

Technical *data*

CT 1014 K3 retrofitting kit for diverse Opel/ GM 1.7 DTI (up to engine number 328703)

Problem:

The new pulley does not fit into the slot for the old idler pulley. The engine support bracket is now positioned at a slant to the engine and can no longer be screwed onto it.

Cause:

According to "Opel TIS", the old, mechanical idler pulley from CT 1014 K1 can no longer be used. Across the board the new type is being installed instead (as is the case ex works as of engine number 328704).

Solution:

To mount the new pulley, an enclosed stay bolt has to be screwed in to the right of the injection pump wheel. This now serves as the catch for the modified pulley spring.

The old engine support bracket must also be replaced with the likewise enclosed new type. This is necessary because with the new pulley there is no longer any base plate, which also previously served as spacer plate for the engine retainer. Screws should be tightened to a torque of: **49 Nm**

Fig. 1

old idler pulley from CT1014 K1



Fig. 2

new idler pulley from CT1014 K3

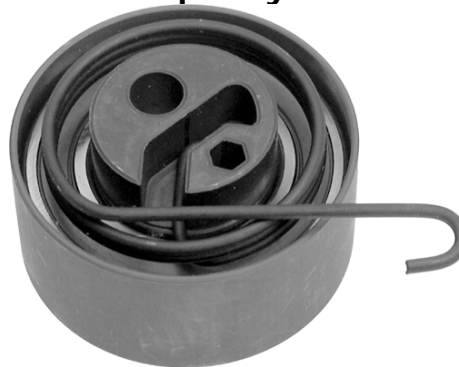


Fig. 3

engine support bracket

