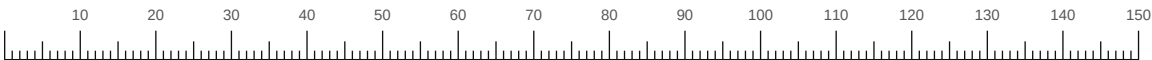


CVT Belt Size Chart And Measuring Sheet

How to read the three numbers printed on a scooter drive belt, how to measure a belt that has no readable markings left, and a record sheet for the one you have.

A drive belt is described by three numbers, and almost every wrong order comes from reading them in the wrong order or from measuring a belt that is already worn.

PRINT CALIBRATION — CHECK BEFORE MEASURING



Lay a steel rule along this scale. The 150mm mark must fall at exactly 150mm. If it does not, reprint at 100% / "Actual size" with page scaling off — every measurement you take from a scaled sheet will be wrong.

READING THE MARKING ON THE BELT

How a three-number belt marking is conventionally read

FIELD	EXAMPLE	WHAT IT DESCRIBES	HOW TO CHECK IT YOURSELF
First number	743	Outside length in millimetres	Run a string round the outer face of the belt and measure the string
Second number	20	Top width in millimetres	Measure across the wide flat face at its widest point
Third number	30	Angle of the sides in degrees	Compare the taper end-on against a known belt

THIS IS A TRADE CONVENTION, NOT A PUBLISHED STANDARD

Length-width-angle is how sellers, manufacturers and owners consistently use these three numbers, and it is consistent with what is printed on the belts themselves. We have not found a standards document that defines it. Treat it as a reliable reading convention and confirm it against the belt in your hand — which the width bars on this sheet let you do in about ten seconds.

THE MARKING WEARS OFF BEFORE THE BELT DOES

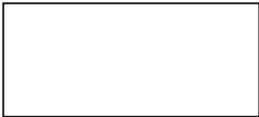
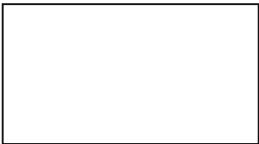
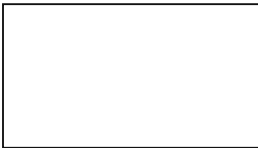
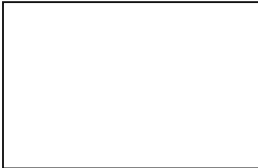
The printed marking sits on the flat outer face, which is the surface that runs against the clutch bell and the pulley faces. On a belt that has done real mileage it is usually the first thing to disappear. If yours is unreadable, measure instead — the next section is for exactly that.

MEASURING A BELT WITH NO READABLE MARKING

1. Lay the belt flat on a bench so it forms an oval, not a figure of eight.
2. Measure the top width — the wide flat face — with calipers, or against the true-size bars below. Take the reading at the widest point you can find, away from any glazed or frayed edge.
3. For length, lay a tape or a length of string round the OUTSIDE face of the belt, pull it snug without stretching the belt, and mark where it meets. Measure the string. That is the outside length.
4. For the angle, look at the belt end-on. Compare the taper against the profiles printed on the CVT belt gauge on the site — this sheet cannot show an angle at true size and a fraction of a degree matters.
5. Record all three below, and record how confident you are in each.

CVT BELT SIZE CHART AND MEASURING SHEET

TRUE-SIZE WIDTH BARS — LAY THE BELT ACROSS THESE

	15 mm		16 mm		17 mm
	18 mm		18.5 mm		19 mm
	20 mm		21 mm		22 mm

Lay the belt flat across the bars and find the one whose height matches the belt's top width. If the belt falls between two bars, record the measurement to the nearest half millimetre rather than rounding to the nearer bar.

YOUR BELT

MARKING PRINTED ON BELT

Copy every character and space exactly

ANGLE IF KNOWN

 °

BRAND OR MAKER ON BELT

ANY OTHER NUMBERS ON BELT

DATE MEASURED

WEAR CHECK

A belt that has worn narrow will still fit, and will still slip. Comparing the measured width against the width printed on the belt tells you how much life it has had — and if you have no printed width, comparing against a new belt of the same marking does the same job.

WIDTH PRINTED ON BELT

 mm

WIDTH MEASURED NOW

 mm

DIFFERENCE

 mm

- ☐ Cracks across the ribs on the inside face
- ☐ Glazed, shiny sides
Suggests slipping
- ☐ Frayed or missing cogs
- ☐ Edges worn to a sharp taper
- ☐ Belt sits below the outer edge of the clutch pulley faces at rest

THE MACHINE IT CAME OFF

MAKE AND MODEL	ENGINE SIZE	ENGINE FAMILY NUMBER
	CC	
CASE LENGTH IF KNOWN	VARIATOR OUTSIDE DIAMETER	CLUTCH BELL INSIDE DIAMETER
	mm	mm

Crank centre to axle centre

NOTES — WHAT THE OLD BELT WAS DOING BEFORE IT WAS REPLACED

THIS SHEET RECORDS, IT DOES NOT RECOMMEND
Nothing here tells you which part to buy. It tells you what you currently have, in the units a seller works in. Machines built to the same nominal specification were fitted with different components by different suppliers, sometimes inside one model year, so the only reliable reference is the item in your hand.

Need to work out what you actually own?

The Scooter Parts Registry is a free public record of the Chinese factories behind US-market scooters, ATVs and go-karts — brand, engine family, VIN prefix, factory and related machines. No account, no email.
thescooterparts.com/identify