

Tighten to torque and in order:

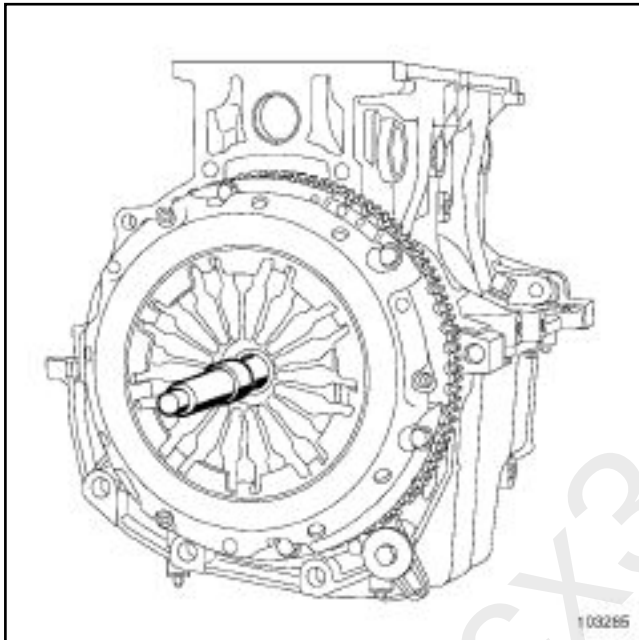
- the flywheel mounting bolts ($55 \pm 5.5 \text{ Nm}$) ,
- the dual-mass flywheel mounting bolts ($20 \pm 2 \text{ Nm} + 36^\circ \pm 6^\circ$) .

Degrease the flywheel friction surface using degreaser.

Refit the friction plate (orientating it correctly).

Centre the friction plate using the **(Emb. 1780)** .

Degrease the clutch pressure plate friction surface using degreaser.



103285

Refit:

- the clutch pressure plate,
- the clutch pressure plate mounting bolts.

Gradually tighten the clutch pressure plate mounting bolts.

Tighten to torque the **clutch pressure plate mounting bolts** (**M6 bolts to $14 \pm 1.4 \text{ Nm}$ and M7 bolt to $20 \pm 2 \text{ Nm}$**) .

Remove the engine flywheel locking tool **(Mot. 582-01)** or **(Mot. 1677)** .

K9K, and 274 or 276 or 714 or 716 or 718 or 766 or 768

Special tooling required

Mot. 1489	TDC locating pin.
Mot. 1430	Set of 5 crankshaft and camshaft pulley timing pins.

I - RECOMMENDATIONS FOR REPAIR**IMPORTANT**

Wear protective gloves during every operation.

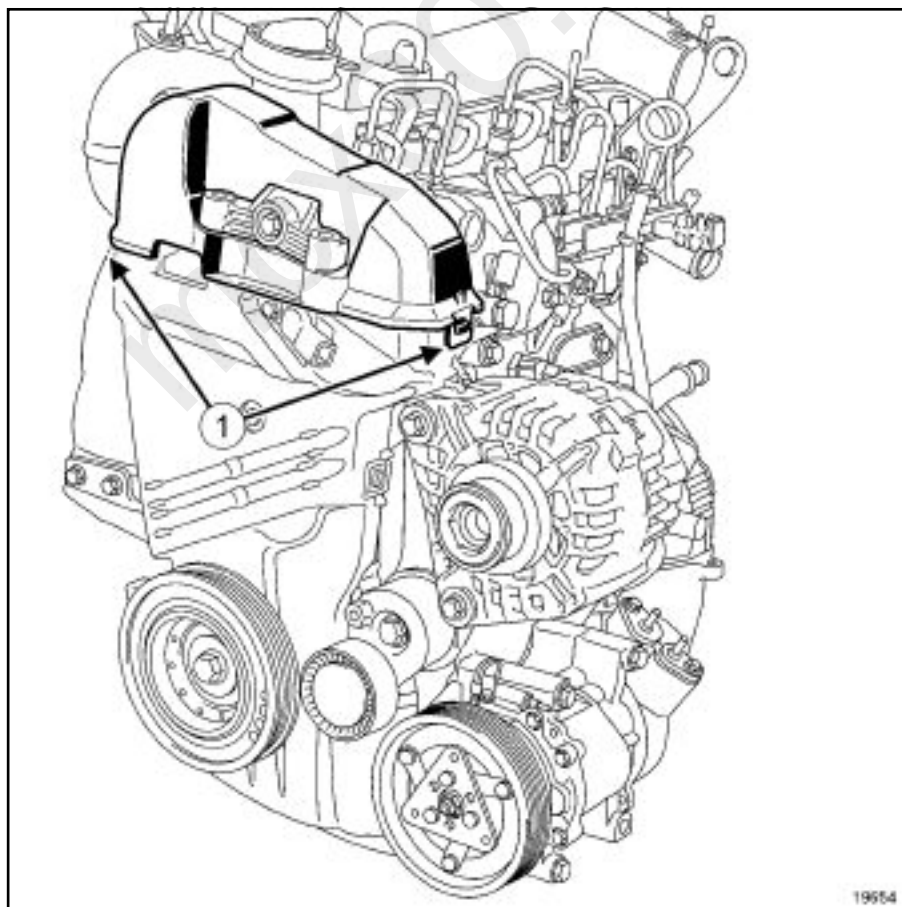
WARNING

Never turn the engine in the opposite direction to its normal operating direction.

Do not run the engine without the accessories belt so as not to damage the crankshaft accessories pulley.

II - ESSENTIAL EQUIPMENT

- Protective gloves,
- Large screwdriver,
- Allen key (**6 mm**),
- Torx socket (**14**).

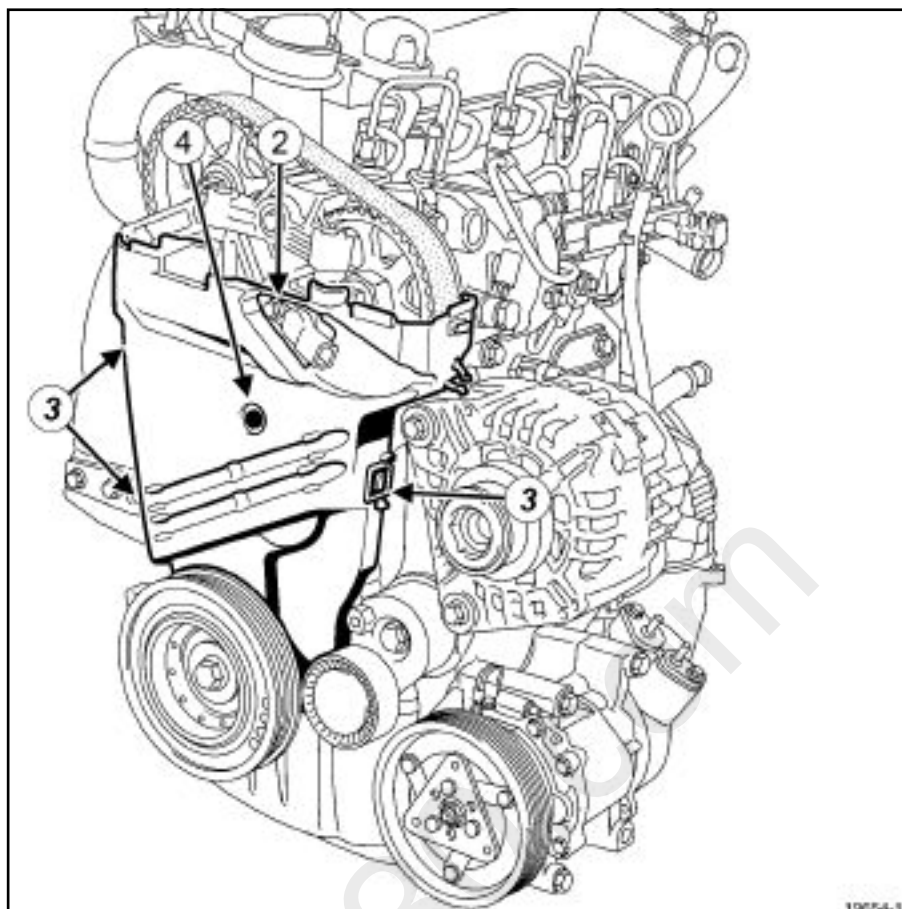
III - REMOVAL

19654

19654

Remove the upper timing cover by unclipping both tabs (1) .

