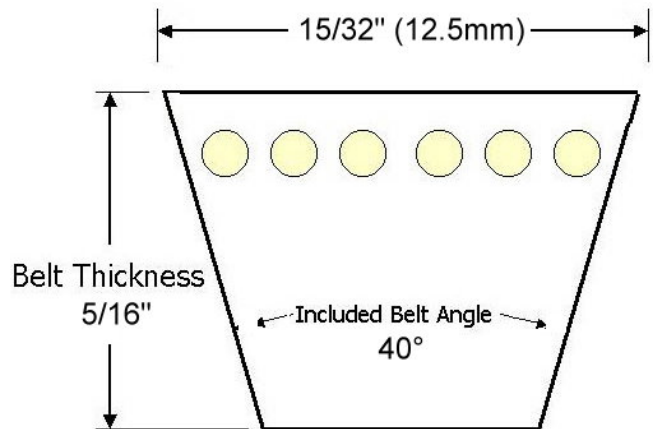
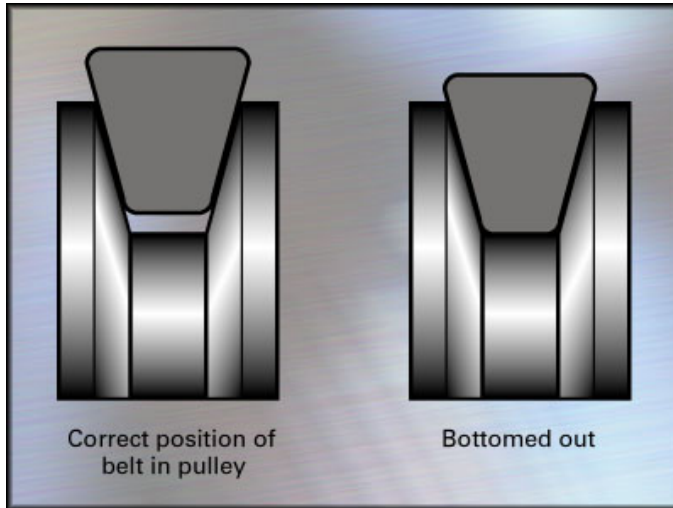


Fan Belts

'Bottoming-out'

When a V-type belt becomes very worn, the bottom of the V-shape may contact the bottom of the groove in the pulley, preventing the sides of the belt from making good contact with the sides of the pulley groove. This reduced friction causes slippage; a belt worn enough to bottom-out should be replaced. The power transmission is meant to be from the sides of the belt. When installed, the belt should ride above the pulley. Otherwise, it is too narrow.



Our GMCs use '4L' FHP (*Fractional Horse Power*) belts. The width is measured in 32nds of an inch. Ours is nominally $15/32"$ wide (12.5mm to be exact). This $15/32"$ is measured at the intersection of the angle side of the belt and the top. Be aware that the belt might have had the top corner shaved off to prevent fraying. The first 2 numbers, 15, indicates the width. The next 3 numbers indicate the length of the "outside" circumference, last being in 10ths of an inch.

GMC Belts:

Alternator belt is 15570. The "15" = $15/32"$ wide and 57.0" long.

Power Steering belt is 15450 which is 45" long.

Air Conditioner belt (455) is 15620 which is 62" long and 15600 (for the 403) which is 60" long.

With these measurements you should be able to get the correct belt at any automotive parts outlet.

Beware: The letter "V" in the belt number indicates a 30° V rather than the standard 40° V belt. This belt will not contact the pulley correctly and will fail prematurely.

An "X" indicates the belt has notches on it which probably doesn't matter to us.

Industrial or Implement Belts

Many GMCers have had excellent results with these belts that are designed to handle up to 4 times more horsepower than automotive belts.

Industrial belts use a lettering system for sizing specifications. The "A" size industrial belts are virtually the same dimensions as the "4L" belts our GMCs use but are built to more strict tolerances. If you decide to try an "A" industrial belt, get them in about 1" shorter size. "A" belts are specified by the inside circumference rather than the outside as our "4L" belts are. Therefore, you must specify a belt that is approximately 2" shorter to allow for the thickness of the belt. Then, add 1" because of their fractionally greater width (1/64").

Therefore, the belts used in our GMCs would be:

Alternator - A56

Power Steering – A44

Air Conditioner - A61 *A59 for the 403 engine.

