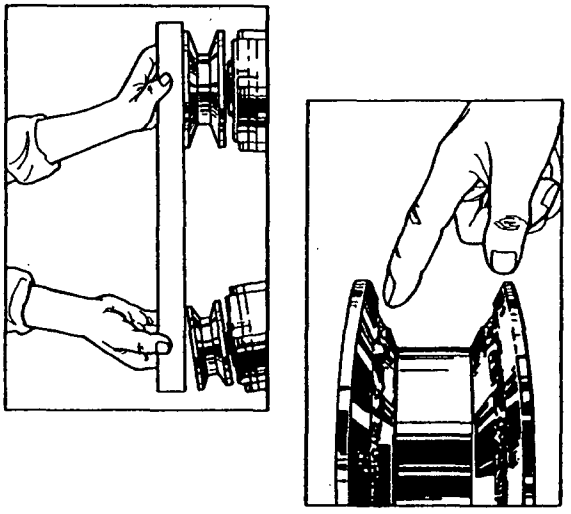


(Figure 42)

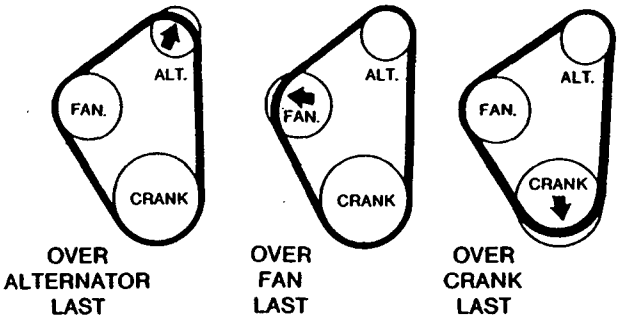
Remember, matched belts must be replaced in sets. A new belt added to a set of old belts will not ride in the pulleys the same as the used belts, and the drive load will not be distributed evenly among all the belts.



(Figure 43)

Inspect the belt pulleys for worn grooves, foreign particles or oil and grease in the grooves. Oils can be removed with a solvent (such as rubbing alcohol). Rust should be removed with a wire brush and belt-damaging burrs should be filed off. Worn pulleys should be replaced.

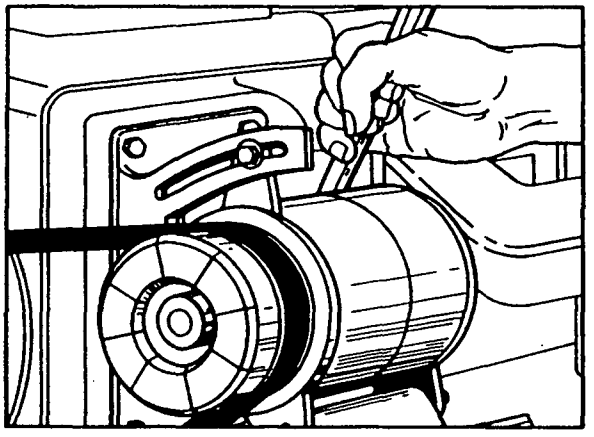
These worn pulleys are sometimes hard to identify. They can usually be found by placing a straightedge on the inside pulley wall or by feeling with the little finger or fingernail. If there is a groove in the inner wall, the pulley should be replaced. Normally, since the alternator pulley is the smallest, it wears first. If the battery is dead because of the alternator belt slipping, the alternator pulley is probably worn excessively.



(Figure 44)

When installing the new belt, reverse the process you followed in removing the old one. Work the new belt down and over the fan blades and slip it into the crankshaft and accessory pulley grooves.

On belt drives with plenty of take-up adjustment, installing a belt is usually not a problem. However, with limited takeup drives, installation can sometimes be tricky. For example, if you are installing a fan/alternator belt and the belt seems too short, try installing it from a different position. With this type of belt, there are three ways to install a belt, but—most probably—only one way will work.



(Figure 45)

Pry the accessory away from the engine and tighten its pivot and adjustment bolts. Do not pry against fins, power steering reservoirs or other fragile parts. Pull the accessory by hand until the belt is snug. Then, with a lever, apply force on the accessory until the belt is tight, being careful not to damage the engine or accessory. When the belt has been pulled to the proper tension, tighten the adjustment bolt.