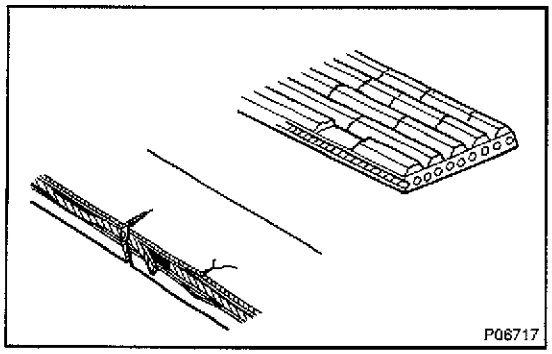


DRIVE BELT

INSPECTION

SR097-01

1. INSPECT DRIVE BELT

Visually check the belt for excessive wear, frayed cords etc.
If any defect has been found, replace the drive belt.
HINT:
Cracks on the rib side of a belt are considered acceptable. If the missing chunks from the ribs are found on the belt, it should be replaced.

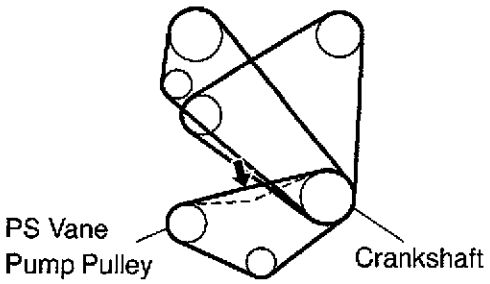
2. CHECK DRIVE BELT TENSION

Measure the drive belt deflection.

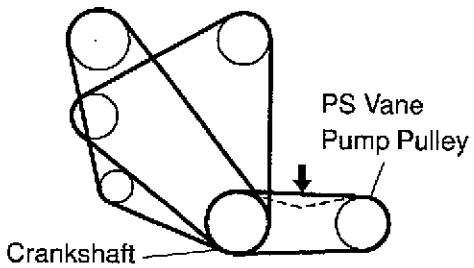
Drive belt tension: at 98 N (10 kgf, 22 lbf)

1RZ, 1RZ–E Engines:
2L, 2L–T, 3L LHD Engines:
New Belt: 7 – 9 mm (0.28 – 0.35 in.)
Used Belt: 9 – 12 mm (0.35 – 0.47 in.)
2RZ–FE, 3RZ–FE Engines:
New Belt: 4.5 – 5.5 mm (0.18 – 0.22 in.)
Used Belt: 6 – 7.5 mm (0.24 – 0.30 in.)
3RZ–F Engine:
New Belt: 5 – 6.5 mm (0.20 – 0.26 in.)
Used Belt: 7 – 9 mm (0.28 – 0.35 in.)
2L, 2L–T, 3L, 5L RHD Engines:
New Belt: 8 – 10 mm (0.32 – 0.39 in.)
Used Belt: 10 – 15 mm (0.39 – 0.59 in.)

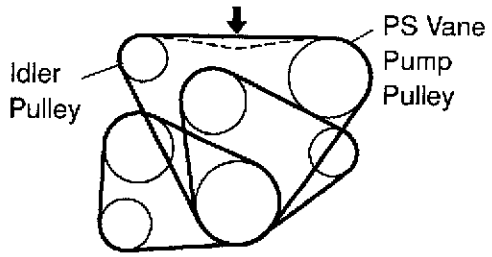
2L, 2L–T, 3L, LHD Engines:



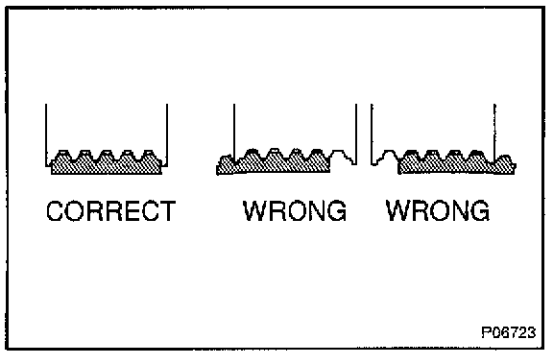
2L, 2L–T, 3L, 5L RHD Engines:



1RZ, 1RZ–E, 2RZ–FE, 3RZ–F
3RZ–FE Engines:

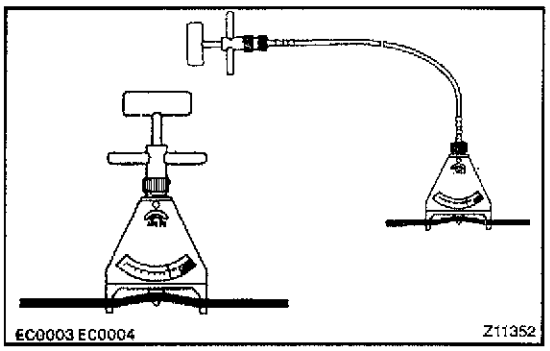


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HINT:

- "New belt" refers to a belt which has been used less than 5 minutes on a running engine.
- "Used belt" refers to a belt which has been used on a running engine for 5 minutes or more.
- After installing a belt, check that it fits properly in the ribbed grooves.
- Check with your hand to confirm that the belt has not slipped out of the groove on the bottom of the pulley.
- After installing a new belt, run the engine for about 5 minutes and recheck the belt tension.



(Reference)

- Using a belt tension gauge, measure the drive belt tension.

  Drive belt tension:
  1RZ, 1RZ–E, 2L, 2L–T, 3L, 5L Engines:
  New Belt: 441 – 539 N (45 – 55 kgf)
  Used Belt: 196 – 343 N (20 – 35 kgf)
  2RZ–FE, 3RZ–FE, 3RZ–F Engines:
  New Belt: 539 – 637 N (55 – 65 kgf)
  Used Belt: 245 – 392 N (25 – 40 kgf)

If the belt tension is not as specified, adjust it.

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