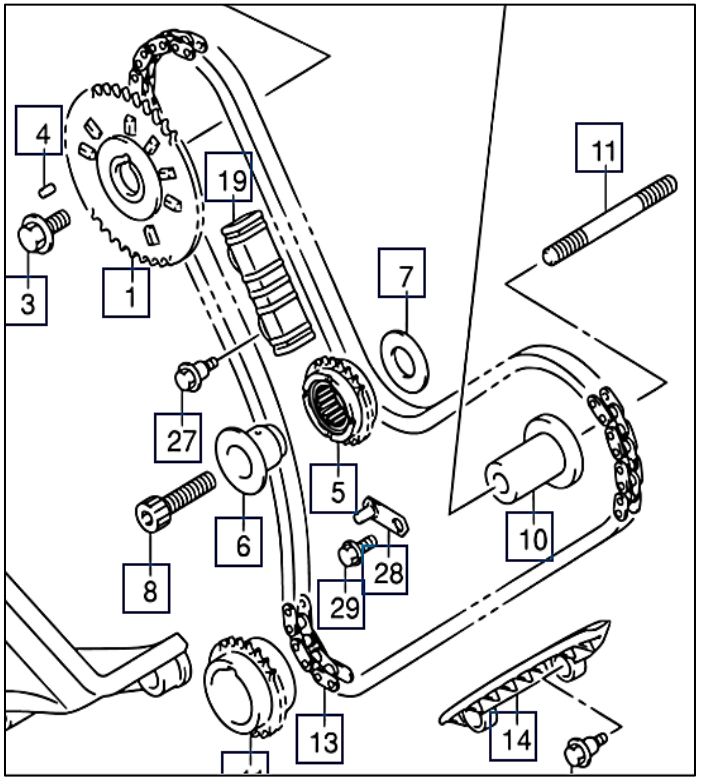
Product Information Bulletin NPB-14

TIMING IDLER SPROCKET FAILURE - SUZUKI H27A V6 DOHC 24V

Fig 1
Idler Sprocket

Fig 2
Idler Shaft

Fig 3



Due To The High Loads That Are Carried By The Idler Sprocket (Fig1) It Is Essential That The Idler Shaft (Fig 2) Be Replaced In Conjunction With One Another. This Is Due To Wear & Also The Typical Failure Point Being The Idler Sprocket, Damaging The Idler Shaft Mating Surface.

Fig 1; Idler Sprocket
Fig 2; Idler Shaft, **Must Be Fitted** In Conjunction With Idler Sprocket
Fig 3; Fig 1 & 2 Displayed As 5 & 6 On Timing Layout Diagram