



MT Riders Club forum



Changing The Cam Belt

This is intended to walk you through the replacement of the cam belt

On both Mt 350 and 500



Tools / Parts List

Non Specialist Tools

13mm spanners X2

13mm socket

10mm spanner

5,6mm Allen Key

Loctite 221 (or alternative)

Specialist Tools

Torque wrench

Crank Locking bolt

Parts List

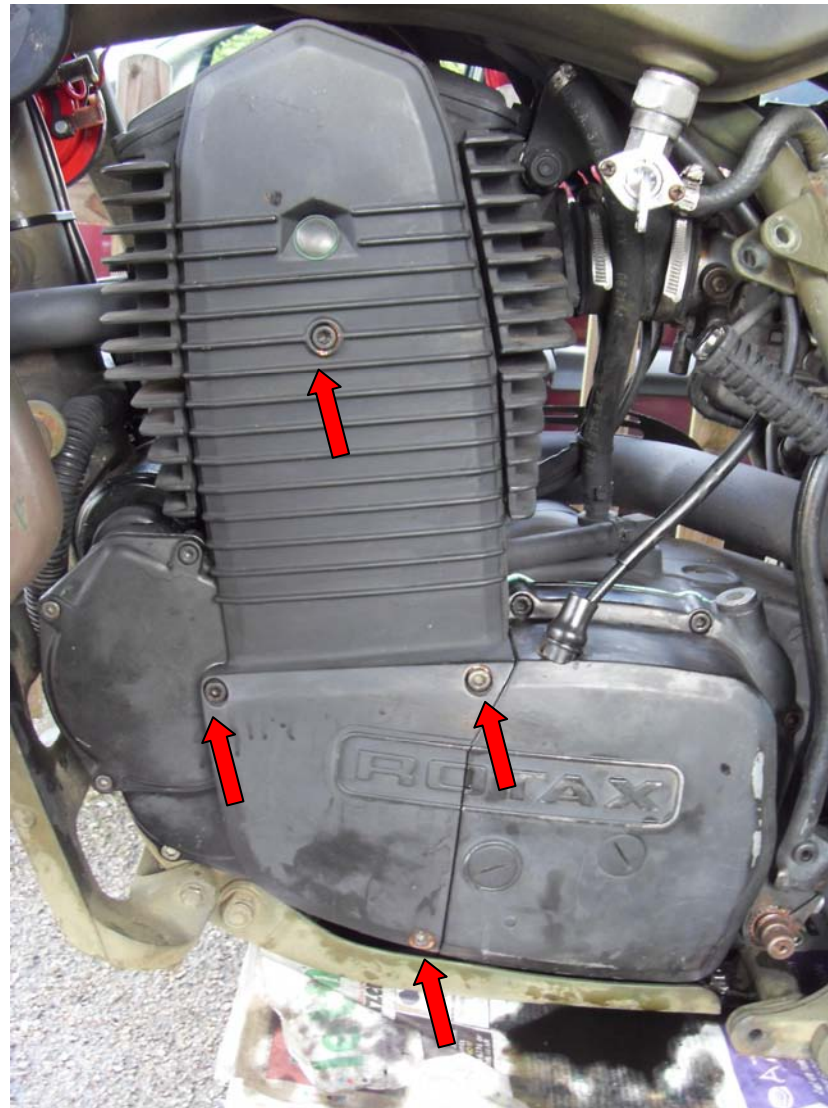
Cam Belt P/N 280-015

MT500 Move to the next Page

MT350 Remove the front pannier strengthening bar using 2x 13mm spanners



Using a 5mm Allen Key remove the four cap head bolts and remove the Cam belt casing

