CAMSHAFT (LH BANK) (1MZ–FE)

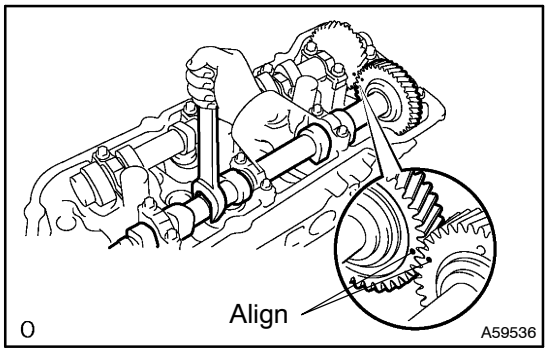
REPLACEMENT

140I5–01

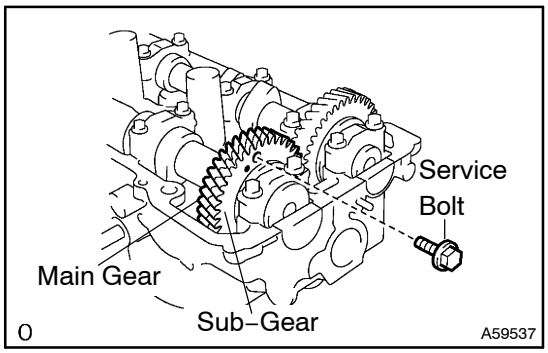
1. DRAIN COOLANT (See page 16–31)
2. REMOVE V–BANK COVER SUB–ASSY (See page 14–156)
3. REMOVE RADIATOR HOSE INLET
4. REMOVE IGNITION COIL ASSY
5. REMOVE CYLINDER HEAD COVER SUB–ASSY LH (See page 14–143)
6. REMOVE FRONT WHEEL RH
7. REMOVE FRONT FENDER APRON SEAL RH
8. REMOVE V (COOLER COMPRESSOR TO CRANKSHAFT PULLEY) BELT NO.1 (See page 14–141)
9. REMOVE VANE PUMP V BELT (See page 14–141)
10. REMOVE ENGINE MOVING CONTROL ROD (See page 14–156)
11. REMOVE ENGINE MOUNTING STAY NO.2 RH (See page 14–156)
12. REMOVE GENERATOR BRACKET NO.2
13. REMOVE CRANKSHAFT PULLEY (See page 14–174)
    SST 09213–54015 (91651–60855), 09330–00021, 09950–50013 (09951–05010, 09952–05010, 09953–05010, 09954–05030)
14. REMOVE TIMING BELT NO.1 COVER
15. REMOVE TIMING BELT NO.2 COVER (See page 14–174)
16. REMOVE TRANSVERSE ENGINE ENGINE MOUNTING BRACKET
17. REMOVE TIMING BELT GUIDE NO.2
18. REMOVE TIMING BELT (See page 14–211)
19. REMOVE TIMING BELT IDLER SUB–ASSY NO.2
20. REMOVE CAMSHAFT TIMING PULLEY (See page 14–180)
    SST 09960–10010 (09962–01000, 09963–01000), 09249–63010
21. REMOVE TIMING BELT NO.3 COVER

22. REMOVE NO.3 CAMSHAFT SUB–ASSY

NOTICE:
Since the thrust clearance of the camshaft is small, the camshaft must be held level while it is being removed. If the camshaft is not kept level, the portion of the cylinder head receiving the shaft thrust may crack or be damaged, causing the camshaft to seize or break. To avoid this, the following steps should be carried out.



(a) Align the timing marks (1 dot marks) of the camshaft drive and driven gears by turning the camshaft with a wrench.

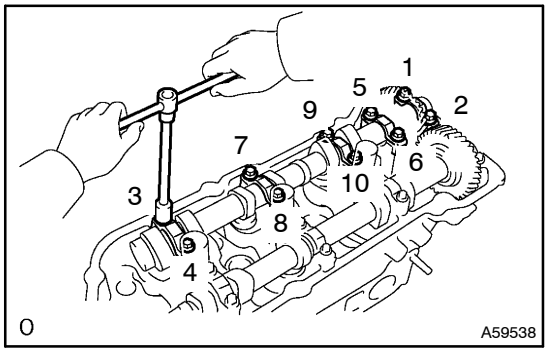


(b) Secure the exhaust camshaft sub–gear to the main gear with a service bolt.
Torque: 5.4 N·m (55 kgf·cm, 48 in.·lbf)

