

## **Volvo 850, 1998 S / C/ V 70 Serpentine Belt Removal & Installation**

### **Removal**

1. Lift coolant reservoir out and place on top of engine. You'll need to unclamp the coolant level sensor at the bottom of the reservoir, but there is no need to take off any of the coolant hoses. The coolant should not leak out of the cap when you tip it on its side. If it does, you'll need to buy a new cap as soon as possible.
2. Insert serpentine belt tensioner tool (thanks again for your purchase!) into the square hole as far as it will go. If the tool will not fit, try cleaning the square hole in the tensioner to remove corrosion. With a 3/4" open-end wrench (or large adjustable wrench) turn the tool towards the front of the car.
3. With the tension released from the belt, insert the metal pin into the front of the tensioner to hold it open. There will be two holes which line up for this purpose. It should be obvious when you look at it. Remove tool from square hole.
4. Remove old belt by first pulling it off of the idler pulley first.

### **Installation**

Follow the instructions given on the next page (courtesy of Bay 13 on Volvospeed.com). To make your life easier, pay particular attention to the following:

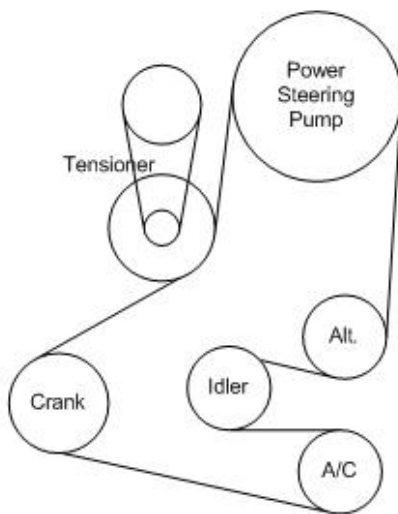
5. Lock the tensioner open with the tool and pin before trying to install the belt.
6. The belt goes over all pulleys which have lips / ridges on them first. You finish the job by routing over the idler pulley (it's the smooth one) last. The belt will not go on any other way no matter how hard you pull!!!
7. A wooden yardstick will make this job infinitely easier. Use it to route the belt around the crank and A/C pulleys on the bottom. You will also use it to push the belt over the idler pulley since the space is way too tight to get your hand in there.
8. Route the belt the correct way. If you are using a new belt, it will most likely go on like the illustration on the right. If you are reusing your old belt, it may still be routed like the one on the left. Be sure to look before taking it off. If your belt won't fit (and you are following step 6), you might not be routing it correctly.

Thanks again for your purchase!

## Volvo 850 Serpentine Belt Replacement (Upgrade)

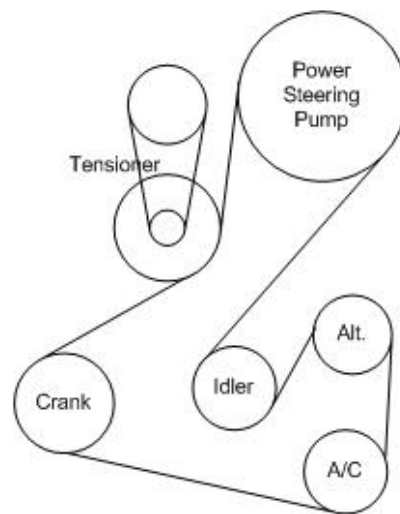
When the **serpentine belt** on the 850 and pre-1999 SVC/70s is changed, the parts department will give you a superceded part number that is longer than the belt on your car. This is assuming that you currently have the old belt. Many people including technicians at dealer and independent shops have problems getting the new belt on. The new belt goes on different from the old belt. Sometimes it seems that no matter what you do the belt seems to be just a tad too short. I have seen Technicians try stretching the belt to help with this and I have tried the stretch it method myself until I started routing the belt as described below.

Start by looping the bottom of the belt around the crankshaft pulley and the A/C compressor pulley, then while trying to keep the slack out of the end coming up from the A/C compressor. Route it from the crankshaft, under the tensioner, up around the Power Steering pulley. At this point, it takes lots of patience. While keeping things as tight as possible, route around the Power Steering pulley and down towards the idler pulley. At the same time, the part of the belt that was coming up from the A/C compressor routes around the Alternator pulley and down. Now there is a loop that has to go around the idler pulley, this is when to use the tensioner tool to take the tension off the tensioner and slide the loop onto the idler pulley.



Original (smaller belt)

From the bottom of the crankshaft pulley to the bottom of the A/C pulley, around the A/C pulley to the Idler, around the idler across the bottom of the alternator pulley and up, around the Power steering pulley and down to the crankshaft pulley.



New (longer belt)

From the bottom of the crankshaft pulley to the Bottom of the A/C pulley, up and around the Alternator pulley (counter clock wise) down to the idler pulley, around the bottom of the idler pulley and up to the Power steering pulley (counter clock wise) and down to the crankshaft pulley.