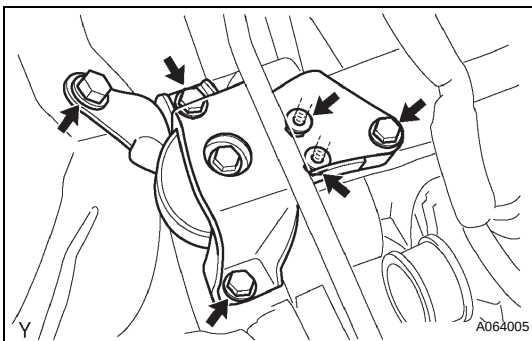
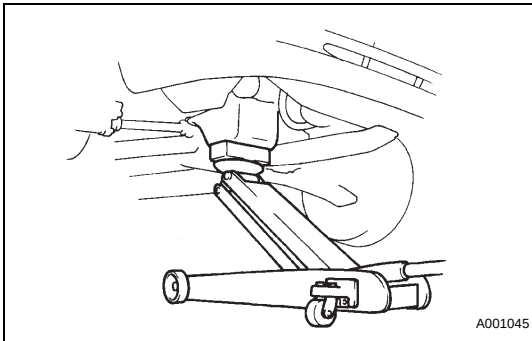
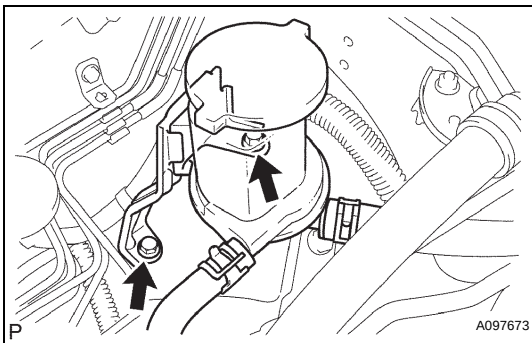
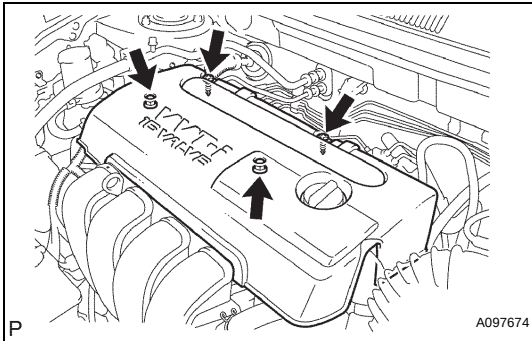
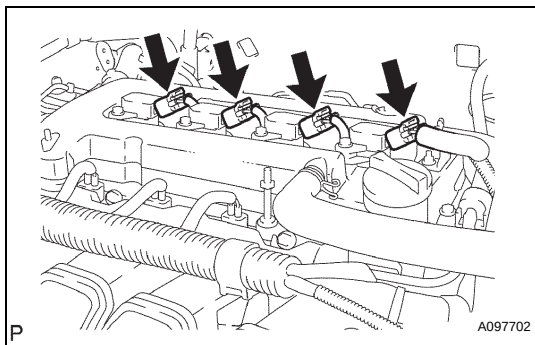


REMOVAL

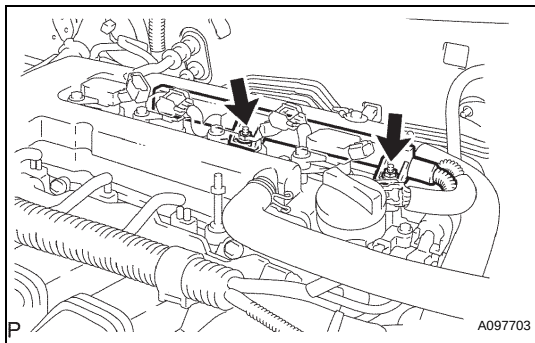
1. **DISCONNECT BATTERY NEGATIVE TERMINAL**
2. **REMOVE FRONT WHEEL RH**
3. **REMOVE ENGINE UNDER COVER RH**
4. **REMOVE CYLINDER HEAD COVER NO.2**
 - (a) Remove the 2 nuts and 2 clips, then remove the cylinder head cover No. 2.
5. **DRAIN ENGINE COOLANT**
 - (a) Drain the engine coolant (See page [CO-5](#)).
6. **REMOVE FAN AND GENERATOR V BELT**
 - (a) Remove the fan and generator V belt (See page [EM-5](#)).
7. **SEPARATE VANE PUMP ASSEMBLY**
 - (a) Separate the vane pump assembly (See page [PS-7](#)).
8. **REMOVE GENERATOR ASSEMBLY**
 - (a) Remove the generator assembly (See page [CH-6](#)).
9. **REMOVE ENGINE MOUNTING INSULATOR RH**
 - (a) Remove the 2 bolts, then remove the oil reservoir bracket No. 1.



