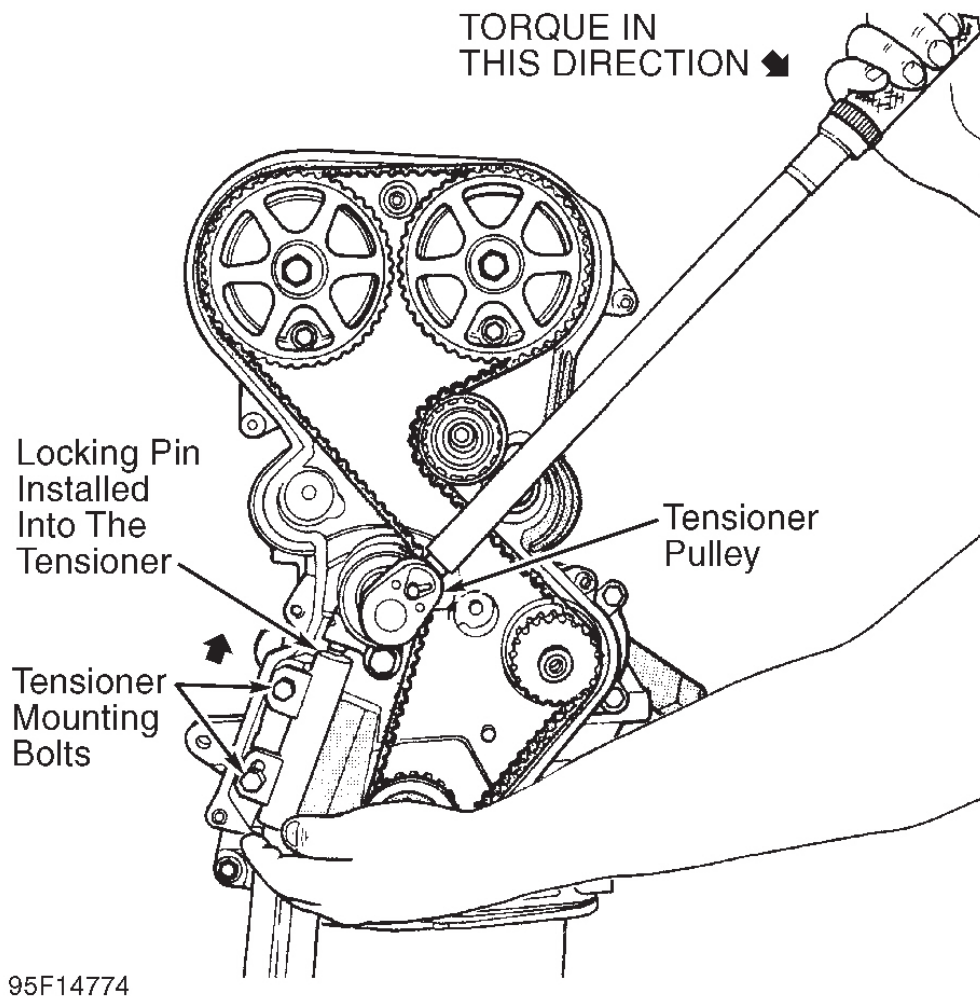


**Fig. 19: Retracting Automatic Tensioner Rod (Typical)**  
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

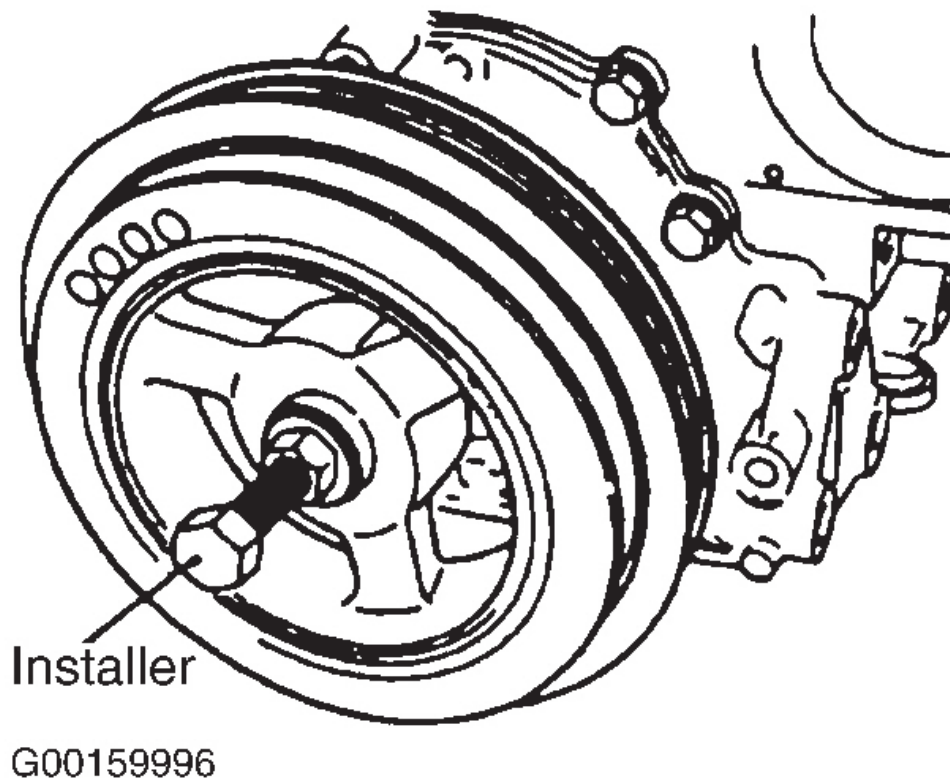
2. Set crankshaft sprocket to No. 1 TDC by aligning sprocket with arrow on oil pump housing. See **Fig. 18**. Set camshaft timing marks together, by aligning notches on camshaft sprockets. See **Fig. 15** and **Fig. 18**. Set crankshaft to 1/2 notch before TDC. Install timing belt, starting at the crankshaft. Go around water pump sprocket, idler pulley, camshaft sprockets, and tensioner pulley. Move crankshaft sprocket to TDC to take up belt slack. Install tensioner to block but do NOT tighten mounting bolts.
3. Using torque wrench on timing belt tensioner pulley, apply 250 INCH lbs. (28 N.m) torque to tensioner. See **Fig. 20**. While holding torque on tensioner pulley, move timing belt tensioner up against timing belt. Tighten tensioner mounting bolts, tighten bolts to 23 ft. lbs. (31 N.m). Remove pin from automatic tensioner. Pull tensioner plunger pin out. Pretension is correct when pin can be removed and installed freely.

**NOTE:** It may be necessary to remove timing belt tensioner to reinstall pin, if pretension is incorrect and pin is removed.



**Fig. 20: Adjusting Tensioner Pulley & Setting Timing Belt Tension**  
Courtesy of CHRYSLER CORP.

4. Rotate crankshaft 2 revolutions by hand. Check timing mark alignment. If not aligned correctly, repeat procedure. Ensure plunger pin can be removed and installed freely. To complete installation, reverse removal procedure. After installing timing belt cover. Install dampener pulley. Using special tools (MB995035), (MB990767) and (MD998719). Tighten center bolt till dampener pulley will install no further (STOP). Remove installation tools, install crankshaft bolt and torque to 105 ft. lbs. (142 Nm). See **Fig. 21**.



**Fig. 21: Installing Crankshaft Dampener Pulley**  
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

**Removal (Turbo)**

1. Remove protective cover from below engine. Support engine. Remove upper engine mount located near timing belt cover. Remove all drive belts and drive pulleys from crankshaft and water pump. Remove drive belt tensioner.

**NOTE:** On some vehicles to remove the middle (center) timing belt cover, motor mount studs need to be removed from engine support bracket.

2. Remove timing belt covers with gaskets. Note bolt lengths and locations. Rotate crankshaft clockwise (as viewed from timing belt end of engine) until all timing marks align and cylinder No. 1 is at TDC of compression stroke. See [Fig. 22](#).

