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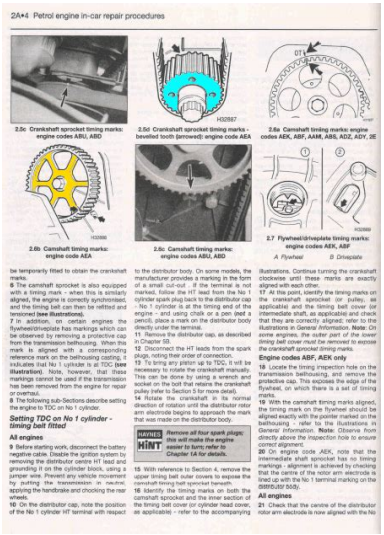

2A•4 Petrol engine in-car repair procedures

2.5c Crankshaft sprocket timing marks: engine codes ABU, ABD

2.5d Crankshaft sprocket timing marks - bevelled tooth (arrowed): engine code AEA

2.5a Camshaft timing marks: engine codes AEK, ABF, AAM, ABS, AUZ, ADY, 2E

2.6b Camshaft timing marks: engine code AEA

2.6c Camshaft timing marks: engine codes ABU, ABD

2.7 Flywheel/driveplate timing marks: engine codes AEK, ABF

A Flywheel B Driveplate

be temporarily fitted to obtain the crankshaft marks.

8 The camshaft sprocket is also equipped with a timing mark - when this is similarly aligned, the engine is correctly synchronised, and the timing belt can then be refitted and tensioned (see illustrations).

7 In addition, on certain engines the flywheel/driveplate has markings which can be observed by removing a protective cap from the transmission bellhousing. When the mark is aligned with a corresponding reference mark on the bellhousing casting, it indicates that No 1 cylinder is at TDC (see illustration). Note, however, that these markings cannot be used if the transmission has been removed from the engine for repair or overhaul.

8 The following sub-Sections describe setting the engine to TDC on No 1 cylinder.

Setting TDC on No 1 cylinder - timing belt fitted

All engines

9 Before starting work, disconnect the battery negative cable. Disable the ignition system by removing the distributor centre HT lead and grounding it on the cylinder block, using a jumper wire. Prevent any vehicle movement by putting the transmission in neutral, applying the handbrake and chocking the rear wheels.

10 On the distributor cap, note the position of the No 1 cylinder HT terminal with respect to the distributor body. On some models, the manufacturer provides a marking in the form of a small cut-out - if the terminal is not marked, follow the HT lead from the No 1 cylinder spark plug back to the distributor cap. No 1 cylinder is at the timing end of the engine - and using chalk or a pen (not a pencil), place a mark on the distributor body directly under the terminal.

11 Remove the distributor cap, as described in Chapter 5B.

12 Disconnect the HT leads from the spark plugs, noting their order of connection.

13 To bring any piston up to TDC, it will be necessary to rotate the crankshaft manually. This can be done by using a wrench and socket on the bolt that retains the crankshaft pulley (refer to Section 5 for more detail).

14 Rotate the crankshaft in its normal direction of rotation until the distributor rotor arm electrode begins to approach the mark that was made on the distributor body.

HAYNES HINT Remove all four spark plugs; this will make the engine easier to turn; refer to Chapter 1A for details.

15 With reference to Section 4, remove the upper timing belt outer covers to expose the camshaft timing belt sprocket beneath.

16 Identify the timing marks on both the camshaft sprocket and the inner section of the timing belt cover (or cylinder head cover, as applicable) - refer to the accompanying illustrations. Continue turning the crankshaft clockwise until these marks are exactly aligned with each other.

17 At this point, identify the timing marks on the crankshaft sprocket (or pulley, as applicable) and the timing belt cover (or intermediate shaft, as applicable) and check that they are correctly aligned; refer to the illustrations in General information. Note: On some engines, the outer part of the lower timing belt cover must be removed to expose the crankshaft sprocket timing marks.

Engine codes ABF, AEK only

18 Locate the timing inspection hole on the transmission bellhousing, and remove the protective cap. This exposes the edge of the flywheel, on which there is a set of timing marks.

19 With the camshaft timing marks aligned, the timing mark on the flywheel should be aligned exactly with the pointer marked on the bellhousing - refer to the illustrations in General information. Note: Observe from directly above the inspection hole to ensure correct alignment.

20 On engine code AEK, note that the intermediate shaft sprocket has no timing markings - alignment is achieved by checking that the centre of the rotor arm electrode is lined up with the No 1 terminal marking on the distributor body.

All engines

21 Check that the centre of the distributor rotor arm electrode is now aligned with the No

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