

Enginetech Inc
Tech Assistance 800-410-3664 ext. 340 or 237

TECHNICAL BULLETIN	
	January 2000 TB 1759
Mfg:	CHRYSLER
Model:	CONCORDE
Liter:	3.2L
V I N:	J
Year:	98-01

Camshaft Timing Procedure Caution For
1993-99 Chrysler 3.2 & 3.5L VIN J, F & G Engines
(This Bulletin Replaces TB 1063)

AERA has received several reports about a confusing camshaft timing procedure for 1993-99 Chrysler 3.2 & 3.5L VIN J, F & G engines. Information previously published in original service manuals and TB-1063 should be destroyed as inaccurate information was supplied.

The following cautions are expressed to consider before attempting to work on these engines and successfully establishing the valve timing on this engine requires Chrysler Tool #6642-A and a dial indicator.

- A) These engines are not freewheeling engines. There fore care should be taken not to rotate the camshafts or crankshafts with the timing belt removed.
 - B) When camshaft sprocket bolts are loosened or removed the camshafts must be re-timed to the engine.
 - C) Compress the belt tensioner slowly, as damage to the tensioner could result.
 - D) The camshaft sprockets for these engines are not interchangeable. (Figure 3)
 - E) Do not reuse camshaft sprocket bolts.
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- 1) Align the timing mark on the crankshaft sprocket with the TDC mark on the oil pump, (Figure 1).
 - 2) Install a dial indicator in number one cylinder and rotate engine to exactly locate TDC.
 - 3) Rotate each cam so the positions of the locating dowel pins are both towards the center of the engine. Install the camshaft alignment Special tools #6642-A as shown in Figure 2 at the rear of each cylinder head. Doing so will lock the camshafts in place.
 - 4) Compress the tensioner plunger slowly in a vise and install a suitable locking pin to keep the plunger locked in place. Always store belt tensioner

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- in a vertical position until it's ready to be reinstalled. (Plunger facing upwards.) Refer above to C
- 5) Align the camshaft sprockets (to the reference marks made upon removal) between the marks on the rear covers. Each sprocket has a D shaped hole that allows the sprocket to rotate several degrees in each direction on its shaft. Refer above to B.
 - 6) Install new sprocket attaching bolts, but DO NOT TIGHTEN BOLTS. Install the 10" (255 mm) bolt into the left camshaft and the 8 3/8" (213 mm) bolt into the right camshaft. Refer above to E.
 - 7) Starting at the crankshaft sprocket, install the timing belt in a counter clockwise direction (see Figure 3). Keep tension on the belt until it is past the tensioner pulley. Maintain tension by holding the pulley against the belt. Each camshaft mark should fall between the cover marks.
 - 8) Holding the tensioner pulley against the belt, install the belt tensioner into the housing and tighten the bolts to 250 in/lbs (28 Nm).
 - 9) When the belt tensioner is in place, pull the retaining lock pin to allow the belt tensioner to extend to the pulley bracket.
 - 10) Check the dial indicator to make sure you are still at TDC on #1 cylinder. Then, hold the camshaft sprocket with a hex 1 7/16" (36 mm) wrench and tighten the camshaft sprocket bolt. Torque the right side bolt to 75 ft/lbs (102 Nm) plus 90° and the left side bolt to 85 ft/lbs (115 Nm) plus 90°. Again, verify TDC.
 - 11) Remove dial indicator and camshafts special alignment tools and install cam covers and o-rings. Tighten cam cover fasteners to 250 in lbs. (28 Nm). Finish assembling.
 - 12) Start engine and allow to idle for approximately 1 minute. If a noticeable noise is present from belt tensioner, air has possibly entered the tensioner.
 - 13) To remove air from tensioner; using a DRB III®, operate the engine at speed of 1600-2000 rpm for 10 minutes. This will purge air from tensioner and noise will be dissipated.

Note: If air is present, the tensioner will be soft and may generate noise. This noise should disappear after no more than 15 minutes of engine running time.

