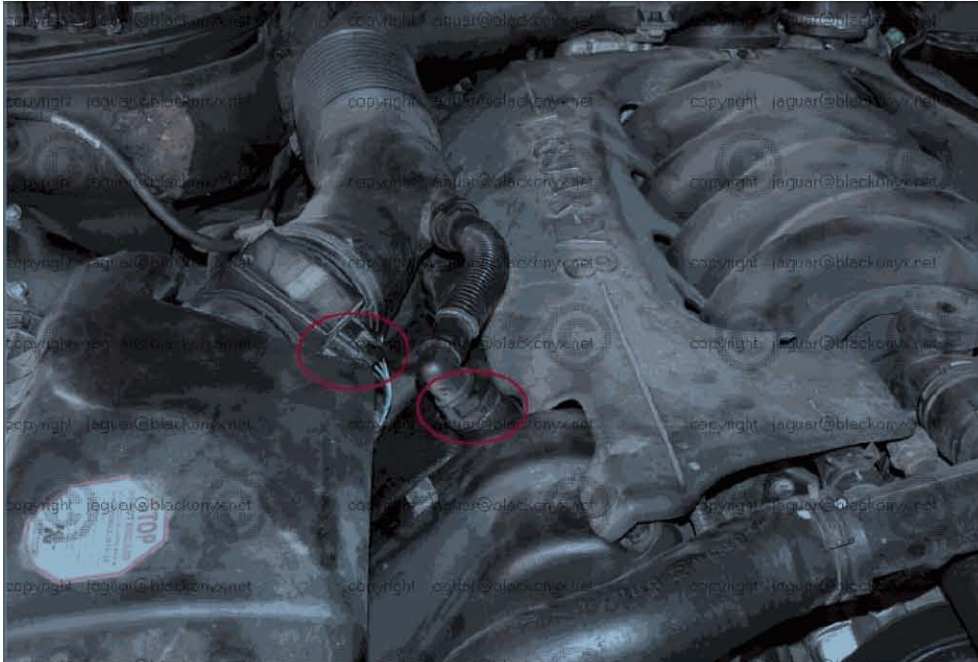
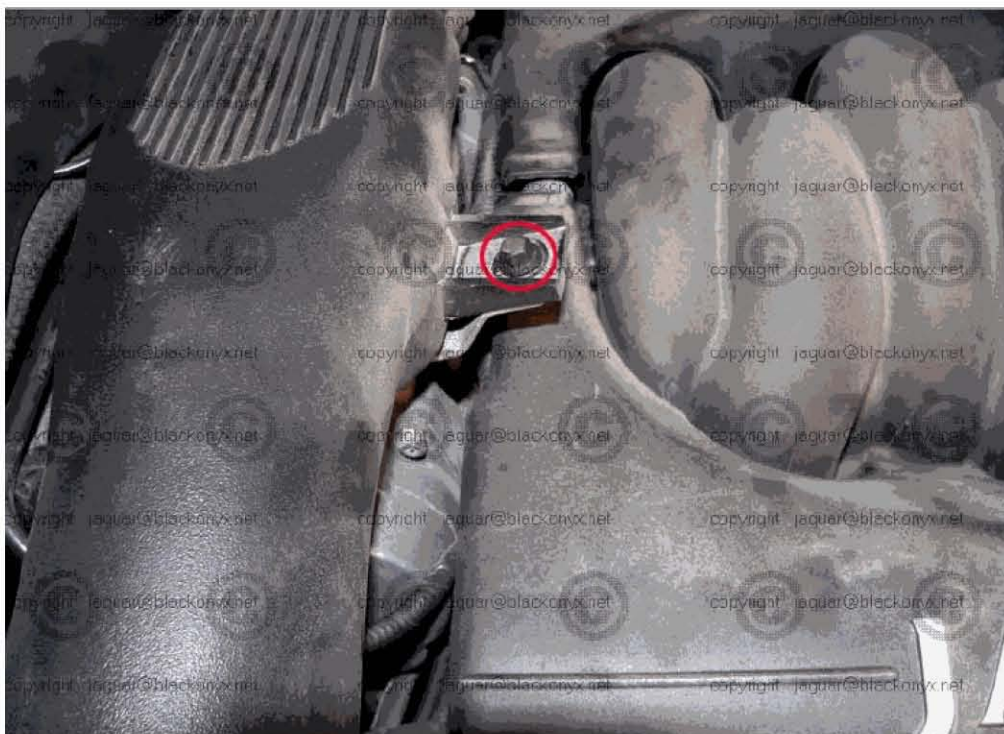