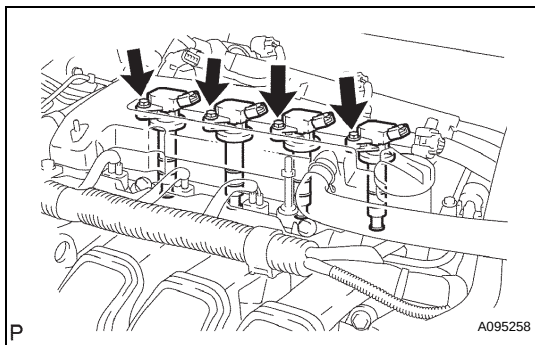
- (b) Place a wooden block on a jack underneath the engine.
- (c) Remove the 4 bolts and 2 nuts, then remove the engine mounting insulator RH.

**10. REMOVE IGNITION COIL ASSEMBLY**

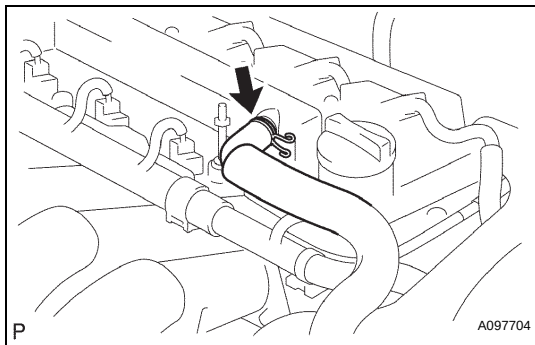
(a) Disconnect the 4 ignition coil connectors.



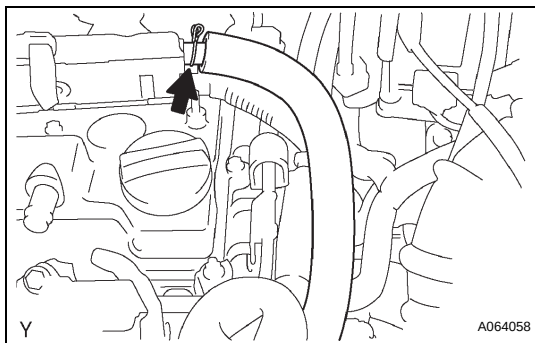
(b) Remove the 2 nuts, then separate the engine wire.



(c) Remove the 4 bolts, then remove the 4 ignition coils.

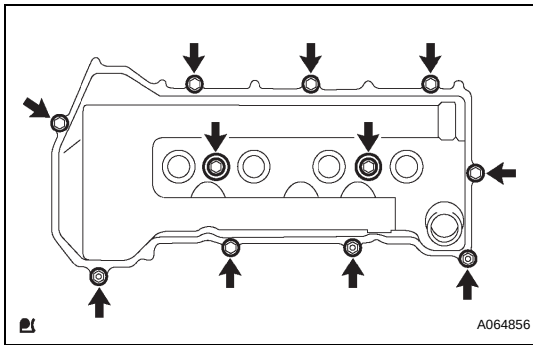
**11. REMOVE CYLINDER HEAD COVER SUB-ASSEMBLY**

(a) Disconnect the ventilation hose from the cylinder head cover.

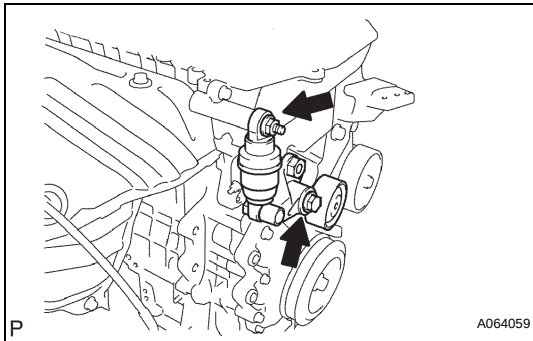


(b) Disconnect the ventilation hose No. 2 from the ventilation valve.

(c) Remove the 3 clamps of the engine wire from the clamp bracket.



- (d) Remove the 9 bolts, 2 seal washers, 2 nuts and 3 clamp brackets, then remove the cylinder head cover.

