



**SUBJECT:** New Alternator Belt  
**VEHICLES:** TESTAROSSA

### Introduction

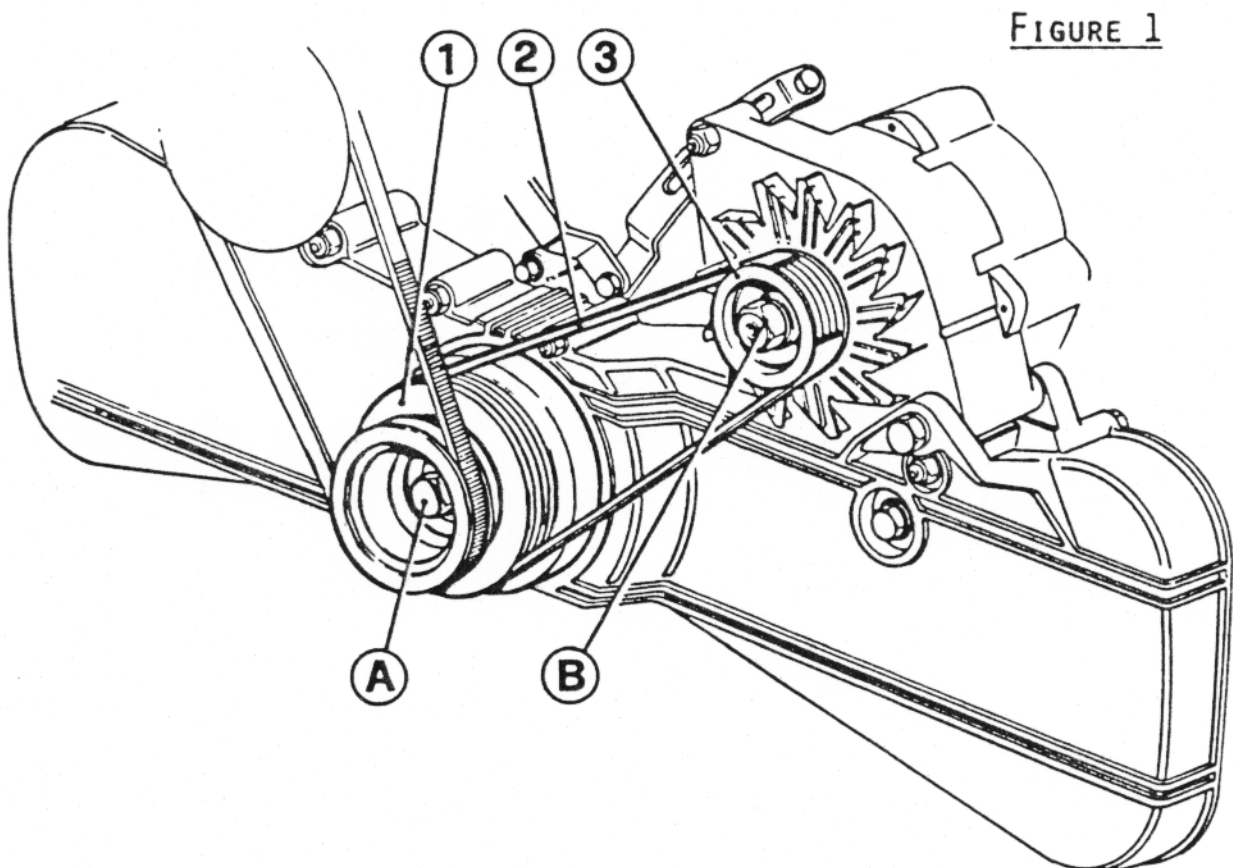
Starting from the following chassis nos.:

- Testarossa Standard Version No. 71451
- Testarossa U.S. Version No. 71449

A new "Poly V" 4 ribs type alternator belt has been introduced.

### Description

The new parts installed with the introduction of the mentioned belt are shown in Figure 1, and described in the following table.



REF.	PART NO.	DESCRIPTION
1	134145	Dampner
2	133262 or 133294	Alternator Belt "Poly V" (Pirelli) Alternator Belt "Poly V" (Continental)
3	134147	Alternator pulley

INSTRUCTIONS FOR SERVICE

1 - Testarossa Vehicles with Chassis No. lower than:

71451 Standard Version  
71449 U.S. Version

It is not possible to install the new parts on the vehicles because the replacement of the engine dampner requires to have the engine on a bench.

Time required for replacement (with engine on bench):

Operation No.	Hours	Description
10.11.08.0	1.9	Replacement of Engine Dampner
10.82.15.0	0.6	Replacement of the Alternator Pulley
Total	2.5	(Inclusive of alternator belt re-tensioning)

Recommendations for the Installation of the new parts:

A - The bolt A (Fig. 1) for the engine dampner must be installed with loctite CAT 242 and torqued at 20 Kgm (145 ft.lbs).

- B - The nut B (Fig. 1), holding the alternator pulley, must be torqued at 6.0 Kgm (43 ft.lbs.).
- C - Tension checking to be performed with "KRIKIT 1" tension gauge (Ferrari P.N. 95970031);
  - C-1 INSTALLATION: adjust the tension at 45±50 Kg.
  - C-2 RE-TENSIONING: after 150 Km (100 mi) approximately, re-tension the belt to the initial specification (45±50 Kg).

#### COSTS

Eventual updatings to be performed under warranty shall be previously authorized by Ferrari North Ameica.

2 - Testarossa vehicles with chassis no. equal/higher than:

71449 U.S. Version

The replacement of the alternator belt may be performed without peculiar difficulties. In such case follow the tensioning procedure previously described in paragraph C.

WARNING: THE BELT MUST BE PROPERLY TENSIONED WHEN INSTALLED NEW, AND RE-TENSIONED AFTER THE INITIAL RUNNING IN, BUT SHOULD NOT BE FURTHER RETENSIONED, WHICH MIGHT YIELD STRESS.

During service checkings, the belt tension shall never show lower than 30 Kg.