

ENGINE FAILS TO START FOLLOWING JUMPING OUT OF TEETH OF THE TIMING BELT

1 - ORIGIN

Entry of water into the timing via the scuttle panel.

2 - AFTER-SALES REPAIR

Check the sealing of the scuttle panel (see workshop documentation : INFOTEC/807/ location / bodywork / front structure / windscreen / checks / check : Sealing of the scuttle panel - wheel arch).

Fitting of a scuttle drip moulding the function of which is to divert the water towards the rear of the engine.

Repair the damage to the engine (if necessary).

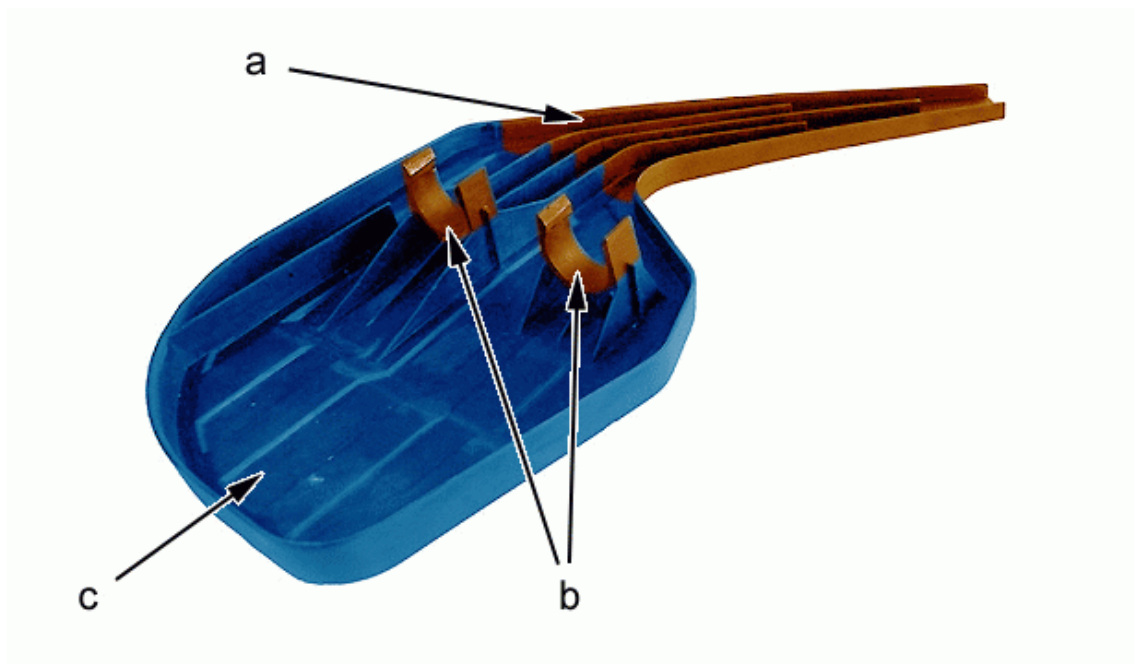
2.2 - PARTS REQUIRED :

1 water evacuation drip moulding (Part No. 8248.71).

2.3 - OPERATION :

For all 807 vehicles, if the origin of the incident is that described above :

- Do not continue to send quality reports (CRI) for 807 vehicles earlier than build code 10586 U9.
- Indicate any recurrence or cases later than build code 10586 U9 by quality report (CRI).

