

GFB Subaru Power-Up Pulley Kit Fitting Instructions

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.

GFB recommends that this pulley kit is installed by a qualified motor mechanic.

Power Steering Pulley (not relevant on 2001 kits)

NOTE: If there is a hex socket in the power steering pulley shaft end rather than a nut holding the pulley on, then the pulley is not removable. In this case, you should use pulley kit part # 2001, which does not include the power steering pulley.

Removing the plastic pulley cover/s, then loosen the nut holding the power steering pulley on whilst the belts are still in position. If the pulley slips on the belt before the nut loosens, use a suitable bar through one of the holes of the pulley to lock it. **CAUTION:** take great care if using this method, as the pulley could be bent if done incorrectly.

Remove the pulley from the shaft and compare the pulley spline with the GFB pulley to ensure you have the right one, as there are at least 5 different power steering pumps used throughout the Subaru range. Pay particular attention to the lead-in to the spline at the back of the pulley, if it is not the same **DO NOT** attempt to fit it – return the kit to your dealer to exchange it for the correct one.

Slide the GFB pulley onto the shaft, ensure it slides on fully and thread the nut on finger tight. Once the remainder of the pulleys and belts have been installed and tensioned, tighten the nut as much as the belt friction will allow. **DO NOT** use a bar through the holes of the GFB pulley, as this could cause irreversible damage.

Alternator Pulley (for all kits except 2000)

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. Then loosen the belt 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.

IMPORTANT: There should be a number stamped inside the front of the factory alternator pulley – if the number is 882 (this is typically on MY06-07 models), slide the supplied spacer onto the alternator shaft **BEFORE** fitting the GFB alternator pulley. Otherwise, simply fit the GFB pulley onto the shaft and replace the nut with the impact driver.

Crank Pulley

Remove the air conditioner belt in the same manner as described above.

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 pulley on. Clean the pulley bolt thread and apply a small amount of LOCTITE™ or a similar product to the thread of the bolt. Be sure not to get any on the shaft or keyway, as it may make it difficult to remove the pulley in future.

Tighten the crank pulley bolt to a torque of 157 Nm.

Install the supplied belts and tension so that there is a deflection of 7-9mm when you press with 10kg of force between the crank/alternator and crank/AC pulleys.

IMPORTANT: Once the belts are tensioned do not forget to fully torque up the power steering nut.

Replace the plastic pulley cover and the job is done. It is a good idea to re-check the belt tension after the first drive.

Belt Sizes:

These are the belt sizes supplied and recommended by GFB.

Pulleys Installed	Power Steering/Alternator Belt	A/C Belt
Crank only	5PK 836	4PK 850
Crank and alternator	5PK 836	4PK 850
Crank, alternator & power steering	5PK 820	4PK 850

Replacement belt sets are available from GFB as follows:

Part # 2100: includes 5PK 820 and 4PK 850

Part # 2101: includes 5PK 836 and 4PK 850

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.