

*Power-Up Pulley Kit  
Installation Instructions*

*Part # 2014*



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## **GFB Subaru Power-Up Pulley Kit Fitting Instructions (part # 2014)**

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The GFB Power-Up Pulley Kit is designed as a replacement for the original pulleys and increases engine power and response by reducing the inertial and driven loads, and also by under-driving the alternator and power steering pump.

GFB recommends that this pulley kit is installed by a qualified motor mechanic, using the Subaru workshop manual guidelines.

Note that only the alternator/power steering belt is supplied with this kit, as the crank pulley is designed to re-use the existing factory A/C belt.

### **Power steering/alternator belt and pulley removal**

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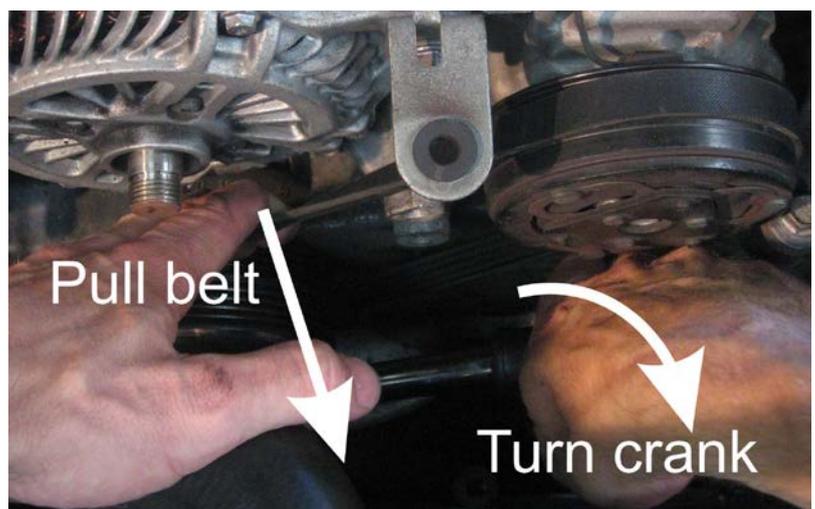
- Removing the plastic pulley/belt cover and intake snorkel
- Using a 19mm socket/wrench, loosen the power steering pulley nut – in most cases the belt tension will hold the pulley firmly enough to crack the nut. If not, an impact driver may be required. It is **NOT** recommended to lock the power steering pulley with a bar through the holes, as this could cause damage to the pulley or the power steering pump
- Locate the tensioning and locking bolts on the alternator. The locking bolts are the horizontal ones located on either side of the alternator, which should be loosened a few turns first with a 12mm socket. Then loosen the tensioning bolt so that there is enough slack to remove the belt
- Lift the alternator as high as possible, then use an impact driver with a 24mm socket to remove the nut. You'll need to hold the alternator pulley firmly with a rag or glove

### **A/C belt removal**

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MY08-on models typically have a stretch-fit belt on the A/C, as there is no tensioner pulley fitted. For these models, follow the guidelines below. For earlier models with a tensioner, simply loosen the belt tension and remove.

- To remove the stretch-fit A/C belt, make sure the car is in neutral with the park brake on
- Use a 22mm socket with a ratchet driver to turn the engine over clockwise (**NEVER turn the engine backwards**) whilst pulling the top of the belt towards you to walk it off the A/C pump pulley. Take care doing this to ensure your fingers do not get jammed by the belt



