



RL20H Belt Replacement



Tools Needed:

2 x 1/2", 1 x 7/16" wrenches,
1 x needle-nose type pliers.

Typical Time to Complete: 10
minutes

Replacement Belt Part No.:
H0705 (aftermarket #4L180)



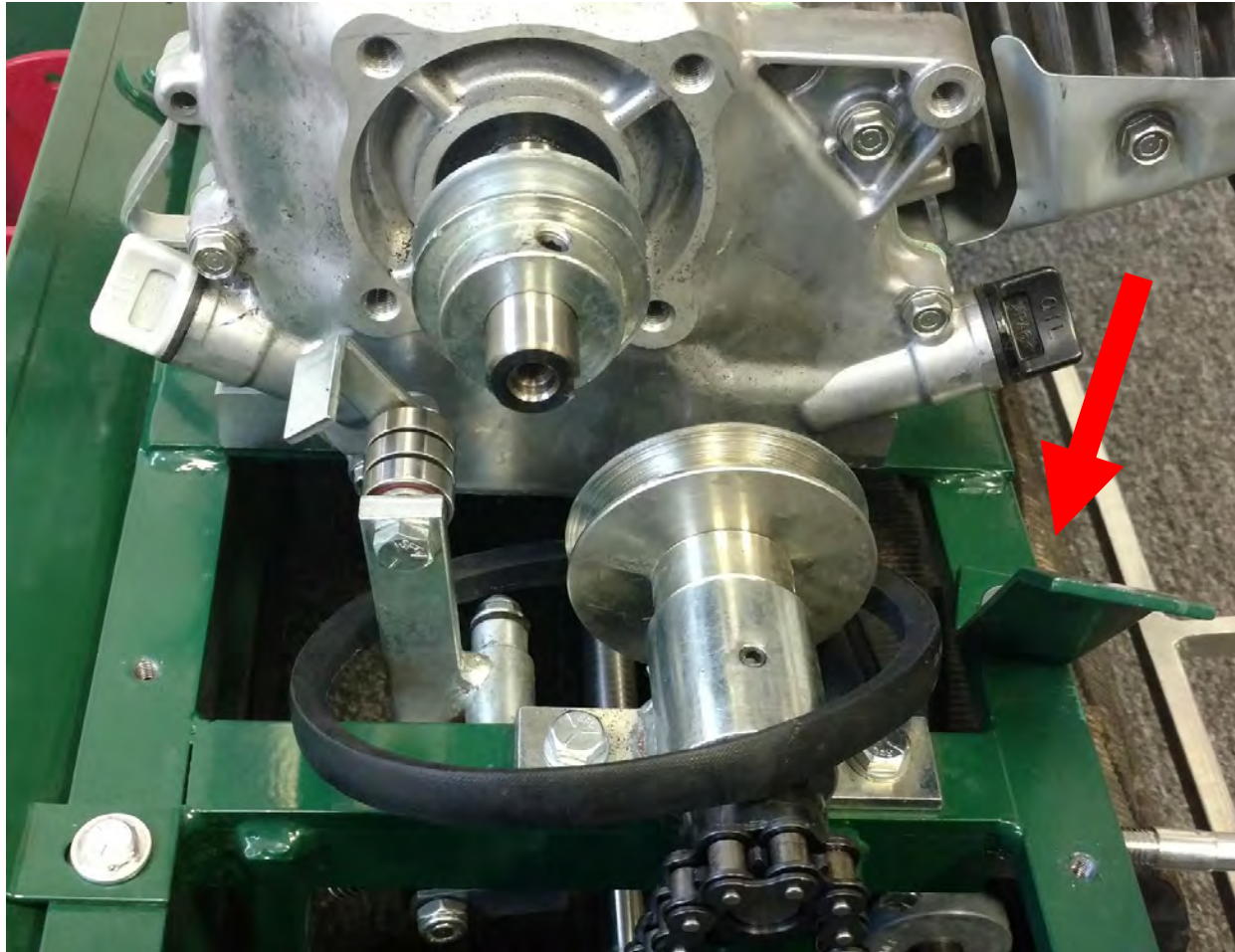
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Step #1:
Remove clutch cover.



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Step #2:

Loosen rear belt guard and pivot away from belt.

