

The MasterFit Customer Promise

- **Convenience** for our customers in every aspect of the MasterFit experience
- **Professional** advice on what work is essential and what is desirable
- **Value** assured by our monthly local price check
- **Transparent** pricing and invoicing. Any amendments or variations to work will be agreed with the customer before it is started
- **Latest diagnostic equipment** used on your Vauxhall to maintain its safety, reliability, emissions and performance
- **Vehicle and software enhancements** advised on Vauxhall's database will be carried out free-of-charge

Every effort has been made to ensure that the contents of this publication were accurate and up-to-date at the time of going to press (March 2007).

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*Source: The Goodyear Tyre and Rubber Company

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Is it time to change your cambelt?



Vauxhall
MasterFit



Optimum performance

What is a cambelt?

Cambelts or timing belts, as they are also known, are made from a rubber-based compound reinforced with nylon, which typically has square teeth on the inside surface. The cambelt performs a number of functions in the engine

What does it do and how does it work?

As you can see from the image, the cambelt, here colour-coded red, connects all the engine's moving components, crankshaft, camshaft and valves. It is the valves which allow the air and fuel mixture to enter the cylinders and the exhaust to escape. Inside the cylinders, the subsequent combustion of the air and fuel mixture drives the pistons, which gives the car its power. The synchronisation of the opening of the valves and movement of the pistons is critical – otherwise they would collide – and with pistons moving up and down at a rate of several thousand times a minute, any such collision could cause major damage to your engine. It is the cambelt which gives the engine that synchronisation.



What happens if it breaks or fails?

If the cambelt breaks, or fails to maintain the correct synchronisation of the engine's moving components, major damage to the valves, pistons, cylinder head and cylinder walls can result. This can be a very expensive repair and in extreme cases can lead to you needing a new engine.

Do I need to check it or change it?

An engine typically makes more than 35 million revolutions a year*. Therefore it is inevitable that over time factors such as moisture, dust, engine vibration and heat will cause the rubber of the cambelt to deteriorate – it may then work loose or fail. Vauxhall recommends for multivalve engines up to and including 2002 models a cambelt change interval of 4 years/40,000 miles, whichever comes first. For all other engines, including diesels, refer to the Service book or consult your local Retailer. You should replace your cambelt at the recommended interval *at the latest*. Prevention is definitely better than cure!



What is the right cambelt for my car?

Your local Vauxhall MasterFit Retailer can offer expert advice on the right cambelt for your car. We also recommend that when changing a cambelt you should also replace the belt's rollers and tensioner, to ensure optimum performance of the new cambelt.



They will always be fitted by Vauxhall trained technicians, which is a very important consideration, because if a cambelt is fitted too tightly it will stretch and break causing a breakdown. If too loose, it won't work efficiently.

You're **miles better off** at Vauxhall MasterFit.