

Automatic Belt Tensioners:

Why cars have them and where to get them

Over 100 million vehicles use automatic belt tensioners. Tensioners, like any other part, don't last forever, and automotive technicians will be replacing more and more of them.

The vast majority of vehicles with serpentine belts often have an automatic tensioner. Tension is provided by a powerful spring located within a small canister-like housing and tensioning arm to which a pulley is attached. The arm pivots around the spring housing and generates a constant belt tension.

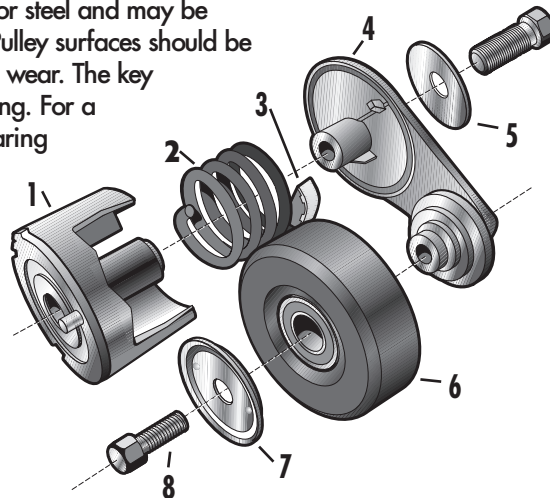
Tensioners are designed into the belt drive system for several reasons:

- Proper tension is maintained throughout belt life.
- Reduce maintenance by eliminating need to retension belts on a periodic basis.
- Provides consistent and correct belt tension, thereby increasing bearing life of accessories.
- Increase belt life because belt is not over or under tensioned.
- Prevent belt slip. A belt that slips is not only noisy but can also cause accessories to not function properly.

How does a tensioner work?

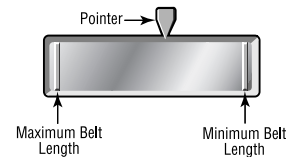
The tensioner is a spring-loaded device consisting of eight basic parts.

1. **Base:** stationary part of the tensioner that is bolted to engine block or other accessories. Base designs vary. Some base components are very complicated and may include bracketry or conduits that carry engine coolant.
2. **Tension Spring:** preloaded at the factory. It provides force to tension the belt.
3. **Damping Mechanism:** a composite mechanism that smooths system vibration. Tensioners with worn out damping mechanisms need to be replaced.
4. **Arm:** connects spring to tensioner pulley. Usually an aluminum casing.
5. **Sealing Disk:** attaches base to arm and prevents internal contamination.
6. **Pulleys/Bearings:** are thermoplastic or steel and may be grooved, flat or flat with flanges. Pulley surfaces should be inspected regularly for damage or wear. The key component of a pulley is the bearing. For a pulley to function properly, the bearing must be properly lubricated. The most frequent cause of pulley failure is loss of lubrication in the bearings.
Do not attempt to put new bearings in an old pulley.
7. **Dust Shield:** protects bearing from elements.
8. **Bolt:** connects pulley to arm.



A belt length variation gauge is built into most tensioners.

The gauge indicates belt length. It consists of a pointer and either two or three marks indicating the range of tensioner movement. Minimum belt length, ideal length and full take-up length are usually indicated on the gauge. The gauge window is located on or along the break between the base and tensioner arm. As a belt wears with age, the tensioner automatically moves to keep belt tension constant. As this happens, the length gauge pointer will move toward maximum length. When the pointer is within 5% of the maximum belt length mark, the tensioner is out of its



useful range and the belt should be replaced. Belt wear often results in squeals and loose appearance.

Careless belt replacement can also result in tensioner failure. A tensioner that is allowed to snap back to its original position can crack and break. In addition, a belt that is too short can cause the tensioning arm to break.

Note: A tensioner cannot be rebuilt since internal parts are not available. Never try to disassemble a tensioner unit. Injury may result.

