



# GE365.09 \_ ASSEMBLY RECOMMENDATION

VOLVO	ENGINE 1969 cc	OE REFERENCE
<p><b>S60 II</b> (Y20, 134)</p> <p><b>S60 II Cross Country</b> (134)</p> <p><b>S80 II</b> (AS, 124)</p> <p><b>S90 II</b> (234)</p> <p><b>V40</b> (525, 526)</p> <p><b>V40 Cross Country</b> (526)</p> <p><b>V60 I</b> (155, 157)</p> <p><b>V60 I Cross Country</b> (157)</p> <p><b>V60 II</b> (225, 227)</p> <p><b>V60 II Cross Country</b> (227)</p> <p><b>V70 III</b> (BW, 135)</p> <p><b>V90 II Estate</b> (235, 236)</p> <p><b>V90 II Cross Country</b> (236)</p> <p><b>XC40</b> (536)</p> <p><b>XC60 I</b> (156)</p> <p><b>XC60 II</b> (246)</p> <p><b>XC70 II Break</b> (P24, 136)</p> <p><b>XC90 II</b> (256)</p>	<p><b>2.0 D4</b> (09.2013 - 12.2015) 181 hp</p> <p><b>2.0 D2</b> (02.2015 - ...) 120 hp</p> <p><b>2.0 D3</b> (04.2015 - ...) 150 hp</p> <p><b>2.0 D4</b> (09.2013 - 12.2015) 181 hp</p> <p><b>2.0 D4</b> (09.2013 - ...) 190 hp</p> <p><b>D4</b> (03.2015 - ...) 190 hp</p> <p><b>D4 AWD</b> (03.2017 - ...) 190 hp</p> <p><b>D3</b> (03.2015 - 09.2021) 150 hp</p> <p><b>D3 AWD</b> (09.2018 - 09.2021) 150 hp</p> <p><b>D4 Polestar AWD</b> (01.2019 - ...) 200 hp</p> <p><b>D4 Drive-E Polestar</b> (03.2015 - ...) 200 hp</p> <p><b>D5</b> (03.2015 - 05.2018) 224 hp</p> <p><b>D5 Drive-E Polestar</b> (03.2015 - ...) 232 hp</p>	<p><b>31375959</b></p>

## KITS COMPONENTS ASPECT



## SNR GE365.09



## Eling EL-Loc43



# Thread locking adhesive

## Operation:

1. Hold the stud so that the M10 thread remains visible.
2. Rotate the stud at a constant speed while applying Elring EL-Loc43.
3. Squeeze the Elring EL-Loc43 bottle gently to ensure a consistent flow.
4. Evenly distribute Elring EL-Loc43 between 2<sup>nd</sup> and 5<sup>th</sup> threads for optimal adhesion.

## Technical requirement:

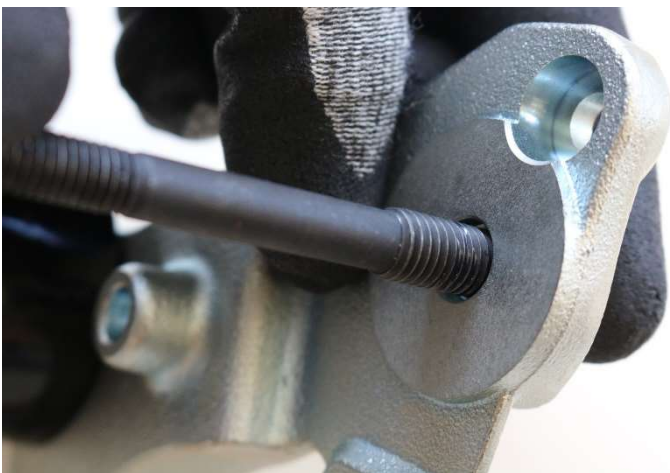
1. Apply Elring adhesive EL-Loc43 evenly between the 2<sup>nd</sup> to 5<sup>th</sup> threads, ensuring complete coverage of the selected threads



## Mounting bolt

### Operation:

1. Take the GE365.09 idler in hand and align the threaded part of the glued stud with the assembly. Install the stud in the direction shown on the diagram.
2. While screwing in the stud in, use a finger over the end of the threaded hole on the back side of the GE365.09 plate to make sure the stud is aligned with the assembly.
3. After completing the stud assembly, verify that the stud is properly installed on to the GE365.09 plate.





