

Lightweight Crank Pulley Kit

Installation Instructions

Part # 2012



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Installation Instructions for GFB Lightweight Crank Pulley Kit

Part # 2012, suits VAG 2.0T FSI engine (BPY), which is typically found in:

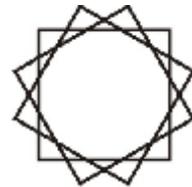
2006-2008.5 VW Golf Mk5, Jetta Mk5, Eos, Passat (B6), Audi A3 (8P), and 2008 Audi TT (8J)

Tools required:

- Torx T20 driver
- 19mm socket or ring spanner (wrench)
- 5/8" open-end or adjustable spanner (wrench)
- 5mm hex key or similar diameter shaft (i.e. screwdriver or large nail) – this is to slide into the belt tensioner to lock it in the open position – not absolutely necessary, but makes belt removal/fitting much easier
- 6mm hex key for 2006-2007.5 models
- 10mm triple square (also known as XZN) driver for 2007.5-2008.5 models (see note below):

NOTE: 2007.5-2008.5 models use triple square bolts on the crank pulley. The correct 10mm triple square driver **MUST** be used to loosen these bolts – do **NOT** be tempted to use a hex or double hex driver (even though they may appear to fit) or you may destroy the bolts.

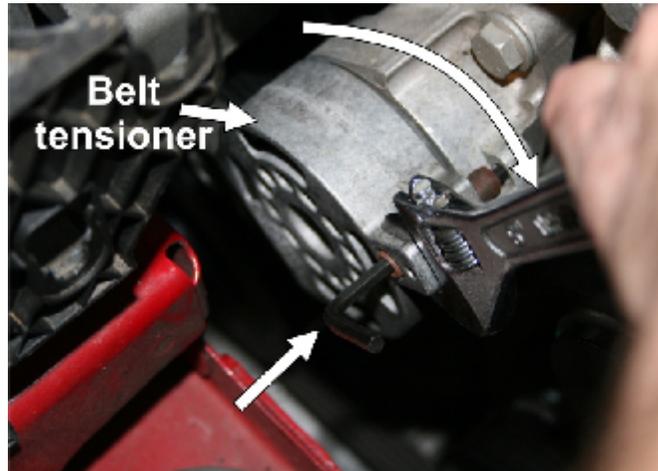
Triple square fasteners and drivers are so called because they have 12 points, formed by 3 squares overlaid on top of each other, resulting in 90 degree points as opposed to the 120 degree points on a hex or double hex driver.



1. Raise vehicle to get access to the front right wheel and wheel arch area. Make sure to properly support vehicle with jack stands.
2. Remove right front wheel.
3. Remove the lower section of the inner wheel arch guard (4 screws) and the small section of the undertray that attaches to it (6 screws) using Torx (T20) driver.



4. Mark the belt direction with chalk so it can be replaced the same way, then using the 5/8" open-end or adjustable spanner, rotate the square tab on the top of the belt tensioner towards the front of the car to release the belt tension.



5. Slide the 5mm hex key (or other suitable metal shaft) into the pin to lock the tensioner in the open position, then remove the belt.

6. Loosen the 6 crank pulley bolts in a diagonal pattern. To stop the crank pulley from rotating whilst loosening the bolts, use a 19mm ring spanner or socket on the centre crank bolt to hold it steady.



On 2006-2007.5 models the crank pulley bolts are 6mm hex socket heads and are stretch-type bolts. Make sure to use a good quality 6mm hex key, one that has no wear on the points or you may round the bolt sockets. Take care when undoing these bolts, as they can be quite tight and can be easy to round. If the bolt shows signs of starting to round before you can loosen it, try a product that freezes the bolt to help loosen it.

On 2007.5-2008.5 models with triple square socket bolts, make sure to use the correct driver as described at the beginning on these instructions.

7. Remove the crank pulley bolts and crank pulley, then install the GFB pulley on the crankshaft, making sure to align the locating pin with the matching pocket on the backside of the pulley. The GFB pulley should be a neat fit on the crankshaft – if it will not press or wiggle on by hand, do NOT lever or hammer it on! Check for rust or burrs on the crankshaft and remove as necessary.



8. For cars with 6mm hex socket bolts – replace the original crank pulley bolts with the ones supplied in the GFB kit along with the washers. For cars with the factory triple square socket bolts, simply re-use them.
9. Tighten the bolts in a diagonal pattern to 10Nm (7 ft-lb), then add an additional ¼ turn.
10. Install the belt over the crank pulley first, checking the direction of the arrow you marked in step 4 so it goes back on the same way. Run the belt under the tensioner, over the alternator, and over the A/C last.
11. Use the 16mm open end or adjustable wrench again to take the load off the belt tensioner locking pin, remove the hex key and then release the belt tensioner.
12. Perform a final check to make sure the belt is correctly seated in all the pulley ribs.
13. Replace splash guards and wheel.

GFB products are engineered for best performance, however incorrect use, installation or modification 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.