

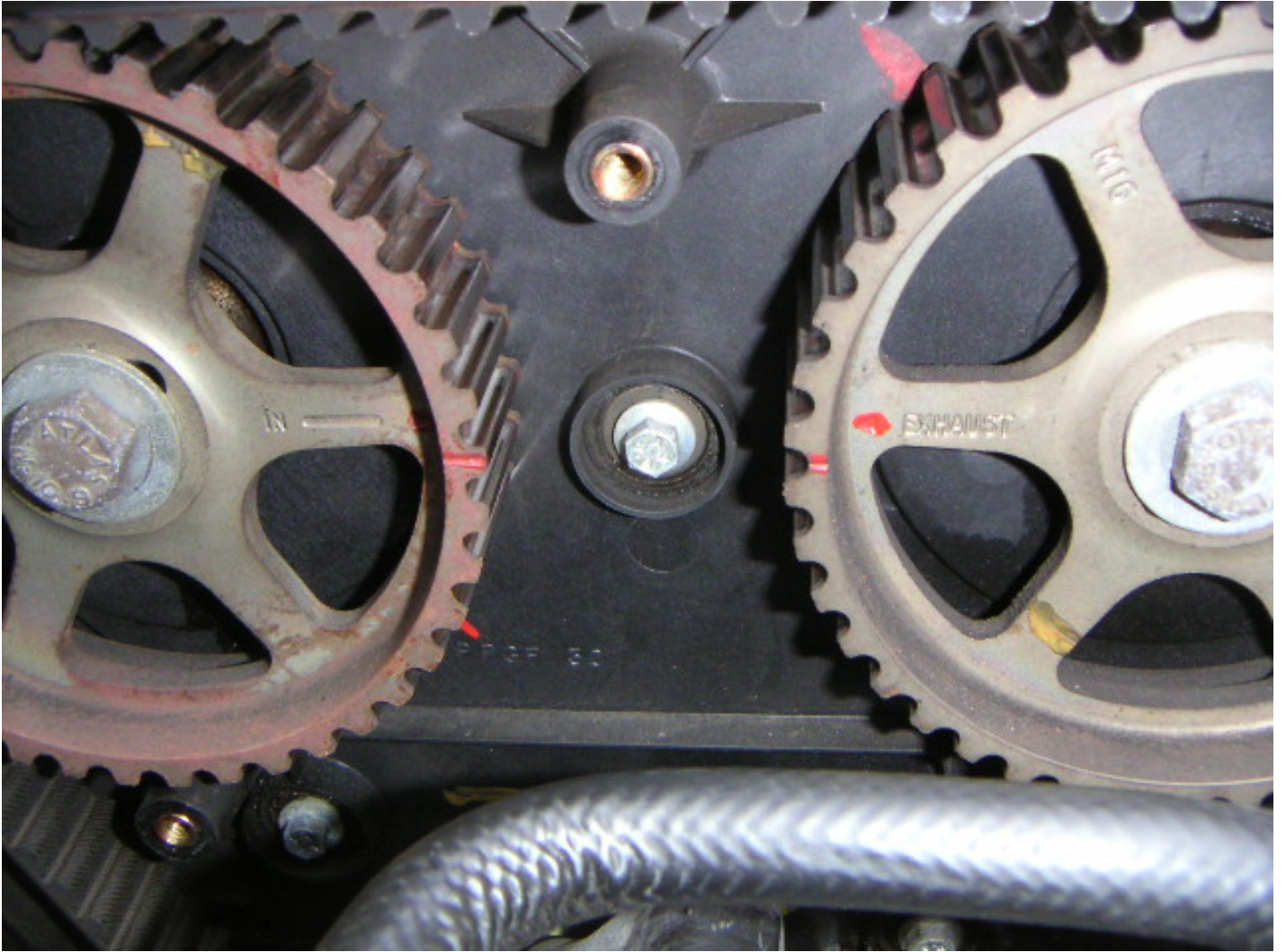
MGJohn's Sticky on T16 Timing:

Following on from my "28 and 29 What's the difference" thread, here's pictures showing correct location of Crankshaft and Camshaft Pulley Indexes when fitting a Timing Belt to the DOHC (Double Overhead Camshaft) T16 Turbo engine. It's essential that these indexes are all lined up correctly. **However, as there are TWO location slots in BOTH Camshafts, this means that  $2 \times 2 = 4$  so there are four possible location combinations...:**

**ONLY ONE IS CORRECT**



The above illustration shows the crankshaft pulley index in the 9 O'Clock position. Then, pistons Nos. 1 and 4 will be at 90 degrees BEFORE TOP DEAD CENTRE and pistons Nos. 2 and 4 at 90 degrees AFTER TOP DEAD CENTRE. All four pistons will be at the same level in the cylinder bores. When 'timing' the engine prior to fitting the timing belt, that crankshaft index must be set like this.