Ref:

http://ww2.gates.com/europe/brochure.cfm?brochure=2967&location_id=3574

<http://www.gates.com/products/industrial/industrial-belts/heavy-duty-v-belts/hi-power-ii-belts>

<http://www.rsci.com/hi-power-ii-v-belts-5155.html>

http://static.grainger.com/tps/power_transmission_vbelt_reference.pdf?cm_sp=TPS- -VBeltReferenceGuide- -Top

http://www.ehow.com/how_7510183_read-fan-belt-numbers.html



GMC BELTS

WILL NOT LET YOU DOWN

- EACH BELT HAS A SEPARATE FUNCTION
- THIS FEATURE WILL GET YOU HOME
- USE THE CORRECT (11MM) BELT
- SET THE BELT ALIGNMENT
- SET BELT TENSION / DEFLECTION TO $\frac{1}{4}$ "

If a V belt is slipping, it is too loose



EACH BELT HAS A SPECIAL FUNCTION

THE GMC WILL GET YOU HOME WITH ONLY ONE BELT

* **AIR COMPRESSOR**

- when the compressor freezes, cut the belt and come on home

* **POWER STEERING PUMP**

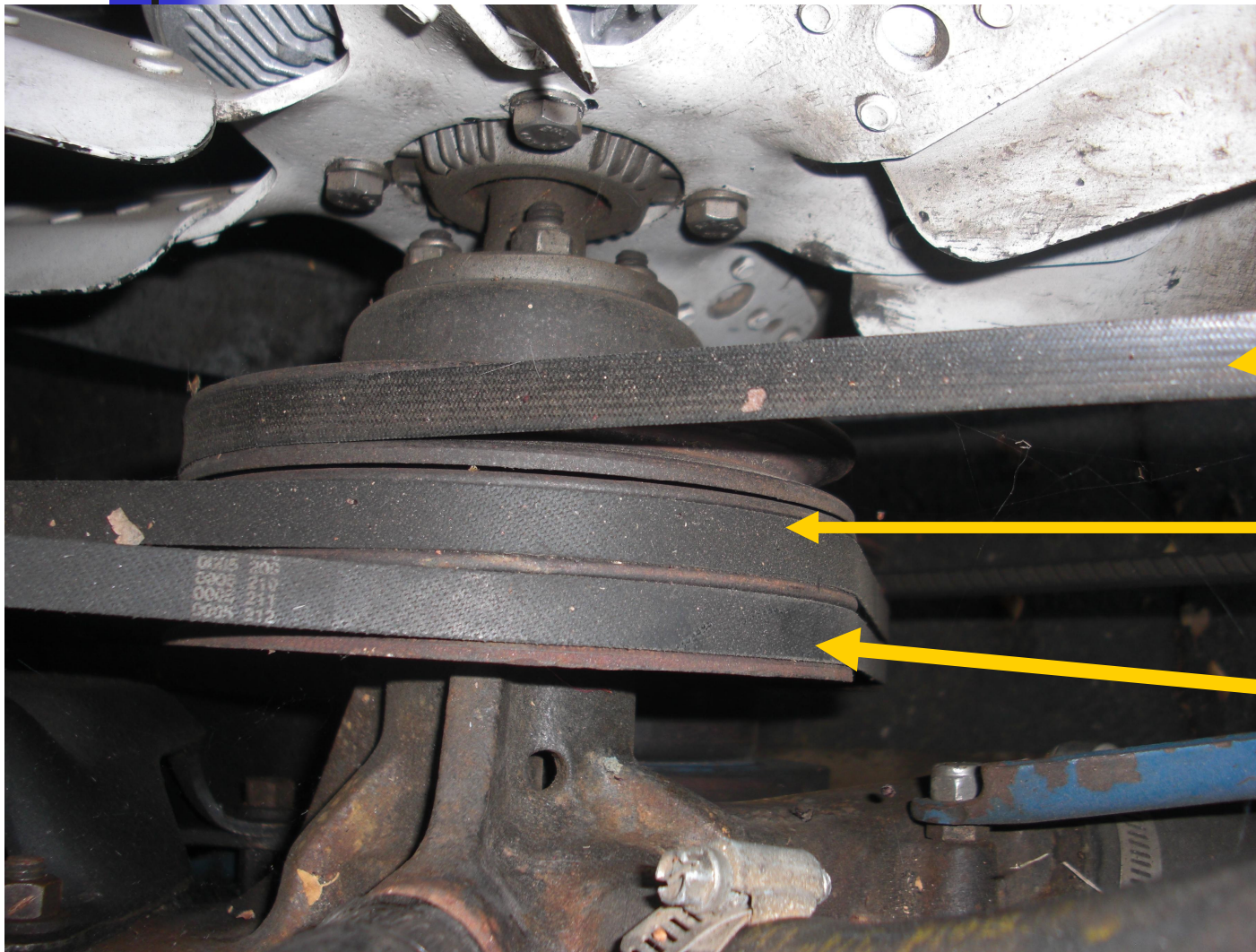
- when the pump or hoses, start to leak , cut the belt and go on

