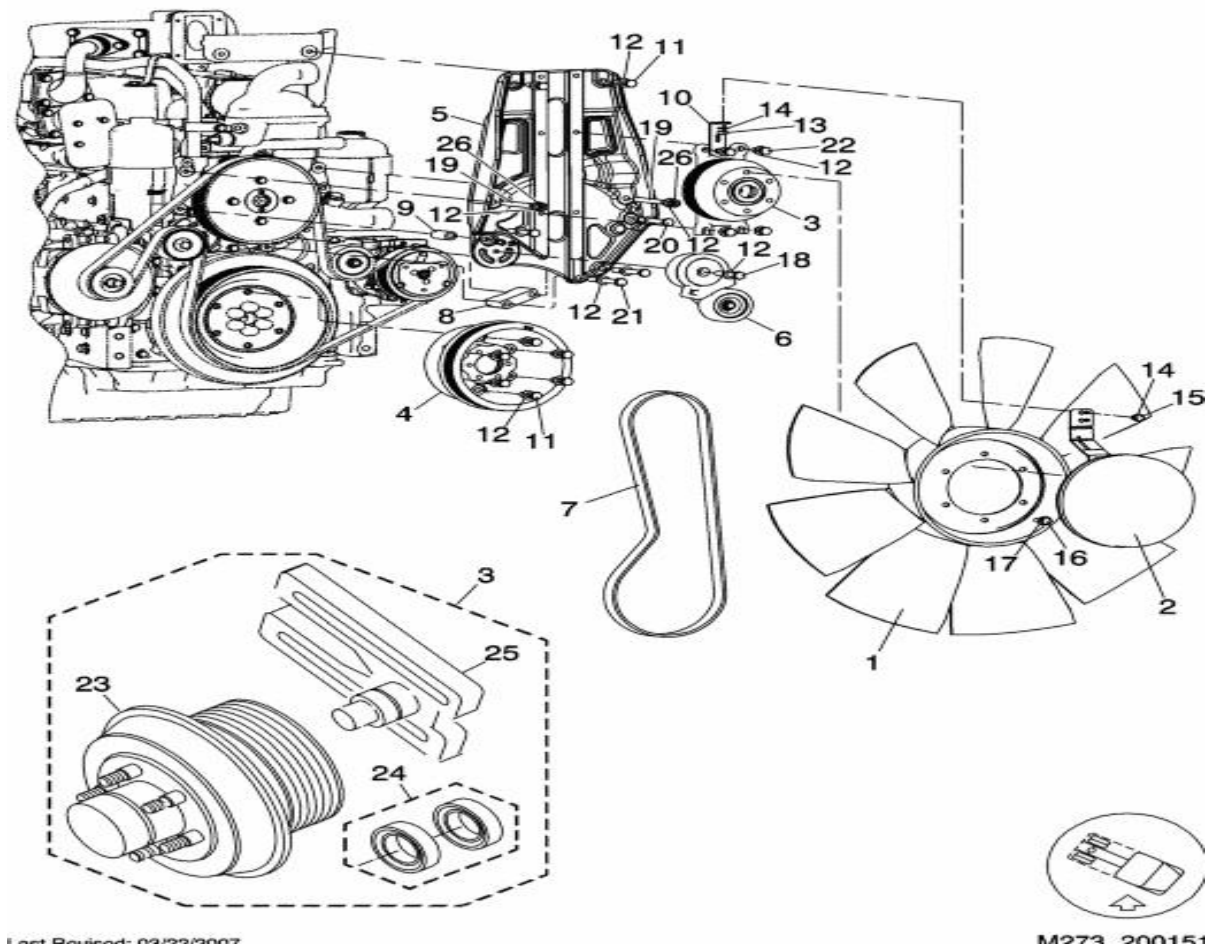




R & R the MBE 926 Engine and Fan Belts

The design engineers did not make the removal and replacement of the two engine belts easy on the MBE 926 powered coach. Since ownership I have read several horror stories where owners of these coaches have paid well over \$1,000.00 in labor costs at Freightliner dealers to have these two belts replaced. Freightliner dealers and the FCCC Gaffney Service Center have been telling MBE 926 owners for years the Charge Air Cooler, Radiator, Fan and Fan Support Bracket must be removed in order to Remove and Reinstall (R & R) the long engine belt mounted to the front of the engine. I studied my Mercedes Benz 926 library of manuals and explored the actual engine installation in my RV. After many hours of research I found and developed a better less costly method of replacing those two belts, a method which eliminates the need of removing the Charge Air Cooler, Radiator, Fan and Fan Support Bracket.

