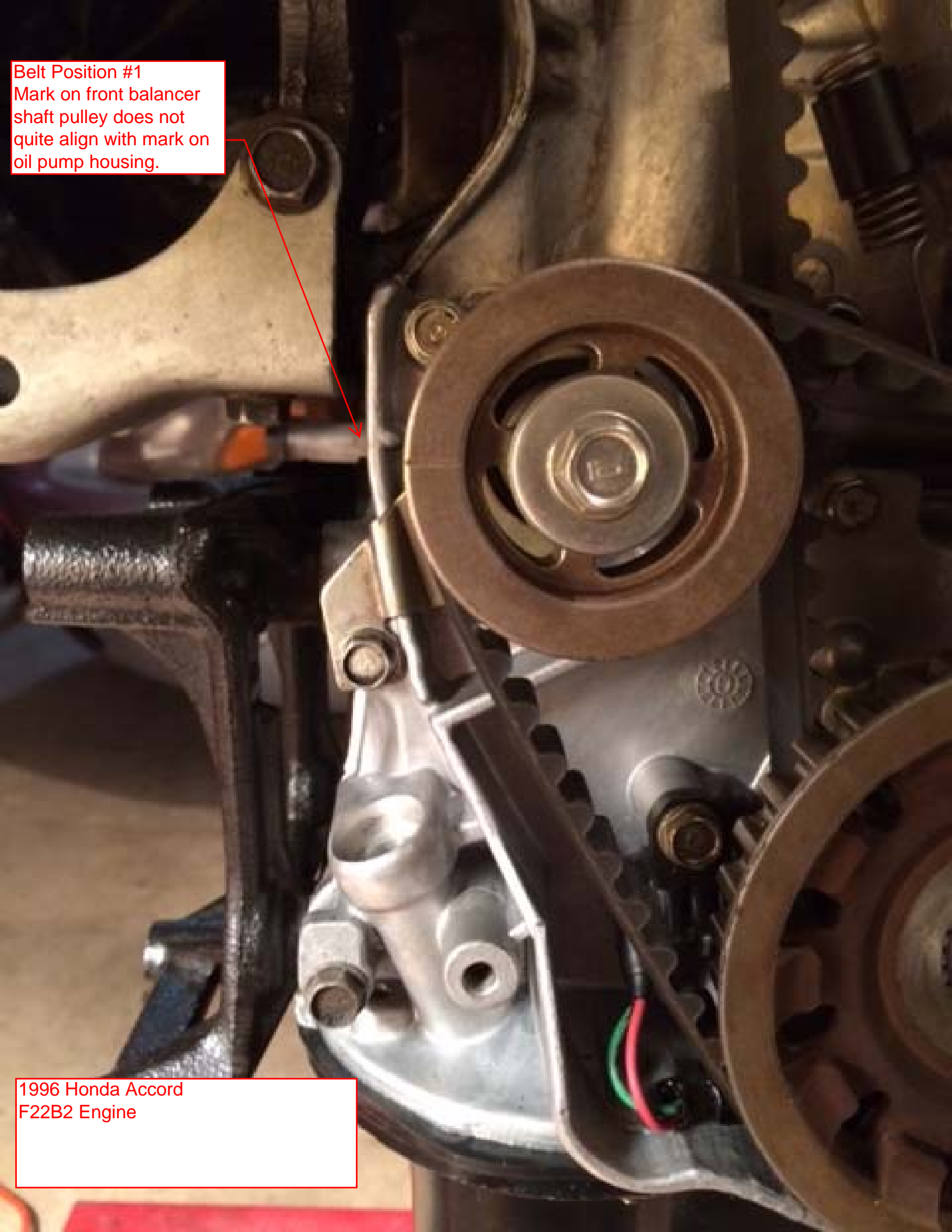


Belt Position #1
Front Balancer Shaft.
Notice that Mark does not quite
align completely



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Belt Position #1
Mark on front balancer
shaft pulley does not
quite align with mark on
oil pump housing.