## Crank Pulley Removal/Installation

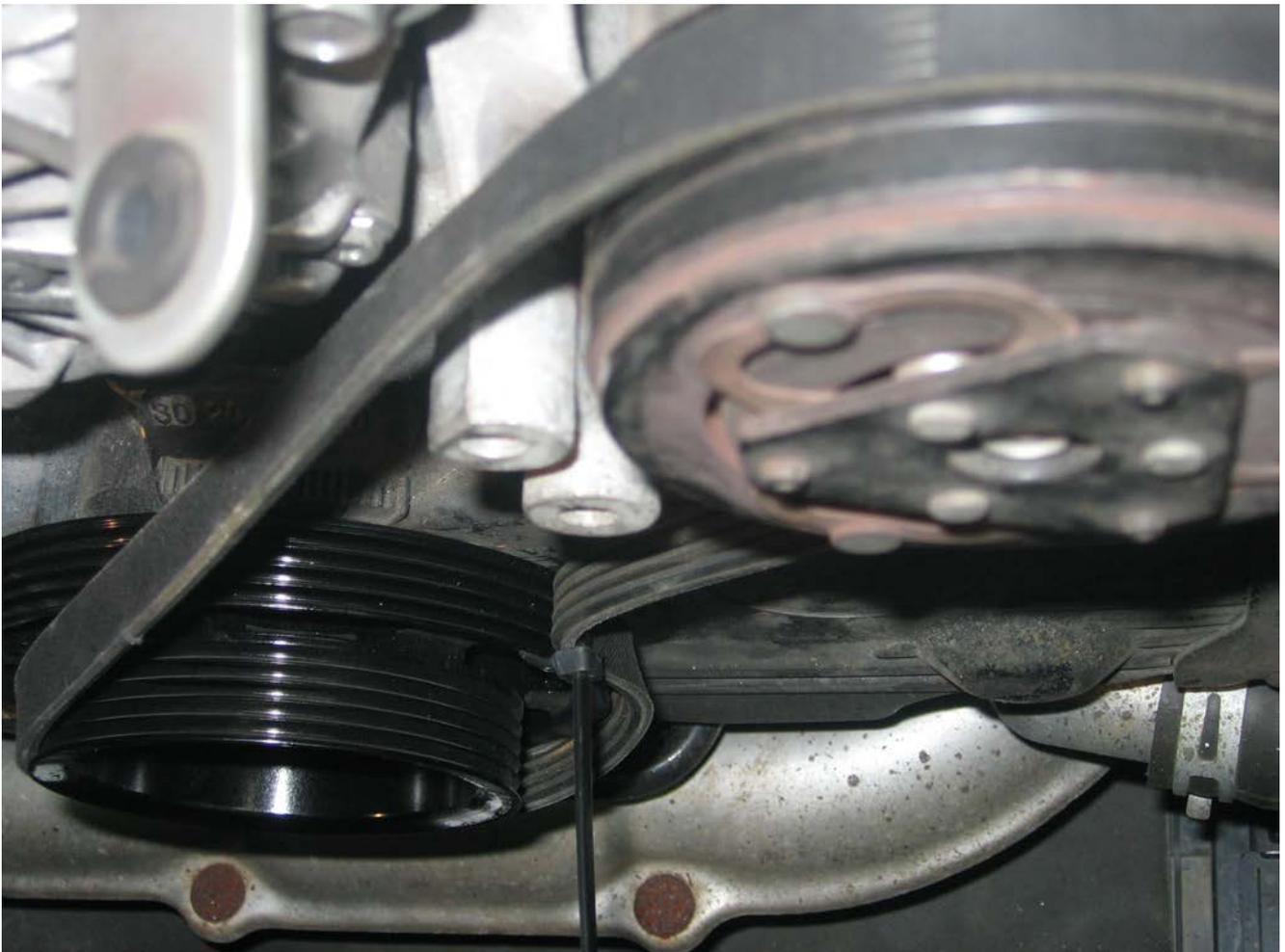
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- Removal of the factory crank pulley is done with a Subaru Crank Pulley Wrench (ST 499977300) or impact driver
- Clean the crankshaft and thread, then slide the GFB crank pulley on. Clean the pulley bolt thread and tighten to a torque of 157 Nm

## A/C Belt Replacement

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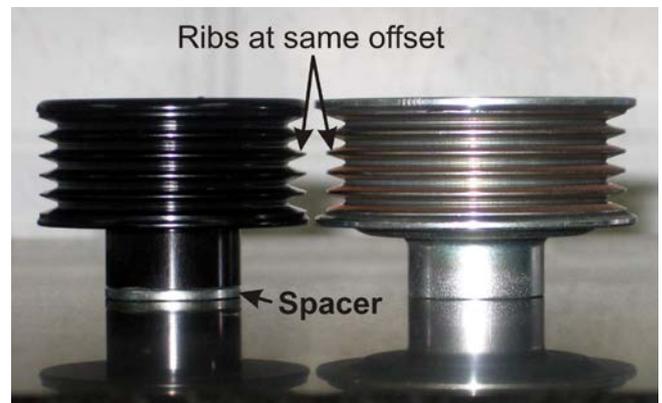
- To replace the A/C stretch-fit belt, slide the supplied cable tie through one of the slots in the pulley on the right-hand side. Then wrap it around the A/C belt so that when tightened, the cable tie is holding the belt onto the ribs of the crank pulley
- Pass the belt completely around the A/C pulley, so the belt is positioned as shown below:



- Turn the engine over clockwise by hand again, this time pushing the top of the belt so that it continues to feed straight onto the A/C pulley as you turn the engine
- Once you've turned the engine over about 180 degrees, snip the cable tie loose and check that the belt is correctly seated on both pulleys. If not, continue to turn the engine whilst guiding the belt onto the correct ribs of the pulley/s

## Pulley Installation

**IMPORTANT:** BEFORE installing the alternator pulley, check the offset as shown below. MY06-on models typically have a longer pulley hub (these pulleys are usually stamped with the number 882 or 886 on the inside). In this case, use the supplied spacer to ensure the belt ribs on the GFB pulley are the same offset as the factory pulley as shown:



- Install the GFB alternator spacer (if required) and pulley, tightening with the impact driver
- Fit the GFB power steering pulley. It may help to tighten the nut once the belt is installed to help stop the pulley from spinning
- Fit the supplied belt over the crank, power steering, and then alternator pulleys. Tension the belt so that there is a deflection of 7-9mm when you press with 10kg of force on the belt between the crank and alternator pulleys
- Perform a final check to make sure all of the pulley nuts/bolts have been torqued up, the belts are correctly seated on the pulley ribs, and the tensioner lock bolts are tight
- Replace the plastic pulley cover and intake snorkel. It is a good idea to re-check the belt tension after the first drive

**This product is intended for racing use only, and it is the owner's responsibility to be aware of the legalities of fitting this product in his or her state/territory regarding noise, emissions and vehicle modifications.**

**GFB products are engineered for best performance, however incorrect use or modification of factory systems may cause damage to or reduce the longevity of the engine/drive train components.**

**GFB recommends that only qualified motor engineers fit this product. Warranty is for the period of one year from the date of purchase and is limited only to the repair or replacement of GFB products provided they are used as intended and in accordance with all appropriate warnings and limitations. No other warranty is expressed or implied.**