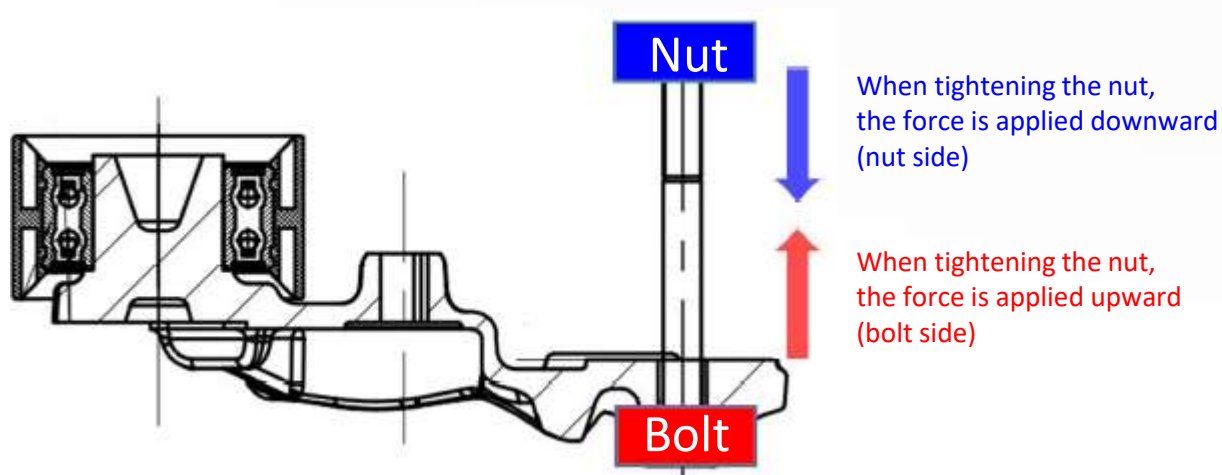
## Mounting bolt

### Technical requirement:

1. Verify that the stud coating meets the specified requirements before assembly.
2. Ensure the stud is installed correctly, making sure that the end does not protrude from the back side of the GE365.09 plate.
3. After installation, check that there are no adhesive deposit on the surface of the GE365.09 plate.
4. Place the assembled GE365.09 on a flat surface and allow at least 20 minutes for the locking adhesive to dry before installing it on the engine.



## Bolt tightening mechanism



When tightening a nut, force is applied downward to the nut and upward to the bolt, so normal tightening is achieved

## PROBLEMS

Different design of the idler **SNR GE365.09** (unmounted stud)



**Following numerous requests, we would like to remind you that these kits are compliant.**

**We ensure interchangeability, so the SNR GE365.09 idler can be installed without issue by following the instructions below.**



# Repair instructions

## Timing belt removal/installation

### KD465.06

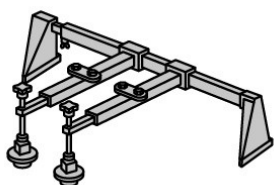
#### WARNING

Electric radiator fan can start even with the engine cut!  
Rotating components can result in cuts and squashing!  
Disconnect plug connection on electric radiator fan.

