



SPLIT BELT PRO

Quick Start Guide

Product Overview

The Split Belt Pro is the next generation of belt drivetrains that allows you to enjoy the benefits of a belt on the bike of your choice, without needing a split in your frame.

Cycling should be smooth, responsive, and worry free. Split Belt Pro does not require grease or regular maintenance, so you can spend less time tinkering with your bike and more time riding or relaxing.

Listed are the components in kit.

*Riveting Tool purchased separately and required for installation. Consult your local bike shop to see if they have this tool.



x1 Split Belt



x1 Front Belt Ring



x1 Rear Sprocket



x39 Rivets



x5 1mm Spacers
x5 2mm Spacers



x1 Riveting Tool



Split Belt Pro components in relation to each other.

Tools Required for Installation

- Hex Wrench Set (4mm, 5mm, 6mm)
- Riveting Tool
- Straight Edge (Ruler, Yard Stick, etc.)



Disclaimer: Components are not sized to scale. The Riveting Tool must be purchased and used for installation.

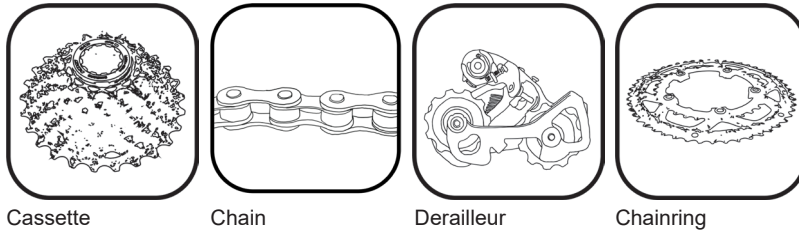


166 Hamilton Drive
Suite B
Novato, Ca 94949

+1 530 324 2007
hello@veercycle.com
www.veercycle.com

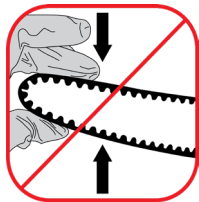
Before Installation

Make sure to remove all of your chain dependent components including Chain Cassette/Sprocket, Chainring, Chain, Derailleur, etc.

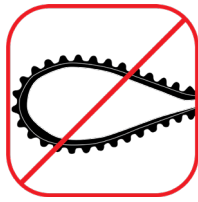


Do Not

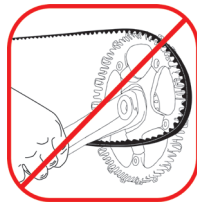
Damage to belt is likely if rivets are removed. If you would like to convert another bike to belt drive with the same kit, you will need to order a new belt.



Do not crimp the belt.



Do not backbend the belt.



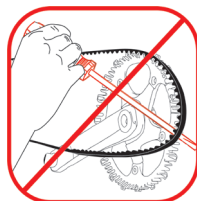
Do not roll the belt on by pedaling.



Do not remove rivets. Belt will need replacing.



Do not twist the belt.



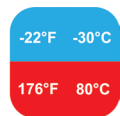
Do not pry the belt on.



WARNING: Read the entire online manual before using, replacing, or installing the Veer belt drive. Improper installation, adjustment, alteration, service, or maintenance can result in property damage and serious bodily injury, including death. Refer to the full manual for assistance or consult with a cycling professional for further information.

Maintenance & Use

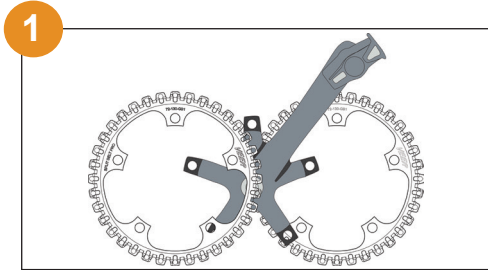
- Wash components with water.
- Belt ends are fragile and if damaged with effect the performance and safety of the rider.
- Temperature tolerance is -22°F to 176°F and -33°C to 80°C



