

TIMING BELT GUIDE ROLLER ADJUSTER

1. INTRODUCTION & APPLICATIONS

1.1. INTRODUCTION

VS1301 is used to adjust the position of the upper and lower guide rollers on the Vauxhall/Opel V6 EcoTec engine to ensure that the belt is taut during installation and to assist initial belt tensioning.

1.2. APPLICATIONS

Vauxhall/Opel: Cavalier, Calibra, Vectra, Omega-B, Sintra - 2.5, 2.6, 3.0, 3.2 V6 Multi-valve engines

Saab: 900, 9000, 9-5

Use with Engine Timing Tool Kit.....VS130



2. SAFETY INSTRUCTIONS

- ❑ **WARNING!** Ensure that Health and Safety, local authority and general workshop practice regulations are adhered to when using tools.
- x **DO NOT** use tools if damaged.
- ✓ Maintain tools in good and clean condition for best and safest performance.
- ✓ Ensure that ignition key is removed, to prevent inadvertent engine cranking.
- ✓ If the vehicle to be worked on is raised, ensure that it is adequately supported with axle stands or ramps and chocks.
- ✓ Wear approved eye protection. A full range of personal safety equipment is available from your Sealey dealer.
- ✓ Wear suitable clothing to avoid snagging. Do not wear jewellery and tie back long hair.
- ✓ Account for all tools, locking bolts, pins and parts being used and do not leave them on or near the engine.
- * **IMPORTANT:** Always refer to the vehicle manufacturer's service instructions, or a proprietary manual, to establish the current procedure and data. These instructions are provided as a guide only.

3. INSTRUCTIONS

The upper and lower belt guides are adjusted by turning the large hexagon which in turn moves an internal cam. This adjustment applies the guide rollers to the timing belt to vary the initial tension of the belt. This adjustment also provides for the alignment of the sprocket timing marks.

VS1301 is designed to allow for the centre securing bolt of the guide roller to be released and tightened whilst making adjustments via the cam position.

The importance of Tool VS1301 is underlined by the requirements of the initial tensioning action required on these V6 engines -

3.1. Initial tensioning of the timing belt

When fitting a new belt, the belt play between the lower guide and camshaft sprocket No.4 should not exceed 1cm (tension adjustment can be made via the lower belt guide).

3.2. Adjustment of the belt tension always commences with the lower belt guide

Using VS1301 Adjuster the lower and upper guide rollers are turned anti-clockwise to achieve a taut belt between guides and sprockets.

The lower guide is turned until the belt is taut between the lower guide and camshaft sprocket CA4 - typically until the pointer of the eccentric is at approximately the 2 o'clock position.

Likewise the upper guide is turned until the belt is taut between it and camshaft sprockets CA2 and CA3 - typically until the pointer of the eccentric is at approximately the 11 o'clock position.

Check that the camshaft sprocket timing marks are approximately aligned.

WARNING: The Initial tensioning position (pre-tensioning) is dependant upon the variant of engine. Ensure that you have checked the manufacturer's current instructions.

NOTE: It is our policy to continually improve products and as such we reserve the right to alter data, specifications and component parts without prior notice. **IMPORTANT:** No liability is accepted for incorrect use of this equipment. **WARRANTY:** Guarantee is 12 months from purchase date, proof of which will be required for any claim. **INFORMATION:** For a copy of our latest catalogue and promotions call us on 01284 757525 and leave your full name and address, including postcode.

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