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Important note

Important note

The intervals and procedures given are subject to alteration by the manufacturer at any time. Check the regularly updated Timing Belts section on our website to ensure that you are kept informed of any changes that may occur between issues of the Autodata CD.
http://www.autodata-cd.com

Timing belt replacement intervals

Where possible the recommended intervals have been compiled from vehicle manufacturers' information. In a few instances no recommendation has been made by the manufacturer and the decision to replace the belt must be made from the evidence of a thorough examination of the condition of the existing belt.

Apart from the visible condition of the belt, which is explained fully in the General Instructions/Toothed Timing Belts section, there are several other factors which must be considered when checking a timing belt:

1. Is the belt an original or a replacement.
2. When was the belt last replaced and was it at the correct mileage.
3. Is the service history of the vehicle known.
4. Has the vehicle been operated under arduous conditions which might warrant a shorter replacement interval.
5. Is the general condition of other components in the camshaft drive, such as the tensioner, pulleys, and other ancillary components driven by the timing belt, typically the water pump, sound enough to ensure that the life of the replacement belt will not be affected.
6. If the condition of the existing belt appears good, can you be satisfied that the belt will not fail before the next check or service is due.
7. If the belt does fail, have you considered the consequences. If the engine is an INTERFERENCE type then considerable expensive damage may well be the result.
8. The cost of replacing a belt as part of a routine service could be as little as 5 to 10% of the repair cost following a belt failure. Make sure your customer is aware of the consequences.
9. If in doubt about the condition of the belt - RENEW it.
10. Refer to the Toothed Timing Belts/Service Replacement section for further information relating to arduous or adverse operating conditions, inspection and service replacement.

Replacement Interval Guide

Replacement Interval Guide

Peugeot recommend:
➡ **07/98:**
Replacement every 72,000 miles or 5 years under normal conditions.
Replacement every 54,000 miles or 5 years under adverse conditions.
08/98-99:
Replacement every 80,000 miles or 5 years under normal conditions.
Replacement every 48,000 miles or 5 years under adverse conditions.

2000 ➡ :
Replacement every 60,000 miles or 5 years under normal conditions.
Replacement every 48,000 miles or 5 years under adverse conditions.

The previous use and service history of the vehicle must always be taken into account.

Check For Engine Damage

Check For Engine Damage

CAUTION: This engine has been identified as an INTERFERENCE engine in which the possibility of valve-to-piston damage in the event of a timing belt failure is MOST LIKELY to occur.
A compression check of all cylinders should be performed before removing the cylinder head(s).

Repair Times - hrs

Repair Times - hrs

306 2,0 GTI-6 1997-01	
Remove and install	2,70
Remove and install - AC	2,90

Special Tools

Special Tools

- Camshaft sprockets locking tool - Peugeot No.(-).0153-AJ.
- Camshaft timing pins - Peugeot No.(-).0153-AB.
- Crankshaft timing pin - Peugeot No.(-).0153-G.
- Flywheel locking tool - Peugeot No.(-).0134-AF.
- Tensioner retaining tool - Peugeot No.(-).0153-AL.

Special Precautions

Special Precautions

- Disconnect battery earth lead.
- DO NOT turn crankshaft or camshaft when timing belt removed.
- Remove spark plugs to ease turning engine.
- Turn engine in normal direction of rotation (unless otherwise stated).
- DO NOT turn engine via camshaft or other sprockets.
- Observe all tightening torques.

Removal

Removal

WARNING: This engine may suffer from failure of the crankshaft pulley resulting in the possible incorrect alignment of the timing pin hole. The timing belt should be removed and installed with the engine at 90° BTDC. If necessary: Fit new crankshaft pulley.

