

Technical *Info*

Installation tips: Renault Mégane Scenic 1,9 dti

The engine in the Renault Mégane Scenic 1,9 dti was installed in large numbers. An easily understandable installation guide is available to ensure that the belt change proceeds as smoothly as possible.

The engine code found on the metal plate on the engine block is a big help in identifying the vehicle. It reads F9 Q A 734.

If the vehicle is jacked up and supported, the lower, right-hand wheelhouse/engine covering can be removed (**Fig. 1**).

The next step is to loosen the V-ribbed belt tensioner and remove the V-ribbed belt (**Fig. 2**).

Using the universal engine strut the engine is now suspended above. It's better to render the engine stationary by positioning support pins on its lower right end between the engine sump and the front-axle body. In this way there's more freedom of movement at the top (**Fig. 3**).



Fig. 1
Picture: ContiTech

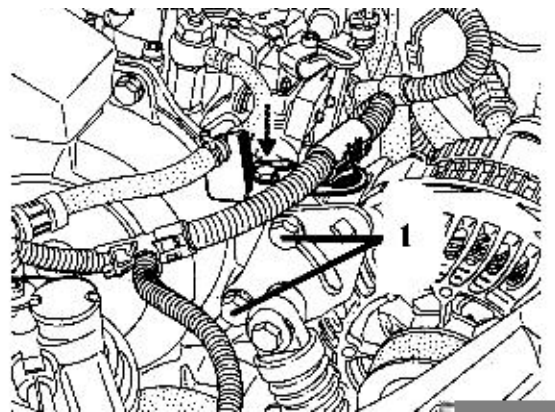


Fig. 2 Quelle: Eurotax
Picture: ContiTech



Fig. 3
Picture: ContiTech

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The mechanic can now remove the engine mount at the upper right. It is now impossible for the engine to tip downwards as it has been supported accordingly (**Fig. 4**).

The crankshaft is now turned by hand in the running direction of the engine (in this case to the right) until the timing marks on the camshaft gear wheel are aligned with the marks on the camshaft cover (**Fig. 5**).

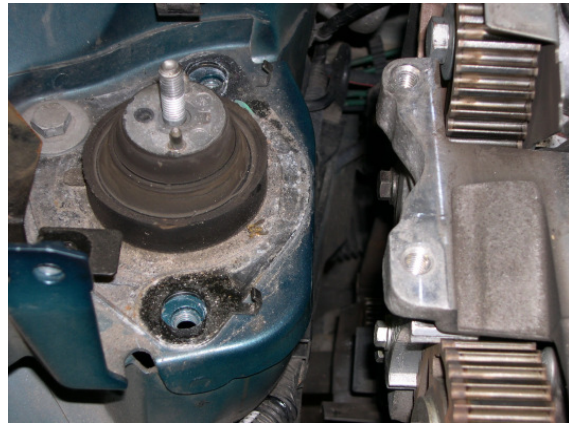


Fig. 4
Picture: ContiTech

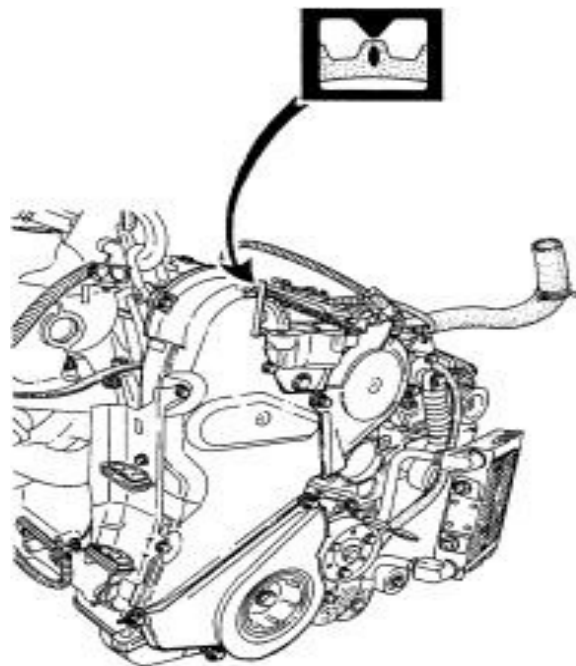


Fig. 5 Quelle: Eurotax
Picture: ContiTech

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The flywheel is blocked with the engine peg mandrel no. 1054. Now the mechanic checks to see if the mandrel is seated okay. This can be done by trying to turn the engine by hand. One'll also find a corresponding mandrel in the new special tool chest from the ContiTech Power Transmission Group, hinting at a way to further simplify the work (Fig. 6 + 7).

Now it's a matter of removing the timing belt paneling at the top and bottom (Fig. 7).

