



Precision Parts

Aug 2002

Volume 4, Issue 4

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LIVE WIRE

Welcome

Greg Stuart
Engineering Manager

Welcome to the August 2002 issue of the "Live Wire" newsletter.

On pages two and three, Greg Stuart's **Technical** column for this issue covers serpentine belt routings for late model Land Rovers alternator applications.

Hot Stuff discusses recently discontinued part numbers and recently added features to our website, www.pprok.com.

For more information on these articles or other information, I can be E-mailed directly at:

gstuart@pprok.com

I look forward to hearing from you.

THANKS.

Contact Us



By Phone: 1-800-654-3846 ext. 243
Mon - Fri 7:00-4:30 Central Time
Precision Parts Technical Support can answer your questions on cataloging and technical issues.



By Fax: 1-405-685-7215
Mon - Fri 7:00-4:30 Central Time

Precision Parts Technical Support can provide you with technical information via fax line. Call or fax in your request and we can respond by fax. We can supply catalog information, copies of technical articles and service bulletins.



By Email: techsupport@pprok.com

Combined, our technical staff has hundreds of years of experience diagnosing and correcting electrical system problems. We also have numerous resources available to help research and solve your toughest problems.



Technical

Greg Stuart
Engineering Manager

This month we are going to discuss the serpentine belt routing on Land Rover applications.

After several requests from our customers and information received from technical calls, belt routing on the Rover applications can be tricky. If the serpentine drive belt is incorrectly routed, when the alternator is under a heavy load and high RPM's, the alternator will show a loss of amperage output. When the belt routing is incorrect the belt rides on less pulley surface area and loses its grip under heavy load. Because of the limited pulley to belt contact surface when incorrectly routed, in some cases the belt will not squeal when it is loose. Below are the belt routing diagrams for a number of the Rover applications.

Recommended belt removal:

1. Remove upper fan cowl.
2. Release drive belt tension by turning belt tensioner in a clockwise direction.
3. Remove belt from the alternator and release belt tensioner pulley.
4. Remove drive belt. **If you are going to reuse the belt mark the direction of belt rotation.**

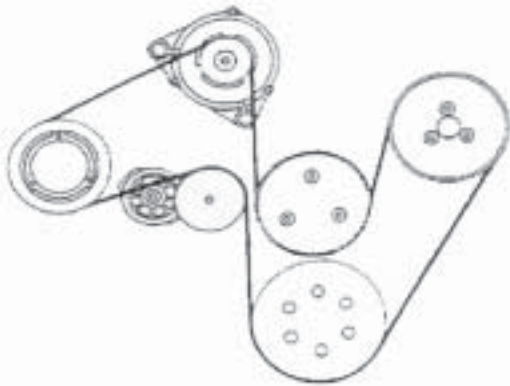
Recommended belt installation:

1. Clean and check drive belt pulley grooves. Check for damage to grooves or belt debris in the pulley grooves.
2. Place belt around all pulleys except the alternator pulley, refer to diagrams below. **If reusing old belt, install belt with correct rotation as marked above.**
3. Turn belt tensioner in a clockwise direction, and then install belt onto alternator pulley.
4. Make sure belt is correctly located on the pulleys, with all grooves engaged.
5. Release tensioner and install fan cowl.

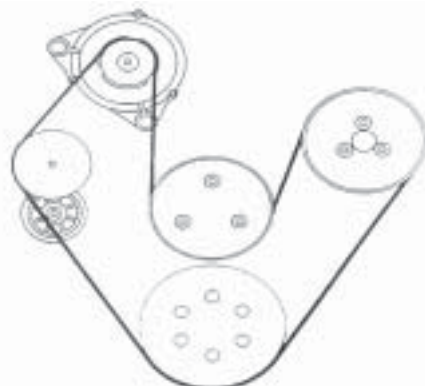
LUA100

Application: 1993 to 1995 Discovery with 3900cc engine
1995 Range Rover all engines.