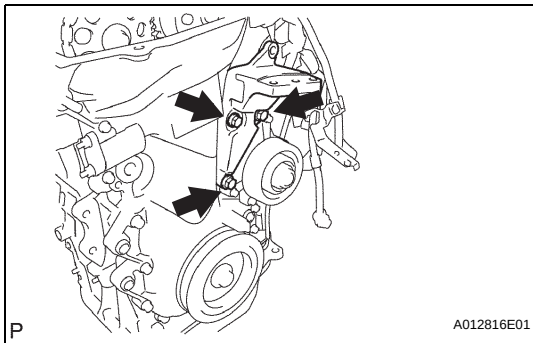


12. REMOVE V-RIBBED BELT TENSIONER ASSEMBLY

- (a) Remove the bolt and nut, then remove the V-ribbed belt tensioner.

HINT:

Jack the engine up and down to remove the bolt.

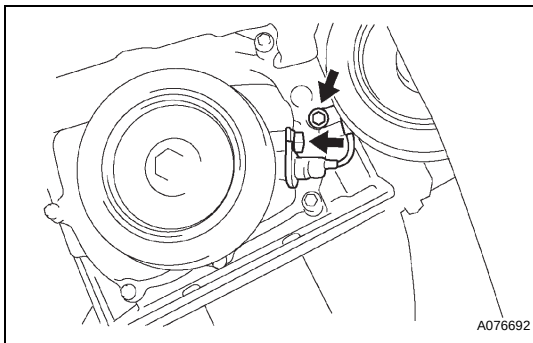


13. REMOVE ENGINE MOUNTING BRACKET RH

- (a) Remove the 3 bolts, then remove the engine mounting bracket RH.

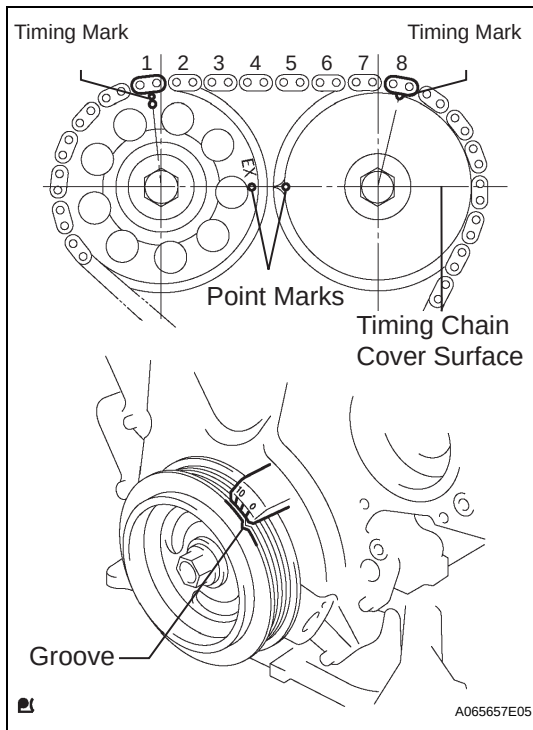
14. REMOVE WATER PUMP ASSEMBLY

- (a) Remove the water pump assembly (See page [CO-9](#)).

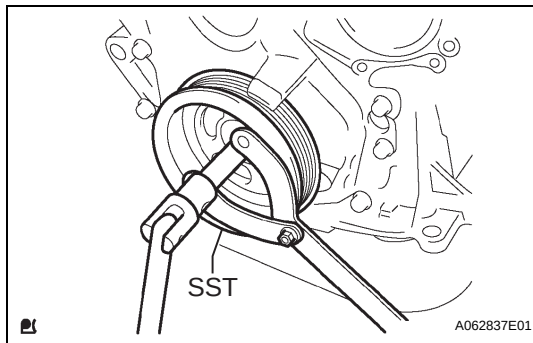


15. SEPARATE CRANKSHAFT POSITION SENSOR

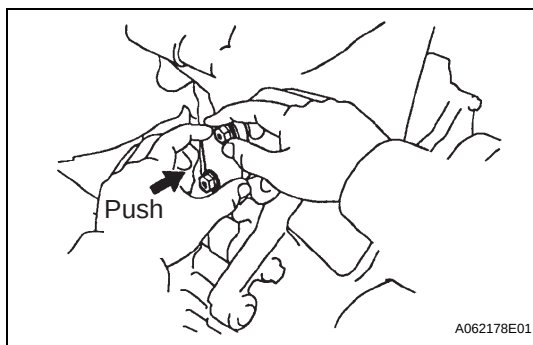
- (a) Remove the 2 bolts, then separate the crankshaft position sensor.

