



febi 46282, 46371 46380, 46281, 46381 46390

**To Fit:**

Various Ford models fitted with the 1.8 TDCi
Lynx engine

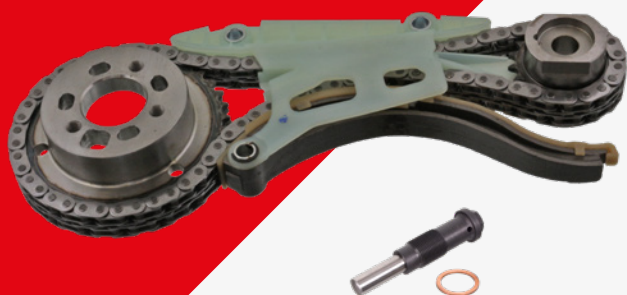


Figure 1



Figure 2

EN

Diesel injection pump drive

Various Ford models fitted with the 1.8 lynx diesel engine (up to year of construction 2008), the crankshaft drives the injection pump via a chain (Fig 1). During any replacement, it is advisable to replace all necessary parts included in the febi chain kit 46390.

Since 2008, the crankshaft has driven the injection pump via a timing belt (Fig 2). This was to reduce friction and weight, therefore lowering fuel consumption and exhaust emissions. This was achieved by using a special timing belt kit (46380), running in oil, which has been made more robust and durable by using a specific rubber compound. In addition, the oil dampens any vibrations that occur and the engine runs even and more smoothly.

**Attention!**

All 1.8 TDCi lynx engines are fitted with a timing belt to drive the camshaft, when this belt is replaced (26117), the injection pump drive belt or chain also requires replacement.

It is imperative to comply with the vehicle manufacturer's recommended service intervals to prevent serious engine damage. Failure to comply with the recommended service intervals for engine oil and timing belt replacement means there is a risk of timing belt damage as the engine oil becomes contaminated reducing its lubricating properties. As a result, the belt may snap, jump or strip teeth due to heavy deposits, leading to engine damage.

The belt material can also become weakened, leading to failure. If the engine oil has become contaminated due to diesel fuel in the oil, during excessive diesel particulate filter (DPF) regeneration, because of a DPF related fault or filling the engine with the incorrect oil grade.

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