

Telephone:
Fax:
VAT Registration No.:

Name:		Manufacturer:	Mazda
Address:		Model:	
		Year:	1997
		Registration:	
Tel - Private:		Mileage:	
Tel - Business:		Job number:	

Important note

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The intervals and procedures given are subject to alteration by the manufacturer at any time. Check the regularly updated Timing Belts section on our website to ensure that you are kept informed of any changes that may occur between issues of the Autodata CD.

<http://www.autodata-cd.com>

Timing belt replacement intervals

The information relating to timing belt replacement intervals is additional to the main purpose of this CD, but is included to provide guidance to garages and for customer advice.

Where possible the recommended intervals have been compiled from vehicle manufacturers' information. In a few instances no recommendation has been made by the manufacturer and the decision to replace the belt must be made from the evidence of a thorough examination of the condition of the existing belt.

Apart from the visible condition of the belt, which is explained fully later in this section, there are several other factors which must be considered when checking a timing belt:

1. Is the belt an original or a replacement.
2. When was the belt last replaced and was it at the correct mileage.
3. Is the service history of the vehicle known.
4. Has the vehicle been operated under arduous conditions which might warrant a shorter replacement interval.
5. Is the general condition of other components in the camshaft drive, such as the tensioner, pulleys, and other ancillary components driven by the timing belt, typically the water pump, sound enough to ensure that the life of the replacement belt will not be affected.
6. If the condition of the existing belt appears good, can you be satisfied that the belt will not fail before the next check or service is due.
7. If the belt does fail, have you considered the consequences. If the engine is an INTERFERENCE type then considerable expensive damage may well be the result.
8. The cost of replacing a belt as part of a routine service could be as little as 5 to 10% of the repair cost following a belt failure. Make sure your customer is aware of the consequences.
9. If in doubt about the condition of the belt - RENEW it.

Replacement Interval Guide

Replacement Interval Guide

Mazda recommend replacement every 54,000 miles.

The previous use and service history of the vehicle must always be taken into account.

Check For Engine Damage

Check For Engine Damage

CAUTION: This engine has been identified as an INTERFERENCE engine in which the possibility of valve-to-piston damage in the event of a timing belt failure is MOST LIKELY to occur.
A compression check of all cylinders should be performed before removing the cylinder head.

Repair Times - hrs

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323 (BA) 3/4 dr. DOHC LHD 1994-98	
Remove and install	1,80
323 (BA) 3/4 dr DOHC RHD 1994-98	
Remove and install	1,80
323 (BA) 5 dr. DOHC 1994-98	
Remove and install	1,80

Special Tools

Special Tools

- None required.

Special Precautions

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- Disconnect battery earth lead.
- DO NOT turn crankshaft or camshaft when timing belt removed.
- Remove spark plugs to ease turning engine.
- Turn engine in normal direction of rotation (unless otherwise stated).
- DO NOT turn engine via camshaft or other sprockets.
- Observe all tightening torques.

