

## CT 983 K1/K2

### Ford 1.8 Diesel

#### Converting the tensioning pulley system

**Problem:**

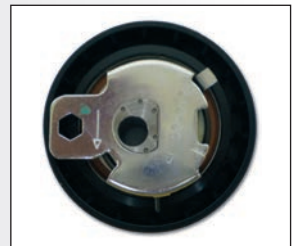
The tensioning pulley in the kit has a different technical design than the factory-fitted component.



Type to be replaced

**Cause:**

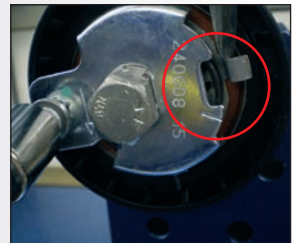
According to Ford, the new type of tensioning pulley has to be installed in all 1.8 diesel engines when the timing belt is due to be changed. Given the fact that the structure has been changed completely, clarification is required on how to install or position this correctly.



New tensioning pulley design

**Solution:**

The new type is a semi-automatic tensioning pulley which is installed centrally in place of the manual tensioner (50 Nm). Following installation of the timing belt, adjust the tension on the pulley on the front by turning it in the direction indicated by the embossed arrow using a hex key. Make sure that the recess is opposite the stop lug in approx. the 3 o'clock position. In some older types a few 1/10 mm must be filed off the cover in the area of the tensioning pulley.



Nominal tension