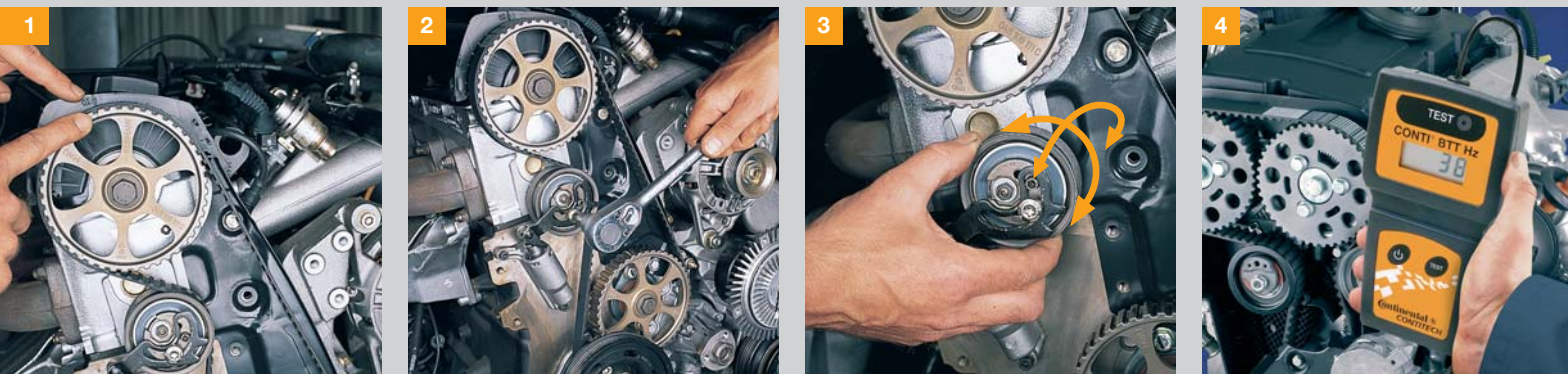


Changing the belt correctly – for 100 % drive function



Changing a timing belt

- Disconnect the earth cable from the battery.
- Remove all drive belts, pulleys or hoses that could get in the way when the timing belt is removed.
- Remove the timing belt cover.
- Turn the crankshaft in the running direction of the engine as far as top dead centre, and bring marking on the engine case into line with the marking on the crankshaft vibration damper and the camshaft. (1)
- Loosen the adjusting screw of the tensioning pulley.
- Pull the tensioning pulley away from the timing belt and screw the tensioning pulley tight again. (2)
- Remove the timing belt.
- Check tensioner, smooth back idler pulleys, belt pulleys for wear or damage. If necessary replace them. (3)
- Adjust all markings until they are properly aligned.
- Place the new timing belt on the pulleys.
- Loosen the adjusting screw of the tensioning pulley, allowing the pulley to move freely.
- Turn the adjusting screw carefully into its final position (make proper allowance for the spring pressure). If the tensioning pulley is not automatic, tension the timing belt as specified by the vehicle manufacturer, using the tensioning device provided for this. (4)
- Check the alignment of the markings.
- Rotate the crankshaft by at least two complete revolutions in the running direction of the engine to ensure the timing belt is properly tensioned by the tensioning pulley.
- Check the alignment of the markings once again.
- Put the tensioning pulley in its intended position and tighten the screws with the specified torque setting. (5)
- Refit the timing belt cover as well as all drive belts, pulleys and hoses that were removed.
- Reconnect the earth cable to the battery.
- Start the engine.
- Make any adjustments that are necessary.
- Dispose of the replaced belt in an environmentally friendly way.

Timing belts



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Profiles of timing belts and timing belt pulleys

Code	Belt profile	Pulley profile	Examples of application
LA			Audi, Citroën, Fiat, Ford, Mazda, Opel/Vauxhall, Peugeot, Renault, Volvo, VW
LAR			Audi, Fiat, Ford, Lada, Lancia, Mitsubishi, Opel/Vauxhall, Rover, Vauxhall, VW
LAN			Fiat, VW
LAH			Audi, Fiat, Ford, Opel/Vauxhall, Peugeot, Porsche, Renault, Volvo, VW
LAHR			Audi, Bedford, Mitsubishi, VW
LAHN			Audi, VW
HTD 9.525 M			BMW, Citroën, Honda, Mazda, Opel/Vauxhall, Porsche, Renault, Rover, Volvo, VW
HTDN 9.525 M			Ford, Lada, Volvo
HTDH 9.525 M			Opel/Vauxhall
HTDA 9.525 M			Daihatsu, Honda, Mazda, Mitsubishi, Renault, Rover, Suzuki, Volvo
HTDA 8 M			Daihatsu, Mazda, Nissan, Rover, Subaru, Suzuki
HTDK 8 M			Mazda, Toyota
STD 8 M			Audi, Ferrari, Fiat, Lancia, Land-Rover, VW
STDN 8 M			Fiat, Lancia
CHDN 9.525 M			Ford, Fiat, Citroën, Peugeot, Rover
CHD 9.525 M			Fiat, Renault
CPPN 9.525 M			Citroën, Honda, Land-rover, Peugeot, Rover

Safety tips

- When fitting belts, only use the correct tool. The belt must be placed in position manually. In no circumstances may timing belts be forced, e.g. with rim levers, on to toothed pulleys or rolled over flanged pulleys. Such action would damage the tension member.
- Never allow caustic or corrosive liquids to come into contact with the belt drive, as they could damage the plastic parts.
- Keep the belt well away from oil mist, dripping oil and other chemicals!
- Always comply with the installation instructions of the vehicle manufacturer! These are printed in the owner's manual in the section explaining how to change a timing belt.
- Fill in the sticker accompanying every new ContiTech timing belt and stick it in the engine compartment where it can easily be seen.
- Regardless of which components are defective – whether tensioning pulley, idler pulley or guide pulley – all these components must be replaced!

