

VTT227 & VTT263 Timing Belt Kits**Automatic Tensioner Failure**

We have recently received several claims under the Motaquip Safeguard warranty scheme due to the failure of the OE automatic tensioner assembly a short time after fitting. This issue has been thoroughly investigated and it has been established that there is no manufacturing quality problem with the OE tensioner. The damage caused to the tensioner can only be caused by an incorrect fitting technique.

Following the publication of this Technical Bulletin any further claims for VTT227 and VTT263 as a result of failure to follow these fitting notes (resulting in damage illustrated by the first picture) will not be covered under the Safeguard warranty scheme.

Please convey this information to all of your customers.

Returned damaged tensioner

This bulletin will summarise the correct alignment of the tensioner. For full fitting instructions please consult an up to date vehicle manufacturer approved workshop manual.

Summary of correct fitting procedure:

1. The engine must be at room temperature.
2. The engine must be put at TDC turning the engine clockwise only.
3. The tensioner securing nut must only be torqued to 23Nm.

Setting the tension

There are two important points to ensure that the tensioner is set up correctly.

1. When setting the tension the pointer must be central between the marks as shown. Incorrect alignment will mean the belt is either over or under tensioned.



2. The index tab must be located properly in its slot on the engine. Failure to do this will result in the belt suddenly losing tension.



Final check

Once the tension has been set, rotate the engine clockwise for two revolutions to check that the pointer is still central and the index tab has not slipped.

Thank you for your continued support.

Motaquip Product Support

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