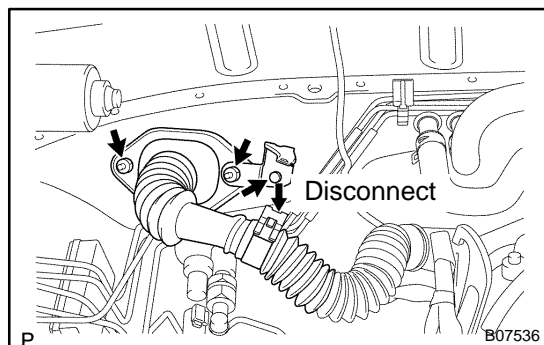


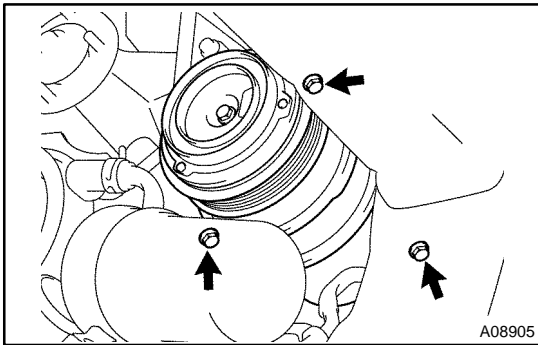
## REMOVAL

1. REMOVE FRONT EXHAUST PIPES  
(See page [EM-125](#))
2. REMOVE FRONT AND REAR PROPELLER SHAFTS  
(See page [PR-10](#))
3. REMOVE FRONT STABILIZER BAR  
(See page [SA-89](#))
4. REMOVE TRANSMISSION (See page [AT-34](#))
5. REMOVE ENGINE HOOD
6. REMOVE ENGINE UNDER COVER
7. DRAIN ENGINE COOLANT
8. REMOVE RADIATOR ASSEMBLY (See page [CO-17](#))
9. REMOVE THROTTLE BODY COVER
10. REMOVE AIR CLEANER AND INTAKE AIR CONNECTOR ASSEMBLY
  - (a) Disconnect the MAF meter connector.
  - (b) Loosen the 3 bolts, and remove the air cleaner case.
  - (c) Remove the A/C suction hose from the intake air connector.
  - (d) Disconnect the PS air hose, air inlet hose for EVAP, PCV hose and MAF meter wire from the air intake connector.
  - (e) Disconnect the intake air connector from the throttle body.
11. DISCONNECT BATTERY CABLES
  - (a) Disconnect the clamp on battery negative (–) cable from the No. 2 relay box.
  - (b) Disconnect the battery positive (+) terminal cable.
  - (c) Disconnect the battery negative (–) cable from the left fender apron.
12. REMOVE DRIVE BELT, FAN, FLUID COUPLING AND FAN PULLEY
  - (a) Loosen the 4 nuts holding the fluid coupling to the fan bracket.
  - (b) Remove the drive belt (See page [CH-7](#) or [CH-19](#)).
  - (c) Remove the 4 nuts, the fan, fluid coupling assembly and fan pulley.



13. DISCONNECT ENGINE WIRE FROM CABIN
  - (a) Remove the glove compartment door.
  - (b) Remove the lower No. 2 panel.
  - (c) Remove the 3 screws, and disconnect the ECM from the body bracket.
  - (d) Disconnect the 3 wire harness connectors from the ECM.
  - (e) Disconnect the 2 wire harness connectors (cassette connector).
  - (f) Disconnect the engine wire from the engine wire bracket and remove the 2 nuts, bolt and bracket.

- (g) Pull out the engine wire from the cowl panel.
- 14. DISCONNECT HOSES, WIRES, CONNECTORS, CLAMPS, GROMMET AND CABLES**
- (a) Disconnect the accelerator cable from the engine.
- (b) Disconnect the 2 PS air hoses from hose clamp on the No. 3 RH timing belt cover.
- (c) Disconnect the generator wire.
- (d) Disconnect the generator connector.
- (e) Disconnect the hose clamp for the PS air hose.
- (f) Disconnect the PS air hose from the upper intake manifold.
- (g) Disconnect the 2 heater hoses.
- (h) Disconnect the ground strap from the cowl panel.
- (i) Disconnect the fuel inlet hose and clamps.
- (j) Disconnect the fuel return hose and clamp.
- (k) Disconnect the air inlet hose from the charcoal canister.
- (l) Disconnect the EVAP hose from the VSV for EVAP.
- (m) w/o Hydraulic brake booster:  
Disconnect the brake booster tube.

