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Important note

Important note

The intervals and procedures given are subject to alteration by the manufacturer at any time. Check the regularly updated Timing Belts section on our website to ensure that you are kept informed of any changes that may occur between issues of the Autodata CD.
http://www.autodata-cd.com

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

Replacement Interval Guide

Peugeot recommend:
306 2,0 16V:
➡ 07/98:
Replacement every 72,000 miles or 5 years under normal conditions.
Replacement every 54,000 miles or 5 years under adverse conditions.
08/98 ➡ :
Replacement every 80,000 miles or 5 years under normal conditions.

Replacement every 48,000 miles or 5 years under adverse conditions.
306 S16/GTi-6:
➡ 07/98:
Replacement every 72,000 miles or 5 years under normal conditions.
Replacement every 54,000 miles or 5 years under adverse conditions.
08/98-99:
Replacement every 80,000 miles or 5 years under normal conditions.
Replacement every 48,000 miles or 5 years under adverse conditions.
2000 ➡ :
Replacement every 60,000 miles or 5 years under normal conditions.
Replacement every 48,000 miles or 5 years under adverse conditions.
406:
➡ 07/98:
Replacement every 72,000 miles or 10 years under normal conditions.
Replacement every 54,000 miles or 5 years under adverse conditions.
08/98 ➡ :
Replacement every 80,000 miles or 10 years under normal conditions.
Replacement every 48,000 miles or 5 years under adverse conditions.

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 & install:	
306	2,70
Engine undershield	+0,10
AC	+0,50
406	2,90
Engine undershield	+0,10
AC	+0,30

Special Tools

Special Tools

- Crankshaft timing pin - Peugeot No.(-).0153G.
- Camshaft timing pins - Peugeot No.(-).0153AB.
- Tension gauge - SEEM C.Tronic 105.5.
- Flywheel locking tool - Peugeot No.0134Q.

Special Precautions

Special Precautions

- Disconnect battery earth lead.
- DO NOT turn crankshaft or camshaft when timing belt removed.
- Remove spark 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.

Removal

Removal

WARNING: 306 S16: Dependent on VIN there is a possibility of premature timing belt failure. Refer to dealer.
WARNING: This engine may suffer from failure of the crankshaft pulley resulting in the possible incorrect alignment of the timing pin hole. The timing belt should be removed and installed with the engine at 90° BTDC. If necessary: Fit new crankshaft pulley.

1. Raise and support front of vehicle.
2. Remove:
    - RH front wheel.
    - Engine undershield (if fitted).
    - RH wheel arch liner.
    - Auxiliary drive belt.

3. Reposition:
    - Wiring loom.
    - Evaporative emission (EVAP) canister purge valve.

4. Support engine.
5. Remove:
    - Engine mounting.
    - Timing belt upper cover [1] .

6. Turn crankshaft clockwise to setting position.
7. Insert timing pin in crankshaft pulley [2] . Tool No.(-).0153G.
8. Insert timing pins in camshaft sprockets [3] . Tool No.(-).0153AB.
9. Lock flywheel. Use tool No.0134Q.
10. Remove:
    - Crankshaft timing pin [2] .
    - Crankshaft pulley bolt [7] .
    - Crankshaft pulley [5] .

    NOTE: An extractor may be required to remove crankshaft pulley.
    - Auxiliary drive belt tensioner.
    - Timing belt lower cover [4] .

11. Slacken tensioner bolt [6] . Move tensioner away from belt. Lightly tighten bolt.
12. Remove timing belt.

Installation

Installation

1. Ensure timing pins located correctly in camshaft sprockets [3] .
2. Fit timing belt to crankshaft sprocket.
3. Install:
    - Timing belt lower cover [4] .
    - Crankshaft pulley [5] .

