

DRIVE BELT ROUTING

1994 Mitsubishi 3000GT

1994 ENGINE COOLING
Chrysler/Mitsubishi Drive Belt Routing

Chrysler Corp.: Stealth
Mitsubishi: Diamante, 3000GT

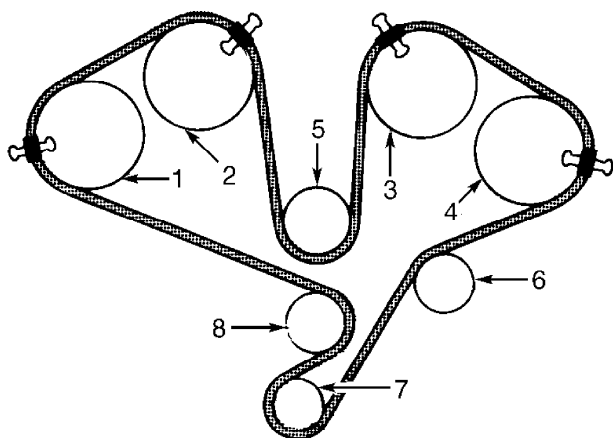
BELT ADJUSTMENT

NOTE: For belt routing, see Figs. 1 and 2.

BELT ADJUSTMENT

Application	Deflection (1) In. (mm)
Diamante	(2)
Stealth & 3000GT	(3)

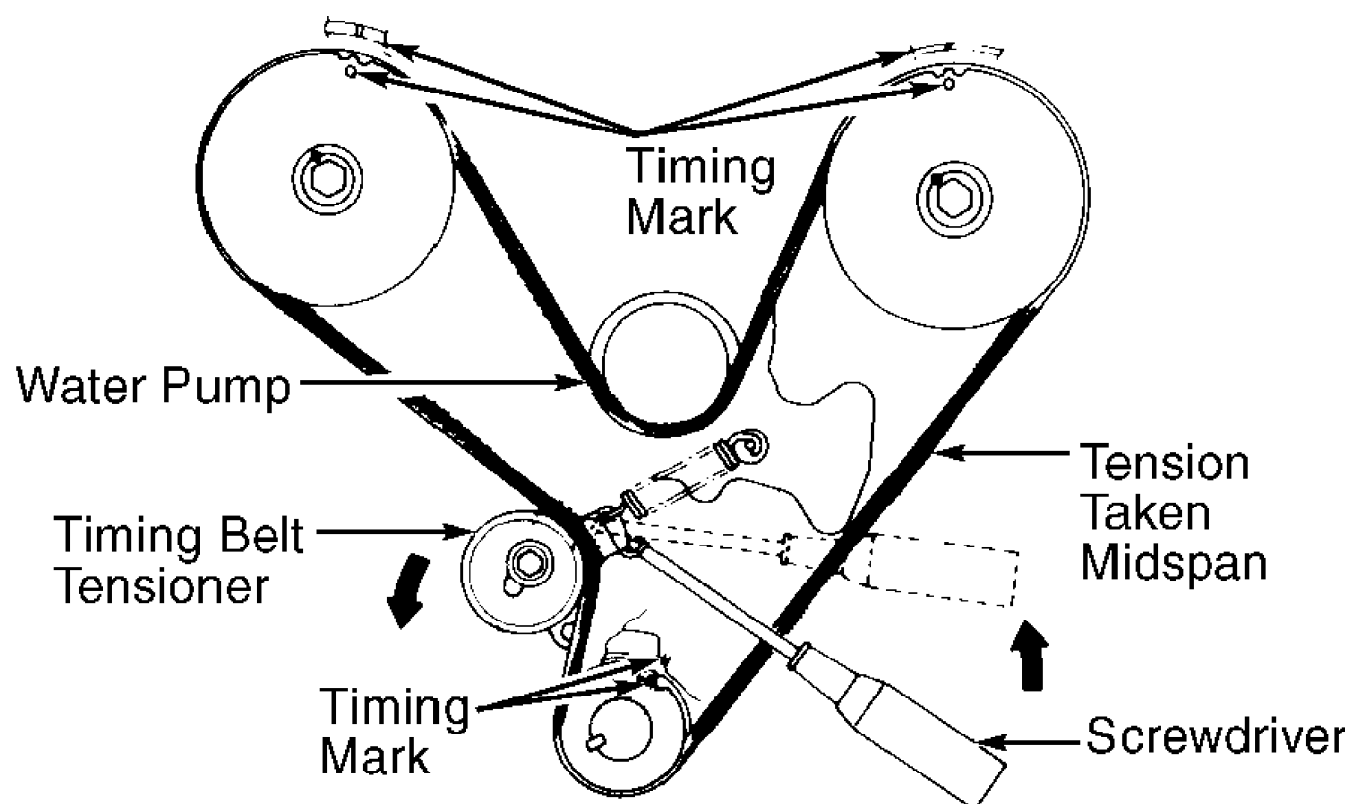
- (1) - With 22 lbs. (10 kg) pressure applied midway on belt run.
- (2) - Water pump is driven by timing belt. On SOHC, belt tension is 44.1-66.1 lbs. (20-30 kg) using tension gauge. See Fig. 2. On DOHC, timing belt deflection is controlled by an automatic tensioner.
- (3) - Water pump is driven by timing belt. On SOHC, belt tension is 46.3-68.3 lbs. (21-31 kg) using tensioner gauge. See Fig. 2. On DOHC, timing belt deflection is controlled by an automatic tensioner.



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|--|---|
| 1. Exhaust Camshaft Sprocket
(Front Bank) | 4. Exhaust Camshaft Sprocket
(Rear Bank) |
| 2. Intake Camshaft Sprocket
(Front Bank) | 5. Water Pump Pulley |
| 3. Intake Camshaft Sprocket
(Rear Bank) | 6. Idler Pulley |
| | 7. Crankshaft Sprocket |
| | 8. Tensioner Pulley |

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Fig. 1: Routing Timing/Water Pump Belt (DOHC)
Courtesy of Mitsubishi Motor Sales of America.



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Fig. 2: Routing Timing/Water Pump Belt (SOHC)
Courtesy of Mitsubishi Motor Sales of America.