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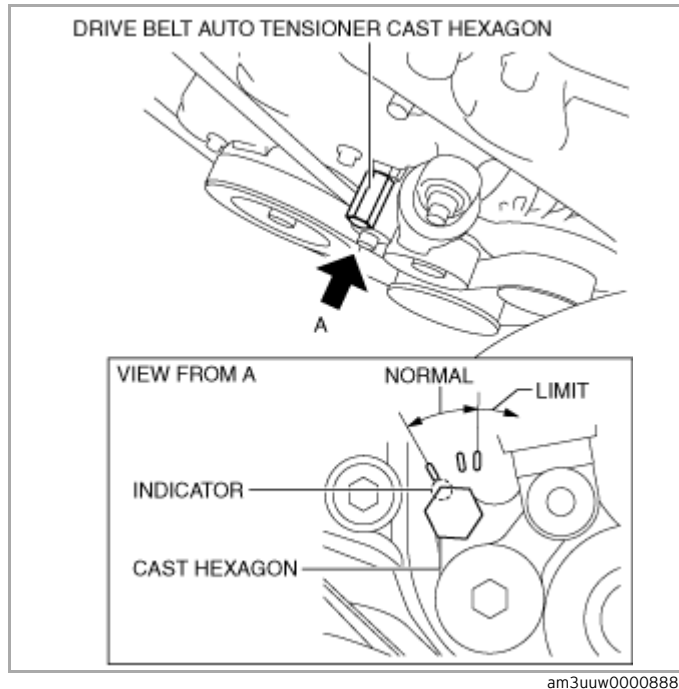
2006 MAZDA 3 / Axela Hatchback OEM Service and Repair Workshop Manual

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- If not as specified, replace the OCV. (See [OIL CONTROL VALVE \(OCV\) REMOVAL/INSTALLATION \[SKYACTIV-G 2.5 \(WITHOUT CYLINDER DEACTIVATION\)\]](#).)

7. Install the OCV. (See [OIL CONTROL VALVE \(OCV\) REMOVAL/INSTALLATION \[SKYACTIV-G 2.5 \(WITHOUT CYLINDER DEACTIVATION\)\]](#).)

Sample



Water Pump Drive Belt

Note

- The water pump drive belt deflection/tension inspection is not necessary with the adoption of the stretch-type water pump drive belt.

1. Visually inspect or feel that there is no wear, damage, or cracking on the inside and sides of the entire belt.

- Even if there is a little wear, damage, or cracking, replace the water pump drive belt. (See **DRIVE BELT REMOVAL/INSTALLATION [SKYACTIV-G 2.5 (WITHOUT CYLINDER DEACTIVATION)]**.)

2. Start the engine to verify that abnormal noise does not occur.

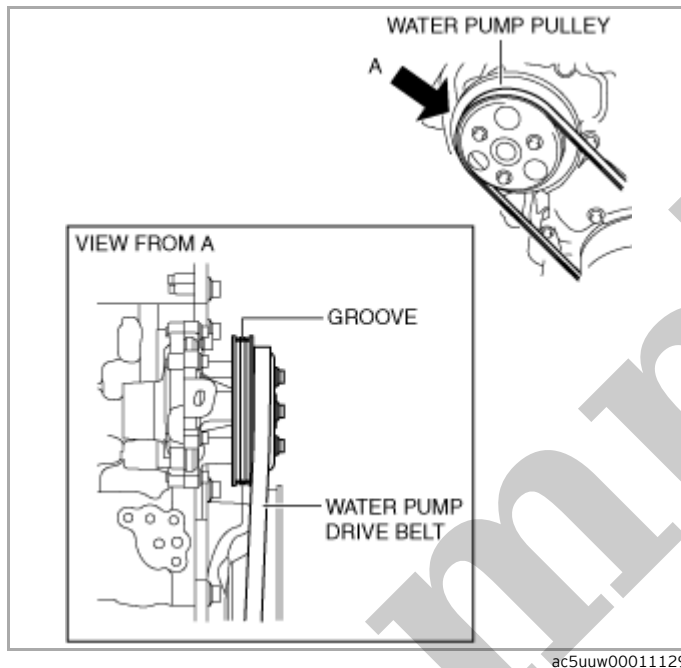
- If abnormal noise occurs, replace the water pump drive belt. (See **DRIVE BELT REMOVAL/INSTALLATION [SKYACTIV-G 2.5 (WITHOUT CYLINDER DEACTIVATION)]**.)

