

Technical *Info*

Intallation tips: V-ribbed belt (Elast), Ford Fiesta 16V

Practical tips on mounting the self-tensioning elastic belt using a special tool

There is quite a lot that can go wrong when you are replacing the v-ribbed belt in the Ford Fiesta 1.4 l with air conditioning and servo steering.

The elastic belt used here is a self-tensioning v-ribbed belt. It requires no tensioning pulleys or other tensioning elements. However, the special tool included in the ToolKit must be used correctly during mounting. Otherwise, the belt will quickly become damaged: incorrect mounting tools will rip or cut the belt ribs, and the pulley can also be damaged, for example when the mechanic clamps a screwdriver between the pulley and the belt in order to tension the belt. In the worst case, even the outer tension members can tear, causing the belt to fail.

When the vehicle is jacked up and the right front wheel has been dismantled, the line to the power steering must be loosened from the timing belt covering: cut through the cable binder and push the line to one side.



Source: www.wikipedia.de



Picture: ContiTech

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Do not break the retainer clips out of the cover when removing the timing belt cover. It also makes sense to take off the wheel housing cover, as otherwise, its front edge constantly gets in the way. Both belts are separated using a cutter and removed.

The positioning aid from the Toolkit is placed into the large crankshaft pulley in the 6-o'clock position (**Fig. 1**) in order to mount the long v-ribbed belt.

Then first position the belt onto the generator pulley, place it around the compressor pulley, and push it partially from below onto the water pump pulley, first ensuring that the belt is positioned correctly in the pulleys. The belt now lies diagonally on the water pump pulley, which it drives with its back. It is laid onto the positioning aid at the end which protrudes from the compressor pulley and is lifted over the small crankshaft pulley together with the rest of the belt (**Fig. 2**).

The crankshaft is turned further from the 6 o'clock to the 8 o'clock position together with the ratchet, the short extension and the socket (**Fig. 3**).



Fig. 1
Picture: ContiTech



Fig. 2
Picture: ContiTech



Fig. 3
Picture: ContiTech

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At this point, the belt clamps the positioning aid firmly and tensions. Now remove the ratchet and place the bracket directly beneath the generator pulley around the belt, then push the kinked end behind the front attachment support on the generator (**Fig. 4**).

He now uses the ratchet again to turn the crankshaft further from 8 o'clock to the 3 o'clock position.

It's better to use both hands to prevent the belt from slipping off the water pump pulley (**Fig. 5**).

Now turn the crankshaft further with one hand, while using the other to support the bracket and to press the belt onto the water pump pulley. If the positioning aid is at 3 o'clock, it must be removed. But be careful. The belt is still not lying in an aligned position in all the pulleys. The engine must be turned at least two to three times, so that the belt lies evenly and aligned in all pulleys.

Now the small v-ribbed belt is mounted. First insert the positioning aid on the small crankshaft pulley in the 12 o'clock position (**Fig. 6**).

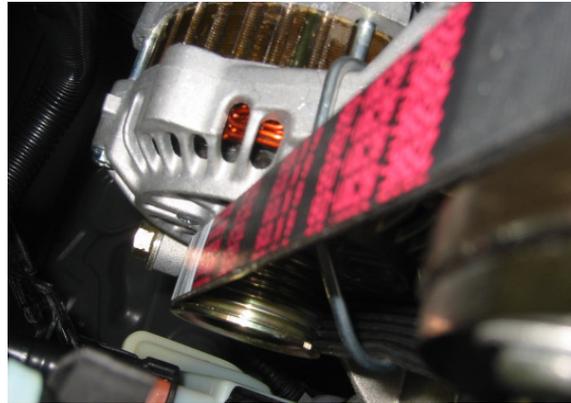


Fig. 4
Picture: ContiTech



Fig. 5
Picture: ContiTech



Fig. 6
Picture: ContiTech

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Then place the belt onto the servo pulley at one end and at the other, place it onto the small crankshaft pulley, so that the positioning aid is held firmly. Here, one should also ensure that the belt is lying correctly on the servo pulley. In order to attach the ratchet, the belt must be pulled out slightly beyond the center of the crankshaft pulley. This means working with both hands (**Fig. 7**).

Now use the ratchet to turn the crankshaft further from 12 o'clock to the 9 o'clock position. The belt is pulled onto the crankshaft pulley, and the positioning aid is then removed. The belt is still not lying in an aligned position on the crankshaft pulley. Again, it is necessary to turn the engine two to three times. After a test run, the covers can be remounted.



Fig. 7

Picture: ContiTech