

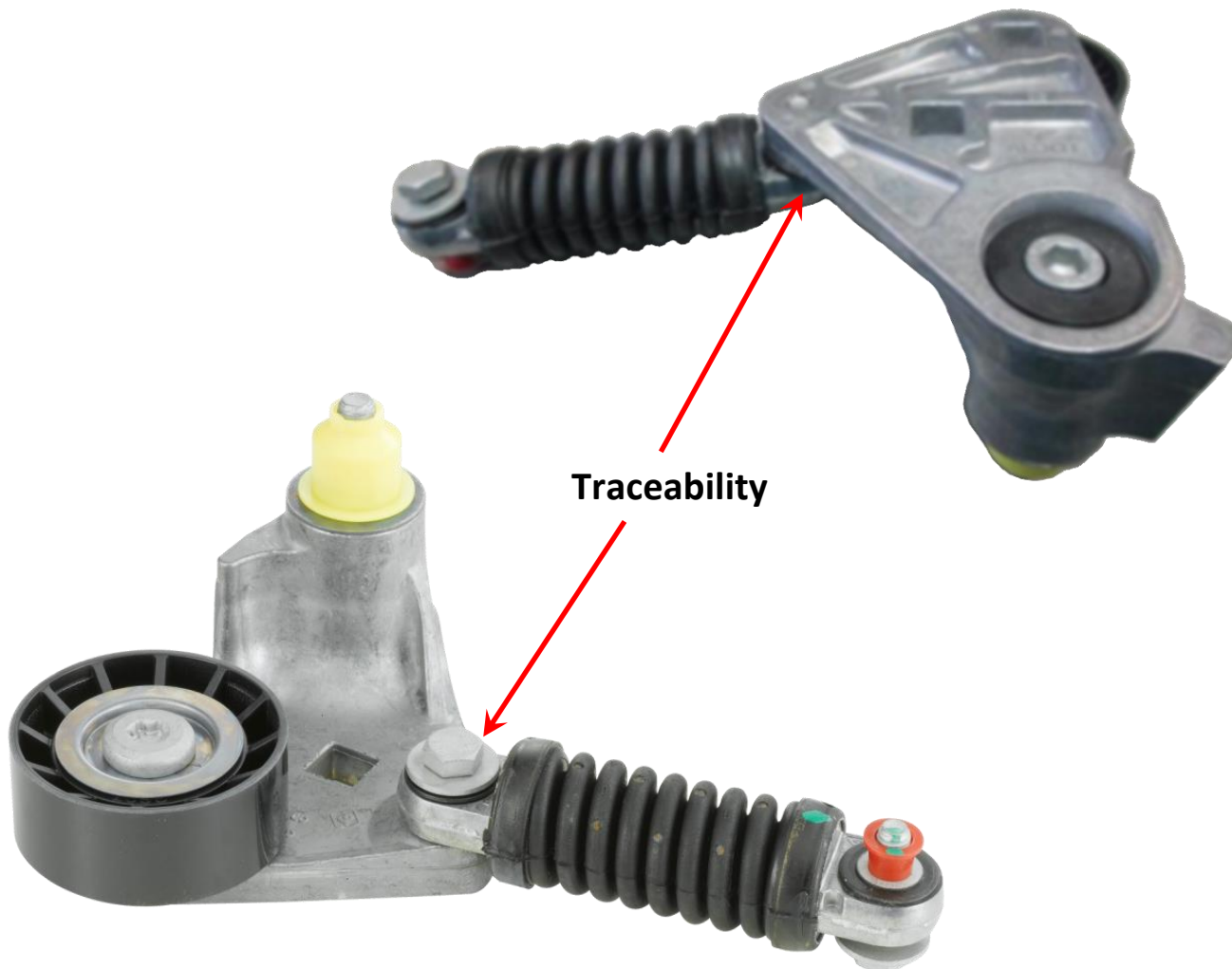


## GA352.59

### Assembly/disassembly recommendations

<b>FORD:</b> Mondeo II (2000, 2000 FL and 2005), <b>JAGUAR:</b> Transit 2000 X-Type and X-Type FL	<b>ENGINES</b> 2.2 TDCi, 2.0 Di, 2.0 TDDi, 2.0 TDdi, 2.0TDCi, 2.0 TDci, 2.0 D, 2.2 D	<b>OE reference</b> C2S27002, 1201181
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### IDENTIFICATION OF BELT TENSIONER ROLLER GA352.59



## COMMON PROBLEMS

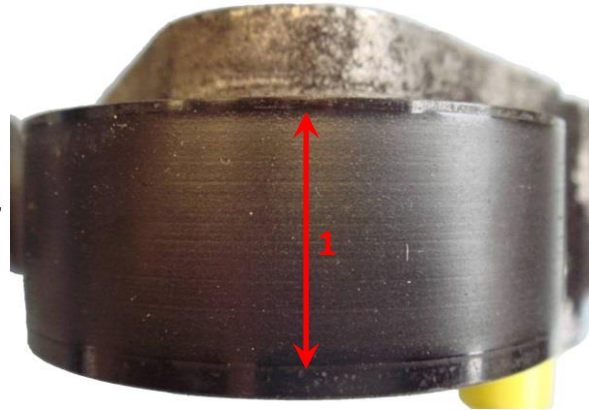
### PROBLEMS WITH RUNNING NOISE AND DAMAGED ROLLERS

#### Probable cause

##### **An incorrectly fitted tensioner roller.**

This is caused by failing to follow installation procedures, in particular the tightening torque, and the use of incorrect tools.

