24 faults and their causes

- Alfa Romeo / Fiat / Opel / Saab: Fault: The idler has melted all round. All: 1.9 JTD. Cause: The reverse of the timing belt has overheated because of a seized water pump and has destroyed the lagging.

- Audi: Fault: The tensioning pulley is not correctly aligned with the belt drive. All: A4 1.8-20V (BSB) to 1999. Cause: Two pulleys of differing thickness (note: even no.) regulate the distance from the engine.

- Audi / VW / Skoda: Fault: The pulley lagging rubs against the tensioning lever. All: 2.5 TDI V6. Cause: The short surface of the lever has accidentally come into contact with the pin.

- Audi / VW / Volvo: Fault: The tensioning pulley is oil-fouled on the inside and has some broken parts. All: 2.7 TDI 5-cyl. Cause: The oil contamination has resulted in the pulley failure (cessive oscillation of the spring). The oil pump housing seal must be inspected.

- Audi / VW / Saab: Fault: The belt for the drive mechanism has torn because of the lack of extra width. All: 1.4 / 1.6/16V. Cause: The tensioning pulley has become misaligned because the bracket was not correctly engaged.

- Audi / VW / Seat / Skoda: Fault: Belt and pulleys/ rollers have overheated after a short period of operation. All: 1.9 TDI /SD without pump nozzles. Cause: The tension is set too low, and the small idler is not fully driven by the belt.

- Audi / VW / Seat / Skoda: Fault: The belt length has changed from 6 PK 1140 to 6 PK 1170 and cannot be fitted directly. All: 16/20TDI. Cause: An additional tensioning element (939503159) has to be used instead of the idler.

- Audi / VW / Seat / Skoda: Fault: The tensioning pulley stub bolt has snapped off. All: 1.4 pump nozzle engines. Cause: The M10 thread has to be screwed into the engine unit until it goes no further so that the tensioning pulley ads correctly all round.

- Audi / VW / Seat / Skoda: Fault: The idler is split in two. All: 4 G engines. Cause: Before final setting to the arrow mark the tensioning pulley must be fully tensioned and detensioned 5x.

- Chevrolet / Daewoo: Fault: The pulley lug on the pulley has snapped off. All: 1.4 / 1.6/16V engines. Cause: The belt may only be tensioned by turning the water pump. The lug should never be pressed against the stop.

- Citroen / Fiat / Ford / Mazda / Mini / Peugeot / Volvo: Fault: The idler shows wear marks. All: 1.6 Diesel. 9 H engines. Cause: The cladding has rubbed on the front of the roller and prevented it from rotating freely.

- Daihatsu: Fault: The belt has frayed against the edge. All: Cooee. Move 0.8. Cause: Not a technical fault since a Kevelar tension member has been used.

- Ford: Fault: The pulley in the kit is of a different design. Transit 2.5 Sti. Cause: Only the new design is now used.

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- Hyundai / Kia / Mitsubishi / Proton: Fault: The idler is split in the middle. All: 4 G engines. Cause: The tensioning spring has been incorrectly mounted, resulting in it rubbing against the lagging.

- Mitsubishi / Volvo: Fault: The tensioning pulley shows a groove caused by seizing. All: 1.6 GDI. Cause: Wrong rotational direction when tensioning.

- Opel: Fault: The pulley in the kit is of a different design. All: 1.7 DTI up to engine no. 328703. Cause: Only the new pulley design is now used. The modified engine bracket must be used with this.

- Opel: Fault: The tensioning pulley generates noise after a short time running, especially when cold. All: 1.4 / 1.6 / 1.8 / 2.0- / 8V engines. Cause: The eccentric was set too low, and the small idler was not tensioned correctly. (Comply precisely with fitting process.)

- Rover MG: Fault: The tensioning pulley becomes misaligned under the load on the bracket plate and seized. All: 1.7 / 1.8 70 and 1.9 D / DTi / DCI. Cause: After adjustment, the tensioning pulley has to be tightened to 40 - 50 Nm, and the holes on the arm has to be correctly positioned.

- Renault: Fault: The tensioning pulley becomes misaligned under the load on the bracket plate and seized. All: 1.7 / 1.8 70 and 1.9 D / DTi / DCI. Cause: After adjustment, the tensioning pulley has to be tightened to 40 - 50 Nm, and the holes on the arm has to be correctly positioned.

- Renault: Fault: The belt frays at the sides. All: 1.4 / 16-16V. Cause: From MY 2001 onwards a PK 755 must be used, and the inner groove of the pulley remains unoccupied.

- Renault: Fault: The tensioning pulley becomes misaligned under the load on the bracket plate and seized. All: 1.7 / 1.8 / 2.0 and 1.9 D / DTi / DCI. Cause: After adjustment, the tensioning pulley has to be tightened to 40 - 50 Nm, and the holes on the arm has to be correctly positioned.

- Rover MG: Fault: The tensioning pulley becomes misaligned under the load on the bracket plate and seized. All: 2.0 / 2.5 V6. Cause: The tensioning pulley is only initially fitted in the factory and has to be tightened to the arm to 40 - 50 Nm after adjustment.

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