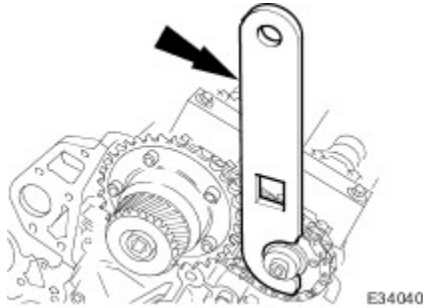


Install the chain tensioning tool 303-532 to the exhaust camshaft sprocket, Bank 2.

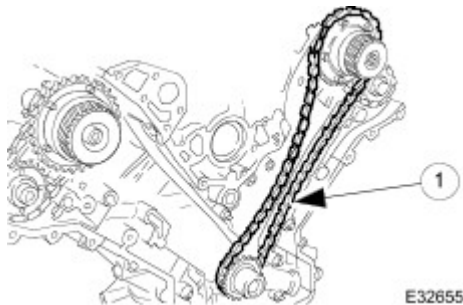
- ▶ Reposition the sprocket (and the VVT unit) for the most advantageous position for use of the tool.
- ▶ Remove the tool.



2 . Install the primary timing chain, Bank 2.

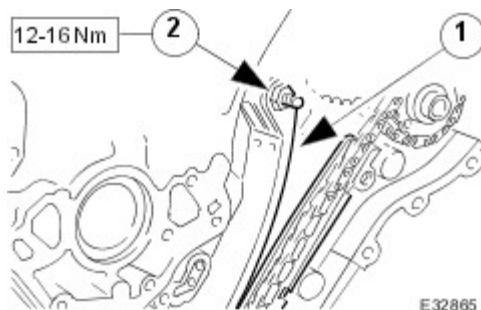
- Install the primary chain over the crankshaft sprocket and the VVT unit sprocket. There must be no slack on the drive side of the primary chain and the VVT unit must not be rotated on the camshaft (or the tensioning tool may not fit).
- 1) primary chain and the VVT unit must not be rotated on the camshaft (or the tensioning tool may not fit).

- ▶ Slide the VVT and exhaust sprocket fully rearwards onto the respective camshafts.



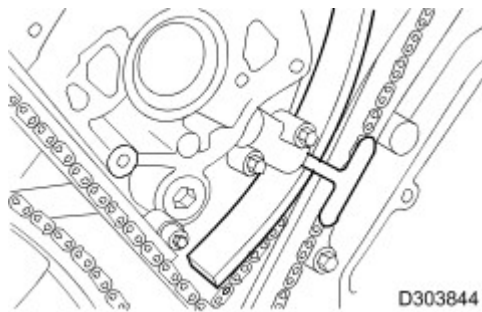
3 . Install the primary chain tensioner blade.

- 1) Position the tensioner blade to the cylinder block.
- 2) Install the retaining / pivot bolt and tighten it to 12-16 Nm.



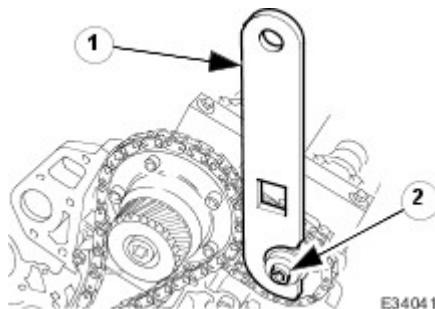
- 4 . Install the primary chain tensioner assembly. Refer to Operation 12.65.55 in this Section.

- ▶ Use a wedge 303-533 (or two if required) between the primary chain tensioner and tensioner blade, to take up the slack in the chain.



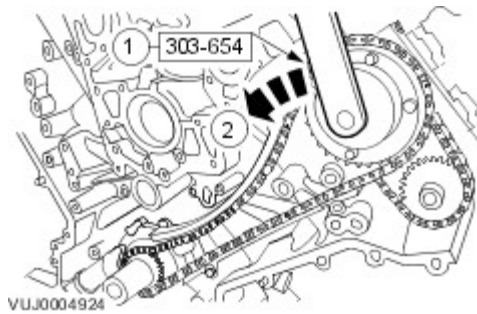
- 5 . Tighten the exhaust camshaft sprocket securing bolt.

- 1) Install the chain tensioner tool 303-532 to the sprocket holes.
- ▶ Apply force to the tool in an anti-clockwise direction to tension the chain on its drive side.
- 3) Whilst applying the opposing force to the sprocket and chain, tighten the sprocket securing bolt to 120 Nm.



- 6 . Rotate the variable camshaft timing oil control unit fully counter-clockwise to the fully retarded position.

- 1) Install the variable camshaft timing oil control unit setting tool 303-654.
- 2) Rotate the variable camshaft timing oil control unit fully anti-clockwise to the fully retarded position.



#### 7 . Tighten the VVT unit bolt.

1) While still applying the opposing force to the sprocket and chain (using 303-532), check that the wedges are still in place, carry out the variable camshaft timing oil control unit retaining bolt tightening sequence.

- Tighten to 40 Nm + 90°.
- Remove the chain tensioning tool and the wedge(s).