

Technical Service Bulletin

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GROUP: Engine

DATE: Mar. 10, 2000

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SUBJECT:

Changes To Timing Belt Tensioner Components

OVERVIEW:

This bulletin involves using new procedures when replacing/installing timing belt tensioner components.

MODELS:

1999 – 2000 (GS) Chrysler Voyager (International Market)
1999 – 2000 (JA) Cirrus/Stratus/Breeze
1999 – 2000 (JX) Sebring Convertible
1999 – 2000 (PL) Neon

NOTE: THIS INFORMATION APPLIES TO VEHICLES EQUIPPED WITH A 2.0L SOHC OR 1.8L ENGINE (INTL. MARKET).

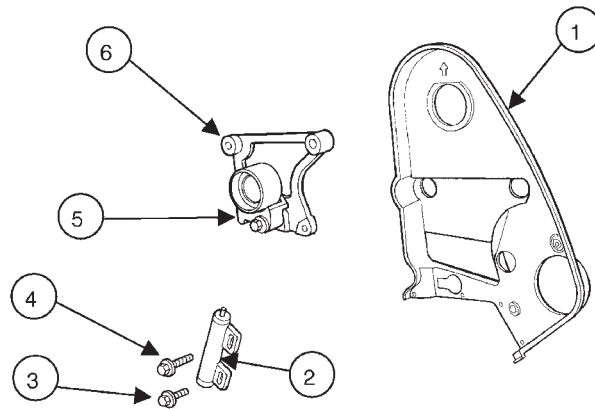
DISCUSSION:

Due to parts consolidation, the following components have been released (as a kit) for service. The following procedures must be reviewed whenever performing service to vehicles that require timing tensioner replacement.

PARTS REQUIRED:

1 5018399AA Kit, Timing Tensioner Component (1999 Models) w/o dowel locator
1 5018400AA Kit, Timing Tensioner Component (2000 Models) w dowel locator

Each kit consists of a tensioner w/attaching bolts, tensioner pivot assembly, and rear timing belt cover (Figure 1).

**FIGURE 1**

1-	REAR TIMING COVER
2-	HYDRAULIC TENSIONER
3-	SHORT BOLT
4-	LONG BOLT
5-	BRACKET ASSEMBLY
6-	SLEEVED LOCATOR HOLE (IF APPLICABLE)

NOTE: ALL COMPONENTS MUST BE USED IF THE VEHICLE BEING WORKED ON HAS A MECHANICAL TENSIONER. THE FOLLOWING PROCEDURES OUTLINE THE REPLACEMENT OF A MECHANICAL TENSIONER SYSTEM WITH A HYDRAULIC TENSIONER SYSTEM.

REPAIR PROCEDURE:

1. Using the appropriate year service manual, disassemble the front of the engine to the point where the rear timing belt cover can be replaced.

NOTE: THE 1999 NEON (PL) SERVICE MANUAL P/N 81-270-9125 DESCRIBES BOTH MECHANICAL AND HYDRAULIC TENSIONER SYSTEMS.

NOTE: FOLLOW ALL CAUTIONS AND WARNINGS THAT REFER TO TIMING BELT AND TENSIONER PROCEDURES.

NOTE: FOLLOW ALL SPECIAL TOOL AND TORQUE REQUIREMENTS THAT REFER TO TIMING BELT AND TENSIONER PROCEDURES.

2. Remove and discard the mechanical timing belt tensioner assembly and rear-timing belt cover (Figure 2). Save the bolts that were used to mount the mechanical tensioner to the engine.

