CLUTCH KIT

Pos.	Description	pcs
1	Spring	1
2	Washer 1 mm	1
3	Weight	6

Installation instructions

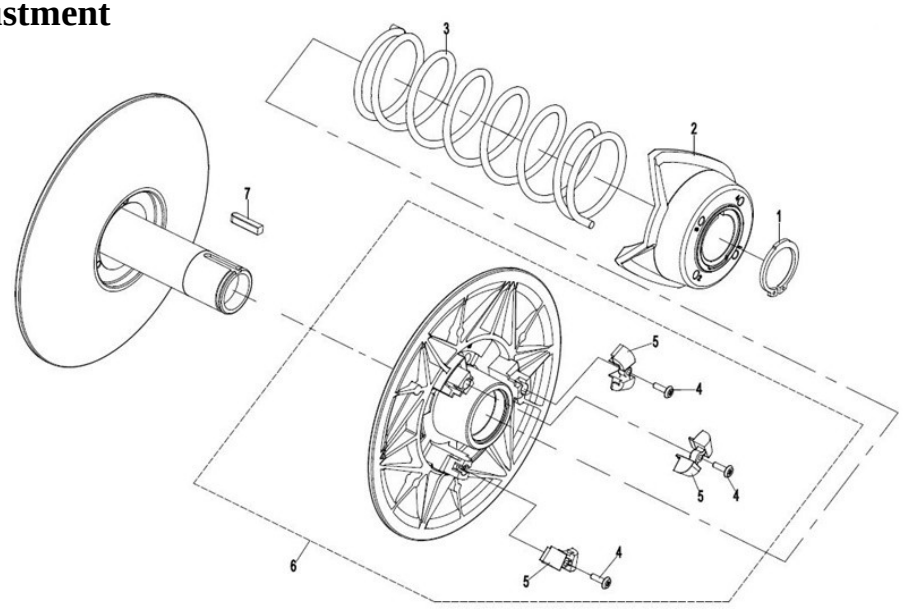
Thank You that you have chosen our variator kit. Our variator kit helps to transfer the engine power better to the wheels so you can use the engine potential more effectively and vehicle is smoother to use. We have gone through long testing period – including real life driving tests as well as the dynamometer tests - before we have chosen this specific setup combination.

All parts in this kit are designed just for this setup combination and we do not offer parts separately.

We recommend to use official dealership installation services, they have the correct tools and knowledge for such installation.

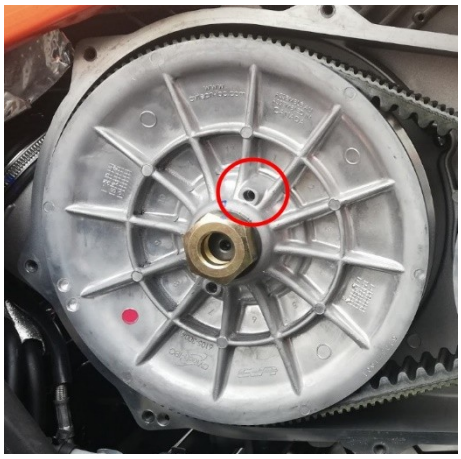
Driven pulley adjustment

1 – Retaining ring
2 – Cam Plate
3 – Spring
4 – Screw
5 – Cam shoes
6 – Sliding flange
7 – Key

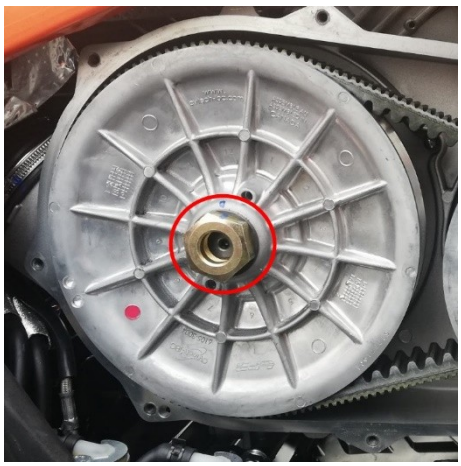


1. Open variator cover.

2. Loosen variator belt by screwing M6 bolt into the driven pulley at the locations shown in the picture.



3. Remove driven pulley. Use 36 mm wrench to loosen the driven pulley nut.



4. Open driven pulley.
   A special tool (CVTech Compression Tool: 5055-0002 or similar) is required.
   a. Place the driven pulley to tool

b. Lower the cam plate with the compression tool until the retaining ring appears.

c. Remove the retaining ring. Use an appropriate pair of pliers.

d. Raise the compression tool slowly until the spring pressure is completely loosen and you can remove the cam plate. Be careful of the loaded spring!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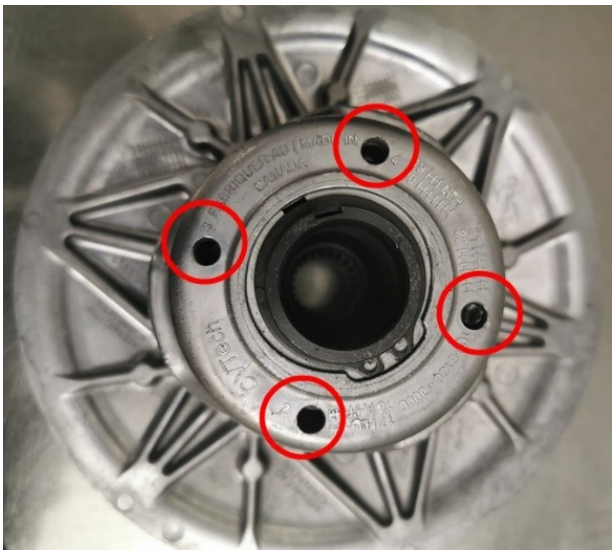
5. There are holes in the cam plate and sliding flange for position the spring.
   In the cam plate, the holes are marked with numbers (1,2,3,4) and in the sliding flange, the holes are marked with letters (A, B, C).




