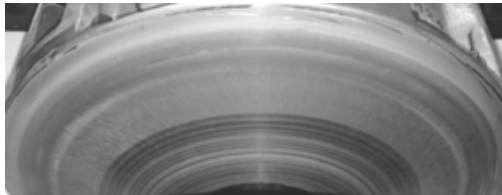


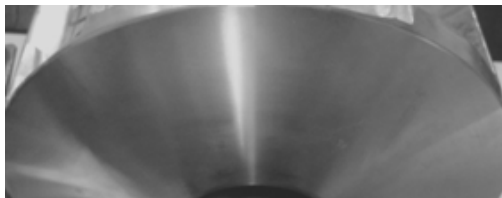


RECREATIONAL: CVT BELT INSTALLATION BREAK-IN

To ensure optimal operation of newly installed belts, the CVT sheaves must be cleaned of all old belt residue, glazing, and oils. Cleaning can be accomplished by carefully scuffing belt contaminants off the sheave/belt contact area with a mild abrasive such as 220-400 grit sandpaper, Scotch Brite Pad, or Steel Wool. Follow up by cleaning the surfaces thoroughly with alcohol or acetone until all impurities have been removed. **Cleaning the sheave surface until all contaminants have been removed is vital to future belt and CVT operation.** If any particles remain, belt slip and a noticeable drop in vehicle performance can occur. If a belt is to be removed and reinstalled during future maintenance, it is highly recommended that the belt is reinstalled in the same direction as before to match belt wear profile to contact with the corresponding sheave profile.



Dirty Sheave Plates



Clean Sheave Plates

BULLETIN TT004-13

PART NUMBER:

- G-Force CVT Belts
- G-Force Carbon Cord CVT Belts
- PowerLink Scooter Belts

MAKE:

- All

MODEL:

- All

YEAR:

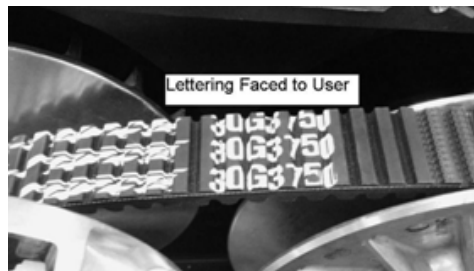
- All

ENGINE:

- All

New Belt Break In Process:

- New CVT drive belts require a break-in period of a minimum 30 miles to maximize belt life and performance. The goal of the break-in period is to properly wear in the belt to match the sheaves before applying maximum engine torque. By conservatively running through the entire shift range, proper belt contact over the entire sheave/belt contact path is optimized to eliminate belt slippage and drastically increase the belt's lifespan.
- Remove the clutch cover.
- Blow out the clutches and exhaust ports in the clutch box with compressed air if possible. This removes dust, dirt and debris and allows the clutch system to operate correctly. If the previous belt broke, remove all the debris and cord if any is left in the Primary or Secondary clutches. Check the clutch box exhaust ports for belt debris.
- Clean the clutch sheaves with maroon Scotch Brite pads and wipe them clean with alcohol or acetone poured or sprayed on a rag – do not spray into the clutches. This removes the old belt residue and oils which causes the new belt to slip and glaze. It also provides the new belt a clean surface to transfer power.
- Install new belt so it can be read right side up. Do Not roll or pry in the new belt. Open the Secondary clutch as recommended by the OEM. Release tension on the Secondary. Spin belt with the engine OFF by rolling the secondary by hand. Start unit up in park and let it idle for 30 seconds. Turn off the engine and replace the clutch cover. If the belt doesn't come to rest and stop spinning in park and the idle has dropped to normal warm engine rpm, check your system for alignment. On Snow machines you may need to adjust your deflection. See the owner's manual for proper alignment and Center to Center distances of the clutch system.
- Perform 2 Heat Cycles.
- HEAT CYCLE: Drive the unit in two wheel high for 20 minutes between 25-45 mph avoiding hard accelerations and hills. Flat terrain works best.
- After 20 minutes of driving, let the unit cool down for 30 minutes with the motor off.
- Repeat the HEAT CYCLE: for a second time. Let the belt cool down again for 30 minutes and you have a well broken in belt.



Although G-Force belts are not directionally biased, it is recommended to install them with the label lettering facing toward the user to keep belt reinstallation consistent.