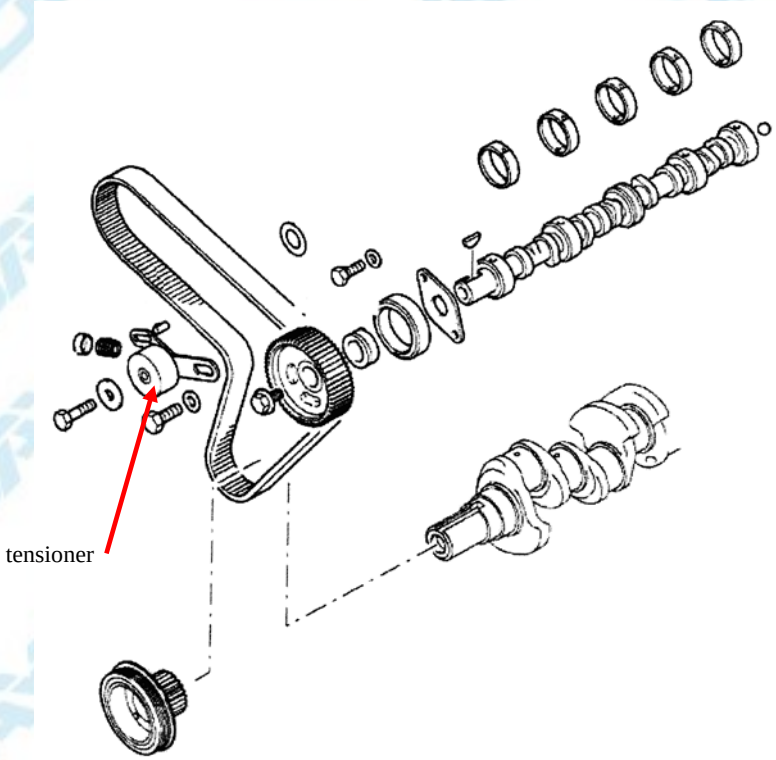
DAYCO AFTERMARKET TECHNICAL INFORMATION

Subject: KTBA091 **N° : TI0175EN**

FORD
COURRIER – TRANSIT – TOURNEO
Mtr. 4BC – 4CA – 4DA – 4EA – 4EB – 4EC – 4ED – 4FA – 4FB - 4FC – 4FD – 4GA – 4GB – 4GC – 4GD – 4GE – 4HB – 4HC – RTJ

The KTBA091 timing kit includes:

- a **timing belt 94934** with 130 teeth, 25.4 mm wide
- a **tensioner KT92**

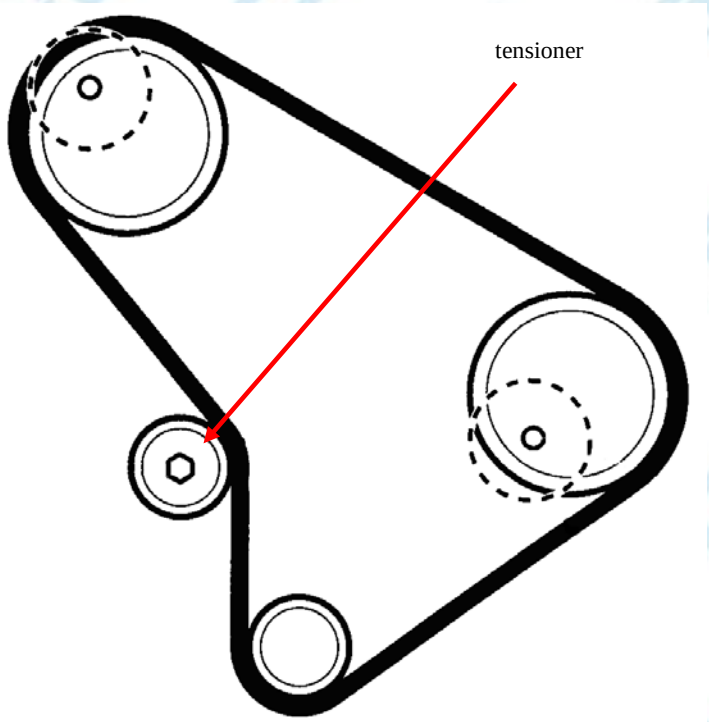


tensioner

ASSEMBLY AND TENSIONING PROCEDURE

To be carried out on a cold engine

- Make sure all timing pins are correctly positioned (flywheel pin no.23-020 ; camshaft pin no.21-123, injection pump pin no.23-019 or 23-929)
- Install the new tensioner to replace the previous one, whether it was automatic or manual (see note), using the specific bolt M 10 x 60 supplied in the kit.
- Position the new timing belt starting from the crankshaft pinion and proceeding clockwise.
- Check the markings on the belt indicating the direction of rotation, if any.
- Slightly rotate the injection pump pinion to engage the belt teeth.
- Position the new tensioner with the hexagonal hole at +/- 09 o'clock, as shown in Fig. 1.
- Use the appropriate Allen key to rotate the tensioner until the reference punching is aligned with the lower edge of the notch, as in Fig. 2.



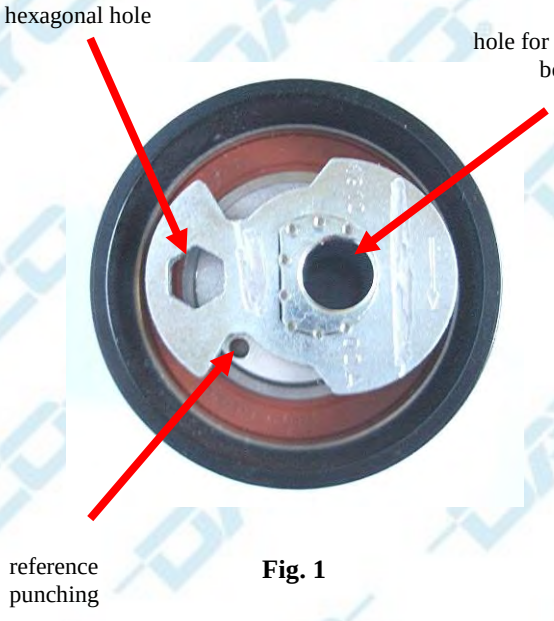


Fig. 1

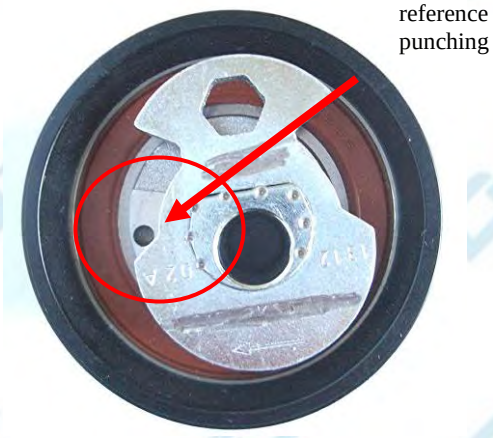
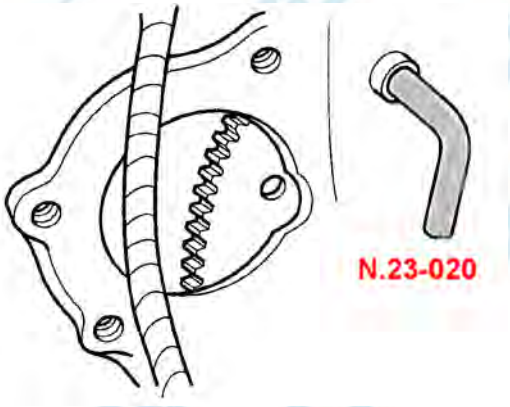


Fig. 2

- Tighten the tensioner bolt to a torque of 40-45 Nm.
- Tighten the bolts of the injection pump pulley to a torque of 25 Nm.
- Remove the locking pins.
- Rotate the crankshaft by one turn and a further 315° clockwise.
- Make sure the reference punching on the tensioner is aligned with the lower edge of the notch, as in Fig. 2.



- Make sure all timing pins can be re-inserted.
- If not, repeat the tensioning procedure.
- Check and adjust the injection pump timing.
- Reassemble the other components in the reverse order of disassembly.

NOTE :

Originally, Ford used to fit turbo diesel engines with a manual tensioner like the one shown in Figure A; while aspired diesel engines were fitted with an automatic tensioner as the one shown in Figure B.
Currently, Ford tends to fit both aspired diesel and turbo engines with the automatic tensioner.

Fig. A

Fig. B