

ENGINE

SECONDARY TIMING CHAIN TENSIONER LH

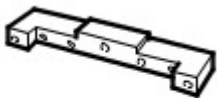
[G222815]

IN-VEHICLE REPAIR

12.65.64	TIMING CHAIN TENSIONER - SECONDARY - BANK 2 - RENEW	ALL DERIVATIVES	1.70	USED WITHINS
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12.65.64	TIMING CHAIN TENSIONER - SECONDARY - BANK 2 - RENEW	ALL DERIVATIVES	1.60	USED WITHINS
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SPECIAL TOOL(S)



E36401

303-530

Camshaft setting



E36408

303-531

Crankshaft setting



E36402

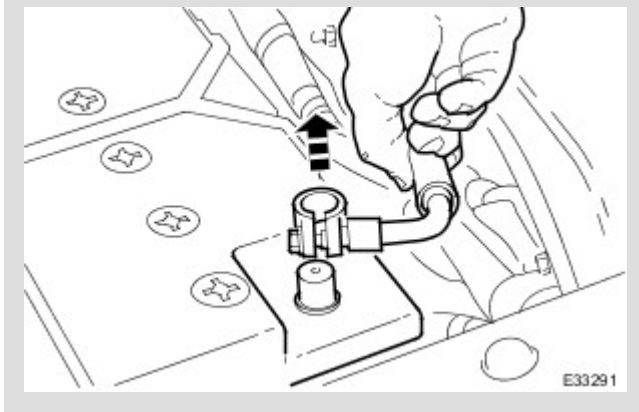
303-532

Timing chain tensioning

REMOVAL

1. Open the engine compartment and fit paintwork protection sheets.
2. Set the engine compartment cover to the service access position.
3. Open the driver's door, or both doors if necessary, to allow the side glass to drop. Make sure that the doors remain open until after the battery has been disconnected.

4.



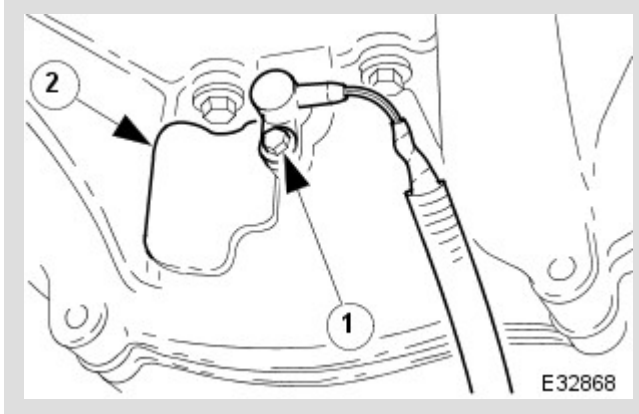
Disconnect the battery ground cable.

Remove the battery cover.

5. Remove the engine front cover. For additional information, refer to: [Engine Front Cover](#) (303-01 Engine, In-vehicle Repair).

6. Raise the vehicle on a ramp.

7.



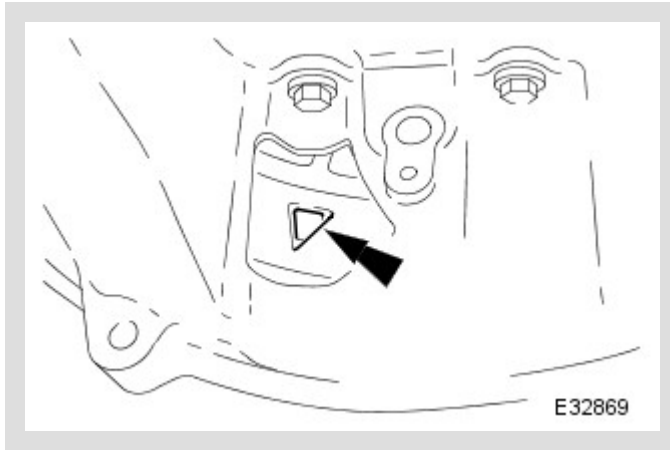
Remove the crankshaft position sensor.

1. Remove the bolt which secures the crankshaft position sensor to the flywheel housing.

Remove the sensor and allow it to hang free under the engine.

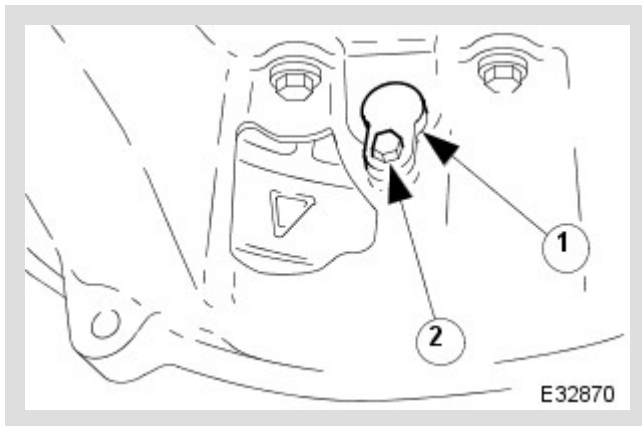
2. Remove the access grommet (for torque converter bolts) from the housing.

8.



Rotate the crankshaft until the triangular arrow indent on the drive plate is visible through the access hole; confirm that the timing flat on each camshaft is uppermost.

9.



Install the crankshaft setting peg 303-531 to the crankshaft position sensor location.

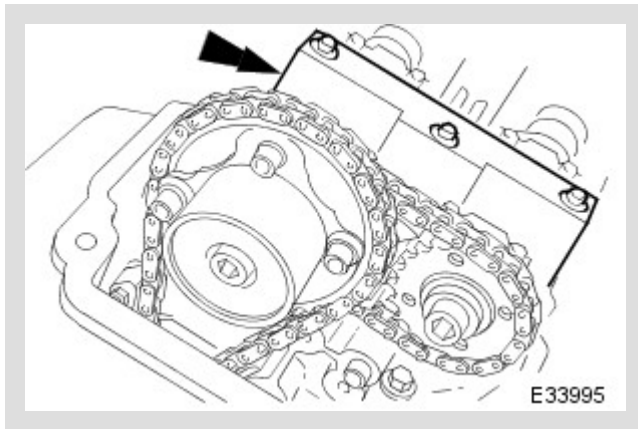
1. Install the crankshaft setting peg 303-531.

Position the crankshaft so that the setting peg engages fully into the timing slot.

2. Install and tighten the bolt to secure the setting peg.

10. Lower the vehicle on the ramp.

11.

