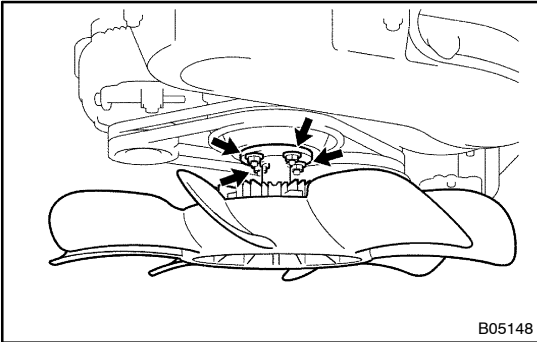


## REMOVAL

### 1. DRAIN ENGINE COOLANT



### 2. REMOVE DRIVE BELTS, FAN, FLUID COUPLING AND WATER PUMP PULLEY

- (a) Loosen the 4 water pump pulley nuts.
- (b) Loosen the alternator pivot bolt and adjusting lock bolt.
- (c) Loosen the adjusting bolt, and remove the 2 drive belts.
- (d) Remove the 4 nuts, the fan with fluid coupling and pulley.
- (e) Remove the 4 nuts and fan from the fluid coupling.

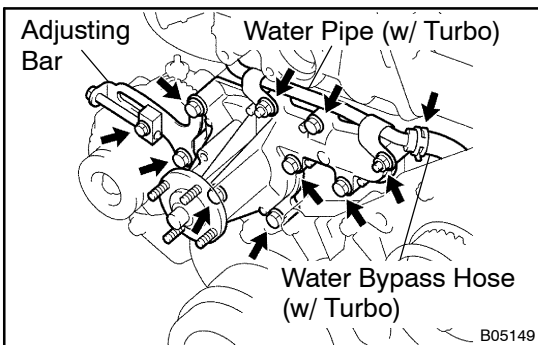
### 3. REMOVE TIMING BELT (See page EM-27)

### 4. REMOVE IDLER PULLEY (See page EM-27)

### 5. REMOVE NO.1 CAMSHAFT TIMING PULLEY (See page EM-27)

### 6. REMOVE CAMSHAFT OIL SEAL RETAINER (1HZ and 1HD-T: See page EM-48) (1HD-FTE: See page EM-77)

### 7. 1HD-FTE: REMOVE NO.2 CYLINDER BLOCK INSULATOR



### 8. REMOVE WATER PUMP

- (a) Remove the 3 bolts and alternator adjusting bar.
- (b) Remove the 2 nuts.
- (c) w/ Turbo:  
Disconnect the turbo water pipe from the water pump.
- (d) w/ Turbo:  
Disconnect the turbo water pipe from the water bypass hose.
- (e) Remove the 5 bolts, water pump and gasket.