

# MCK0590 and MCK0592

## NEW TENSIONER

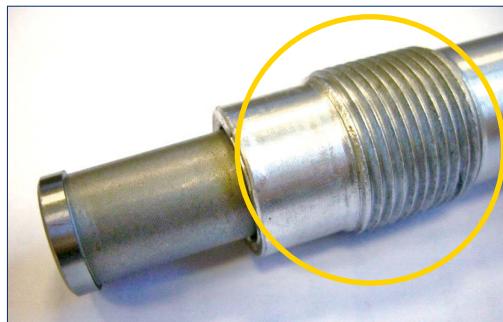
A new version of the tensioner contained in kits MCK0590 and MCK0592 is available.

The previous tensioner, part number **OE 11317797901** (shaft length 63 mm, overall length 86 mm) has been substituted by a new version, part number **OE 11318586699** (shaft length 66 mm, overall length 90 mm).

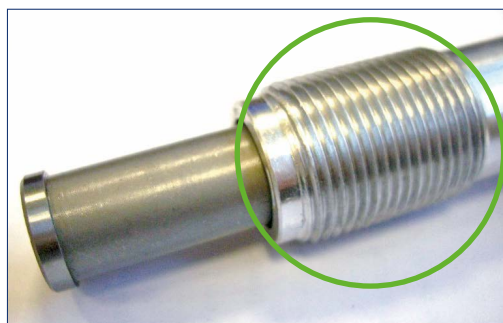
There are two differences between the versions:

1. The threaded section (M22 x 1.5 mm) has been elongated and now extends to the end of the shaft.
2. The plunger is longer (just a few millimetres).

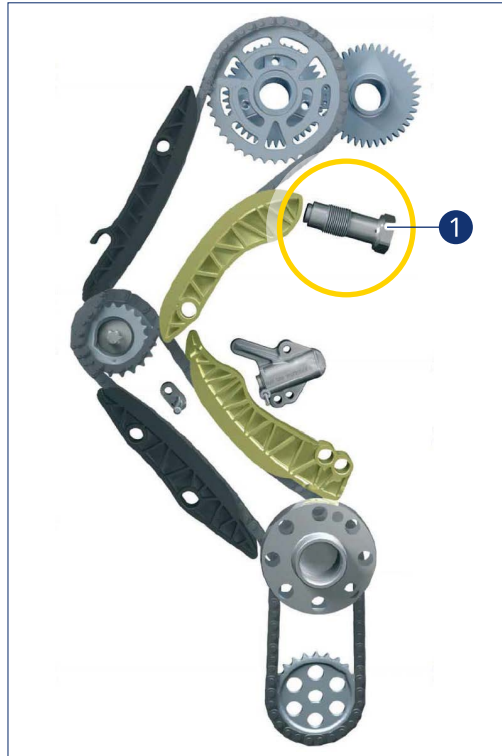
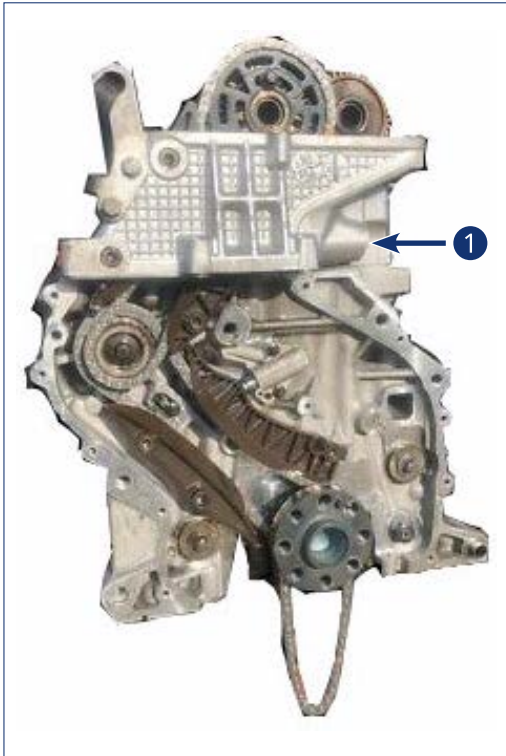
### Old version



### New version

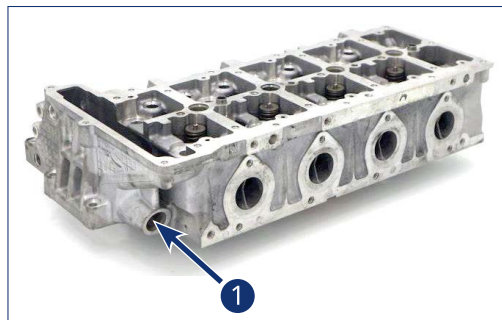


Below is a diagram of the timing system and the position of the tensioner.



**On a limited number of vehicles**, this variation in length of the threaded shaft will require the housing on the head to be modified. This modification will be necessary in order to be able to correctly fit the tensioner.

This image shows the housing of the tensioner on the head.



In the event that when installed into the head, the base of the tensioner (new version) protrudes, it will be necessary to modify the housing by extending the thread.

The operations to follow in order to carry out the necessary modifications are described below:

- Use a threading tool with the following characteristics: M22 x 1.5 mm.
- Rethread the hole, extending the thread for the entire length of the hole (the thread must extend from one end to the other).
- Remove any shavings from the thread and carefully clean the head.
- Reinstall the tensioner, verifying that the surfaces couple.
- Tighten the tensioner to 70 Nm.

Lastly, carefully clean the surfaces to ensure that no debris can enter the engine and the lubrication system.