



Fase Timing Kit Suitable Renault 2.0 D Opel 2.0 Dci Diesel

User's manual

007935063520



Magneti Marelli Aftermarket Spółka z.o.o.

Plac Pod Lipami 5, 40-476 Katowice

Tel.: + 48 (032) 6036107, Faks: + 48 (032) 603-61-08

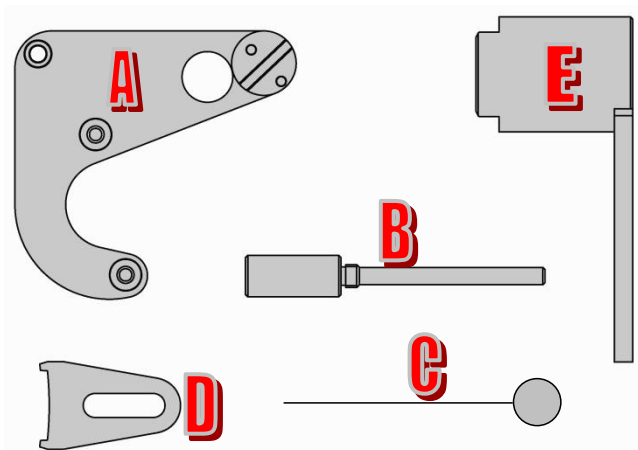
e-mail: checkstar@magnetimarelli.com

www.magnetimarelli-checkstar.pl

Application

| Renault | | | Nissan | | |
|-------------------------|---------|--------------------|-----------------|----------|------------|
| MODEL | MOTOR | Motor code | MODEL | MOTOR | Motor code |
| Megane II (02-07) | 2.0 dCi | M9R700 | Quashquai (08) | 2.0 dCi | M9R |
| Scenic II (08) | 2.0 dCi | M9R721 – 700 | X-Trail (07-08) | 2.0 dCi | M9R |
| Laguna II - III (05-09) | 2.0 dCi | M9R740 – 742 – 760 | Primastar (08) | 2.0 dCi | M9R780 |
| Espace (08) | 2.0 dCi | M9R740 – 760 - 761 | Opel | | |
| Koleos (08) | 2.0 dCi | M9R | Vivaro | 2.0 CDTi | M9R780 |
| Trafic II (07-08) | 2.0 dCi | M9R 780 - 782 | | | |

Components:



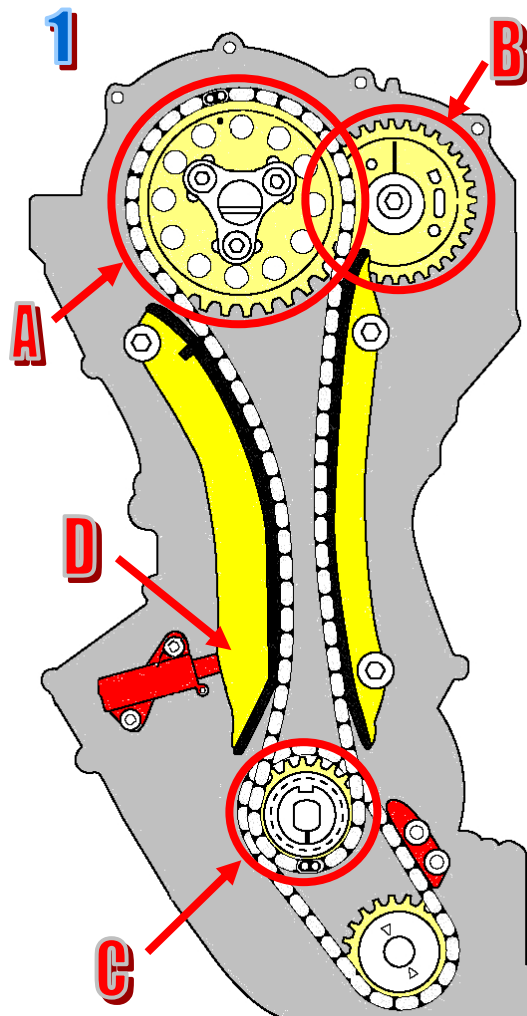
| Ref. | Code | Description |
|------|-----------|--|
| A | 310138005 | Locking plate for camshafts |
| B | 310138001 | Pin to lock the flywheel |
| C | 310138010 | Pin to lock the gear of the suction camshaft |
| D | 310138014 | Plate to lock the flywheel |
| E | 313205000 | Wrench to disassemble the pulley |

VALVE TIMING PROCEDURE: DISASSEMBLE THE DISTRIBUTION CHAIN

1. Verify that the motor is at the TDC of the cylinder n.1 and insert the locking pin of the driving shaft (ref. B) (fig.2);
 2. Verify that the slot on the release camshaft (fig. 1-A) is horizontally positioned: the big section has to be the slot upwards (fig.3);
 3. Verify that the timing mark of the suction camshaft (fig 1-B) and the space for the key on the driving shaft (fig. 1-C) are in the 12 o' clock position (fig. 4 - 5);
 4. Lock the chain tightener of the distribution (fig.1-D) in the retracted position. Press the blade of the chain tightener. Insert a L-shaped Allen wrench 3mm to lock the piston of the chain tightener (fig.6);
 5. Align the copper colour link with the timing mark of the driving shaft pinion (fig. 4) and with the mark of the camshaft pinion (fig. 7);
 6. Assemble the locking/alignment plate of the camshafts (ref. A), fixing it with a bolt M6 (fig. 8);
- N.B. Verify during the assembly, that the bolts of the gear and camshaft pinion are not at the ends of the gear and pinion slots (fig. 9).**

7. Disassemble the gears of the camshaft;
N.B. It is possible to assemble the locking/alignment plate of the camshafts only having carried out the right timing of the valves.