* **ALTERNATOR**

- when the alternator goes up in smoke, cut the belt and start the generator, and keep on going with the boost switch or combiner.

if all you do is carry 1 alternator belt, if you sling all the belts off, just put that 1 belt on and you can again travel. Jim bounds

THEY ALL DRIVE THE WATER PUMP AND FAN



BELT FUNCTIONS

AC

POWER
STEERING

ALTERNATOR

DUAL ALTERNATOR PULLEY ARE HARMFUL

- 1 REMOVES INDIVIDUAL FUNCTION
- 2 REDUCES PS DRIVE
- 3 NOT NECESSARY
- 4 LOSS OF FUNCTION

PS - FULL WRAP

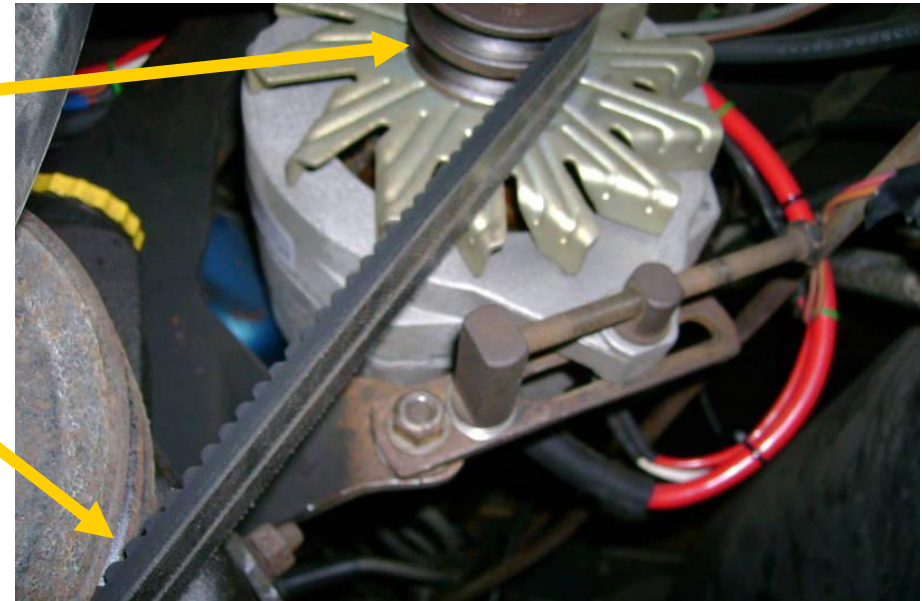
ALT - 1/8 WRAP



DUAL PULLEY

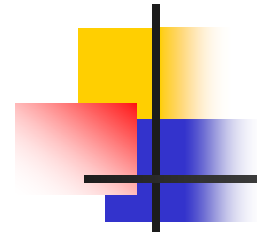
PS - 1/8 WRAP

ALT - 1/8 WRAP



USE THE CORRECT BELTS

TEST THEM ALL



10MM WILL NOT GO OVER BELT



OR MEASURE 7/16" ON THE TOP

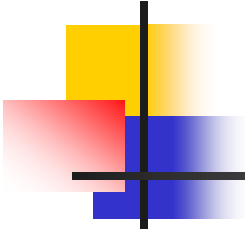
CAUTION
CHECK ALL OF THESE BELTS WITH A 10 mm WRENCH FOR SIZE

BELTS 455 cc	GM	DAYCO	* NAPA	GOODYEAR	* GATES	KELLY	CADNA PBH
POWER STEERING(3/8" X 42")	943640		25-11433	15466	7450	15450	401-7445
(7/16" X 42")	9433742				7450		401-7450
AC 7/16" X 62"	9433776		25-15733	15634	7619		
AC				15621	7612	15620	401-7619
ALTERNATOR	405600	15570	25-14483	15574	7507	15573	401-7570