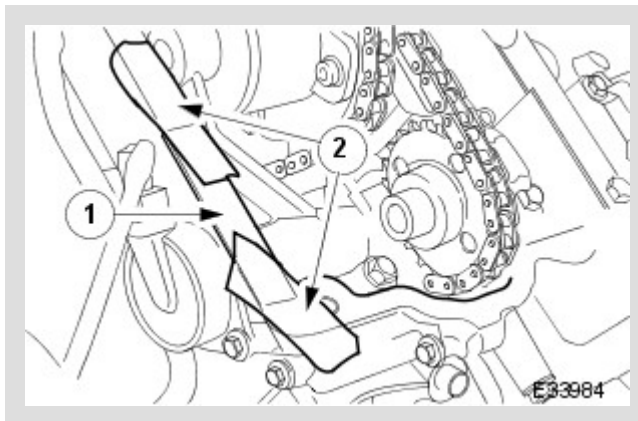


Install the camshaft locking tool 303-530 to LH camshafts, aligning the shafts slightly as necessary.

12.

⚠ CAUTION:

Use a length of steel strip that will not fall into the timing cover.



Protect the upper face of the timing cover from scratches, when removing the bolt which secures the sprocket.

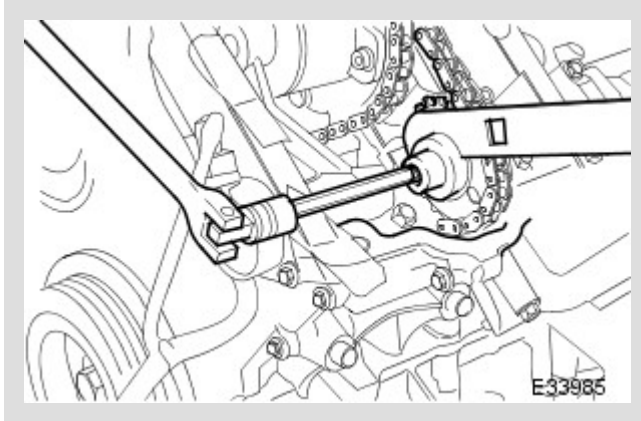
1. Place a flat piece of steel strip along the timing cover horizontal jointing face, adjacent to the exhaust camshaft sprocket.
2. Secure the steel strip in place with adhesive tape.

13.



A ball-ended hexagon drive bit is required to remove the sprocket securing bolt. A suitable tool is available from Snap On as (FABLM10E) Long Series 10mm AF.

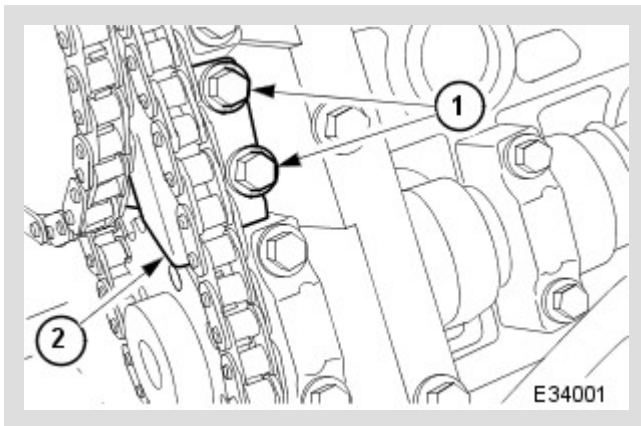
14.



Remove the bolt which secures the sprocket to the exhaust camshaft.

Move the sprocket forward from the camshaft boss.

15.



Remove the secondary chain tensioner.

1. Remove the two bolts which secure the tensioner.

Lift the tensioner, sprocket (release it fully from the camshaft) and chain assembly.

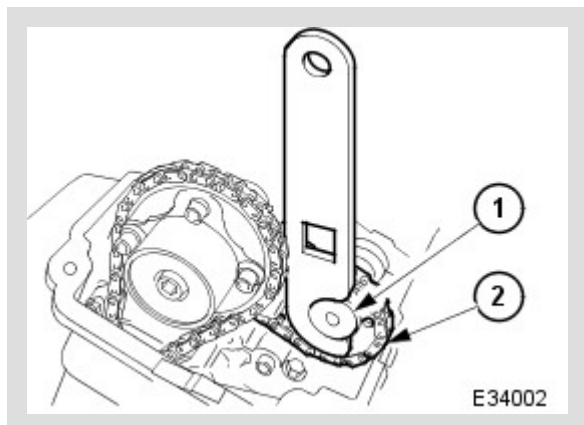
2. Remove the tensioner rearward from between the chain.

16. Remove the sprocket if required, or leave it in the chain resting on the cylinder head.

17. Clean and inspect all relevant components.

INSTALLATION

1.

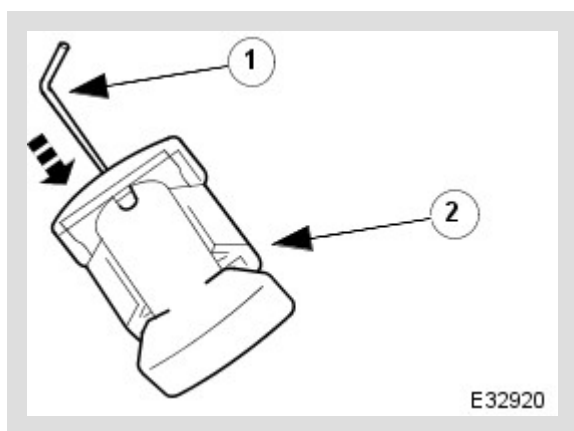


Install the sprocket to the secondary chain.

1. With the sprocket installed to the chain, temporarily position (do not install the securing bolt) the sprocket onto the camshaft.
2. Adjust the position of the sprocket within the chain to allow the chain tensioning tool 303-532 to be approximately vertical, as shown.

Remove the chain tensioning tool; during future operations, do not move the sprocket within the chain.

2.

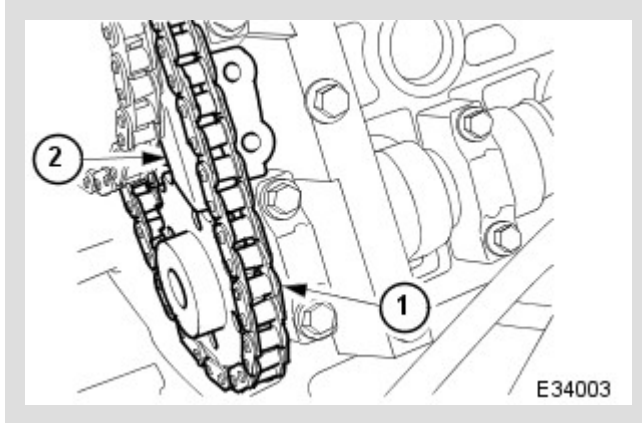


Push the tensioner piston into the body to provide clearance for installing.

