

2010 ENGINE**Engine Mechanical <2.4L Engine> - Lancer****GENERAL INFORMATION**

The 4B12 (2.4 L) engine is an in-line four-cylinder engine. The cylinder numbers are assigned as 1-2-3-4 from the front of the engine (timing chain side). The firing order is 1-3-4-2.

ITEMS SPECIFICATIONS

| ITEMS | | | SPECIFICATIONS |
|---|---------------|---------------|-------------------------------------|
| Type | | | In-line DOHC |
| Number of cylinders | | | 4 |
| Bore mm (in) | | | 88 (3.46) |
| Stroke mm (in) | | | 97 (3.82) |
| Total displacement cm ³ (cu. in) | | | 2,359 |
| Compression ratio | | | 10.5 |
| Firing order | | | 1-3-4-2 |
| Valve timing | Intake valve | Opens (BTDC) | 0° - 40° |
| | | Closes (ABDC) | 64° - 24° |
| | Exhaust valve | Opens (BBDC) | 44° - 24° |
| | | Closes (ATDC) | 0° - 20° |
| Lubrication system | | | Pressure feed, full-flow filtration |
| Oil pump type | | | Trochoid type |

ENGINE DIAGNOSIS**SYMPTOMS REFERENCE CHART**

| SYMPTOMS | PROBABLE CAUSE | REMEDY |
|-----------------------------|---|---|
| Compression is too low | Blown cylinder head gasket | Replace the gasket. |
| | Worn or damaged piston rings | Replace the rings. |
| | Worn piston or cylinder | Repair or replace the piston and/or the cylinder block. |
| | Worn or damaged valve seat | Repair or replace the valve and/or the seat ring |
| Drop in engine oil pressure | Engine oil level is too low | Check the engine oil level. |
| | Malfunction of engine oil pressure switch | Replace the engine oil pressure switch. |
| | Clogged oil filter | Install a new filter. |
| | Worn oil pump gears or cover | Replace the gears and/or the cover. |
| | Thin or diluted engine oil | Change the engine oil to the correct viscosity. |
| | Stuck (opened) oil relief valve | Repair the relief valve. |

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| | Excessive bearing clearance | Replace the bearings. |
| Engine oil pressure too high | Stuck (closed) oil relief valve | Repair the relief valve. |
| Noisy valves | Incorrect valve clearance | Adjust valve clearance |
| | Thin or diluted engine oil (low engine oil pressure) | Change the engine oil. |
| | Worn or damaged valve stem or valve guide | Replace the valve and/or the guide. |
| Connecting rod noise/main bearing noise | Insufficient oil supply | Check the engine oil level. |
| | Thin or diluted engine oil | Change the engine oil. |
| | Excessive bearing clearance | Replace the bearings. |

SERVICE SPECIFICATIONS**ITEM SPECIFICATIONS**

| Item | | Standard value | Limit |
|---|------------------------------------|------------------------------|---------------------|
| Drive belt tension | Vibration frequency Hz (Reference) | 102 - 129 | - |
| | Tension N (lb) (Reference) | 248 - 400 (56 - 90) | - |
| Valve clearance (at cold) mm (in) | Intake valve | 0.20 ± 0.03 (0.008 ± 0.0012) | - |
| | Exhaust valve | 0.30 ± 0.03 (0.012 ± 0.0012) | - |
| Basic ignition timing at idle | | 5°BTDC ± 3° | - |
| Actual ignition timing at curb idle | | Approximately 10° BTDC | - |
| CO contents % | | 0.5 or less | - |
| HC contents ppm | | 100 or less | - |
| Curb idle speed r/min | | 650 ± 100 | - |
| Compression pressure (200 r/min) kPa (psi) | | 1,440 (209) | Minimum 1,000 (145) |
| Compression pressure difference of all cylinder kPa (psi) | | - | 98 (14) |
| Intake manifold vacuum at curb idle kPa (in Hg) | | - | Minimum 60 (18) |

SEALANTS**SEALANT SPECIFICATIONS**

| Item | Specified sealant |
|---|---|
| Rocker cover assembly (matching area of the cylinder head and the timing chain case assembly) | Three bond 1217G (Mitsubishi Genuine Part No. 1000A923), Three bond 1227D, LOCTITE 5900 or equivalent |
| Engine oil pan | Three bond 1217G (Mitsubishi Genuine Part No. 1000A923), Three bond 1227D, Three bond 1207F (Mitsubishi Genuine Part No. 1000A992), LOCTITE 5971, LOCTITE 5970, LOCTITE 5900 or |

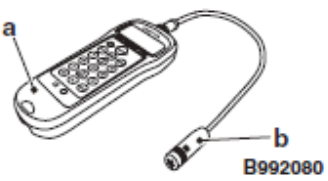
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| | equivalent |
| Flywheel bolt <M/T> or drive plate bolt <CVT> | Three bond 1324 or exact equivalent |
| Cylinder head gasket (matching area of the cylinder block and the cylinder head) | Three bond 1217G (Mitsubishi Genuine Part No. 1000A923), LOCTITE 5900 or equivalent |
| Timing chain case assembly | |

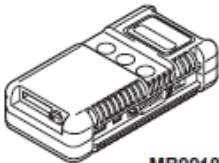
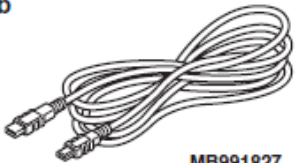
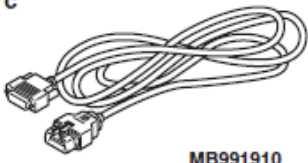


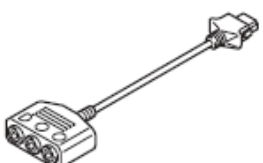
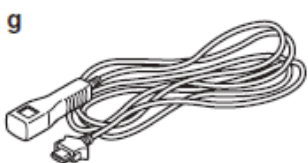
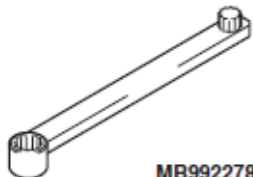
SPECIAL TOOLS

SPECIAL TOOLS CHART

| Tool | Tool number and name | Supersession | Application |
|---|--|--|--|
|  | MB992080 Belt tension meter set | Tool not available | Drive belt tension (frequency) measurement |
| | a. MB9912081 Belt tension meter b. MB992082 Mic assembly | | |
| | MB991958 Scan tool (M.U.T.-III sub assembly) a. MB991824 Vehicle communication interface (V.C.I.) b. MB991827 M.U.T.-III USB cable c. MB991910 M.U.T.-III main harness A (Vehicles with CAN communication system) | MB991824-KIT NOTE: | CAUTION: For vehicles with CAN communication, use M.U.T.-III main harness A to send simulated vehicle speed. If you connect M.U.T.-III main harness B instead, the CAN |

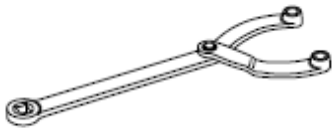
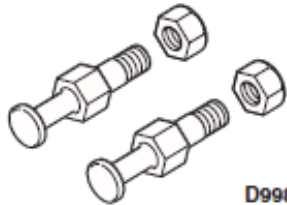
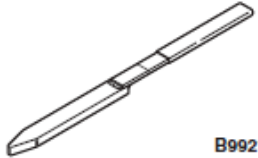
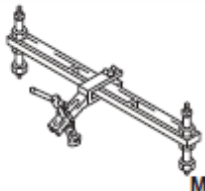
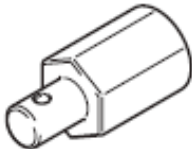
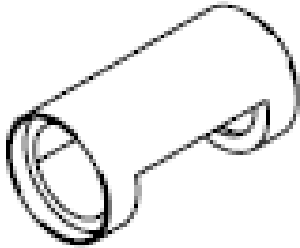
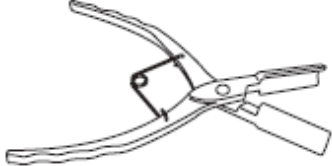
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|--|--|---|--|
| <p>a</p>  <p>MB991824</p> <p>b</p>  <p>MB991827</p> <p>c</p>  <p>MB991910</p> <p>d</p>  <p>MB991911</p> <p>e</p>  <p>MB991914</p> <p>f</p>  <p>MB991825</p> <p>g</p>  <p>MB991826 MB991958</p> | <p>d. MB991911</p> <p>M.U.T.-III main harness B (Vehicles without CAN communication system)</p> <p>e. MB991914</p> <p>M.U.T.-III main harness C (for Chrysler models only)</p> <p>f. MB991825</p> <p>M.U.T.-III adapter harness</p> <p>g. MB991826</p> <p>M.U.T.-III trigger harness</p> | <p>MB991826 M.U.T.-III Trigger Harness is not necessary when pushing V.C.I. ENTER key.</p> | <p>communication does not function correctly.</p> <ul style="list-style-type: none"> • Ignition timing check • Curb idle speed check • Idle mixture check • Erasing the diagnostic trouble code |
|  <p>MB992278</p> | <p>MB992278 Belt tension release wrench</p> | | <p>Auto-tensioner tension release</p> |
| | | | |

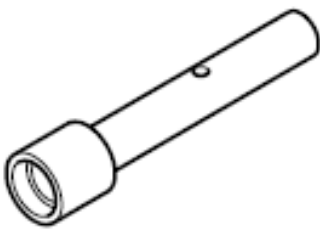
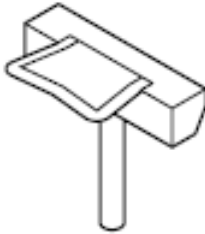

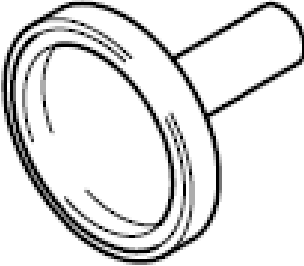
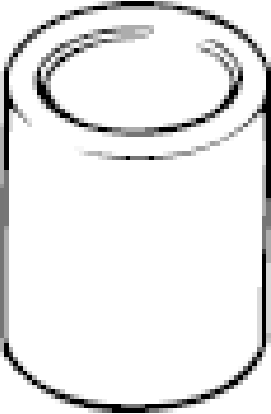
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|---|--|---------------------------------|---|
|  <p>B990767</p> | <p>MB990767 Front hub and flange yoke holder</p> | <p>MB990767-01</p> | |
|  <p>D998719</p> | <p>MD998719 Pin</p> | <p>MIT308239</p> | <p>Holding the crankshaft pulley</p> |
|  <p>B992103</p> | <p>MB992103 Chain tension release bar</p> | <p>-</p> | <p>Camshaft and camshaft sprocket assembly (exhaust side) removal</p> |
|  <p>MD998772</p> | <p>MD998772 Valve spring compressor</p> | <p>General service tool</p> | |
|  <p>B992090</p> | <p>MB992090 Retainer holder attachment</p> | <p>-</p> | <p>Valve spring compression</p> |
|  | <p>MB992089 Retainer holder C</p> | <p>-</p> | |
|  | <p>MB992085 Valve stem seal pliers</p> | <p>-</p> | <p>Valve stem seal removal</p> |
| | | | |

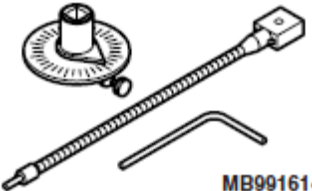
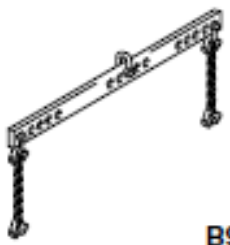
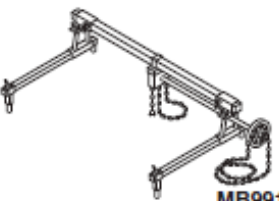
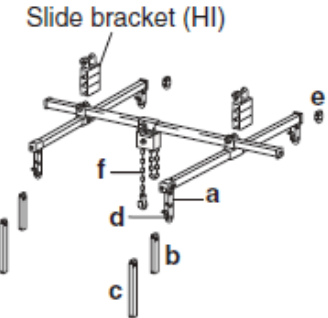
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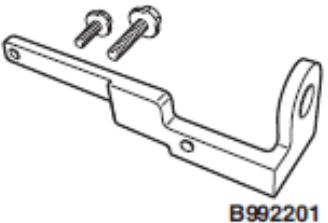
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|---|--|----------------------|--|
|  | MD998737 Valve stem seal installer | MD998737-01 | Valve stem seal press-fitting |
|  D998727 | MD998727 Oil pan FIPG cutter | MD998727-01 | Engine oil pan removal |
|  MB991883 | MB991883 Flywheel stopper | General service tool | Supporting the flywheel <M/T> or drive plate <CVT> |
|  | MD998718 Crankshaft rear oil seal installer | MD998718-01 | Press-fitting the crankshaft rear oil seal |
|  | MB991448 Bush remover and installer base | MB991448-01 | Press-fitting the crankshaft front oil seal |
| | MB991614 | | Balancer shaft and oil pump |

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|--|---|--------------------|--|
|  <p>MB991614</p> | Angle gauge | - | module installation |
|  <p>B991454</p> | MB991454 Engine hanger balancer | MZ203827-01 | |
|  <p>MB991895</p> | MB991895 Engine hanger | Tool not available | |
|  <p>Slide bracket (HI)</p> <p>B991928</p> | <p>MB991928 Engine hanger</p> <p>a. MB991929 Joint (50) x 2</p> <p>b. MB991930 Joint (90) x 2</p> <p>c. MB991931 Joint (140) x 2</p> <p>d. MB991932 Foot (standard) x 4</p> <p>e. MB991933 Foot (short) x 2</p> <p>f. MB991934 Chain and hook</p> | Tool not available | <ul style="list-style-type: none"> Supporting the engine and transaxle assembly during removal and installation of the timing chain Supporting the engine assembly during removal and installation of the transaxle assembly <p>NOTE: Special tool MB991454 is a part of engine hanger attachment set MB991453.</p> |

| | | | |
|---|---------------------------------|---|----------------------------|
|  | assembly | | |
| | MB992201 Engine hanger plate | - | Transaxle assembly removal |

ON-VEHICLE SERVICE

DRIVE BELT TENSION CHECK

1. Remove the radiator condenser tank mounting bolts.
2. Move the radiator condenser tank to a place where it will not be a hindrance when checking the drive belt tension.

CAUTION: Check the drive belt tension after turning the crankshaft clockwise one turn or more.

3. Make sure that the indicator mark on the auto-tensioner is within the area marked with A in the illustration.
4. If the mark is out of the area A, replace the drive belt (Refer to <> DRIVE BELT REMOVAL .)

NOTE: The drive belt tension check is not necessary as the auto-tensioner is adopted.

5. Tighten the radiator condenser tank mounting bolts to the specified torque.

Tightening torque: 12 ± 2 N.m (102 ± 22 in-lb)

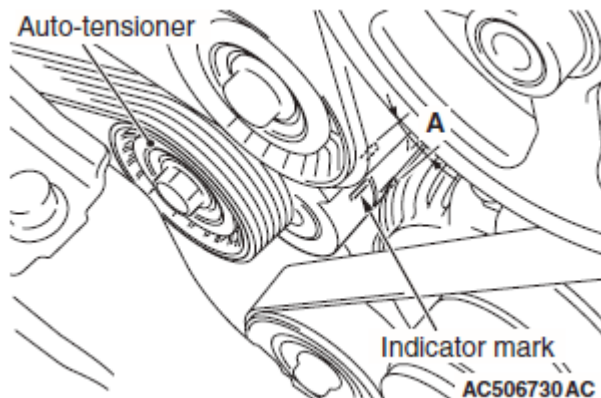


Fig. 1: Identifying Indicator Mark On Auto-Tensioner
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

AUTO-TENSIONER CHECK

OPERATION CHECK

Required Special Tool:

MB992278: Belt tension release wrench

1. Turn off the engine from the idle state then check to see that the drive belt is not protruding from the pulley width of the auto-tensioner.
2. Remove the drive belt (Refer to **<> DRIVE BELT REMOVAL .**)
3. Using the special tool MB992278 and a straight offset wrench as shown, check that no binding is present by turning the auto-tensioner in the left and right directions.
4. If there are any problems in the procedure 1 or 3, replace the auto-tensioner (Refer to **<<E>> TIMING CHAIN TENSIONER REMOVAL .**)
5. Install the drive belt (Refer to **>>B<< DRIVE BELT INSTALLATION .**)

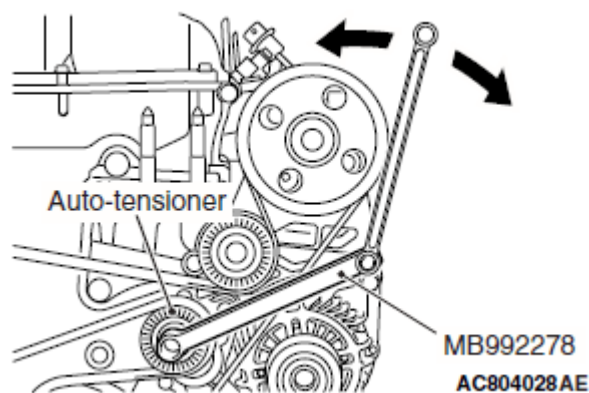


Fig. 2: Turning Auto-Tensioner Using Special Tool MB992278
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

FUNCTION CHECK

The auto-tensioner can be checked whether it is in good condition by checking its tension.

<When the vibration frequency is measured: Recommendation>

Required Special Tools:

- MB992080: Belt Tension Meter Set
 - MB992081: Belt Tension Meter
 - MB992082: Mic Assembly

1. Check the tension of the drive belt (Refer to **DRIVE BELT TENSION CHECK .**)
2. Check the tension of the drive belt in the following procedures.

1. Connect special tool MB992082 to special tool MB992081 of special tool MB992080.
2. Press the "POWER" button to turn on the power supply.
3. Press the numeral key of "1" and check that "No. 1" appears on the upper left of the display.

NOTE: This operation is to temporarily set the preset data such as the belt specifications, because if the measurement is taken without input of the belt specifications, conversion to tension value (N) cannot be made, resulting in judgement of error.

Belt tension meter set (MB992080)

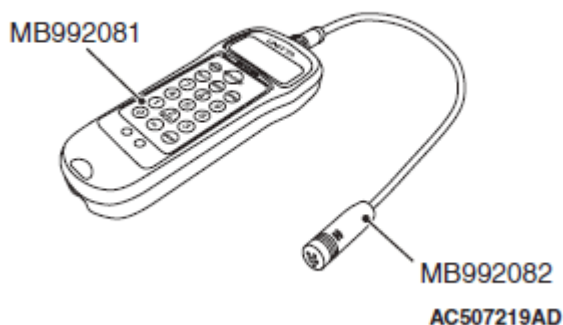


Fig. 3: Identifying Belt Tension Meter Set (MB992080)
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

4. Press "Hz" button twice to change the display to the frequency display (Hz.)

CAUTION:

- The temperature of the surface of the belt should be as close to normal temperature as possible.
 - Do not allow any contaminants such as water or oil to get onto the microphone.
 - If strong gusts of wind blow against the microphone or if there are any loud sources of noise nearby, the values measured by the microphone may not correspond to actual values.
 - If the microphone is touching the belt while the measurement is being made, the values measured by the microphone may not correspond to actual values.
 - Do not take the measurement while the vehicle's engine is running.
5. Hold special tool MB992080 to the middle of the belt between the pulleys (at the place indicated by arrow) where it does not contact the belt [approximately 10 - 15 mm (0.4 - 0.59 inch) away from the rear surface of the belt] so that it is perpendicular to the belt (within an angle of ± 15 degree angle.)
 6. Press the "MEASURE" button.

7. Gently tap the middle of the belt between the pulleys (the place indicated by the arrow) with your finger as shown in the illustration, and check that the vibration frequency of the belt is within the standard value.

Standard value: 102 - 129 Hz

NOTE: To take the measurement repeatedly, tap the belt again.

8. Press and hold the "POWER" button to turn off the power supply.
3. If not within the standard value, replace the auto-tensioner (Refer to <<E>> **TIMING CHAIN TENSIONER REMOVAL**.)

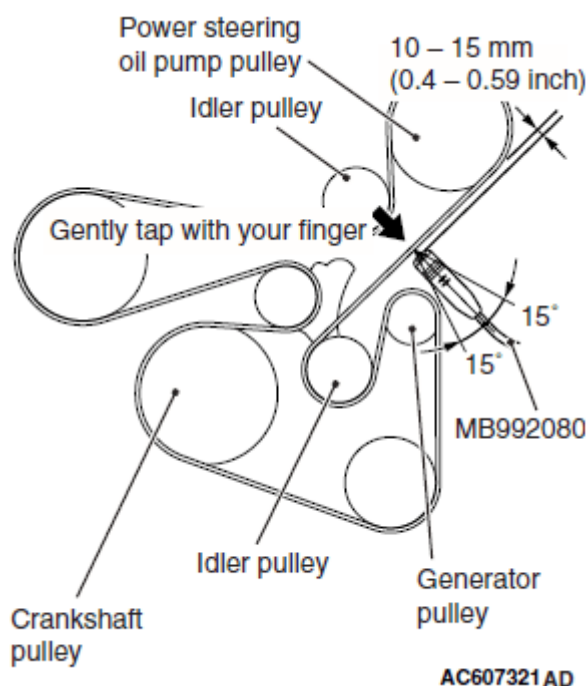


Fig. 4: Identifying Power Steering Oil Pump Pulley And Idler Pulley
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

<When using a tension gauge>

1. Check the tension of the drive belt (Refer to **DRIVE BELT TENSION CHECK**.)
2. Use a belt tension gauge in the middle of the belt between the pulleys shown in the illustration (at the place indicated by the arrow) to check that the belt tension is within the standard value.

Standard value: 248 - 400 N (56 - 90 lb)

3. If not within the standard value, replace the auto-tensioner (Refer to <<E>> **TIMING CHAIN TENSIONER REMOVAL**.)

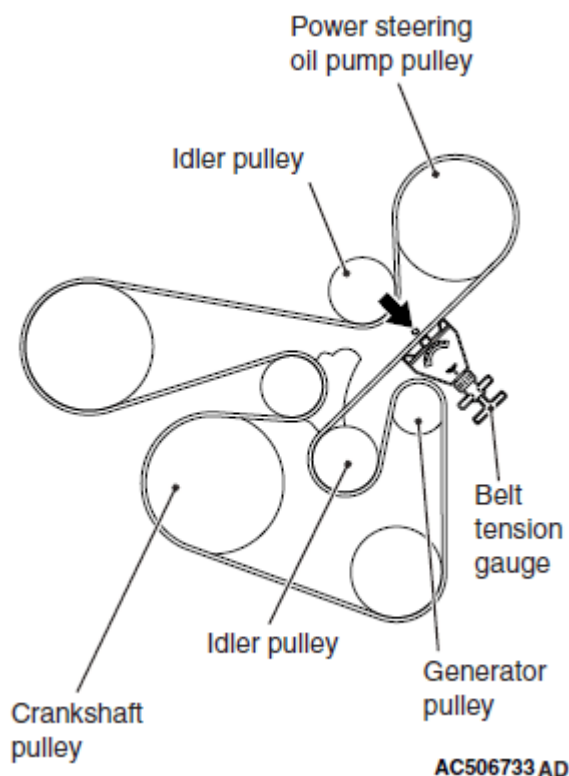


Fig. 5: Identifying Belt Tension Gauge
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

VALVE CLEARANCE CHECK AND ADJUSTMENT

Refer to INTAKE AND EXHAUST VALVE CLEARANCE (INSPECT AND ADJUST)

IGNITION TIMING CHECK

Required Special Tool:

MB991958: Scan Tool (M.U.T.-III Sub Assembly)

- MB991824: V.C.I.
- MB991827: M.U.T.-III USB Cable
- MB991910: M.U.T.-III Main Harness A

1. Before inspection, set the vehicle in the following condition:
 - Engine coolant temperature: 80 - 95°C (176 - 203°F)
 - Lights and all accessories: OFF
 - Transaxle: Neutral (P range on vehicles with CVT)

NOTE: On vehicles for Canada, the headlight, taillight, etc. remain lit even

when the lighting switch is in "OFF" position but this is no problem for checks.

CAUTION: To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

2. Connect scan tool MB991958 to the data link connector.

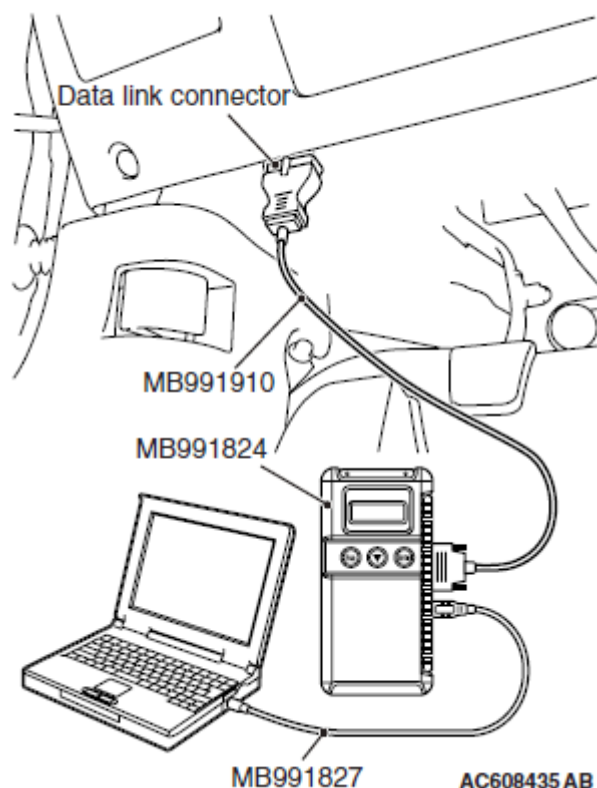


Fig. 6: Connecting Special Tool MB991910 To Data Link Connector
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

3. Set the timing light to the power supply line (terminal No. 3) of the ignition coil No. 1.
4. Start the engine and run it at idle.
5. Check that the idle speed is approximately 650 r/min.
6. Select scan tool MB991958 actuator test "item number 11".
7. Check that basic ignition timing is within the standard value.

Standard value: 5° BTDC ± 3°

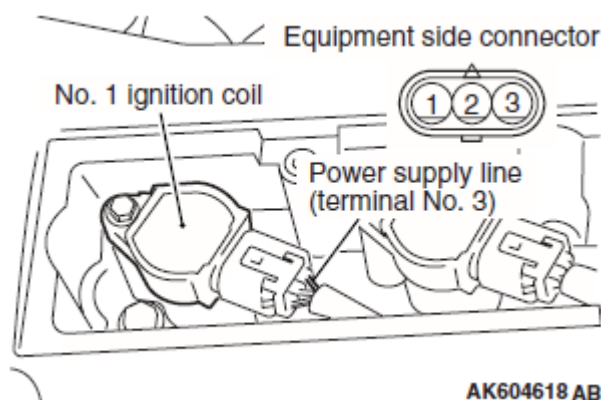


Fig. 7: Identifying Power Supply Line (Terminal No. 3) Of Ignition Coil No. 1
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

8. If the basic ignition timing is not within the standard value, check the following items:
- Diagnostic output
 - Timing chain cover and crankshaft position sensor installation conditions
 - Crankshaft sensing blade condition

CAUTION: If the actuator test is not canceled, the forced drive will continue for 27 minutes. Driving in this state could lead to engine failure.

9. Cancel the setting mode of the scan tool MB991958.
10. Check that the actual ignition timing is at the standard value.

Standard value: Approximately 10° BTDC

NOTE: The ignition timing fluctuates about $\pm 7^\circ$, even under normal operating condition.

NOTE: It is automatically further advanced by about 5° from 10° Before Top Dead Center at higher altitudes.

NOTE: Wait till approximately 1 minute passes after the engine started, and check the ignition timing when the engine stabilized.

11. Remove the timing light.

CAUTION: To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

12. Disconnect scan tool MB991958 from the data link connector.

CURB IDLE SPEED CHECK**Required Special Tool:**

MB991958: Scan Tool (M.U.T.-III Sub Assembly)

- MB991824: V.C.I.
- MB991827: M.U.T.-III USB Cable
- MB991910: M.U.T.-III Main Harness A

1. Before inspection, set the vehicle in the following condition:

- Engine coolant temperature: 80 - 95°C (176 - 203°F)
- Lights and all accessories: OFF
- Transaxle: Neutral (P range on vehicles with CVT)

NOTE: On vehicles for Canada, the headlight, taillight, etc. remain lit even when the lighting switch is in "OFF" position but this is no problem for checks.

CAUTION: To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

2. Connect scan tool MB991958 to the data link connector.

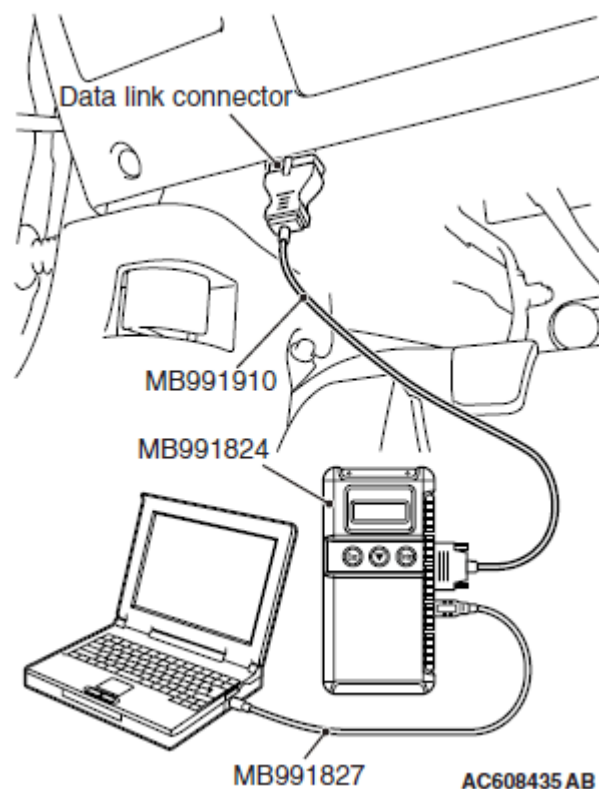


Fig. 8: Connecting Special Tool MB991910 To Data Link Connector
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

3. Set the timing light to the power supply line (terminal No. 3) of the ignition coil No. 1.
4. Start the engine.
5. Run the engine at idle for 2 minutes.
6. Check the actual ignition timing is at the standard value.

Standard value: Approximately 10° BTDC

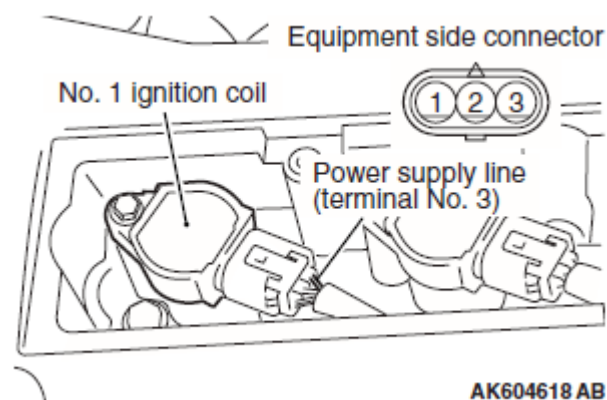


Fig. 9: Identifying Power Supply Line (Terminal No. 3) Of Ignition Coil No. 1
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

- NOTE:** The ignition timing fluctuates about $\pm 7^\circ$, even under normal operating condition.
- NOTE:** It is automatically further advanced by about 5° from 10° Before Top Dead Center at higher altitudes.
- NOTE:** Wait till approximately 1 minute passes after the engine started, and check the ignition timing when the engine stabilized.

7. Check the idle speed. Select item number 2 and take a reading of the idle speed.

Curb idle speed: 650 ± 100 r/min

- NOTE:** The idle speed is controlled automatically by the idle air control system.

8. If the idle speed is outside the standard value, refer to SYMPTOM CHART.
9. Remove the timing light.

CAUTION: To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

10. Disconnect scan tool MB991958 from the data link connector.

IDLE MIXTURE CHECK

Required Special Tool:

MB991958: Scan Tool (M.U.T.-III Sub Assembly)

- MB991824: V.C.I.
- MB991827: M.U.T.-III USB Cable
- MB991910: M.U.T.-III Main Harness A

1. Before inspection, set the vehicle in the following condition:
- Engine coolant temperature: $80 - 95^\circ\text{C}$ ($176 - 203^\circ\text{F}$)
 - Lights and all accessories: OFF
 - Transaxle: Neutral (P range on vehicles with CVT)

- NOTE:** On vehicles for Canada, the headlight, taillight, etc. remain lit even when the lighting switch is in "OFF" position but this is no problem for checks.

CAUTION: To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

2. Connect scan tool MB991958 to the data link connector.

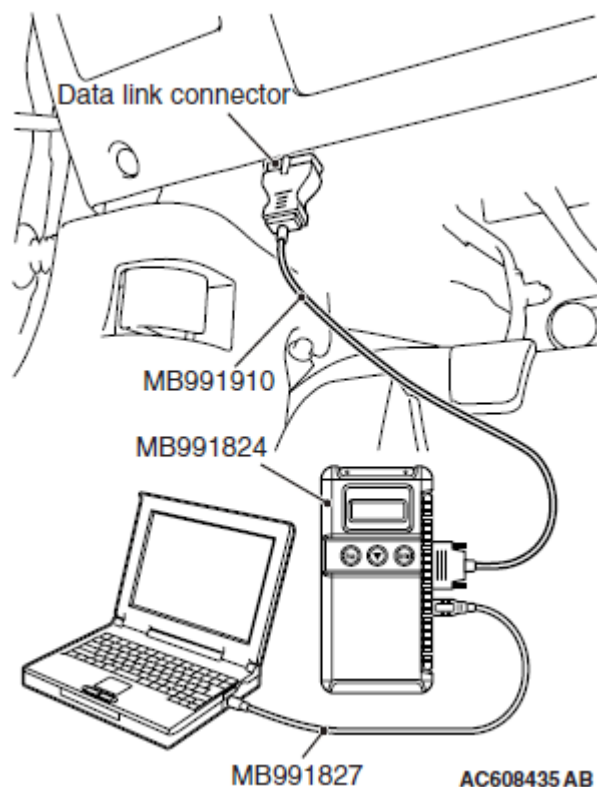


Fig. 10: Connecting Special Tool MB991910 To Data Link Connector
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

3. Set the timing light to the power supply line (terminal No. 3) of the ignition coil No. 1.
4. Start the engine and let it run at idle.
5. Check that the actual ignition timing is at the standard value.