Accessory Drive Belt Tensioners

For Passenger Cars & Light Trucks



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Accessory Drive Belt Tensioners For Passenger Cars & Light Trucks



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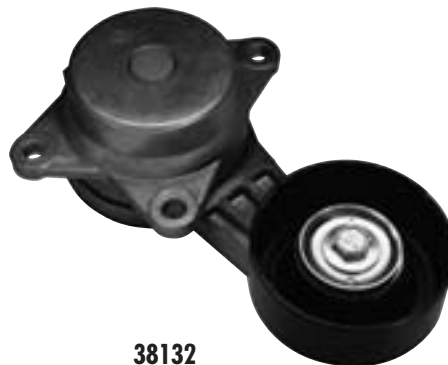
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Accessory Drive Belt Tensioners

For Passenger Cars & Light Trucks



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Accessory Drive Belt Tensioners

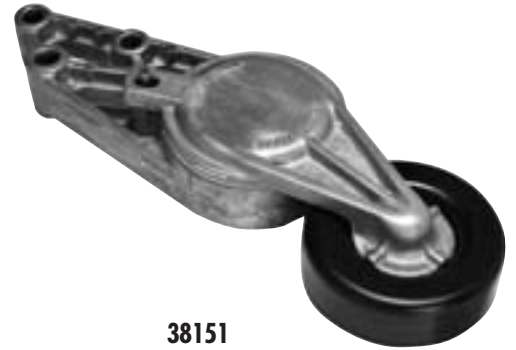
For Passenger Cars & Light Trucks



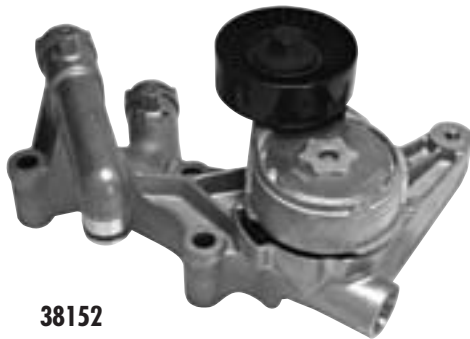
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Accessory Drive Belt Tensioners

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Accessory Drive Belt Tensioners

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Accessory Drive Belt Tensioners For Passenger Cars & Light Trucks



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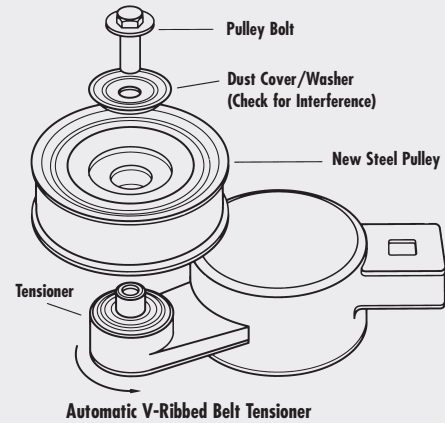
Accessory Drive Idler/Tensioner Pulleys For Passenger Cars & Light Trucks

There is no need to rely on new car dealers for pulleys. DriveAlign® pulleys are in your local parts store.

DriveAlign® pulleys are:

- Made of steel or premium thermoplastic for longer wear life and higher load capacity;
- Available for both backside and groove-side applications;
- Precise dimensional tolerance for smooth operation and long life;
- Corrosion-resistant coating for better durability and longer life;
- Designed to operate under severe conditions which provide greater reliability;
- Made with premium service-free bearings and seals that can operate at higher temperatures providing 10 times the expected life of other bearings.

NOTE: Always check for interference before re-installing the washer. In some cases, the washer may not fit in the new pulley. If this is the case, it is not necessary to replace the washer. The bearing in the idler is already greased and sealed. Tighten the pulley bolt and reinstall the tensioner. No adjustment is required for belt tension.



