

Technical *Info*

Installation tips for tension pulleys: CT 870 K1, CT 873 K1, CT 975 K3 – Opel 1.4/ 1.6/ 1.8/ 2.0-16V

Problem:

The tension pulley makes noises after operating a certain amount of time. In subsequent operation, the arrester can break and the belt loses its tension. As a rule, this results in damage to the engine!

Cause:

When cold, the pointer on the tension pulley no longer points to the mark and hits on the cold stop after each combustion cycle (noises).

Solution:

Opel/GM specifies a special process for setting the tension when a timing belt is changed:

When tensioning, the adjusting cam is to be turned **counterclockwise** (to the left). The timing belt drive must be rotated **2x** by hand with **fully tensioned** tension pulley. Only **after this has been done** is the tension to be set by **turning the cam to the right** to the "new" mark.

This must be done to ensure that the timing belt is "set".

Pointer position too low



Full stop setting



Final setting

