



GA359.70

Assembly/disassembly recommendations

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| <p>CITROEN: Berlingo (M49), BX, Dispatch, Evasion, Evasion FL, Jumper, Jumpy, Relay, Synergie, Synergie FL, Xantia (I and II), XM series 2, Xsara, ZX</p> <p>FIAT: Ducato, Scudo, Ulysse (U6), Ulysse FL (U6)</p> <p>LANCIA: Zeta (U60)</p> <p>PEUGEOT: 306 (I and II), 405, 405 restyling, 406, 605 restyling, 806, 806 FL, Boxer I, Expert, Partner, Ranch</p> | <p>ENGINES</p> <p>1.7 D, 1.7 TD, 1.8 D, 1.9 i, 1.9 D, 1.9 TD, 1.9 SD, 2.0 ie, 2.1 TD</p> | <p>OE reference</p> <p>5751-38, 9627860780</p> |
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IDENTIFICATION OF ACCESSORY BELT TENSIONER ROLLER



COMMON PROBLEMS

PROBLEMS WITH RUNNING NOISE

Probable cause

Incorrect fitment.

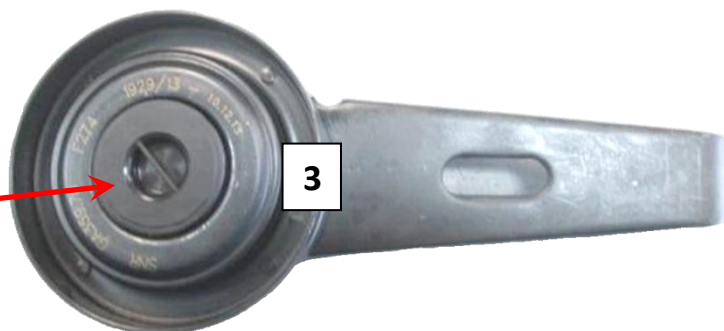
Incorrect fitment normally involves the failure to install the plastic cap supplied with the roller.

Once the roller has been fitted to the engine of the vehicle, it is essential that the cap which is supplied together with the roller is fitted in the centre of the roller. The cap prevents foreign materials such as water and dust from entering the bearing. Without the cap fitted water and dust is likely to penetrate into the bearing, this will degrade the lubricating properties of the grease, causing the bearing tracks (**Fig1**) and rolling elements to corrode and force the lubricant out the bearing (**Fig 2**).



To ensure a tight seal, it is very important to "snap" the plastic cap onto the roller after the roller is fitted and adjusted (**Fig 3**). Without the cap being fitted or with the cap incorrectly fitted, degradation of the bearing will soon occur causing running noise during operation.

Plastic cap installed on the roller



REPLACEMENT

Note

Belts should never be re-used after removal. Always replace the belt.

Special tools

Belt testing tool: OE (C.TRONIC-105.5)

Adjustment value

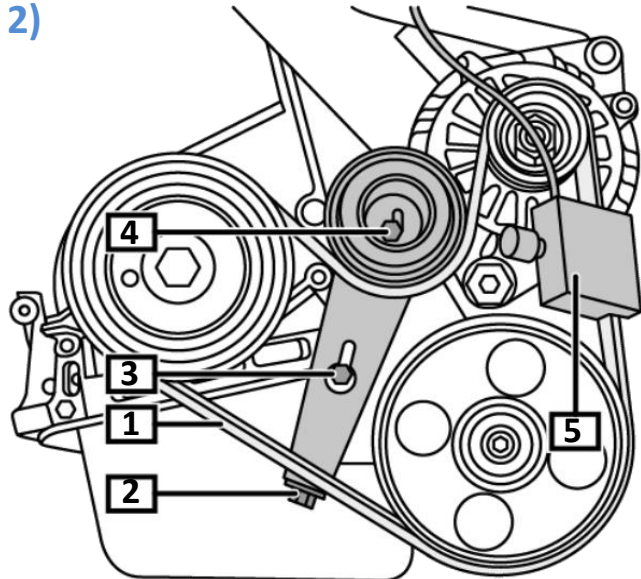
Belt tension: Adjustment value (refer to manufacturer's recommendations)

REMOVAL

- 1) Remove the right front wheel
- 2) Remove the wheel well cover
- 3) Loosen the tensioner roller bolt(s) (Fig 3 and 4)
- 4) Tighten the bolt(s) to the limit (Fig 2)
- 5) Remove the belt (Fig 1)

RE-INSTALLATION

- 1) Install the new belt(s) (Fig1)
- 2) Loosen the bolt(s) (Fig 2)
- 3) Position the belt testing tool (Fig5)



- 4) Tighten the belt until the value 115 ± 10 SEEMs is reached
- 5) Remove the belt testing tool (Fig 5)
- 6) Tighten the bolt(s) securely (Fig 3 and 4)
- 7) Rotate the crankshaft two full revolutions in the direction of rotation of the engine
- 8) Position the belt testing tool (Fig 5)
- 9) Check and adjust the tension of the belt
- 10) Remove the belt testing tool (Fig 5)



Recommendations

Always make sure that the plastic cap is in place, in order to ensure that the roller is tightly sealed.

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



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

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