4.Remove the water pump drive belt.

Installation

1.Set one side of the water pump drive belt into the groove of the crankshaft pulley.

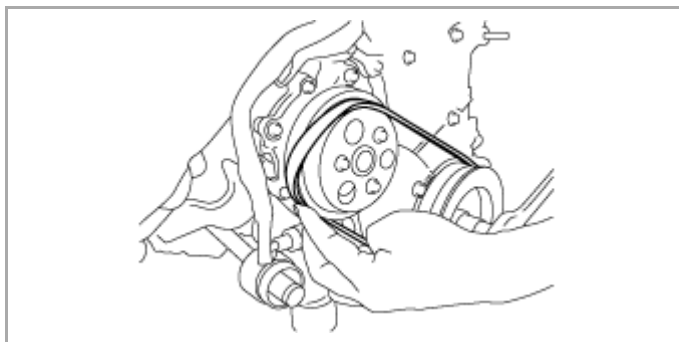
2.Set the other side of the water pump drive belt into the groove of the water pump pulley with the smaller circumference.

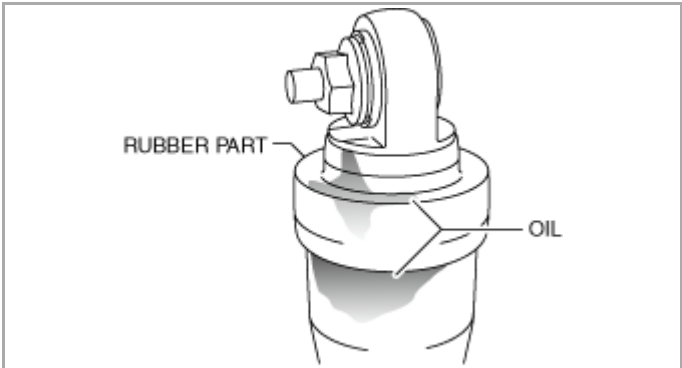


Caution

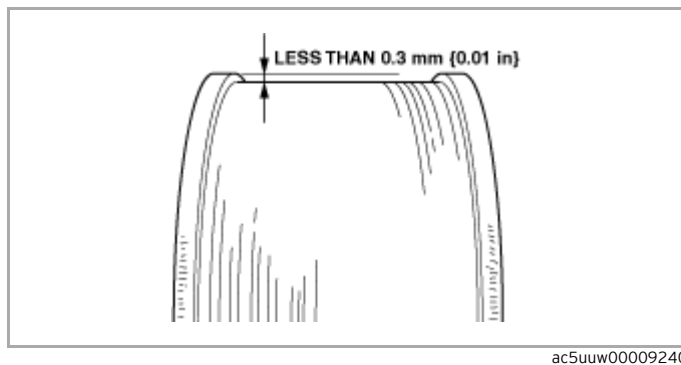
- Be careful not to get a finger caught in between the drive belt and pulley when performing the following procedure.
- Wearing gloves could result in fingers getting caught between the drive belt and pulley. Do not wear cotton gloves when performing the procedure.
- To prevent damaging the drive belt, do not stop rotation of the crankshaft pulley while pressing the drive belt up from the height difference of the water pump pulley to the groove of the pulley.

3.Press the drive belt up from the smaller circumference pulley into the groove of the larger circumference pulley, and rotate the crankshaft pulley clockwise.



