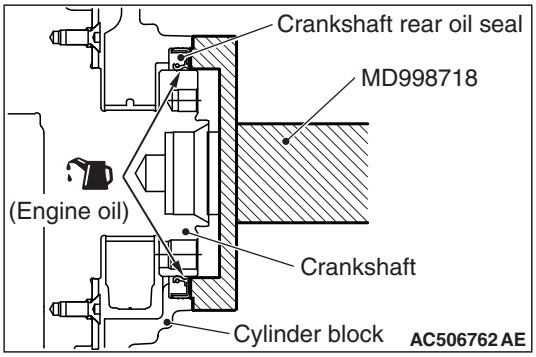
<<A>> FLYWHEEL BOLT <M/T>/DRIVE PLATE BOLT <CVT> REMOVAL



Fix the flywheel assembly using special tool MB991883, and loosen the flywheel bolts <M/T.>
Fix the drive plate using special tool MB991883, and loosen the drive plate bolts <CVT.>

INSTALLATION SERVICE POINTS

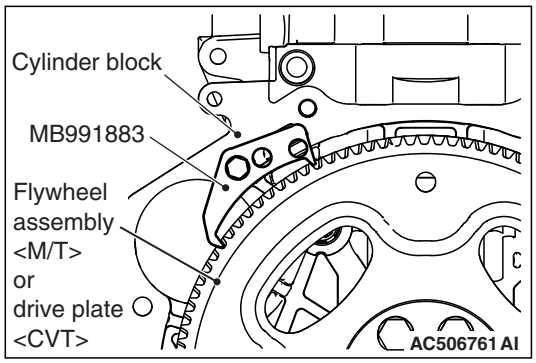
>>A<< CRANKSHAFT REAR OIL SEAL INSTALLATION



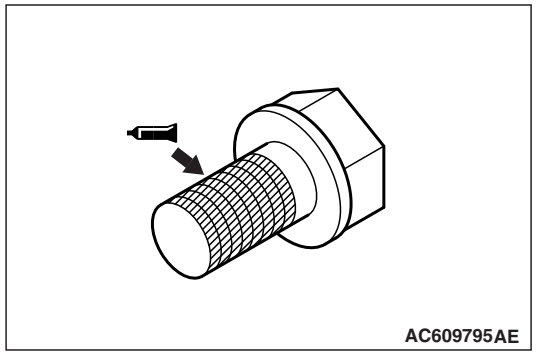
1. Apply a small amount of engine oil to the entire inner diameter of the crankshaft rear oil seal lip.
2. Using special tool MD998718, press in the crankshaft rear oil seal up to the cylinder block end surface.

>>B<< DRIVE PLATE <CVT>/ADAPTER PLATE <CVT>/DRIVE PLATE BOLT <CVT>/FLYWHEEL ASSEMBLY <M/T>/FLYWHEEL BOLT <M/T> INSTALLATION

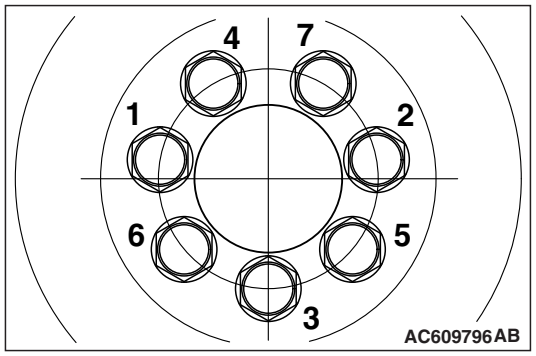
1. Remove the sealant, engine oil, and other adhering materials from the drive plate installation face, the crankshaft screw hole and drive plate bolts <CVT.>
   Remove the sealant, engine oil, and other adhering materials from the flywheel assembly installation face, the crankshaft screw hole and flywheel bolts <M/T.>
2. Install the drive plate and drive plate adapter plate to the crankshaft <CVT.>
   Install the flywheel assembly to the crankshaft <M/T.>



3. Use special tool MB991883 to secure the drive plate in the same manner as removal <CVT.>
   Use special tool MB991883 to secure the flywheel assembly in the same manner as removal <M/T.>
4. Apply a small amount of engine oil to the screw holes of the crankshaft and the bearing surface of the drive plate bolts <CVT.>
   Apply a small amount of engine oil to the screw holes of the crankshaft and the bearing surface of the flywheel bolts <M/T.>



5. Apply specified sealant to the drive plate bolts <CVT> or flywheel bolts <M/T> threads.
   Specified sealant: Three bond 1324 or exact equivalent

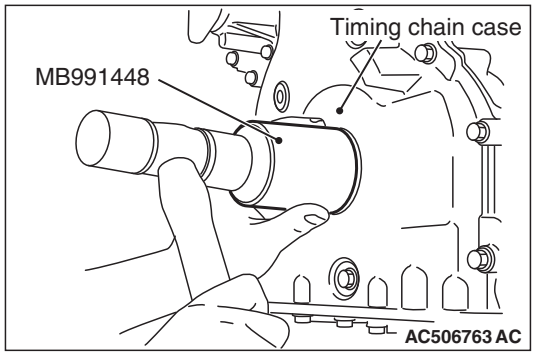


6. Tighten the drive plate bolts <CVT> or flywheel bolts <M/T> to the specified torque in the order shown in the illustration.
   Tightening torque: 40 N· m (30 ft-lb)
7. Tighten the drive plate bolts <CVT> or flywheel bolts <M/T> to the specified torque again in the order shown in the illustration.
   Tightening torque: 130 N· m (96 ft-lb)

>>C<< CRANKSHAFT FRONT OIL SEAL INSTALLATION

1. Apply a small amount of engine oil to the entire inner diameter of the crankshaft front oil seal lip.

⚠ CAUTION
When installing the crankshaft front oil seal, be careful to avoid damage to the crankshaft front oil seal.



2. Using special tool MB991448, press in the crankshaft front oil seal up to the chamfered surface of timing chain case.

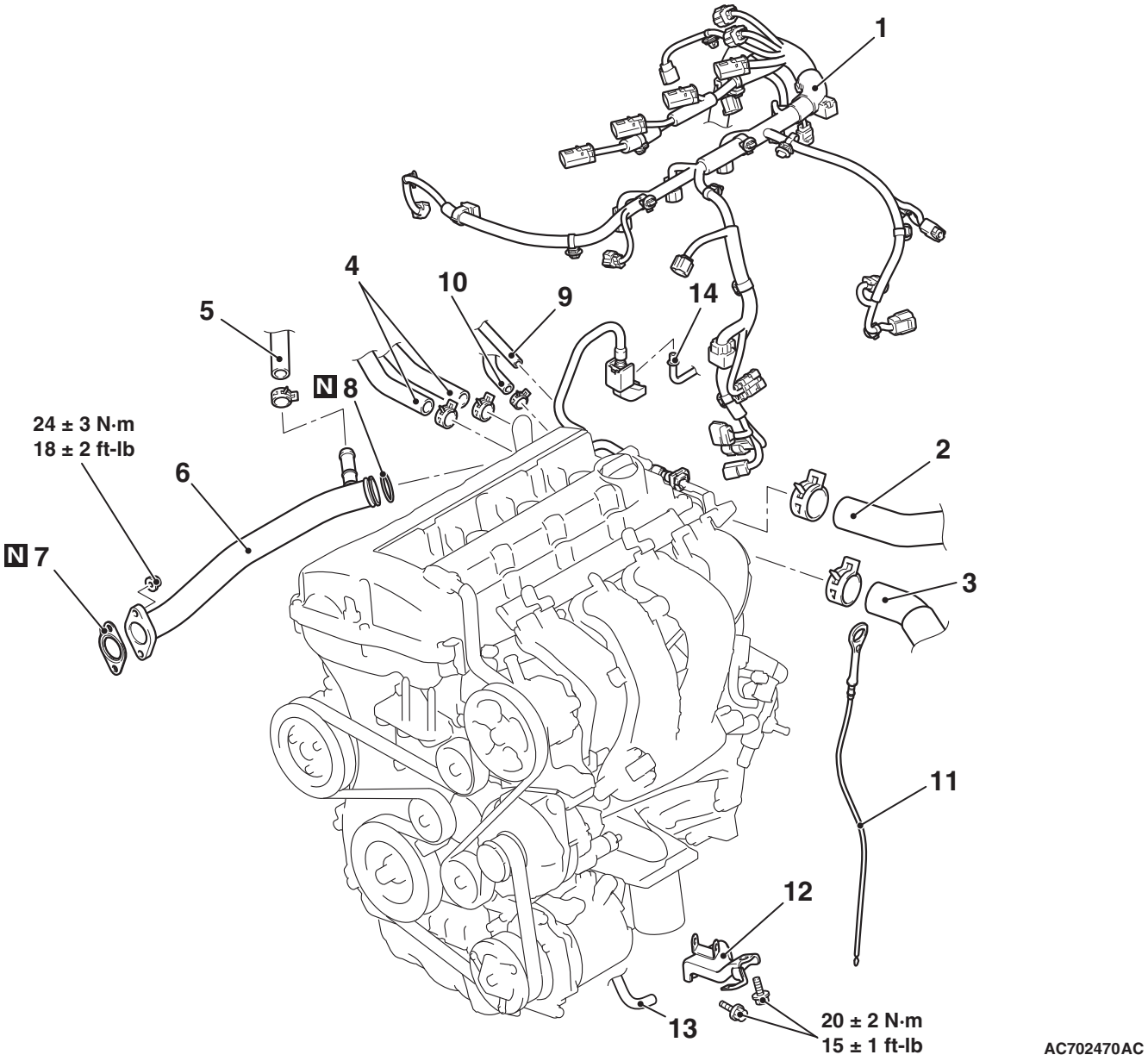
CYLINDER HEAD GASKET

REMOVAL AND INSTALLATION

M1112004004130

Pre-removal Operation	Post-installation Operation
• Fuel Line Pressure Reduction (Refer to GROUP 13B, On-vehicle Service –How to Reduce Pressurized Fuel Lines P.13B-1000.) • Engine Room Under Cover Front A, B and Engine Room Side Cover (RH) Removal (Refer to GROUP 51, Under Cover P.51-20.) • Engine Coolant Draining (Refer to GROUP 14, On-vehicle Service –Engine Coolant Replacement P.14-26.) • Air Cleaner Assembly Removal (Refer to GROUP 15, Air Cleaner P.15-10.) • Ignition Coil Removal (Refer to GROUP 16, Ignition System –Ignition Coil P.16-51.) • Exhaust Manifold Removal (Refer to GROUP 15, Exhaust Manifold P.15-26.) • Throttle Body Assembly Removal (Refer to GROUP 13B, Throttle Body Assembly P.13B-1020.) • EGR Valve and EGR Valve Stay Removal (Refer to GROUP 17, EGR Valve P.17-106.) • Water Pump Removal (Refer to GROUP 14, Water Pump P.14-40.)	• Water Pump Installation (Refer to GROUP 14, Water Pump P.14-40.) • EGR Valve and EGR Valve Stay Installation (Refer to GROUP 17, EGR Valve P.17-106.) • Throttle Body Assembly Installation (Refer to GROUP 13B, Throttle Body Assembly P.13B-1020.) • Exhaust Manifold Installation (Refer to GROUP 15, Exhaust Manifold P.15-26.) • Ignition Coil Installation (Refer to GROUP 16, Ignition System –Ignition Coil P.16-51.) • Air Cleaner Assembly Installation (Refer to GROUP 15, Air Cleaner P.15-10.) • Engine Coolant Refilling (Refer to GROUP 14, On-vehicle Service –Engine Coolant Replacement P.14-26.) • Fuel Leak Check • Engine Room Under Cover Front A, B and Engine Room Side Cover (RH) Installation (Refer to GROUP 51, Under Cover P.51-20.)

TSB Revision



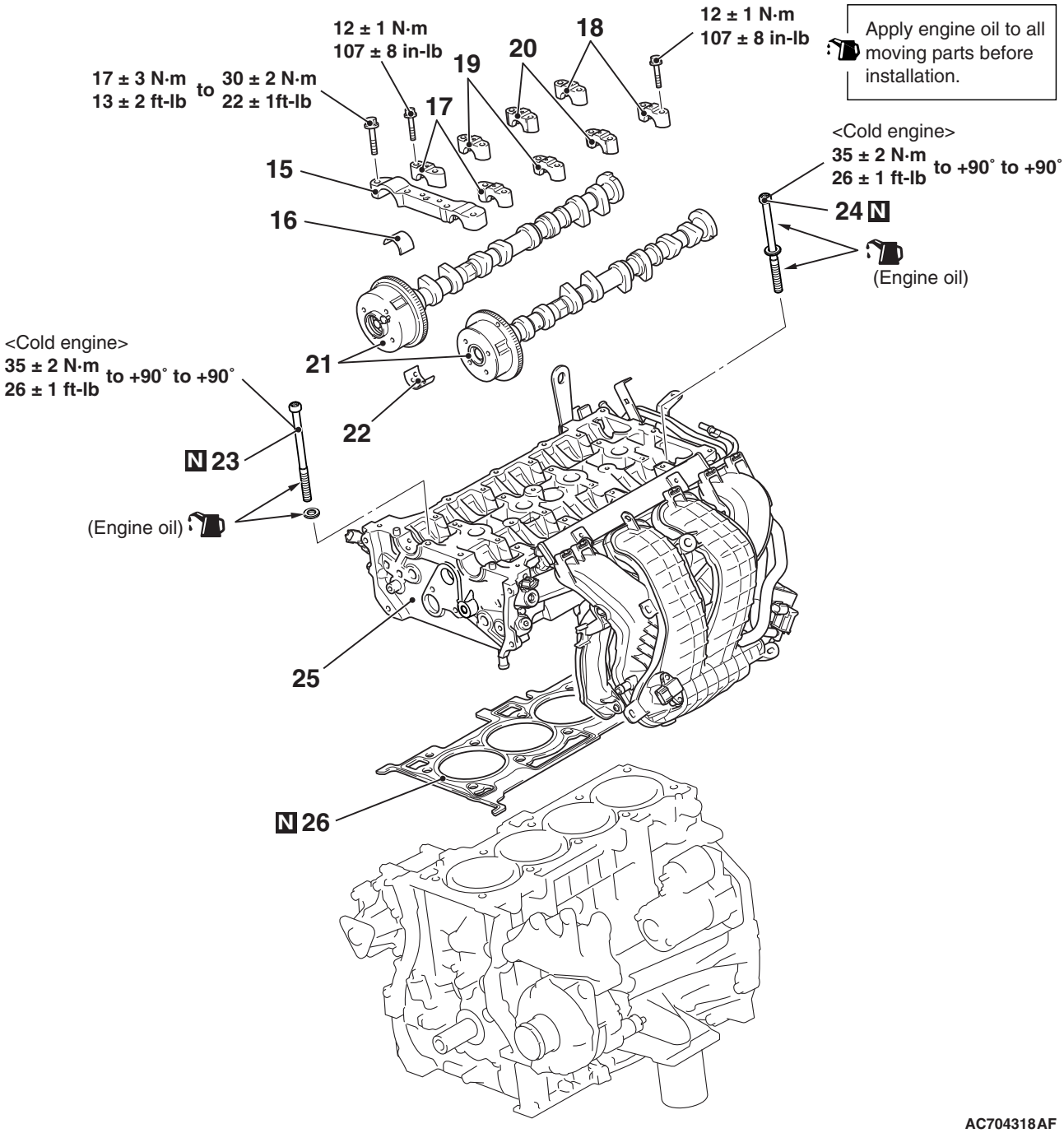
Removal steps

1. Control wiring harness connection
<<**A**>> >>**H**<< 2. Radiator upper hose connection
<<**A**>> >>**H**<< 3. Radiator lower hose connection
4. Heater hose connection
5. Cooling water line hose <M/T> or CVT fluid cooler water return hose B <CVT> connection
6. Water pump inlet pipe
7. Cooling water line gasket
>>**G**<< 8. O-ring