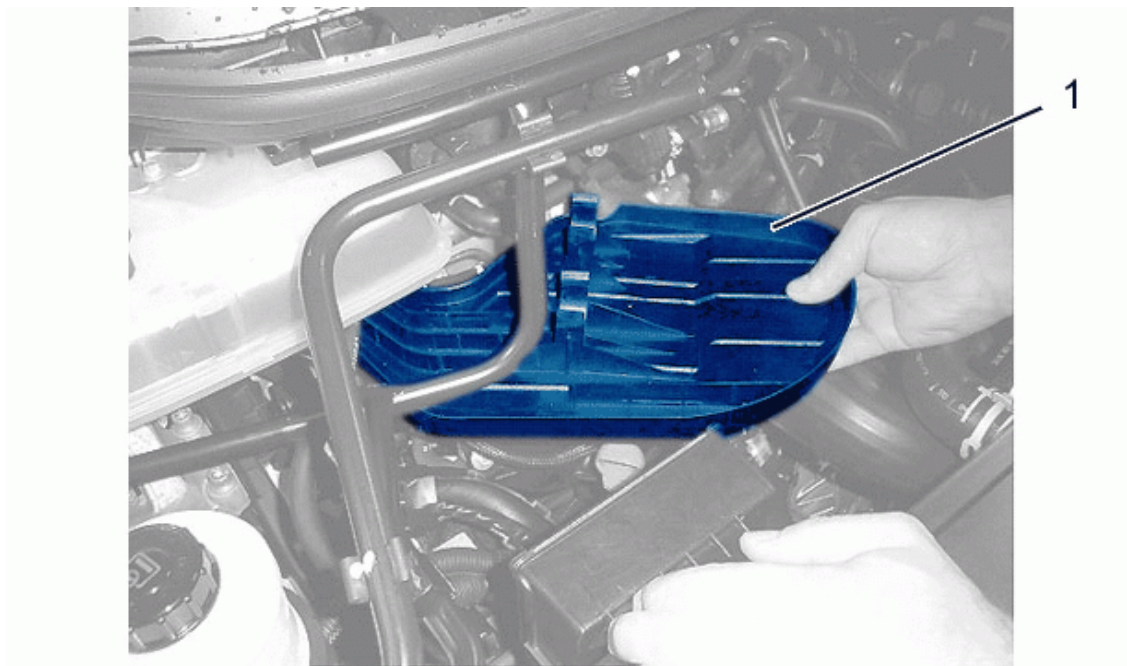


- Fig. : 1 -

"a" : part of the drip moulding directed towards the rear of the engine.

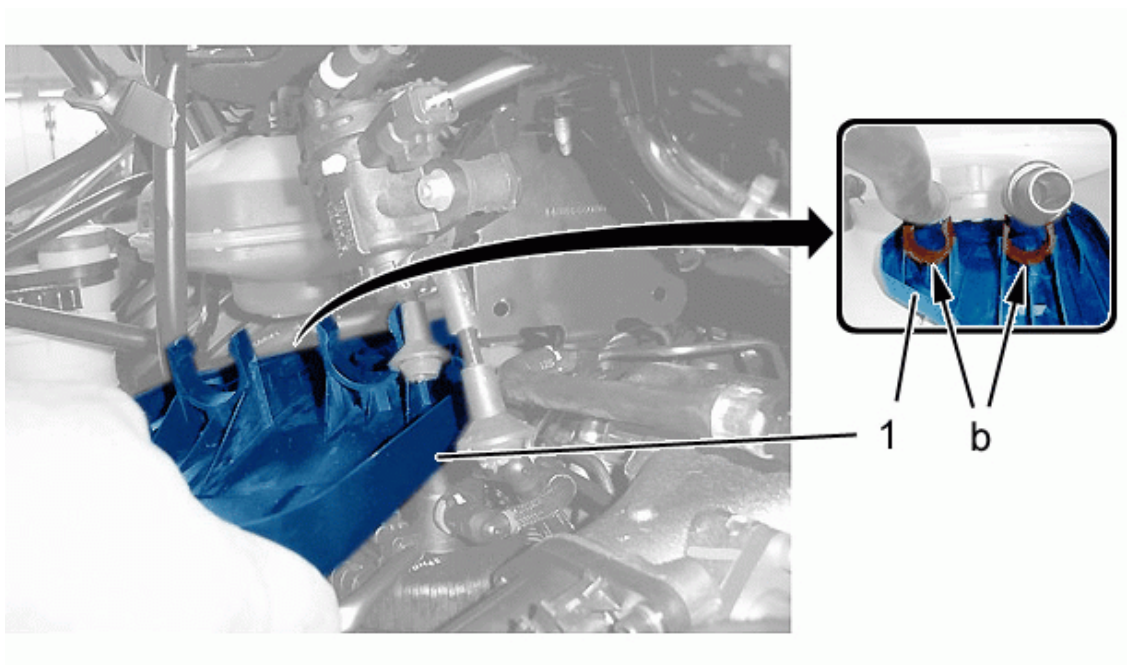
"b" : expansion bottle inlet and outlet pipes fixing clips.