STEP	INSPECTION		ACTION
1	<p>PURPOSE: INSPECT CONDITION OF RUBBER PART OF DRIVE BELT AUTO TENSIONER</p> <ul style="list-style-type: none">Is oil seeping out from the upper or lower side of the rubber part? <div><p>am3zzw00020305</p></div>	Yes	Go to the next step
		No	The hydraulic pressure unit is normal therefore the inspection is complete
2	<p>PURPOSE: INSPECT CONDITION OF RUBBER PART OF DRIVE BELT AUTO TENSIONER</p> <ul style="list-style-type: none">Wipe off any dust or oil on the surface of the rubber part.Visually inspect the rubber part for damage or separation.Is the rubber part damaged?	Yes	Replace the drive belt auto tensioner because the rubber part is damaged and there is oil leakage. (See DRIVE BELT AUTO TENSIONER REMOVAL AND INSTALLATION [SKYACTIV G 2.5 (WITHOUT CYLINDER DEACTIVATION)].)
		No	Go to the next step

specification.

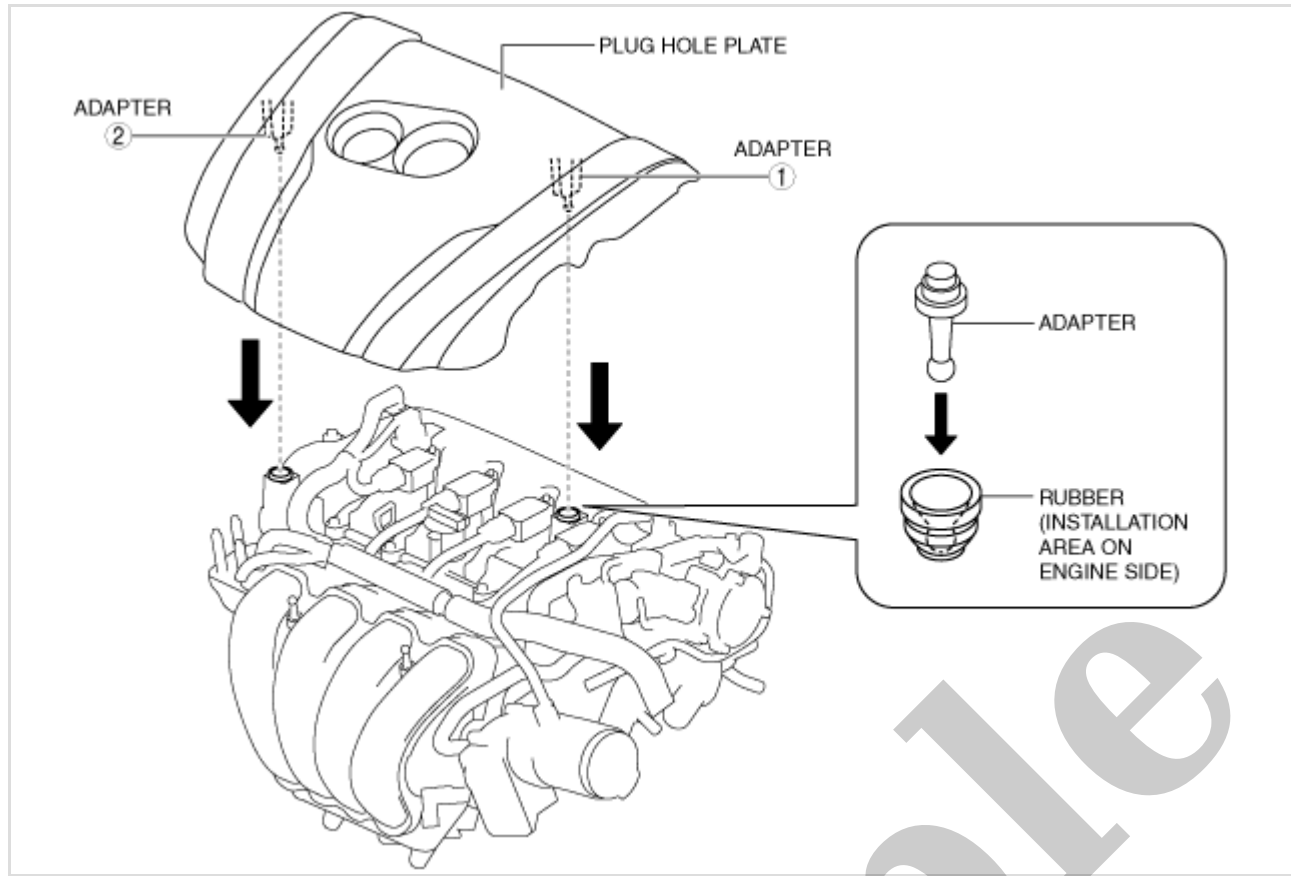


- If it is the maximum specification or more, replace the drive belt auto tensioner. (See [DRIVE BELT AUTO TENSIONER REMOVAL/INSTALLATION \[SKYACTIV-G 2.5 \(WITHOUT CYLINDER DEACTIVATION\)\]](#).)

Maximum height difference of pulley

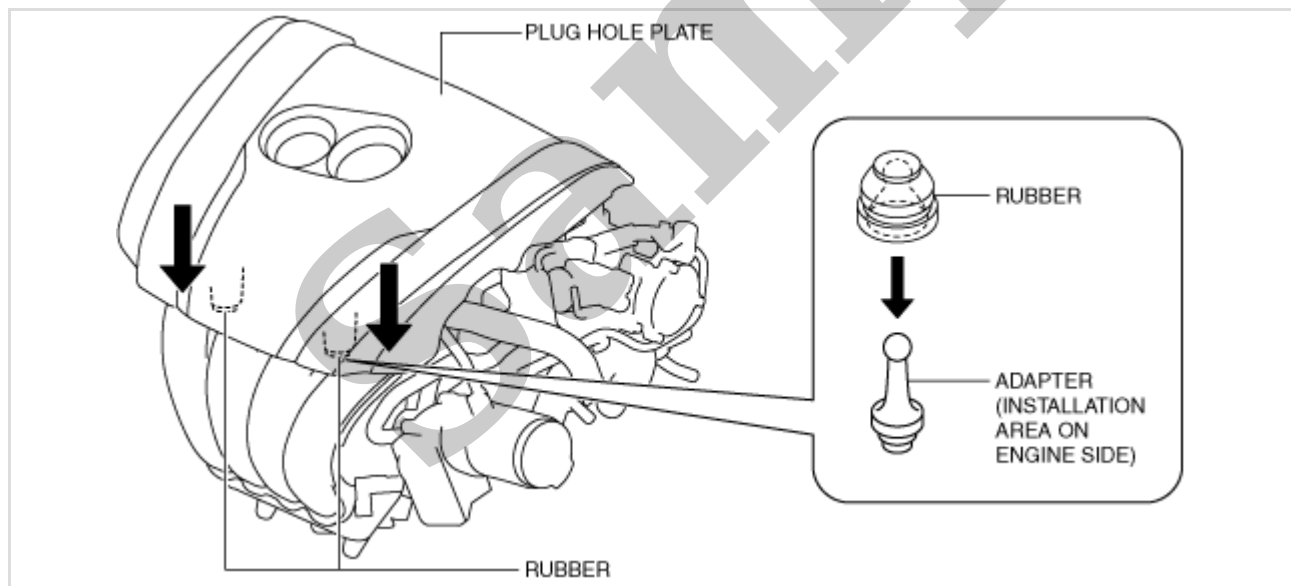
0.3 mm {0.01 in}

4. Install the generator drive belt. (See [DRIVE BELT REMOVAL/INSTALLATION \[SKYACTIV-G 2.5 \(WITHOUT CYLINDER DEACTIVATION\)\]](#).)