1. Raise and support front of vehicle.

2. Remove:
   - RH front wheel.
   - RH splash guard.
   - Auxiliary drive belt.

3. Reposition:
   - Fuel pipes.
   - Coolant hose.

4. If required: Support engine. Remove RH engine mounting.
5. Remove timing belt upper cover [1].
6. Turn crankshaft clockwise to setting position. Insert timing pins in camshaft sprockets [2]. Tool No.(-).0153-AB.
7. Insert timing pin in crankshaft pulley [3]. Tool No.(-).0153-G.
8. Fit flywheel locking tool [4]. Tool No.(-).0134-AF.
9. Remove:
   - Crankshaft timing pin [3].
   - Crankshaft pulley bolt [5].
   - Crankshaft pulley [6].
   - Timing belt lower covers [7].

10. Install:
    - Crankshaft pulley [6].
    - Crankshaft pulley bolt [5]. Lightly tighten bolt.

11. Insert timing pin in crankshaft pulley [3]. Tool No.(-).0153-G.
12. Remove:
    - Flywheel locking tool [4].
    - Bolt [8].

13. Lock camshaft sprockets. Use tool No.(-).0153-AJ [9].
14. Slacken bolt of each camshaft sprocket [10] & [11].
15. Remove camshaft locking tool [9].
16. Slacken tensioner pulley bolt [12].
17. Turn tensioner pulley clockwise until pointer below hole [13]. Use Allen key [14].
18. Insert tensioner retaining tool [15]. Tool No.(-).0153-AL.
19. Turn tensioner pulley anti-clockwise to release tension on belt.
20. Tighten tensioner pulley bolt [12].
21. Remove:
    - Timing pin [3].
    - Crankshaft pulley bolt [5].
    - Crankshaft pulley [6].
    - Timing belt.

    NOTE: Timing belt must always be renewed once it has been removed.

Installation

Installation

1. Ensure timing pins located correctly [2].
2. Fit timing belt to crankshaft sprocket.
3. Install:
   - Crankshaft pulley [6].
   - Crankshaft pulley bolt [5]. Lightly tighten bolt.

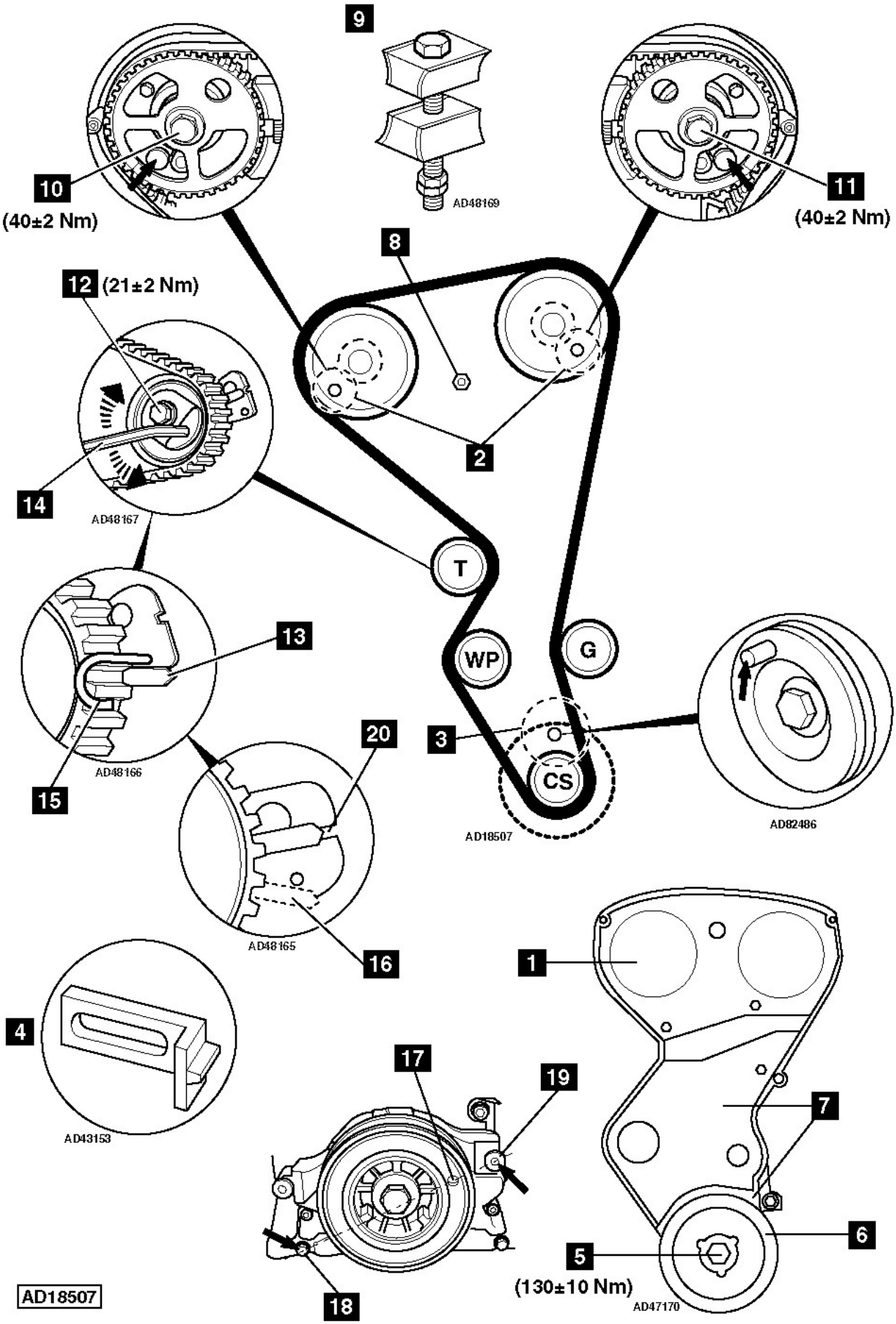
4. Insert timing pin in crankshaft pulley [3].
5. Turn camshaft sprockets fully clockwise.
6. Lightly tighten bolt of each camshaft sprocket [10] & [11].
7. Ensure replacement timing belt has 137 teeth.
   NOTE: Timing belt has 136 teeth on earlier engines with manual tensioner.
8. Fit timing belt in anti-clockwise direction. Ensure belt is taut between sprockets.
9. Slacken bolt of each camshaft sprocket [10] & [11].
10. Remove tensioner retaining tool [15].

