

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

TECHNICAL BULLETIN		Mfg:	CHRYSLER
	June 2000 TB 1800	Model:	NEON
		Liter:	2.0L
		V I N:	C
		Year:	95-05

Timing Belt Tensioner Caution On
1999-2000 Chrysler 1.8* & 2.0L VIN C Engines

The AERA Technical Committee offers the following information regarding a timing belt tensioner caution on 1999-2000 Chrysler 1.8* & 2.0L VIN C engines. This bulletin involves new procedures released by Chrysler when installing hydraulic timing chain tensioner components. These engines were originally built with mechanical tensioners.

As a result of parts consolidation by Chrysler, a kit is now available for repair done to the timing tensioner. Each kit consists of a tensioner with attaching bolts, tensioner pivot assembly and a rear timing belt cover as shown in Figure 1. Kit numbers and year applications are listed as follows:

Years	Kit Number	Notes
1999	5018399AA	Without dowel locator
2000	5018400AA	With dowel locator

Caution: All components must be used if the engine being worked on has a mechanical tensioner. The following procedure outlines the replacement of a mechanical tensioner system with a hydraulic tensioner system.

1. Disassemble the front of the engine to the point where the timing cover has been removed.
2. Remove and discard the mechanical timing tensioner assembly and rear-timing cover (Figure 2). Save the bolts used to mount the mechanical tensioner.
3. Install a new rear cover and bracket assembly from the kit for the year vehicle being worked on. Torque all applicable bolts to 23 ft/lbs. Note: The bracket assembly with the sleeved locator hole should only be used if the mechanical tensioner had a sleeved locator hole.

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4. Follow timing procedures up to the point of rotating the crankshaft sprocket to TDC to take up the slack in the timing belt.
5. To install the hydraulic tensioner, remove and discard the upper bolt (Figure 3). Install the hydraulic tensioner with the 2 bolts from the kit in the location. Do not tighten bolts at this time.
6. Torque the bracket assembly pulley to 250 in/lbs of torque against the timing belt (Figure 4).
7. While torque is applied to the pulley/belt, move the tensioner up against the bracket assembly and tighten the 2 bolts to 23 ft/lbs.
8. Pull the tensioner plunger in. Pretension is correct when the pin can be removed and installed while in location.
9. Rotate crankshaft 2 revolutions and check the alignment of the timing marks. If alignment is OK, complete re-assembly of the engine.

*1.8L engines apply to the International Market only.

The AERA Technical Committee

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TB 1800

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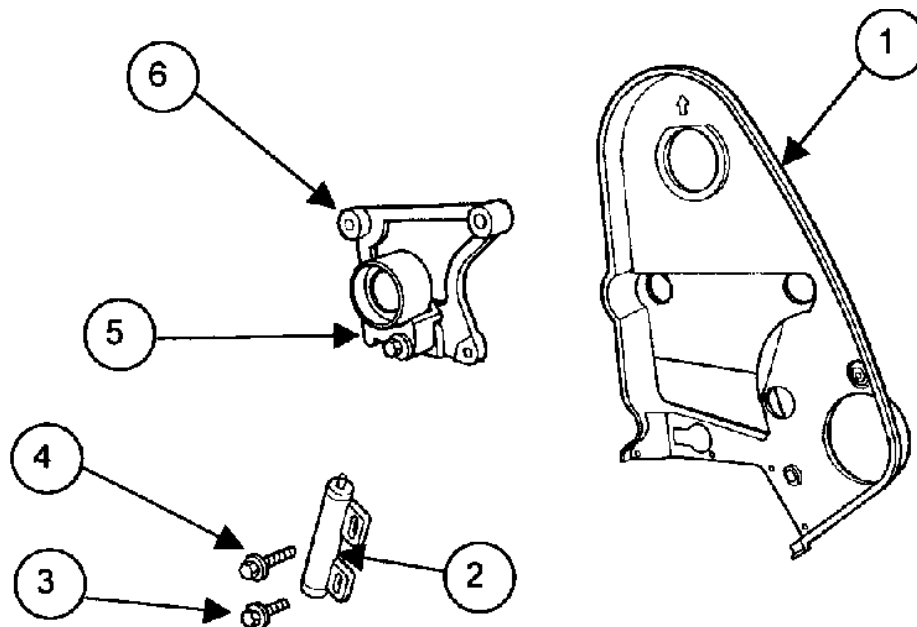
Model: NEON

