

FITMENT WARNING

FORD / MAZDA 2.5L, 3.0L DOHC 16V COMMON RAIL DIESELS OEM TIMING BELT TENSIONER

The genuine NTN tensioner for these models are a unique design and come fitted with a factory pre-set mounting bolt installed, loading the tensioner ram. (Fig 1)

This bolt **SHOULD NOT** be removed prior to fitting as the bolt is specially installed as part of the loading function of the tensioner ram. (Fig 2) Shows clearly the lost of pressure of the ram against the pin, if bolt is removed.

If the bolt has been removed the tensioner will become inoperative. Simply putting the bolt back in is ineffective as tension is lost. (Fig 3)

The bolt can be safely backed out to be flush with arm, to enable the tensioner to be attached easier to the block.(Fig 4)

As with installing any timing components it is recommended that a socket is used on the crank pulley and turn the engine two revolutions and recheck all timing marks and tension.



FIG 1

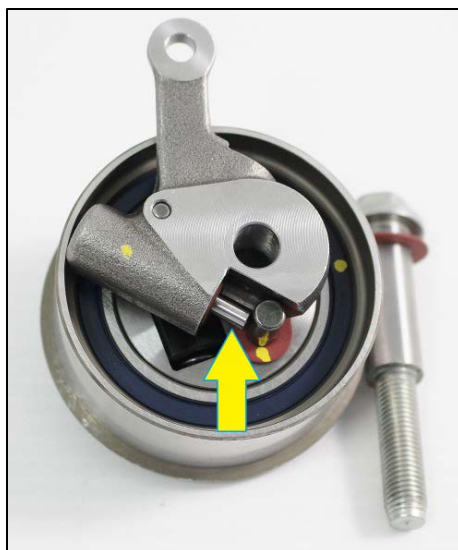


FIG 2



FIG 3



FIG 4