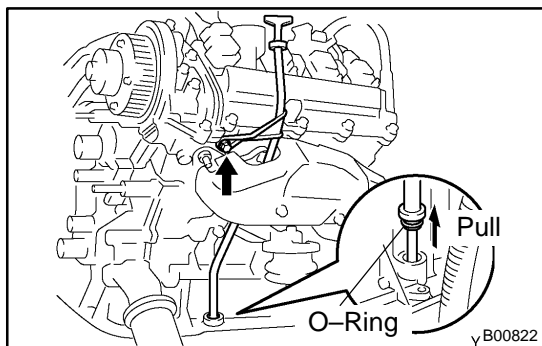


REMOVAL

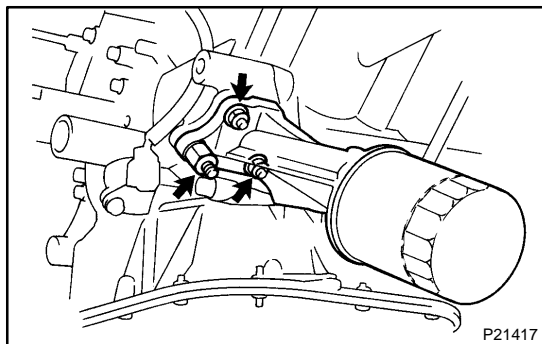
HINT:

When repairing the oil pump, the oil pan and strainer should be removed and cleaned.

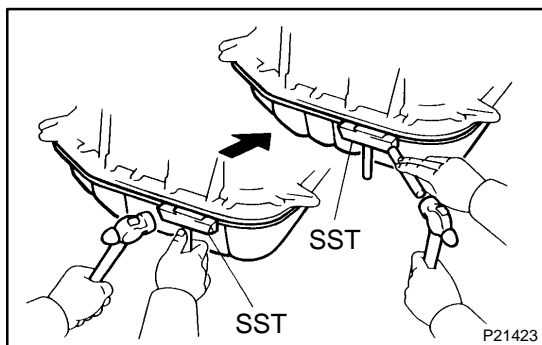
1. **REMOVE ENGINE FROM BODY** (See page [EM-77](#))
2. **SEPARATE ENGINE AND TRANSMISSION**
(See page [EM-77](#))
3. **INSTALL ENGINE TO ENGINE STAND FOR DIS-ASSEMBLY**
4. **REMOVE TIMING BELT** (See page [EM-15](#))
5. **REMOVE NO.2 AND NO.1 IDLER PULLEYS**
(See page [EM-15](#))
6. **REMOVE CRANKSHAFT TIMING PULLEY**
(See page [EM-15](#))



7. **REMOVE OIL DIPSTICK AND GUIDE**
 - (a) Remove the bolt holding the oil dipstick to the LH cylinder head.
 - (b) Pull out the dipstick guide together with the dipstick from the No.1 oil pan.
 - (c) Remove the O-ring from the dipstick guide.
8. **REMOVE OIL LEVEL SENSOR**



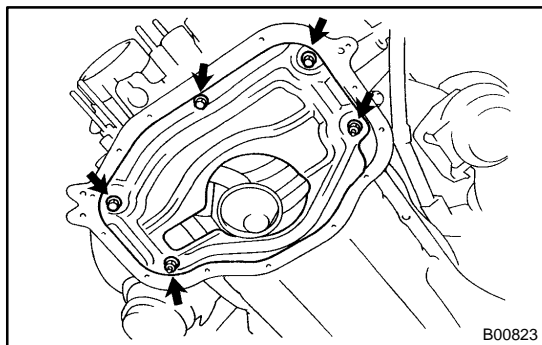
9. **REMOVE OIL FILTER AND FILTER BRACKET ASSEMBLY**
 - (a) Remove the stud bolt, 2 nuts, the oil filter and filter bracket assembly.
 - (b) Remove the gasket from the filter bracket.
10. **REMOVE CRANKSHAFT POSITION SENSOR**
11. **REMOVE NO.2 OIL PAN**
 - (a) Remove the 12 bolts and 2 nuts.



