MAGNETI MARELLI

Timing Kit For New 1.4.16V Petrol Grande Fiat 1.4 8 V Fire Evo 2 Petrol

User's manual

007935063480

KIT OF ADJUSTABLE TOOLS FOR TIMING
FIAT 1.2 &1.4 8v engines.

Application:

| Brand	Model	Engine code
Fiat	Idea, Punto MY06, Grande Punto, Doblò, Doblò cargo, QUBO, 500	169A4.000 350A1.000
Lancia	Ypsilon, Musa	169A4.000 350A1.000
Alfa Romeo	Mito	955A1.000

Components
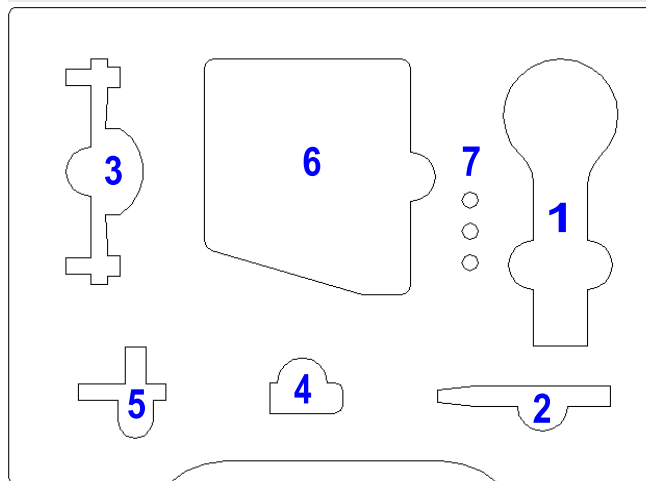
Ref.	Description
1	Tool to determine the TDC
2	Check pin
3	Tool for camshaft locking
4	Tool to tension the pad of the

| Ref.	Description
5	Tool to lock the camshaft pinion
6	Tool for the positioning of the cylinder head
7	Fixing screws

Use and timing

Disassembly:

1. Disassemble the right and left engine support, the ignition coil and the phase sensor;
2. Loosen the nut of the screw coupling, to reduce the tension on the belt;
3. Assemble the tool to determine the TDC (ref. A), fixing the upper part of the tool (ref. B);
4. Remove the timing belt;

