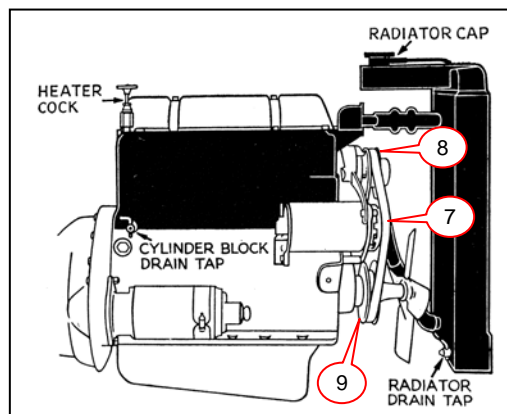
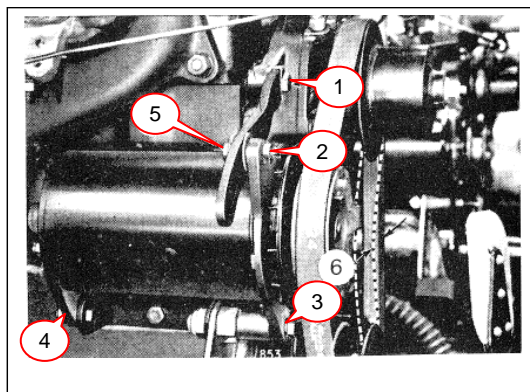


Supplemental Information & Instructions for 834-025 Fan Belt, Cogged (Flennor, Germany) 834-026 Fan Belt, Cogged (Gates, USA) TR2-4A



Instructions for Removing the Old Belt

Loosen generator pivot bolts (3, 4) and the adjustment link bolt (1).
Loosen the jam nut (2) on the bolt (5) that goes through the adjustment slot.
Loosen the adjustment bolt (5) itself - it is threaded into the tapped boss on the generator front plate.
Push generator in as far as it will go toward the engine.
It will touch the engine block; if your generator does not touch, you need to check the fasteners again.
One or more of them needs to be loosened some more.

Slip or pry belt off the generator pulley (7), then the water pump (8), and finally, push the belt down and out of the groove in the crank pulley (9).

Work the bottom of the belt between the fan extension and the steering mechanism.

On the TR2-3B, this will be the "center tie rod" or drag link. On the TR4-4A, it will be the steering rack. You will probably find that you need more clearance between the fan extension and the steering components.

For TR2-3:

Turn steering wheel to get drag link out of the way. Usually that is enough. However, you may have to loosen the motor mounts and raise engine slightly to get enough room to slide the belt out under the fan extension. Leave the engine raised until you have installed the new belt.

For TR4-4A

If there is insufficient space between the fan extension and the steering rack, loosen motor mounts and raise engine until you can slide the belt out. Leave the engine raised until you have installed the new belt.

Work top of belt under the chassis cross brace.

Wiggle the belt over the fan and between the fan blades and the rear face of the radiator, and set it aside.

Instructions for fitting the new belt are on the next page

Instructions for Installing the New Belt

Compared to the old belt, the new belt will be very stiff.

Installation is simply the reversal of the process described above.

When you have the belt on the crank pulley and the water pump pulley, you are ready to lever the belt onto the generator pulley.

As you pull the belt into place with your fingers, your initial impression will be that the belt is too short.

Don't give up just yet.

It will be necessary to lever the belt onto the generator pulley.

Eric Wilhelm, our resident TR guy, suggests using a small tapered pin punch and a small flat-bladed screwdriver. The pin punch must be small enough in diameter so that it fits easily between the "cogs" on the inside surface of the belt. The screwdriver also needs to be on the small side. If you pick tools that are too large, it will make it much harder to lever the belt onto the pulley.

Use the pin punch to get the belt started on the generator pulley.

Slide the small screwdriver between the belt and the front lip of the pulley fairly close to the pin punch

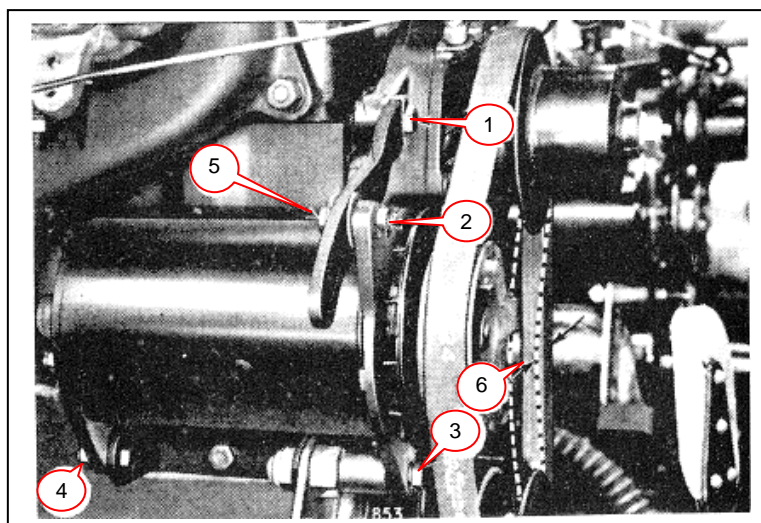
Raise the handle of the screwdriver and lever the belt up and over the front lip of the pulley.

You may need to do this several times before the belt drops down into the groove of the generator pulley.

Lever the generator out away from the engine until you can deflect the longest section (6) of unsupported belt $\frac{3}{4}$ " to 1" (19 – 25 mm) and tighten the adjusting bolt (5). Tighten the adjusting bolt jam nut (2), the pivot bolts (3,4) and the adjusting arm pivot (1). **Note: Over tightening the belt will lead to generator bearing failure.**

If you loosened the engine mounts and raised the engine, lower it and tighten the fasteners.

After the car has been driven for an hour or so, check the belt tension.



Why doesn't Moss sell a longer belt, one that is easier to install?

If the belt were much longer, it would be easier to install, but you would quickly run out of adjustment as the belt stretches. The real solution to the problems associated with a large, stiff fan belt is to convert to a 3/8 inch belt. The 3/8 Inch Belt Conversion Kit (837-508 or TT1132) includes a vibration damper crank pulley, which requires the removal of the original engine driven fan and fan hub. For details on this kit, please go to the Moss Website.

Although every effort has been made to ensure the accuracy and clarity of this information, errors and/or omissions on our part are almost inevitable. Any suggestions that you may have that will improve the information (especially detailed installation notes) are welcome. Please use the simple email form on the "**Contact Us**" page on the Moss website: <http://www.mossmotors.com/AboutMoss/ContactUs.aspx> If you prefer, you may call our Technical Services Department at 805-681-3411. So many people call us for help that we are often not able to answer the calls as fast as we'd like, and you may be asked to leave a message. We apologize in advance for the inconvenience. We will get back to you within 2 business days.



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Instruction Sheet 835-025_835-026 October 2009