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Important note

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The intervals and procedures given are subject to alteration by the manufacturer at any time. Check the regularly updated Timing Belts section on our website to ensure that you are kept informed of any changes that may occur between issues of the Autodata CD.

<http://www.autodata-cd.com>

Timing belt replacement intervals

Where possible the recommended intervals have been compiled from vehicle manufacturers' information. In a few instances no recommendation has been made by the manufacturer and the decision to replace the belt must be made from the evidence of a thorough examination of the condition of the existing belt.

Apart from the visible condition of the belt, which is explained fully in the General Instructions/Toothed Timing Belts section, there are several other factors which must be considered when checking a timing belt:

1. Is the belt an original or a replacement.
2. When was the belt last replaced and was it at the correct mileage.
3. Is the service history of the vehicle known.
4. Has the vehicle been operated under arduous conditions which might warrant a shorter replacement interval.
5. Is the general condition of other components in the camshaft drive, such as the tensioner, pulleys, and other ancillary components driven by the timing belt, typically the water pump, sound enough to ensure that the life of the replacement belt will not be affected.
6. If the condition of the existing belt appears good, can you be satisfied that the belt will not fail before the next check or service is due.
7. If the belt does fail, have you considered the consequences. If the engine is an INTERFERENCE type then considerable expensive damage may well be the result.
8. The cost of replacing a belt as part of a routine service could be as little as 5 to 10% of the repair cost following a belt failure. Make sure your customer is aware of the consequences.
9. If in doubt about the condition of the belt - RENEW it.
10. Refer to the Toothed Timing Belts/Service Replacement section for further information relating to arduous or adverse operating conditions, inspection and service replacement.

Replacement Interval Guide

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Nissan recommend replacement every 54,000 miles or 60 months, whichever occurs first.

The previous use and service history of the vehicle must always be taken into account.

Check For Engine Damage

Check For Engine Damage

CAUTION: This engine has been identified as an INTERFERENCE engine in which the possibility of valve-to-piston damage in the event of a timing belt failure is MOST LIKELY to occur.
A compression check of all cylinders should be performed before removing the cylinder head.

Repair Times - hrs

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Vanette Cargo 2,3 Diesel 1995-02	
Remove and install	1,70
Remove and install - AC	1,90
Remove and install - PAS	2,00

Special Tools

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- None required.

Special Precautions

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- Disconnect battery earth lead.
- DO NOT turn crankshaft or camshaft when timing belt removed.
- Remove glow plugs to ease turning engine.
- Turn engine in normal direction of rotation (unless otherwise stated).
- DO NOT turn engine via camshaft or other sprockets.
- Observe all tightening torques.
- Check diesel injection pump timing after belt replacement.