Removal steps (Continued)

9. Emission vacuum hose connection
10. Brake booster vacuum hose connection
11. Engine oil level gauge
12. Intake manifold stay
13. Cylinder head cover PCV hose connection
<<**B**>> >>**F**<< 14. Fuel high-pressure hose connection

TSB Revision



Removal steps

- Valve timing chain (Refer to P.11C-64)

<<C>> >>E<< 15. Front camshaft bearing cap
>>C<< 16. Camshaft bearing
<<D>> >>D<< 17. Oil feeding camshaft bearing cap
<<D>> >>D<< 18. Camshaft bearing cap
<<D>> >>D<< 19. Camshaft bearing cap

Removal steps (Continued)

<<D>> >>D<< 20. Thrust camshaft bearing cap
>>C<< 21. Camshaft and camshaft sprocket assembly
>>C<< 22. Camshaft bearing
<<E>> >>B<< 23. Cylinder head bolt
<<E>> >>B<< 24. Cylinder head bolt assembly
>>A<< 25. Cylinder head assembly
>>A<< 26. Cylinder head gasket

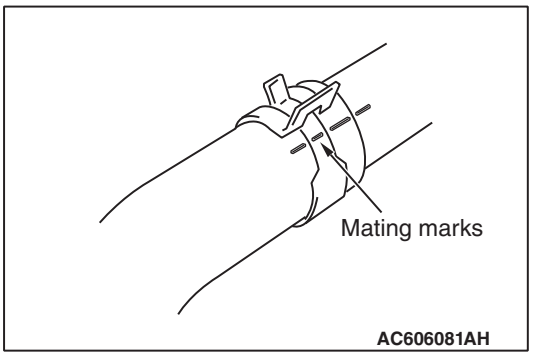
Required Special Tools:

- MB991454: Engine Hanger Balancer
- MB991895: Engine Hanger
- MB991928: Engine Hanger

TSB Revision

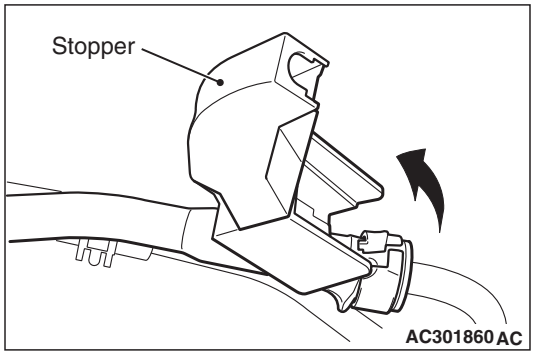
REMOVAL SERVICE POINTS

<<A>> RADIATOR UPPER HOSE/RADIATOR LOWER HOSE DISCONNECTION

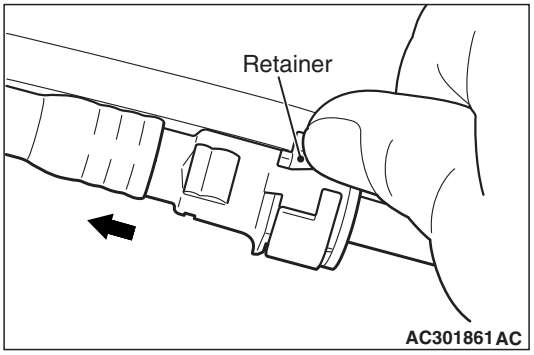


Make mating marks on the radiator hose and the hose clamp as shown to install them in the original position. Then, remove them.

<<B>> FUEL HIGH-PRESSURE HOSE DISCONNECTION



1. Remove the stopper of the fuel high-pressure hose.



2. Raise the retainer of the fuel high-pressure hose and pull out the fuel high-pressure hose in the direction shown in the figure.

   NOTE: If the retainer is released, install it securely after removing the fuel high-pressure hose.

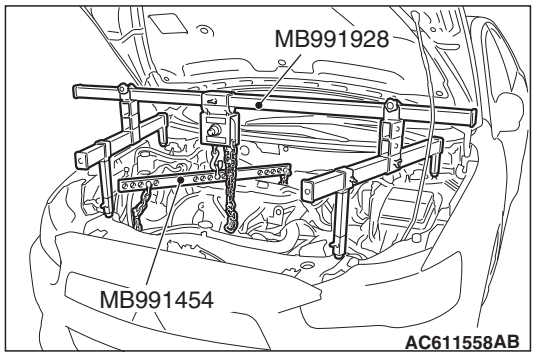
<<C>> FRONT CAMSHAFT BEARING CAP REMOVAL

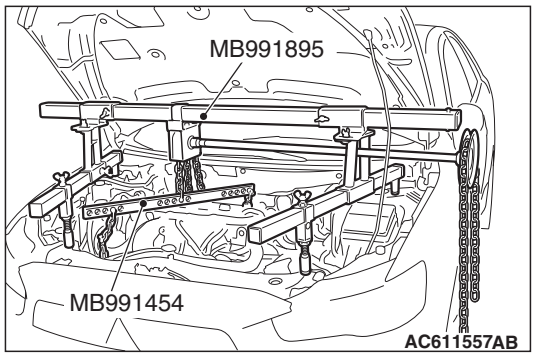
1. Temporarily install the engine oil pan which was removed at the timing chain removal (Refer to P.11C-46.)

⚠ CAUTION

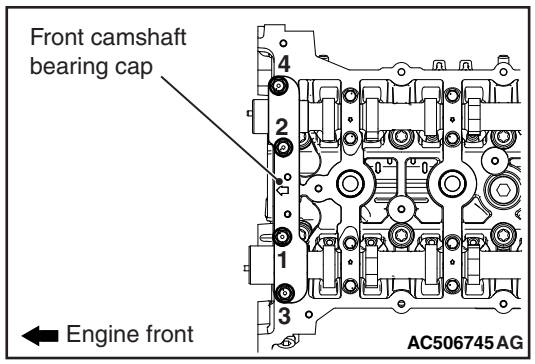
When supporting the engine and transaxle assembly with a garage jack, be careful not to deform the engine oil pan.

2. Place a garage jack against the engine oil pan with a piece of wood in between to support the engine and transaxle assembly.





3. Remove special tool MB991454, MB991928 or MB991895 which was installed for supporting the engine and transaxle assembly when the timing chain was removed.



⚠ CAUTION

Be careful not to drop the camshaft bearing.

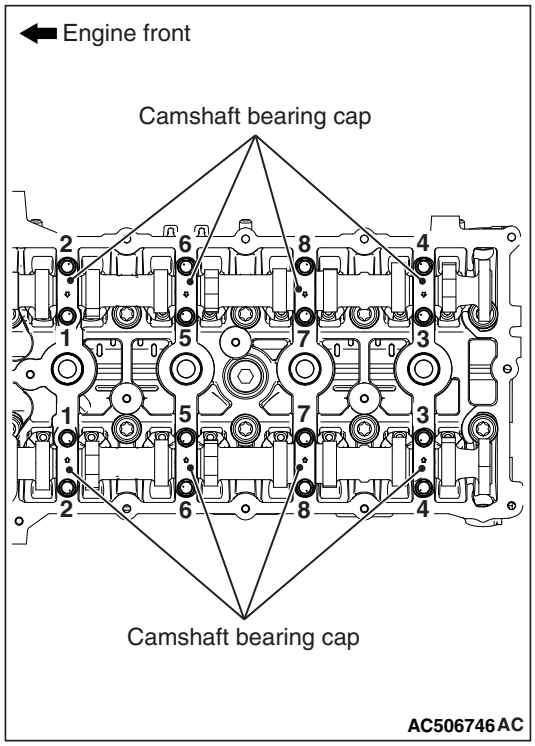
4. Loosen the front camshaft bearing cap mounting bolts in the order of number shown in the figure, and remove the front camshaft bearing cap.

<<D>> OIL FEEDING CAMSHAFT BEARING CAP/CAMSHAFT BEARING CAP/THRUST CAMSHAFT BEARING CAP REMOVAL

⚠ CAUTION

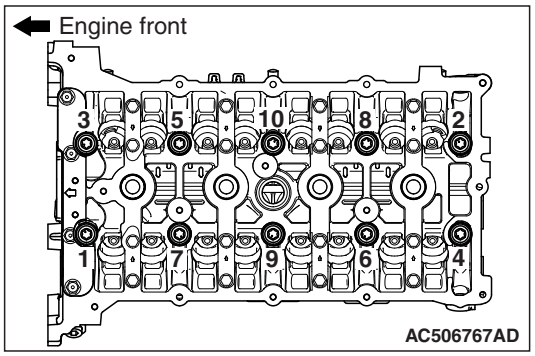
When the camshaft bearing cap mounting bolts are loosened at once, the mounting bolts jump out by the spring force and the threads are damaged. Always loosen the mounting bolts in four or five steps.

Loosen the camshaft bearing cap mounting bolts in the order of number shown in the figure in four or five steps, and remove the camshaft bearing caps.



<<E>> CYLINDER HEAD BOLT/CYLINDER HEAD BOLT ASSEMBLY REMOVAL

Loosen and remove the cylinder head bolts in two or three steps in the order of number shown in the figure.



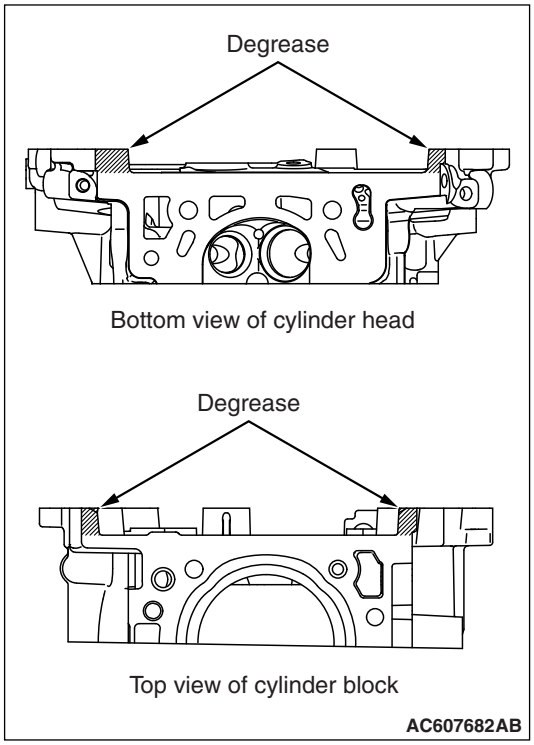
INSTALLATION SERVICE POINTS

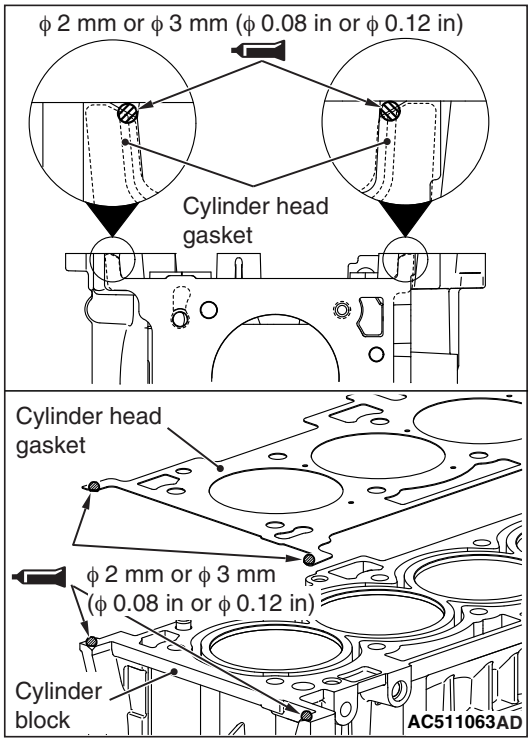
>>A<< CYLINDER HEAD GASKET/CYLINDER HEAD ASSEMBLY INSTALLATION

⚠ CAUTION

Do not allow any foreign materials get into the coolant passages, oil passages and cylinder.

1. Remove the sealant and grease on the top surface of cylinder block and on the bottom surface of the cylinder head. Then, degrease the sealant application surface.





2. Apply the sealant to the top surface of cylinder block as shown in the figure.

   Specified sealant: Three bond 1217G or equivalent

3. Within three minutes after the sealant application, install the cylinder head gasket to the cylinder block.

   NOTE: When the cylinder gasket is installed to the cylinder block, check that the sealant is securely applied to the bead line of the cylinder head gasket.

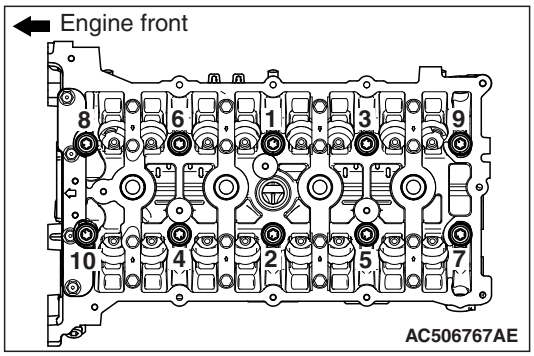
4. Apply the sealant to the top surface of cylinder head gasket as shown in the figure.

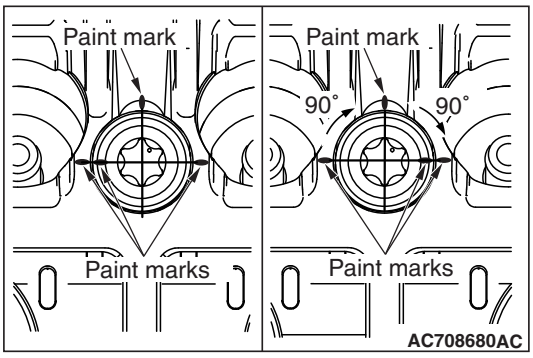
   Specified sealant: Three bond 1217G or equivalent

⚠ CAUTION

After the installation, until a sufficient period of time (one hour or more) elapses, do not apply the oil or water to the sealant application area or start the engine.

5. Within three minutes after the sealant application, install the cylinder head assembly.





>>B<< CYLINDER HEAD BOLT ASSEMBLY/CYLINDER HEAD BOLT INSTALLATION

1. Replace cylinder head bolts with a new ones.
2. For two cylinder head bolts of the timing chain side, the washer can be removed from the bolt. Install the washer, with its sag facing upward, to the cylinder head bolts.
3. Apply a small amount of engine oil to the cylinder head bolt threads and the washers.
4. Tighten the cylinder head bolts by the following procedure (plastic region angular tightening method.)
   (1) Tighten the cylinder head bolts to the specified torque in the order of number shown in the figure.

