Continental
The Future in Motion

○ OK ✗ Not OK

24 faults and their causes

Alfa Romeo / Fiat / Opel / Saab

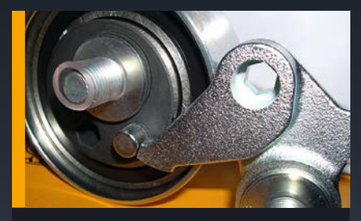
Fault: The idler has melted all round.
All: 1.9 JTD

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 (B5) to 1998

Cause: Two pulleys of differing thickness (note man. 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: 2.5 TDI 5-cyl.

Cause: The oil contamination has resulted in the pulley failure (excessive oscillation of the spring). The oil pump housing seal must be inspected.

Audi / VW / Seat / Skoda

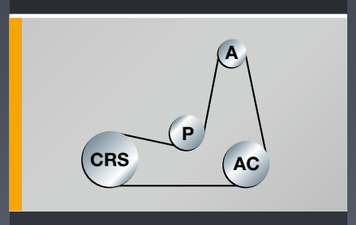
Fault: The belt for the drive mechanism has torn because of the lack of extra width.
All: 1.4- / 1.6-16V

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 / SDI without pump nozzle

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 1070 and cannot be fitted directly.
All: 1.6 / 2.0 TDI

Cause: An additional tensioning element (038903315AH) has to be used instead of the idler.

Audi / VW / Seat / Skoda

Fault: The tensioning pulley stud bolt has snapped off.
All: 1.9 pump nozzle engines

Cause: The M10 thread has to be screwed into the engine until it goes no further so that the tensioning pulley sits correctly all round.

Audi / VW / Seat / Skoda

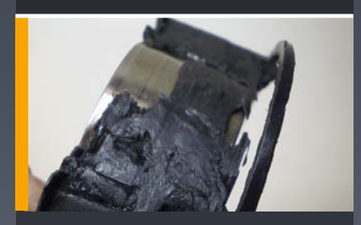
Fault: Belt drive generates noise when running, especially when cold.
All: 1.6- / 2.0-8V engines from 1995

Cause: Before final setting to the arrow mark the tensioning pulley must be fully tensioned and detensioned 5x.

Chevrolet / Daewoo

Fault: The pointer lug on the pulley has snapped off.
All: 1.4- / 1.5- / 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: Cuore / Move 0.8

Cause: Not a technical fault since a Kevlar tension member has been used.

Ford

Fault: The pulley in the kit is of a different design.
Transit 2.5 DI

Cause: Only the new design is now used.

Ford

Fault: The pulley in the kit is of a different design.
All: 1.25- / 1.4- / 1.6-16V from 4/97

Cause: Only the new design is now used.

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: 1.8 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 pulley generates noise after a short time running, especially when cold.
All: 1.4- / 1.6- / 1.8- / 2.0-16V engines

Cause: The eccentric was not tensioned counter-clockwise, and the pointer setting is much too low. (Comply precisely with fitting process.)

Opel / GM

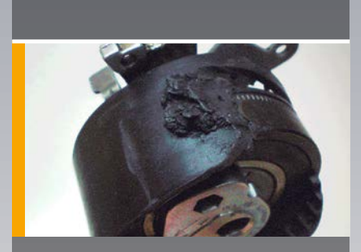
Fault: The pulley in the kit is of a different design.
All: 1.7 D

Cause: Only the new pulley design is now used. The sheet metal design is no longer used.

Opel / Renault / Saab

Fault: The belt components become overheated after a short period of running (pulley seizure).
All: 3.0 DTI V6

Cause: The upper idler must be fitted with the projecting inner flange facing towards the engine.



Renault

Fault: The tensioning roller shows pronounced indications of melting on the lagging.
All: 1.2-16V

Cause: Wrong rotational direction when tensioning.

Renault

Fault: The belt frays at the sides.
All: 1.4- / 1.6-16V

Cause: From MY 2001 onwards a PK 1750 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 seizes.
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 hole on the arm has to be correctly positioned.

Rover MG

Fault: The tensioning pulley becomes misaligned under the load on the bracket and seizes.
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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