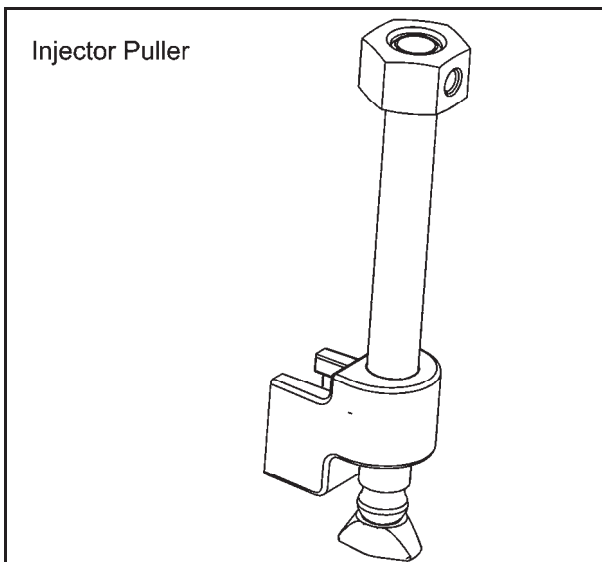
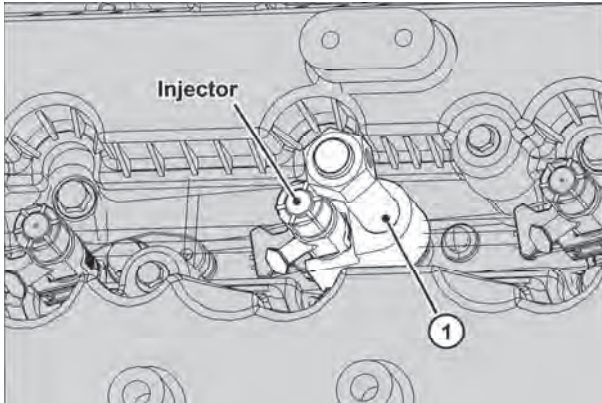


## ENGINE

6. Extract the injector using injector removal tool (1) (Part no. 2868 5890 07 04). Remove the injector with the sealing washer.



### NOTE

Injector should be tagged as soon as it is removed to avoid chances of it being interchanged. Since the I2C code of each injector is calibrated to the EMS, whenever an injector is replaced its I2C codes of the respective injectors should be fed in the EMS ECU using diagnostic tool.

### FITMENT:

- Follow the reverse order of removal procedure.

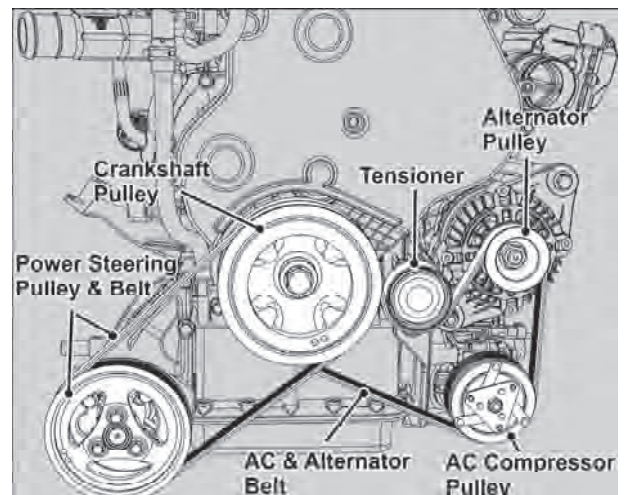
### NOTE

- Do not reuse the bolt and washer removed in step 5, use new ones.
- Replace the injector sealing washer while refitting the injector.
- Vacuum clean the injectors.