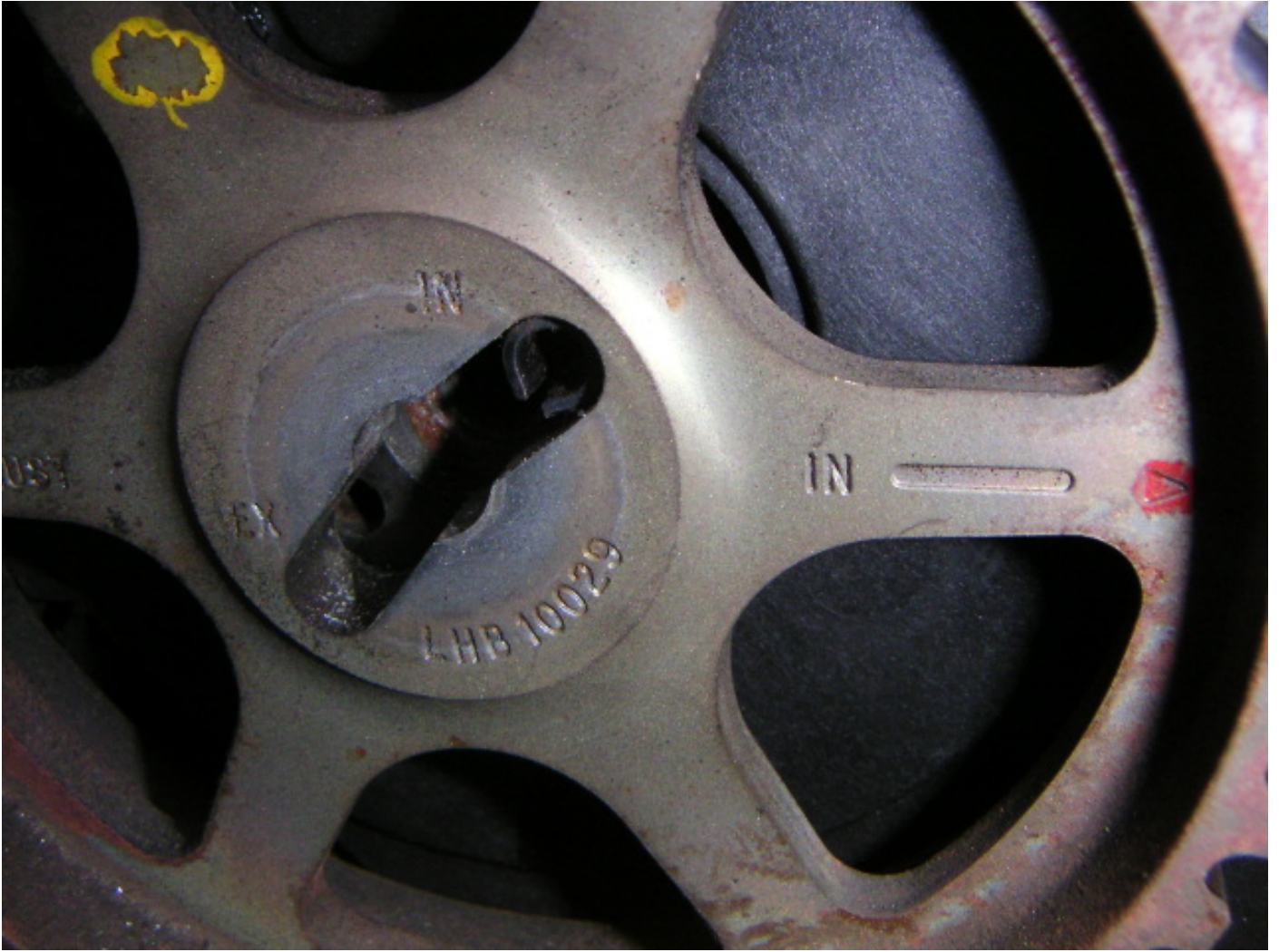


The INLET CAMSHAFT PULLEY (on the left) and EXHAUST CAMSHAFT PULLEY (right) need to be in this position. However, it's not as simple as that because there are TWO slots on the camshaft pulleys- see next pictures - and the correct slot must be selected..