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Accessory Drive Idler/Tensioner Pulleys For Passenger Cars & Light Trucks



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Accessory Drive Idler/Tensioner Pulleys

For Passenger Cars & Light Trucks



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Accessory Drive Idler/Tensioner Pulleys For Passenger Cars & Light Trucks



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Alternator Decoupler Pulleys

What's an Alternator Decoupler Pulley?

Just like a standard alternator pulley, an alternator decoupler pulley drives the alternator in combination with the serpentine belt. However, a decoupler pulley has a special internal one-way bearing that allows the pulley to

rotate free in one direction. More and more new vehicles are equipped with alternator decoupler pulleys because of the many performance advantages they provide.

How does an Alternator Decoupler Pulley function?

Alternators can rotate at speeds up to 3 times faster than the engine. If your engine runs between 1,000-6,000 rpm's, the alternator can be rotating 3,000-18,000 rpm's! During normal operating conditions, engine speeds are constantly changing. Each time the transmission shifts, engine rpm's change significantly. Likewise, during hard acceleration, braking, and even engine shut-off, rpm's change dramatically. During these times, the belt must reduce the alternator speed and often absorbs a shock from today's high output alternators, which have substantial mass. This can lead to unwanted noise, vehicle vibration and reduce belt and component life. When a failure of this system occurs, customers can complain about belt squeak when decelerating, unusual interior vibrations or even a shudder in the steering wheel. Believe it or not, the cause can be the alternator!

An alternator decoupler works like a "one-way" pulley. When rotated in one direction (normally clockwise) it connects to the alternator shaft and rotates the alternator. But, during deceleration, it disconnects from the shaft allowing the alternator to freewheel. How does it do this? A special bearing known as a Sprague clutch is mounted in the pulley. By allowing the alternator mass to freewheel during rapid decelerations, the alternator decoupler pulley reduces strain on the belt, tensioner and other accessories. It also reduces unwanted noise and vibration, and can even improve fuel mileage. As a result, alternator decoupler pulleys are critical to proper vehicle performance.

How do I know it is failing?

Often vehicle owners will complain of unusual belt noises, steering system shutter or unusual vehicle vibrations. First, determine if the vehicle has an alternator decoupler pulley. Consult the vehicle shop manual or this catalog to help in identification. Then inspect for the following failure indicators:

- Rotate the pulley. It should lock-up. When turning the alternator in one direction and turn freely in the other.
- Feel for roughness when rotating the pulley in the freewheeling direction.
- Check for excessive movement in the pulley when rocked back and forth.
- Check pulley flanges and belt grooves for damage (chips, dents, etc.)

If any of these failure modes appear, replace the pulley. Also remember to inspect the pulley when replacing the drive belt or the alternator. And when necessary, replace your alternator decoupler pulley with DriveAlign! DriveAlign alternator pulleys are designed and manufactured to the same specifications as the OE. Do the job right - use DriveAlign!

Alternator Decoupler Pulleys



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Heavy-Duty Automatic Accessory Drive Belt Tensioners & Idler Pulleys

Diesel engines are inherently harsh on automatic tensioners. They literally shake and vibrate ordinary designs to a premature end.