K9K, and 274 or 276 or 714 or 716 or 718 or 766 or 768



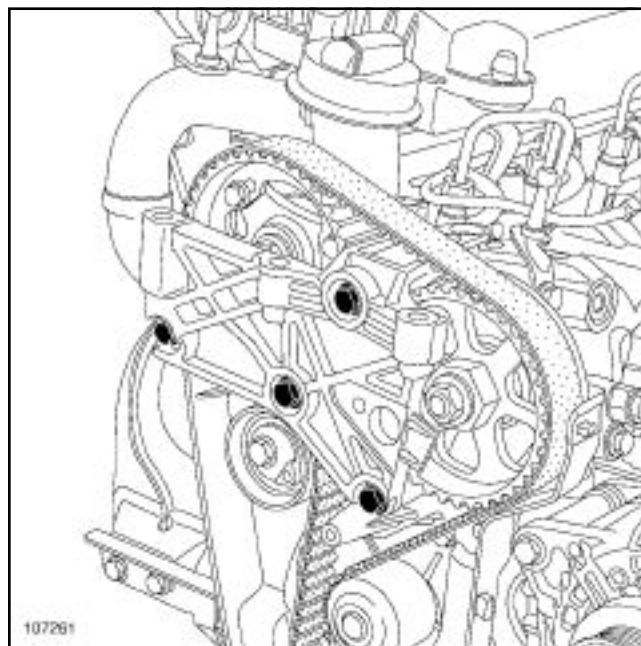
19654-1

Remove:

- the high-pressure pump position sensor (2) ,
- the plastic bolt (4) .

Unclip the three tabs (3) .

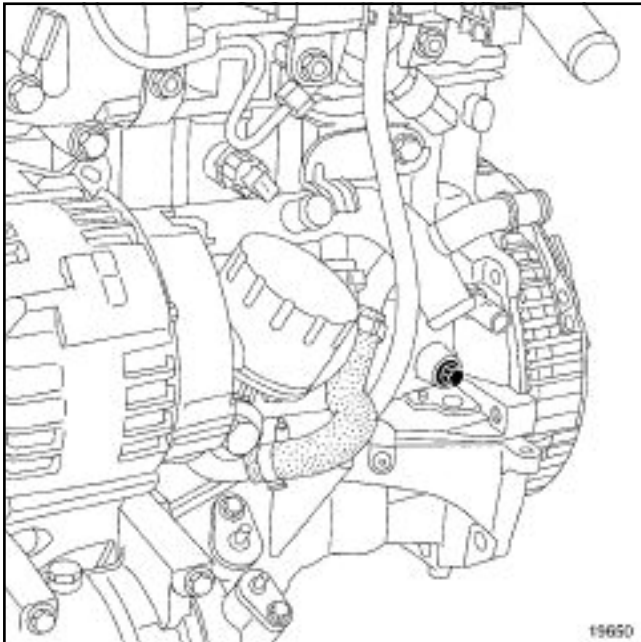
Remove the lower timing cover.



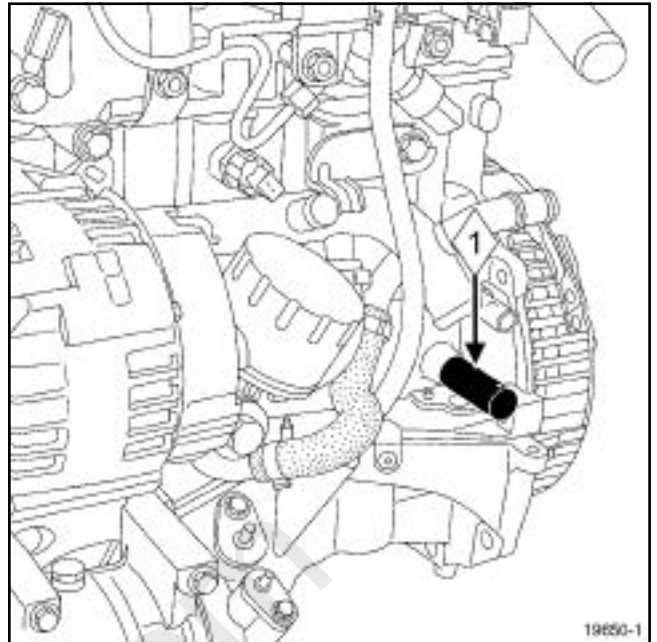
107261

Remove the cylinder head suspended mounting.

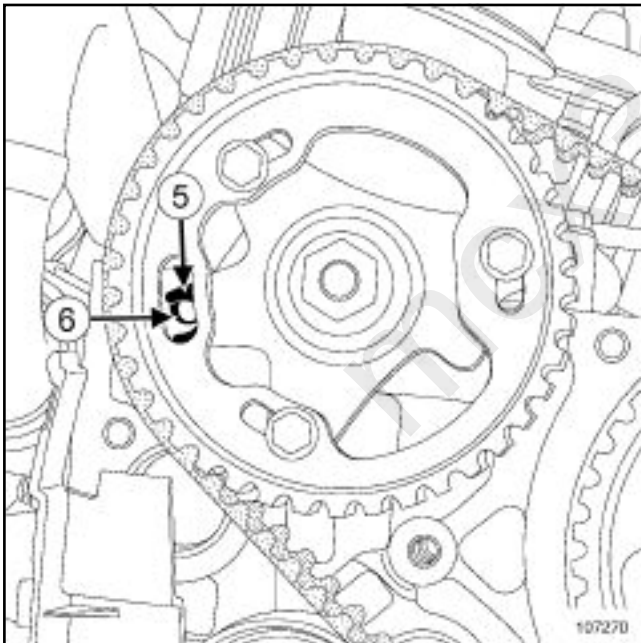
K9K, and 274 or 276 or 714 or 716 or 718 or 766 or 768



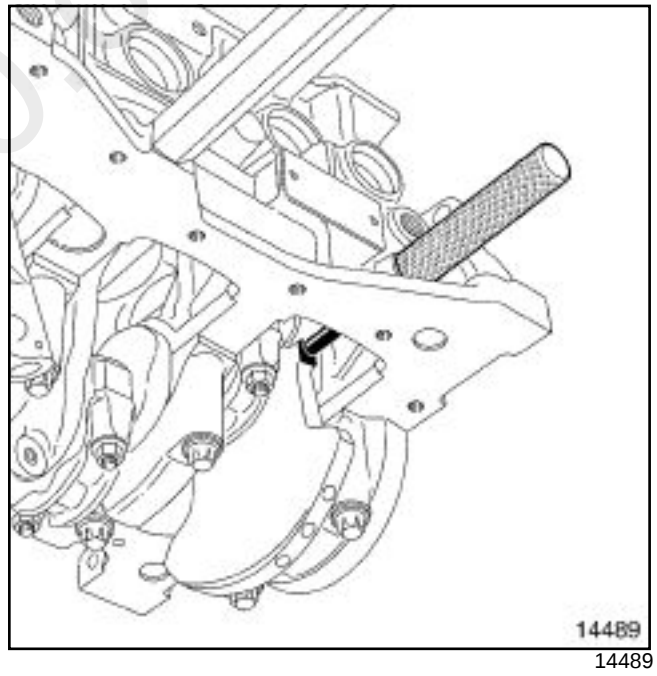
Remove the TDC setting pin plug using a female torx socket (**14**).