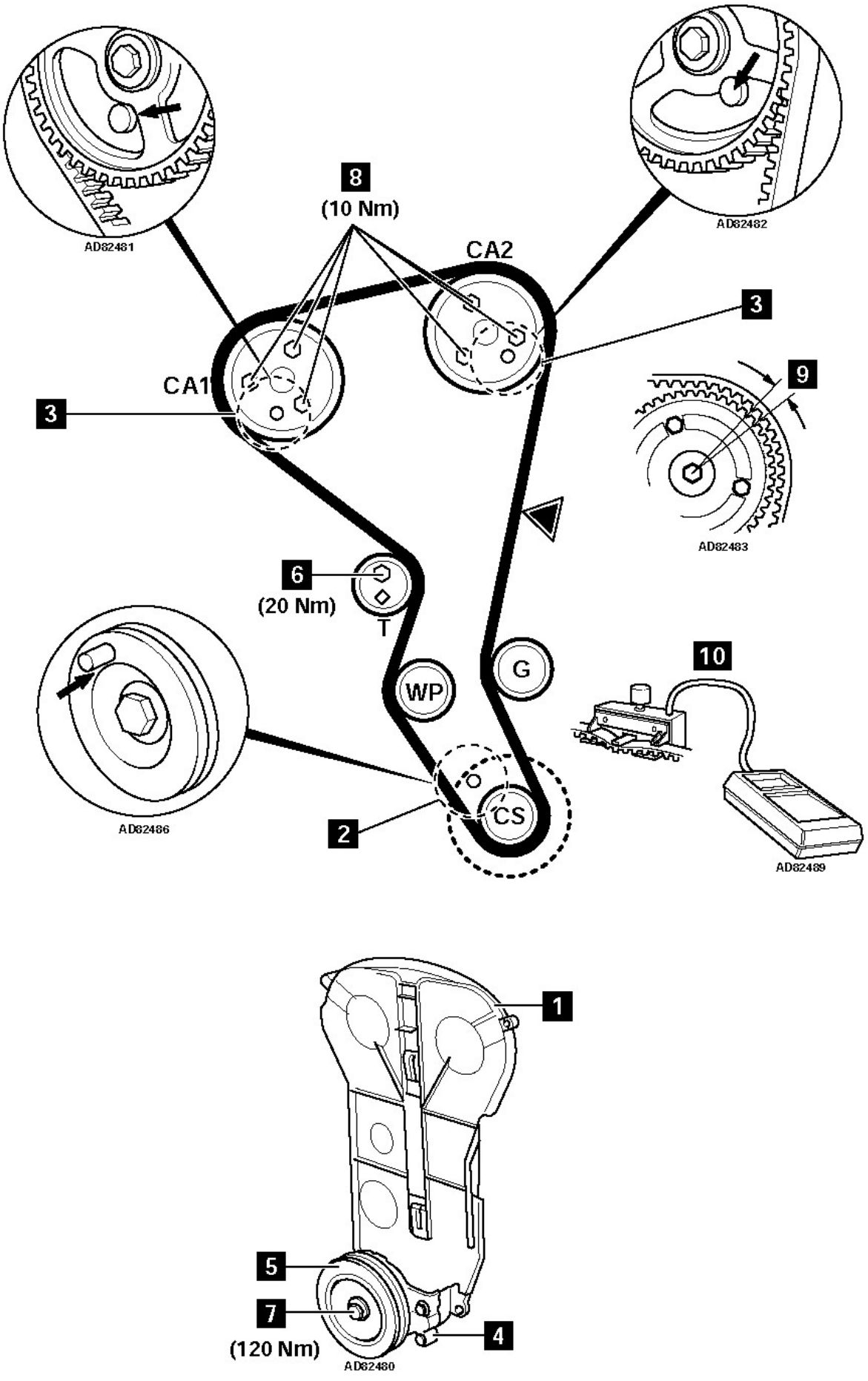
4. Coat crankshaft pulley bolt thread with suitable thread locking compound.

5. Tighten crankshaft pulley bolt [7] . Tightening torque: 120 Nm.
6. Insert crankshaft timing pin [2] .
7. Ensure timing pins located correctly in camshaft sprockets [3] .
8. Slacken bolts of each camshaft sprocket [8] . Tighten bolts finger tight. Then slacken 1/6 turn.
9. Turn camshaft sprockets fully clockwise in slotted holes.
10. 306 2,0 S16: Ensure replacement timing belt has 136 teeth.
    NOTE: Timing belt has 137 teeth on later engines with automatic tensioner pulley.
11. Fit timing belt in anti-clockwise direction. Ensure belt is taut between sprockets.
12. Lay belt on teeth of camshaft sprockets. Engage belt teeth by turning sprockets slightly anti-clockwise.
    NOTE: Angular movement of sprockets must not be more than one tooth space [9] .
13. Attach tension gauge to belt at. Tool No.SEEM C.Tronic 105.5 [10] .
14. Slacken tensioner bolt [6] . Turn tensioner anti-clockwise until tension gauge indicates 45 SEEM units.
15. Prevent tensioner from turning. Tighten tensioner bolt [6] . Tightening torque: 20 Nm.
16. Ensure bolts of each camshaft sprocket not at end of slotted holes [8] .
17. If bolts at end of slotted holes: Repeat installation procedure.
18. Tighten bolts of each camshaft sprocket [8] . Tightening torque: 10 Nm.
19. Remove:
    - Tension gauge [10] .
    - Timing pins [2] & [3] .

20. Turn crankshaft two turns clockwise. Insert crankshaft timing pin [2] .
21. Slacken bolts of each camshaft sprocket [8] . Tighten bolts finger tight. Then slacken 1/6 turn.
22. Insert timing pins in camshaft sprockets [3] .
    NOTE: If timing pins cannot be inserted: Turn camshafts slightly.
23. Attach tension gauge to belt at[10] .
24. Slacken tensioner bolt [6] . Turn tensioner until tension gauge indicates 26 SEEM units.
25. Tighten tensioner bolt [6] . Tightening torque: 20 Nm.
26. Tighten bolts of each camshaft sprocket [8] . Tightening torque: 10 Nm.
27. Remove:
    - Tension gauge [10] .
    - Timing pins [2] & [3] .

28. Check belt tension as follows:
29. Tighten bolts of each camshaft sprocket [8] . Tightening torque: 10 Nm.
30. Remove:
    - Tension gauge [10] .
    - Timing pins [2] & [3] .

31. Turn crankshaft two turns clockwise. Insert crankshaft timing pin [2] .
32. Tighten bolts of each camshaft sprocket [8] . Tightening torque: 10 Nm. Remove timing pins [2] & [3] .
33. Turn crankshaft 1/4 turn clockwise. Attach tension gauge to belt at.
34. Tension gauge should indicate 32-40 SEEM units.
35. Install components in reverse order of removal.



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