Standard value: Approximately 10° BTDC

NOTE: The ignition timing fluctuates about $\pm 7^\circ$, even under normal operating condition.

NOTE: It is automatically further advanced by about 5° from 10° Before Top Dead Center at higher altitudes.

NOTE: Wait till approximately 1 minute passes after the engine started, and check the ignition timing when the engine stabilized.

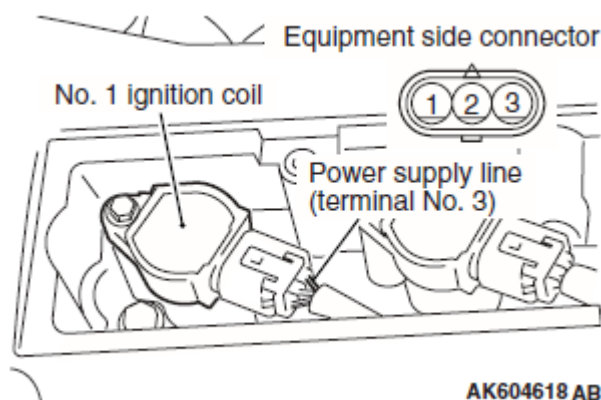


Fig. 11: Identifying Power Supply Line (Terminal No. 3) Of Ignition Coil No. 1
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

6. Run the engine and increase the engine speed to 2,000 - 3,000 r/min for 2 minutes.
7. Set the CO, HC tester.
8. Check the CO contents and the HC contents at idle.

Standard value:

CO contents: 0.5% or less

HC contents: 100 ppm or less

9. If there is a deviation from the standard value, inspect the MFI system (Refer to SYMPTOM CHART)
10. Remove the CO, HC tester and timing light.

CAUTION: To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

11. Disconnect scan tool MB991958 from the data link connector.

COMPRESSION PRESSURE CHECK

Required Special Tool:

MB991958: Scan Tool (M.U.T.-III Sub Assembly)

- MB991824: V.C.I.
- MB991827: M.U.T.-III USB Cable
- MB991910: M.U.T.-III Main Harness A

1. Before inspection, check that the engine oil, starter and battery are normal. Also, set the vehicle in the following condition:

- Engine coolant temperature: 80 - 95°C (176 - 203°F)
- Lights and all accessories: OFF
- Transaxle: Neutral (P range on vehicles with CVT)

NOTE: On vehicles for Canada, the headlight, taillight, etc. remain lit even when the lighting switch is in "OFF" position but this is no problem for checks.

2. Turn the ignition switch to the "LOCK" (OFF) position.
3. Disconnect the connector of the ignition coil, and then remove all the ignition coils and the spark plugs.
4. Disconnect the all of the injector connectors.

WARNING: Keep your distance from the spark plug hole when cranking. Oil, fuel, etc., may spray out from the spark plug hole and may cause serious injury.

5. Cover the spark plug hole with a shop towel etc., after the engine has been cranked, check that no foreign material is adhering to the shop towel.

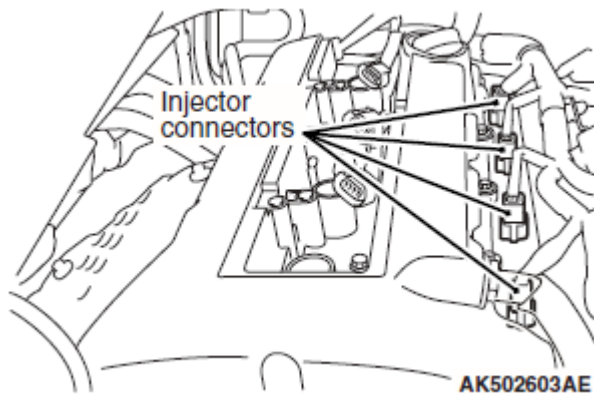


Fig. 12: Identifying Injector Connectors

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

6. Set compression gauge to one of the spark plug holes.
7. Crank the engine with the throttle valve fully open and measure the compression pressure.

Standard value (at engine speed of 200 r/min): 1,440 kPa (209 psi)

Limit (at engine speed of 200 r/min): Minimum 1,000 kPa (145 psi)

8. Measure the compression pressure for all the cylinders, and check that the pressure differences of the cylinders are below the limit.

Limit: Maximum 98 kPa (14 psi)

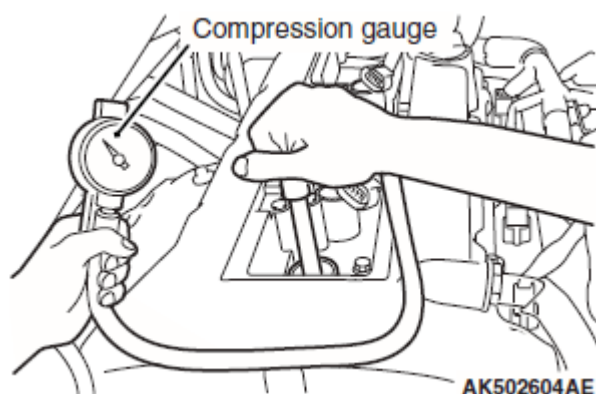


Fig. 13: Measuring Compression Pressure For Cylinders
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

9. If there is a cylinder with compression or a compression difference that is outside the limit, pour a small amount of engine oil through the spark plug hole, and repeat the operations in steps from 6 to 8.
 1. If the compression increases after oil is added, the cause of the malfunction is a worn or damaged piston ring and/or cylinder inner surface.
 2. If the compression does not rise after oil is added, the cause is a burnt or defective valve seat, or pressure is leaking from the gasket.
10. Connect the all of the injector connector.
11. Install the spark plugs and ignition coils.
12. Use the scan tool MB991958 to erase the diagnosis codes.

NOTE: This will erase the diagnosis code resulting from the injector connectors being disconnected.

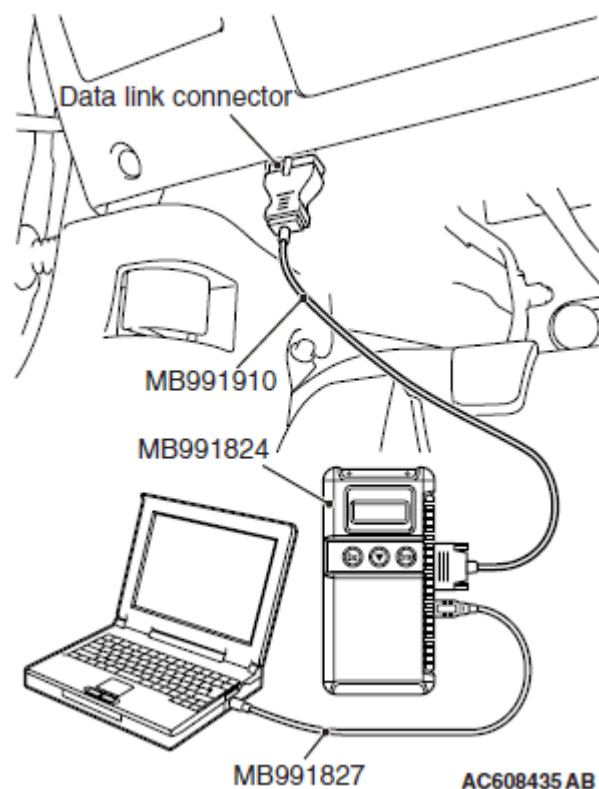


Fig. 14: Connecting Special Tool MB991910 To Data Link Connector
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

MANIFOLD VACUUM CHECK

Required Special Tool:

MB991958: Scan Tool (M.U.T.-III Sub Assembly)

- MB991824: V.C.I.
- MB991827: M.U.T.-III USB Cable
- MB991910: M.U.T.-III Main Harness A

1. Before inspection, set the vehicle in the following condition:

- Engine coolant temperature: 80 - 95°C (176 - 203°F)
- Lights and all accessories: OFF
- Transaxle: Neutral (P range on vehicles with CVT)

NOTE: On vehicles for Canada, the headlight, taillight, etc. remain lit even when the lighting switch is in "OFF" position but this is no problem for checks.

CAUTION: To prevent damage to scan tool MB991958, always turn the

ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

2. Connect scan tool MB991958 to the data link connector.

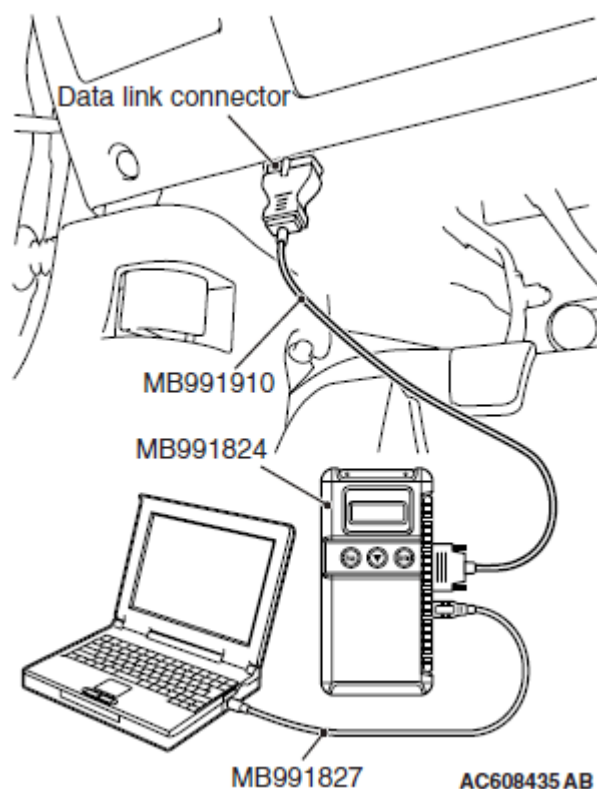


Fig. 15: Connecting Special Tool MB991910 To Data Link Connector
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

3. Disconnect the ventilation hose from the positive crankcase ventilation (PCV) valve, and then connect a vacuum gauge to the ventilation hose. Plug the PCV valve.
4. Start the engine and check that idle speed is approximately 650 r/min.
5. Check the intake manifold vacuum.

Limit: Minimum 60 kPa (18 in Hg)

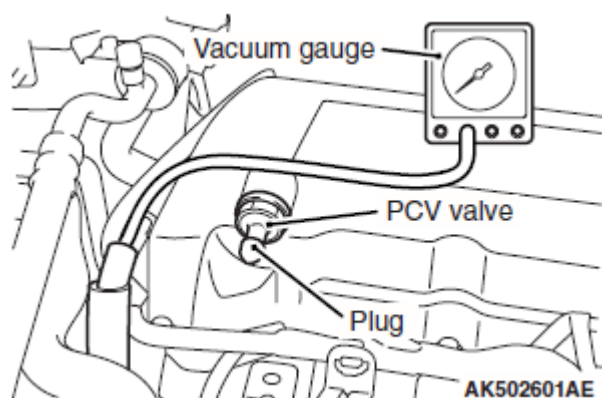


Fig. 16: Connecting Ventilation Hose To PCV Valve

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

6. Turn off the ignition switch.
7. Remove the vacuum gauge and then connect the ventilation hose to the PCV valve.

CAUTION: To prevent damage to scan tool MB991958, always turn the ignition switch to the "LOCK" (OFF) position before connecting or disconnecting scan tool MB991958.

8. Disconnect scan tool MB991958 from the data link connector.

CRANKSHAFT PULLEY

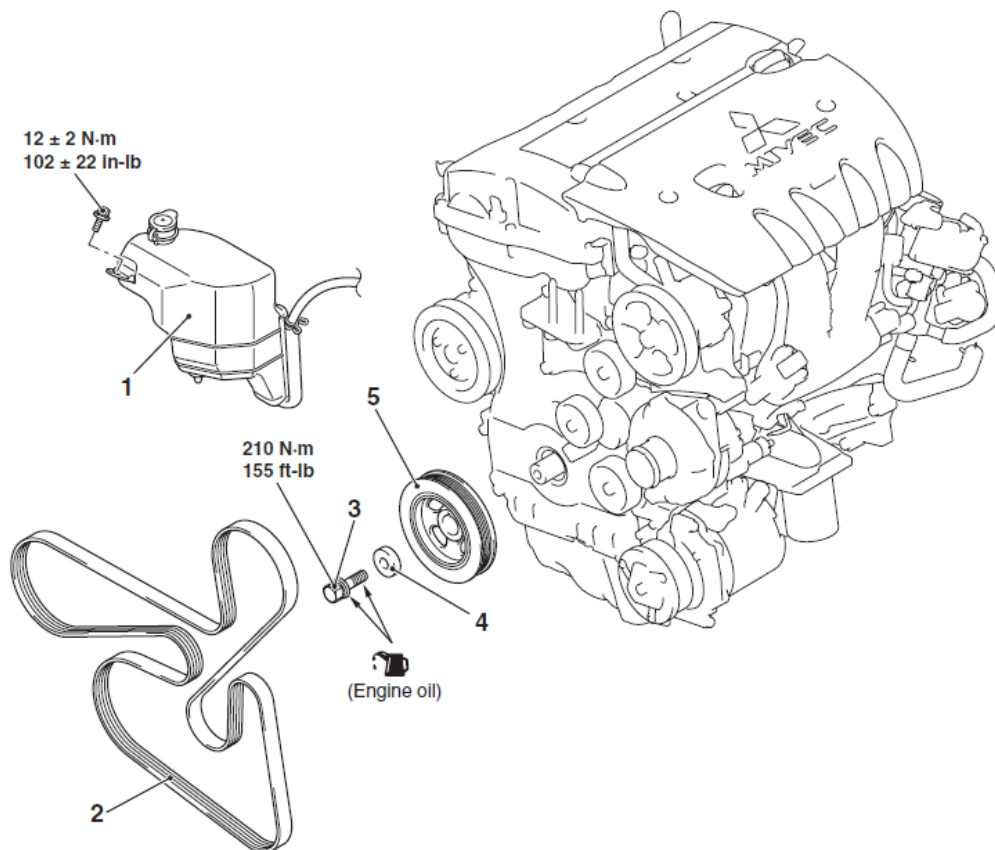
REMOVAL AND INSTALLATION

Pre-removal operation

- Engine Room Under Cover Front B and Engine Room Side Cover (RH) Removal

Post-installation operation

- Drive Belt Tension Check
- Engine Room Under Cover Front B and Engine Room Side Cover (RH) Installation



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| Removal steps | | Removal steps (Continued) | |
|---------------|-------------------------------------|---------------------------|-----------------------------|
| <<A>> | 1. Radiator condenser tank assembly | <<C>> | 4. Crankshaft pulley washer |
| <> | 2. Drive belt | <<C>> | 5. Crankshaft pulley |
| <<C>> | 3. Crankshaft pulley center bolt | | |

Fig. 17: Identifying Crankshaft Pulley Components With Torque Specifications
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

Required Special Tools:

- MB992278: Belt Tension Release Wrench
- MB990767: Front Hub and Flange Yoke Holder
- MD998719: Pin

REMOVAL SERVICE POINTS

<<A>> RADIATOR CONDENSER TANK ASSEMBLY REMOVAL

Remove the radiator condenser tank assembly mounting bolt, and move the radiator condenser tank assembly to a place where it does not interfere with the drive belt removal and installation.

<> DRIVE BELT REMOVAL

Since the serpentine drive system with the auto-tensioner is used, the following operations will be required.

CAUTION: To reuse the drive belt, draw an arrow indicating the rotating direction on the back of the belt using chalk to install the same direction.

1. Rotate the pulley bolt of the auto-tensioner counterclockwise with a special tool MB992278 and insert the L-shaped hexagon wrench into the auto-tensioner hole to fix the auto-tensioner.
2. Remove the drive belt.

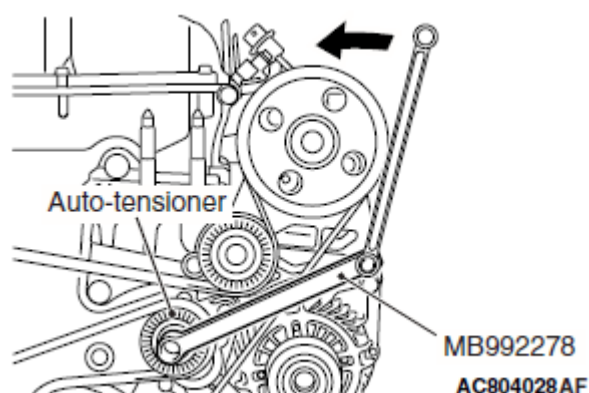


Fig. 18: Rotating Pulley Bolt Of Auto-Tensioner With Special Tool MB992278
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

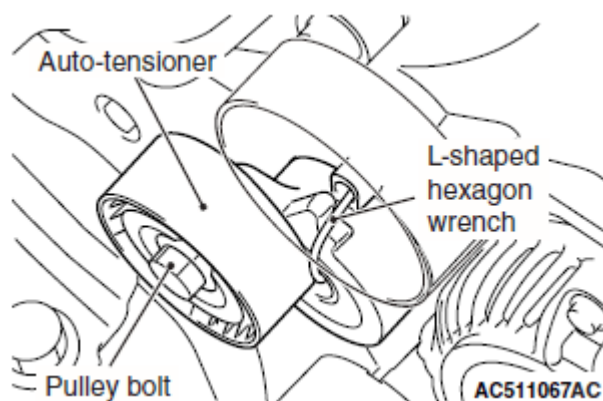


Fig. 19: Identifying Auto-Tensioner, Pulley Bolt And L-Shaped Hexagon Wrench
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

<<C>> CRANKSHAFT PULLEY CENTER BOLT/CRANKSHAFT PULLEY WASHER/CRANKSHAFT PULLEY REMOVAL

1. Hold the crankshaft pulley with special tools MB990767 and MD998719.
2. Loosen the crankshaft pulley center bolt and remove the crankshaft pulley center bolt, crankshaft pulley washer and crankshaft pulley.

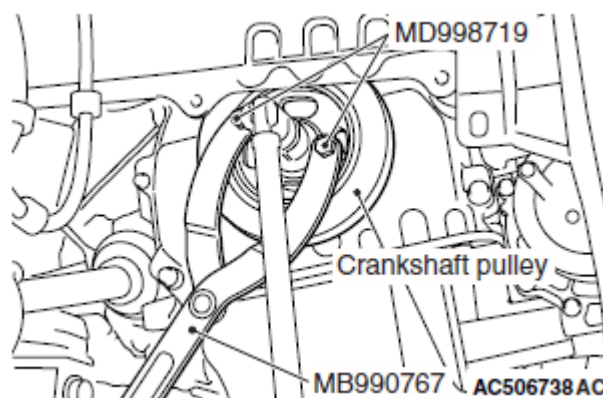


Fig. 20: Removing Crankshaft Pulley Center Bolt And Crankshaft Pulley Washer
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

INSTALLATION SERVICE POINTS

>>A<< CRANKSHAFT PULLEY/CRANKSHAFT PULLEY WASHER/CRANKSHAFT PULLEY CENTER BOLT INSTALLATION

1. Wipe off the dirt on the crankshaft and crankshaft pulley as shown in the illustration using a rag.
2. Wipe off the dirt on the crankshaft sprocket, crankshaft and crankshaft pulley as shown in the illustration using a rag, and then degrease them.

NOTE: **Degrease them to prevent drop in the friction coefficient of the pressed area, which is caused by oil adhesion.**

3. Install the crankshaft pulley.
4. Wipe off the dirt on the crankshaft pulley washer and crankshaft pulley center bolt as shown in the illustration using a rag.
5. Apply an adequate and minimum amount of engine oil to the threads of the crankshaft pulley center bolt and lower area of the flange.

- : Wipe clean with a rag.
- * : Wipe clean with a rag and degrease.
- : Apply a small amount of engine oil.

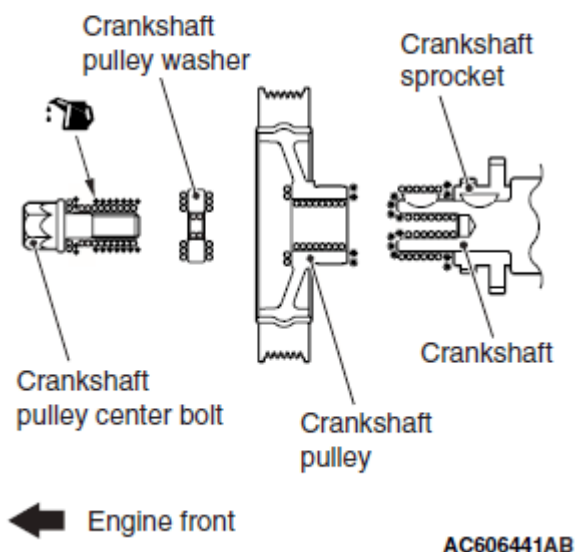


Fig. 21: Identifying Crankshaft Pulley Center Bolt And Crankshaft Pulley Washer
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

6. Hold the crankshaft pulley with special tools MB990767 and MD998719 in the same manner as removal.
7. Tighten the crankshaft pulley center bolt to the specified torque.

Tightening torque: 210 N.m (155 ft-lb)

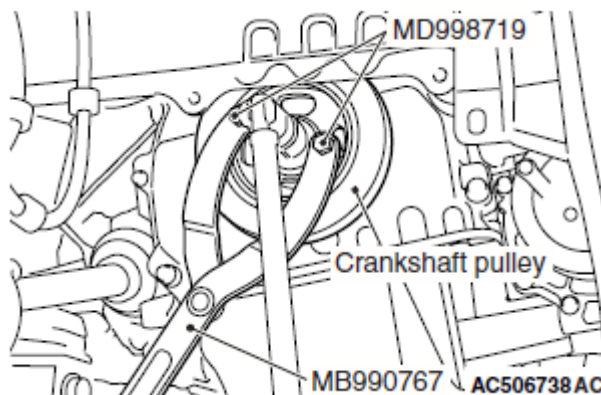


Fig. 22: Removing Crankshaft Pulley Center Bolt And Crankshaft Pulley Washer
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

>>B<< DRIVE BELT INSTALLATION

CAUTION:

- To reuse the drive belt, install it by aligning the arrow mark on the backside of belt marked at the removal with the rotating direction.
- Check that the notches of the notched pulley and the notches of the drive belt are fit correctly.
- Check that the drive belt is installed in the center of the flat surface of the flat pulley.

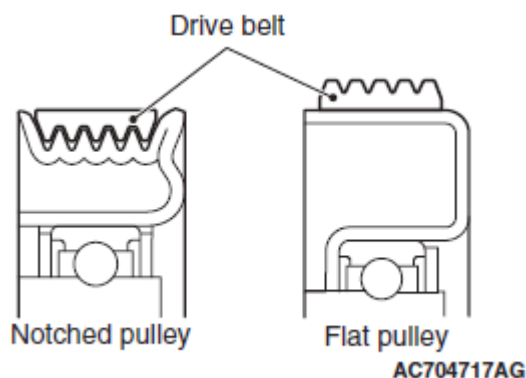


Fig. 23: Identifying Drive Belt Of Flat Pulley
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

1. Install the drive belt to each pulleys as shown in the illustration.

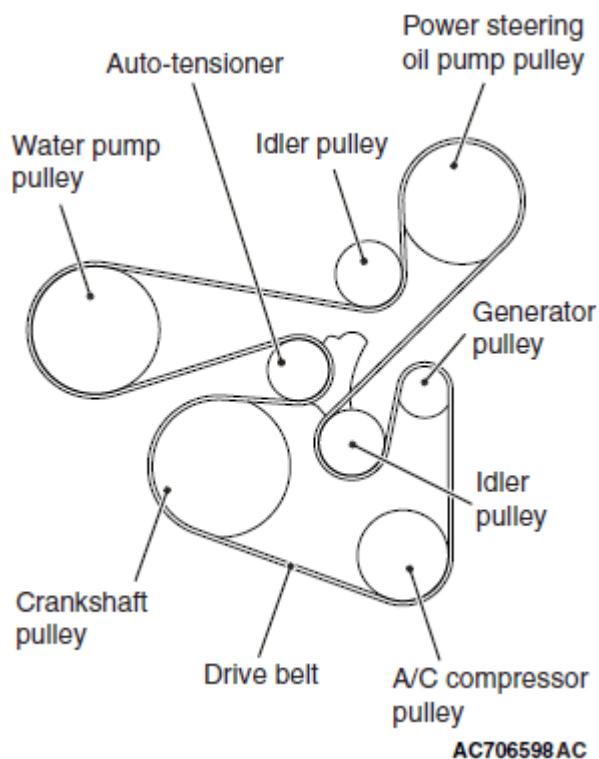


Fig. 24: Identifying Drive Belt To Pulleys

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

2. Set an special tool MB992278 to the pulley bolt of the auto-tensioner. Then, rotate the auto-tensioner counterclockwise and remove the L-shaped hexagon wrench fixing the auto-tensioner.
3. Apply tension to the drive belt while slowly turning the auto-tensioner clockwise.

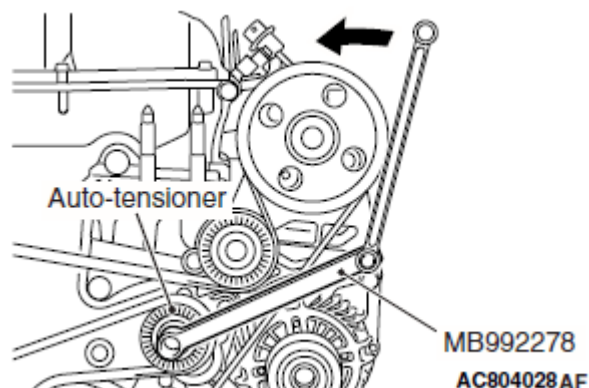


Fig. 25: Rotating Pulley Bolt Of Auto-Tensioner With Special Tool MB992278
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

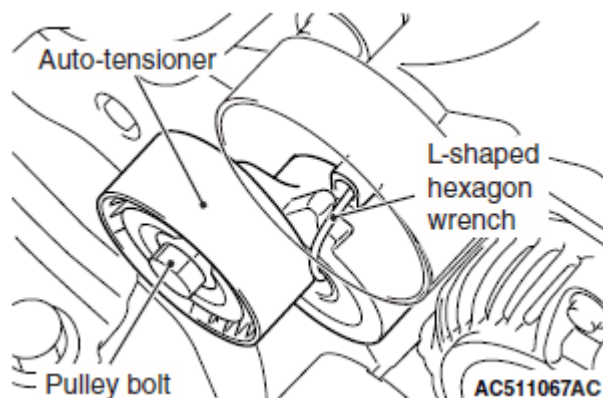


Fig. 26: Identifying Auto-Tensioner, Pulley Bolt And L-Shaped Hexagon Wrench
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

CAMSHAFT

REMOVAL AND INSTALLATION

- MB992103: Chain Tension Release Bar

REMOVAL SERVICE POINTS

<<A>> ROCKER COVER ASSEMBLY REMOVAL

Loosen the rocker cover assembly mounting bolts in the order of number shown in the illustration, and remove the rocker cover assembly.

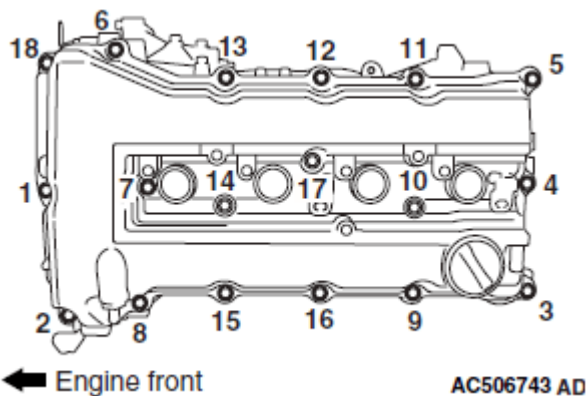


Fig. 28: Identifying Rocker Cover Assembly Mounting Bolts Loosening Sequence
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

<> NUMBER 1 CYLINDER COMPRESSION TOP DEAD CENTER SETTING

CAUTION: Never turn the crankshaft counterclockwise.

1. Turn the crankshaft clockwise so that the camshaft sprocket timing marks become horizontal to the cylinder head upper surface, and set the number 1 cylinder to the top dead center of compression. At this time, check that the crankshaft pulley timing mark is in the 0-degree angle position of the ignition timing indicator of the timing chain case assembly.
2. Put paint marks on both the camshaft sprocket and timing chain at the position of camshaft sprocket timing chain mating mark (circular hole.)

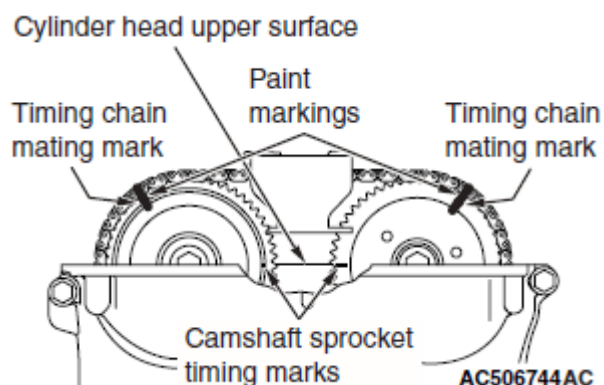


Fig. 29: Identifying Camshaft Sprocket Timing Chain Mating Mark
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

<<C>> CAMSHAFT AND CAMSHAFT SPROCKET ASSEMBLY (EXHAUST SIDE) REMOVAL PREPARATORY OPERATION

1. Insert a precision flat-tipped screwdriver through the service hole of the timing chain case assembly, press up the timing chain tensioner ratchet to unlock, and keep the timing chain tensioner with that state.

NOTE: **Lightly press down the tail end of the precision flat-tipped screwdriver to press up the tip of the precision flat-tipped screwdriver inserted to the timing chain tensioner to unlock.**

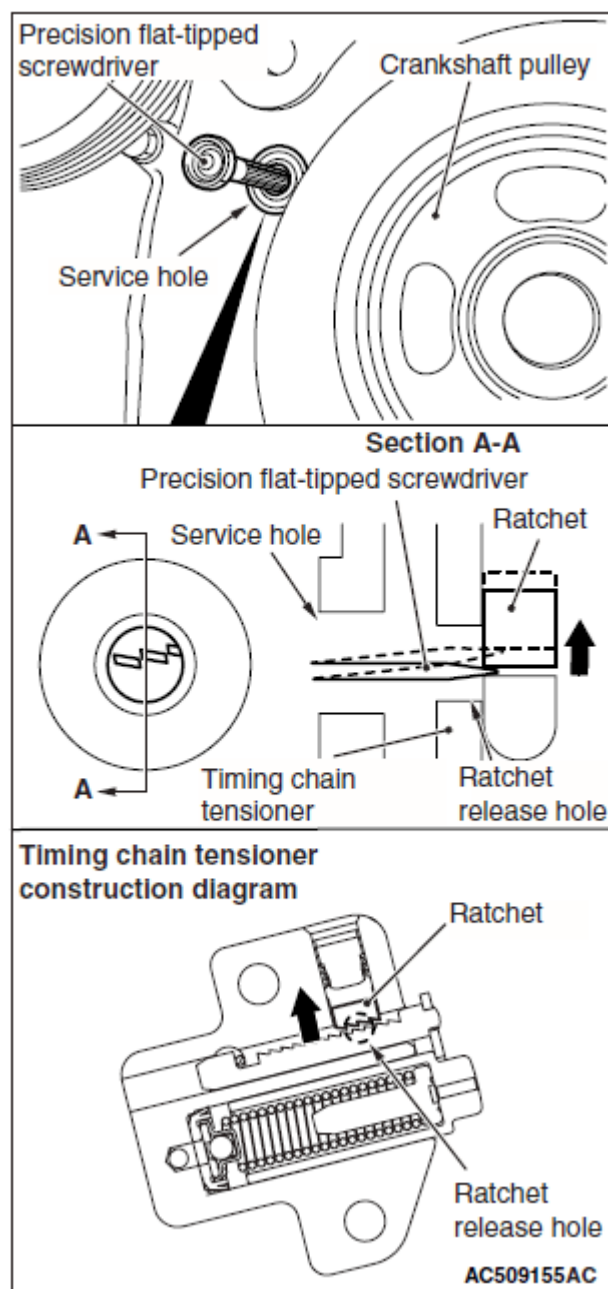


Fig. 30: Inserting Precision Flat-Tipped Screwdriver Through Service Hole Of Timing Chain Case Assembly

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

CAUTION:

- When inserting special tool MB992103 into the timing chain case assembly inside, pay attention to the position of the timing chain to avoid damage to the timing chain and timing chain tension side guide. Do not insert the special tool MB992103 beyond its insertion guideline.
- If unlocking the timing chain tensioner is insufficient, the

special tool MB992103 cannot be inserted to the insertion guideline. Do not insert the special tool MB992103 forcibly, follow Step 1 again to unlock the timing chain tensioner and insert the special tool MB992103.

2. With the timing chain tensioner unlocked, insert special tool MB992103 inside the timing chain case assembly along the tension side of the timing chain until the insertion guide line aligns with the upper surface of the timing chain case assembly (**Fig. 32**.)