Screw in the TDC setting pin (**1**) (**Mot. 1489**) .

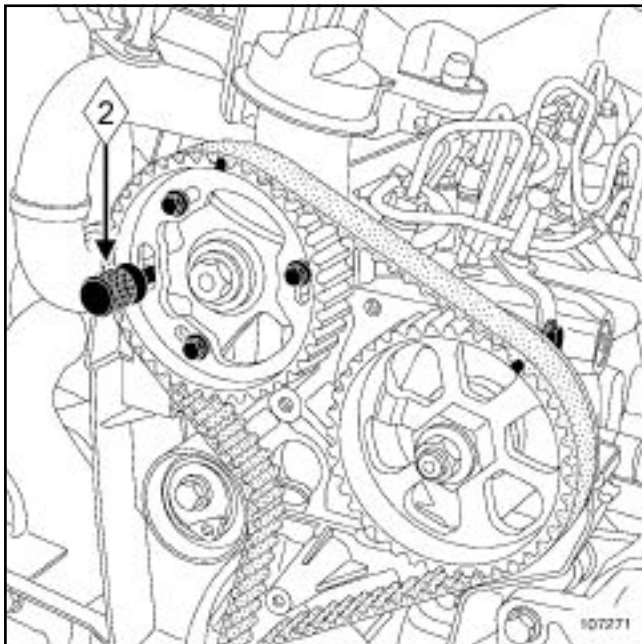


Turn the crankshaft to position the camshaft pulley hole (**5**) almost opposite the cylinder head hole (**6**) .



Turn the crankshaft clockwise (timing end) smoothly until the crankshaft comes into contact with the TDC setting pin.

K9K, and 274 or 276 or 714 or 716 or 718 or 766 or 768

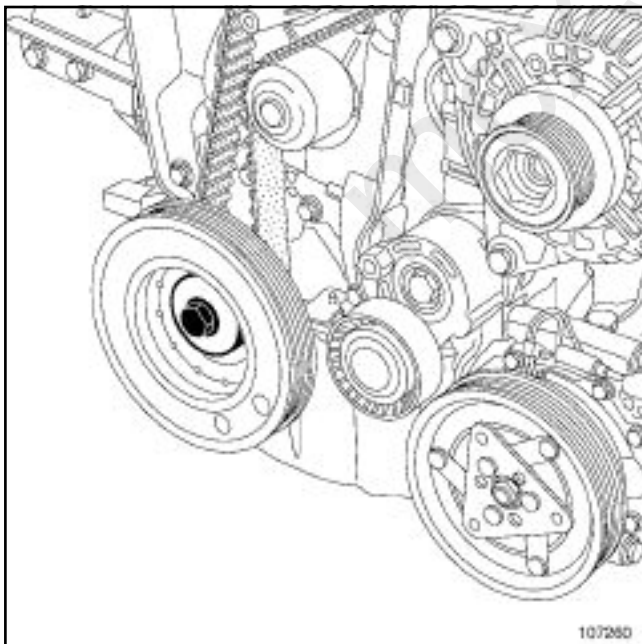


107271

Engage the pin (**Mot. 1430**) (2) in the camshaft pulley and cylinder head holes.

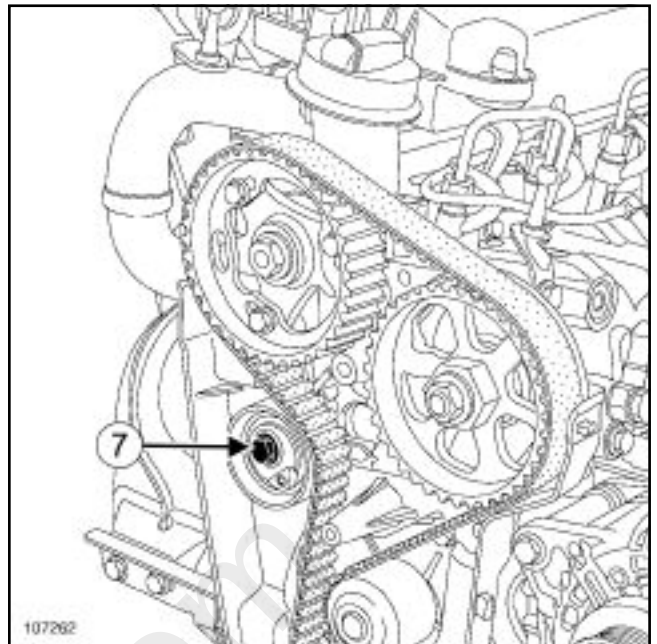
Remove:

- the set of 5 timing pins for the camshaft and crankshaft pulleys (**Mot. 1430**) ,
- the TDC setting pin (**Mot. 1489**) .



107260

Remove the crankshaft accessories pulley, locking the flywheel with a screwdriver.



107262

Undo the tensioning roller bolt (7) .

Loosen the timing tensioning roller by turning the eccentric cam using a **6 mm** Allen key.

Remove:

- the timing belt,
- the timing tensioning roller.

Timing belt: Removal

K9K, and 260 or 270 or 272 or 700 or 702 or 704 or 706 or 710 or 712 or 722 or 724 or 728 or 729 or 750 or 752 or 760 or 762 or 790

Special tooling required

Mot. 1489	TDC locating pin.
Mot. 1430	Set of 5 crankshaft and camshaft pulley timing pins.

I - RECOMMENDATIONS FOR REPAIR

IMPORTANT

Wear protective gloves during every operation.

WARNING

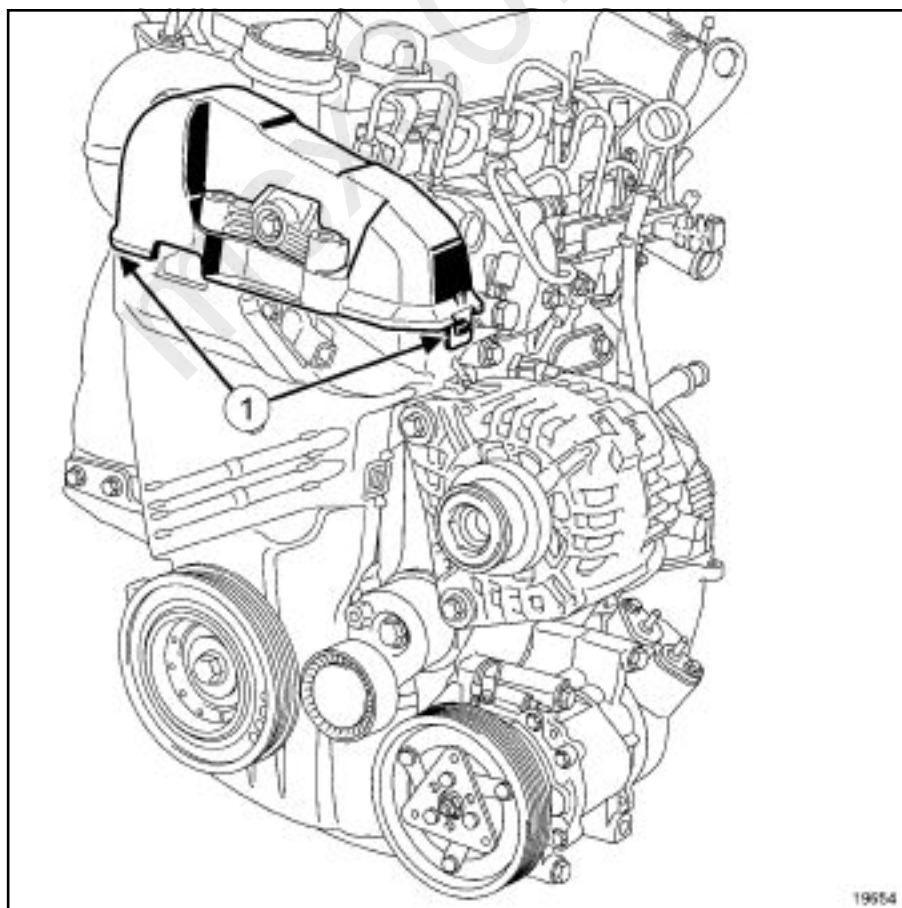
Never turn the engine in the opposite direction to its normal operating direction.

