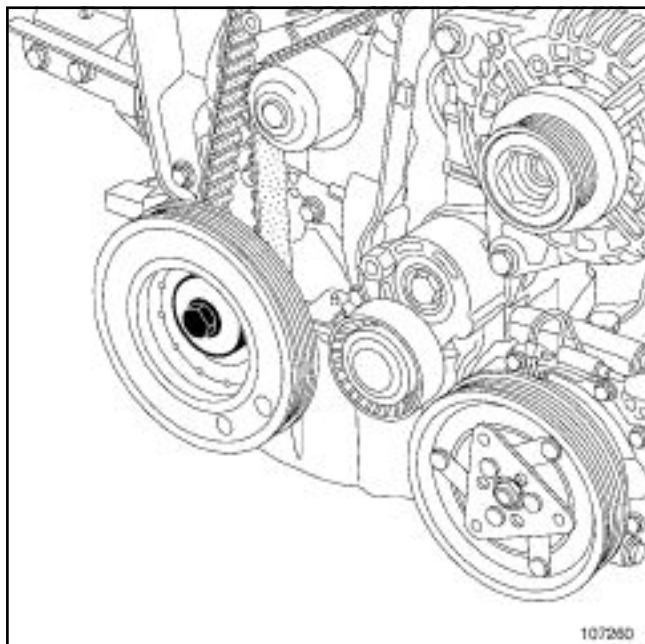


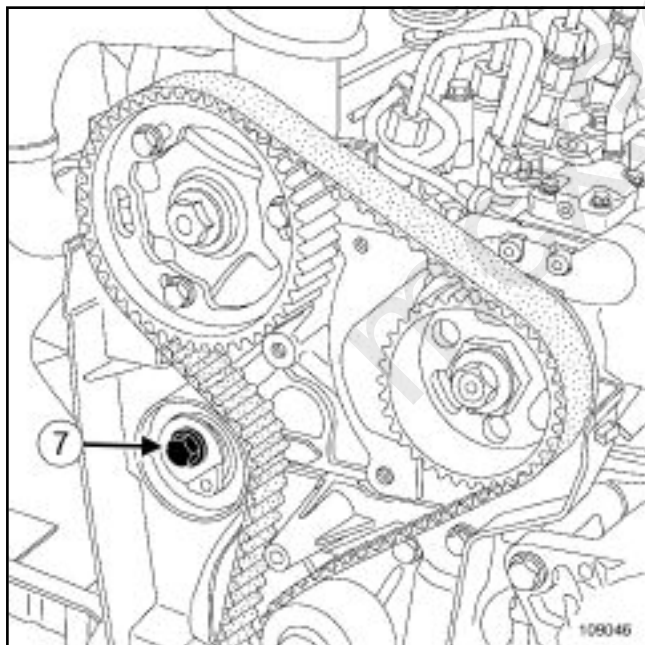
Timing belt: Removal

K9K, and 732 or 764



107260

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



109046

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 belts: Refitting

There are three distinct tension procedures that must be observed, according to the engine family.

Some engines require:

- a pretensioning torque to be applied (using the special tooling for the engine type) to the belt section to be measured to compensate for all the belt play.
- a **pre-stress T1** slightly greater than the **final fitting tension T2** to be applied.

The purpose of these two operations is to stabilise the belt's internal voltage, to make a reliable tension measurement.

WARNING

Replace any removed belt.

WARNING

When replacing the timing belt specified by the manufacturer, the belt, tension wheel and pulley(s) must be replaced.

Timing belts: Refitting

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

Special tooling required

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

Tightening torques

tensioning roller bolt	27 ± 2.7 Nm
the camshaft pulley wheel bolts	14 ± 1.4 Nm
the tensioning roller bolt	27 ± 2.7 Nm
the camshaft pulley wheel bolts	14 ± 1.4 Nm
the crankshaft accessories pulley M14 bolt	120 ± 12 Nm + 95° ± 15°
TDC pin plug	20 ± 2 Nm
cylinder head suspended mounting bolts	21 ± 2.1 Nm
high-pressure pump position sensor bolt	8 Nm

I - RECOMMENDATIONS FOR REPAIR

IMPORTANT

Wear protective gloves during every operation.

WARNING

The belt must be replaced with a new one if it has been removed.

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.

When replacing the belt, always replace the tensioning rollers and fixed rollers.

II - PARTS AND CONSUMABLES FOR THE REPAIR

Pièces à remplacer systématiquement

- Timing belt,
- Timing belt tensioning roller,
- Crankshaft accessories pulley bolt.

Ingrédients

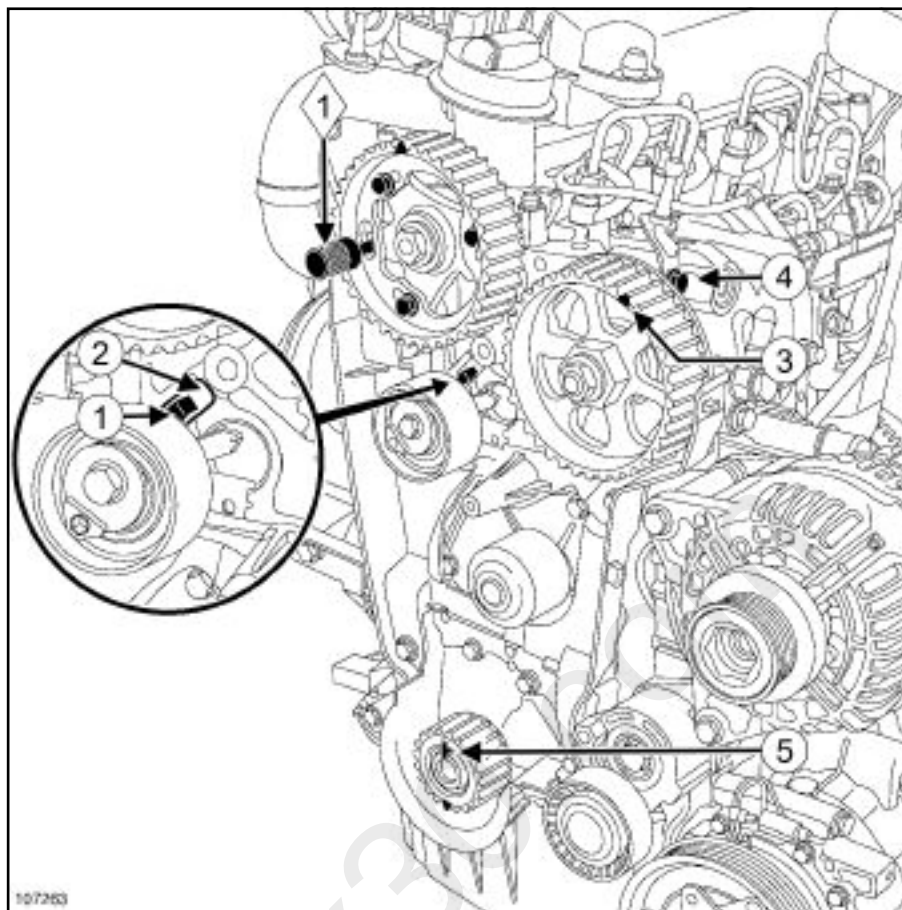
- Silicone adhesive sealant, part no. **77 11 227 484**

III - ESSENTIAL EQUIPMENT

- Protective gloves,
- Allen key (**6 mm**),
- Female torx socket (**14**),
- Offset wrench (**18 mm**),
- Torque/angle wrench,
- Torque wrench
- Cylinder head bolt tightening gauge (angular measuring type).

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

IV - REFITTING



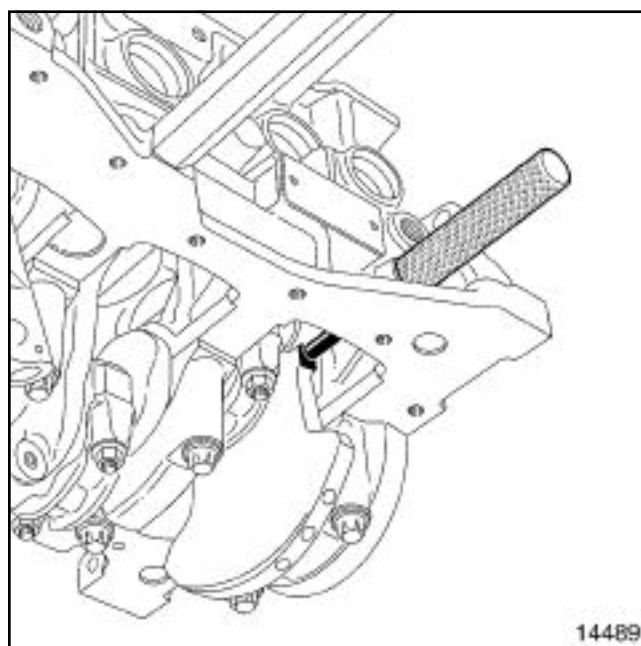
107263

Refit the timing tensioning roller.

Place the tensioning roller spigot (1) in the cylinder head groove (2) .

Engage the pin (1) (**Mot. 1430**) in the holes of the camshaft pulley and cylinder head, turning the camshaft using an **18 mm** offset wrench if necessary.

Check that the mark on the high-pressure pump (3) is opposite the bolt head (4) .

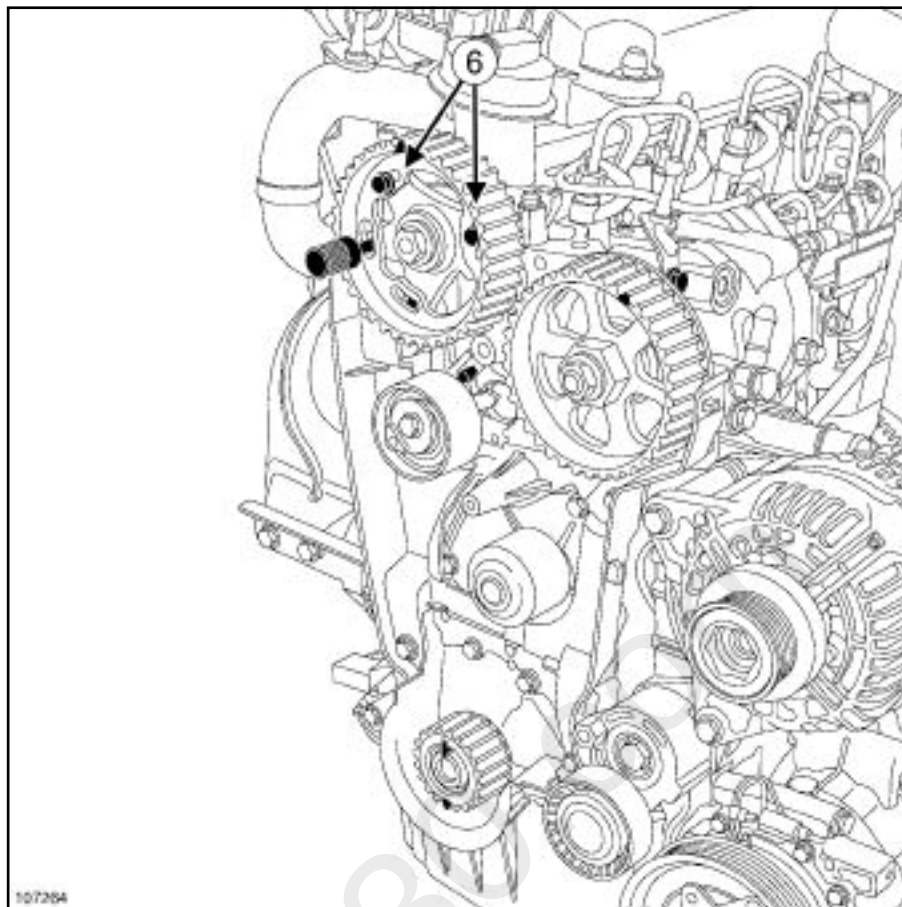


14489

14489

Position the crankshaft so that it presses against the TDC setting pin (**Mot. 1489**) (the crankshaft sprocket cotter (5) must face upwards).

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



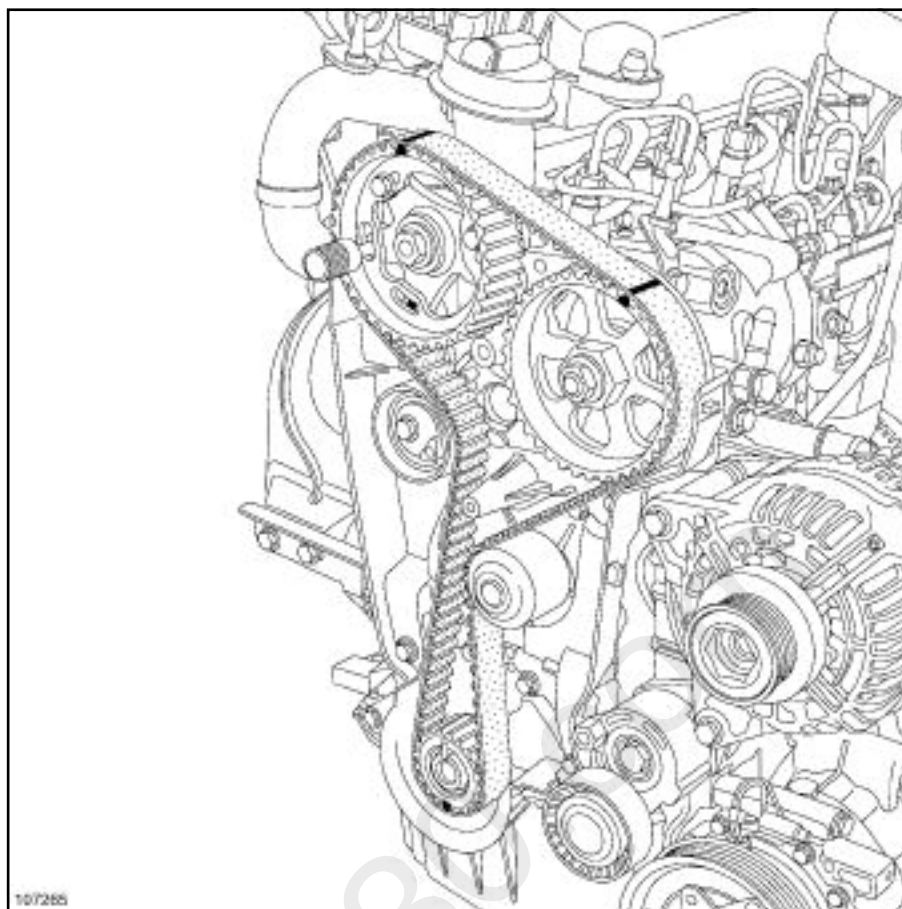
107264

Remove one bolt from the camshaft pulley wheel.

Loosen the two other camshaft pulley wheel bolts (6) by one turn.