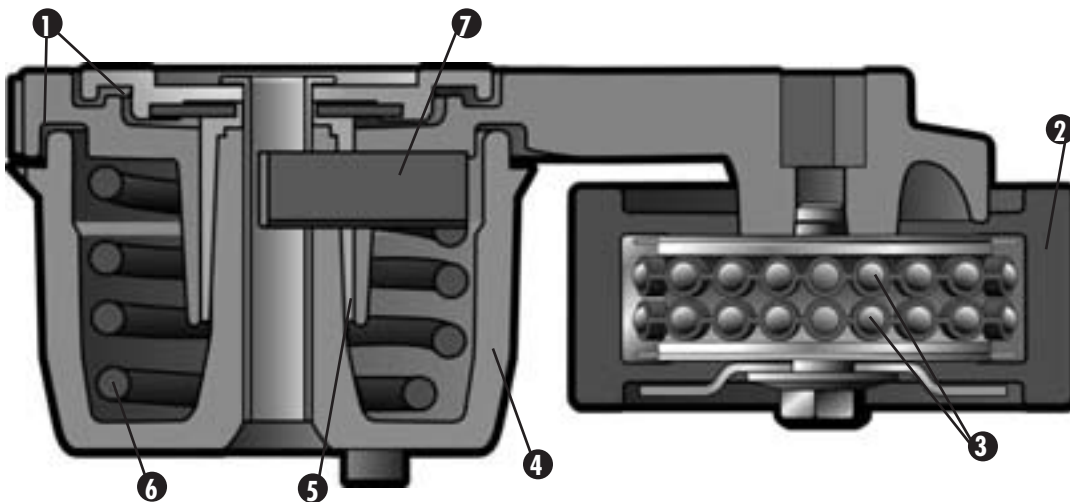
But not DriveAlign heavy-duty tensioners. They're engineered to exceed demanding OEM requirements with such features as:

- Heavy-duty cast aluminum base and arm for extra strength and accurate alignment
- High-tech composite damping system to reduce vibration — maximizing tensioner and belt life
- Precision double row pulley bearing which reduces friction and extends life

In fact, in laboratory tests when tested under extreme peak-to-peak vibration and contamination tests DriveAlign heavy-duty tensioners lasted up to three times longer than competitive aftermarket tensioners.

Best of all, the DriveAlign heavy-duty tensioner line gives you maximum coverage with minimal inventory.

- 1 Labyrinth Seal** — Prevents contamination of internal parts for maximum durability and service life.
- 2 Machined Steel Pulley** — Reduces surface wear while shielding internal bearings from outside contaminants.
- 3 Double Row Bearings** — Twin rows of bearings minimize friction for reduced bearing wear and noise.
- 4 Optimized Components** — Engineered for minimum unit weight but maximum strength and durability.
- 5 Patented Design** — Provides superior belt alignment and tension for improved drive efficiency and life.
- 6 Round Spring Wire** — Chrome-silicon torsion spring for less flex-fatigue than flat-wire designs.
- 7 Patented Damping Mechanism** — Provides maximum stability — reducing vibration and increasing tensioner life.



Accessory Drive Automatic Belt Tensioners For Fleet & Heavy-Duty Vehicles



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Accessory Drive Automatic Belt Tensioners

For Fleet & Heavy-Duty Vehicles



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Accessory Drive Automatic Belt Tensioners For Fleet & Heavy-Duty Vehicles



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Accessory Drive Automatic Belt Tensioners

For Fleet & Heavy-Duty Vehicles



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Accessory Drive Automatic Belt Tensioners For Fleet & Heavy-Duty Vehicles



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Accessory Drive Idler/Tensioner Pulleys

For Fleet & Heavy-Duty Vehicles



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DriveAlign® Idler Pulley Dimensions