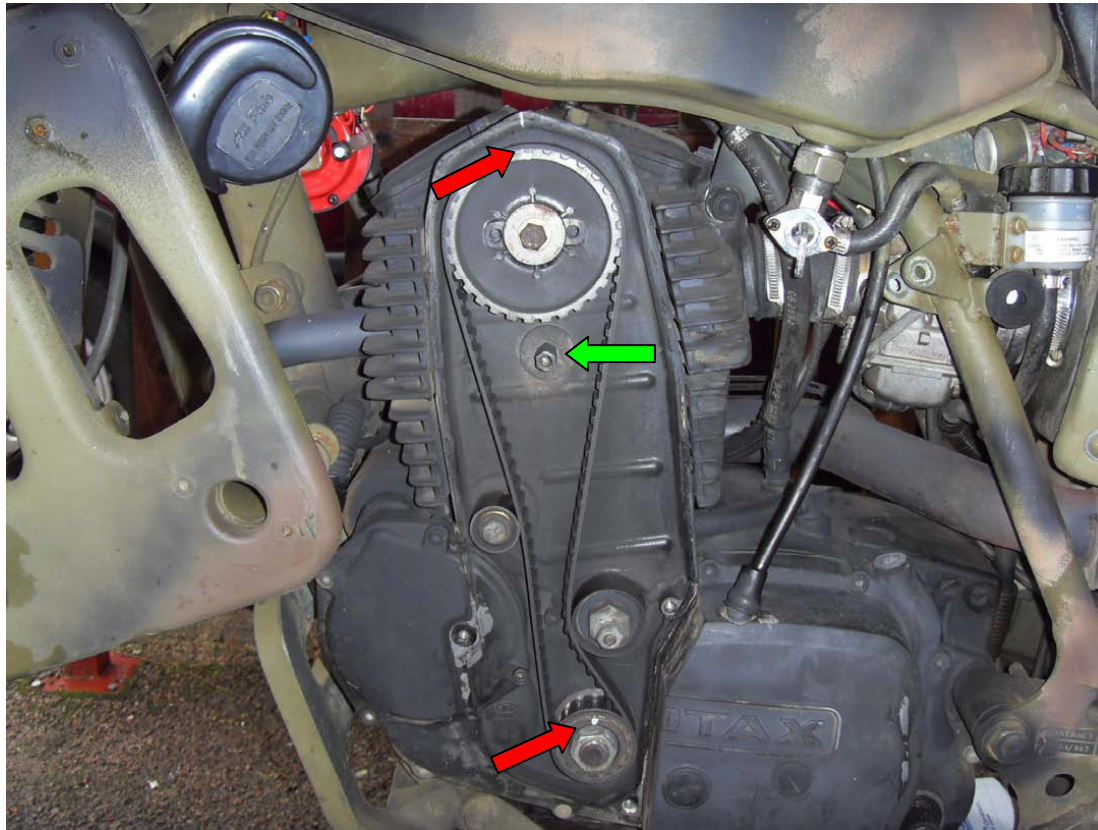


The Marked Cap head is where the Crank Locking bolt needs to be put first remove the cap head with a 6mm Allen key and using a torch locate the V in the crank and align it to the centre of the hole



Screw in the crank locking bolt until finger tight then just nip it up with a 13mm spanner this is all that is needed to lock the crank





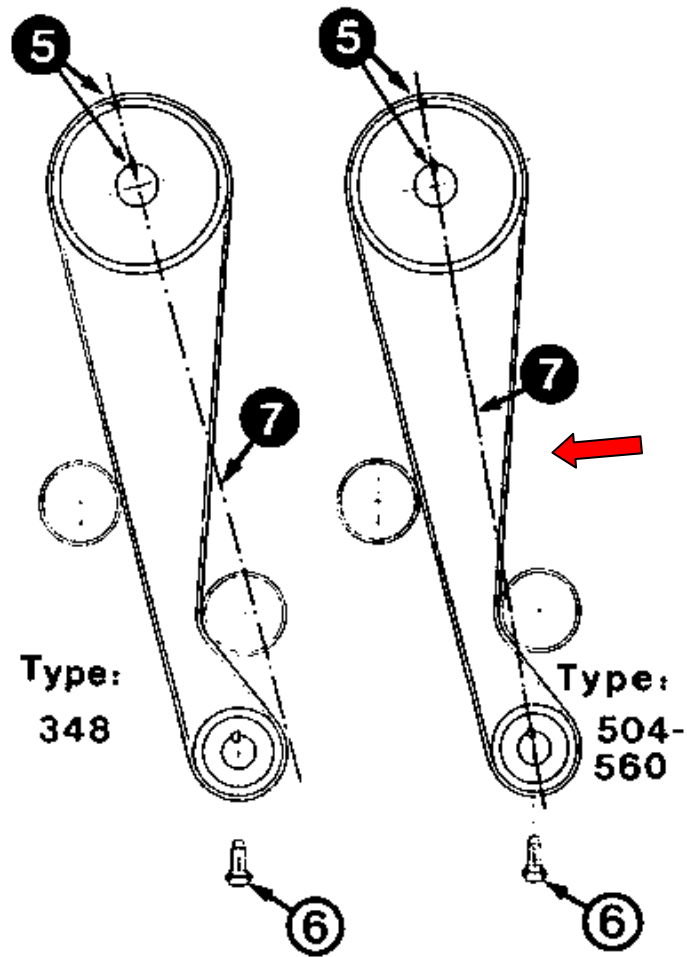
Using a white marker pen mark the indents in the lower and top timing pulleys Red arrows are pointing to this