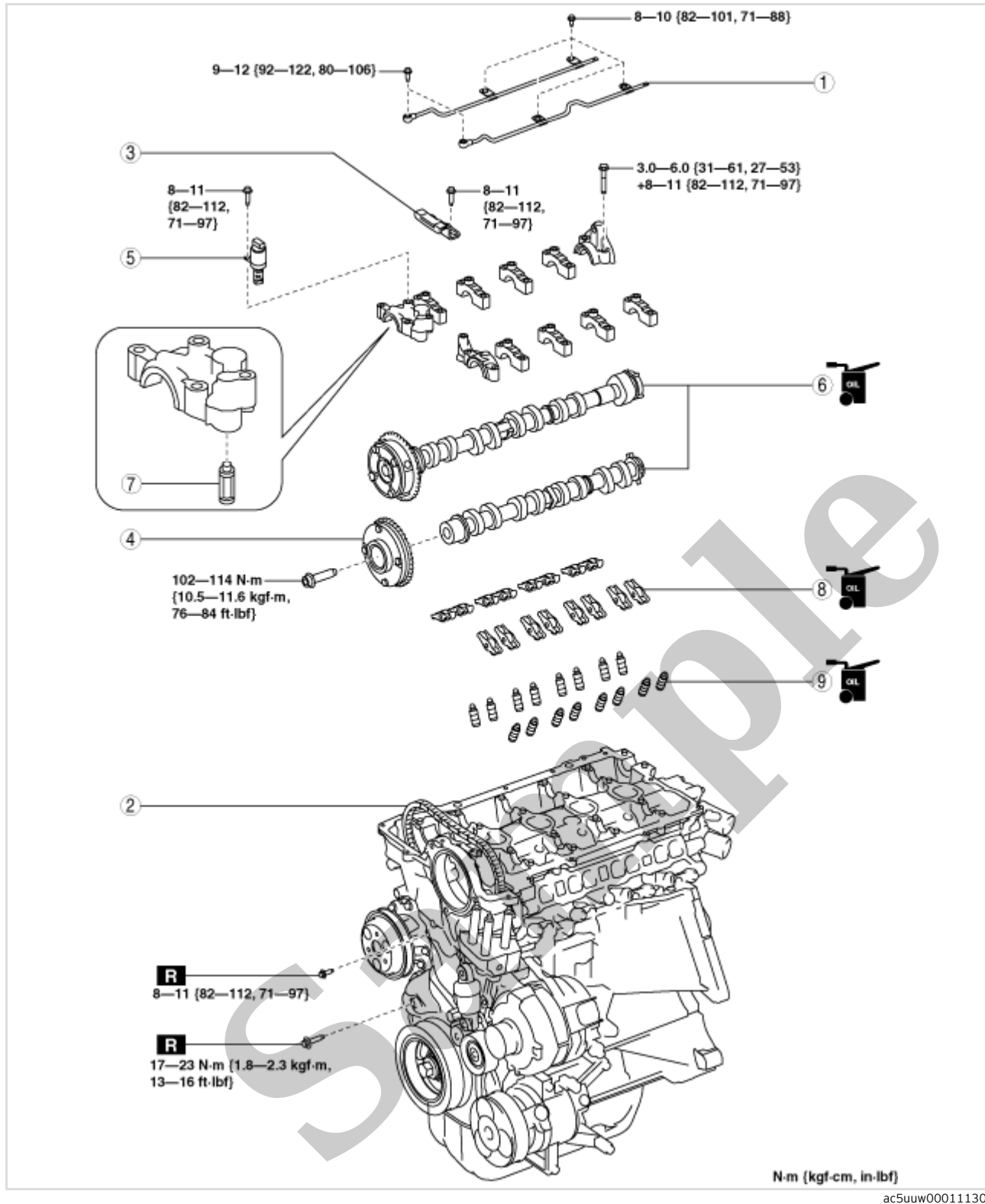


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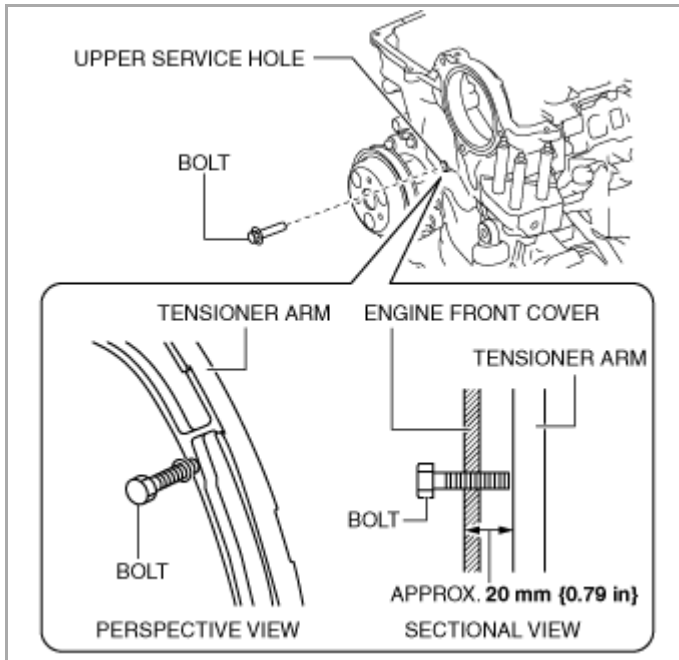
2. Press the front part of the plug hole plate at the same time to insert the rubber to the adapter on the engine side.



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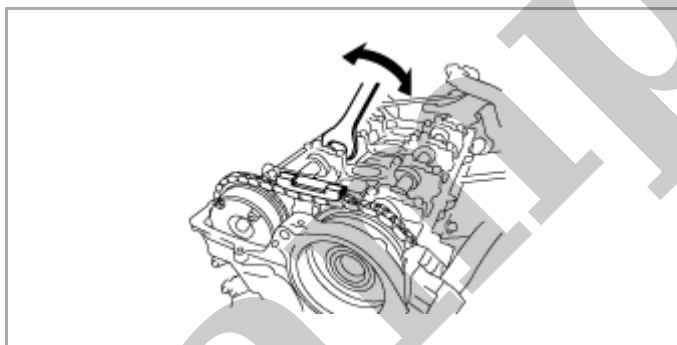
1	Oil shower pipe (See Oil Shower Pipe Installation Note.)
2	Timing chain (See Timing Chain Removal Note.) (See Timing Chain Installation Note.)
3	Chain guide (No.1)