"c" : part of the drip moulding located under the expansion bottle.



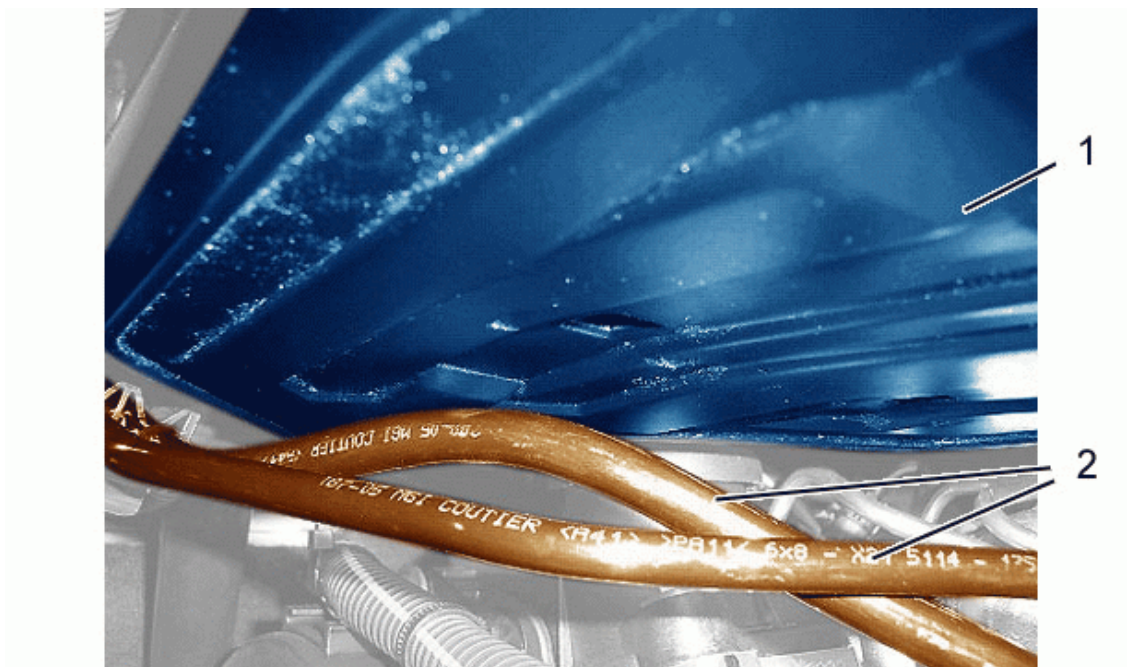
- Fig. : 2 -

Offer up the scuttle drip moulding (1) under the expansion bottle.



- Fig. : 3 -

Clip the scuttle drip moulding (1) onto the rigid part of the expansion bottle inlet and outlet pipes just before the quick-fit connections (at "b").



- Fig. : 4 -

The fuel pipes and the coolant pipes (2) must not be attacked by the scuttle drip moulding (1).

Check that the drip moulding slopes correctly (the water must be able to evacuate towards the rear part of the engine).

2.4 - REPAIR TIME :

Time : 0.70

Operation code : 99505A.