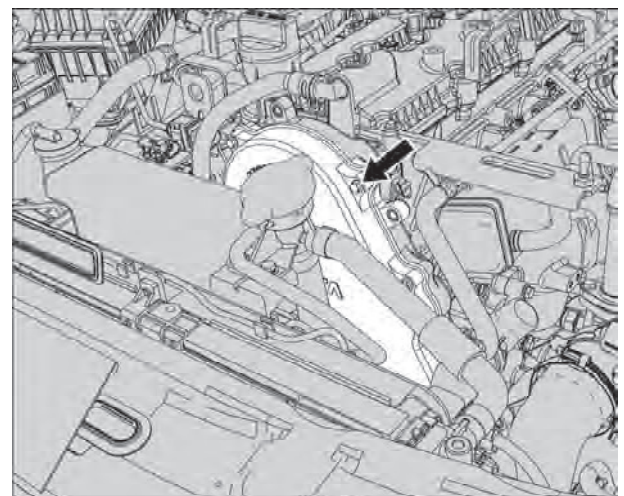
## E. TIMING BELT REMOVAL:

### REMOVAL

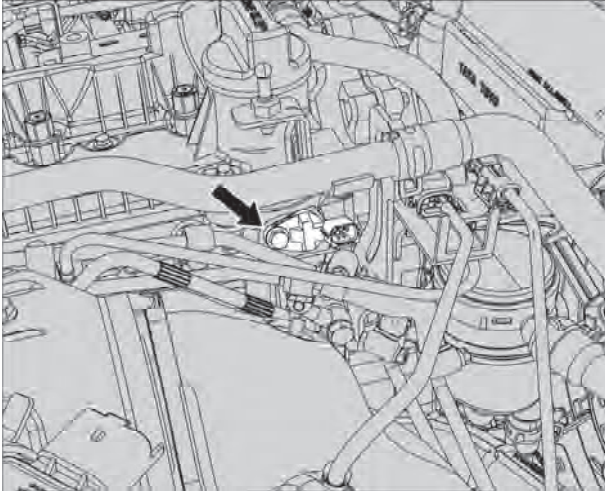
1. Remove the engine cover.
2. Remove power steering belt. Then remove alternator and AC compressor belt. (Refer alternator and AC compressor belt removal procedure)



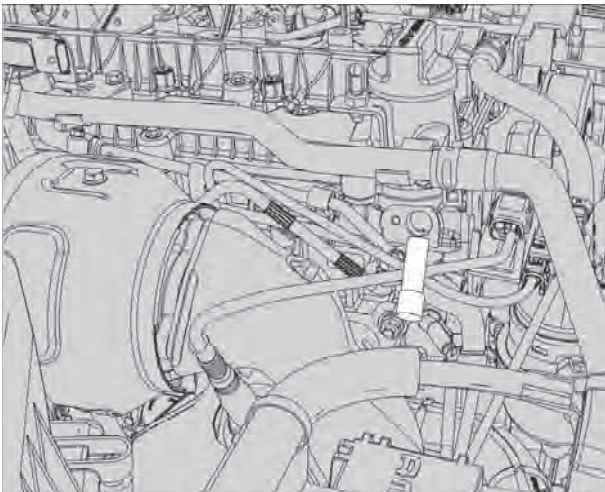
3. Loosen & remove the front timing cover bolts and take out the front timing cover.



4. Disconnect electrical connection from cam phase sensor and loosen and remove the bolt of cam phase sensor.

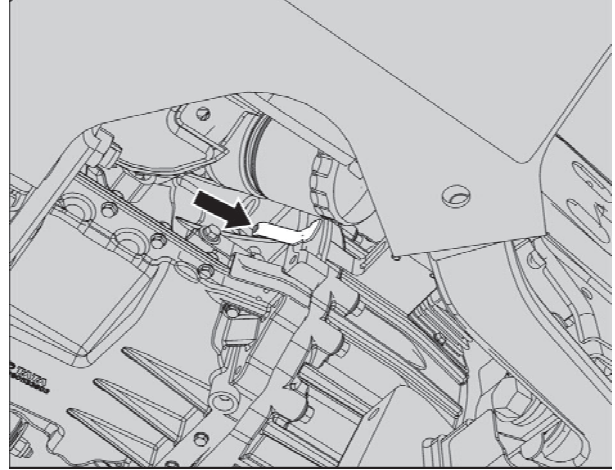


5. Remove the cam phase sensor and insert the locking pin (Part no. 2653 5890 06 09) for on vehicle ease for locking the camshaft

