

FORD TRANSIT 2.5D/TD

MANUAL OR AUTOMATIC TENSIONER?

A question asked more often than not is can I interchange the manual tensioner for an automatic tensioner ? The answer is yes!
Dayco are 100% original equipment supplier to Ford on the Transit 2.5D/TD on the timing belt and the automatic tensioner.

Earlier Transits have the manual tensioner fitted but the kit supplied by OE and the aftermarket has the automatic tensioner plus a bolt and is a direct replacement.
Therefore you can be assured that they are totally interchangeable with each other.

INSTALLATION

- Fit the automatic tensioner using the new bolt supplied within the kit. (fig a)
NOTE: The automatic tensioner should be able to turn freely.
- Tighten the new bolt securely by hand, then undo by one turn.



AUTOMATIC TENSIONER

CAUTION: The Timing Belt supplied must be fitted with the arrow facing the engine rotation direction.

NOTE: Take caution not to over tighten the automatic tensioner centering pin, keep a slight tension on the tensioner with a socket wrench until the bolt is tightened.

TENSIONING THE BELT (fig b)

- With a socket wrench, turn the tensioner adjusting arm clockwise to bring the timing belt under tension.
- The indicator notch **MUST** be positioned just in contact with the edge of the indicator recess.
- Tighten the automatic tensioner centering bolt of the timing belt to 45Nm.

Tighten the timing pulley bolt on the fuel injection pump, and then rotate the drive shaft by one turn and then 7/8 turn in the engine rotation direction. (fig c)

AUTOMATIC TENSIONER CHECK

- If the indicator notch is still in the setting position, (fig b) then rotate the drive shaft clockwise and lock the flywheel with a pin. (fig d)
- If the notch is not in the setting position the setting procedure must be repeated.
- Once the drive shaft has been locked in position check the engine synchronisation by connecting the synchronisation plugs of the fuel injection pump and camshaft.
- If the plugs cannot be connected at this point then the injection pump bolts must be undone the pulley must be adjusted and the bolts tightened and synchronisation needs to be repeated.
- If the plugs can be connected first time, once the synchronisation has been performed remove all special tools, fit all other components and fill in the cooling system and vent it.