Assembly

5. Engine 1.4: Remove the gripping cap of the camshaft pinion (ref. G);
6. Loosen the bolt of the camshaft pinion;
7. Assemble the tool for camshaft timing (ref. C), and fix it with the special screws supplied with;
8. Act lightly with a key of 24 mm. to couple the tool with the spline on the camshaft (ref. D);
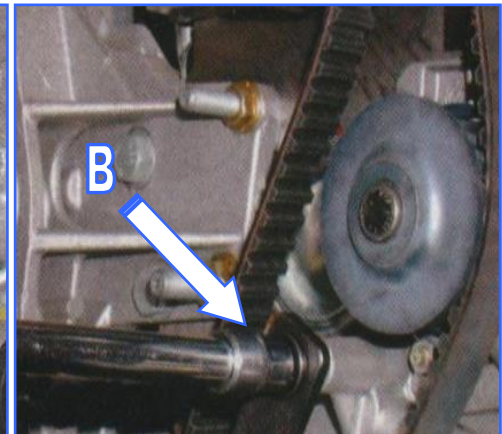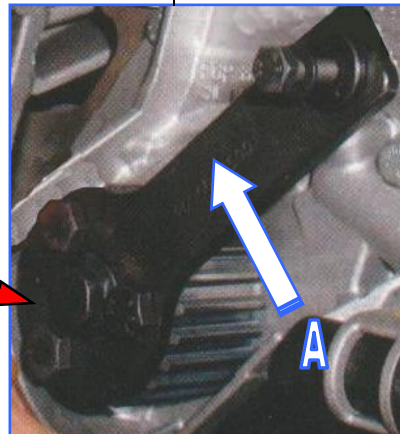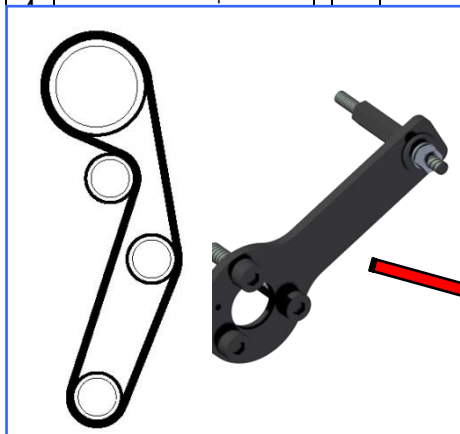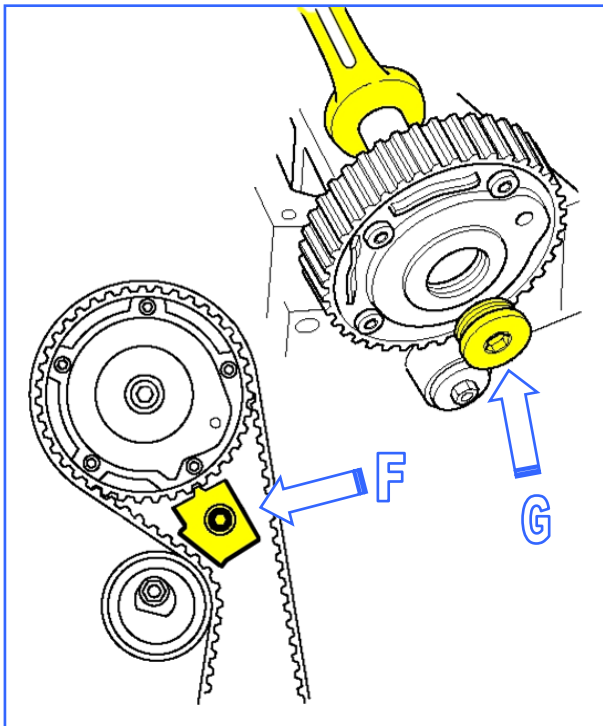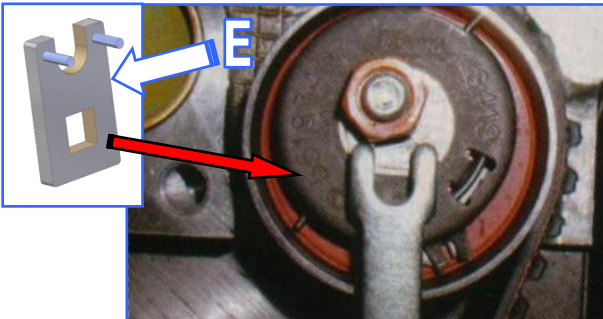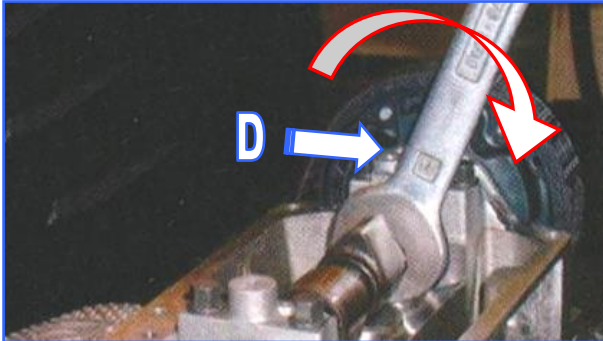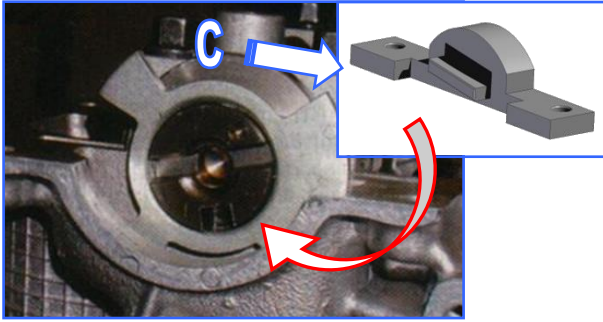
9. Try to fit together the two eccentric springs with the pad tightener;
10. Assemble the new timing belt and remove all the locking tools; control that the belt is well tight between the pinions on the non-tighten side;
11. Assemble the stretching tool on the tightener pulley (ref. E);
12. Rotate clockwise the tightener pulley, till the indicator finds the maximal adjustment;
13. Tighten with the dynamometric key the nut of the screw coupling;
14. Engines 1.4: assemble the locking tool of the camshaft pinion (ref. F);
15. Tighten the bolt of the camshaft pinion with the dynamometric key:
    - Engine 1.2 = 63-77 Nm.
    - Engine 1.4 = 18-22 Nm. +55°
16. Disassemble:
    - Engines 1.4: locking tool of the camshaft pinion (ref. F);
    - The camshaft locking tool (ref. C);
17. Remove the bolt of the driving shaft timing tool (ref. A);
18. Turn clockwise the driving shaft (two rounds);
19. Assemble the timing tool for the camshaft tool (ref. C)
20. Assemble again the tool to determine the TDC (ref. A);
21. Assemble the tensioning tool on the belt tensioner pulley (ref. E);
22. Turn the tightener pulley till the indicators are aligned;
23. Tighten the tightener pulley nut with the dynamometric key at 25-31 Nm.;
24. Assemble the gripping cap of the camshaft pinion tightening at 25-30 Nm. (re. G);
25. Take away the camshaft and driving shaft timing locking tools;
26. Reassemble the phase sensor: use the special template (ref. H) for the correct positioning of the cylinder head;