TECHTIP SERIES

Dayco's HD 2-Piece Tensioner #89947 Installation Guide

With more than half a million vehicles in operation, the DD13 and DD15 series engines are very popular in Class 8 and other applications. This engine uses a dual tensioner assembly as original equipment, meaning a 1-piece tensioner that keeps tension on two belts.

The original OE tensioner was not only a large heavy unit, but also prone to failure well before its intended life span. Recalls and warranties led to hundreds of downtime hours for many fleets. The OE unit has since been upgraded, however is still difficult to install – a technician has to bend the 8-rib belt sideways through a very narrow opening, which can cause belt issues if not done carefully.

After speaking to fleet managers and technicians, Dayco spent hundreds of hours designing a tensioner as two units on a common mount. This greatly simplifies and speeds up the installation process. Instead of struggling to get the belts on a 1-piece tensioner, techs who install the Dayco 2-piece tensioner just need to follow these five steps:

- **1.** Remove the bolt that separates the front fan tensioner from the rear tensioner. Then install the belt over all the pulleys except the alternator pulley on the rear drive system.
- Place the rear tensioner against the engine and install the three bolts. Each one should be tightened to 37 ft. lbs. Then pull down on the tensioner arm, install the belt over the alternator and release the arm.
- **3.** Position the front tensioner and start the 10mm bolt but **ONLY** 2-4 turns.
- 4. With the front fan belt loose, but properly positioned over the tensioner pulley, finish installing the bolt and tighten to 37 ft. lbs.
- **5.** Pull down on the front tensioner arm until the belt can be installed over the final pulley.

Dayco has been working with heavy-duty OEMs for almost a century with a focus on providing maximum performance and fleet uptime.







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