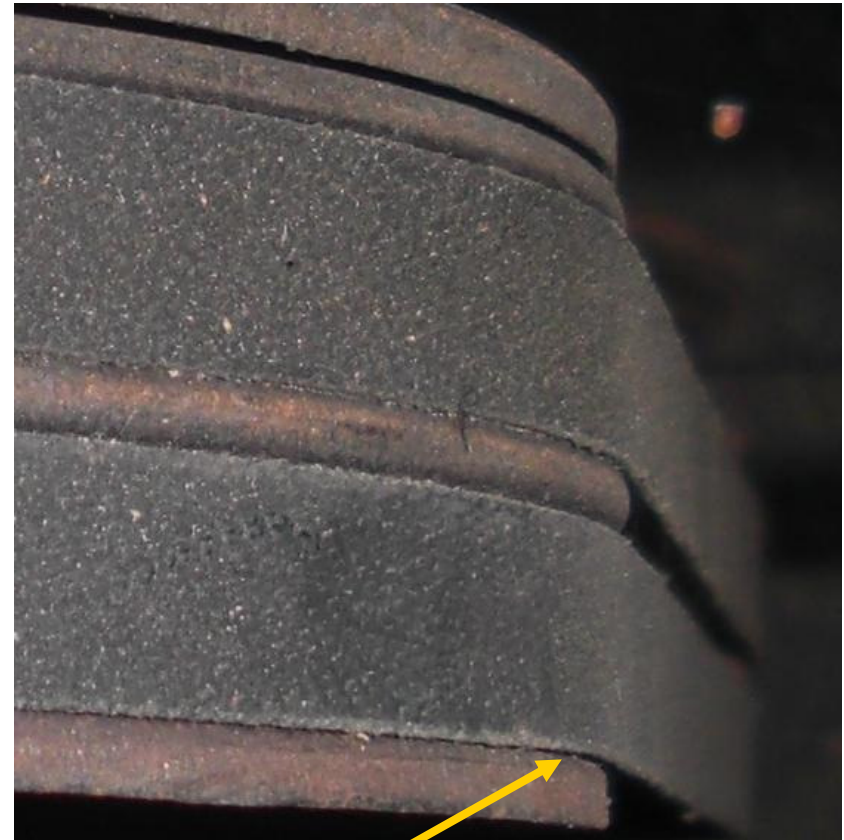
* The 3/8" UNDESIRABLE belts are really 9.5mm wide and usually state 9.5mm on the package even though the part numbers may match a 7/16 belt. **This is why you take a 10mm wrench open end to see if it will fit over the belt easily.** The two biggest offenders of this part number / size mismatch are Gates and NAPA.
 kenB

BELTS 403 cc	GM	DAYCO	* NAPA	GOODYEAR	* GATES	KELLY	CADNA PBH
POWER STEERING (3/8" X 42")	9433640	15440	25-11303	15466	7450	15450	401-7445
(7/16" X 42")	9433742						
AC	9433670	15605	25-14983	15607	7603	15585	401-7603
ALTERNATOR	9433767		24-14483	15574	7507	15573	401-7570