Part Number	Material	Outside Diameter	Bore I.D. 1	Bore I.D. 2	Width	Inside/Backside	Flanged	Width	Bushing
36026	Steel	70mm	12mm	N/A	6-Rib V-Ribbed Belt	V-Ribbed Grooved	N/A	30mm	N/A
36060	Thermoplastic	80mm	24mm	8.2mm	SAE 10A V-Belt 3/8"	V-Grooved	No	29mm	N/A
36079	Thermoplastic	60mm	20mm	N/A	6-Rib V-Ribbed Belt	V-Ribbed Grooved	Yes	25mm	N/A
36086	Steel	78mm	12mm	N/A	4-Rib V-Ribbed Belt	Smooth/Backside	N/A	20mm	N/A
36087	Steel	84mm	12mm	N/A	6-Rib V-Ribbed Belt	Smooth/Backside	No	25mm	N/A
36092	Steel	74mm	17mm	N/A	12-Rib V-Ribbed Belt	Smooth/Backside	No	46.25mm	N/A
36093	Steel	74mm	17mm	N/A	8-Rib V-Ribbed Belt	V-Ribbed Grooved	No	36.5mm	N/A
36094	Thermoplastic	78mm	17mm	N/A	8-Rib V-Ribbed Belt	Smooth/Backside	No	32.8mm	N/A
36095	Steel	74mm	17mm	N/A	8-Rib V-Ribbed Belt	Smooth/Backside	No	32.8mm	N/A
36096	Steel	86.5mm	17mm	N/A	10-Rib V-Ribbed Belt	Smooth/Backside	No	39.4mm	N/A
36097	Steel	119mm	17mm	N/A	8-Rib V-Ribbed Belt	V-Ribbed Grooved	Yes	38mm	N/A
36098	Thermoplastic	74mm	17mm	N/A	10-Rib V-Ribbed Belt	V-Ribbed Grooved	N/A	39mm	N/A
36099	Steel	70mm	15mm	N/A	4-Rib V-Ribbed Belt	V-Ribbed Grooved	N/A	20.5mm	N/A
36100	Steel	75mm	17mm	N/A	6-Rib V-Ribbed Belt	V-Ribbed Grooved	Yes	29.5mm	N/A
36101	Steel	70mm	17mm	N/A	6-Rib V-Ribbed Belt	Smooth/Backside	NO	31mm	N/A
36102	Thermoplastic	90mm	17mm	N/A	7-Rib V-Ribbed Belt	V-Ribbed Grooved	N/A	32mm	N/A
36103	Steel	107mm	12mm	N/A	SAE 13A V-Belt 1/2"	Double V-Grooved	N/A	32mm	N/A
36112	Steel	76.3mm	17mm	N/A	6-Rib V-Ribbed Belt	Smooth/Backside	No	29.5mm	N/A
36115	Steel	83.5mm	12mm	N/A	4-Rib V-Ribbed Belt	Smooth/Backside	No	18mm	N/A
36116	Steel	100mm	17mm	N/A	V-Belt 1/2"	V-Grooved	N/A	18mm	N/A
36117	Steel	99mm	20mm	N/A	V-Belt 1/2"	V-Grooved	N/A	26mm	N/A
36118	Steel	80mm	17mm	N/A	V-Belt 1/2"	V-Grooved	N/A	25mm	N/A
36119	Steel	102mm	17mm	N/A	6-Rib V-Ribbed Belt	Smooth/Backside	N/A	26mm	N/A
36141	Steel	76mm	17mm	N/A	5-Rib V-Ribbed Belt	Smooth/Backside	N/A	22mm	N/A
36142	Steel	83.5mm	17mm	N/A	6-Rib V-Ribbed Belt	Smooth/Backside	No	30mm	12mm
36152	Steel	70mm	17mm	N/A	6-Rib V-Ribbed Belt	Smooth/Backside	No	20.5mm	N/A
36153	Thermoplastic	90mm	N/A	N/A	6-Rib V-Ribbed Belt	Smooth/Backside	No	26mm	N/A
36155	Thermoplastic	82mm	17mm	N/A	6-Rib V-Ribbed Belt	Smooth/Backside	Yes	31mm	10mm