With A/C

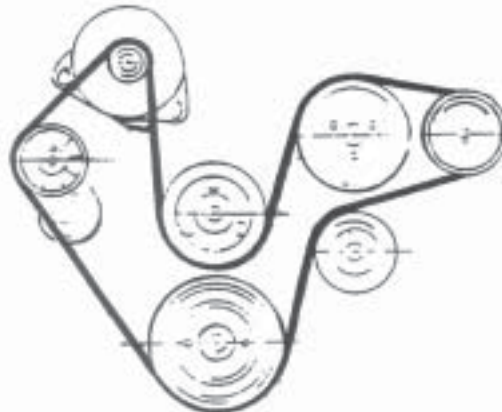


W/O A/C



LUA101

Application: 1993 to 2000 Range Rover with 4000cc and 4600cc engine

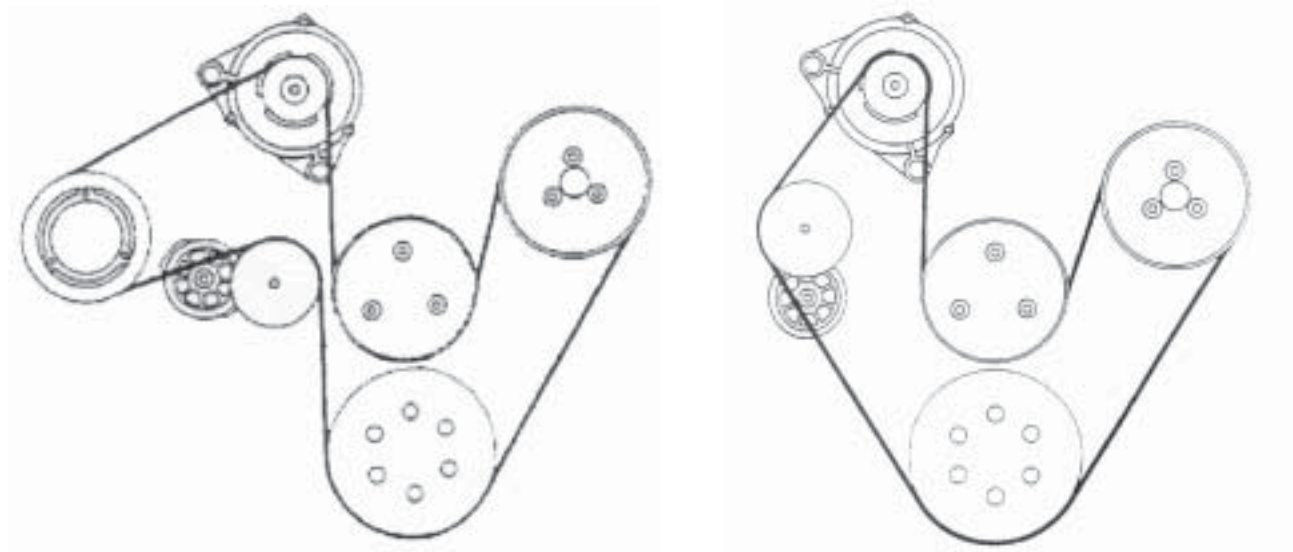


LUA103

Application: 1996 to 2000 Discovery with 4000cc engine

With A/C

W/O A/C



LUA104

Application: 1992 to 1998 Defender with 3900cc engine.

