

Repair Instructions

Setting the 1st piston at top dead center of the compression stroke (17A-01)

Special tools: 885037

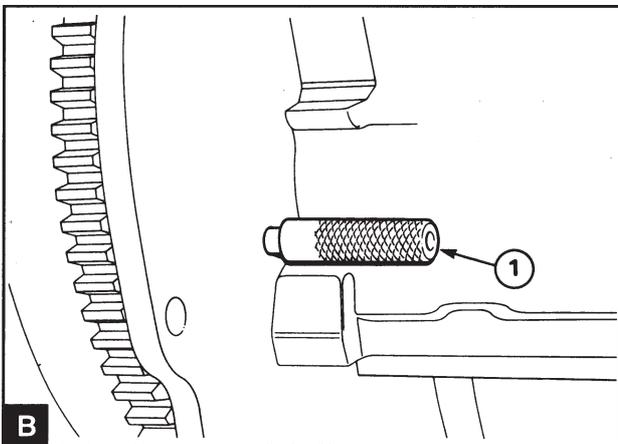
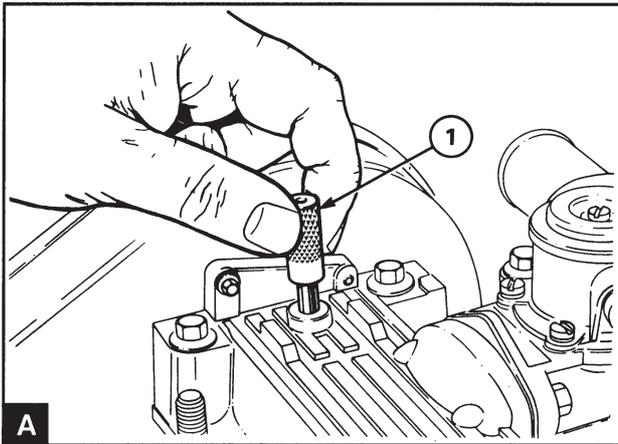
1

Disconnect the battery and remove the screw over the adjustment hole at the top of the front end of the camshaft cover.

2

Turn the crankshaft (in the normal direction of rotation – clockwise as seen from the front) until the adjusting hole in the crankshaft front bearing journal corresponds to the hole in the camshaft cover.

3



Install the adjustment drifts through the camshaft cover in the camshaft (A1) and through the flywheel cover in the flywheel (B1).

Valve timings, checking/adjustment (17A-02)

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Position the piston in cylinder 1 at TDC in the compression stroke, operation 17A-01. If both the adjustment drifts can be installed, the valve timing is correct. If only one of the drifts can be installed, adjust the valve timings as follows:

1

If necessary remove the drift from the flywheel, turn the crankshaft to align the adjustment hole in the crankshaft to the hole in the camshaft cover and install the adjustment drift for the camshaft.

2

Remove the cap of the timing cover, operation 15A-01.

3

Slacken off the screws securing the camshaft pulley to the hub, so that the pulley can move on the hub.

4

Unscrew the dome screw for the tension pulley and loosen the timing belt tension.

5

Turn the crankshaft to align the adjustment hole in the flywheel to the hole in the flywheel cover or back plate. Install the adjusting drift on the flywheel.

6

Adjust the timing belt tension, operation 12A-03.

7

Tighten the mounting screws for the camshaft pulley to the correct torque, see Workshop manual "Technical Data".