



AFTERMARKET TECHNICAL BULLETIN

No: T00002

Updated: 18/05/16

Subaru EJ20 & EJ25 DOHC Boxer Engines

CRITICAL INSTALLATION NOTE FOR SUBARU DAYCO TIMING BELT KITS

- 1. HAVE YOU CHECKED THE GUIDE PLATE CLEARANCE USING THE EZIGAUGE?**
- 2. HAVE YOU CHECKED THE CONDITION OF THE TENSIONER MOUNTING BRACKET?**
- 3. HAVE YOU SET THE TENSIONER PIVOT BOLT TORQUE CORRECTLY?**

It is critical that the OEM recommended fitment procedures for this timing belt drive be closely followed or the DAYCO warranty on this kit may be null and void.

1. EZIGAUGE TOOL INSTRUCTIONS

The correct clearance between the back of the newly installed timing belt and camshaft and/or crankshaft sprocket timing guide plates (where fitted) must be adhered to. Using the EZIGAUGE provided in this kit, insert the tool between the back of the timing belt and the timing belt guide (where fitted) as shown in the pictures. This will ensure that the OEM recommended clearance is achieved. If the EZIGAUGE does not fit between the timing belt and the guide plate (where fitted) then loosen the guide plate retaining bolts and adjust the guide so the EZIGAUGE fits. **Only remove the EZIGAUGE after both bolts on the guide plate have been tightened.**



2. CHECK CONDITION OF THE TENSIONER MOUNTING BRACKET

The aluminium timing belt tensioner bracket needs to be inspected for thread damage that may have been caused by the tensioner bolt. Insert the tensioner pivot bolt into the tensioner bracket by hand to ensure the threads are not damaged or deformed. If the tensioner pivot bolt does not thread by hand then the threads will have to be repaired or the tensioner bracket will need to be replaced.



3. TENSIONER PIVOT BOLT TORQUE SETTING

The tensioner pivot bolt torque setting is 39Nm +/-4Nm and must be set with a suitable torque wrench. It is recommended to use a suitable thread locker prior to installing the tensioner pivot bolt.



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