

Fitting a Belt Tensioner

If you have a VW Type I Judson it's very likely you don't have one. Early VW Type IIs also came without but as an add-on accessory the Belt Tensioner can save a lot of road-side hassle.

WHY DO I NEED A BELT TENSIONER?

The answer is obvious if you have a Judson without one and have ever stood looking proudly at your supercharger and thought..."What if the Generator Belt breaks."

If you HAVE a Tensioner you just slacken it off, slip the belt(s) off the top pulley, replace the Generator Belt, slip the blower belt(s) back on and tighten the Tensioner.

Simple...10 minutes...tops.

If you DON'T...90 minutes...minimum.

This is a simple operation that requires few technical skills. I fitted this Tensioner to my VW Judson Type I in just over an hour so I'm sure you can too.

What you do need to help you along the way are a few simple tips about the Tensioner Kit and one vital tool EVERY VW Judson owner should have to make life easy.

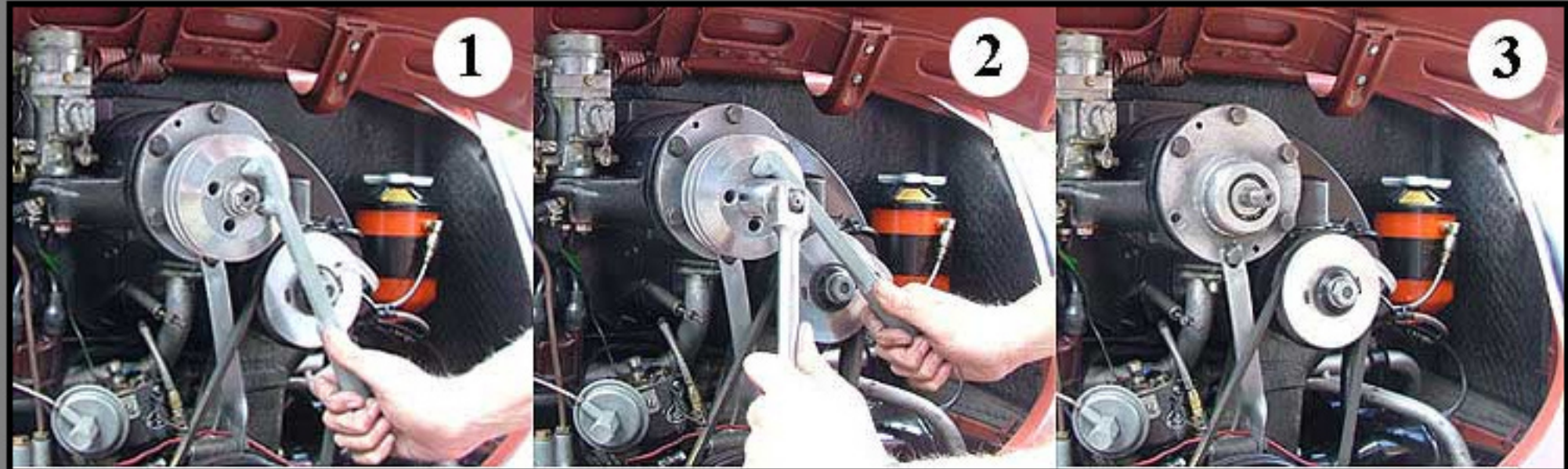
GENERAL

The essential tool I've referred to is the "Holdit" tool. My "Holdit" tool and "Double Tensioner Kit" were supplied by our European restorer Alejandro Martin, You'll find suppliers of the tensioner in the Samba Classifieds.

The tool has a double prong that allows easy removal of the supercharger pulley with the unit still in position on the engine. Without it, it's a workbench and vice job.

The "Tensioner Kit" has 4 items:

1. The Tensioner Pulley and Arm.
2. A longer bolt replacing the original front plate bolt.
3. A spacer washer that fits behind the blower pulley.
4. A tool to remove the Tensioner bearing when required.



Method

Figure 1 & 2. Here you can see the value of the "Holdit" tool. The 2 prongs fit into the holes in the blower pulley holding the pulley steady while a socket can be applied to remove the pulley locknut.

Figure 3. You can now remove the blower pulley using either a hub puller or a couple of large sturdy screwdrivers to drift it off.



Figure 4 & 5. Having removed the bottom left hand bolt the Tensioner with the longer bolt can now be fitted.

Figure 6. The spacer washer can now be fitted over the blower spindle, having first removed the woodruff key to allow the washer to sit between the front bearing and the rear of the blower pulley. Replace the woodruff key and blower pulley and tighten the locknut, again using the "Holdit" tool and socket.

A pair of suitable length belts, (I used "Goodyear 10AV1000" but any make of 10X1000mm belts will do) can now be fitted and the Tensioner adjusted and the bolt tightened.