Timing belts: Refitting

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



107265

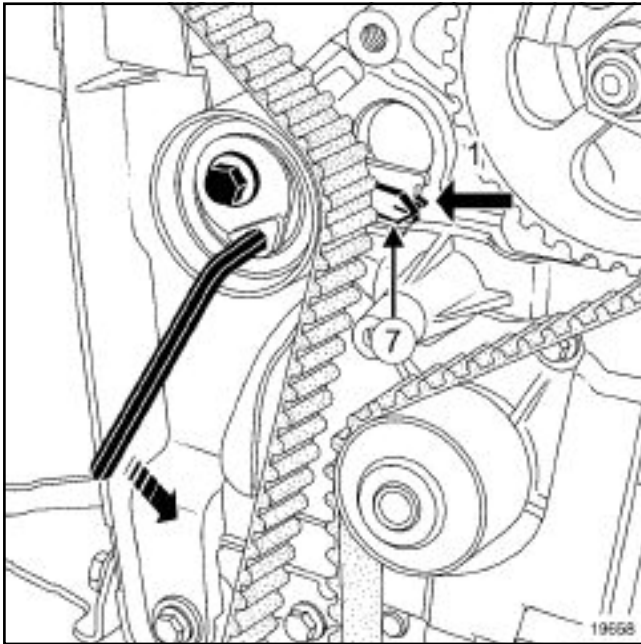
Fit the timing belt, starting with the crankshaft sprocket, by aligning the marks on the belt with those on the crankshaft sprockets, the camshaft and the high-pressure pump.

Note:

There should be 19 tooth belt grooves between the camshaft sprocket marks and the high-pressure pump, and 51 tooth belt grooves between the crankshaft sprockets and the high-pressure pump.

Timing belts: Refitting

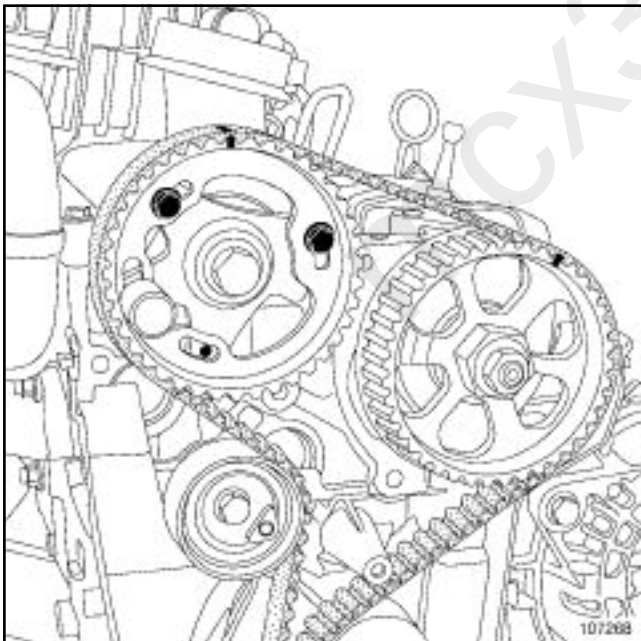
K9K, and 274 or 276 or 714 or 716 or 718 or 766 or 768



19658

Position the tensioning roller adjustable index (7) opposite the spigot, turning the eccentric cam anti-clockwise using a **6 mm** Allen key.

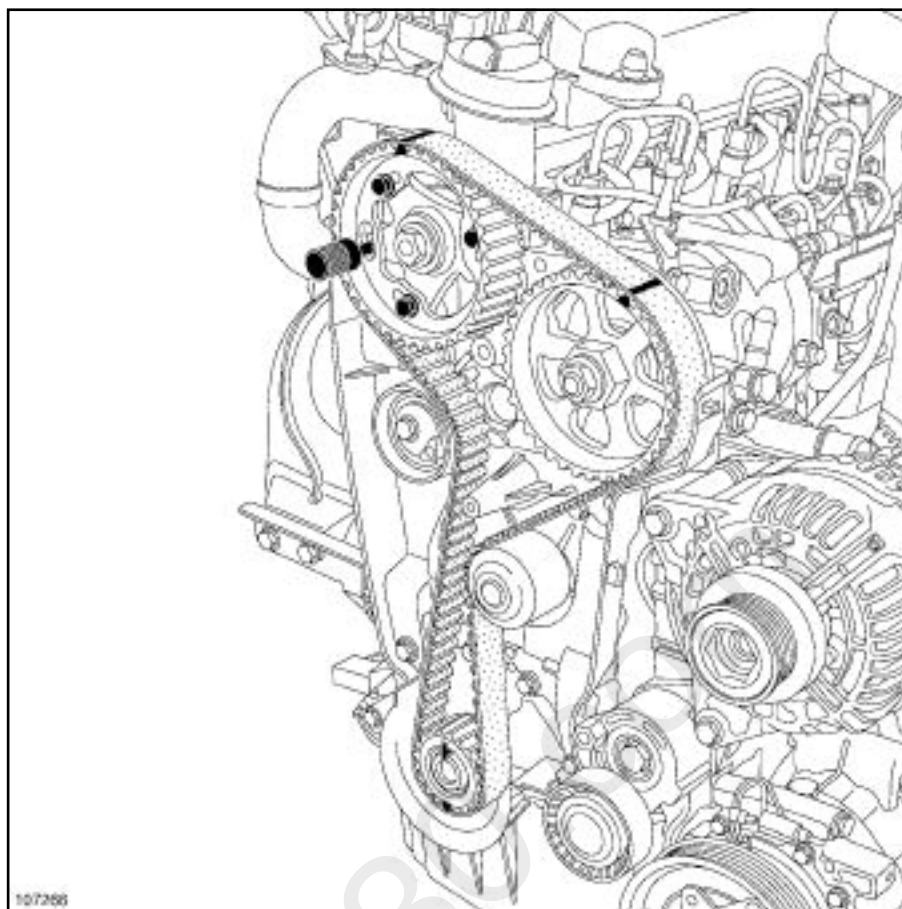
Tighten to torque the **tensioning roller bolt** ($27 \pm 2.7 \text{ Nm}$).



107268

Check that the camshaft pulley hub bolts are not fully up against the camshaft pulley wheel.

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



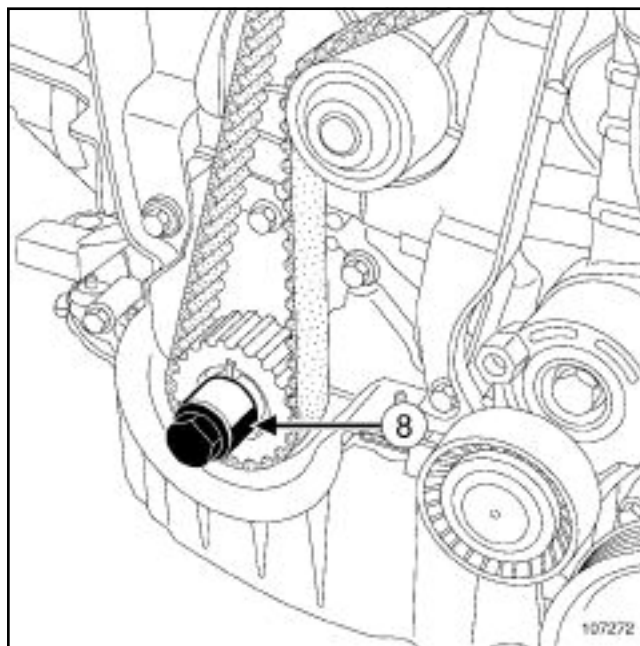
107266

Refit the bolt to the camshaft pulley wheel.

Tighten to torque **the camshaft pulley wheel bolts** ($14 \pm 1.4 \text{ Nm}$).

Remove:

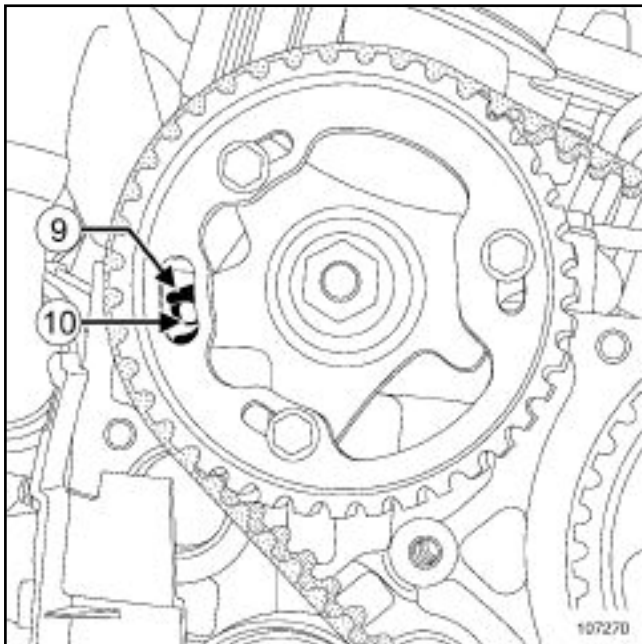
- the TDC setting pin (**Mot. 1489**),
- the set of 5 timing pins for the camshaft and crankshaft pulleys (**Mot. 1430**).



107272

Tighten the old crankshaft accessories pulley bolt fitted with a spacer (which does not cover the timing sprocket mark) **(8)** onto the crankshaft.

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

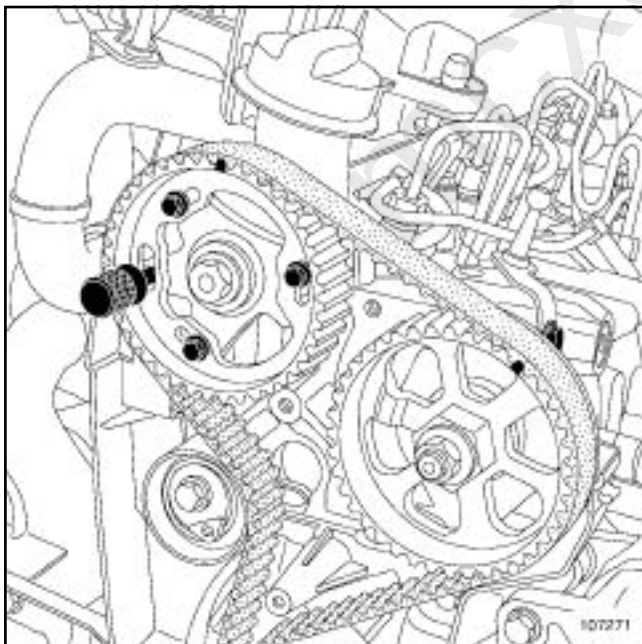


107270

Rotate the crankshaft clockwise through two revolutions (timing end), before the camshaft pulley hole (9) is opposite the cylinder head hole (10) .

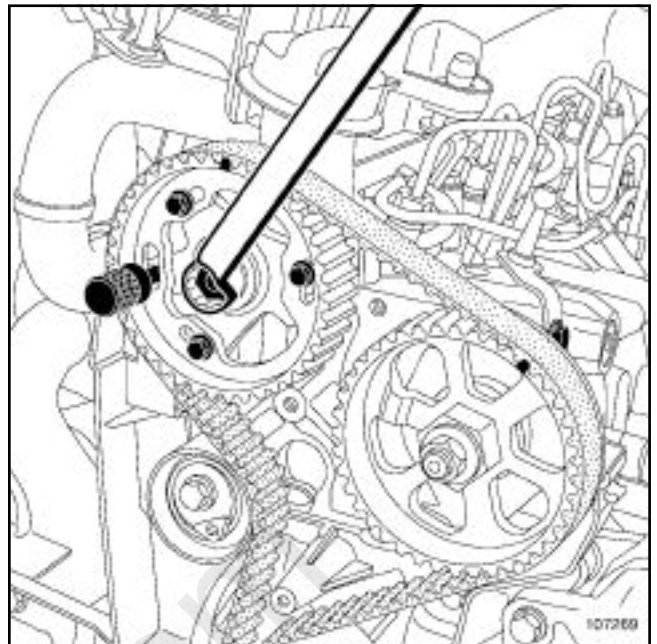
Screw the TDC setting pin (**Mot. 1489**) into the cylinder block.

Bring the crankshaft slowly and smoothly against the TDC setting pin.



107271

Set the camshaft pulley using the (**Mot. 1430**) .



107269

If the pin (**Mot. 1430**) does not engage:

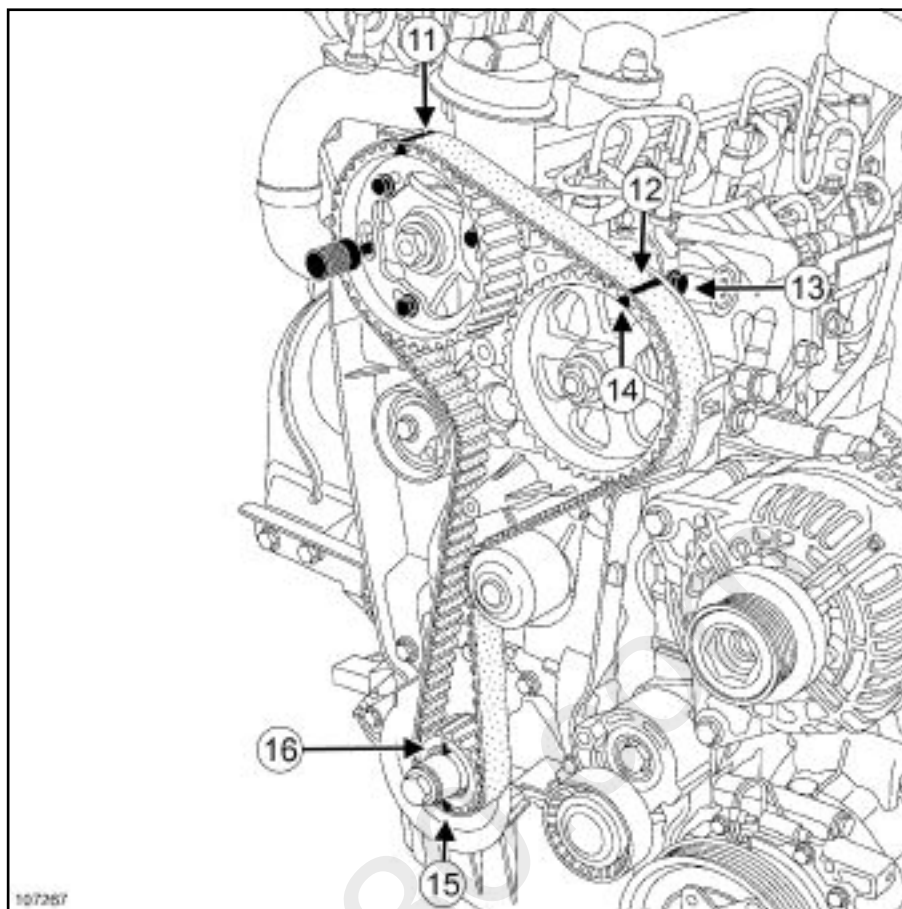
loosen the camshaft pulley wheel bolts by one turn at most,

Turn the camshaft pulley hub using an **18 mm** offset wrench to set the camshaft pulley hub timing.

Do not retighten the camshaft pulley wheel bolts.

Timing belts: Refitting

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



107267

Check:

- that the high-pressure pump sprocket mark (14) is opposite the bolt head (13) ,
- that the crankshaft timing sprocket cotter (16) is positioned vertically at the top,
- that there are 19 tooth belt grooves between the camshaft sprocket marks (11) and the high-pressure pump sprocket (12) ,
- that there are 51 tooth belt grooves between the crankshaft sprocket marks (15) and the high-pressure pump sprocket (12) .

