

ACCESSORY DRIVE BELTS

You can extend the reliability and service life of your vehicles drive belts with proper attention to installation, adjustment and maintenance. Neglect could cause failure. The result could be the loss of the engines cooling system causing major engine damage due to overheating; your charging and electrical system, power steering and air conditioning systems will also be affected. So it is a good idea to check your belts frequently and replace them as soon as you detect trouble.

BELT INSTALLATION

Follow the instructions below to install an accessory drive belt

Loosen the pulley bracket and shorten the distance between the pulley centres. Install the new belt without forcing it. Do not roll or pry the belt over the pulley.

Check the pulley alignment by running a straight edge along the pulley flanges and adjust if necessary. Pulley misalignment must not be more than 1.5mm ($1/16^{\text{th}}$) for each 300mm (12" in) of free belt span measured between pulley centres.

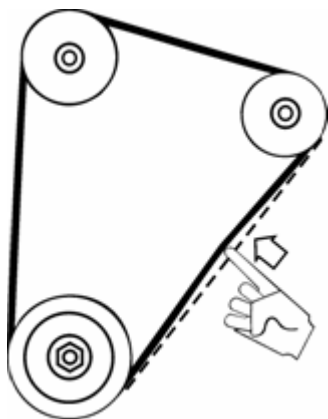
Check that the belt does not ride on the bottom of the pulley groove, and that the outside edge of the belt does not stick out more than 1.5mm ($1/16^{\text{th}}$) beyond the outside edge of the pulley.

TENSION AND CONDITION OF FAN BELTS

You need to check belt(s) for proper tension. **CAUTION: BE SURE THE ENGINE IS SWITCHED OFF.** A loose belt will slip on the pulley and fail to turn the alternator's rotor. Alternator drive belts new or used, should be adjusted to 120-140 pounds of tension (torques may vary between models, check your workshop manual). The best method of testing belt tension is to apply a good quality commercial gauge.

If a tension gauge is not available, use this method of testing:

Tighten the belt until pressure of your index finger at mid-point between pulleys on the longest run (finger at right angles to belt) will deflect the belt the distance shown in the table below. The force applied will be approximately 10-13 PSI.



Belt width in mm (inch).	Deflection for each 300 mm (12" in.) of span
13 ($1/2$ in)	10 mm ($3/8$ in)
17 ($5/8$ in)	10 mm ($3/8$ in)
19 ($3/4$ in)	11 mm ($7/16$ in)
22 ($11/16$ in)	13 mm ($1/2$ in)

A satisfactory alternative is to tighten the belt until deflection at mid-point is equal to the thickness of the belt for each 300 mm (12" in), before you adjust it, however, tilt the belt and inspect it for glazing, cracks or dryness. A worn or damaged belt should be replaced.

If you replace a worn or damaged belt, the new belt should be checked for correct tension.

NOTE: A new belt loses 60% of its tension in the first few hours of operation. It needs to be tested under normal operating conditions.

RE-TENSIONING NEW BELTS

A belt is considered "used" after 30 minutes of operation. After running for an hour or more, new belts will loosen. Check for proper tension after 300-400 Klms. If the belt can be deflected more than 3 mm ($\frac{1}{8}$ in) more than specified, tighten according to the instructions above.

CAUTION: Do not tighten belts beyond specified limits. Damage to bearings and/or belts may occur.

Submitted by Kris Newell of Victoria