Removal

Removal

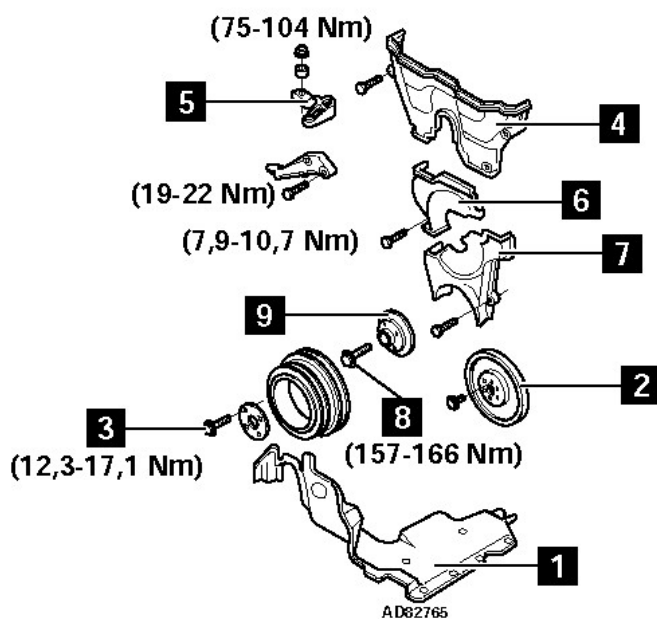
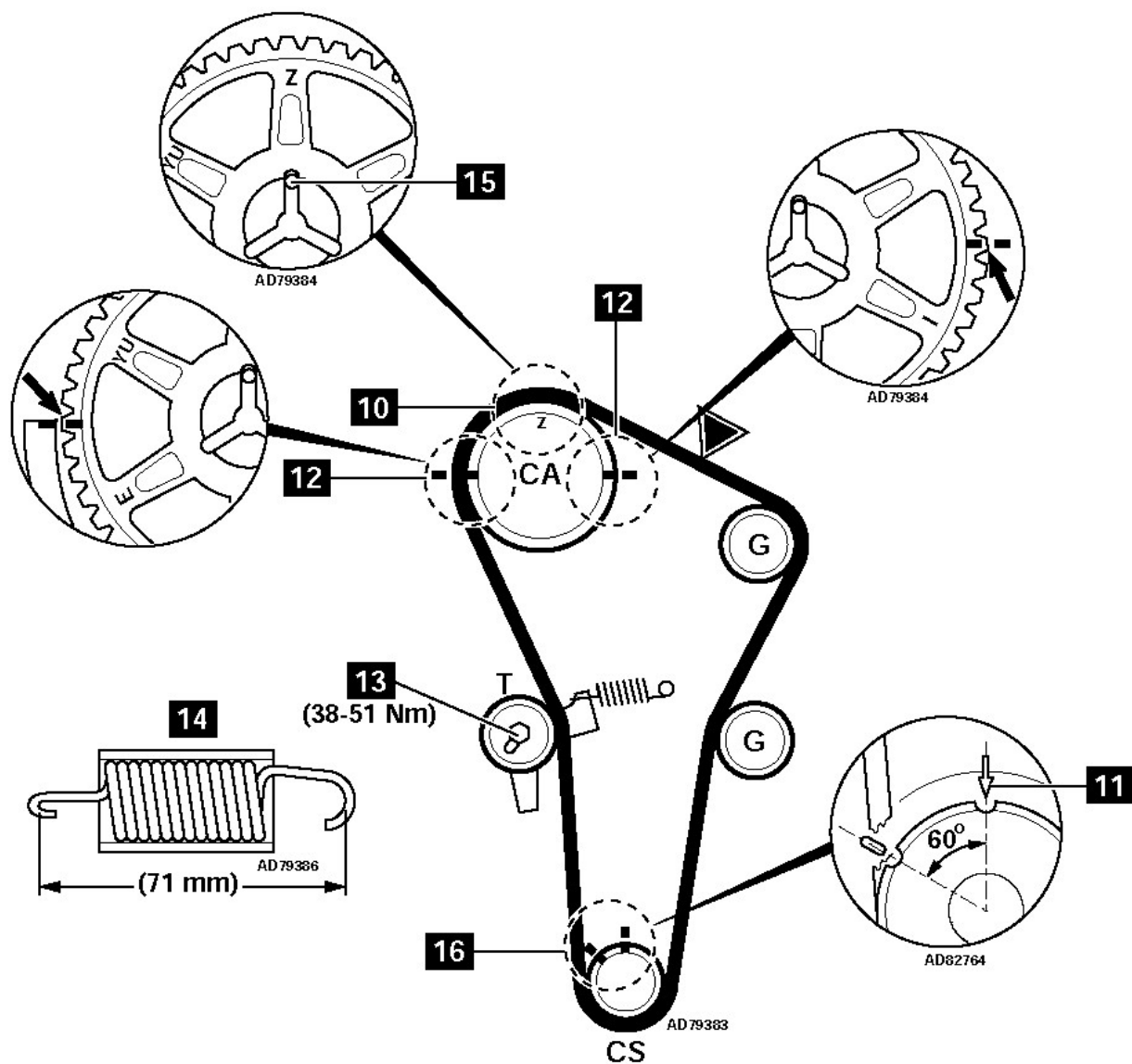
1. Raise and support front of vehicle.

2. Support engine.
3. Remove:
 - RH front wheel.
 - Engine undershield [1].
 - Auxiliary drive belts.
 - Water pump pulley [2].
 - Crankshaft pulley bolts [3].
 - Crankshaft pulley.
 - Cylinder head cover.
 - Dipstick and tube.
 - Timing belt upper cover [4].
 - Engine mounting [5].
 - Timing belt centre cover [6].
 - Timing belt lower cover [7].
4. Remove crankshaft sprocket bolt and crankshaft pulley boss [8] & [9].
5. Temporarily fit crankshaft sprocket bolt [8]. Turn crankshaft clockwise until camshaft sprocket 'Z' mark is at 12 o'clock position [10].
6. Ensure timing marks aligned [11] & [12].
7. Slacken tensioner bolt [13]. Move tensioner away from belt. Lightly tighten bolt.
8. Remove timing belt.
9. Slacken tensioner bolt [13]. Remove tensioner spring [14]. Check free length of tensioner spring is 71 mm.
10. If not: Renew tensioner spring.

Installation

Installation

1. Ensure camshaft sprocket timing marks aligned and 'Z' mark is at 12 o'clock position [10] & [12].
NOTE: If camshaft sprocket removed: Ensure sprocket fitted to camshaft with locating pin aligned with 'Z' mark [15]10450.
2. Ensure crankshaft sprocket timing mark aligned [11].
3. Fit tensioner spring [14].
4. Push tensioner against spring tension. Lightly tighten bolt [13].
5. Fit timing belt in anti-clockwise direction, starting at crankshaft sprocket.
6. Remove crankshaft sprocket bolt [8].
7. Fit crankshaft pulley boss [9]. Fit crankshaft sprocket bolt [8].
8. Turn crankshaft one turn clockwise, then a further 300° until crankshaft timing marks aligned at 60° BTDC [16].
9. Slacken tensioner bolt [13]. Allow tensioner to operate.
10. Tighten tensioner bolt [13]. Tightening torque: 38-51 Nm.
11. Turn crankshaft two turns clockwise, then a further 60°. Ensure timing marks aligned [10], [11] & [12].
12. Apply a load of 10 kg to belt at . Belt should deflect 7,0-9,0 mm.
13. If not: Repeat tensioning procedure.
14. Tighten crankshaft sprocket bolt [8]. Tightening torque: 157-166 Nm.
15. Install components in reverse order of removal.



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