187. Carefully move the belt onto the belt tensioning roller being careful not to damage the belt.

188. Make sure that the nut of the belt tensioner is not tightened. Compress the tensioner and remove the drill (or other tool) to allow the spring to tension the belt. Tighten the nut.

189. Turn the crankshaft clockwise a few degrees. This is in order to remove the ‘slack’ between the belt wheels.
NOTE! Do not turn the crankshaft anti-clockwise. This will cause the belt to jump over giving an incorrect setting.

190. Back off the nut of the belt tensioner again to allow the spring to tension the belt again. Make sure that the belt tensioner is not seized in its pivot. Torque the nut 50 Nm (5.0 kpm/36 ft.lbs). The belt must be tensioned at least once per season and replaced every 500 hours of operation. Remove the valve cover and install the valve cover gasket.