



V-belt tensioning:

CAUTION—

Do not use aftermarket belts that are not Porsche approved. When fitting a new belt (or the old belt, if still in good condition), be sure to observe the correct assembly sequence in order to avoid any loss of belt tension during normal operation. If fitting new belts, use a new alternator belt and new fan belt. Old and new belts have different tensioning requirements.

Tool

Belt tension tool P9574 or equivalent.

➔ Aftermarket version of the tensioning tool.

NOTE—

The battery is to provide a tool size comparison. This is not a big piece of equipment.

NOTE—

The Porsche tensioning device is fitted with an increments scale and Kg scale. To use equivalents, such as the Gates belt tensioning tool, correctly a conversion table has to be established between the Porsche increments and the Kg scale which then can be used on the Gates style of tool with lb. and kg tensioning scales.

Conversion from Porsche increments to Kg:

- 50 increments = 25kg.

NOTE—

The V-belt tensioning procedure is the same for all 993 engines, normally aspirated or turbocharged.

Before measuring the engine-driven fan and alternator belt tensions, start engine and run briefly at idle.