

Technical *Info*

Installation tips: Opel Vectra B 1,6i 16 V X16 XEL

The engine of the **Opel Vectra B 1.6i 16 V** and other engines with similar displacement are also installed in other Opel vehicles in large quantities. Usually, changing the timing belt is not problematic, even for mechanics who are not practiced in changing such belts.

Series mistakes are, nevertheless, often made when adjusting the tensioner pulley.

Here are some easily understandable installation tips to ensure that the belt change proceeds as smoothly as possible.

Tip: Each time a timing belt is changed, the oil pump should be checked for cracks where the tensioner pulley is attached (**Drawing Fig. 1**).



Quelle: OPEL

X

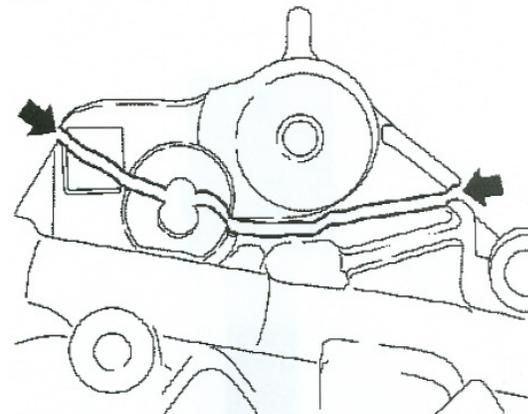


Fig. 1
Picture: ContiTech

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Removal:

1. First, determine the exact type of vehicle and read the engine code on the engine block (**Fig. 2**).
2. Disconnect the battery and jack-up the vehicle.
3. Disconnect air mass plug, remove air filter entirely.
4. Now take off the upper belt cover (**Fig. 4**).
5. Release tension from V-ribbed belt clockwise and remove.
6. Remove the right front wheel, dismantle the wheel well panel and remove the vibration damper/belt pulley (**Fig. 3**).
7. Now remove the lower belt cover (**Fig. 4**).

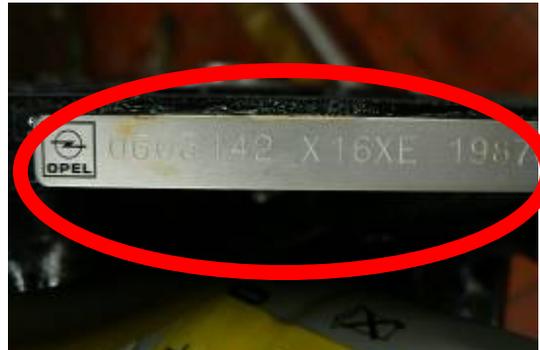


Fig. 2
Picture: ContiTech



Fig. 3
Picture: ContiTech



Fig. 4
Picture: ContiTech

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Fig. 5
Picture: ContiTech

Turn the engine to the top dead-center position (TDC). The TDC position has been reached when the crankshaft mark points down vertically at the housing mark (**Fig. 5**) and the camshaft pulley markings point towards each other horizontally (**Fig. 6**).



Fig. 6
Picture: ContiTech

Here, the locking tool included in the new ContiTech Toolbox is positioned between the camshaft pulleys (**Fig. 7**).



Fig. 7
Picture: ContiTech

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Now loosen the tensioner pulley bolt and remove the slackened timing belt (**Fig. 8**).

Installation:

1. Position the new timing belt against the rotational direction starting at the crankshaft gear (**Fig. 9**). Now tension a new tensioner pulley counterclockwise (**Fig. 10**) using the eccentric bracket and tighten by hand using the TORX bolt provided. The pointer on the tensioner pulley should now be on the right stop.

This is extremely important, since otherwise the belt drive will start making noise in a short time due to insufficient tension.

The engine is now rotated by hand in the running direction at least twice. Be certain to first remove the locking tool.



Fig. 8
Picture: ContiTech



Fig. 9
Picture: ContiTech

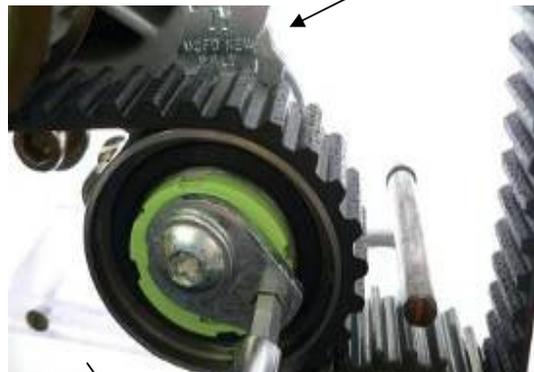


Fig. 10
Picture: ContiTech

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Loosen the fastening bolt of the tensioner pulley and position the pointer tip on the notch (NEW) (**Fig. 11**). Now tighten the tensioner pulley with 20 22 Nm torque. Never overtighten the bolt! Rotate the engine drive twice once again, check the setting again and readjust if required.

Tip: Make sure that the tensioner pulley does not touch the impellor of the water pump, especially if the water pump has been replaced at the same time. Make certain that the water pump is positioned correctly (off-center installation) (**Fig. 12**).

Now mount the lower cover of the timing belt, the vibration damper (**tightening torque: 95 Nm +30° +15°**) and a new V-ribbed belt. Turn the tensioner pulley, thus tensioning the belt (tightening torque: 20 Nm). Next, mount the front right wheel. Let the vehicle down and mount the upper timing belt cover. Make certain that the air filter housing and the plug for the air mass sensor sit properly.

Changing of timing belt can be easily documented by the ContiTech timing belt sticker (**Fig. 13**).

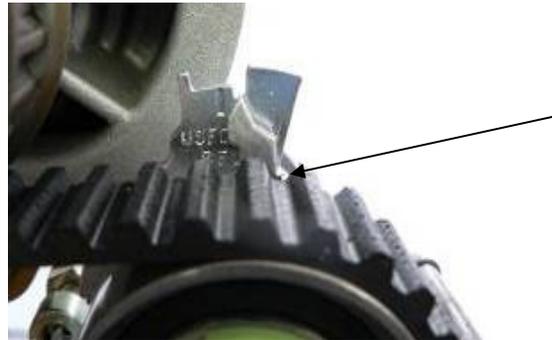


Fig. 11
Picture: ContiTech



Fig.12
Picture: ContiTech



Fig. 13
Picture: ContiTech