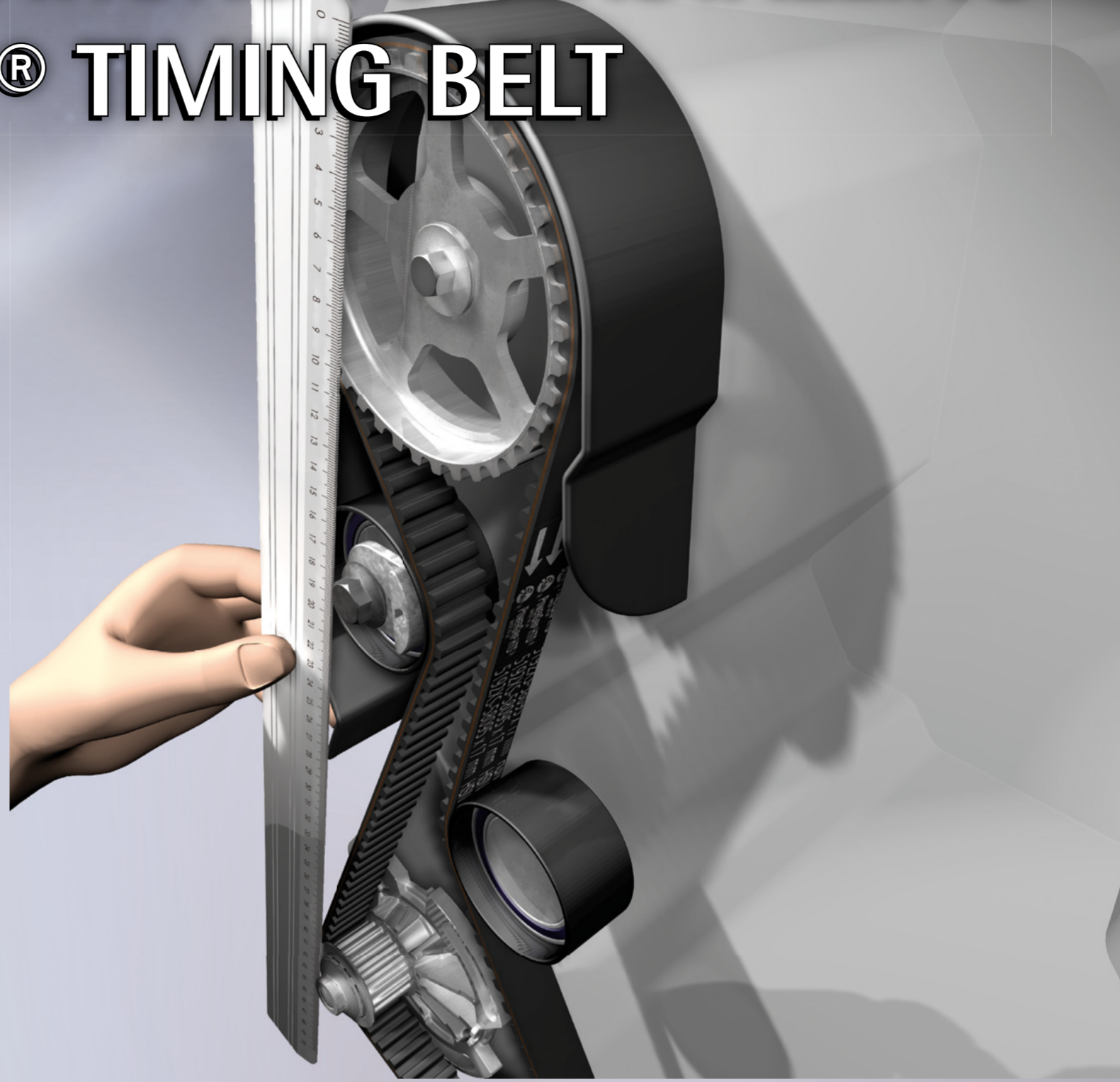




# GENERAL RECOMMENDATIONS FOR INSTALLING A POWERGRIP® TIMING BELT



**1. Timing belts are not interchangeable.** Make sure you use the correct belt recommended in Gates' catalogues. Handle the belt with care and store it in its protective box until installation. Never coil, crimp or twist timing belts, as this could damage the tensile cords.



**2. Carefully inspect the drive.** Poor drive alignment, improper belt tension and worn pulleys all contribute to early belt failure. A complete inspection includes checking for these problems as well as for damage or wear on the old belt. In case of excessive wear replace the pulley immediately.

