

**Technical Bulletin
from**



**Honda 750 Ace/Spirit Belt Drive
Belt Tensioning Advisory**

If you have any questions concerning this technical bulletin, please contact us via e-mail at support@scootworks.com. This will ensure you receive the most prompt and accurate reply.

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Bulletin , Honda 750 Ace/Spirit Belt Tensioning Advisory

This technical bulletin is to advise of the importance of proper belt tensioning. It has come to our attention, than some owners are tensioning the belt drive system with no rider on board. It is **IMPORTANT** that the belt drive system be adjusted for what would be a typical load weight. Follow the instructions as found below:

With the bike on a lift and the rear wheel off of the ground, rotate the tire while “plucking” the belt. Note the location of the wheel when the belt tension is highest. Place a mark on the tire pointing straight down with the wheel in this position. Remove the bike from the lift, and position the bike with the tire mark pointing straight down. Using the Scootworks Belt Tension Tester supplied with the kit, perform the following test: The bike should be on level ground, transmission in neutral, and a **RIDER** of similar weight *ON*. Place a ruler along the leading edge of the swingarm at belt mid-point (1/2 way between the front and rear pulleys), to measure the belt deflection. **Using the tension tester supplied, apply 10 lbs of force upward on the return side (bottom) of the belt at mid-span (half way between the front and rear pulleys).** The belt should be adjusted to deflect between 3/16" and 1/8" with 10 pounds of upward force initially, closer to 1/8" in cases of higher payload or “more spirited” riding habits. Use no more, and no less (no looser than 3/16" @ 10 pounds!!) than these recommended values.

Once the Belt Drive is adjusted per the above instructions, torque the rear axle to 69 ft/lbs., and perform a road test. There are many variables with individual motorcycles that make it impossible to provide exact setting values for the indicators of rear wheel adjusters. That’s why the tension measurement is the correct way to adjust belt tension. Take the motorcycle out on the road for a quick test. If you get any ratcheting of the belt (jumping or slipping) during **normal** operation, tighten both adjusters an amount of 'two flats of the adjuster bolt heads' (approximately 1/3 revolution). Test again. Continue, until no additional ratcheting occurs, and tighten an additional 1 flat. Tighten the rear axle, reinstall the chain guard (if desired), and ride! **DO NOT continue to ride, if the belt is ratcheting!** Continual operation with a ratcheting belt, **will** cause premature belt failure.

Once adjusted, we recommend that you perform is what we call a "pick check". When the belt is "picked" along the edge like a guitar string, it will generate a tone. Observe this when the belt drive installation is new, and use it as a point of reference during the life of your belt. It may sound silly, but it has held true on all of the systems we've installed locally over the last few years, and is a common practice among those who service belt driven motorcycles.

NOTE: CHECK THE FRONT PULLEY PRELOAD BOLT TIGHTNESS AT 250 MILES. CHECK BELT TENSION AND FRONT PULLEY PRELOAD BOLT AGAIN AT APPROXIMATELY 1000 MILES AFTER INSTALLATION.

It is very important to check the front pulley preload bolt and belt tension as outlined above (250 and 1000 miles), and re-adjust it if necessary. There should be **ONLY ONE** more adjustment needed after that, but as with any good maintenance program, you should always be aware of your belt tension, and check it periodically.