1. Insert a thin rigid wire through the hole in the end of the tensioner piston to displace the ball from the non-return valve seat.
2. With the wire in position, press the piston fully into the tensioner body.

Remove the wire.

3.

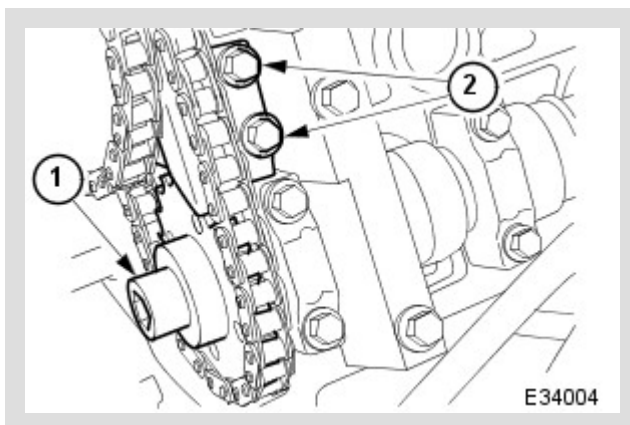


Install the chain tensioner between the chain path.

1. Reposition the sprocket, still captive in the chain, upwards for access.
2. Install the chain tensioner between the sprockets.

Position the cam sprocket, chain and tensioner assembly into position and locate the sprocket onto the camshaft spigot.

4.



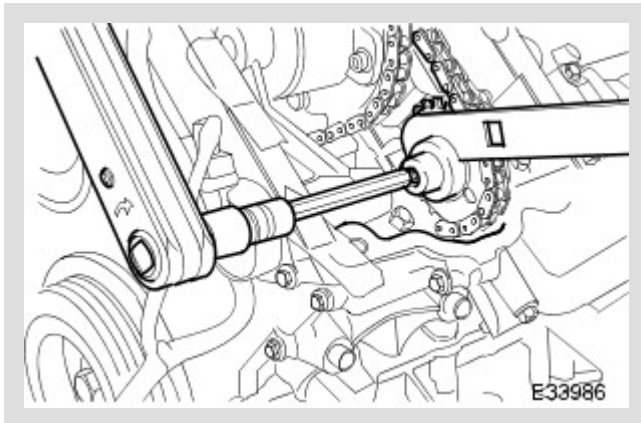
Install the chain tensioner to the engine.

1. Fully seat the sprocket onto the camshaft and install the securing bolt, hand tight.
2. Install the two bolts which secure the tensioner and tighten to 12 Nm.

5.

⚠ CAUTION:

Make sure that a new bolt is installed.



Install the camshaft sprocket.

Install the chain tensioner tool 303-532 to the sprocket holes.

Apply force to the tool in an anti-clockwise direction to tension the chain on its drive side.

Whilst applying the opposing force to the sprocket and chain, tighten the sprocket securing bolt to 20 Nm + 90°.

Remove the chain tensioning tool.

6. Remove the tape and steel strip from the timing cover upper face. Wipe any residue of tape from the joint face.

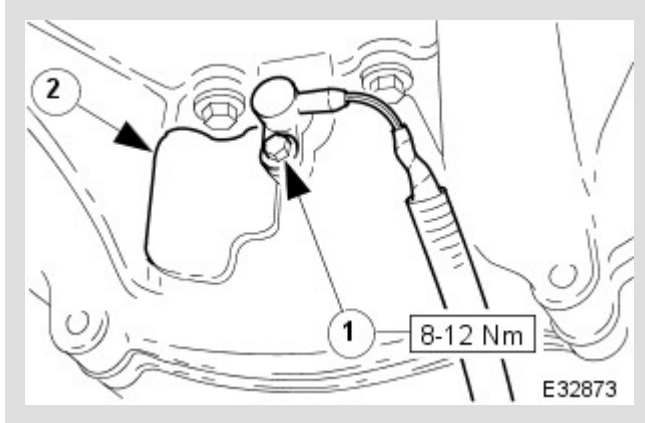
7. Remove the camshaft locking tool.

8. Install the engine front cover. For additional information, refer to: [Engine Front Cover](#) (303-01 Engine, In-vehicle Repair).

9. Raise the vehicle on the ramp.

10. Remove the crankshaft setting tool 303-531.

11.



Install the crankshaft position sensor.

1. Install the sensor to the flywheel housing and fit the securing bolt. Tighten to 10 Nm.
2. Install the access grommet to the housing.

12. Lower the ramp.

13. Move the engine compartment cover from the service position and connect the gas struts.

14. Remove the paint protection sheets and close the engine compartment cover.

15. Connect the battery and install the battery cover. For additional information, refer to: [Battery Connect](#) (414-01 Battery, Mounting and Cables, General Procedures).

PUBLISHED: 11-MAY-2011
1997.0 X100, 414-01

BATTERY, MOUNTING AND CABLES

BATTERY CONNECT [G222938]

GENERAL PROCEDURES

1.

NOTE:

Whether one, or both, cables are disconnected, a minimum of 30 seconds MUST elapse between disconnection of the FIRST cable and reconnection of the LAST cable. A clean final connection must be made; do not allow temporary contact.

Connect the battery terminal(s).

2. Reset the clock.

3. Enter the radio security code. If necessary, refer to the Sound System Handbook.

4. Cycle (both) door drop glass up and down to establish the upper and lower datum points.

Switch the ignition ON .

Lower the glass to the stop and hold the switch in the DOWN position for a further five seconds.

Raise the glass fully and hold the switch in the UP position for a further five seconds.