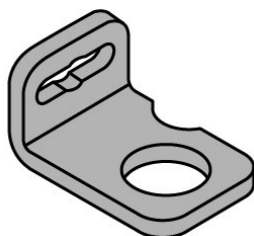
#### NOTE

Rotate engine in the direction of rotation only by the crankshaft pulley.  
When turning the camshaft, the crankshaft must not be at TDC.  
Crankshaft pulley and camshaft pulley must not be rotated completely with the timing belt removed.  
The timing belt must not come into contact with oil or coolant!  
Adjustment work on the timing belt must only be carried out with a cold engine.  
It is advisable not to reuse the accessory drive belt after removal but always replace it.

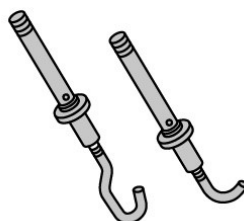
## Required special tools



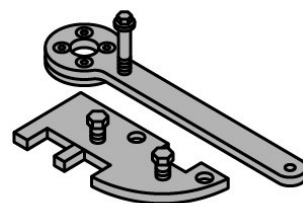
Engine bridge  
OE 9995716



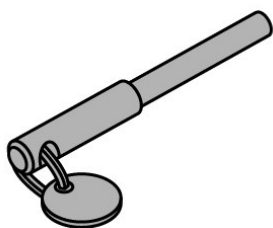
Lifting lug  
OE 9997503



Engine bridge adapter  
OE 9995460



Counter support  
OE 9997495



Blocking pin  
OE 9997233



Tightening torques		
Engine bracket screws (1)	(see figure 4)	on engine mounting, M12 80 Nm at the cylinder head, M12 01 stage 90 Nm 02 stage 120° at the cylinder head, M10 60 Nm
Engine mount screws (3)	(see figure 4)	on chassis 90 Nm
Crankshaft central screw (2)	(see figure 5)	01 stage 110 Nm 02 stage 90°
Bolts, high-pressure pump impeller(2)	(see figure 7)	Central nut 85 Nm Screws 10 Nm
Tensioner <b>GT365.13</b> screw (1)	(see figure 10)	01 stage 20 Nm 02 stage 45°
Coolant pump screws		M7 17 Nm
Idler <b>GE365.09</b> screws		Top 65 Nm M8 x 30, Bottom 30 Nm M8 x 20, Bottom 24 Nm
Vibration damper screws		01 stage 25 Nm 02 stage 90°
Timing belt guard screws		10 Nm
Wheels		140 Nm





## Remove

Remove engine covers.  
Disconnect fuel hoses from timing belt guard.  
Remove fuel lines from valve cover.  
Do not disconnect the fuel hoses.  
Unscrew the front right engine bearing ground strap.

## Remove the accessory belt.

A	Alternator
AC	Air conditioning compressor
CRS	Crankshaft
T	Tensioner

Turn the steering wheel to the right up to the stop.  
Remove the engine cover.  
Remove underride guard.  
Remove the right front wheel.  
Remove wheel arch liner at front right.  
Turn tensioning roller clockwise. (1)  
Retain the tensioning roller. (2)  
Remove alternator accessory drive belt. (3)  
**(see figure 2)**

Install engine bridge. (1)  
Attach lifting lug. (2)

Required special tools  
Engine bridge **OE (9995716)**  
Lifting lug **OE (9997503)**  
Engine bridge adapter **OE (9995460)**  
**(see figure 3)**

