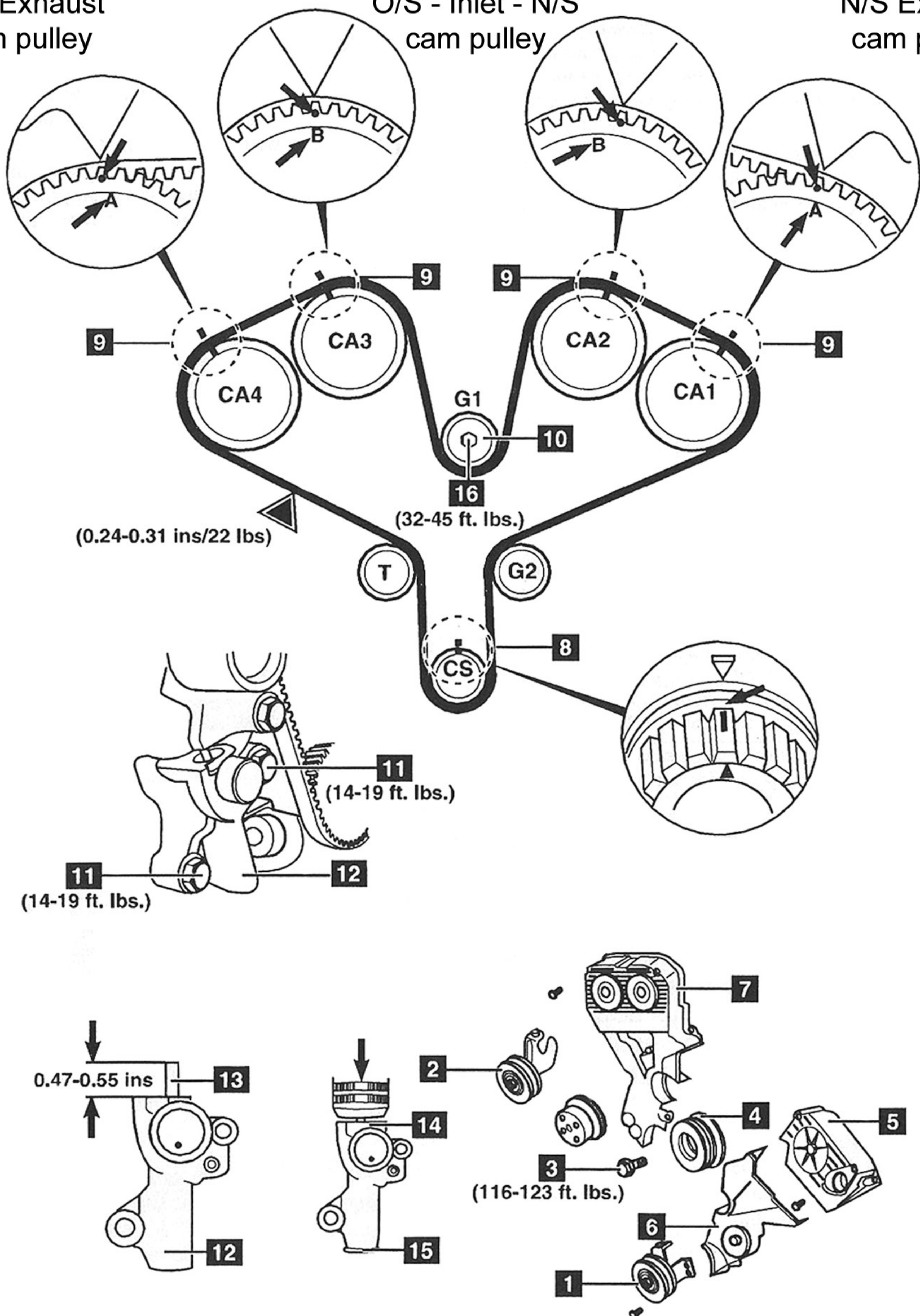


MAZDA BONGO 2.5V6 PETROL

Timing belt information

O/S Exhaust cam pulley O/S - Inlet - N/S cam pulley N/S Exhaust cam pulley



E & O E

Full workshop manual available

Replacement Interval Guide

Mazda recommends replacement every 60,000 miles. The previous use and service history of the vehicle must always be taken into account.

