
OTHER COMPRESSOR CHECKS

a) Belt Wear

- ◆ Inspect belts for excessive wear and damage.
- ◆ Repair / replace as required.

b) Belt Tension

Reasonable belt tension is set on the free travel in the belt between the two pulleys. Belt adjustment depends on the belt fitted:

- ◇ **Black toothed belt.** The compressor is raised (therefore tensioning the belt) by adding paper gaskets to the base of the unit. *1/2" deflection is optimal.*
- ◇ **Orange segmented belt.** To carry out adjustment of belt tension remove one link, refit and check tension. Continue this process until the correct tension is achieved. Fit around drive pulley and then put it over the driven pulley and turn the unit over. *1/2" - 1" deflection is optimal.*
- ◇ **Double 'Vee belt' Drives (Quincy compressors).** Adjust using the idler pulley. *2" deflection is optimal.*

c) Oil Leaks

- ◆ Pay particular attention to oil leaks from the Bendix base gaskets, as the unit is on a common supply from the Diesel engine and rapid oil loss can occur.

d) Oil Pump.

- ◆ Insure that oil pump gauge is not jammed or damaged.
- ◆ Excessive bouncing of the needle indicates excessive wear in the pump.
- ◆ Repair / fix oil leaks as required.