

What is a RotoRx IDP?

A number of people have asked about the RotoRx Isolating Decoupler Pulley (IDP) listed in the 2005 Belt Tensioning catalog (pg 34). These part numbers are 49908, 49911 and 49912. The RotoRx IDP is an exciting new product for the aftermarket. It is a “unique” product and quite different from any other “clutched alternator pulley”. It is a direct replacement for the alternator decoupler found in the OE. The pictures below show a couple of examples of the RotoRx IDP.

The alternator decoupler has been used by several car manufactures, and has been in production since 2000. The RotoRx incorporates a spring (this is why the RotoRx is unique) and clutch inside the pulley and has two distinctly different functions. The spring inside the pulley absorbs vibration from the engine. The clutch inside the pulley allows the alternator to coast to a stop when the engine is shut off. This coasting or “freewheeling” eliminates shut down “chirp noises” that come from the alternator when a typical solid pulley is used.

Goodyear is pleased to offer the RotoRx as a direct replacement of the alternator decoupler. The RotoRx IDP is attached directly to the front of the alternator where the solid pulley used to reside. To replace the alternator decoupler with a RotoRx IDP, the technician must first remove the belt. The technician may or may not need to remove the alternator assembly depending on available space. A special tool is required in some applications. A protective cap is included in the box (some IDPs) and must be installed at the end of the RotoRx installation.

It is not recommended to replace an alternator decoupler with a solid alternator pulley. Accessory drives are “engineered systems” and if a decoupler has been installed by the manufacturer then the system will have noise/durability issues if it is removed for any reason.



Corvette (LT1)



Chrysler Minivan 3.3/3.8L