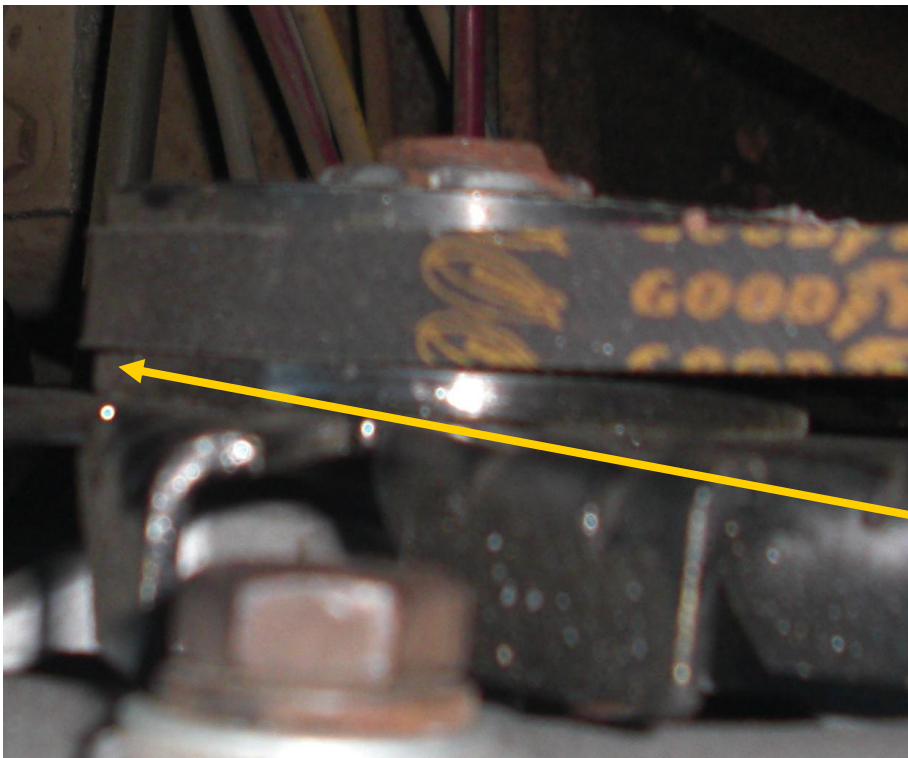
THIS IS WHAT THE CORRECT BELTS LOOK LIKE



WATER PUMP

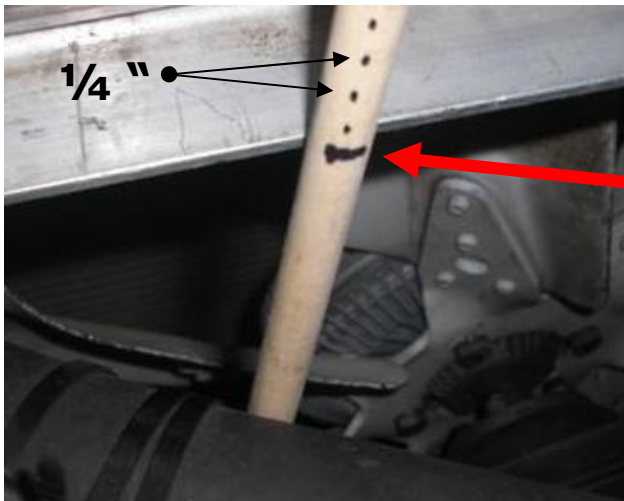


ALTERNATOR



Belt must ride high in the pulley

TESTING V-BELT TENSION



- 3- TOUCH ROD TO MIDDLE OF BELT (3 EA)
- 4- MARK ZERO POSITION
- 5- PUSH DOWN (1/4" IS CORRECT DEFLECTION)
- 6- TEST ALL 3 BELTS
- 7- ADJUST BELTS