   Tightening torque: 35 ±2 N· m (26 ±1 ft-lb)

⚠ CAUTION

- **When the tightening angle is smaller than the specified tightening angle, the appropriate tightening capacity cannot be secured.**
- **When the tightening angle is larger than the specified tightening angle, remove the cylinder head bolt to start from the beginning again according to the procedure.**

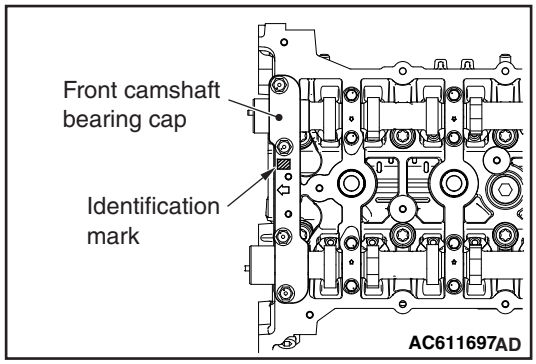
   (2) Apply paint marks to the head of cylinder head bolt and the cylinder head.
   (3) Tighten the cylinder head bolt to 90 degrees angle in the tightening order. Additionally tighten to 90 degrees angle, and check that the paint mark on the cylinder head bolt is aligned with the paint mark on the cylinder head.

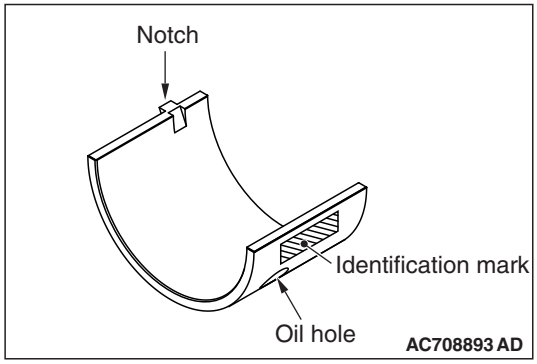
>>C<< CAMSHAFT BEARING/CAMSHAFT AND CAMSHAFT SPROCKET ASSEMBLY INSTALLATION

⚠ CAUTION

- **Be careful not to drop the camshaft bearing.**
- **When installing the camshaft and camshaft sprocket assembly (exhaust side), be careful not to let the camshaft bearing which is installed to the front cam bearing deviate from its position.**

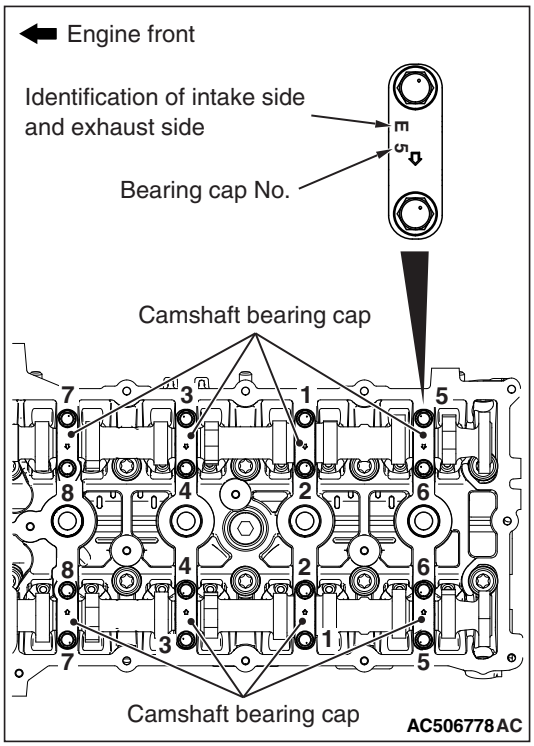
When replacing the camshaft bearing, according to the identification mark of front camshaft bearing cap in the table below, select a camshaft bearing with the corresponding size. Note that the identification mark of camshaft bearing is stamped on the place shown in the figure.





Front camshaft bearing cap		Camshaft bearing identification mark
Identification mark	Journal diameter mm (in)	
1	40.000 - 40.008 (1.5748 - 1.5751)	1
2	40.008 - 40.016 (1.5751 - 1.5754)	2
3	40.016 - 40.024 (1.5754 - 1.5757)	3

>>D<< THRUST CAMSHAFT BEARING CAP/CAMSHAFT BEARING CAP/OIL FEEDING CAMSHAFT BEARING CAP INSTALLATION



1. Install the camshaft bearing caps to the cylinder heads.

   NOTE: Because the thrust camshaft bearing cap and camshaft bearing cap are the same in shape, check the bearing cap number and additionally its symbol to identify the intake and exhaust sides for correct installation.

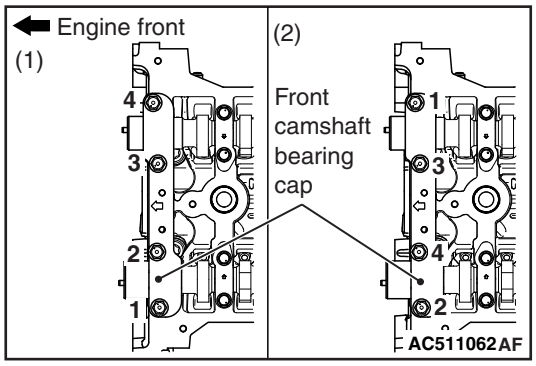
2. Tighten each camshaft bearing cap mounting bolts to the specified torque in the order of number shown in the figure in two or three steps.

   Tightening torque: 12 ± 1 N· m (107 ± 8 in-lb)

>>E<< FRONT CAMSHAFT BEARING CAP INSTALLATION

⚠ CAUTION

When the mounting bolts are tightened with the front camshaft bearing cap tilted, the front camshaft bearing cap is damaged. Install the front camshaft bearing cap properly to the cylinder head and camshaft.

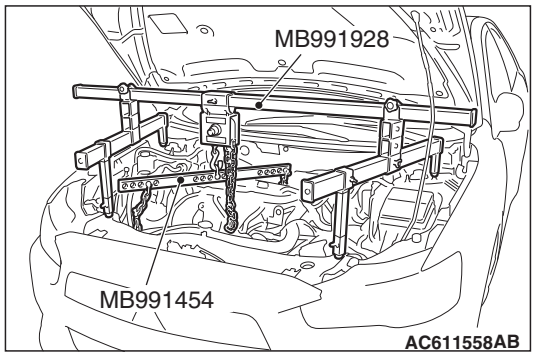


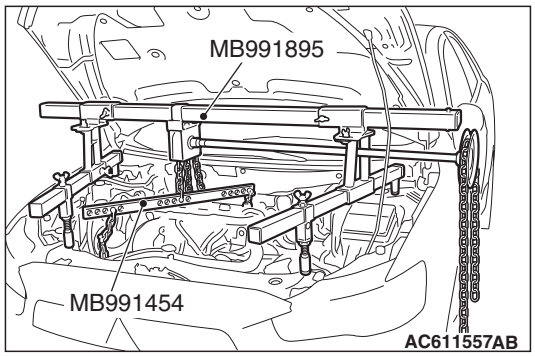
1. Install the front camshaft bearing cap to the cylinder head, and temporarily tighten the front camshaft bearing cap mounting bolts to the specified torque in the order of the figure (1.)

   Tightening torque: 17 ± 3 N· m (13 ± 2 ft-lb)

2. Tighten the front camshaft bearing cap mounting bolts again to the specified torque in the order of the figure (2.)

   Tightening torque: 30 ± 2 N· m (22 ± 1 ft-lb)





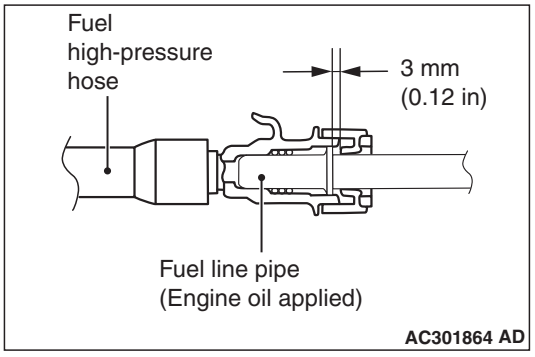
3. Install special tool MB991454, MB991928 or MB991895 which was installed for supporting the engine and transaxle assembly when the timing chain was removed (Refer to P.11C-64.)
4. Remove the garage jack which supports the engine and transaxle assembly.
5. Remove the engine oil pan installed temporarily.

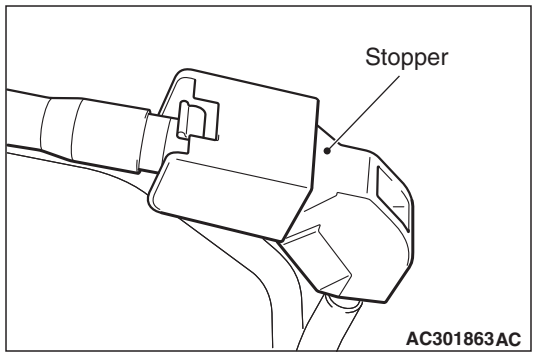
>>F<< FUEL HIGH-PRESSURE HOSE CONNECTION

⚠ CAUTION

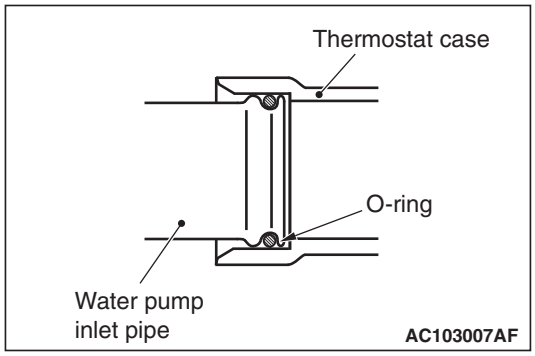
After connecting the fuel high-pressure hose, slightly pull it in the pull-out direction to check that it is installed firmly. In addition, check that there is approximately 3mm (0.12 inch) play. After the check, install the stopper securely.

Apply a small amount of engine oil to the fuel line pipe, and install the fuel high-pressure hose.





>>G<< O-RING INSTALLATION

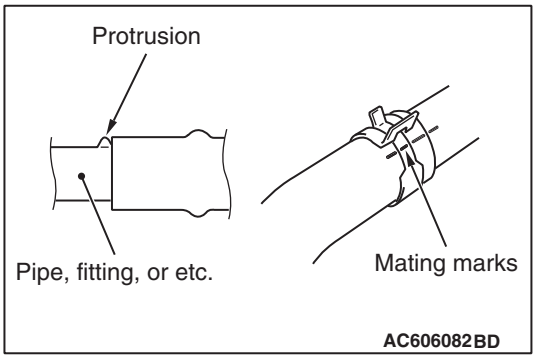


⚠ CAUTION

Avoid adhesion of engine oil or grease to the O-ring.

Fit the O-ring in the water pump inlet pipe groove, wet the O-ring circumference or the pipe mounting area inner wall, and then insert the O-ring.

>>H<< RADIATOR LOWER HOSE/RADIATOR UPPER HOSE CONNECTION



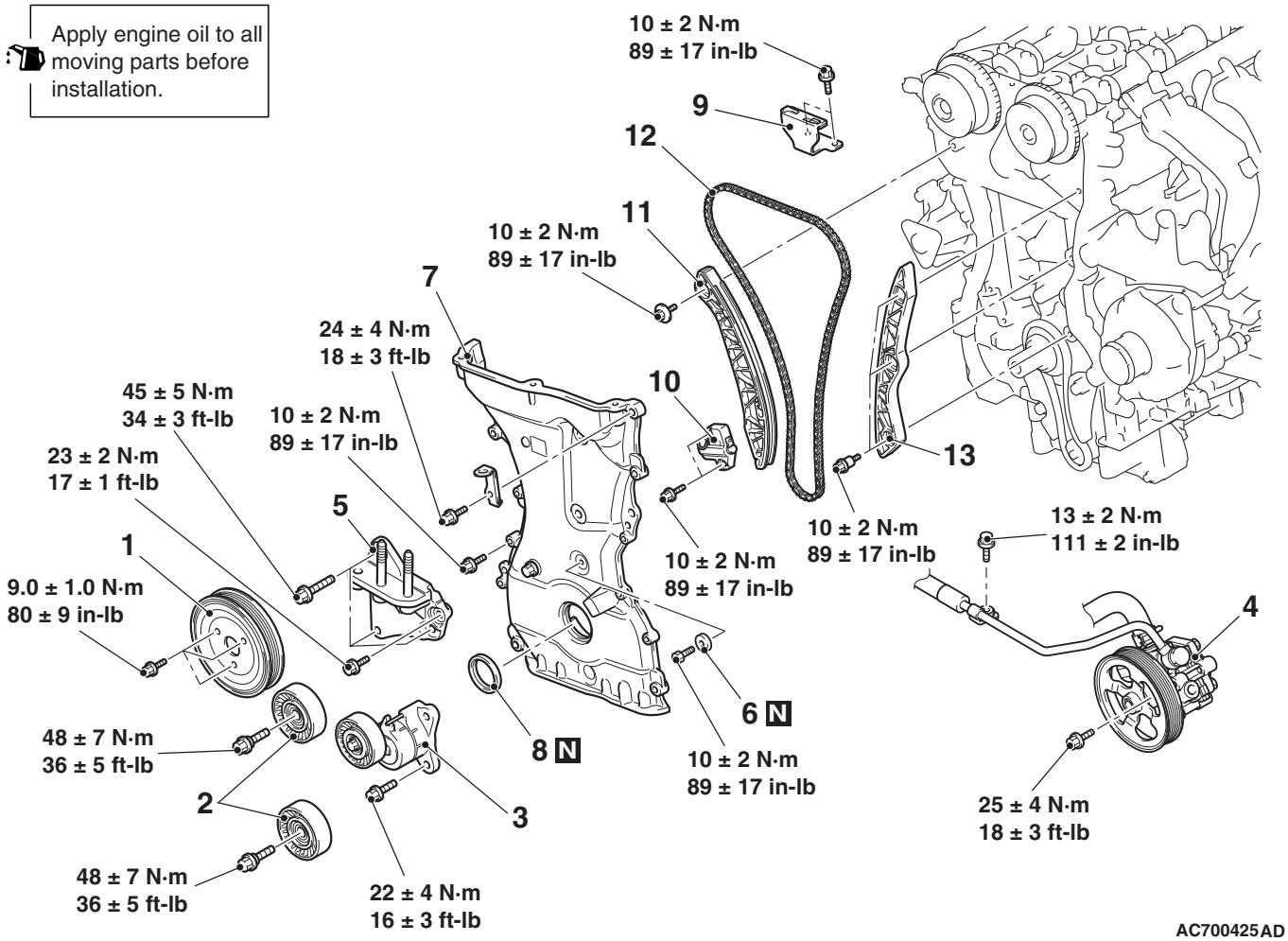
1. Insert radiator hose as far as the projection of the water inlet fitting or water outlet fitting.
2. Align the mating marks on the radiator hose and hose clamp, and then connect the radiator hose.

TIMING CHAIN

REMOVAL AND INSTALLATION

M1112007201286

Pre-removal Operation	Post-installation Operation
• Engine Room Under Cover Front A, B and Engine Room Side Cover (RH) Removal (Refer to GROUP 51, Under Cover P.51-20.) • Engine Oil Draining (Refer to GROUP 12, On-vehicle Service –Engine Oil Replacement P.12-5.) • Rocker Cover Assembly Removal (Refer to P.11C-24.) • Engine Oil Pan Removal (Refer to P.11C-46.)	• Engine Oil Pan Installation (Refer to P.11C-46.) • Rocker Cover Assembly Installation (Refer to P.11C-24.) • Engine Oil Refilling (Refer to GROUP 12, On-vehicle Service –Engine Oil Replacement P.12-5.) • Engine Room Under Cover Front A, B and Engine Room Side Cover (RH) Installation (Refer to GROUP 51, Under Cover P.51-20.)



