TENSIONER PULLEY 56119 – IMPORTANT INFORMATION FOR CORRECT ASSEMBLY

TECHNICAL INFO NO. 1014

VEHICLE MANUFACTURER/MODELS:	
Landrover	Freelander
MG	ZS 180, ZT 160, ZT 180, ZT 190
Rover	45, 75, 800

APLLIES TO ENGINES:

2.0 V6, 2.5 V6 (KV6)

APLLIES TO PART NO.:		
RUVILLE-No.:	**OE-No.:**	
56119	LHB 101630	5611950 (set)
		5611970 (kit)

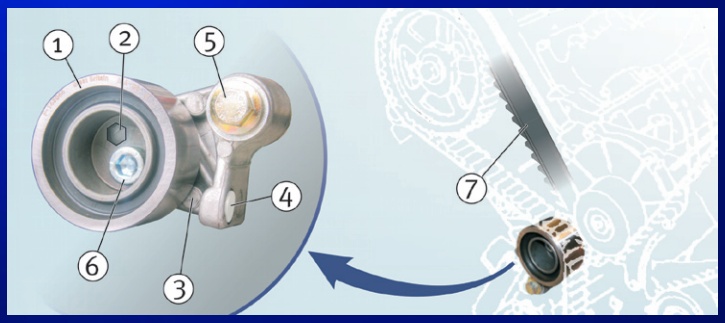

Figure 1: Tensioner pulley 56119 and installation position

IMPORTANT NOTE!
Please note that the pulley (1) is only pre-fitted to the main carrier using a torque of 10 Nm. Therefore once the belt is fitted, the pulley must be securely fixed in place by tightening the fixing bolt (6). Using the tensioner pulley without following the correct installation procedure may result in damage to the engine.

Please consult the manufacturer's documentation for instructions relating to work that precedes or follows the work steps described here. These instructions refer only to changing the tensioner pulley and setting the toothed belt tension.

Key to figure 1:
1) Eccentric tensioner pulley
2) Hexagonal hole in eccentric
3) Main carrier
4) Contact surface of hydraulic damper
5) Bolt for attaching to the engine
6) Bolt for attaching the pulley
7) Measuring point for frequency measurement

Until now, the technical repair instructions for changing the toothed belt have generally been incomplete.

There are two methods of fitting the new tensioner pulley correctly:

1. With a frequency meter
2. Without a frequency meter

We recommend the first method. To do this, you will require a frequency meter, such as the Clavis belt tension meter Type 6
➔ www.clavis.co.uk

Method 1 (with a frequency meter):
1. Fit the tensioner pulley to the engine using bolt (5) (49 Nm) so that the contact surface (4) comes into contact with the damper push rod.
2. Fit the toothed belt in an anticlockwise motion, beginning at the crankshaft.
3. Turn the pulley towards the toothed belt (anticlockwise) using an 8-mm Allen key in the hexagonal hole (2) in the eccentric.
4. Place the frequency meter sensor on the measuring point (7).
5. Strike the toothed belt so that it vibrates. Read off the frequency on the frequency meter. The frequency must be between 75 and 83 Hz.
6. Using the eccentric, correct the tension of the toothed belt until the required frequency value is reached. Ensure the pulley does not go over centre as it might contact the Main Carrier leading to failure.
7. Tighten the tensioner pulley using the bolt (6) (40-50 Nm). Make sure that the tensioner pulley does not twist when tightening.
8. Finally, check the belt tension again (see point 5).
9. Remove the damper pin and rebuild as per the manufacturer's instructions.

1014/0.1/10.2010/PDF-GB

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RUVILLE YOUR PARTNER

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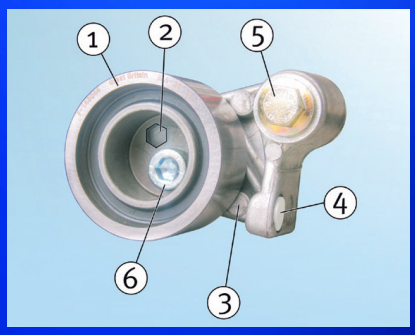

Figure 2: Tensioner pulley 56119

Figure 3: Set 5611950

Figure 4: Kit 5611970

Key to figure 2:
1. Eccentric tensioner pulley
2. Hexagonal hole in eccentric
3. Main carrier
4. Contact surface of hydraulic damper
5. Bolt for attaching to the engine
6. Bolt for attaching the pulley

We recommend that two people carry out the following worksteps.

Method 2 (without frequency meter):
1. Fit the tensioner pulley to the engine using bolt (5) (49 Nm) so that the contact surface (4) comes into contact with the damper push rod.
2. Fit the toothed belt in an anticlockwise motion, beginning at the crankshaft.
3. Insert a long-handled 8-mm Allen key into the hexagonal hole (2) in the eccentric.
4. Using a second 8-mm Allen key, loosen the bolt (6) on the tensioner pulley (1) until the pulley can be twisted.
5. Now slowly turn the Allen key anticlockwise in the hexagonal hole (2). This motion tightens the toothed belt when the contact surface (4) of the tensioner pulley/main carrier moves against the hydraulic damper push rod.
6. Tighten the toothed belt until the locking pin in the damper becomes loose. Do not turn the tensioner pulley (1) over centre during tightening as this may result in damage.
7. Now tighten the bolt (6) on the tensioner pulley (1). Make sure that the pulley does not twist in the process.
8. Wait for two minutes to give the hydraulic damper time to settle. Then check again that the locking pin is still loose inside the damper housing. If the locking pin is not loose, repeat steps 4) to 8).
9. If the locking pin is still loose, tighten the bolt (6) on the tensioner pulley (1) using a torque of between 40 and 50 Nm to secure it in place. Make sure that the pulley does not twist in the process.
10. Check once again that the locking pin is loose. If not, repeat steps 4) to 9).
11. Remove the damper pin and rebuild as per the manufacturer's instructions.

INFORMATION
Beside the individually available tensioner role 56119 you receive from RUVILLE also a suitable set or Kit which contains all necessary components for the replacement of the timing belt drive.

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