

NT 03011
VKMA/C 03132 –
VKMA/C 03256

Citroën / Peugeot

VKMA 03132

VKMC 03132

VKMA 03256

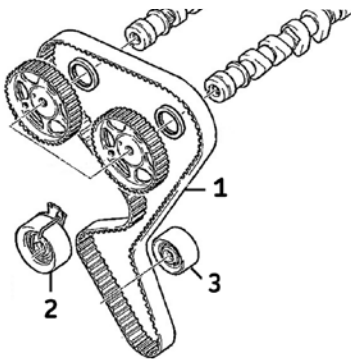
VKMC 03256



A



- (4): PEU. 0132QY
- (5): PEU. 0132AJ2
- (6): PEU. 0132AJ
- (11): CIT 4200-TH
- (16): PEU. 0132AK



- (21): Waterpump bolt: 20 Nm
- (22): Idler bolt: 22 Nm
- (23): Tensioner bolt: 22 Nm

Removal

- 1) Disconnect the battery according to the vehicle manufacturing guidelines.
- 2) Prepare the vehicle for the timing replacement according to the vehicle manufacturing guidelines.
- 3) Turn the engine **clockwise** up to TDC on cylinder no. 1.
- 4) Insert the pin (4) in the flywheel (**Fig. B1**).
- 5) Insert the pins (5) and (6) in the camshaft sprockets (**Fig. B2**).
- 6) Loosen the tensioner roller fastening bolt (23).
- 7) Remove the timing belt (1).
- 8) Remove the tensioner roller (2) and idler roller (3).
- 9) **The water pump (VKMC 03132/03256):** firstly bleed the cooling circuit, check it is clean, and clean if required; secondly fully loosen the water pump fastening bolts (21) and remove the pump (20) (**Fig. A**).

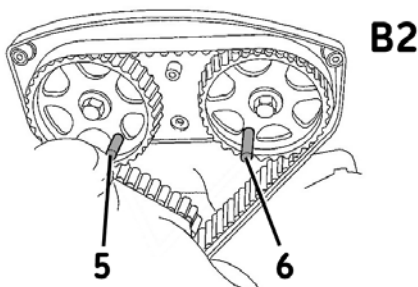
Refitting

Caution! First clean the bearing surfaces of the rollers.

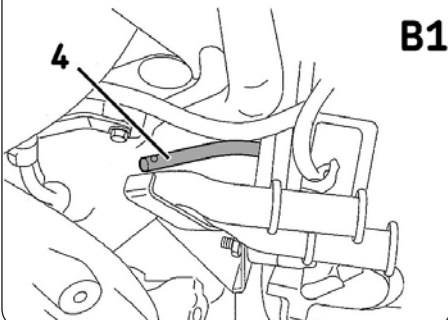
- 10) Refitting the water pump: Firstly, fit the new water pump (20), apply the torque **20 Nm** to the waterpump bolts (21); then check that the water pump pulley runs properly, and has no hard or locking spots.
- 11) Check that the engine is at TDC: Timing pins (4), (5) and (6) (**Fig. B1** and **Fig. B2**) are correctly positioned.
- 12) Fit the new idler roller (3), and tighten its new bolt (22) to **22 Nm** (**Fig. A**).

Note: When refitting the new tensioner (2), ensure that the pin (10) situated on the engine block is located to the bottom of the slot on the backing plate (**Fig. D**).