A damaged hydraulic cylinder is one example of what may occur as a result of incorrectly tightening the clamping bolt of the roller before tensioning the assembly.



**Correct operation of the hydraulic damper depends on the orientation in which it is installed. The joint marked with the traceability code must be fixed to the roller assembly.**

##### **A worn or seized overrunning alternator pulley (OAP)**

When worn, the overrunning alternator pulley which allows the alternator to free-wheel may no longer disengage. This causes the belt to jump in an up and down motion and snatch at the tensioner.

GA352.59 is not designed to absorb the violent shocks caused by the bouncing belt, the belt becomes incorrectly tensioned and slips on the rollers (**no. 1**). It can then become misaligned and come into contact with different parts of the engine, which causes noise when the engine is running, this can lead other damaged components in the auxiliary system.



**Failures with GA352.59 are often caused by a faulty overrunning alternator pulley. Overrunning alternator pulleys should be checked or replaced at the same time as the tensioner roller assembly is replaced.**

## Tests to verify the condition of the overrunning alternator pulley

- Engine idling: look to see if the tensioner shows any abnormal movements such as a bouncing up and down movement which makes the belt move up and down
- Engine stopped, belt removed, block the alternator rotor from turning (use a non-metal object to block it). Rotate the pulley by hand, it should only turn in one direction. If it moves in both directions or will not turn in either direction the overrunning alternator pulley should be replaced.

## REPLACEMENT

### Note

Once removed belts should not be re-used

### Special tools

Tensioner roller wrench: OE 303-676

HAZET 400.0375

## REMOVAL

- 1) Rotate the tensioner roller anticlockwise to release the tension on the belt (Fig1).

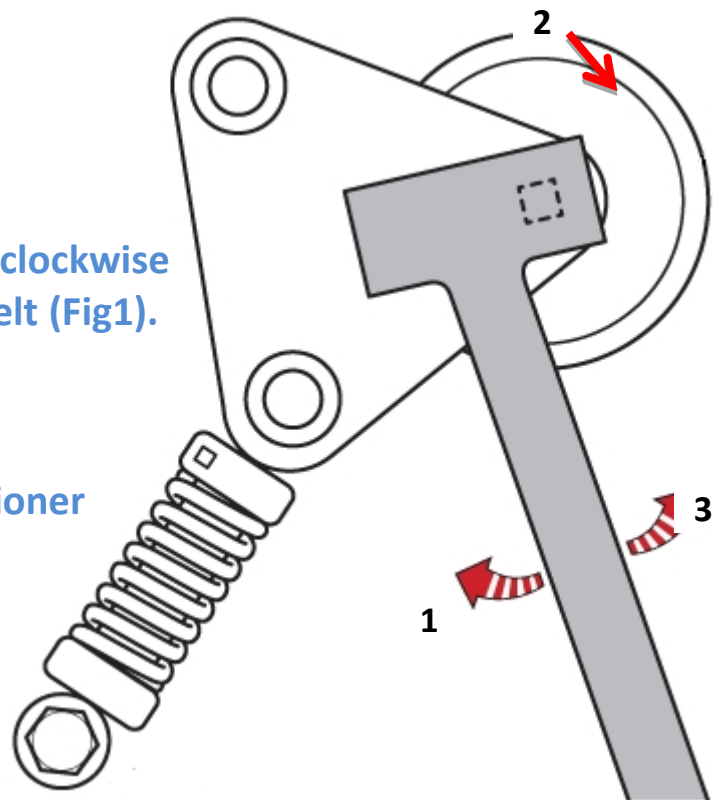
Tool OE 303-676

- 2) Remove the belt from the tensioner roller (Fig2)

- 3) Release the tensioner (Fig3)

- 4) Remove the alternator support bracket and the tensioner at the same time

- 5) Remove the belt



## RE-INSTALLATION

- 1) Install the alternator support bracket and the new tensioner roller assembly at the same time
- 2) Install the alternator support bracket bolts  
Tightening torque: 47 N.m
- 3) Rotate the tensioner fully clockwise (Fig 1)
- 4) Install the new belt
- 5) Release the tensioner (Fig 3)



**Correct operation of the hydraulic damper depends on the orientation in which it is installed. The joint marked with the traceability code must be fixed to the roller assembly.**

### Recommendations

The overrunning alternator pulley is a wearable item, regular checks should be made to verify that it is functioning correctly.

Manufacturers recommend replacing tensioner rollers and pulleys along with the accessory belt at 75000 mile intervals.

At that same time, it is strongly recommended that the overrunning alternator pulley is replaced.

Always follow the vehicle manufacturer's installation procedures and apply the specified tightening torques.

Refer to the vehicle applications in our online catalogue: [eshop.ntn-snr.com](http://eshop.ntn-snr.com)



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**FOLLOW THE RECOMMENDATIONS  
OF THE VEHICLE MANUFACTURER.**

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