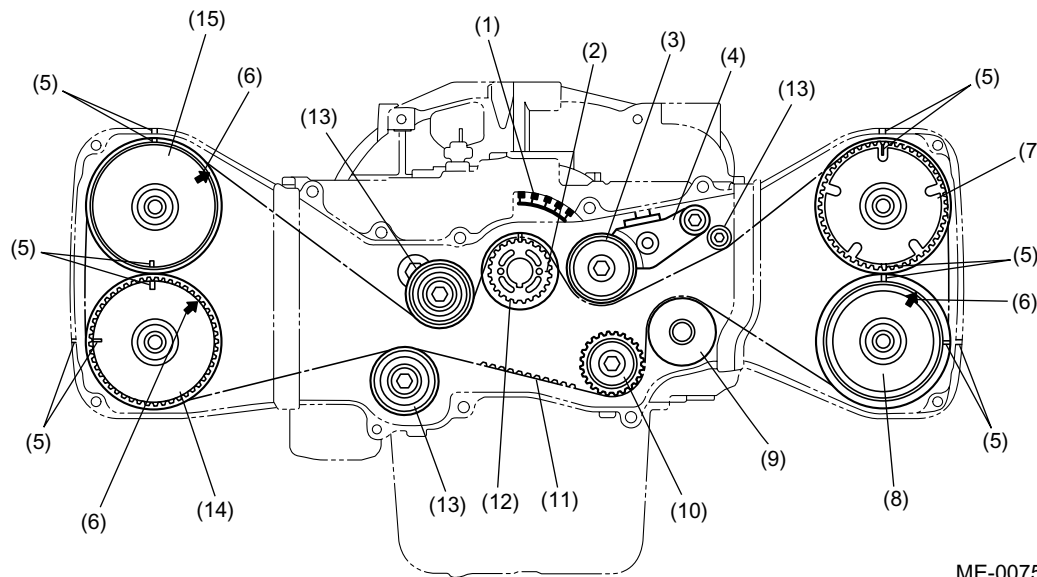


TIMING BELT

MECHANICAL

2. Timing Belt

- A single timing belt drives four camshafts (intake and exhaust camshafts on each bank). The belt also drives the water pump by its non-toothed side.
- The timing belt teeth have a specially designed round profile which contributes to quiet operation. The timing belt is made of strong and inflexible core cords, wear-resistant canvas and heat-resistant rubber material.
- A hydraulic automatic belt tension adjuster always keeps the belt taut to the specified tension. Any manual belt tension adjustment is unnecessary.



ME-00752

- | | |
|---|-----------------------------------|
| (1) Timing indicator (for timing mark of crankshaft pulley) | (9) Water pump pulley |
| (2) *Piston position mark | (10) Idler No. 2 |
| (3) Belt tension pulley | (11) Timing belt |
| (4) Automatic belt tension adjuster assembly | (12) Crankshaft sprocket |
| (5) Alignment mark | (13) Idler |
| (6) **Piston position mark | (14) Exhaust camshaft sprocket RH |
| (7) Intake camshaft sprocket LH | (15) Intake camshaft sprocket RH |
| (8) Exhaust camshaft sprocket LH | |

NOTE:

*: The #1 piston is set at the top dead center (TDC) when the piston-position mark on the crankshaft sprocket is aligned with the mark on cylinder block.

** : The #1 piston is set at TDC on the compression stroke when the piston-position mark on the camshaft sprocket is facing directly upward.

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