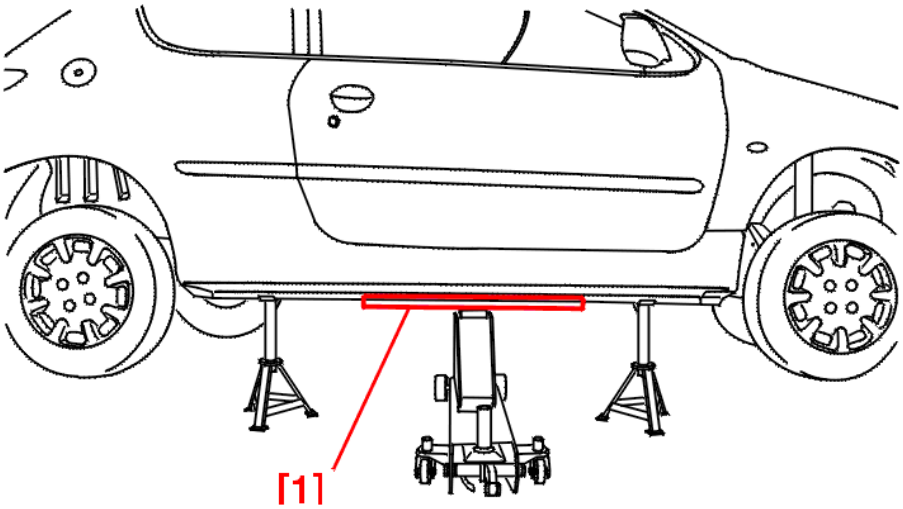
1-Lifting the Vehicle

Erguendo o veículo

RAISING FROM ONE SIDE



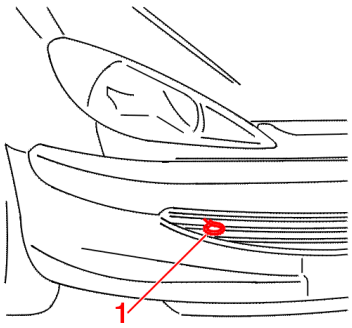
Position the axle stand in the location provided for lifting the vehicle using the jack .

NOTE : to have 4 wheels suspended, repeat the operation on the other side . The bar [1] is an optional special tool for lift the vehicle, but you can lift without it.

2-Towing the Vehicle

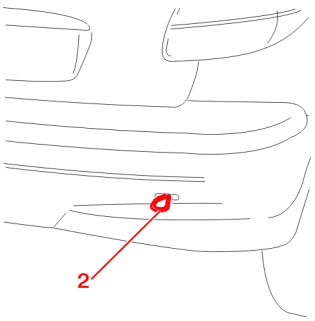
Rebocando o veículo

FRONT



Hook up to the towing eye (1).

REAR

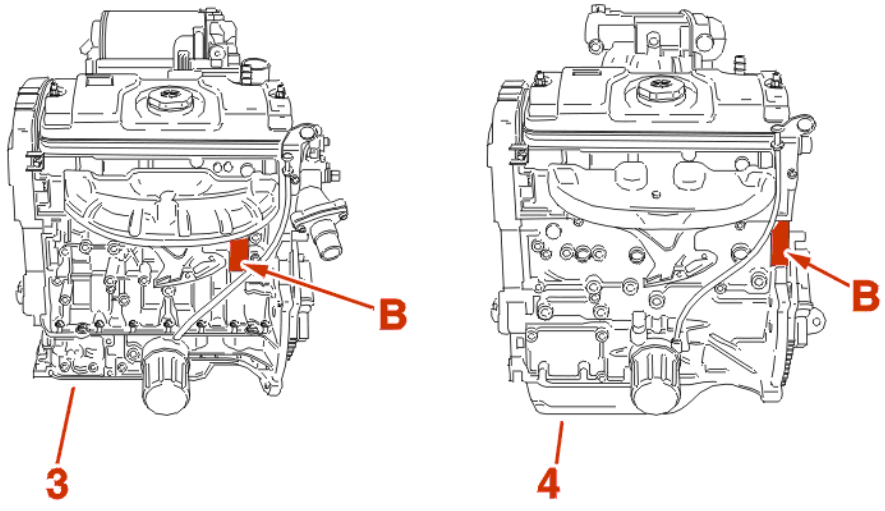


Hook up to the towing eye (2).

