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so many fake sites. this is the first one which worked! Many thanks

2A4-1.6 litre engine in-car repair procedures

3.8 Insert a 5mm drill bit through the crankcase in the crankshaft bearing housing hole in the oil pump housing (clear being ball cover removed for clarity).

3.9 Insert a 5mm diameter bolt, nut or drill through the hole in the crankshaft bearing housing and into the corresponding hole in the oil pump housing (see illustration). If necessary, carefully turn the crankshaft either way until the nut enters the timing hole in the block.

3.10 Insert a 5mm bolt, nut or drill through the hole in the crankshaft bearing housing and into engagement with the cylinder head (see illustration).

3.11 The crankshaft and camshaft are now locked in position, preventing rotation.

3.12 Shut the fuel system and on these engines disconnect the fuel pump. However, the fuel pump sprocket must be engaged in position in a specific fashion for the camshaft sprocket.

3.13 To align the engine assembly/haline timing holes, proceed as follows:

3.14 Apply the handbrake, then jack up the front of the vehicle and support it on axle stands (see jacking and vehicle support). Remove the right-hand front roadwheel.

3.15 To gain access to the crankshaft pulley, it is necessary to remove the alternator and pulley drive belt (see illustration). The alternator can then be turned using a suitable socket and extension bar that fits the pulley bolt (see Section 5) and the timing belt cover as described in Section 6.

3.16 Temporarily with the crankshaft pulley bolt, remove the crankshaft locking tool, then turn the crankshaft until the timing hole in the crankshaft sprocket hub is aligned with the corresponding hole in the cylinder head.

3.17 Note that the crankshaft must always be turned in clockwise direction (viewed from the right-hand side of engine), use an anti-rattle nut so that the position of the sprocket hub timing hole can be obtained (where the oil

3.18 Insert a 5mm drill bit through the hole in the crankshaft bearing housing hole in the oil pump housing (clear being ball cover removed for clarity).

3.19 Insert a 5mm diameter bolt, nut or drill through the hole in the crankshaft bearing housing and into the corresponding hole in the oil pump housing (see illustration). If necessary, carefully turn the crankshaft either way until the nut enters the timing hole in the block.

3.20 Insert a 5mm bolt, nut or drill through the hole in the crankshaft bearing housing and into engagement with the cylinder head (see illustration).

3.21 The crankshaft and camshaft are now locked in position, preventing rotation.

4 **Cylinder head cover(s) - removal and refitting**

Removal

100 kW engine

1 Disconnect the battery negative lead as described in Chapter 4A.

2 Pull the plastic cover upwards from the top of the engine.

3 Remove the fuel system as described in Chapter 4A.

4 Undo the 2 bolts and remove the engine cover mounting bracket from the left hand end of the cylinder head, located above the fuel filter.

5 Undo the fuel feed and return hoses from their mountings above the timing belt cover (see illustration).

6 Undo the 3 bolts and disconnect the air feed pipe from the head cover mounting flange at the right-hand end of the cylinder head.

7 Undo the 7 retaining bolts and remove the head cover (see illustration). Recover the rubber seal.

8 Undo the 4 screws, but retaining the oil

3.10 Insert the Volvo tool or a 5mm drill through the hole in the fuel pump sprocket into the fuel pump mounting bracket.

4.5 Depress the release buttons (arrowed) and disconnect the fuel hoses.

4.7 Undo the bolts and remove the oil separator (arrowed).

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