

Technical Bulletin

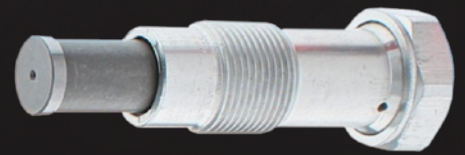
TCK133 & TCK133C Tensioner Installation

Timing Chain Kit for BMW 2.0D N47 D20/A/B/C/D

The tensioner in these kits is the latest OE design. This is now the only design that both OE and FAI offer. FAI has recently been made aware of a few rare instances of vehicles where the thread in the cylinder head is congested with carbon, resulting in the new design tensioner not fully engaging into the head.

Please follow steps below to prepare any head for fitment of the latest specification tensioner:

Old Tensioner



New Tensioner



Problem

Protruding
Tensioner

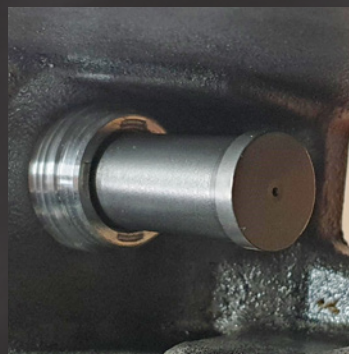


Step 1 Extend the thread within the cylinder head tensioner housing.



Use an M22 x 1.5mm thread tap to carefully remove any burrs/contamination within the thread of the cylinder head.

Step 2 Reinstall tensioner.



The tensioner can now be fitted to the cylinder head and will fully engage. It should be torqued to the recommended 70Nm.

Note: Make sure no debris from the thread cutting/cleaning process is allowed to enter the engine or lubrication system.