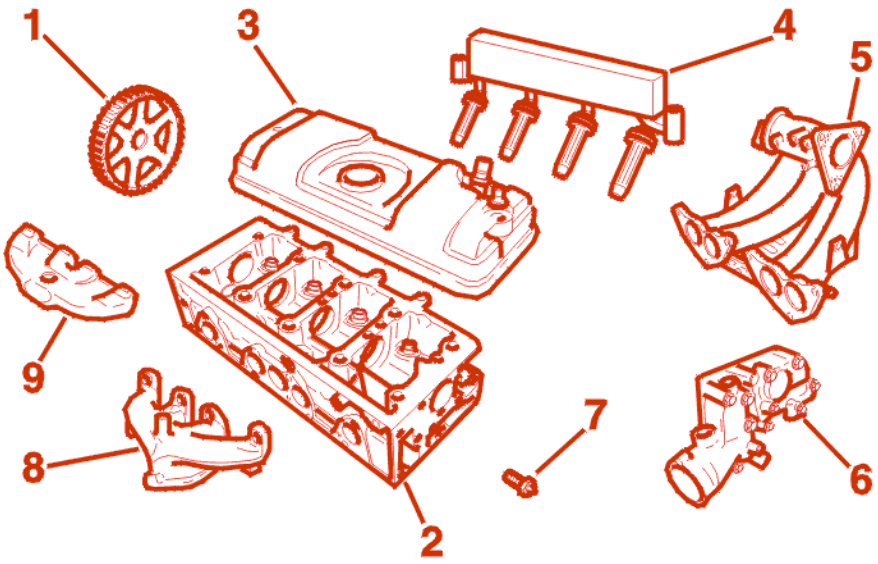
To tow the vehicle, select the **Neutral (N)** gear and release the brakes

TU1M/L/Z **TU1M/L/L3** **TU1M+ to 2616141**	HDY - HDZ
TU1 TR	H3A
TU2.4	M2A - M4A
TU2J2/L/Z	MFZ
TU3A/K **TU3A/N**	K1C - K1G K1B - K1D - K1H
TU3S/K **TU3S/N**	K2A K2B
TU3.2/K - TU3F.2/K **TU3.2/W** **TU3.2 TR/K**	K2D K2C K5A
TU3 TR	K3A
TU3JP to 2333357	KFX
TU3M/Z - TU3FM/Z **TU3M/L/Z - TU3FM/L/Z**	KDY - KDZ KDY
TU3MC/L/Z - TU3FMC/L/Z	KDX
TU3J2/K **TU3J2/L/Z**	K6B KFZ
TU5JP/L/Z	NFZ
TU5J2/L/Z/K'	NFY - NFW

2ND GENERATION



(3)Engine : Aluminium cylinder block .



Camshaft pulley (1) : 1 da.Nm .

cylinder head		
	TU (not TU5J4)	**TU (not TU5J4)**
special features	aluminium cylinder block	cast-iron cylinder block
(a) pre-tightening (da.Nm)	2	2
(a) slackening	-	-
(a) tightening (da.Nm)	-	-
(a) 1st angular tightening	240°	120°
(a) 2nd angular tightening	-	120°
(a) 3rd angular tightening	-	-
(a) application of a tightening sequence and/or a special product		

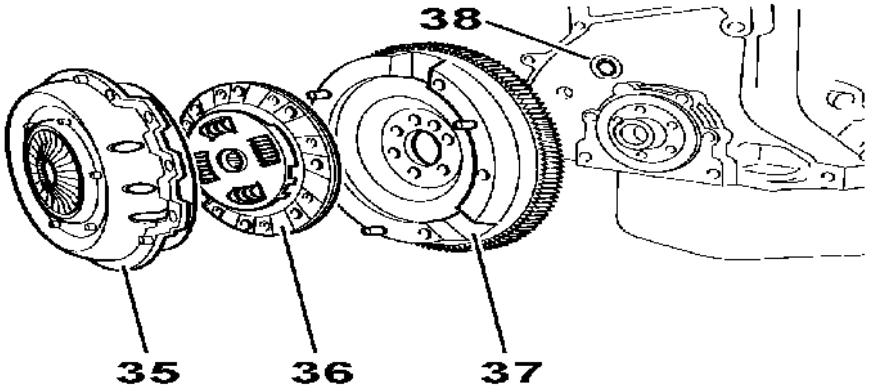
(3) Cylinder head cover to cylinder head (M8) : 1.6 da.Nm .

(3) Cylinder head cover to cylinder head (M6) : 0.7 da.Nm .

(4) Compact coil block (Depending on engine type) : 0.8 da.Nm .

(5) The inlet manifold : 1 da.Nm .

