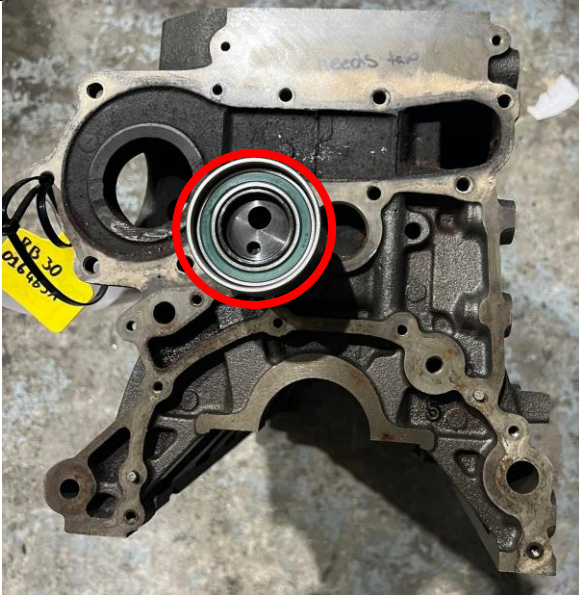


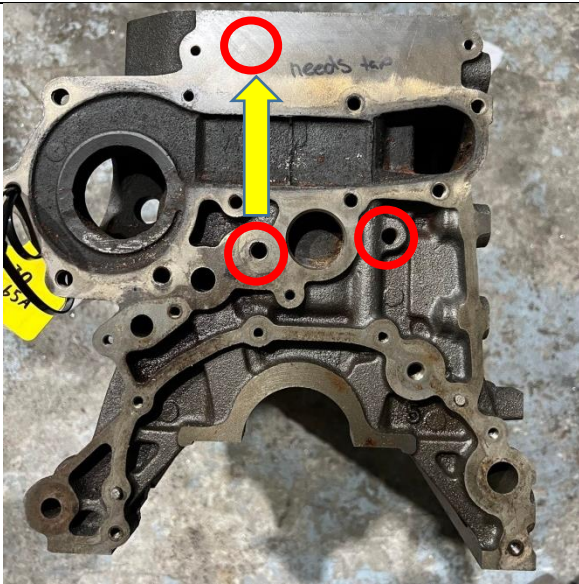
PRP SERIES 1 BLOCK IDLER CONVERSION KIT



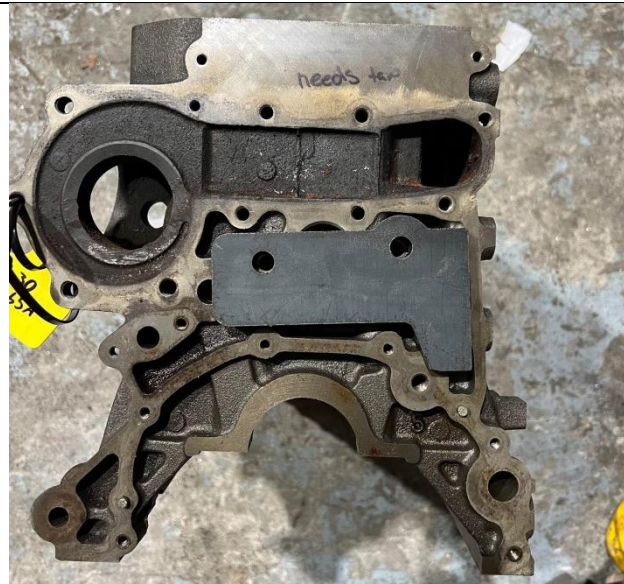
OLD Idler Location



NEW Idler Location



Step 1. Drill your new tensioner hole (use PRP Drilling guide if needed, There are also separate instructions available on line, Ensure the block surfaces are clean and threads free from debris.



Step 2. Locate the supplied bracket in place as per the photograph above. Ensure you understand the positioning of the components.

PRP SERIES 1 BLOCK IDLER CONVERSION KIT



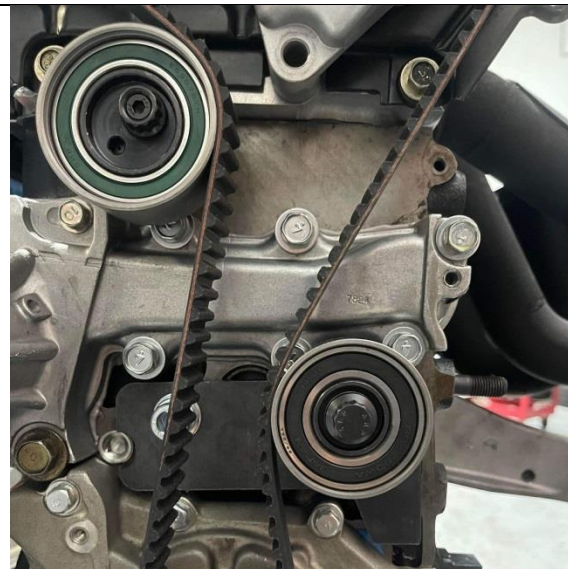
Step 3. Install the supplied bearing post, either press the old bearing off its post and swap onto the PRP one, or press on the new bearing depending on which kit you purchased.



Step 4. Be wary the block converter will cover up your oil gallery bung, so relieve the plate if you need access (most scenarios do not)



Step 5. Install both bearing assemblies with supplied hardware, you can use OEM type bolt or aftermarket studs through your idler and tensioner assemblies, Use a bolt in place of the original tensioner location.



Step 6. Install the timing belt belt as shown above.

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Using a straight edge, ensure both bearing assemblies are running true.
Job done.



NOTE: You need to press the internal adapter into the bearing. Ensure you do this correctly to ensure you don't damage the bearing, there are a few different sizes that might catch you out if you're not using PRP Supplied bearings, if this is the case please contact us.