

**Warning**

- A hot engine can cause severe burns. Turn off the engine and wait until it is cool before servicing.

**Caution**

- Do not disassemble the electric variable valve timing actuator because it is a precision unit.

1. Disconnect the negative battery cable. (See NEGATIVE BATTERY CABLE DISCONNECTION/CONNECTION [SKYACTIV-G 2.0].) (See NEGATIVE BATTERY CABLE DISCONNECTION/CONNECTION [SKYACTIV-G 2.0 (WITHOUT i-stop)].)
2. Remove the plug hole plate. (See PLUG HOLE PLATE REMOVAL/INSTALLATION [SKYACTIV-G 2.0].)
3. Remove the electric variable valve timing motor/driver. (See ELECTRIC VARIABLE VALVE TIMING MOTOR/DRIVER REMOVAL/INSTALLATION [SKYACTIV-G 2.0].)
4. Rotate the eccentric shaft of the electric variable valve timing actuator by hand and verify that it rotates smoothly.
  - If it does not rotate smoothly, replace the electric variable valve timing actuator. (See ELECTRIC VARIABLE VALVE TIMING ACTUATOR, HYDRAULIC VARIABLE VALVE TIMING ACTUATOR REMOVAL/INSTALLATION [SKYACTIV-G 2.0].)

**Note**

- Hook a finger onto the joint groove of the eccentric shaft to rotate the shaft easily.
- The eccentric shaft stops rotating at the maximum retard position when it is rotated counterclockwise as viewed from the front, and at the maximum advance position when rotated clockwise.
- The eccentric shaft rotates 15.8 turns from the maximum retard position to the maximum advance position.

5. Install in the reverse order of removal.

