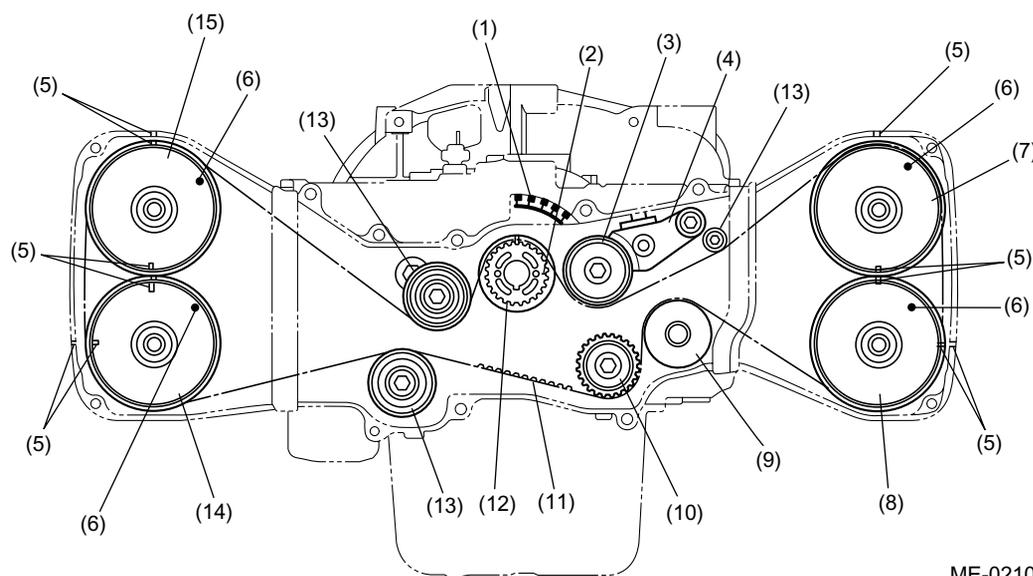


## TIMING BELT

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-02106

- |   |                                   |
|---|-----------------------------------|
| (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.