



SPLIT BELT PRO

VanMoof S2/X2 and S3/X3 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 that will come with a Split Belt Pro Kit.



x1 Split Belt



x1 Front Belt Ring



x1 Rear Cog



x1 VanMoof Tensioner



x1 Hub Spacer
(With S2/X2 kit)



x1 Retaining Clip
(With 9-spline S3/X3 kit)



x39 Rivets



x5 1mm Spacers
x5 2mm Spacers



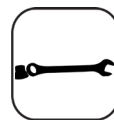
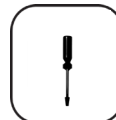
x1 Riveting Tool



Split Belt Pro components in relation to each other.

Tools Required for Installation

- Hex Wrench Set (4mm, 5mm, 6mm, 8mm, 15mm)
- Riveting Tool
- Straight Edge (Ruler, Yard Stick, etc.)
- Flathead Screwdriver
- VanMoof Wheel Nut Key
- Snap Ring Pliers



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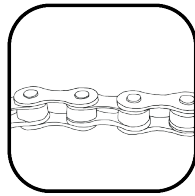
Disclaimer: Before installation, read disclaimer on the last page.

Before Installation

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



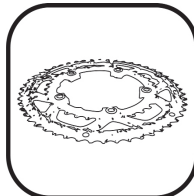
Cog



Chain



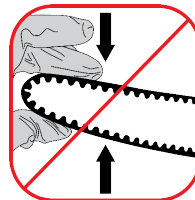
Chain Tensioner



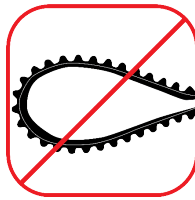
Chainring

Do Not

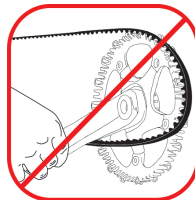
Damage to belt is likely if rivets are removed. If you would like to convert another bike to belt drive with the same kit, you will need to order a new belt.



Do not crimp the belt.



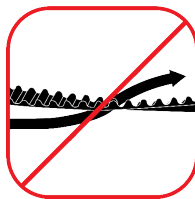
Do not backbend the belt.



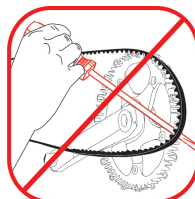
Do not roll the belt on by pedaling.



Do not remove rivets. Belt will need replacing.



Do not twist the belt.



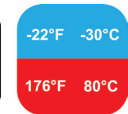
Do not pry the belt on.



WARNING: Read the entire 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 manual for assistance or consult with a professional bike mechanic. You may also email us at hello@veercycle.com.

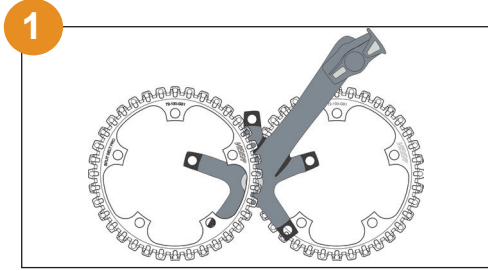
Maintenance & Use

- Wash components with water.
- Belt ends are fragile and if damaged will effect the performance and safety of the rider.
- Temperature tolerance is -22°F to 176°F and -30°C to 80°C



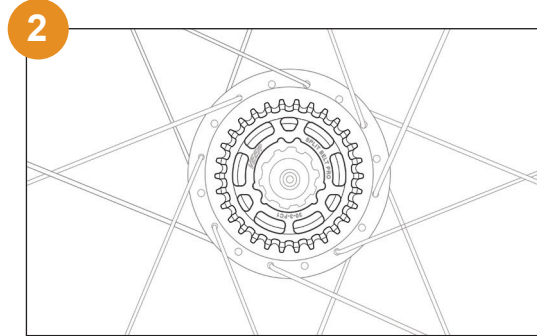
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Installation



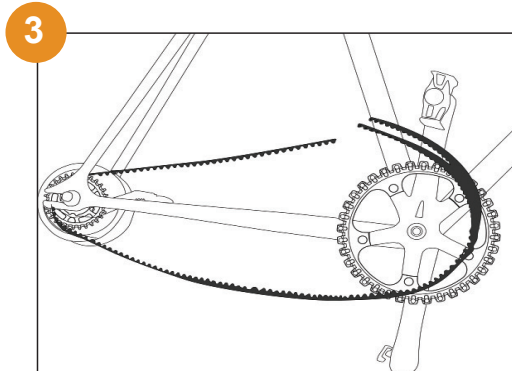
Front Belt Ring

S2/X2 & S3/X3 (3-spline): Mount beltring onto backside of crank spider with part number facing out.
S3/X3 (9-spline): Mount beltring onto backside of crank spider with 1mm spacer and part number facing in.
For adjustments: The 1mm offset of the belt ring and 'flipping' of the belt ring allows for 4 different installation positions for 4 different belt lines.



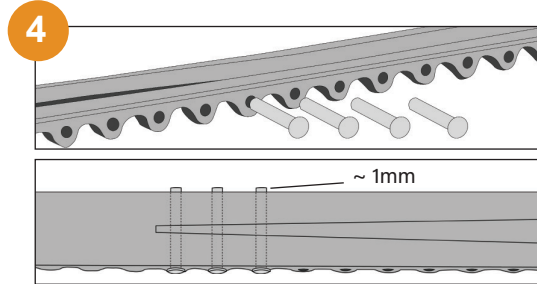
Rear Sprocket

Install cog onto rear hub. S2/X2: Install hub spacer, then cog with logo facing out. S3/X3: Install cog with logo facing inward. 9-spline version has new retaining clip provided.