AC700425AD

Removal steps

<<A>>
- Crankshaft pulley (Refer to P.11C-19)

>>E<<
1. Water pump pulley
2. Idler pulley
3. Auto-tensioner

<<B>>
4. Power steering oil pump assembly

<<C>>
- Engine and transaxle assembly holding
- Engine mounting insulator (Refer to GROUP 32, Engine Mounting P.32-5)

Removal steps (Continued)

5. Cylinder block engine front mounting bracket
6. Gasket

<<D>> >>D<<
7. Timing chain case assembly

>>C<<
8. Crankshaft front oil seal
9. Timing chain upper guide

<<E>> >>B<<
10. Timing chain tensioner
11. Timing chain tension side guide

>>A<<
12. Timing chain
13. Timing chain loose side guide

TSB Revision

Required Special Tools:

- MB991454: Engine Hanger Balancer
- MB991895: Engine Hanger
- MB991928: Engine Hanger
- MB991448: Bush Remover and Installer Base

REMOVAL SERVICE POINTS

<<A>> CRANKSHAFT PULLEY REMOVAL

When removing the crankshaft pulley, slightly loosen the water pump pulley mounting bolts before removal of the drive belt.

<<B>> POWER STEERING OIL PUMP ASSEMBLY REMOVAL

1. With the hose installed, remove the power steering oil pump assembly from the bracket.
2. Tie the removed power steering oil pump assembly with a string at a position where it will not interfere with the removal and installation of timing chain.

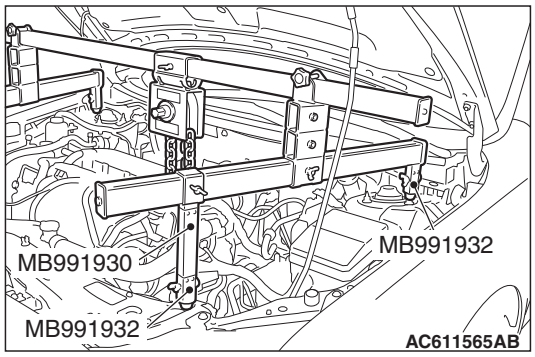
<<C>> ENGINE AND TRANSAXLE ASSEMBLY HOLDING

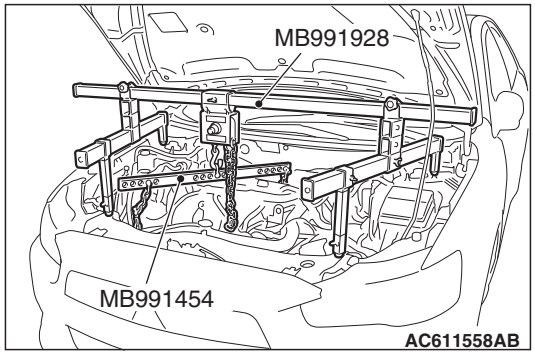
Install a special tool for holding the engine and transaxle assembly.

1. <Special tool MB991928 is used>
   (1) Assemble the special tool MB991928. Set the following parts on the base hanger.
   - Slide bracket (HI)
   - Foot x 4 (standard) (MB991932)
   - Joint x 2 (90) (MB991930)

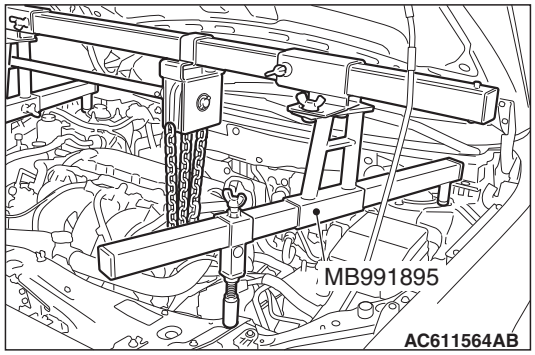
   (2) Set the foot of the special tool as shown in the figure.

   NOTE: Slide the slide bracket (HI) to adjust the engine hanger balance.

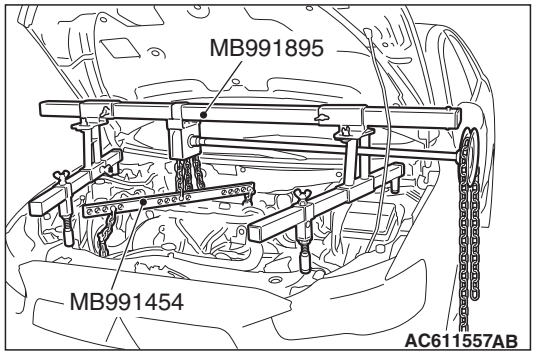




   (3) Mount special tool MB991454 to the power steering oil pump bracket and engine hanger, and set it to special tool MB991928 to support the engine and transaxle assembly.



2. <Special tool MB991895 is used>
   (1) Set the foot of special tool MB991895 as shown in the figure.
   NOTE: Slide the foot to adjust the engine hanger balance.

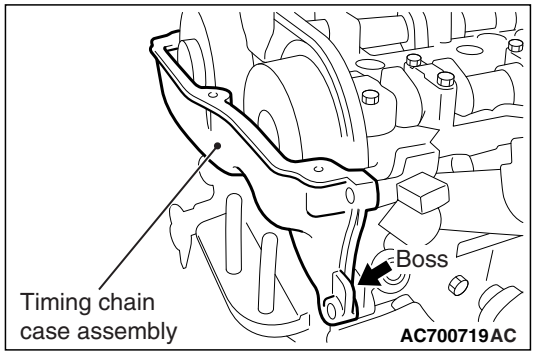


   (2) Mount special tool MB991454 to the power steering oil pump bracket and the engine hanger, and set it to special tool MB991895 to support the engine and transaxle assembly.

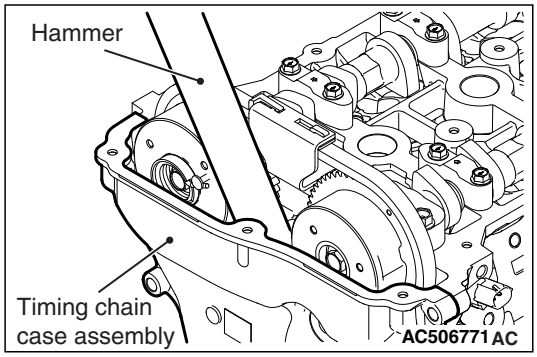
<<D>> TIMING CHAIN CASE ASSEMBLY REMOVAL

⚠ CAUTION

If the adhesive strength of sealant on the timing chain case assembly is so strong that the boss may be damaged by peeling off, do not peel it off forcibly.



1. After removing the timing chain case assembly mounting bolts, slightly pry the boss of the timing chain case assembly shown in the figure using a flat-tipped screwdriver, and remove the timing chain case assembly from the cylinder head and cylinder block.



2. If the sealant cannot be peeled off easily, insert a wooden hammer shank into the timing chain case assembly inside as shown in the figure, pry slightly, and remove the timing chain case assembly from the cylinder head and cylinder block.

<<E>> TIMING CHAIN TENSIONER REMOVAL

1. Temporarily install the crankshaft pulley to the crankshaft.

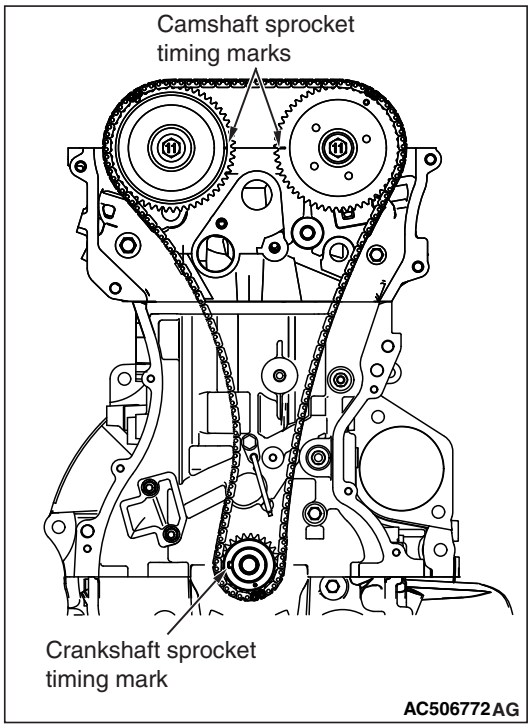
⚠ CAUTION

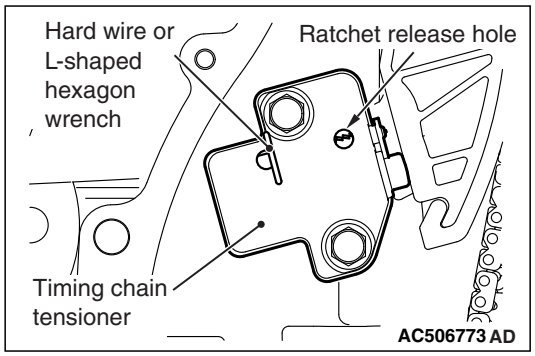
Never turn the crankshaft counterclockwise.

2. Turn the crankshaft clockwise to align the sprocket timing marks as shown in the figure and set the number 1 cylinder to the top dead center of compression stroke.

   NOTE: At this time, it is not necessary that the link plate (orange or blue) of the timing chain always aligns with each sprocket timing mark.

3. Remove the crankshaft pulley installed temporarily.

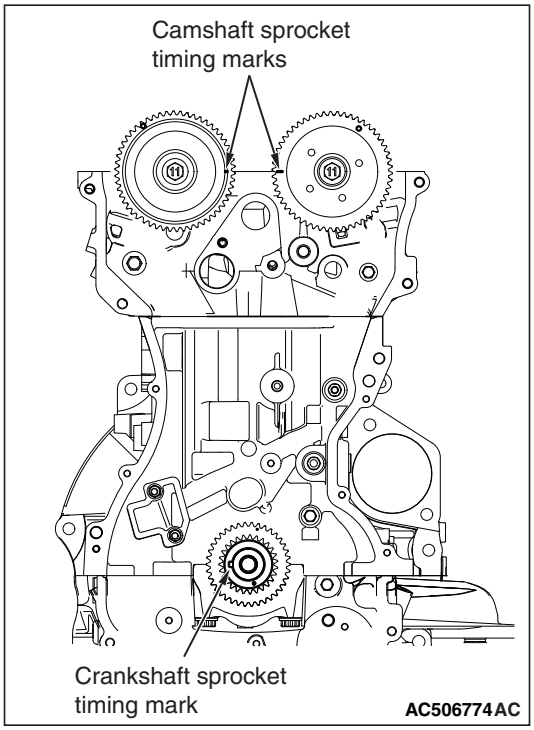




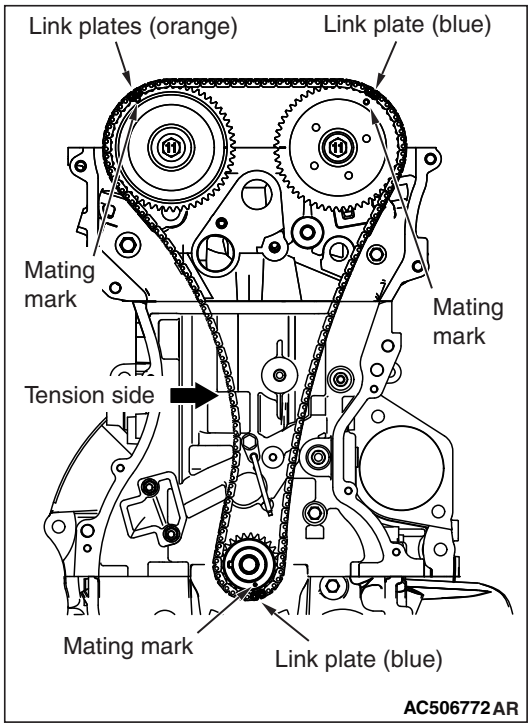
4. Using a flat-tipped precision screwdriver, release the ratchet of timing chain tensioner.
5. Compress the plunger of timing chain tensioner and insert hard wire (such as piano wire) or the L-shaped hexagon wrench [1.5 mm(0.05 inch)] to fix the plunger of the timing chain tensioner.
6. Remove the timing chain tensioner.

INSTALLATION SERVICE POINTS

>>A<< TIMING CHAIN INSTALLATION

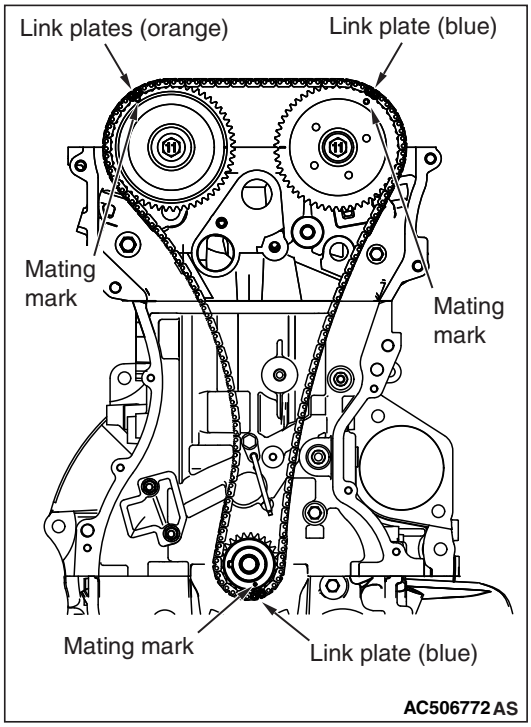


1. Set the timing marks of the camshaft sprockets and the crankshaft sprocket as shown in the figure.

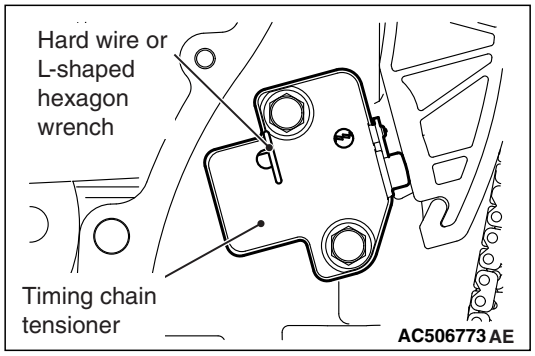


2. Align each sprocket timing chain mating marks with the link plate (orange or blue) of timing chain to avoid slack of the timing chain tension side, and install the timing chain to the sprockets.

>>B<< TIMING CHAIN TENSIONER INSTALLATION



1. Check that the sprocket timing chain mating marks align with the link plates (orange or blue) of the timing chain, and install the timing chain tensioner to the cylinder block.



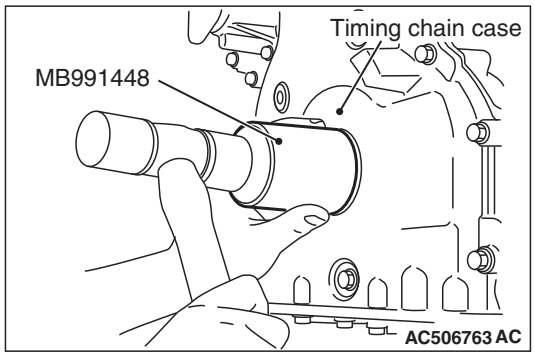
2. Remove the hard wire or L-shaped hexagon wrench fixing the plunger of the timing chain tensioner to apply tension to the timing chain.