NOTE: With the timing chain tensioner unlocked, insert the special tool MB992103 along the tension side of the timing chain, according to the special tool MB992103 top shape. The special tool MB992103 can be inserted smoothly to the position where the special tool MB992103 insertion guide line aligns with the timing chain case assembly top surface (**Fig. 32**), and the spread timing chain tension side guide can be held (**Fig. 32**.)

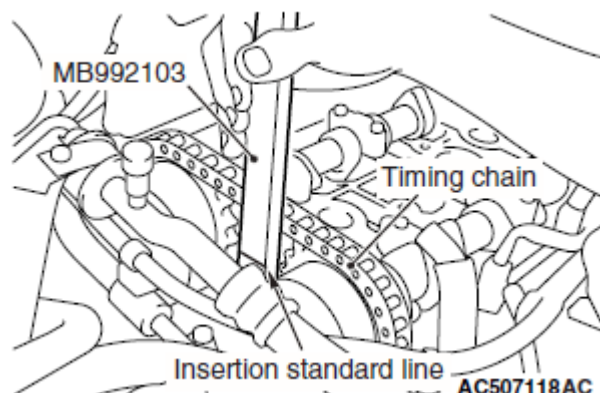


Fig. 31: Inserting Timing Chain Case Assembly Using Special Tool MB992103
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

3. With the special tool MB992103 inserted up to the insertion guide line, press the special tool MB992103 against the intake side camshaft sprocket and spread and hold the timing chain tension side guide.
4. Remove the flat-tipped precision screwdriver unlocking the timing chain tensioner.

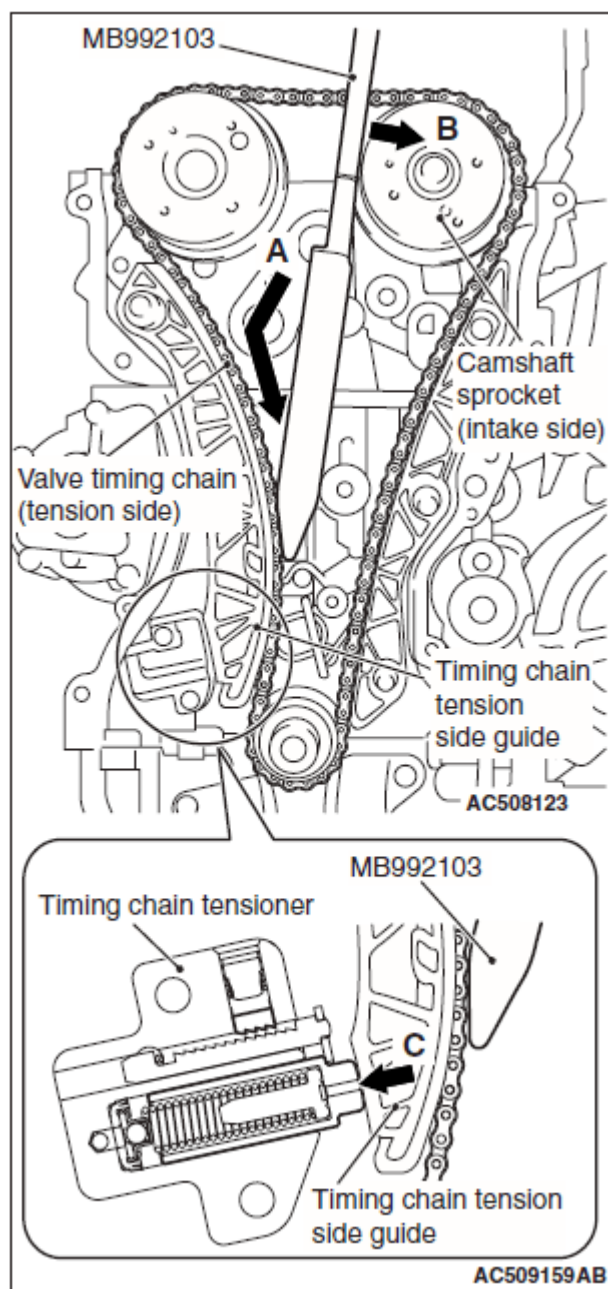


Fig. 32: Removing Flat-Tipped Precision Screwdriver Unlocking Timing Chain Tensioner
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

CAUTION: The timing chain may snag on by other parts. After sagging the timing chain, never rotate the crankshaft.

5. With the timing chain tension side guide spread, hook the special tool MB992103 over the hexagon part of the camshaft on the exhaust side, and turn the camshaft clockwise to apply slack to the timing chain between the camshaft sprockets.

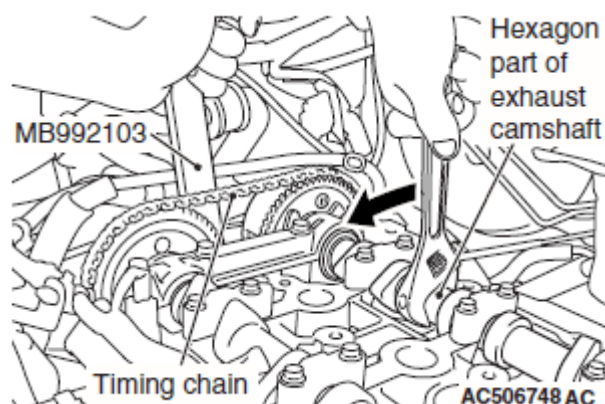


Fig. 33: Identifying Timing Chain To Camshaft Sprockets
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

<<D>> FRONT CAMSHAFT BEARING CAP REMOVAL

Loosen the front camshaft bearing cap mounting bolts in the order of number shown in the illustration, and remove the front camshaft bearing cap.

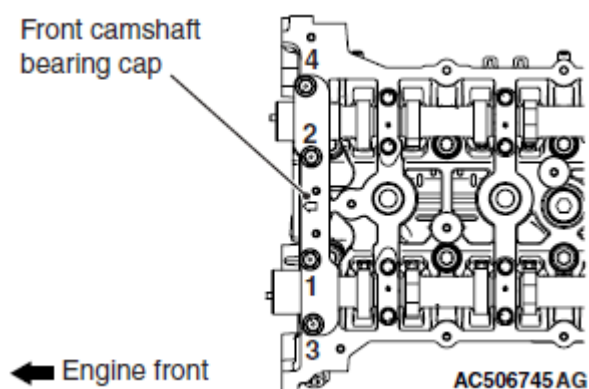
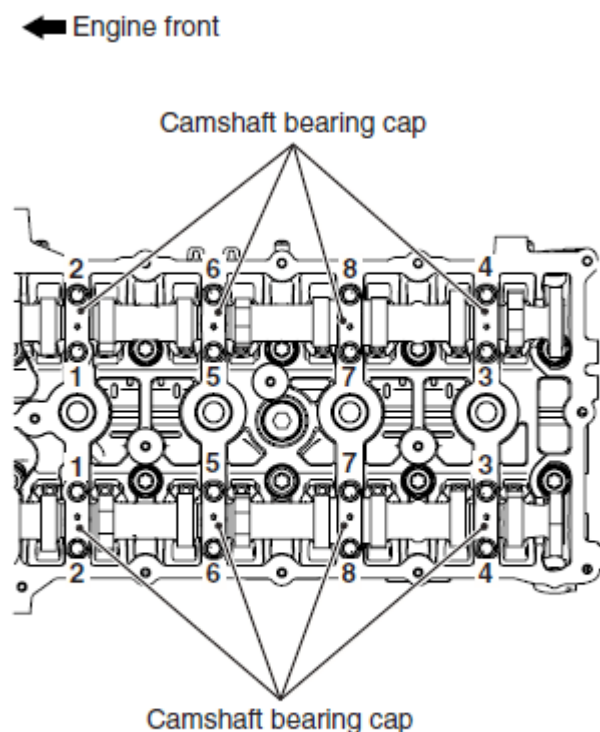


Fig. 34: Identifying Front Camshaft Bearing Cap Mounting Bolts Loosening Sequence
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

<<E>> OIL FEEDING CAMSHAFT BEARING CAP/CAMSHAFT BEARING CAP/THRUST CAMSHAFT BEARING CAP REMOVAL

CAUTION: When the camshaft bearing cap mounting bolts are loosened at once, the mounting bolts jump out by the spring force and the threads are damaged. Always loosen the mounting bolts in four or five steps.

Loosen the camshaft bearing cap mounting bolts in the order of number shown in the illustration in four or five steps, and remove the camshaft bearing caps.



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Fig. 35: Identifying Camshaft Bearing Cap Mounting Bolts Loosening Sequence
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

<<F>> CAMSHAFT AND CAMSHAFT SPROCKET ASSEMBLY (EXHAUST SIDE) REMOVAL

1. Raise slightly the transaxle side of the camshaft and camshaft sprocket assembly (exhaust side) by using the slack of the timing chain, and remove from the cam bearing.

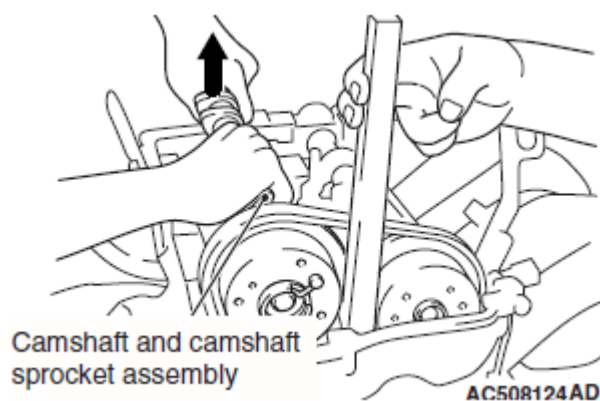


Fig. 36: Removing Camshaft And Camshaft Sprocket Assembly
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

2. Remove the timing chain from the camshaft and camshaft sprocket assembly (exhaust side) toward the

timing chain case assembly, and remove the camshaft and camshaft sprocket assembly (exhaust side) toward the transaxle.

3. Remove special tool MB992103 inserted into the timing chain case assembly.

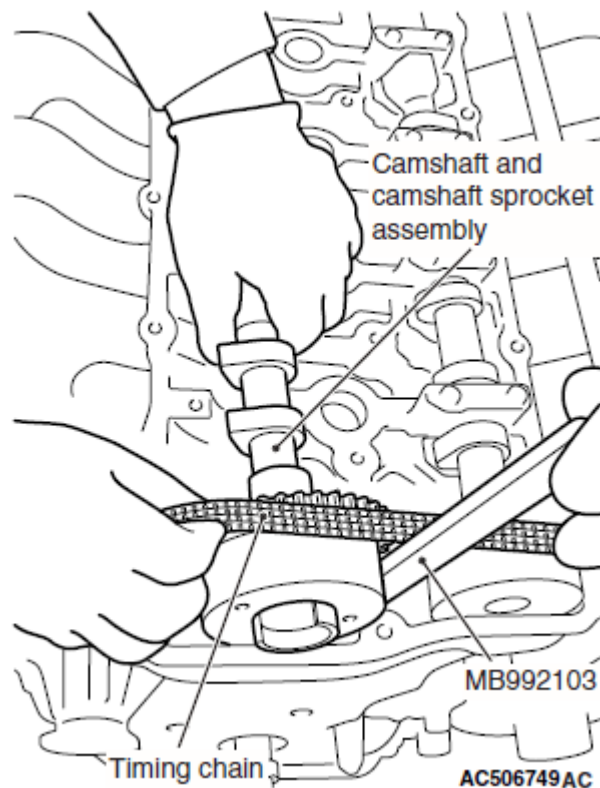


Fig. 37: Removing Timing Chain From Camshaft And Camshaft Sprocket Assembly (Exhaust Side)

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

CAUTION: The timing chain may snag on other parts. After removing the camshaft and camshaft sprocket assembly, never rotate the crankshaft.

4. After removing the camshaft and camshaft sprocket assembly (exhaust side), hang up the timing chain with a rope to prevent the timing chain from falling into the timing chain case assembly.

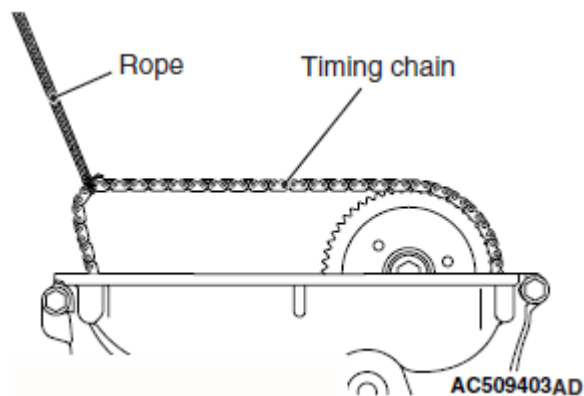


Fig. 38: Identifying Rope And Timing Chain
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

<<G>> CAMSHAFT SPROCKET/CAMSHAFT REMOVAL

Hold the hexagon part of the camshaft with a monkey wrench. Loosen the camshaft sprocket mounting bolt and remove the camshaft sprocket from the camshaft.

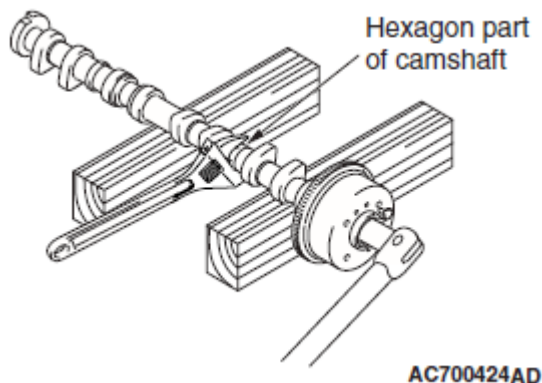


Fig. 39: Removing Camshaft Sprocket Bolt
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

<<H>> POWER STEERING OIL PUMP ASSEMBLY REMOVAL

1. With the hose installed, remove the power steering oil pump assembly from the bracket.
2. Tie the removed power steering oil pump assembly with a string at a position where it will not interfere with the removal and installation of oil feed control valve.

<<I>> OIL FEEDER CONTROL VALVE REMOVAL

CAUTION: After removal of the oil feeder control valve, be careful to prevent dust from getting into the oil passage in the cylinder head.

INSTALLATION SERVICE POINTS

>>A<< O-RING/OIL FEEDER CONTROL VALVE INSTALLATION

CAUTION: When installing the oil feeder control valve, be careful to avoid damage to the O-ring.

Apply engine oil to the O-ring of the oil feeder control valve and install the oil feeder control valve to the cylinder head.

>>B<< CAMSHAFT/CAMSHAFT SPROCKET INSTALLATION

1. Use a monkey wrench to secure the hexagon part of the camshaft in the same manner as removal.

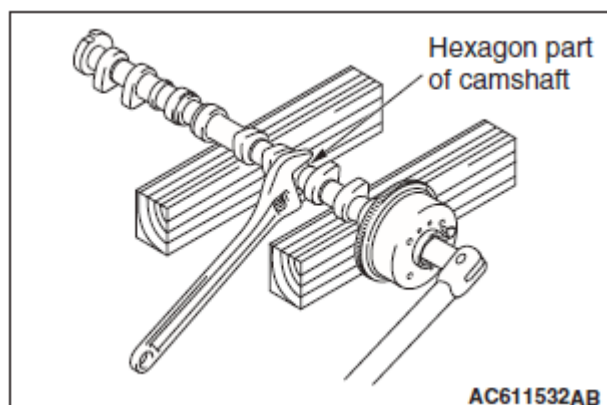


Fig. 40: Installing Camshaft Sprocket Bolt

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

2. Apply an adequate and minimum amount of engine oil to the camshaft and camshaft sprocket as shown in the illustration.
3. Install the camshaft sprocket to the camshaft.
4. Apply an adequate and minimum amount of engine oil to the camshaft sprocket mounting bolt.
5. Tighten the camshaft sprocket mounting bolt to the specified torque.

Tightening torque: 59 ± 5 N.m (44 ± 3 ft-lb)

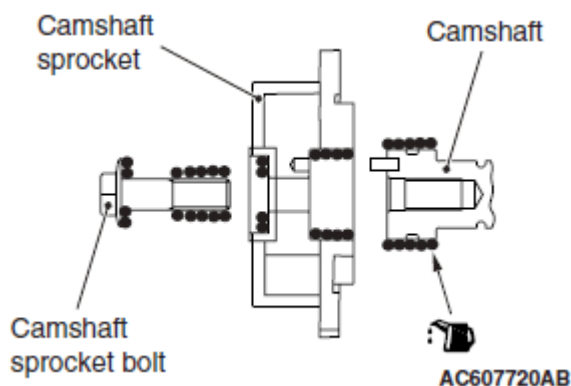


Fig. 41: Identifying Camshaft Sprocket And Camshaft Sprocket Bolt
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

>>C<< CAMSHAFT AND CAMSHAFT SPROCKET ASSEMBLY (INTAKE SIDE) INSTALLATION

1. Align the intake side paint mark of the timing chain which was put at removal with the paint mark of the intake side camshaft sprocket, and install the camshaft sprocket to the timing chain.
2. Install the camshaft and camshaft sprocket assembly (intake side) to the cylinder head.

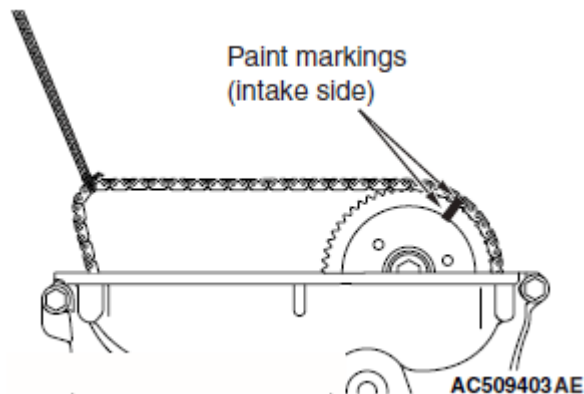


Fig. 42: Identifying Intake Side Paint Mark Of Camshaft Sprocket
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

>>D<< THRUST CAMSHAFT BEARING CAP/CAMSHAFT BEARING CAP/OIL FEEDING CAMSHAFT BEARING CAP/CAMSHAFT BEARING INSTALLATION

1. Install the camshaft bearing caps to the cylinder head.

NOTE: Because the thrust camshaft bearing cap and camshaft bearing cap are the same in shape, check the bearing cap number and additionally its symbol to identify the intake and exhaust sides for correct installation.

2. Tighten each camshaft bearing cap mounting bolts to the specified torque in the order of number shown in the illustration in two or three steps.

Tightening torque: 12 ± 1 N.m (107 ± 8 in-lb)

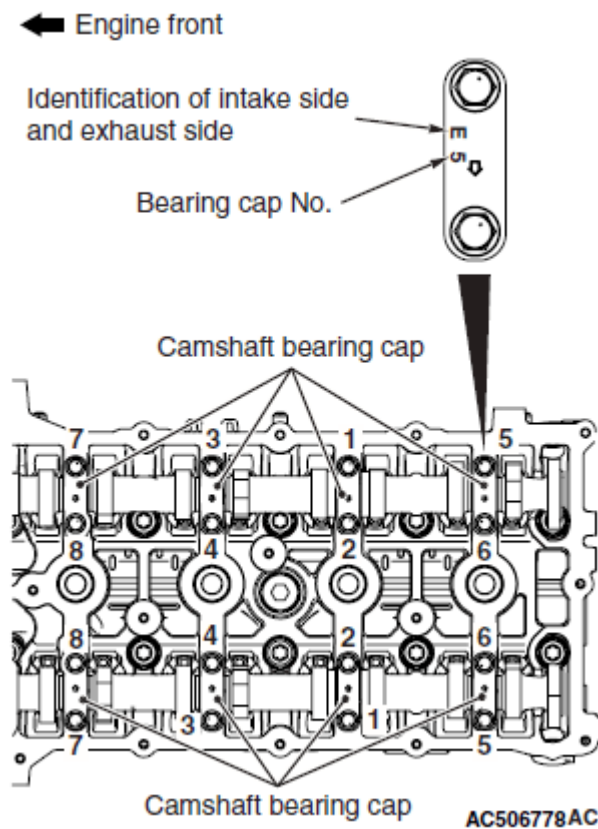


Fig. 43: Identifying Camshaft Bearing Cap Mounting Bolts Tightening Sequence
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

>>E<< CAMSHAFT BEARING/CAMSHAFT AND CAMSHAFT SPROCKET ASSEMBLY (EXHAUST SIDE) INSTALLATION

CAUTION:

- Be careful not to drop the camshaft bearing.
- When installing the camshaft and camshaft sprocket assembly (exhaust side), be careful not to let the camshaft bearing which is installed to the front cam bearing cap deviate from its position.

1. When replacing the camshaft bearing, according to the identification mark of front camshaft bearing cap in the table below, select a camshaft bearing with the corresponding size. Note that the identification mark of camshaft bearing is stamped on the place shown in the illustration.

FRONT CAMSHAFT BEARING CAP SPECIFICATION CHART

| Front camshaft bearing cap | | Camshaft bearing identification mark |
|----------------------------|-----------------------------------|--------------------------------------|
| Identification mark | Journal diameter mm (in) | |
| 1 | 40.000 - 40.008 (1.5748 - 1.5751) | 1 |
| 2 | 40.008 - 40.016 (1.5751 - 1.5754) | 2 |
| 3 | 40.016 - 40.024 (1.5754 - 1.5757) | 3 |

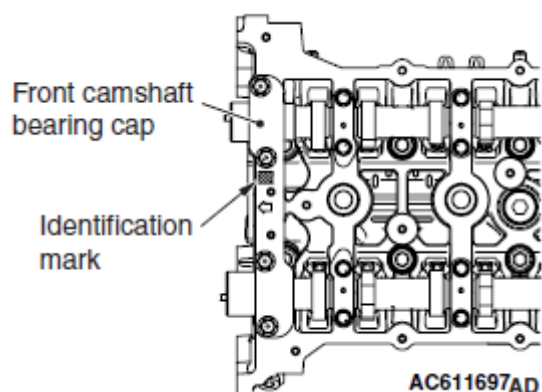


Fig. 44: Identifying Front Camshaft Bearing Cap And Identification Mark
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

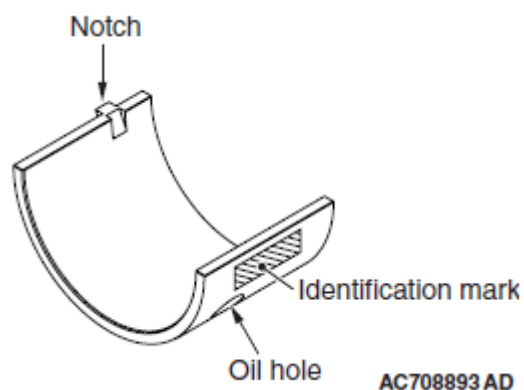


Fig. 45: Identifying Front Camshaft Bearing Identification Mark And Oil Hole
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

2. In the same manner as removal, insert the precision flat-tipped screwdriver through the service hole of the timing chain case assembly, press up the ratchet of timing chain tensioner to unlock, and hold the unlocked timing chain tensioner.

NOTE: Lightly press down the tail end of the precision flat-tipped screwdriver to press up the tip of the precision flat-tipped screwdriver inserted to the timing chain tensioner to unlock.

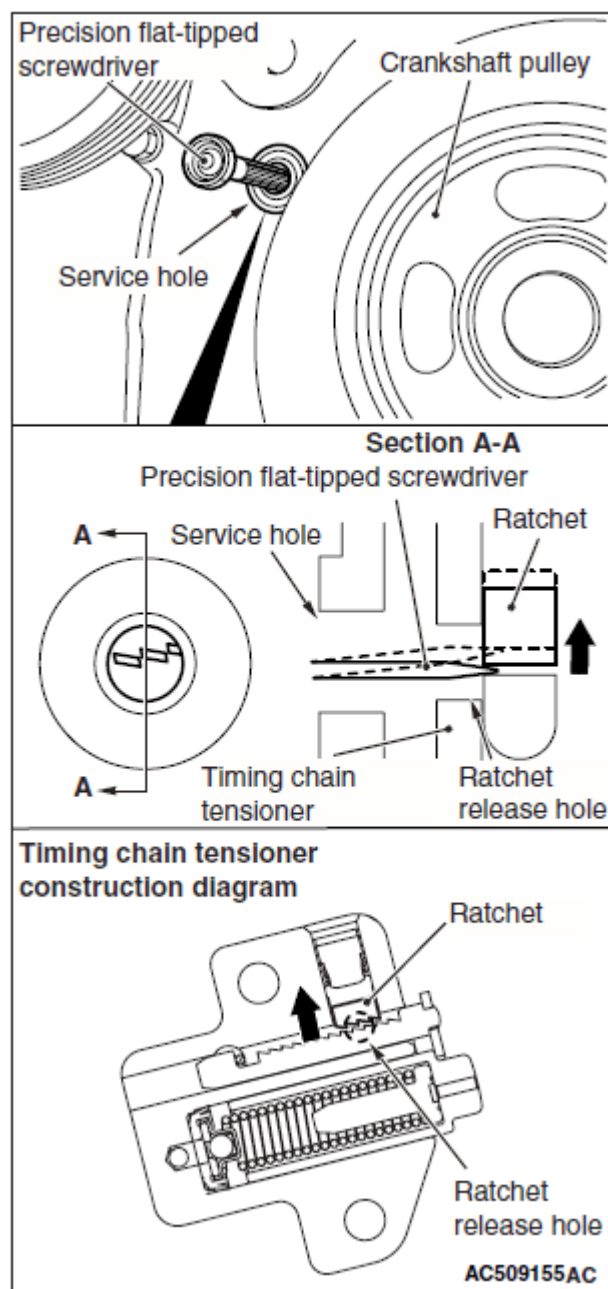


Fig. 46: Inserting Precision Flat-Tipped Screwdriver Through Service Hole Of Timing Chain Case Assembly

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

CAUTION:

- When inserting special tool MB992103 into the timing chain case assembly, pay attention to the position of the timing chain to avoid damage to the timing chain and timing chain tension side guide. Do not insert the special tool MB992103 beyond its insertion guideline.
- If unlocking the timing chain tensioner is insufficient, the

special tool MB992103 cannot be inserted to the insertion guideline. Do not insert the special tool MB992103 forcibly, follow Step 2 again to unlock the timing chain tensioner and insert the special tool MB992103.

3. With the timing chain tensioner unlocked, insert special tool MB992103 inside the timing chain case assembly along the tension side of the timing chain until the insertion guide line aligns with the upper surface of the timing chain case assembly (**Fig. 48**.)

NOTE: With the timing chain tensioner unlocked, insert the special tool MB992103 along the tension side of the timing chain, according to the special tool MB992103 top shape. The special tool MB992103 can be inserted smoothly to the position where the special tool MB992103 insertion guideline aligns with the timing chain case assembly top surface, and the spread timing chain tension side guide can be hold.

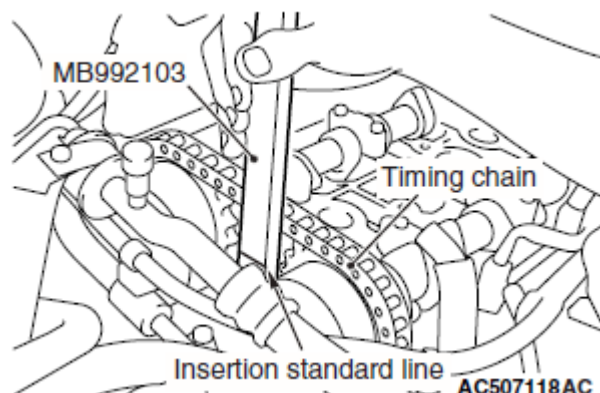


Fig. 47: Inserting Timing Chain Case Assembly Using Special Tool MB992103
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

4. With the special tool inserted up to the insertion guide line, press the special tool MB992103 against the intake side camshaft sprocket (**Fig. 48**) and spread and hold the timing chain tension side guide (**Fig. 48**.)
5. Remove the flat-tipped precision screwdriver unlocking the timing chain tensioner.
6. Pull up the camshaft and camshaft sprocket assembly (exhaust side) mounting area of the timing chain (**Fig. 48**) to provide allowance for easy installation of the camshaft and camshaft sprocket assembly (exhaust side) to the timing chain.

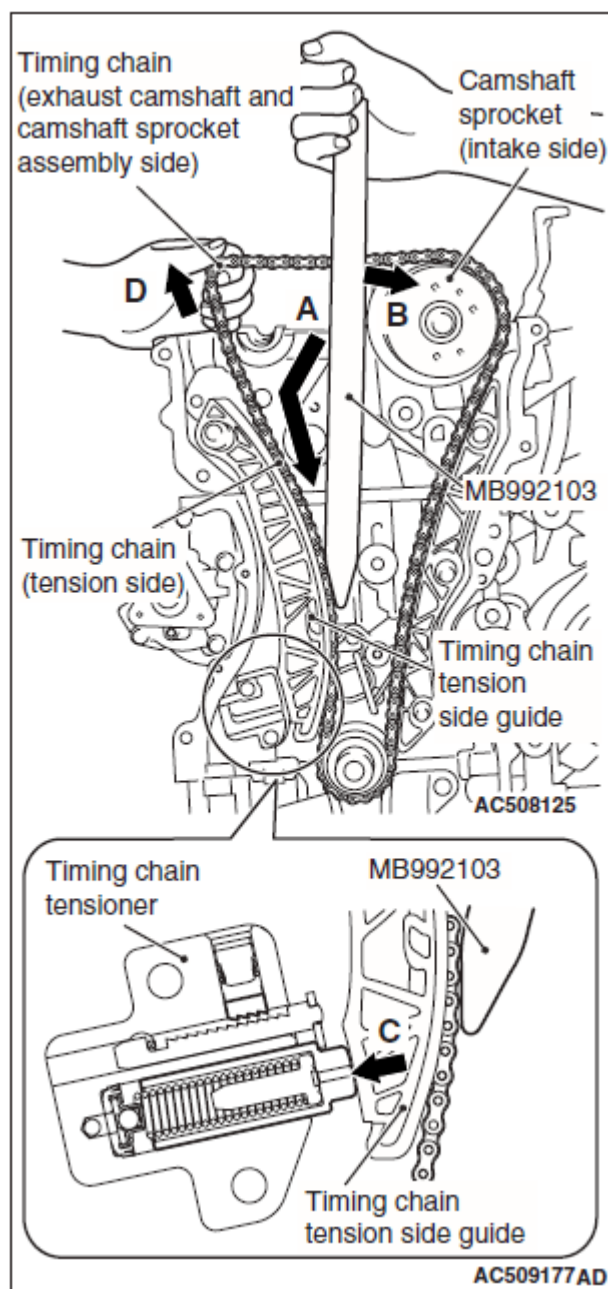


Fig. 48: Removing Flat-Tipped Precision Screwdriver Unlocking Timing Chain Tensioner
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

CAUTION: When installing the camshaft and camshaft sprocket assembly (exhaust side), be careful not to let the camshaft bearing which is installed to the front cam bearing deviate from its position.

7. Align the exhaust side paint mark of the timing chain which was put at removal with the paint mark of the exhaust side camshaft sprocket, and install the timing chain to the camshaft sprocket.
8. Install the camshaft and camshaft sprocket assembly (exhaust side) to the cylinder head.

9. Remove the special tool MB992103 inserted into the timing chain case assembly inside.

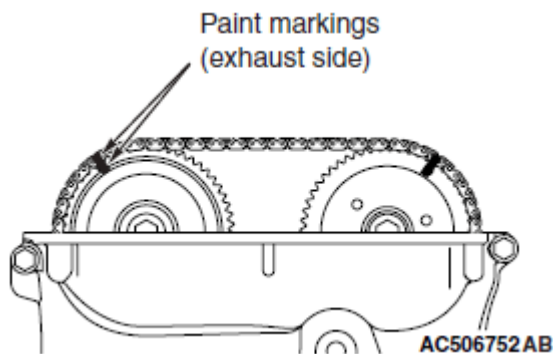


Fig. 49: Identifying Exhaust Side Paint Mark Of Timing Chain
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

>>F<< FRONT CAMSHAFT BEARING CAP INSTALLATION

CAUTION: When the mounting bolts are tightened with the front camshaft bearing cap tilted, the front camshaft bearing cap is damaged. Install the front camshaft bearing cap properly to the cylinder head and camshaft.

1. Install the front camshaft bearing cap to the cylinder head, and temporarily tighten the front camshaft bearing cap mounting bolts to the specified torque in the order of the figure (1.)

Tightening torque: 17 ± 3 N.m (13 ± 2 ft-lb)

2. Tighten the front camshaft bearing cap mounting bolts again to the specified torque in the order of the figure (2.)

Tightening torque: 30 ± 2 N.m (23 ± 1 ft-lb)

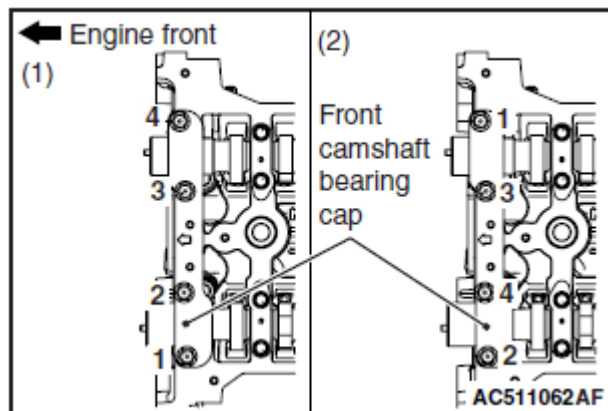


Fig. 50: Identifying Front Camshaft Bearing Cap Mounting Bolts Tightening Sequence
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

3. After the front camshaft bearing cap installation, check that the paint markings of the camshaft sprocket and the timing chain and the timing mark of the crankshaft pulley and the 0-degree angle position of ignition timing indicator are aligned respectively.