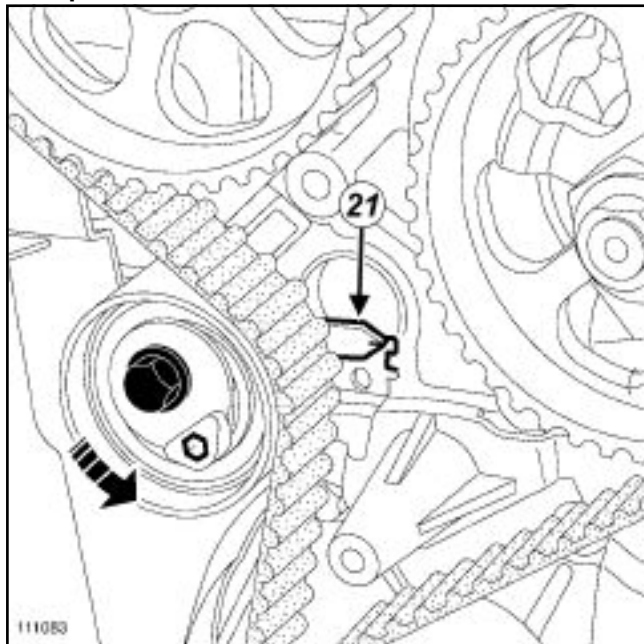
Note:

After two turns, the tensioning roller index markers may be in two different positions.

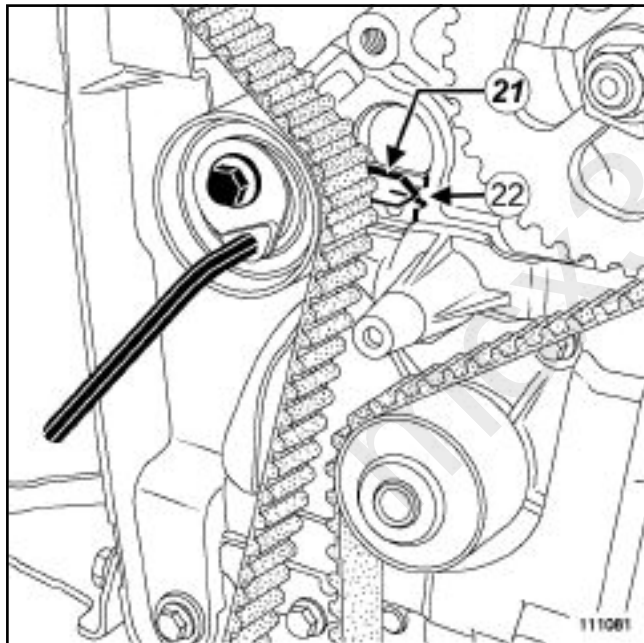
The rotation of the tensioning roller eccentric depends on the position.

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

First position



111083

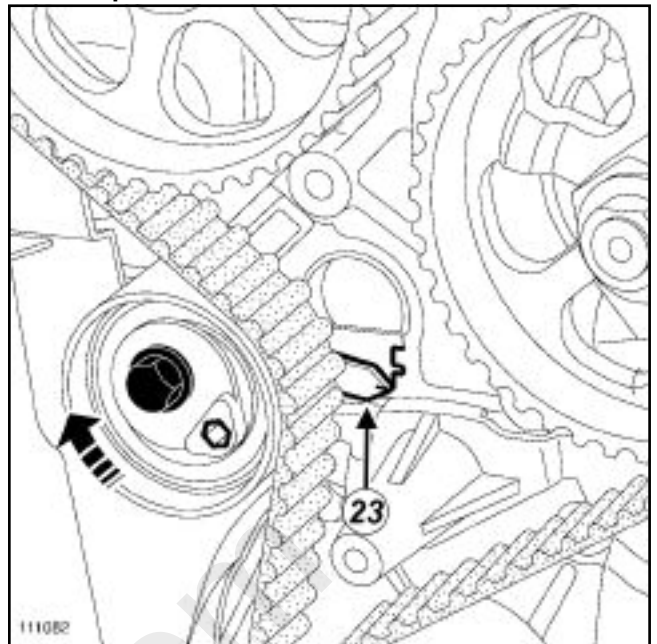


111081

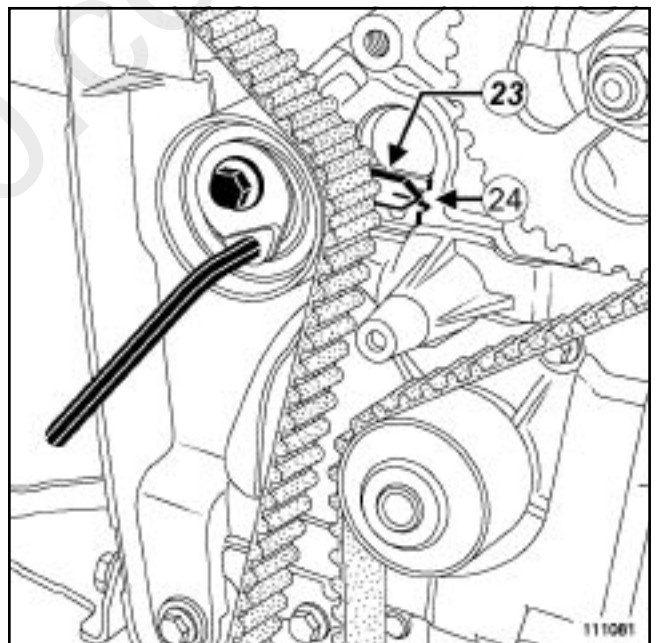
Loosen the tensioning roller bolt by no more than one turn, holding it with a **6 mm** Allen key.

Gradually align the adjustable index (**21**) in the middle of the timing window (**22**), turning the key anti-clockwise.

Second position



111082



111081

Loosen the tensioning roller bolt by no more than one turn, holding it with a **6 mm** Allen key.

Gradually align the adjustable index (**23**) in the middle of the timing window (**24**), turning the key clockwise.

Tighten to torque:

- the tensioning roller bolt (27 ± 2.7 Nm) ,
- the camshaft pulley wheel bolts (14 ± 1.4 Nm) .

Remove the following tools:

- TDC setting pin (**Mot. 1489**) ,

Timing belts: Refitting

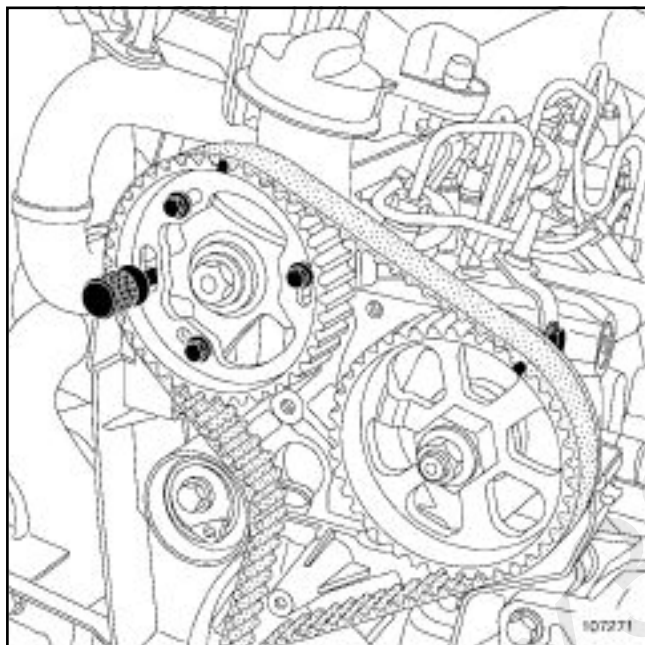
K9K, and 274 or 276 or 714 or 716 or 718 or 766 or 768

-the set of 5 timing pins for the camshaft and crankshaft pulleys (**Mot. 1430**) .

Rotate the crankshaft clockwise through two revolutions (timing end), before the camshaft pulley hole is opposite the cylinder head hole.

Screw the TDC setting pin (**Mot. 1489**) into the cylinder block.

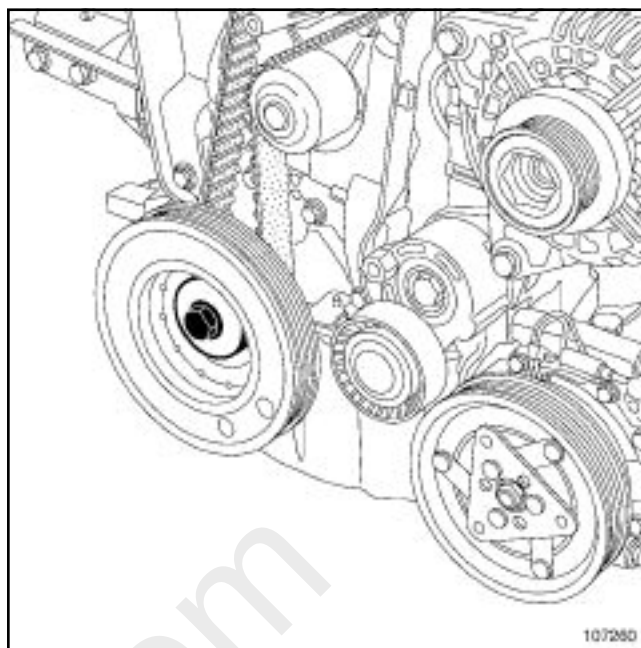
Bring the crankshaft slowly and smoothly against the TDC setting pin.



107271

Set the camshaft pulley using the (**Mot. 1430**) .

If this is not possible, repeat the timing belt refitting operation.



107260

Refit the accessories crankshaft pulley with a new bolt.

Tighten to torque and angle (crankshaft in contact with the TDC setting pin) **the crankshaft accessories pulley M14 bolt** ($120 \pm 12 \text{ Nm} + 95^\circ \pm 15^\circ$) .

Remove the following tools:

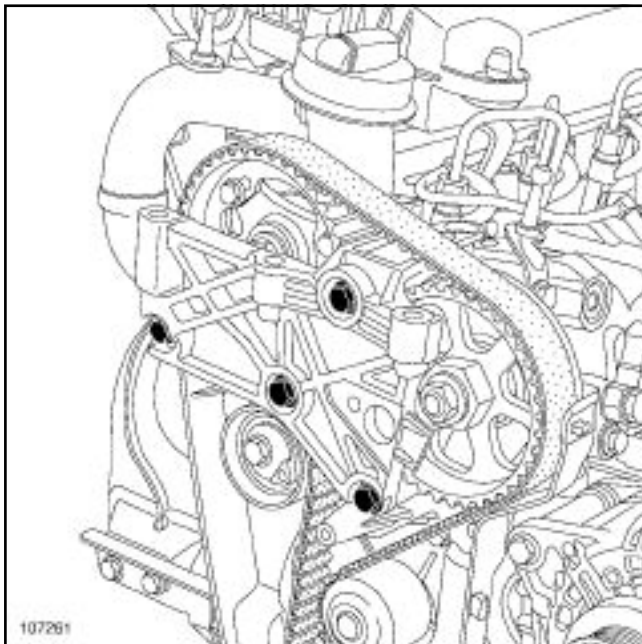
- TDC setting pin (**Mot. 1489**) ,
- the set of 5 timing pins for the camshaft and crankshaft pulleys (**Mot. 1430**) .

Refit the TDC pin plug, coating the thread with **SILICONE ADHESIVE SEALANT** .

Tighten to torque the **TDC pin plug** ($20 \pm 2 \text{ Nm}$) .

Timing belts: Refitting

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



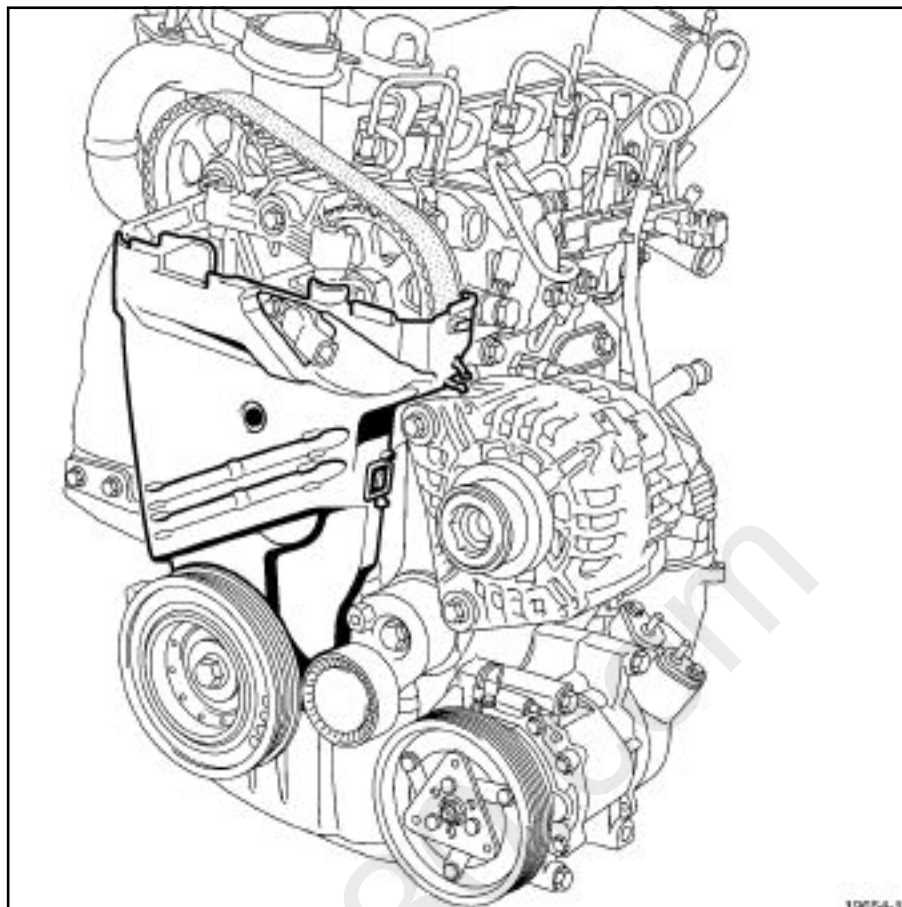
107261

Refit the cylinder head suspended mounting.

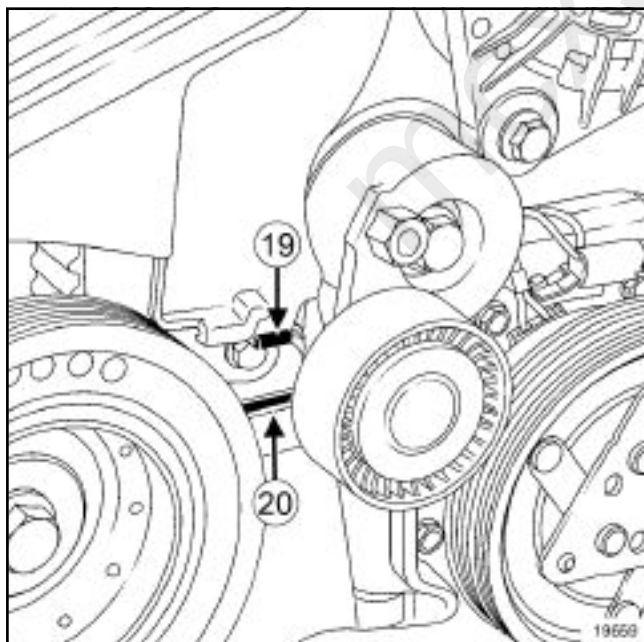
Tighten to torque the **cylinder head suspended mounting bolts** (21 ± 2.1 Nm).