166 Hamilton Drive
Suite B
Novato, Ca 94949

+1 530 324 2007
hello@veercycle.com
www.veercycle.com

Installation



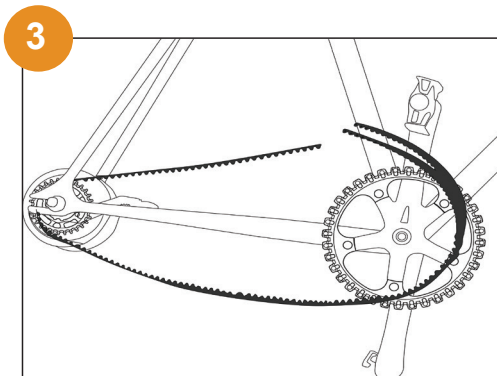
1 Front Belt Ring

Install belt ring onto crank set. The belt ring can be installed on either side of the crank spider. The belt ring may also be installed with the Veer logo facing inwards or outwards. The offset on the belt ring and 'flipping' of the belt ring allows for 4 different installation positions for 4 different belt lines.



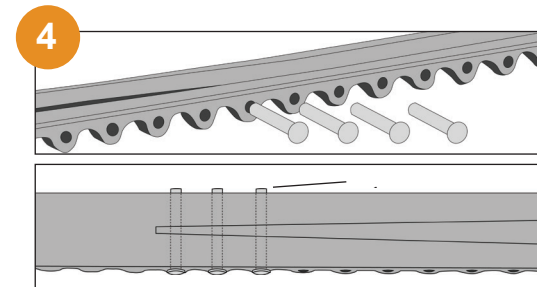
2 Rear Sprocket

Install rear belt sprocket onto rear hub. Install sprocket so that Veer logo is facing outwards from the hub. Re-install rear wheel.

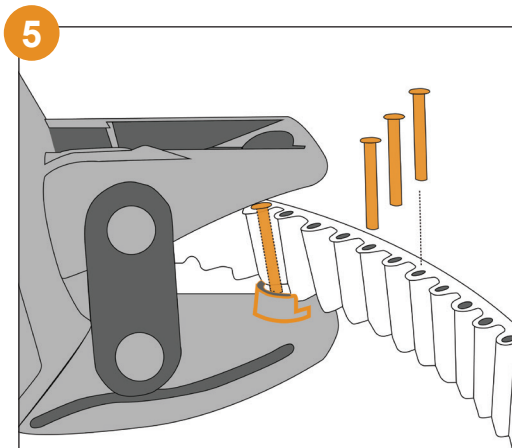


3 Belt

Thread the belt through the rear frame triangle. The belt splice is directional. The proper direction is shown with the pointed "male" end of the belt splice pointed in the direction that the belt travels through the system.



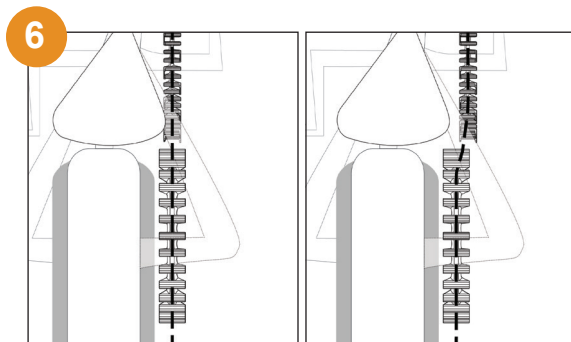
Join the splice together so that the teeth are aligned. Insert the rivets through the holes in the teeth with heads of rivets facing outward. Make sure you do not bend the belt as you install the rivets. The tips of the rivets need to extend out of the belt ~1mm and the heads must be flush against the side of the belt before they are rivetted.



Clinch rivets by squeezing the Riveting Tool with firm pressure until the rivet splays. There will be a "pop" sound or feel. You may try clinching a rivet before inserting it into the belt to get a feel for this "pop". We have provided extra rivets for this.

Tip: It is easiest to insert all rivets into belt and then clinch them all at once.

