

ADJUSTMENT

See Section 1.10 DRIVE BELT.

CLEANING AND INSPECTION

1. Use a spray solution of soap and water to clean belt. Avoid immersion. Wipe the belt down or blow dry. Although the belt's urethane compound is resistant to most solvents, these should only be used on a limited basis, and then must always be followed by a soap and water wash.
2. Inspect the edges of the belt for cuts or unusual wear patterns. While some beveling of the outside edge is common, and by itself is not usually harmful, it is an indication of sprocket misalignment.
3. Inspect the outside ribbed surface of the belt for signs of stone puncture. Since it is not always easy to observe this type of damage, look closely.
4. On the inside of the belt, inspect the roots of the belt teeth to see if the tensile cords are exposed. See upper frame of Figure 6-7. The tensile cords are covered by a layer of nylon facing and another layer of polyethylene. Once these layers are worn through, the tensile cords become visible. Visible tensile cords are an indication that the transmission sprocket tooth tip diameter is severely worn. Furthermore, belt failure is imminent, since the tooth tips will continue to scratch away at the tensile cords until the belt is completely worn through.

NOTE

During initial operation, the thin coating of polyethylene will wear off as it is burnished into the belt fabric. This is a normal condition and not an indication of belt wear.

5. Look for signs of cracking at the base of the belt teeth where contact may be made with the "corners" of worn transmission sprocket teeth. See upper frame of Figure 6-7. Replace the belt if cracking is evident.

NOTE

If the belt is replaced for reasons other than stone damage, the transmission and/or rear wheel sprockets also should be replaced. Use of worn or damaged sprockets will severely affect belt service life.

6. For common types of belt wear and damage, see lower frame of Figure 6-7.

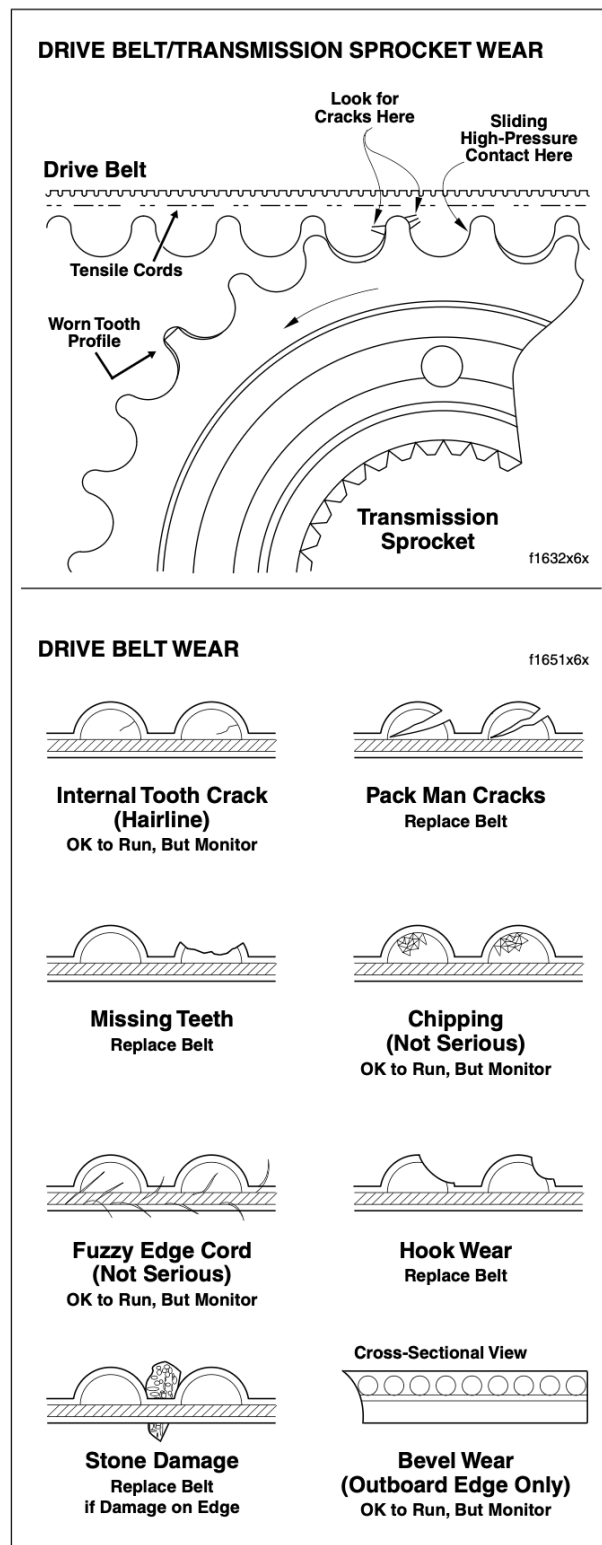


Figure 6-7. Drive Belt/Transmission Sprocket Wear