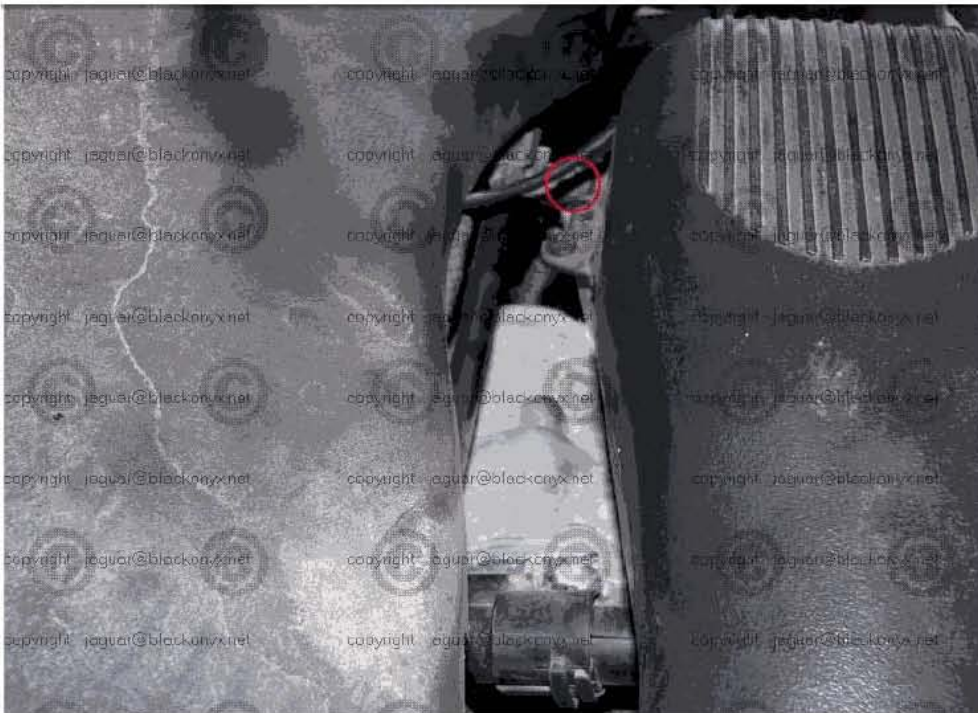
D. Air box and intake tube:

- 1) Release the 5 clips that secure the air cleaner cover.**
- 2) Release the breather hose from the valve cover by applying pressure to the two spots with lines**
- 3) Disconnect the electrical connector from the airflow meter**



- 4) Remove the two bolts (10mm; in red) securing the elbow to the throttle body; one towards the front, one towards the rear.**





5) Remove the intake tubing from the car

6) Remove the nut (in red) that secures the base of the air box to on the top of the rubber mounting) the rubber mounting



F. Engine covers:

- 1) Remove the right side engine cover simply by pulling upward
- 2) Remove the coolant lines from the left side engine cover.



- 3) Remove the left side engine cover by pulling upward, minding the coolant lines.