Do not run the engine without the accessories belt so as not to damage the crankshaft accessories pulley.

II - ESSENTIAL EQUIPMENT

- Protective gloves,
- Large screwdriver,
- Allen key (**6 mm**),
- Torx socket (**14**).

III - REMOVAL



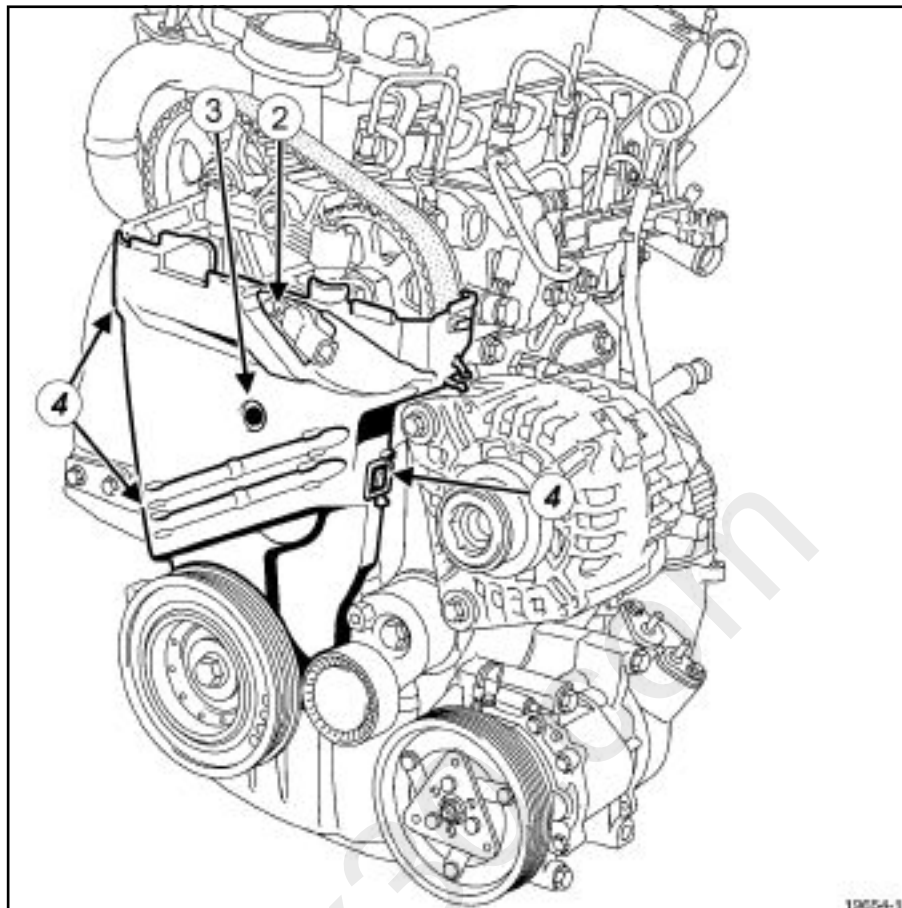
19654

19654

Remove the upper timing cover by unclipping both | tabs (1) .

Timing belt: Removal

K9K, and 260 or 270 or 272 or 700 or 702 or 704 or 706 or 710 or 712 or 722 or 724 or 728 or 729 or 750 or 752 or 760 or 762 or 790



19654-1

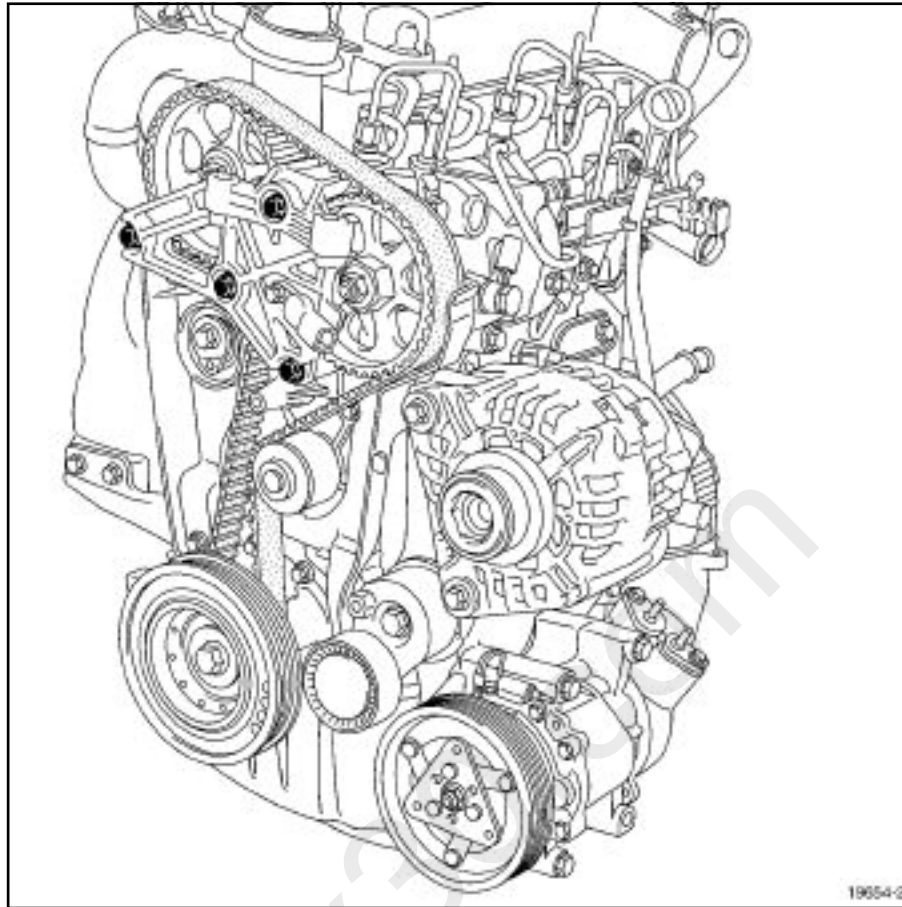
Remove:

- the high-pressure pump position sensor (1) ,
- the plastic bolt (2) .

Unclip the three tabs (3) .

Remove the lower timing cover.

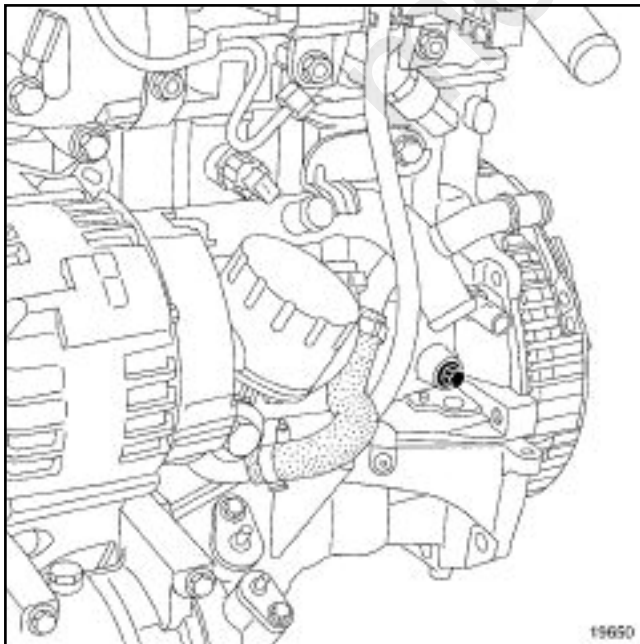
K9K, and 260 or 270 or 272 or 700 or 702 or 704 or 706 or 710 or 712 or 722 or 724 or 728 or 729 or 750 or 752 or 760 or 762 or 790