Step #3:

Remove belt from engine pulley, drive pulley and idler.



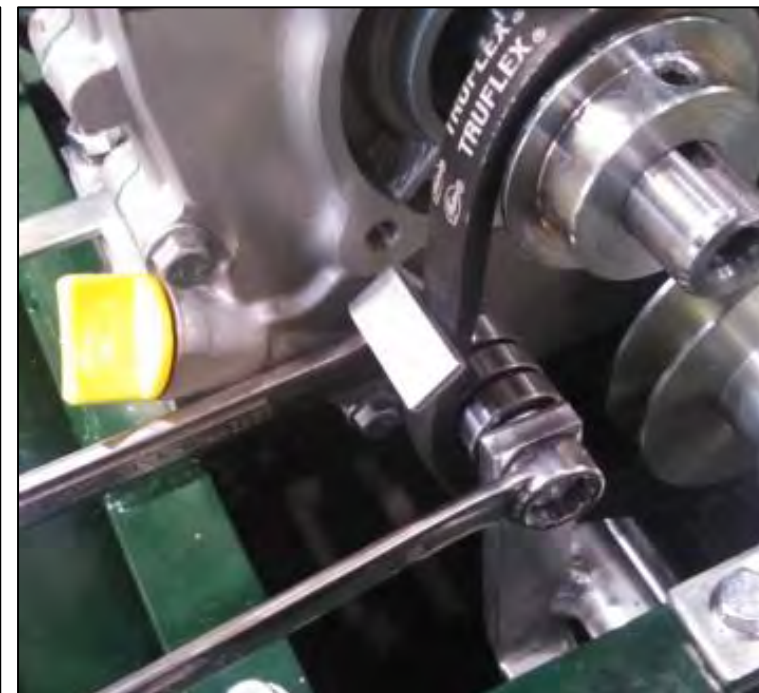
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Step #4:

IMPORTANT: Do not forcibly push the idler arm forward to remove the belt... it will stretch and possibly damage the return spring.

TIP: Use electrical tape to hold the bearing & washers in place.

Using the 1/2" wrenches, remove nut and belt guide from idler to create space to remove belt.