Figure 1

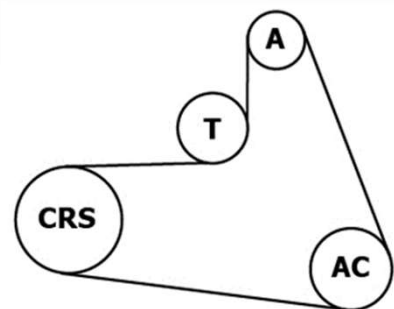
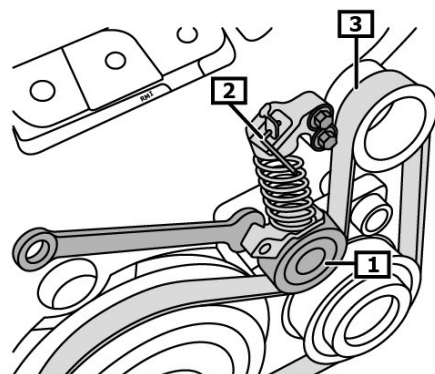
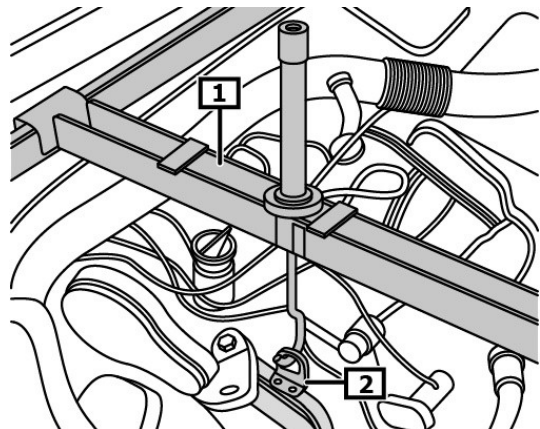


Figure 2



- 1 Tensioning roller      2 Tensioning roller lock  
3 Accessory drive belt

Figure 3

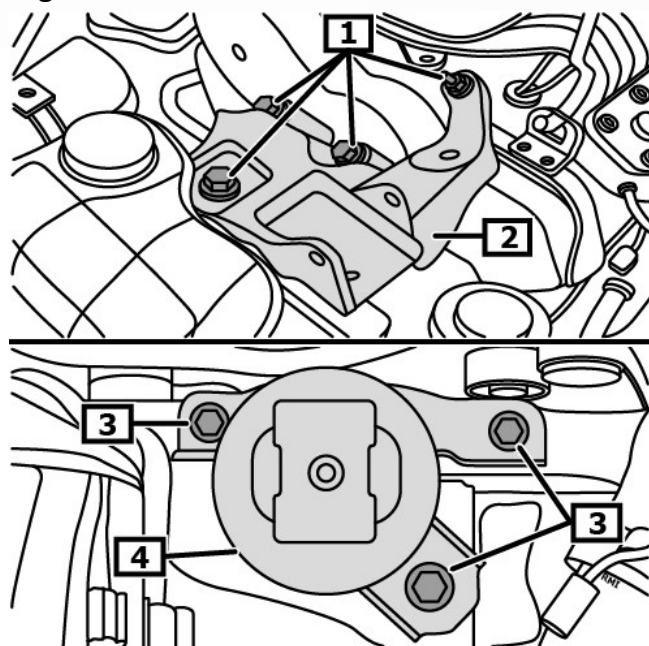


- 1 Engine bridge      2 Lifting lug



Unscrew engine bracket screws. (1)  
 Remove engine bracket. (2)  
 Unscrew engine mounting bolts. (3)  
 Remove engine mounting. (4)  
**(see figure 4)**

**Figure 4**



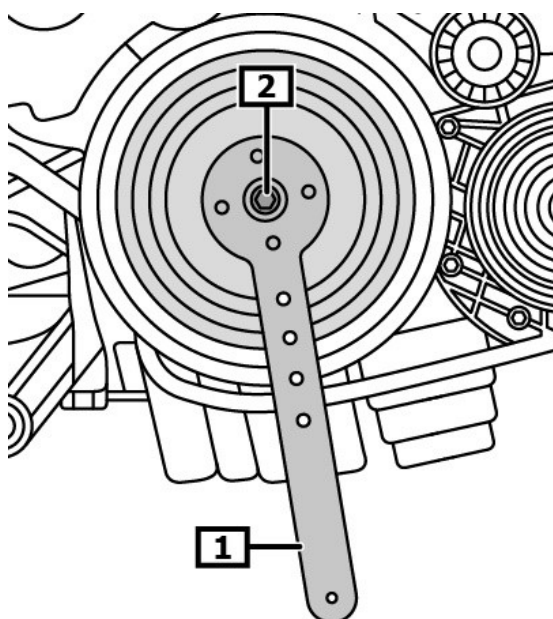
1 engine bracket screws      2 engine bracket  
 3 engine mounting bolts      4 engine mounting

Use holder. (1)  
 Unscrew the central crankshaft screw. (2)  
 Unscrew vibration damper screws.