Now put a straight edge through the centre of the lower pulley and following the centre of the fixing stud marked with the green arrow and the mark on the top pulley

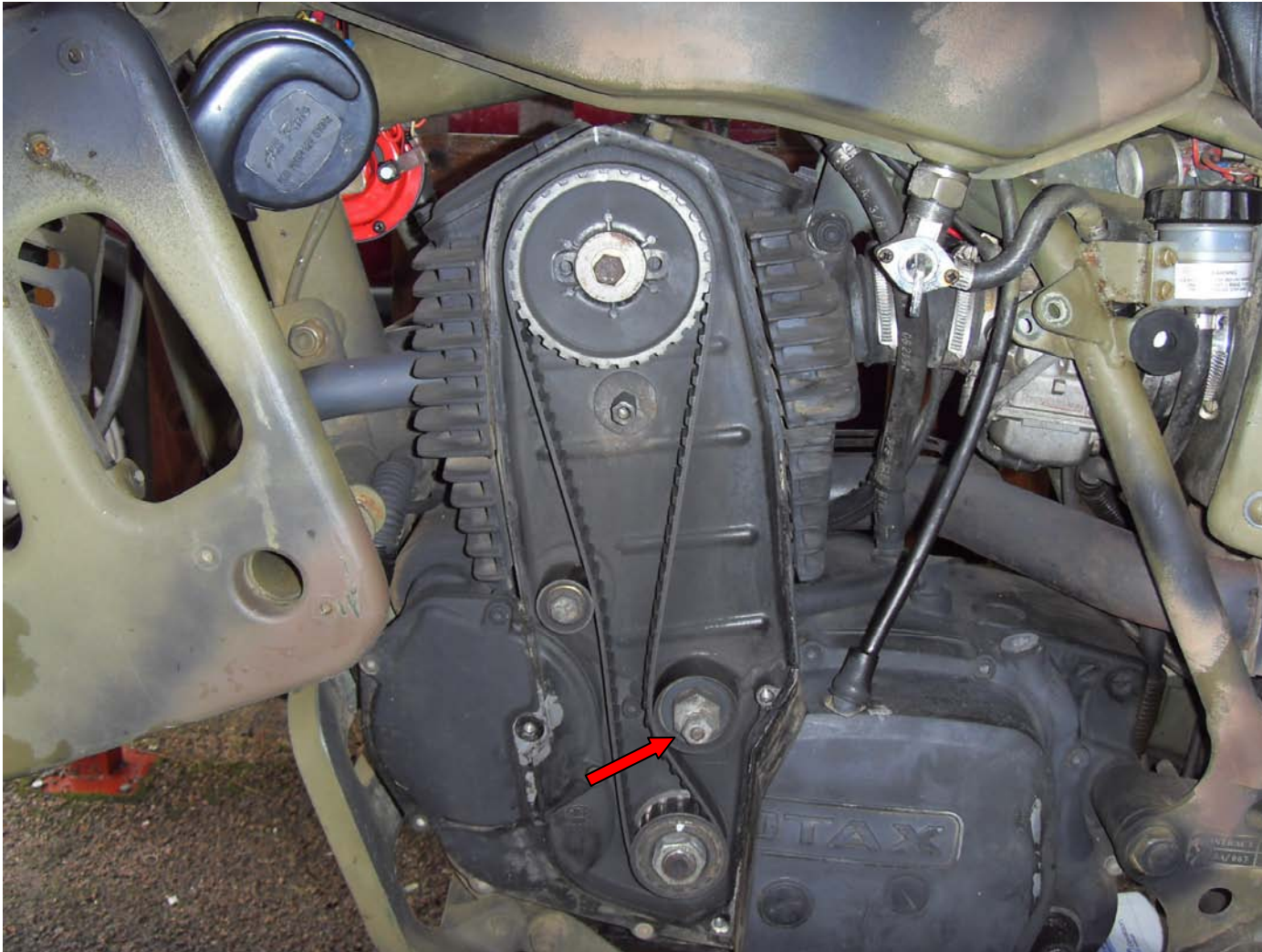
To aid in the setting back up I also mark the casing on the line of the straight edge this will give an indication of where your timing was set to before the work



