TECHNICAL BULLETIN 0104

TIMING CHAIN KIT: TCK462 OIL PUMP DRIVE SPROCKET

OIL PUMP DRIVE SPROCKET CHANGE IN TCK462

OVERVIEW

The Renault/Nissan R9M 1.6 dCi engine was produced with two different crankshaft timing sprocket arrangements.

FAI has developed ***TCK462,*** a universal timing chain kit that replaces both original designs.

The redesigned oil pump drive sprocket incorporates an additional 5 mm axial depth on the timing sprocket side, eliminating the need for a separate spacer/shim used on the 33 mm arrangement.

The same 33 mm timing sprocket can now be used on all applications.

KEY

ORIGINAL COMPONENTS

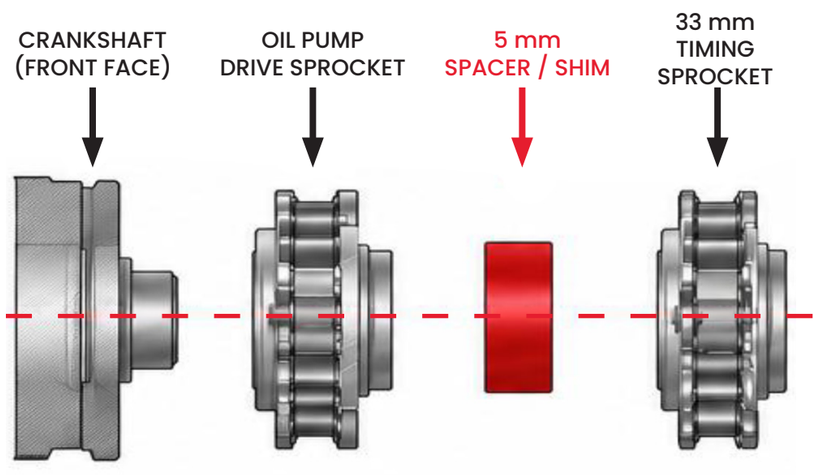
TCK462 COMPONENTS

AXIAL CENTRE LINE OF CRANKSHAFT

IMPORTANT!

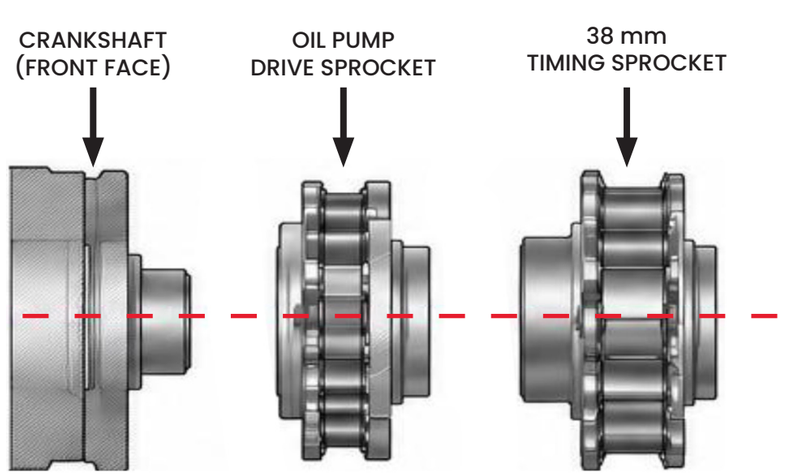
- ***ALWAYS*** install all components supplied within
- ***DO NOT*** reuse the original 5 mm spacer/shim where fitted. Its function is now incorporated into the redesigned oil pump drive sprocket.
- ***DO NOT*** reuse the original crankshaft timing sprocket. Always install the supplied 33 mm timing sprocket.

ORIGINAL 33mm ARRANGEMENT (WITH 5mm SPACER)



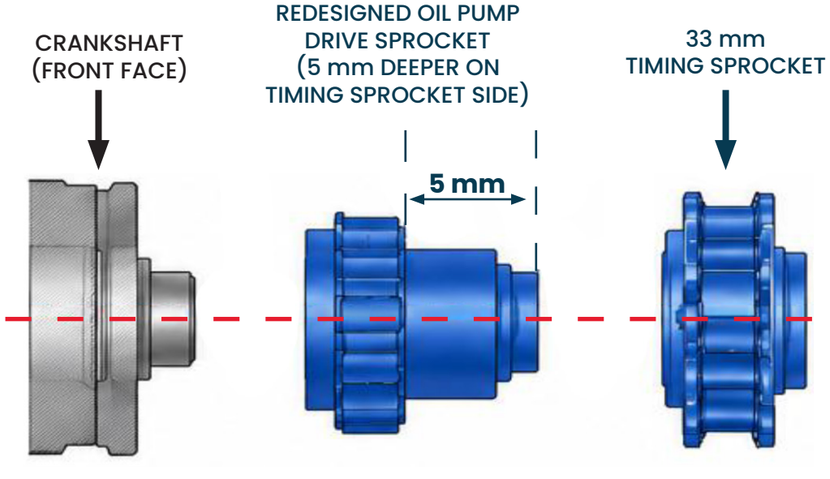
A 5 mm spacer/shim is fitted between the oil pump drive sprocket and the 33 mm timing sprocket to achieve the correct chain alignment.

ORIGINAL 38 mm ARRANGEMENT (NO SPACER)



The 38 mm timing sprocket provides the additional 5 mm axial height on its oil pump side, therefore no spacer is required. The oil pump drive sprocket and timing sprocket sit in direct contact.

TCK462 UNIVERSAL ARRANGEMENT (NO SPACER REQUIRED)



The redesigned oil pump drive sprocket incorporates an additional 5 mm axial depth on the timing sprocket side previously provided by the spacer. The 33 mm timing sprocket can now be used on all engines. No spacer is required.