Pulleys, Belts & Dampers

Crank & Ancillary Pulleys

Alternative ancillary drive systems are available. For race use where the alternator is not used there is a toothed belt drive system with large diameter or standard diameter water pump pulley that eliminates problems caused by conventional belts being turned or thrown through misalignment.

The crank pulley is made to accept the 12A367 damper ring as shown on the crankshaft page, which is not included but advisable for most applications to reduce crankshaft failure.

A tooth belt drive kit for the alternator is also available with an oversized alternator pulley. Running a secondary belt from the water pump pulley to the alternator ensures that if the charging system belt goes, the car can still be driven.



- 8. Tooth belt for alternator to large 36 teeth water pump pulley.
- 9. a. 3⁷/₈" (3.875") pressed steel water pump pulley. Pre 1980.

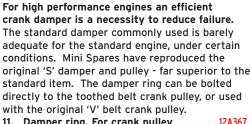
TOOTH BELT DRIVE FOR CRANK TO		
WATER PUMP USE FOLLOWING PARTS		
Crank Pulley	Water Pump Pulley	Fan Belt
C-AEG455	ALLOY 1.13 TO 1 RATIO	C-BELT270
C-AEG455	ALLOY 0.87 TO 1 RATIO	C-BELT255
C-AEG455	STEEL 0.87 TO 1 RATIO	C-BELT255
TOOTH BELT DRIVE FROM WATERPUMP TO DYNAMO OR ALTERNATOR		
15mm Hole	17mm Hole	Fan Belt
Pulley Pre 85		Pulley 85 on
C-AEA479	C-AEA480	C-BELT225
C-AEA479	C-AEA480	C-BELT210
C-AEA479	C-AEA480	C-BELT210

For complete kit follow the line across choosing pulley for electrics

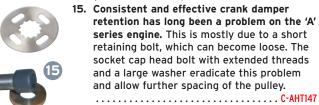
Pulleys, Belts & Dampers





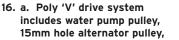


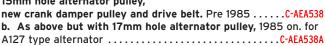
- 13. One piece damper pulley latest Poly 'V' belt pulley as per Twin points 1997on . . . LHF100130
 14. Original ST Works locktab for use with



Crank & Ancillary Pulleys

For improved drive for fast road applications where an alternator is used, a poly 'V' system is available. This is the latest design of ancillary drive fitted to most modern production cars, including the 1997 Mini with a front mounted radiator.





Fan Belts

Nearly all cogged fan belts indicate their length by the last 3 digits of the part number in millimetres. The fan belts were changed so many times on pre 1990 cars the only sure way to find a correct replacement is to look at your old fan belt and if it appeared to be the correct size, see if there are any remnants of the part number and always carry a new spare so you have the part number on hand at all times. If not measure the old belt