Required special tools  
 Counter support **OE (9997495)**  
**(see figure 5)**

Remove timing belt guard.

**Figure 5**

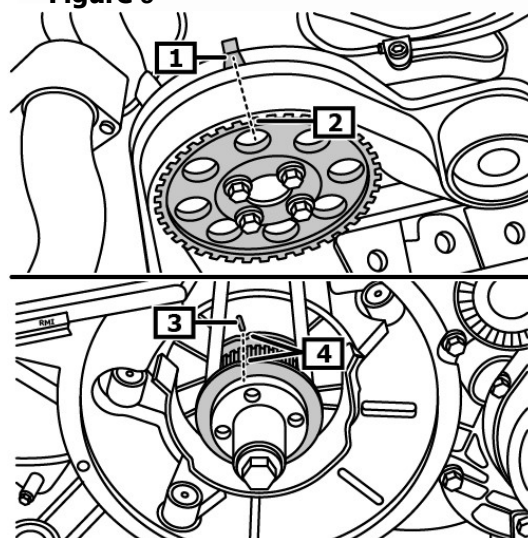


1 Counter support      2 Central crankshaft screw



Set engine to TDC mark of first cylinder.  
 The marking on the camshaft timing gear wheel must align with the reference mark on the timing belt guard. (1)(2)  
 Crankshaft TDC marking must flush with the reference mark. (3)(4)  
**(see figure 6)**