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Year: 95-05

Bulletin Diagram: TB1800 Figure 1



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

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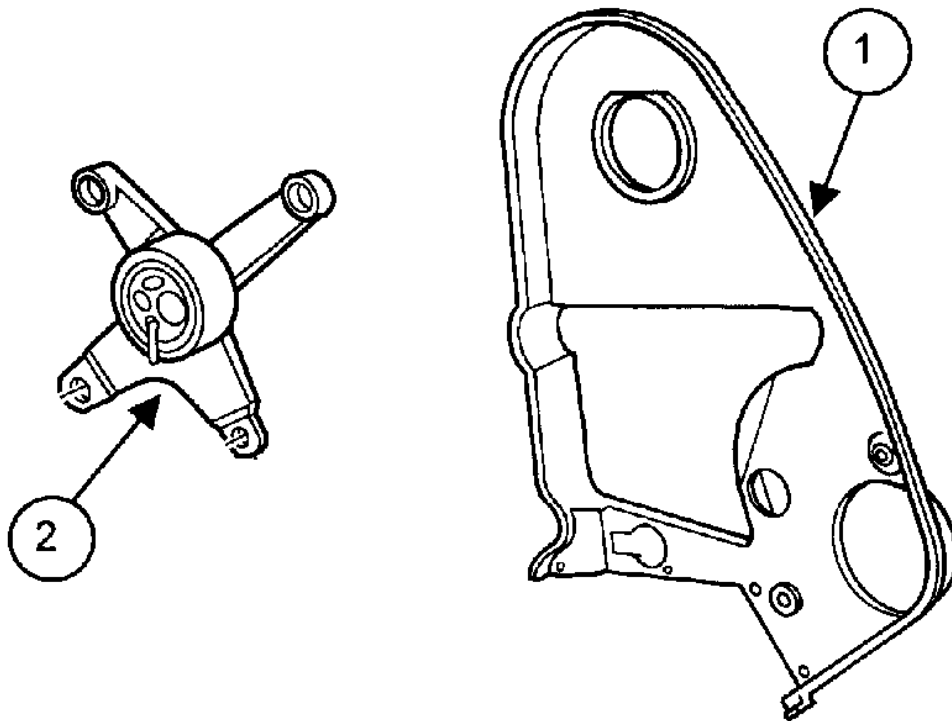
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Bulletin Diagram: TB1800 Figure 2



1 - REAR TIMING COVER
2 - MECHANICAL TENSIONER

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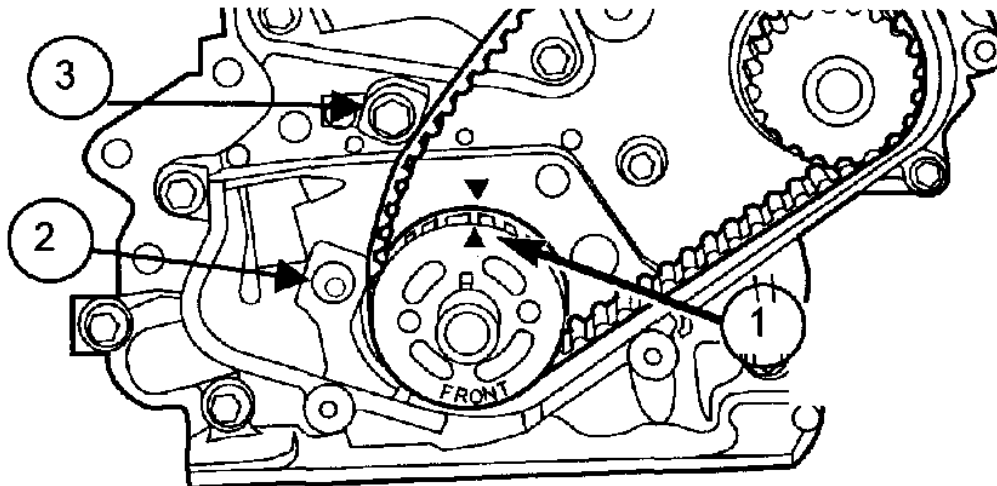


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Bulletin Diagram: TB1800 Figure 3



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

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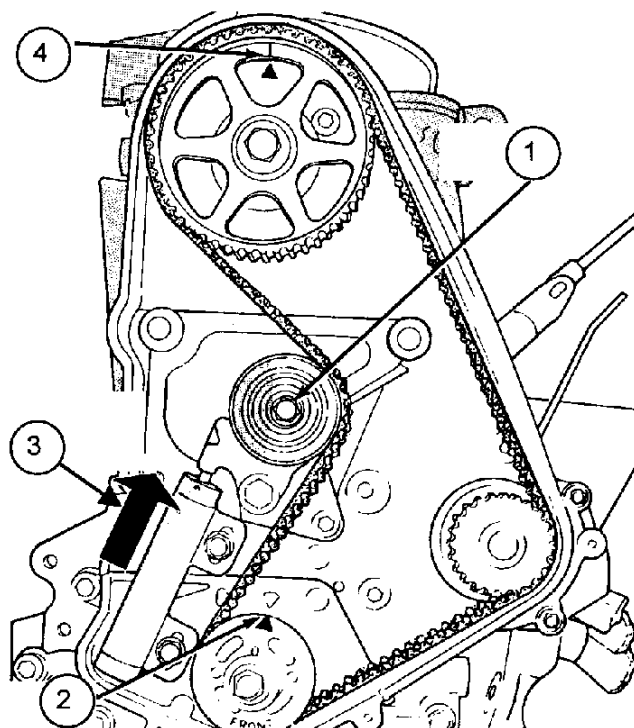


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Bulletin Diagram: TB1800 Figure 3



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

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