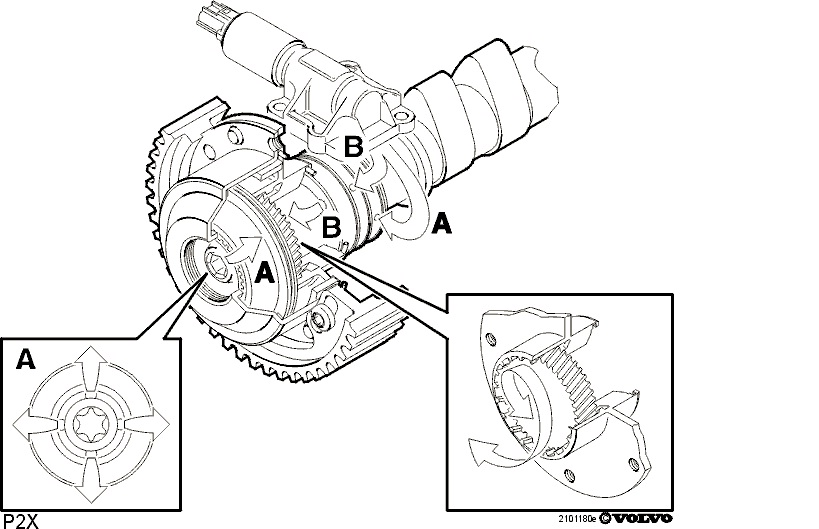
Procedure for aligning CVVT on inlet (front of car) camshaft

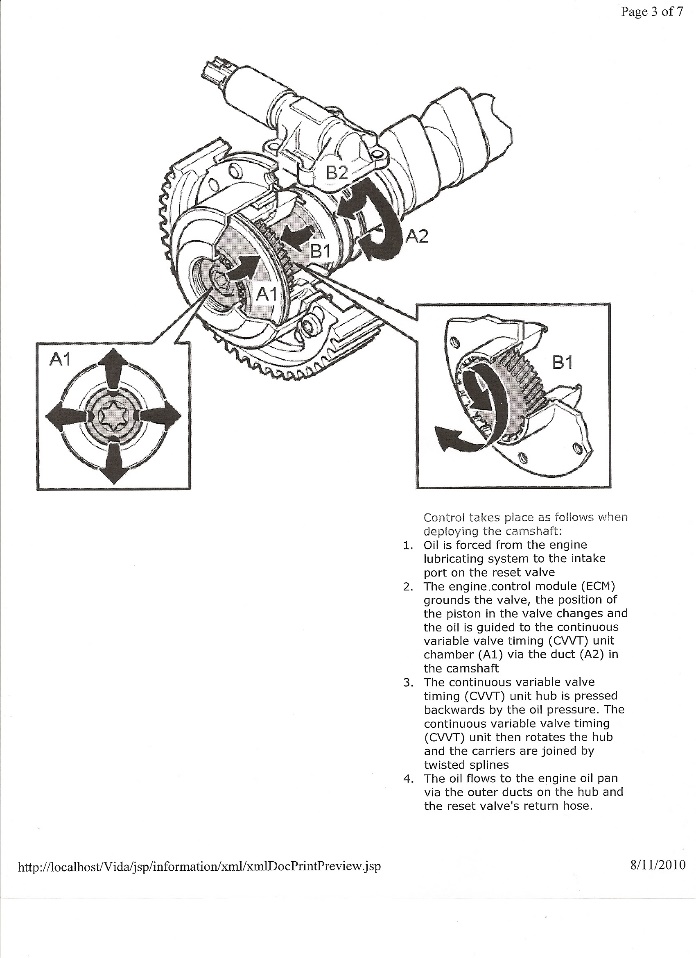
The belt can just stay on since the markings of the pulleys was most probably done correct.

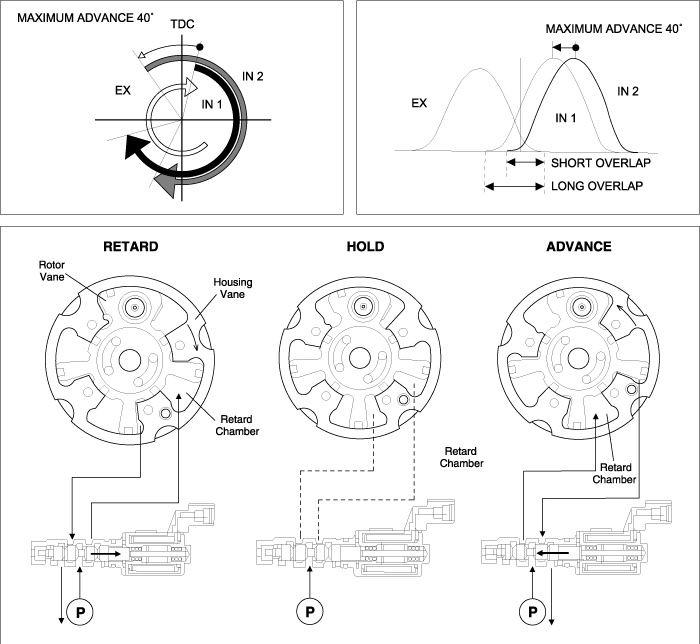
Just remove the casing of the distribution and the camshaft sensor at the other side of the cylinderhead.

