**Tensioning:** Remove the belt gauge access hole plug on the side of the casting. The face and rear casting bolts should be snug, but not too tight. This will allow the casting to move when adjusting the belt tension.

With engine key switch in the off position, turn the drive shaft using the propeller to ensure the belt is engaged with the sprocket teeth.

Note: For all large block Vanguard engines mounted on HD Sport models sold prior to January 2006, contact us for upgraded (grade 9) engine face bolts. 2007 and later engines have larger bolts. Severe impacts can cause the stock bolts to shear.

They are free of charge.

The belt is tensioned with the rear tension bolt. We highly recommend you place thread penetrating oil on the adjustment bolt threads 24 hours prior to adjusting the belt. A corroded bolt (especially if run in salt water) can jam and even break off. Newer models are not threaded. Notice: We do not warranty bolts that are corroded and break off. This is a customer maintenance item.

Tighten the belt by turning the adjustment bolt. Check tension each time you turn the bolt one turn. It does not take much movement to increase the tension once the belt is tight.

Use the gauge by positioning it as shown with the rubber up against your palm. The o-ring should moved upward to the 0 position. It will slide when you push on the gauge and then will show tension pounds.

The objective is to push on the gauge as shown and deflect the belt 1/4". Use the inch measurement marks on the side of the gauge to visually see the distance you push the gauge into the tension hole on the casting. This shows belt deflection. Now, look at the o-ring position to see how many pounds it took to — move the belt 1/4". New belts are set at 19 to 21 pounds and used belts over 1 hour old, are tensioned to 14 to 16 pounds. Check the tension a couple times to get consistent readings.

Now tighten the engine face bolts, rear casting bolts and adjustment bolt jam nut.

Run the engine a couple minutes and recheck the belt tension. Tension again if needed.

Run the motor and check again at 2 hours. The belt is then used and should be between 14 and 16 pounds. A little more is okay.

Tensioning is a simple process. A loose belt will always fail. Check the belt each year by simply removing the side access plug. Your belt will last 100s of hours if kept properly tensioned. A little preventive maintenance goes a long way.







