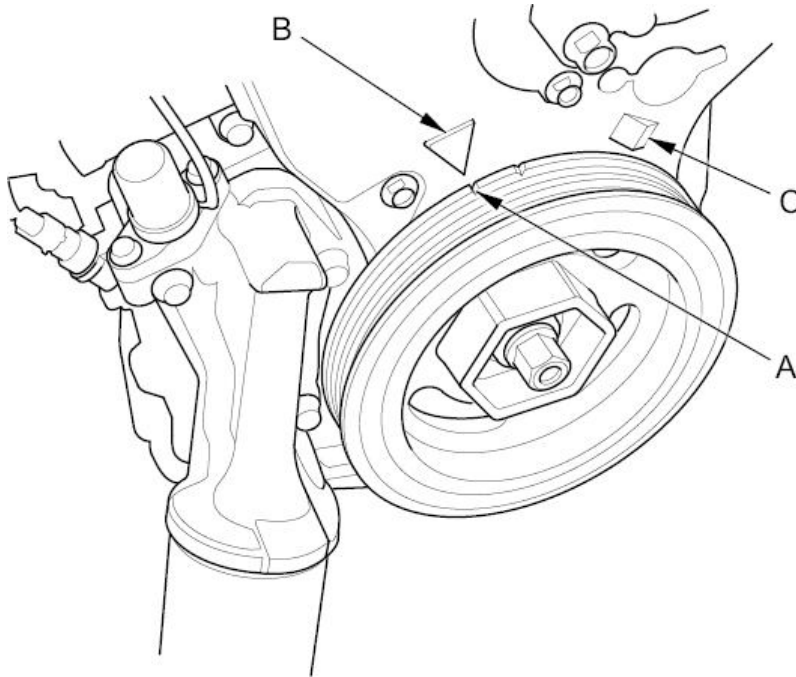


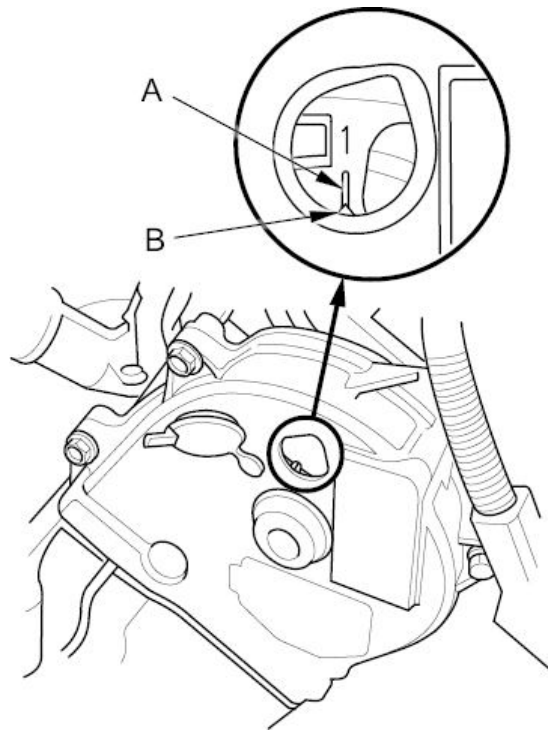
1. [Remove the engine compartment covers.](#)
2. Turn the crankshaft so its white mark (A) on the crankshaft pulley lines up with the pointer (B).

NOTE: The other pointer (C) is not used.

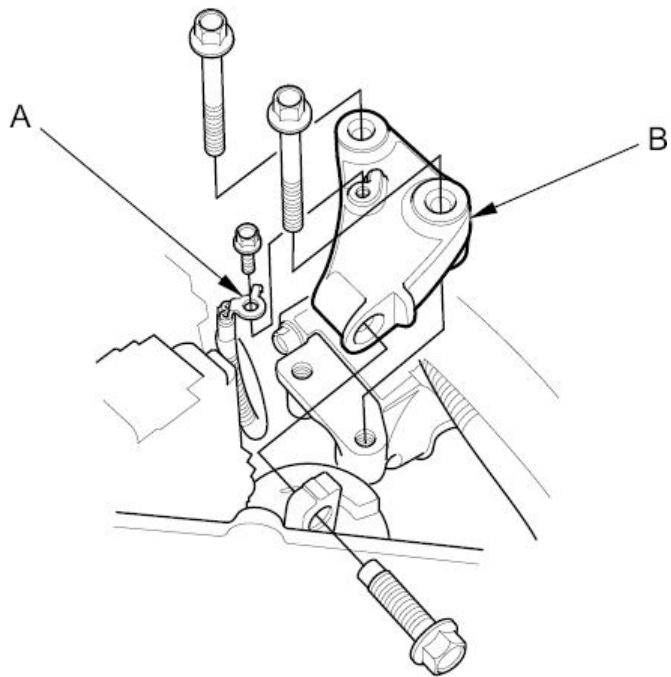


3. Check that the No. 1 piston top dead center (TDC) mark (A) on the front camshaft pulley and the pointer (B) on the front upper cover are aligned.

NOTE: If the marks are not aligned, rotate the crankshaft 360 degrees, and recheck the camshaft pulley mark.