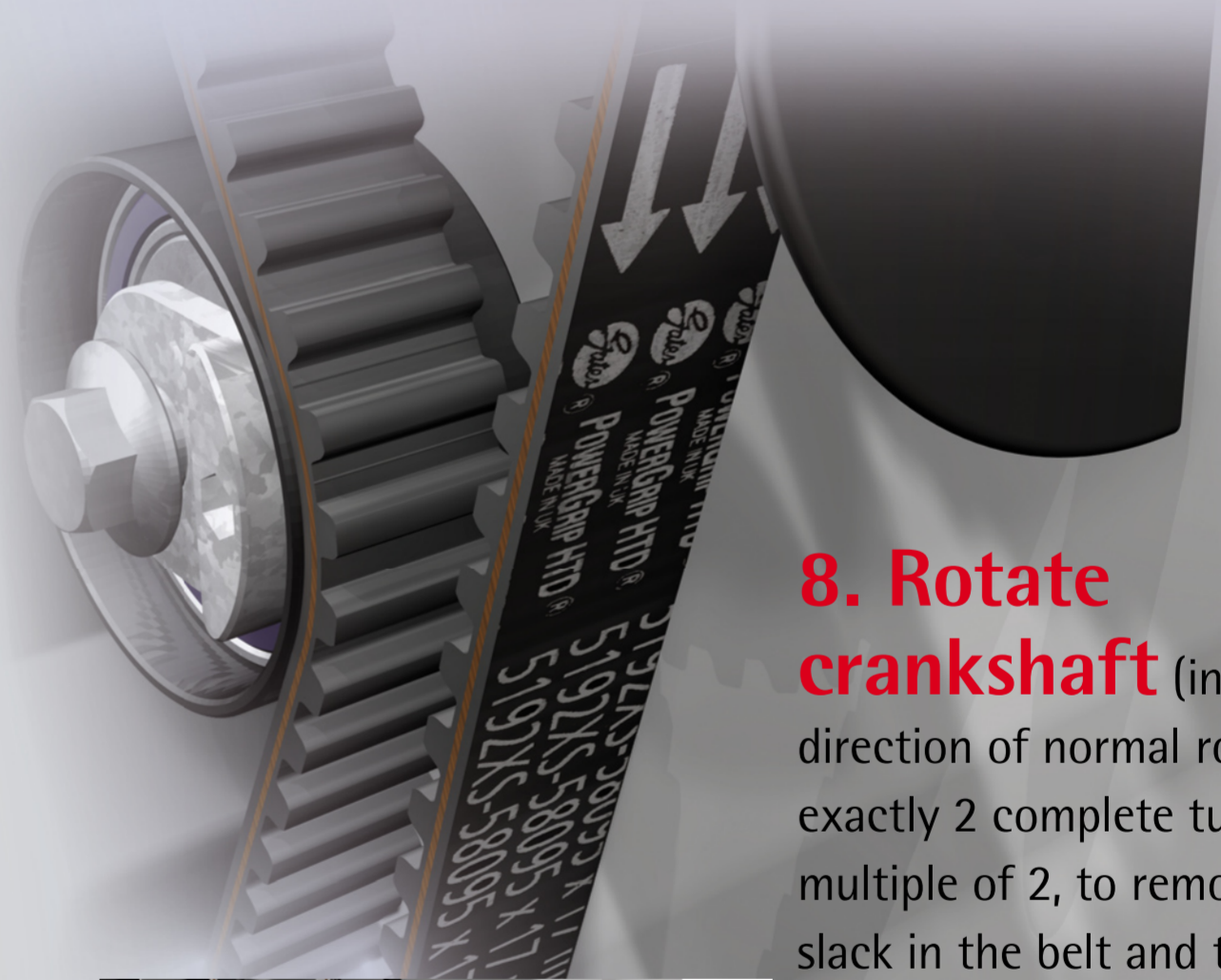
**3. Check the other components,** such as shafts, injection pumps, water pumps and tensioners for alignment, wear, lubrication, ... If necessary, replace them.



**4. Make sure the engine is cold** before installing a new belt.

**5. Never reinstall a used belt,** as tension values are calculated for new belts.

**7. Tension the belt** according to the vehicle manufacturer's recommendations. When the drive has a fixed tensioner, check the tension with Gates STT-1 sonic tension tester.



**8. Rotate crankshaft** (in the direction of normal rotation) exactly 2 complete turns or a multiple of 2, to remove any slack in the belt and to allow the teeth of the belt to seat themselves perfectly in the pulley grooves.



**9. Loosen the tensioner** and retension the belt according to the vehicle manufacturer's recommendations.



**6. Make sure the timing marks are properly aligned,** with the engine in Top Dead Centre position. Install the belt, but be careful not to force it over the pulleys. When arrows on the belt are provided, make sure they point in the direction of engine rotation.

**10. Reinstall all parts** that may have been removed.