**Figure 6**



1 Reference marking on timing belt protection

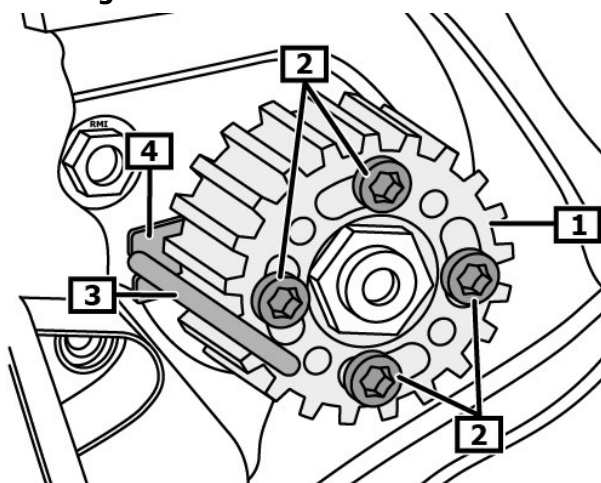
2 TDC - camshaft gear marking

3 Reference mark

4 TDC - crankshaft gear marking

Loosen bolts from high-pressure pump impeller. (2)  
**(see figure 7)**

**Figure 7**



1 High-pressure pump pulley

2 Screws - high-pressure pump

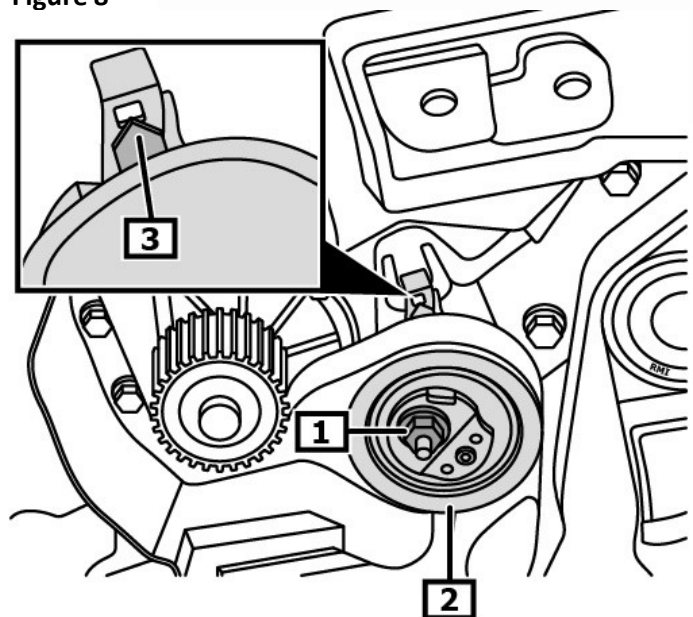
3 High-pressure pump pulley blocking pin

4 High-pressure pump impeller locking device



Slacken tensioning roller nut(s) by one turn. (1)  
 Turn tensioning roller clockwise. (2)  
 Take off timing belt.  
 Remove the timing belt tensioning roller. (2)  
**(see figure 8)**

**Figure 8**



1 Tensioning roller nut

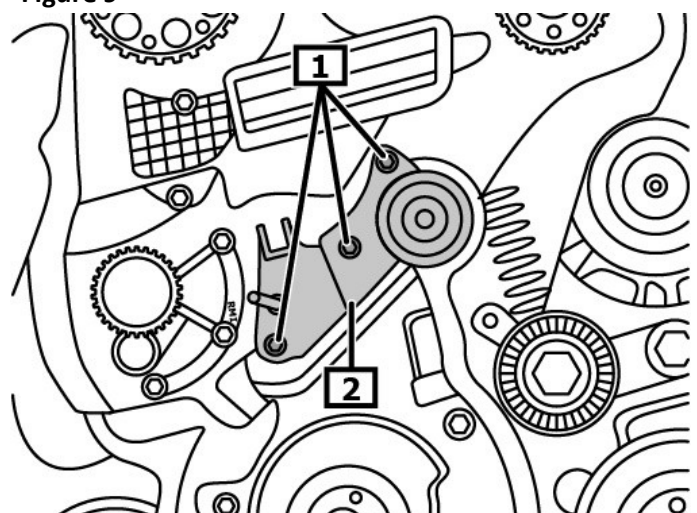
2 Timing belt tensioning roller

3 Pointer

Unscrew and remove bracket screw(s). (1)  
 Remove Tension roller and deflection pulley holder. (2)  
**(see figure 9)**

Remove camshaft drive deflection pulley.

**Figure 9**



2 Tension roller and deflection pulley holder

1 Holder screws





## Install

Insert high-pressure pump pulley blocking pin. (3)(4)

Required special tools

Blocking pin OE (9997233)

(see figure 7)

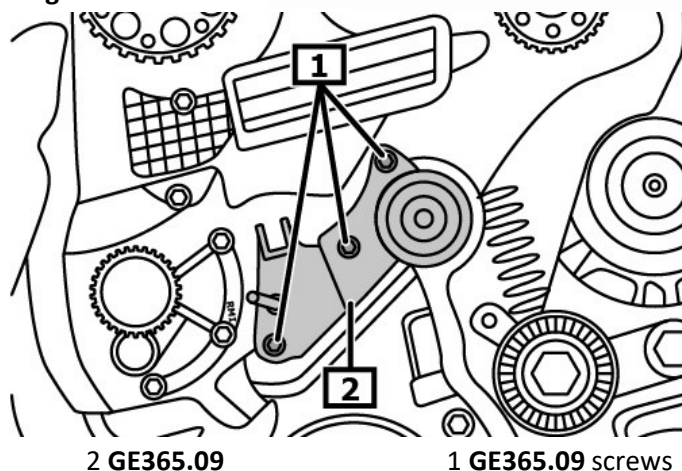
Install the **GE365.09** toothed belt idler pulley (follow the previous methodology if the stud is not installed)

Attach holder. (2)

Tighten holder screws. (1)

(see figure 10)

Figure 10



Install the tensioning roller **GT365.13**. (2)

Screw down tensioning roller nut hand-tight. (1)

Look out for correct seat of the tension roller.