>>C<< CRANKSHAFT FRONT OIL SEAL INSTALLATION

1. Apply a small amount of engine oil to the entire inner diameter of the crankshaft front oil seal lip.

⚠ CAUTION

When installing the crankshaft front oil seal, be careful to avoid damage to the crankshaft front oil seal.



2. Using special tool MB991448, press in the crankshaft front oil seal up to the chamfered surface of timing chain case.

>>D<< TIMING CHAIN CASE ASSEMBLY INSTALLATION

⚠ CAUTION

- **Be sure to remove the sealant remaining in the mounting hole, O-ring groove, and gap between parts.**
- **After degreasing with degreasing agent, check that there is no oil on the surface where the sealant is applied.**
- **After degreasing with degreasing agent, never touch the degreased area with fingers.**

1. Remove sealant from the timing chain case assembly and the timing chain case assembly mounting surface of the cylinder block and the cylinder head, and degrease the surface where the sealant is applied.
2. Remove all the sealant adhering to the gasket between the cylinder head and cylinder block (three-surface aligned part.) Then, degrease the surfaces.
3. As for the three-surface aligned part that is indicated in Step 2 above, the engine oil oozes from the cylinder head gasket. Thus, quickly apply the sealant to it after degreasing.
4. Apply a bead of the sealant to the timing chain case assembly mounting surface. The bead diameter should be 2.5 ± 0.5 mm (0.1 ± 0.02 inch.) Overlap the part "A" with the diameter of 4.5 ± 0.5 mm (0.18 ± 0.02 inch) or 2.5 ± 0.5 mm (0.1 ± 0.02 inch) as shown in the figure, and apply the sealant.

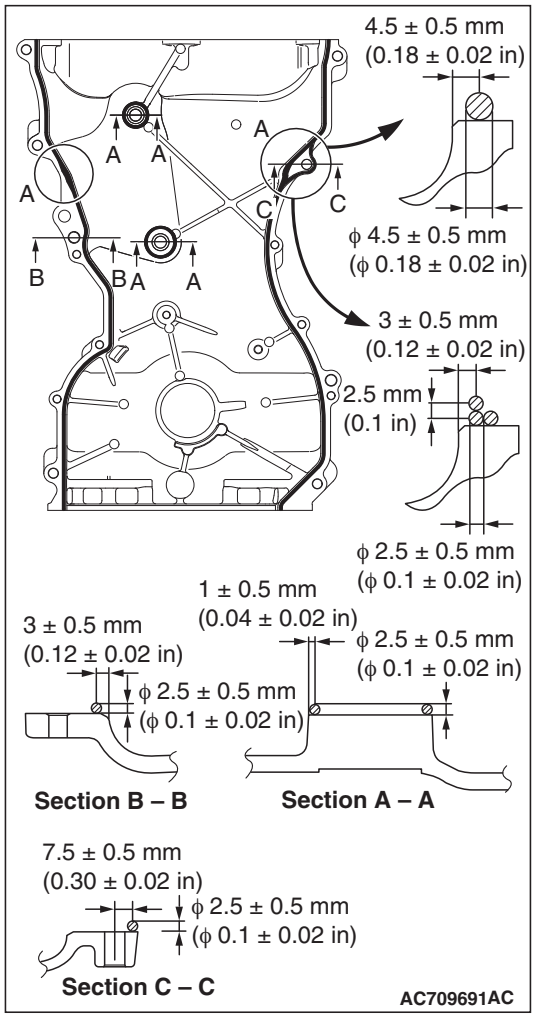
   Specified sealant: Three bond 1217G or equivalent

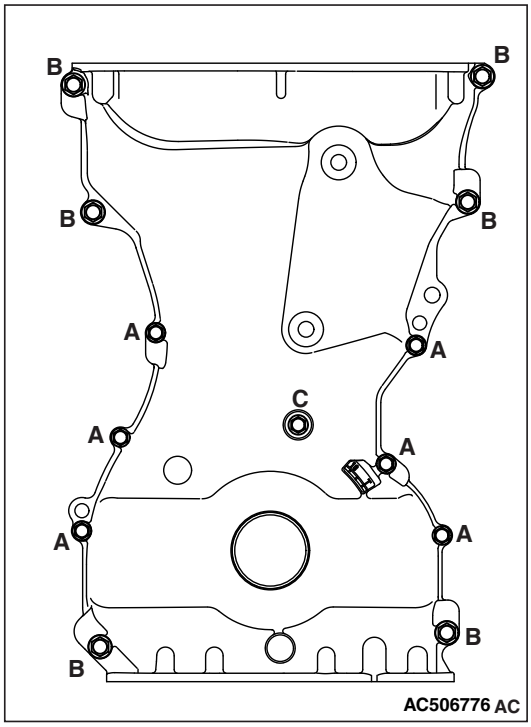
⚠ CAUTION

- **If the sealant contacts any other part during installation of the timing chain case assembly, apply sealant again before installing the timing chain case assembly.**
- **After the installation, until a sufficient period of time (one hour or more) elapses, do not apply the oil or water to the sealant application area or start the engine.**

5. Install the timing chain case assembly to the cylinder block and cylinder head so that the sealant does not contact other parts.

   NOTE: Install the timing chain case assembly immediately after applying sealant.





6. Insert the bolts to the timing chain case assembly as shown, and tighten them to the specified torque.

Bolt (symbol)	Thread diameter x Length mm	Tightening torque
Flange bolt (A)	M6 × 25	10 ± 2 N· m (89 ± 17 in-lb)
Flange bolt (B)	M8 × 28	24 ± 4 N· m (18 ± 2 ft-lb)
Bolt (C)	M6 × 25	10 ± 2 N· m (89 ± 17 in-lb)

>>E<< WATER PUMP PULLEY INSTALLATION

Temporarily tighten the water pump pulley mounting bolts. Then, tighten them to the specified torque after the installation of drive belt.

Tightening torque: 9.0 ± 1.0 N· m (80 ± 9 in-lb)

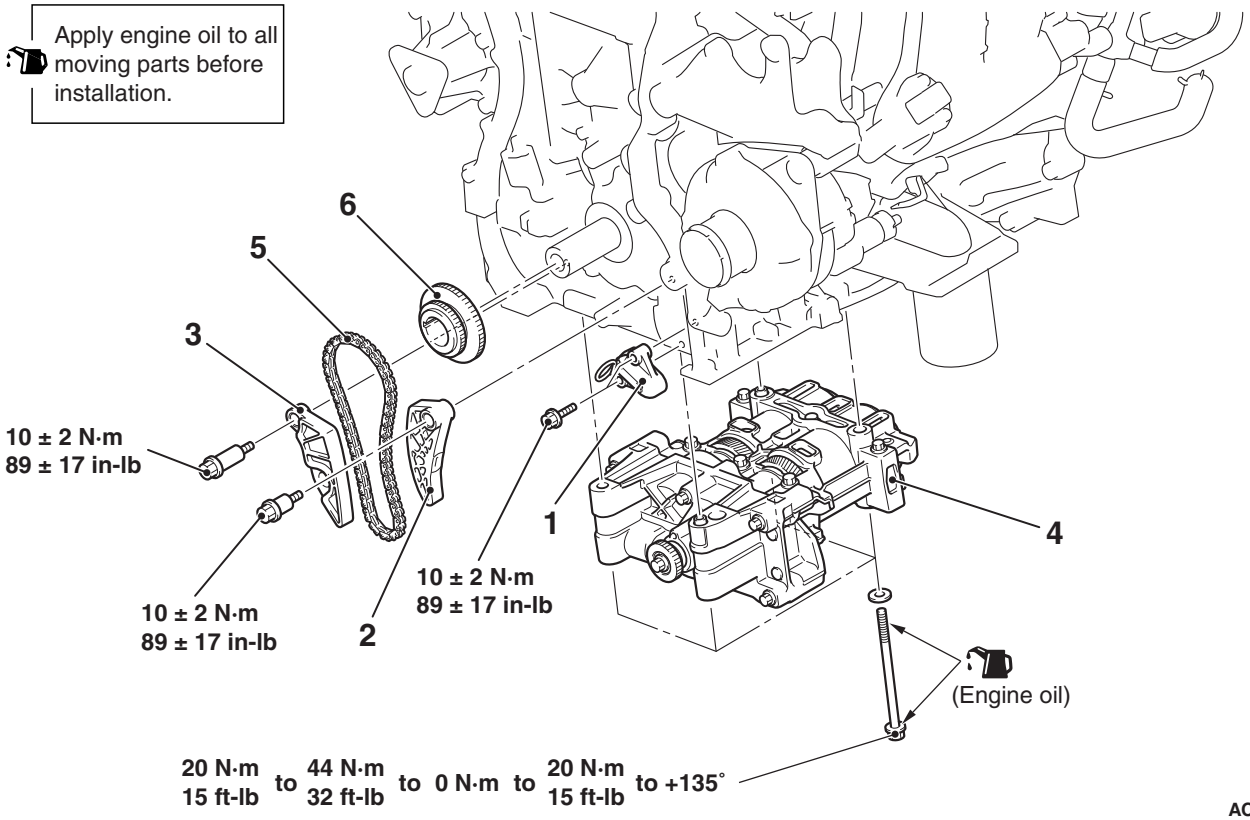
BALANCER TIMING CHAIN, BALANCER SHAFT AND OIL PUMP MODULE

REMOVAL AND INSTALLATION

M1112008500254

Pre-removal and Post-installation Operation
- Timing Chain Removal and Installation (Refer to P.11C-64.)

Apply engine oil to all moving parts before installation.



AC506779AG

Removal steps

<<A>> >>B<< 1. Timing chain tensioner
2. Balancer timing chain guide
3. Balancer timing chain guide

Removal steps (Continued)

>>A<< 4. Balancer shaft and oil pump module
>>A<< 5. Balancer timing chain
>>A<< 6. Crankshaft sprocket

Required Special Tool:
- MB991614: Angle Gauge

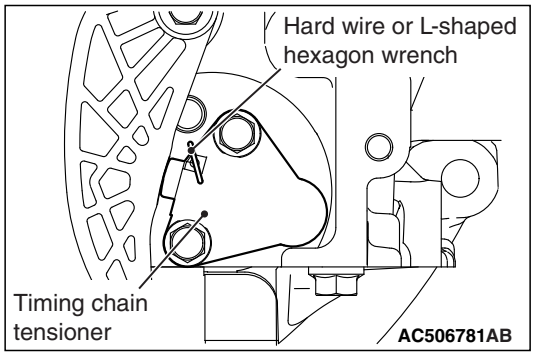
TSB Revision

REMOVAL SERVICE POINT

<<A>> TIMING CHAIN TENSIONER REMOVAL

⚠ CAUTION

Securely install the plunger of the timing chain tensioner. Otherwise, it may pop out.

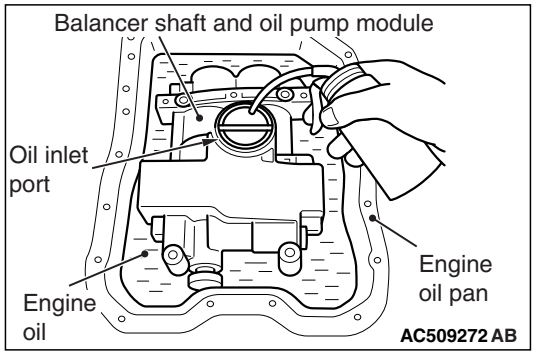


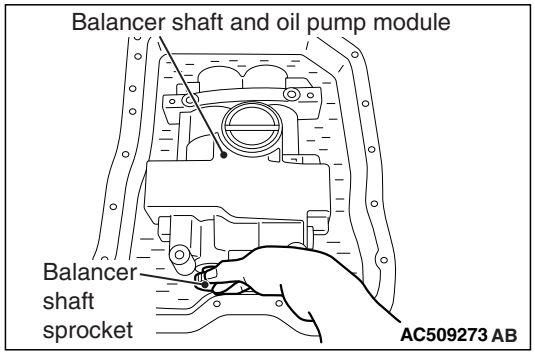
1. Press the balancer timing chain against the timing chain tensioner, compress the plunger of the timing chain tensioner and insert hard wire (piano wire, etc.) or L-shaped hexagon wrench [1.5 mm (0.05 inch)] to fix the plunger of the timing chain tensioner.
2. Remove the timing chain tensioner.

INSTALLATION SERVICE POINTS

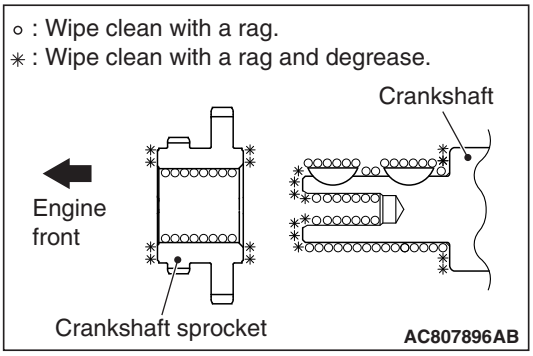
>>A<< CRANKSHAFT SPROCKET/BALANCER TIMING CHAIN/BALANCER SHAFT AND OIL PUMP MODULE INSTALLATION

1. When installing the new balancer shaft and oil pump module, apply oil to the oil pump in the balancer shaft and oil pump module and the balancer shaft bearing as follows.
   (1) Clean the inside of the removed engine oil pan, and put the balancer shaft and oil pump module into the engine oil pan with its oil inlet port facing up.
   (2) Pour new engine oil until two-thirds of the balancer shaft and oil pump module is soaked.
   (3) Fill the new engine oil [approximately 50 cm^3 (3.05 cu.in.)] into the balancer shaft and oil pump module from the oil inlet port.



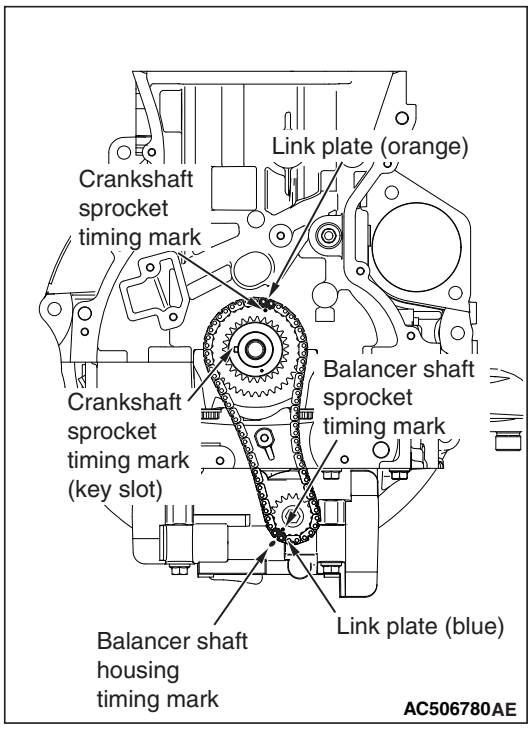


   (4) Turn the balancer shaft sprocket of the balancer shaft and oil pump module clockwise four rotations or more to apply the engine oil to the entire area of the oil pump and the balancer shaft bearing.

