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Technical Bulletin

Renault 1.4/1.6 16V Petrol Engines

GATES REFERENCE :	5501XS/K015501XS/K025501XS/KP15501XS
MAKE :	DACIA / NISSAN / RENAULT
MODEL :	Thalia, Kubistar, Clio, Kangoo, Laguna, Megane, Modus, Scenic, Twingo
ENGINE :	Petrol 1.4 16V, 1.6 16V
ENGINE CODE :	K4J/K4M



Through our field visits several issues have come to light regarding this application and the installation of these kits.

Excessive play on the water pump bearing often occurs, causing the belt to track forward and force the camshaft pulley flanges to detach and enter the drive system, ultimately causing belt failure.

Also previous mechanical damage to the flanges can lead to this result (Fig.1).

The camshaft pulley design has changed on later engines (but OE ref. remained the same), preventing this failure mode.



Flange detached

Fig. 1

We would recommend that the water pump is inspected and if necessary replaced using the water pump kit KP15501XS if applicable.

When changing the water pump, make sure the correct bolts/washers are used and torqued up to the correct value. Fig. 2 shows that the space between the water pump bolt and the tensioner pulley is quite small.



Fig. 2





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Incorrect parts, or bolts coming undone, can lead to contact with the tensioner pulley (Fig. 3)



Fig. 3

When replacing the idler pulley, ensure the spacer (sitting between the old pulley and the engine block) is fitted between the new pulley and the engine block. If not, then the idler pulley will touch the water pump, causing idler/belt failure (Fig. 4 and 5).



Fig. 4

Rubbing mark



Fig. 5

The crankshaft bolt (OE ref. 8200557644 and supplied in the kits) is a stretch bolt and should be replaced. The correct torque setting of this bolt is very important. The torque varies with the engine code and model, so please refer to the car manufacturers data for your vehicle.

Failure to apply the correct torque could lead to bolt shear. (Fig. 6)



Bolt sheared

Fig. 6





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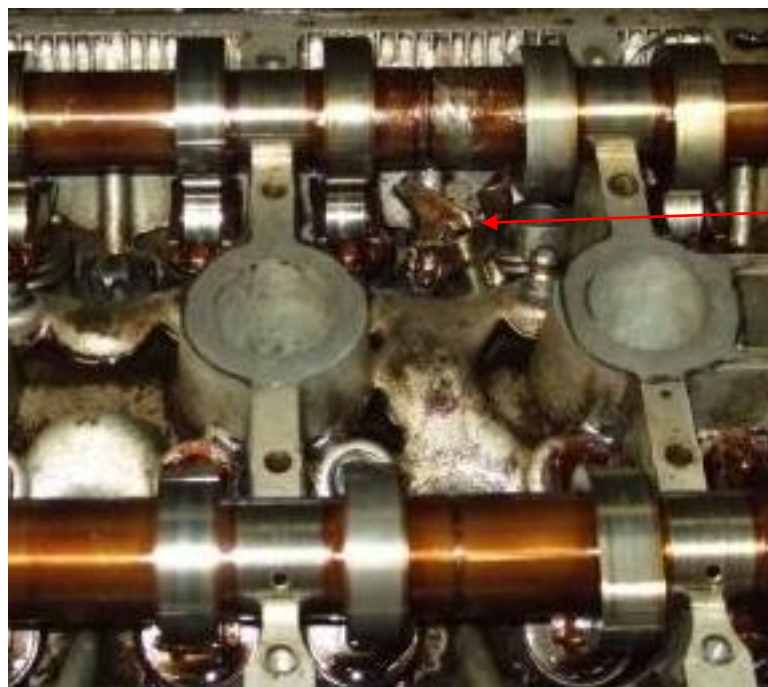
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In the event of an engine repair after piston to valve contact, close inspection of the camshaft rockers is essential. It is possible that the rocker could have sustained damage. In this case the rocker must be replaced. If not done so the rocker will fail causing the camshaft to seize. (Fig. 7)



Rocker broken

Fig. 7

It is recommended that an installation tool kit (GAT4960) is used when replacing the belt.

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