



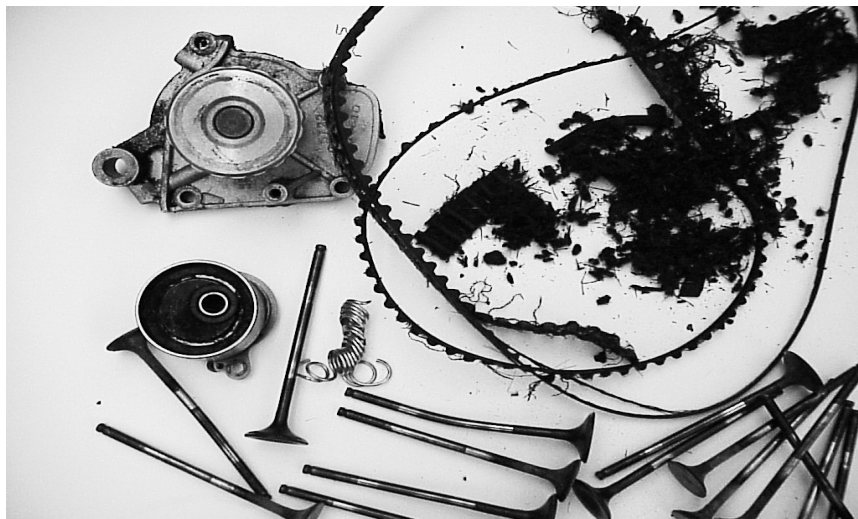
TECH NOTE

AUTOMOTIVE – TIMING SYSTEM

INSTALLATION

RECOMMENDATIONS FOR TIMING BELT SYSTEM ON HONDA 1.7L ENGINES

Below is the result from improper belt setup. Notice the damaged spring, this is the result of turning the crankshaft clockwise during initial setup, which is incorrect.



Crankshaft must be rotated two turns **COUNTERCLOCKWISE** with locking pin in tensioner and attachment bolt loose. Not following proper installation procedures will cause:

- Incorrect tensioner position
- Improper belt tension

Resulting in:

- A violent correction of the tensioner position
- Damage to tensioner and/or spring and/or belt
- Improper belt tracking causing interference with other components
- Catastrophic engine damage due to timing belt and other component failure

BULLETIN: TSB008_AU

PART NUMBER:

- TCK312
- T312

MAKE:

- Honda

ENGINE:

- 1.7L

YEAR:

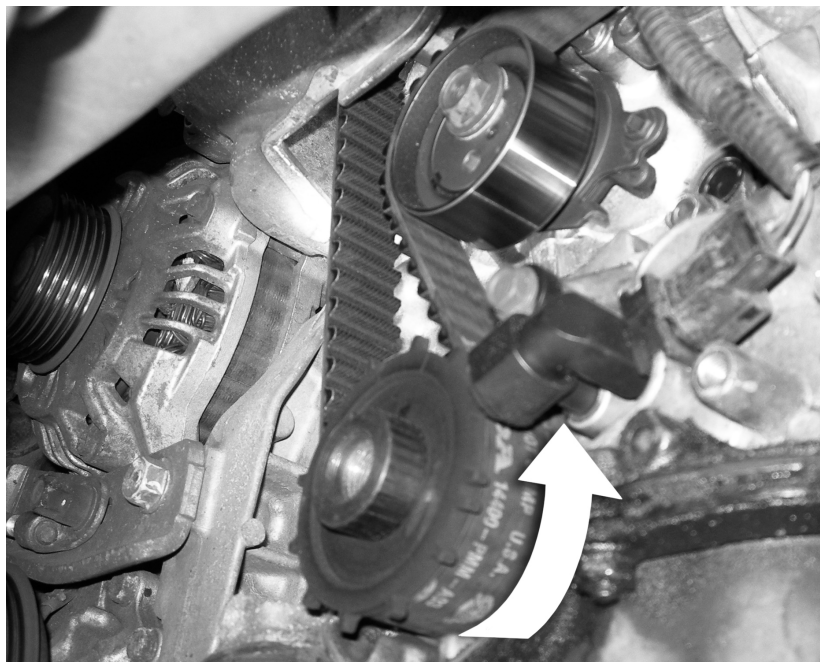
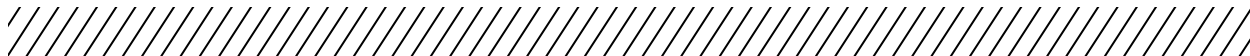
- 2001 - 2005

MODEL:

- Civic



TECH NOTE



During setup attention needs to be given to the relationship of tensioner spring. The spring must be in the “UP” position which is noted on the spring rubber dampener.