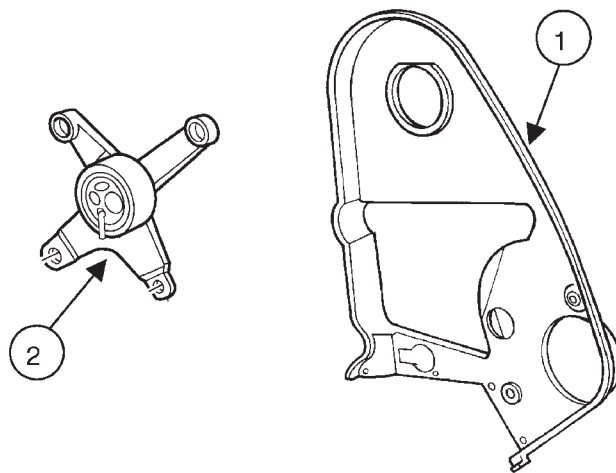


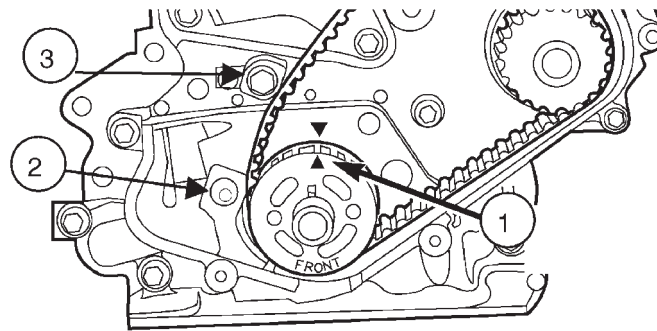
FIGURE 2

1-	REAR TIMING COVER
2-	MECHANICAL TENSIONER

3. Install a new rear cover and bracket assembly, from kit p/n 5018399AA 1999 Models w/o dowel locator or p/n 5018400AA 2000 Models w dowel locator (Figure 1). Torque all applicable bolts to the specifications listed in the service manual.

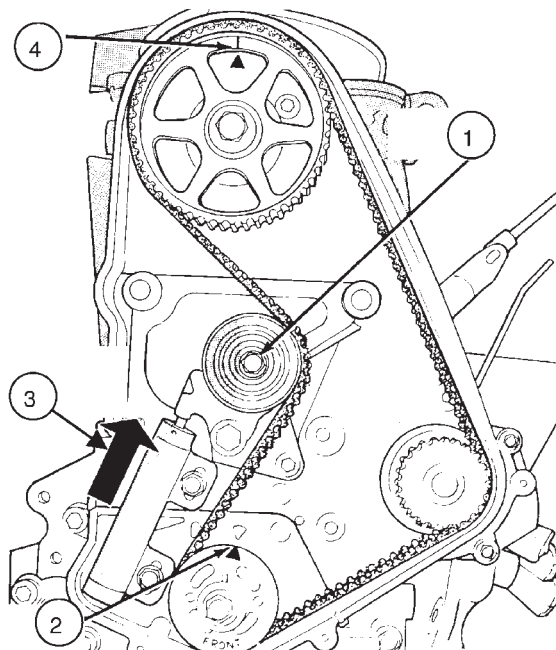
NOTE: THE BRACKET ASSEMBLY WITH THE SLEEVED LOCATOR HOLE SHOULD ONLY BE USED IF THE DISCARDED MECHANICAL TENSIONER HAD A SLEEVED LOCATOR HOLE.

4. Follow the timing procedures (if required) in the service manual up to the point of rotating the crankshaft sprocket to TDC to take up slack in the belt.
5. To install the hydraulic tensioner, first remove and discard the upper bolt as shown in Figure 3. Install the hydraulic tensioner with the 2 bolts from the kit into the location shown in Figure 3. Do not tighten the 2 bolts at this time.

**FIGURE 3**

1-	CRANKSHAFT SPROCKET
2-	OPEN HOLE (POSITION FOR TENSIONER)
3-	UPPER BOLT - DISCARD (POSITION FOR TENSIONER)

6. Using a torque wrench on the bracket assembly pulley (Figure 4), apply 28 Nm (250 in lbs) of torque against the timing belt.

**FIGURE 4**

1-	INSTALL TORQUE WRENCH HERE
2-	CRANKSHAFT T.D.C.
3-	MOVE TENSIONER UP TO REMOVE CLEARANCE
4-	CAMSHAFT T.D.C.

7. While torque is being applied to the pulley/belt, move the tensioner up against the bracket assembly and tighten the 2 bolts to 31 Nm (275 in lbs).

- 8. Pull the tensioner plunger pin. Pretension is correct when the pin can be removed and installed while in location.
- 9. Rotate the crankshaft 2 revolutions and check the alignment of the timing marks. If alignment is OK, complete the re-assembly of the engine.

POLICY: Reimbursable within the provisions of the warranty.

TIME ALLOWANCE:
Labor Operation No: 09-10-08-91 2.1 Hrs.

FAILURE CODE: P8 – New Part