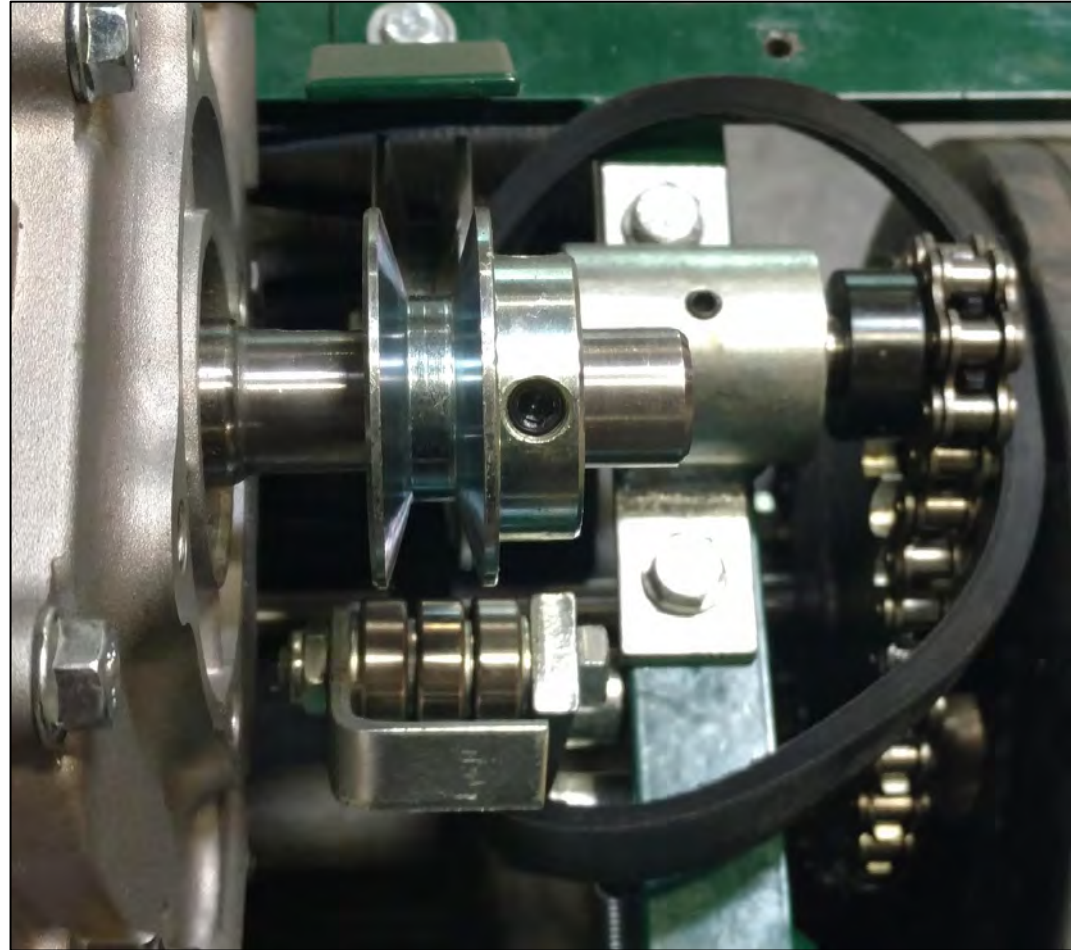




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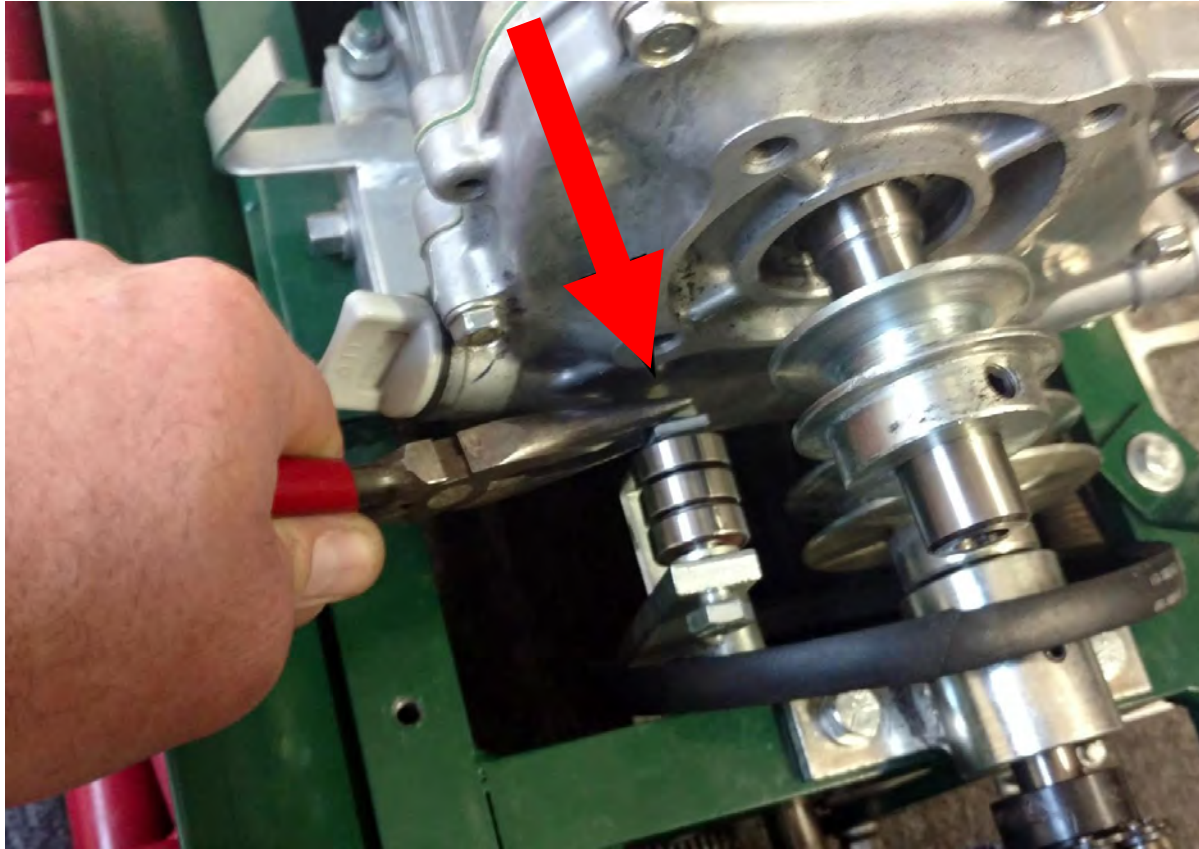
Step #5:

Make sure the engine and frame drive pulleys are aligned. If needed, the engine pulley can be moved by loosening the set screws but be sure to re-tighten completely.





