



POWERSPORTS: **DON'T BREAK IT. BREAK IT IN.**

1 INSTALL THE RIGHT BELT

Choosing the right belt for your vehicle is critical for optimum performance.

Use **Gates.com/NaviGates** for vehicle belt identification or visit **Gates.com/GFORCE**.

2 PROPER BELT HANDLING

Gates G-Force™ CVT belts are durable and offer long life when properly handled. However, caution must be used to avoid damaging the tensile cords. Excessive bending and twisting creates invisible crimps, which can lead to belt breakage. **Do not crimp, twist, backbend, invert, bundle or zip tie the belt.**

3 CLEAN THE CLUTCHES

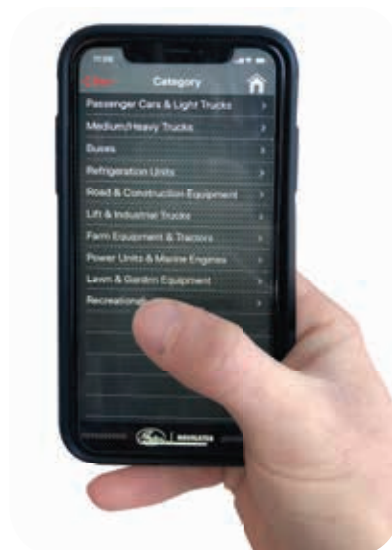
Remove old belt residue, dirt, debris, and oils from the clutch sheaves with maroon Scotch-Brite® pads and alcohol or acetone poured or sprayed on a rag. **Do not spray onto the clutches and do not use brake cleaner.**

4 INSTALL + BREAK IT IN

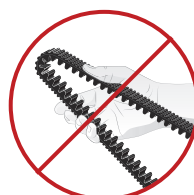
Open the secondary clutch and install the new belt so it can be read right side up. **Do not pry on the new belt without opening the secondary clutch.**

The goal of the break-in period is to properly wear in the belt to match the sheave angle before applying maximum engine torque. Perform a **HEAT CYCLE** with cover installed: 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. You may need to extend break-in time in extreme cold weather.

Repeat the **HEAT CYCLE** for a second time and you have a well broken in belt. See next page for detailed instructions.



DO NOT BACKBEND



DO NOT CRIMP



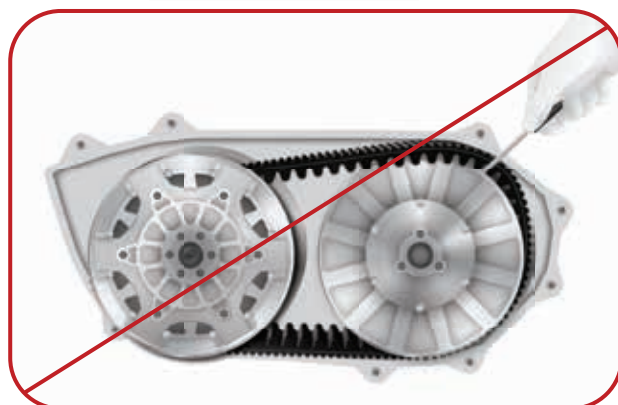
SPACE BELT CLAMPS
LESS THAN 5" OR A
FIST WIDTH APART



DO NOT FLATTEN BELT



DO NOT INVERT



DO NOT PRY ON

POWERSPORTS: CVT BELT INSTALLATION BREAK-IN



DIRTY



CLEAN

To ensure optimal operation of newly installed belts, the CVT sheaves must be cleaned of all old belt residue, dirt, debris, and oils. Cleaning can be accomplished by carefully scuffing belt contaminants off the sheave/belt contact area with a mild abrasive such as a Scotch Brite® Pad. Follow up by cleaning the sheave surfaces thoroughly with alcohol or acetone until all impurities have been removed. **Cleaning the sheave surfaces 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 sheaves (top) should be cleaned with a mild abrasive to remove rubber and other wear contaminants. Dark wear patterns must be removed from the surface then cleaned off with an alcohol agent or acetone to remove fine particles.



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.

NEW BELT BREAK-IN PROCESS

- 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 are 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 onto the clutches.** This removes the old belt residue and oils which can cause the new belt to slip and glaze. It also provides the new belt a clean surface to transfer power.
- Install the new belt so the lettering can be read right side up. **Do not pry on the new belt.** Open the secondary clutch as recommended by the OEM. Release tension on the secondary. Spin the 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 snowmobiles you may need to adjust your deflection. See the vehicle Owner's Manual for proper alignment and center-to-center distances of the clutch system.
- **Perform a 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. In extremely cold weather, it is advisable to extend the break-in time by 5-10 minutes to allow the belt to warm up optimally.
- 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.