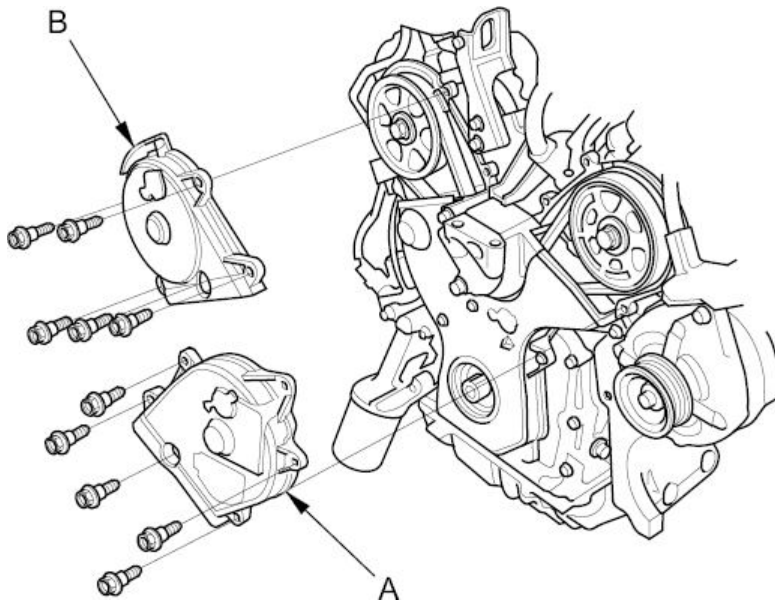


4. Raise the vehicle on the lift, then remove the right front wheel.
5. [Remove the front splash shield.](#)
6. [Remove the drive belt auto-tensioner.](#)
7. Support the engine with a jack and a wood block under the oil pan.
8. Remove the ground cable (A), then remove the upper half of the side engine mount bracket (B).

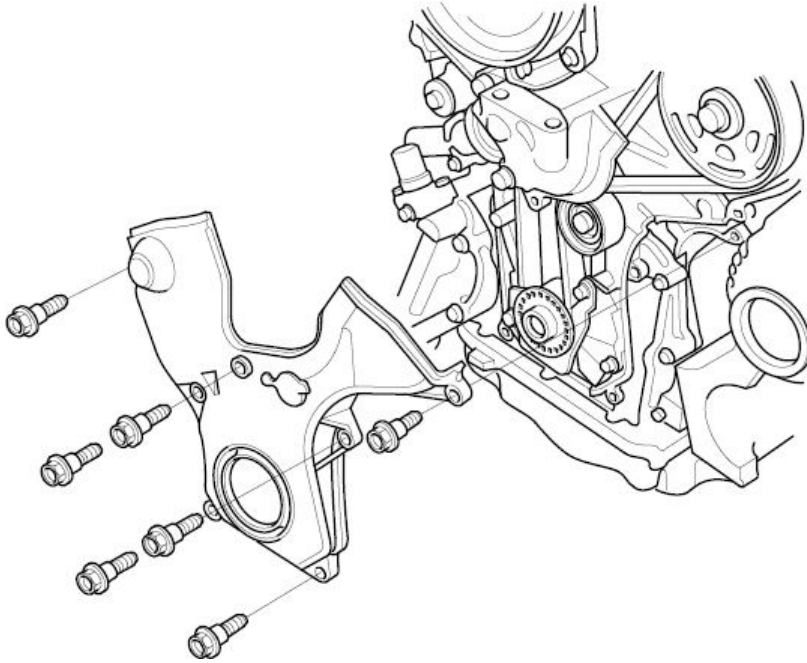


9. [Remove the crankshaft pulley.](#)

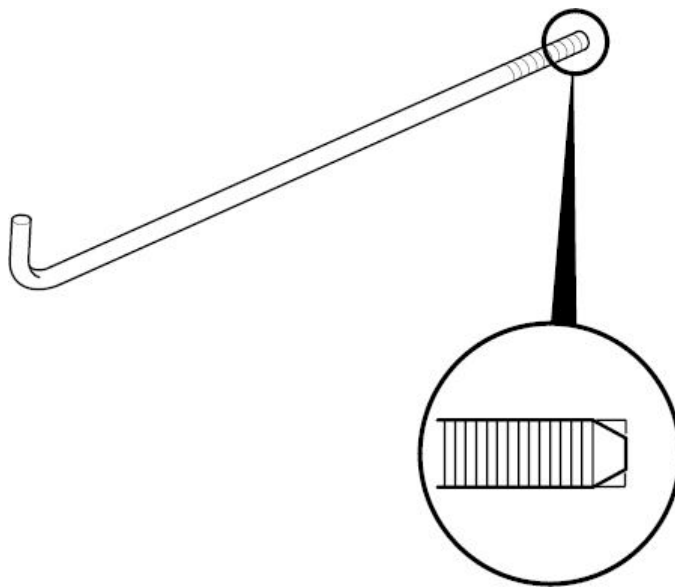
10. Remove the front upper cover (A) and the rear upper cover (B).



