



## PRODUCT BULLETIN

### NPB-10

### Critical Fitment Warning

## Mazda 2.2L Turbo Diesel, R2 DOHC 16v Engines

### Timing Component- MZTKG41

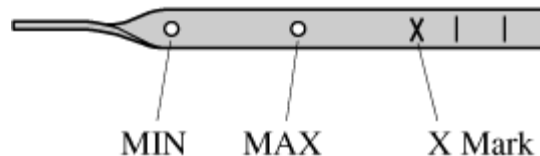
These engines can suffer failures if the OEM manufacturers **flexible** maintenance procedures are not followed.

A critical area of installation for a new timing kit is checking the oil levels on the dipstick to determine if it is correct. These engines are fitted with a dipstick showing three markings.

1/ Min

2/ Max

3/ X



While it's standard procedure that oil levels be kept between the Min & Max levels it's imperative that the oil level does not exceed towards the "X" Mark.

Levels exceeding the Max to "X" Mark generally indicate that the oil has been diluted with diesel fuel. This is a natural part of this engines cleaning process of the DPF (Diesel Particle Filter)

This dilution of the engine oil causes a breakdown of the engine oil lubrication properties therefore resulting in premature wear of critical engine components.

Nason recommend that when fitting new timing components that the engine oil and filter are replaced with a new filter and oil. Please refer to owners manual for correct oil grades.