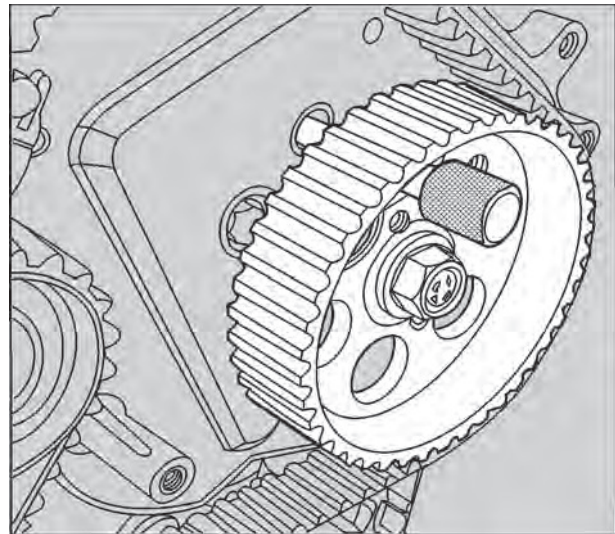


6. Lift the vehicle and remove the stone guard and noise shield.

7. Lock the flywheel using locking pin (Part no. 2653 5890 06 04) to bring the piston of No.1 cylinder to TDC position.

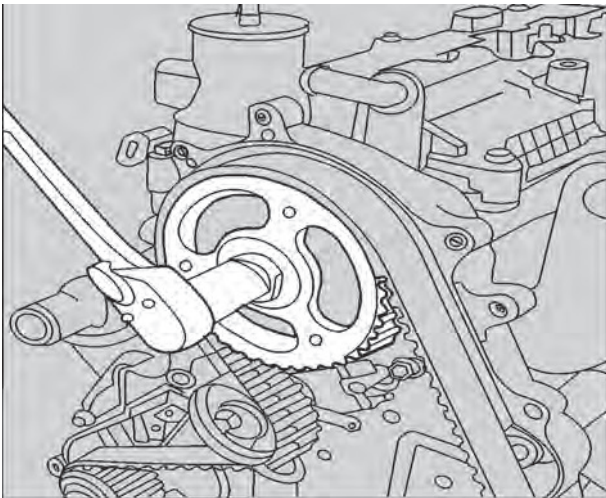


8. Align hole on the HP mounting bracket & lock the gear with the help of locking pin (Part no. 2653 5890 06 07).



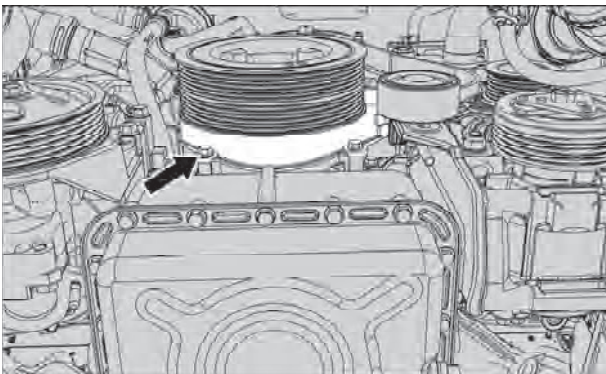
## ENGINE

9. Loosen the camshaft gear.

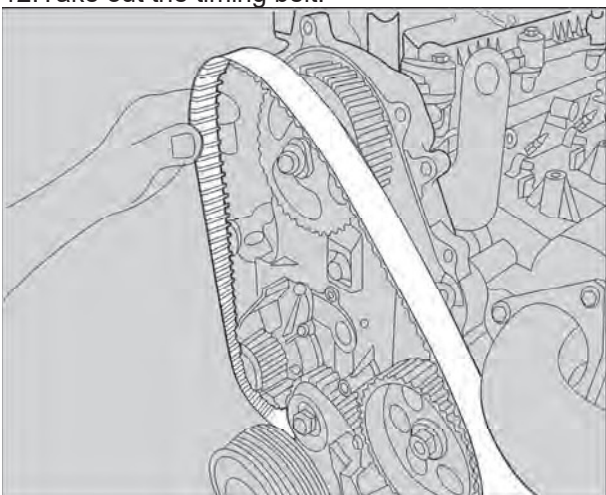


10. Release the timing belt tension by loosening the auto tensioner mounting bolt.

11. Remove the timing cover lower.



12. Take out the timing belt.



### NOTE

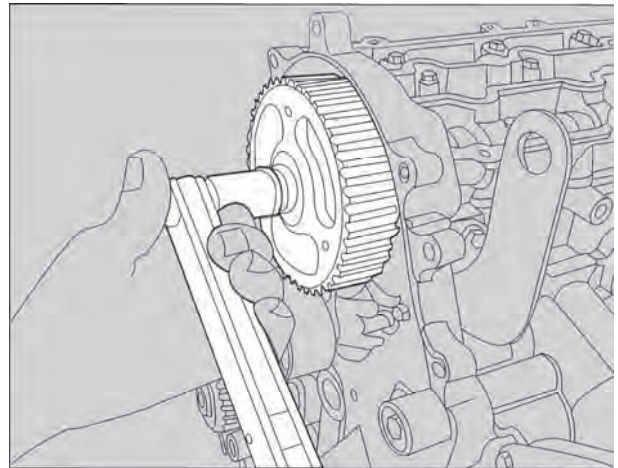
*Do not remove the special tools.*

### INSPECTION

*Inspect the Timing belt for wear, cracks and signs of failures. Replace if necessary.*