DriveAlign® Idler Pulley Dimensions

Part Number	Material	Outside Diameter	Bore I.D. 1	Bore I.D. 2	Width	Inside/ Backside	Flanged	Width	Bushing
36156	Thermoplastic	70mm	17mm	N/A	4-Rib V-Ribbed Belt	Smooth/Backside	No	19mm	N/A
36157	Steel	87mm	17mm	N/A	6-Rib V-Ribbed Belt	V-Ribbed Grooved	Yes	31mm	N/A
38001	Steel	90mm	17mm	N/A	6-Rib V-Ribbed Belt	Smooth/Backside	No	30mm	N/A
38002	Steel	100mm	17mm	N/A	6-Rib V-Ribbed Belt	Smooth/Backside	No	30.5mm	N/A
38003	Steel	94.5mm	12mm	N/A	SAE 10A V-Belt 3/8"	V-Grooved	N/A	16.5mm	12mm
38004	Steel	118mm	12mm	N/A	SAE 10A V-Belt 3/8"	V-Grooved	N/A	16.5mm	12mm
38005	Steel	82mm	17mm	N/A	6-Rib V-Ribbed Belt	Smooth/Backside	No	30.5mm	N/A
38006	Steel	76mm	17mm	N/A	6-Rib V-Ribbed Belt	Smooth/Backside	No	30.5mm	N/A
38007	Thermoplastic	90mm	17mm	N/A	6-Rib V-Ribbed Belt	Smooth/Backside	No	25.5mm	N/A
38008	Thermoplastic	70mm	17mm	N/A	6-Rib V-Ribbed Belt	V-Ribbed Grooved	N/A	34.5mm	N/A
38009	Thermoplastic	76mm	17mm	N/A	6-Rib V-Ribbed Belt	V-Ribbed Grooved	N/A	25mm	N/A
38010	Steel	90mm	17mm	N/A	5-Rib V-Ribbed Belt	Smooth/Backside	No	27mm	N/A
38011	Steel	82mm	17mm	N/A	5-Rib V-Ribbed Belt	Smooth/Backside	No	27mm	N/A
38012	Thermoplastic	90mm	17mm	N/A	6-Rib V-Ribbed Belt	Smooth/Backside	Yes	32mm	N/A
38015	Thermoplastic	76mm	17mm	N/A	6-Rib V-Ribbed Belt	Smooth/Backside	No	25mm	N/A
38016	Thermoplastic	76mm	17mm	N/A	7-Rib V-Ribbed Belt	V-Ribbed Grooved	N/A	32mm	N/A
38017	Thermoplastic	90mm	17mm	N/A	4-Rib V-Ribbed Belt	V-Ribbed Grooved	N/A	22mm	N/A
38018	Thermoplastic	70mm	17mm	N/A	6-Rib V-Ribbed Belt	Smooth/Backside	No	25mm	N/A
38019	Thermoplastic	90mm	17mm	N/A	6-Rib V-Ribbed Belt	V-Ribbed Grooved	N/A	26.3mm	N/A
38020	Steel	90mm	12mm	N/A	6-Rib V-Ribbed Belt	Smooth/Backside	No	30.5mm	12mm
38022	Steel	90mm	17mm	N/A	8-Rib V-Ribbed Belt	Smooth/Backside	No	37.5mm	N/A
38023	Thermoplastic	76mm	17mm	N/A	8-Rib V-Ribbed Belt	Smooth/Backside	No	34mm	N/A
38024	Thermoplastic	109mm	17mm	N/A	6-Rib V-Ribbed Belt	V-Ribbed Grooved	N/A	26.3mm	N/A
38025	Thermoplastic	52mm	17mm	N/A	3-Rib V-Ribbed Belt	V-Ribbed Grooved	N/A	15mm	N/A
38026	Steel	100mm	17mm	N/A	5-Rib V-Ribbed Belt	Smooth/Backside	No	28mm	N/A
38027	Thermoplastic	82mm	17mm	N/A	6-Rib V-Ribbed Belt	Smooth/Backside	No	25mm	N/A
38028	Steel	76mm	17mm	N/A	8-Rib V-Ribbed Belt	Smooth/Backside	No	37mm	N/A
38029	Thermoplastic	127mm	17mm	N/A	6-Rib V-Ribbed Belt	V-Ribbed Grooved	N/A	26mm	N/A