Recommended service bolt

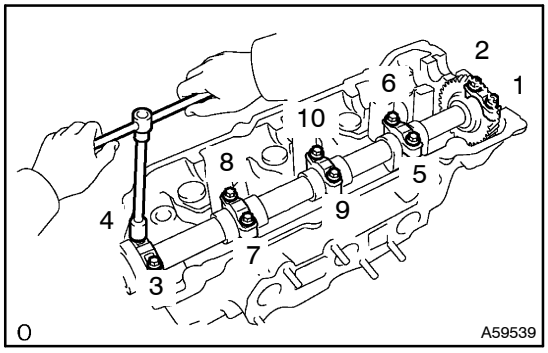
Thread diameter	6 mm
Thread pitch	1.0 mm
Bolt length	16 – 20 mm

HINT:
When removing the camshaft, make certain that the torsional spring force of the sub–gear has been eliminated by the above operation.



(c) Uniformly loosen and remove the 10 bearing cap bolts, in several passes, in the sequence shown, and remove the 5 bearing caps and No. 3 camshaft.

NOTICE:
- **Do not pry out the camshaft.**
- **Be careful not to damage the portion of the cylinder head receiving the shaft thrust.**



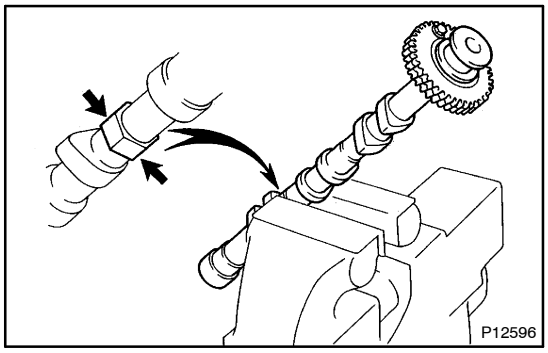
23. REMOVE NO.4 CAMSHAFT SUB–ASSY

(a) Uniformly loosen and remove the 10 bearing cap bolts, in several passes, in the sequence shown, and remove the 5 bearing caps and No. 4 camshaft.

NOTICE:

- **Do not pry out the camshaft.**
- **Be careful not to damage the portion of the cylinder head receiving the shaft thrust.**

(b) Remove the oil seal from the No.4 camshaft.

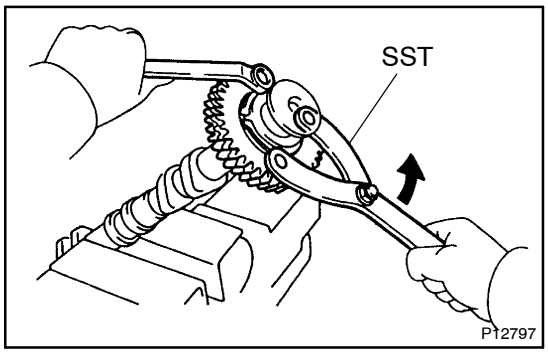


24. REMOVE CAMSHAFT SUB GEAR NO.3

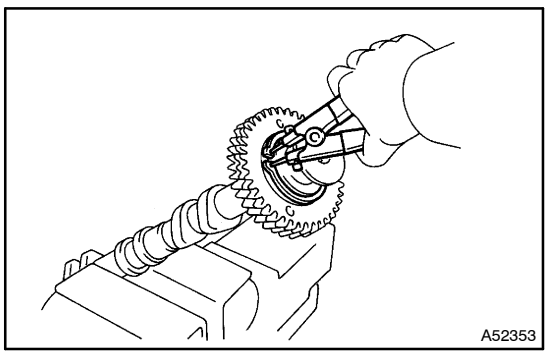
(a) Fix the hexagonal wrench head portion of the camshaft in a vise.

NOTICE:

Be careful not to damage the camshaft.



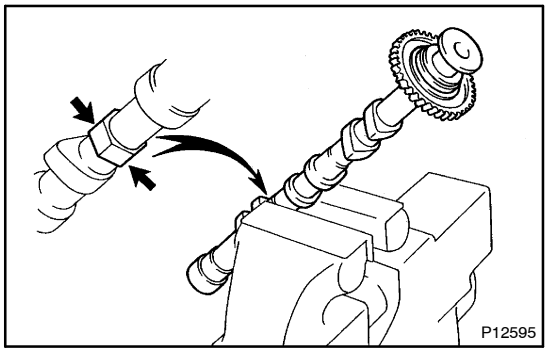
(b) Using SST, turn the sub–gear counterclockwise, and remove the service bolt.
SST 09960–10010 (09962–01000, 09963–00500)



(c) Using snap ring pliers, remove the snap ring.
(d) Remove the wave washer, camshaft sub–gear and camshaft gear spring.