5. Switch the ignition OFF .

PUBLISHED: 11-MAY-2011
1997.0 X100, 303-01

ENGINE

ENGINE FRONT COVER (G222793)

IN-VEHICLE REPAIR

12.65.01

**TIMING
COVER -
RENEW**

**ALL
DERIVATIVES**

4.40

USED WITHINS

12.65.01

**TIMING
COVER -
RENEW**

**ALL
DERIVATIVES**

4.40

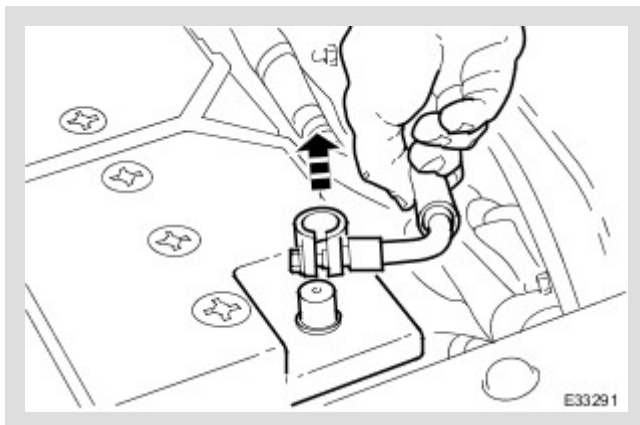
USED WITHINS

REMOVAL

1. Open the engine compartment and fit paintwork protection sheets.

2. Set the bonnet to the service access position.

3.

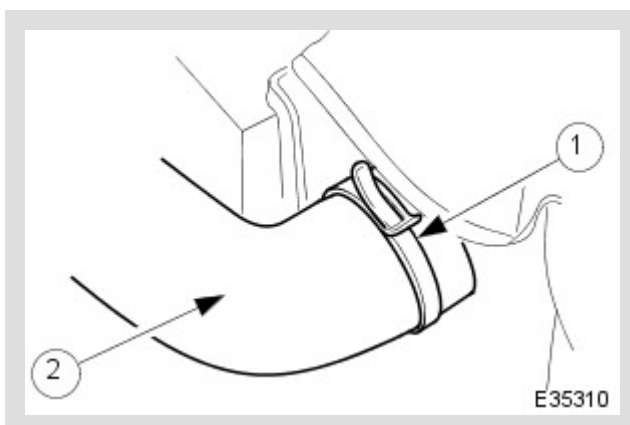


Disconnect the battery ground cable.

Remove the battery cover.

4. Drain the coolant from the radiator. Refer to Operation 26.10.01.

5.

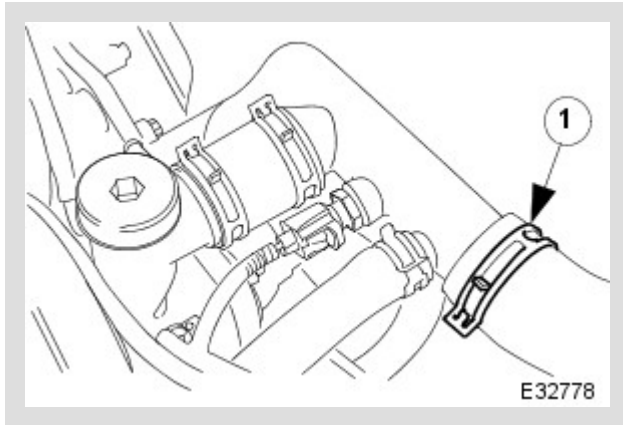


Disconnect the radiator top hose.

1. Slacken the hose retaining clip and reposition the clip along the hose.

2. Disconnect the hose from the radiator.

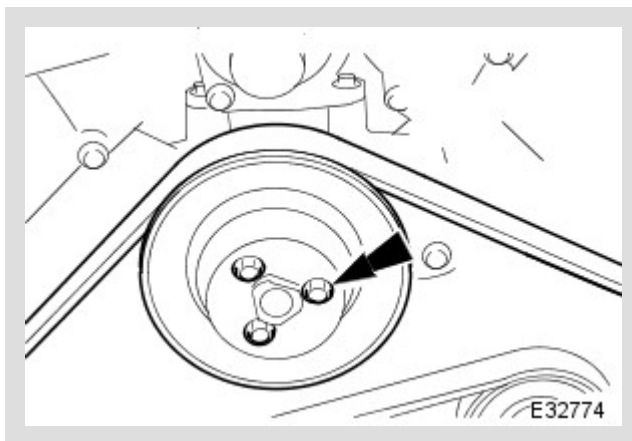
6.



Disconnect the top hose from the coolant outlet pipe.

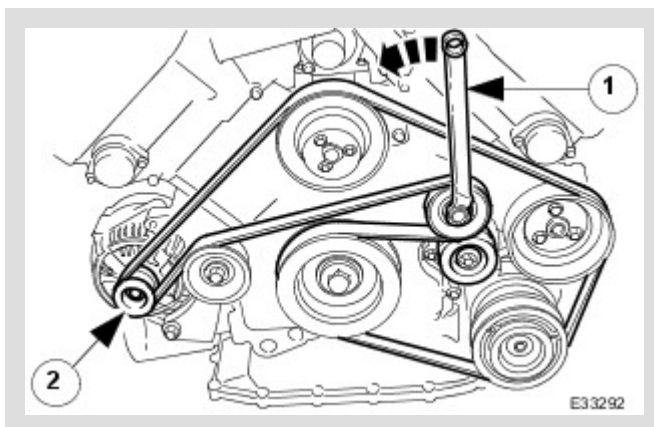
1. Release and reposition the hose clip, and disconnect the top hose.

7.



Slacken the three screws which secure the water pump pulley.

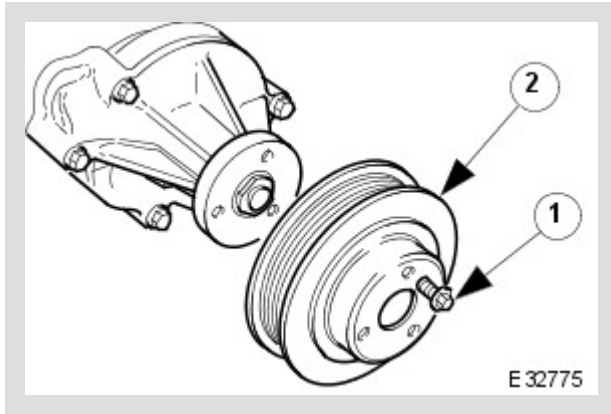
8.



Remove the drive belt from the generator and accessory drive.

1. Use a spanner e.g. Churchill JD-230 or Snap On XDHM 1415, on the centre bolt of the belt tensioner idler pulley, to turn the adjuster assembly to the left against spring tension.
2. Whilst holding the tensioner against spring tension, remove the drive belt from the generator pulley. Release the tensioner slowly and remove the spanner.
Disconnect the belt from the other pulleys and remove it..

9.



Remove the pulley from the water pump.

