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INSTALLATION GUIDE

BLOX RACING COMPETITION SERIES TIMING CHAIN TENSIONER
FOR HONDA S2000 F20C / F22C

PN: BXPT-10510



Thank you for purchasing our Competition Series Chain Tensioner (CSTC). This ratcheting-style timing chain tensioner replaces the OEM worm gear-style tensioner and is a 100% bolt-in unit. All necessary hardware is also supplied to complete the installation. This product does not require any of the parts used for the OEM tensioner.

Please review the parts list below to ensure that your new CSTC tensioner came complete.

Parts included:

- 1x BLOX Racing Competition Series Chain Tensioner (CSTC)
- 1x 35 x 2 mm O-ring (for the O-ring groove closer to the the ratcheting push rod)
- 1x 37 x 2.5 mm O-ring (for the O-ring groove closer to the bolt hole flanges)
- 2x M6 x 20 mm bolts
- 1x BLOX Racing decal

Tools required for installation:

- ¼ drive 10mm deep socket; ¼ drive ratchet
- ½ drive 19mm socket; ½ drive ratchet
- M8 hex wrench; Pick or small flat head screw driver

Installation

At anytime, please refer to the factory service manual on removal of the OEM timing chain tensioner. It is best to always have the engine in the TDC (Top Dead Center) position when installing your new CSTC tensioner.

WARNING * WARNING

PLEASE TAKE ALL NECESSARY SAFETY PRECAUTIONS BEFORE INSTALLING THIS PRODUCT. DISCONNECT THE BATTERY AND MAKE SURE YOUR ENGINE HAS SAFELY COOLED DOWN.

DISCONNECTING YOUR INTAKE IS REQUIRED

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Photo 1

With the OEM tensioner removed install the O-rings on the Blox Racing tensioner after they are installed lightly oil the two O rings. The 35mm O-ring goes on the smaller of the two O ring grooves and the 37mm on the larger groove.



Photo 2

Before installing the new tensioner ensure that the ratchet lock is hooked to the tensioner's rod lock pin.



Photo 3

The new tensioner only installs one direction meaning the bolt pattern is not universal. The best way to understand which direction it installs the BLOX logo stamped on the outward facing side of the tensioner should be facing downward.

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Photo 3A downwards position

Before installation make sure the ratchet's stop is set in the downwards position. Using a pick or small flat head to flip it in the downwards position.



Photo 3B upwards position

If the ratchet stop is in the upward position it will never lock the tensioner into place and can cause damage if installed. This setting is only for resetting the lock back into place. **NEVER INSTALL THE TENSIONER WITH THE STOP IN THE UPWARDS POSITION!**



Photo 4

Slip the new tensioner into the same location that the old OEM tensioner was. It is best if you do not push the tensioner all the way in so that you do not accidentally unhinge the lock off of the lock pin. Having the tensioner about ¼ inch to ½ inch away from the mating surface of the cylinder head allows you to line up the two M6 bolts provided. Install the bolts hand tight first.

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Photo 5

Slowly tighten both M6 bolts until the tensioners mating surface is in full contact with the cylinder head. Torque the two M6 bolts to 8 lbs-ft of torque. With the tensioner installed remove the 8mm hex service plug on the front of the cylinder head. This will allow you to see the lock pin. Using the 19mm socket and ratchet on the crank pulley from the 12 O clock position clockwise towards the 3 O clock until you see the lock pin unhinged from the lock. To ensure the tensioner ratchet is at its full extension it always helps to spin the engine at a minimum of 360 degrees of rotation. In some cases the lock may have unhinged itself on install with is 100% ok. Glance into the service hole to make sure that in fact the lock is unhinged off the lock pin.



Photo 6

Reinstall the M8 service plug and remove the 19mm socket and ratchet from the crank pulley. And reinstall your air intake. Enjoy your new trouble free Blox Racing timing chain tensioner!

RESETTING THE LOCK FOR REINSTALL

If at any time the tensioner lock has been released or the tensioner has been removed and needs to be reset for reinstallation the following instructions can be used to reattach the lock to the lock pin.



Photo 7

If the tensioner looks to be in this position then the lock needs to be reattached to the lock pin. Do not use a vise or C clamp to reset the lock as you may cause damage to the ratchet stop.

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Photo 8

To reset the lock hold the tensioner in the upright position (normal installed position) so the lock is swung in the downwards position.



Photo 9

Flip the ratchet's stopper in the upwards position and compress push rod back into the tensioner housing. Once the lock pin and lock are close to alignment the lock should be flipped up and hooked to the lock pin.