Timing belts: Refitting

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



19654-1



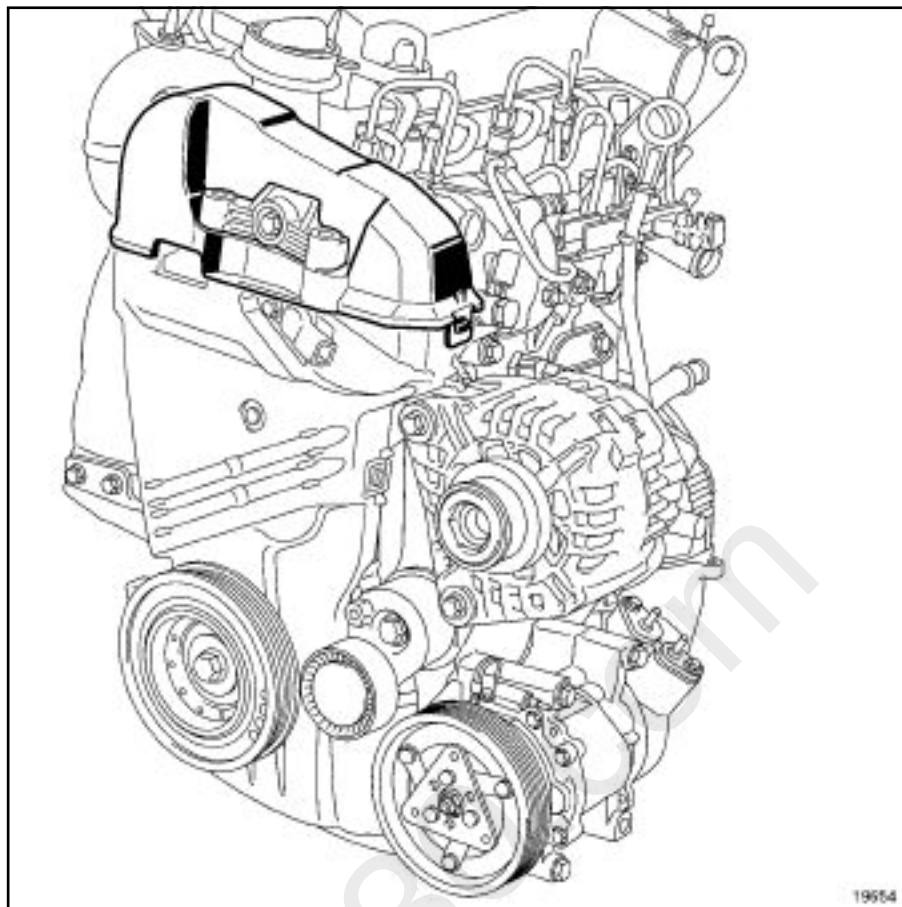
19659

Refit:

- the lower timing cover, positioning the tab (19) in the inner timing cover hole (20) ,
- the timing cover plastic mounting bolt.

Timing belts: Refitting

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



19654

Refit the high-pressure pump position sensor.

Tighten to torque the **high-pressure pump position sensor bolt (8 Nm)** .

Refit the upper timing cover.

Timing belts: Refitting

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

Tightening torques

timing pulley bolt	27 Nm
the crankshaft accessories pulley M12 bolt	60 Nm + 100° ± 10°
the crankshaft accessories pulley M14 bolt	120 Nm + 95° ± 15°
tensioning roller bolt to	27 Nm
TDC cap	20 Nm
cylinder head suspended mounting bolt	21 Nm
high-pressure pump position sensor bolt	8 Nm

I - RECOMMENDATIONS FOR REPAIR

IMPORTANT

Wear protective gloves during every operation.

WARNING

The belt must be replaced with a new one if it has been removed.

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.

When replacing the belt, always replace the tensioning rollers and fixed rollers.

It is essential to remove the grease from the end of the crankshaft, the camshaft timing sprocket and the bearing face of the crankshaft accessories pulley. This is to avoid timing slippage.

II - PARTS AND CONSUMABLES FOR THE REPAIR

Pièces à remplacer systématiquement

- Timing belt,
- Timing belt tensioning roller,
- Crankshaft accessories pulley bolt.

Ingrédients

- Silicone adhesive sealant, part no. **77 11 227 484** ,
- Degreaser, part no. **77 11 224 559** .

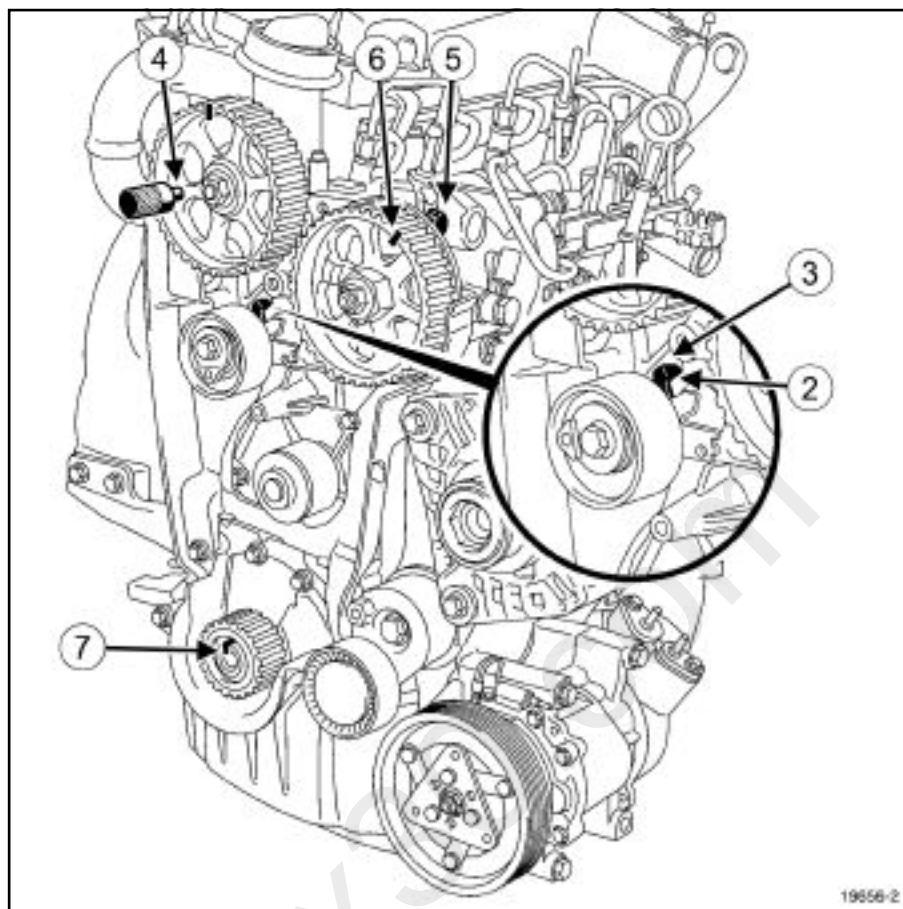
III - EQUIPMENT REQUIRED

- Protective gloves,
- Allen key (**6 mm**),
- Female torx socket (**14**),
- Offset wrench (**18 mm**),
- Torque/angle wrench,
- Torque wrench
- Cylinder head bolt tightening gauge (angular measuring type).

Timing belts: Refitting

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

IV - REFITTING



19656-2
19656-2

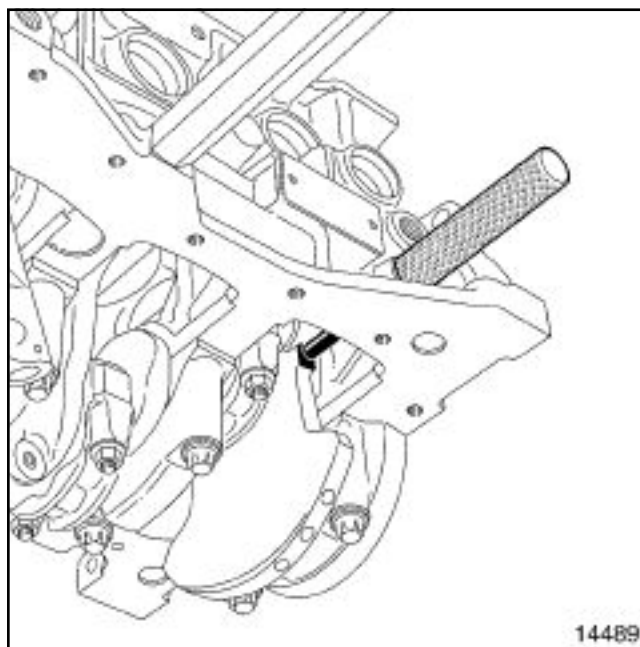
Refit:

- the crankshaft timing sprocket,
- the timing tensioning roller.

Put the tensioning roller spigot (2) in the cylinder head groove (3) .

Engage the pin (**Mot. 1430**) in the camshaft pulley and cylinder head holes at (4) . Turn the camshaft using an **18 mm** offset wrench if necessary.

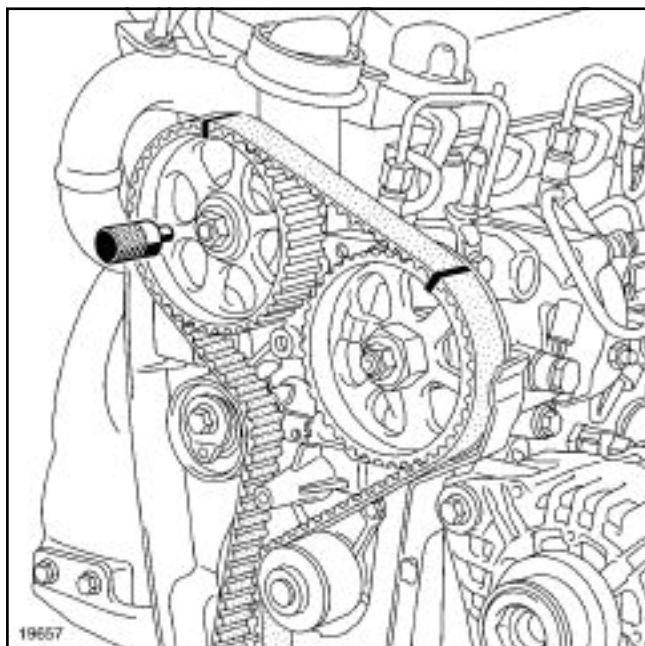
Check that the mark on the high-pressure pump pulley (6) is opposite the bolt head (5) .



14489

Position the crankshaft so that it presses against the TDC setting pin (**Mot. 1489**) (the crankshaft groove (7) must face upwards).

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

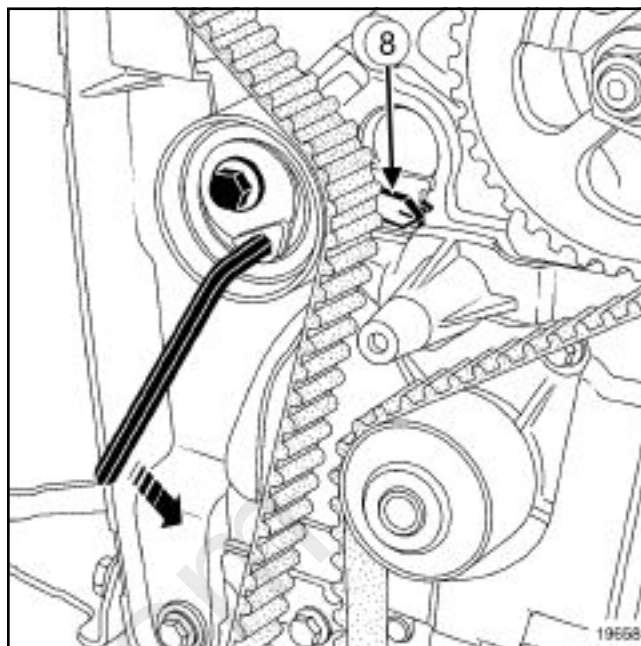


19657

Fit the timing belt, starting with the crankshaft sprocket, aligning the marks on the belt with those on the camshaft and high-pressure pump pulleys.

Note:

There must be 19 tooth belt grooves between the marks of the high-pressure pump and camshaft pulleys.



19658

Position the tensioning roller adjustable index (8) opposite the spigot, turning the eccentric cam anti-clockwise using a **6 mm** Allen key.

Tighten to torque the **timing pulley bolt (27 Nm)**.

Refit the accessories crankshaft pulley with a new bolt.

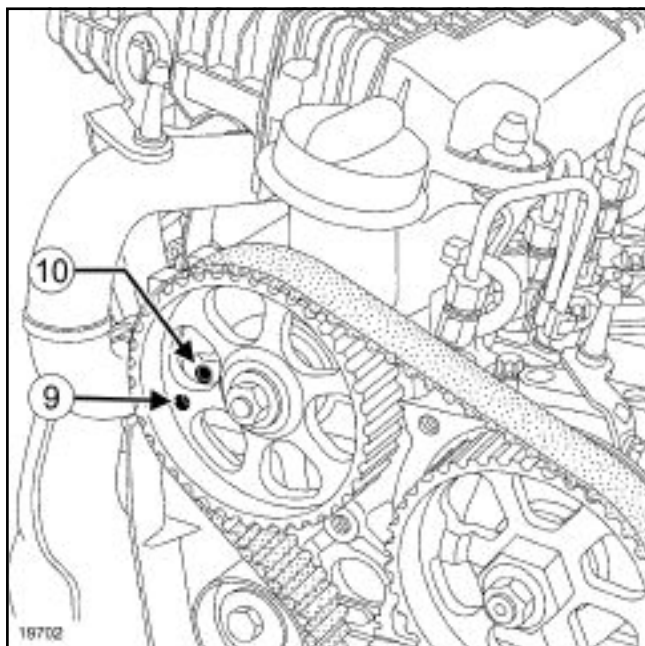
Torque and angle-tighten (crankshaft in contact with the TDC setting pin):

- the crankshaft accessories pulley M12 bolt (**60 Nm + 100° ± 10°**) ,
- the crankshaft accessories pulley M14 bolt (**120 Nm + 95° ± 15°**)

Remove the following tools:

- 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

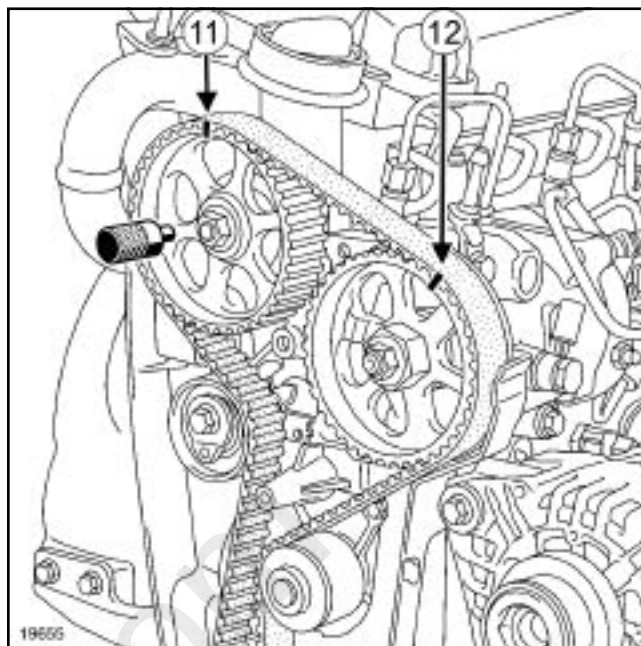


19702

Rotate the crankshaft clockwise through two revolutions (timing end), before the camshaft pulley hole (9) is opposite the cylinder head hole (10) .

Screw the TDC setting pin (**Mot. 1489**) into the cylinder block.

