

Telephone:
Fax:
UST-IdNr.:

Name:	x-lister	Manufacturer:	Opel/Vauxhall
Address:		Model:	
		Year:	1983
Tel - Private:		Registration:	
Tel - Business:		Mileage:	
Tel - Mobile:		Job number:	
		Date:	

Important note

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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

Manufacturer: Opel/Vauxhall	Model: Kadett-D/Astra 1,8	© Autodata Limited 2007
Engine code: 18E	Output: 85 (115) 5800	23.02.2010
Tuned for:	Year: 1983-84	V6.410- /Autodata

Replacement Interval Guide

Vauxhall recommend check every 36,000 miles or 4 years (replace if necessary). The vehicle manufacturer has not recommended a timing belt replacement interval for this engine.

The previous use and service history of the vehicle must always be taken into account.

Check For Engine Damage

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CAUTION: This engines has been identified as a FREEWHEELING engine in which the possibility of valve-to-piston damage in the event of a timing belt failure may be minimal or very unlikely. However, a precautionary compression check of all cylinders should be performed.

Repair Times - hrs

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Astra/Belmont/Astravan/Astramax/Kadett:	
Check & adjust	0,70
Remove & install:	
1,3/1,4/1,6	0,90
1,8/2,0	1,10
Astra-F:	
Check & adjust	0,80
Remove & install	1,40
Cavalier/Ascona (→ 1987):	
Check & adjust:	
1,3/1,6	0,70
1,8/2,0	0,80
Remove & install:	
1,3/1,6	0,90
1,8/2,0	1,10
Cavalier/Vectra-A (1988 →):	
Check & adjust:	
1,4/1,6	0,60
1,6i	0,70
1,8/2,0	0,80
Remove & install:	
1,4/1,6	1,00
1,6i	1,20
1,8/2,0	1,30
Calibra:	

Check & adjust	0,80
Remove & install	1,40
Carlton/Rekord/Omega-A:	
Check & adjust	0,80
Remove & install	1,30
PAS	+0,20
Frontera:	
Check & adjust	0,80
Remove & install	1,40

Special Tools

Special Tools

- Tension gauge - Kent Moore No.KM-510-A.
- 1,3/1,4/1,6: Water pump wrench - Kent Moore No.KM-421-A.
- 1,8/2,0: Water pump wrench - Kent Moore No.KM-637-A.

Special Precautions

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- 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

1. Remove:
 - Air intake hose (if fitted).
 - Viscous fan.
 - Auxiliary drive belt.
 - Viscous fan pulley [1] .
 - Timing belt front cover [2] .

NOTE: Viscous fan coupling has LH thread.