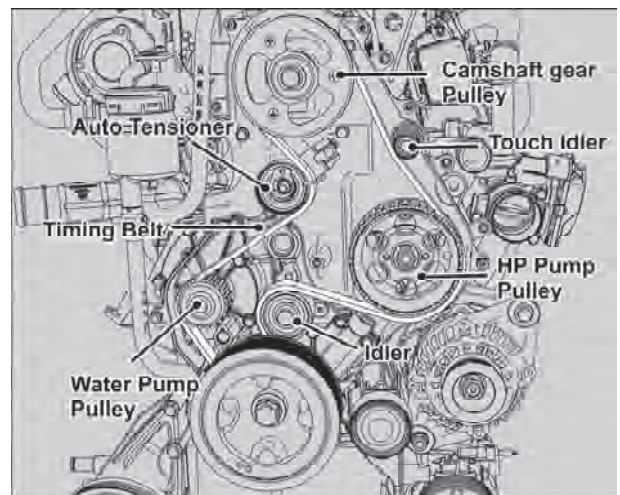
### FITMENT OF TIMING BELT

1. Slightly tighten the camshaft gear. Keep the camshaft bolt loose so that the gear is free to rotate.

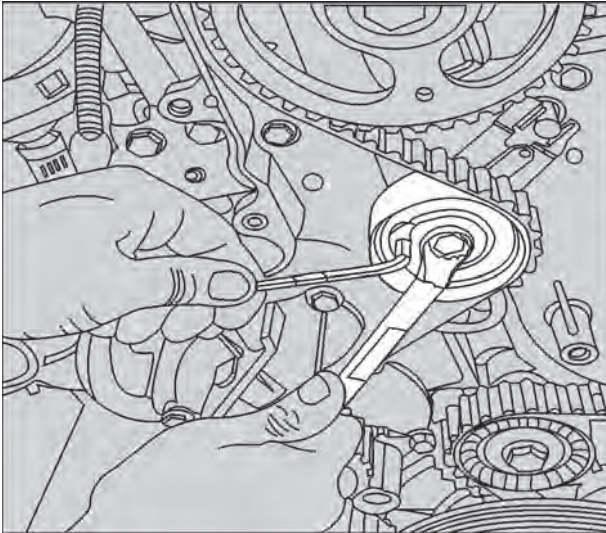


2. Tighten the auto tensioner bolt finger tight or 0.3 - 0.6 kgm torque through the fixing bore hole during setting.

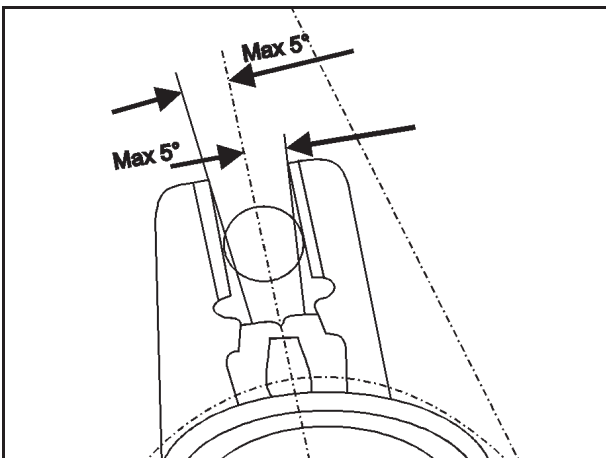
3. Position the timing belt first on the camshaft gear & last on the auto tensioner as per the routing shown.



4. Rotate the auto tensioner using allen key in anti-clockwise direction so that the tensioner locator crosses the cylindrical pin by approx 15°-20°.
5. Now rotate the allen key in clockwise direction to align tensioner locator with the cylindrical pin.



6. Adjust the allen key on the auto tensioner so that the locator remains aligned to the cylindrical pin. (Maximum permissible misalignment + 5°).



