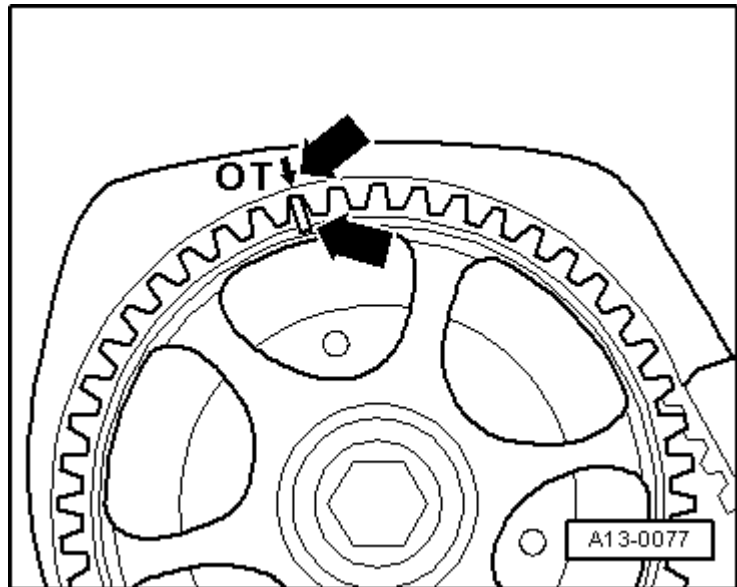


Installing (adjusting valve timing)

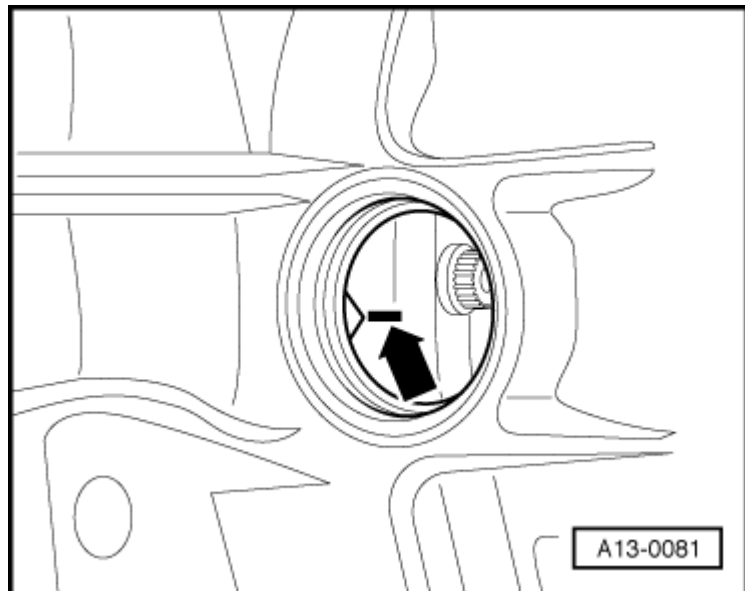


Note!

- ♦ *Toothed belt adjustment is only to be performed when engine is cold.*
- ♦ *Toothed belt adjustment is also to be performed as follows when carrying out repair work which only requires toothed belt to be removed from camshaft sprocket.*
- ♦ *When turning the camshaft, the crankshaft must not be at TDC. Otherwise, there is a risk of damage to valves and piston crowns.*
- Align mark on camshaft sprocket with the mark on toothed belt guard -arrows-.



- Check again to see whether crankshaft is at TDC for No. 1 cylinder:
- Vehicles with manual gearbox

