

# **Beta** **1461/C13B**



**EN** INSTRUCTIONS FOR USE

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ALFA ROMEO MiTo 1.4 (105 cv) 955A6.000

FIAT Punto Evo - ALFA ROMEO MiTo 1.4 (135 cv) 955A2.000

FIAT Punto Evo - ALFA ROMEO Giulietta 1.4 (170 cv) 940A2.000

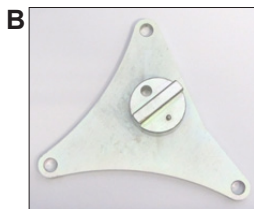
## Kit adjustable for timing system of motors Fiat 1.4 Multiair

### Application

BRAND	MODEL	Motor	Motor code
ALFA ROMEO	MiTo	1.4 (105 cv)	955A6.000
FIAT	Punto Evo		
ALFA ROMEO	MiTo	1.4 (135 cv)	955A2.000
FIAT	Punto Evo		
ALFA ROMEO	Giulietta	1.4 (170 cv)	940A2.000

### Components:

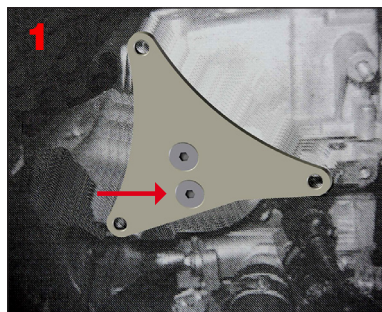
Ref.	Beta Code	OEM Code	Description
A	VN 001	1.860.987.000	Bearing tightener tool
B	VN 004	2.000.034.400	Complete plate to lock the cam wheel axis
C	VN 002	2.190.754.200	Tool to lock the camshaft pinion
D	VN 005	2.000.004.500	Plate with bushing to determine the TDC
E			Screws TCCE 8x25



### VALVE TIMING PROCEDURE

#### DISASSEMBLE THE DISTRIBUTION CHAIN

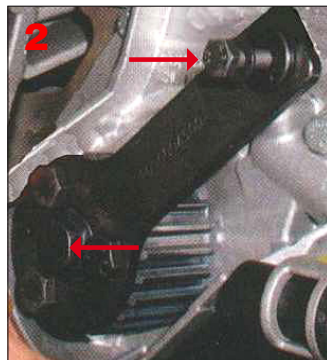
- Remove the undermotor protection/guard, the insulating cover, the air filter, the sleeve between air filter and suction manifold and the diffusion air pump.
- Assemble the tool for the timing of the camshaft in the diffusion air pump seat (ref. B) (fig. 1).
- Disassemble the right front wheel; remove the dust cover protection in the motor compartment of the right front wheel house.
- Remove the control belt of the motor members and the pulley of the services on the driving shaft.



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- Remove the elastic small block of the front support (timing system side) of the power unit and the hard support of the unit on the timing system side.
- Remove the protection cover of the front timing system control positioned in the lower part.
- Assemble the timing system plate of the driving shaft (ref. D) (fig. 2)
- Loosen the nut of the movable screw coupling and remove the belt of the timing system control (fig. 3-1).
- Loosen the fixing screw of the driven pulley (fig. 3-2).



## ASSEMBLY OF THE DISTRIBUTION CHAIN

- Now assemble the belt of the timing system control, triggering it on the gear of the driving shaft, on the pulley of the water pump, on the driven pulley and on the movable screw coupling (fig. 4).

**N.B. this process has to be carried out when the driven pulley is loosened.**

- Stretch at maximum the timing belt, rotating the movable screw coupling (ref. A) (fig. 5) anticlockwise and fix it with the nut only when the reference is in the position indicated by the figure.
- Tighten the fixing screw on the driven pulley.
- Remove the tools for the timing of the camshafts and the driving shaft assembled.
- Make the driving shaft do two revolutions, then loosen the stop nut of the movable screw coupling and turn it till coinciding the mark with the rear fork.
- Tighten the stop nut of the movable screw coupling of the timing control belt.
- Make the driving shaft do two other revolutions following the normal direction of rotation, therefore replace the tools for the timing used to check the correct timing of the motor.