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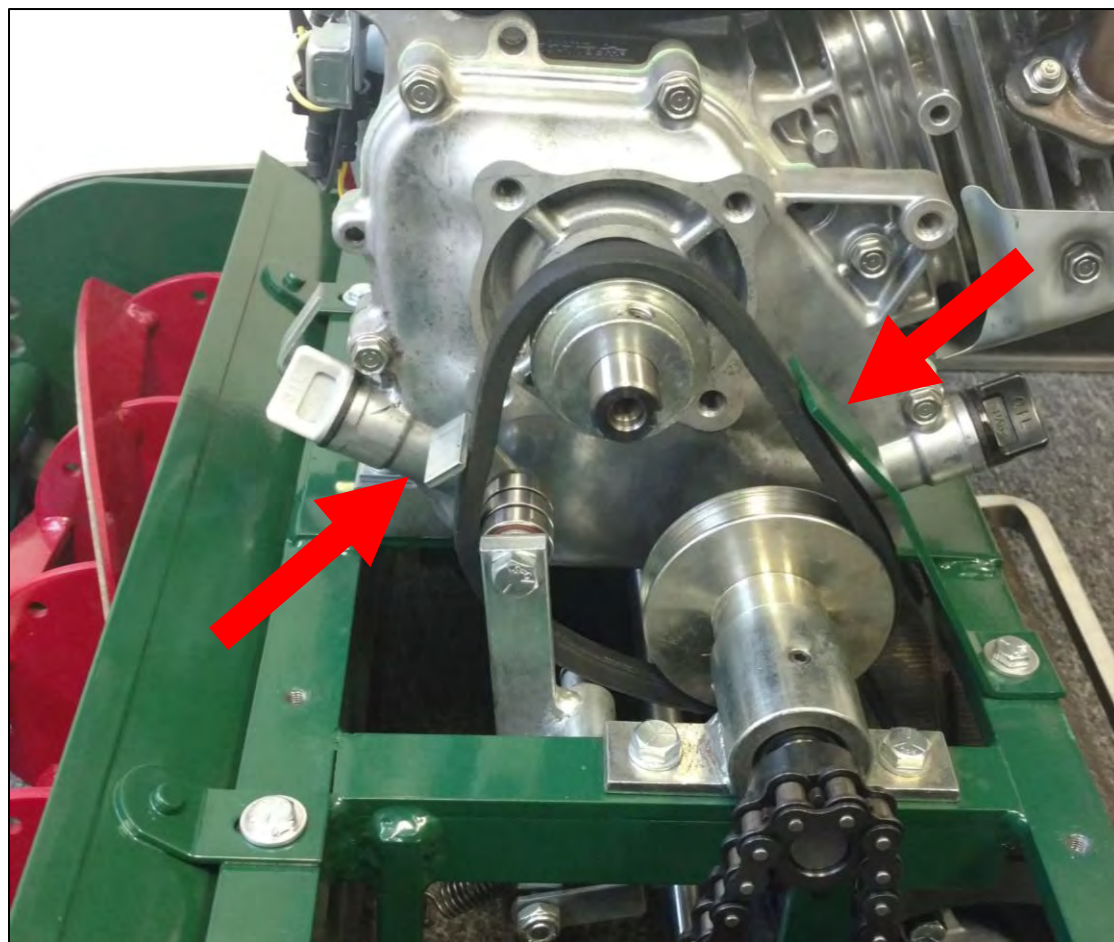


Step #6:

Install new belt and re-assemble idler components... use the pliers to hold the nut in place. Tighten moderately as the belt guide will need to be moved. Make sure the idler bearings are all spinning freely.