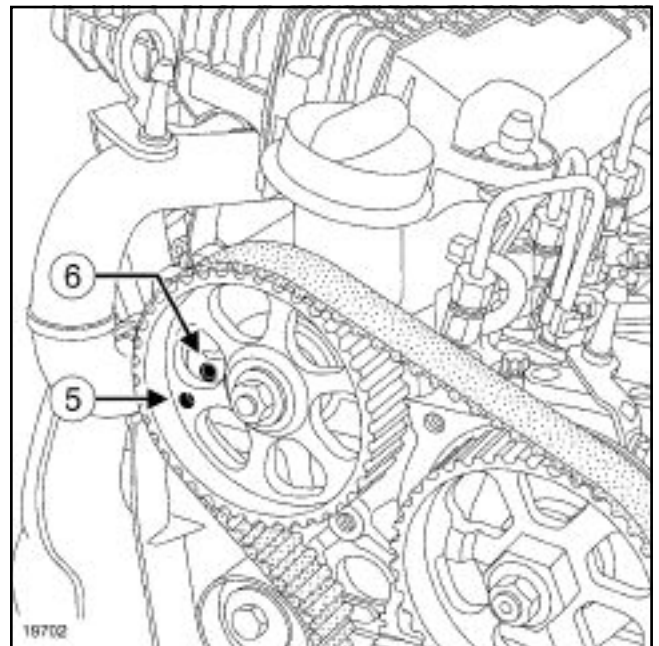
19654-2

19654-2

Remove the cylinder head suspended mounting.

19650
19650

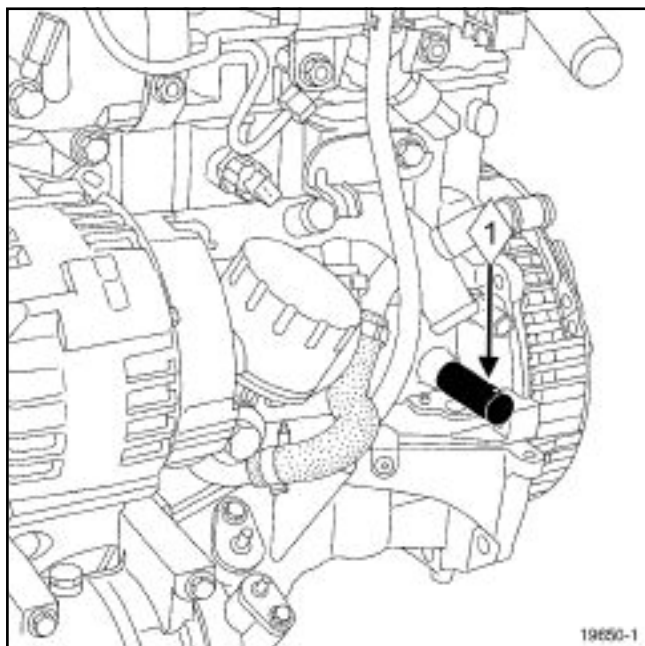
Remove the TDC pin plug using a female torx socket (14).



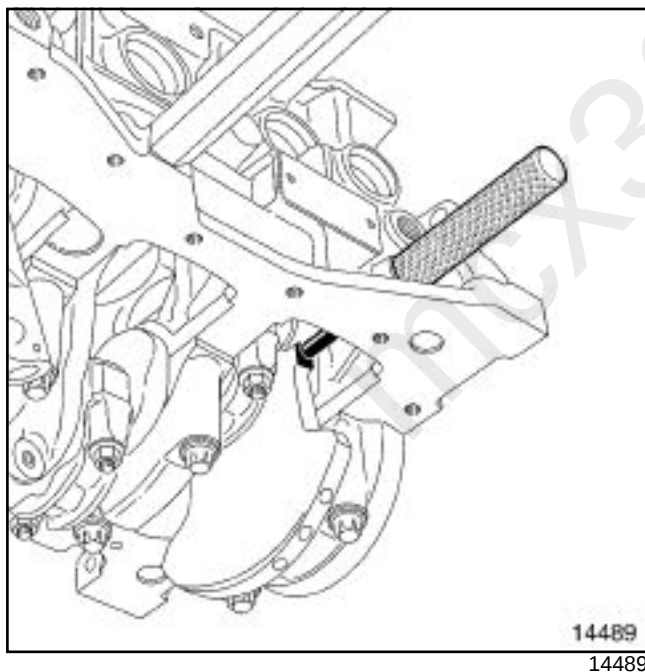
19702

Turn the crankshaft to position the camshaft pulley hole (5) almost opposite the cylinder head hole (6).

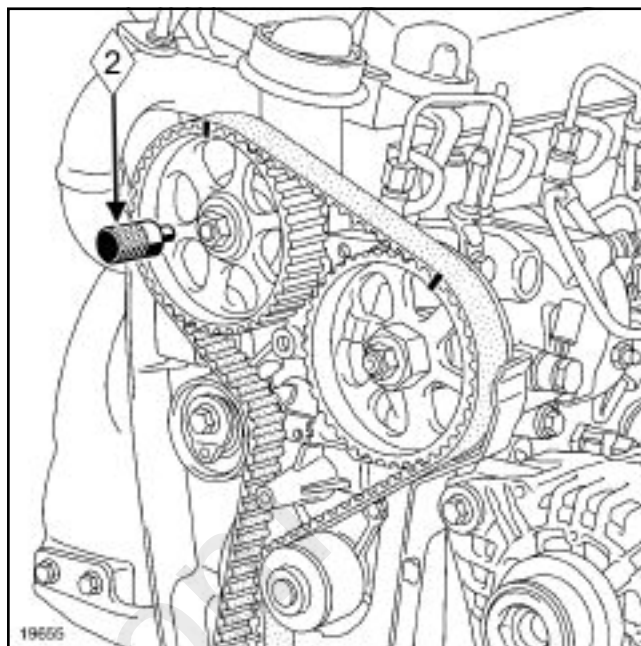
K9K, and 260 or 270 or 272 or 700 or 702 or 704 or 706 or 710 or 712 or 722 or 724 or 728 or 729 or 750 or 752 or 760 or 762 or 790



Screw in the TDC setting pin (**Mot. 1489**) (1) .



Turn the crankshaft clockwise (timing end) smoothly until the crankshaft comes into contact with the TDC setting pin.

