

5. Insert a wire, etc.in the set hole.

⚠ CAUTION

To reuse the valve timing belt, draw an arrow indicating the rotating direction (clockwise) on the back of the belt using chalk.

6. After removal of adjusting bolt special tool MD998738, loosen the timing belt tensioner pulley mounting bolt and remove the valve timing belt.

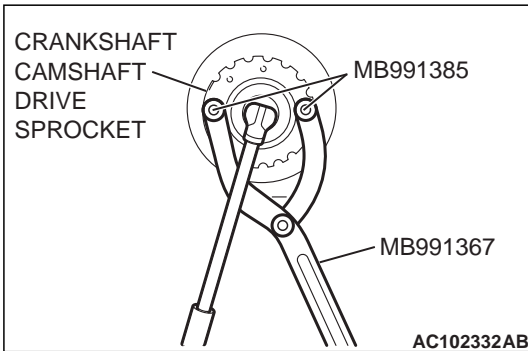
<> POWER STEERING OIL PUMP, BRACKET AND RESERVOIR ASSEMBLY REMOVAL

With the hose installed, remove the power steering oil pump assembly from the bracket.

NOTE: Secure the removed power steering oil pump assembly with cord or rope at a position where they will not interfere with the removal of the balancer timing belt.

<<C>> CRANKSHAFT CAMSHAFT DRIVE SPROCKET REMOVAL

1. Hold the crankshaft camshaft drive sprocket with special tools MB991367 and MB991385.
2. Loosen the crankshaft pulley center bolt and remove the crankshaft camshaft drive sprocket.



<<D>> BALANCER TIMING BELT REMOVAL

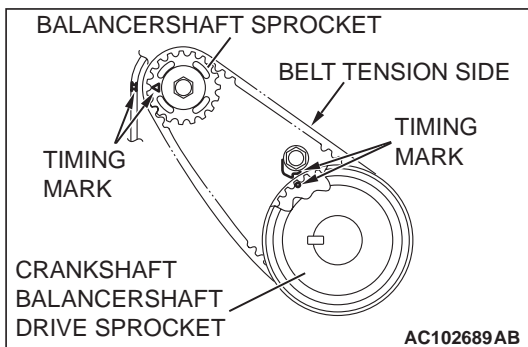
⚠ CAUTION

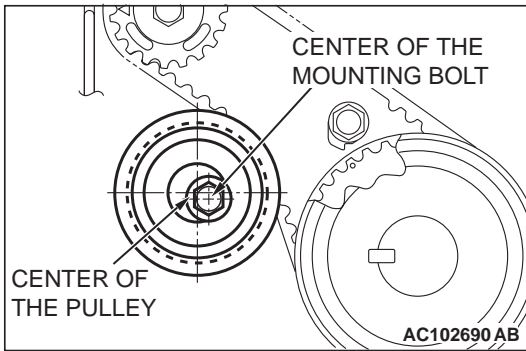
To reuse the balancer timing belt, draw an arrow indicating the rotating direction (clockwise) on the back of the belt using chalk.

INSTALLATION SERVICE POINTS

>>A<< BALANCER TIMING BELT/BALANCER TIMING BELT TENSIONER INSTALLATION

1. Ensure that the crankshaft balancer shaft drive sprocket timing marks and balancer shaft sprocket timing marks are aligned.
2. Install the balancer timing belt on the crankshaft balancer shaft drive sprocket and balancer shaft sprocket. There should be no slack on the tension side.





3. Assemble and temporarily fix the center of the pulley of the balancer timing belt tensioner so that it is at the top left from the center of the assembling bolt, and the pulley flange is at the front-side of the engine.
4. Adjust the balancer timing belt tension.

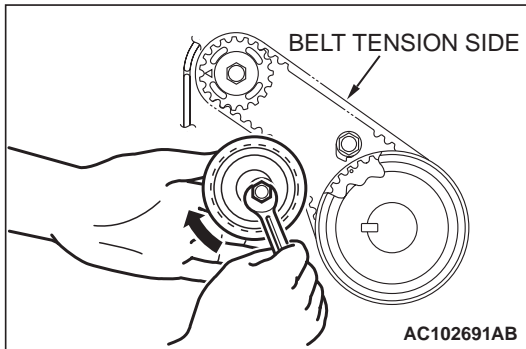
>>B<< BALANCER TIMING BELT TENSION ADJUSTMENT

⚠ CAUTION

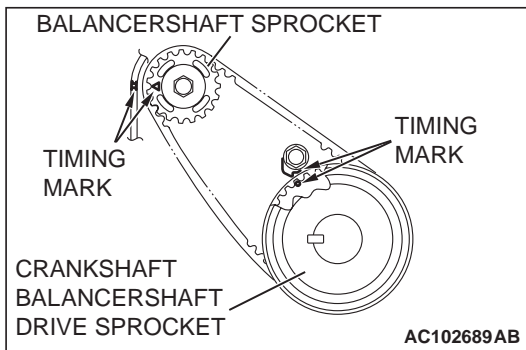
When tightening the mounting bolts, ensure that the tensioner does not rotate with the bolts. Allowing it to rotate with the bolts can cause excessive tension of the belt.

1. With your fingers, lift the balancer timing belt tensioner in the direction of the arrow. Apply pressure of $[3.0 \pm 0.4 \text{ N}\cdot\text{m} (26 \pm 4 \text{ in}\cdot\text{lb})]$ to the balancer timing belt. Tighten the assembling bolt to the standard torque. Then, fix the balancer timing belt tensioner.

Tightening torque: $19 \pm 3 \text{ N}\cdot\text{m} (14 \pm 2 \text{ ft}\cdot\text{lb})$



2. Turn the crankshaft clockwise two turns to set number 1 cylinder to TDC of its compression stroke and check that the sprocket timing marks are aligned.



3. Apply a pressure of approximately 100N (22 pounds) at the center (arrow area) between the sprocket as shown, then inspect whether the belt deflection is within the standard value.

Standard value:

At adjustment: 5 – 7 mm (0.20 – 0.27 inch)

At replacement: 5 – 7 mm (0.20 – 0.27 inch)

4. If not within the standard value, adjust the belt tension again.