DriveAlign® Idler Pulley Dimensions

Part Number	Material	Outside Diameter	Bore I.D. 1	Bore I.D. 2	Width	Inside/Backside	Flanged	Width	Bushing
38030	Steel	70mm	17mm	N/A	4-Rib V-Ribbed Belt	V-Ribbed Grooved	N/A	20.5mm	N/A
38031	Steel	70mm	12mm	N/A	4-Rib V-Ribbed Belt	V-Ribbed Grooved	N/A	20.5mm	N/A
38032	Thermoplastic	76mm	17mm	N/A	5-Rib V-Ribbed Belt	Smooth/Backside	No	22mm	N/A
38033	Steel	90mm	17mm	N/A	7-Rib V-Ribbed Belt	Smooth/Backside	No	33mm	N/A
38034	Thermoplastic	127mm	12mm	N/A	6-Rib V-Ribbed Belt	V-Ribbed Grooved	N/A	29mm	12mm
38035	Steel	94mm	19mm	N/A	V-Belt 1/2"	V-Grooved	N/A	19mm	N/A
38036	Steel	81mm	12mm	N/A	SAE 13A V-Belt 1/2"	V-Grooved	N/A	17.5mm	N/A
38037	Steel	81mm	17mm	N/A	SAE 13A V-Belt 1/2"	V-Grooved	N/A	18mm	N/A
38038	Steel	94mm	17mm	N/A	SAE 13A V-Belt 1/2"	V-Grooved	N/A	19mm	N/A
38039	Steel	94mm	19mm	N/A	V-Belt 1/2"	V-Grooved	N/A	19mm	N/A
38040	Steel	123mm	12mm	N/A	SAE 13A V-Belt 1/2"	V-Grooved	N/A	18.5mm	N/A
38041	Steel	76mm	17mm	N/A	6-Rib V-Ribbed Belt	Smooth/Backside	No	30.5mm	N/A
38042	Steel	90mm	10mm	N/A	6-Rib V-Ribbed Belt	Smooth/Backside	No	30mm	10mm
38043	Steel	76mm	10mm	N/A	6-Rib V-Ribbed Belt	Smooth/Backside	No	30mm	10mm
38044	Steel	80mm	17mm	N/A	4-Rib V-Ribbed Belt	V-Ribbed Grooved	N/A	21.8mm	N/A
38045	Thermoplastic	70mm	24mm	8mm	6-Rib V-Ribbed Belt	Smooth/Backside	Yes	28mm	N/A
38046	Thermoplastic	80mm	24mm	9mm	6-Rib V-Ribbed Belt	Smooth/Backside	No	27mm	N/A
38047	Thermoplastic	70mm	14.5mm	8mm	6-Rib V-Ribbed Belt	Smooth/Backside	No	31.5mm	N/A
38048	Thermoplastic	80mm	14.5mm	8mm	6-Rib V-Ribbed Belt	Smooth/Backside	No	31.5mm	N/A
38049	Steel	80mm	31mm	N/A	4-Rib V-Ribbed Belt	Smooth/Backside	No	31mm	N/A
38050	Steel	76mm	31mm	N/A	6-Rib V-Ribbed Belt	Smooth/Backside	No	31mm	N/A
38051	Steel	76mm	31mm	N/A	6-Rib V-Ribbed Belt	Smooth/Backside	No	31mm	N/A
38052	Steel	90mm	17mm	N/A	8-Rib V-Ribbed Belt	V-Ribbed Grooved	N/A	37mm	N/A
38053	Steel	76mm	17mm	N/A	8-Rib V-Ribbed Belt	V-Ribbed Grooved	N/A	38mm	N/A
38058	Thermoplastic	76mm	17mm	N/A	7-Rib V-Ribbed Belt	Smooth/Backside	No	29.5mm	N/A
38061	Thermoplastic	75mm	24.5mm	N/A	6-Rib V-Ribbed Belt	Smooth/Backside	No	24.9mm	N/A
38062	Thermoplastic	70mm	24mm	N/A	7-Rib V-Ribbed Belt	Smooth/Backside	No	28mm	N/A
38063	Thermoplastic	70mm	17mm	N/A	5-Rib V-Ribbed Belt	Smooth/Backside	No	28mm	N/A