Bring the crankshaft slowly and smoothly against the TDC setting pin.



19655

Set the camshaft pulley using the (**Mot. 1430**) .

Note:

There must be **19 tooth belt grooves** between the camshaft pulley marks (11) and the high-pressure pump pulley (12)

Remove:

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

Note:

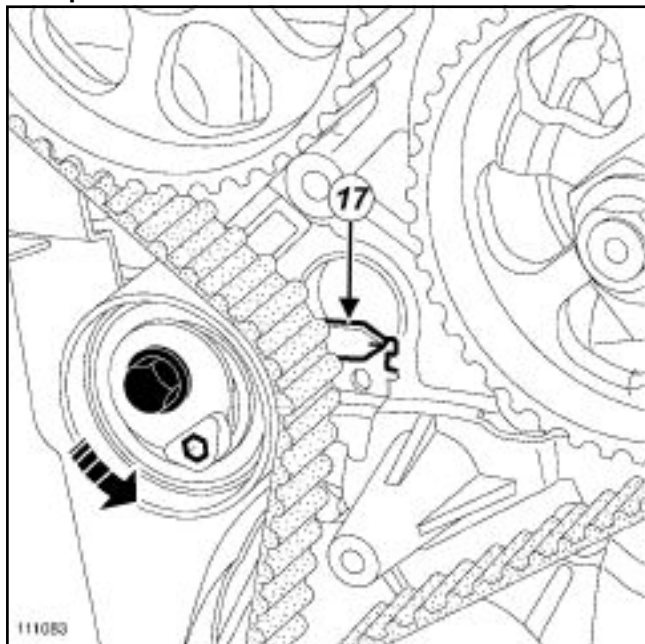
After two turns, the tensioning roller index markers may be in two different positions.

The rotation of the tensioning roller eccentric cam depends on the position.

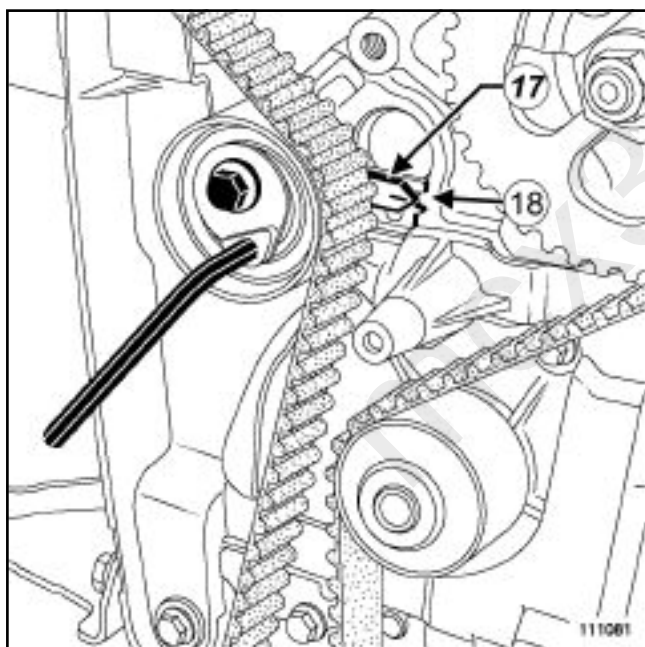
Timing belts: Refitting

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

First position



111083



111081

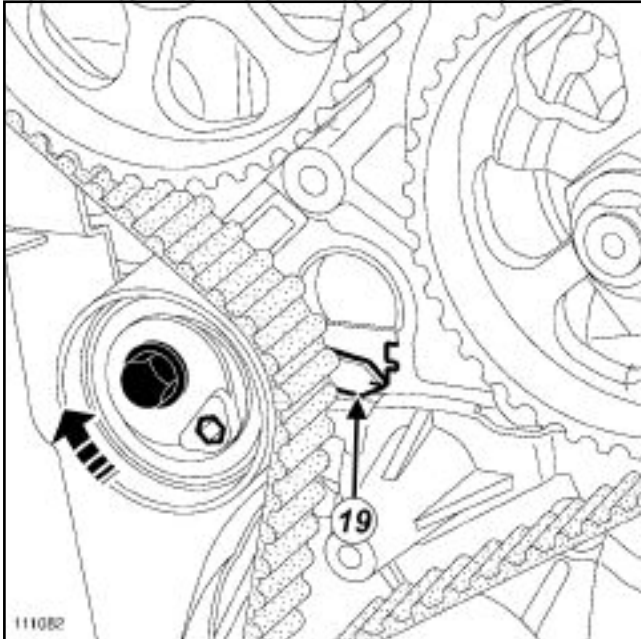
Loosen the tensioning roller bolt by no more than one turn, holding it with a **6 mm** Allen key.

Gradually align the adjustable index (**17**) in the middle of the timing window (**18**), turning the key anti-clockwise.

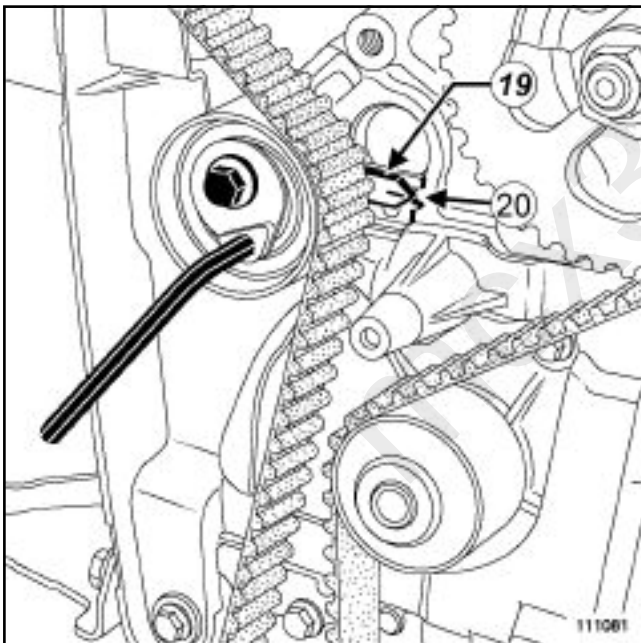
Timing belts: Refitting

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

Second position



111082



111081

Loosen the tensioning roller bolt by no more than one turn, holding it with a **6 mm** Allen key.

Gradually align the adjustable index (19) in the middle of the timing window (20), turning the key clockwise.

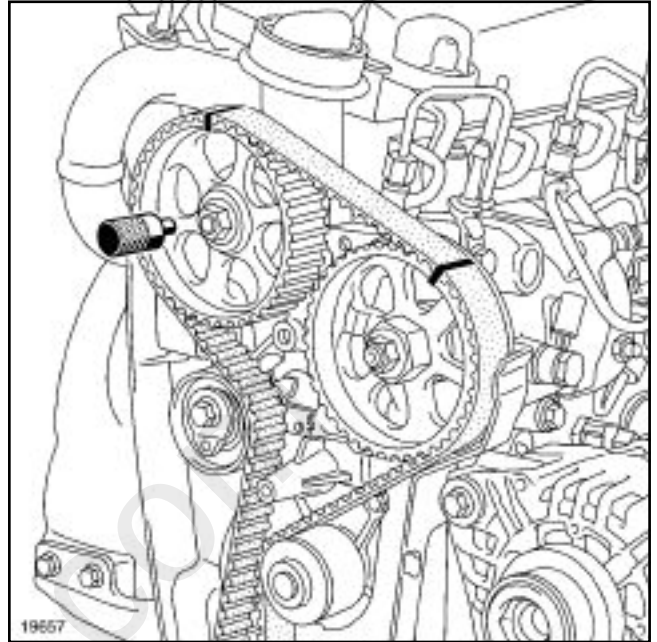
Tighten to torque the **tensioning roller bolt to (27 Nm)**.

Rotate the crankshaft clockwise through two revolutions (timing end), before the camshaft pulley hole is opposite the cylinder head hole.

Screw the TDC setting pin (Mot. 1489) into the cylin-

der block.

Bring the crankshaft slowly and smoothly against the TDC setting pin.



19657

Set the camshaft pulley using the (Mot. 1430) .

If this is not possible, repeat the timing belt refitting operation.

Remove the following tools:

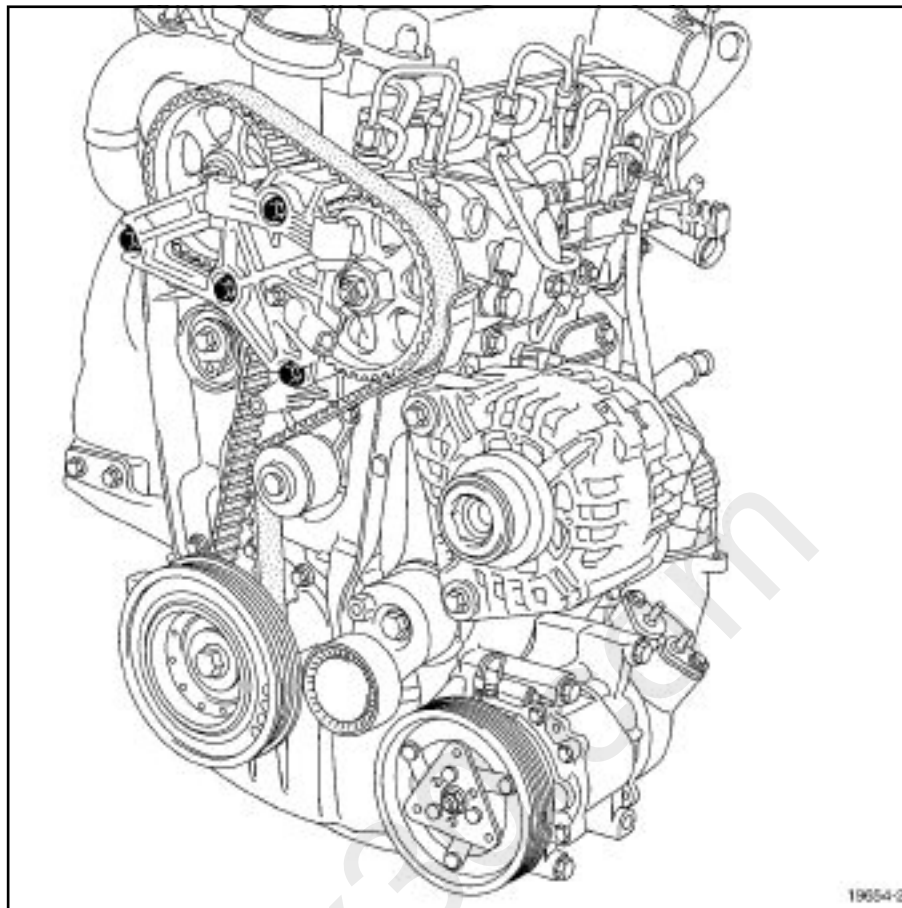
- TDC setting pin (Mot. 1489) ,
- the set of 5 timing pins for the camshaft and crankshaft pulleys (Mot. 1430)

Place a drop of **SILICONE ADHESIVE SEALANT** on the threading of the TDC pin plug.

Tighten to torque the **TDC cap (20 Nm)** .

Timing belts: Refitting

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



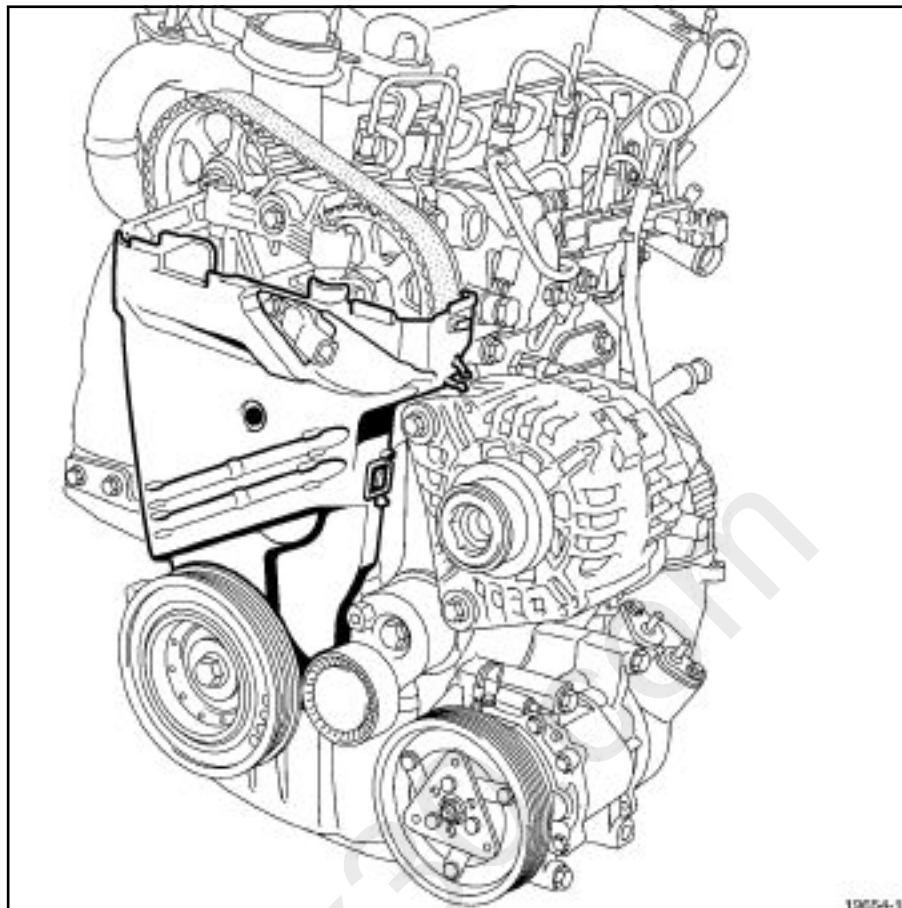
19654-2

Refit the cylinder head suspended mounting.

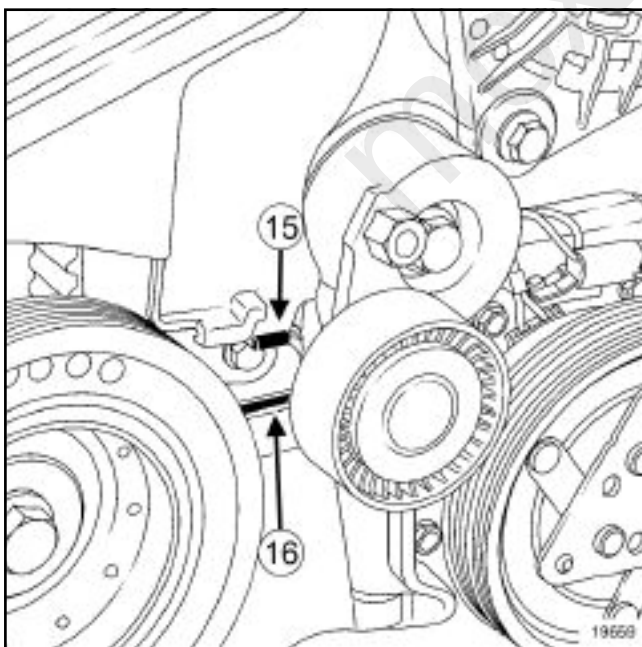
Tighten to torque the **cylinder head suspended mounting bolt (21 Nm)** .

