

# CHECK YOUR TILLER'S DRIVE BELT REGULARLY!

**You can do it!**  
No special skills needed.

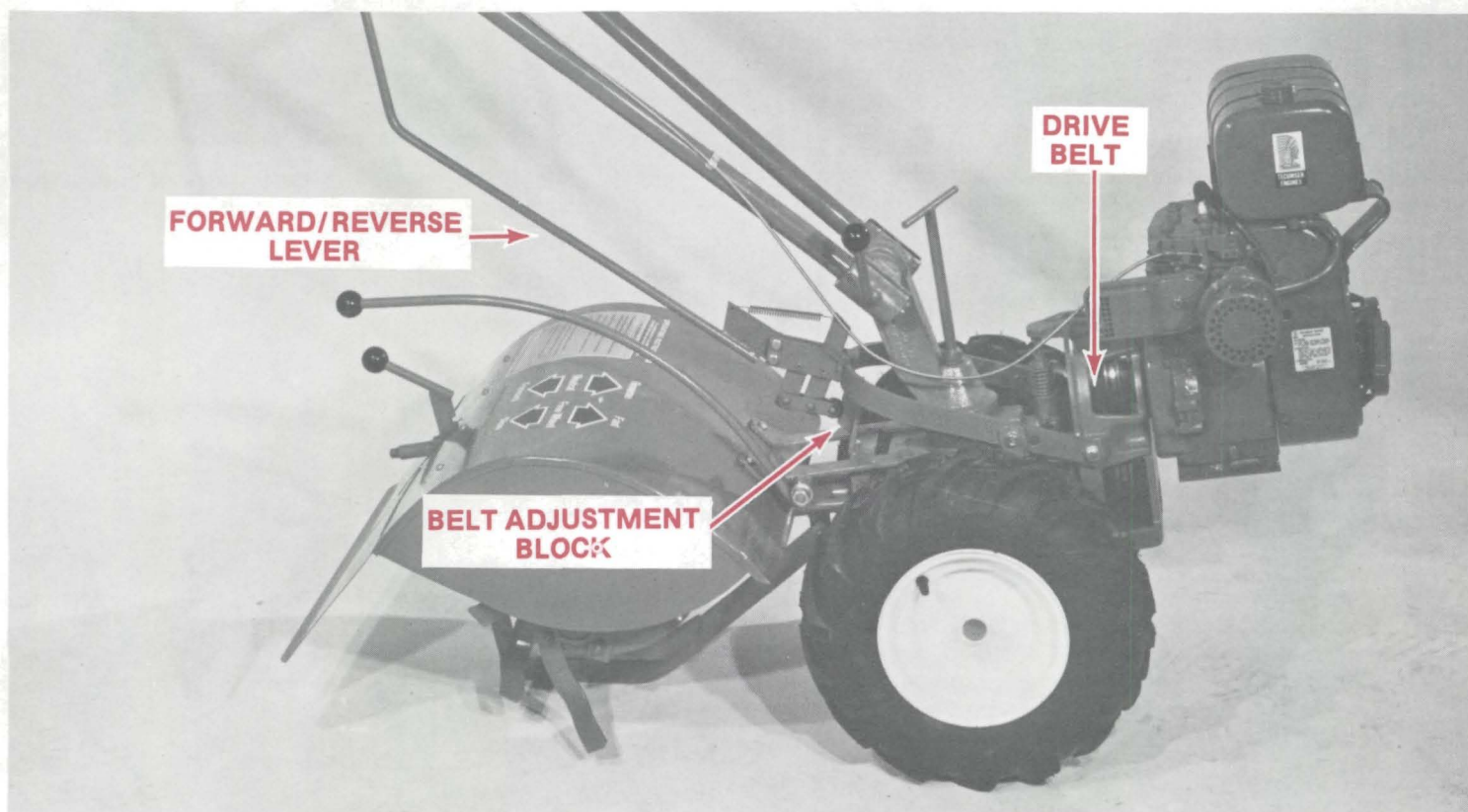
The single drive belt on your tiller transfers power from the upper (engine) pulley to the lower (transmission) pulley in order to drive the wheels and tines forward.