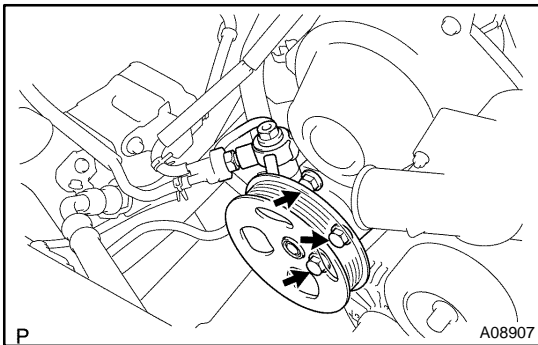


**15. DISCONNECT A/C COMPRESSOR FROM ENGINE**

- (a) Disconnect the A/C compressor connector.
- (b) Remove the 3 bolts, and disconnect the A/C compressor from the engine.

**HINT:**

Suspend the A/C compressor securely.



**16. DISCONNECT PS PUMP FROM ENGINE**

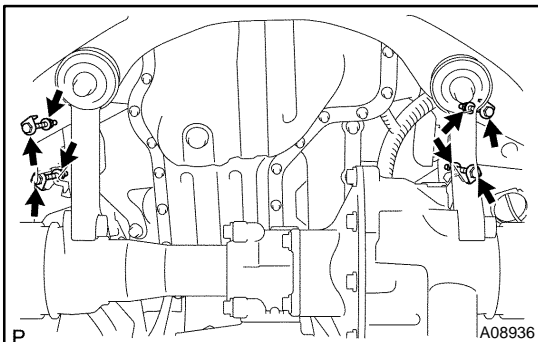
Remove the 3 bolts, and disconnect the PS pump from the engine.

**HINT:**

Suspend the PS pump securely.

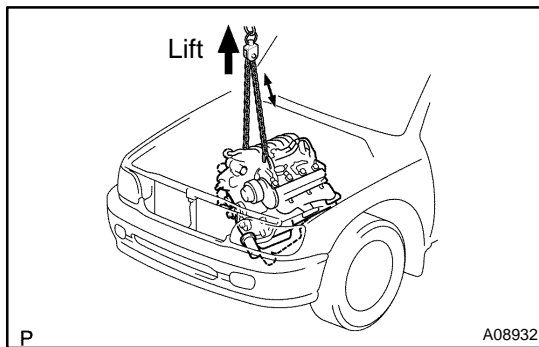
**17. REMOVE OIL COOLER PIPES FOR TRANSMISSION**

- (a) Remove the 3 bolts and 3 stays.
- (b) Loosen the 2 union nuts, and remove the 2 oil cooler pipes.

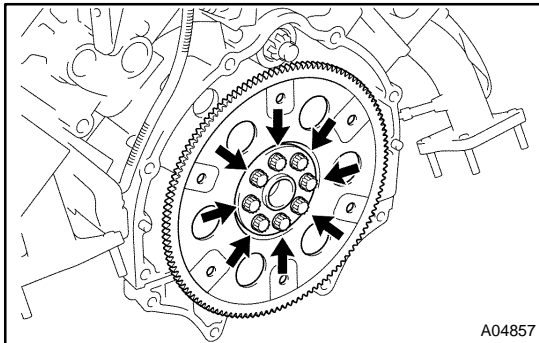


**18. REMOVE ENGINE ASSEMBLY FROM VEHICLE**

- (a) Attach the engine chain hoist to the engine hangers.
- (b) Remove the 4 bolts holding the engine mounting brackets to the frame brackets.



- (c) Lift the engine out of the vehicle slowly and carefully.  
HINT:  
Make sure the engine is clear of all wiring, hoses and cables.
- (d) Place the engine and transmission assembly onto the stand.



### 19. REMOVE DRIVE PLATE

Remove the 8 bolts, front spacer, drive plate and rear spacer.