

NT 03019
 VKMA/C 03100
 VKMA/C 03110
 VKMA/C 03111

Citroën / Peugeot

VKMA 03100



VKMC 03100



VKMA 03110



VKMC 03110



VKMA 03111



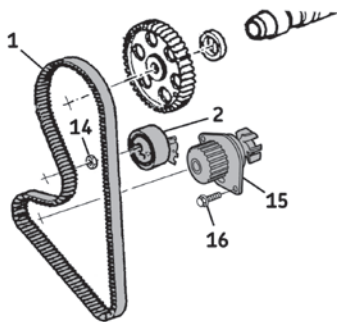
VKMC 03111



A



- (5): Camshaft sprocket pin (CIT. 1507TB/4507TB) (PEU. 0132R/Z).
- (6): Flywheel pin (CIT. 1507TA/4507TA) (PEU. 0132Q/Z).
- (9): Belt tension gauge (CIT. 4122T) (PEU. 105.5).
- (10): Plate (CIT. 4533TZ) (PEU. 0132AE).

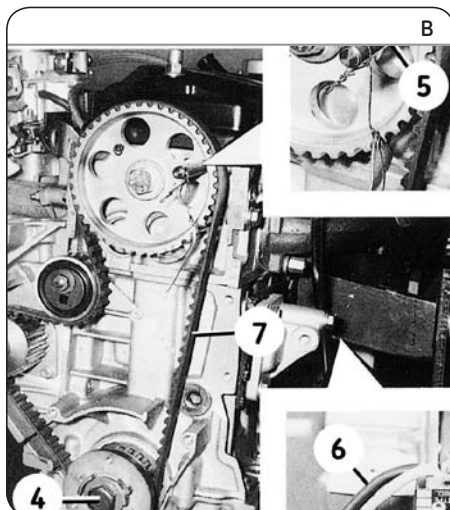


- (11): Waterpump bolt: 15 Nm
- (12): Tensioner nut: 22 Nm

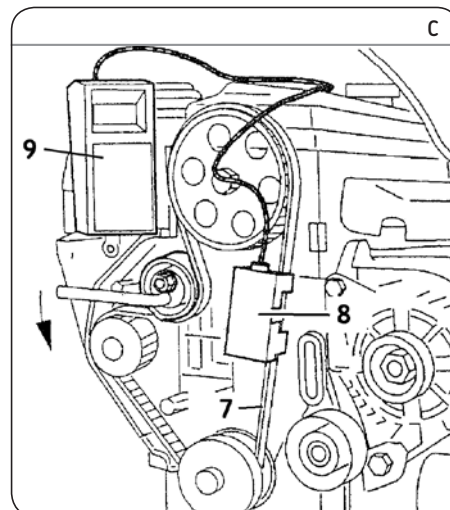
Removal

- 1) Disconnecting the battery according to the vehicle manufacturing guidelines.
- 2) Prepare the vehicle for the timing replacement according to the vehicle manufacturing guidelines.
- 3) Turn the crankshaft in the engine rotation direction with the help of the bolt (4) until the camshaft pin (5) and the flywheel pin (6) can be inserted (Fig. B).
- 4) Loosen the fastening nut (12) of the tensioner roller (2), then slacken and remove the timing belt (1) (Fig. A).
- 5) Remove the tensioner roller (2).
- 6) **Removing the water pump (VKMC 03100/03110/03111):** 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 (3) (Fig. A).

B

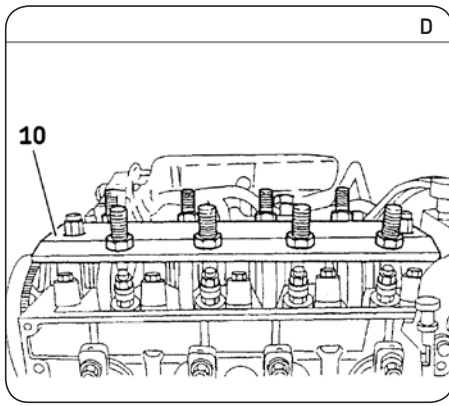


C



Install Confidence





Refitting

Caution! First clean the bearing surfaces of the rollers.

- 7) **Refitting the water pump:** Firstly, fit the new water pump (3), apply the torque **15 Nm** to the waterpump bolts(11); then check that the water pump pulley runs properly, and has no hard or locking spots.
- 8) Refit the new tensioner roller (2)
- 9) Fit the timing belt in the following order: crankshaft sprocket, camshaft sprocket, water pump sprocket and tensioner roller (2). Check that the side (7) of the belt is well tight (Fig. B).
- 10) Place the sensor (8) of the tension gauge (9) onto the side (7) of the belt (Fig. C).

- 11) Turn the tensioner roller **anti-clockwise** until the gauge (9) displays a reading of **44 SEEM** units (Fig. C).
- 12) Tighten the tensioner roller fastening nut (12) to **22 Nm**.
- 13) Remove the pins (5) and (6), and the sensor (8) (Fig. B and Fig. C).
- 14) Turn the crankshaft **four turns** in the normal engine rotation direction. Insert the pins (5) and (6) (Fig. B).
- 15) Operations for vehicles up to 1997
 - Loosen the tensioner roller fastening stud (13);
 - Place the sensor (8) on the side of the belt (7) (Fig. C);
 - Turn the tensioner roller until the gauge (9) displays a reading of 41 ± 3 SEEM units (Fig. C);
 - Tighten the tensioner roller fastening nut (12) to **22 Nm**;
 - Remove the pins (5) and (6), and the sensor (8) (Fig. B and Fig. C);
 - Turn the crankshaft **two turns** in the normal engine rotation direction. Insert the pin (6) (Fig. B);
 - Place the sensor (8) on the side of the belt (7) (Fig. C). Check the timing belt tension: It must be equal to 51 ± 3 SEEM units;
 - If the belt tension is incorrect, loosen the tensioner roller fastening nut and re-start the tension adjustment operation from step 15).
- 16) Operations for vehicles from 1998
 - Remove the cylinder head cover;
 - Fit the plate (10) (Fig. D);
 - Loosen the tensioner roller fastening stud (13);
 - Place the sensor (8) on the side of the belt (7) (Fig. C);
 - Turn the tensioner roller until the gauge (9) displays a reading of 31 ± 2 SEEM units (Fig. C);
 - Tighten the tensioner roller fastening nut (12) to **22 Nm**;
 - Remove the pins (5) and (6), the sensor (8) and the plate (10) (Fig. B, Fig. C and Fig. D);
 - Turn the crankshaft **two turns** in the normal engine rotation direction. Insert the pin (6) (Fig. B);
- 17) Remove the pin (6) (Fig. B).
- 18) Refit the elements removed in reverse order to removal.
- 19) Fill the cooling circuit with the permanent fluid recommended.
- 20) 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).

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