

Belt Replacement – 1st Belt

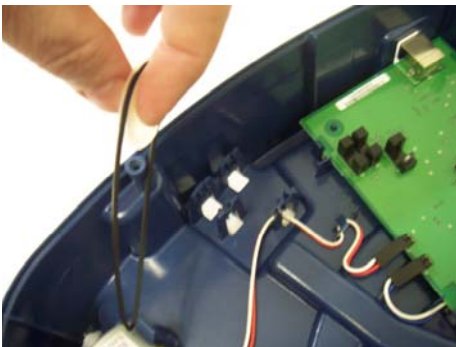
The main thing to keep in mind when you are replacing the belts, is to keep the stretching and twisting of the new belts to a minimum; and also try to avoid getting lubricant from other parts of the unit on the belts, as this will cause them to slip.



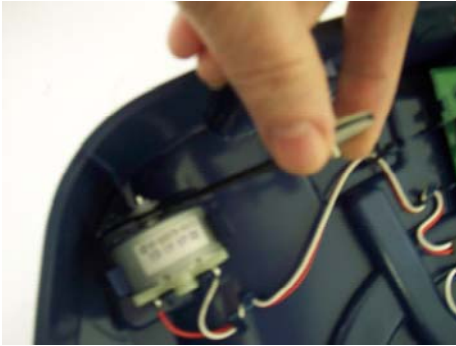
1. Remove drive gear, which is located toward the rear of the unit



2. Now remove the drive pulley, with which the gear interlocks.



3. Remove the “worn” belt and replace with new belt. First place the belt onto the drive pulley and affix the belt onto the motor pulley.



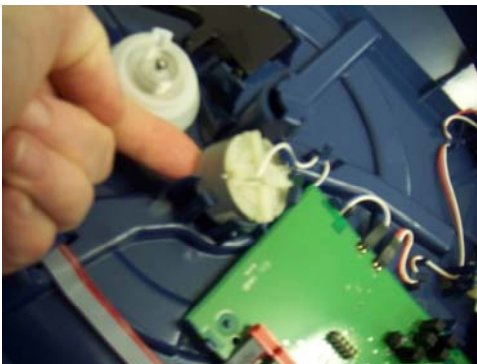
4. Return the drive pulley to its housing in the plastic base and then return the drive gear to its original position.

Belt Replacement – 2nd Belt

It is important to make sure that the centre motor is returned to the correct original position and “clicked” in-place (please take note of the original position before removal).



1. Remove black ejector arm by pulling it away from the white clutch.



2. Place finger under the motor in the centre and lift motor at a tilted angle from housing (this requires a fair amount of pressure).



3. Continue lifting the motor at an angle until fully removed from the housing; then remove the old belt.



4. Place the new belt onto the pulley beneath the motor, making sure you keep each side of the belt apart as you push the motor back into housing, so that the belt doesn't get pinched between the motor and upright part of housing.
5. Place other end of the new belt onto the lowest and largest pulley on the clutch (see second last picture in instructions for reference).

Belt Replacement – 3rd Belt

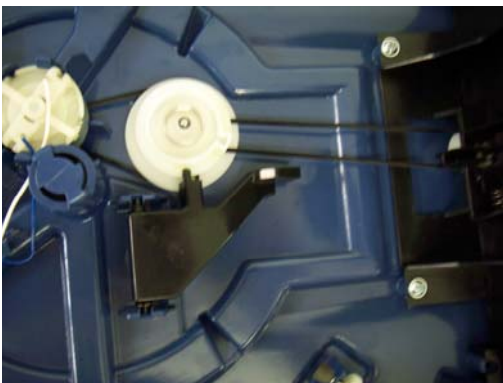
Pay careful note that when placing the belt on the clutch pulley, it needs to go on the narrowest part of the clutch (not further up where it looks like it belongs).



1. Take new belt and make a loop by placing it between thumb and forefinger (as above).

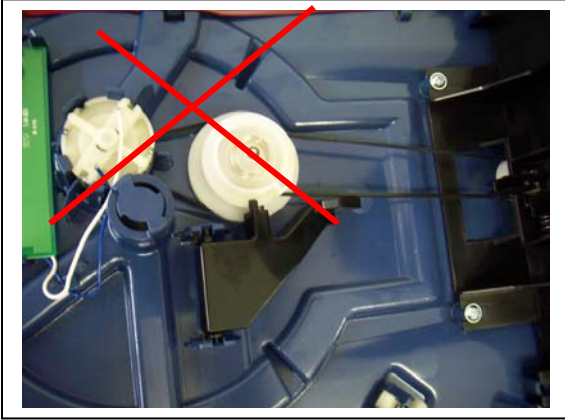


2. Raise rollers at the gate with the other hand, while inserting loop under and then around the pulley at the bottom of the rollers.



Place other end of the belt over clutch, trying not to over-stretch the belt in the process. Make sure you place the belt on the very smallest part of the clutch.

If this is in the correct position, the view should be as above with a small (approx 3mm) space between the black ejector arm and the belt.



Just for reference, this is a picture of the result when a belt is placed in the incorrect position on the clutch. You will notice that the belt is further apart, therefore leaving almost no gap between the black ejector arm and the belt.