>>G<< ROCKER COVER ASSEMBLY INSTALLATION

1. Wipe off the sealant on the mating surface of the rocker cover assembly and cylinder head and timing chain case assembly, and degrease the surface where the sealant is applied.

CAUTION: After the installation, until a sufficient period of time (one hour or more) elapses, do not apply the oil or water to the sealant application area or start the engine.

2. Apply sealant to the joint between the cylinder head and timing chain case assembly as shown in the illustration and install the rocker cover assembly to the cylinder head.

Specified sealant: Three bond 1217G or equivalent

NOTE: Install the rocker cover assembly immediately after applying sealant.

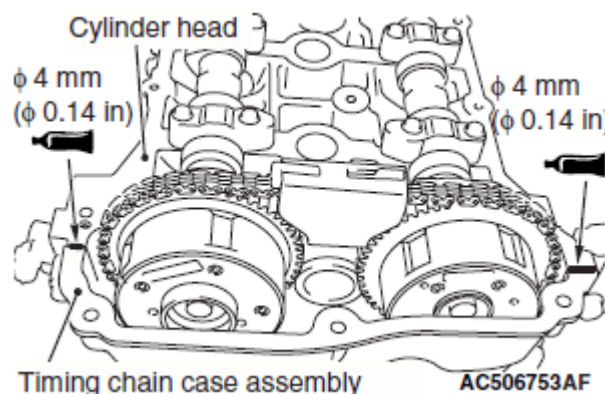


Fig. 51: Identifying Timing Chain Case Assembly And Cylinder Head To Sealant Applying Area
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

3. Tighten the rocker cover assembly mounting bolts to the specified torque in the order of number shown in the illustration.

Tightening torque: $3.0 \pm 1.0 \text{ N.m}$ ($27 \pm 8 \text{ in-lb}$)

4. Tighten again the rocker cover assembly mounting bolts to the specified torque in the order of number shown in the illustration.

Tightening torque: $5.5 \pm 0.5 \text{ N.m}$ ($49 \pm 4 \text{ in-lb}$)

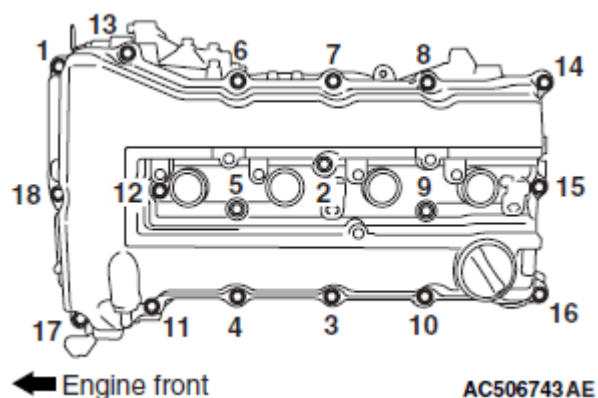


Fig. 52: Identifying Rocker Cover Assembly Mounting Bolts Tightening Sequence
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

VALVE STEM SEAL

REMOVAL AND INSTALLATION

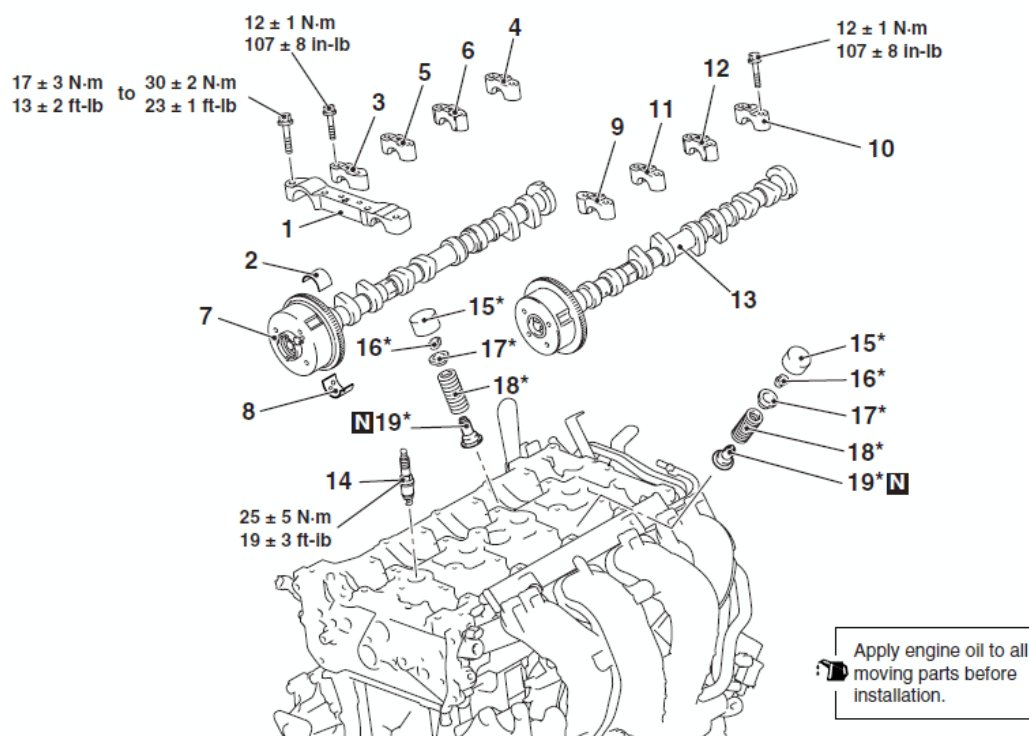
CAUTION: *Remove and assemble the marked parts in each cylinder unit.

Pre-removal operation

- Engine Room Under Cover Front A, B and Engine Room Side Cover (RH) Removal
- Engine Oil Draining
- Rocker Cover Assembly Removal
- Engine Oil Pan Removal
- Timing Chain Removal

Post-installation operation

- Timing Chain Installation
- Engine Oil Pan Installation
- Valve Clearance Check
- Rocker Cover Assembly Installation
- Engine Oil Refilling
- Engine Room Under Cover Front A, B and Engine Room Side Cover (RH) Installation



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Removal steps

- <<A>> >>F<< 1. Front camshaft bearing cap
>>E<< 2. Camshaft bearing
<> >>D<< 3. Oil feeding camshaft bearing cap (exhaust side)
<> >>D<< 4. Camshaft bearing cap (exhaust side)
<> >>D<< 5. Camshaft bearing cap (exhaust side)
<> >>D<< 6. Thrust camshaft bearing cap (exhaust side)

Removal steps (Continued)

- >>E<< 7. Camshaft and camshaft sprocket assembly (exhaust side)
>>E<< 8. Camshaft bearing
<> >>D<< 9. Oil feeding camshaft bearing cap (intake side)
<> >>D<< 10. Camshaft bearing cap (intake side)
<> >>D<< 11. Camshaft bearing cap (intake side)
<> >>D<< 12. Thrust camshaft bearing cap (intake side)
13. Camshaft and camshaft sprocket assembly (intake side)
14. Spark plug
<<C>> >>C<< 15. Valve tappet
<<D>> >>B<< 16. Valve spring retainer lock
17. Valve spring retainer
18. Valve spring
<<E>> >>A<< 19. Valve stem seal

Fig. 53: Identifying Valve Stem Seal Components With Torque Specifications
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

Required Special Tools:

- MD998772: Valve Spring Compressor

- MB992089: Retainer Holder C
- MB992090: Retainer Holder Attachment
- MB992085: Valve Stem Seal Pliers
- MD998737: Valve Stem Seal Installer

REMOVAL SERVICE POINTS

<<A>> FRONT CAMSHAFT BEARING CAP REMOVAL

CAUTION: Be careful not to drop the camshaft bearing.

Loosen the front camshaft bearing cap mounting bolts in the order of number shown in the illustration, and remove the front camshaft bearing cap.

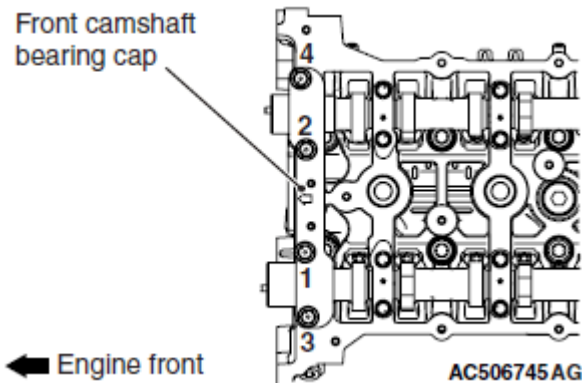
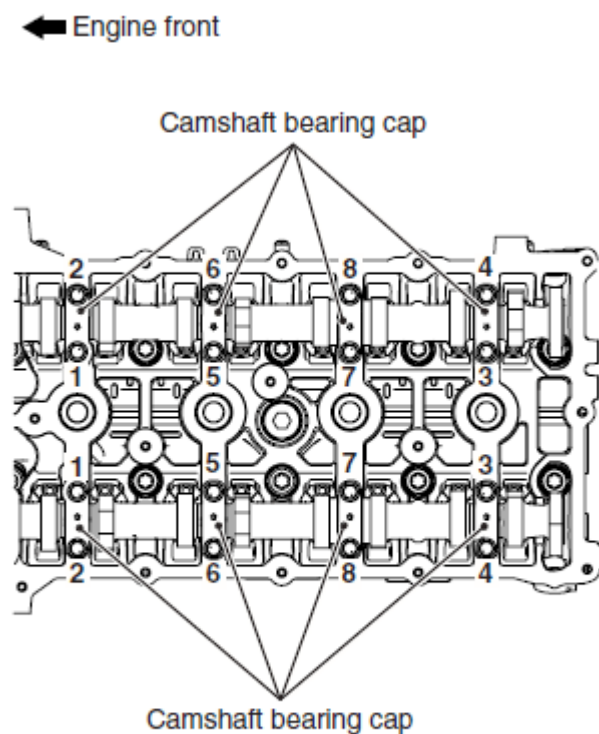


Fig. 54: Identifying Front Camshaft Bearing Cap Mounting Bolts Loosening Sequence
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

<> OIL FEEDING CAMSHAFT BEARING CAP/CAMSHAFT BEARING CAP/THRUST CAMSHAFT BEARING CAP REMOVAL

CAUTION: When the camshaft bearing cap mounting bolts are loosened at once, the mounting bolts jump out by the spring force and the threads are damaged. Always loosen the mounting bolts in four or five steps.

Loosen the camshaft bearing caps mounting bolts in the order of number shown in the illustration in four or five steps, and remove the camshaft bearing caps.



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Fig. 55: Identifying Camshaft Bearing Cap Mounting Bolts Loosening Sequence
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

<<C>> VALVE TAPPET REMOVAL

CAUTION:

- Do not use pliers or other tools to remove the valve tappets. Always remove them by hand.
- When reusing the removed valve tappet, it has to be installed in the same position as before. Be sure to put a tab that shows the original installation position on the valve tappet when storing it.

Remove all of the valve tappets by hand.

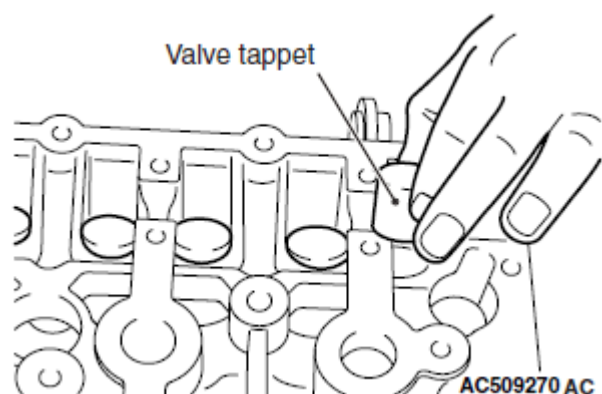


Fig. 56: Removing Valve Tappet To Cylinder Head
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

<<D>> VALVE SPRING RETAINER LOCK REMOVAL

1. Screw in special tool MB992090 to special tool MD998772 and assemble special tool MB992089.

CAUTION: When removing the valve spring retainer lock, leave the piston of the cylinder in the TDC (Top Dead Center) position. The valve may fall into the cylinder if the piston is not properly in the TDC position.

2. Install special tool MD998772 (with special tools MB992090 and MB992089 attached) to the cylinder head and compress the valve spring. Then, remove the valve spring retainer lock.

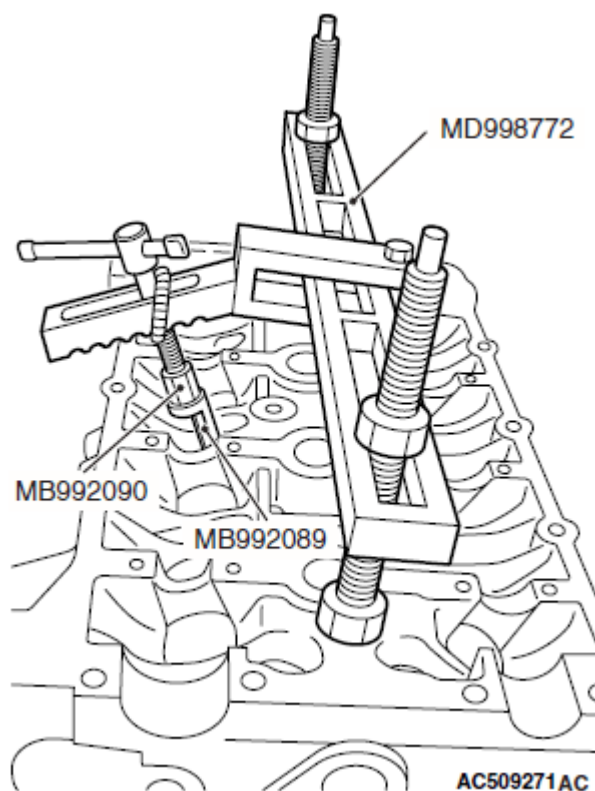


Fig. 57: Removing Valve Spring Retainer Lock Using Special Tool MB992090
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

<<E>> VALVE STEM SEAL REMOVAL

Use special tool MB992085 to grip the base of the stem seal (where the outside diameter is larger) securely, and remove it by twisting it to the left and right.

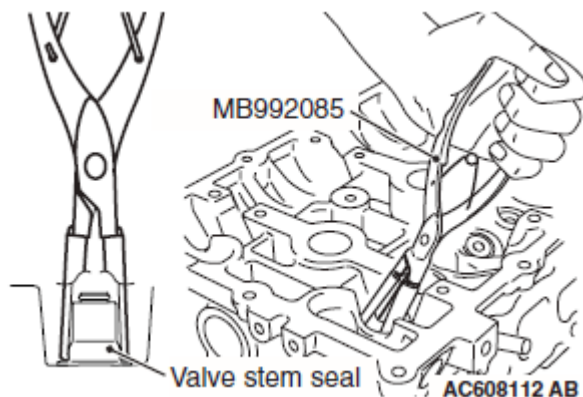


Fig. 58: Twisting Valve Stem Seal
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

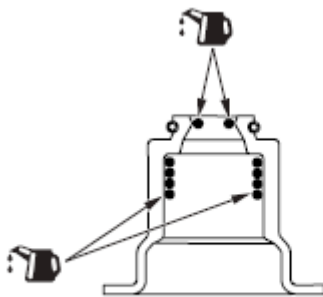
INSTALLATION SERVICE POINTS

>>A<< VALVE STEM SEAL INSTALLATION

CAUTION:

- Valve stem seals cannot be reused.
- Do not damage the wall of the tappet hole when installing the valve stem seal.
- Special tool MD998737 must be used to install the valve stem seal. Improper installation of the valve stem seal could result in oil leaking past the valve guide.

1. Apply a small amount of engine oil to the press-fit part and lip part of the new valve stem seal.

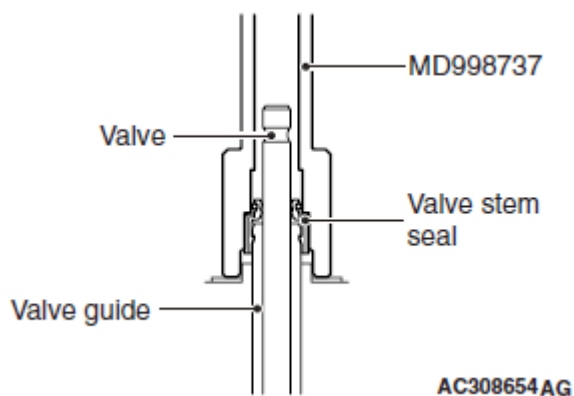


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Fig. 59: Identifying Valve Stem Seal

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

2. Use special tool MD998737 to press-fit a new valve stem seal in the valve guide using the valve stem area as a guide.



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Fig. 60: Pressing Valve Stem Seal In Valve Guide

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

>>B<< VALVE SPRING RETAINER LOCK INSTALLATION

In the same manner as removal, use special tool MD998772 (with special tools MB992090 and MB992089

attached) to compress the valve spring, and install the valve spring retainer lock.

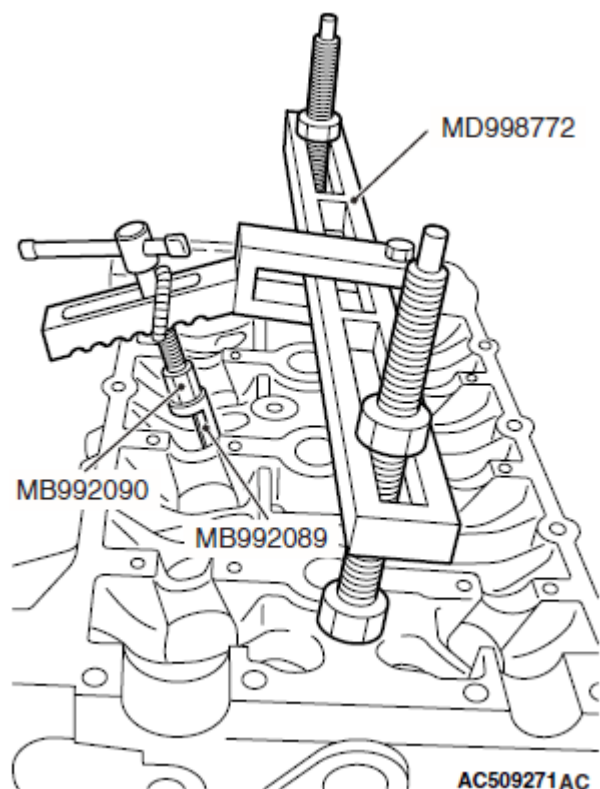


Fig. 61: Installing Valve Spring Retainer Lock Using Special Tool MB992090
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

>>C<< VALVE TAPPET INSTALLATION

1. Apply a small amount of engine oil to the valve tappets.

CAUTION:

- Do not use pliers or other tools to install the valve tappets. Always install them by hand.
- Be sure to install the valve tappets in the same position as before.

2. Install the valve tappet to the cylinder head.

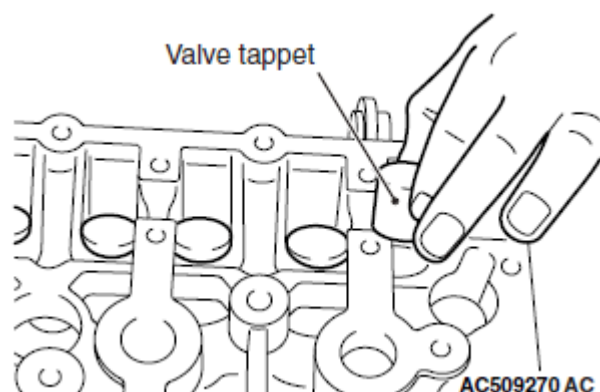


Fig. 62: Installing Valve Tappet To Cylinder Head

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

>>D<< THRUST CAMSHAFT BEARING CAP/CAMSHAFT BEARING CAP/OIL FEEDING CAMSHAFT BEARING CAP INSTALLATION

1. Install the camshaft bearing caps to the cylinder head.

NOTE: Because the thrust camshaft bearing cap and camshaft bearing cap are the same in shape, check the cap number and additionally its symbol to identify the intake and exhaust sides for correct installation.

2. Tighten each camshaft bearing cap mounting bolts to the specified torque in the order of number shown in the illustration in two or three steps.

Tightening torque: 12 ± 1 N.m (107 ± 8 in-lb)

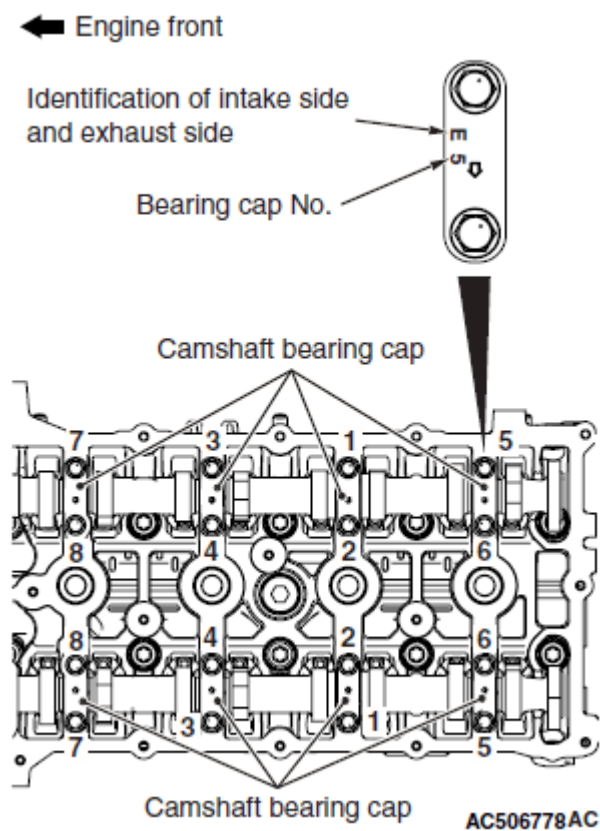


Fig. 63: Identifying Camshaft Bearing Cap Mounting Bolts Tightening Sequence
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

>>E<< CAMSHAFT BEARING/CAMSHAFT AND CAMSHAFT SPROCKET ASSEMBLY (EXHAUST SIDE) INSTALLATION

CAUTION:

- Be careful not to drop the camshaft bearing.
- When installing the camshaft and camshaft sprocket assembly (exhaust side), be careful not to let the camshaft bearing which is installed to the front cam bearing deviate from its position.

When replacing the camshaft bearing, according to the identification mark of front camshaft bearing cap in the table below, select a camshaft bearing with the corresponding size. Note that the identification mark of camshaft bearing is stamped on the place shown in the illustration.

FRONT CAMSHAFT BEARING CAP SPECIFICATION CHART

| Front camshaft bearing cap | | Camshaft bearing identification mark |
|----------------------------|-----------------------------------|--------------------------------------|
| Identification mark | Journal diameter mm (in) | |
| 1 | 40.000 - 40.008 (1.5748 - 1.5751) | 1 |
| 2 | 40.008 - 40.016 (1.5751 - 1.5754) | 2 |
| 3 | 40.016 - 40.024 (1.5754 - 1.5757) | 3 |

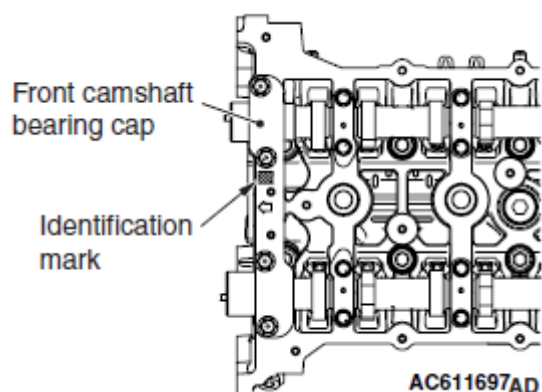


Fig. 64: Identifying Front Camshaft Bearing Cap And Identification Mark
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

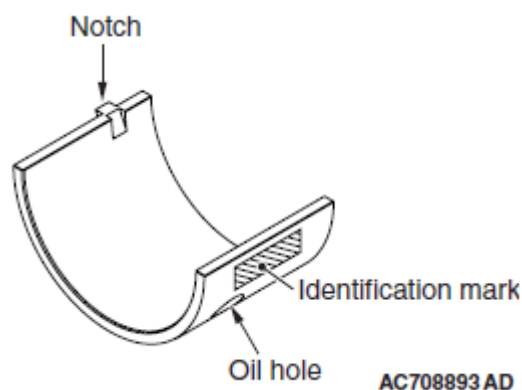


Fig. 65: Identifying Front Camshaft Bearing Identification Mark And Oil Hole
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

>>F<< FRONT CAMSHAFT BEARING CAP INSTALLATION

CAUTION: When the mounting bolts are tightened with the front camshaft bearing cap tilted, the front camshaft bearing cap is damaged. Install the front camshaft bearing cap properly to the cylinder head and camshaft.

1. Install the front camshaft bearing cap to the cylinder head, and temporarily tighten the front camshaft bearing cap mounting bolts to the specified torque in the order of the figure (1.)

Tightening torque: 17 ± 3 N.m (13 ± 2 ft-lb)

2. Tighten the front camshaft bearing cap mounting bolts again to the specified torque in the order of the figure (2.)

Tightening torque: 30 ± 2 N.m (23 ± 1 ft-lb)

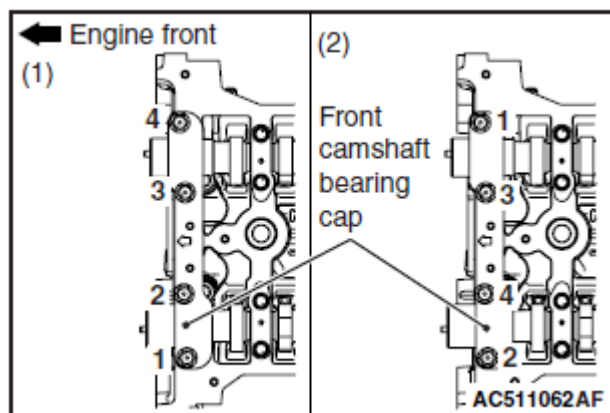


Fig. 66: Identifying Front Camshaft Bearing Cap Mounting Bolts Tightening Sequence
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

OIL PAN

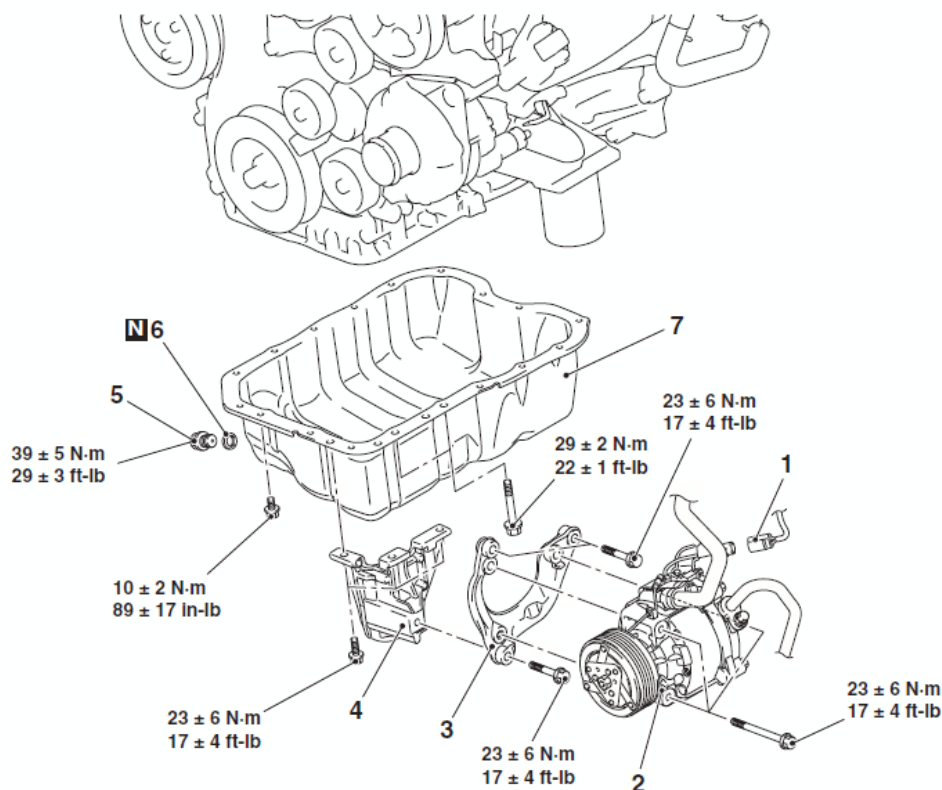
REMOVAL AND INSTALLATION

Pre-removal Operation

- Engine Room Under Cover Front A, B and Engine Room Side Cover (RH) Removal
- Engine Oil Draining
- Drive Belt Removal

Post-installation Operation

- Drive Belt Installation
- Engine Oil Refilling
- Engine Room Under Cover Front A, B and Engine Room Side Cover (RH) Installation



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Removal steps

1. A/C compressor and clutch connector connection
2. A/C compressor and clutch assembly
3. A/C compressor bracket A

Removal steps (Continued)

4. A/C compressor bracket B
5. Engine oil pan drain plug
6. Engine oil pan drain plug gasket
7. Engine oil pan

Fig. 67: Identifying Oil Pan Components With Torque Specifications
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

Required Special Tool:

- MD998727: Oil Pan FIPG Cutter

REMOVAL SERVICE POINTS

<<A>> A/C COMPRESSOR AND CLUTCH ASSEMBLY REMOVAL

1. Remove the A/C compressor and clutch assembly together with the hose from the bracket.

2. Tie the removed A/C compressor and clutch assembly with a string at a position where they will not interfere with the removal and installation of engine oil pan.

<> ENGINE OIL PAN REMOVAL

1. Remove the engine oil pan mounting bolts.

CAUTION: Do not forcibly drive in special tool MD998727 to avoid damage to the engine oil pan seal surface of cylinder block assembly.

2. Insert special tool MD998727 from the engine oil pan removal groove of the cylinder block assembly.
3. Lightly tap the special tool MD998727 with a hammer to slide the engine oil pan seal surface, cut off the liquid gasket, and remove the engine oil pan.

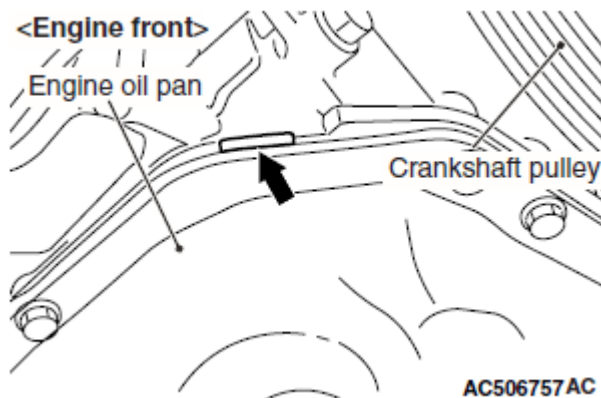


Fig. 68: Identifying Engine Oil Pan And Crankshaft Pulley
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

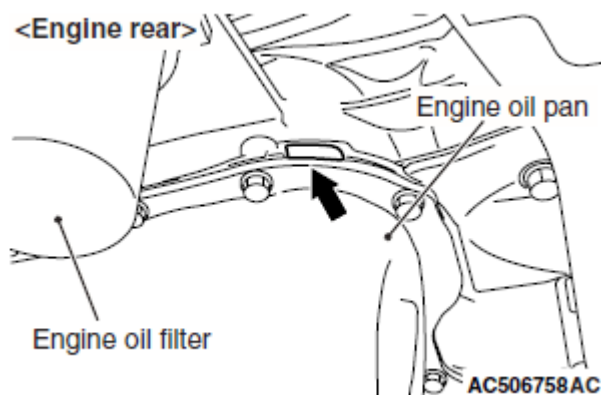


Fig. 69: Identifying Engine Oil Pan And Engine Oil Filter
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

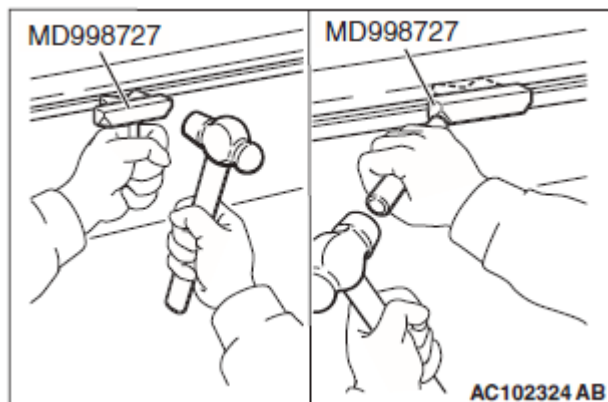


Fig. 70: Tapping Engine Oil Pan Seal Surface Using Special Tool MD998727
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

INSTALLATION SERVICE POINTS

>>A<< ENGINE OIL PAN INSTALLATION

1. Remove all the traces of sealant adhering to the engine oil pan and cylinder block assembly using a remover or others. Then, degrease them.
2. Apply the sealant without any gap to the mating surface of engine oil pan as shown in the illustration. Within three minutes, install the engine oil pan to the cylinder block assembly.

Specified sealant: Three bond 1217G or equivalent

NOTE: Install the engine oil pan immediately after applying sealant.

CAUTION: After the installation, until a sufficient period of time (one hour or more) elapses, do not apply the oil or water to the sealant application area or start the engine.