25. REPLACE NO.4 CAMSHAFT SUB–ASSY

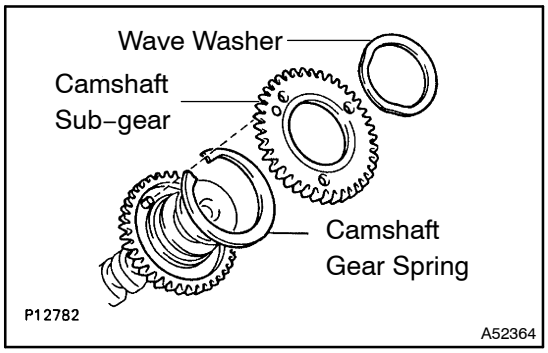
26. INSTALL CAMSHAFT SUB GEAR NO.3



(a) Fix the hexagonal wrench head portion of the camshaft in a vise.

NOTICE:

Be careful not to damage the camshaft.

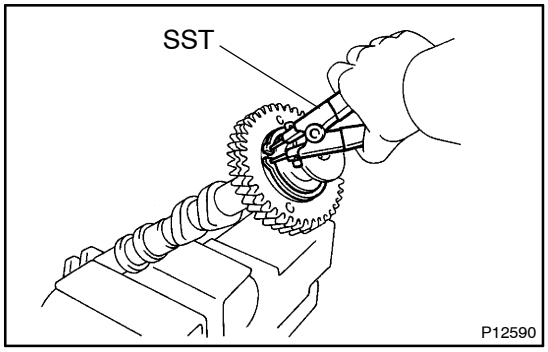


(b) Install the camshaft gear spring and camshaft sub–gear.

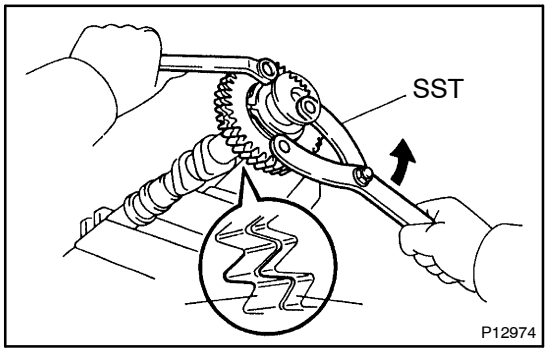
HINT:

Attach the pins on the gears to the gear spring ends.

(c) Install the wave washer.



(d) Using snap ring pliers, install the snap ring.



(e) Using SST, align the holes of the camshaft main gear and sub–gear by turning camshaft sub–gear counterclockwise, and temporarily install a service bolt.

SST 09960–10010 (09962–01000, 09963–00500)

(f) Align the gear teeth of the main gear and sub–gear, and tighten the service bolt.

Torque: 5.4 N·m (55 kgf·cm, 48 in.·lbf)

NOTICE:

Be careful not to damage the camshaft journals.

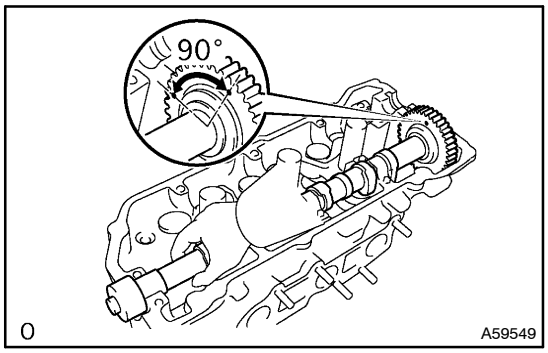
HINT:

When installing the camshaft, make certain that the torsional spring force of the sub–gear has been eliminated by the above operation.

27. INSTALL NO.4 CAMSHAFT SUB–ASSY

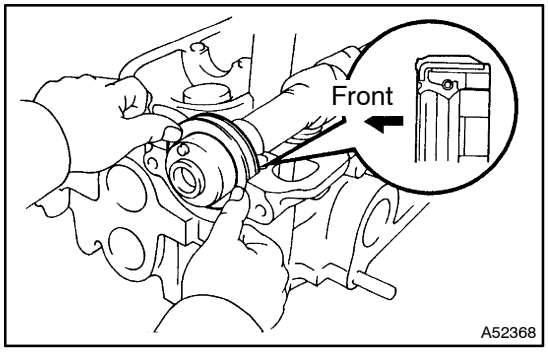
NOTICE:
Since the thrust clearance of the camshaft is small, the camshaft must be held level while it is being installed. If the camshaft is not level, the portion of the cylinder head receiving the shaft thrust may crack or be damaged, causing the camshaft to seize or break. To avoid this, the following steps should be carried out.

