

# TECH BULLETIN V-Belt Tension

Tech Dept (630) 849-7754

TB100

## Love to Smell that Burning Rubber?



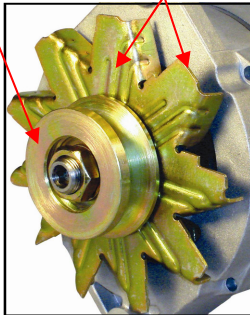
### Not if it's your Belt Slipping!

### The # 1 Reason for Premature Alternator Failure Including No Output Is a Slipping V-Belt!

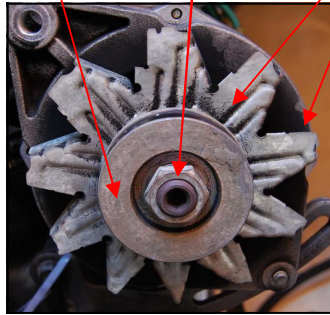
In the good old days when all we needed was a 40-60 amp alternator, slipping belts were not a common problem. Now that we need 100 amps and up, it has become a real issue. The higher the amperage, the more resistance an alternator has, and it takes more power to turn the pulley. Therefore the belt has to be tighter to prevent slippage.

**Signs of belt slipping:** Little or no output, discharged battery, pulley extremely hot and starting to discolor, rust on alternator shaft, belt dust collecting on fan and front alternator housing, belt sticking to pulley, glazed or cracked belt, belt riding too deep in pulley groove, bearing noise. **Note:** Most of the time the alternator belt doesn't make a squealing noise when slipping.

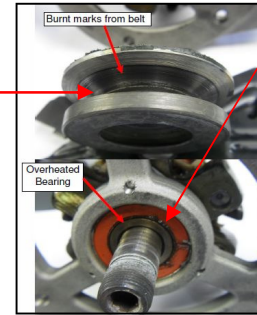
**Normal, not discolored,  
No belt dust on fan or  
Housing**



**Belt Dust  
Pulley Discolored  
Shaft Rusty**

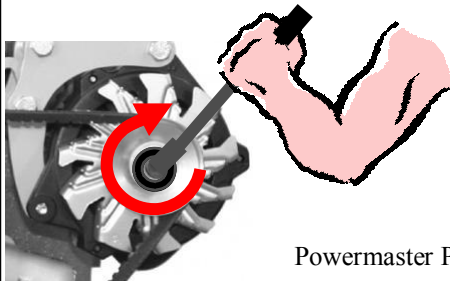


**Belt too Deep In  
Groove  
Bearing Overheating**



### **You may think your belt is tight enough, but is it? Chances are it is Not!**

Here's a simple and foolproof way to check. Place a socket and pull handle on the alternator pulley nut, turn clockwise. Does the pulley slip? If so, the belt isn't tight enough and will slip while the engine is running. When checking belt tension this way, it should try to turn the engine and not slip at all.



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Powermaster Performance 1833 Downs Dr West Chicago, IL (630) 957-4019