Fit the timing belt to the tensioning roller starting anticlockwise.

Using an Allen wrench, turn eccentric of tension roller anticlockwise until pointer is centrally located in the recess. (3)

Tighten tension pulley nut. (1)

(see figure 11)

Tighten high-pressure pump impeller screws. (2)

Remove high-pressure pump pulley blocking pin. (3)

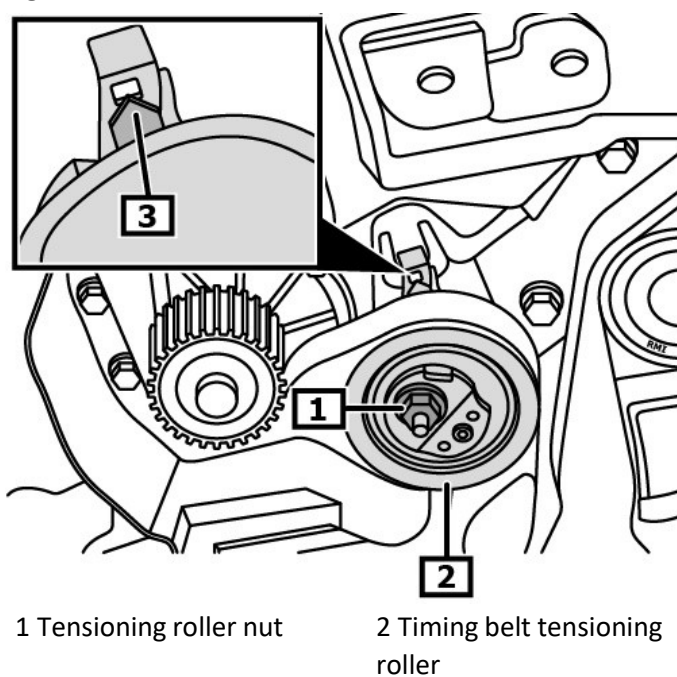
(see figure 7)

Rotate engine two revolutions in the engine rotating direction.

Check the control times. (1) - (4)

(see figure 6)

Figure 11





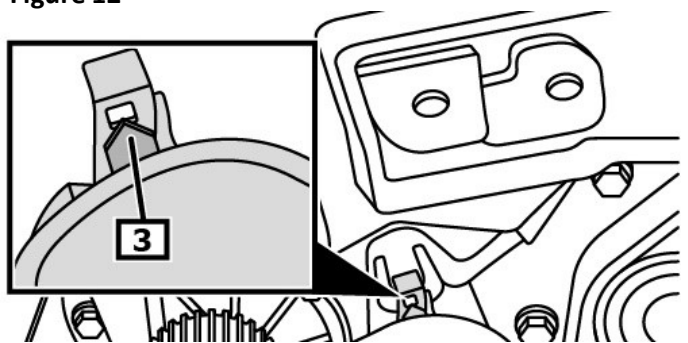
Check timing belt tension. (3)  
(see figure 12)

If it is not possible to insert the blocking tools, adjust the  
valve timing.

Continue assembly in reverse order of removal.

Carry out a test drive.  
Document timing belt change.

Figure 12



3 Pointer

## Recommendations

Observe the manufacturers' assembly procedures and the torques indicated.  
Consult the vehicle applications in our online catalogue: [eshop.ntn-snr.com](https://eshop.ntn-snr.com)



Flash this QR Code to find  
our technical information.

**COMPLY WITH THE VEHICLE  
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