Check For Engine Damage

CAUTION: This engine has been identified as an **INTERFERENCE** engine in which the possibility of valve-to-piston damage in the event of a timing belt failure is **MOST LIKELY** to occur. A compression check of all cylinders should be performed before removing the cylinder head.

Labour Times - 7 hrs (Including cam seals)

Special Tools - NONE

☐ None required.

Special Precautions

- ☐ Disconnect battery ground cable.
- ☐ Do NOT turn crankshaft or camshaft with timing belt removed.
- ☐ Remove spark plugs to ease turning engine.
- ☐ Turn crankshaft in normal direction of rotation (unless otherwise stated).
- ☐ Do NOT turn crankshaft via camshaft or other sprockets.
- ☐ Observe all tightening torques.

Removal Generic description

1. Drain coolant.
 2. Remove:
 - o Air intake ducting.
 - o Accessory drive belt(s).
 - o Cooling fan & pulley.
 - o A/C compressor idler pulley & bracket 1.
 - o PAS idler pulley & bracket 2.
 - o Upper radiator hose.
 - o By-pass hose.
 - o Distributor.
 - o Crankshaft pulley bolt 3.
 - o Crankshaft pulley 4.
 - o Left hand upper timing belt cover 5.
 - o Left hand lower timing belt cover 6.
 - o Right hand timing belt cover 7.
 3. Turn crankshaft clockwise until the crankshaft and camshaft sprocket timing marks 8 & 9 are aligned.
NOTE: Align A marks on exhaust camshaft sprockets and B marks on intake camshaft sprockets.
 4. Remove:
 - o Upper guide pulley (G1) 10.
 - o Timing belt.
 - o Auto tensioner retaining bolts 11.
 - o Auto tensioner 12.
- NOTE:** If re-using old belt, mark direction of rotation with chalk.

IMPORTANT: To maximise timing belt system performance.

It is recommended the timing belt tensioner & idler pulleys are all changed at the same time as the timing belt. The hydraulic tensioner must be carefully inspected as it is not classed as a lifetime component. Replacement of the hydraulic tensioner is recommended. It is also highly recommended that all cam shaft & main crank seals are replaced.

WARRANTY: We can only warranty timing belt components if all parts are changed, as failure can be caused by any of the above. Parts must be fitted by a professional mechanic and a company invoice detailing these works must be provided in the event of any claim.

Installation

1. Ensure crankshaft and camshaft sprocket timing marks 8 & 9 are aligned.
2. Ensure auto tensioner 12 is not leaking or damaged and that pushrod 13 extends 0.47-0.55 ins. If not, replace auto tensioner.
3. Using a suitable press, compress pushrod 13 into tensioner assembly 12 and retain pushrod with a suitable sized pin through hole 14.
NOTE: Place a flat washer 15 under auto tensioner to avoid damage to the end plug. Do not exceed 2200 lbs/in² pressure.
4. Install auto tensioner 12 to cylinder block.
5. Torque tensioner bolts 11 to 14-19 ft. lbs.
6. Install timing belt to sprockets and pulleys in the following order:
 - o Crankshaft sprocket.
 - o Guide pulley G2.
 - o Camshaft sprocket CA1.
 - o Camshaft sprocket CA2.
 - o Tensioner pulley.
 - o Camshaft sprocket CA4.
 - o Camshaft sprocket CA3.
7. Apply hand tension to timing belt, then install guide pulley (G1) 10, torque bolt 10 to 32-45 ft. lbs.
8. Turn crankshaft slowly two turns clockwise until timing marks 8 & 9 are aligned.
9. Remove pin from hole in auto tensioner 12 to release pushrod.
10. Turn crankshaft two turns clockwise until timing marks 8 & 9 are aligned.
11. Apply a load of 22 lbs. at 13, timing belt should deflect 0.24-0.31 ins. If not, repeat installation and tensioning procedure.
12. Install components in reverse order of removal.
13. Torque crankshaft pulley bolt 3 to 116-123 ft. lbs.
14. Refill cooling system.
15. Check and adjust ignition timing.