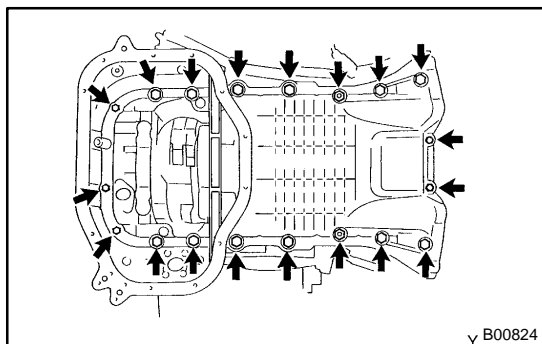
- (b) Insert the blade of SST between the No.1 and No.2 oil pans, cut off applied sealer and remove the No.2 oil pan.
SST 09032-00100

NOTICE:

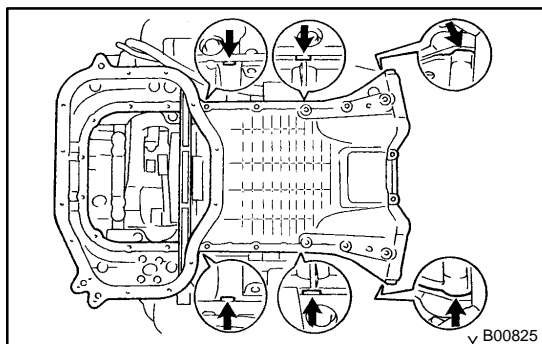
- Be careful not to damage the No.2 oil pan contact surface of the No.1 oil pan.
- Be careful not to damage the No.2 oil pan flange.

**12. REMOVE OIL PAN BAFFLE PLATE**

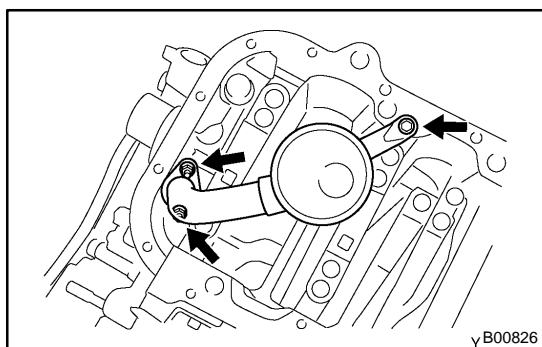
Remove the 3 bolts, 2 nuts and baffle plate.

**13. REMOVE NO.1 OIL PAN**

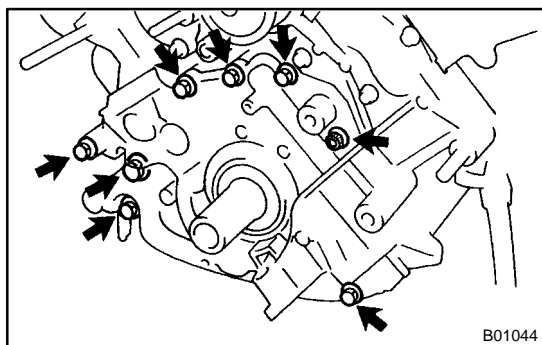
(a) Remove the 17 bolts and 2 nuts.



(b) Using a screwdriver, remove the No.1 oil pan by prying between the oil pan and cylinder block in the sequence shown.

**14. REMOVE OIL STRAINER**

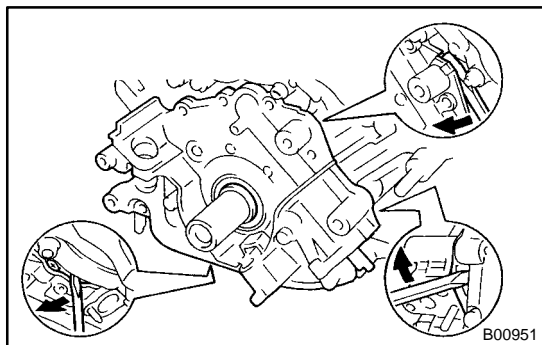
Remove the bolt, 2 nuts, oil strainer and gasket.

**15. REMOVE OIL PUMP**

(a) Remove the 8 bolts.

HINT:

Use a 6 mm hexagon socket wrench for hexagon socket head bolt.



- (b) Using a screwdriver, remove the oil pump by prying the portions between the oil pump and cylinder block.
- (c) Remove the O-ring from the cylinder block.