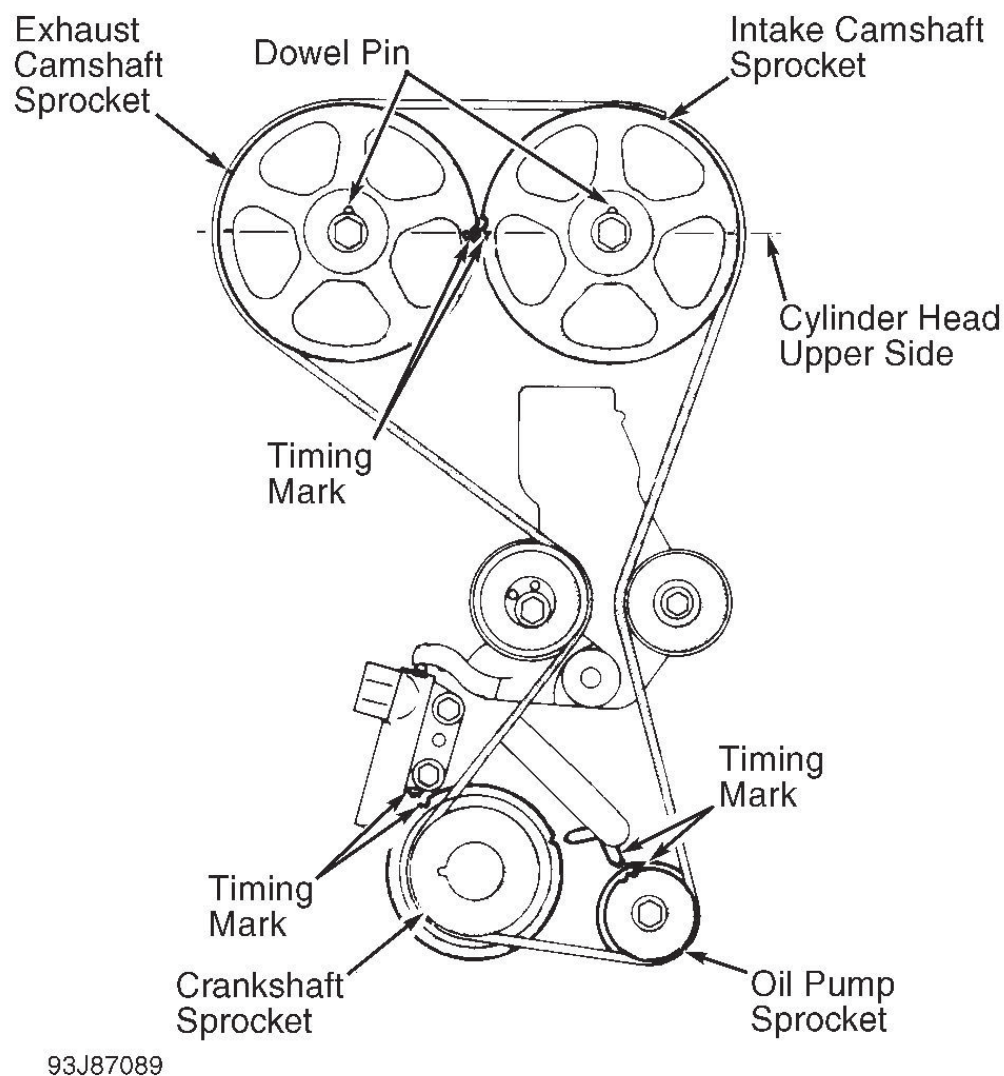
**NOTE:** If timing belt is to be reused, mark timing belt to indicate original direction of rotation.

3. Loosen tensioner pulley center bolt and rotate pulley to water pump side Remove automatic

tensioner. See **Fig. 23** . Remove timing belt. Inspect tensioner pulley for roughness or binding. Replace if necessary. See **Fig. 24** .

**NOTE:**        **It is not necessary to remove camshaft sprockets to replace only the timing belt.**

4. If camshaft sprockets are damaged or camshaft oil seals are to be replaced, use following procedure. Remove center cover, spark plug wires and valve cover. To remove camshaft sprockets, hold camshaft hexagon (between camshaft journals No. 2 and 3) while removing camshaft sprocket bolt. Remove camshaft sprockets. Remove rear timing belt cover (if needed).
5. Remove silent shaft access plug from right (intake) side of cylinder block. Insert a .31" (8.0 mm) diameter rod or Phillips screwdriver into plug hole. If screwdriver can only be inserted .79-.98" (20.0-25.0 mm), rotate oil pump sprocket one revolution, and realign timing mark. Insert screwdriver, ensure it can be inserted at least 2.36" (60.0 mm). DO NOT remove screwdriver until timing belt is installed. See **Fig. 25** .
6. Remove bolt, washer, crankshaft sprocket and flange. Note direction of flange installation. Remove rear timing belt tensioner assembly. Remove balance shaft timing belt (B-belt).
7. If replacing seals: Remove left (exhaust) side silent shaft sprocket with spacer. Remove rear crankshaft sprocket, key and inner cover.



**Fig. 22: Aligning Timing Marks (Turbo)**

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.