

Different tensioning pulleys depending on design of crankshaft drive sprocket (round or oval)

Various Ford/ PSA/ Volvo 1.6L diesel, article nos. CT1162K2/ K3/ K4 and WP2/ WP3/ WP4

Problem:

Different vehicle manufacturers use different timing belt kits with three different tensioning pulleys (V56664, V56675, V56676) that all look the same (**Fig. 1**). The catalogs usually list two different timing belt kits for each vehicle, with the selection depending on the year of manufacture. However, the year is not always a reliable way to determine which is needed: to make sure, check the shape of the crankshaft drive sprocket (oval or round design). Installing the wrong kit may result in noise or, in the worst case, failure of the belt drive.

Cause:

Different tensioning pulleys have different tension spring rates. The rate must be suitable for the crankshaft drive sprocket installed at the factory. In recent years, the manufacturer has brought in an optimized timing drive with an "oval" sprocket. The two designs of sprocket look the same at first glance. To see which it is, take it off and check whether there is a recess drilled in the back (**Figs. 2 and 3**).

Solution:

For the crankshaft sprocket with no recess (round design, **Fig. 2**), always use the timing belt kit CT1162K2/ WP2 with tensioning pulley V56664. If the sprocket has a recess (oval design, **Fig. 3**), you need **either** kit CT1162K3/ WP3 with tensioning pulley V56675 **or** kit CT1162K4/ WP4 with tensioning pulley V56676 (if both kits are listed for the vehicle, it is the year of manufacture which is the decisive point; to be sure, check the part number on the back of the tensioning pulley).

Fig. 1



Tensioning pulleys V56664, V56675, V56676 (all look the same)

Fig. 2

Round drive sprocket



Fig. 3

Oval drive sprocket