6. Set the spring to position C-1 or if you are using non factory size wheels then see Annex 1 (page 10).


7. Reassemble the driven pulley.

   a. Press the cam plate with compression tool and notice to align the key and keyway.

   b. Turn the cam plate counterclockwise to pre-stress the spring according to the selected position and the angle indicated in Annex 1, page 10. Example: position C-1=34 degrees from the spring zero position so it means you have to turn the cam plate until the next cam shoe. Make sure that the cam plate goes to the right side of the cam shoes (see picture on point 5c).

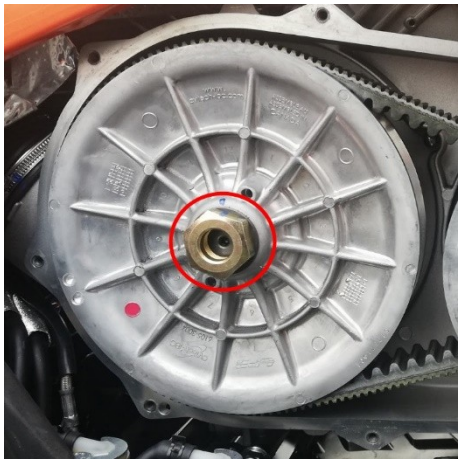
Spring zero position
by example of position C-1

Spring pre-stressed position
by example of position C-1

c. Press the cam plate with compression tool until you can install the retaining ring back. Make sure that the cam plate goes to the right side of the cam shoes.

d. Remove the compression tool.

8. Re-install the driven pulley and variator belt. Use 36 mm socket and tighten the nut to 150nm. Use thread-lock glue.



Clutch adjustment

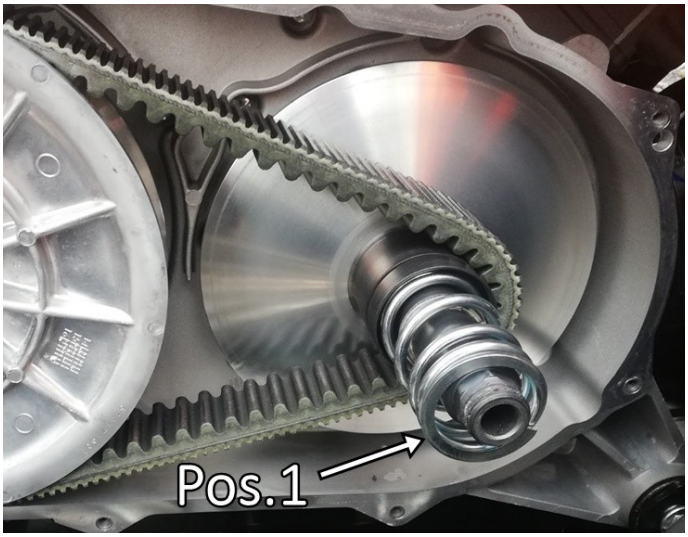
1. Remove the clutch bolt. Use 18mm wrench. **NB! Bolt has left hand thread!**

2. Remove the cover plate nut. Use 30 mm wrench. **NB! Nut has left hand thread!**

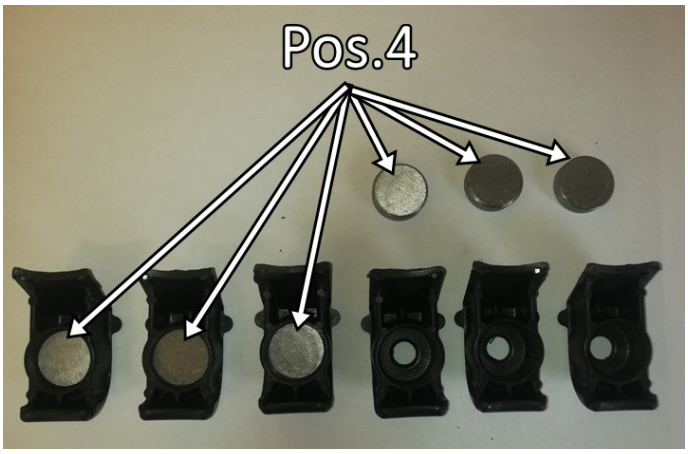
3. Remove sliding sheave and original clutch spring.

4. *Optional:* In cold conditions install washer (Pos.2/Pos.3) under clutch spring (engine side). See annex 2 (page 11).

5. Install new spring (Pos.1).



6. Remove the weight sliders from the sliding sheave. Remove original weights and replace them with new weights (Pos.4).



7. Assemble the sliding sheave and re-install it in place.

9. Reinstall the back plate nut. Use 30 mm wrench and tighten the nut to 105Nm. Use thread-lock glue. **NB! Nut has left hand thread!**

10. Reinstall the Clutch Bolt. Use 18 mm wrench and tighten the bolt to 60Nm. Use thread-lock glue. **NB! Bolt has left hand thread!**

11. Check that everything is secured and install variator cover back.

    You are ready to test drive!

Annex 1 – Driven pulley adjustment

Adjustment for different tires:
B-1 standard setting and good for racing!
C-1 26-27 "
C-2 28-29 "

The variator spring preload can be adjusted in 12 different ways and for the best result for your use you should test several options.

B-1 = 16 degrees
A-1 = 25 degrees
C-1 = 34 degrees
B-2 = 38 degrees
A-2 = 58 degrees
C-2 = 69 degrees
B-3 = 70 degrees
A-3 = 88 degrees
B-4 = 92 degrees
C-3 = 93 degrees
A-4 = 106 degrees
C-4 = 120 degrees