Removal

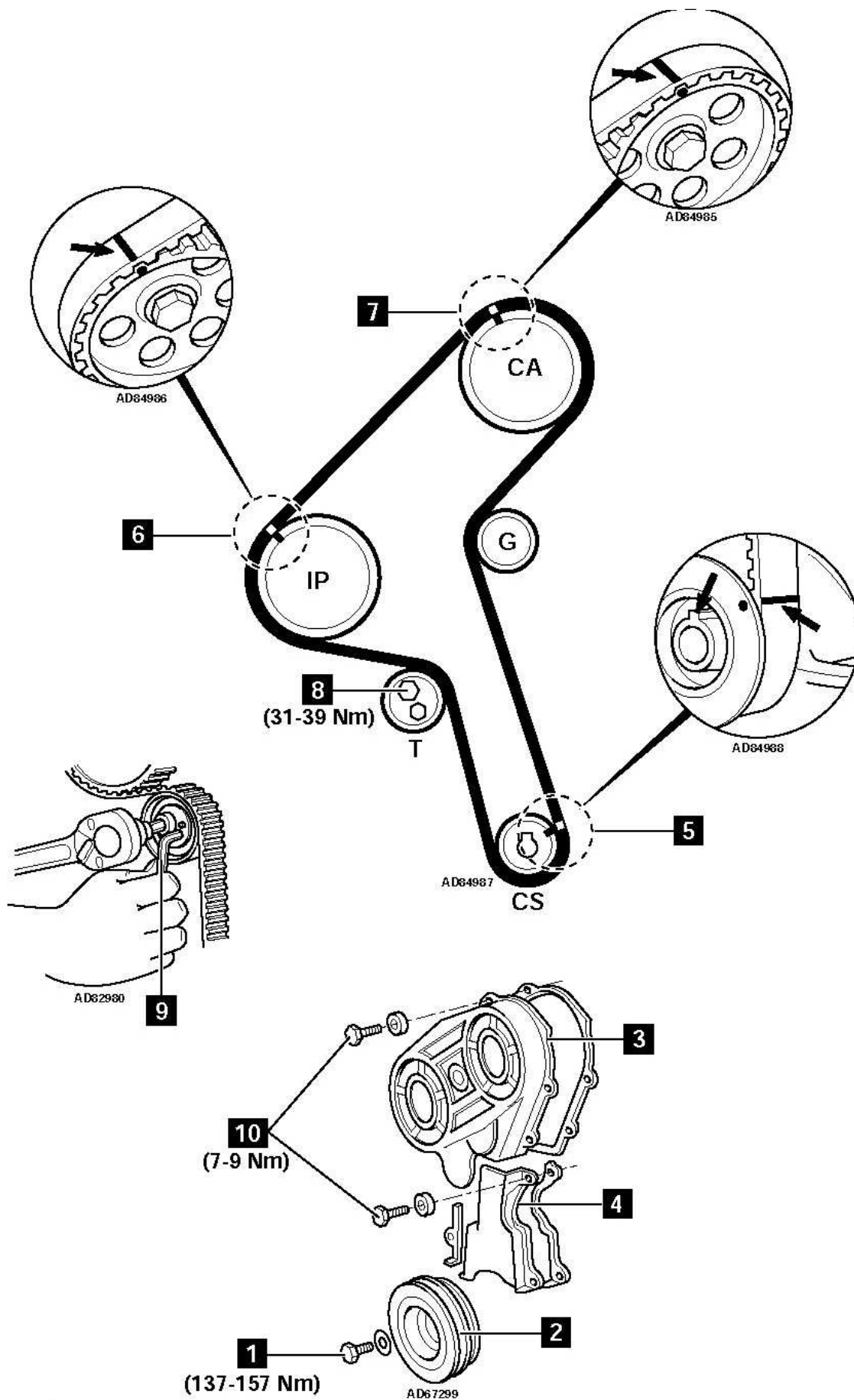
Removal

1. Remove:
 - Engine undershield.
 - Auxiliary drive belt(s).
 - Viscous fan.
 - Water pump pulley.
 - Crankshaft pulley bolt [1] .
 - Crankshaft pulley [2] .
 - Timing belt upper cover [3] .
 - Timing belt lower cover [4] .
2. Turn crankshaft clockwise to TDC on No.1 cylinder.
NOTE: Check crankshaft keyway is at 12 o'clock position.
3. Mark timing belt with chalk or paint against punch marks on sprockets [5], [6] & [7] .
4. Slacken tensioner bolt [8] . Turn tensioner away from belt [9] . Use Allen key. Lightly tighten bolt.
5. Remove crankshaft sprocket and timing belt.

Installation

Installation

1. Ensure crankshaft at TDC on No.1 cylinder.
NOTE: Check crankshaft keyway is at 12 o'clock position.
2. Install crankshaft sprocket with timing belt.
3. Fit timing belt in anti-clockwise direction, starting at crankshaft sprocket. Ensure paint marks on belt aligned with punch marks on sprockets [5], [6] & [7] .
NOTE: New belts are marked with white lines to ensure correct alignment with punch marks on sprockets. Ensure 'F' mark on belt faces forward.
4. Slacken tensioner bolt [8] . Allow tensioner to operate.
5. Fit crankshaft pulley bolt [1] .
6. Turn crankshaft two turns clockwise to TDC on No.1 cylinder.
NOTE: Ensure crankshaft keyway is at 12 o'clock position.
7. Hold tensioner using Allen key [9] . Tighten tensioner bolt [8] . Tightening torque: 31-39 Nm.
NOTE: If tensioner turns when bolt is tightened, tension may be excessive.
8. Remove crankshaft pulley bolt [1] .
9. Fit timing belt covers. Tighten bolts [10] . Tightening torque: 7-9 Nm.
10. Install components in reverse order of removal.
11. Tighten crankshaft pulley bolt [1] . Tightening torque: 137-157 Nm.



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