(a) Apply new engine oil to the thrust portion and journal of the camshaft.



(b) Place the No. 4 camshaft at a 90° angle of timing mark (2 dot marks) on the cylinder head.

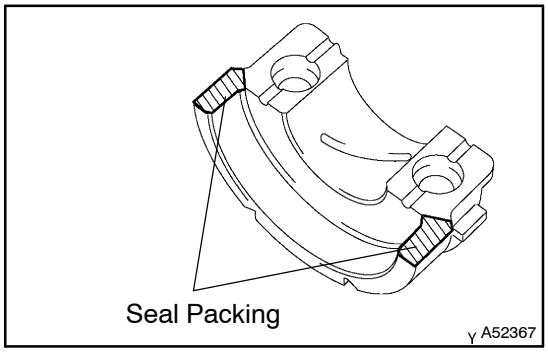
(c) Apply MP grease to a new oil seal lip.



(d) Install the oil seal to the camshaft.

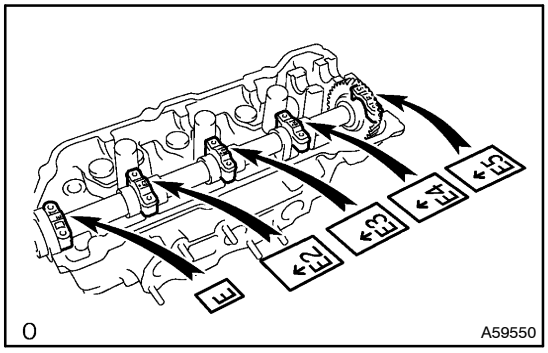
NOTICE:
- **Do not turn over the oil seal lip.**
- **Insert the oil seal until it stops.**

(e) Remove any old packing material from the contact surface.

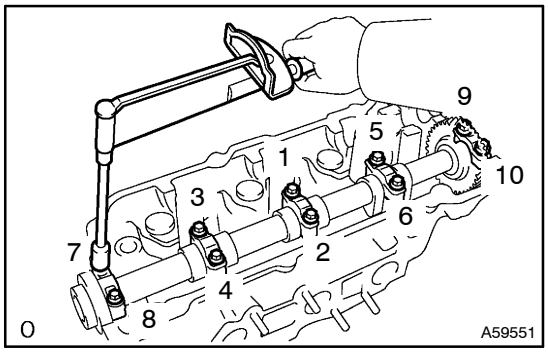


(f) Apply seal packing to the No. 1 bearing cap as shown.
Seal packing: Part No. 08826–00080 or equivalent

NOTICE:
- **Install the No. 1 bearing cap within 5 minutes after applying seal packing.**
- **Do not put into engine oil within 2 hours after installing.**



(g) Install the 5 bearing caps in their proper locations.
(h) Apply a light coat of engine oil on the threads and under the heads of the bearing cap bolts.

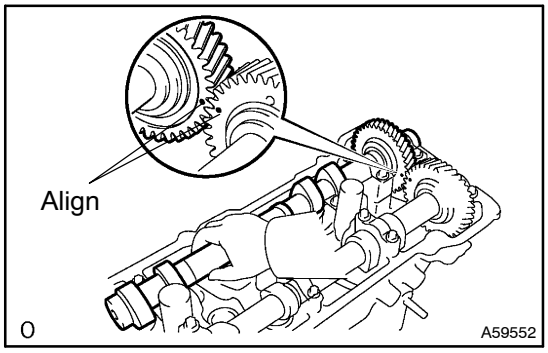


(i) Install and uniformly tighten the 10 bearing cap bolts, in several passes, in the sequence shown.
Torque: 16 N·m (163 kgf·cm, 12 ft·lbf)

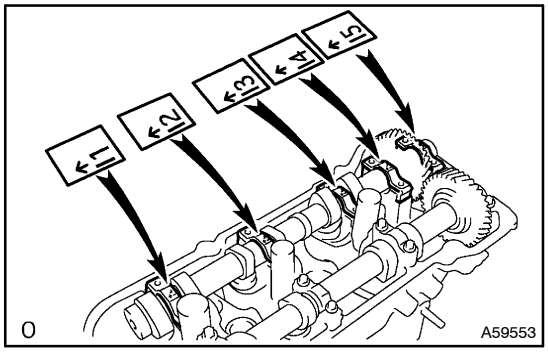
28. INSTALL NO.3 CAMSHAFT SUB–ASSY

NOTICE:
Since the thrust clearance of the camshaft is small, the camshaft must be held level while it is being installed. If the camshaft is not level, the portion of the cylinder head receiving the shaft thrust may crack or be damaged, causing the camshaft to seize or break. To avoid this, the following steps should be carried out.