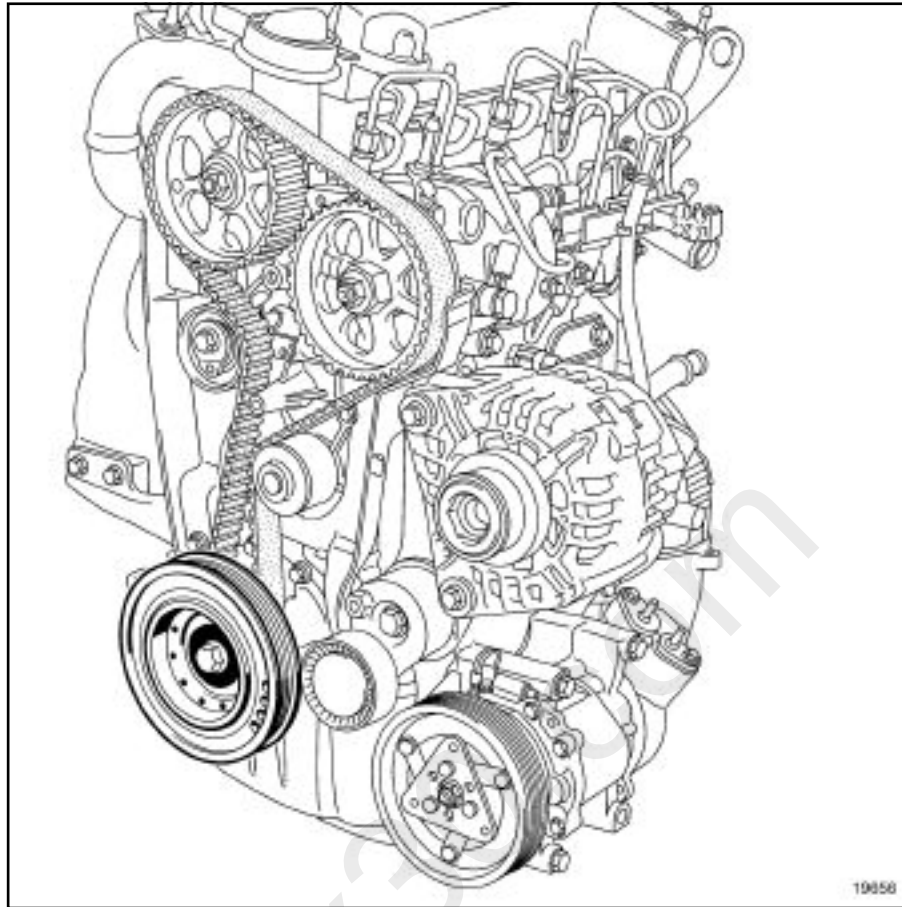


Engage the pin (**Mot. 1430**) (2) in the camshaft pulley and cylinder head holes.

Remove:

- the set of 5 timing pins for the camshaft and crankshaft pulleys (**Mot. 1430**) ,
- the TDC setting pin (**Mot. 1489**)

K9K, and 260 or 270 or 272 or 700 or 702 or 704 or 706 or 710 or 712 or 722 or 724 or 728 or 729 or 750 or 752 or 760 or 762 or 790

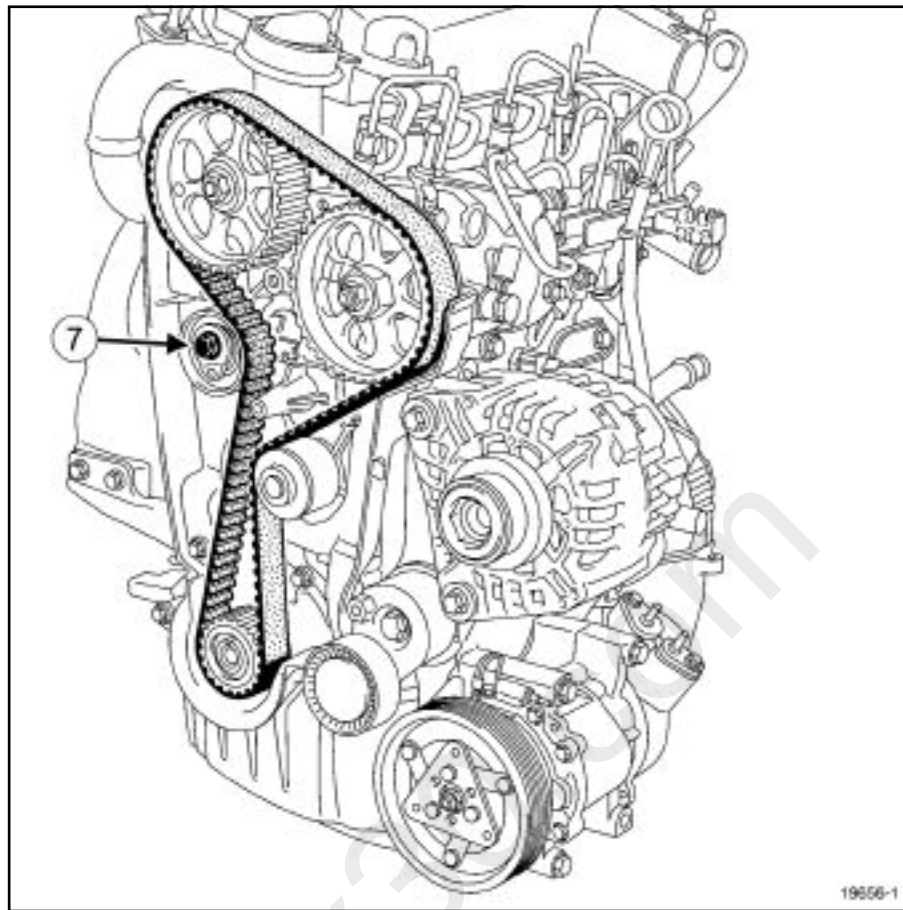


19656

Remove the crankshaft accessories pulley by locking the flywheel with a large screwdriver.

Timing belt: Removal

K9K, and 260 or 270 or 272 or 700 or 702 or 704 or 706 or 710 or 712 or 722 or 724 or 728 or 729 or 750 or 752 or 760 or 762 or 790



19656-1

Undo the tensioning roller bolt (7) .

Loosen the timing tensioning roller by turning the eccentric cam using a **6 mm** Allen key.

Remove:

- the timing belt taking care not to let the crankshaft timing sprocket fall out,
- the timing tensioning roller.

K9K, and 732 or 764

Special tooling required

Mot. 1489	TDC locating pin.
Mot. 1430	Set of 5 crankshaft and camshaft pulley timing pins.

I - RECOMMENDATIONS FOR REPAIR**IMPORTANT**

Wear protective gloves during every operation.

WARNING

Never turn the engine in the opposite direction to its normal operating direction.

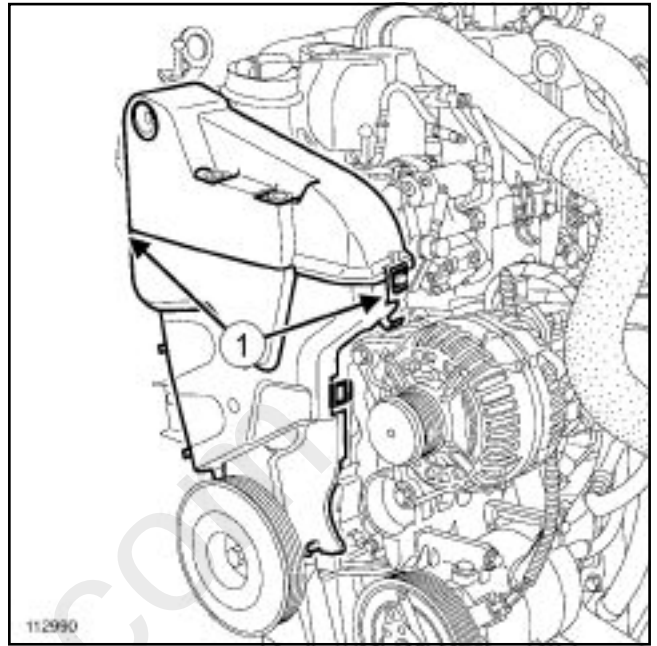
Do not run the engine without the accessories belt so as not to damage the crankshaft accessories pulley.

II - EQUIPMENT REQUIRED

- Protective gloves,
- Large screwdriver,
- Allen key (**6 mm**),
- Torx socket (**14**).

