

Subject: PowerGrip® Kit K015432XS for Fiat and Lancia 1.6 petrol engines

On OE(S) level the synchronous tensioner on these engines has changed already three times. Our kit has always reflected those changes in the course of the years. Since the latest evolution looks quite different to the previous ones, we want to give this overview.

Overview

Fig. 1 tensioner in kit until 08/2004

Fig. 2 tensioner in kit from 09/2004 until 11/2005

Fig. 3 tensioner in kit as of 12/2005

OE ref. 46792898

OE ref. 46416489

OE ref. 71734799



Fig. 1



Fig. 2

Business Development

European Aftermarket



Fig. 3

A

Installation

The latest version that is now used on OE(S) level replaces the two previous parts.

It may be possible that the tensioner on the car is still an older model. There is no problem to install the latest version tensioner with the old stud and nut. Although the depth of the fixing hole (A) of the tensioner is deeper and the stud stays the same, there is still enough room on the stud to fix the nut properly, see Fig. 5 (B).



Fig. 4

C



Fig. 5

B

Fig. 4 and Fig. 5 show the latest version of the tensioner fixed on the bracket. Normally this bracket (C) is mounted on the engine block and does not have to be removed.

Business Development

European Aftermarket

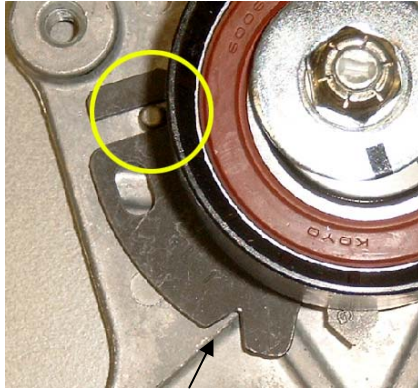


Fig. 6 **E**



Fig. 7 **D F**

To lock the tensioner, position the open oblong hole in the base plate of the tensioner on the pin on the bracket (Fig. 6).
When the belt and the tensioner are replaced following OE guidelines⁽¹⁾ and after two engine revolutions, then the pointer (**D**) has to be in the middle of the "V" in the base plate of the tensioner (**E**).
At that moment the two black marks (**F**) will also be aligned. Only then the tensioner is correctly installed.

Should you have any further questions or remarks, please don't hesitate to contact us.

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(1) See also attached installation instruction which will be included in our K015432XS as of June