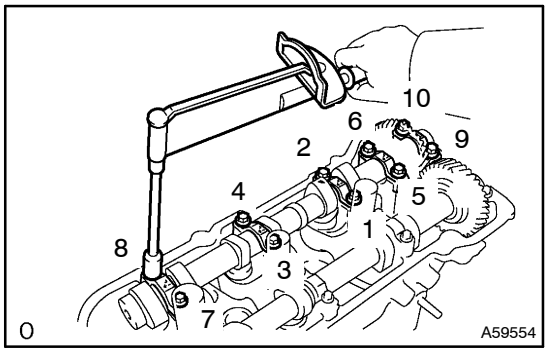
(a) Apply new engine oil to the thrust portion and journal of the camshaft.



(b) Align the timing marks (1 dot marks) of the camshaft drive with driven gears.
(c) Place the camshaft on the cylinder head.



(d) Install the 5 bearing caps in their proper locations.



(e) Apply a light coat of engine oil on the threads and under the heads of the bearing cap bolts.
(f) Install and uniformly tighten the 10 bearing cap bolts, in several passes, in the sequence shown.
Torque: 16 N·m (163 kgf·cm, 12 ft·lbf)
(g) Remove the service bolt.

29. INSTALL TIMING BELT NO.3 COVER
(See page 14–180)
30. INSTALL CAMSHAFT TIMING PULLEY
(See page 14–180)
SST 09960–10010 (09962–01000, 09963–01000), 09249–63010
31. INSTALL TIMING BELT IDLER SUB–ASSY NO.2

Torque: 43 N·m (438 kgf·cm, 32 ft·lbf)
32. INSPECT TIMING BELT
(See page 14–174)
33. INSTALL TIMING BELT
(See page 14–211)
SST 09960–10010 (09962–01000, 09963–01000)
34. INSTALL CHAIN TENSIONER ASSY NO.1
(See page 14–174)
35. INSTALL TIMING BELT GUIDE NO.2
(See page 14–174)
36. INSTALL TRANSVERSE ENGINE ENGINE MOUNTING BRACKET

Torque: 28 N·m (286 kgf·cm, 21 ft·lbf)
37. INSTALL TIMING BELT NO.2 COVER
(See page 14–174)
38. INSTALL TIMING BELT NO.1 COVER
(See page 14–174)
39. INSTALL CRANKSHAFT PULLEY
(See page 14–174)
SST 09213–54015 (91651–60855), 09330–00021
40. INSTALL GENERATOR BRACKET NO.2

Torque: 28 N·m (286 kgf·cm, 21 ft·lbf)

41. INSTALL ENGINE MOUNTING STAY NO.2 RH
(See page 14–156)
42. INSTALL ENGINE MOVING CONTROL ROD
(See page 14–156)
43. INSPECT VALVE CLEARANCE (See page 14–143)
44. ADJUST VALVE CLEARANCE (See page 14–143)
SST 09248–55040 (09248–05410, 09248–05420)
45. INSTALL VANE PUMP V BELT
(See page 14–141)
46. INSTALL V (COOLER COMPRESSOR TO CRANKSHAFT PULLEY) BELT NO.1
(See page 14–141)
47. INSPECT DRIVE BELT DEFLECTION AND TENSION (REFERENCE) (See page 14–137)
48. INSTALL CYLINDER HEAD COVER SUB–ASSY LH
(See page 14–143)
49. INSTALL IGNITION COIL ASSY

Torque: 8.0 N·m (82 kgf·cm, 71 in.·lbf)
50. INSTALL V–BANK COVER SUB–ASSY
(See page 14–156)
51. INSTALL FRONT WHEEL RH
Torque: 103 N·m (1,050 kgf·cm, 76 ft·lbf)
52. ADD COOLANT (See page 16–31)
53. CHECK ENGINE COOLANT LEAK (See page 16–31)