

# Timing Belt

## Fitting Instructions

In all circumstances, belts should be fitted in accordance with the instructions as given in the vehicle manufacturer's manual. Failure to adhere to these recommendations could invalidate your guarantee.

### IMPORTANT!

We emphasize the importance of correct tensioning of a timing belt to ensure trouble free service. For your guidance the following points are noted in addition to the manufacturer's recommendations.

1. Do **NOT** crimp or bend a belt through a radius less than that of the crankshaft drive pulley. Do **NOT** turn belt inside out.
2. As a general rule fit camshaft drive belts to a "**COLD**" engine. This is to ensure the correct belt tension throughout all engine operating conditions.
3. Remove spark plugs/diesel glow plugs to ease rotation of pulleys.
4. Satisfy yourself that the new belts tooth form/tooth pitch/number of teeth/belt width etc. is correct for vehicle. Similarly compare new tensioners and idler pulley against units being removed. IF IN DOUBT ASK!
5. Check drive wear pattern on all pulleys to ensure new belt will run centrally about. Correct misalignments as necessary.
6. Check pulley teeth valleys for dirt/oil contamination. Clean with wooden scrape. Do **NOT** use cleaning solvents or metal scrapes.
7. Correct any oil or water leaks that could contaminate belt.
8. Check all auxiliary drives i.e. balance shafts/oil/water pumps/tensioners for axial wear or tightness. Correct as necessary.
9. For obvious reasons it is recommended that vehicles with tensioner & separate idler pulleys be replaced as a set.
10. Do **NOT** lever or force belts onto pulleys.
11. Fit any printed arrows in direction of rotation.
12. Time and tension as per manufacturer's workshop manual. Ensure any timing tools are then removed.
13. Turn engine over once by rotating crankshaft pulley manually, (do **NOT** turn engine by any other pulley).Re-check timing marks and belt tension. Do **NOT** turn the engine backwards as this could cause the timing to jump.
14. Refit guards/spark plugs or glow plugs and run engine on test for 20 to 30 minutes.
15. Allow engine to go "**COLD**" and check for oil or water leaks, **RE-CHECK BELT TENSION**.
16. After 500 miles check for oil or water leaks, **RE-CHECK BELT TENSION**, again on a "**COLD**" engine.
17. Do **NOT** tow start belt driven engines.
18. Do **NOT** use rapid gear changes to brake vehicle.
19. **WARNING!** Always fit the belt listed for the vehicle. Never assume that a belt with similar dimensions will do the job.

**Incorrect timing belt tensioning is the biggest cause of timing belt failures.**