

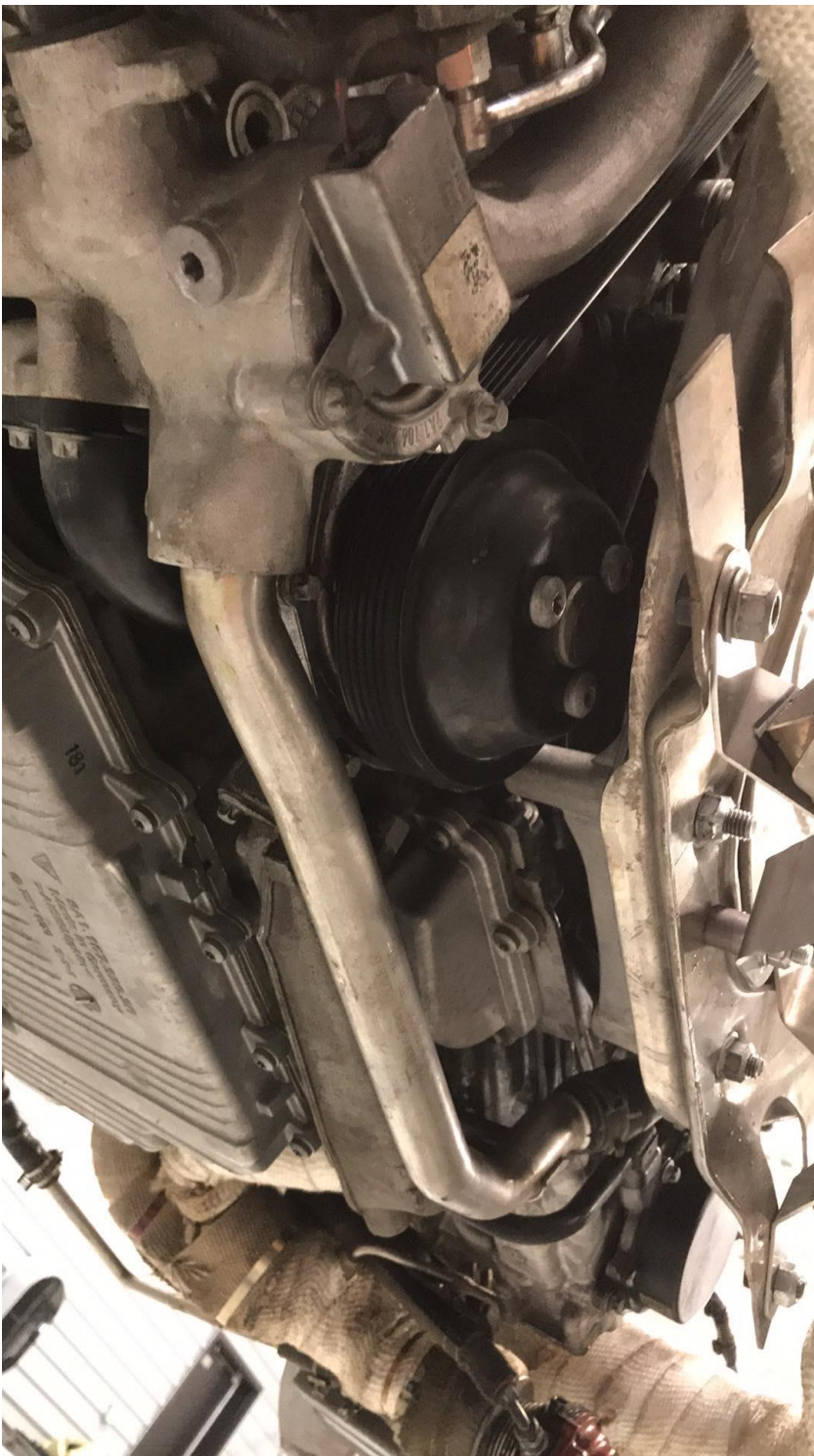
Inspecting Serpentine Belts Boxster / Cayman



From Jason Schmidt of Porsche Colorado Springs – “It’s difficult to check but yes it should be done if your tech inspector is competent... the way I perform it is simple... using a rolling floor jack, hockey puck, and short jack stand (1). I lift the rear via the trans cross bar under the rear of the trans between the two studs/nuts as high as possible (hockey puck on jack pad between studs). Usually the nose or the car will come close to touching the ground. I place the jack stand under the driver side lift point in front of the left rear tire and lay on the ground from the passenger side and roll once under the chassis. Using a flashlight inspect the belt (ribbed side only) The rear belly pan makes it a challenge (restricted view) however it is plausible for correct inspection to be done in this manner.

Modern 911’s

The belt is semi visible from in front of the center mufflers when looking from under the vehicle”



Belt Replacement

“I always instruct safety first... a belt should be replaced every few years regardless... typically 5-7 cracks per inch is beyond service life. 1-2 is advisable for replacement.”