



## INITIAL SYMPTOMS

- Damage to the Drive Pulley.
- Movement between the Pulley and Shaft after tightening the nut to the manufacturers specified torque.
- Metallic noise from the timing cover lower sections.
- Low oil pressure.
- Non-operation or damage.

## REPLACEMENT REASON



THE VAUXHALL Y17DT ENGINE SUFFERS WEAR TO THE OIL PUMP AND TIMING PULLEY.

Movement between the Shaft and Pulley's contact faces due to insufficient tightening of the securing nut can affect the Oil Pump longevity. The nut will become loose and not re-tighten resulting in timing or lubrication failure. The OE equivalent has  $3 > 5^\circ$  of movement.

## PREVENTATIVE MEASURES

- During Timing Belt replacement, thoroughly examine the Oil Pump's rotor shaft, rotor drive contact face and behind the drive pulley for wear. If evident, replace all
- Never replace an Oil Pump without a new Pulley and locking nut
- Do not tighten beyond 25nm or 18.5 ft-lbf
- Removing the Pulley is not required during installation of the BGA Pump because it could damage the rotor seal (*Diagram 1*)
- Apply adhesive sealing compound as shown by the dotted area in *Diagram 2*

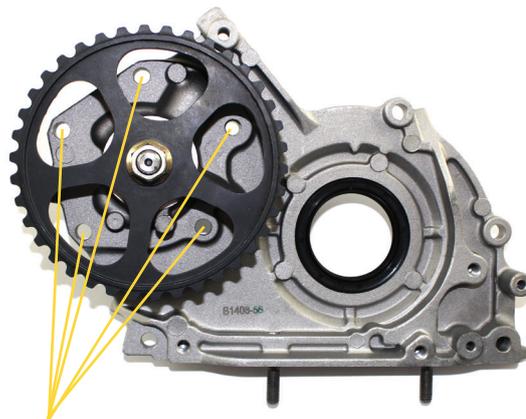
## THE SOLUTION

### BGA HAVE MODIFIED AND IMPROVED THE LP0802K TO OVERCOME MOVEMENT ISSUES.

The rotor and Drive Pulley contact areas have been increased by 72% which reduces the movement tolerance to  $0.5 > 1^\circ$ . The Pulley has been secured and correctly torqued negating the need for removal during installation. (*Diagram 3*)

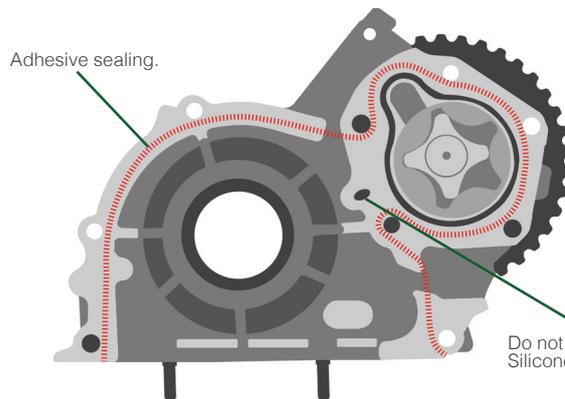
## OIL PUMP MOVEMENT ISSUE

Opel/Vauxhall Y17DT; Y17DTL; Z17DTH; Z17DTL; Z17DTJ Engines.



The bolt holes are accessible; Pulley removal is not necessary.

Diagram 1



Do not apply Silicone in this area.

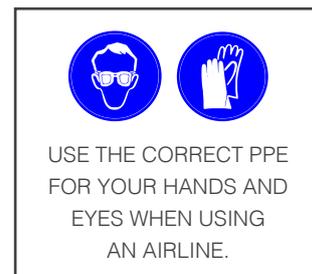
Diagram 2



BGA

OE

Diagram 3



BGA products are to be replaced by an experienced automotive installer. This information is to be used as reference only. Always seek manufacturer specification.

