

## Tensioner pulley outer ring has become displaced.

### CT1078K1, CT1178K1 for Opel/Vauxhall/Chevrolet 1.7D/CDTI

(A17 DT/DTC/DTE/DTF/DTI/DTJ/DTL/DTN/DTR/DTS, Z17 DT/DTH/DTL/DTJ/DTR, LKR, LUD)

#### Problem:

Noise from the timing belt drive. Misalignment in the belt drive. Timing belt jumps or is torn. One edge of the timing belt is worn down along its entire length (**Fig. A**). The tensioning spring of the tensioning pulley has been partially or completely ground through (**Fig. B**).

Fig. A



#### Cause:

The belt drive is subject to unacceptable tension and heats up excessively. Incorrect tensioning results in the timing belt becoming misaligned and running to one side. Due to the excessive heating, the running surface of the tensioning pulley separates and shifts on the ball bearing (Fig. C). As a result, the tension spring is worn through (Fig. B).

Fig. B



#### Solution:

Depending on the engine code, the tensioning pulley must be finally tightened either at 0° or 60° before TDC. The vehicle manufacturers installation instructions must be followed for the correct engine code.

Fig. C