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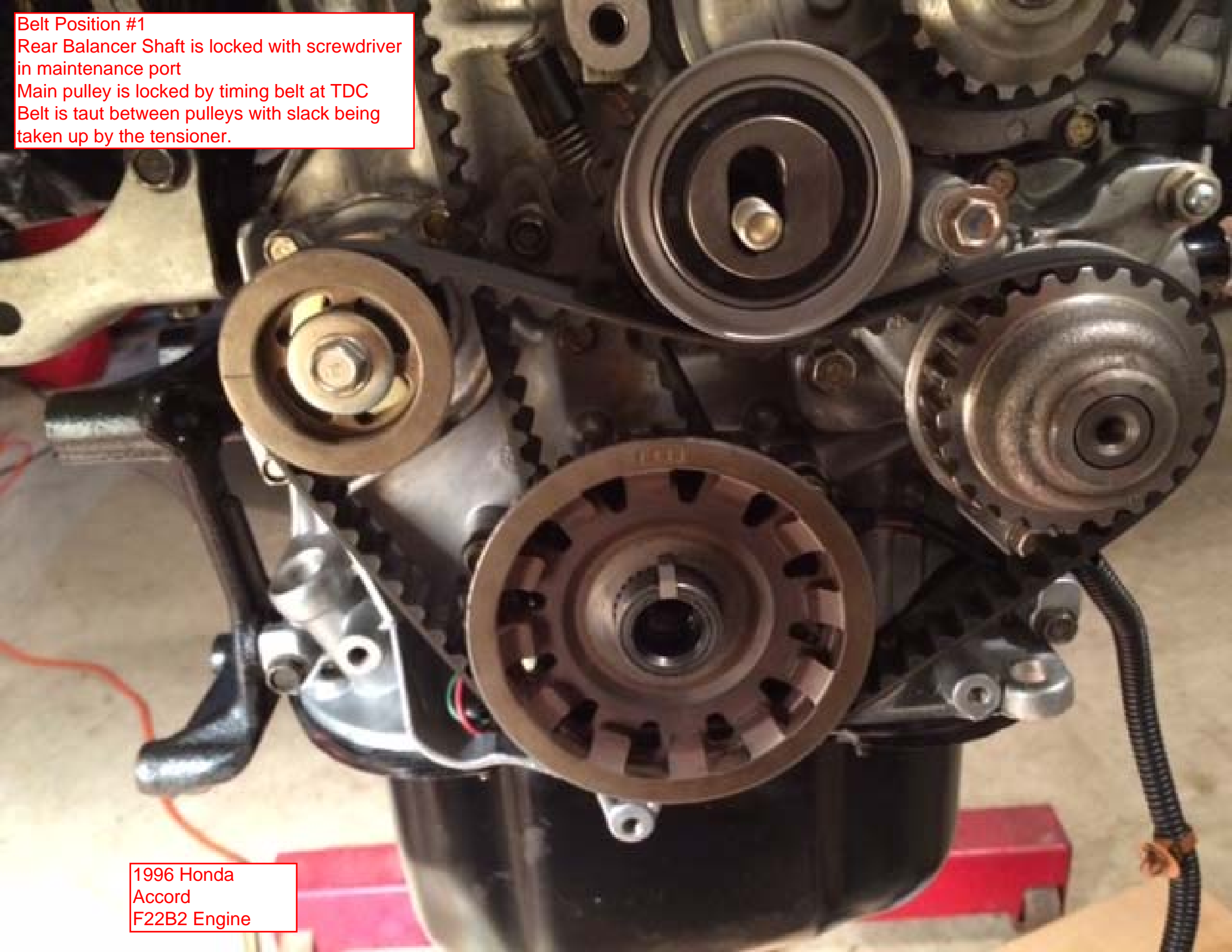
Belt Position #1

Rear Balancer Shaft is locked with screwdriver
in maintenance port

Main pulley is locked by timing belt at TDC

Belt is taut between pulleys with slack being
taken up by the tensioner.