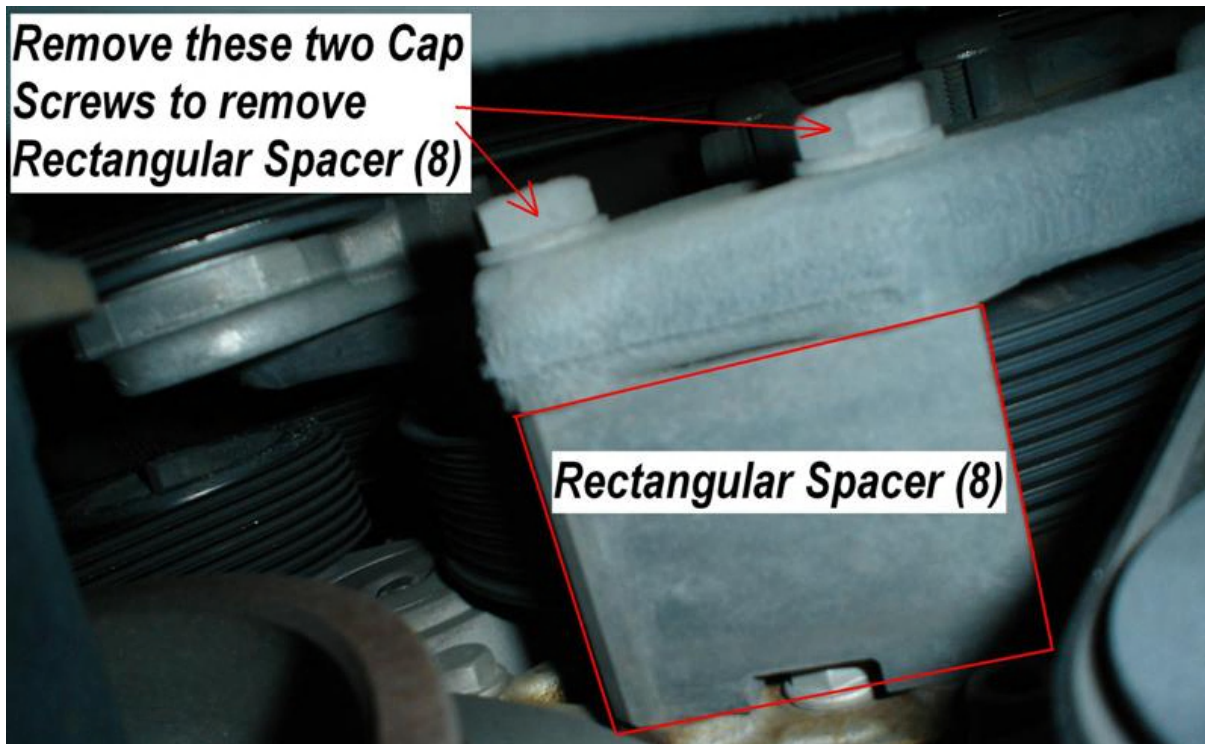


The following list shows a Part Reference Number and Part Description based on the above Mercedes Benz 926 engine drawing.

Part Reference #	Part Description
1	Fan, 27 inch x 9 inch
2	Fan, Clutch, Electric Control, Viscous
3	Hub, Fan, MBE 926, 1.4:1 Ratio
23	Sheave
24	Kit, Repair, Hub Bearings ONLY
25	Journal, Bracket
4	Crankshaft Pulley
5	Fan Clutch Support, OM906
6	Belt Tensioner, Flat, CCW
7	8 Rib Belt, 1368mm
8	Rectangular Steel Spacer, 50.8+/-0.13
9	Tube Steel Spacer, 45.0+/-0.13
10	Standoff Bracket Angle, .433 x .281
11	Hex Cap Screw, M10x40 10.9 P/O
12	Hardened Flat Washer, M10, ZN
13	Hex Nut, 1/4-20, R, CZ, .226
14	Flat Washer, SST, 1/4"
15	Hex Cap Screw, 3/8-16, GR8, ZN, 1"
16	Hex Cap Screw, 3/8-16, GR8, ZN, 1"
17	Hardened Washer, 0.41 x 0.88X, .140, ZN
18	Hex Cap Screw, M10x65 10.9 P/O
19	Hex Cap Screw, M10x70 10.9 P/O
20	Hex Cap Screw, M10x80 10.9 P/O
21	Hex Cap Screw, M10x90 10.9 P/O
22	Machine Screw, Pan Head Metric

Step (1) using a 3/8 inch ratchet or 3/8 inch pull handle remove tension on the Fan Belt Tensioner (6), slip the belt off the tensioner. Next work the Fan Belt (7) over the Fan Blades (1) to remove the Fan Belt from the engine. After the Fan Belt (7) has been removed remove the hex head bolt (18) and flat washer (12) holding the Tensioner, using a 17MM socket or wrench. Step (2) remove the two hex head bolts (21) and two flat washers (12) using a 16MM socket or wrench which are holding the Rectangular Steel Spacer (8). Step (3) if the Rectangular Steel Spacer (8) can be removed do so now, however if the spacer is too tight leave it in place until later. Step (4) remove the hex head bolt (20) and flat washer (12) using a 16MM socket or wrench holding the Tube Steel Spacer (9). If the Tube Spacer can be removed do so now, if not leave it until later. Step (5) both Tube and Rectangular Spacers may be too tight to be removed. If that is the case, using a 16MM socket or wrench loosen all hex bolts holding the Fan Clutch Support (5) to the front of the engine a couple of turns, **DO NOT COMPLETELY REMOVE ANY OF THE LOOSENED FAN CLUTCH SUPPORT BOLTS.**

After the Fan Clutch Support bolts are loosened you should be able to remove Spacers (8) and (9). Step (6), using a 15MM socket on a 3/8 inch ratchet or 3/8 inch pull handle remove tension from the belt tensioner on the engine belt.



After slipping the engine belt off the tensioner, the engine belt can be slipped between the back of the Fan Clutch Support (5) and the Coolant Pump Pulley. Both Engine and Fan belts have been removed from the engine. Reverse the removal order to install two new belts, re-install the spacers, washers and bolts.

