

Step11: you may or may not have to drop your down-pipe, depending on if you have the stock O2 housing and down pipe to get to the bolt behind the starter. You will need a swivel 14mm socket, stubby 14mm wrench, or long regular 14mm wrench to get the bolt out. You will want to take this bolt out and place a Phillips screw-driver (See 11A-57 pic #2) in the bolt hole locking the oil pump shaft in place. (Note: on our two cars we took the down-pipe down to do this procedure even with doing so it's still a task, we both have aftermarket O2 housings and down-pipes)



Step12: now you're ready to remove the timing belt, with all of your marks on TDC, loosen the 12mm bolt 11A-50, #7 which should unload the tension off the timing belt. You can rotate the pulley counter-clockwise to create more slack if needed. Now remove the timing belt.

Step13: Remove the hydraulic tensioner 11A-50, #9 which is two 12mm bolts, once you get it off take a big C clamp and very slowly compress it and insert an allen wrench or nail into the holes to lock it down reference 11A-56, pics #1 & #2.