1. Remove the pulley securing screws.
2. Remove the pulley from the water pump.

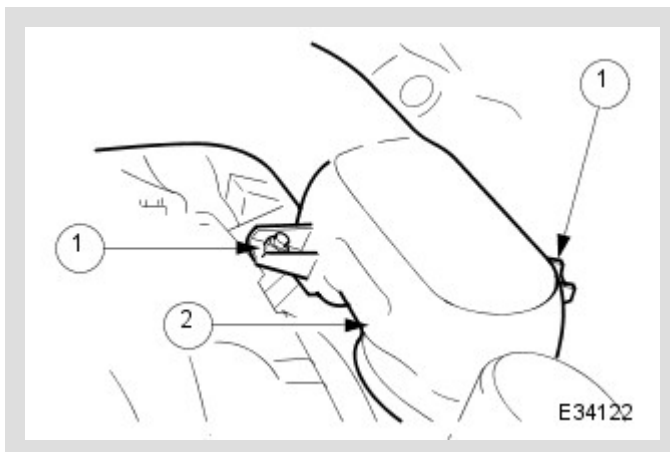
10. Remove the belt tensioner assembly, from the Front Accessory Drive. Refer to Operation 12.10.41.

11. Remove the idler pulley, from the Front Accessory Drive. Refer to Operation 12.10.43.

12. Remove the crankshaft damper. Refer to Operation 12.21.09.

13. Carefully remove the engine covers, taking care not to damage the plastic fixings or the rubber inserts.

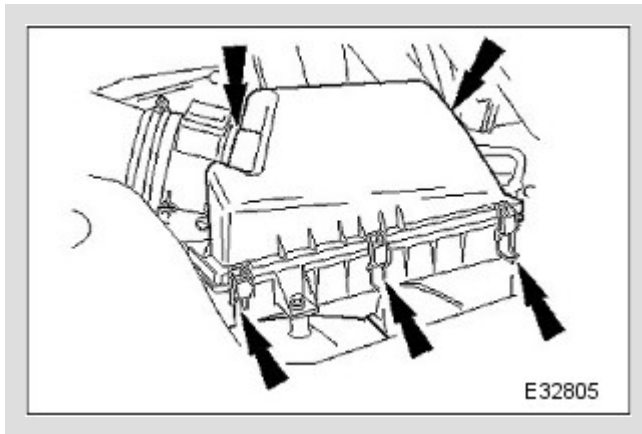
14.



Disconnect the intake tube from the throttle body.

1. Remove the two bolts which secure the intake tube to the throttle body.
2. Disconnect the intake tube from the throttle body.

15.

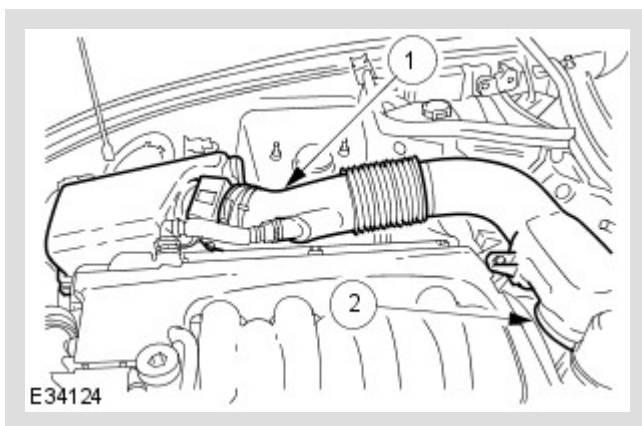


Disconnect the air cleaner cover.

Release the five clips which secure the air cleaner cover.

16. Disconnect the air flow meter multi-plug.

17.



Remove the intake tube / air flow meter / air cleaner cover assembly.

1. Remove the intake tube / air flow meter / air cleaner cover assembly.

2. Remove and discard the rubber seal; air intake tube to throttle body.

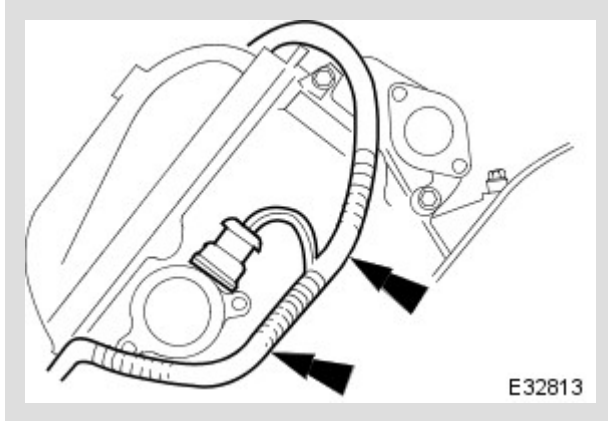
18. Remove the purge valve, from the evaporative control system. Refer to Operation 17.45.01.

19. Remove the on-plug ignition coils. Refer to Operation 18.20.41 and 18.20.42.

20. Remove the camshaft covers. Refer to Operations 12.29.43 and 12.29.44.

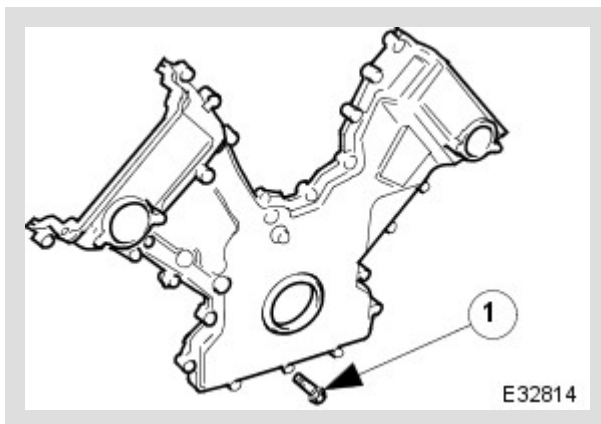
21. Remove the variable valve timing solenoids. Refer to Operation 18.30.63.

22.



Disconnect the engine harness retaining clips from the timing cover.

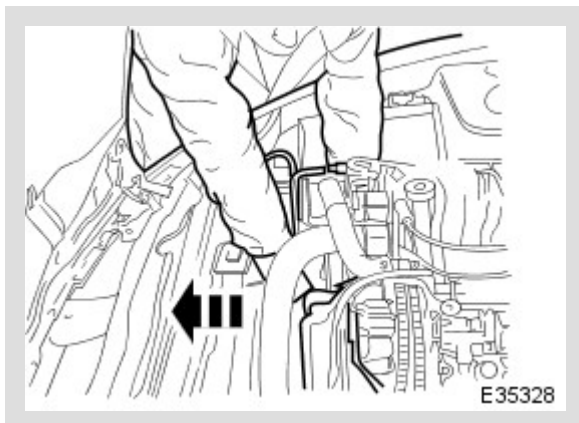
23.



