

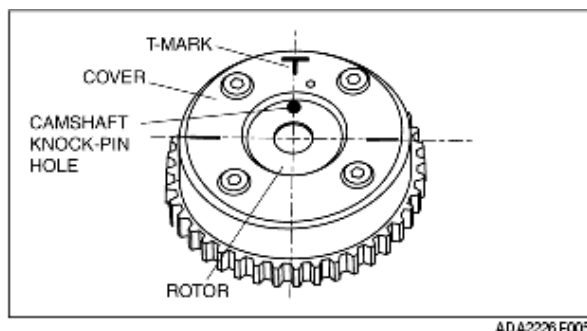
# VARIABLE VALVE TIMING ACTUATOR INSPECTION [ZJ, Z6]

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## Caution

- The variable valve timing actuator cannot be disassembled since it is a precision unit.

1. Remove the battery cover.
2. Disconnect the negative battery cable.
3. Remove the air cleaner component. (European (L.H.D.) specs.) (See [INTAKE-AIR SYSTEM REMOVAL/INSTALLATION \[ZJ, Z6\].](#))
4. Remove the air cleaner cover and position the air cleaner case out of the way with the PCM connector still connected. (U.K. specs.) (See [INTAKE-AIR SYSTEM REMOVAL/INSTALLATION \[ZJ, Z6\].](#))
5. Remove the ignition coils. (See [IGNITION COIL REMOVAL/INSTALLATION \[ZJ, Z6\].](#))
6. Disconnect the ventilation hose.
7. Remove the cylinder head cover.
8. Remove the under cover and splash shield (RH).
9. Verify that the camshaft knock pin hole of the variable valve timing actuator and the T- mark of the cover are aligned and fixed as shown in the figure.



- If the camshaft knock pin hole and the T-mark of the cover do not align, rotate the crankshaft two times in the direction the engine rotates, and then verify that they are aligned.
  - If they do not align, replace the variable valve timing actuator.
- If under any condition the variable valve timing actuator makes a hitting noise directly after the camshaft exceeds maximum lift while rotating the crankshaft two times in the direction of engine rotation, replace the variable valve timing actuator as it has not been fixed.

10. Install the under cover splash shield (RH). (See [DRIVE BELT REPLACEMENT \[ZJ, Z6\].](#))
11. Install the cylinder head cover. (See [Cylinder Head Cover Installation Note.](#))
12. Install the ventilation hose.
13. Install the ignition coils. (See [IGNITION COIL REMOVAL/INSTALLATION \[ZJ, Z6\].](#))
14. Install the air cleaner component. (See [INTAKE-AIR SYSTEM REMOVAL/INSTALLATION \[ZJ, Z6\].](#))