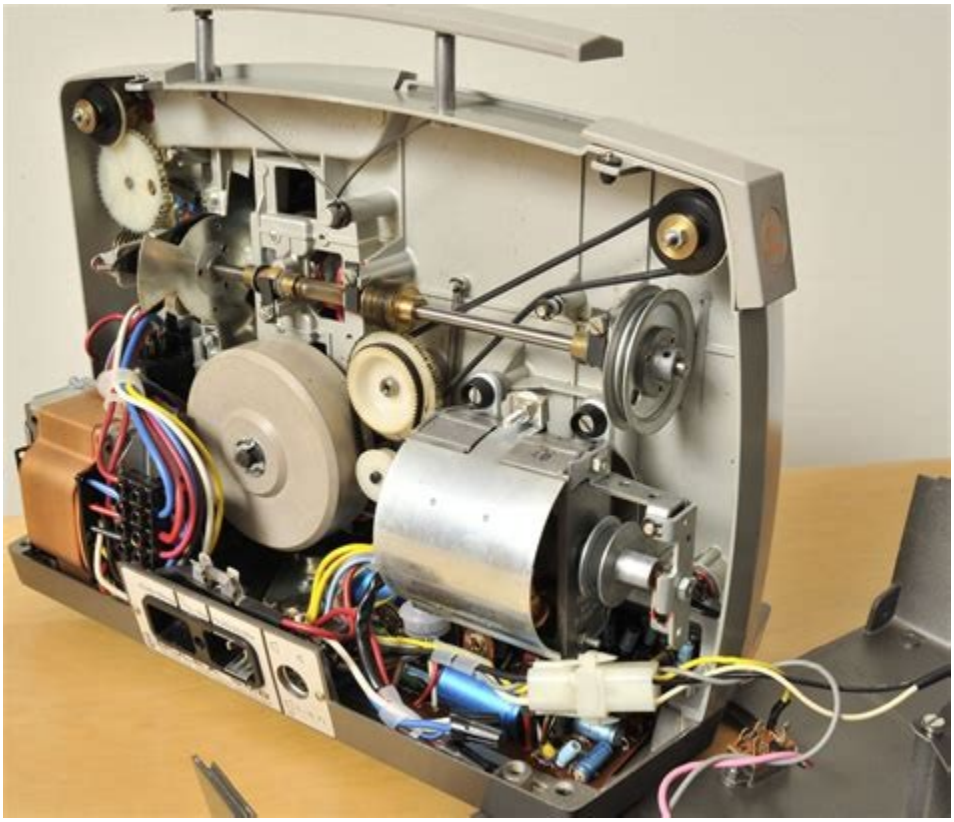
“ENGINE” Belt Replacement

Here is the situation: I have already removed the broken engine belt.



Now in detail, this screw has to be unscrewed:

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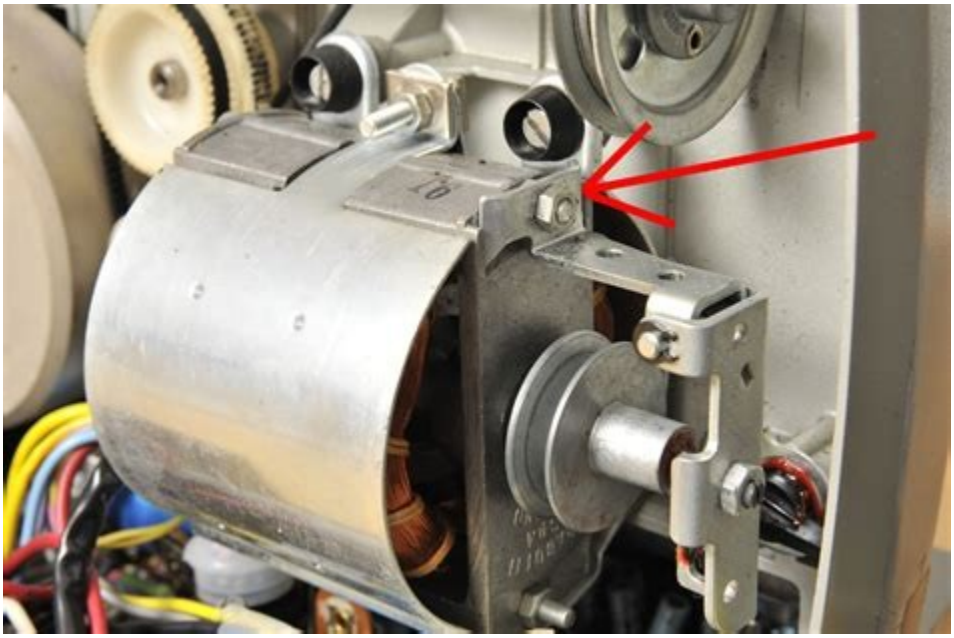
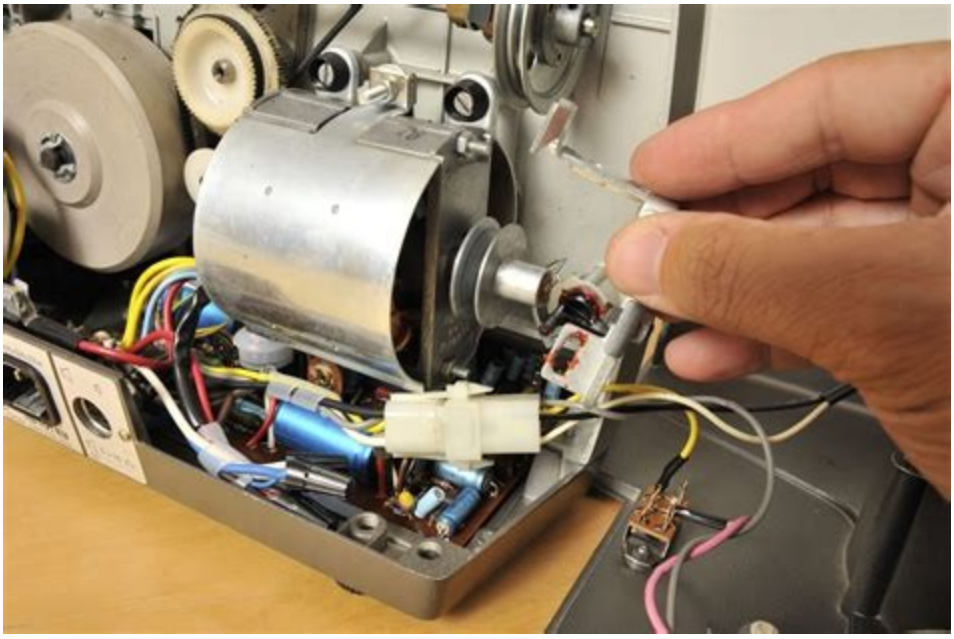
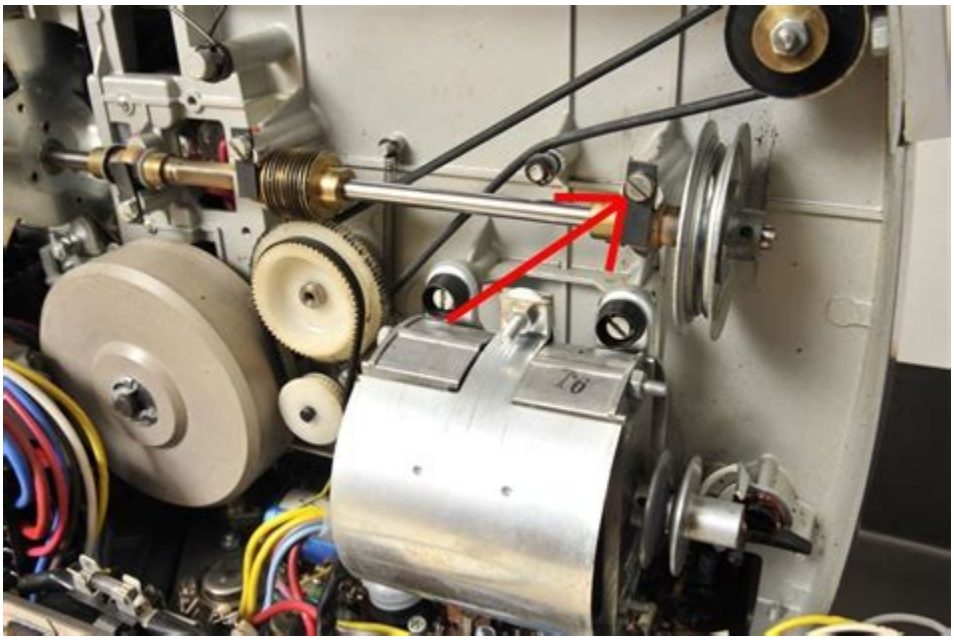