III - REMOVAL

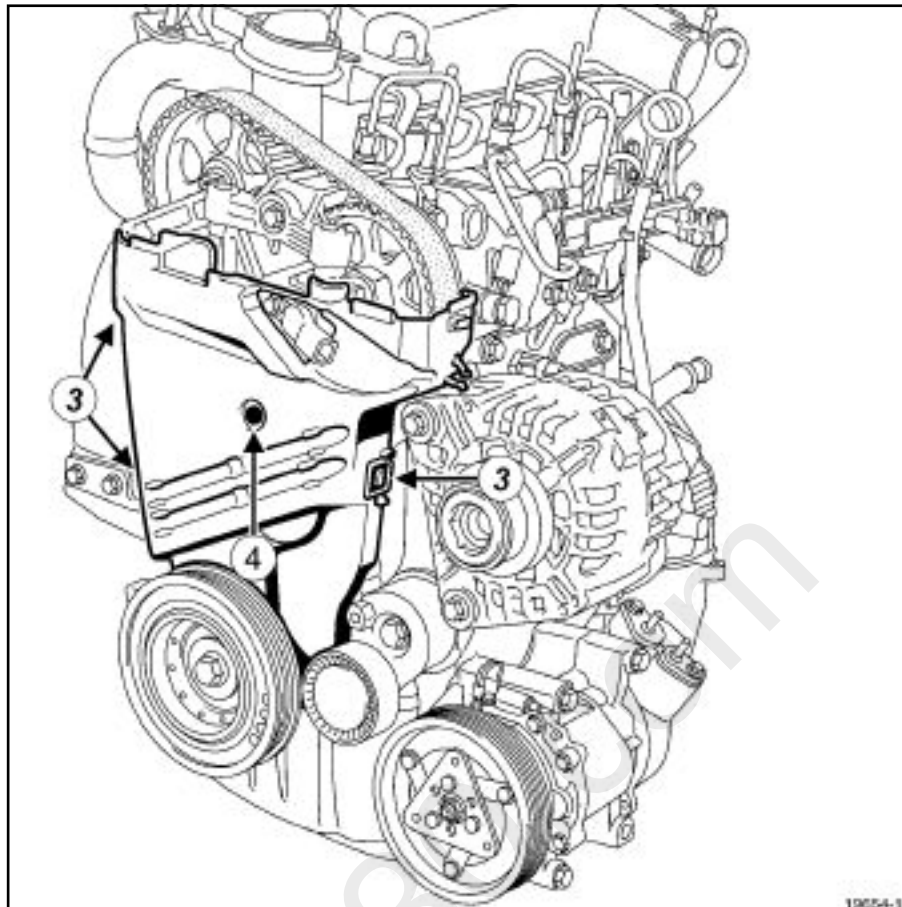
K9K, and 732



112990

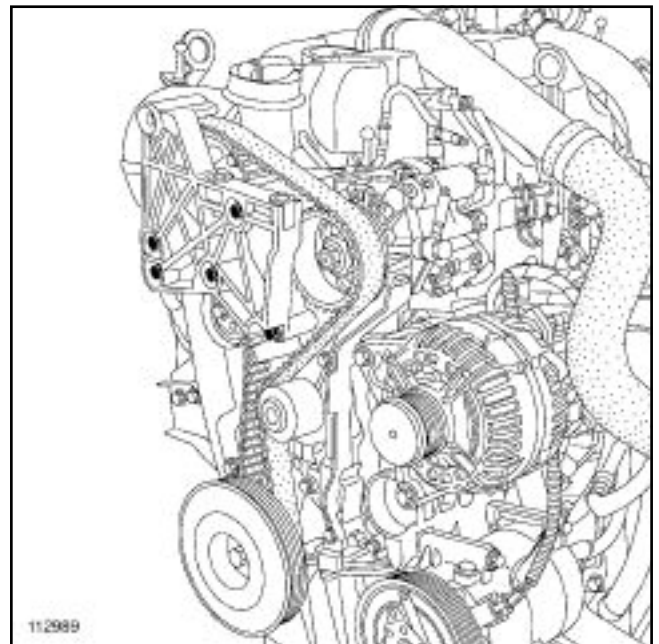
Remove the upper timing cover by unclipping both tabs (1) .

K9K, and 732 or 764



19654-1

- Remove the plastic bolt (4) .
- Unclip the three tabs (3) .
- Remove the lower timing cover.

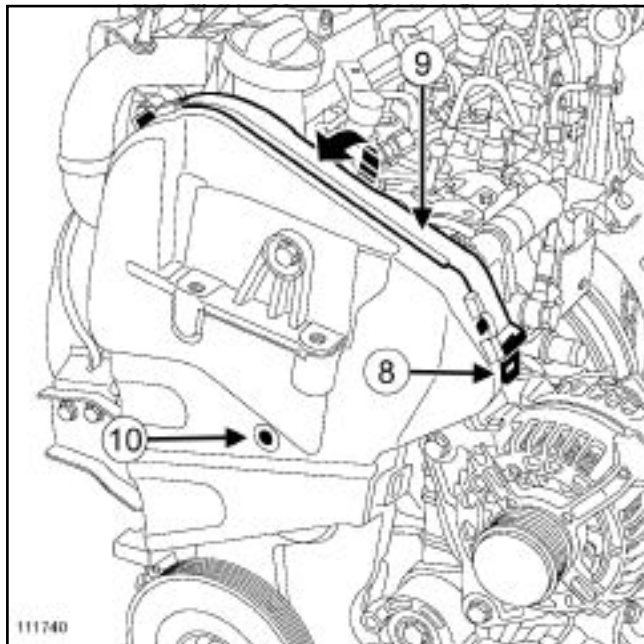


112989

- Remove the cylinder head suspended mounting.

K9K, and 732 or 764

K9K, and 764

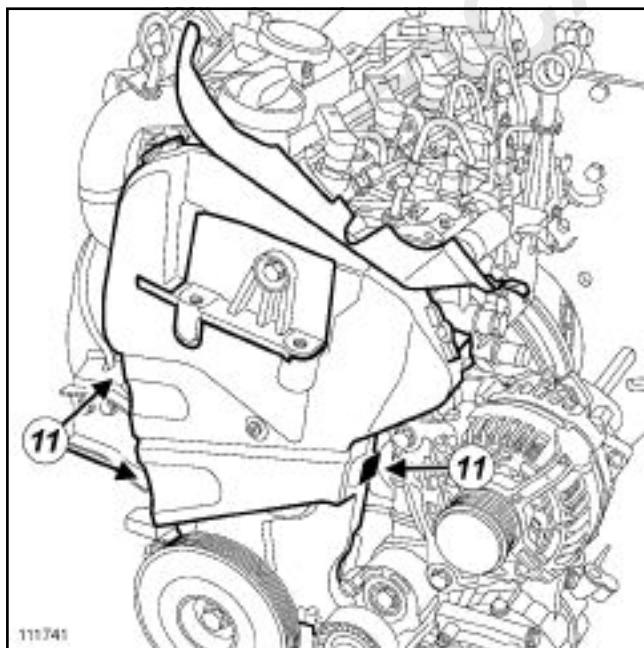


111740

Unclip the tab (8) .

Turn the timing cover (9) in the direction of the arrow.

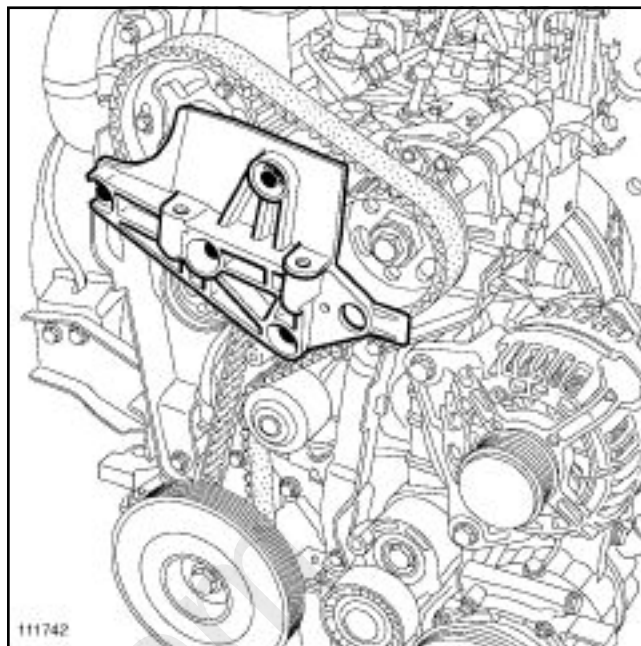
Remove the plastic bolt (10) .



