

TIMING BELT

CAUTION: DO NOT rotate crankshaft counterclockwise (as viewed from timing belt end of engine). If timing belt is to be reused, mark direction of rotation before removing.

Removal (Non-Turbo)

1. Remove coolant reservoir tank. Raise and support vehicle. Place No. 1 cylinder at TDC of compression stroke. See **Fig. 14** and **Fig. 15**. Remove left front wheel and splash shields on left side of vehicle. Remove drive belts. Remove crankshaft dampener pulley.

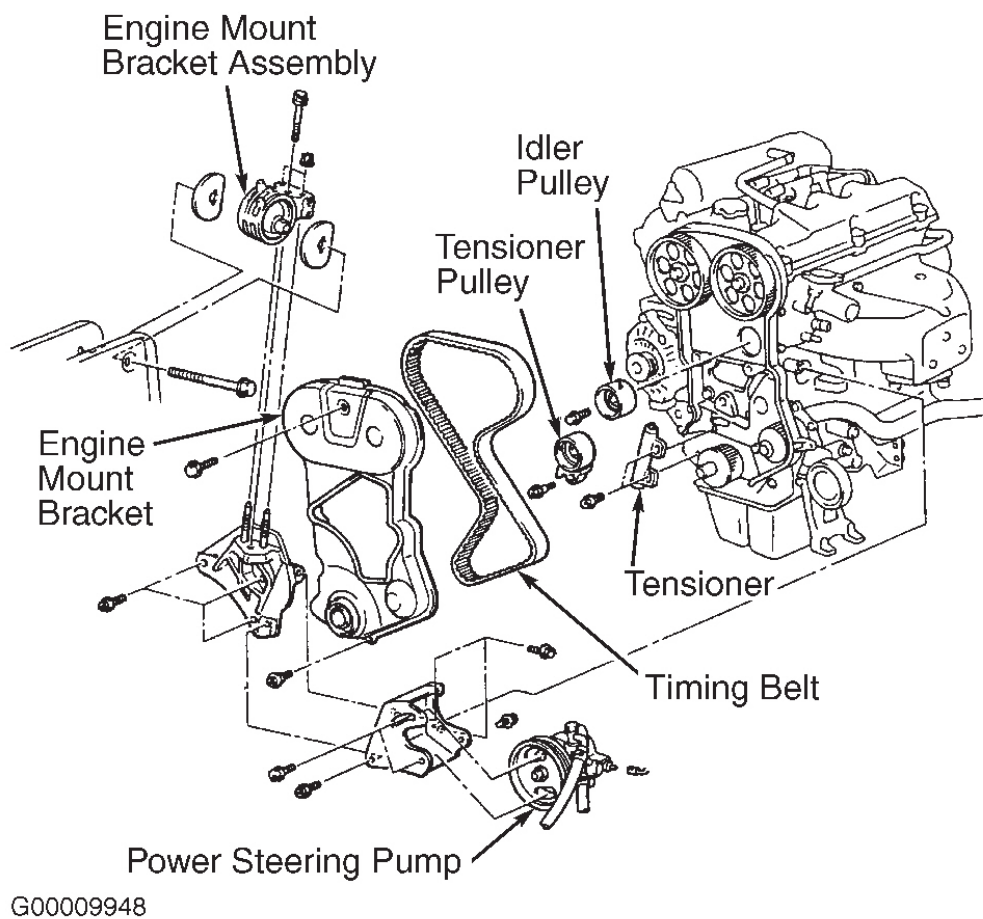
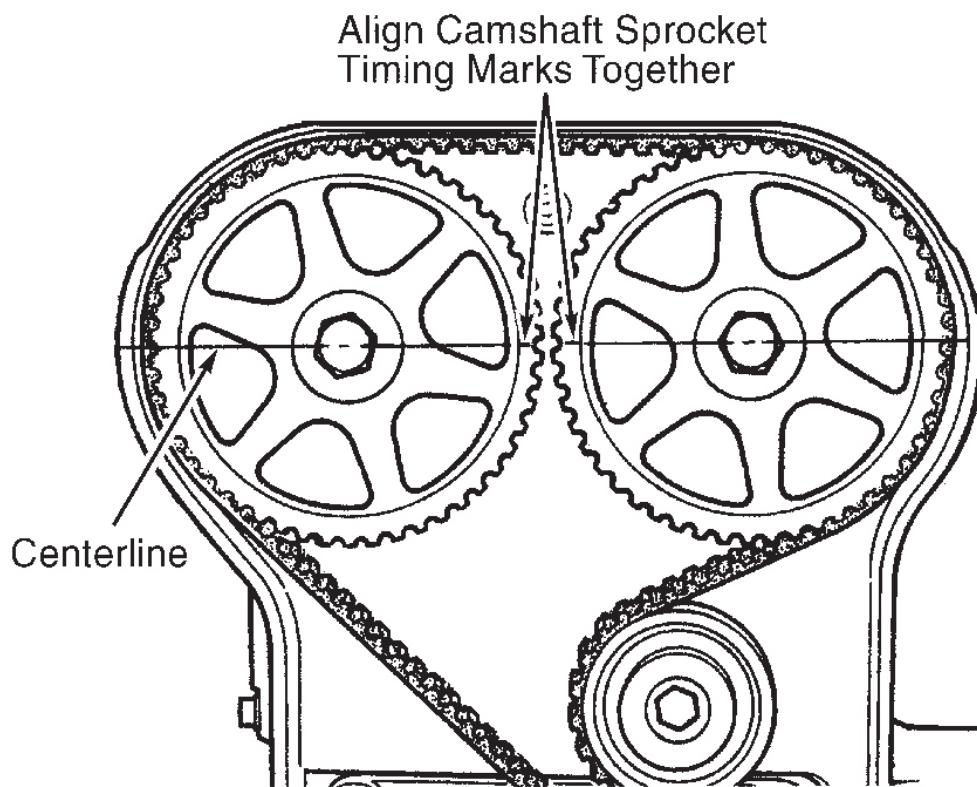