The AERA Technical Committee

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Bulletin Diagram: FIGURE 1 CRANKSHAFT SPROCKET TIMING MARKS

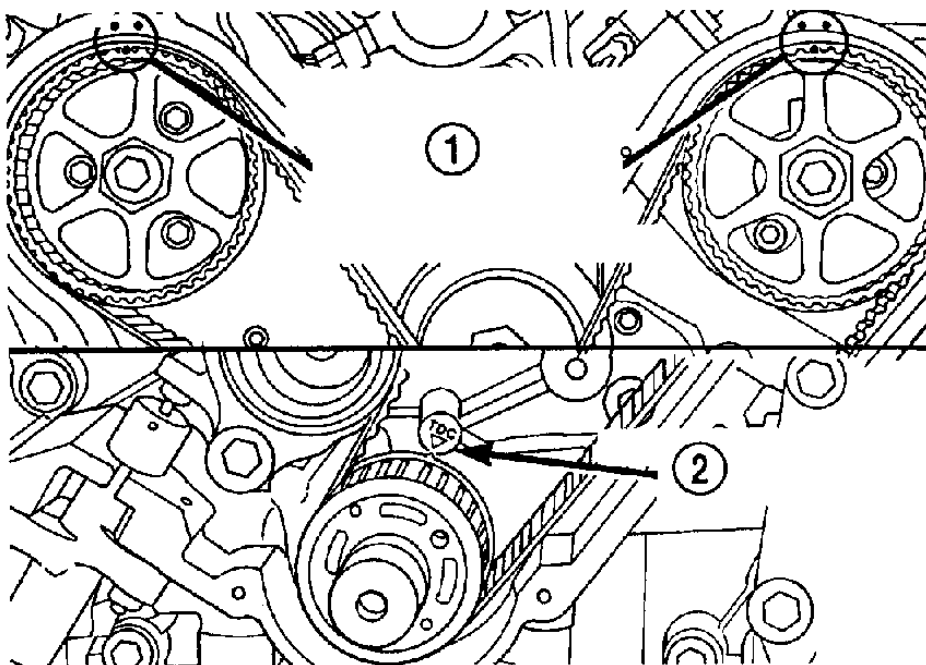


Fig. 77 Camshaft Sprocket Timing Marks

- 1 – ALIGN CAMSHAFT SPROCKET TIMING MARK BETWEEN MARKS ON REAR TIMING BELT COVER
- 2 – CRANKSHAFT AT TDC

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Bulletin Diagram: CAMSHAFT ALIGNMENT TOOL

