KD469.14/GB-07/2022

KD469.14

Assembly/disassembly recommendations

TOYOTA: Avensis, Avensis verso, Corolla, Corolla verso, Picnic, Previa, RAV4	**ENGINES** 2.0 D4-D	**OE REFERENCE** See below

TIMING KINEMATICS OF THE KIT KD469.14

FEATURES OF THIS BELT

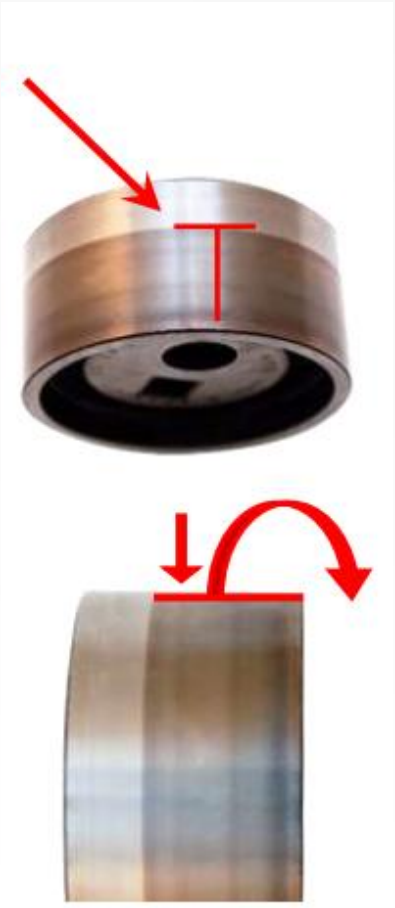
The pulley GE369.19, wound on 2/3 of its surface, is particularly sought after. It is therefore important to check the **correct positioning of the belt** on the roller to avoid any slippage, as a bad load distribution can lead to a malfunction of the roller.

The timing belt is characterized by a white Teflon coating which gives good rigidity and high resistance to wear. **NTN-SNR recommends inspection of GT369.40**. If this is faulty, look up the **complete kit KD469.22**.

NTN. SNR. Brands of NTN corporation

COMMON PROBLEMS

BAD BELT POSITIONING



Probable causes

Tension adjustment

- Misalignment of timing components or component wear
- Non-standard belt tension
- Roller tensioner GT369.26 not attached correctly

Consequences

Belt slippage

Improper positioning of the belt may result in a misalignment of the load leading to abnormal bearing running. This anomaly affects other components of the timing system and can lead to in the short-term a seizure of bearings with balls being ejected.

REPLACEMENT

Special tools

- Retaining tool for the crankshaft pulley - Toyota No. 09213-54015
- Extractor - Toyota No. 09950-50013

Tightening torque

- Screw for tensioner GT369.26: 40 Nm
- Screw for pulley GE369.19: 46 Nm
- Bolt for the crankshaft pulley: 180 Nm
- Bolts for hydraulic tensioner GT369.40: 21 Nm

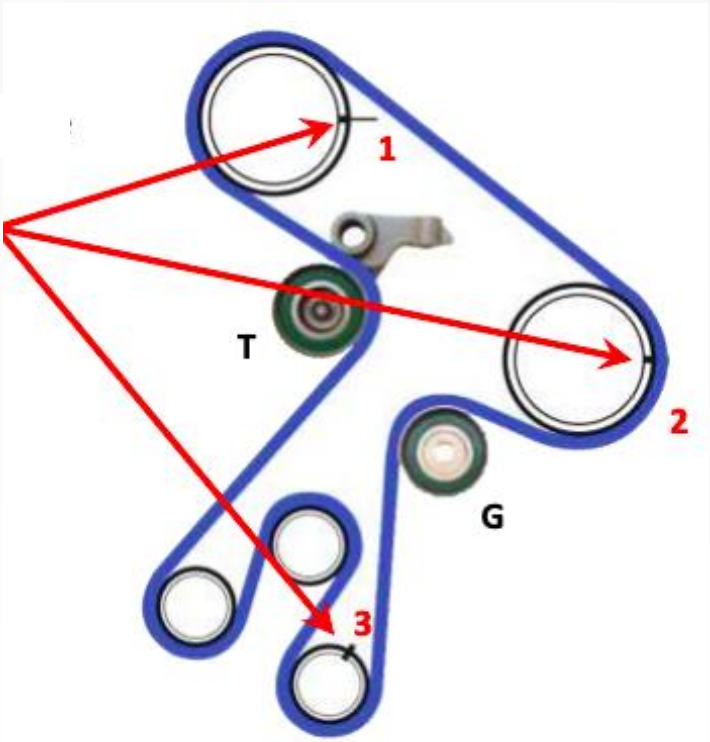
Adhere to the tightening torques specified by the manufacturer

1) Replace and tighten roller tensioners and tensioner.
The tensioner should move freely.

2) Check the condition of sprockets for the water pump and oil pump

3) Make sure the timing marks are aligned. (1, 2 and 3)

4) Fit the timing belt, with a cold engine, in the following order:
- Camshaft sprocket
- High pressure pump sprocket
- Water pump sprocket
- Crankshaft sprocket
- Pulley -> G (GE369.19)
- Oil pump sprocket
- Roller tensioner -> T (GT369.26)



Make sure the belt is tensioned on the side where there is no roller tensioner

5) Turn the crankshaft two full turns clockwise to bring it to TDC of the first cylinder

6) Make sure the timing marks are aligned
If they are not, start the installation and tension adjustment over again

7) Remove the crankshaft pulley bolt

8) Reinstall the remaining parts in the reverse order of removal.
Tighten the crankshaft pulley bolt to **180 Nm**

NTN. SNR. Brands of NTN corporation

Verification and repositioning of the timing pin for hydraulic tensioner:

- Check that the tensioner body is not leaking or damaged. Where non-compliance is suspected, order part GT369.40.
- Slowly compress the piston into the body of the hydraulic tensioner using a press until the holes are aligned.
- This operation must be carried out in a vertical position.

Do not exceed a force of 1000 kg

- Hold the piston in place by inserting the correct locking pin through the hole in the body of the hydraulic tensioner.

Recommendations

The recommended replacement interval for the timing kit is 100,000 miles or 6 years.

During replacement, all components, roller tensioners and tensioners, should be replaced and not just the belt.

Do not store belts in the sun. Never bend, turn or twist a belt and do not force the belt on the pulleys.

Follow the manufacturers' assembly procedures as well as their indicated tightening torques.

Consult vehicle applications in our online catalogue: eshop

Use this QR Code to find our online catalogue

ALWAYS FOLLOW THE VEHICLE MANUFACTURER'S RECOMMENDATIONS!

© NTN-SNR ROULEMENTS
The contents of this document are the copyright of the publisher and any reproduction, even partial, is prohibited without permission. Despite the care taken in preparing this document, NTN-SNR Roulements disclaims any liability for errors or omissions that may slip through, and for losses or direct or indirect damages arising from its use