Because a loose-fitting or worn belt can slip on the pulleys and cause disappointing tiller performance, it's very important that you check the tension and the condition of the belt on a regular basis.

On a brand-new tiller, the belt will probably have to be tightened after the first few hours of use due to "seating" of the new belt with the new pulleys. After

this initial adjustment, you should check the belt at least every 10 hours for correct tension, and for signs of cracks, fraying and severe wear.

Given reasonable care, a belt should last three to four seasons, perhaps even more, based on about 40 hours of normal use each season by the average home gardener. To help extend the belt's life, you should: store the tiller indoors when not in use (and place the Forward/Reverse Lever in Neutral); keep the belt tension properly adjusted; and avoid jamming the Forward/Reverse Lever in and out of Forward—especially when shifting from Reverse to Forward.



## HOW TO TELL WHEN THE BELT NEEDS TIGHTENING

As a general rule, a properly tightened belt should deflect inward 1/4-inch with a modest push of 10 to 12 pounds with your finger (with the Forward/Reverse Lever in Forward). However, the best way to tell if the belt needs tightening is to gauge the tiller's performance in the garden:

1. Try out your tiller in deep garden soil with the Wheel Speed Lever in Slow Speed and the engine throttle set at a moderately fast speed. If the engine runs smoothly, with no power loss whatsoever, but the tines and wheels slow down or seem to lose power, then the belt is slipping on the pulleys.

2. Further evidence is if the belt slips even during shallow cultivating, or if you notice the belt slipping in Forward gear, but find the tiller operation is normal in Reverse, when the lower pulley is being driven by the reverse disc, not the belt.

If any of these conditions exist, tighten the belt as explained on the reverse side of this sheet. Of course, if further adjustment is impossible (previous adjustments may have left the adjustment block as far down as it will go), or if the belt is badly cracked or shows severe wear, then it should be replaced. When doing so, please order Troy-Bilt Part No. 9245—you'll receive a special belt that's made just for your tiller.

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PLEASE SEE OTHER SIDE FOR... "HOW TO ADJUST BELT TENSION" →

# HOW TO ADJUST BELT TENSION

**CAUTION:** If the engine has been running, wait until the muffler and engine cool down. Also disconnect the spark plug wire to prevent accidental engine start-up.

**STEP 1.** Push the Forward/Reverse Lever all the way down until it locks in the Forward position (see Photo 2). The Lever must be in Forward position to test and adjust belt tension.

**STEP 2.** Using a 9/16" or adjustable wrench, loosen—but don't remove—the mounting bolt for the adjustment block (see Photo 2). **NOTE:** Removing or swinging your handlebars to one side will give you additional room to work in.

**STEP 3.** With one hand holding the lever in the Forward position (clutch roller engaged beneath adjustment block), check the tension on the belt with your other hand by pushing the belt inward with your finger (Sketch 3). As a guide, the belt should deflect inward about 1/4" when using moderate force (push of 10 to 12 lbs.).

- If the belt is so tight that you can't push it in, simply raise the lever upwards. As you do, the clutch roller will push the adjustment block upward and give slack to the belt.