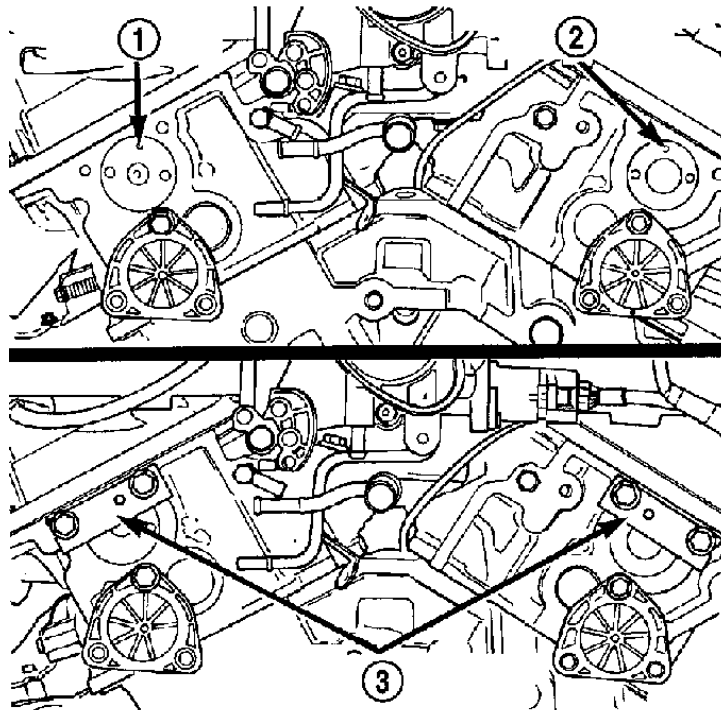


Fig. 75 Camshaft Alignment Special Tools 6642

- 1 – LEFT CAMSHAFT PILOT HOLE
- 2 – RIGHT CAMSHAFT PILOT HOLE
- 3 – CAMSHAFT ALIGNMENT SPECIAL TOOLS 6642

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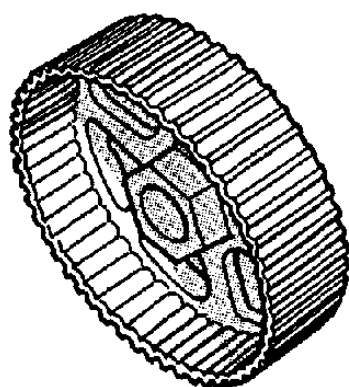


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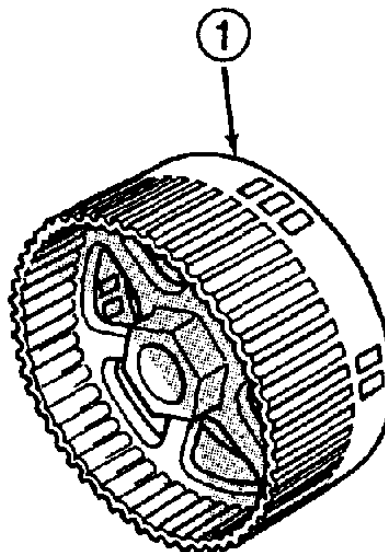
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Bulletin Diagram: FIGURE 3 CAMSHAFT SPROCKET IDENTIFICATION



RIGHT CAM
SPROCKET



LEFT CAM
SPROCKET

3

Fig. Camshaft Sprocket Identification

1 - DIS PICKUP SLOTS

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Bulletin Diagram: FIGURE 4 TIMING BELT INSTALLATION

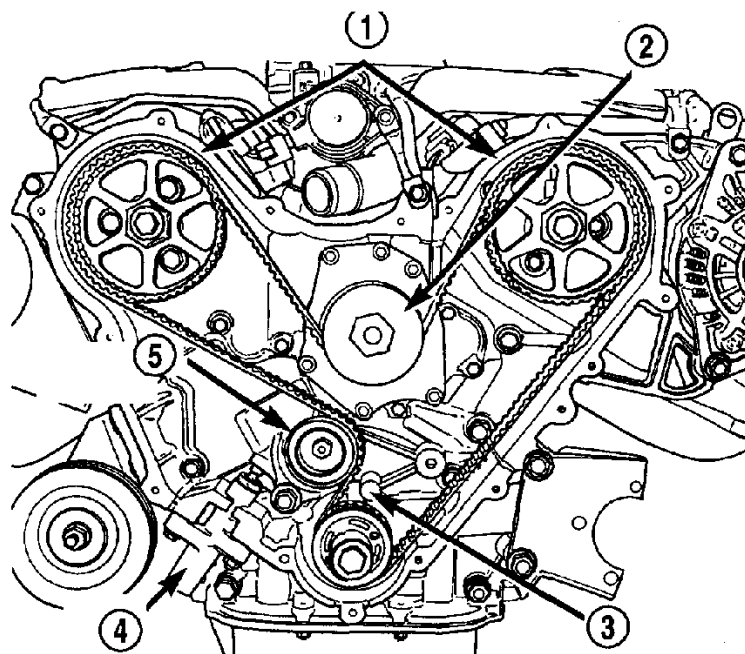


Fig. 74 Timing Belt System

- 1 - REAR TIMING BELT COVERS
- 2 - WATER PUMP
- 3 - TDC INDICATOR
- 4 - BELT TENSIONER
- 5 - TENSIONER PULLEY

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