I have added this slide to indicate that the manual is not correct when it comes to the 350 do not use this method of the timing setup always use the 500 method



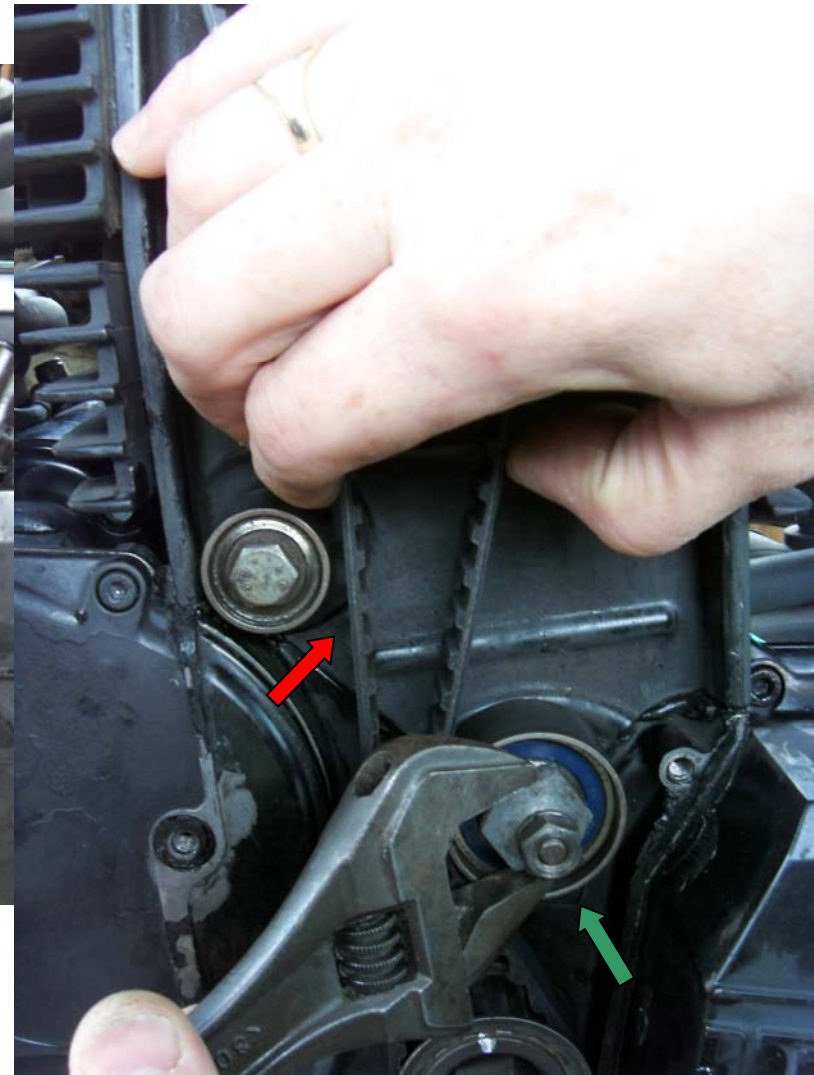
Now you have spent time marking the set up of your timing you are now safe to undo the nut with a 13mm socket or spanner remove the tensioner pulley and then remove the timing belt



In the left the cam belt and the cam belt tensioner have been put back on at this point you just put the nut onto the tensioner pulley, Then turn the tensioner until the belt is just tight and nip the nut to hold it in place check all the marks line up as in the picture on the right if they do not loosen off and readjust until they do line up.



With the top pulley in the right place remove the nut from the tensioner pulley and apply loctite (or you alternative) turn your eccentric tensioner until you have a 6mm gap shown by the red arrow. This should be with 20n of pressure but a tug in the event of not having a set of sliding scales with Newton's on it will be ok hold the tensioner in place and just nip the nut so it doesn't move, the nut needs to be torqued to 18NM the green arrow shows the nut in question





Now recheck the marks with a straight edge

To ensure they all line up, At this point I like to back the crank locking bolt out so I can turn the engine over twice with the kick start

This will let you know if the belt is tight enough as if it isn't then it will slip wind the crank locking bolt back in and recheck you set up if they do not line up your belt has slipped

Replace the timing belt cover and remove the crank locking bolt and put the plugging bolt back in
now start the bike and take for a test ride