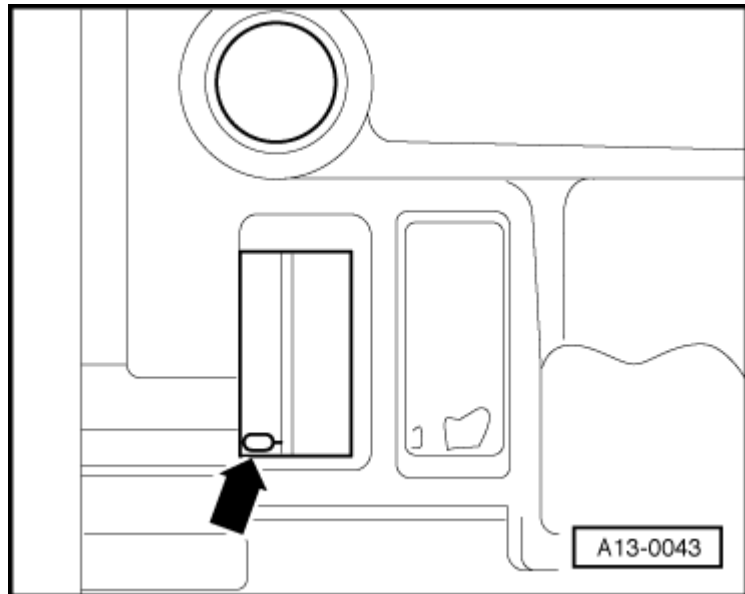


- Vehicles with automatic gearbox

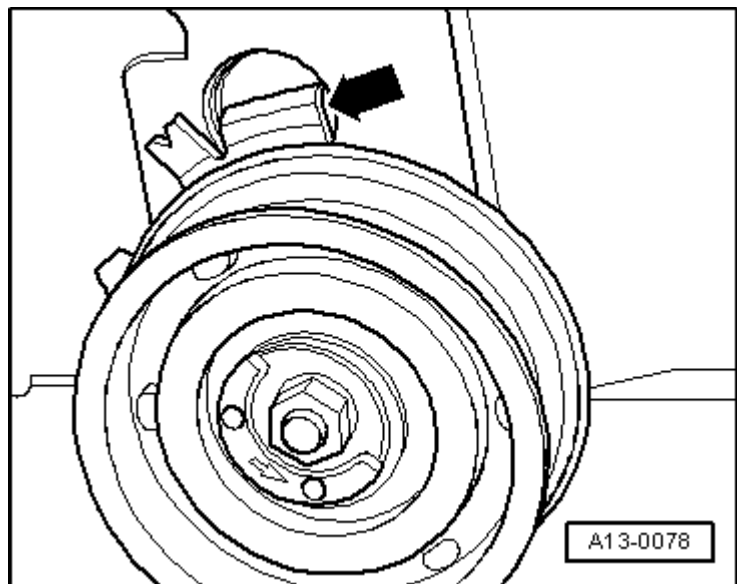


Note!

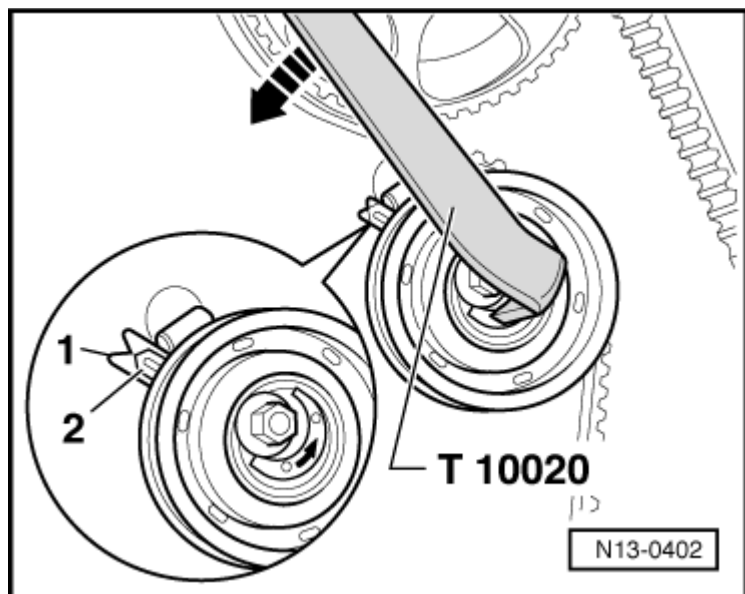
Positioning crankshaft at TDC for cylinder 1 with engine removed → Chapter.



- Fit toothed belt on crankshaft sprocket (note rotation direction).
- Fit toothed belt in the sequence: coolant pump, tensioning roller, camshaft sprocket.
- Note installation position for semi-automatic tensioning roller:
- Retaining lug -arrow- must engage in slot on cylinder head.



- Before tensioning the toothed belt, use 2-hole pin wrench -T10020- to turn the tensioning roller at the eccentric adjuster five times to the stop in both directions.
- Tension toothed belt. To do so, turn 2-hole pin wrench -T10020- at the eccentric adjuster to the stop in direction of -arrow-.
- Then release tension on toothed belt until the notch -1- and the pointer -2- are aligned (use a mirror).



- Tighten securing nut to 15 Nm -arrow-.

- Turn crankshaft at central bolt on toothed belt sprocket two revolutions in direction of engine rotation and check whether camshaft and crankshaft markings align with their respective reference points.
- Install toothed belt guard.
- Install crankshaft pulley → **Chapter**.
- Install poly V-belt and tensioner for poly V-belt → **Chapter**.

