

**Telephone:**  
**Fax:**  
**VAT Registration No.:**

<b>Name:</b>		<b>Manufacturer:</b>	Honda
<b>Address:</b>		<b>Model:</b>	
		<b>Year:</b>	2000
		<b>Registration:</b>	
<b>Tel - Private:</b>		<b>Mileage:</b>	
<b>Tel - Business:</b>		<b>Job number:</b>	

## Important note

### Important note

The intervals and procedures given are subject to alteration by the manufacturer at any time. Check the regularly updated Timing Belts section on our website to ensure that you are kept informed of any changes that may occur between issues of the Autodata CD.

<http://www.autodata-cd.com>

## Timing belt replacement intervals

The information relating to timing belt replacement intervals is additional to the main purpose of this CD, but is included to provide guidance to garages and for customer advice.

Where possible the recommended intervals have been compiled from vehicle manufacturers' information. In a few instances no recommendation has been made by the manufacturer and the decision to replace the belt must be made from the evidence of a thorough examination of the condition of the existing belt.

Apart from the visible condition of the belt, which is explained fully later in this section, there are several other factors which must be considered when checking a timing belt:

1. Is the belt an original or a replacement.
2. When was the belt last replaced and was it at the correct mileage.
3. Is the service history of the vehicle known.
4. Has the vehicle been operated under arduous conditions which might warrant a shorter replacement interval.
5. Is the general condition of other components in the camshaft drive, such as the tensioner, pulleys, and other ancillary components driven by the timing belt, typically the water pump, sound enough to ensure that the life of the replacement belt will not be affected.
6. If the condition of the existing belt appears good, can you be satisfied that the belt will not fail before the next check or service is due.
7. If the belt does fail, have you considered the consequences. If the engine is an INTERFERENCE type then considerable expensive damage may well be the result.
8. The cost of replacing a belt as part of a routine service could be as little as 5 to 10% of the repair cost following a belt failure. Make sure your customer is aware of the consequences.
9. If in doubt about the condition of the belt - RENEW it.

# Replacement Interval Guide

## Replacement Interval Guide

Honda recommend replacement every 72,000 miles or 8 years.

The previous use and service history of the vehicle must always be taken into account.

## Check For Engine Damage

### Check For Engine Damage

**CAUTION:** This engine has been identified as an INTERFERENCE engine in which the possibility of valve-to-piston damage in the event of a timing belt failure is MOST LIKELY to occur. A compression check of all cylinders should be performed before removing the cylinder head(s).

## Repair Times - hrs

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Accord Coupe 3,0i V6 1998-03	
Remove and install	2,10

## Special Tools

### Special Tools

- Crankshaft pulley holding tool - Honda No.07MAB-PY3010A.
- Handle - Honda No.07JAB-001020A.
- Crankshaft pulley bolt socket - Honda No.07JAA-001020A.
- Clamp - Honda No.14540-P8A-A01.

## Special Precautions

### Special Precautions

- Disconnect battery earth lead.
- DO NOT turn crankshaft or camshaft when timing belt removed.
- Remove spark plugs to ease turning engine.
- Turn engine in normal direction of rotation (unless otherwise stated).
- DO NOT turn engine via camshaft or other sprockets.
- Observe all tightening torques.

## Removal

### Removal

1. Raise and support front of vehicle.
2. Support engine.
3. Remove:
  - Front lower splash guard.
  - Auxiliary drive belt(s).

- RH engine mounting.
  - Dipstick and tube.
4. Hold crankshaft pulley. Use tool Nos.07MAB-PY3010A/07JAB-001020A.
  5. Remove crankshaft pulley bolt [1]. Use tool No.07JAA-001020A.
  6. Remove:
    - Crankshaft pulley [2].
    - Timing belt upper covers [3].
    - Timing belt lower cover [4].
    - RH engine mounting bracket.
  7. Turn crankshaft clockwise to TDC on No.1 cylinder. Ensure timing marks aligned [5] & [6].
  8. Remove one battery clamp bolt and screw into automatic tensioner unit bracket to retain tensioner unit in position [7].  
**NOTE: Tighten bolt finger tight.**
  9. Slacken guide pulley bolt 5 or 6 turns [8].
  10. Remove timing belt.

## Installation

### Installation

1. Ensure timing marks aligned [5] & [6].
2. Remove battery clamp bolt [7] from automatic tensioner unit bracket and reinstall to battery tray.
3. Remove:
  - Automatic tensioner unit bolts [9].
  - Automatic tensioner unit [10].
4. Hold automatic tensioner unit upright in a suitable vice. Remove blanking plug and washer [11].  
**NOTE: Be careful not to allow any oil to spill from automatic tensioner unit. If oil has leaked, drain completely and refill with 6,5 ml of engine oil.**
5. Compress automatic tensioner unit by using flat bladed screwdriver in hole and turning clockwise [12].
6. Retain pushrod in position. Use tool No.14540-P8A-A01 [13].
7. Fit blanking plug [11]. Tightening torque: 8 Nm.
8. Install:
  - Automatic tensioner unit [10].
  - Automatic tensioner unit bolts [9]. Tightening torque: 12 Nm.
9. Fit timing belt in following order:
  - Crankshaft sprocket.
  - Guide pulley.
  - Camshaft sprocket (CA2).
  - Water pump pulley.
  - Camshaft sprocket (CA1).
  - Tensioner pulley.
10. Ensure belt is taut between sprockets on non-tensioned side.
11. Tighten guide pulley bolt to 44 Nm [8].
12. Remove clamp [13] to release pushrod. Tool No.14540-P8A-A01.
13. Install:
  - Engine mounting bracket.
  - Timing belt lower cover [4].
  - Crankshaft pulley [2].
14. Lightly oil threads and contact face of crankshaft pulley bolt. Tighten bolt to 245 Nm [1].
15. Turn crankshaft six turns clockwise to TDC on No.1 cylinder. Ensure white timing mark (TDC) on crankshaft pulley aligned with pointer [14].
16. Ensure timing marks on camshaft sprockets aligned [6].
17. Install components in reverse order of removal.