Timing belts: Refitting

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

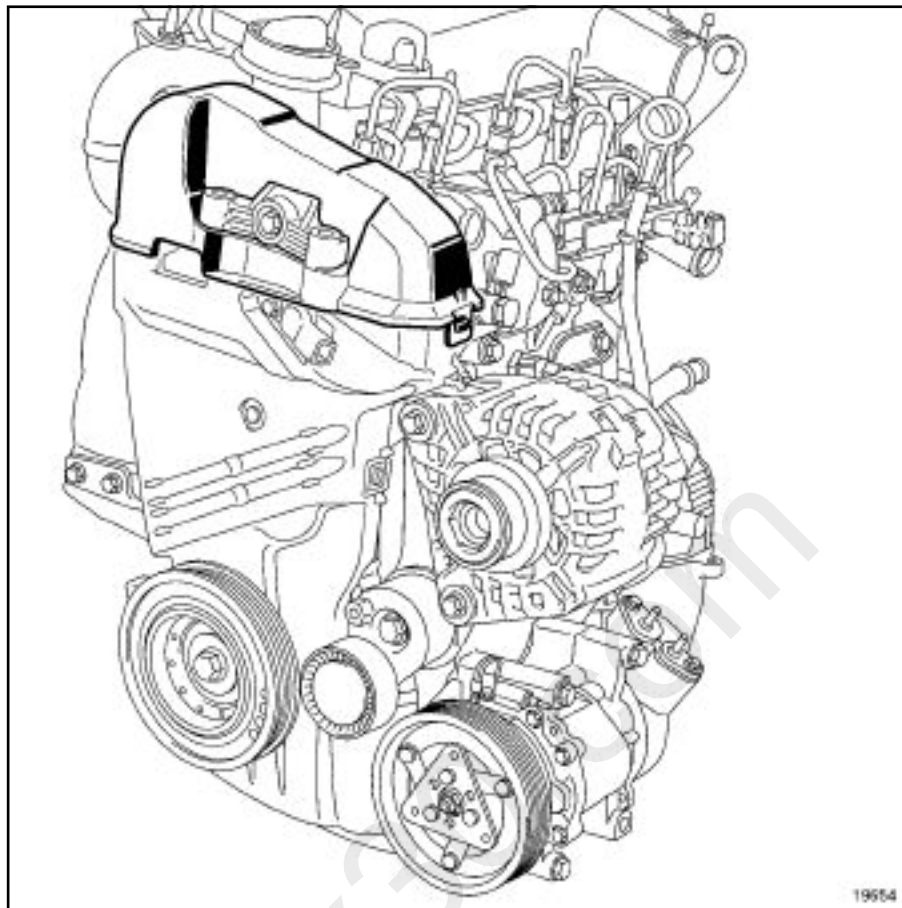


19659

Refit the timing cover, positioning the tab (15) in the inner timing cover hole (16) .

Timing belts: Refitting

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

Refit the high-pressure pump position sensor.

Tighten to torque the **high-pressure pump position sensor bolt (8 Nm)** .

Refit the upper timing cover.

K9K, and 732 or 764

Special tooling required

Mot. 1430 Set of 5 crankshaft and camshaft pulley timing pins.

Mot. 1489 TDC locating pin.

Tightening torques

tensioning roller bolt **27 ± 2.7 Nm**

the camshaft pulley wheel bolts **14 ± 1.4 Nm**

the tensioning roller bolt **27 ± 2.7 Nm**

the camshaft pulley wheel bolts **14 ± 1.4 Nm**

the crankshaft accessories pulley M14 bolt **120 ± 12 Nm + $95^\circ \pm 15^\circ$**

TDC pin plug **20 ± 2 Nm**

cylinder head suspended mounting bolts **21 ± 2.1 Nm**

cylinder head suspended mounting bolts **21 ± 2.1 Nm**

I - RECOMMENDATIONS FOR REPAIR**IMPORTANT**

Wear protective gloves during every operation.

WARNING

The belt must be replaced with a new one if it has been removed.

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.

When replacing the belt, always replace the tensioning rollers and fixed rollers.

II - PARTS AND CONSUMABLES FOR THE REPAIR**Parts always to be replaced**

- Timing belt,
- Timing belt tensioning roller,
- Crankshaft accessories pulley bolt.

Consumables

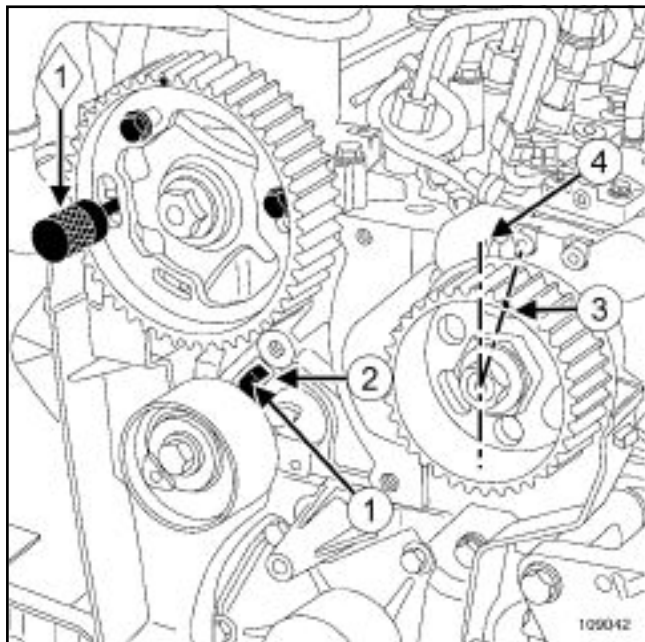
- Silicone adhesive sealant, part no. **77 11 227 484**

III - ESSENTIAL EQUIPMENT

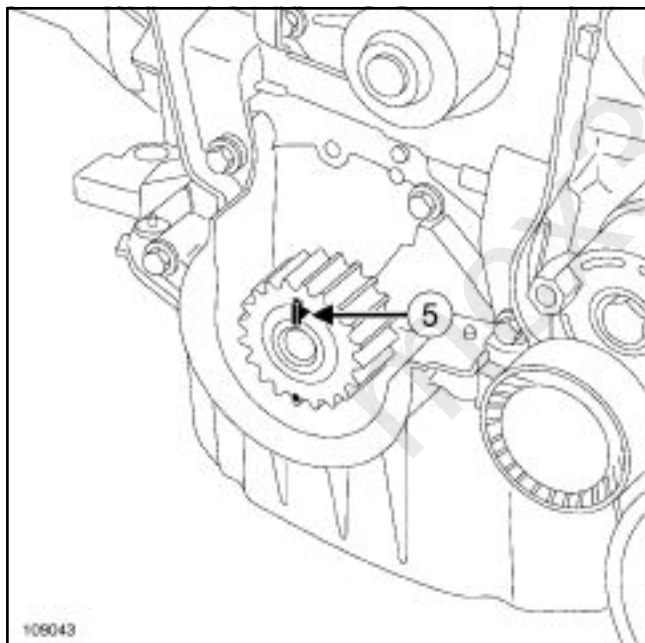
- Protective gloves,
- Allen key (**6 mm**),
- Female torx socket (**14**),
- Offset wrench (**18 mm**),
- Torque/angle wrench,
- Torque wrench
- Cylinder head bolt tightening gauge (angular measuring type).

K9K, and 732 or 764

IV - REFITTING



109042



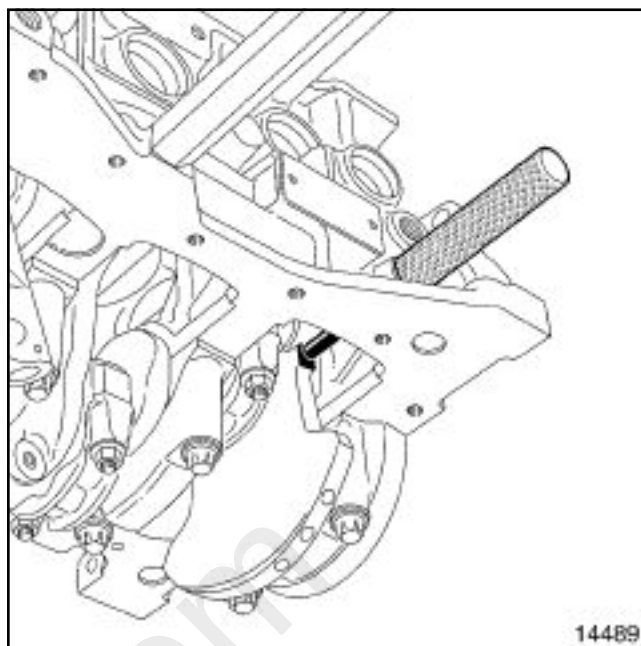
109043

Refit the timing tensioning roller.

Put the tensioning roller spigot (1) in the cylinder head groove (2) .

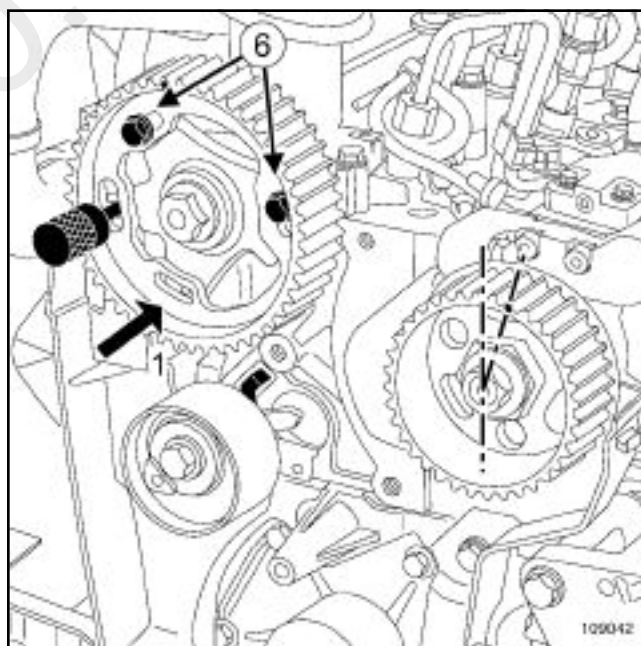
Engage the pin (1) (**Mot. 1430**) in the holes of the camshaft pulley and cylinder head, turning the camshaft using an **18 mm** offset wrench if necessary.

Check that the high-pressure pump mark (3) has shifted one tooth to the right of the vertical axle (4) .



14489

Position the crankshaft so that it presses on the TDC setting pin (**Mot. 1489**) (the crankshaft timing sprocket cotter (5) must face upwards).

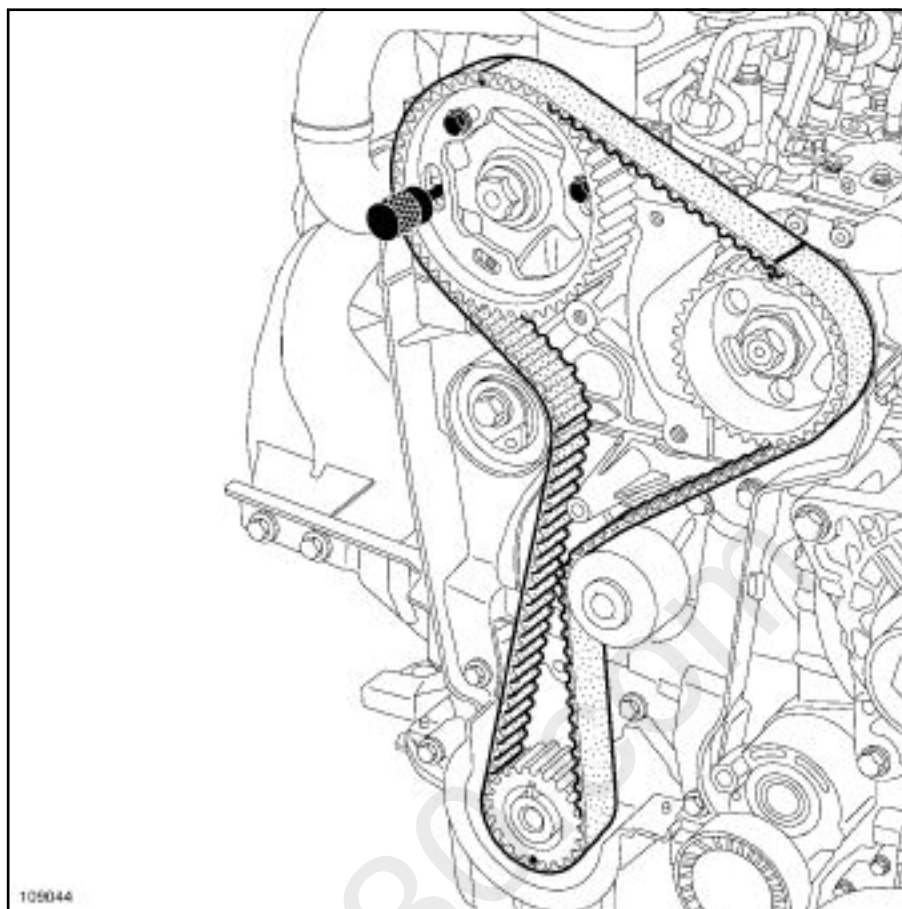


109042

Remove one bolt from the camshaft pulley wheel.

Loosen the two other camshaft pulley wheel bolts (6) by one turn.

K9K, and 732 or 764



109044

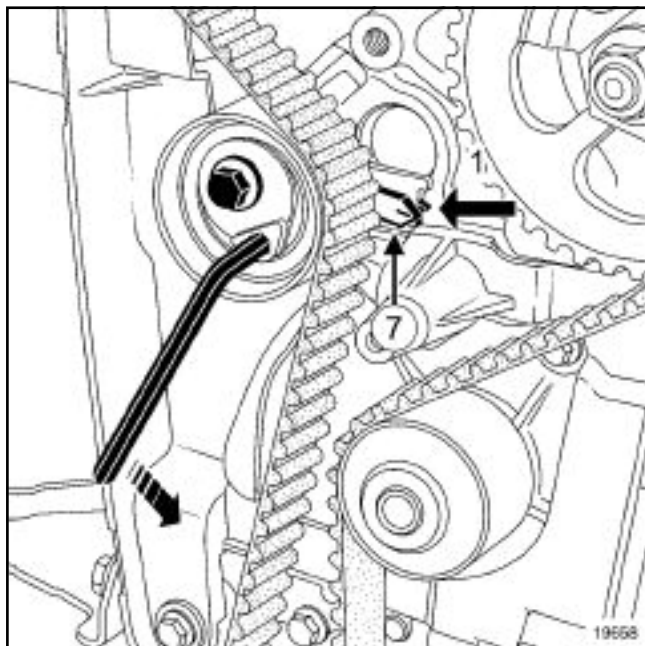
Fit the timing belt, starting with the crankshaft sprocket, by aligning the marks on the belt with those on the crankshaft sprockets, the camshaft and the high-pressure pump.

Note:

There should be 19 tooth belt grooves between the camshaft sprocket marks and the high-pressure pump, and 51 tooth belt grooves between the crankshaft sprockets and the high-pressure pump.

