

Timing belt guide

Fiesta 1.4 diesel

Belt replacement on the 1.4 litre diesel engine can sometimes be problematic, so Dayco has issued a technical bulletin to guide technicians through the process and avoid some common problems.

These instructions are for the following Makes/Models:

Citroen (C1, C2, C3, Nemo, Xsara)

Ford (Fiesta, Fusion)

Peugeot(107, 206, 207, 307, 1007)

with the following Engine Codes:

DV4TD, DV4TD/L4, DV4TD/L5, DV4TED, F6JA, F6JC

Installation Procedure

- Once the engine has been cleaned and made ready for the installation of the new belt, make sure the driving shaft aligning tool (C) and the camshaft locking tool (A) are properly fitted.
- Make sure the fuel pump pinion (B) is properly aligned.
- Position the new tensioner correctly, introducing the plate in the pin located on the base and tighten the bearing fastening screw.
- Fit the timing belt in the following order: driving shaft pinion, idler, camshaft pinion, water pump pinion, fuel pump pinion and then tensioner.
- Slacken the tensioner fastening screw and remove the locking pin.
- With an allen wrench, rotate the tensioner pulley anti-clockwise, until the indicator is positioned in the centre, as in Fig. 1.
- Tighten the tensioner screw to a torque of 30 Nm.
- Remove the camshaft locking tool (A) and the driving shaft aligning tool (C).
- Make sure the fuel pump pinion is properly aligned.
- Rotate the driving shaft by 10 turns clockwise.
- Make sure the indicator is still aligned as in Fig.1.
- Make sure the above-mentioned aligning and locking tools (both A and C) can be easily re-inserted. If not, repeat the installation procedure.

- Re-assemble the other component in the reverse order to disassembly.
- Insert the tool to secure the flywheel and tighten the driving shaft pulley screw to a torque of 30 Nm + 180°.

The Dayco replacement kit includes the timing belt, tensioner and idler and carries the reference number KTB310. The kit contains a timing belt with 144 teeth, 25.4 mm wide (94923, OES 9464034380), a tensioner (ATB2236, OES 96413140) and an idler (ATB2090, OES 96415393). A water pump kit is also available (KTBWP3100), which contains all of these items plus an OE quality water pump.

The Fiesta 1.2, 1.4 and 1.6 litre petrol engines are notable because although it is the auxiliary belt that drives the water pump, the timing belt tensioner is located on the water pump bracket and requires careful adjustment, in order to set the correct tension of the belt when a replacement is installed. However, the installation itself is a simple and straightforward process.

Dayco is the original equipment (OE) timing belt supplier for the Ford Fiesta and has been so for several years. From October 2010 the OE belt on vehicles fitted with 1.6-litre petrol engine was upgraded from a standard to a High Tenacity (HT) or 'white' belt.

Replacement kits for the petrol engines contain both the tensioner and belt, with reference numbers KTB461 for the standard belt and KTB764 for the HT belt for the 1.6-litre engine.

Dayco's unique Long Life + 1 year warranty is free of charge to the factor, workshop and motorist, but extends the warranty on the Dayco HT belt from the existing two years, to a market leading three-year term.

Full technical information is available through the Dayco website, www.dayco.com, or contact P R Reilly on 01-832-0006.

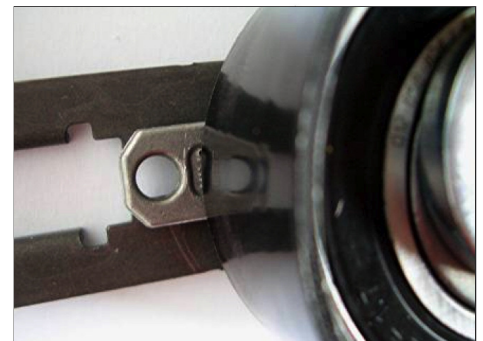
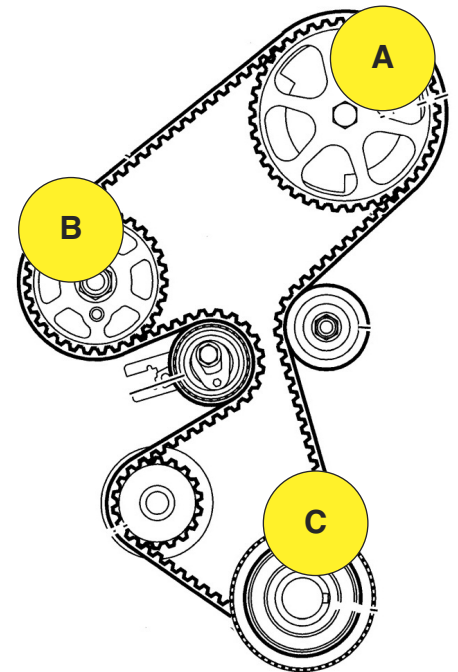
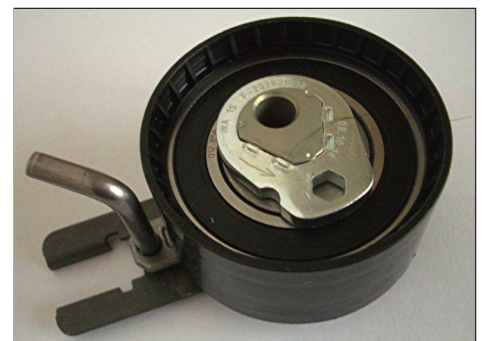


Fig. 1 A properly positioned indicator on the tensioner pulley



Tensioner with locking pin in position in the indicator. The round hole in the centre of the tensioner is for the fastening screw and the hex shaped hole is for an allen key.