



SR20 Mechanical Timing Chain Tensioner Part #200020

WARNING! Please read the whole guide before installing this part.

Legals:

TAARKS mechanical timing chain tensioners have been designed and are intended for off-road use only. The installation of this part on a vehicle intended for use on public roads may violate laws and regulations in your country/state. Additionally, this part is sold with a LIMITED warranty that only covers defects in manufacturing. This warranty does not cover any damage incurred by using this part. The installation of this part may also void any vehicle warranties. Refer to a performance specialist for proper installation.

After opening the packaging please check to see if any parts are missing or damaged. If something is missing or damaged please contact us immediately. Do not install the product.

Do not modify this part in any way. Modifying the part may result in failure of the part and voids all possible warranties.

Installation Guide

Remove the valve cover.



Remove the timing chain tensioner by removing the 2 10mm nuts, slowly back each nut off evenly as the tensioner is spring loaded.



Once the tensioner has been removed push down on the timing chain between the cam gears. You may notice one or both of the cam gears move, this is normal.



With the new tensioner and the old tensioner side by side, rotate the shaft on the new tensioner to match the old tensioner.



Install a new tensioner gasket.



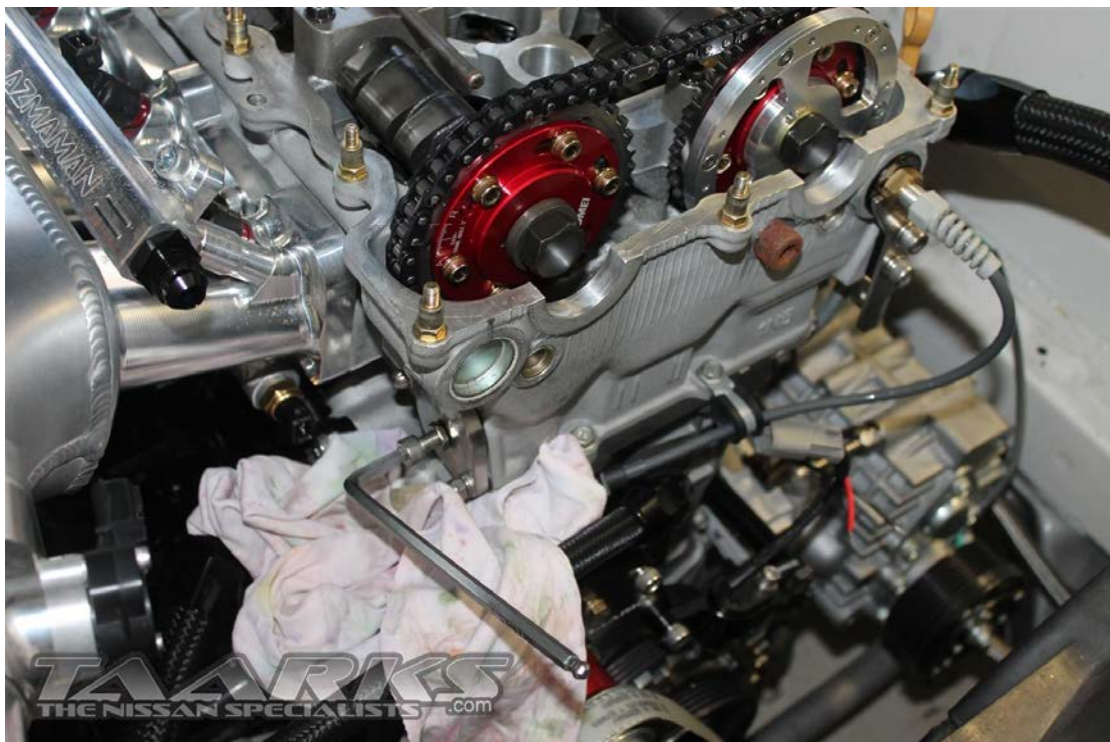
Slowly insert the new tensioner and ensure the slot in the tensioner shaft mates up to the chain guide correctly. This can be visually verified by looking down the chain valley. Failure to do so will cause engine damage. Once in place install the supplied flat washer, spring washer and dome nuts in that order.



Install the supplied M8 bolt with the jam nut into the tensioner.



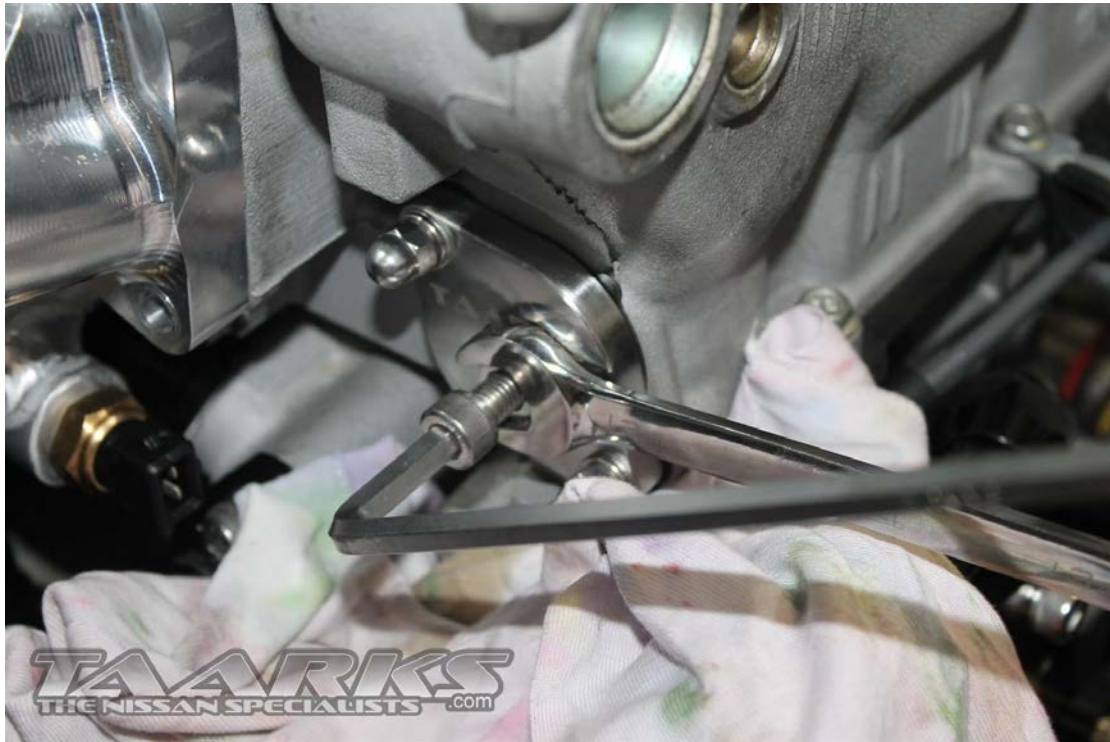
Slowly wind the tensioner bolt in. You will see the slack between the cam gears starting to go away



Using a ruler keep checking the tension on the chain. By gently pressing down and pulling up on the chain with a small amount of force, you want around 6mm of slack.



Once the correct tension has been set, use the jam nut to lock the tensioner in place.



Turn the motor over by hand ensuring everything is operating correctly.

Check the tension on the chain again. If everything looks good we recommend applying a small amount of low strength high temp wick in Loctite on the jam nut.

Because this is a fixed mechanical chain tensioner further adjustments may need to be made throughout the life of the engine.

Re-install the rocker cover.

And that's it... You're all done. Enjoy & and thank you for supporting TAARKS.