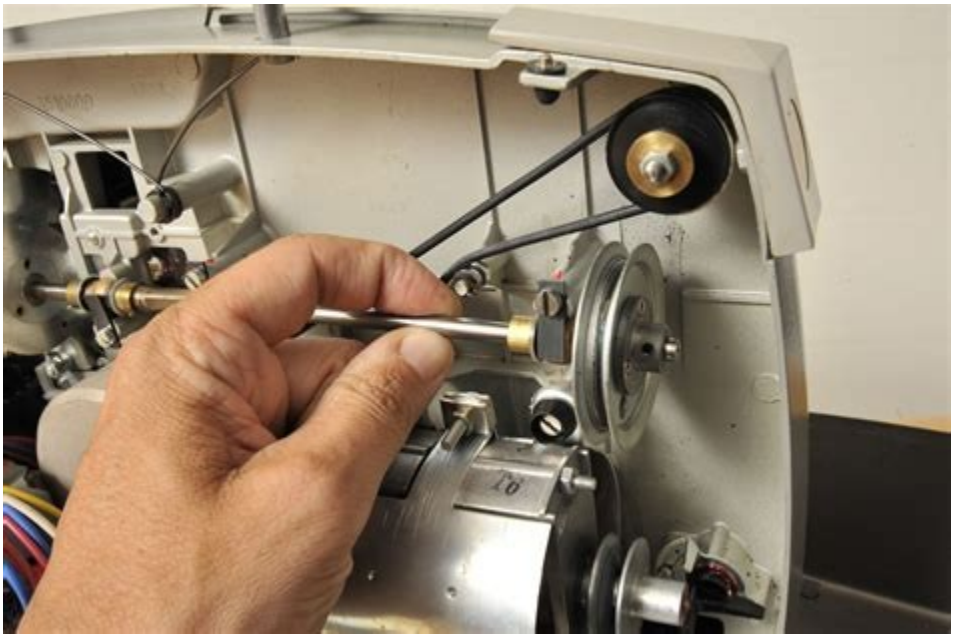
Then you can remove this thing:



Then we loosen or loosen this screw to be able to move the upper wheel away from the wall. Otherwise we won't be able to pull the belt over it:



Now you can pull this axle with the wheel hanging on it a little forward:



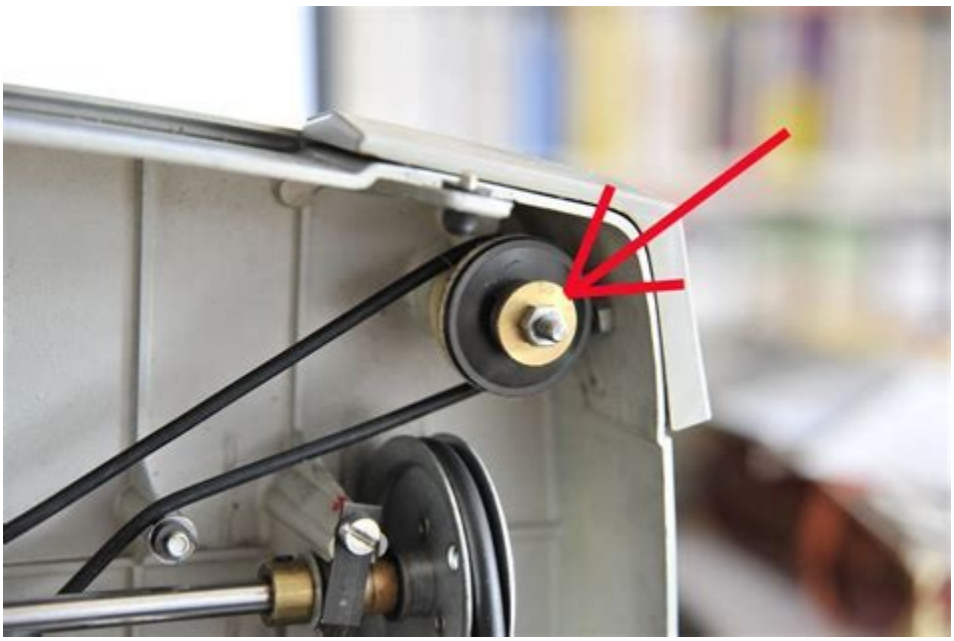
Now you can easily pull the belt over the two straps. Then screw the two screws back in or tighten them and you're done!

“Friction Belt” Replacement

So, as promised, I will now show you how I replace the friction belt on the Bolex SM 8.

The belt running across the back is the friction belt and this needs to be replaced.

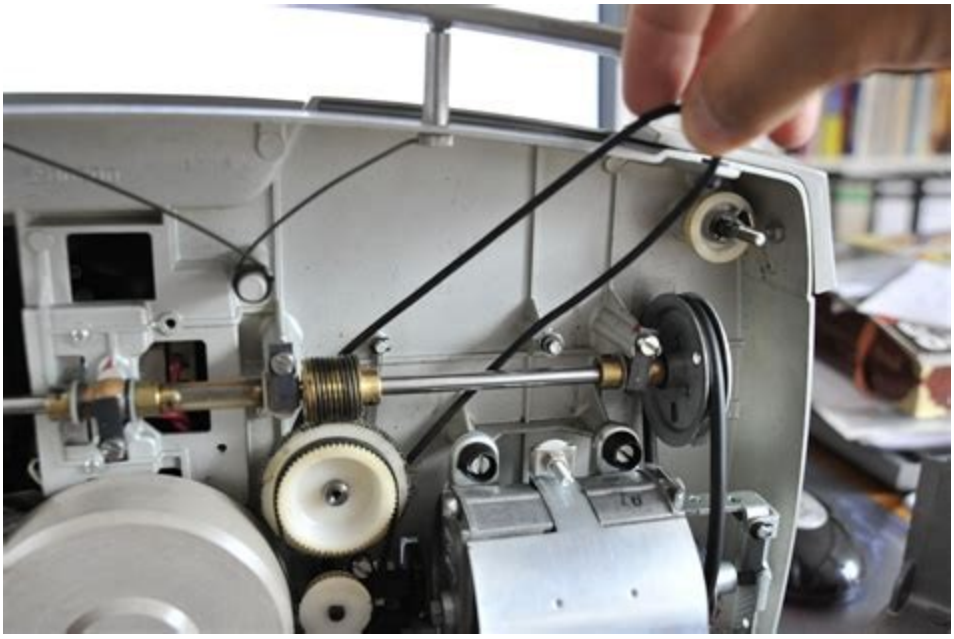
To get the belt off the take-up spool core, we have to unscrew the small nut and the brass-colored knurled nut underneath:



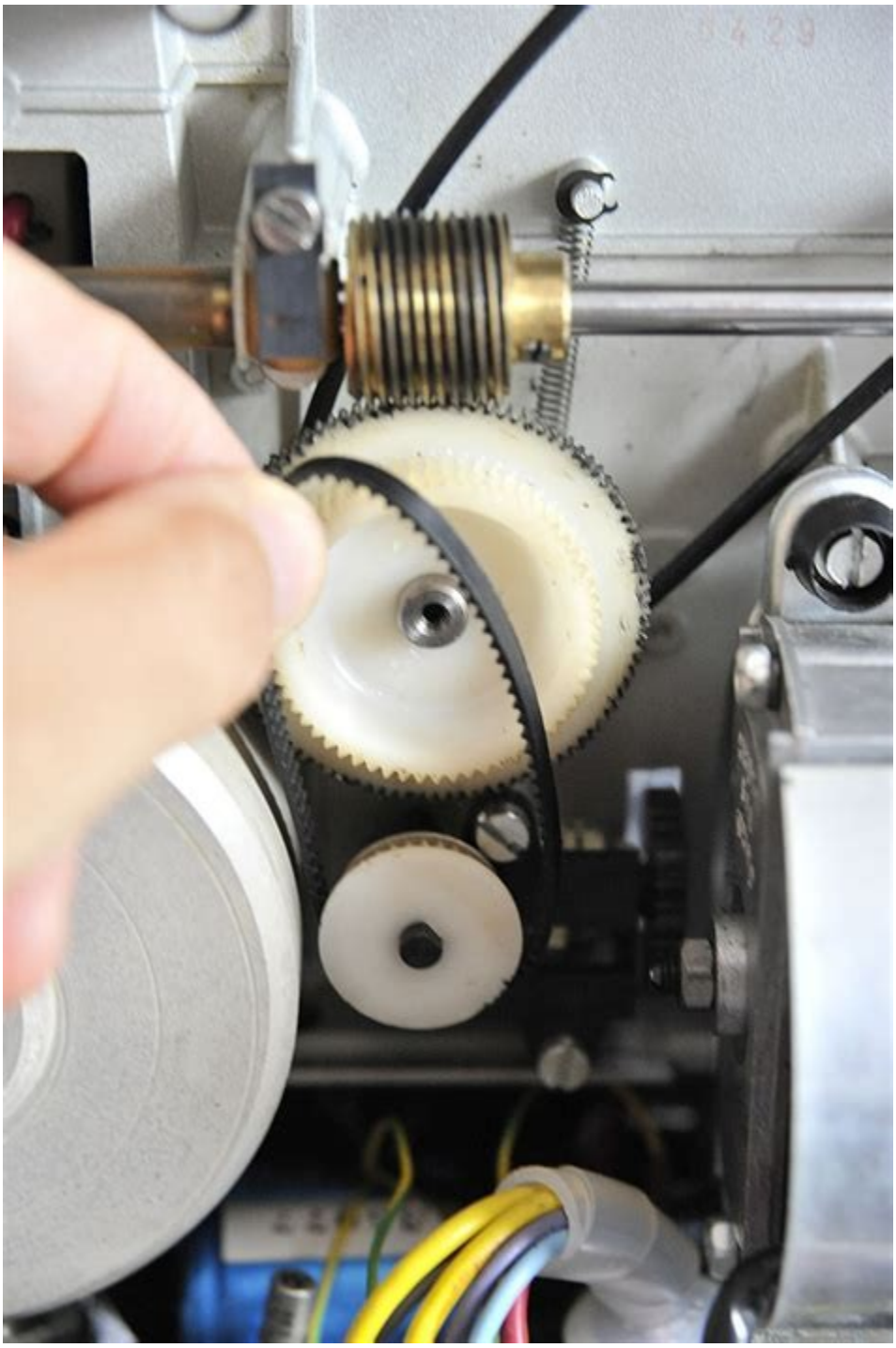
When we loosen the knurled nut, the spring we see here comes out.

Once the nuts and spring are removed, it looks like this:

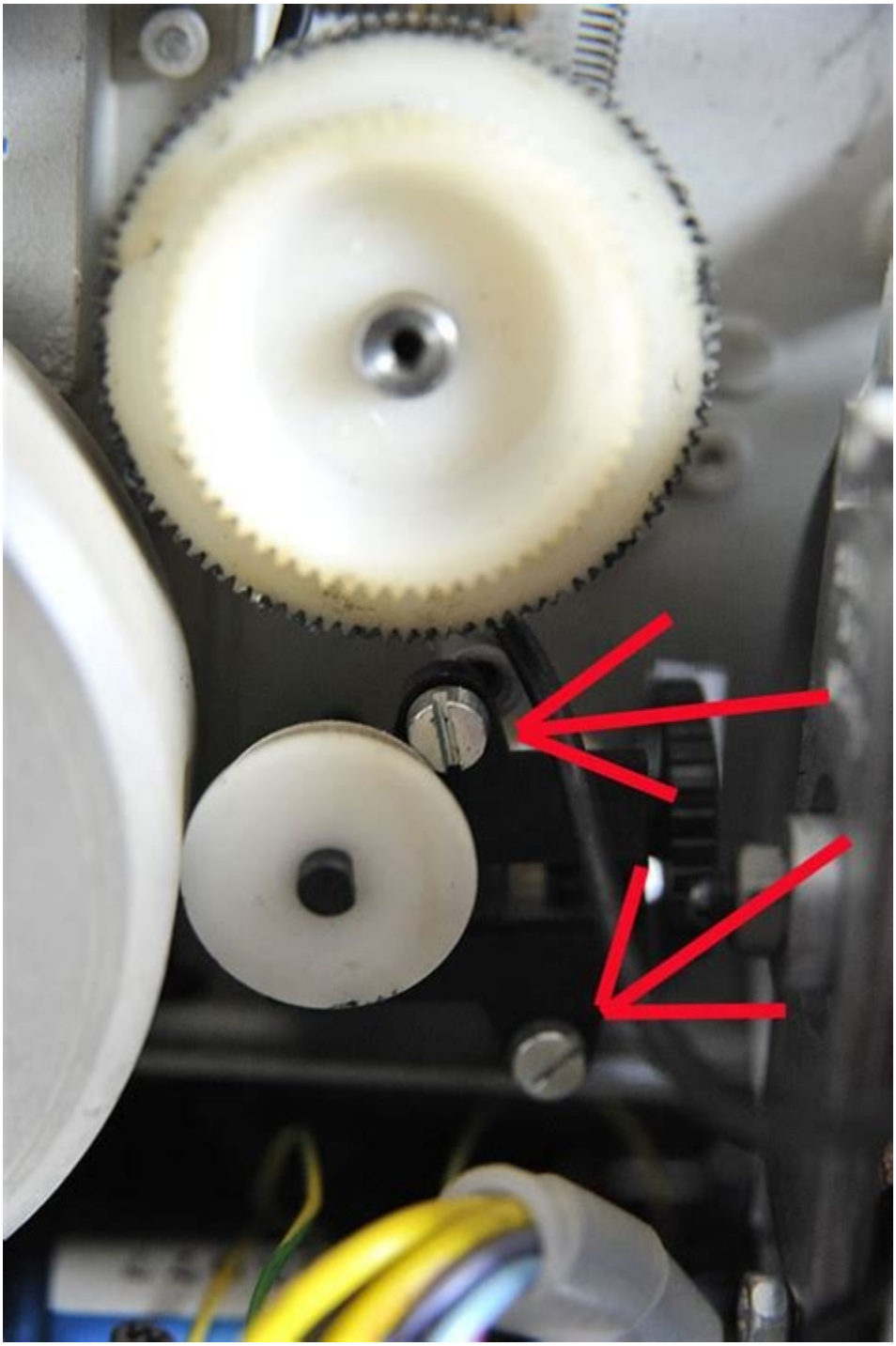
Now you can easily remove the belt from there:



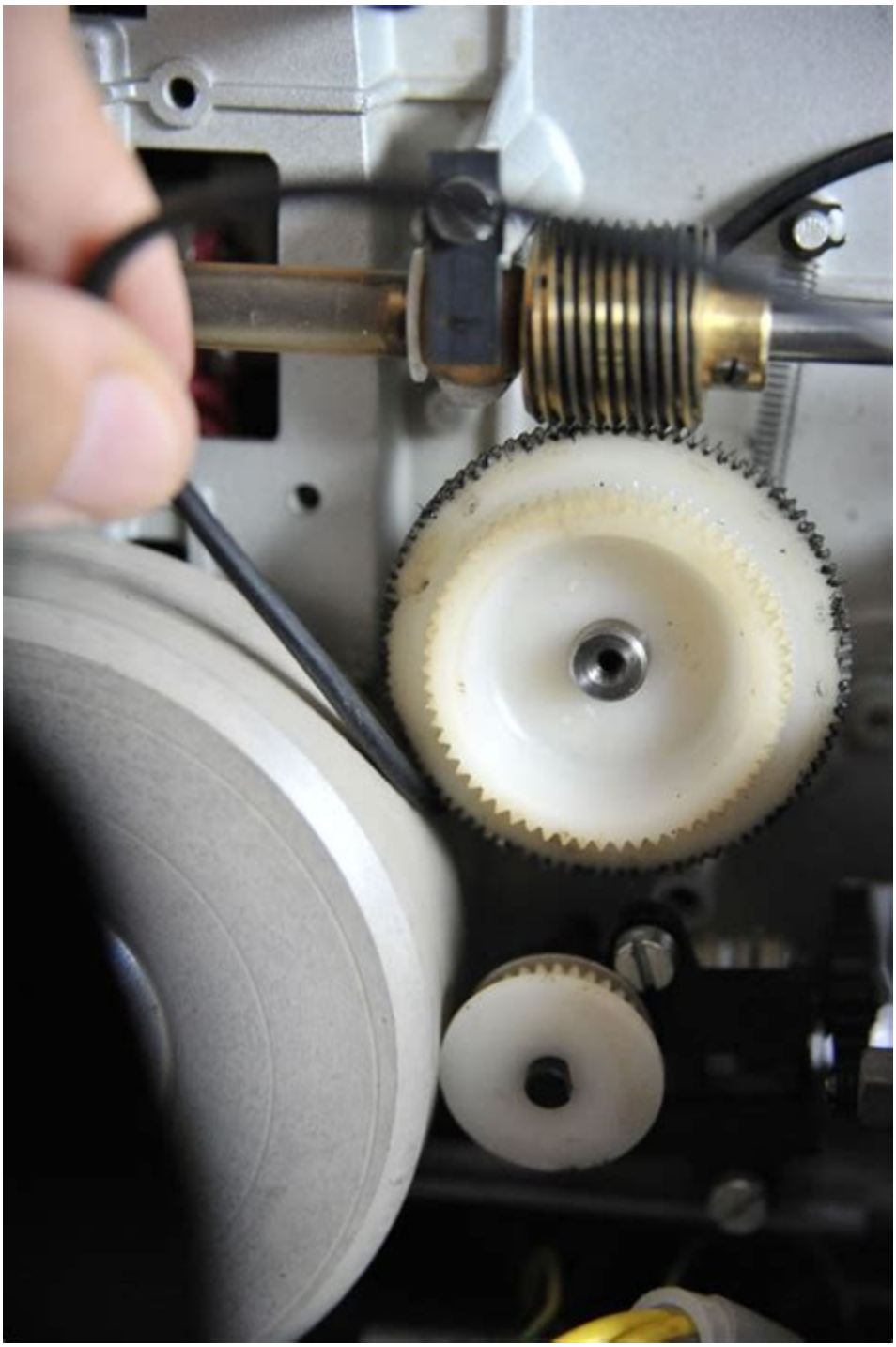
Now it's time to get the belt off the other axle. A few more steps are necessary for this. First, remove this timing belt:



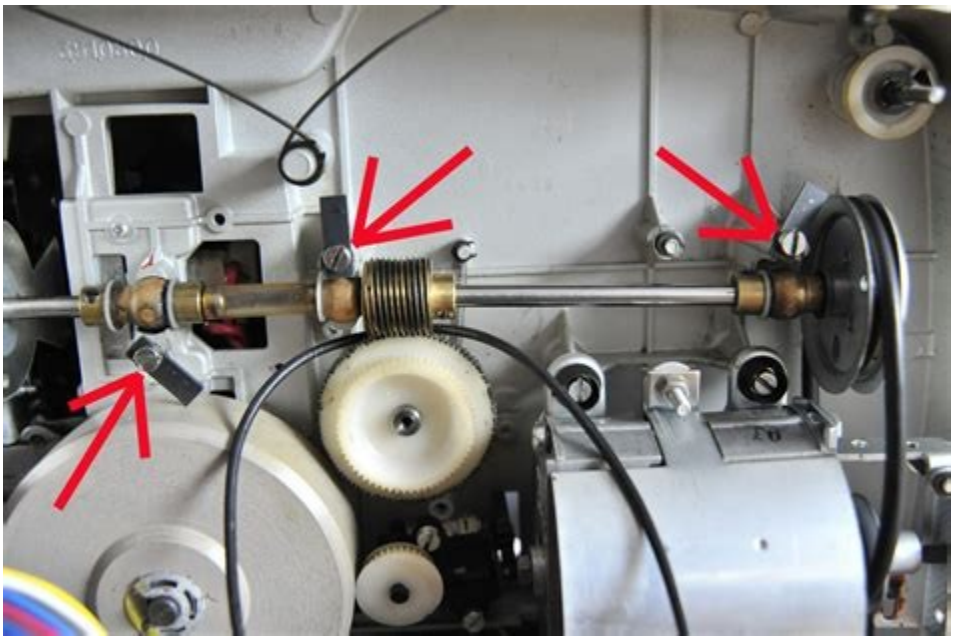
Then these two screws must be loosened so that the belt can be passed through the narrow spot:



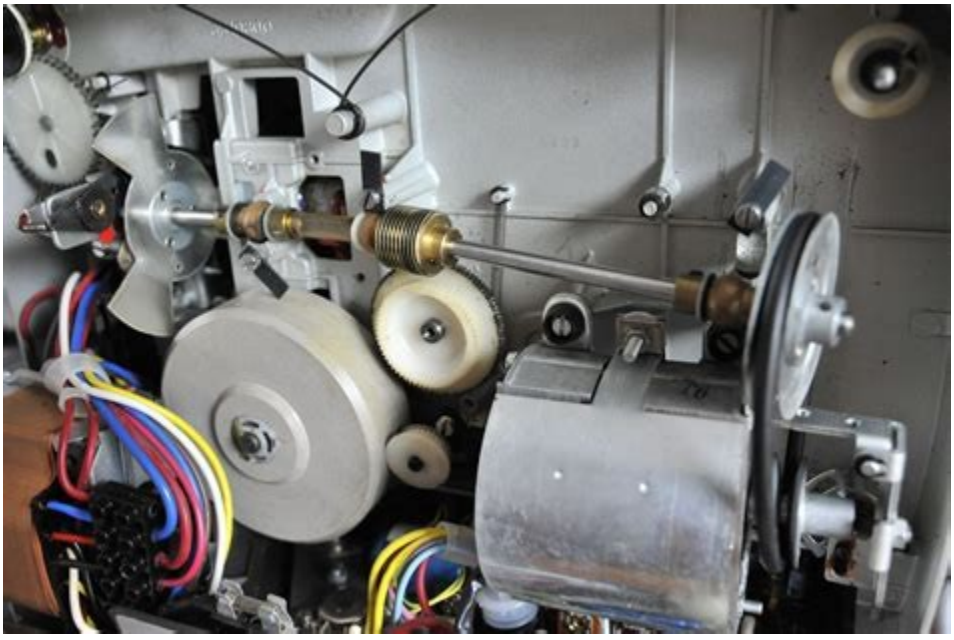
Once we have pulled the belt forward through this narrow spot, we now have to pull it out between the flywheel and this large gear (I have not found a better solution because I have not found a way to loosen the gear in order to be able to move it forward a little):



Now we just need to get the belt out from in front of all this rod. To do this, we loosen the following three screws (which I have already done in the following photo) so that we can pull this rod thing forward a bit:



Rods moved forward, belt pulled out:



Yes, and that's it. Now reverse all the steps to put on the new belt. Because some grease might have gotten on the belt when it was pulled between the flywheel and the gear, I pulled the belt through a cloth soaked in petroleum spirit while the engine was running to remove any grease residue.

And this is what the situation looks like after assembly: