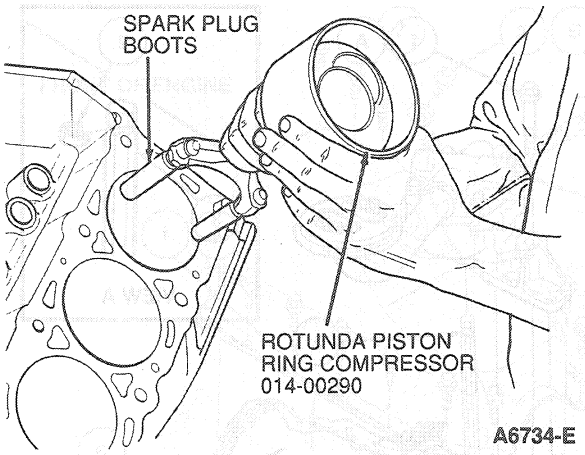
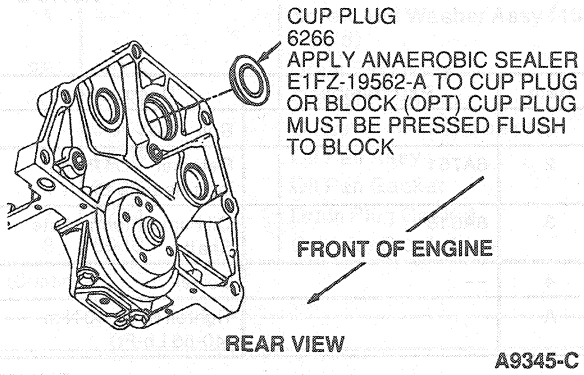
DISASSEMBLY AND ASSEMBLY (Continued)

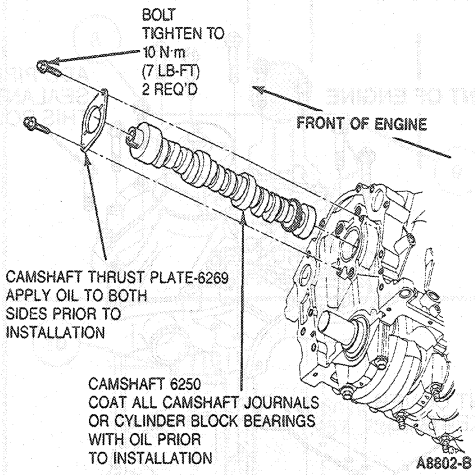


f. Rotate crankshaft journal to bottom of its stroke for each piston installation. Using a wooden hammer handle, tap piston into cylinder bore. At the same time, guide connecting rod end into position onto crankshaft journal. Seat connecting rod bearing fully against journal. Remove rubber protection from rod bolts. Aligning both bearing locating tangs on the same side, install connecting rod cap and retaining nuts. Alternating evenly between both retaining nuts, tighten to 35 N·m (26 lb-ft).

6. Check connecting rod side clearance as outlined.
7. Install camshaft bore plug. Coat the sealing edge of the plug with Anaerobic Sealer B5A-19554-A (ESR-M18P2-A) or equivalent before installation. Using a suitable driver, install plug square into bore.

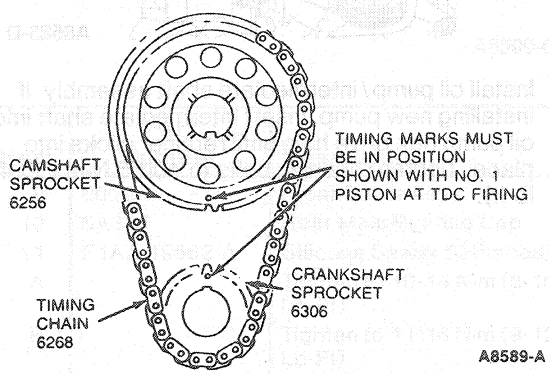


8. If necessary, replace camshaft bearings as outlined in this section.
9. Lubricate entire camshaft with Engine Assembly Lubricant D9AZ-19579-D (ESR-M99C80-A) or equivalent. Carefully slide camshaft through bearings into cylinder block. Remember to keep camshaft perfectly in line with front bearing.
10. Install camshaft thrust plate. Tighten retaining bolts to 10 N·m (7 lb-ft).
11. Check camshaft end play. Refer to Section 03-00.



12. Install timing chain and sprockets as an assembly. Lubricate timing chain with Engine Assembly Lubricant D9AZ-19579-D (ESR-M99C80-A) or equivalent.

    Rotate crankshaft and camshaft to align sprocket timing marks as shown.



13. Install camshaft sprocket retaining bolt and washer and tighten to 63 N·m (46 lb-ft). Check the drilled oil passages of the bolt to ensure they are not plugged. Clean as required. Do not replace with a standard bolt.