

# Frankentensioner (FT) Instructions

For easy clarification I will refer to the "inside" tensioner as the one that goes closest to the engine/front cover. The "outside" tensioner is the one...well, on the outside, closest to the radiator.

In the pics you will notice I did not do a very pretty job of trimming/cutting the stops. These are pictures of the first FT ever made. I didn't even know if it would work so I didn't kill myself making it look good. I was also working with a LARGE cut off wheel which tended to cut everything around it. A Dremel would probably work best.

The most important part of setting the FT up correctly is trimming the stops.

1. Trim all the stops off of the top of the inside tensioner (pic below). If you don't trim all the stops off they will hit the spacers and limit the travel of the tensioner (defeats the purpose of the FT design).



2. Trim the "maximum travel" stop off of the outside tensioner (pic below).



3. Trim about 1 inch off of the "maximum travel" stops on the bottom of both the tensioners (pic below).

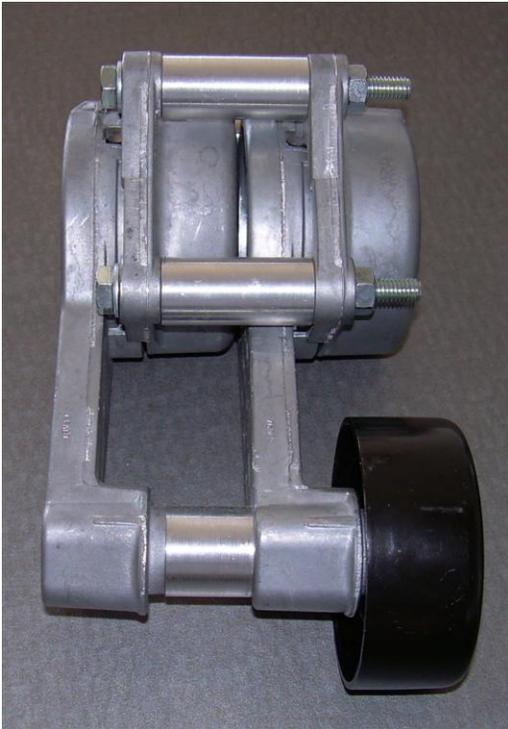


4. Drill the pulley bolt hole all the way through on the INSIDE tensioner. DO NOT DRILL THE HOLE/TREADS OUT OF THE OUTSIDE TENSIONER!!!!

5. Using the supplied hardware/spacers assemble the Frankentensioner. The large washer is used on the pulley bolt (pic below). Ignore the nuts in the picture, those are just there for photo purposes, you won't be using nuts.

6. Install FT in its stock location on the front cover using supplied hardware.

7. It is not a bad idea to check that the tensioner is working correctly. You can do this by putting a long breaker bar/ratchet in the tensioner and checking its travel. It should travel slightly over 2". If it doesn't you missed trimming a stop(s).



## 8. Setting Up Tensioner

It is VERY, VERY important that the belt have enough tensioner preload on it. If it does not and it is too loose it will slip. If it is too tight it will bang into the stops when making gear changes and possibly chuck the belt, break the belt, beat up the bearings or damage the oil pump. The tensioner travels about 2" total (you checked this when you installed the tensioner remember?). With the belt installed you want the tensioner to be roughly in the middle of its travel (about 1"). This is a lot easier to check with two people. If you are 1/4-3/8" off don't worry about it, that is close enough. The belt will stretch out slightly so if anything being on the tight side of 1" preload is not a bad thing. If the tensioner is not in the correct position you can change it slightly by using a different mounting hole for the pulley under the blower snout/pulley. You will see there are multiple holes there to choose from. If you can't get it in range with the adjustable pulley you will have to mess with the diameter of one/some of the idler pulleys until it is right.