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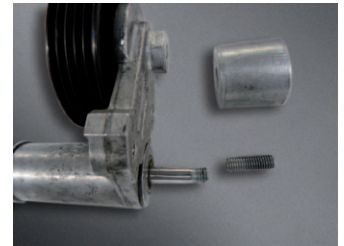
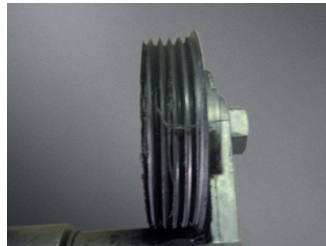
High precision quality



Fits all engines with freewheeling alternator pulley.

>> PROBLEM:

The belt tensioner for multi-v belt is faulty or broken.



>> CAUSE:

The freewheeling alternator pulley has seized.

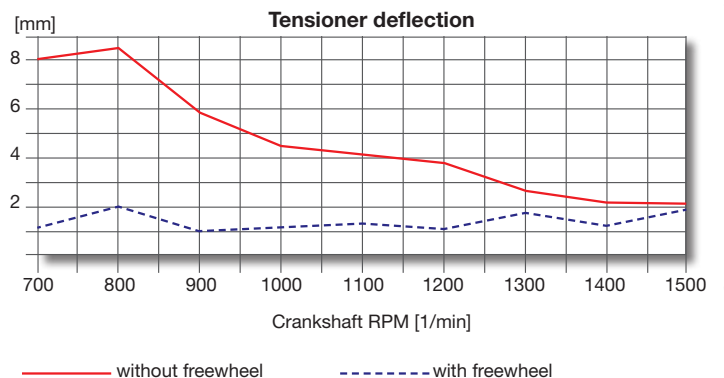
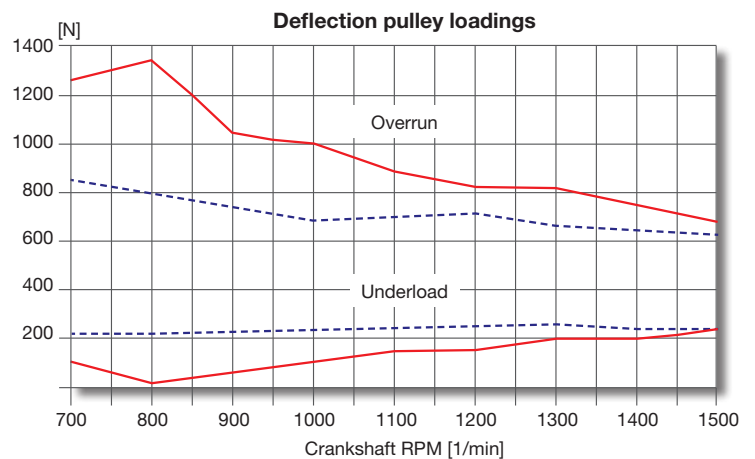
The freewheel located in the belt drive compensates the engine's vibrations. These vibrations can no longer be compensated if the freewheeling alternator pulley seizes. Consequently, it is not possible to achieve smooth belt travel particularly when idling or up to approx. 1400 rpm. The belt tensioner of the multi-v belt is exposed to above-average stress now that the belt begins to chatter. After a very short time or low mileage, the seized freewheeling alternator pulley causes premature failure of the belt tensioner and also of the multi-v belt. Under adverse circumstances this can mean major engine damage.

>> SOLUTION:

When replacing the belt tensioner, you should also replace the freewheeling alternator pulley.

Please note: It is highly recommended to replace the freewheeling alternator pulley at 120.000 km and/or when replacing the belt tensioner.

Freewheeling alternator pulley - measurements on Daimler 4-cylinder CR diesel engine



Subject to technical changes

Source: MTZ Motortechnische Zeitschrift - Edition 58, 1997

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