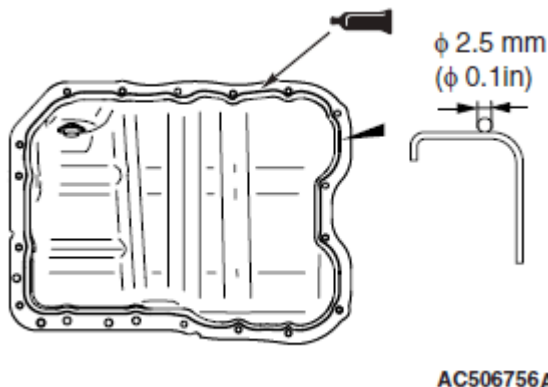


Fig. 71: Identifying Engine Oil Pan To Sealant Applying Area
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

3. Tighten the engine oil pan mounting bolts to the specified torque.

Tightening torque:**M6: 10 ± 2 N.m (89 ± 17 in-lb)****M8: 29 ± 2 N.m (22 ± 1 ft-lb)**

>>B<< ENGINE OIL PAN DRAIN PLUG GASKET INSTALLATION

Replace the engine oil pan drain plug gasket with a new one. Install the new engine oil pan drain plug gasket in the direction shown in the illustration.

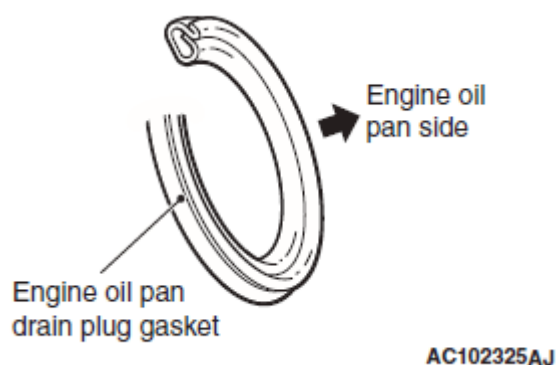


Fig. 72: Identifying Engine Oil Pan Drain Plug Gasket
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

>>C<< A/C COMPRESSOR AND CLUTCH ASSEMBLY INSTALLATION

Tighten A/C compressor and clutch assembly mounting bolts to the specified torque in the order of number shown in the illustration.

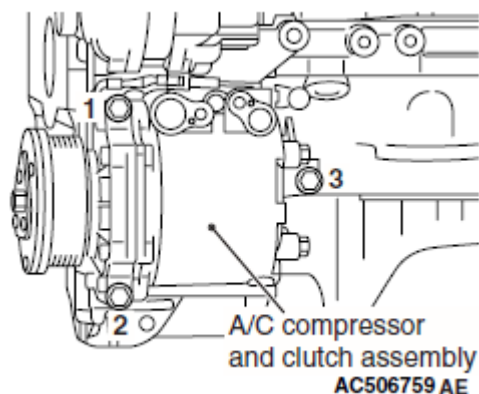
Tightening torque: 23 ± 6 N.m (17 ± 4 ft-lb)

Fig. 73: Identifying A/C Compressor And Clutch Assembly Mounting Bolts Tightening Sequence
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

INSPECTION

- Check the engine oil pan for cracks.
- Check the engine oil pan sealant-coated surface for damage and deformation.

CRANKSHAFT OIL SEAL**REMOVAL AND INSTALLATION**

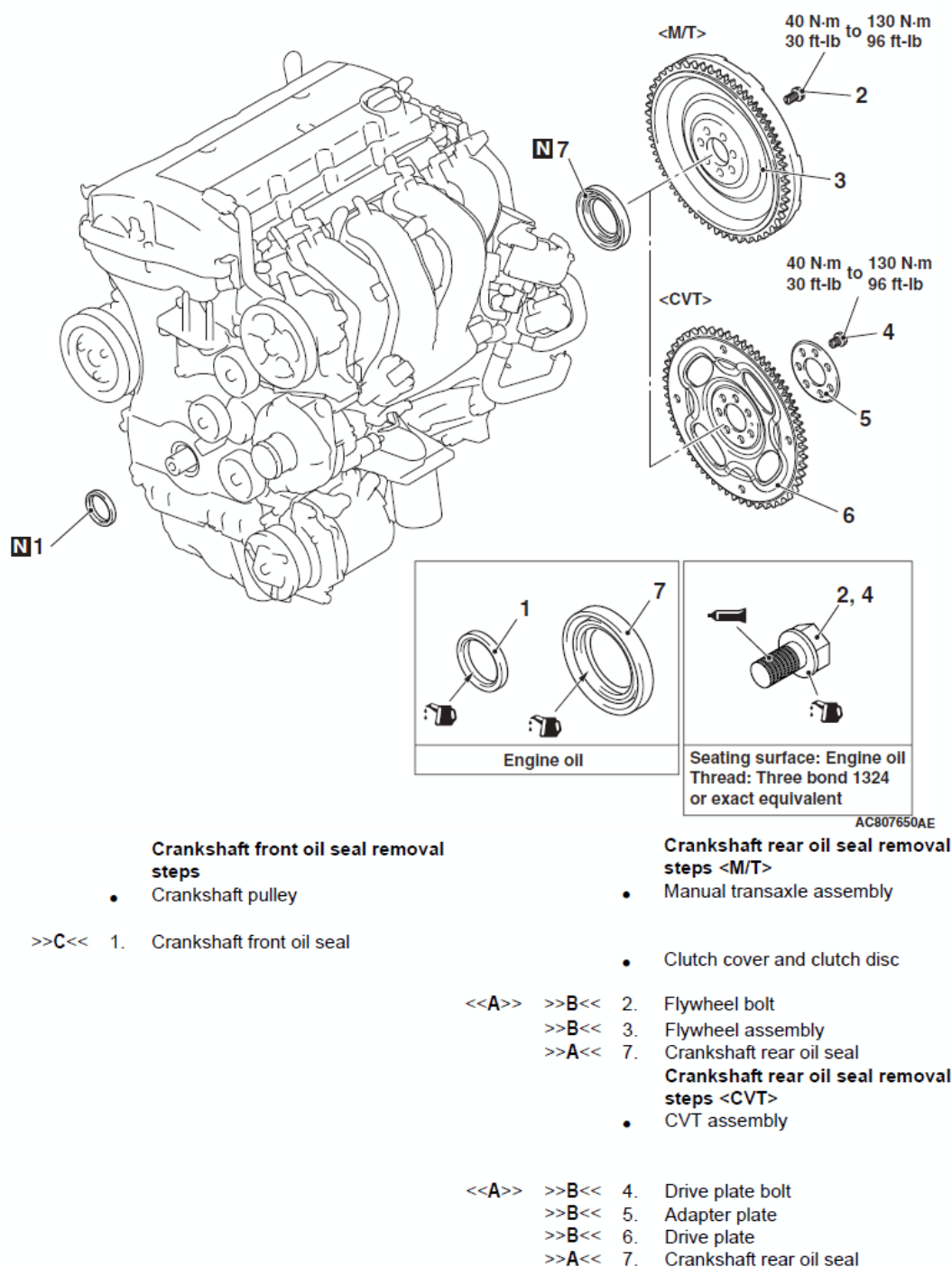


Fig. 74: Identifying Crankshaft Oil Seal Components With Torque Specifications
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

Required Special Tools:

- MB991883: Flywheel Stopper
- MD998718: Crankshaft Rear Oil Seal Installer

- MB991448: Bush Remover And Installer Base

REMOVAL SERVICE POINT

<<A>> FLYWHEEL BOLT <M/T>/DRIVE PLATE BOLT <CVT> REMOVAL

Fix the flywheel assembly using special tool MB991883, and loosen the flywheel bolts <M/T>.

Fix the drive plate using special tool MB991883, and loosen the drive plate bolts <CVT>.

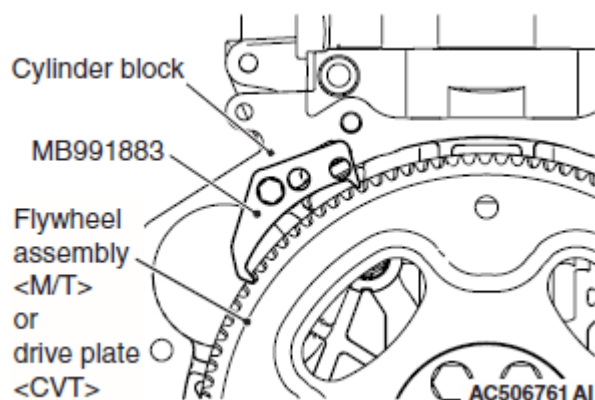


Fig. 75: Fixing Flywheel Assembly Using Special Tool MB991883
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

INSTALLATION SERVICE POINTS

>>A<< CRANKSHAFT REAR OIL SEAL INSTALLATION

1. Apply a small amount of engine oil to the entire inner diameter of the crankshaft rear oil seal lip.
2. Using special tool MD998718, press in the crankshaft rear oil seal up to the cylinder block end surface.

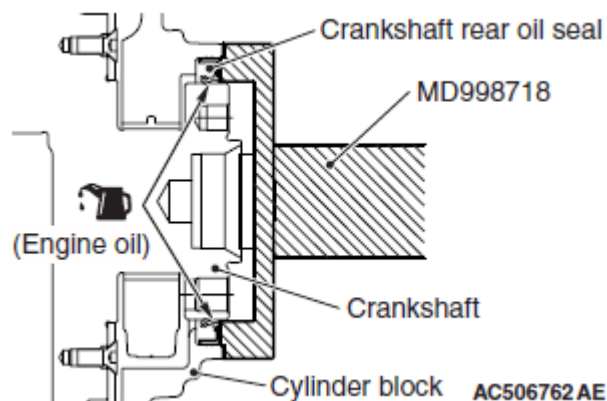


Fig. 76: Pressing Crankshaft Rear Oil Seal To Cylinder Block End Surface Using Special Tool MD998718
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

>>B<< DRIVE PLATE <CVT >/ADAPTER PLATE <CVT >/DRIVE PLATE BOLT <CVT >/FLYWHEEL ASSEMBLY <M/T >/FLYWHEEL BOLT <M/T> INSTALLATION

1. Remove the sealant, engine oil, and other adhering materials from the drive plate installation face, the crankshaft screw hole and drive plate bolts <CVT.>

Remove the sealant, engine oil, and other adhering materials from the flywheel assembly installation face, the crankshaft screw hole and flywheel bolts <M/T.>

2. Install the drive plate and drive plate adapter plate to the crankshaft <CVT.>

Install the flywheel assembly to the crankshaft <M/T.>

3. Use special tool MB991883 to secure the drive plate in the same manner as removal <CVT.>

Use special tool MB991883 to secure the flywheel assembly in the same manner as removal <M/T.>

4. Apply a small amount of engine oil to the screw holes of the crankshaft and the bearing surface of the drive plate bolts <CVT.>

Apply a small amount of engine oil to the screw holes of the crankshaft and the bearing surface of the flywheel bolts <M/T.>

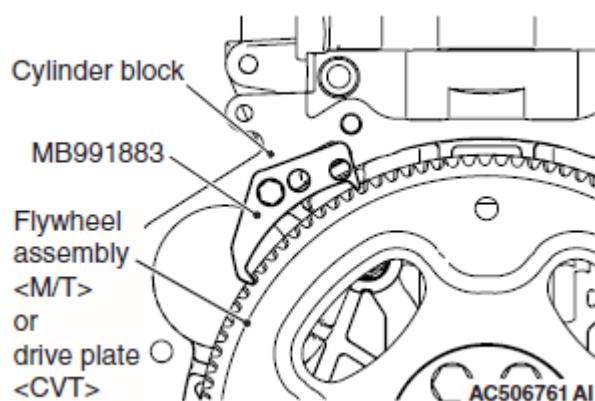
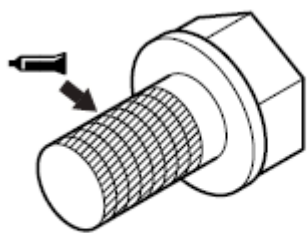


Fig. 77: Fixing Flywheel Assembly Using Special Tool MB991883

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

5. Apply specified sealant to the drive plate bolts <CVT> or flywheel bolts <M/T> threads.

Specified sealant: Three bond 1324 or exact equivalent



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Fig. 78: Identifying Sealant Applying Area To Flywheel Bolts
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

6. Tighten the drive plate bolts <CVT> or flywheel bolts <M/T> to the specified torque in the order shown in the illustration.

Tightening torque: 40 N.m (30 ft-lb)

7. Tighten the drive plate bolts <CVT> or flywheel bolts <M/T> to the specified torque again in the order shown in the illustration.

Tightening torque: 130 N.m (96 ft-lb)

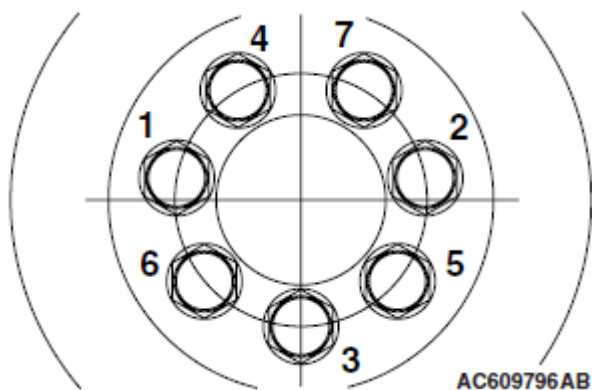


Fig. 79: Identifying Flywheel Bolts Tightening Sequence
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

>>C<< CRANKSHAFT FRONT OIL SEAL INSTALLATION

1. Apply a small amount of engine oil to the entire inner diameter of the crankshaft front oil seal lip.

CAUTION: When installing the crankshaft front oil seal, be careful to avoid damage to the crankshaft front oil seal.

2. Using special tool MB991448, press in the crankshaft front oil seal up to the chamfered surface of timing chain case.

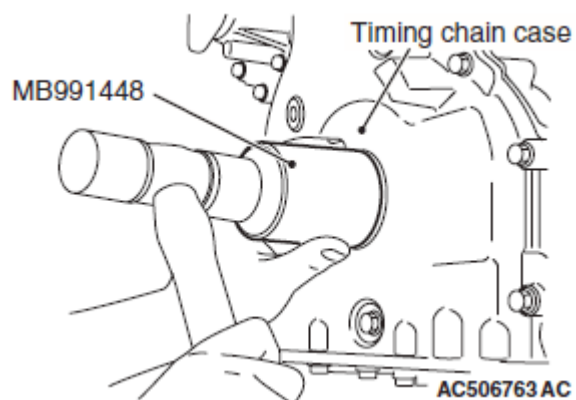


Fig. 80: Pressing Crankshaft Front Oil Seal Using Special Tool MB991448
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

CYLINDER HEAD GASKET

REMOVAL AND INSTALLATION

2010 Mitsubishi Lancer DE

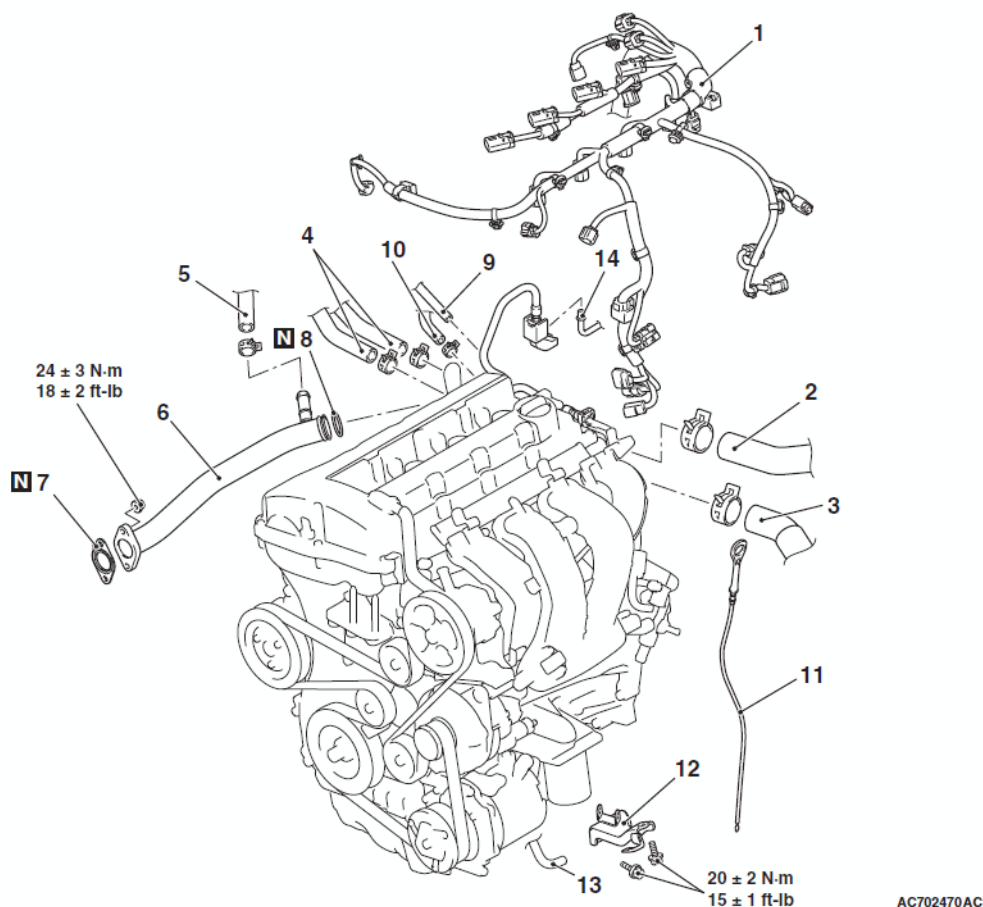
2010 ENGINE Engine Mechanical <2.4L Engine> - Lancer

Pre-removal Operation

- Fuel Line Pressure Reduction
- Engine Room Under Cover Front A, B and Engine Room Side Cover (RH) Removal
- Engine Coolant Draining
- Air Cleaner Assembly Removal
- Ignition Coil Removal
- Strut Tower Bar Removal
- Exhaust Manifold Removal
- Throttle Body Assembly Removal
- EGR Valve and EGR Valve Stay Removal
- Water Pump Removal

Post-installation Operation

- Water Pump Installation
- EGR Valve and EGR Valve Stay Installation
- Throttle Body Assembly Installation
- Exhaust Manifold Installation
- Strut Tower Bar Installation
- Ignition Coil Installation
- Air Cleaner Assembly Installation
- Engine Coolant Refilling
- Fuel Leak Check
- Engine Room Under Cover Front A, B and Engine Room Side Cover (RH) Installation



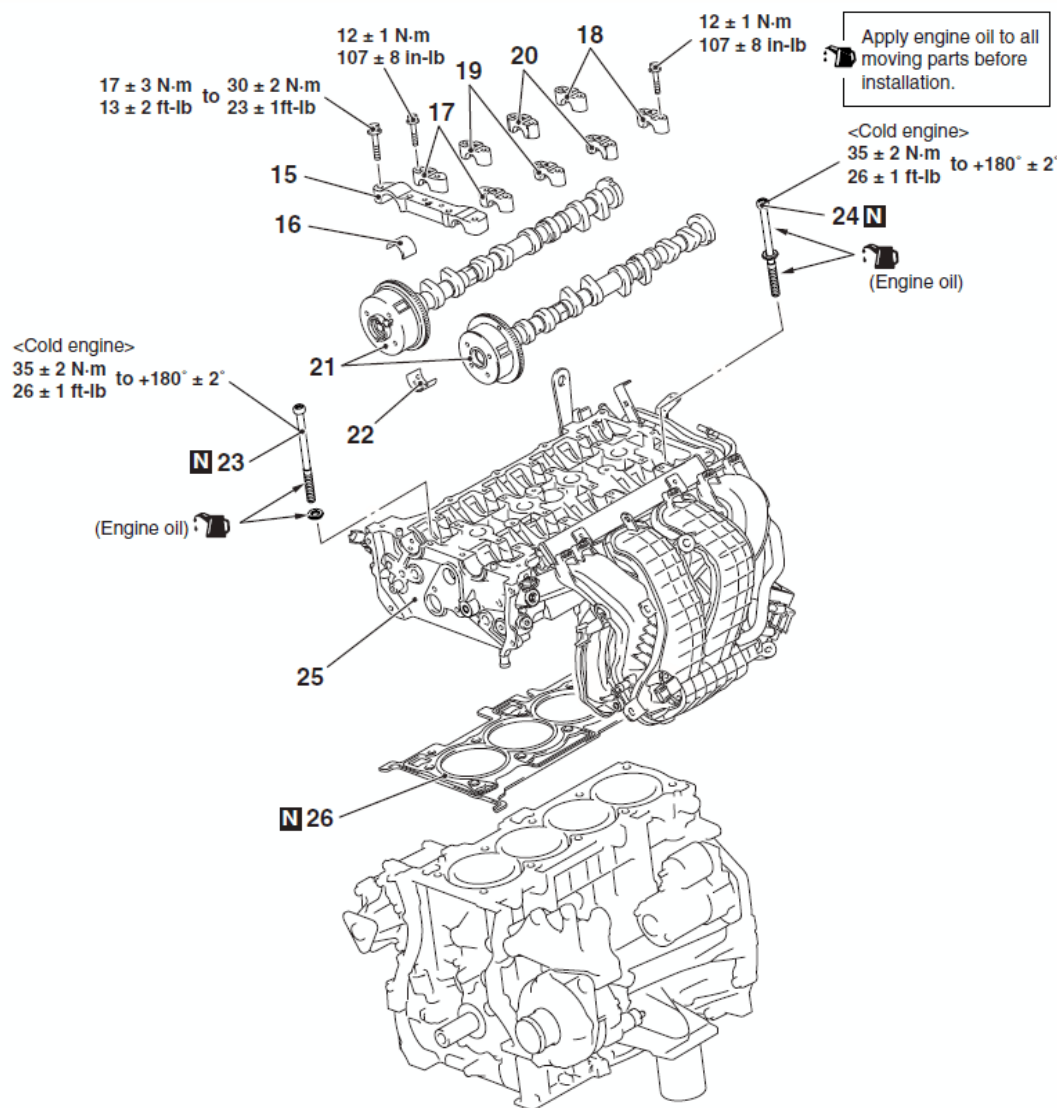
Removal steps

1. Control wiring harness connection
2. Radiator upper hose connection
3. Radiator lower hose connection
4. Heater hose connection
5. Cooling water line hose <M/T> or CVT fluid cooler water return hose B <CVT> connection
6. Water pump inlet pipe
7. Cooling water line gasket
8. O-ring

Removal steps (Continued)

9. Emission vacuum hose connection
10. Brake booster vacuum hose connection
11. Engine oil level gauge
12. Intake manifold stay
13. Cylinder head cover PCV hose connection
14. Fuel high-pressure hose connection

Fig. 81: Identifying Cylinder Head Gasket Components With Torque Specifications (1 Of 2)
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.



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| Removal steps | | Removal steps (Continued) | |
|----------------------|--------------------------------------|---------------------------|---|
| • Valve timing chain | | <<D>> >>D<< | 20. Thrust camshaft bearing cap |
| <<C>> >>E<< | 15. Front camshaft bearing cap | >>C<< | 21. Camshaft and camshaft sprocket assembly |
| <<C>> >>C<< | 16. Camshaft bearing | >>C<< | 22. Camshaft bearing |
| <<D>> >>D<< | 17. Oil feeding camshaft bearing cap | <<E>> >>B<< | 23. Cylinder head bolt |
| <<D>> >>D<< | 18. Camshaft bearing cap | <<E>> >>B<< | 24. Cylinder head bolt assembly |
| <<D>> >>D<< | 19. Camshaft bearing cap | >>A<< | 25. Cylinder head assembly |
| | | >>A<< | 26. Cylinder head gasket |

Fig. 82: Identifying Cylinder Head Gasket Components With Torque Specifications (2 Of 2)
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

Required Special Tools:

- MB991454: Engine Hanger Balancer

- MB991895: Engine Hanger
- MB991928: Engine Hanger

REMOVAL SERVICE POINTS

<<A>> RADIATOR UPPER HOSE/RADIATOR LOWER HOSE DISCONNECTION

Make mating marks on the radiator hose and the hose clamp as shown to install them in the original position. Then, remove them.

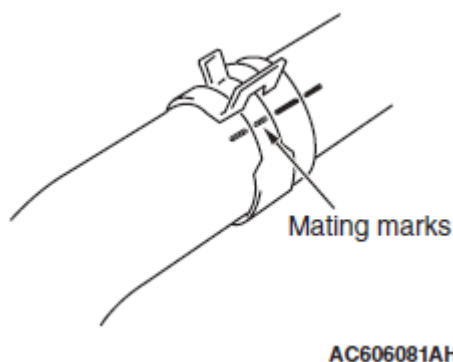


Fig. 83: Identifying Mating Marks On Radiator Hose Clamp
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

<> FUEL HIGH-PRESSURE HOSE DISCONNECTION

1. Remove the stopper of the fuel high-pressure hose.

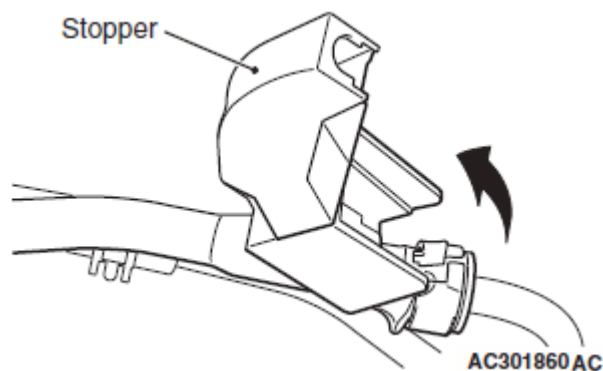


Fig. 84: Removing Stopper Of Fuel High-Pressure Hose
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

2. Raise the retainer of the fuel high-pressure hose and pull out the fuel high-pressure hose in the direction shown in the illustration.

NOTE: If the retainer is released, install it securely after removing the fuel high-pressure hose.

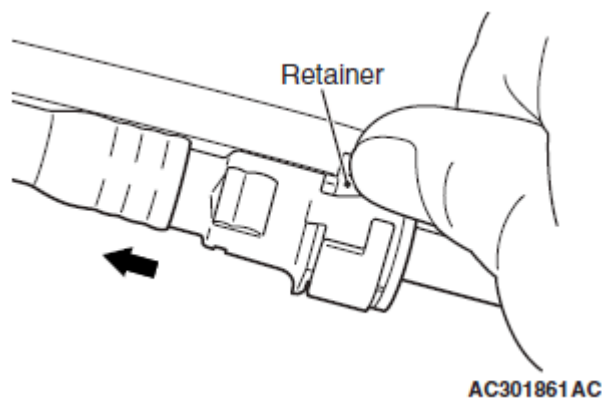


Fig. 85: Pulling Retainer Of Fuel High-Pressure Hose
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

<<C>> FRONT CAMSHAFT BEARING CAP REMOVAL

1. Temporarily install the engine oil pan which was removed at the timing chain removal (Refer to **OIL PAN** .)

CAUTION: When supporting the engine and transaxle assembly with a garage jack, be careful not to deform the engine oil pan.

2. Place a garage jack against the engine oil pan with a piece of wood in between to support the engine and transaxle assembly.
3. Remove special tool MB991454, MB991928 or MB991895 which was installed for supporting the engine and transaxle assembly when the timing chain was removed.

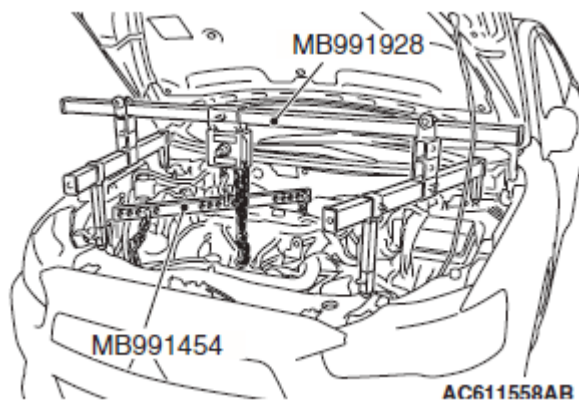


Fig. 86: Supporting Engine And Transaxle Assembly Using Special Tool MB991454, MB991928
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

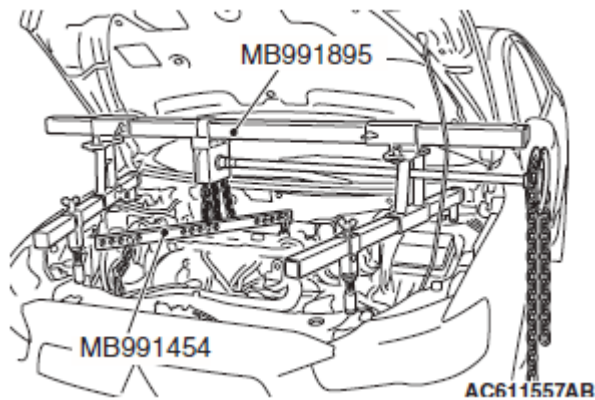


Fig. 87: Supporting Engine And Transaxle Assembly Using Special Tool MB991454, MB991895
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

CAUTION: Be careful not to drop the camshaft bearing.

4. Loosen the front camshaft bearing cap mounting bolts in the order of number shown in the illustration, and remove the front camshaft bearing cap.

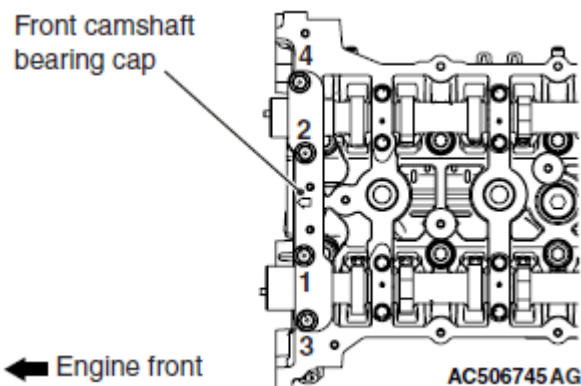
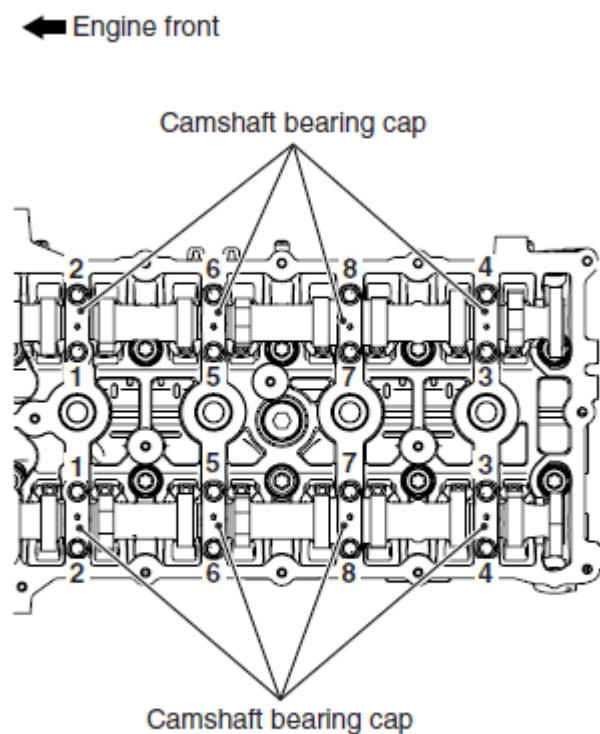


Fig. 88: Identifying Front Camshaft Bearing Cap Mounting Bolts Loosening Sequence
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

<<D>> OIL FEEDING CAMSHAFT BEARING CAP/CAMSHAFT BEARING CAP/THRUST CAMSHAFT BEARING CAP
 REMOVAL

CAUTION: When the camshaft bearing cap mounting bolts are loosened at once, the mounting bolts jump out by the spring force and the threads are damaged. Always loosen the mounting bolts in four or five steps.

Loosen the camshaft bearing cap mounting bolts in the order of number shown in the illustration in four or five steps, and remove the camshaft bearing caps.



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Fig. 89: Identifying Camshaft Bearing Cap Mounting Bolts Loosening Sequence
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

<<E>> CYLINDER HEAD BOLT/CYLINDER HEAD BOLT ASSEMBLY REMOVAL

Loosen and remove the cylinder head bolts in two or three steps in the order of number shown in the illustration.

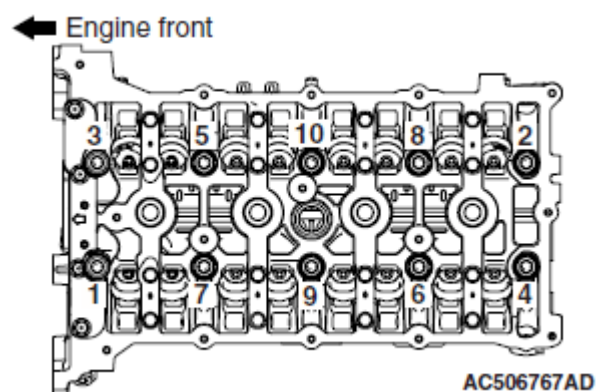


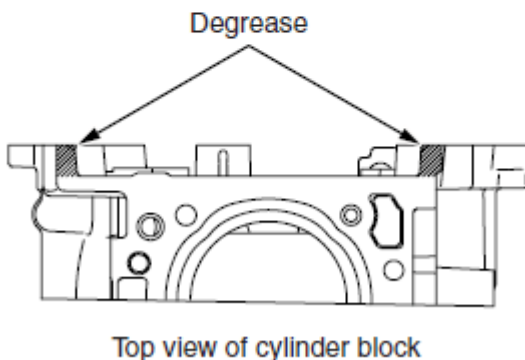
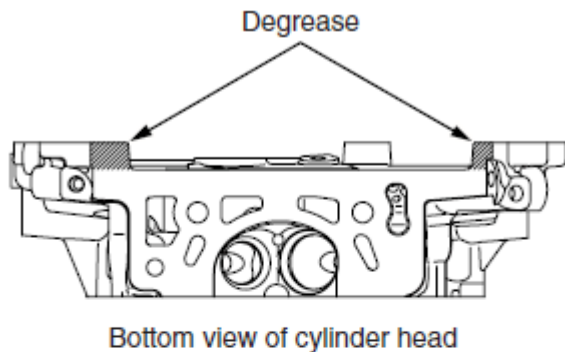
Fig. 90: Identifying Cylinder Head Bolts Loosening Sequence
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

INSTALLATION SERVICE POINTS

>>A<< CYLINDER HEAD GASKET/CYLINDER HEAD ASSEMBLY INSTALLATION

CAUTION: Do not allow any foreign materials get into the coolant passages, oil passages and cylinder.

