

NT 03005

VKMA/C 03240 – VKMA/C 03241 – VKMC 03241-2

Citroën / Fiat / Hyundai / Lada /
Peugeot / Rover

VKMA 03240



VKMC 03240



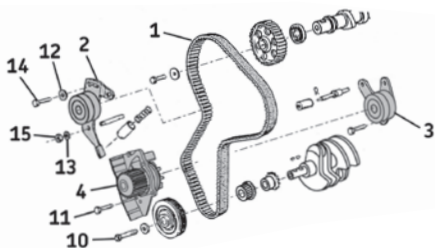
VKMA 03241



VKMC 03241

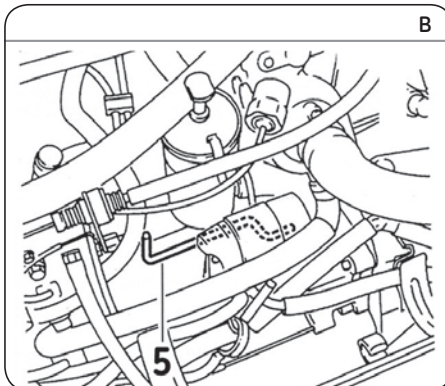


- (5): CIT. ref. 7014TJ / FIAT. ref. 1860863000 / PEU. ref. 0153 N
 (6): CIT. ref. 7017TR / PEU. ref. 0153ZT
 (7): M8 x 125
 (8): \varnothing 8 mm
 (9): CIT/PEU. ref. 6012T / FIAT. ref. 1867030000
 – : PEU. ref. 0117EZ
 – : CIT/PEU. ref. 6339T
 – : CIT. ref. 7015T / PEU. ref. 0174
 – : PEU. ref. 0153R
 – : CIT. ref. 8202T / FIAT. ref. 1860872000 / PEU. ref. 0181

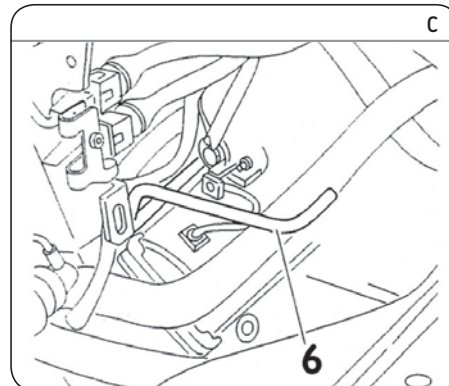


(10): 40 Nm + 60°
 (14): 17,5 Nm
 (15): 17,5 Nm

A



B

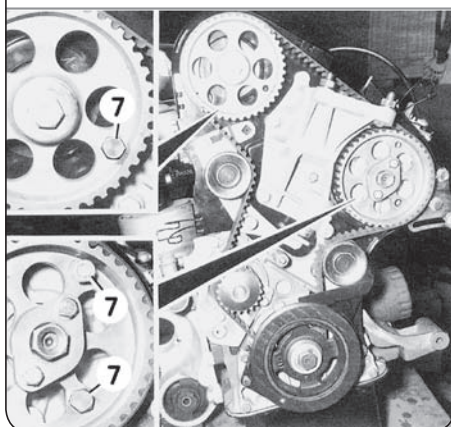


C

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) **Citroen Berlingo, Evasion, Jumpy and Xantia/ Fiat Ulysse and Scudo / Lada Niva / Peugeot Expert, Partner, 406 and 806**
 – Turn the crankshaft and place the engine in the timing position. Use the turning spanner (PEU ref. 0117EZ) for Citroen Evasion and Jumpy / Fiat Ulysse et Scudo / Lada Niva / Peugeot Expert, 406 and 806.
 – Place the following on the flywheel:
 – Pin (5) (Fig. B) for Citroen Evasion and Jumpy / Fiat Ulysse and Scudo / Lada Niva / Peugeot Expert, 406 and 806,
 – Pin (6) (Fig. C) for Citroen Xantia, Berlingo and Peugeot Partner.
 – Place the pins (7) (M8x125 bolts) on the camshaft and injection pump sprockets (Fig. D).
- 4) **Other models**
 – Turn the engine to the timing position and place the pins (7) (Fig. D) on the camshaft and injection pump sprockets, and pin (8) on the flywheel (Fig. E)
- 5) **All models**
 – Remove the lower clutch housing cover.
- 6) Place the flywheel locking tool (9) (Fig. F).
- 7) Remove the crankshaft pulley and the lower plastic housing (except **Citroen Berlingo, Evasion and Jumpy/ Peugeot Expert, Partner and 806**).
- 8) Remove the crankshaft pulley using:
 – The puller (CIT/PEU. ref. 6339T) for Citroen Evasion and Jumpy / Fiat Ulysse and Scudo / Peugeot 806 and Expert.
 – The puller (CIT. ref. 7015T or PEU. ref. 0174) for Citroen Xantia and Berlingo, Peugeot Partner.
 – The puller (PEU. ref. 0153R) for Peugeot 406.
- 9) Remove the tensioner roller (2), the follower and its spring (Fig. G)
- 10) Remove the timing belt (1) and the idler roller (3) (Fig. A).
- 11) **Removing the water pump (VKMC 03240/0324/VKMC 03241-2):** Firstly bleed the cooling circuit, check it is clean, and clean if required; secondly fully loosen the water pump fastening bolts (11) and remove the pump (4) (Fig. A).

