

Technical *Info*

Retooling the tensioning technology in the Ford 1.8 diesel (CT 983 K1/K2)

Problem:

The tensioner pulley in the kit is designed technically differently from how it is installed at the factory.

Cause:

According to Ford, the new type of tension pulley has to be installed in all 1.8 diesel engines when the timing belt is due to be changed. Given the fact that the structure has been changed completely, clarification is required on how to install or position this correctly.

Solution:

The new type is a semi-automatic tension pulley which is installed centrally in place of the manual tensioner (50 Nm). Following installation of the timing belt, as normal, the tension is adjusted on the disc on the front by turning it in the imprinted direction of the arrow using an Allen key. Make sure that the recess is opposite the stop lug in approx. 3:00 position. In some older versions, the cover must be filed by a few tenths of a millimeter in the area of the tensioning roller.

Fig. 1
Type to be replaced



Fig. 2
New tension pulley technology

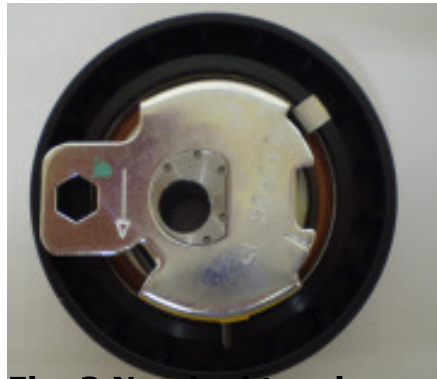
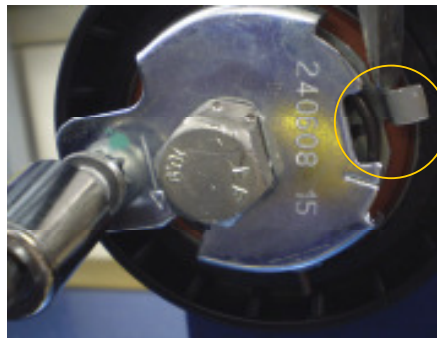


Fig. 3 Nominal tension



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