

TIMING CHAIN ADJUSTOR RENOILD MCD

TO CHASSIS NO. 15257 FOR NORMAL MODELS.

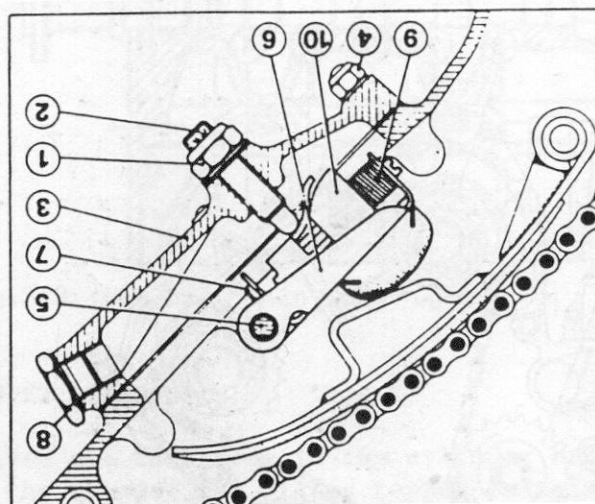
TO CHASSIS NO. 14837 FOR MODELS EQUIPPED WITH EXHAUST.

The Renold MCD chain tensioner (Fig. 21) is of the self-adjusting type and therefore the chain does not require periodic tightening.

It is accessible from the outside of the engine. In case of its replacement, remove cover 3. Unscrew bolt 5 from the timing case side and extract tensioner 6. Install the new tensioner making sure that spring 9 is installed in the position of maximum compression and tighten bolt 5.

Then install cover 3 and after loosening locknut 1, tighten tensioner peg 2 until making light contact with the tensioner.

Insert a screwdriver through the hole for cap 8, rotate the plastic release lever 7 until it releases. The chain tensioner is now adjusted for normal operation. Whenever light chain noise is noticed, loosen the locknut 1 and with a wrench either tighten or loosen the tensioner peg as required. Then re-tighten the lock nut.



NOTE

In the turning over of the engine in reverse firing order, it will be noticed that the flywheel rotation/travel distance is greater before activating the camshafts.

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Fig. 21 Automatic Tensioner

1-Lock nut; 2-Tensioner peg; 3-Cover; 4-

Release

lever; 8-Cap; 9-Spring; 10-Dowel

CHAIN TENSIONER

APPLIES TO NORMAL PRODUCTION MODELS FROM CHASSIS NO. 15259.

APPLIES TO PRODUCTION MODELS SUPPLIED WITH EXHAUST GAS RECIRCULATION SYSTEM FROM CHASSIS NO. 15181.

The tensioner unit is made up of chain guide 5 which pivots on bolt 6, support 3 which

houses spring 4 pressing the tensioner unit against the chain is bolted to the engine block. To adjust the tensioner, warm up the engine, loosen lock nut 1 and tighten adjuster 2 until the chain begins to become noisy.

Loosen the adjuster $\frac{1}{4}$ turn and tighten the lock nut.

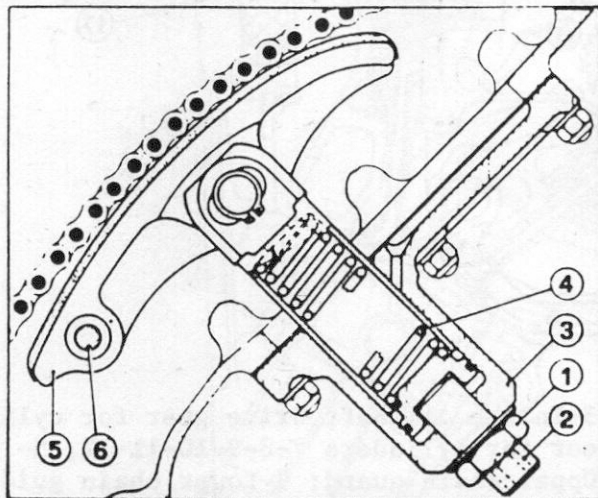


Fig. 21/1 Tensioner

1-Lock nut; 2-Tensioner peg; 3-Cover tensioner; 4-Spring; 5-Chain guide; 6-Bolt