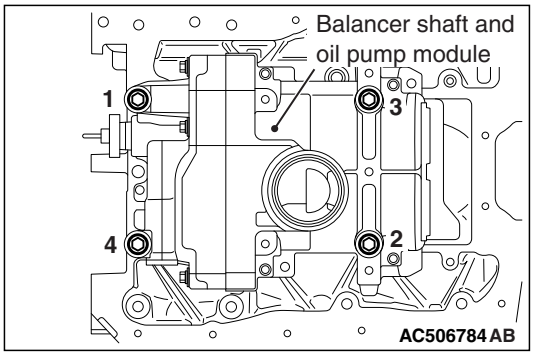


2. Wipe the dirt on the crankshaft sprocket and the crankshaft using a rag, and then remove the grease from the portion shown in the illustration.

   NOTE: Remove grease to prevent a drop in the coefficient of friction of the pressing portion caused by adhesion of oil.



3. With the link marks (orange or blue) of balancer timing chain aligned with the timing marks of balancer sprocket and crankshaft sprocket, install the balancer shaft and oil pump module together with the balancer timing chain and crankshaft sprocket as one unit to the cylinder block. At this time, securely bring the balancer shaft and oil pump module into contact with the rudder frame mounting area.
4. Apply an adequate and minimum amount of engine oil to the threads and bearing surfaces of the balancer shaft and oil pump module mounting bolts.



5. Tighten the balancer shaft and oil pump module mounting bolts to the specified torque in the order of number shown in the figure.

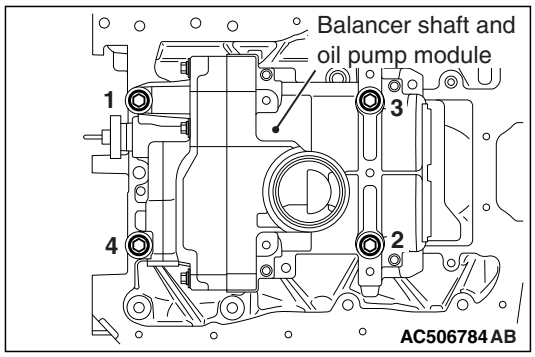
   Tightening torque: 20 N· m (15 ft-lb)

6. Retighten the balancer shaft and oil pump module mounting bolts to the specified torque in the order of number shown in the figure.

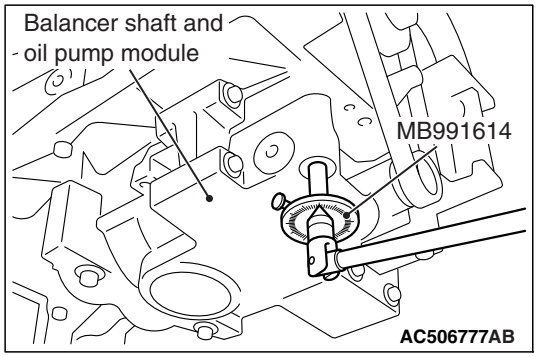
   Tightening torque: 44 N· m (32 ft-lb)

7. Loosen each balancer shaft and oil pump module mounting bolts fully in the reverse sequence to that shown.
8. Tighten the balancer shaft and oil pump module mounting bolts again to the specified torque in the order of number shown in the figure.

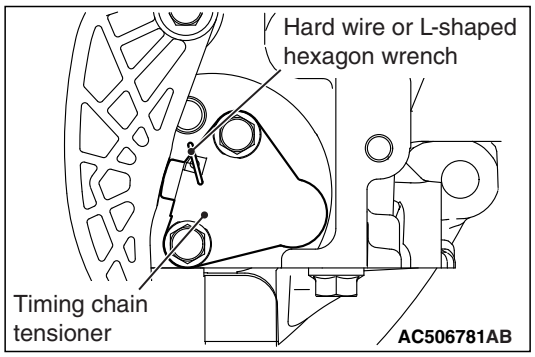
   Tightening torque: 20 N· m (15 ft-lb)



9. After tightening to the specified torque, tighten the balancer shaft and oil pump module mounting bolts to 135 degrees angle, using special tool MB991614, in the order of number shown in the figure.



>>B<< TIMING CHAIN TENSIONER INSTALLATION



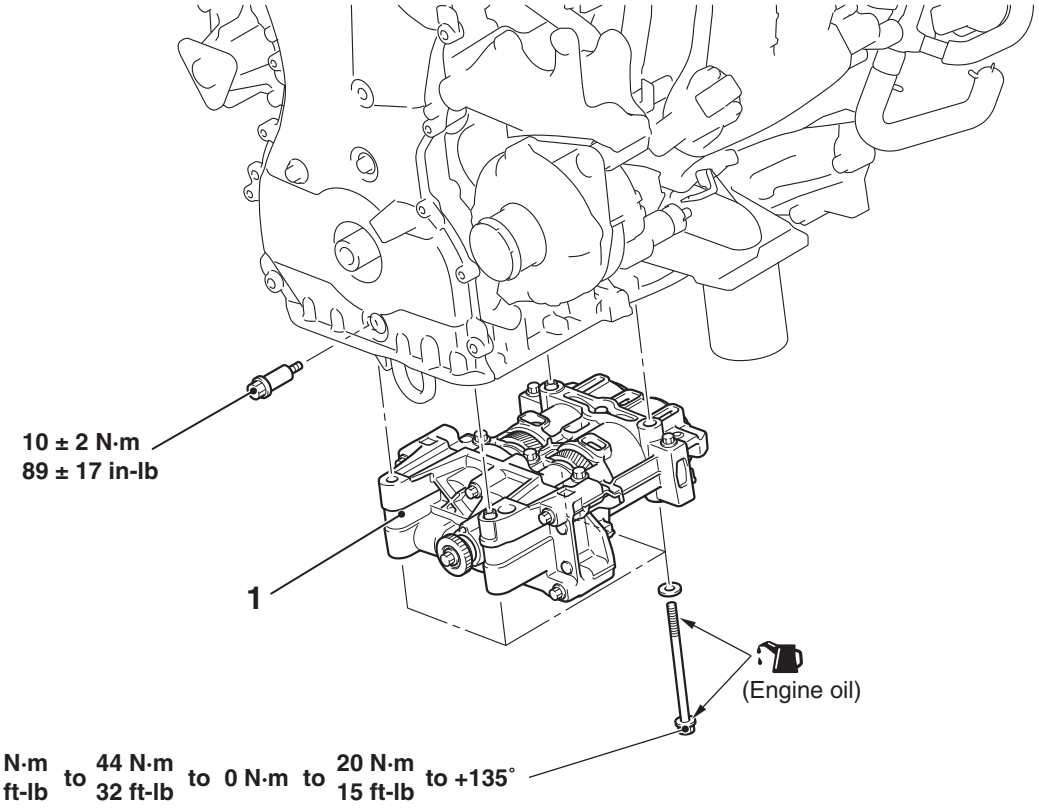
1. Install the timing chain tensioner to the cylinder block.
2. Remove the hard wire or L-shaped hexagon wrench fixing the plunger of the timing chain tensioner to apply tension to the balancer timing chain.

BALANCER SHAFT AND OIL PUMP MODULE

REMOVAL AND INSTALLATION

M1112008900230

Pre-removal and Post-installation Operation
- Engine Oil Pan Removal and Installation (Refer to P.11C-46.)



AC509274 AE

Removal steps

<<A>> >>A<< 1. Balancer shaft and oil pump module

Required Special Tool:
- MB991614: Angle Gauge

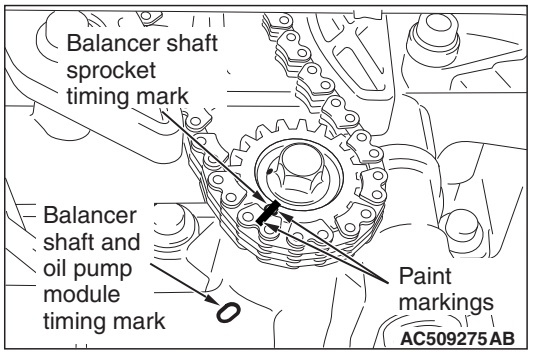
TSB Revision

REMOVAL SERVICE POINT

<<A>> BALANCER SHAFT AND OIL PUMP MODULE REMOVAL

⚠ CAUTION

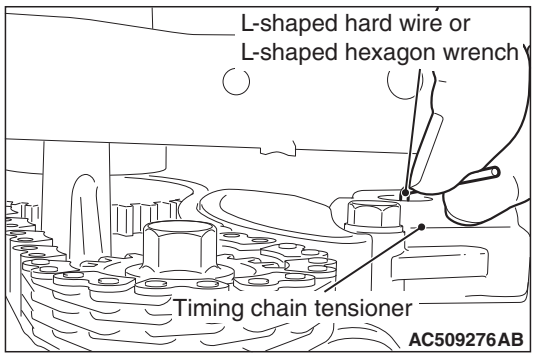
- **Never turn the crankshaft counterclockwise.**
- **Never turn the crankshaft after the number 1 cylinder or number 4 cylinder is set to the top dead center of compression.**



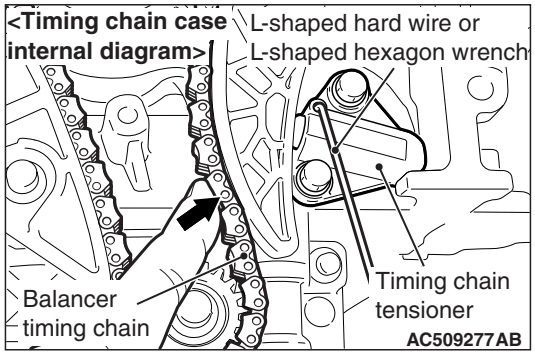
1. Turn the crankshaft clockwise to align the timing mark of the balancer shaft sprocket with the timing mark of the balancer shaft and oil pump module, and set the number 1 cylinder or number 4 cylinder to the top dead center of compression.
2. Put paint mark on the balancer shaft sprocket timing mark and balancer timing chain.

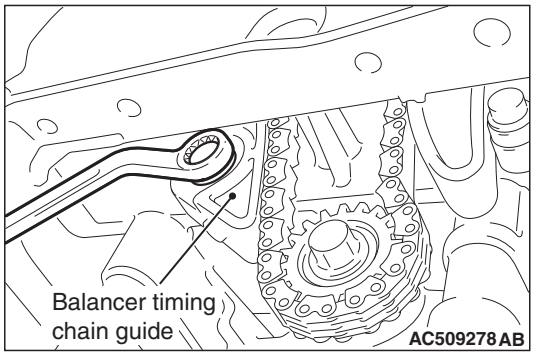
⚠ CAUTION

Securely install the plunger of the timing chain tensioner. Otherwise, it may pop out.

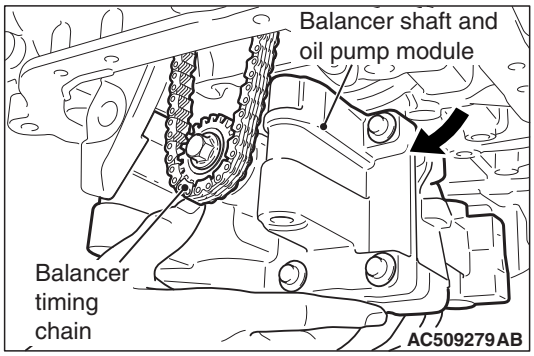


3. Press the balancer timing chain against the timing chain tensioner, compress the plunger of the timing chain tensioner and insert L-shaped hard wire (piano wire, etc.) or L-shaped hexagon wrench [1.5 mm (0.05 inch)] to the plunger fixing hole of the timing chain tensioner from under the timing chain case, and fix the plunger of the timing chain tensioner.





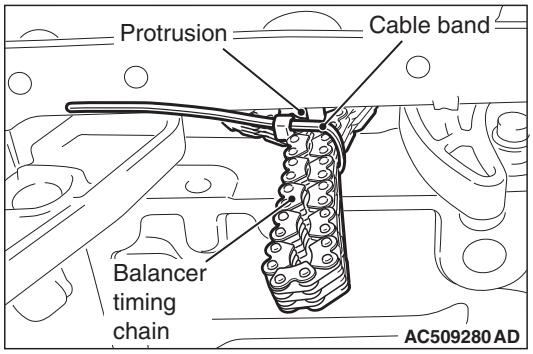
4. Use a wrench to remove the mounting bolt at the lower side of the balancer timing chain guide shown in the figure so that the balancer timing chain guide is unrestricted.
5. Support the balancer shaft and oil pump module with a hand, and remove the balancer shaft and oil pump module mounting bolts.



6. Remove the balancer shaft and oil pump module from the rudder frame with the balancer timing chain attached, and move it to the center of the engine.
7. Remove the balancer timing chain from the balancer shaft and oil pump module, and remove the balancer shaft and oil pump module.

⚠ CAUTION

When the tooth jump of the balancer timing chain from the crankshaft sprocket occurs, the timing between the balancer shaft and the oil pump module becomes off, resulting in the abnormal engine vibration. Be sure that the tooth jump will not occur.

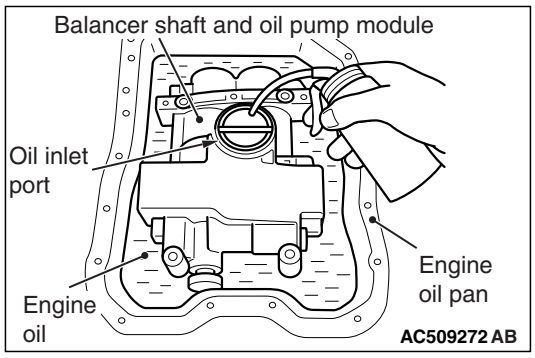


8. After the balancer shaft and oil pump module is removed, using a cable band, tie the balancer timing chain at the protrusion of the rudder frame to prevent the tooth jump of balancer timing chain from the crankshaft sprocket.

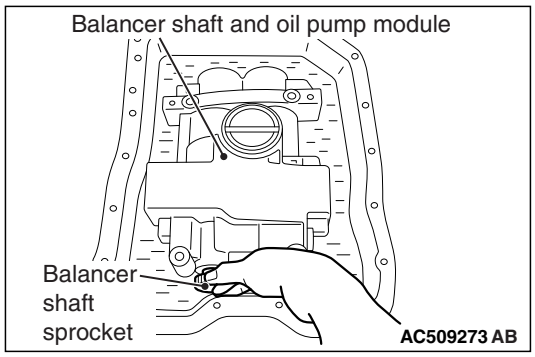
INSTALLATION SERVICE POINT

>>A<< BALANCER SHAFT AND OIL PUMP MODULE INSTALLATION

1. When installing the new balancer shaft and oil pump module, apply engine oil to the oil pump in the balancer shaft and oil pump module and the balancer shaft bearing as follows.

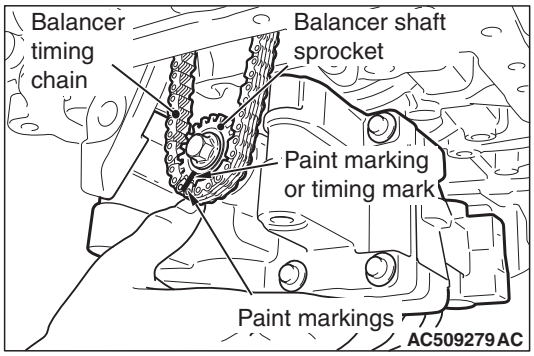


(1) Clean the inside of the removed engine oil pan, and put the balancer shaft and oil pump module into the engine oil pan with its oil inlet port facing up.
(2) Pour new engine oil until two-thirds of the balancer shaft and oil pump module is soaked.
(3) Fill the new engine oil [approximately 50 cm^3 (3.05 cu.in.)] into the balancer shaft and oil pump module from the oil inlet port.