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Step #7:

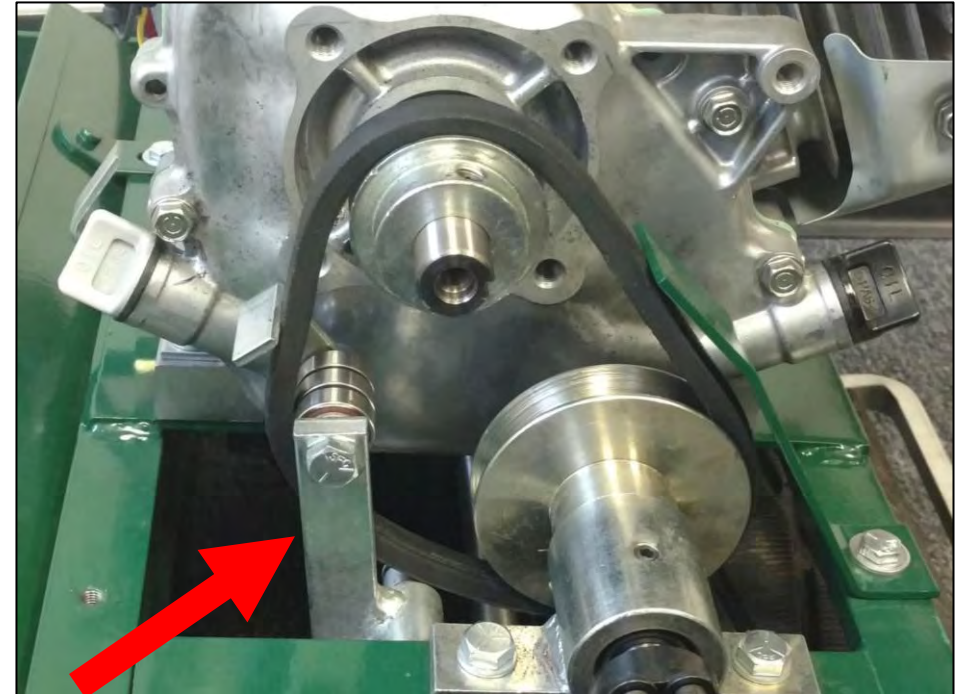
Place the belt on the drive pulley first, followed by the idler, then the engine pulley. Move both the front belt guide and rear belt guard into position as shown.



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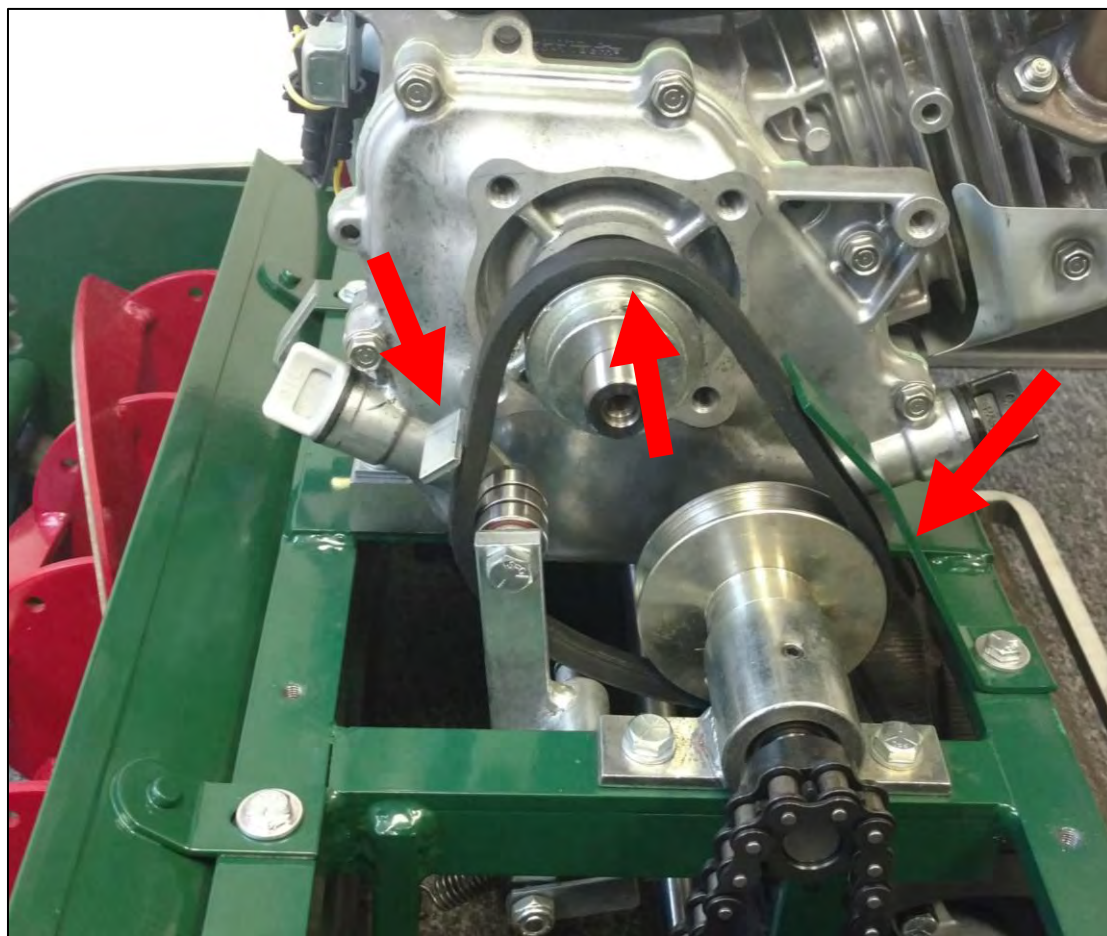
Step #8:

Use the cable adjustment to get the idler arm in the disengaged position - nearly perpendicular to the frame as shown.





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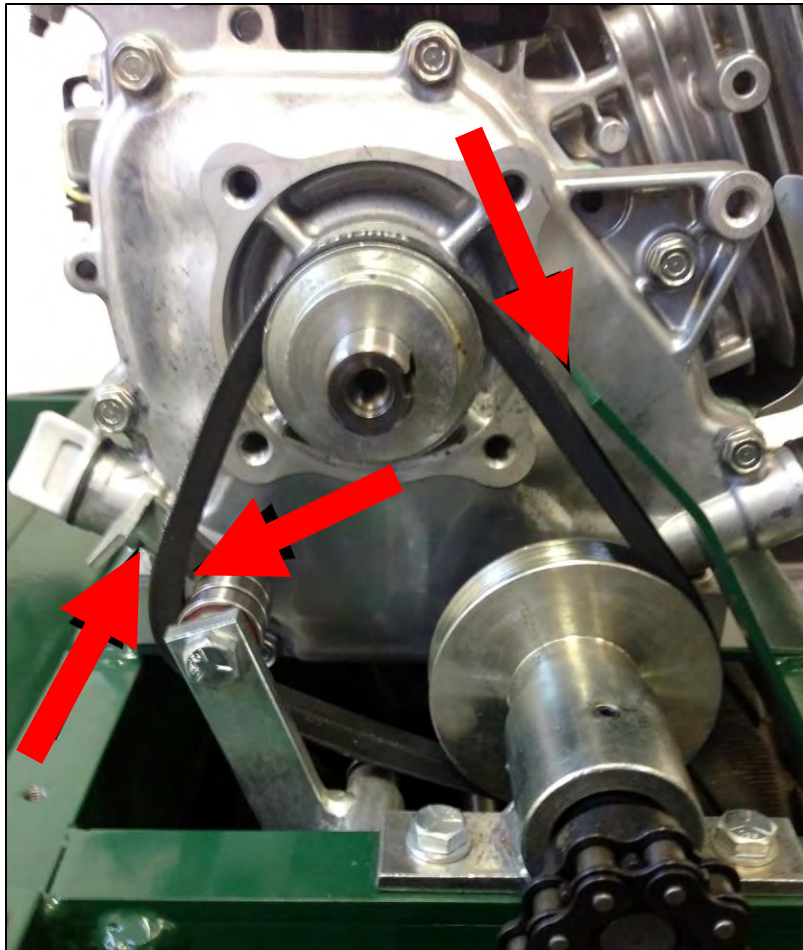


Step #9:

Move and tighten the front belt guide and rear belt guard into position so that they contact the backside of the belt to push it up and out of the engine pulley groove evenly when disengaged as shown.