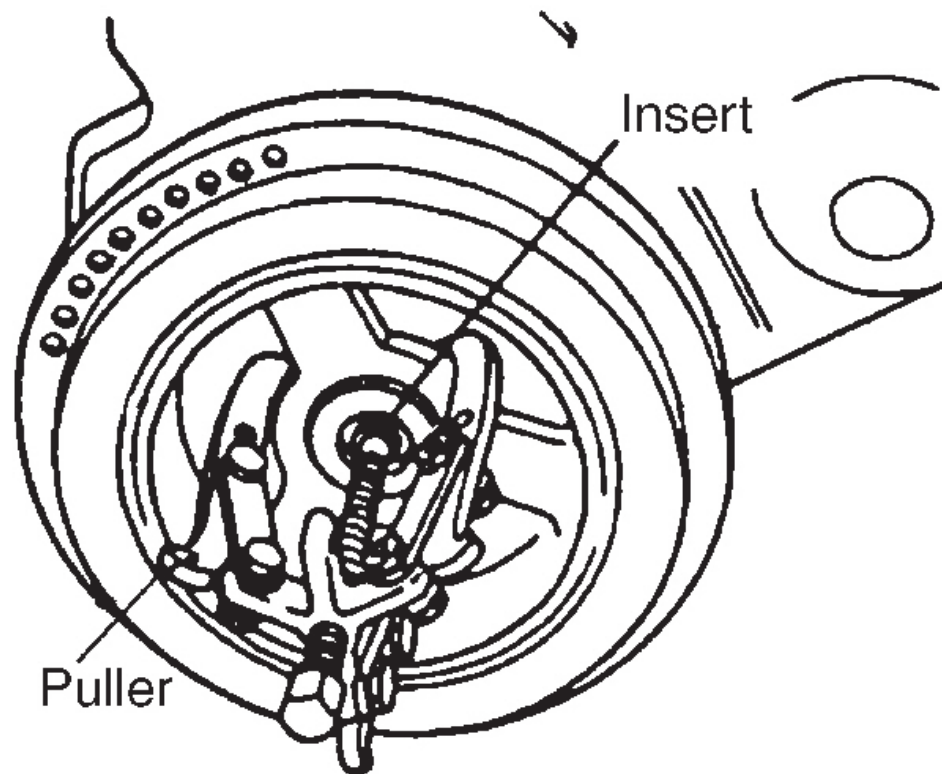
Fig. 14: Exploded View Of Timing Belt & Components
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.