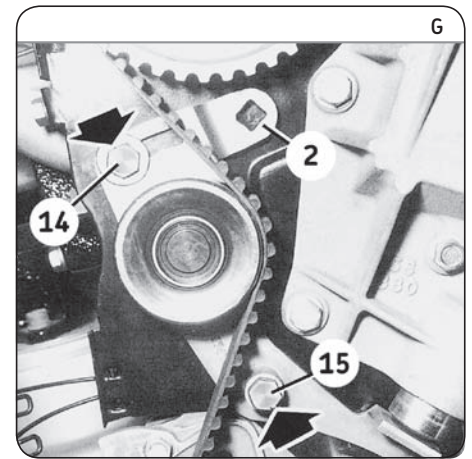
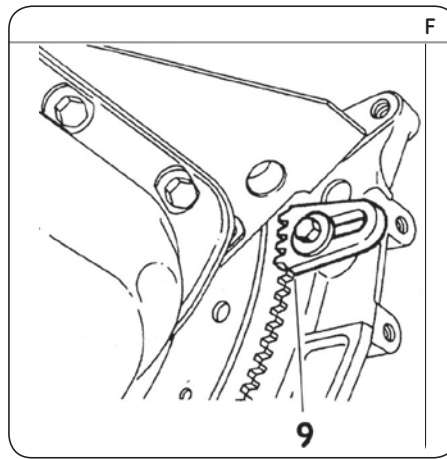
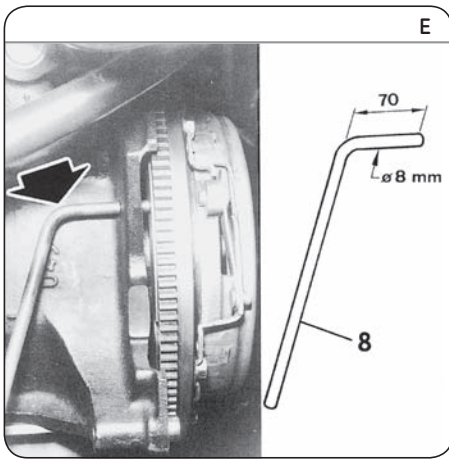
D



Install Confidence

VKN 1009





Refitting

Caution! Clean the bearing surfaces of the rollers.

- 12) **Refitting the water pump:** Firstly fit the new water pump (4), then check that the water pump pulley runs properly, and has no hard or locking spots. Apply torque to manufacturer recommendations.
- 13) Fit the new idler (3) and the new tensioner roller (2) with its new washers (12) and (13) (Fig. A). The tensioner roller (2) must be fitted with its follower and spring. Tighten the tensioner anti-clockwise until the spring is at the travel stop (The spring should be in the maximum compression) and tighten the bolt (14) and the nut (15) (Fig. A).
- 14) Refit the timing belt (1) in the following order: crankshaft sprocket, idler roller, injection pump sprocket, camshaft sprocket, water pump sprocket then tensioner roller.
- 15) Loosen the bolt (14) and nut (15) of the tensioner roller (2), so that it automatically presses against the belt, then retighten the bolt (14) and nut (15) to **17.5 Nm** (Fig. G).
- 16) Remove the timing pins and the flywheel locking tool (9).
- 17) Turn the crankshaft through **two** revolutions in the engine rotation direction and refit the timing pins.
- 18) Check the adjustment of the timing when placing the pins.
- 19) Check the belt tension in accordance with the manufacturer's instructions. If necessary, adjust the position of the tensioner roller in order to accurately set the belt tension.
- 20) Refit the lower plastic housing (except Citroen Berlingo, Evasion and Jumpy / Fiat Ulysse and Scudo / Peugeot 806, Expert and Partner).
- 21) Refit the two timing covers, not forgetting to first put in place the rubber spacer.
- 22) Lock the flywheel with the locking tool (9).
- 23) Refit the crankshaft pulley, without forgetting to coat the screw with a few drops of threadlock.
- 24) Tighten the crankshaft pulley bolt (10) to **40 Nm + 60°** (**40 Nm + 51°** for Peugeot 406).
- 25) Remove the locking tool (9) from the flywheel and refit the lower clutch housing cover.
- 26) Refit the elements removed in reverse order to removal.
- 27) Fill the cooling circuit with the permanent fluid recommended.
- 28) 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).

Notice: Always follow the vehicle manufacturer instructions when working on the engine. The SKF KITS are designed for the automotive repair professional and must be fitted using tooling used by these professionals. These instructions are to be used as a guideline only. This document is the exclusive property of SKF. Any representation, partial or full reproduction, is forbidden without prior written consent from SKF.

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