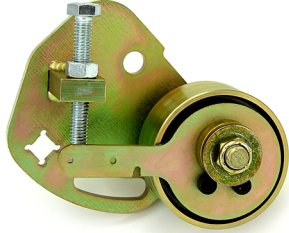




Staybelt Ultimate Timing Belt Tensioner

Centerline Part No. TB350



The new *Staybelt Ultimate* is a mechanical, semi-fixed timing belt tensioner that maximizes the utilization of newer belt technology and eliminates the shortcomings of both factory versions. It is easy to install and fits any 12V V6 engine. A new timing belt should be considered required replacement with any tensioner replacement, and replacement of the water pump and cooling hoses is also advised.

CHECK TIMING BELT EVERY 15,000 MILES; REPLACE TIMING BELT EVERY 30,000 MILES!

IF EXISTING TENSIONER IS HYDRAULIC

- 1) Disconnect battery
- 2) Perform standard timing belt removal (procedure available in factory service manual)
- 3) Remove hydraulic tensioner, spring, and backing plate (parts not re-used)
- 4) Double nut hollow mounting stud and remove (parts not re-used)
- 5) Perform conversion procedure of plugging oil return hole and install conversion stud per TSB 01.93.03
- 6) **If performing cooling system maintenance, now is the time**
- 7) Install new Staybelt tensioner onto engine and tighten securely. Use reducer for a more precise fit (optional)
- 8) Install timing belt and check timing marks
- 9) Check and adjust tension with adjustment bolt to allow approximately 75-90 degrees of twist deflection on the long side of the timing belt (right side cam to crankshaft).
- 10) Turn engine over via crank pulley for 2 complete revolutions and re-check timing and tension. Adjust and repeat as necessary to obtain proper timing and tension.
- 11) Once you are satisfied with tension, securely tighten lock nut on adjustment bolt AND nut on pulley
- 12) Reinstall timing belt covers and accessories
- 13) Road test vehicle

IF TENSIONER IS MECHANICAL AND CAR HAS BEEN CONVERTED PER TSB 01.93.03.

- 1) Disconnect battery
- 2) Perform standard timing belt removal (procedure available in factory service manual)
- 3) Remove mechanical tensioner
- 4) **If performing cooling system maintenance, now is the time**
- 5) Install new Staybelt tensioner onto engine and tighten securely. Use reducer for a more precise fit (optional)
- 6) Install timing belt and check timing marks
- 7) Check and adjust tension with adjustment bolt to allow approximately 75-90 degrees of twist deflection on the long side of the timing belt (right side cam to crankshaft).
- 8) Turn engine over via crank pulley for 2 complete revolutions and re-check timing and tension. Adjust and repeat as necessary to obtain proper timing and tension.
- 9) Once you are satisfied with tension, securely tighten lock nut on adjustment bolt AND nut on pulley
- 10) Reinstall timing belt covers and accessories
- 11) Road test vehicle