1. Remove the sealant and grease on the top surface of cylinder block and on the bottom surface of the cylinder head. Then, degrease the sealant application surface.



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Fig. 91: Identifying Top Surface Of Cylinder Block And Bottom Surface Of Cylinder Head
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

2. Apply the sealant to the top surface of cylinder block as shown in the illustration.

Specified sealant: Three bond 1217G or equivalent

3. Within three minutes after the sealant application, install the cylinder head gasket to the cylinder block.

NOTE: When the cylinder gasket is installed to the cylinder block, check that the sealant is securely applied to the bead line of the cylinder head gasket.

4. Apply the sealant to the top surface of cylinder head gasket as shown in the illustration.

Specified sealant: Three bond 1217G or equivalent

CAUTION: After the installation, until a sufficient period of time (one hour or more) elapses, do not apply the oil or water to the sealant application area or start the engine.

5. Within three minutes after the sealant application, install the cylinder head assembly.

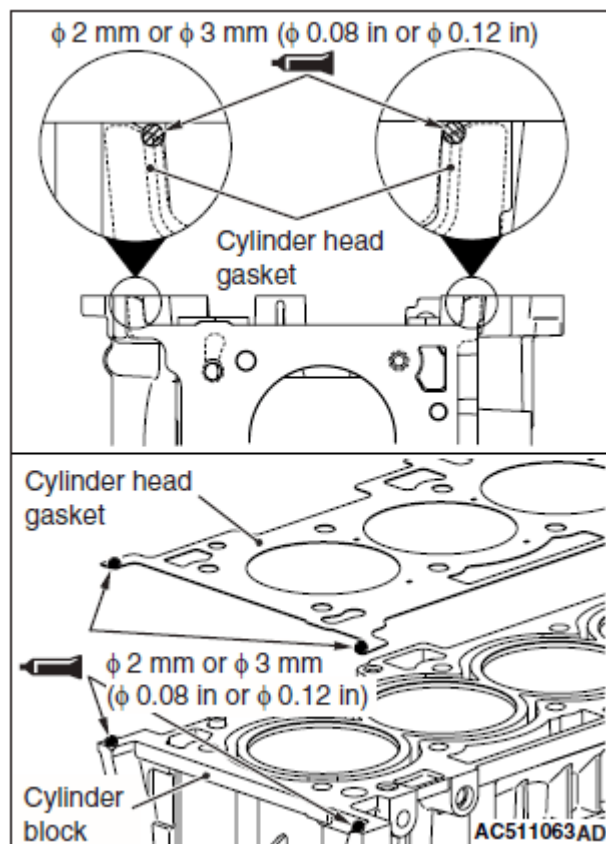


Fig. 92: Applying Sealant To Top Surface Of Cylinder Head Gasket
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

>>B<< CYLINDER HEAD BOLT ASSEMBLY/CYLINDER HEAD BOLT INSTALLATION

1. Replace cylinder head bolts with a new ones.
2. For two cylinder head bolts of the timing chain side, the washer can be removed from the bolt. Install the washer, with its sag facing upward, to the cylinder head bolts.
3. Apply a small amount of engine oil to the cylinder head bolt threads and the washers.
4. Tighten the cylinder head bolts by the following procedure (plastic region angular tightening method.)
 1. Tighten the cylinder head bolts to the specified torque in the order of number shown in the illustration.

Tightening torque: $35 \pm 2 \text{ N.m}$ ($26 \pm 1 \text{ ft-lb}$)

CAUTION:

- The cylinder head bolt is not tightened sufficiently if the tightening angle is less than a 180 degrees angle.
- If the tightening angle exceeds the standard specification, remove the cylinder head bolt and repeat the installation steps from Step 1.

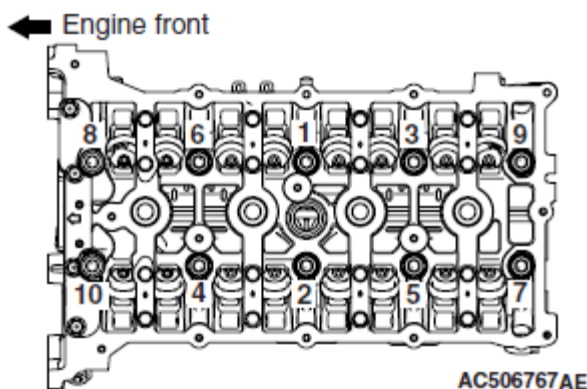


Fig. 93: Identifying Cylinder Head Bolts Tightening Sequence

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

- Put a paint mark on the cylinder head bolt head and cylinder head, tighten to 180 ± 2 degrees angle in the order of number shown in the illustration, and check that the paint mark on the cylinder head bolt head aligns with the paint mark on the cylinder head.

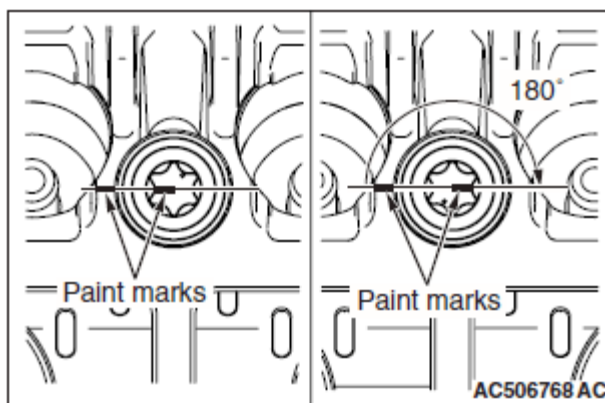


Fig. 94: Identifying Paint Mark On Cylinder Head

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

>>C<< CAMSHAFT BEARING/CAMSHAFT AND CAMSHAFT SPROCKET ASSEMBLY INSTALLATION

CAUTION:

- Be careful not to drop the camshaft bearing.
- When installing the camshaft and camshaft sprocket assembly (exhaust side), be careful not to let the camshaft bearing which is

installed to the front cam bearing deviate from its position.

When replacing the camshaft bearing, according to the identification mark of front camshaft bearing cap in the table below, select a camshaft bearing with the corresponding size. Note that the identification mark of camshaft bearing is stamped on the place shown in the illustration.

FRONT CAMSHAFT BEARING CAP SPECIFICATION CHART

| Front camshaft bearing cap | | Camshaft bearing identification mark |
|----------------------------|-----------------------------------|--------------------------------------|
| Identification mark | Journal diameter mm (in) | |
| 1 | 40.000 - 40.008 (1.5748 - 1.5751) | 1 |
| 2 | 40.008 - 40.016 (1.5751 - 1.5754) | 2 |
| 3 | 40.016 - 40.024 (1.5754 - 1.5757) | 3 |

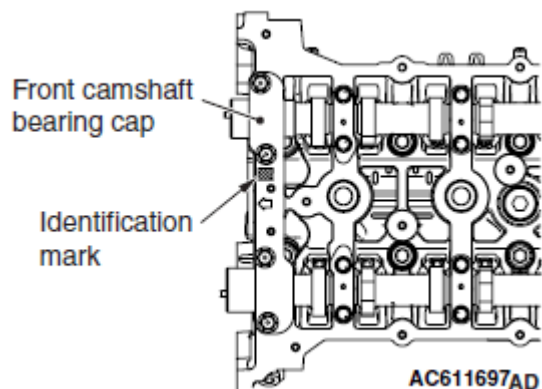


Fig. 95: Identifying Front Camshaft Bearing Cap And Identification Mark
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

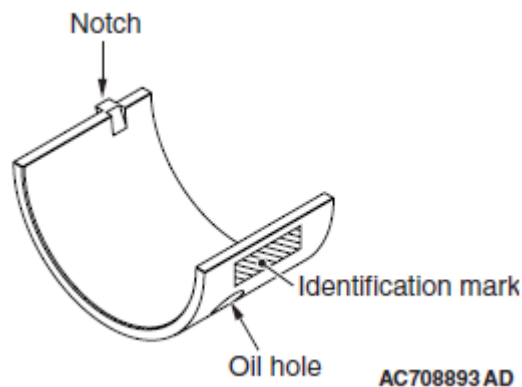


Fig. 96: Identifying Front Camshaft Bearing Identification Mark And Oil Hole
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

>>D<< THRUST CAMSHAFT BEARING CAP/CAMSHAFT BEARING CAP/OIL FEEDING CAMSHAFT BEARING CAP INSTALLATION

1. Install the camshaft bearing caps to the cylinder heads.

NOTE: Because the thrust camshaft bearing cap and camshaft bearing cap are the same in shape, check the bearing cap number and additionally its symbol to identify the intake and exhaust sides for correct installation.

2. Tighten each camshaft bearing cap mounting bolts to the specified torque in the order of number shown in the illustration in two or three steps.

Tightening torque: 12 ± 1 N.m (107 ± 8 in-lb)

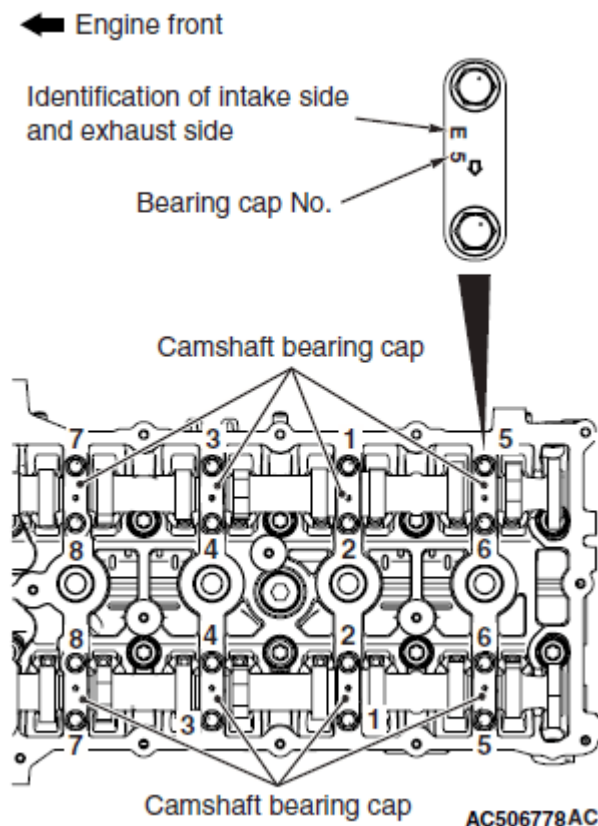


Fig. 97: Identifying Camshaft Bearing Cap Mounting Bolts Tightening Sequence
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

>>E<< FRONT CAMSHAFT BEARING CAP INSTALLATION

CAUTION: When the mounting bolts are tightened with the front camshaft bearing cap tilted, the front camshaft bearing cap is damaged. Install the front camshaft bearing cap properly to the cylinder head and camshaft.

1. Install the front camshaft bearing cap to the cylinder head, and temporarily tighten the front camshaft bearing cap mounting bolts to the specified torque in the order of the figure (1.)

Tightening torque: 17 ± 3 N.m (13 ± 2 ft-lb)

2. Tighten the front camshaft bearing cap mounting bolts again to the specified torque in the order of the figure (2.)

Tightening torque: 30 ± 2 N.m (23 ± 1 ft-lb)

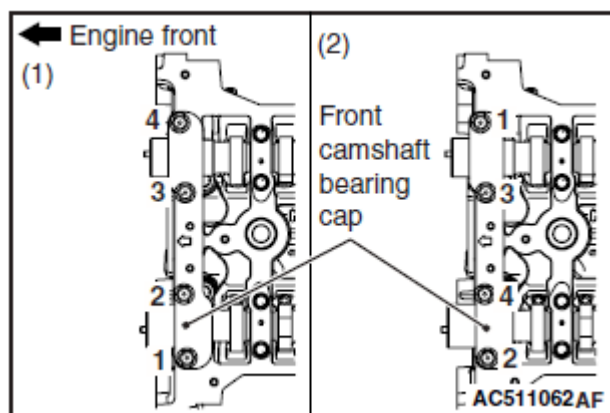


Fig. 98: Identifying Front Camshaft Bearing Cap Mounting Bolts Tightening Sequence
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

3. Install special tool MB991454, MB991928 or MB991895 which was installed for supporting the engine and transaxle assembly when the timing chain was removed (Refer to **TIMING CHAIN**).
4. Remove the garage jack which supports the engine and transaxle assembly.
5. Remove the engine oil pan installed temporarily.

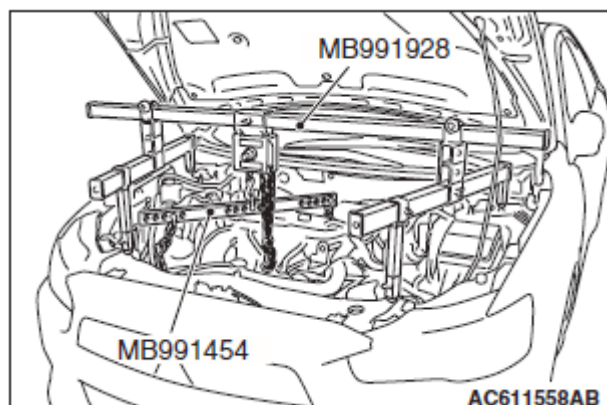


Fig. 99: Supporting Engine And Transaxle Assembly Using Special Tool MB991454, MB991928
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

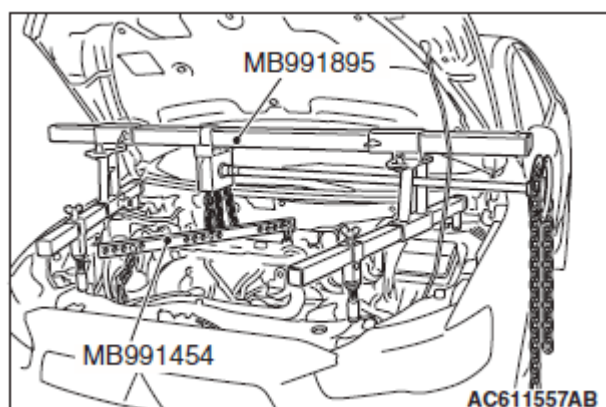


Fig. 100: Supporting Engine And Transaxle Assembly Using Special Tool MB991454, MB991895
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

>>F<< FUEL HIGH-PRESSURE HOSE CONNECTION

CAUTION: After connecting the fuel high-pressure hose, slightly pull it in the pull-out direction to check that it is installed firmly. In addition, check that there is approximately 3 mm (0.12 inch) play. After the check, install the stopper securely.

Apply a small amount of engine oil to the fuel line pipe, and install the fuel high-pressure hose.

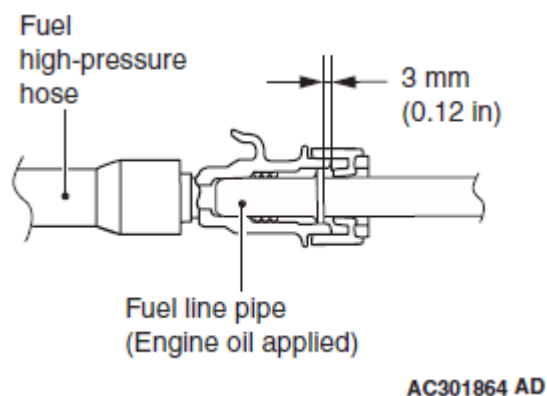
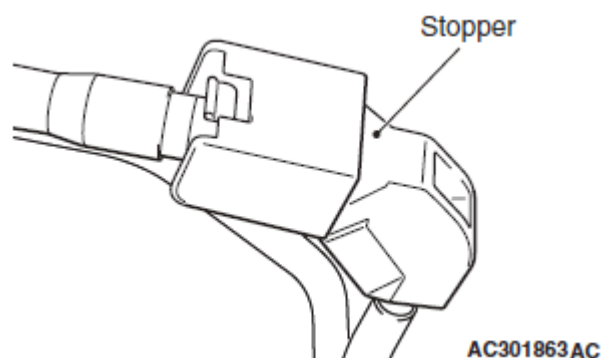


Fig. 101: Connecting Fuel High-Pressure Hose
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

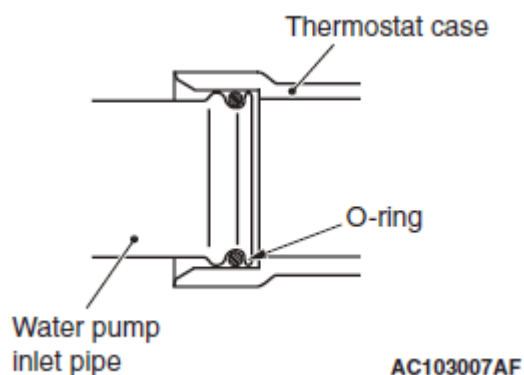
**Fig. 102: Identifying Stopper**

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

>>G<< O-RING INSTALLATION

CAUTION: Avoid adhesion of engine oil or grease to the O-ring.

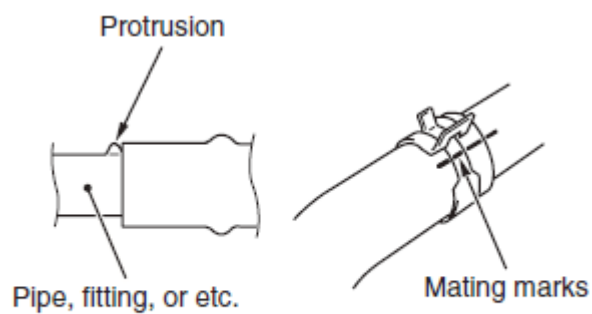
Fit the O-ring in the water pump inlet pipe groove, wet the O-ring circumference or the pipe mounting area inner wall, and then insert the O-ring.

**Fig. 103: Identifying O-Ring And Water Pump Inlet Pipe**

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

>>H<< RADIATOR LOWER HOSE/RADIATOR UPPER HOSE CONNECTION

1. Insert radiator hose as far as the projection of the water inlet fitting or water outlet fitting.
2. Align the mating marks on the radiator hose and hose clamp, and then connect the radiator hose.



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Fig. 104: Identifying Mating Marks On Radiator Hose Clamp
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

TIMING CHAIN

REMOVAL AND INSTALLATION

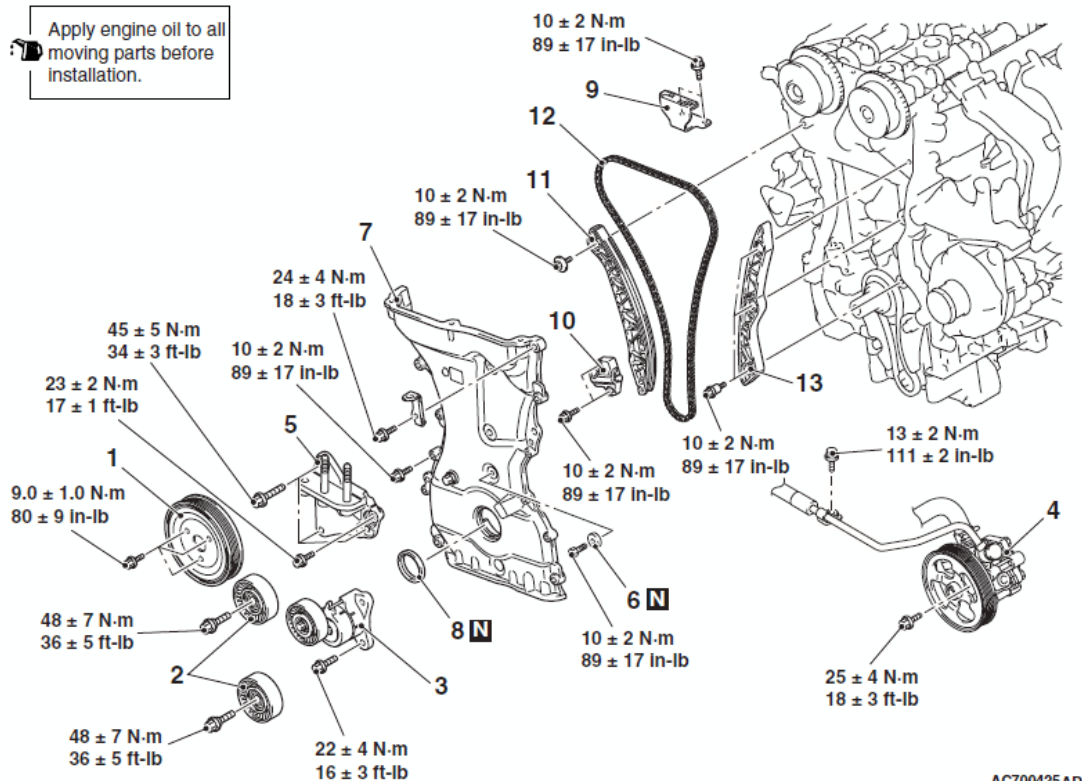
Pre-removal Operation

- Engine Room Under Cover Front A, B and Engine Room Side Cover (RH) Removal
- Engine Oil Draining
- Rocker Cover Assembly Removal
- Engine Oil Pan Removal

Post-installation Operation

- Engine Oil Pan Installation
- Rocker Cover Assembly Installation
- Engine Oil Refilling
- Engine Room Under Cover Front A, B and Engine Room Side Cover (RH) Installation

Apply engine oil to all moving parts before installation.



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<<A>>

- ### Removal steps
- Crankshaft pulley

>>E<<

1. Water pump pulley
2. Idler pulley
3. Auto-tensioner

<>

<<C>>

4. Power steering oil pump assembly
- Engine and transaxle assembly holding
- Engine mounting insulator

<<D>>

>>D<<

>>C<<

<<E>>

>>B<<

>>A<<

Removal steps (Continued)

5. Cylinder block engine front mounting bracket
6. Gasket
7. Timing chain case assembly
8. Crankshaft front oil seal
9. Timing chain upper guide
10. Timing chain tensioner
11. Timing chain tension side guide
12. Timing chain
13. Timing chain loose side guide

Fig. 105: Identifying Timing Chain Components With Torque Specifications
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

Required Special Tools:

- MB991454: Engine Hanger Balancer
- MB991895: Engine Hanger
- MB991928: Engine Hanger
- MB991448: Bush Remover and Installer Base

REMOVAL SERVICE POINTS**<<A>> CRANKSHAFT PULLEY REMOVAL**

When removing the crankshaft pulley, slightly loosen the water pump pulley mounting bolts before removal of the drive belt.

<> POWER STEERING OIL PUMP ASSEMBLY REMOVAL

1. With the hose installed, remove the power steering oil pump assembly from the bracket.
2. Tie the removed power steering oil pump assembly with a string at a position where it will not interfere with the removal and installation of timing chain.

<<C>> ENGINE AND TRANSAXLE ASSEMBLY HOLDING

Install a special tool for holding the engine and transaxle assembly.

1. <Special tool MB991928 is used>
 1. Assemble the special tool MB991928. Set the following parts on the base hanger.
 - Slide bracket (HI)
 - Foot x 4 (standard) (MB991932)
 - Joint x 2 (90) (MB991930)
 2. Set the foot of the special tool as shown in the illustration.

NOTE: Slide the slide bracket (HI) to adjust the engine hanger balance.

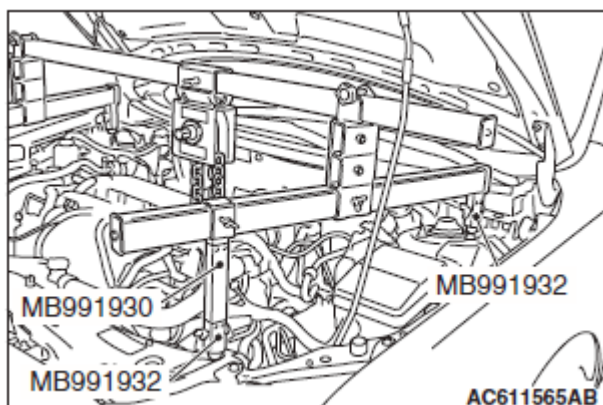


Fig. 106: Holding Engine And Transaxle Assembly Using Special Tool
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

3. Mount special tool MB991454 to the power steering oil pump bracket and engine hanger, and set it to special tool MB991928 to support the engine and transaxle assembly.

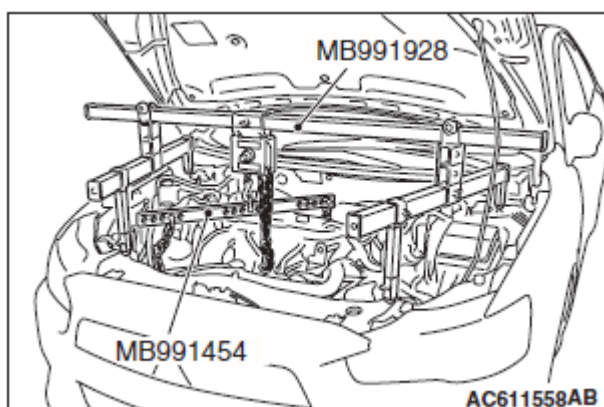


Fig. 107: Supporting Engine And Transaxle Assembly Using Special Tool MB991454, MB991928

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

2. <Special tool MB991895 is used>

1. Set the foot of special tool MB991895 as shown in the illustration.

NOTE: Slide the foot to adjust the engine hanger balance.

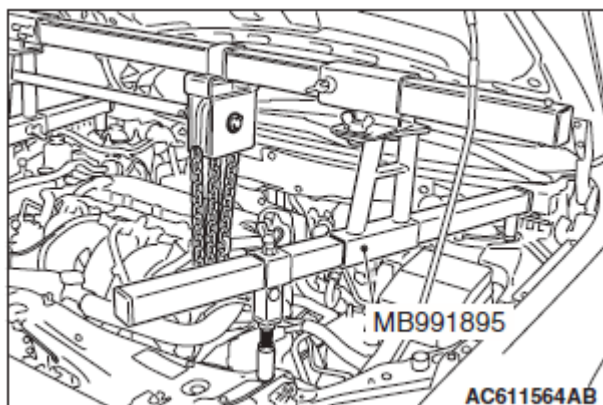


Fig. 108: Setting Foot Of Special Tool MB991895

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

2. Mount special tool MB991454 to the power steering oil pump bracket and the engine hanger, and set it to special tool MB991895 to support the engine and transaxle assembly.

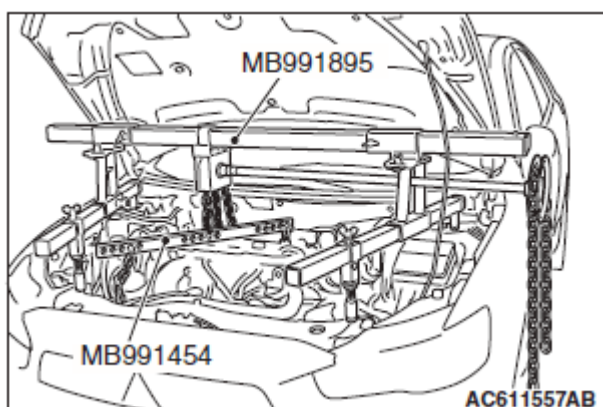


Fig. 109: Supporting Engine And Transaxle Assembly Using Special Tool MB991454, MB991895

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

<<D>> TIMING CHAIN CASE ASSEMBLY REMOVAL

CAUTION: If the adhesive strength of sealant on the timing chain case assembly is so strong that the boss may be damaged by peeling off, do not peel it off forcibly.

1. After removing the timing chain case assembly mounting bolts, slightly pry the boss of the timing chain case assembly shown in the illustration using a flat-tipped screwdriver, and remove the timing chain case assembly from the cylinder head and cylinder block.

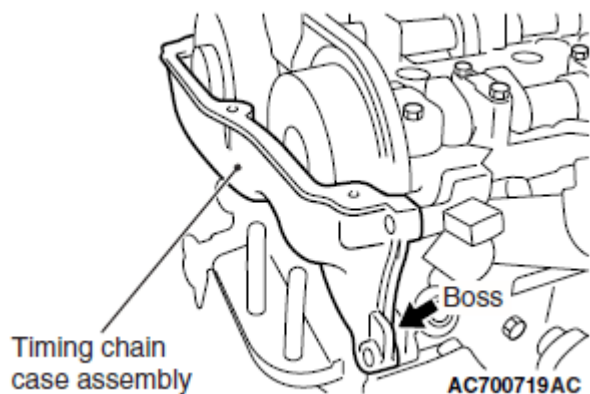


Fig. 110: Locating Boss Of Timing Chain Case Assembly
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

2. If the sealant cannot be peeled off easily, insert a wooden hammer shank into the timing chain case assembly inside as shown in the illustration, pry slightly, and remove the timing chain case assembly from the cylinder head and cylinder block.

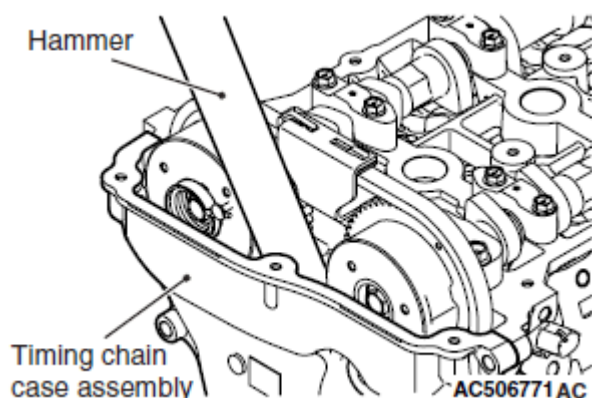


Fig. 111: Identifying Timing Chain Case Assembly

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

<<E>> TIMING CHAIN TENSIONER REMOVAL

1. Temporarily install the crankshaft pulley to the crankshaft.

CAUTION: Never turn the crankshaft counterclockwise.

2. Turn the crankshaft clockwise to align the sprocket timing marks as shown in the illustration and set the number 1 cylinder to the top dead center of compression stroke.

NOTE: At this time, it is not necessary that the link plate (orange or blue) of the timing chain always aligns with each sprocket timing mark.

3. Remove the crankshaft pulley installed temporarily.

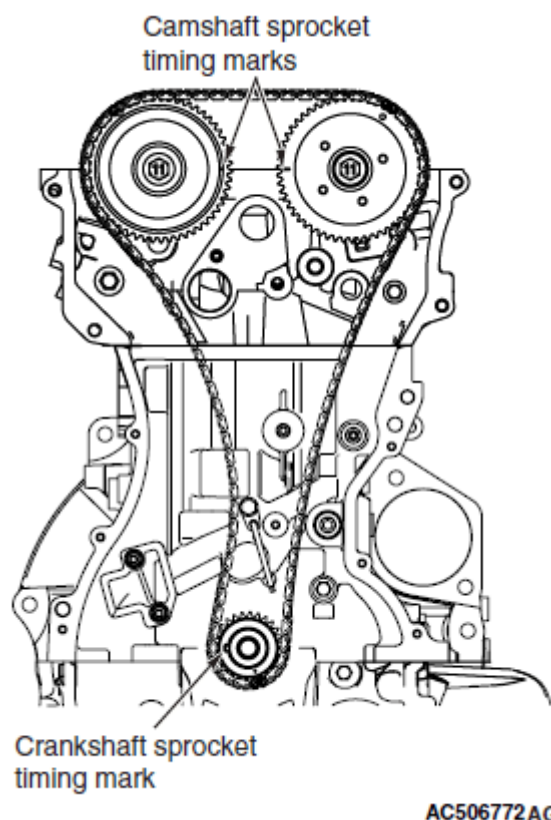


Fig. 112: Identifying Camshaft Sprocket Timing Marks And Crankshaft Sprocket Timing Mark
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

4. Using a flat-tipped precision screwdriver, release the ratchet of timing chain tensioner.
5. Compress the plunger of timing chain tensioner and insert hard wire (such as piano wire) or the L-shaped hexagon wrench [1.5 mm(0.05 inch)] to fix the plunger of the timing chain tensioner.
6. Remove the timing chain tensioner.