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Fig. 15: Aligning Camshaft Timing Marks
Courtesy of CHRYSLER CORP.

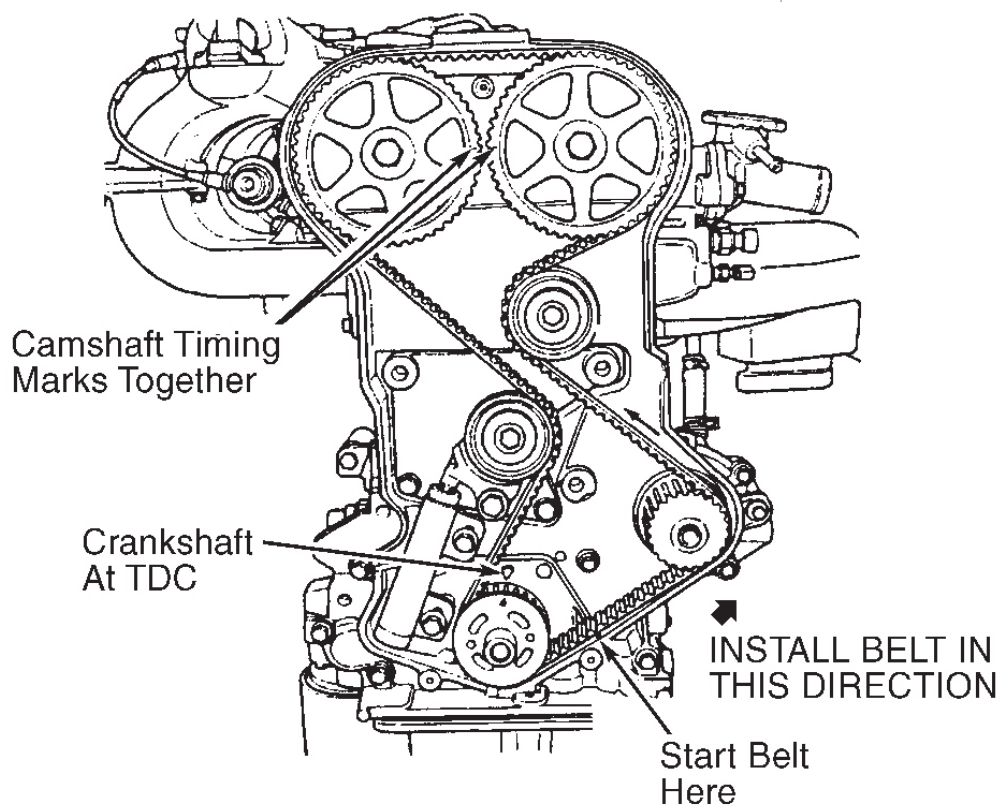
2. Remove crankshaft dampener pulley bolt. Using Puller (MB995055) and Insert (MB995057), remove dampener pulley. See **Fig. 16** .



