HOME OF PRIMO® BELT DRIVES

RIVERA PRIMO

QUALITY & PERFORMANCE SINCE 1973

tel 562-907-2600

DO NOT
pinch or crimp belt.

All belts must be run dry without lubrication of any kind.

INSTALLATION INSTRUCTIONS - BIG-TWIN 8mm BELT DRIVES (OPEN OR CLOSED)

Primo Belt Drives are designed and engineered to correctly fit stock Harley-Davidson motorcycles. Aftermarket frame, primary covers engine shafts, or clutch hubs may cause installation problems; also bent frames, sagging motor mounts, worn transmission mounts and other defects may cause shortened belt life due to incorrect pulley alignment. Please read the following instructions carefully before proceeding with the actual installation. To avoid accidental starter engagement during installation **DISCONNECT & REMOVE BATTERY!** Secure the motorcycle in an upright position using appropriate tie downs and blocks to keep the motorcycle from moving.

OPEN BELT DRIVE INSTALLATION: FL models must have left side floor boards and left side exhaust removed. FX, FXE models must have the shift lever relocated. Remove the outer primary cover. Remove the front pulley, chain, compensator, chain adjuster, clutches, clutch basket, and clutch hub. Remove oil lines to primary and plug or clamp to prevent leakage. Cut the chain oiler hose 3 inches from the oil pump and permanently plug. Thoroughly clean the primary before proceeding.

With Cone motors **1970 thru 1984** it is required that a **PP-170 Equalizer Motor Plate Assembly with Alternator Cover & Trans Mainshaft Bearing Support** be used. This combination will strengthen the installation by providing needed support between the motor & transmission, while allowing adjustment. **1965-1969** Big-Twins will require **PP-103** bearing support to lock the transmission for alignment purposes. With all open belt installations it is required that a **Primo Belt Guard Assembly with Chromed Steel Top Shroud & Polished Aluminum Side Guard** be installed. . . **Part No. 2014-0005 fits 1970-84 Big Twins / Part No. 2014-0006 fits 1937-69.**

For safety reasons is it required that these items be installed. All of these components are designed for safety. An open belt drive can be dangerous without a guard or shroud. Again; SAFETY FIRST!

INSTALLATION: The spacer behind the front pulley should be removed prior to installing the belt drive. This spacer may or may not be required to correctly align the pulleys. If a spacer is needed for alignment, various sizes are available from your local Primo Belt Drives dealer (part number **PX-1=**package of 6 various sizes). With all supporting components installed, install front pulley, lubricate and reinstall the clutch hub. Loop the belt around the front and rear pulleys, and gently push into place. Use the washer and nut supplied with the kit on the front motor shaft, (always use an impact wrench on splined shaft motors) **tighten to 80-100 foot pounds of torque.** After installing and adjusting clutch, track the belt by turning the pulleys. If needed us a straight edge between the front and rear pulleys to check alignment. Improper alignment of the pulleys will result in reduced belt life. Spacing the motor pulley outward will cause the belt to track towards the outer primary cover. If spaced too far out the belt will rub on the inside of the clutch shell.

ENCLOSED INSTALLATIONS: The same disassembly is required, with the exception of the clutch hub and inner primary. We recommend using our PC-1000-A complete clutch assembly. Loop the belt around both pulleys to insure that you have the proper belt for your pulleys, then gently push the unit into place. Use the washer and nut supplied with the kit on the motor shaft. **Torque the motor nut to 80-100 foot pounds**. Adjust the clutch & check belt / pulley alignment. Before installing the primary cover be sure that everything inside clears both the outer and inner covers. In some cases a small amount of metal may need to be removed from one or more of the bosses on the inner or outer primary covers.

FREE PLAY: This term describes the amount of up and down movement in the belt taken at the center-top with a cold drive train. Both pulleys must be securely tightened ready to run. The correct way to measure free play is to grasp the belt top-center and push up and down using about 10 pounds of force. The correct free play for open belt drive installations is approximately 3/4", with enclosed installations it is approximately 1". Free play is critical. Both the pulleys and the primary cover expand under the influence of heat during normal operation. If you believe free play is not correct, contact your local dealer or Primo direct for technical support.
DO NOT OPERATE THE MOTORCYCLE WITH THE BELT TIGHT! The belt cannot be exchanged if it has been used.
VENTING: Primo recommends that enclosed belt installations be vented to allow cool air to circulate into and out of the primary case. This will keep heat expansion to a minimum & extend belt life. **Special Note**: 1969 Motorcycles require a #16657 motor seal.

LIMITED WARRANTY:
All pulleys are warranted to be free from defects in material and workmanship under normal use for a period of one year from actual date of purchase. Seller's liability shall be limited to repair or replacement of any materials found to be defective, free of charge at it's plant or authorized service depots, of specific manufactures components. It is further warranted that products that were designed for a specific purpose, shall perform for that purpose when installed exactly as defined in the Installation Instructions accompanying the unit. In no event shall Rivera Primo Inc. or seller be liable for consequential or special damages asserted to be attributed to malfunction of our product, for any reason including, but not limited to, damage asserted to be from improper installation of our purchased Primary Belt Drive components.
This warranty shall not apply to any products which have been subjected to abuse, neglect or accident, nor shall it apply to any product which has been repaired or modified by any person not specifically authorized in writing by the manufacturer.

THERE IS NO WARRANTY ON BELTS: Due to the differing conditions and circumstances under which all belts are installed and used, Gates Rubber Company will not warranty any belt for length of service. Regardless of belt type, keeping your system free of debris and other objects is most important. Remember too, improper handling of the belt can shorten service life. Do not crimp the belt. Do not twist the belt. Do not pry the belt onto the application. If you're shipping or storing, try to eliminate forward and back-bending of the belt.

LIMITATION OF LIABILITY:
THERE ARE NO IMPLIED WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION ON THE FACE OF ANY SHIPMENT AND THERE IS NO IMPLIED WARRANTY OF MERCHANTABILITY AND FITNESS EXCEPT THAT THE MATERIAL SOLD HEREUNDER SHALL BE OF SELLER'S STANDARD QUALITY, and buyer assumes all risk and liability for all loss, damage or injury to person or property resulting from the use of said material in manufacturing processes or in combination with other substances, or otherwise. Except as otherwise provided herein quality shall be in accordance with seller's specifications. Final determination of the suitability of the material for the use contemplated by buyer is the sole responsibility of buyer, and seller shall have no responsibility in connection with such suitability.