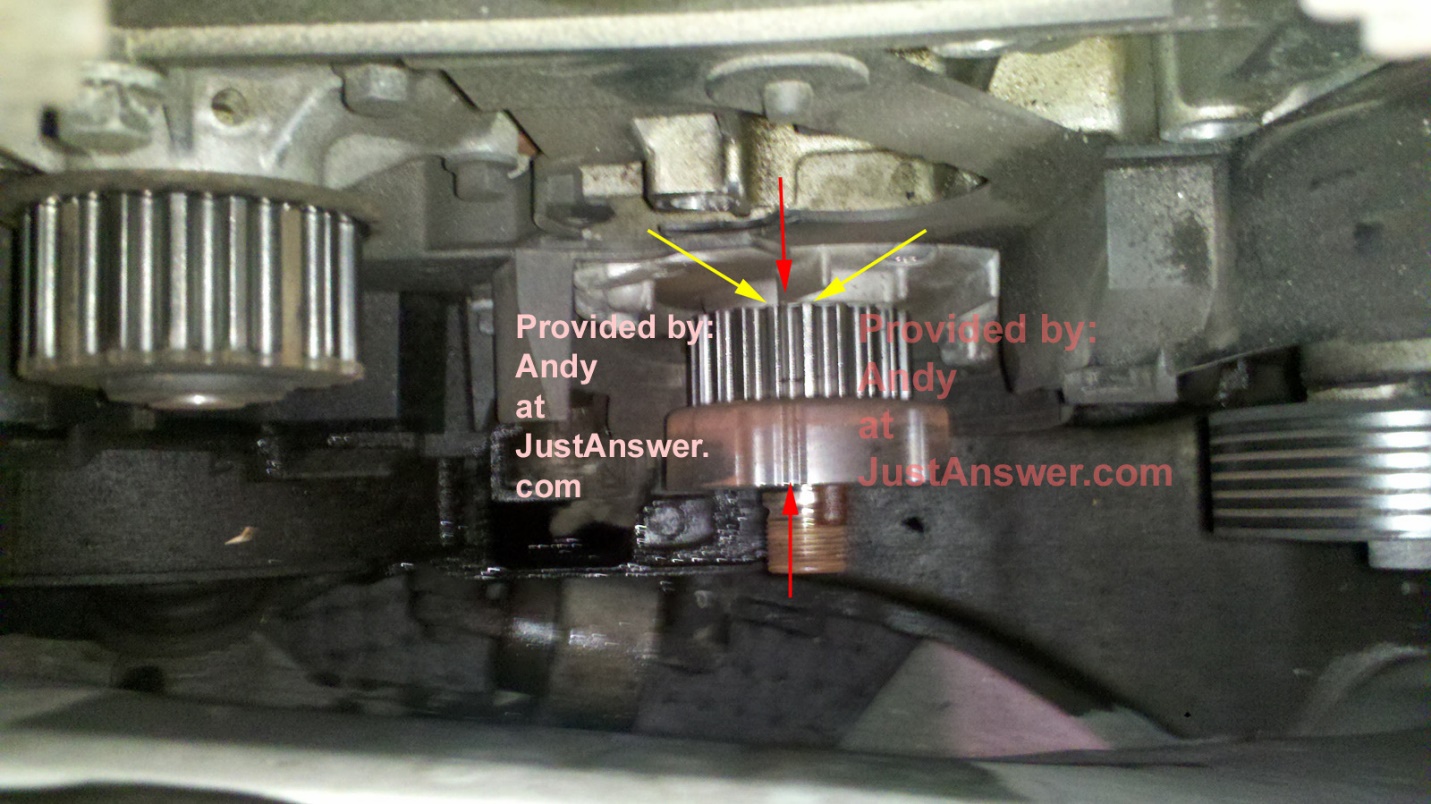
1. Lock cams (or in this case if there is only 1 CVVT camshaft on the inlet side only this one, at the front of the car).. If you want to do it right, remove the traverse for the upper engine support, remove everything at the cylinderhead to gain access to the outlet shaft, to lock these shafts.
2. Keep the belt on!
3. Loosen the inlet shaft’s outer pulley 3 bolts.
4. Turn outer pulley clockwise to limit position while holding center.
5. Lightly lock down the 3 pulley bolts.
6. Put center bolt in and lightly tighten.
7. Turn outer pulley clockwise until it stops.
8. Lightly loosen center bolt so it still has drag but you can turn inner.
9. Turn outer pulley one turn (clockwise) until outer pulley mark is 1.5 teeth before mark.
10. Tighten center bolt to spec without moving 1.5 tooth relationship of outer (just hold inner pulley while tightening -very easy).
11. Install center plug with o ring -tighten to spec.
12. Hold inner putting pressure clockwise so it does not move.
13. Loosen 3 outer pulley bolts and align marks.
14. Tighten 3 pulley bolts to spec.
15. Unlock cams.
16. Reassemble.
17. Check timing marks through several hand revolutions of motor.
18. Remember to go past marks 90 degrees and then back to them on all VVT motors ( once it has been pressurized/run)

[](http://www.matthewsvolvosite.com/forums/viewtopic.php?f=11&t=34642)

[](http://www.google.nl/url?sa=i&rct=j&q=&esrc=s&source=images&cd=&cad=rja&uact=8&ved=0CAcQjRw&url=http://www.vpcuk.org/forums/showthread.php?49495-Continuous-Variable-Valve-Timing-CVVT-ME7-Discuss&ei=EPKfVdmYEaLT7Qb_yYGwCg&psig=AFQjCNH_l3ypKaDkXi2IEMNHD7giaMQY_Q&ust=1436630850399884)

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