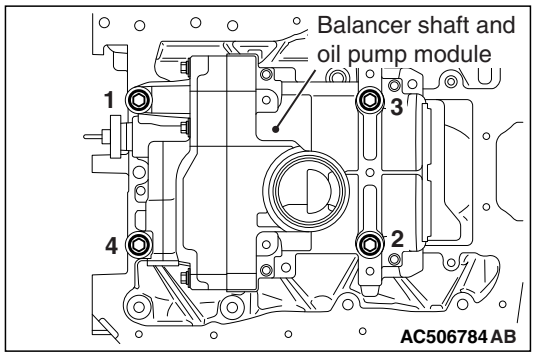
(4) Turn the balancer shaft sprocket of the balancer shaft and oil pump module clockwise four rotations or more to apply the engine oil to the entire area of the oil pump and the balancer shaft bearing.

2. Remove the cable band installed to prevent the tooth jump of the balancer timing chain from the crankshaft sprocket from the balancer timing chain.



3. Regarding the prevention of the tooth jump of the balancer timing chain, install the balancer shaft sprocket to the balancer timing chain with aligning the paint mark of the balancer shaft sprocket (the timing mark of the new balancer shaft and oil pump module) with that of the balancer timing chain.
4. With the paint mark of the balancer timing chain aligned with that of the balancer sprocket (the timing mark of the new balancer shaft and oil pump module), install the balancer shaft and oil pump module to the rudder frame. Securely bring the balancer shaft and oil pump module into contact with the rudder frame mounting area.
5. Apply an adequate and minimum amount of engine oil to the threads and bearing surfaces of the balancer shaft and oil pump module mounting bolts.
6. Tighten the balancer shaft and oil pump module mounting bolts to the specified torque in the order of number shown in the figure.

   Tightening torque: 20 N· m (15 ft-lb)



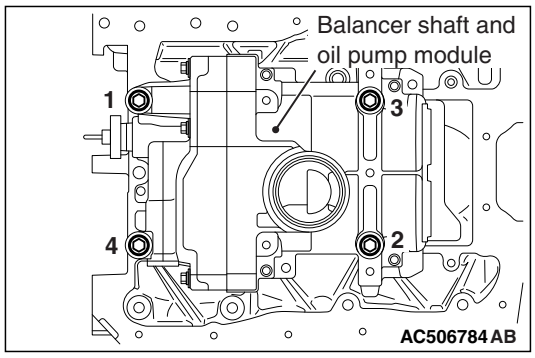
7. Retighten the balancer shaft and oil pump module mounting bolts to the specified torque in the order of number shown in the figure.

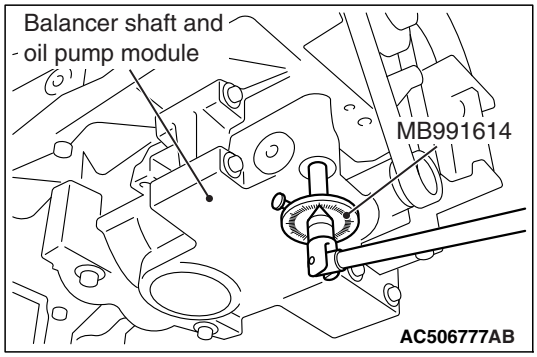
   Tightening torque: 44 N· m (32 ft-lb)

8. Loosen each balancer shaft and oil pump module mounting bolts fully in the reverse sequence to that shown.
9. Tighten the balancer shaft and oil pump module mounting bolts again to the specified torque in the order of number shown in the figure.

   Tightening torque: 20 N· m (15 ft-lb)

TSB Revision





10. After tightening to the specified torque, tighten the balancer shaft and oil pump module mounting bolts to 135 degrees angle, using special tool MB991614, in the order of number shown in the figure.
11. Tighten the mounting bolt of the lower side of the balancer timing chain guide with the standard torque.

    Tightening torque: 10 ± 2 N· m (89 ± 17 in-lb)

12. Remove the plunger of the timing chain tensioner using the L-shaped hard wire (piano wire, etc.) or L-shaped hexagon wrench [1.5 mm (0.05 inch).]

ENGINE ASSEMBLY

REMOVAL AND INSTALLATION

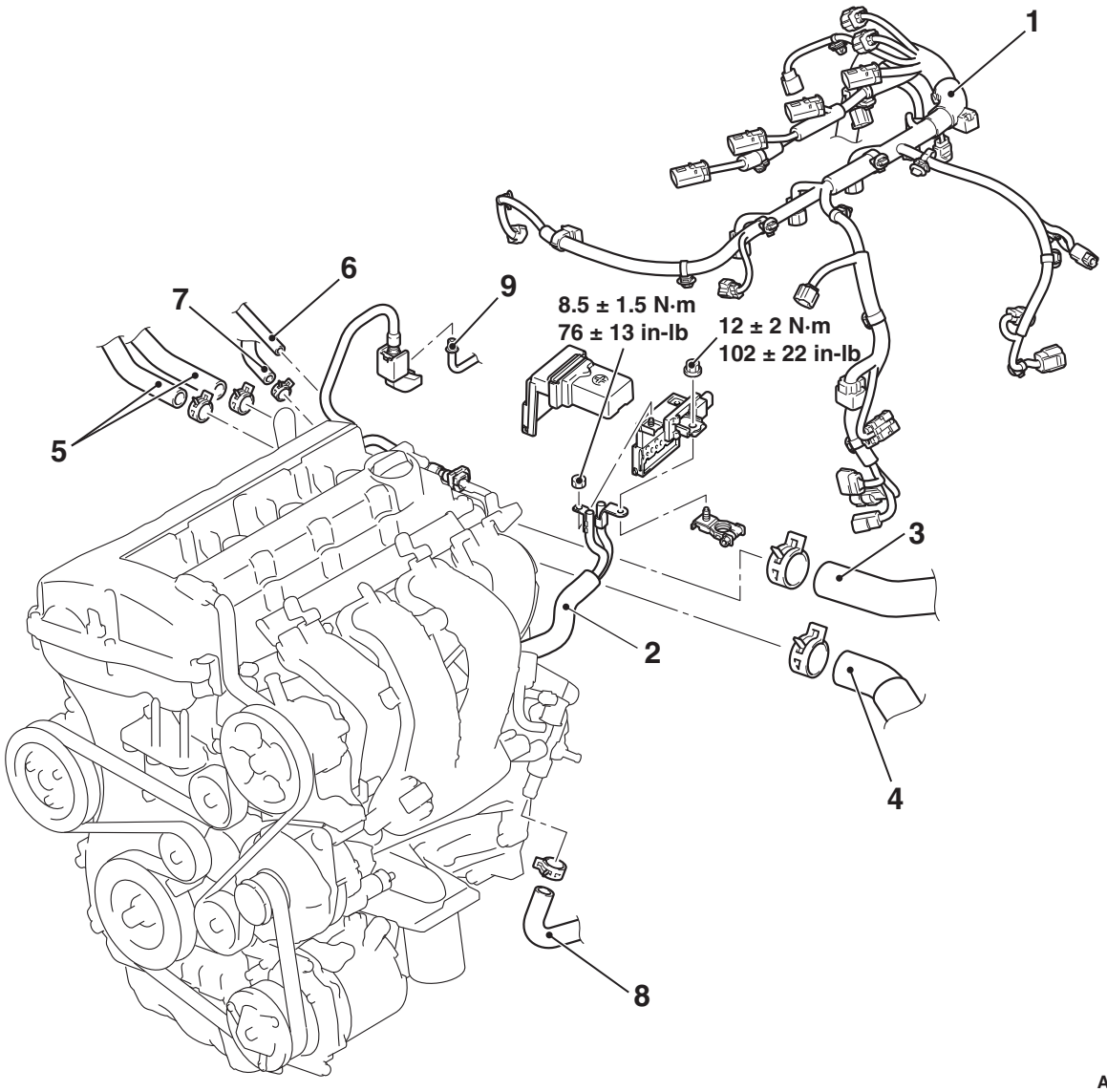
M1112001005695

⚠ CAUTION

When the engine assembly replacement is performed, use scan tool MB991958 to initialize the learning value (Refer to GROUP 00, Initialization Procedure for Learning Value in MFI Engine P.00-38.)

Pre-removal Operation	Post-installation Operation
• Hood Removal (Refer to GROUP 42A, Hood P.42A-7.) • Fuel Line Pressure Reduction (Refer to GROUP 13B, On-vehicle Service –How to Reduce Pressurized Fuel Lines P.13B-1000.) • Engine Room Under Cover Front A, B and Engine Room Side Cover Removal (Refer to GROUP 51, Under Cover P.51-20.) • Engine Coolant Draining (Refer to GROUP 14, On-vehicle Service –Engine Coolant Replacement P.14-26.) • Engine Oil Draining (Refer to GROUP 12, On-vehicle Service –Engine Oil Replacement P.12-5.) • Transmission Oil Draining (Refer to GROUP 22A, On-vehicle Service –Transmission Oil Replacement P.22A-8) <M/T.> • Transmission Fluid Draining (Refer to GROUP 23A, On-vehicle Service –Transmission Fluid Replacement P.23A-136) <CVT.> • Engine Upper Cover Removal (Refer to P.11C-24.) • Exhaust Manifold Removal (Refer to GROUP 15, Exhaust Manifold P.15-26.) • Air Cleaner Assembly Removal (Refer to GROUP 15, Air Cleaner P.15-10.) • Battery and Battery Tray Removal (Refer to GROUP 54A, Battery P.54A-10.) • Engine control module Removal (Refer to GROUP 13B, Engine Control Module P.13B-1022.) • Radiator Removal (Refer to GROUP 14, Radiator P.14-53.) • Drive Belt Removal (Refer to P.11C-19.)	• Drive Belt Installation (Refer to P.11C-19.) • Radiator Installation (Refer to GROUP 14, Radiator P.14-53.) • Engine control module Installation (Refer to GROUP 13B, Engine Control Module P.13B-1022.) • Battery and Battery Tray Installation (Refer to GROUP 54A, Battery P.54A-10.) • Air Cleaner Assembly Installation (Refer to GROUP 15, Air Cleaner P.15-10.) • Exhaust Manifold Installation (Refer to GROUP 15, Exhaust Manifold P.15-26.) • Transmission Oil Draining (Refer to GROUP 22A, On-vehicle Service –Transmission Oil Replacement P.22A-8) <M/T.> • Transmission Fluid Draining (Refer to GROUP 23A, On-vehicle Service –Transmission Fluid Replacement P.23A-136) <CVT.> • Engine Oil Refilling (Refer to GROUP 12, On-vehicle Service –Engine Oil Replacement P.12-5.) • Engine Coolant Refilling (Refer to GROUP 14, On-vehicle Service –Engine Coolant Replacement P.14-26.) • Drive Belt Tension Check (Refer to P.11C-8.) • Fuel Leak Check. • Engine Room Under Cover Front and Engine Room Side Cover Installation (Refer to GROUP 51, Under Cover P.51-20.) • Engine Upper Cover Installation (Refer to P.11C-24.) • Hood Installation (Refer to GROUP 42A, Hood P.42A-7.)

TSB Revision



AC506785AC

Removal steps

1. Control wiring harness connection
2. Battery cable connection

<<**A**>> >>**E**<< 3. Radiator upper hose connection

<<**A**>> >>**E**<< 4. Radiator lower hose connection

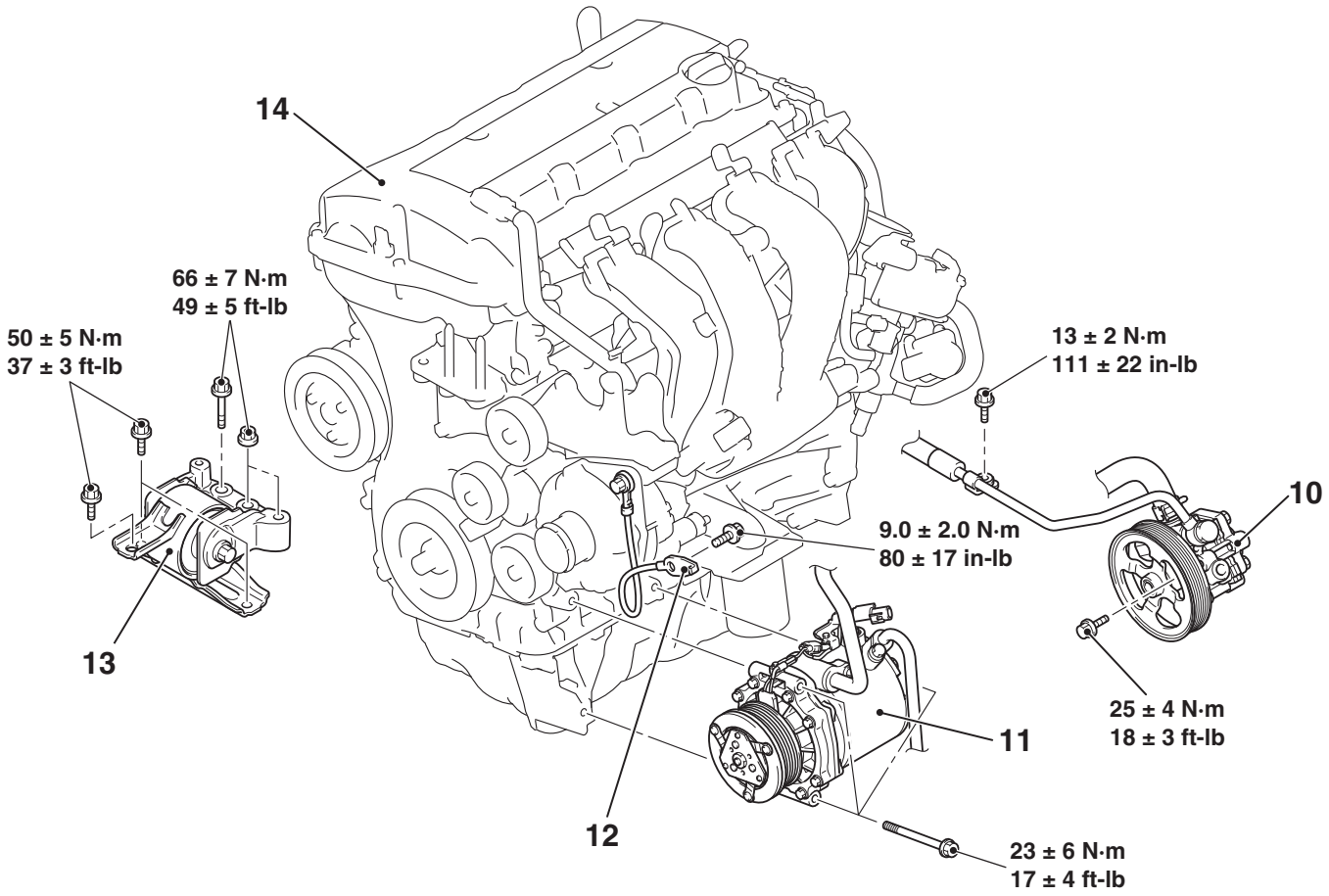
5. Heater hose connection
6. Emission vacuum hose connection