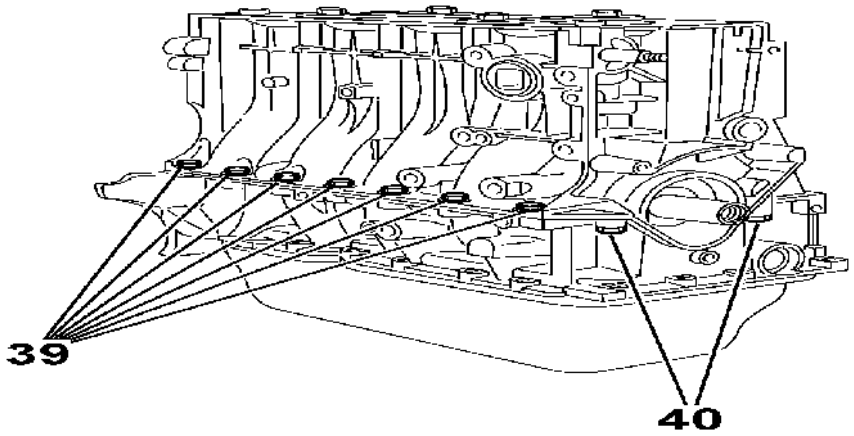
The injection pipe : 0.7 da.Nm .



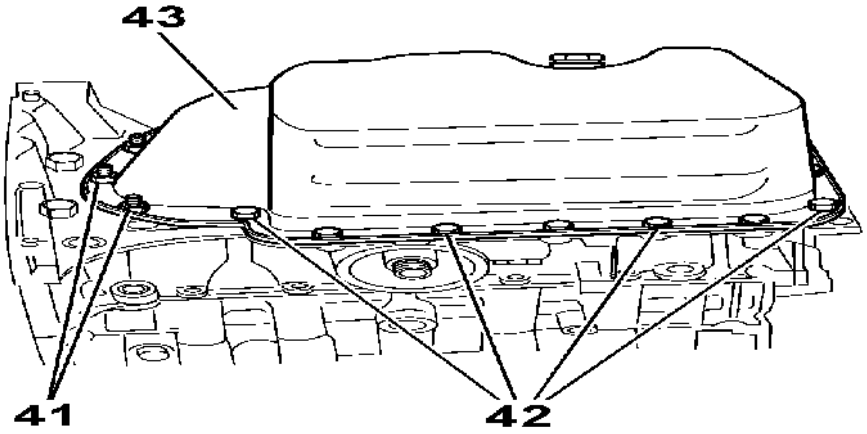
Remove :

- the clutch mechanism (35)
- the clutch plate (36)
- the flywheel (37)
- the oil gallery plug (38)

ALUMINIUM CYLINDER BLOCK



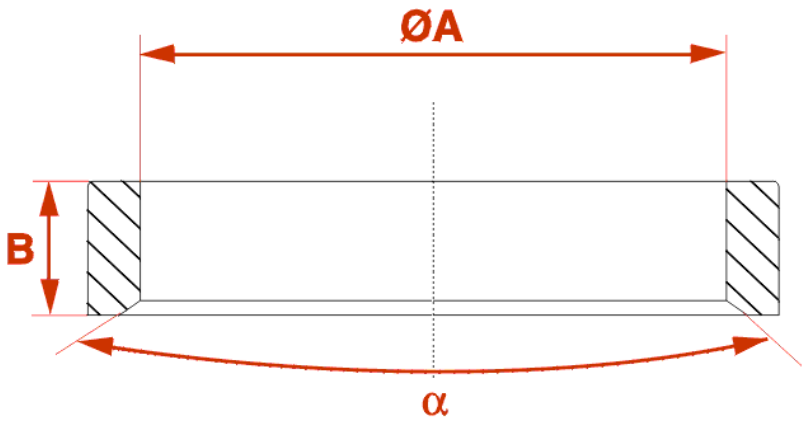
Remove all of the securing bolts (39) and (40) from the main bearing cap casting .



CYLINDER HEAD

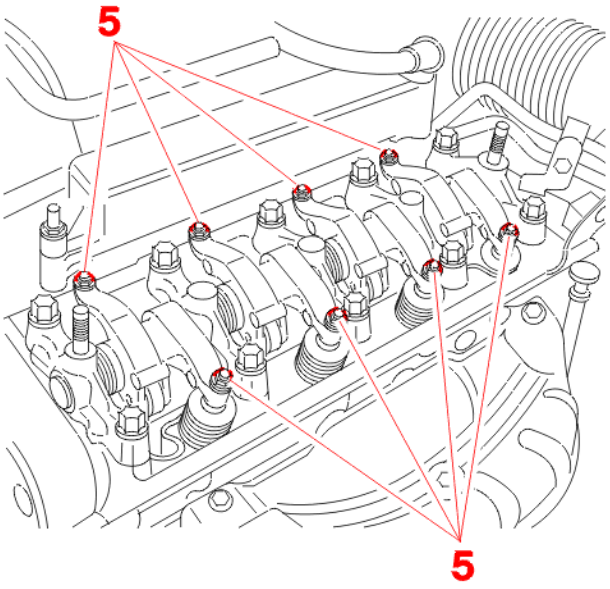
NOTE : the standardisation of the (E) valve guides in relation to the other petrol engines has led to the modification of the dimension for positioning the guide in the cylinder head .