DriveAlign® Idler Pulley Dimensions

Part Number	Material	Outside Diameter	Bore I.D. 1	Bore I.D. 2	Width	Inside/Backside	Flanged	Width	Bushing
38064	Thermoplastic	70mm	24mm	N/A	7-Rib V-Ribbed Belt	Smooth/Backside	No	28mm	N/A
38065	Thermoplastic	70mm	24mm	N/A	7-Rib V-Ribbed Belt	Smooth/Backside	No	28mm	N/A
38066	Thermoplastic	70mm	24mm	N/A	7-Rib V-Ribbed Belt	Smooth/Backside	No	28mm	N/A
38068	Steel	60mm	25.7mm	N/A	4-Rib V-Ribbed Belt	V-Ribbed Grooved	N/A	22.5mm	N/A
38069	Thermoplastic	80mm	10.2mm	N/A	6-Rib V-Ribbed Belt	Smooth/Backside	No	37mm	N/A
38070	Thermoplastic	80mm	8mm	N/A	4-Rib V-Ribbed Belt	Smooth/Backside	No	21mm	N/A
38071	Thermoplastic	70mm	24.5mm	8.2mm	6-Rib V-Ribbed Belt	Smooth/Backside	No	24.5mm	N/A
38073	Thermoplastic	70mm	24mm	12.2mm	7-Rib V-Ribbed Belt	Smooth/Backside	No	28mm	N/A
38074	Thermoplastic	80mm	12.2mm	N/A	6-Rib V-Ribbed Belt	Smooth/Backside	No	25mm	N/A
38075	Steel	75mm	30mm	N/A	8-Rib V-Ribbed Belt	Smooth/Backside	No	32.5mm	N/A
38076	Steel	75mm	30mm	N/A	10-Rib V-Ribbed Belt	Smooth/Backside	No	40mm	N/A
38077	Thermoplastic	80mm	17mm	N/A	5-Rib V-Ribbed Belt	Smooth/Backside	No	25mm	N/A
38078	Thermoplastic	90mm	24.5mm	8.2mm	6-Rib V-Ribbed Belt	Smooth/Backside	No	27.5mm	N/A
38079	Thermoplastic	90mm	24mm	8.2mm	6-Rib V-Ribbed Belt	Smooth/Backside	No	27.8mm	N/A
38080	Thermoplastic	75mm	24mm	8mm	6-Rib V-Ribbed Belt	V-Ribbed Grooved	N/A	28.5mm	N/A
38081	Thermoplastic	80mm	24mm	8.2mm	6-Rib V-Ribbed Belt	Smooth/Backside	No	31mm	N/A
38082	Thermoplastic	63.5mm	17mm	N/A	6-Rib V-Ribbed Belt	V-Ribbed Grooved	N/A	26.5mm	N/A
38083	Thermoplastic	64mm	8.2mm	N/A	6-Rib V-Ribbed Belt	V-Ribbed Grooved	N/A	23mm	N/A
38084	Thermoplastic	80mm	14.5mm	8mm	8-Rib V-Ribbed Belt	Smooth/Backside	No	40mm	N/A
38087	Thermoplastic	78mm	9mm	N/A	6-Rib V-Ribbed Belt	Smooth/Backside	No	25mm	N/A
38088	Steel	70mm	15mm	N/A	SAE 10A V-Belt 3/8"	V-Grooved	N/A	18mm	N/A
38090	Thermoplastic	63.5mm	14.5mm	8.2mm	6-Rib V-Ribbed Belt	V-Ribbed Grooved	N/A	31mm	N/A
38091	Thermoplastic	64mm	14.5mm	8.2mm	8-Rib V-Ribbed Belt	V-Ribbed Grooved	N/A	35.5mm	N/A
38092	Thermoplastic	70mm	14.5mm	8mm	6-Rib V-Ribbed Belt	V-Ribbed Grooved	N/A	31mm	N/A
38093	Thermoplastic	85mm	14.5mm	8.2mm	6-Rib V-Ribbed Belt	Smooth/Backside	No	30mm	N/A