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Step #10:

Squeeze the engagement lever (at the handle) and verify that the idler pivots forward to achieve the belt tension and creates the clearance from front belt guide and rear belt guard as shown.



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Final Steps / Notes

Re-install the clutch cover – with a small amount of space from the engine.

NOTE: A new belt may need 10-15 minutes of unit operation to break in and achieve complete disengagement when the lever is released.



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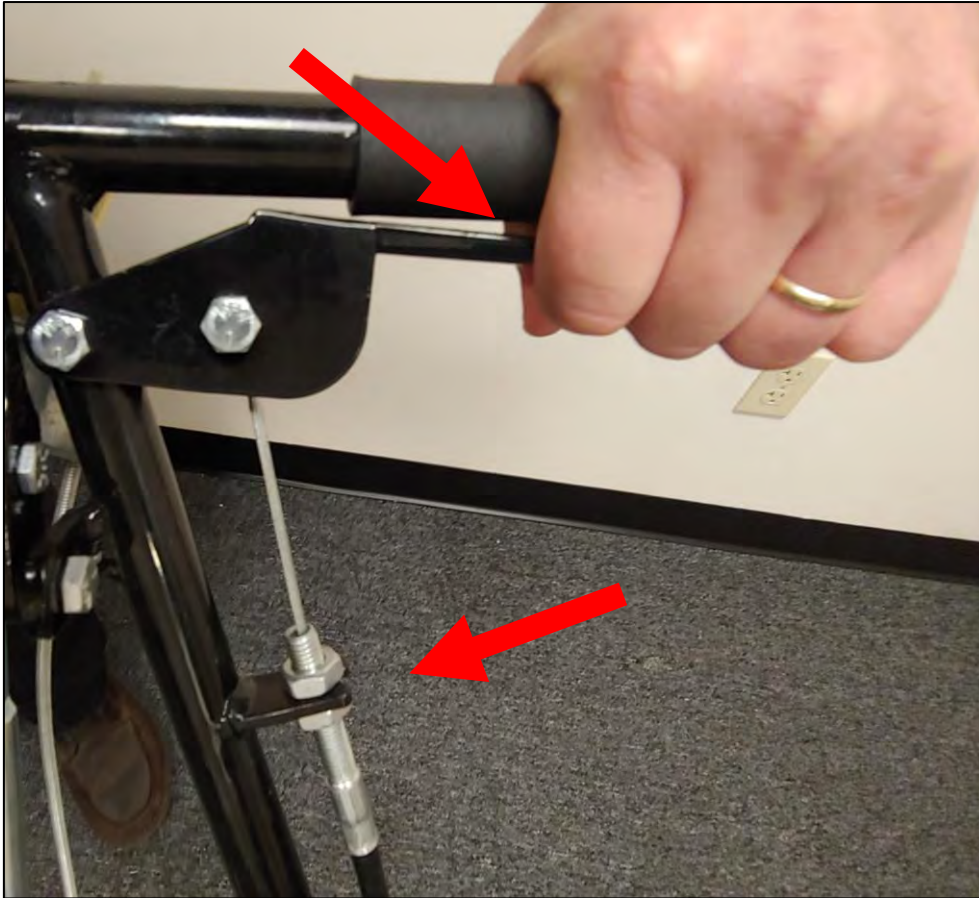
Usage / Monitoring

If you notice any slowing of the self-propel pace or the blade speed (along with a burning rubber odor), it a sign of belt slipping.



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Operation / Adjustments



The tension pressure – applied by squeezing the lever – will need to be adjusted as the belt wears / stretches from use over time. This is done via the cable – where it mounts near the lever. The ideal setting is for the tension (as felt when squeezing the lever) is for it to get tight just before the lever touches the handle. If you notice (over time) the lever easily touching the handle, then adjust the cable to enable the idler arm to push further forward into the belt.



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Maintenance

All the drive components within the mower's frame (sprockets, chains, shafts, rear drive roller and front reel blade) are interconnected and turn together at the same time. If something in the drive train is binding and restricting it (usually an object gets lodged in the blade or the blade/bed-knife contact is adjusted too tight), the extra load will cause the belt to wear out more quickly. It's important to keep all the chains lubed and bearings greased.