111741

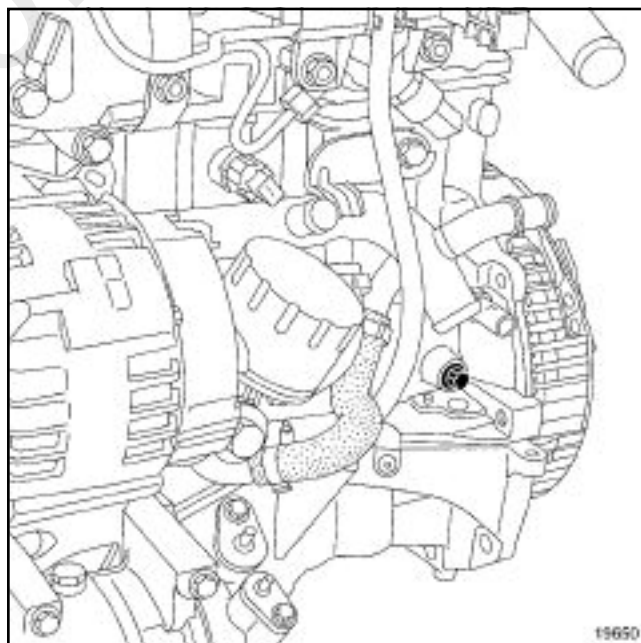
Unclip the three tabs (11) .

Remove the timing cover.



111742

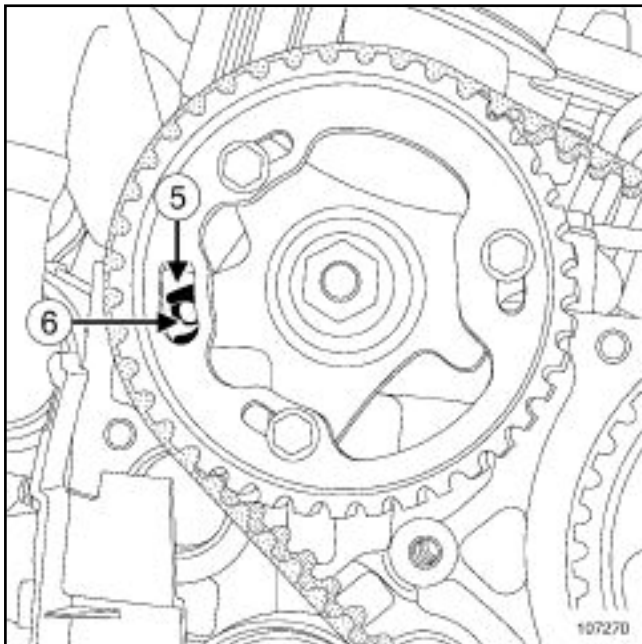
Remove the cylinder head suspended mounting.



19650

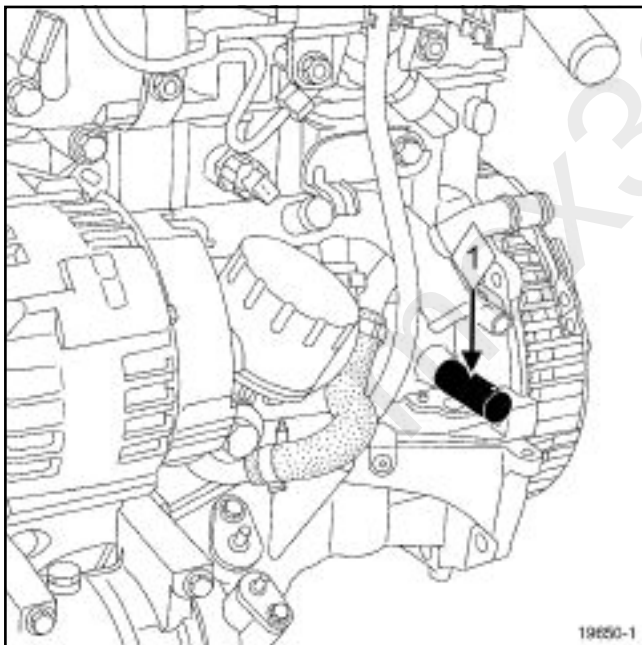
Remove the TDC setting pin plug using a female torx socket (14).

K9K, and 732 or 764



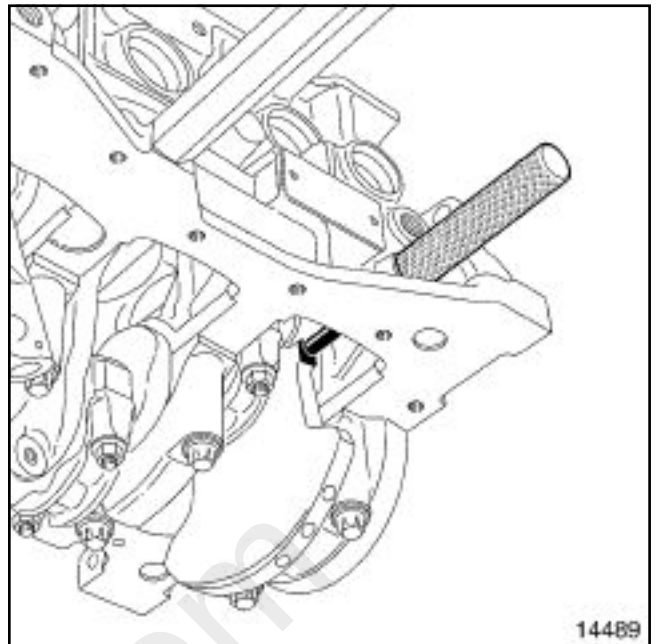
107270

Turn the crankshaft to position the camshaft pulley hole (5) almost opposite the cylinder head hole (6) .



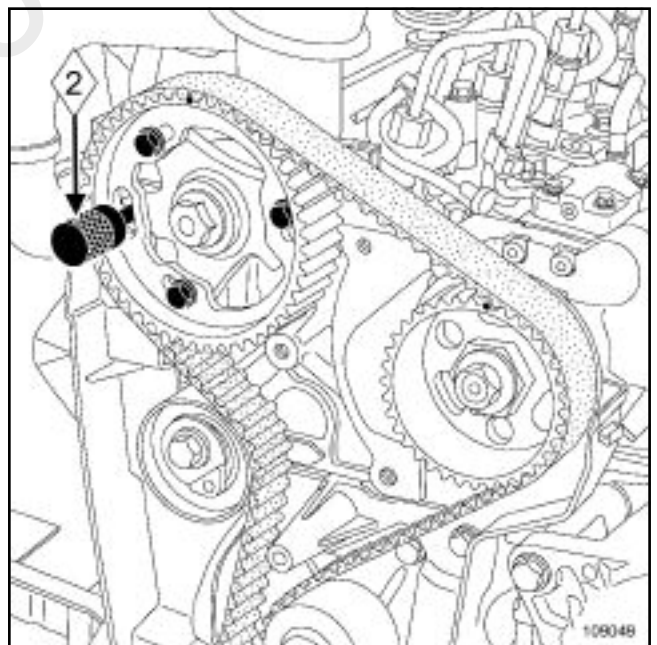
19650-1

Screw in the TDC setting pin (1) (**Mot. 1489**) .



14489

Turn the crankshaft clockwise (timing end) smoothly until the crankshaft comes into contact with the TDC setting pin.



109049

Engage the pin (**Mot. 1430**) (2) in the camshaft pulley and cylinder head holes.

Remove:

- the set of 5 pins for the camshaft and crankshaft pulleys (**Mot. 1430**) ,
- the TDC setting pin (**Mot. 1489**) .