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Important note

NOTE: Timing belt check and replacement intervals are subject to change at any time. To ensure that you are using the most up-to-date and accurate information available connect to Autodata Online. Contact your distributor about connecting to Autodata Online.

Important Note

All service items are vital to the smooth running and reliability of a vehicle, none more so than the timing belt and its associated components. For this reason we have highlighted important information from the manufacturers' service schedules covering the intervals for checks and replacements. Be sure that you make the vehicle owner aware of this information. Industry best practice is to ensure that the vehicle owner is made aware of the importance of replacing the timing belt and its associated components according to the manufacturers' specification. The service history and the use of the vehicle must be considered when deciding the correct course of action. If there is any doubt to the serviceability of the belt and its components, they should be replaced.

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

Manufacturer: Nissan

Engine code: CD20T

Tuned for: VE4 736

Model: Primera (P11) 2,0D Turbo

Output: 66 (90) 4400

Year: 1997-99

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Replacement Interval Guide

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

Repair Times - hrs

Remove and install	3,10
Remove and install - AC	3,30
Remove and install - PAS	3,30
Remove and install - PAS+AC	3,50

Special Tools

Special Tools

- None required.

Special Precautions

Special Precautions

- 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.

Injection Pump Belt - Removal

Injection Pump Belt - Removal

1. Ensure ignition switched OFF.
2. Remove:
 - Battery.
 - Air filter, air duct and resonator.

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3. Disconnect vacuum pump hoses.
4. Remove injection pump belt cover.
5. Turn crankshaft to TDC on No.1 cylinder. Ensure crankshaft pulley timing marks aligned [2] .
NOTE: Crankshaft pulley TDC mark is unpainted.
6. Ensure camshaft rear sprocket and injection pump sprocket timing marks aligned [7] & [8] .
7. Slacken tensioner nut [9] . Turn tensioner clockwise with screwdriver. Lightly tighten nut.
8. Remove:
 - Vacuum pump [10] .
 - Injection pump belt.

Injection Pump Belt - Installation

Injection Pump Belt - Installation

NOTE: If injection pump sprocket removed, ensure sprocket fitted with key located in keyway marked 'B'.

9. Ensure timing marks aligned [2] , [7] & [8] .
10. Fit injection pump belt. Ensure belt is taut on non-tensioned side. Align marks on belt with marks on sprockets [7] & [8] . Arrow on belt must point to front of engine.
11. Install vacuum pump [10] . Tighten bolts to 17-21 Nm.
NOTE: There should be 29 belt teeth between timing marks on sprockets.
12. Slacken tensioner nut [9] . Allow tensioner to operate.
13. Turn crankshaft slowly two turns clockwise.
14. Hold tensioner with screwdriver and tighten nut [9] . Tightening torque: 16-21 Nm.
15. Fit injection pump belt cover.
16. Install components in reverse order of removal.

Timing Belt - Removal

Timing Belt - Removal

1. Support engine.
2. Drain coolant.
3. Remove:
 - Top radiator hose.
 - Auxiliary drive belts.
 - Water pump pulley.
 - Timing belt upper cover [1] .
 - RH engine mounting.
 - Camshaft sprocket flange.
4. Turn crankshaft to TDC on No.1 cylinder. Ensure crankshaft pulley timing marks aligned [2] .
NOTE: Crankshaft pulley TDC mark is unpainted.
NOTE: Camshaft position can be checked using camshaft rear sprocket timing marks [7] .
5. Remove:
 - Crankshaft pulley bolt [6] .
 - Crankshaft pulley.
 - Timing belt lower cover [4] .
6. Slacken tensioner bolt [5] . Turn tensioner away from belt. Use Allen key. Lightly tighten bolt.
7. Remove crankshaft sprocket and timing belt.

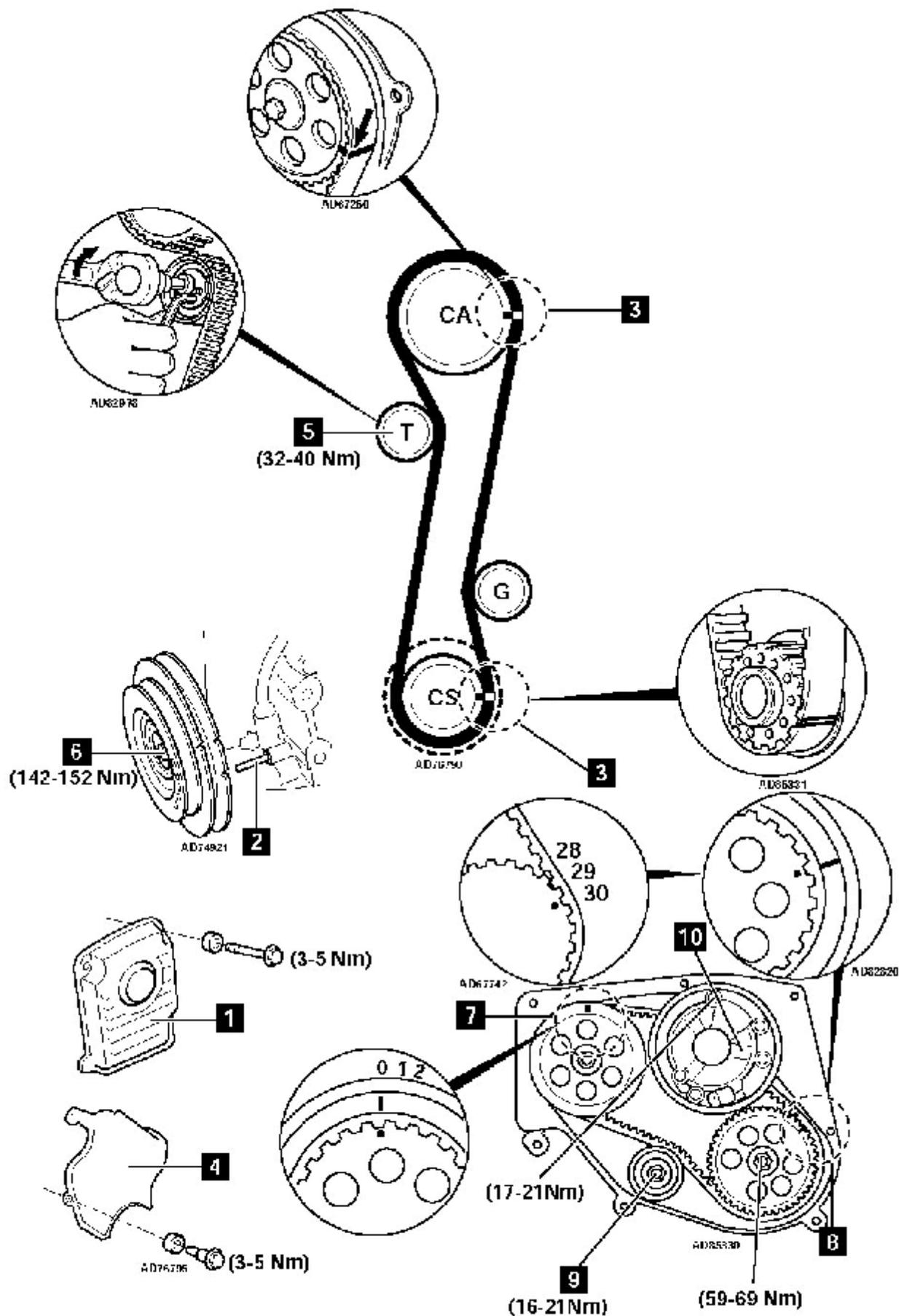
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Timing Belt - Installation

1. Temporarily fit crankshaft pulley.
2. Ensure crankshaft pulley timing marks aligned [2] .
3. Remove crankshaft pulley.
4. Install crankshaft sprocket with timing belt. Fit timing belt in anti-clockwise direction, starting at crankshaft sprocket.
5. Ensure belt is taut on non-tensioned side. Ensure lines on belt aligned with timing marks on sprockets [3] . Arrow on belt must point to timing belt cover.
NOTE: There should be 41 belt teeth between timing marks on sprockets [3] .
6. Slacken tensioner bolt [5] . Allow tensioner to operate.
7. Turn crankshaft slowly two turns clockwise.
8. Hold tensioner using Allen key. Tighten tensioner bolt [5] . Tightening torque: 32-40 Nm.
9. Fit camshaft sprocket flange. Tighten bolts to 7 Nm.
10. Install components in reverse order of removal.
11. Tighten crankshaft pulley bolt [6] . Tightening torque: 142-152 Nm.
12. Refill cooling system.



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