2001 – 2003 model years may require a longer fastening bolt!

Please be advised that early model year Civics may require an updated tensioner bolt. Honda upgraded the timing belt tensioner assembly in late 2002. Gates Tensioner follows the design change. During this change the OE bolt length was also changed to allow for proper thread engagement. Gates supplies the updated bolt as part of TCK312 Kits.

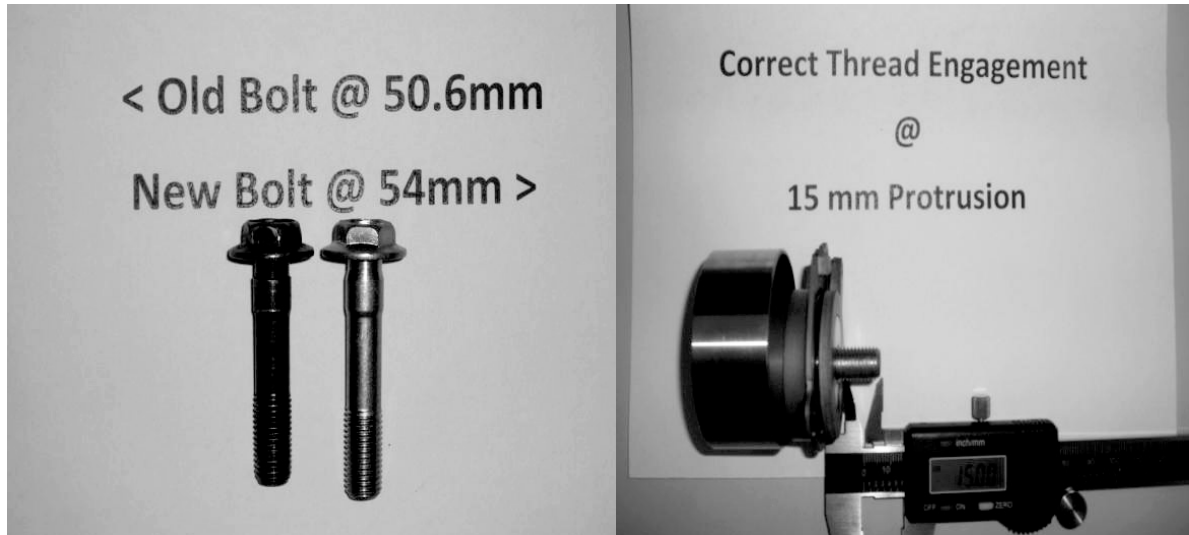
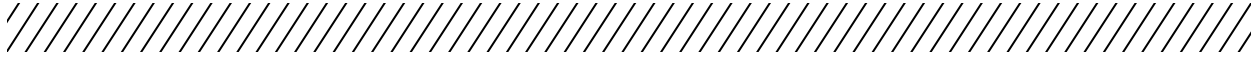
Verify this issue with one of the following procedures, the updated OE tensioner and bolt has been provided in this kit.

1. With tensioner fastening bolt placed through tensioner assembly – Verify there is 15mm of thread engagement.
2. Measure Bolt: Bolt length for new tensioner design provided in this kit should be 54mm in length.

(Incorrect Bolt Length Is 50.6mm).



TECH NOTE



**PROPER INSTALLATION IS CRITICAL. IMPROPER INSTALLATION WILL VOID WARRANTY
AND WILL MOST LIKELY RESULT IN MAJOR ENGINE DAMAGE!
CRANKSHAFTS ON THESE ENGINES ROTATE
COUNTERCLOCKWISE!!!**

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