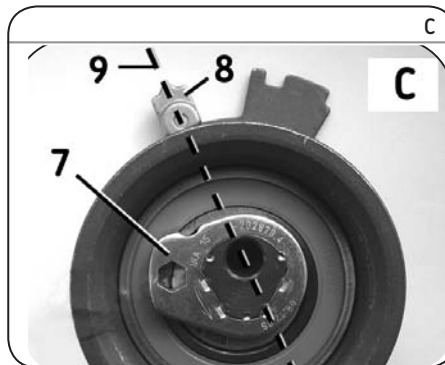
B



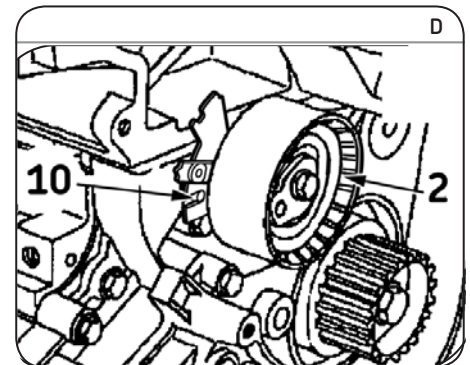
B1



C

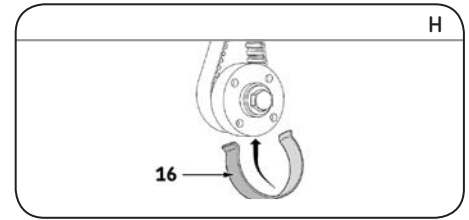
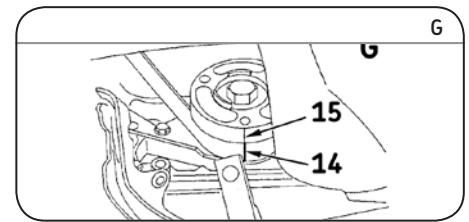
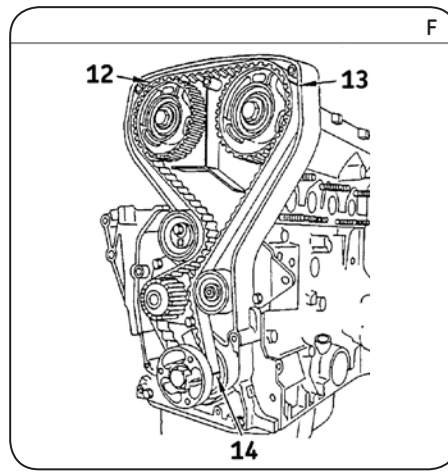
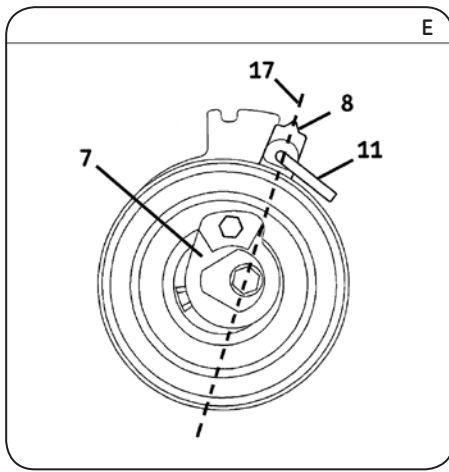


D



Install Confidence





13) Fit the new tensioner roller (2). Remove the pin (11) from the tensioner roller (Fig. E).

Note: the timing belt has three markings (white lines) (12), (13) and (14) (Fig. F).

14) Fit the new timing belt (1) while aligning the mark (14) on the belt with the mark (15) on the crankshaft sprocket (Fig. G). Place the tool (16) on the belt so as to hold it on the crankshaft sprocket (Fig. H).

15) Continue fitting the belt in the following order: idler roller (3), camshaft sprockets (align the marks (12) and (13) of the belt with those of the camshaft sprockets (Fig. F)), water pump sprocket and tensioner roller.

16) Remove the tool (16) (Fig. H).

17) Maximum timing belt tension (1): turn the adjustment dial (7) of the tensioner roller (2) using an Allen key until the moving pointer (8) is in position (17) (Fig. E). Tighten the tensioner roller fastening bolt (23) to 10 Nm.

18) Check that the marks on the timing belt (12), (13), and (14) with those on the camshaft and crankshaft sprockets (Fig. F and Fig. G).

19) Remove the timing pins (4), (5) and (6) (Fig. B1 and Fig. B2).

20) Turn the crankshaft by four turns in the engine rotation direction until TDC is reached on cylinder no. 1.

21) Insert the pin (4) in the flywheel (Fig. B1).

22) Loosen the tensioner roller (2).

23) Turn the adjustment dial (7) on the tensioner roller using an Allen key until the moving pointer (8) is in position (18) (Fig. I).

Note: The moving pointer (8) must be situated in the centre of the notch (19) on the tensioner roller rear plate (Fig. I).

24) Tighten the fastening bolt of the tensioner roller to a torque of 22 Nm without changing its position.

25) Remove the pin (4) (Fig. B1) from the flywheel then turn the crankshaft two turns in the engine rotation direction until TDC is reached on cylinder no. 1.

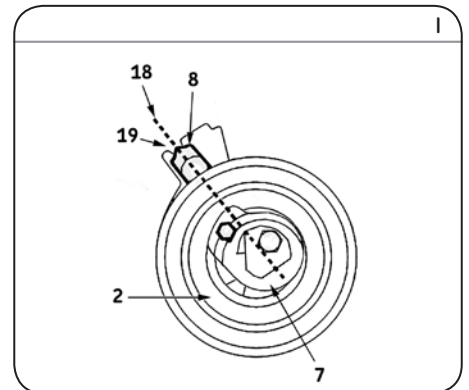
26) Check the tensioner roller setting (2): the moving pointer (8) must be situated in the centre of the notch (19) (Fig. I).

27) If the marks are not aligned, remove the new timing belt and restart the tension adjustment operation from step 14).

28) The timing system is set correctly when the timing pins (4), (5) and (6) can be easily inserted (Fig. B1 and Fig. B2).

29) If the timing pins cannot be easily inserted, remove the timing belt then restart the tension and timing adjustment operations from step 14).

30) Remove all the timing pins.



31) Tighten each bolt for the crankshaft pulley to 25 Nm.

32) Refit the elements removed in reverse order to removal.

33) Fill the cooling circuit with the permanent fluid recommended.

34) Check the circuit's leak-tightness when the engine reaches its running temperature and secure the level of coolant when the engine is at ambient temperature (20 °C).

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