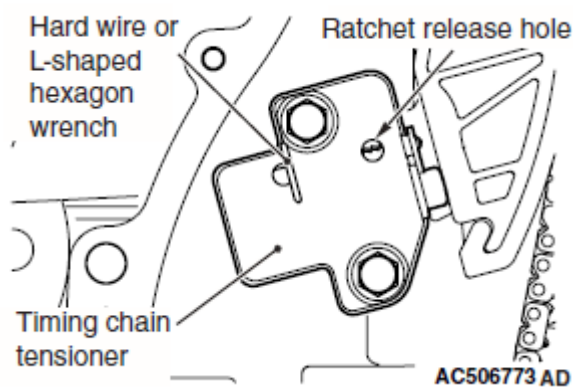


Fig. 113: Identifying Timing Chain Tensioner And Hard Wire Or L-Shaped Hexagon Wrench
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

INSTALLATION SERVICE POINTS

>>A<< TIMING CHAIN INSTALLATION

1. Set the timing marks of the camshaft sprockets and the crankshaft sprocket as shown in the illustration.

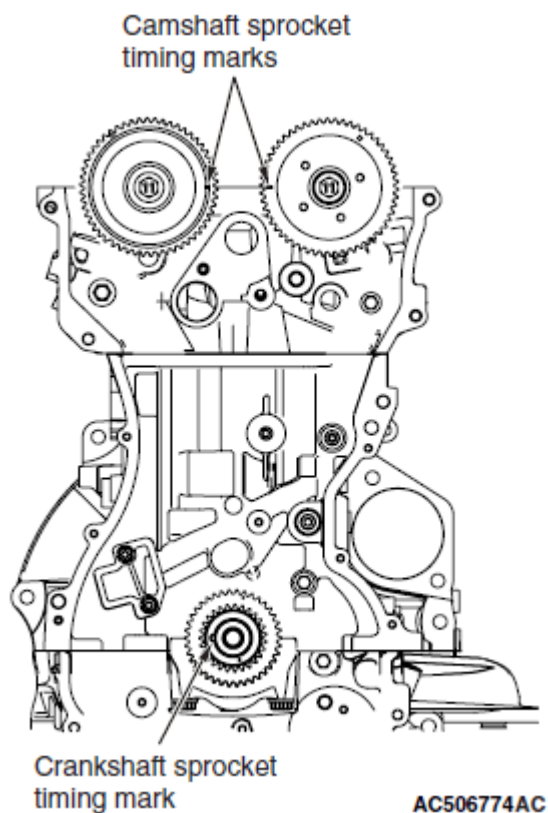
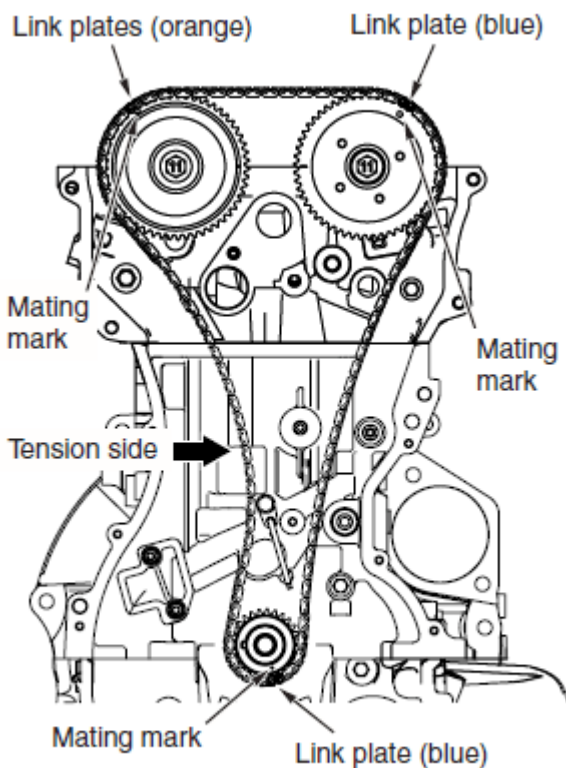


Fig. 114: Identifying Camshaft Sprockets Timing Marks And Crankshaft Sprocket Timing Mark
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

2. Align each sprocket timing chain mating marks with the link plate (orange or blue) of timing chain to avoid slack of the timing chain tension side, and install the timing chain to the sprockets.

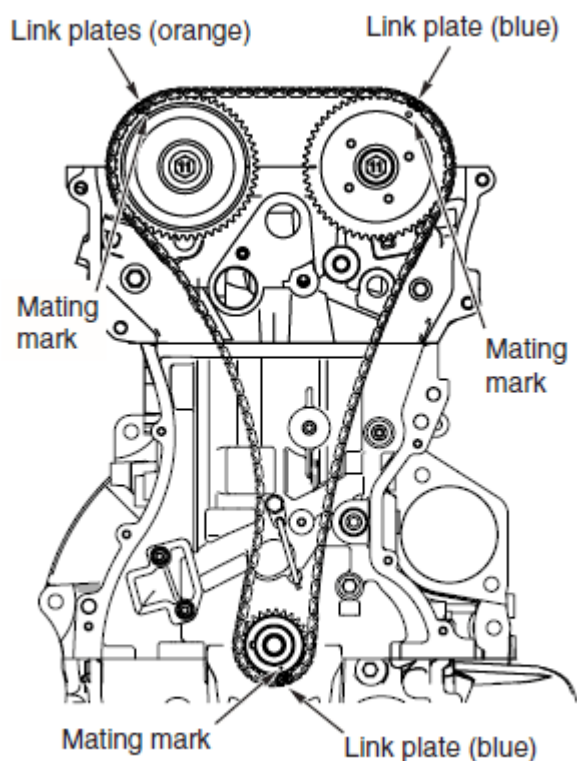


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Fig. 115: Identifying Sprocket Timing Chain Mating Marks With Link Plate
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

>>B<< TIMING CHAIN TENSIONER INSTALLATION

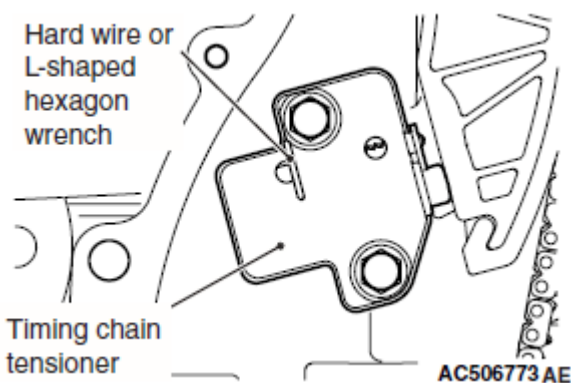
1. Check that the sprocket timing chain mating marks align with the link plates (orange or blue) of the timing chain, and install the timing chain tensioner to the cylinder block.



AC506772 AS

Fig. 116: Identifying Sprocket Timing Chain Mating Marks With Link Plates
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

2. Remove the hard wire or L-shaped hexagon wrench fixing the plunger of the timing chain tensioner to apply tension to the timing chain.



AC506773 AE

Fig. 117: Identifying Timing Chain Tensioner And Hard Wire Or L-Shaped Hexagon Wrench
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

>>C<< CRANKSHAFT FRONT OIL SEAL INSTALLATION

1. Apply a small amount of engine oil to the entire inner diameter of the crankshaft front oil seal lip.

CAUTION: When installing the crankshaft front oil seal, be careful to avoid damage to the crankshaft front oil seal.

2. Using special tool MB991448, press in the crankshaft front oil seal up to the chamfered surface of timing chain case.

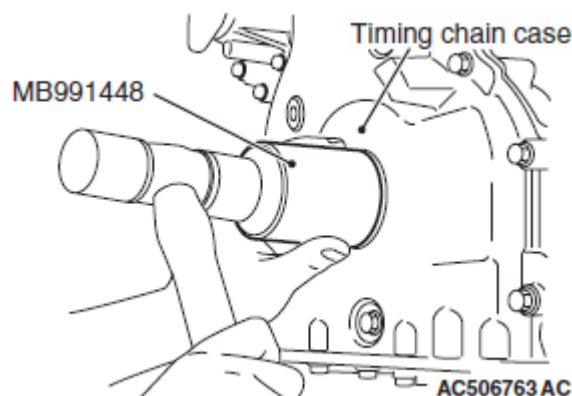


Fig. 118: Pressing Crankshaft Front Oil Seal Using Special Tool MB991448
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

>>D<< TIMING CHAIN CASE ASSEMBLY INSTALLATION

CAUTION:

- Be sure to remove the sealant remaining in the mounting hole, O-ring groove, and gap between parts.
- After degreasing with degreasing agent, check that there is no oil on the surface where the sealant is applied.
- After degreasing with degreasing agent, never touch the degreased area with fingers.

1. Remove sealant from the timing chain case assembly and the timing chain case assembly mounting surface of the cylinder block and the cylinder head, and degrease the surface where the sealant is applied.
2. Remove all the sealant adhering to the gasket between the cylinder head and cylinder block (three-surface aligned part.) Then, degrease the surfaces.
3. As for the three-surface aligned part that is indicated in Step 2 above, the engine oil oozes from the cylinder head gasket. Thus, quickly apply the sealant to it after degreasing.
4. Apply a bead of the sealant to the timing chain case assembly mounting surface. The bead diameter should be 2.5 ± 0.5 mm (0.1 ± 0.02 inch.) Overlap the part "A" with the diameter of 4.5 ± 0.5 mm (0.18 ± 0.02 inch) or 2.5 ± 0.5 mm (0.1 ± 0.02 inch) as shown in the illustration, and apply the sealant.

Specified sealant: Three bond 1217G or equivalent

CAUTION:

- If the sealant contacts any other part during installation of the timing chain case assembly, apply sealant again before

installing the timing chain case assembly.

- After the installation, until a sufficient period of time (one hour or more) elapses, do not apply the oil or water to the sealant application area or start the engine.

5. Install the timing chain case assembly to the cylinder block and cylinder head so that the sealant does not contact other parts.

NOTE: Install the timing chain case assembly immediately after applying sealant.

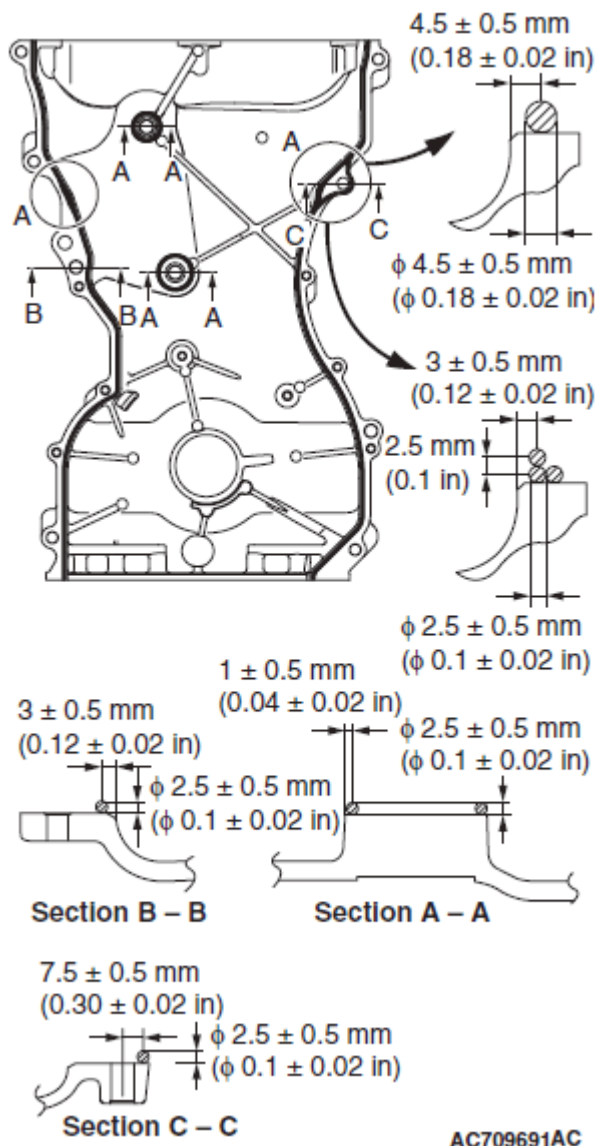


Fig. 119: Identifying Timing Chain Case Assembly To Sealant Applying Area
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

6. Insert the bolts to the timing chain case assembly as shown, and tighten them to the specified torque.

TIGHTENING TORQUE SPECIFICATION

| Bolt (symbol) | Thread diameter x Length mm | Tightening torque |
|-----------------|-----------------------------|-------------------------------------|
| Flange bolt (A) | M6 x 25 | 10 ± 2 N.m (89 ± 17 in-lb) |
| Flange bolt (B) | M8 x 28 | 24 ± 4 N.m (18 ± 2 ft-lb) |
| Bolt (C) | M6 x 25 | 10 ± 2 N.m (89 ± 17 in-lb) |

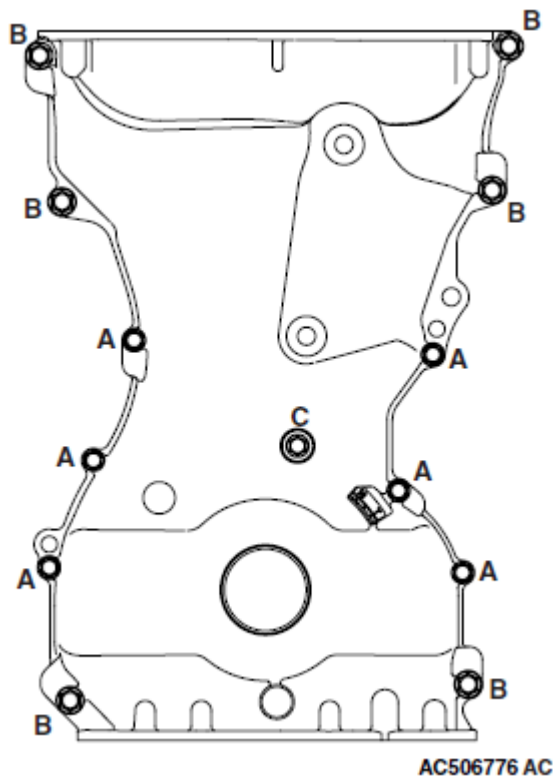


Fig. 120: Identifying Timing Chain Case Assembly And Bolts Tightening Sequence
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

>>E<< WATER PUMP PULLEY INSTALLATION

Temporarily tighten the water pump pulley mounting bolts. Then, tighten them to the specified torque after the installation of drive belt.

Tightening torque: 9.0 ± 1.0 N.m (80 ± 9 in-lb)

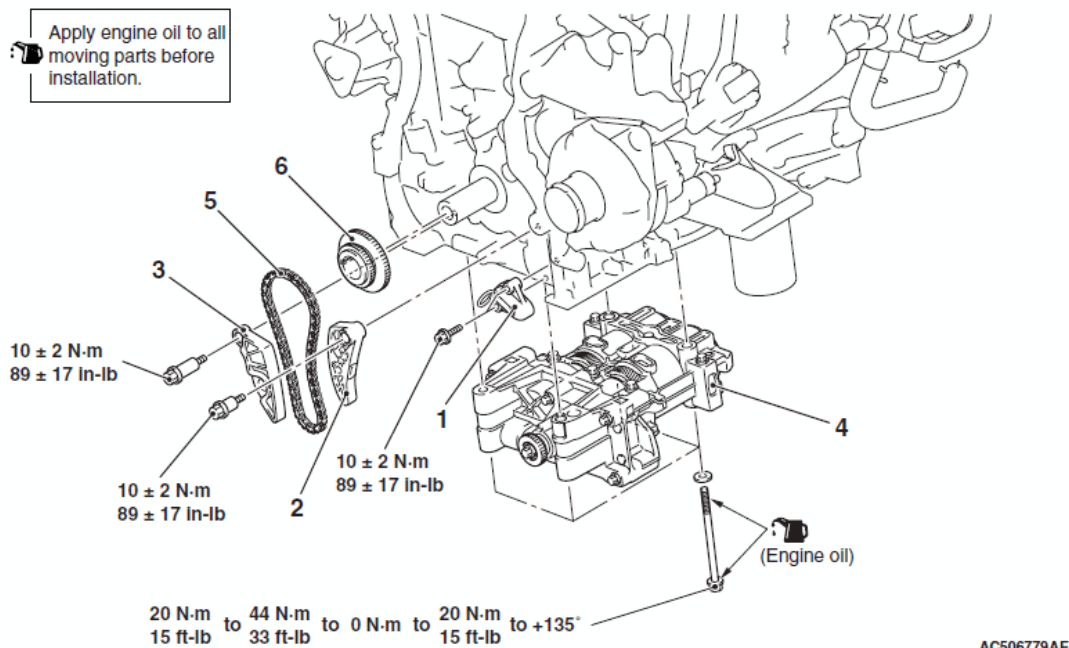
BALANCER TIMING CHAIN, BALANCER SHAFT AND OIL PUMP MODULE

REMOVAL AND INSTALLATION

Pre-removal and Post-installation Operation

- Timing Chain Removal and Installation

Apply engine oil to all moving parts before installation.



- Removal steps**
- <<A>> >>B<<
- Timing chain tensioner
 - Balancer timing chain guide
 - Balancer timing chain guide

- Removal steps (Continued)**
- >>A<< >>A<<
- Balancer shaft and oil pump module
 - Balancer timing chain
 - Crankshaft sprocket

Fig. 121: Identifying Balancer Timing Chain, Balancer Shaft And Oil Pump Module Components With Torque Specifications

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

Required Special Tool:

- MB991614: Angle Gauge

REMOVAL SERVICE POINT

<<A>> TIMING CHAIN TENSIONER REMOVAL

CAUTION: Securely install the plunger of the timing chain tensioner. Otherwise, it may pop out.

- Press the balancer timing chain against the timing chain tensioner, compress the plunger of the timing chain tensioner and insert hard wire (piano wire, etc.) or L-shaped hexagon wrench [1.5 mm (0.05 inch)] to fix the plunger of the timing chain tensioner.
- Remove the timing chain tensioner.

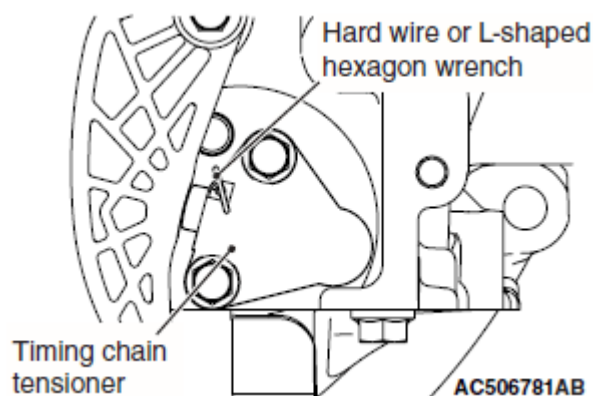


Fig. 122: Identifying Timing Chain Tensioner And Hard Wire Or L-Shaped Hexagon Wrench
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

INSTALLATION SERVICE POINTS

>>A<< CRANKSHAFT SPROCKET/BALANCER TIMING CHAIN/BALANCER SHAFT AND OIL PUMP MODULE INSTALLATION

1. When installing the new balancer shaft and oil pump module, apply oil to the oil pump in the balancer shaft and oil pump module and the balancer shaft bearing as follows.
 1. Clean the inside of the removed engine oil pan, and put the balancer shaft and oil pump module into the engine oil pan with its oil inlet port facing up.
 2. Pour new engine oil until two-thirds of the balancer shaft and oil pump module is soaked.
 3. Fill the new engine oil [approximately 50 cm³ (3.05 cu.in.)] into the balancer shaft and oil pump module from the oil inlet port.

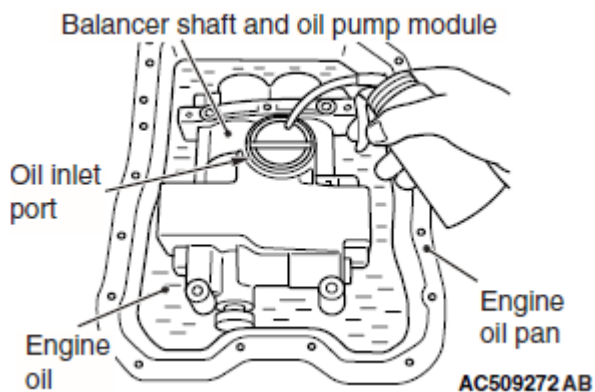


Fig. 123: Filling Engine Oil To Balancer Shaft And Oil Pump Module From Oil Inlet Port
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

4. Turn the balancer shaft sprocket of the balancer shaft and oil pump module clockwise four rotations or more to apply the engine oil to the entire area of the oil pump and the balancer shaft bearing.

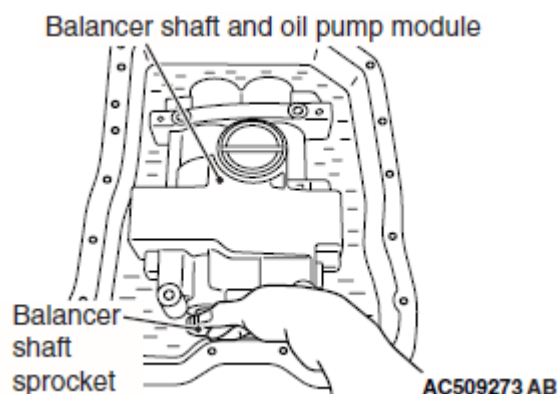


Fig. 124: Turning Balancer Shaft Sprocket Of Balancer Shaft And Oil Pump Module
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

2. With the link marks (orange or blue) of balancer timing chain aligned with the timing marks of balancer sprocket and crankshaft sprocket, install the balancer shaft and oil pump module together with the balancer timing chain and crankshaft sprocket as one unit to the cylinder block. At this time, securely bring the balancer shaft and oil pump module into contact with the rudder frame mounting area.
3. Apply an adequate and minimum amount of engine oil to the threads and bearing surfaces of the balancer shaft and oil pump module mounting bolts.

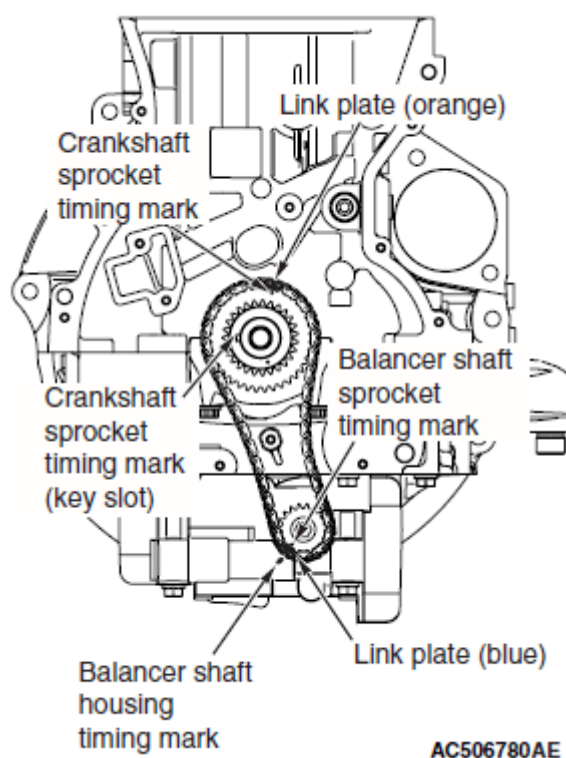


Fig. 125: Identifying Timing Marks Of Balancer Sprocket And Crankshaft Sprocket
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

4. Tighten the balancer shaft and oil pump module mounting bolts to the specified torque in the order of

number shown in the illustration.

Tightening torque: 20 N.m (15 ft-lb)

5. Retighten the balancer shaft and oil pump module mounting bolts to the specified torque in the order of number shown in the illustration.

Tightening torque: 44 N.m (33 ft-lb)

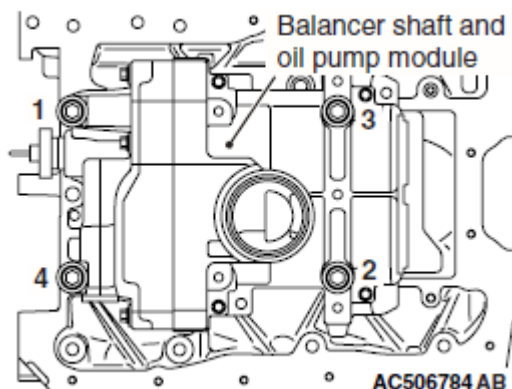


Fig. 126: Identifying Balancer Shaft And Oil Pump Module Mounting Bolts Tightening Sequence
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

6. Loosen each balancer shaft and oil pump module mounting bolts fully in the reverse sequence to that shown.
7. Tighten the balancer shaft and oil pump module mounting bolts again to the specified torque in the order of number shown in the illustration.

Tightening torque: 20 N.m (15 ft-lb)

8. After tightening to the specified torque, tighten the balancer shaft and oil pump module mounting bolts to 135 degrees angle, using special tool MB991614, in the order of number shown in the illustration.

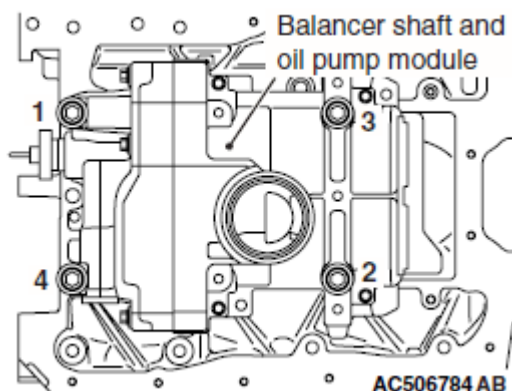


Fig. 127: Identifying Balancer Shaft And Oil Pump Module Mounting Bolts Tightening Sequence

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

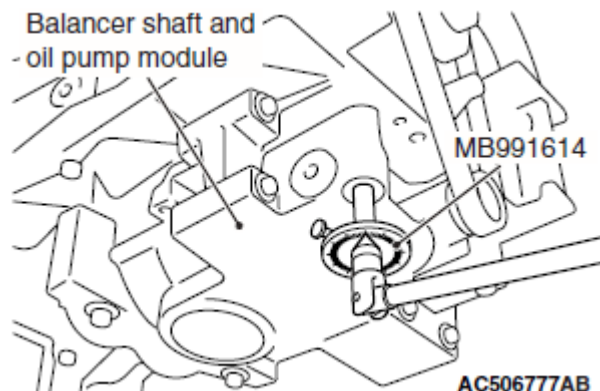


Fig. 128: Tightening Balancer Shaft And Oil Pump Module Mounting Bolts Using Special Tool MB991614

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

>>B<< TIMING CHAIN TENSIONER INSTALLATION

1. Install the timing chain tensioner to the cylinder block.
2. Remove the hard wire or L-shaped hexagon wrench fixing the plunger of the timing chain tensioner to apply tension to the balancer timing chain.

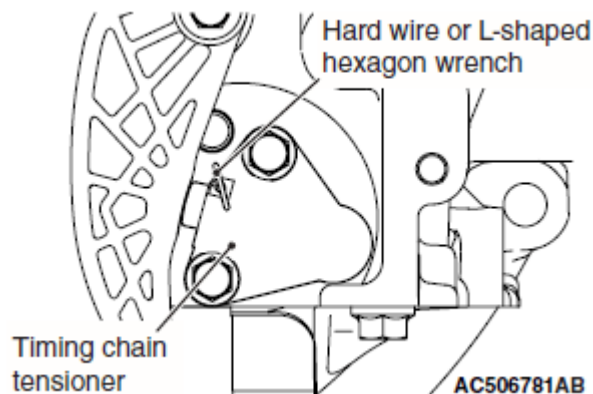


Fig. 129: Identifying Timing Chain Tensioner And Hard Wire Or L-Shaped Hexagon Wrench

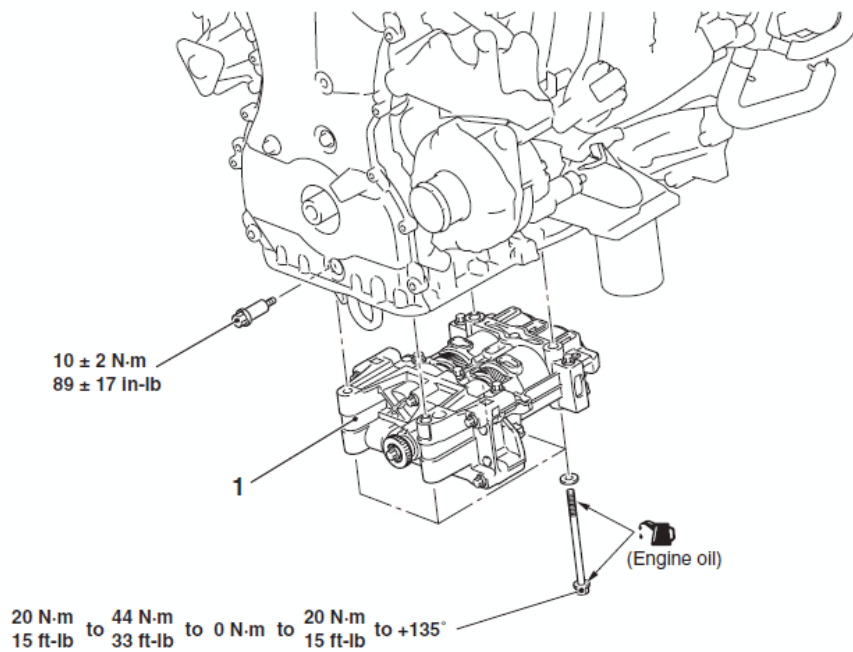
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

BALANCER SHAFT AND OIL PUMP MODULE

REMOVAL AND INSTALLATION

Pre-removal and Post-installation Operation

- Engine Oil Pan Removal and Installation



AC509274AD

Fig. 130: Identifying Balancer Shaft And Oil Pump Module Components With Torque Specifications
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

Required Special Tool:

- MB991614: Angle Gauge

REMOVAL SERVICE POINT

<<A>> BALANCER SHAFT AND OIL PUMP MODULE REMOVAL

CAUTION:

- **Never turn the crankshaft counterclockwise.**
- **Never turn the crankshaft after the number 1 cylinder or number 4 cylinder is set to the top dead center of compression.**

1. Turn the crankshaft clockwise to align the timing mark of the balancer shaft sprocket with the timing mark of the balancer shaft and oil pump module, and set the number 1 cylinder or number 4 cylinder to the top dead center of compression.
2. Put paint mark on the balancer shaft sprocket timing mark and balancer timing chain.

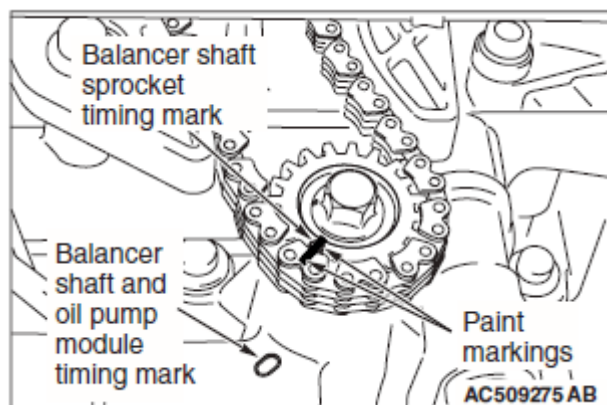


Fig. 131: Putting Paint Mark On Balancer Shaft Sprocket Timing Mark And Balancer Timing Chain

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

CAUTION: Securely install the plunger of the timing chain tensioner. Otherwise, it may pop out.

3. Press the balancer timing chain against the timing chain tensioner, compress the plunger of the timing chain tensioner and insert L-shaped hard wire (piano wire, etc.) or L-shaped hexagon wrench [1.5 mm (0.05 inch)] to the plunger fixing hole of the timing chain tensioner from under the timing chain case, and fix the plunger of the timing chain tensioner.

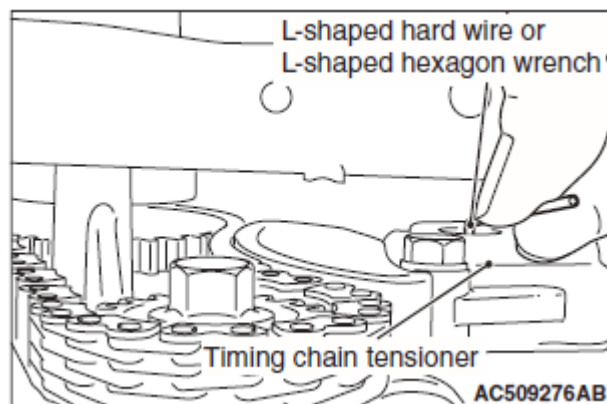


Fig. 132: Installing Plunger Of Timing Chain Tensioner

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

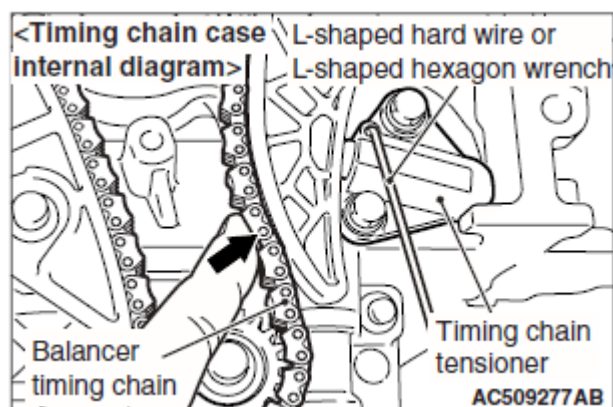


Fig. 133: Locating Balancer Timing Chain

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

4. Use a wrench to remove the mounting bolt at the lower side of the balancer timing chain guide shown in the illustration so that the balancer timing chain guide is unrestricted.
5. Support the balancer shaft and oil pump module with a hand, and remove the balancer shaft and oil pump module mounting bolts.

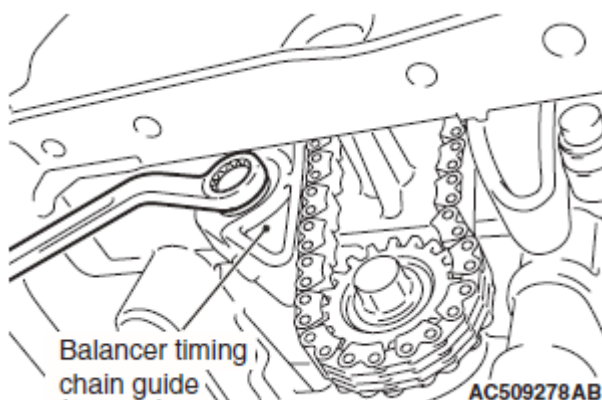


Fig. 134: Removing Balancer Timing Chain Guide Of Mounting Bolt

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

6. Remove the balancer shaft and oil pump module from the rudder frame with the balancer timing chain attached, and move it to the center of the engine.
7. Remove the balancer timing chain from the balancer shaft and oil pump module, and remove the balancer shaft and oil pump module.