VALVE SEATS



inlet : engines - 1st generation						
	engine type : TU9			engine type : TU1 - TU3 (except TU3J2)		
distance (mm)	nominal	repair 1	repair 2	nominal	repair 1	repair 2
ø A + 0,137 + 0,112	36,01	36,31	36,51	38,01	38,31	38,51
B + 0,1 + 0	6,648	7		6,648	7	
à	120°			120°		

	engine type : TU2.4			engine type : TU2J2 - TU3J2 - TU5		
distance (mm)	nominal	repair 1	repair 2	nominal	repair 1	repair 2
ø A + 0,161 + 0,136	40,51	40,81	41,01	40,51	40,81	41,01
B + 0,1 + 0	6,6	7		6,6	7	
à	90°			90°		

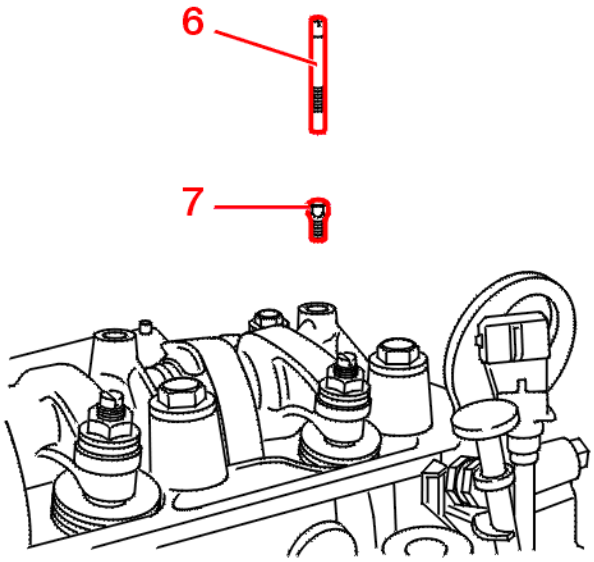


ALL MODELS

Unscrew all the adjusting bolts (5) to their limit .

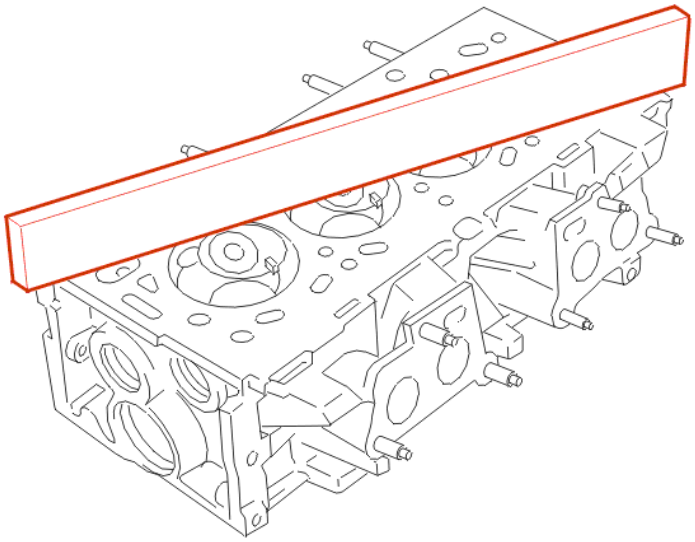
Position the engine so that no rocker is under stress on a cam (or so that the stresses are minimal) .

NOTE : the rocker(s) to be removed must be opposite a cam back .



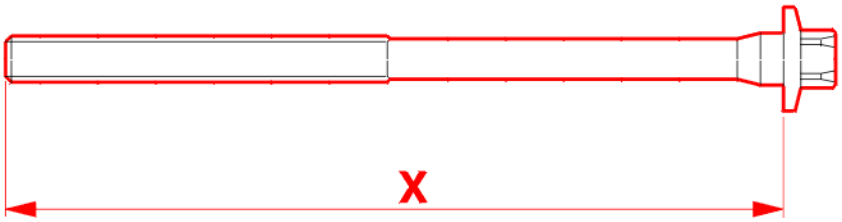
Remove :

- the stud (6)
- the stop bolt (7)



Maximum permissible bow = 0,05 mm .