Timing belts: Refitting

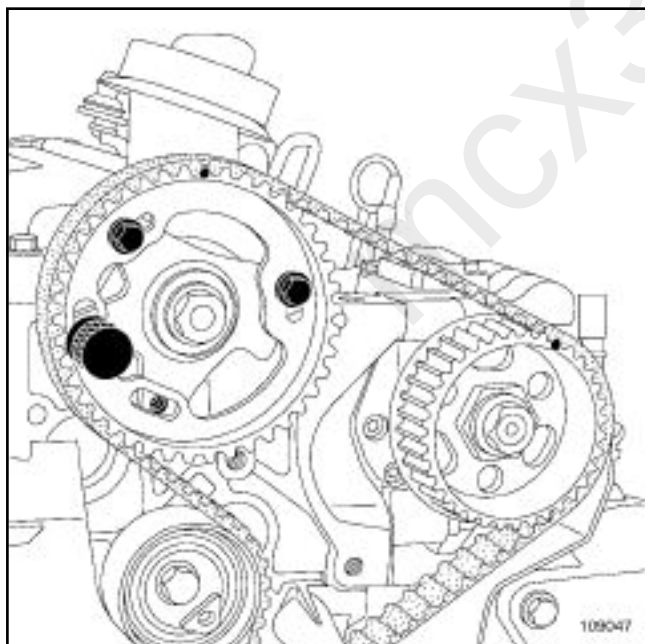
K9K, and 732 or 764



19658

Position the tensioning roller adjustable index (7) opposite the spigot, turning the eccentric cam anti-clockwise using a **6 mm** Allen key.

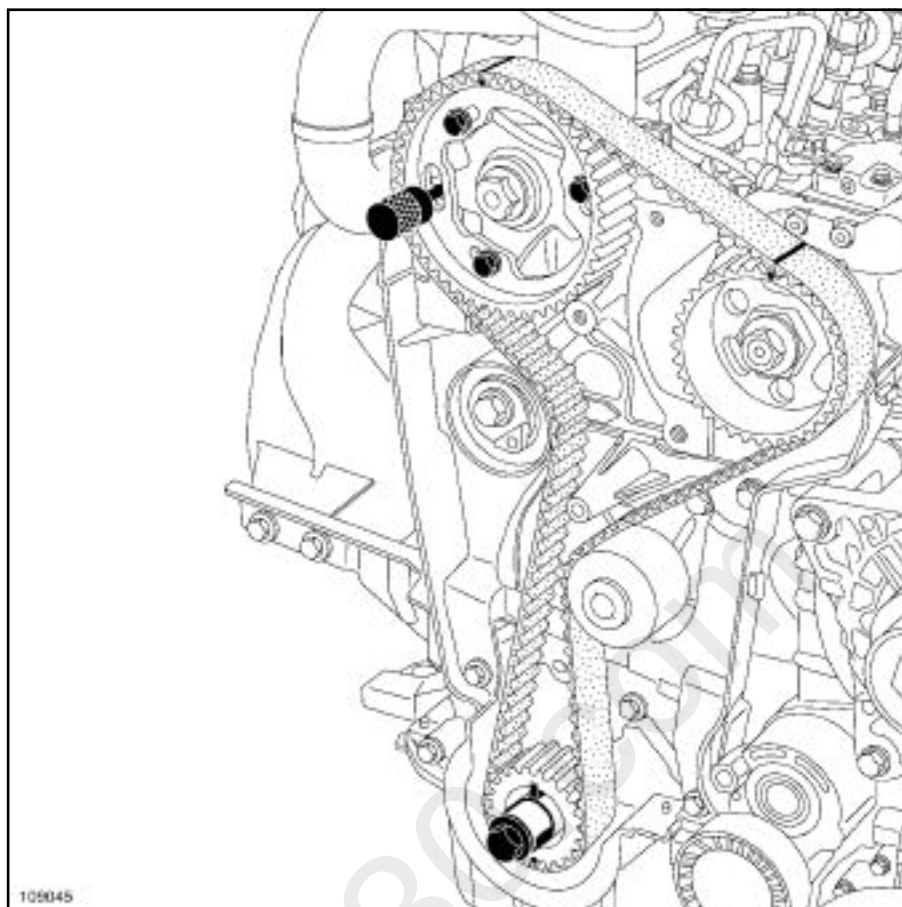
Tighten to torque the **tensioning roller bolt** ($27 \pm 2.7 \text{ Nm}$).



109047

Check that the camshaft pulley hub bolts are not fully up against the camshaft pulley wheel.

K9K, and 732 or 764



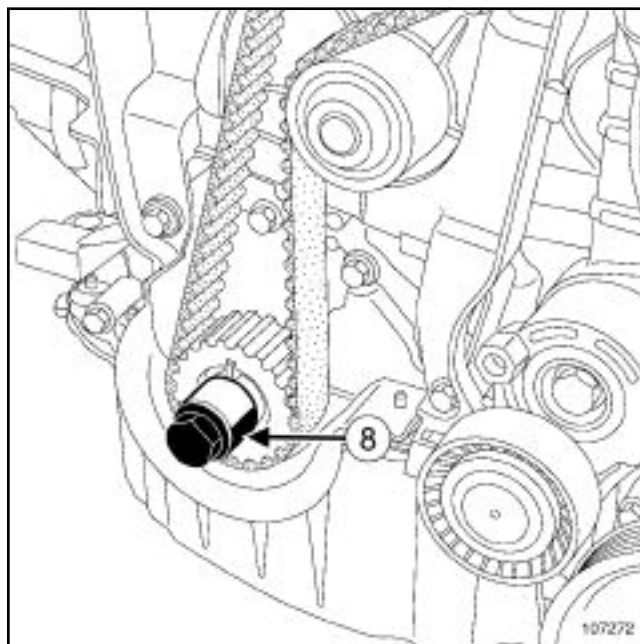
109045

Refit the bolt to the camshaft pulley wheel.

Tighten to torque **the camshaft pulley wheel bolts** ($14 \pm 1.4 \text{ Nm}$).

Remove:

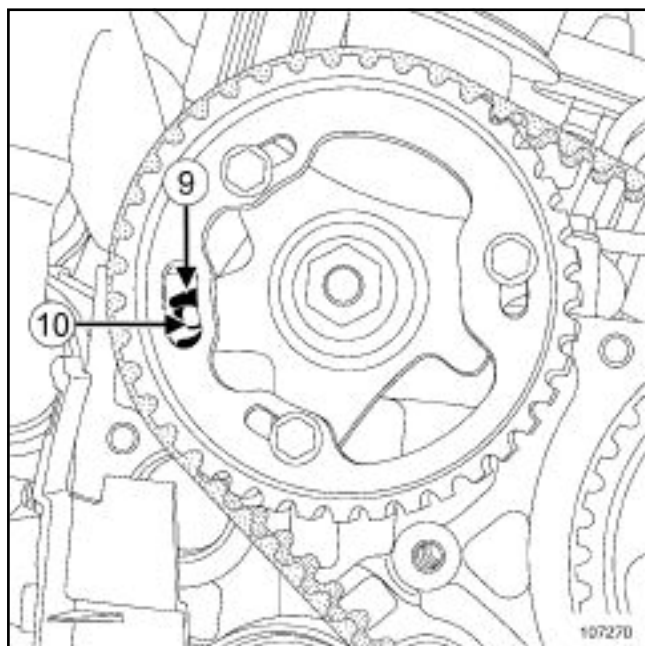
- the TDC setting pin (**Mot. 1489**),
- the set of 5 timing pins for the camshaft and crankshaft pulleys (**Mot. 1430**).



107272

Tighten the old crankshaft accessories pulley bolt fitted with a spacer (which does not cover the timing sprocket mark) (**8**) onto the crankshaft.

K9K, and 732 or 764

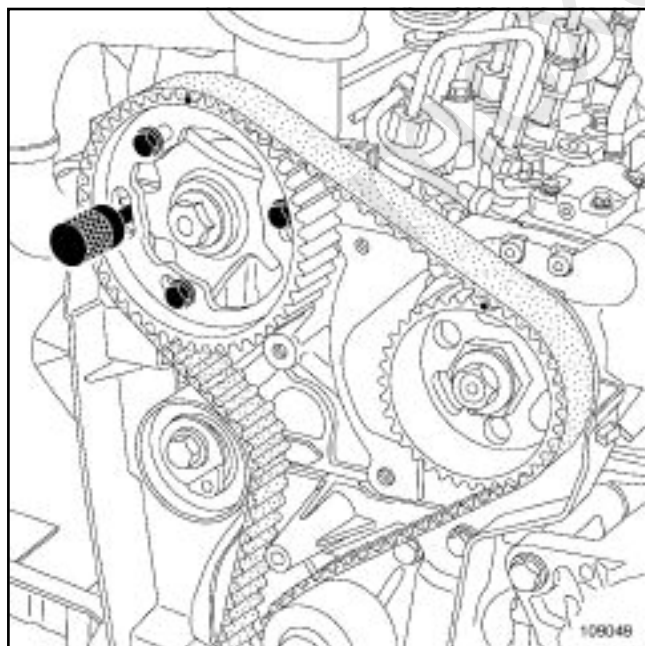


107270

Rotate the crankshaft clockwise through two revolutions (timing end), before the camshaft pulley hole (9) is opposite the cylinder head hole (10) .

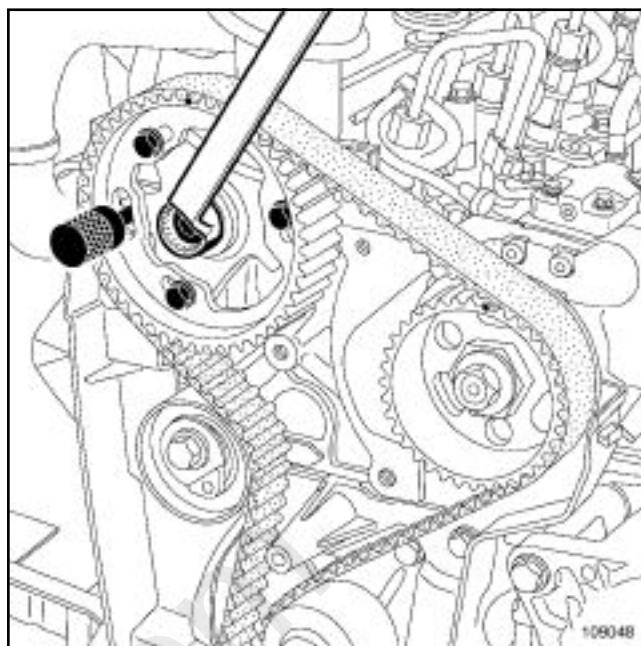
Screw the TDC setting pin (**Mot. 1489**) into the cylinder block.

Bring the crankshaft slowly and smoothly against the TDC setting pin.



109049

Set the camshaft pulley using the (**Mot. 1430**) .



109048

If the pin (**Mot. 1430**) does not engage:

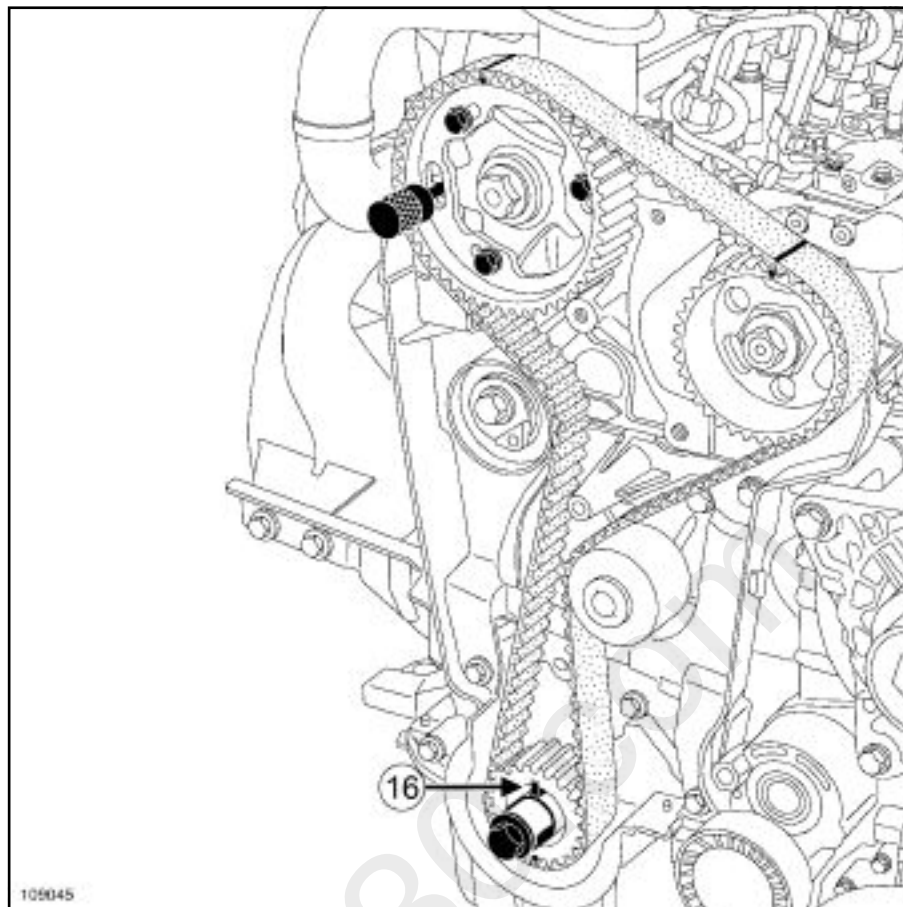
loosen the camshaft pulley wheel bolts by one turn at most,

Turn the camshaft pulley hub using an **18 mm** offset wrench to set the camshaft pulley hub timing.

Do not retighten the camshaft pulley wheel bolts.

Timing belts: Refitting

K9K, and 732 or 764



109045

Check that the crankshaft timing sprocket cotter (**16**) is positioned vertically at the top

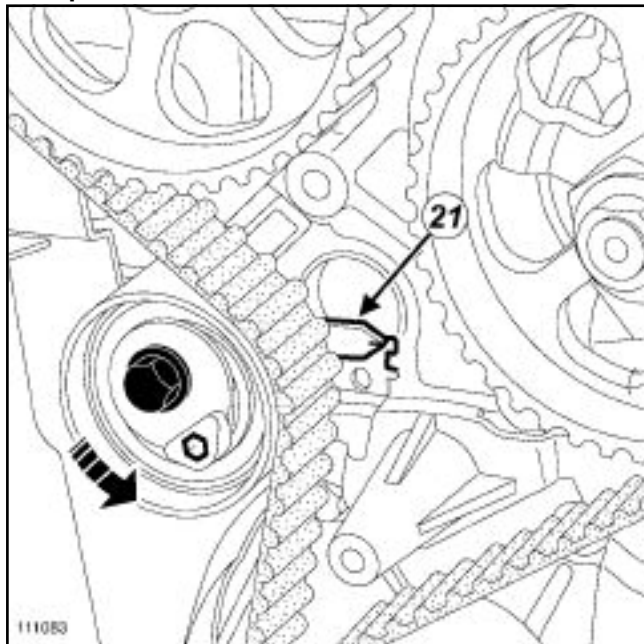
Note:

After two turns, the tensioning roller index markers may be in two different positions.