**16. SET NO. 1 CYLINDER TO TDC / COMPRESSION**

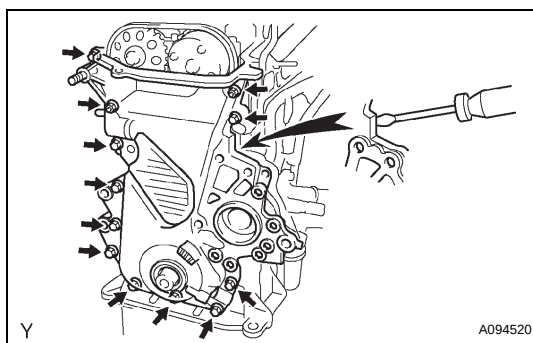
- Turn the crankshaft pulley until its groove and timing mark "0" of the timing chain cover are aligned.
- Check that the point marks of the camshaft timing gears are in a straight line on the timing chain cover surface as shown in the illustration.
If not, turn the crankshaft 1 revolution (360°) to align the marks as above.

**17. REMOVE CRANKSHAFT PULLEY**

- Using SST, remove the crankshaft pulley bolt.
SST 09960-10010 (09962-01000, 09963-01000)
- Remove the crankshaft pulley from the crankshaft.

**18. REMOVE CHAIN TENSIONER ASSEMBLY NO.1**

- Remove the 2 nuts, then remove the chain tensioner.
NOTICE:
Do not turn the crankshaft without the chain tensioner.

**19. REMOVE TIMING CHAIN OR BELT COVER SUB-ASSEMBLY**

- Remove the 10 bolts and 2 nuts.
- Using a "TORX" socket wrench (E8), remove the stud bolt.

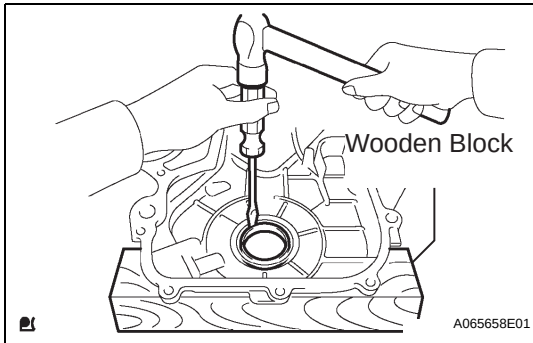
- (c) Remove the timing chain cover by prying the portions between the timing chain cover, cylinder head and cylinder block with a screwdriver.

NOTICE:

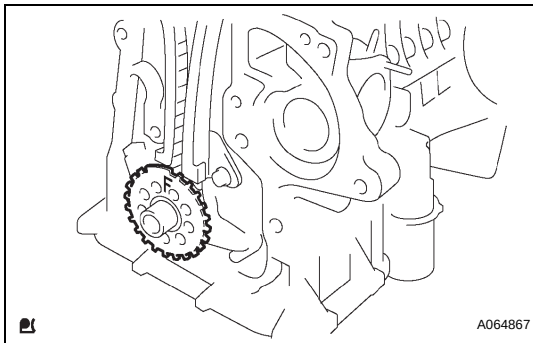
Be careful not to damage the contact surfaces of the timing chain cover, cylinder head and cylinder block.

20. REMOVE TIMING CHAIN OR BELT COVER OIL SEAL

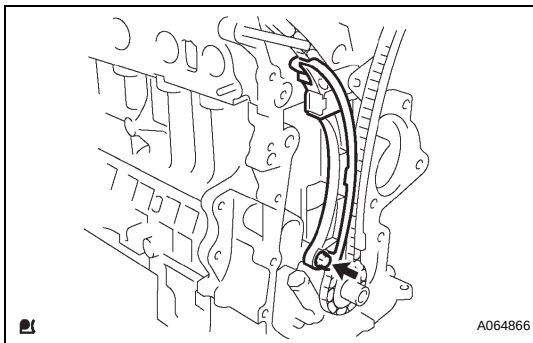
- (a) Place the timing chain cover on wooden blocks.
(b) Using a screwdriver, remove the oil seal.

**21. REMOVE CRANKSHAFT POSITION SENSOR PLATE NO.1**

- (a) Remove the crankshaft position sensor plate from the crankshaft.

**22. REMOVE CHAIN TENSIONER SLIPPER**

- (a) Remove the bolt, then remove the chain tensioner slipper.

**23. REMOVE CHAIN SUB-ASSEMBLY**

- (a) Using 2 screwdrivers, pry out the chain with the crankshaft timing gear, as shown in the illustration.

NOTICE:

- Use a shop rag or piece of cloth to protect the engine.
- If revolving the camshafts with the chain off the gears, turn the crankshaft 1/4 revolution to prevent the valves from coming into contact with the pistons.

