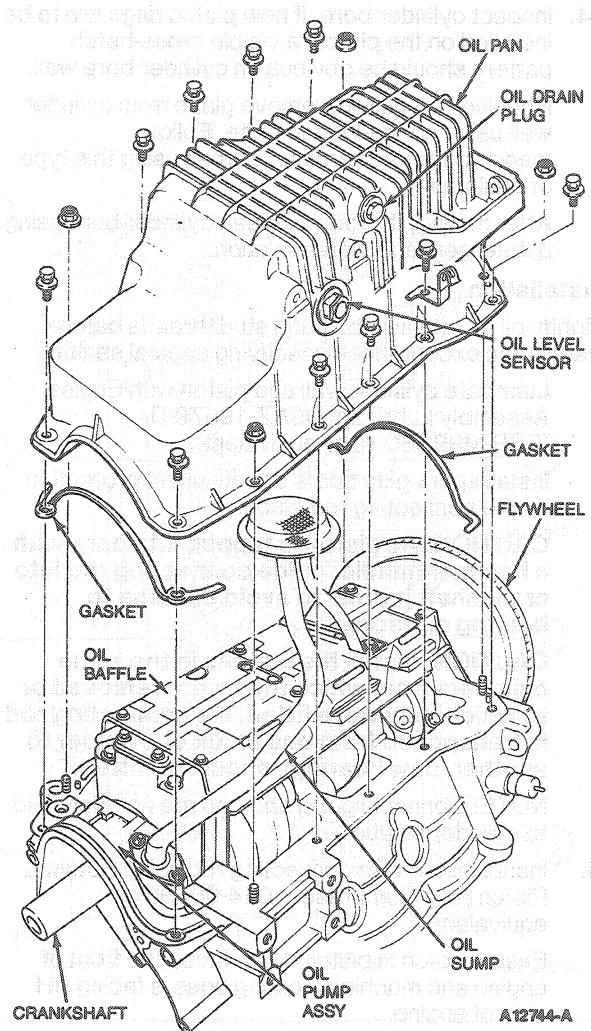


REMOVAL AND INSTALLATION (Continued)

Oil Pan and Oil Pump

Removal

1. Disconnect battery ground cable.
2. Remove oil level dipstick.
3. Remove accessory drive belts. Refer to Section 03-05.
4. Remove timing belt as outlined.
5. Raise vehicle on hoist. Refer to Section 00-02.
6. If equipped with a low oil level sensor, remove retainer clip at sensor. Remove electrical connector from sensor.
7. Drain crankcase.
8. Remove starter motor. Refer to Section 03-06.
9. Disconnect HO2S's.
10. Remove catalyst and pipe assembly. Refer to Section 09-00.
11. Remove lower engine / flywheel dust cover from converter housing.
12. Remove oil pan retaining bolts. Remove oil pan.
13. Remove oil pan gasket.
14. Remove crankshaft timing belt pulley as outlined.
15. Remove sump to oil pump retaining bolts.
16. Remove oil pump to block retaining bolts and remove pump.



Installation

1. Clean gasket surfaces on the cylinder block and oil pan.
2. Align oil pump on crankshaft and install oil pump retaining bolts. Tighten bolts to 15-23 N-m (11-17 lb-ft).
3. Install oil sump to oil pump retaining bolts. Tighten bolts to 7-11 N-m (62-97 lb-in).
4. Install crankshaft timing belt pulley as outlined.
NOTE: When using silicone rubber sealer, assembly should occur within 15 minutes after sealer application. After this time, the sealer may start to set-up, and its sealing effectiveness may be reduced.
5. Locate oil pan gasket to oil pan with bend against pan surface and secure with Gasket and Trim Adhesive D7AZ-19B508-B (ESR-M11P17-A and ESE-M2G52-A) or equivalent.
6. Position oil pan.
7. Install oil pan. Tighten retaining bolts to 15-23 N-m (11-17 lb-ft).