

## INSPECTION

### 1. INSPECT CAMSHAFT TIMING OIL CONTROL VALVE ASSEMBLY

- (a) Measure the resistance of the oil control valve.

**Standard resistance:**

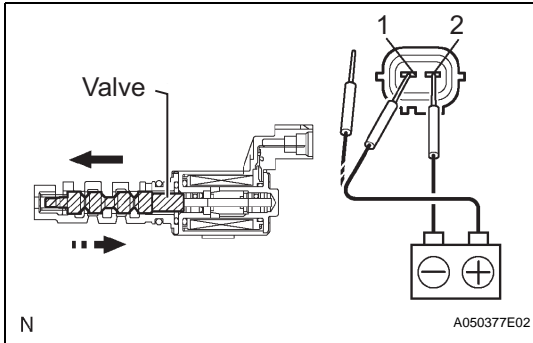
**6.9 to 7.9  $\Omega$  at 20°C (68°F)**

If the result is not as specified, replace the camshaft timing oil control valve assembly.

- (b) Inspect the operation.

- (1) Connect the battery positive (+) lead to terminal 1 and negative (-) lead to terminal 2, and inspect the movement of the valve.

**Specified condition**



Condition	Specified Condition
Battery positive (+) voltage is applied	Valve moves in left arrow direction shown in illustration
Battery positive (+) voltage is cut off	Valve moves in right arrow direction shown in illustration

If the result is not as specified, replace the camshaft timing oil control valve assembly.

**NOTICE:**

**Confirm that the valve moves freely and is not stuck in any position.**

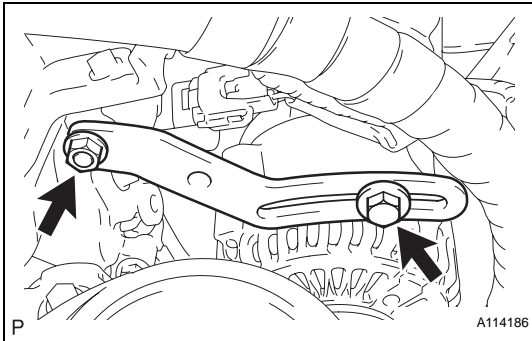
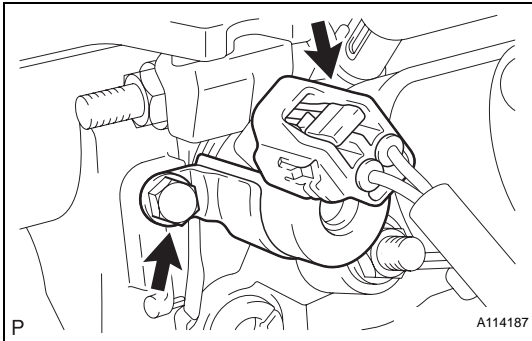
**HINT:**

Foreign objects in the oil can cause subtle pressure leaks in the valve. The pressure leaks will cause the cam to advance. This condition will usually set a DTC.

## INSTALLATION

### 1. INSTALL CAMSHAFT TIMING OIL CONTROL VALVE ASSEMBLY

- (a) Apply a light coat of engine oil to a new O-ring.
- (b) Install the O-ring to the oil control valve.
- (c) Install the oil control valve with the bolt.  
**Torque: 7.5 N\*m (76 kgf\*cm, 66 in.\*lbf)**
- (d) Connect the oil control valve connector.



### 2. INSTALL FAN BELT ADJUSTING BAR

- (a) Temporarily install the adjusting bar with the bolt and nut.
- (b) Adjust the drive belt tension (see page [EM-7](#)).

### 3. CONNECT CABLE TO NEGATIVE BATTERY TERMINAL