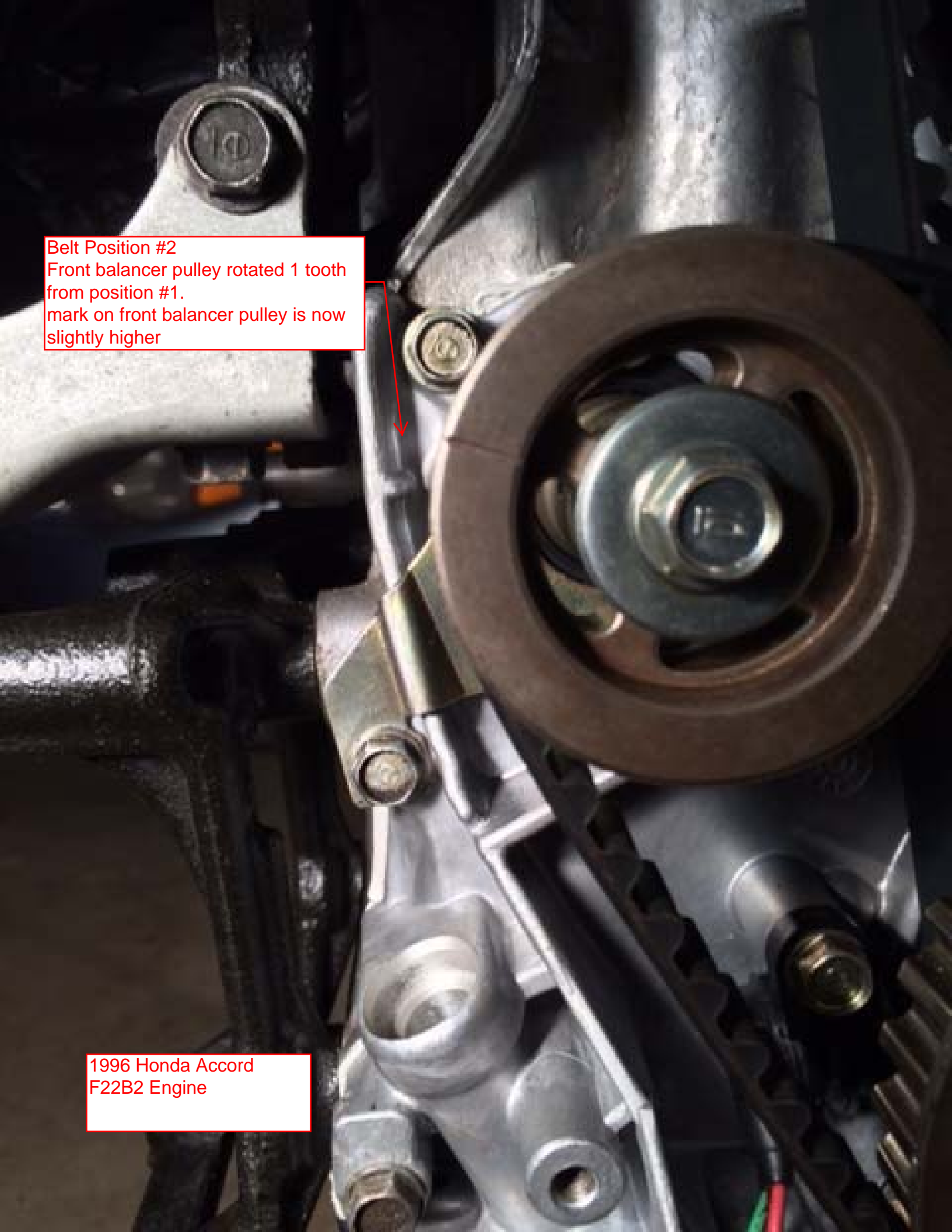
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Belt Position #2
Rotated 1 tooth on front balancer pulley
Now alignment mark has moved slightly
to right.