Remove the timing cover securing bolts.

1. Remove the twenty-four bolts which secure the timing cover.

24.



Remove the timing cover, step 1.

Ease the cover towards the front of the vehicle to separate it from the engine.

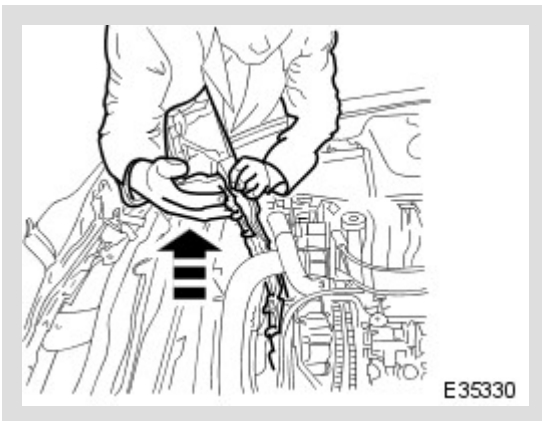
25.



Remove the timing cover, step 2.

Standing at the right hand side of the vehicle, rotate and manoeuvre the cover upwards to clear the water pump and hoses.

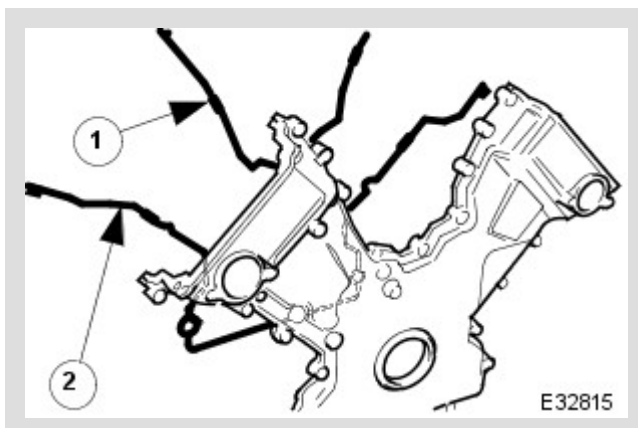
26.



Remove the timing cover, step 3.

Lift the cover clear of the engine compartment.

27.



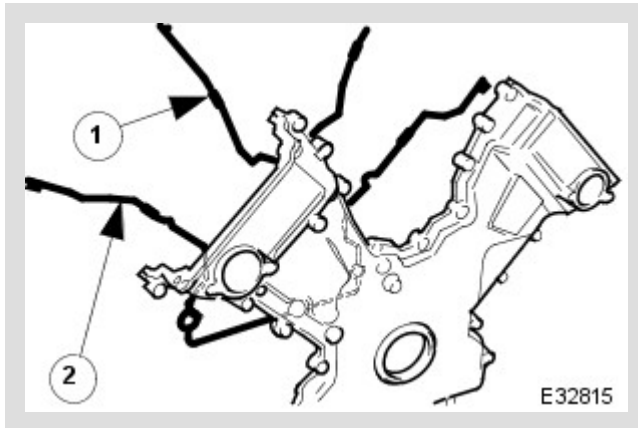
Remove and discard the inner and outer seals from the timing cover.

1. Remove the seal from the inner groove on the face of the timing cover.
2. Remove the seal from the outer groove on the face of the timing cover.

28. Clean all parts and mating faces.

INSTALLATION

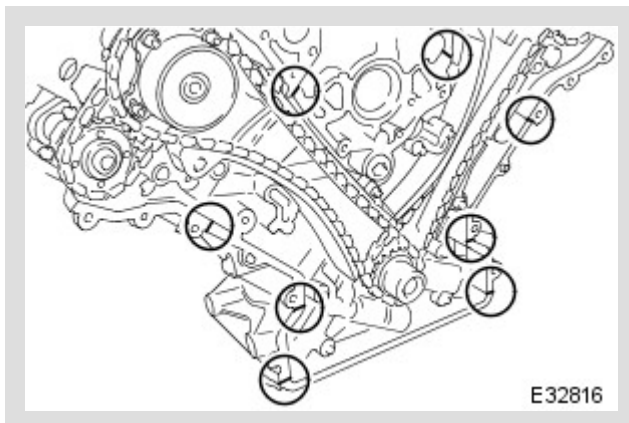
1.



Fit new seals to the timing cover.

1. Fit and fully locate, a new seal to the inner groove on the face of the timing cover.
2. Fit and fully locate, a new seal to the outer groove on the face of the timing cover.

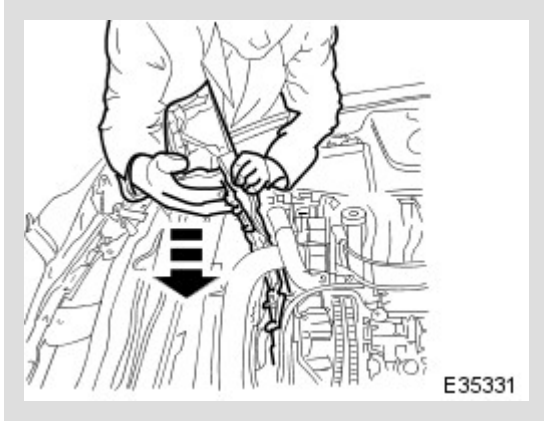
2.



Apply sealant to the eight joints on the engine face.

Sealant beads to be 3mm diameter and 12mm long. Cut the nozzle of the sealant tube to produce a 3mm bead. (Fit and tighten the securing bolts within twenty minutes of sealant application)

3.



Refit the timing cover, step 1.

Lower the cover into the engine compartment, to its approximate position.

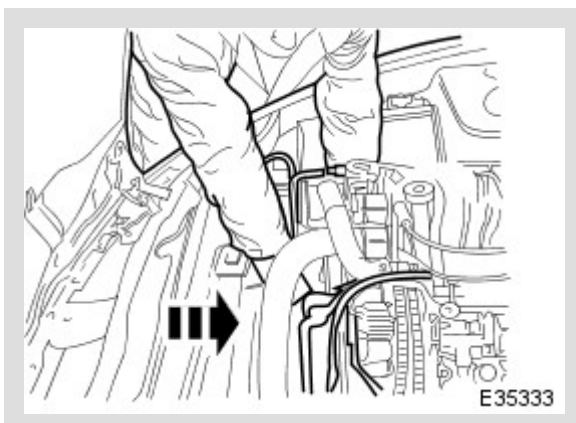
4.



Refit the timing cover, step 2.

Standing at the right hand side of the vehicle, rotate and manoeuvre the cover downwards to clear the water pump and hoses.

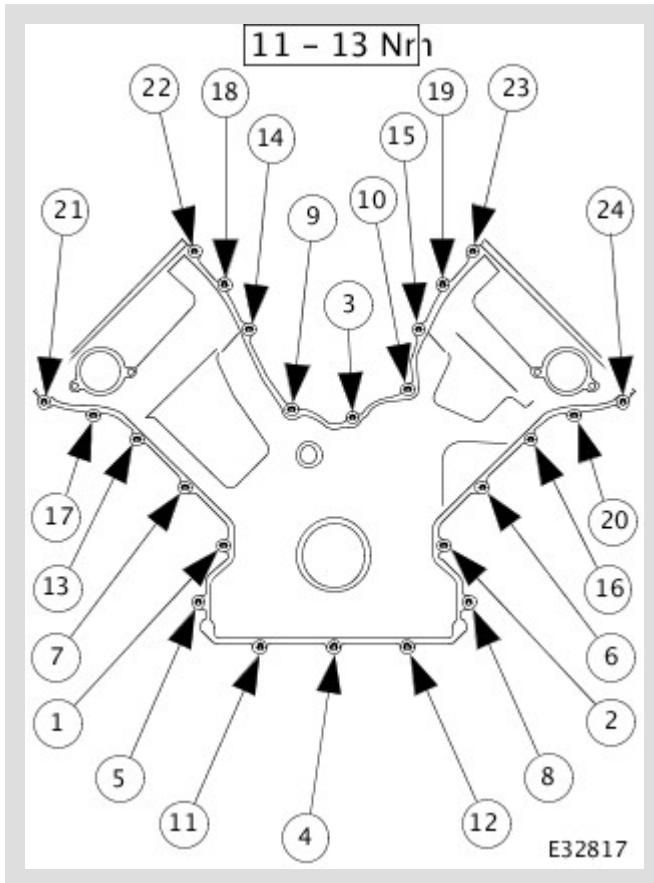
5.



Refit the timing cover, step 3.

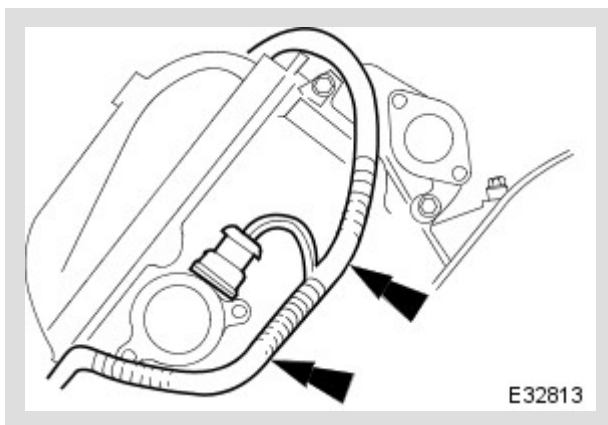
Ease the cover towards the engine and locate it directly onto the dowels so that the gaskets or sealant are not smeared.

6.



Fit and tighten the securing bolts in the correct order. Tighten to 11-13 Nm.

7.



Reposition and secure the engine harness clips to the timing cover.

8.

Refit the variable valve timing solenoids. Refer to Operation 18.30.63.

9.

Refit the camshaft covers. Refer to Operations 12.29.43 and 12.29.44.

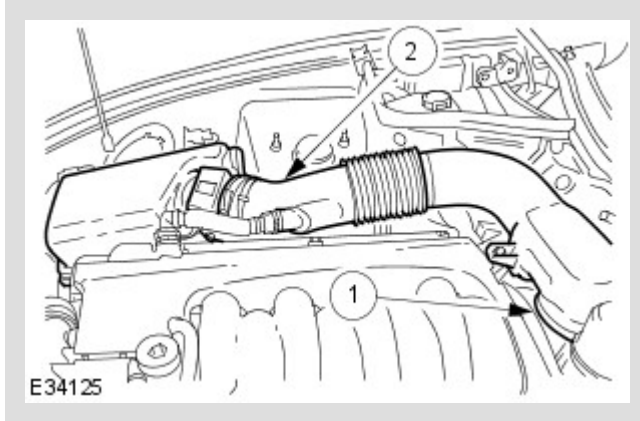
10.

Refit the on-plug ignition coils and coil covers. Refer to Operation 18.20.41 and 18.20.42.

11.

Refit the purge valve. Refer to Operation 17.45.01.

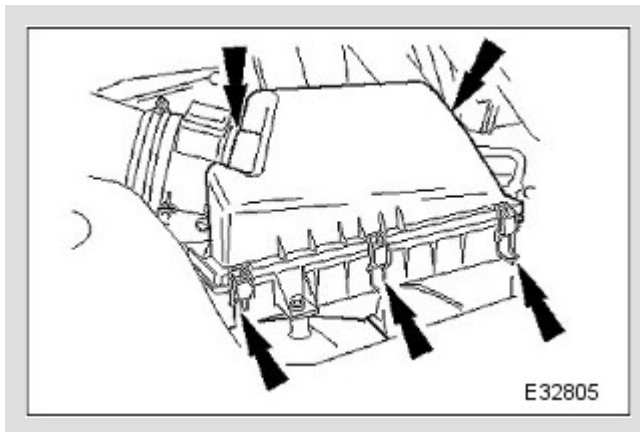
12.



Fit the intake tube / air flow meter / air cleaner cover assembly.

1. Fit a new rubber seal; air intake tube to throttle body.
2. Fit the intake tube / air flow meter / air cleaner cover assembly.

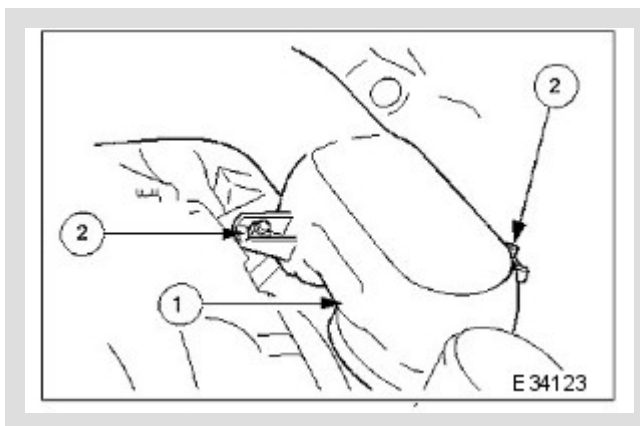
13.