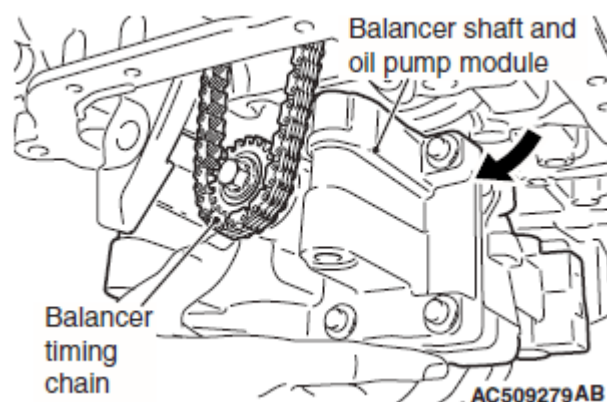


Fig. 135: Removing Balancer Timing Chain From Balancer Shaft And Oil Pump Module
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

CAUTION: When the tooth jump of the balancer timing chain from the crankshaft sprocket occurs, the timing between the balancer shaft and the oil pump module becomes off, resulting in the abnormal engine vibration. Be sure that the tooth jump will not occur.

8. After the balancer shaft and oil pump module is removed, using a cable band, tie the balancer timing chain at the protrusion of the rudder frame to prevent the tooth jump of balancer timing chain from the crankshaft sprocket.

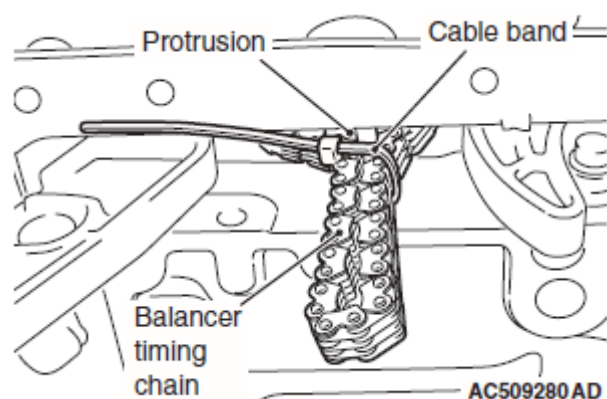


Fig. 136: Identifying Balancer Timing Chain And Cable Band
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

INSTALLATION SERVICE POINT

>>A<< BALANCER SHAFT AND OIL PUMP MODULE INSTALLATION

1. When installing the new balancer shaft and oil pump module, apply engine oil to the oil pump in the balancer shaft and oil pump module and the balancer shaft bearing as follows.
 1. Clean the inside of the removed engine oil pan, and put the balancer shaft and oil pump module into the engine oil pan with its oil inlet port facing up.

2. Pour new engine oil until two-thirds of the balancer shaft and oil pump module is soaked.
3. Fill the new engine oil [approximately 50 cm³ (3.05 cu.in.)] into the balancer shaft and oil pump module from the oil inlet port.

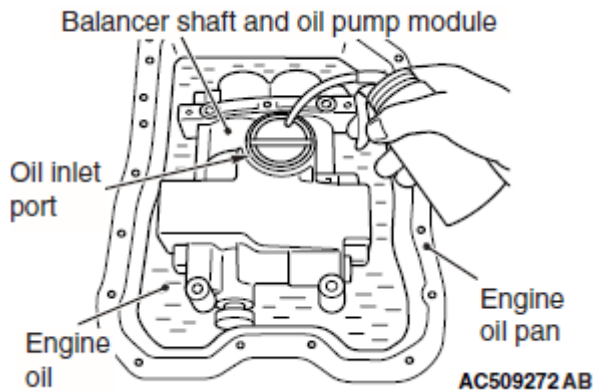


Fig. 137: Filling Engine Oil To Balancer Shaft And Oil Pump Module From Oil Inlet Port
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

4. Turn the balancer shaft sprocket of the balancer shaft and oil pump module clockwise four rotations or more to apply the engine oil to the entire area of the oil pump and the balancer shaft bearing.
2. Remove the cable band installed to prevent the tooth jump of the balancer timing chain from the crankshaft sprocket from the balancer timing chain.

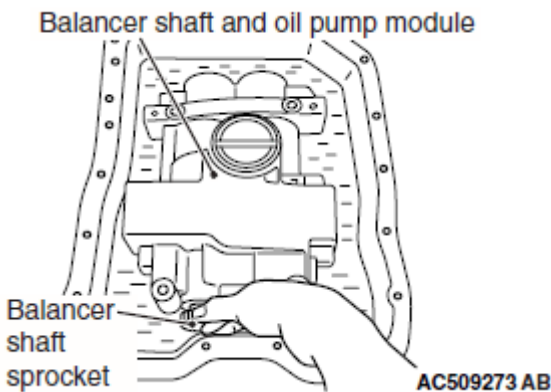


Fig. 138: Turning Balancer Shaft Sprocket Of Balancer Shaft And Oil Pump Module
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

3. Regarding the prevention of the tooth jump of the balancer timing chain, install the balancer shaft sprocket to the balancer timing chain with aligning the paint mark of the balancer shaft sprocket (the timing mark of the new balancer shaft and oil pump module) with that of the balancer timing chain.
4. With the paint mark of the balancer timing chain aligned with that of the balancer sprocket (the timing mark of the new balancer shaft and oil pump module), install the balancer shaft and oil pump module to the rudder frame. Securely bring the balancer shaft and oil pump module into contact with the rudder frame mounting area.

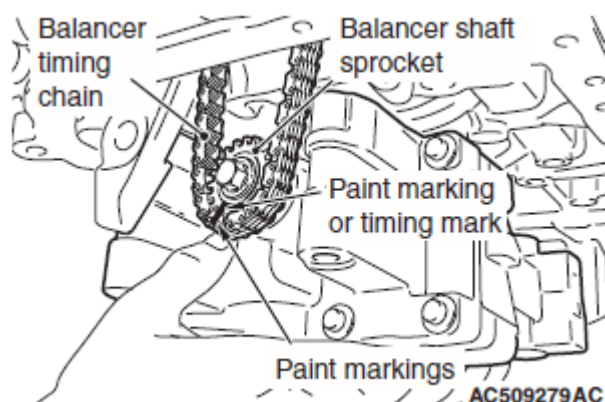


Fig. 139: Identifying Paint Mark Of Balancer Shaft Sprocket
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

5. Apply an adequate and minimum amount of engine oil to the threads and bearing surfaces of the balancer shaft and oil pump module mounting bolts.
6. Tighten the balancer shaft and oil pump module mounting bolts to the specified torque in the order of number shown in the illustration.

Tightening torque: 20 N.m (15 ft-lb)

7. Retighten the balancer shaft and oil pump module mounting bolts to the specified torque in the order of number shown in the illustration.

Tightening torque: 44 N.m (33 ft-lb)

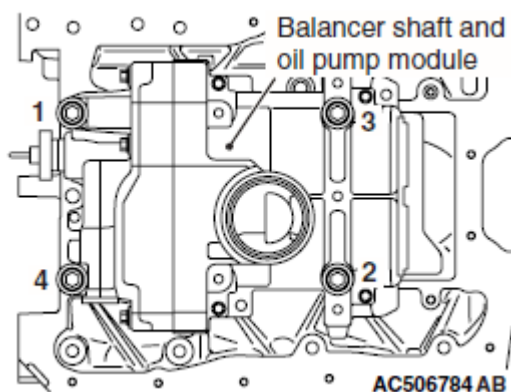


Fig. 140: Identifying Balancer Shaft And Oil Pump Module Mounting Bolts Tightening Sequence
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

8. Loosen each balancer shaft and oil pump module mounting bolts fully in the reverse sequence to that shown.
9. Tighten the balancer shaft and oil pump module mounting bolts again to the specified torque in the order of number shown in the illustration.

Tightening torque: 20 N.m (15 ft-lb)

10. After tightening to the specified torque, tighten the balancer shaft and oil pump module mounting bolts to 135 degrees angle, using special tool MB991614, in the order of number shown in the illustration.
11. Tighten the mounting bolt of the lower side of the balancer timing chain guide with the standard torque.

Tightening torque: 10 ± 2 N.m (89 ± 17 in-lb)

12. Remove the plunger of the timing chain tensioner using the L-shaped hard wire (piano wire, etc.) or L-shaped hexagon wrench [1.5 mm (0.05 inch).]

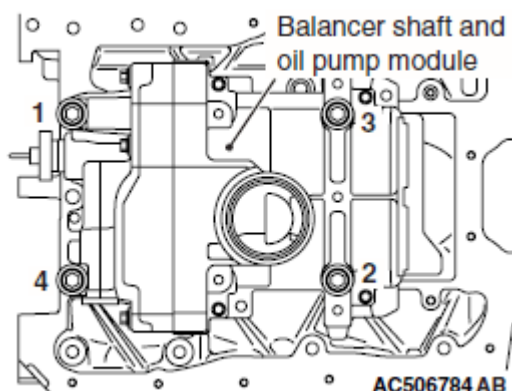


Fig. 141: Identifying Balancer Shaft And Oil Pump Module Mounting Bolts Tightening Sequence
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

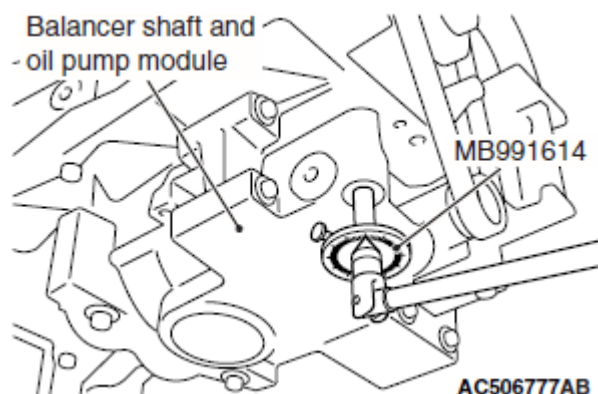


Fig. 142: Tightening Balancer Shaft And Oil Pump Module Mounting Bolts Using Special Tool MB991614

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

ENGINE ASSEMBLY

REMOVAL AND INSTALLATION

CAUTION: When the engine assembly replacement is performed, use scan tool

MB991958 to initialize the learning value (Refer to INITIALIZATION PROCEDURE FOR LEARNING VALUE IN MFI ENGINE .)

2010 Mitsubishi Lancer DE

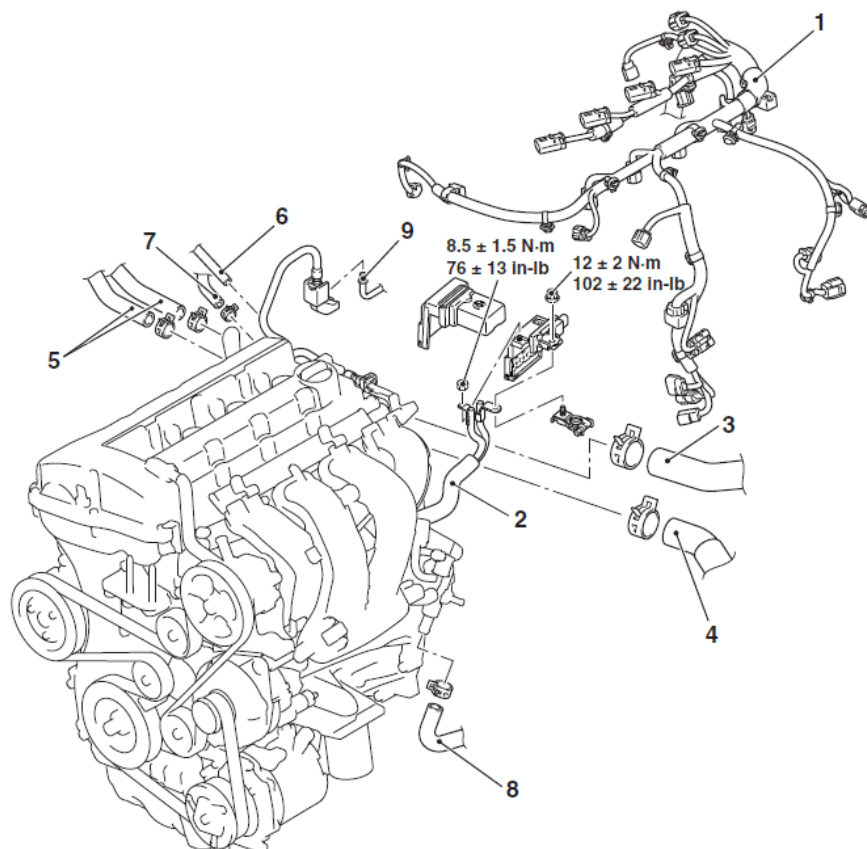
2010 ENGINE Engine Mechanical <2.4L Engine> - Lancer

Pre-removal Operation

- Hood Removal
- Fuel Line Pressure Reduction
- Engine Room Under Cover Front A, B and Engine Room Side Cover Removal
- Engine Coolant Draining
- Engine Oil Draining
- Transaxle Oil Draining <M/T.>
- Transmission Fluid Draining <CVT.>
- Engine Upper Cover Removal
- Strut Tower Bar Removal
- Air Cleaner Assembly Removal
- Battery and Battery Tray Removal
- Engine Control Module Removal
- Radiator Removal

Post-installation Operation

- Radiator Installation
- Engine Control Module Installation
- Battery and Battery Tray Installation
- Air Cleaner Assembly Installation
- Strut Tower Bar Installation
- Transaxle Oil Draining <M/T.>
- Transmission Fluid Draining <CVT.>
- Engine Oil Refilling
- Engine Coolant Refilling
- Drive Belt Tension Check
- Fuel Leak Check.
- Engine Room Under Cover Front and Engine Room Side Cover Installation
- Engine Upper Cover Installation
- Hood Installation



AC506785AC

Removal steps

1. Control wiring harness connection
2. Battery cable connection
3. Radiator upper hose connection
4. Radiator lower hose connection
5. Heater hose connection
6. Emission vacuum hose connection

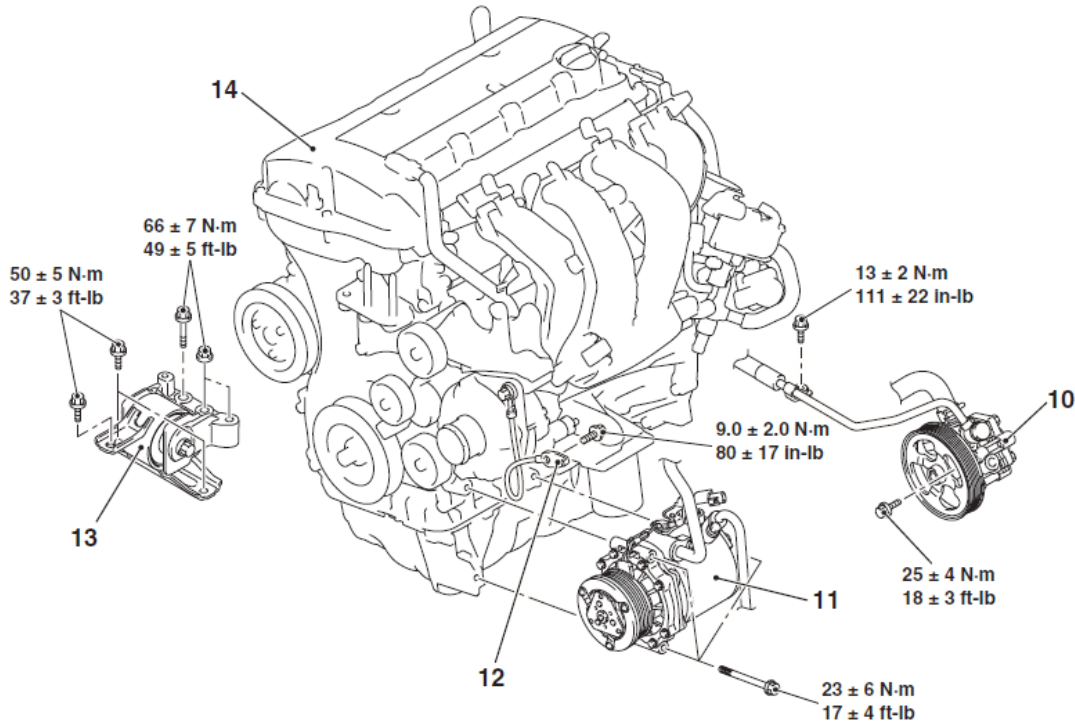
<<A>> >>E<<
<<A>> >>E<<

<> >>D<<

Removal steps (Continued)

7. Brake booster vacuum hose connection
8. Cooling water line hose connection
9. Fuel high-pressure hose connection
- Drive belt

Fig. 143: Identifying Engine Assembly Components With Torque Specifications (1 Of 2)
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.



AC609240 AC

| Removal steps | | Removal steps (Continued) | |
|---------------|--|---------------------------|--------------------------------|
| <<C>> | 10. Power steering oil pump assembly | <<E>> | • CVT assembly <CVT> |
| <<D>> >>C<< | 11. A/C compressor and clutch assembly | <<F>> >>B<< | 12. Grounding cable connection |
| <<E>> | • Manual transaxle assembly <M/T> | <<G>> >>A<< | 13. Engine mounting insulator |
| | | | 14. Engine assembly |

Fig. 144: Identifying Engine Assembly Components With Torque Specifications (2 Of 2)
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

Required Special Tools:

- MB991454: Engine Hanger Balancer
- MB991895: Engine Hanger
- MB991928: Engine Hanger
- MB992201: Engine Hanger Plate

REMOVAL SERVICE POINTS

<<A>> RADIATOR UPPER HOSE/RADIATOR LOWER HOSE DISCONNECTION

Make mating marks on the radiator hose and the hose clamp as shown to install them in the original position. Then, remove them.

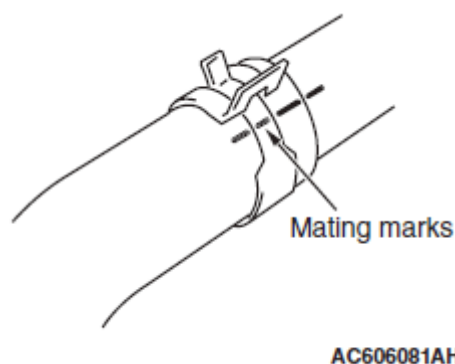


Fig. 145: Identifying Mating Marks On Radiator Hose Clamp
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

<> FUEL HIGH-PRESSURE HOSE DISCONNECTION

1. Remove the stopper of the fuel high-pressure hose.

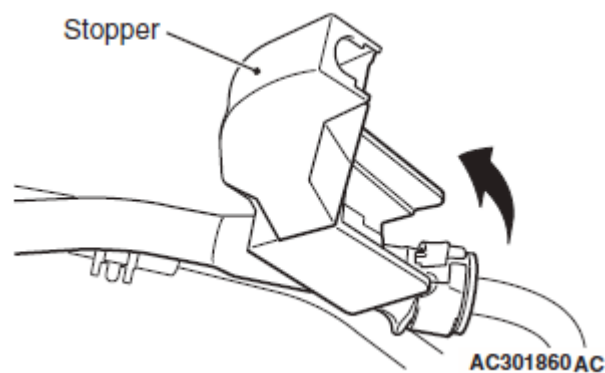


Fig. 146: Removing Stopper Of Fuel High-Pressure Hose
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

2. Raise the retainer of the fuel high-pressure hose and pull out the fuel high-pressure hose in the direction shown in the illustration.

NOTE: If the retainer is released, install it securely after removing the fuel high-pressure hose.

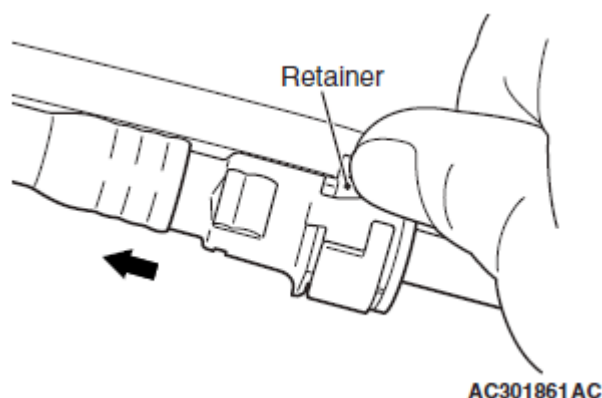


Fig. 147: Pulling Retainer Of Fuel High-Pressure Hose
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

<<C>> POWER STEERING OIL PUMP ASSEMBLY REMOVAL

1. Remove the power steering oil pump assembly together with the hose from the bracket.
2. Tie the removed power steering oil pump assembly with a string at a position where it will not interfere with the removal and installation of engine assembly.

<<D>> A/C COMPRESSOR AND CLUTCH ASSEMBLY REMOVAL

1. Remove the A/C compressor and clutch assembly together with the hose from the bracket.
2. Tie the removed A/C compressor and clutch assembly with a string at a position where it will not interfere with the removal and installation of engine assembly.

<<E>> MANUAL TRANSAXLE ASSEMBLY <M/T> /CVT ASSEMBLY <CVT> REMOVAL

1. Install the front end upper bar bolts to the position as shown in the illustration.
2. Remove the transaxle assembly (Refer to **TRANSAXLE ASSEMBLY**) <M/T> or (Refer to **TRANSAXLE ASSEMBLY**) <CVT.>



Fig. 148: Locating Front End Upper Bar Bolts
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

<<F>> ENGINE MOUNTING INSULATOR REMOVAL

CAUTION: When supporting the engine assembly with a garage jack, be careful not to deform the engine oil pan.

1. Place a garage jack against the engine oil pan with a piece of wood in between to support the engine assembly.
2. Remove special tool MB991928 or MB991895 and MB992201 which was installed for supporting the engine assembly when the transaxle assembly was removed (Refer to **TRANSAXLE ASSEMBLY**) <M/T> or (Refer to **TRANSAXLE ASSEMBLY**) <CVT.>
3. Operate a garage jack so that the engine weight is not applied to the engine mounting insulator, and remove the engine mounting insulator.

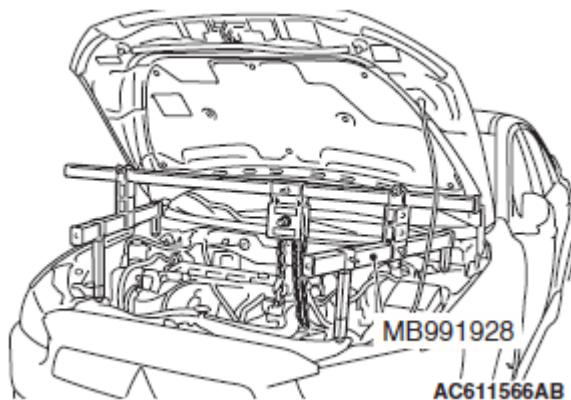


Fig. 149: Supporting Engine Assembly Using Special Tool MB991928
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

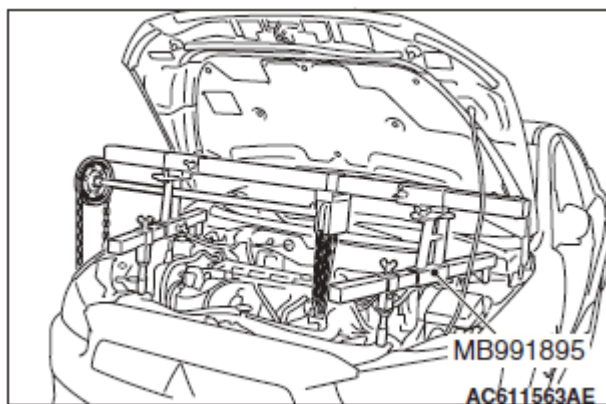


Fig. 150: Supporting Engine Assembly Using Special Tool MB991895
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

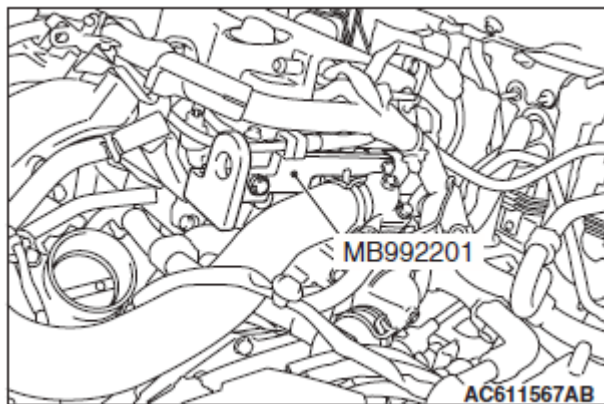


Fig. 151: Identifying Engine Assembly And Special Tool MB992201
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

<<G>> ENGINE ASSEMBLY REMOVAL

1. Mount the special tool MB991454 to the power steering oil pump bracket and the engine hanger, and set the chain block.
2. After checking that all cables, hoses and wiring harness connectors and so on are disconnected from the engine, lift the engine assembly slowly with the chain block to remove the engine assembly upward from the engine compartment.

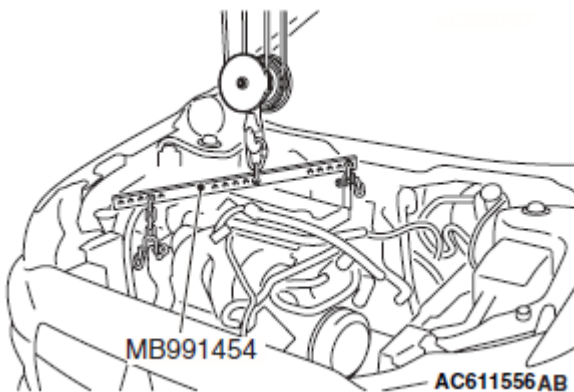


Fig. 152: Lifting Engine Assembly Using Special Tool MB991454
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

INSTALLATION SERVICE POINTS

>>A<< ENGINE ASSEMBLY INSTALLATION

Install the engine assembly, being careful not to pinch the cables, hoses, or wiring harness connectors.

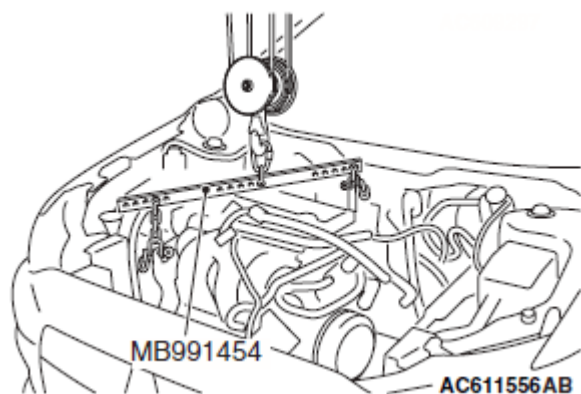


Fig. 153: Lifting Engine Assembly Using Special Tool MB991454
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

>>B<< ENGINE MOUNTING INSULATOR INSTALLATION

CAUTION: When supporting the engine assembly with a garage jack, be careful not to deform the engine oil pan.

1. Place a garage jack against the engine oil pan with a piece of wood in between, and install the engine mounting insulator while adjusting the position of the engine assembly.
2. Remove special tool MB991454.
3. Install special tool MB992201 and MB991928 or MB991895 which is used during installation of transaxle assembly to hold the engine assembly (Refer to **TRANSAXLE ASSEMBLY**) <M/T> or (Refer to **TRANSAXLE ASSEMBLY**) <CVT.>

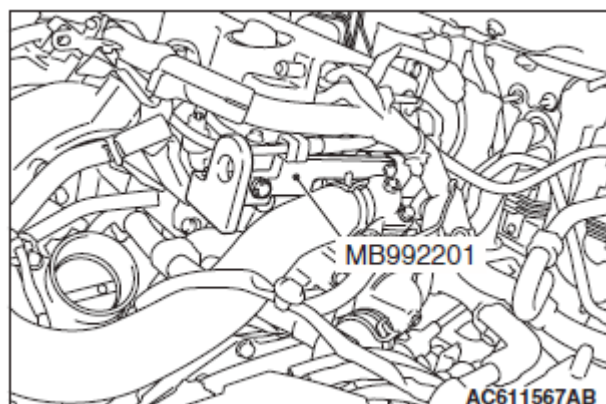


Fig. 154: Identifying Engine Assembly And Special Tool MB992201
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

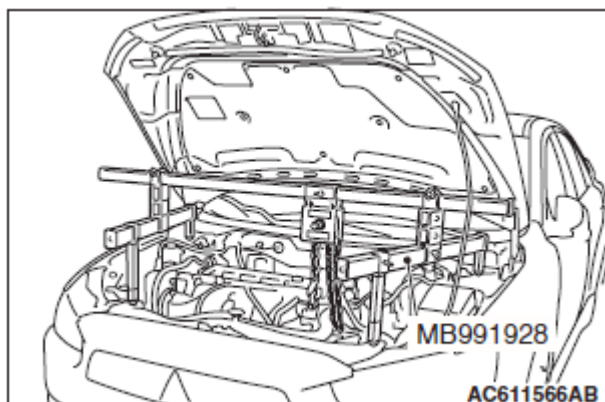


Fig. 155: Supporting Engine Assembly Using Special Tool MB991928
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

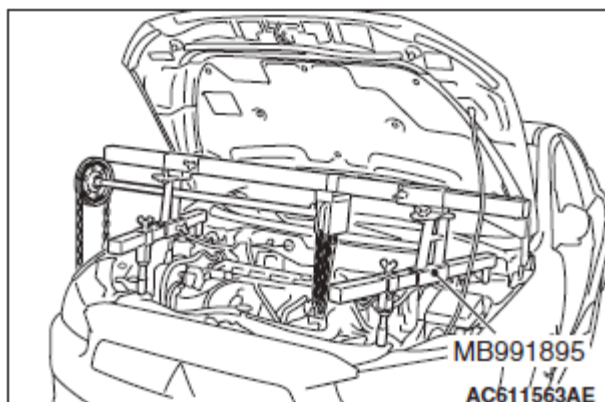


Fig. 156: Supporting Engine Assembly Using Special Tool MB991895
Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

>>C<< A/C COMPRESSOR AND CLUTCH ASSEMBLY INSTALLATION

Tighten A/C compressor and clutch assembly mounting bolts to the specified torque in the order of number shown in the illustration.

Tightening torque: 23 ± 6 N.m (17 ± 4 ft-lb)

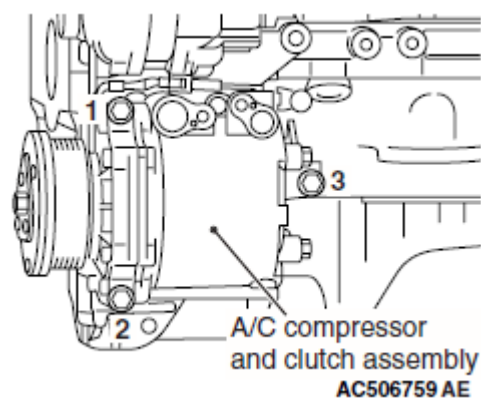


Fig. 157: Identifying A/C Compressor And Clutch Assembly Mounting Bolts Tightening Sequence
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

>>D<< FUEL HIGH-PRESSURE HOSE CONNECTION

CAUTION: After connecting the fuel high-pressure hose, slightly pull it in the pull-out direction to check that it is installed firmly. In addition, check that there is approximately 3 mm (0.12 inch) play. After the check, install the stopper securely.

Apply a small amount of engine oil to the fuel line pipe, and install the fuel high-pressure hose.

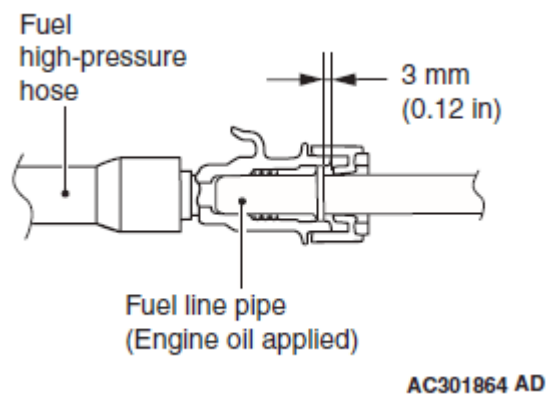


Fig. 158: Connecting Fuel High-Pressure Hose
 Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

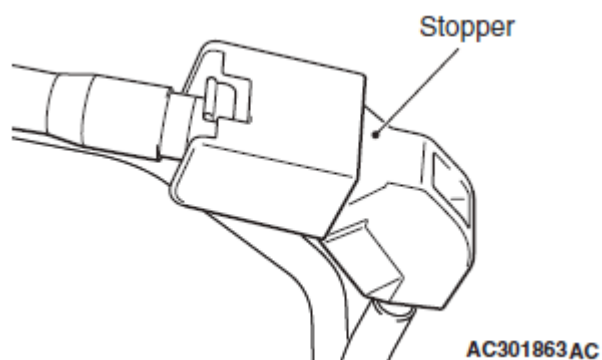


Fig. 159: Identifying Stopper

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.

>>E<< RADIATOR LOWER HOSE/RADIATOR UPPER HOSE CONNECTION

1. Insert radiator hose as far as the projection of the water inlet fitting or water outlet fitting.
2. Align the mating marks on the radiator hose and hose clamp, and then connect the radiator hose.

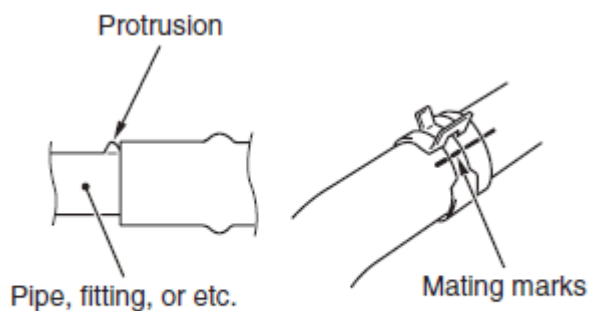


Fig. 160: Identifying Mating Marks On Radiator Hose Clamp

Courtesy of MITSUBISHI MOTOR SALES OF AMERICA.