CHECKING CYLINDER HEAD BOLTS BEFORE RE-USE



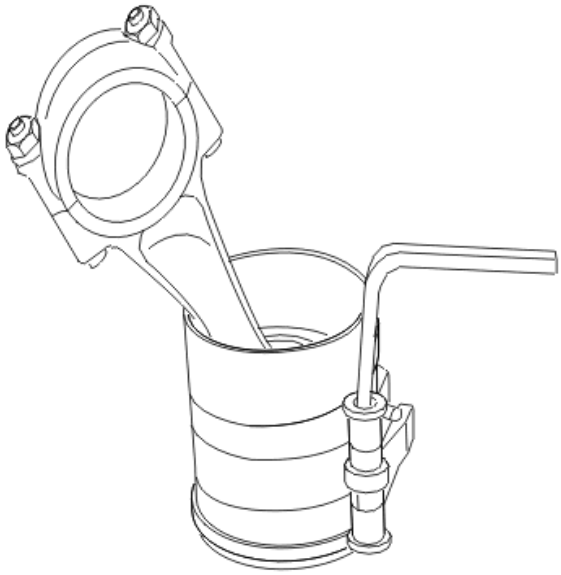
Y = Maximum length below head : 176,5 mm .

Replace the oil seal using tool [6] .

Fit the camshaft gear .

Tightening torque 8 da.Nm ; Using the tool [7] .

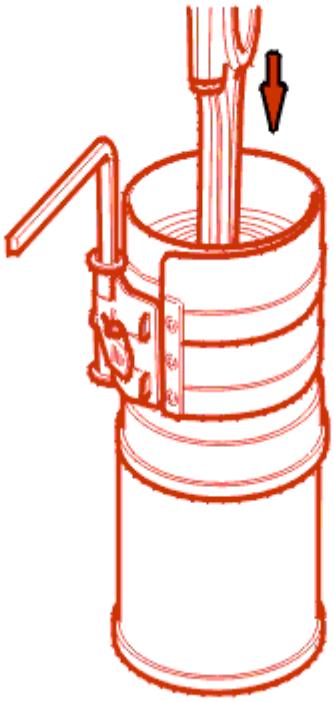
Check that the camshaft turns freely in its bearings .



Oil the pistons .

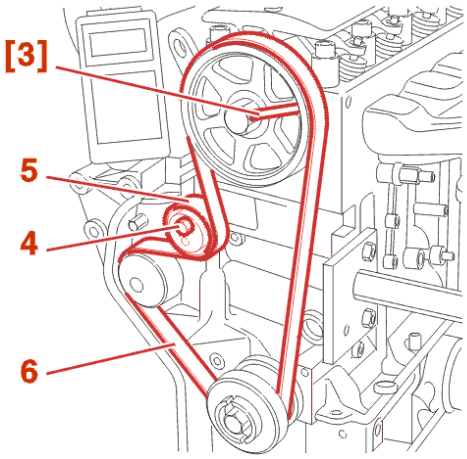
Fit the ring collar .

Moderately tighten .



Position the piston on the liner to obtain on fitting :

- the alignment of the liner/cylinder block marks
- the direction of the piston arrow on the timing side



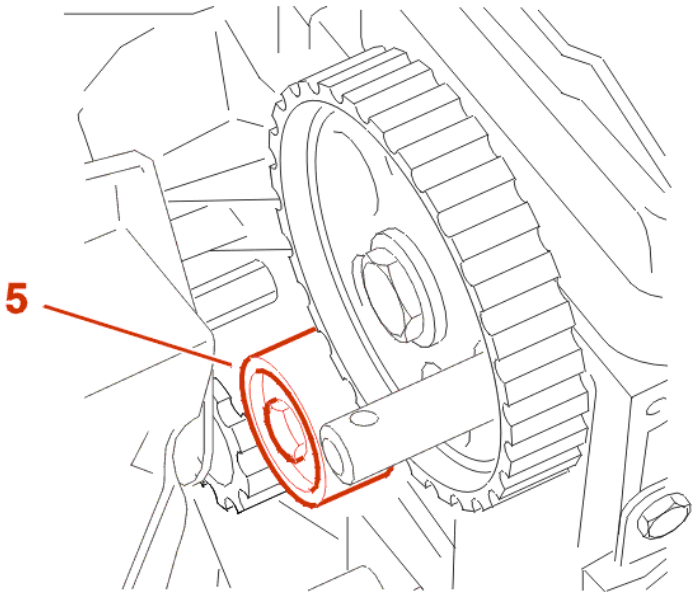
Slacken the nut (4) retaining the roller tensioner (5) to slacken the belt (6) .

Remove the timing belt (6) .

REFITTING

TU ENGINE

Flywheel and camshaft gear pegged .



Check that the roller tensioner (5) turns freely (no tight spot) .

(6) Sleeve .

(7) Hub .

