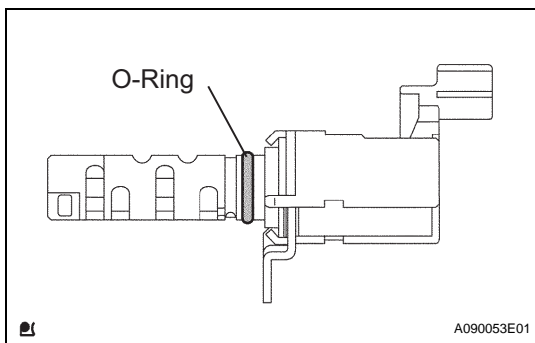
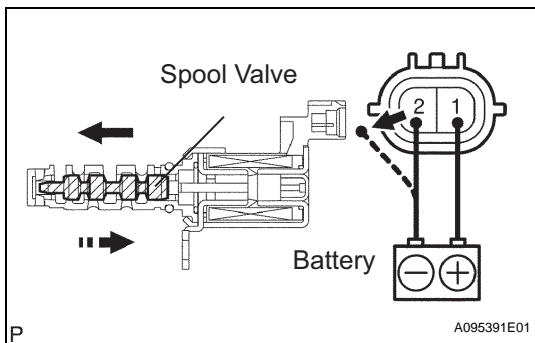
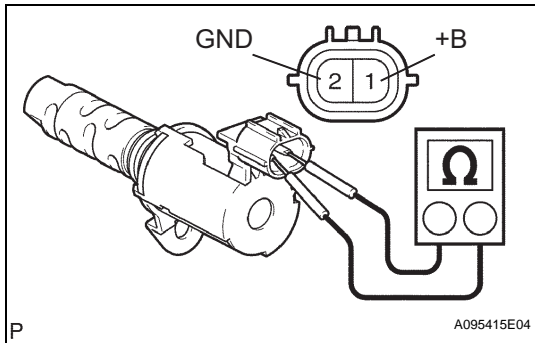
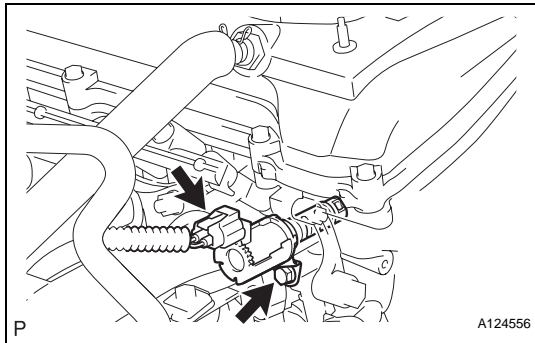


ES

REMOVAL

1. **DISCONNECT CABLE FROM NEGATIVE BATTERY TERMINAL**
CAUTION:
 Wait at least 90 seconds after disconnecting the cable from the negative (-) battery terminal to prevent airbag and seat belt pretensioner activation.
2. **REMOVE NO. 1 ENGINE COVER** (See page [ES-410](#))
3. **REMOVE CAMSHAFT TIMING OIL CONTROL VALVE ASSEMBLY**
 - (a) Disconnect the oil control valve connector.
 - (b) Remove the bolt and oil control valve.



INSPECTION

1. **INSPECT CAMSHAFT TIMING OIL CONTROL VALVE ASSEMBLY**
 - (a) Measure the resistance of the oil control valve.
Standard resistance

Tester Connection	Specified Condition
1 (+B) - 2 (GND)	6.9 to 7.9 Ω at 20°C (68°F)

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

- (b) Check the operation.
 - (1) Apply battery voltage across the terminals and check that the spool valve operates.

NOTICE:

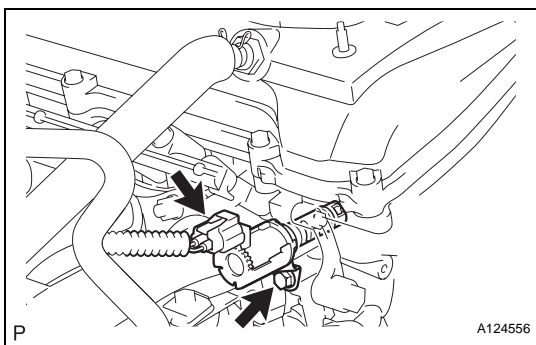
Check that the spool valve is not stuck.

HINT:

The spool valve may not return if foreign objects are caught in it. This may cause subtle pressure leaks to the advance side, and a DTC may be set.

INSTALLATION

1. **INSTALL CAMSHAFT TIMING OIL CONTROL VALVE ASSEMBLY**
 - (a) Apply a light coat of engine oil to the O-ring of the oil control valve.



- (b) Install the oil control valve with the bolt.
Torque: 9.0 N*m (92 kgf*cm, 80 in.*lbf)

NOTICE:

Make sure that the O-ring is not cracked or jammed.

- (c) Connect the oil control valve connector.

**2. CONNECT CABLE TO NEGATIVE BATTERY
TERMINAL**

3. CHECK FOR ENGINE OIL LEAKS

- (a) Start the engine, and check that there are no oil leaks.

4. INSTALL NO. 1 ENGINE COVER (See page [ES-414](#))