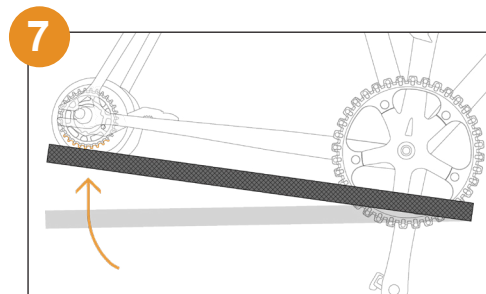
Alignment



Correct Alignment

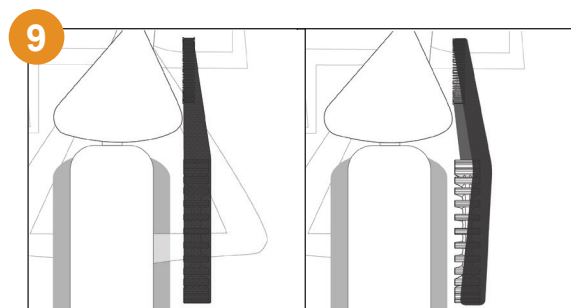
Incorrect Alignment

In order to function properly, belt drivetrains must be aligned perfectly. There must be little angle or misalignment of the belt and the sprockets. Sprockets must be in the same plane. Error of alignment over 1mm can cause issues and damage the belt in operation.



Checking Alignment

Ensure your rear wheel is centered and aligned in the dropouts. Check for sprocket alignment by placing a straight edge against the front ring and comparing where it sits against the rear sprocket to get a good estimate of whether both ring and sprocket are in the same plane. This will get you very close to the proper alignment.

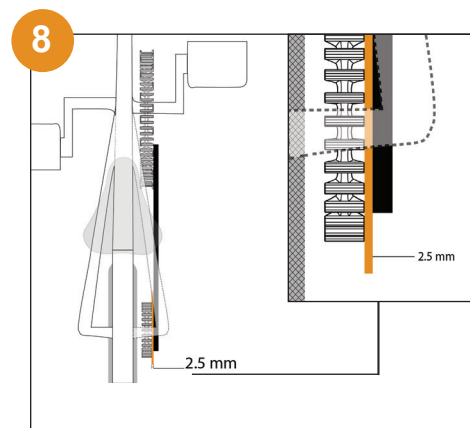


Proper Alignment

Poor Alignment

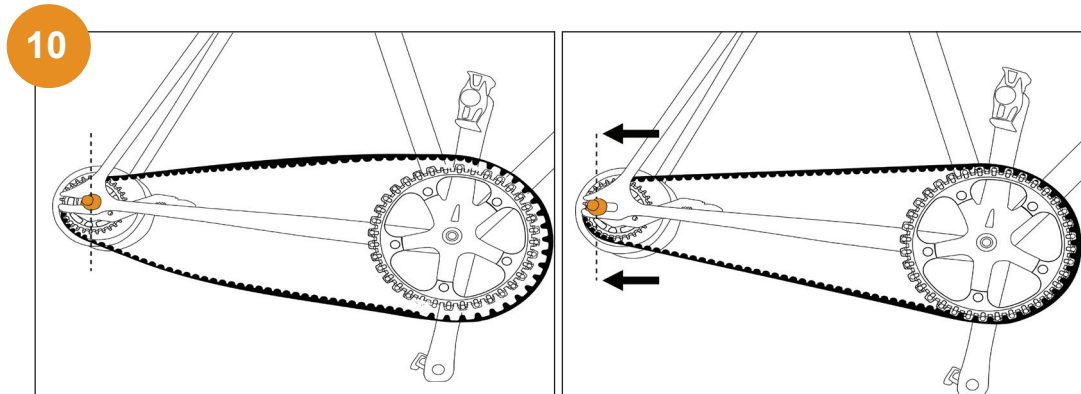
Adjusting Alignment

After a general alignment, fine tune the alignment by placing the belt on the sprockets. Lightly tension the belt. Pedal the lightly tensioned belt on both sprockets with rear wheel off the ground, the belt will slide to one side if it is misaligned. Adjust accordingly.



If your rear sprocket does not have guide flanges and your front belt ring does have guide flanges, then your straight edge will be off by 2.5mm.

Tensioning the Belt



Incorrect Tension

Correct Tension

Once sprockets are aligned, tension belt so that it is taught. There should be no slack in the belt. You should be able to pluck your belt and hear the twang of vibration. Tension does not have to be excessive as our drivetrain can be run at less tension than most belt drivetrains. Once tensioned, take the bike for a ride for a few minutes to allow the belt to “settle in”. The carbon fiber strands will relax once installed and the belt may have to be re-tensioned. Check tension at multiple points of crank position.



WARNING: Read the entire online manual before using, replacing, or installing the Veer belt drive. Improper installation, adjustment, alteration, service, or maintenance can result in property damage and serious bodily injury, including death. Refer to the full manual for assistance or consult with a cycling professional for further information.