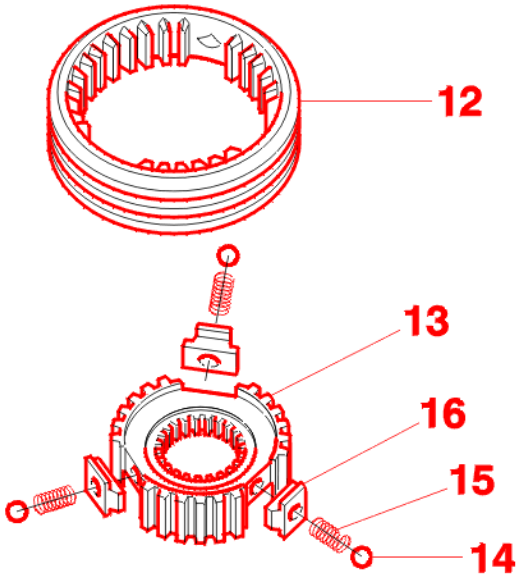
(8) Ball .

(9) Finger .

(10) Ball seat .

(11) Spring .

CONVENTIONAL SYNCHRONISER : 3RD/4TH/5TH



(12) Sleeve .

(13) Hub .

(14) Ball .

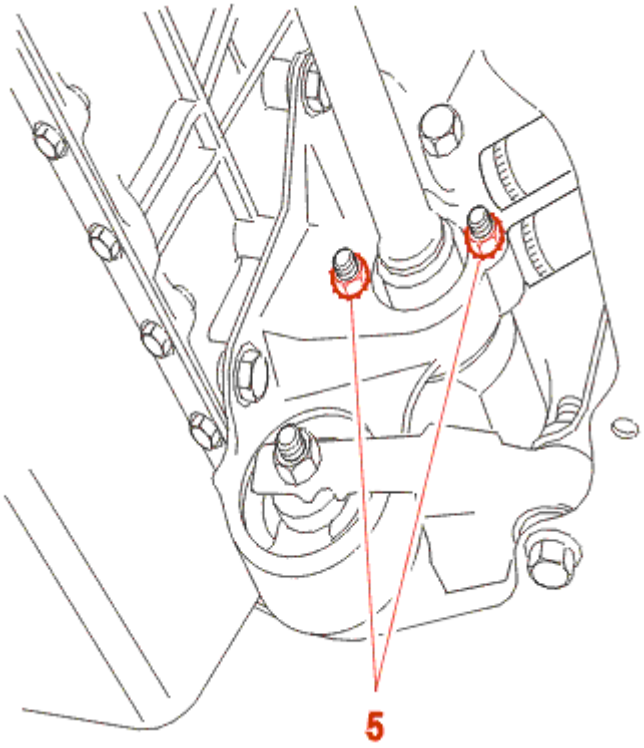
(15) Spring .

(16) Finger .

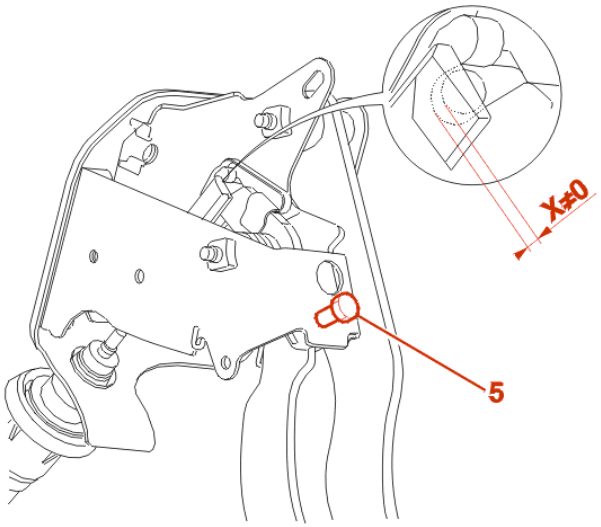
DISMANTLING

IMPERATIVE : mark the relative positions of the hub and sleeve if these parts are to be re-used .

Separate the sleeve from the hub in a container to facilitate retrieval of the balls, springs and fingers .



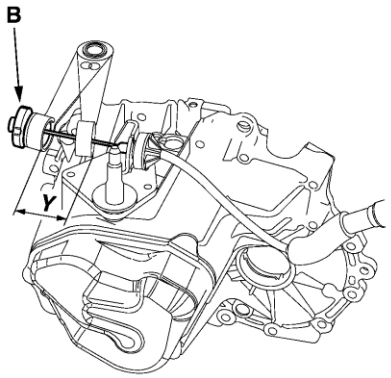
Pre-tighten one bearing nut (5) to 0.5 daN.m .



Check that there is a minimum clearance (X) .

