Chain tensioner, timing chain

To remove

1. Raise the car, turn the right-hand front wheel outwards and disconnect the power steering pump pipe from the subframe.

2. Turn the crankshaft pulley round to the 0 mark and drive **wedge** 83 95 238 between the oil sump and subframe.

3.

Remove the right-hand engine mounting with yoke.
4. Take the strain off the belt tensioner with belt tensioner reliever 83 95 254 and insert a 3 mm Allen key in the hole.

**Important**

Exercise the utmost care to ensure that the belt tensioner does not break at its end position!

5. Unscrew the idler pulley’s retaining bolt slightly.

6. Remove the plug.

7. Extract the locating pin and spring.

8. Remove the chain tensioner, using a 27 mm socket.

**New tensioner**

A new chain tensioner is delivered with the spring tensioned. Remove the pin and plug, spring and push rod. Then follow the instructions for fitting of a previously used chain tensioner.
Fitting of previously used chain tensioner

1. Prepare the chain tensioner for fitting by pressing down the catch and pushing in the chain tensioner.

2. Fit the chain tensioner, using a 27 mm socket.
   
   **Tightening torque 63 Nm (47 lb ft).**

3. Fit the chain tensioner plug with push rod and spring.
   
   **Tightening torque 22 Nm (16 lb ft).**

   As the plug is screwed in, the spring pushes the tensioning arm out and so tautens the chain.

4. Fit the idler pulley.

5. Fit the drive belt, check the position of all belt pulleys and tension the multigroove belt.

6.

   Fit the RH engine mounting.
Tightening torque: 50 Nm (36 lbf ft).

7. Remove the wedge and mount the power steering pump pipe on the subframe.

8. Start the engine and run it at idling speed for a while. Switch off the engine and check that the belt is positioned correctly.