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Fig. 16: Removing Crankshaft Dampener Pulley**Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.**

3. Disconnect power steering pump from bracket with hoses attached and secure aside. Remove bracket from front cover. Place a block of wood between floor jack and oil pan. Jack up engine so weight is no longer applied to engine mount. Remove mount. Remove timing belt covers. Remove engine mount bracket from front of engine. See **Fig. 14** . Ensure timing marks are aligned. See **Fig. 17** -**Fig. 18** . Remove timing belt tensioner. Remove timing belt.



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Fig. 17: Aligning Timing Marks (Non-Turbo)
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

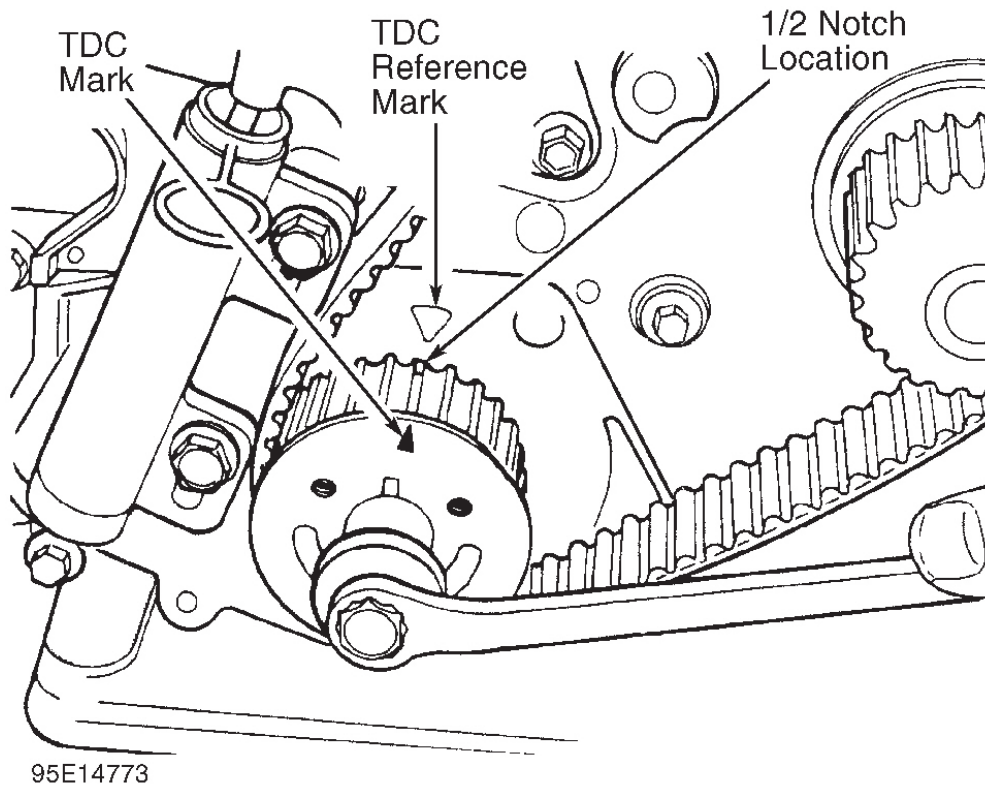


Fig. 18: Aligning Crankshaft TDC Marks
Courtesy of CHRYSLER CORP.

Inspection (General)

Check belt teeth for damage and oil contamination. Inspect belt for glossy, hardened or non-elastic surface. Ensure belt is not cracked, separated or showing canvas fiber. Inspect sprockets for damage. Check water pump for leakage, spin water pump pulley and check for roughness or binding. Replace components if damaged.

Installation (Non-Turbo)

NOTE: If plug at bottom of tensioner protrudes past tensioner housing, place a washer over plug to prevent it from contacting vise when pushing rod into tensioner housing.

1. Place the tensioner into a vise equipped with soft jaws and slowly compress the plunger. When plunger is compressed into the tensioner body install a 5/64" (1.9 mm) Allen wrench or pin through hole in tensioner body and plunger to retain plunger in tensioner. See **Fig. 19**.