If there is not, adjust the bolt (1) .

NOTE : if the clearance (X) is too great this could result in a creaking sound .



Pull the cable at (B) :

- if the cable moves (minimum 5 mm): the clutch cable is adjusted
- if the cable does not move: replace the clutch cable

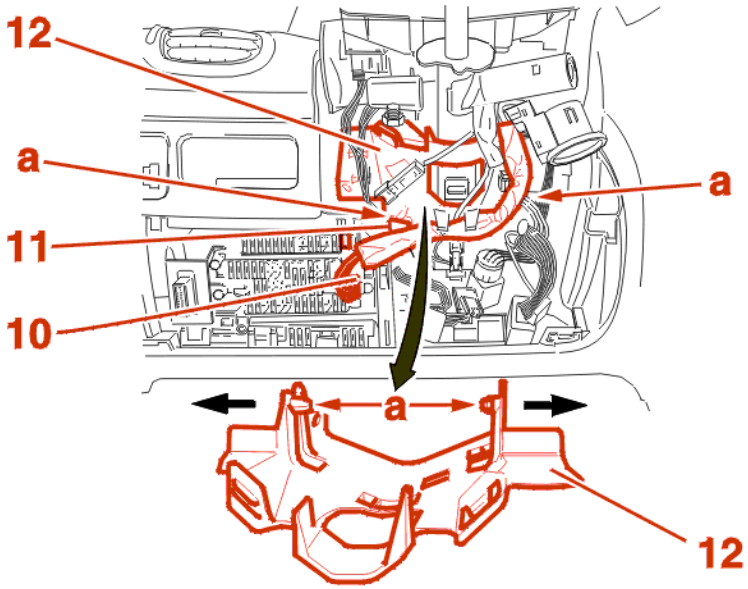
Check the travel of the clutch cable .

If Y ≥ 24 mm :

- adjustment correct

If Y : Less than 24 mm :

- replace the clutch cable

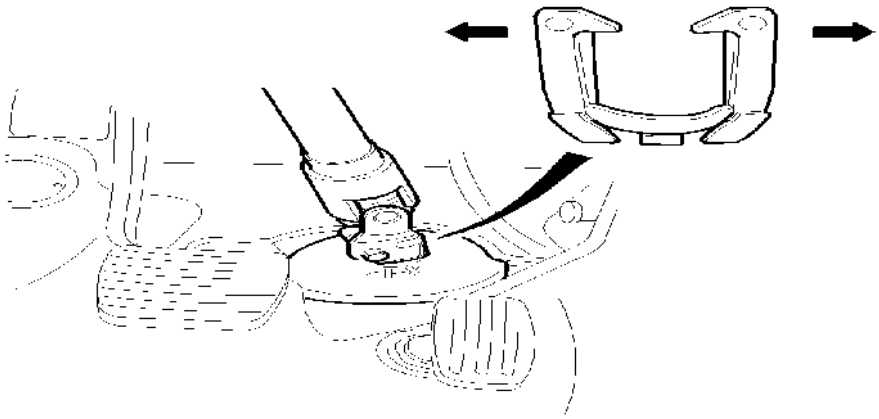


Disconnect the connectors (10), (11) .

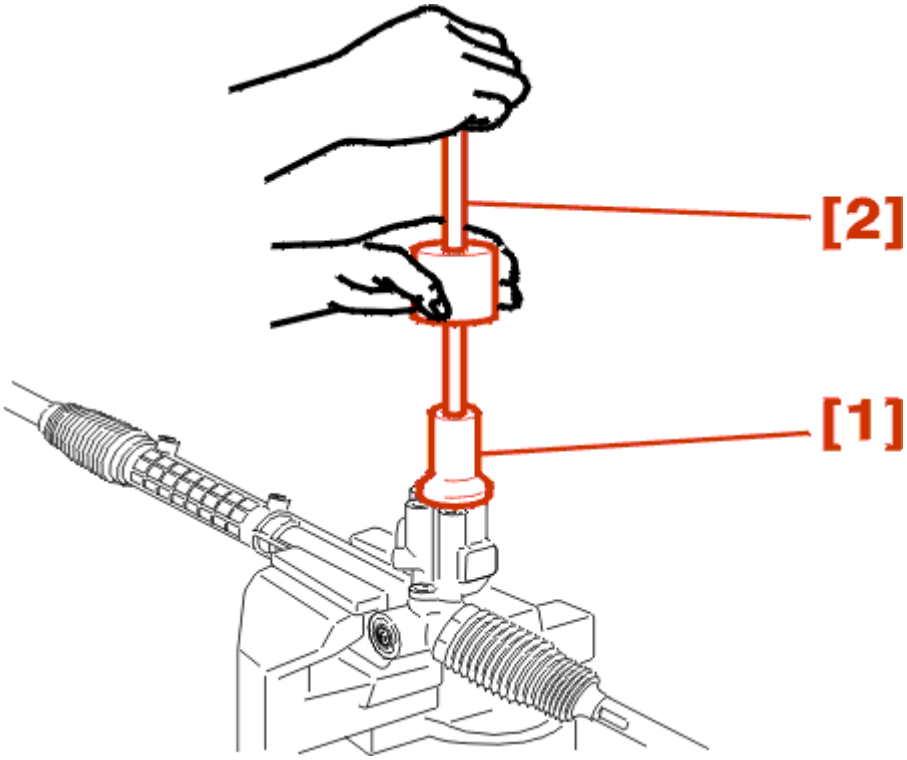
Release the harnesses clamped on the protector (12) .

