

Technical *Info*

Retrofitting of the V-ribbed belts on Renault 1.4 /1.6 16 V engines with K4J/ K4M air conditioning

Problem:

The belt is very noisy, wears quickly and exhibits signs of abrasion. Because of the sideways oscillation, the tensile member, including the ribs, might rip out of the belt. If a timing belt starts slipping as a result, this can, in turn, lead to serious engine damage.

Cause:

The V-ribbed belt on older vehicles has six ribs (6 PK 1748).

The new belt has only five ribs (5 PK1750) to set the belt off from the engines more. According to Renault, this new belt should generally be installed.

Solution:

The new 5-rib belt is placed only on the outer grooves of all belt pulleys; the inside groove remains free on all pulleys. In this connection, the generator's overrunning clutch should be checked to make sure that it is functioning perfectly and the hydraulic steering pump checked for axial clearance. (Misalignment!).

Before mounting the belt, remove any abrasion from the grooved pulley using a wire brush.

Fig. 1
Type to be replaced

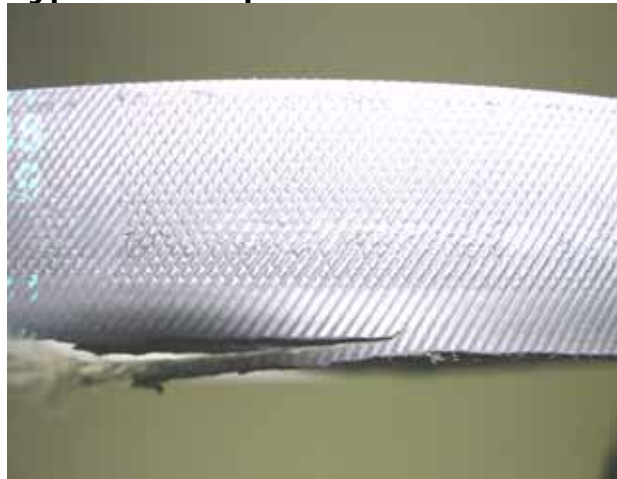


Fig. 2

