

Step4: Make sure your breaker bar is setup so that it is firmly setup on the jack stand, and then bump the starter one time and then check the crank bolt to see if you can loosen it by Hand. Once it is broken tighten it with a 1/2 inch ratchet so that it is snug.
(This method worked best, since not even my impact which is rated at 350 - 450 pds ft of torque would break the crank bolt)

Step5: Get your jack setup with a piece of 2X4 or some other form of wood so not mark up your oil pan. Setup the jack under the oil pan and put firm pressure on it.

Step6: Start disassembling the engine mounts on the passenger side, there are Qty 3 14MM nuts on the engine side, on the body side you will need a 19MM socket On the nut side, and a 17mm open end wrench as a backup on the bolt head. You may need to the Jack for assistance. Proceed with taking the mount out of the car, don't loose the rubber Inserts on each side.

Step7. Begin breaking the Qty 4 10mm water pump bolts shown in Section 11A-50, #2 if you'll want to use a very long 10mm wrench it will make it easier on you. Next break the bolt on The Idler pulley shown in 11A-50, #3 I believe it's a 14mm if I remember.

Step8: Next you can take a 1/2 inch ratchet and to take the tension 11A-50, #4 off the belt and remove the belt. Now you're ready to take the water-pump pulley #2, idler pulley #3, and unbolt the belt tenioner #4, which is a long 14mm bolt through the center, and a 12mm off to the side.

Step9: Take you 1/2 ratchet with a 22mm socket and rotate the crank until both you cams and crank are At TDC, or BTDC when the marks lineup your there. Now take the crank pulley off by removing the The Qty 4 12mm bolts. Now you can remove both upper and lower timing belt covers using a 10mm ratchet and wrench.

Step10: Recheck yourself on your cams and crank so that they are at TDC, as well as your Oil shaft pulley lining up with its TDC mark. See 11A-57, pic #1 for reference.