



TECHNICAL BULLETIN 014

24/04/2006

FIAT 1.6 PETROL ENGINES / SYNCHRONOUS DRIVE / TENSIONER INFO

EXPLANATION:

On OE(S) level the synchronous tensioner for these engines has changed already three times. Our kit has always reflected those changes in the course of the years. Since the latest evolution looks quite different to the previous one, we want to give this overview.

OVERVIEW:

Fig. 1 tensioner in kit until 08/2004	OE ref. 46792898
Fig. 2 tensioner in kit from 09/2004 until 11/2005	OE ref. 46416489
Fig. 3 tensioner in kit as of 12/2005	OE ref. 71734799

INSTALLATION:

The latest version that is now used on OE(S) level replaces the two previous parts. It may be possible that the tensioner on the car is still an older model. There is no problem to install the latest version tensioner with the old stud and nut. Although the depth of the fixing hole (A) of the tensioner is deeper and the stud stays the same, there is still enough room on the stud to fix the nut properly, see Fig. 5 (B).



BULLETIN

GATES REFERENCE:

5432XS and related kits.

MAKE:

FIAT
LANCIA

MODEL:

Albea, Brava, Bravo, Dedra, Delta, Doblò, Lybra, Marea, Multipla, Palio, Siena, Stilo, Strada.

MOTOR:

1.6 petrol.

MOTOR CODE:

178B3000, 178C7098, 178D2011, 182A4000, 182A6000, 182B5098, 182B6000, 182B6000CNG, 182B6024, 185A3000, 186A3000CNG, 186A4000.



FIG. 1



FIG. 2



FIG. 3



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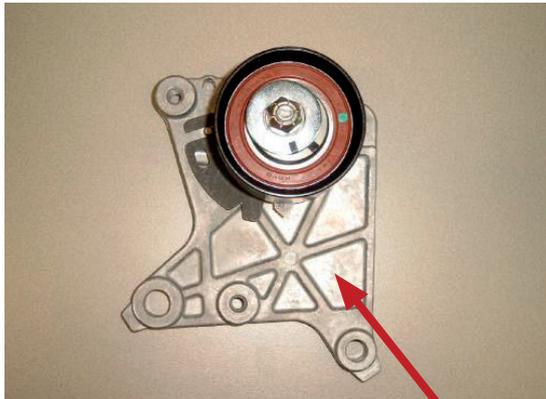


FIG. 4

C

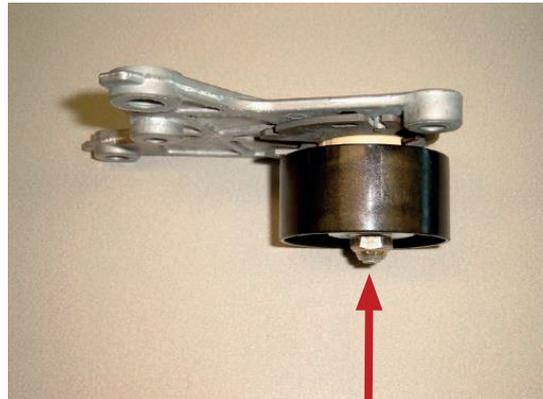


FIG. 5

B



FIG. 6

E



FIG. 7

D

F

Fig. 4 and Fig. 5 show the latest version of the tensioner fixed on the bracket.

Normally this bracket (C) is mounted on the engine block and does not have to be removed.

To lock the tensioner, position the open oblong hole in the base plate of the tensioner on the pin on the bracket (Fig. 6).

When the belt and the tensioner are replaced, following the installation instructions inserted in the kit, and after two engine revolutions, the pointer (D) has to be in the middle of the "V" in the base plate of the tensioner (E). At that moment the two black marks (F) will also be aligned. Only then the tensioner is correctly installed.



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In the actual kits you find the tensioner (Fig. 8) on which we have changed the black marks into a new positioning system. The indicator of the correct position is a point in relief.

Not in the correct position:

In the correct position:

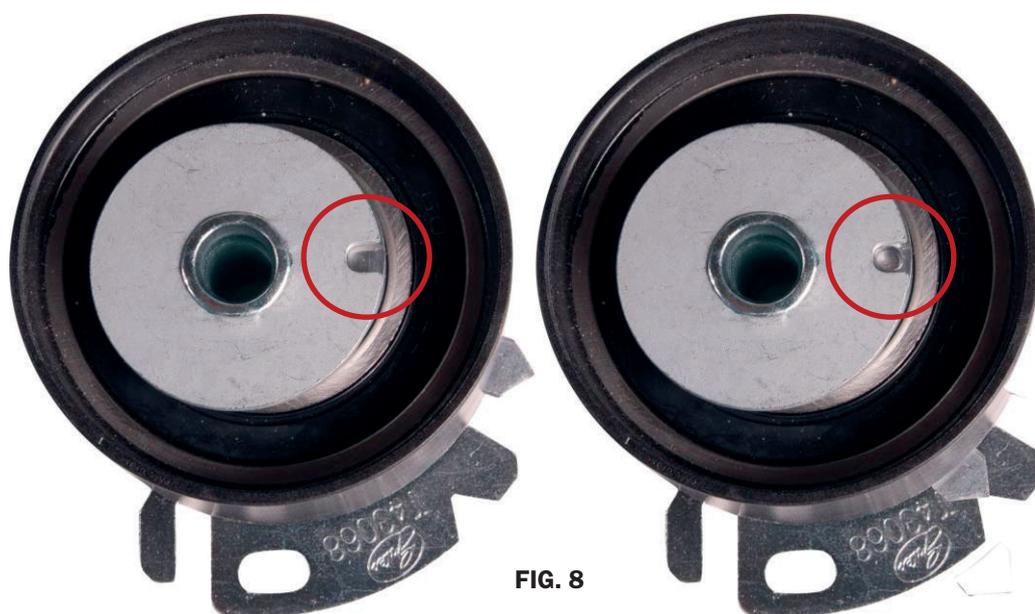


FIG. 8