

## TECHNICAL INFORMATION

Part Number:

**1741**



**Renault, Nissan, Dacia**

1.2i 16v.

2001 ->

**1818**



**Renault**

1.2i 8v.

1998 ->

**1989**



**Renault**

1.2i 8v.

2007 ->

### Main differences

OE Ref.  
2101000Q0A



M6.100

OE Ref.  
2101000Q0L



M6.100

M10.150

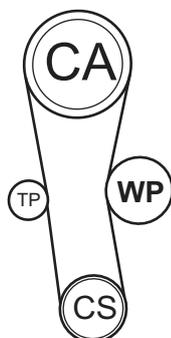
OE Ref.  
210109189R



M6.100

M10.150

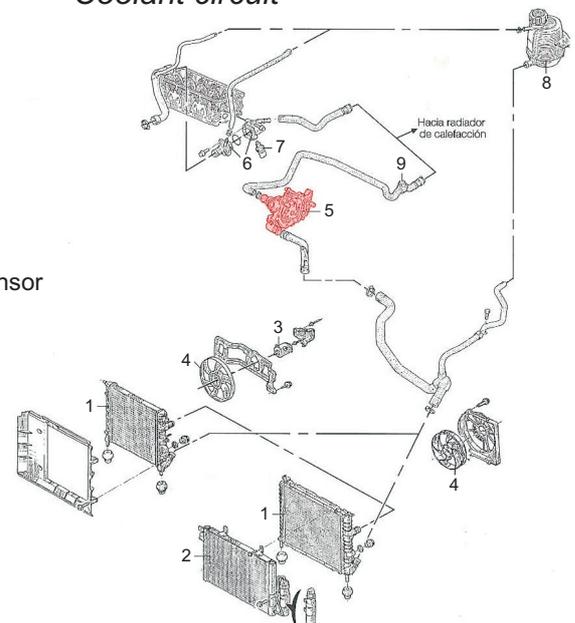
### Timing belt



CS: Crankshaft  
CA: Camshaft  
TP: Tensioner  
**WP: Water Pump**

### Coolant circuit

1. Cooling radiator
2. AC radiator
3. Electric engine
4. Fan
- 5. Water Pump**
6. Thermostat
7. Temperature sensor
8. Cooling tank
9. Drain screw



## TECHNICAL INFORMATION

### How to Remove the Timing Belt and Change Water Pump

**Timing belt replacement interval:** every 120.000 km or 5 years.

**Specific tools:**

- Lock pin (FIG. 1)
- Specific tool for the belt (FIG. 2)
- Tensiometer (FIG. 3)

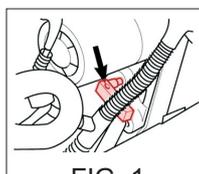


FIG. 1

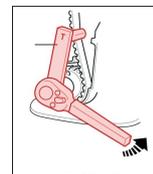


FIG. 2

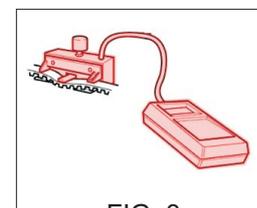


FIG. 3

### Disassembly

The first steps, the most common for vehicles, are to disconnect the battery and dismount all necessary components to gain access to timing belt, for example, the right front wheel, wheel arch, auxiliary belt, crankshaft pulley, motor bracket, plastic covers, ...

Each vehicle may have fewer or more components to dismount, which are specified in the vehicle repair manuals.

- 1 The next step is to drain the coolant circuit and turn the crankshaft until cylinder n°1 is positioned at TDC.
- 2 Check timing marks (1) and (2) [FIG. 4] are aligned. Then, fit the lock pin [FIG. 1].
- 3 Loosen tensioner nut (T) [FIG. 4]. Then, dismount the tensioner, the timing belt and the water pump.

**AIRTEX. RECOMMENDS:**

- 4 Clean the coolant circuit and replace all belt drive components.

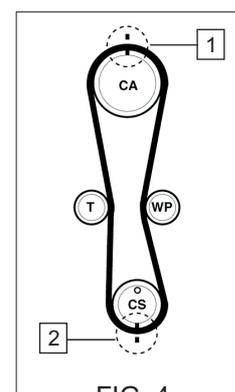
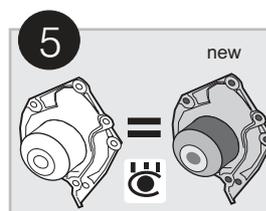


FIG. 4

### Assembly

- 1 Fit Airtex water pump, to tightening torque.
- 2 Fit tensioner and tighten tensioner nut provisionally.
- 3 Check timing marks are aligned [FIG. 4]. Then, mount timing belt starting at crankshaft pulley.
- 4 Fit tensiometer on the belt at  [FIG. 5].
- 5 Loosen tensioner nut and turn the tensioner anticlockwise until the tensiometer mark  $145 \pm 5$  Hz. Then, tighten tensioner nut to tightening torque.
- 6 Disassembly the tensiometer and the lock pin. Then rotate the crankshaft turning it 6 times, until cylinder n°1 is positioned at TDC.

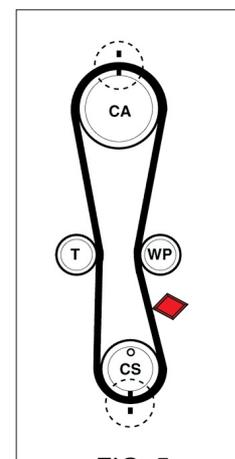


FIG. 5

## TECHNICAL INFORMATION

### Assembly (continuation)

- 7 Check timing marks (1) and (2) [FIG. 4] are aligned and fit the lock pin [FIG. 1].
- 8 Mount the specific tool for the belt [FIG. 2] and apply 10 Nm to the left.
- 9 Dismount the specific tool and mount the tensiometer [FIG. 5].
- 10 Tensiometer must mark  $145 \pm 5$  Hz. Repeat the process if the tension is not correct.
- 11 Dismount the lock pin.

**Please Note:** Some engines have automatic tensioner, so the process to mount the belt is different. In this case, the steps are:

- Fit the tensioner correctly (1) y (2) [FIG. 6].
- Dismount the lock pin (3) [FIG. 6].
- Turn the tensioner anticlockwise with allen key (4) until mobile indicator (2) is aligned with the groove (3) [FIG. 7].
- Tighten tensioner nut (1) [FIG. 7].
- Rotate the crankshaft turning it 6 times.
- Loosen tensioner nut and turn the tensioner until mobile indicator (1) [FIG. 8] is in the middle.

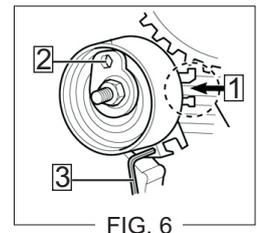


FIG. 6

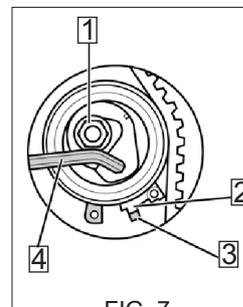


FIG. 7

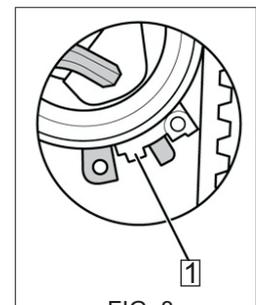


FIG. 8

- 12 Proceed with the rest of the assembly.

**Please Note:** Fill up the cooling circuit with a suitable coolant and antifreeze before switching on the engine.

**AIRTEX RECOMMENDS:**

