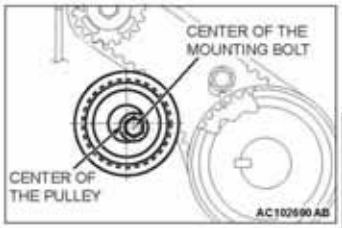


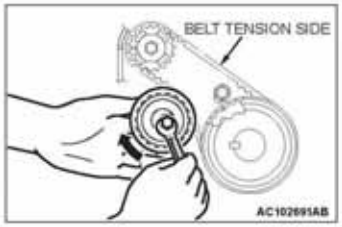
3. Assemble and temporarily fix the center of the pulley of the balancer timing belt tensioner so that it is at the top left from the center of the assembling bolt, and the pulley flange is at the front-side of the engine.
4. Adjust the balancer timing belt tension.

Step14: Make sure the balance shaft and crank are at TDC refernce 11A-53, section <<D>> before removing the balance shaft press firmly on the belt to get a feel for the tension, do so several times until you have a good fell for the amount of tension you need to reload on it. Now your ready to remove the balance shaft belt. Take your ratchet with the 12mm and loosen the balance shaft tensioner reference 11A-54, pics #1 & #2, turn the pulley counter-clockwise to create more slack. Now remove the belt.

>>B<< BALANCER TIMING BELT TENSION ADJUSTMENT

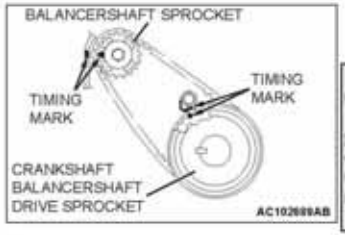
⚠ CAUTION

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.



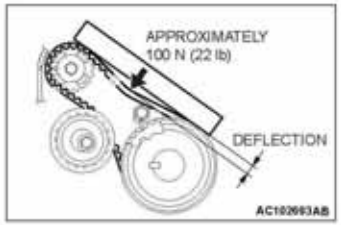
1. With your fingers, lift the balancer timing belt tensioner in the direction of the arrow. Apply pressure of [3.0 ± 0.4 N·m (26 ± 4 in-lb)] to the balancer timing belt. Tighten the assembling bolt to the standard torque. Then, fix the balancer timing belt tensioner.

   Tightening torque: 19 ± 3 N·m (14 ± 2 ft-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.

Step15: Take your new balance shaft belt and make sure you notice the directional rotation the belt is suppose to go, make sure you install the belt to rotate clockwise with the engine Install your balance shaft belt fitting the top side of the belt as tight as possible, so that all your slack falls at the bottom for the tensioner. Now that your belt is on use a flat screw driver underneath the balanceshaft tensioner and pry up creating tension on the belt. Once you get your tension where it should be tighten the 12mm bolt making sure it doesn't turn on you. Now torque the bolt to 14 +/- 2 ft lbs. Reference 11A-53 section <<A>>, and 11A-54. (remember your belt tension in step 14)



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.

TSB Revision