Reconnect the air cleaner cover.

Fit the five clips which secure the air cleaner cover.

14.



Connect the intake tube to the throttle body.

1. Connect the intake tube to the throttle body.
2. Fit the two bolts which secure the intake tube to the throttle body.

15. Reconnect the air flow meter multi-plug.

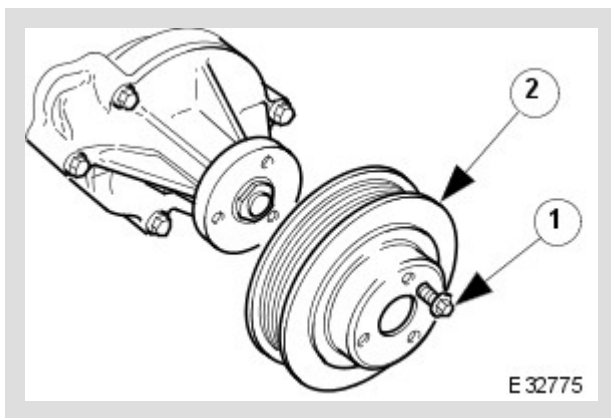
16. Refit the engine covers.

17. Refit the crankshaft damper. Refer to Operation 12.21.09.

18. Refit the idler pulley, to the Front Accessory Drive. Refer to Operation 12.10.43.

19. Refit the belt tensioner assembly, to the Front Accessory Drive. Refer to Operation 12.10.41.

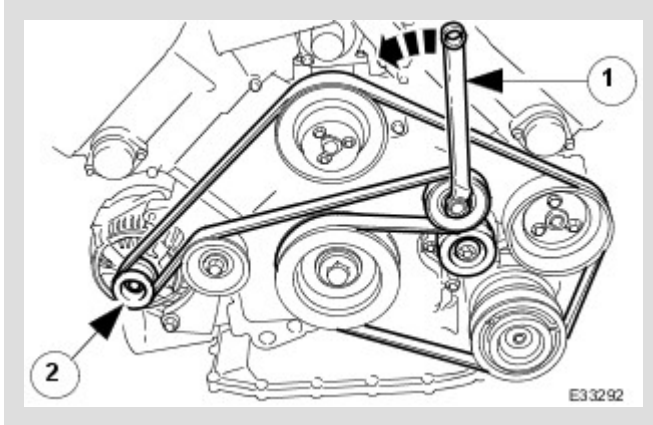
20.



Refit the pulley to the water pump.

1. Refit the pulley to the water pump.
2. Fit the pulley securing screws. Tighten as far as possible; then to the correct torque after the belt has been fitted.

21.

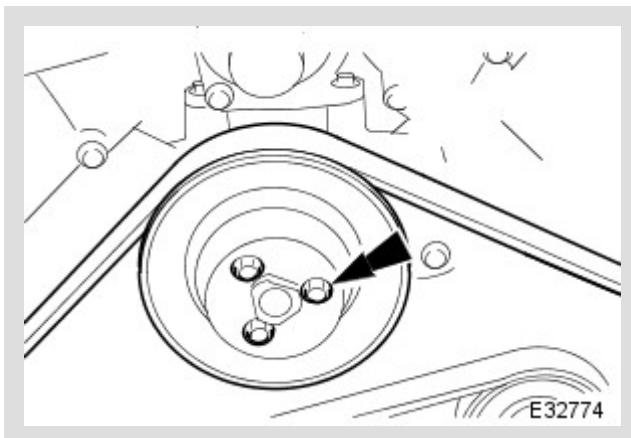


Refit the drive belt to the generator and accessory drive.

Locate the belt around the pulleys, except the generator pulley.

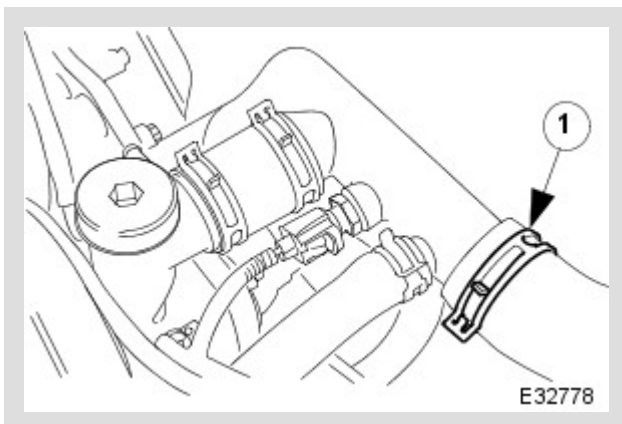
1. Use a spanner e.g. Churchill JD-230 or Snap On XDHM 1415, on the centre bolt of the belt tensioner idler pulley, to turn the adjuster assembly to the left against spring tension.
2. Whilst holding the tensioner against spring tension, connect the drive belt to the generator pulley. Release the tensioner slowly and remove the spanner.

22.



Tighten the three screws which secure the water pump pulley, to 10-14 Nm.

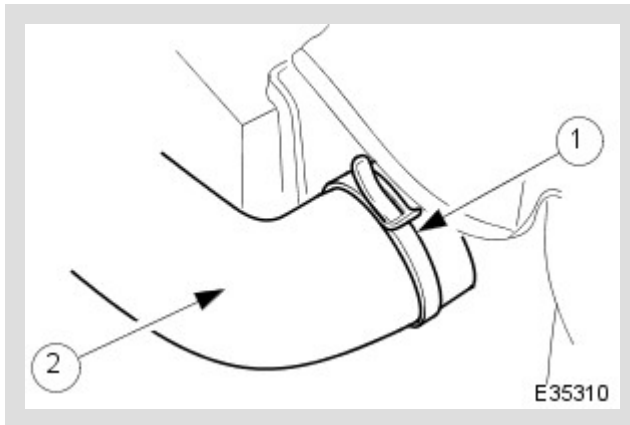
23.



Connect the top hose to the coolant outlet pipe.

1. Connect the top hose. Reposition the hose clip and tighten.

24.



Connect the radiator top hose.

1. Connect the hose to the radiator.
2. Reposition the clip along the hose and tighten the clip.

25. Reset the bonnet to the normal position and connect the gas struts.

26. Connect the battery and fit the battery cover.

Refer to the Battery Reconnection Procedure 86.15.15.

27. Refill the cooling system. Refer to Operator 26.10.01.

28. Remove the paintwork protection sheets and close the engine compartment.