4	Electric variable valve timing actuator (See Electric Variable Valve Timing Actuator Removal Note.) (See Electric Variable Valve Timing Actuator Installation Note.)
5	OCV
6	Camshaft (See Camshaft Removal Note.) (See Camshaft Installation Note.)



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Note

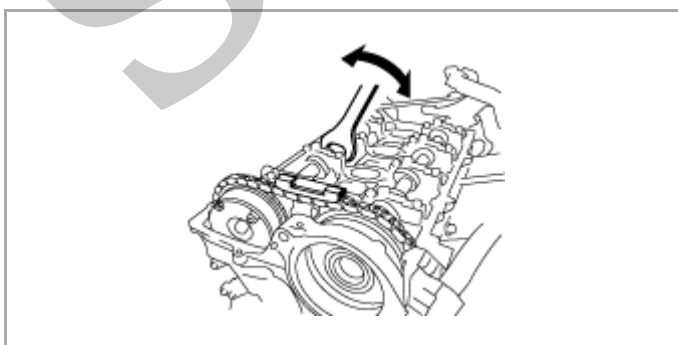
- The bolt contacts the tensioner arm when it is inserted approx. 20 mm {0.79 in}.
- Hold the exhaust camshaft using a wrench on the cast hexagon and move it back and forth a few times as shown in the figure. This will drain the oil from the chain tensioner and make the following servicing easier.



