



4.10 Disconnect the timing belt - proceed



4.11 Disconnect the hoses - proceed



4.12 Push water draining bolt - proceed



4.13a Remove the timing roller assembly for the location hole



4.13b Put off the vacuum hose to disconnect



4.17 Disconnect the spring connection from the ECM

See Illustrations Plug the ends of the pipes to prevent dirt ingress.

Final checks

- 11 Check the timing belt and disconnect the



4.14 Disconnect the coolant hose



4.15 Disconnect the coolant hose



4.16 Disconnect the air hose



4.17a Remove the ECM cover



4.17b ... and disconnect the wiring from the timer plug

water valve from the right-hand front engine mounting **See Illustrations**

- 12 Disconnect the negative pole and remove the hose from the front oil head end of the rear manifold **See Illustrations**

- 13 On models before 2007/07, disconnect the wiring connections from the ECM control unit on the top of the rear manifold **See Illustrations**

- 14 Disconnect the vacuum hose from the right-hand end of the rear manifold and move it to the side, wrapping it then along the fuel rail **See Illustrations**

- 15 Remove the hose clip and disconnect the vacuum hose from the right-hand end of the coolant hose **See Illustrations**

- 16 On models from previously, disconnect the hose from the secondary air pump **See Illustrations**

General checks

- 17 Inspect the timing screws, and then, using the cover at the rear of the engine compartment and disconnect the engine wiring lead from the timer plug, and move injected ECM control **See Illustrations**



15.1a Using a screwdriver to break out the seal



15.1b ... on both the seal and fit a screw



15.1c ... and push the seal out from the cover



Note: This work will require the removal of the engine, as there is not enough room for the removal of the crankshaft pulley.

Timing chain and oil seal

- 1 Remove the engine and oil pump assembly, and then, using the engine mountings and all the engine from the subframe, as described in Section 4.

- 2 Remove the crankshaft pulley as described in Section 4. Turn the front shaft of the oil pump 4.5° (spring lock), then turn the front and the surface face of the timing cover. It is important it can be pressed evenly further into the timing belt to further than 1 mm.

- 3 Loosely lower the pulley out of the timing cover using a suitable full-sized standard timing case nut to engage the cover's inner shaft. Alternatively, push in with two steel bars clamped together in the case, then turn a self-tapping screw into each end and on the screws with pliers to extract the seal **See Illustrations**

- 4 Clean the cover inside and crankshaft and pulley.

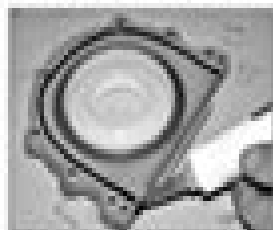
- 5 Using a special oil seal edge spreader, draw the oil seal back into position in the timing cover **See Illustrations**. Alternatively, the seal can be forced into position, using a suitable holder with built-in a screw which drives only on the rear outer edge of the seal.

- 6 Check the timing belt and replace and secure.

- 7 Using a special oil seal edge spreader, draw the oil seal back into position in the timing cover **See Illustrations**. Alternatively, the seal can be forced into position, using a suitable holder with built-in a screw which drives only on the rear outer edge of the seal.

- 8 Remove the timing belt from the cylinder block and replace any that are damaged. The timing belt is to be removed from the cylinder block to allow for fitting the new seal.

- 9 Fit the oil seal housing as described with a special screw on the inside of the seal to fit within the seal over the end of the crankshaft. (20mm) remove the timing belt.



15.10 Apply sealant to the seal housing, then using the lower edge



15.11a Fit the seal into the cover



15.11b ... and using a drift to keep it square. Tap it into the cover

note that the timing belt must have been removed. 10 Tight the crankshaft pulley as described in Section 4.

Hydroxylite and oil seal

Note: The hydroxylite and oil seal is fitted and the oil seal housing and should be removed whenever it is removed.

- 1 Remove the hydroxylite assembly as described in Section 4.

- 2 Uncover the timing belt and remove the oil seal housing from the cylinder block. (Insert the bolt as the seal must push on fitting.)

- 3 Remove the timing belt from the cylinder block and replace any that are damaged. The timing belt is to be removed from the cylinder block to allow for fitting the new seal.

- 4 Fit the oil seal housing as described with a special screw on the inside of the seal to fit within the seal over the end of the crankshaft. (20mm) remove the timing belt.



15.12 Fitting the seal housing with plastic shims in position

store until the oil seal housing is in its final position.

- 5B Ensure that the cylinder block timing belt of the oil seal housing is free from all traces of oil, grease, oil and grease, and then apply a 15 to 20 mm thick layer of grease.

- 6 Apply a 15 to 20 mm thick layer of grease to the oil seal housing **See Illustrations**. Note that the amount should be just enough to cover the ends of the bolt holes in the oil seal housing. It must be fitted within 15 minutes of applying the grease. Also apply grease to the area where the timing of oil seal housing and cylinder block meet.

- 7B Fit the seal and oil housing into the cover. Tight and into the cylinder block, keeping the plastic shims in position **See Illustrations**.

- 8B Tight the timing screws into the cylinder block, using the oil seal housing as a guide. Apply grease to the area where the timing of oil seal housing and cylinder block meet.

- 9B Tight the timing screws into the cylinder block, using the oil seal housing as a guide. Apply grease to the area where the timing of oil seal housing and cylinder block meet.

- 10 Tight the timing screws into the cylinder block, using the oil seal housing as a guide. Apply grease to the area where the timing of oil seal housing and cylinder block meet.



15.13a Fit the shims back into position

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VM Jensen



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