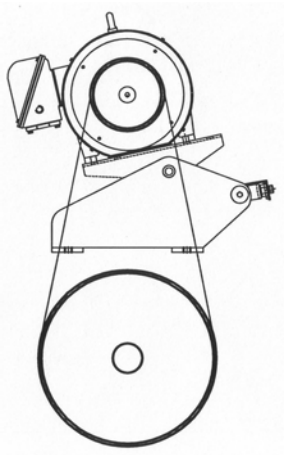
Installation and Tensioning
ZV4G Models



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Installation and Tensioning

Safety First - Isolate Equipment As Per Site Procedure.

Leverlinks have been developed to simplify the changing and retensioning of Vee Belts. We recommend the use of a *Ratchet* which will allow the Vee Belts to be adjusted or changed quickly and efficiently.

Installation

1. Bolt the LEVERLINK to the support structure in the predetermined position to suit the length of the drive belt(s). Refer to installation positions.

2. Bolt the motor to the base plate.

3. Check that the pulley faces are aligned before tightening all fixing bolts. This will ensure that the motor shaft axis is parallel to the driven shaft axis in all planes.

4. Remove the locking Cap. Using a ratchet , turn the **Adjusting Screw** in order to tilt the motor in the appropriate direction to allow the the drive belt(s) to be fitted.

5. Once again, using the ratchet, turn the **Adjusting Screw** in the opposite direction to tension the belt(s), noting that in doing so, torque is being applied to the leverlink rubber torsional spring. Tension the belts to the maximum tension recommended by the belt manufacturer.

6. Refit The locking Cap.

7. Test run and inspect belt(s).

- ♦ Belts may stretch and settle in during test run.
- ⇒ If belt tension is too low, remove locking cap before repeating step numbers 5 & 6.

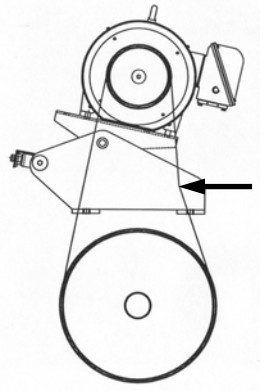
8. Fit Belt Guards.

Special Notes

- ♦ Always fit locking cap after tensioning or retensioning.
- ♦ Do not cut belts, while tensioned as motor will spring back and may cause injury.
- ♦ Avoid injury to hands,when new belts are being fitted.
- ♦ Static drives with fixed centres should be tensioned to belt manufacturer specifications using the force deflection method. Refer to table below or contact your belt manufacturer or supplier.

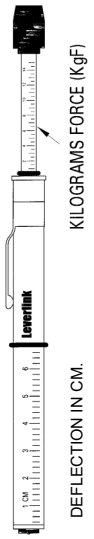
Tensioning Forces

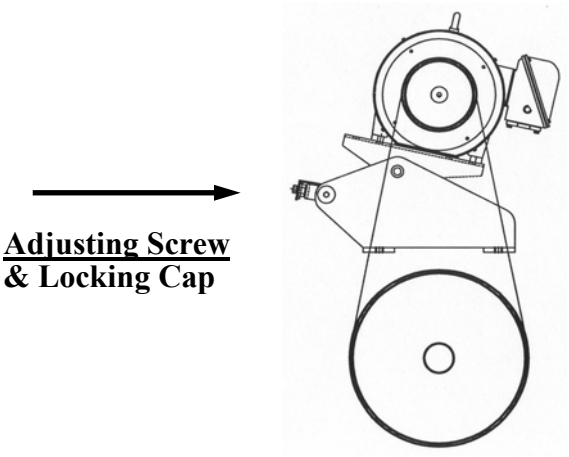
Belt Section	Force Required to Deflect Belt 16mm. per metre of span		
	Small Pulley Diameter	Newton (N)	Kilogram force (Kgf)
SPZ	56 to 95 100 to 140	13 to 20 20 to 25	1.3 to 2.0 2.0 to 2.5
SPA	80 to 132 140 to 200	25 to 35 35 to 45	2.5 to 3.6 3.6 to 4.6
SPB	112 to 224 236 to 315	45 to 65 65 to 85	4.6 to 6.6 6.6 to 8.7
SPC	224 to 355 375 to 560	85 to 115 115 to 150	8.7 to 11.7 11.7 to 15.3
DELTA	335 & above	150 to 200	15.3 to 20.4
Z	56 to 100	5 to 7.5	0.5 to 0.8
A	80 to 140	10 to 15	1 to 1.5
B	125 to 200	20 to 30	2 to 3.1
C	200 to 400	40 to 60	4.1 to 6.1
D	355 to 600	70 to 105	7.1 to 10.7



16mm per metre of span

Always use a Leverlink® Vee Belt Tension Indicator.
(Instructions are available in another publication—contact sales@leverlink.com.au).





Leverlinks have been developed to simplify the changing and retensioning of Vee Belts. We recommend the use of a ***Ratchet***, which will allow the Vee Belts to be adjusted or changed quickly and efficiently.

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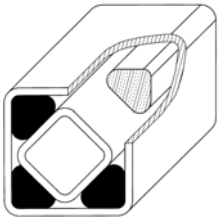
Retensioning - New belts should be checked and if necessary, retensioned after initial stretch has occured..

1. Check Belt Tension via window in guard or remove guard.
2. Remove Locking Cap.
3. Turn the **Adjusting Screw** to tension the belt(s). Tension the belts to the maximum tension recommended by the belt manufacturer.
4. Refit the locking Cap.
5. Test run and inspect belt(s).
6. Fit belt guards.



Changing - Drive Belts

1. Remove belt guard.
2. Remove Locking Cap.
3. Turn the **Adjusting Screw** in order to tilt the motor in the appropriate direction to allow the drive belts to be removed.
4. Fit the drive belt(s) to the pulleys, ensuring they are matching brand and length.
5. Turn the **Adjusting Screw** in the opposite direction to tension the belt(s), noting that in doing so, torque is being applied to the Motor Base rubber torsional spring. Tension the belts to the maximum tension recommended by the belt manufacturer.
6. Fit the Locking Cap.
7. Test run and inspect belt(s).
   - ♦ Belts may stretch and settle in during test run.
   - ⇒ If belt tension is too low, remove locking cap before repeating step numbers 5 & 6.
8. Refit Locking Cap.
9. Fit belt guards.