

Replacing the lower pulley tensioner

You will need

- Socket Set
- Part Number MD366344
- Jack
- WD40

If your engine has been making squeaky noises recently it could be that the bearings have gone in your lower pulley tensioner. It's a fairly common problem on FTOs as this pulley is at the very bottom of the engine and gets all the much and spray off the road all the time.

Replacing it is a fairly simple job. Firstly jack up the driver's side front to allow you access under the front of the car.

You need to undo bolts "A" and "B" shown on the diagram to the right. They may be stiff to begin with so spray around bolt "A", behind and between the pulley and the mounting bracket. The pulley has to slide down across this bracket so it may require alot of lubrication.

Undo bolt A, allowing the pulley to move down the screw thread. This will un-tension the belt. Once the belt is loose, undo bolt "B" and remove the pulley.

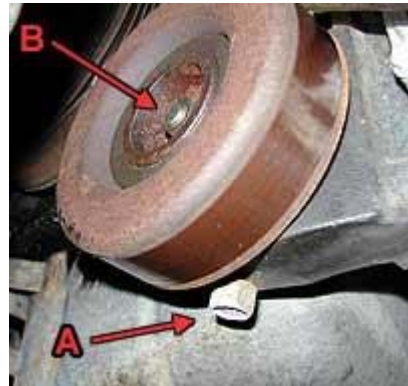
The 2nd picture shows the pulley removed.

Fit the new pulley to the bolt and tighten "B" as much as you can. Place the belt over the new pulley checking it's sitting correctly on the other pulleys, and begin to tighten bolt "A", moving the new pulley upwards and tightening the belt at the same time. Contine tightening till the belt is so tight that you can only just twist it 90 degrees. Dont over tight as this will wear out the belt, but dont under-tighten cause this will cause the belt to slip and squeal.

Here is some additional information written by I Johnston

This appears to be a common FTO problem probably because of the pulleys low and weather collecting mounting position. Symptoms of failure are a whining, whirring noise coming from the drivers side front. The pulley is mounted adjacent to the air con pump and is visible by viewing from underneath. It is mounted by a single bolt with another bolt perpendicular used to raise or lower the assembly (tension or release the PS/air con belt). The pulleys only role is to tension the belt.

If you suspect its gone check for play in the bearing (with the engine stopped!). A 1mm or so sideways movement will probably mean its excessively worn. An additional check is to start the engine and switch on the air con. Watch the air con pulley's centre clutch engage and disengage automatically and listen for a change to the whine. (if the noise disappears



Old pulley



Pulley removed



The new and the old



All done

when the air con clutch is engaged then you can be sure it's the air con pulley that's the problem.)

Looking at the new pulley, if it cost 5 quid you'd say it had a healthy profit margin. As with all things FTO finding one for less than 50 quid is difficult. Ralliart where the cheapest when I looked at 47 quid, Camskill 58, Usave 70 quid but Mitsi about 100 quid. The pulley appears to be sealed with no way of re-greasing or quieting its bearing. It may be prudent to replace both belts (upper and lower) while your at it however the upper alternator belt needs to be removed before you can replace the lower PS/air con belt.