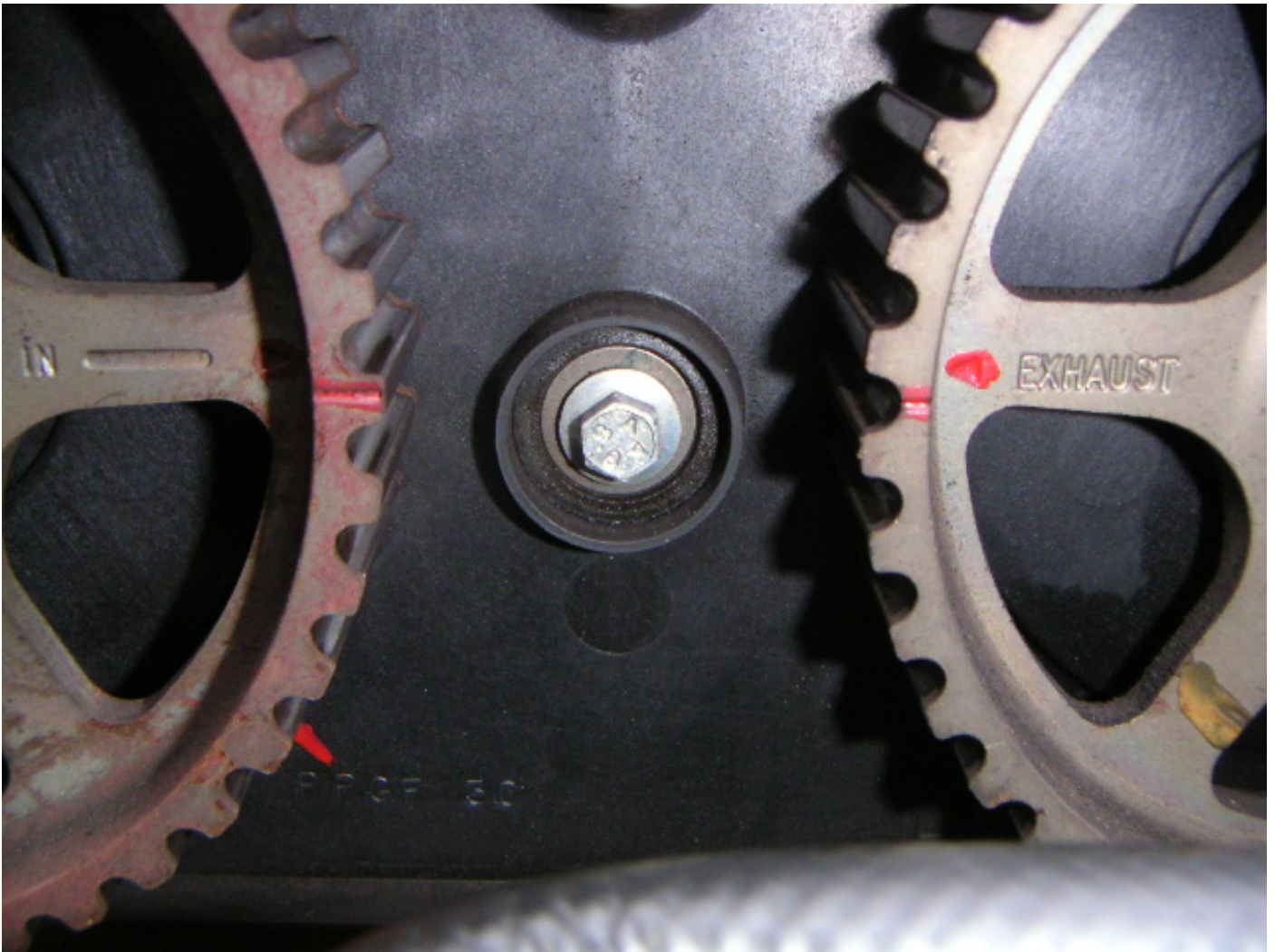


LHB10028 - EXHAUST PULLEY with its locking bolt removed to show that the slot marked 'EX' must be located over the roll pin.



Again with bolt removed, INLET PULLEY LHB10029 with the Roll Pin located in the slot marked 'IN'.





This is how they should look with the timing belt in place. However, before starting that engine, **DOUBLE CHECK AGAIN** that the index mark on the **CRANKSHAFT PULLEY** is still in that 9 O'Clock setting.

Pictures taken earlier today of the engine in my 1993 TomCat Turbo.

All pictures and text are the work of MGJohn, everything is taken from his “Sticky” about Rover T16 Timeing!