11. Turn tensioner clockwise until belt tensioned to maximum. Use Allen key [14]. Check pointer is as shown [16].
12. Tighten tensioner pulley bolt to 21±2 Nm [12].
13. Lock camshaft sprockets. Use tool No.(-).0153-AJ [9].
14. Tighten bolt of each camshaft sprocket [10] & [11]. Tightening torque: 40±2 Nm.
15. Remove:
    - Camshaft sprockets locking tool [9].
    - Camshaft timing pins [2].
    - Crankshaft timing pin [3].

16. Turn crankshaft ten turns clockwise.
17. Turn crankshaft slowly clockwise until crankshaft pulley alignment hole [17] aligned with bolts [18] & [19].
18. Hold tensioner pulley. Use Allen key [14].
19. Slacken tensioner pulley bolt [12].
20. Turn tensioner pulley anti-clockwise until pointer aligned with notch [20]. Use Allen key [14].
21. Tighten tensioner pulley bolt to 21±2 Nm [12].
22. Turn crankshaft clockwise to setting position.
23. Insert:
    - Crankshaft timing pin [3].
    - Camshaft timing pins [2].

24. Ensure tensioner pointer aligned with notch [20].
25. If not: Repeat tensioning procedures.
26. Remove:
    - Crankshaft timing pin [3].
    - Camshaft timing pins [2].

27. Install components in reverse order of removal.
28. Tighten crankshaft pulley bolt [5]. Tightening torque: 130±10 Nm.


9
AD48169
10
(40±2 Nm)
11
(40±2 Nm)
8
12 (21±2 Nm)
2
14
AD48167
T
13
WP
G
3
CS
AD18507
AD82486
15
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20
AD48165
16
1
4
AD43153
17
19
7
6
5
(130±10 Nm)
AD47170
18
AD18507