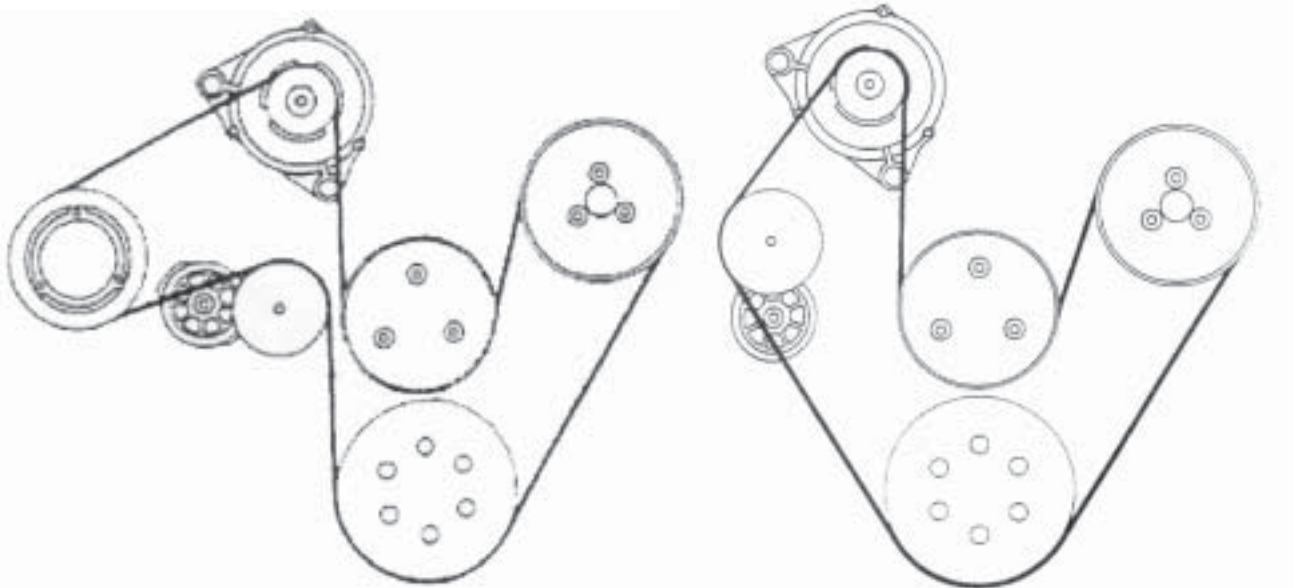
This information is not currently available from any of our sources. If any of you Rover mechanics have access to this information we will gladly include it in our next issue. Please email gstuart@pprok.com, or fax it to the attention of technical service at 405-685-7215 and we will gladly include it in our next issue.

LUA105

Application: 1992 to 1998 Defender with 3900cc engine

With A/C

W/O A/C



HOT STUFF

This issue's Hot Stuff covers several items of interest to PPR distributors.

PPR has recently discontinued our alternator part number **DOA339**. After repeated and extensive core searches came up empty-handed, further research on this PN revealed that the alternator is for European applications. As PPR currently does not serve the European market, this won't affect sales.

Another (regrettably) discontinued item is the 035100 Auxillary starter relay kit. While not a huge seller, it has been an effective solution for low ignition switch problems in starting systems. It's major strength was proper operation of 12V starters with ignition switch voltage as low as 4.0 VDC. Our supplier for the solenoid (the main component of the 035100 kit) has discontinued the solenoid. While we have been able to locate other solenoids that will deliver the same performance, they are unfortunately priced at a level that would force us to price the 035100 at an unreasonable cost to you and your customers. If in the future we can locate a solenoid with the required performance at a reasonable price, we will of course reintroduce the 035100 relay kit.

If you have a customer wanting to make his own 035100 kit, we have posted the technical information and proposed bill of material on our website, www.pprok.com. To locate it after arriving at our website:

Click 'Catalog'.

Click 'Buyers Guide'.

Enter 035100 in the field marked 'Enter Part Number'.

Click 'Find Part'.

If you do not have Acrobat reader installed on your PC, you will be given the option to download it for free at that time. This option is also available when you click the 'Newsletter, Live Wire' button on our homepage.

Click the scrolling 'Tech Bulletin' banner near the top of the screen. The pdf file for 035100 will then open. You now can view, print to file, or print hard copies as meets your needs.

Other additions to our website include lists of starter and alternator numbers that we have introduced since the release of our current PPR catalog. You can view these lists as follows:

Click 'Catalog'.

Click 'Buyers Guide'.

Click 'Parts added after last catalog. When this list appears, you can select a part number, and the vehicle applications for that part number will appear.

Thanks to all of our great customers, and see you in the next issue of Live Wire!

