



Service Bulletin

SB 10-9

9/26/84

SUBJECT: TOOTHED TIMING BELTS-P.N. 111334 w/white markings
VEHICLES: 1983 Four Valve Engines (Up to C.N. 47221)

SERVICE INFORMATION:

A - We inform you that starting from chassis no. 47221 approximately (precisely from engine no. 336), 308 4 valve engines are equipped with improved toothed timing belts, made with higher temperature resistant compound. The new belts keep the same part number 111334 of the previous ones with which they are interchangeable and are identified by a white marking, instead of the green one used on older belts.

B - Instructions for Spare Parts:

Only the latest type timing belt with white markings has been available as a spare part. If by some chance you may have the early type timing belt with green markings, please return to our Cypress Parts Department and order an equivalent quantity of updated belts.

Also the toothed timing belt p.n. 107833, for 308/208 2 valve and 365/512 BB engines, is now available as Spare Part in its improved version, with higher temperature resistant compound, identified by the white "pirelli" marking, instead of the green one used on previous belts.

These modified belts will be used after exhaustion of standard belts (green marking) presently in your stock, which we suggest to use on carburettor engines.

C - Instructions for Service:

Anytime a GTB/GTS or Mondial Quattrovalvole will come to your service facility you should please perform the following:

- 1) If the toothed timing belts installed on the engine have the green marking, please replace them with new ones having the white marking.

You are authorized to replace the timing belts under warranty, and to issue for this repair a warranty claim inclusive of parts used and for the necessary labor.

WARRANTY INFORMATION

<u>Model</u>	<u>Operation #</u>	<u>Description</u>	<u>Time</u>	<u>Component/ Problem Code</u>
1983 308 QV	03.1.2.18.1	Replace Belts (Both)	6.2	03 1218 01
1983 Mondial QV	05.1.2.18.1	Replace Belts (Both)	5.9	05 1218 01

2) Timing belts tensioning:

The toothed timing belts must be correctly tensioned when installed new, and never retensioned later on. If, after a period of operation, a belt is found loose, it should be replaced.

For proper tensioning, proceed as follows:

- a - The operation must be done with engine cold.
- b - Loosen the bolts of the tensioners, and ensure that the tensioners may slide freely.
- c - While fitting the new belts, ensure they are properly lined up with the pulleys.
- d - Before tightening the tensioners, manually rotate forward the crankshaft for a few turns in order to achieve an initial bedding and a proper alignment of the belts.
- e - Stop the engine rotation in a position where the tensioner is at its maximum extension, and tighten the tensioner bolt.

NOTE: The optimum crankshaft position for the tightening of the tensioners is not the same for both timing belts, thus, after finding the good position for one bank and tightening the relative tensioner, the crankshaft must be further rotated in order to find the proper condition for tightening the belt and the other bank.

As an indication, on 308 4 valve United States version engine, the optimum crankshaft positions for tightening the timing belts tensioners are the following:

Bank 1-4: 20° After TDC compression cylinder no. 1
Bank 5-8: 20° After TDC compression cylinder no. 8