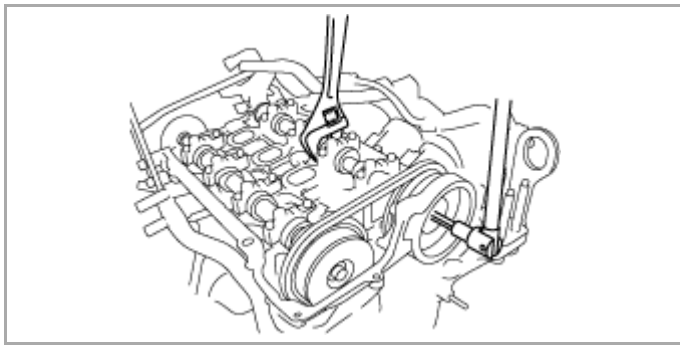
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(4) Insert a precision screwdriver into the lower service hole.

(5) While moving the exhaust camshaft back and forth in the direction of the arrow using a wrench on the cast hexagon, press down the link plate of the timing chain tensioner using a precision screwdriver and release the plunger lock.

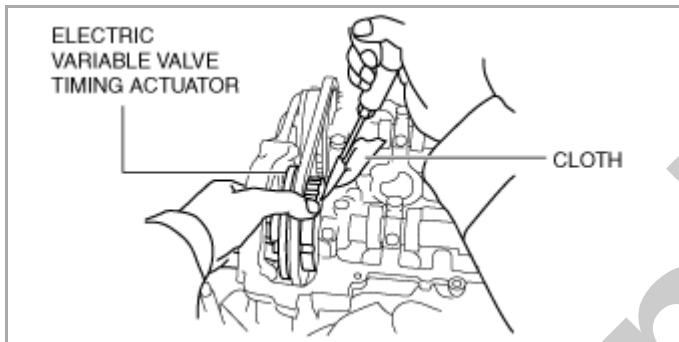


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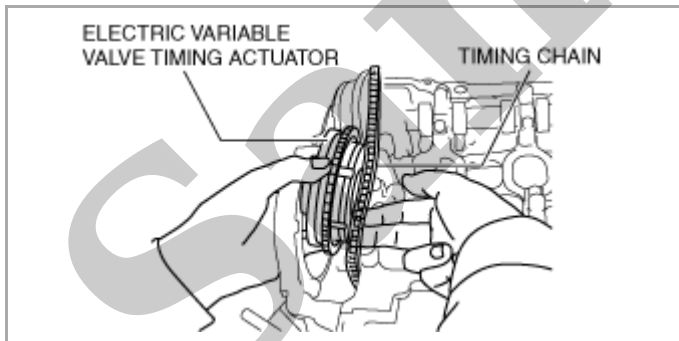
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3. Using a screwdriver wrapped in a clean cloth, lightly press the electric variable valve timing actuator to the front and separate the intake camshaft and the actuator.



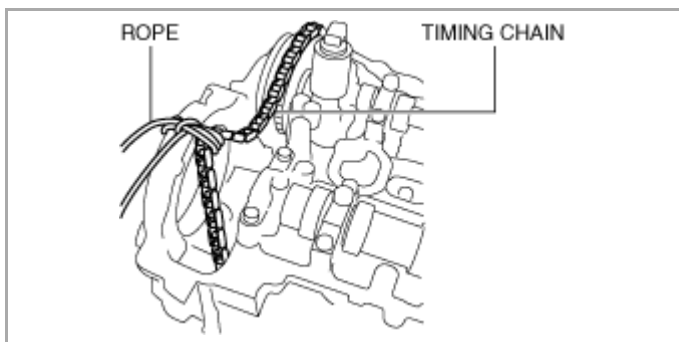
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4. Remove the timing chain from the exhaust and intake camshaft sprockets and set it aside, and remove the electric variable valve timing actuator.



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5. Return the timing chain to the exhaust camshaft sprocket, and pull the timing chain up and suspend it using a rope as shown in the figure.



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