



Break-In Process for New Snowmobile Drive Belts

The CVT drive belt on your vehicle is an integral part of the drive system and can dramatically affect how it performs. By following the recommendations below you will achieve optimum performance and extend the life of the belt.

Every new drive belt needs to be “seated” to the clutch faces. To accomplish this, take it easy for the first 20 miles, not exceeding half throttle. Vary your speed, stopping periodically for a short time to allow the belt to cool. The new belt will conform to the angle of the sheaves, producing more surface contact and enabling the belt to transfer the most horsepower at the highest efficiency.

Following these simple steps will allow you to spend more time riding and less time in the shop.

Break-In Process

- Follow all of the manufacturer’s safety recommendations and installation procedures
- Select the proper belt
 - A belt that is too long or too short robs the drive system of efficiency
 - A short belt causes damaging stress on the drive system
 - A belt that is too long won’t allow the clutches to work as they should
 - Ultimax belts are designed to be application-specific
 - Visit www.ultimaxbelts.com/belt-finder/ to identify the right belt for your machine
- Before installing the new belt, be sure the clutches are aligned and clean
 - Proper clutch alignment is a *must*
 - Clutches that are not aligned properly due to worn engine mounts, misaligned shafts or worn out drive components will cause problems and can shred your belt quickly
 - Clean any debris from the intake and outlet ducts, the clutches and clutch cover
- Acetone or brake cleaning fluids can be used to clean the clutch faces, but be careful to let everything dry so it doesn’t get on the belt
 - These chemicals will break down the compounds in the belt and result in shortened belt life
 - For this reason, do not use belt dressings
- Do not pry or roll on the new belt
 - Follow the procedure recommended by the vehicle manufacturer
- Install the belt making sure it sits within the sheaves correctly
 - For maximum belt life, always keep the belt running in the same direction
 - Some belts have directional arrows
 - Belts aren’t directional, so the way you put it on doesn’t matter
 - The arrows are there so that if you ever take the belt off, it can be reinstalled in the same direction
 - Ultimax belts don’t have arrows, so we recommend putting them on so you can read the branding/label
 - Get in this habit and you are assured that the belt is always running the same direction
- Spin the secondary clutch until the belt is good and snug
 - You should see the top of the cog above the edge of the secondary when it’s tight
 - On some vehicles you may need to adjust deflection
 - Follow the procedure recommended by the vehicle manufacturer
- Take it easy
 - Moderate driving in LOW gear for the first 10 miles
 - Vary speed, stopping periodically for a short time to allow the belt to cool
- Avoid aggressive riding and acceleration to prevent belt slip and heat build up
 - Belts tend to run hotter when first installed
 - Heat is the enemy of a belt and will shorten its life
- Allow the sled’s engine to warm up so the belt gets warm before riding
- Don’t try to move your sled if you think the track may be frozen to the ground
 - Break the sled free or run it on a stand before riding
- Follow the maintenance schedule recommended by the vehicle manufacturer



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