M. Coil covers and coils:

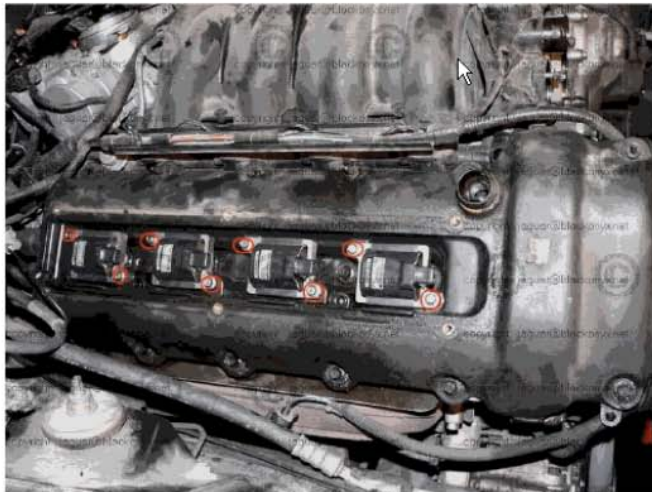
- 1) Remove the 6 bolts (8mm) per side





4) Position the harness out of the way

5) Remove the two bolts (8mm) securing the coils to the valve cover

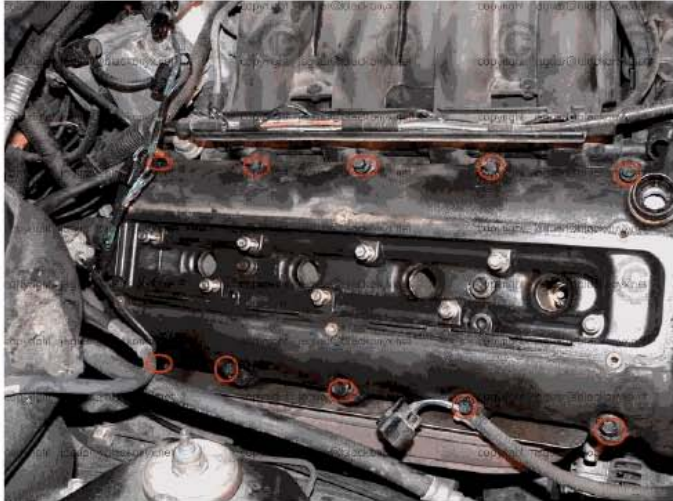


6) Remove the coils by pulling up.

7) Repeat on other head.

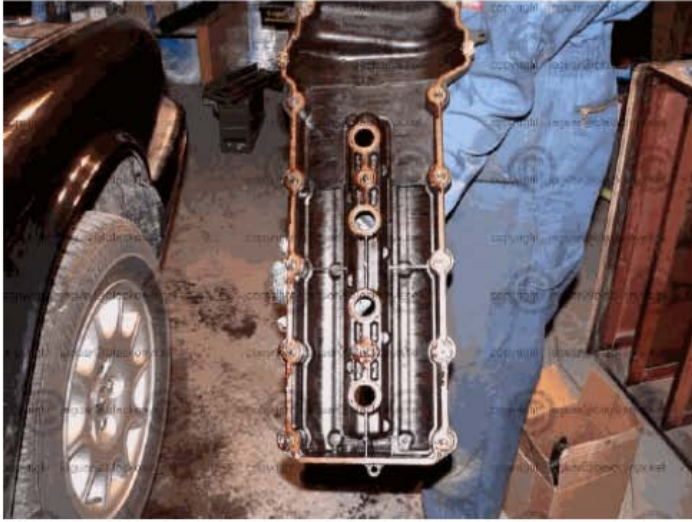
N. Valve covers:

- 1) Release the dips at the front of the cover which secure the engine harness to the cover
- 2) Remove the 14 bolts (8mm) which secure the cam cover. Note the position of the two inner bolts with the studs. The bolts will be held in place by the seals. You can now remove the seals and bolts together which I recommend for cleaning or if you are replacing the seals.

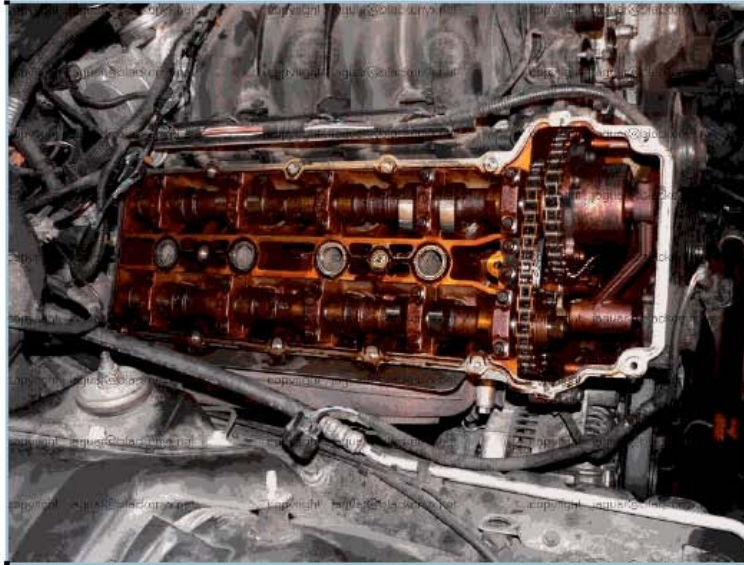


- 3) Remove the valve cover. I covered the camshafts in rags to prevent dirt from landing on them.





4) Repeat on other side.



Now we can see one of the failed secondary tensioners (yellow) along with the flat surfaces (blue) on the cam shaft for the cam locking tool:

