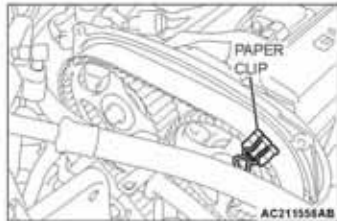
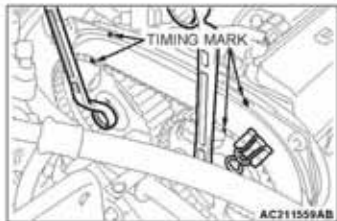


- (1) Pass the valve timing belt around the crankshaft camshaft drive sprocket, the engine oil pump sprocket and the timing belt idler pulley in that order.

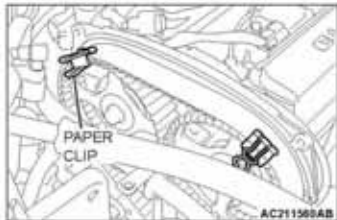
Step16: Now your ready for the timing belt. Make sure all of your marks are at TDC, this is where the second person comes in handy, especially if you have aftermarket cams. The exaust cam will be tricky. You can have your helper hold the two cam gears at TDC with two open end 17MM wrench's. Make sure the direction indicated on your timing belt is going to be installed so that the arrow rotates clock-wise with the engine. Now start the belt from the crank. You will want the right side of the belt as tight as possible so that all you slack falls to the tensioner on the left side of the belt. Reference 11A-57, pic #1, and 11A-58, pic #1 for this step. Once you get all your slack to the tensioner side rotate the pulley using some kinda of hook tool counter-clockwise to put as much tension as you can on the belt. (I used a snapon tool used for breaking the seal on hoses it worked great) Using a ratchet with a 14mm tighten it down being very careful not to let it turn on you when tightening it. If it does repeat this step. On both cars we had to do this at least twice, it can be very tricky. Now torque it down to 36 +/- 3 ft lbs.



- (3) Use two wrenches to align the timing mark on the rocker cover with that on the camshaft sprocket. Pass the valve timing belt around the inlet-side camshaft sprocket.



- (4) Hold the valve timing belt with paper clips.
(5) Pass the valve timing belt around the timing belt tensioner pulley.



CAUTION

Incorporate the valve timing belt. Then apply reverse rotation (counterclockwise rotation) pressure to the cam shaft sprocket. Re-check to see that each timing mark is aligned while the tension side of the belt is tight.

- (6) Remove the two paper clips.