



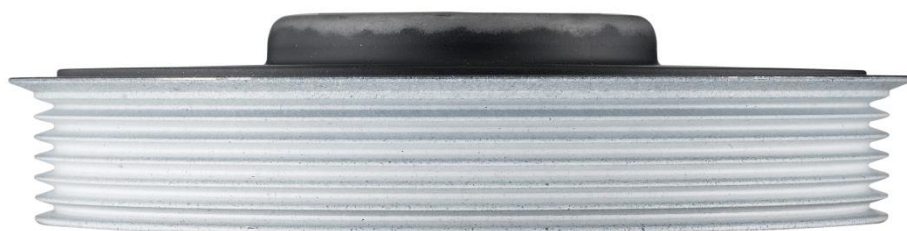
DPF359.03

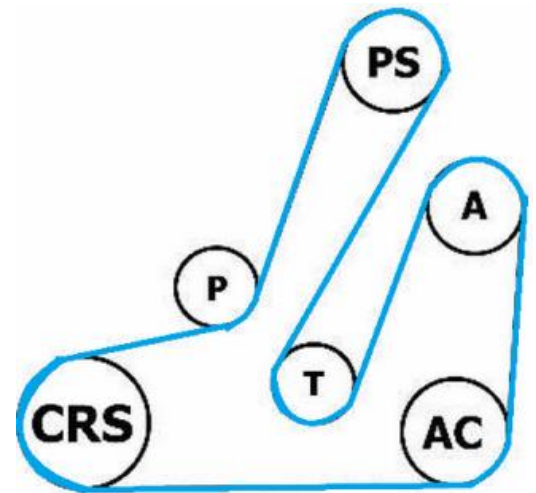
Assembly/disassembly recommendations

PEUGEOT: 206, 306 II, 307, 406, 607, 806, 807, Boxer, Expert, Partner, Ranch, 2008	ENGINES 2.0, 2.0HDi, 2.2HDi, 1.9D	OE reference 9467597180, 0515-V6
CITROËN: Berlingo, C5, C8, Dispatch, Evasion, Jumper (I and II), Jumpy, Relay (I and II), Xantia, Xsara, Picasso		
FIAT: Ducato, Scudo, Ulysse		
LANCIA: Phedra		

IDENTIFICATION OF CRANKSHAFT PULLEY DPF359.03

Traceability
DPF359.03





COMMON PROBLEMS

PULLEY VIBRATION PROBLEMS

Probable causes

Failure of another component in the belt system

Other parts in the belt system being misaligned or defective:

CRS	Crankshaft	T	Tensioner roller
P	Return pulley	PS	Power steering pump
A	Alternator	AC	Air-conditioning compressor



- The overrunning alternator pulley should be replaced at the same time as the belt, otherwise the belt system might become misaligned.
- A misaligned accessory belt can cause major engine damage

BROKEN MOUNTING BOLT

Probable causes

If the mounting bolt is incorrectly tightened

The crankshaft pulley mounting bolt must be tightened and torqued to the manufacturer's specifications.

The bolt must be installed using a thread locking compound.

Failure to do so may result in the pulley becoming noisy and the retaining bolt snapping.

The bolt is **M14**.



The correct tightening of the bolt is absolutely essential. The manufacturer's specifications must always be followed.



RECOMMENDATIONS

- When checking the belt, also check the overrunning alternator pulley at the same time.

To find the right part number for your application, check the NTN-SNR "Accessory" catalogue.

- Use the correct tools to remove and reinstall the overrunning alternator pulley to ensure the system performance.
- Check that all accessories are in good working condition.

REPLACEMENT OF THE DAMPER PULLEY

Safety precautions

- Always use a new retaining bolt.
- Never rotate the crankshaft without the accessory belt.

Special tools

- Torque wrench
- HAZET tool set: (pulley extractor)
Ref.1789N-1 for pulley removal



REMOVAL

- 1) Disconnect the battery
- 2) Remove the right front wheel
- 3) Loosen the tensioner roller

Use a wrench to turn the roller anti-clockwise and then lock it in place by inserting a pin into the holes intended for that purpose.

- 4) Remove the accessory belt
- 5) Remove the old crankshaft pulley

Use a HAZET or similar extractor.

- 6) Clean off any dirt from the crankshaft.

RE-INSTALLATION

Install the new pulley by putting back the parts you removed in reverse order
Remember to apply thread locking compound to the new bolt.

Recommendations

It is strongly recommended that the overrunning alternator pulley is inspected along with the damper pulley at 60,000-km (50,000 miles) intervals or whenever the belt tensioner is replaced.

Check the belt starting from the tensioner roller in order to make sure there is no damage, such as wear, tears, cracks or contamination from oil or coolant.

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



Scan this QR code to access our online catalogue.

FOLLOW THE RECOMMENDATIONS
OF THE VEHICLE MANUFACTURER

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