Removal steps (Continued)

7. Brake booster vacuum hose connection
8. Cooling water line hose connection

<<**B**>> >>**D**<< 9. Fuel high-pressure hose connection

TSB Revision



AC609240AC

Removal steps

<<C>> 10. Power steering oil pump assembly
<<D>> >>C<< 11. A/C compressor and clutch assembly
<<E>> • Manual transaxle assembly <M/T>

Removal steps (Continued)

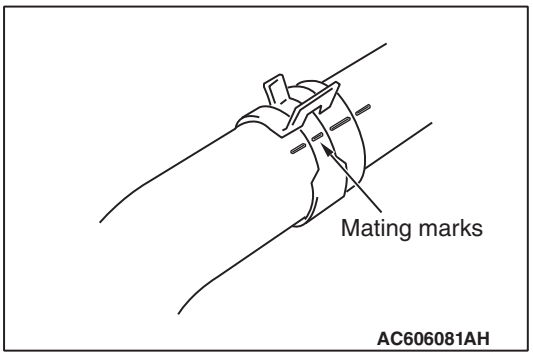
<<E>> • CVT assembly <CVT>
12. Grounding cable connection
<<F>> >>B<< 13. Engine mounting insulator
<<G>> >>A<< 14. Engine assembly

Required Special Tools:

- MB991454: Engine Hanger Balancer
- MB991895: Engine Hanger
- MB991928: Engine Hanger
- MB992201: Engine Hanger Plate

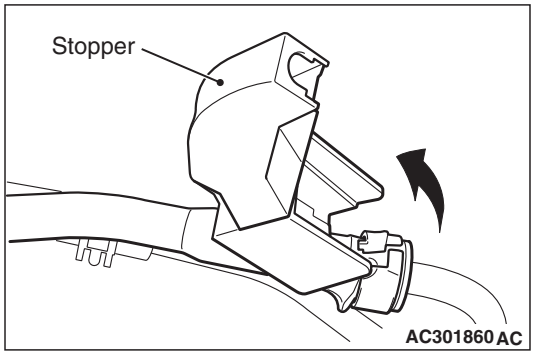
REMOVAL SERVICE POINTS

<<A>> RADIATOR UPPER HOSE/RADIATOR LOWER HOSE DISCONNECTION

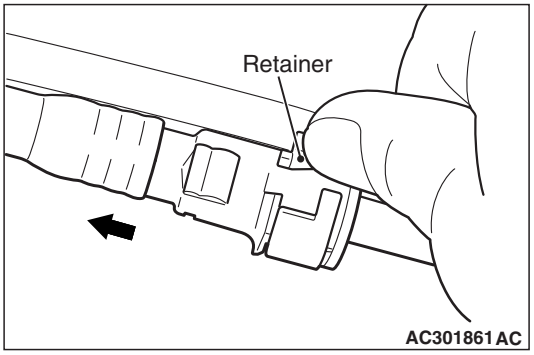


Make mating marks on the radiator hose and the hose clamp as shown to install them in the original position. Then, remove them.

<<B>> FUEL HIGH-PRESSURE HOSE DISCONNECTION



1. Remove the stopper of the fuel high-pressure hose.



2. Raise the retainer of the fuel high-pressure hose and pull out the fuel high-pressure hose in the direction shown in the figure.

   NOTE: If the retainer is released, install it securely after removing the fuel high-pressure hose.

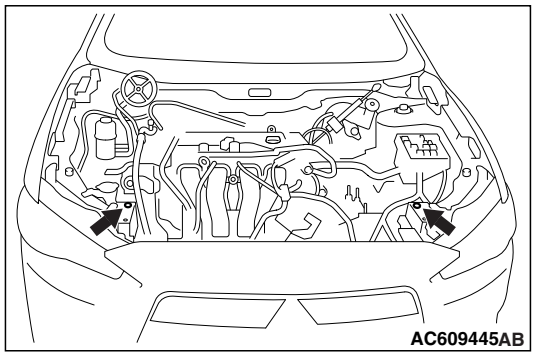
<<C>> POWER STEERING OIL PUMP ASSEMBLY REMOVAL

1. Remove the power steering oil pump assembly together with the hose from the bracket.
2. Tie the removed power steering oil pump assembly with a string at a position where it will not interfere with the removal and installation of engine assembly.

<<D>> A/C COMPRESSOR AND CLUTCH ASSEMBLY REMOVAL

1. Remove the A/C compressor and clutch assembly together with the hose from the bracket.
2. Tie the removed A/C compressor and clutch assembly with a string at a position where it will not interfere with the removal and installation of engine assembly.

<<E>> MANUAL TRANSAXLE ASSEMBLY <M/T>/CVT ASSEMBLY <CVT> REMOVAL


AC609445AB

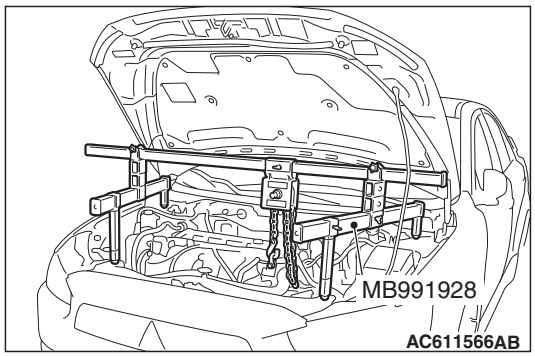
1. Install the front end upper bar bolts to the position as shown in the figure.
2. Remove the transaxle assembly (Refer to GROUP 22A, Transaxle Assembly P.22A-12) <M/T> or (Refer to GROUP 23A, Transaxle Assembly P.23A-152) <CVT.>

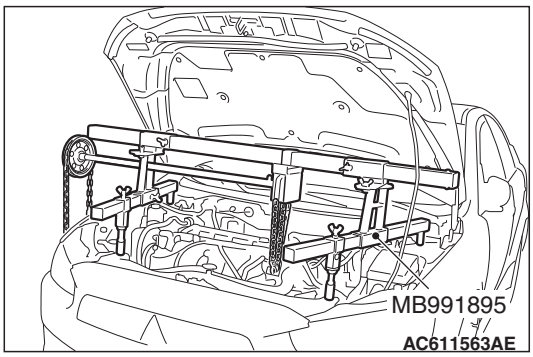
<<F>> ENGINE MOUNTING INSULATOR REMOVAL

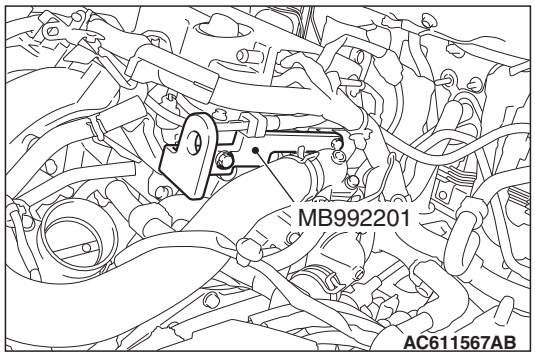
⚠ CAUTION

When supporting the engine assembly with a garage jack, be careful not to deform the engine oil pan.

1. Place a garage jack against the engine oil pan with a piece of wood in between to support the engine assembly.

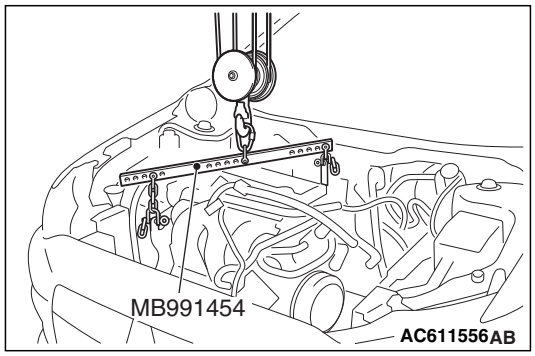






2. Remove special tool MB991928 or MB991895 and MB992201 which was installed for supporting the engine assembly when the transaxle assembly was removed (Refer to GROUP 22A, Transaxle Assembly P.22A-12) <M/T> or (Refer to GROUP 23A, Transaxle Assembly P.23A-152) <CVT.>
3. Operate a garage jack so that the engine weight is not applied to the engine mounting insulator, and remove the engine mounting insulator.

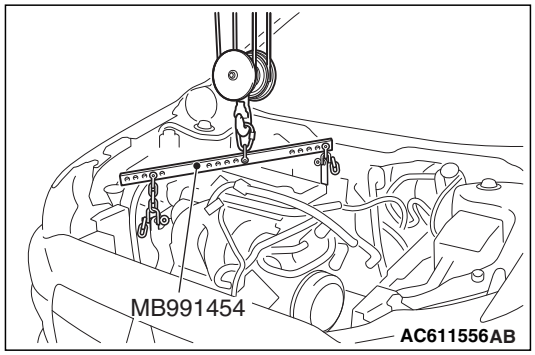
<<G>> ENGINE ASSEMBLY REMOVAL



1. Mount the special tool MB991454 to the power steering oil pump bracket and the engine hanger, and set the chain block.
2. After checking that all cables, hoses and wiring harness connectors and so on are disconnected from the engine, lift the engine assembly slowly with the chain block to remove the engine assembly upward from the engine compartment.

INSTALLATION SERVICE POINTS

>>A<< ENGINE ASSEMBLY INSTALLATION



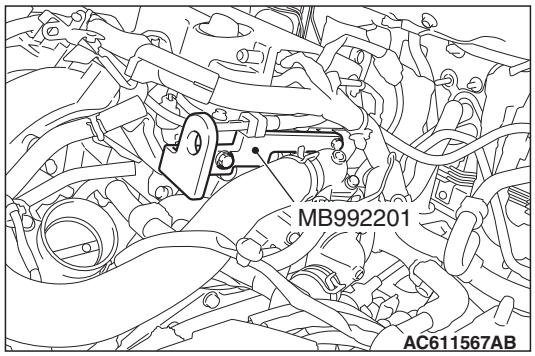
Install the engine assembly, being careful not to pinch the cables, hoses, or wiring harness connectors.

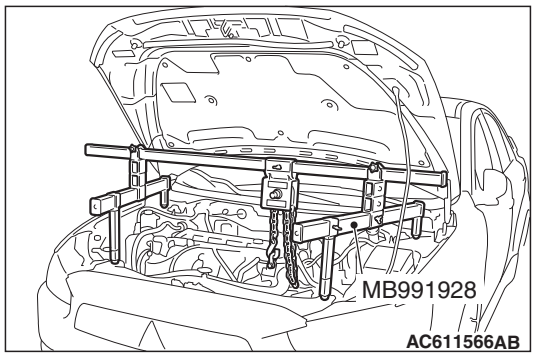
>>B<< ENGINE MOUNTING INSULATOR INSTALLATION

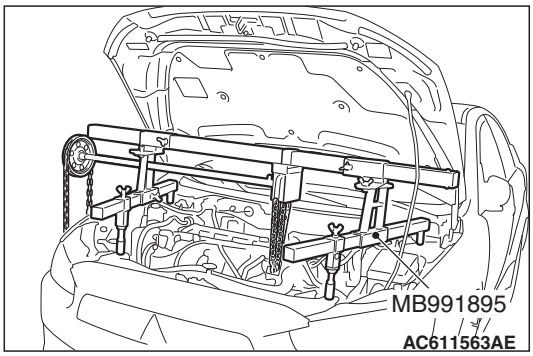
⚠ CAUTION

When supporting the engine assembly with a garage jack, be careful not to deform the engine oil pan.

1. Place a garage jack against the engine oil pan with a piece of wood in between, and install the engine mounting insulator while adjusting the position of the engine assembly.
2. Remove special tool MB991454.

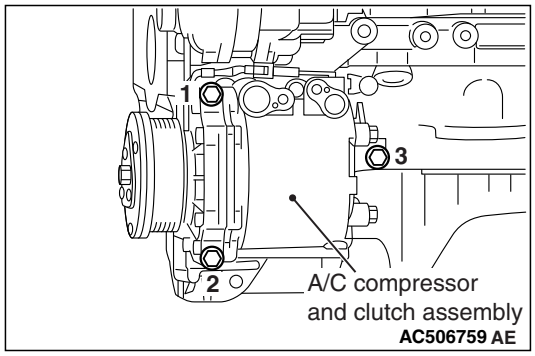






3. Install special tool MB992201 and MB991928 or MB991895 which is used during installation of transaxle assembly to hold the engine assembly (Refer to GROUP 22A, Transaxle Assembly P.22A-12) <M/T> or (Refer to GROUP 23A, Transaxle Assembly P.23A-152) <CVT.>

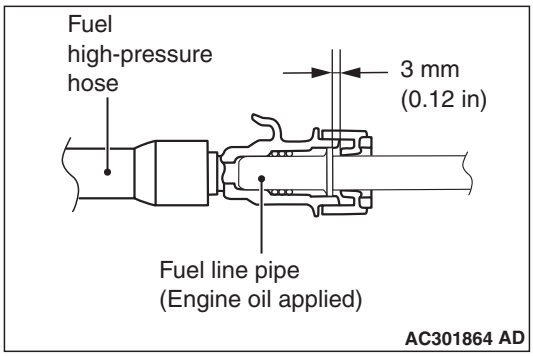
>>C<< A/C COMPRESSOR AND CLUTCH ASSEMBLY INSTALLATION



Tighten A/C compressor and clutch assembly mounting bolts to the specified torque in the order of number shown in the illustration.

Tightening torque: 23 ± 6 N· m (17 ± 4 ft-lb)

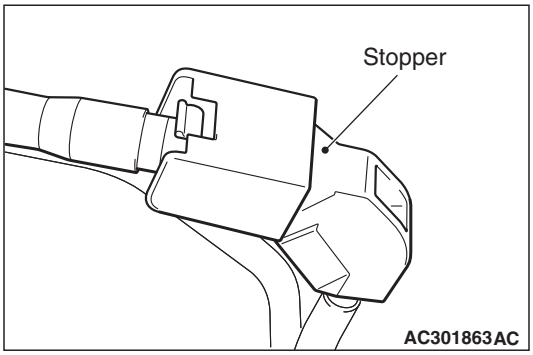
>>D<< FUEL HIGH-PRESSURE HOSE CONNECTION



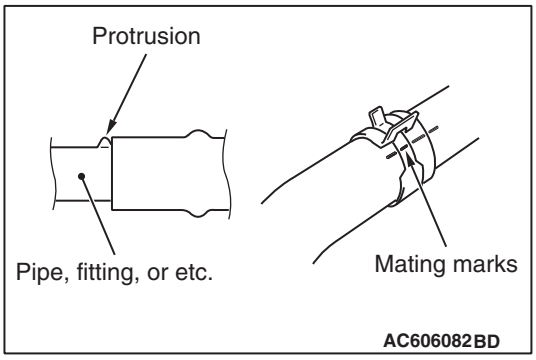
⚠ CAUTION

After connecting the fuel high-pressure hose, slightly pull it in the pull-out direction to check that it is installed firmly. In addition, check that there is approximately 3 mm (0.12 inch) play. After the check, install the stopper securely.

Apply a small amount of engine oil to the fuel line pipe, and install the fuel high-pressure hose.



>>E<< RADIATOR LOWER HOSE/RADIATOR UPPER HOSE CONNECTION



1. Insert radiator hose as far as the projection of the water inlet fitting or water outlet fitting.
2. Align the mating marks on the radiator hose and hose clamp, and then connect the radiator hose.

NOTES