



## DAYCO AFTERMARKET TECHNICAL INFORMATION

**Subject:** KTB 414  
OPEL - VAUXHALL  
ASTRA - COMBO - MERIVA -  
CORSA  
Mtr. Y17DT - Y17DTL - Z17DTH

**TI0049EN**

The ISUZU engines up to no. 328704, for the timing belt tensioning and movement transmission, use the **tensioner OE 5636724** (Fig. A), as shown below (Fig. B)

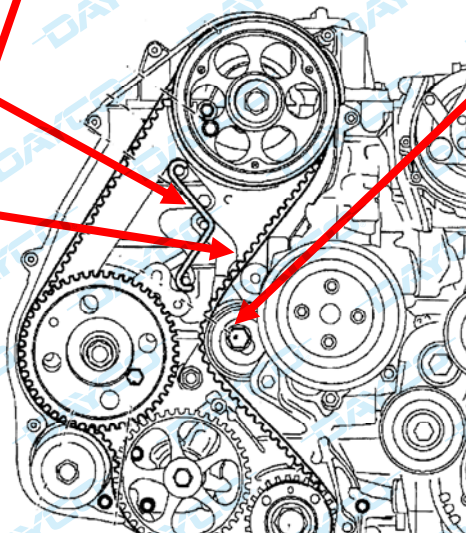


**Fig. A**

tensioner

spring

tensioner bracket



**Fig. B**



engine supporting  
bracket

bearing  
bracket

Subsequently, the ISUZU engines from no. 328705, have used a different type of tensioner, OE 5636403 (Fig. C), as shown below (Fig. D)



Fig. C

spring

tensioner bearing

spring

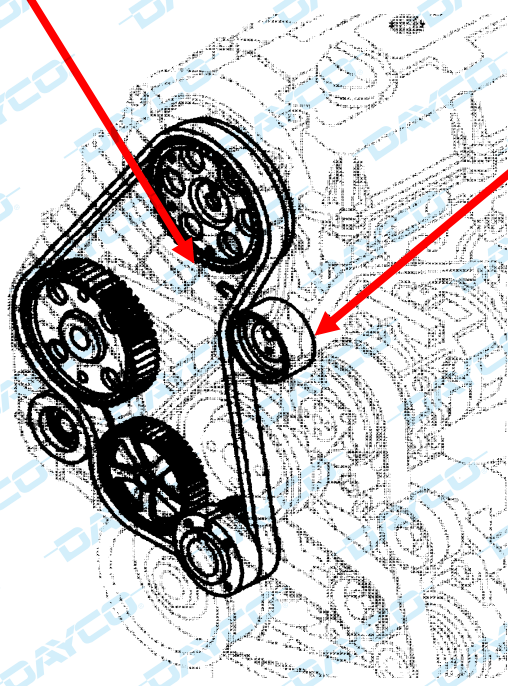


Fig. D



tensioner

pin

The timing belt OE 636227 and the guide bearing OE 636730 remain the same, independently of the engine number.



idler

The **KTB414 kit** allows to install the new tensioner ( Fig. C), including on engines that originally required the earlier bearing (Fig.A), by providing some accessories in the package.

The KTB 414 timing kit includes :

- a **timing belt** 94947 with 131 teeth, 25 mm wide, (OES 636227)
- a **tensioner** ATB2271 (OES 5636403)
- an **idler** ATB2064 (OES 636730)
- **idle fastening screw** ( M12 ) ( a )
- **tensioner fastening screw** ( M10 ) ( b )
- **pin** (OES 5636706) ( c )
- **spacer** ( d )



a b c d

■ If the engine on which the operation is carried out is already equipped with the **new tensioner** (Fig. C), pin “c” and spacer “d” are not to be used.

■ If the engine is equipped with the **old tensioner** (Fig. A), the pin ( c ) on the right-end side of the injection pump toothed wheel will have to be fastened and tightened to a torque of 18,6 Nm, to allow the anchoring of the tensioner spring. In addition, the spacer (d) will have to be used so that the column under which the now removed old tensioner bracket was fastened, has the same length as the remaining two. To avoid the risk of losing the spacer when handling the engine supporting bracket, it is recommended to glue it directly to the column.



pin

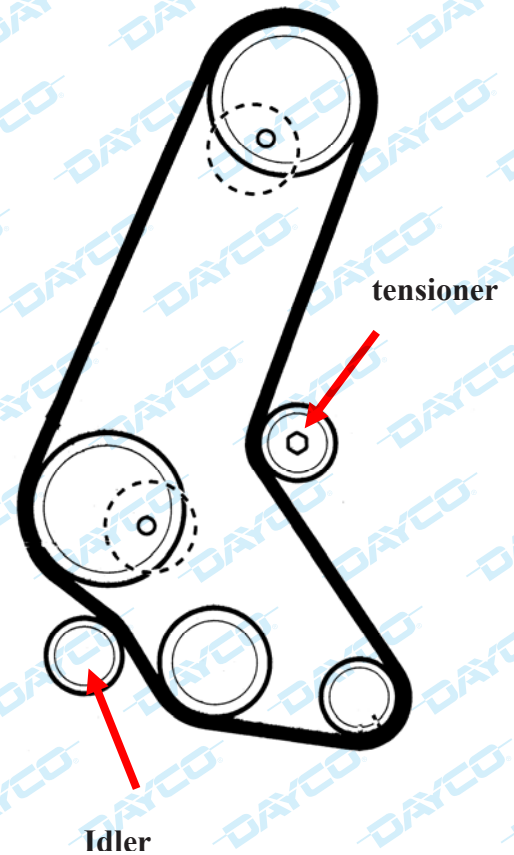
Injection pump toothed wheel



spacer

## TENSIONER ASSEMBLY AND TENSIONING PROCEDURE

- Install the new idler with the relative fastening screw.
- Install the new tensioner, hooking the spring to the pin.
- With an Allen key, rotate the tensioner anticlockwise until the hexagonal hole is positioned at +/- 5 o'clock.
- Tighten the bearing fastening screw.
- Position the timing belt anticlockwise, starting from the driving shaft pinion.
- Loosen the tensioner screw, making sure the tensioner acts correctly on the belt.
- Holding the tensioner in position with an Allen key, tighten the tensioner screw to a torque of 38 Nm.
- Remove the camshaft and injection pump locking nuts.
- Rotate the driving shaft by two turns, and check the top dead centre.
- Loosen the tensioner screw then, holding it in position with the Allen key, tighten the tensioner screw to a torque of 38 Nm.
- Reassemble the other components in the reverse order to disassembly.



Description	OES no.	Dayco no.	Dayco Kit
Timing belt	636227 / 97212727	94947	KTB414
Tensioner	5636403 / 97249945	ATB2271	
Idler	636730 / 97309459	ATB2064	
Timing kit	1606390 / 93188137	KTB414	

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