

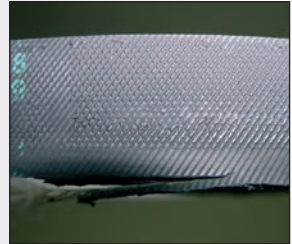
Replacing **6PK1748 with 5PK1750**

Renault 1.4/1.6 16V with K4J/K4M AC system

Converting the V-ribbed belts

Problem:

The belt is very noisy, wears quickly and exhibits signs of abrasion. The tensile member and ribs can be torn out of the belt by edge contacts. This can lead to serious engine damage if the timing belt jumps off a pulley.

**Cause:**

The V-ribbed belt on older vehicles has six ribs (6PK1748). The new belt has only five ribs (5PK1750) to increase the distance from the ancillary units. According to Renault, this new belt should generally be installed.

Solution:

Position the 5-rib belt only on the outer grooves of all belt pulleys; the inside groove must remain free on all pulleys. In this connection, the generator's overrunning alternator pulley should also be checked to make sure that it is functioning perfectly and the hydraulic steering pump checked for axial play (misalignment). Before mounting the belt, remove any abrasion fines from the grooved pulley using a soft wire brush.