Unclip the protector (12) at its lower section (a) .

Remove the protector (12) .



Release the steering universal joint by moving aside the safety clip .

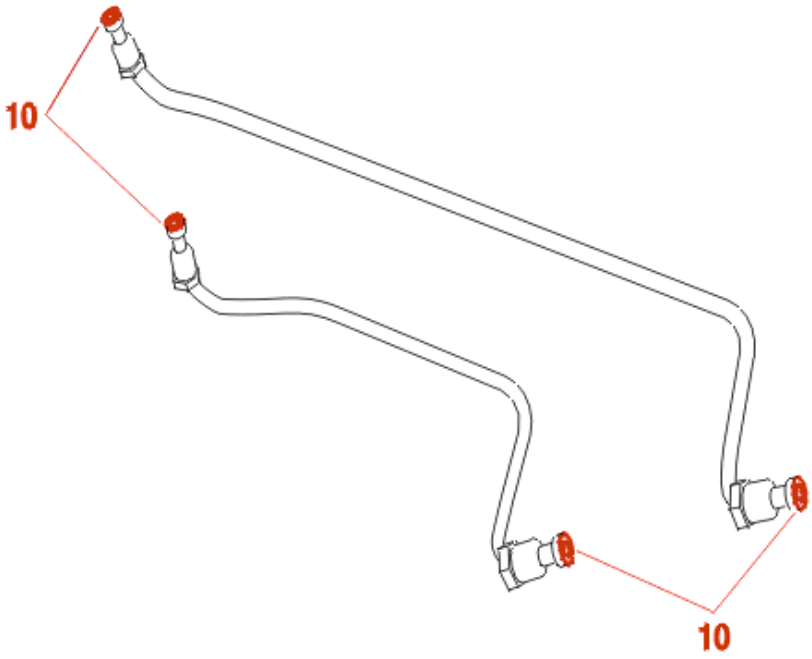


Fit the distributor valve (7) using the tools [1], [2] .

WARNING : do not use the valve mounting bolts to fit it .

POWER STEERING

Tighten the bolts (6) to 1.5 daN.m .

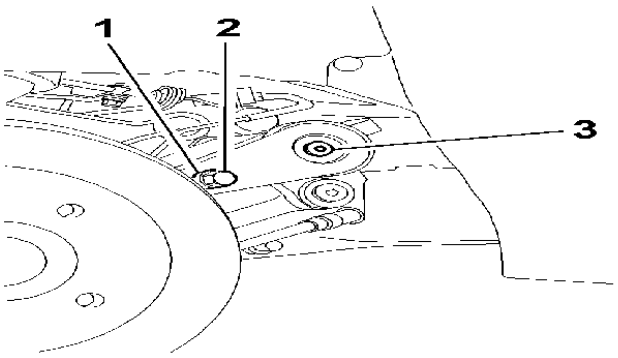


ALL MODELS

68-Rear Antiroll Bar

Barra Anti Torção Traseira

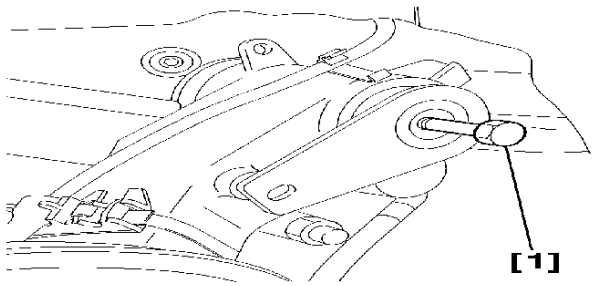
ON THE RIGHT-HAND SIDE



.

Remove :

- the bolt (1)
- the washer (2)
- the cap (3)



.

Coat the thread and the end of the bolt [1] with slip product .

Screw the bolt into the lever until it contacts the bar .

Continue screwing to extract the lever .