TENSION TOOLS



FOUND By

Paul W Lehmann

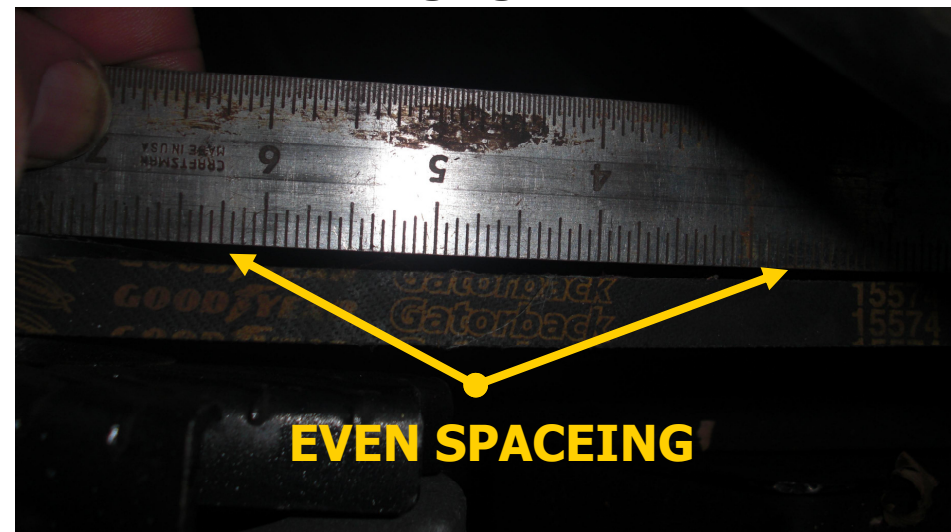


SET THE BELT HORIZONTAL ALIGNMENT

THIS IS BAD



THIS IS BETTER

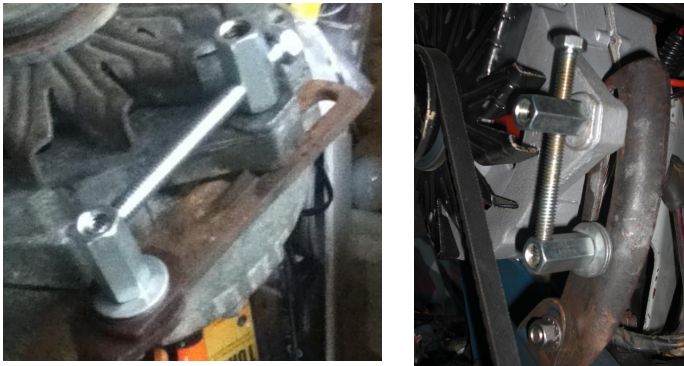


ADJUST HERE

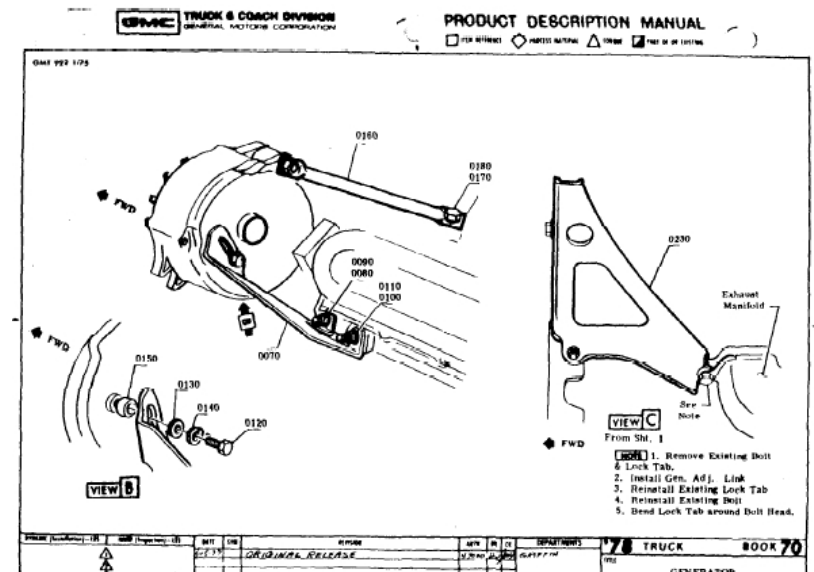
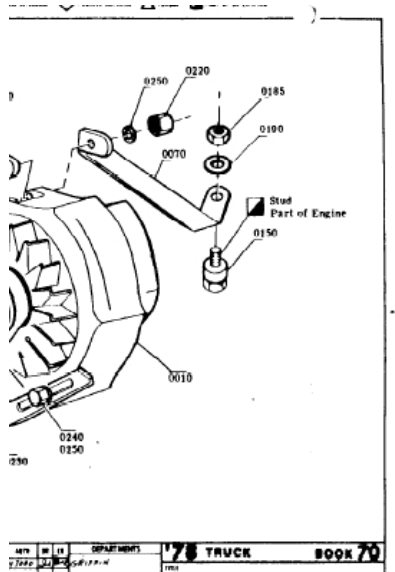


30 YEARS OF REPLACEMENTS ALL ARE OUT OF ALIGNMENT

455 BRACKETS



403 bracket





FIX YOUR BELTS THEY WILL GET YOU HOME

- EACH BELT HAS A SEPARATE FUNCTION
- THIS FEATURE WILL GET YOU HOME
- USE THE CORRECT (11MM) BELT
- SET THE BELT ALIGNMENT
- SET BELT TENSION / DEFLECTION TO $\frac{1}{4}$ inch
- ADJUST THE PS PUMP FIRST (JIM BOUNDS)

---RECOMMENDATION---

**DO NOT CHANGE THE OEM
CONFIGURATION**