7. Tighten auto tensioner mounting fastener to specified torque.
8. Tighten the camshaft gear bolt to specified torque.
9. Remove all the special tools from engine.
10. Rotate engine for two revolutions.
11. Check for the timing belt tension. Belt tension should be within  $250 \pm 15$  Hz by CLAVIS gauge (measure belt tension at the span between touch idler and camshaft gear)

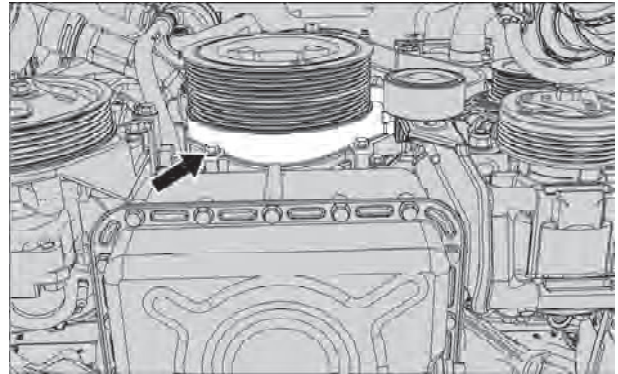
12. If belt tension is not proper, then loosen the camshaft and auto tensioner bolt and repeat the steps 5 - 8.

13. Reconfirm the engine timing.

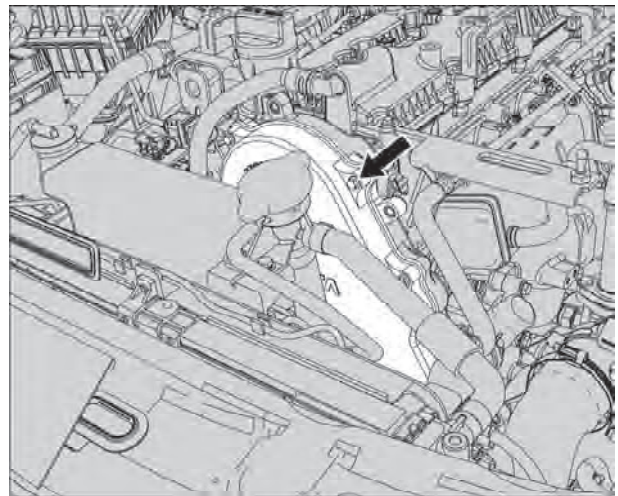
### NOTE

*Do not crimp or use sharp tool on timing belt.*

14. Fix the bottom timing cover.



15. Assemble the timing cover front.



16. Fit the Cam angle sensor and electrical connections.

17. Refit the power steering belt and alternator compressor belt.