The mechanic loosens the vibration damper and the belt pulley on the crankshaft and removes them. After this the lower paneling can be loosened and removed and fix the injection pump impeller using the engine 1317 tool (Fig. 8).



Fig. 6
Picture: ContiTech



Fig. 7
Picture: ContiTech

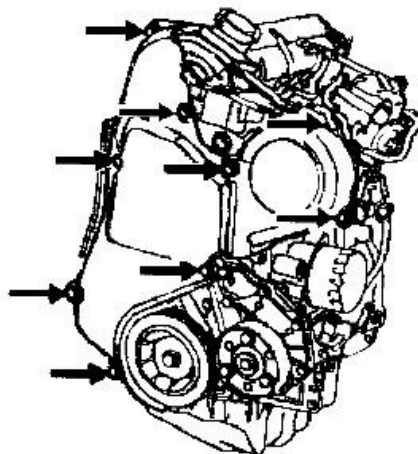


Fig. 8 Quelle: Eurotax
Picture: ContiTech

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Now the mechanic loosens the center fixation of the tensioner pulley, removes the timing belt and turns a M6 x 45 mm screw into the paneling from behind until it abuts. Now the tensioner pulley can be removed. For the subsequent installation it helps if the crankshaft gear and the on the injection pump gear are additionally marked (9+10+11).



Fig. 9
Picture: ContiTech



Fig. 10
Picture: ContiTech



Fig. 11
Picture: ContiTech

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The idler pulley can be removed with the help of a quarter-inch cap wrench. If the bolt is hard to turn a bottoming tap will very definitely have to be used, because afterwards during installation the bolt will have to be set out of eye contact (**Fig. 12**).

The belt is now installed in reverse order.

The new tensioner pulley and the idler pulley are installed. The tensioner pulley attachment should first be installed only finger tight. The mechanic lays the timing belt in place working toward the left and positions the ignition points to align with the marks (**10+11+13**).



Fig. 12
Picture: ContiTech



Fig. 11
Picture: ContiTech



Fig. 13
Picture: ContiTech

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Here as well it is a good idea to additionally mark the inner side with the crankshaft marks (Fig. 14).

The timing belt measuring head on the ContiTech belt tensioner is now mounted in accordance with the instructions underneath the tensioner pulley and the timing belt tightened (Fig. 15).

The mechanic now removes the locating pin and the locking jaws. The timing belt is then slowly tightened around the tensioner pulley by means of the M6 bolt set from behind until the belt tensioner tester indicates 42 SEEM. The measuring head is then removed and the drive manually rotated at least two complete cycles. A further measurement is required after pressing down vigorously on the belt at the measuring point. A reading of 37 SEEM must be obtained (Fig. 16).

If this value is not obtained, the tensioning procedure must be repeated.



Fig. 14
Picture: ContiTech



Fig. 15
Picture: ContiTech



Fig. 16
Picture: ContiTech

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The partially tensioned tools can easily be removed by means of slight rotational movements of the belt drive affected with a wrench (**Fig. 17**).

The mechanic then tightens the tension pulley with 50 Nm. One shouldn't forget to remove the M6 bolt. The drive pulley (20 Nm + 115°) and the multiple V-ribbed belt are reinstalled, the tensioning device is appropriately tightened. Afterwards the engine suspension has to be installed at the upper right and the retaining pin on the front axle removed.

The mechanic now replaces the rest of the paneling and puts the wheelhouse liner back in place. At this point it is important to check that all the components are tightly in place and to make sure that all locking tools have been removed. Now a trial run should be carried out to see if the engine starts okay. After warmup, the engine should be checked for any abnormal noises (**Fig. 18**).

And finally, the replacement of the original ContiTech timing belt in the engine compartment must now be documented on the attached sticker.

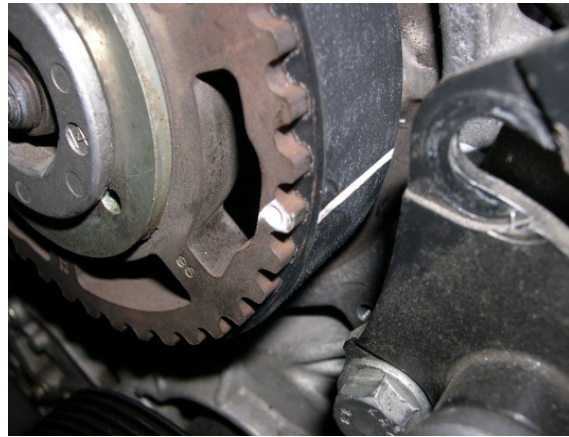


Fig. 17
Picture: ContiTech



Fig. 18
Picture: ContiTech