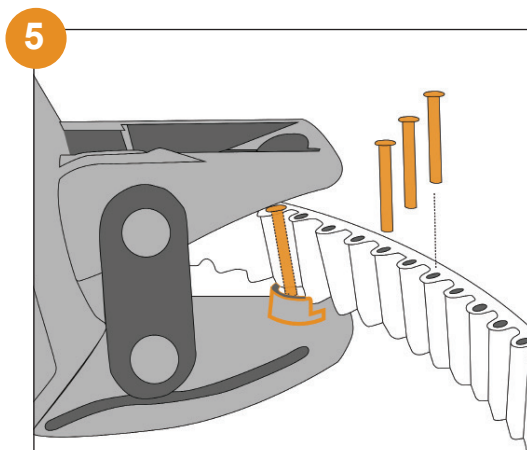


Belt

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.



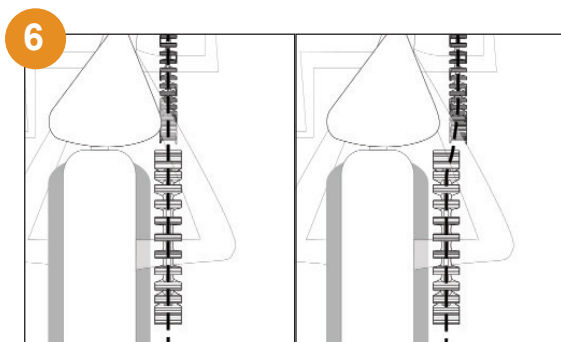
Join the splice together so that the teeth are aligned. Insert the rivets through the holes in the teeth with heads of rivets facing outward. Make sure you do not bend the belt as you install the rivets. The tips of the rivets need to extend out of the belt ~1mm and the heads must be flush against the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

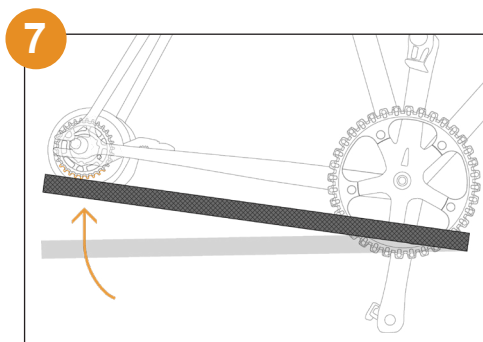
Tip: It is easiest to insert all rivets into belt and then clench them all at once.

Alignment



Correct Alignment

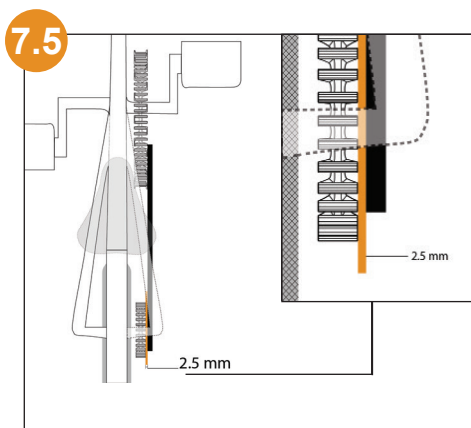
Incorrect Alignment



Checking 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.

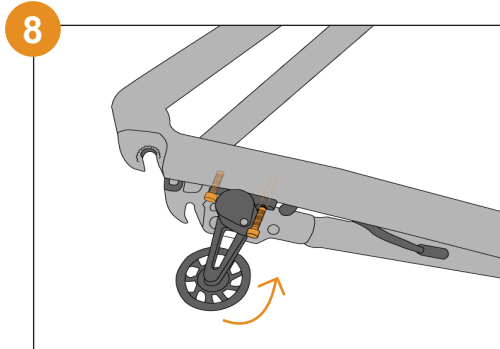
Ensure your rear wheel is centered and aligned in the dropouts. Check for sprocket alignment by placing a straight edge against the front ring and comparing where it sits against the rear sprocket to get a good estimate of whether both ring and sprocket are in the same plane.



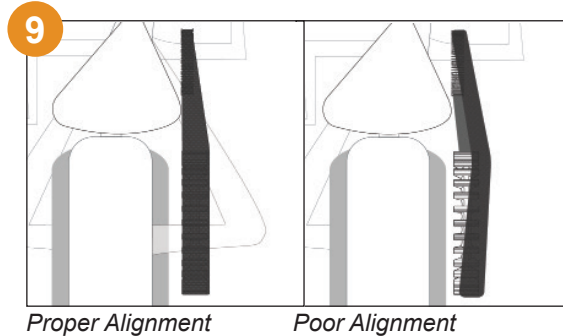
Your straight edge will be off by 2.5mm because the beltring has guides and the cog does not.

*Note: VanMoof's frames can vary up to $\pm 3\text{mm}$ so the beltring and tensioner wheel position may have to be adjusted with spacers to correctly align the belt with the rear cog.

Tensioning and Adjustments



Once beltring and cog are aligned, release the tensioner's locking pin to engage the belt. **Be careful not to pinch your finger!** There should be no slack in the belt. Take the bike for a ride for a few minutes and check that the tensioner wheel is aligned with the belt, beltring, and cog. Adjust alignment as needed.



Adjusting Alignment

After lightly riding the bike, check the alignment of the belt on the sprockets and tensioner. If the belt is sliding to one side of the cog by over 1mm, adjust accordingly with provided spacers. Make sure the belt is not rubbing on one side of the tensioner as well.

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