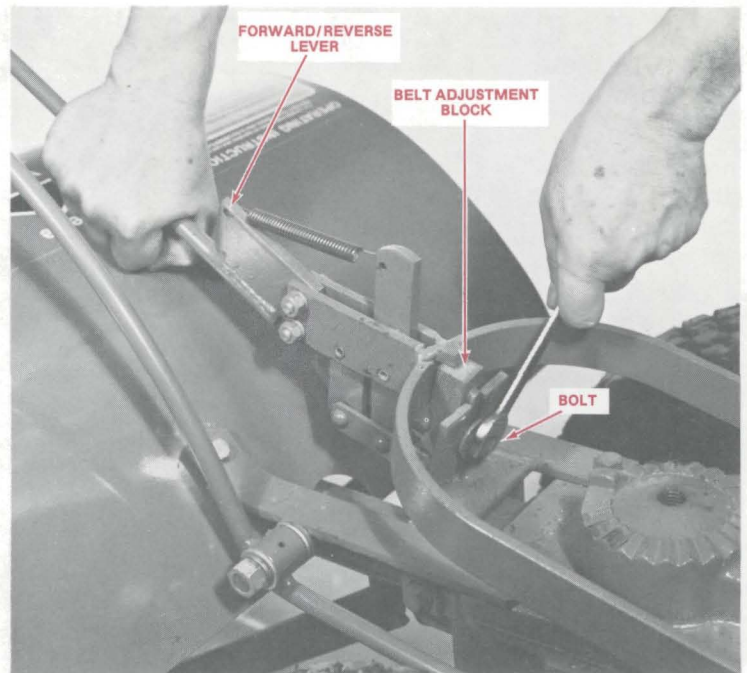
- If the belt is too loose, push the lever down, which tightens the belt.

When the belt tension feels right (about 1/4" deflection), hold the lever carefully in position and tighten the adjustment bolt securely.

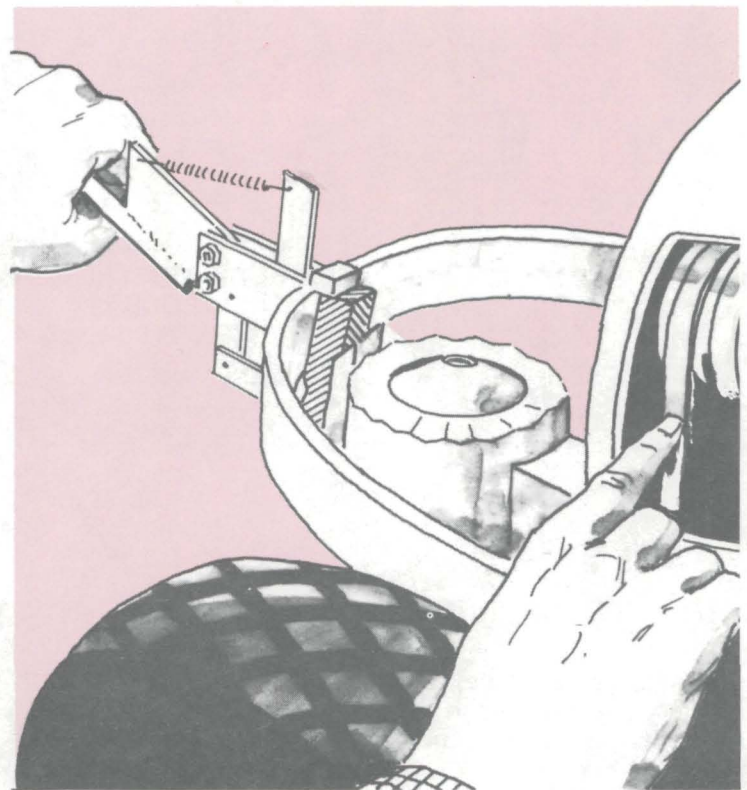
**CAUTION:** If belt is set too tight, the Forward/Reverse Lever will keep popping out of Forward position. If this happens, loosen the belt tension slightly.

**STEP 4.** Now you should take your tiller out to the garden and try it out. If it performs well when under a load, with no loss of power to the wheels or tines, then you are all set to go.

For more drive belt information, please see Section 7 in your Owner's Manual (the same adjustment instructions apply to both single and double-belt tillers). If you are missing an Owner's Manual, please let us know so we can send you another one—free. Of course, if you have any questions you should call or write us here at the Factory and we'll be glad to help.



(Photo 2) Loosen bolt to adjust belt tension (handlebars removed to show adjustment block better).



(Sketch 3) Move lever up or down until belt deflects 1/4-inch. Then, retighten adjustment block bolt.

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