#Jenny

Finally I get this ebook, thanks for all these I can get now!

#Rio

Cool! I'am really happy

#Markus Jensen

I did not think that this would work, my best friend showed me this website, and it does! I get my most wanted eBook

#Hun Tsu

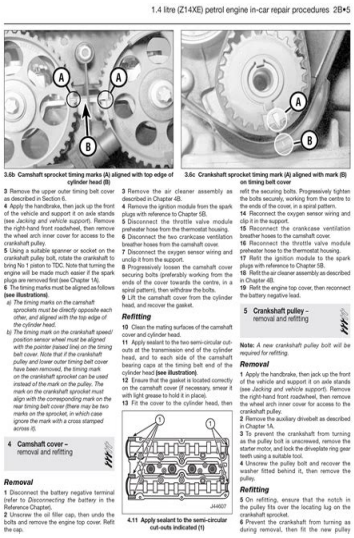
wtf this great ebook for free?!

#Che Salsa

My friends are so mad that they do not know how I have all the high quality ebook which they do not!

#Diego Butler

so many fake sites. this is the first one which worked! Many thanks



1.4 litre (Z14XE) petrol engine in-car repair procedures 2B•5

3.6b Camshaft sprocket timing marks (A) aligned with top edge of cylinder head (B)

3.6c Crankshaft sprocket timing mark (A) aligned with mark (B) on timing belt cover

3 Remove the upper outer timing belt cover as described in Section 6.
4 Apply the handbrake, then jack up the front of the vehicle and support it on axle stands (see Jacking and vehicle support). Remove the right-hand front roadwheel, then remove the wheel arch inner cover for access to the crankshaft pulley.
5 Using a suitable spanner or socket on the crankshaft pulley bolt, rotate the crankshaft to bring No 1 piston to TDC. Note that turning the engine will be made much easier if the spark plugs are removed first (see Chapter 1A).
6 The timing marks must be aligned as follows (see illustrations):
a) The timing marks on the camshaft sprockets must be directly opposite each other, and aligned with the top edge of the cylinder head.
b) The timing mark on the crankshaft speed/position sensor wheel must be aligned with the pointer (raised line) on the timing belt cover. Note that if the crankshaft pulley and lower outer timing belt cover have been removed, the timing mark on the crankshaft sprocket can be used instead of the mark on the pulley. The mark on the crankshaft sprocket must align with the corresponding mark on the rear timing belt cover (there may be two marks on the sprocket, in which case ignore the mark with a cross stamped across it).

4 Camshaft cover – removal and refitting

Removal

1 Disconnect the battery negative terminal (refer to Disconnecting the battery in the Reference Chapter).
2 Unscrew the oil filler cap, then undo the bolts and remove the engine top cover. Refit the cap.
3 Remove the air cleaner assembly as described in Chapter 4B.
4 Remove the ignition module from the spark plugs with reference to Chapter 5B.
5 Disconnect the throttle valve module preheater hose from the thermostat housing.
6 Disconnect the two crankcase ventilation breather hoses from the camshaft cover.
7 Disconnect the oxygen sensor wiring and unclip it from the support.
8 Progressively loosen the camshaft cover securing bolts (preferably working from the ends of the cover towards the centre, in a spiral pattern), then withdraw the bolts.
9 Lift the camshaft cover from the cylinder head, and recover the gasket.

Refitting

10 Clean the mating surfaces of the camshaft cover and cylinder head.
11 Apply sealant to the two semi-circular cut-outs at the transmission end of the cylinder head, and to each side of the camshaft bearing caps at the timing belt end of the cylinder head (see illustration).
12 Ensure that the gasket is located correctly on the camshaft cover (if necessary, smear it with light grease to hold it in place).
13 Fit the cover to the cylinder head, then

4.11 Apply sealant to the semi-circular cut-outs indicated (1)

refit the securing bolts. Progressively tighten the bolts securely, working from the centre to the ends of the cover, in a spiral pattern.
14 Reconnect the oxygen sensor wiring and clip it in the support.
15 Reconnect the crankcase ventilation breather hoses to the camshaft cover.
16 Reconnect the throttle valve module preheater hose to the thermostat housing.
17 Refit the ignition module to the spark plugs with reference to Chapter 5B.
18 Refit the air cleaner assembly as described in Chapter 4B.
19 Refit the engine top cover, then reconnect the battery negative lead.

5 Crankshaft pulley – removal and refitting

Note: A new crankshaft pulley bolt will be required for refitting.

Removal

1 Apply the handbrake, then jack up the front of the vehicle and support it on axle stands (see Jacking and vehicle support). Remove the right-hand front roadwheel, then remove the wheel arch inner cover for access to the crankshaft pulley.
2 Remove the auxiliary drivebelt as described in Chapter 1A.
3 To prevent the crankshaft from turning as the pulley bolt is unscrewed, remove the starter motor, and lock the driveplate ring gear teeth using a suitable tool.
4 Unscrew the pulley bolt and recover the washer fitted behind it, then remove the pulley.

Refitting

5 On refitting, ensure that the notch in the pulley fits over the locating lug on the crankshaft sprocket.
6 Prevent the crankshaft from turning as during removal, then fit the new pulley

[Download PDF version of :](#)

Corsa D Workshop Manual