8. Assemble new bolts of the release camshaft pinion (driving torque 10Nm), remove the locking pin of the driving shaft and assemble the new central bolt of the driving shaft pulley (driving torque 50Nm);
9. After the controls indicated in points 1, 2, 3, disassemble the pinion of the release camshaft and the distribution chains;
10. Lock the two-part gear of the suction camshaft with the pin with knob Ø 4mm (ref. C) (fig. 10) and disassemble the gears of the release and suction camshafts.

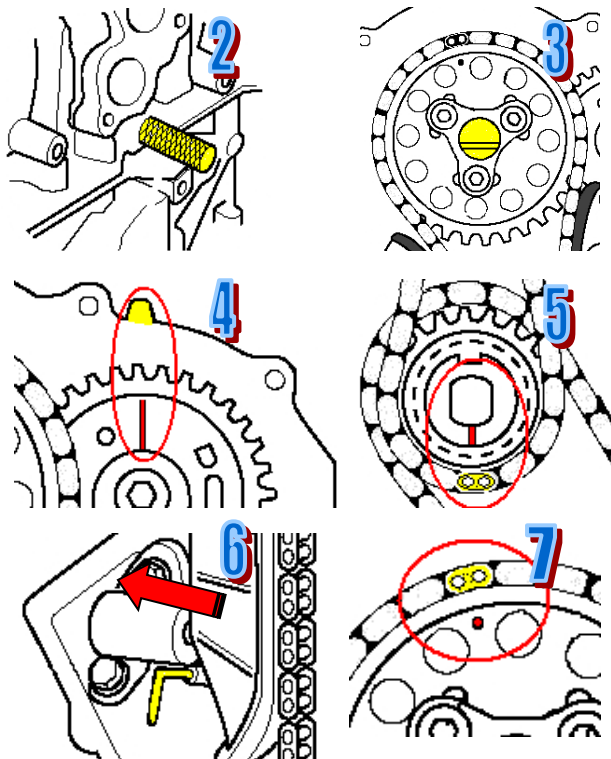


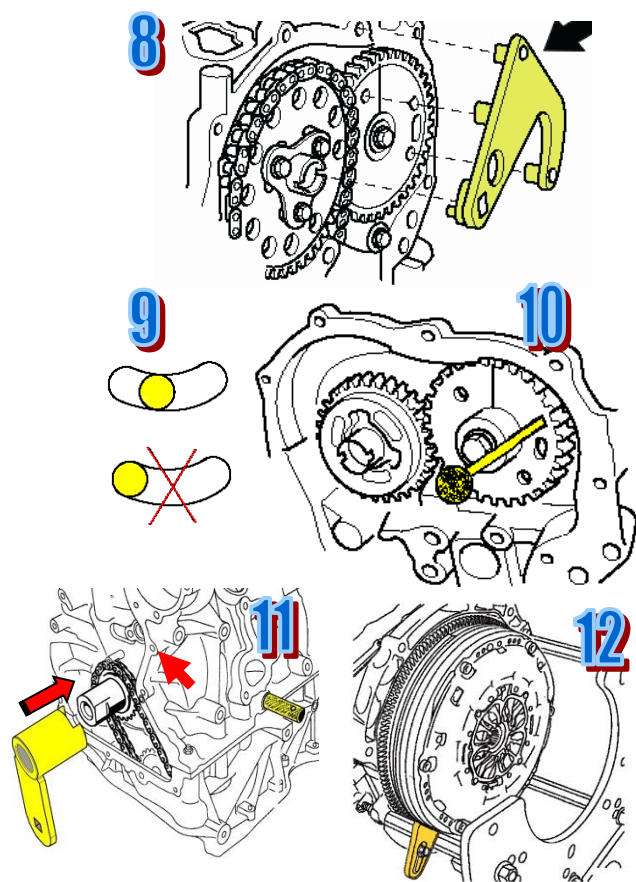
ASSEMBLY OF THE DISTRIBUTION CHAIN

8. After the control of the slot of the camshaft and timing mark of the suction camshaft gear (points 2,3), align the gear to the two parts of the suction shaft and block it with the pin with knob \varnothing 4mm (ref. B).
9. Assemble the two-part gear of the suction and release camshaft, and then remove the locking pin \varnothing 4mm.
10. Assemble the release camshaft pinion and the distribution chain, controlling the alignment of the established links.
11. Insert the locking/alignment plate of the camshaft (ref. A) and fix it with a bolt M6.
12. Assemble new bolts of the release camshaft pinion (driving torque 10 Nm) and a new bolt of the suction camshaft gear (driving torque 20 Nm).

OTHER TOOLS

- **Wrench for the motor rotation:** use the wrench to align the slot of the driving shaft with the hole of the monoblock (Fig.11)
- **Immobilising tool of the motor flywheel:** use the tool to block the motor flywheel on the monoblock (Fig.12).





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