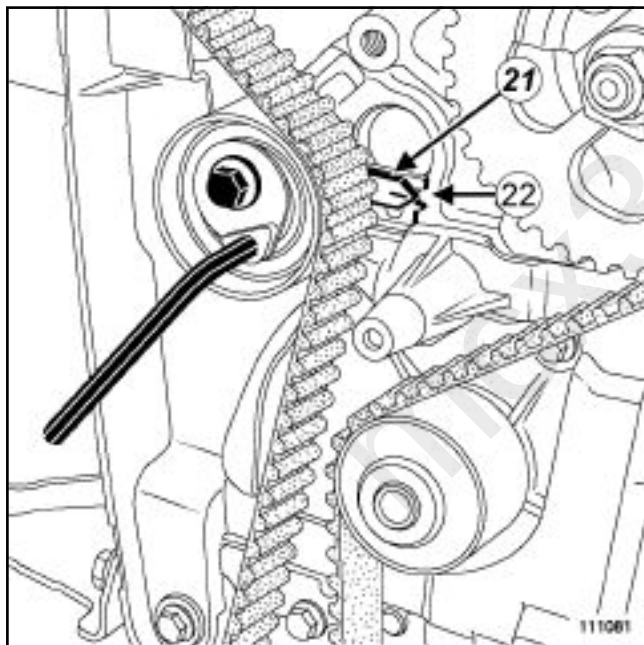
The rotation of the tensioning roller eccentric cam depends on the position.

K9K, and 732 or 764

First position



111083

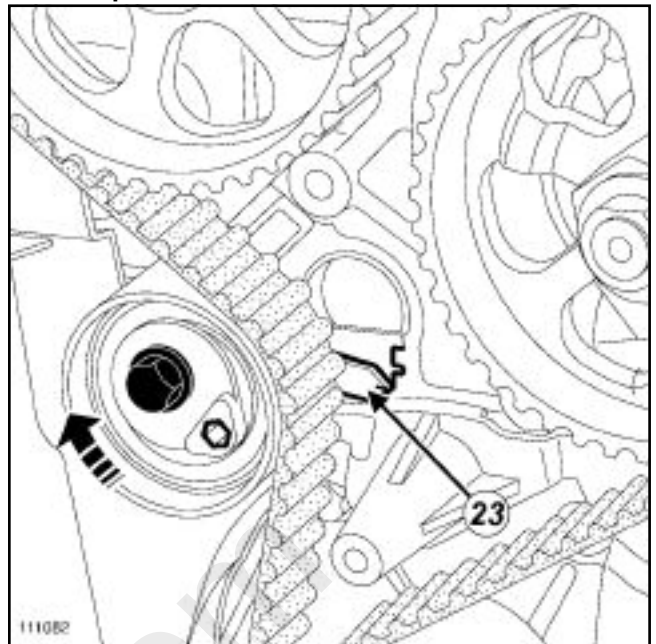


111081

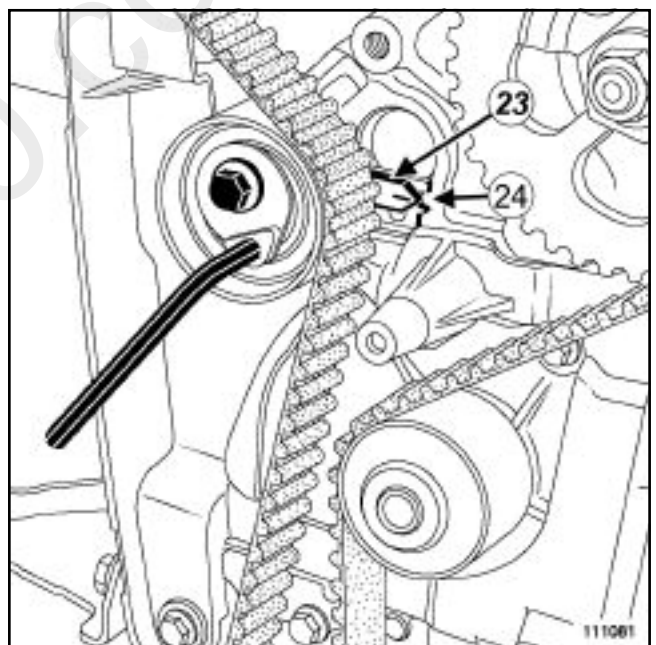
Loosen the tensioning roller bolt by no more than one turn, holding it with a **6 mm** Allen key.

Gradually align the adjustable index (**21**) in the middle of the timing window (**22**), turning the key anti-clockwise.

Second position



111082



111081

Loosen the tensioning roller bolt by no more than one turn, holding it with a **6 mm** Allen key.

Gradually align the adjustable index (**23**) in the middle of the timing window (**24**), turning the key clockwise.

Tighten to torque:

- the tensioning roller bolt (27 ± 2.7 Nm) ,
- the camshaft pulley wheel bolts (14 ± 1.4 Nm) .

Remove the following tools:

- TDC setting pin (**Mot. 1489**) ,

Timing belts: Refitting

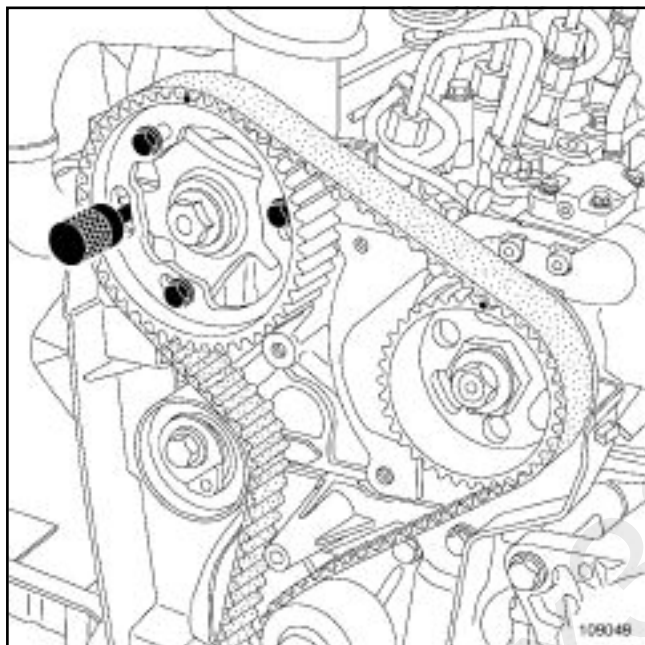
K9K, and 732 or 764

-the set of 5 timing pins for the camshaft and crankshaft pulleys (**Mot. 1430**) .

Rotate the crankshaft clockwise through two revolutions (timing end), before the camshaft pulley hole is opposite the cylinder head hole.

Screw the TDC setting pin (**Mot. 1489**) into the cylinder block.

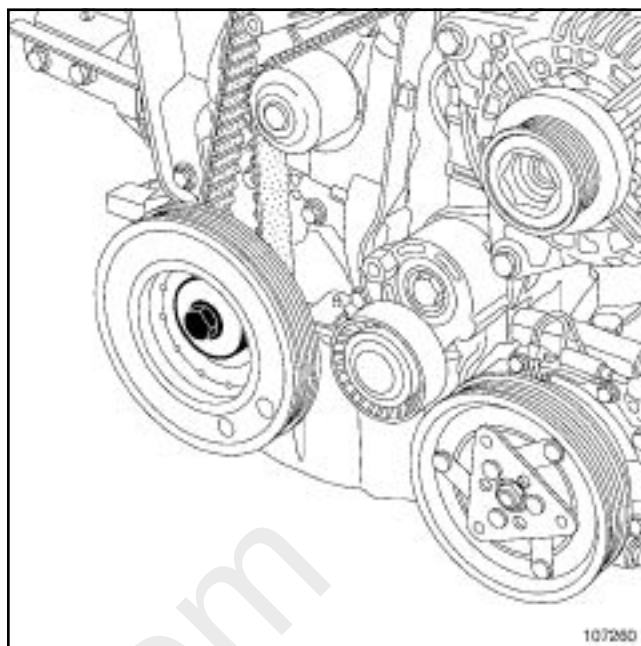
Bring the crankshaft slowly and smoothly against the TDC setting pin.



109049

Set the camshaft pulley using the (**Mot. 1430**) .

If this is not possible, repeat the timing belt refitting operation.



107260

Refit the accessories crankshaft pulley with a new bolt.

Tighten to torque and angle (crankshaft in contact with the TDC setting pin) **the crankshaft accessories pulley M14 bolt** ($120 \pm 12 \text{ Nm} + 95^\circ \pm 15^\circ$) .

Remove the following tools:

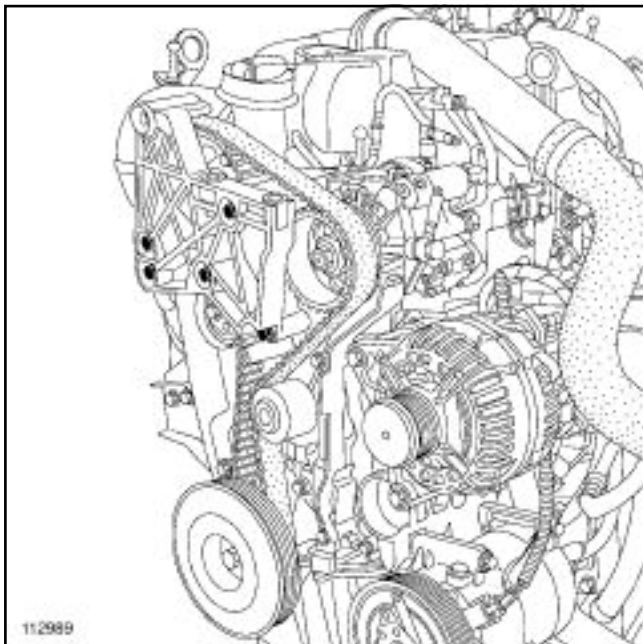
- TDC setting pin (**Mot. 1489**) ,
- the set of 5 timing pins for the camshaft and crankshaft pulleys (**Mot. 1430**) .

Refit the TDC pin plug, coating the thread with **SILICONE ADHESIVE SEALANT** .

Tighten to torque the **TDC pin plug** ($20 \pm 2 \text{ Nm}$) .

K9K, and 732 or 764

K9K, and 732



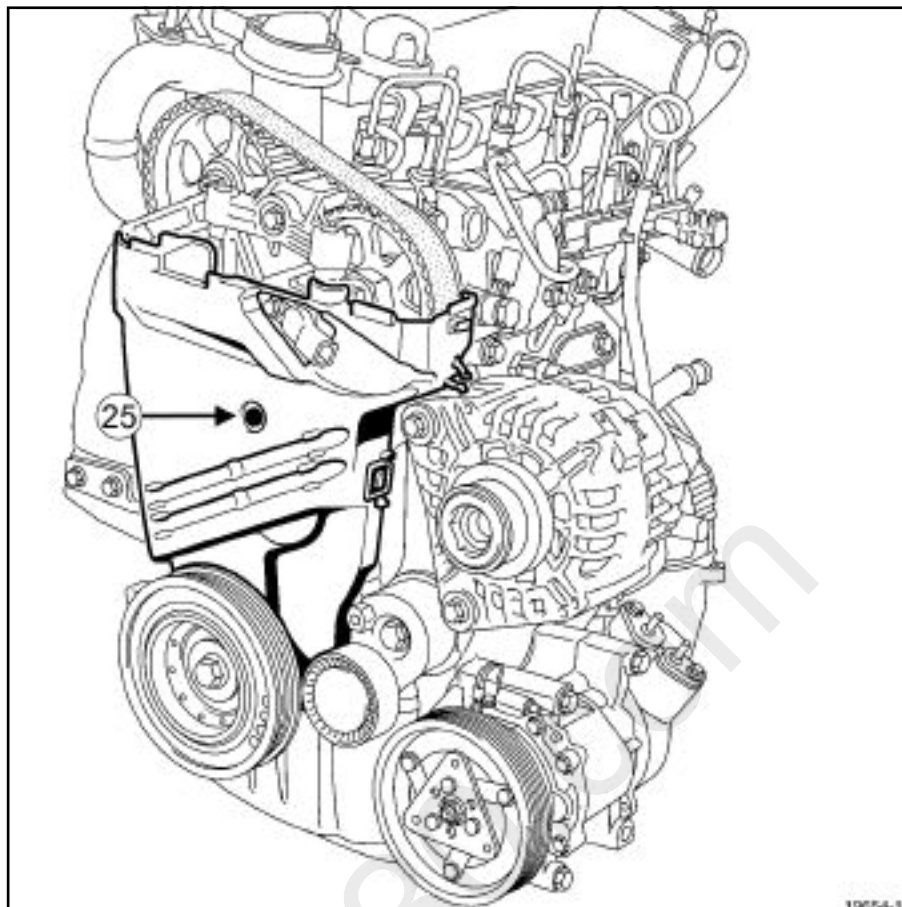
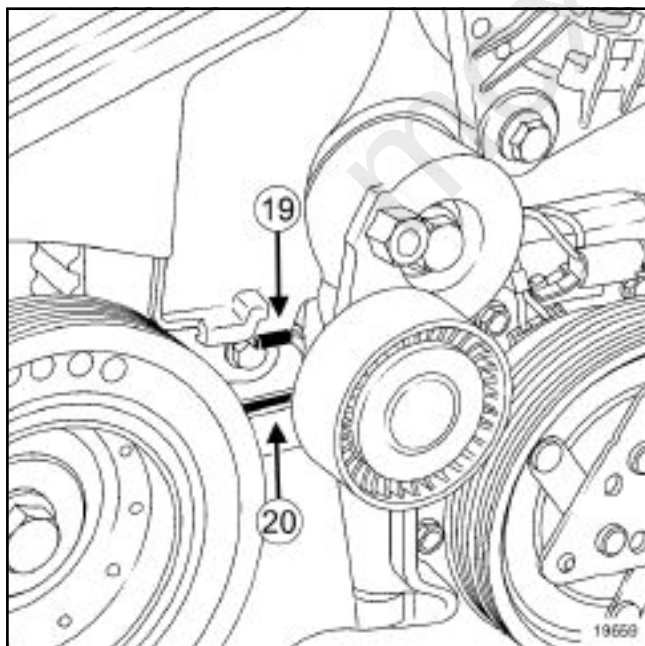
112989

Refit the cylinder head suspended mounting.

Tighten to torque the **cylinder head suspended mounting bolts** (21 ± 2.1 Nm).

Timing belts: Refitting

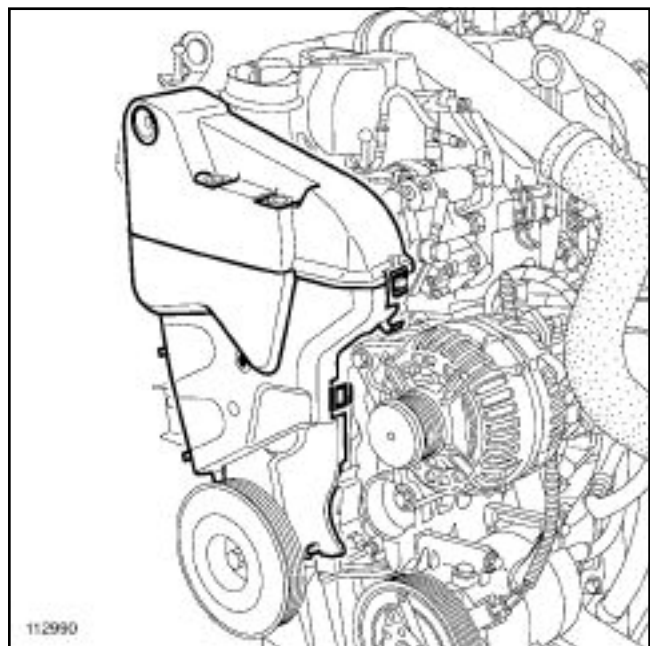
K9K, and 732 or 764

19654-1
19654-1

19659

Refit:

- the lower timing cover, positioning the tab (19) in the inner timing cover hole (20) ,
- the timing cover plastic bolt (25) .



112990

112990

Refit the upper timing cover.