



-BEFORE INSTALL-

IS YOUR MOTOR PACKED WITH DIRT?

- Well if it is, please do yourself a favor and clean off all dirt and dust on or around the motor in the areas of the motor you will be working on. Any dirt that gets inside the motor can seriously damage your engine. Always be cautious when working on or around your engine.

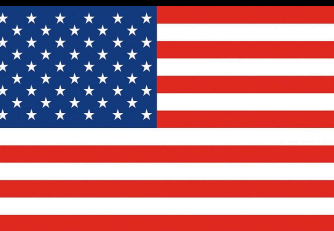
TPROO1 TENSIONER DETAILS -

- TPR's Cam chain tensioner uses a viton O-ring instead of a composite gasket so therefor you don't need to replace or re-use the gasket from the factory tensioner.

TOOL SIZES USED -

**5MM ALLEN
8MM SOCKET
3/4 WRENCH**

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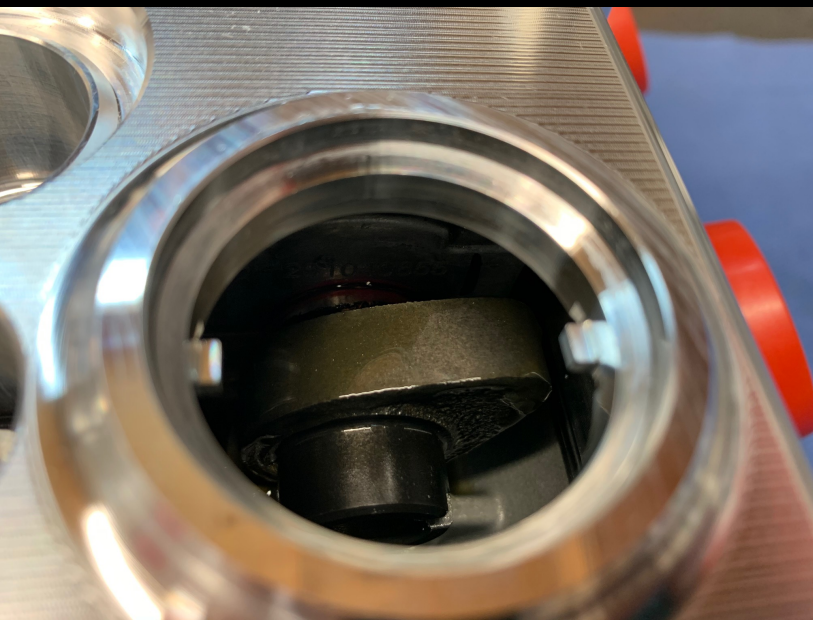
2 BOLT TENSIONER INSTALL ("N/A" MODEL ONLY)

STEP 1 - With your engine stone cold, remove your oil fill cap off the valve cover.

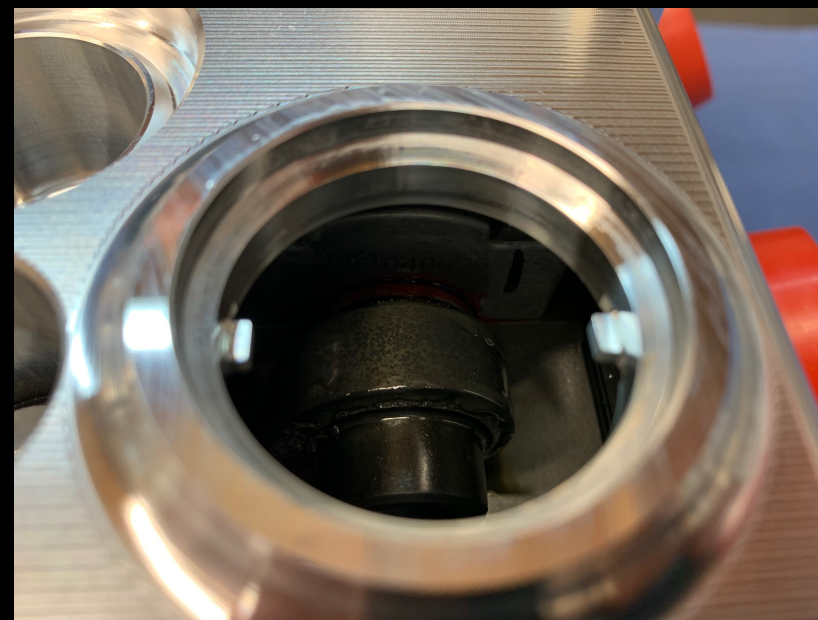
STEP 2 - (The NA model doesn't use TDC marks for this tensioner install). Looking into the oil fill hole from the drivers side, the cam lobe needs to be pointing towards the REAR of your car as seen in pictures below. With the cam lobe pointing towards the REAR of your car, you will be able to turn the clutch both directions clockwise and counter clockwise a small amount with little resistance.

STEP 3 - You can now remove the factory tensioner with a 5mm allen wrench or socket. Scrape off any left over gasket material and clean off oily surface.

CORRECT



INCORRECT





2 BOLT TENSIONER INSTALL ("N/A" MODEL ONLY)

STEP 4 -

Grab your TPR tensioner and unscrew the nut and knob counter clockwise all the way out. With the TPR logo facing out insert the tensioner in the hole and screw in the two ARP bolts supplied with a 8mm socket. Red or Blue Loctite is recommended. Torque bolts too 10 - 12 foot lbs.

STEP 5 -

With your hands and tensioner clean and dry, screw in the knob on the tensioner and tighten it with ONLY your fingers as tight as it will go. From this point inspect the indicator marks on the face of the knob. Now back out the knob counter clockwise 1 and a 1/4 turns. Next with a 3/4" wrench tighten the nut against the gold washer. Do not overtighten the nut.

FINAL STEP -

You can now reinstall your oil fill cap and start your engine.

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MAINTENANCE & DETAILS

HOW OFTEN SHOULD YOU CHECK YOUR TENSIONER?

- Depending on your driving style, mild or wild, we recommend checking your tensioner every 500 - 750 miles due to natural stretching of the timing chain.

ADJUSTMENTS WITH THE MOTOR COLD.

- For adjustments while the motor is stone cold, repeat (step 6 for turbo) (step 5 for N/A) on the installation process.

ADJUSTMENTS WITH THE MOTOR RUNNING. (RECOMMENDED)

- For adjustments while the motor is running you're going to need to let your car warm up completely then you'll need a mechanics glove and a 3/4" wrench. Be careful it is hot. Loosen the nut and turn the tensioner knob clockwise as much as you can by HAND only. Now unscrew the knob counter clockwise 3/4 of a turn. Tighten the nut and now your maintenance is done.