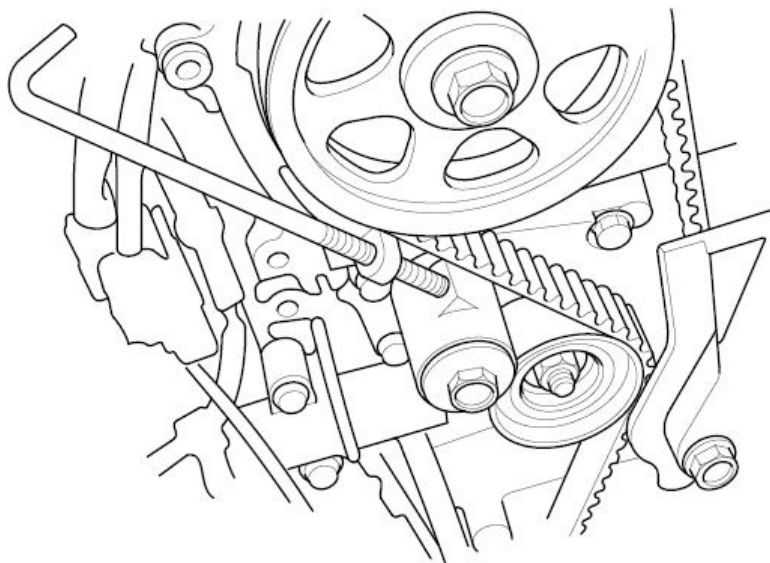
11. Remove the lower cover.



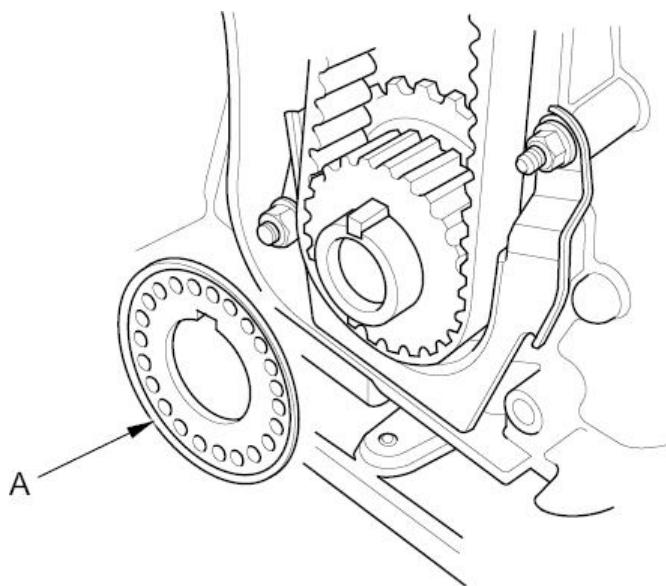
12. Remove one of the battery clamp bolts from the battery tray, and grind the end of it as shown.



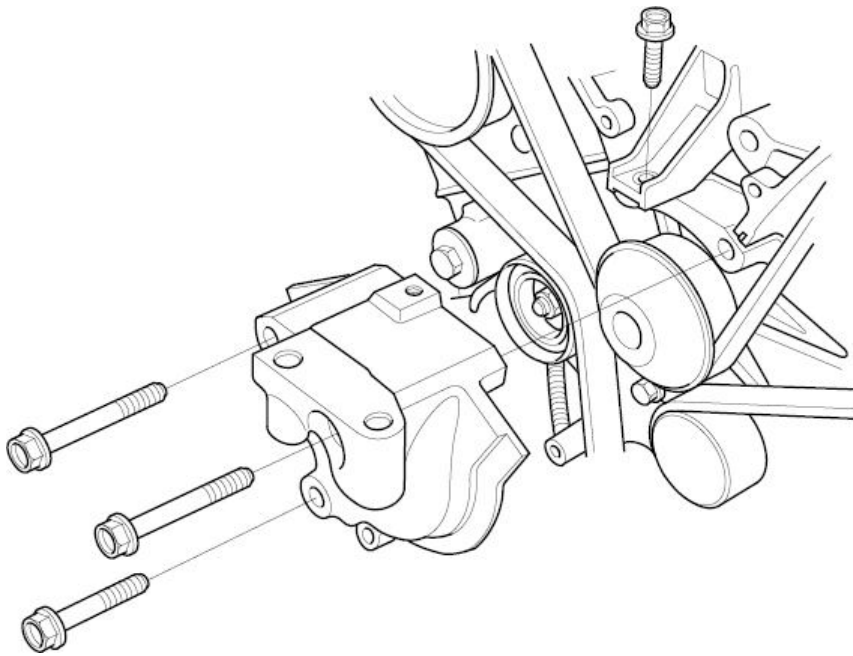
13. Thread the battery clamp bolt in as shown to hold the timing belt adjuster in its current position. Tighten it by hand, do not use a wrench.



14. Remove the timing belt guide plate (A).



15. Remove the lower half of the side engine mount bracket.



16. Remove the idler pulley bolt (A) and the idler pulley (B), then remove the timing belt. Discard the idler pulley bolt.