2. Turn crankshaft until timing marks aligned [3] & [4] .

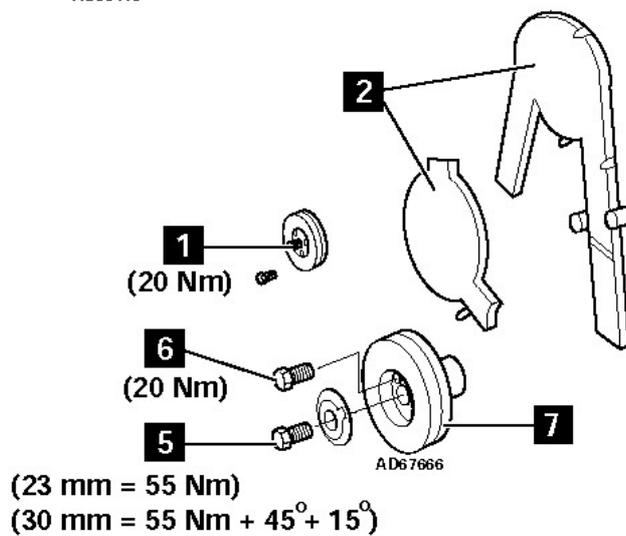
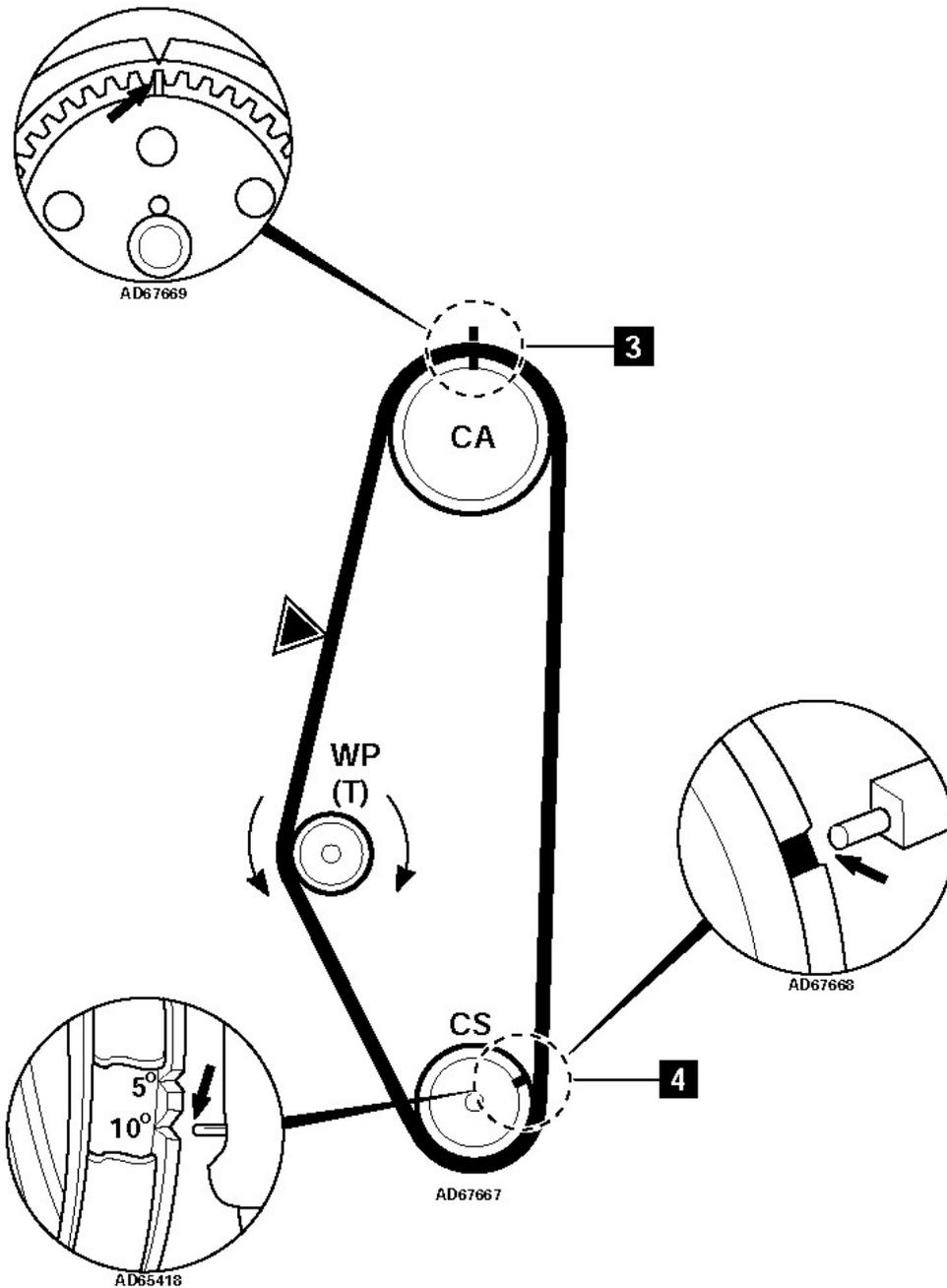
NOTE: 14NV: Align crankshaft pulley with first mark at 10° BTDC.

3. Remove:
 - 1,8/2,0: Crankshaft pulley bolts [6] .
 - Crankshaft pulley bolt [5] (if required).
 - Crankshaft pulley [7] .
4. Slacken water pump bolts.
5. Turn water pump anti-clockwise to release tension on belt. Use water pump wrench. Tool No.KM-421-A (1,3/1,4/1,6) or KM-637-A (1,8/2,0).
6. Remove timing belt.

Installation

Installation

1. Fit timing belt to crankshaft sprocket.
2. Fit crankshaft pulley.
3. Fit and tighten crankshaft pulley bolt [5] . 23 mm bolt: 55 Nm. 30 mm bolt: 55 Nm + 45° + 15°. [6] : 20 Nm.
4. Ensure timing marks aligned [3] & [4] .
5. Fit belt to remaining sprockets.
6. Turn water pump clockwise to take up belt slack. Use water pump wrench. Tool No.KM-421-A (1,3/1,4/1,6) or KM-637-A (1,8/2,0).
7. Turn crankshaft two turns clockwise.
8. Attach tension gauge to belt at . Tool KM-510-A.
9. Lightly tap tension gauge with fingers. Check tension gauge reading.
10. Adjust water pump position to set tension. Use water pump wrench. Tool No.KM-421-A (1,3/1,4/1,6) or KM-637-A (1,8/2,0).
NOTE: For a cold new belt tension gauge should indicate the following: 1,3/1,4: 6,0 units. 1,6: 5,5 units. 1,8/2,0: 4,5 units.
11. Tighten water pump bolts:
 - 1,3/1,4/1,6: M6 bolts - 8 Nm.
 - 1,8/2,0: M8 bolts - 25 Nm.
12. Remove tension gauge. Turn crankshaft one turn clockwise. Recheck belt tension.
13. Install components in reverse order of removal.



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