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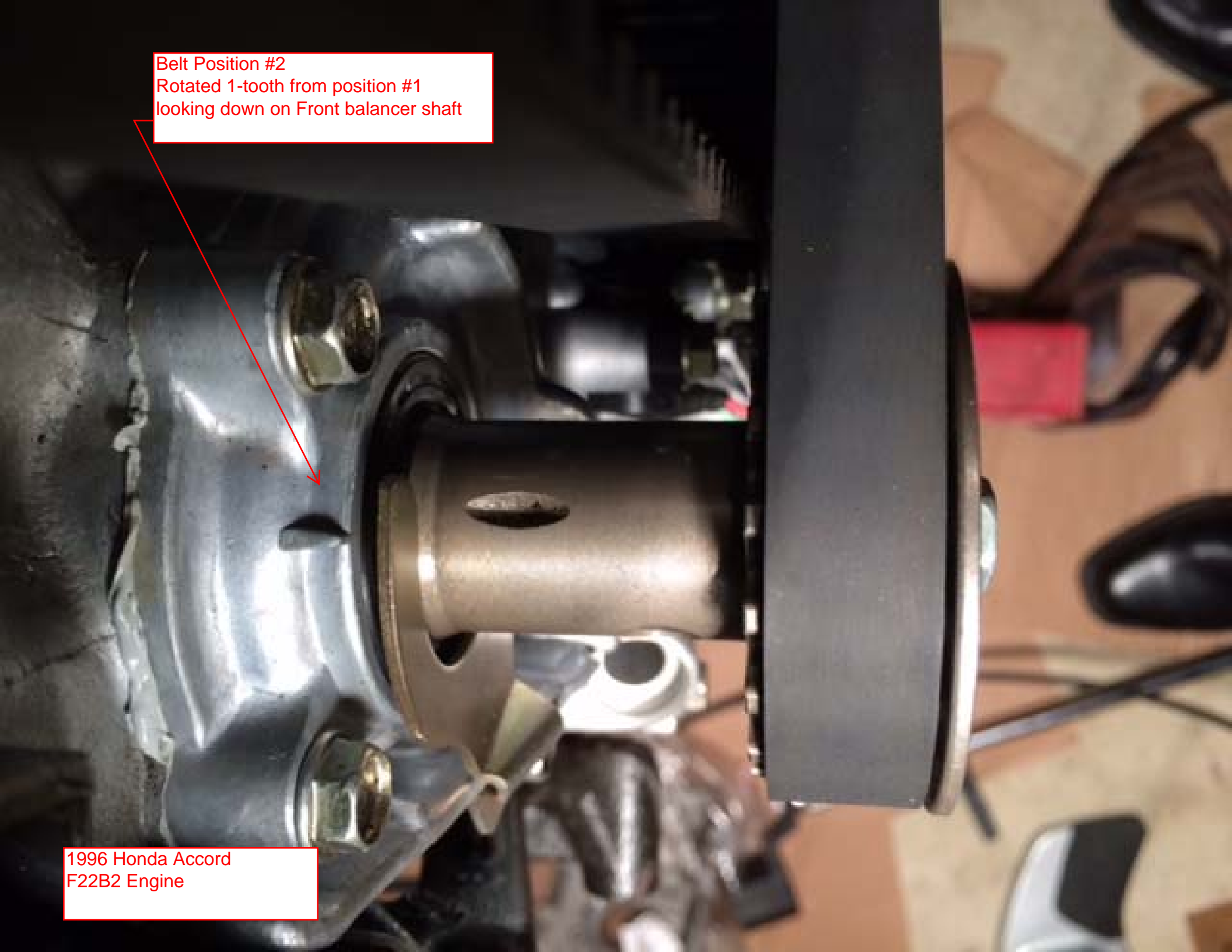


Belt Position #2
Front balancer pulley rotated 1 tooth
from position #1.
mark on front balancer pulley is now
slightly higher

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Belt Position #2
Rotated 1-tooth from position #1
looking down on Front balancer shaft

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As a comparison, this is Belt Position #1



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