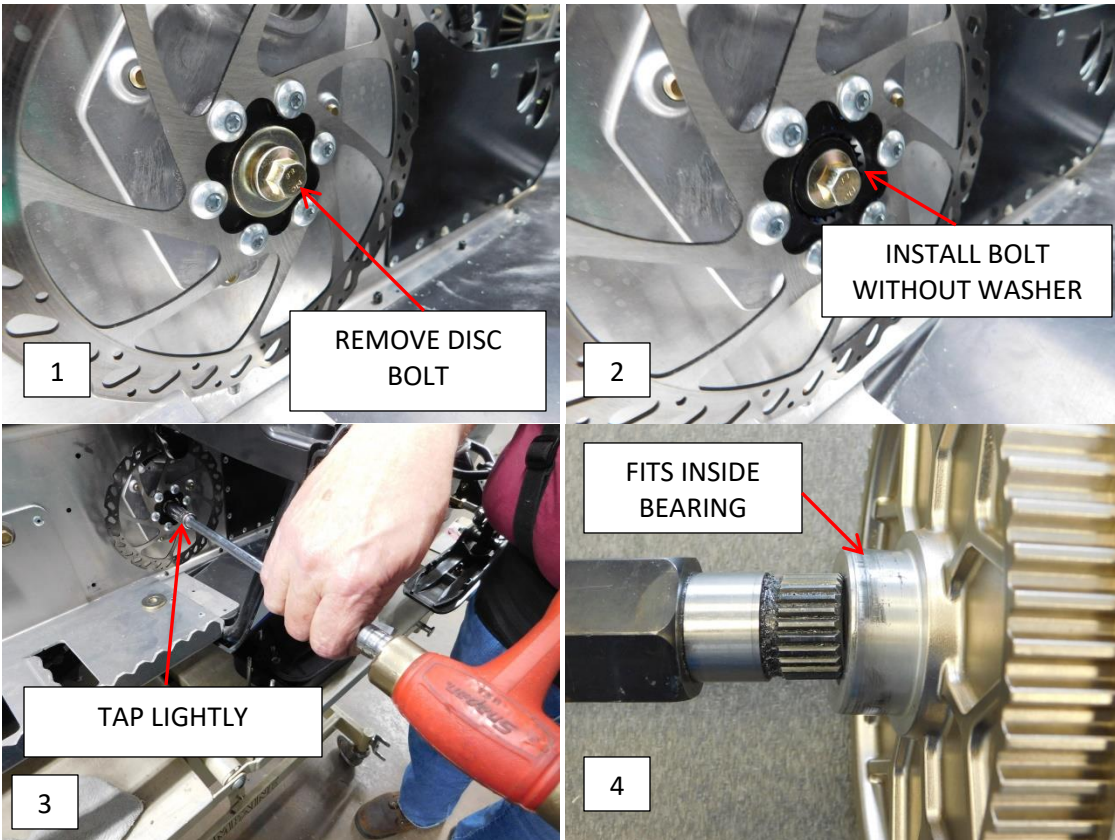


OEM BELT PULLEY REMOVAL

1. Loosen track as far as it will go, this will take pressure off of drive shaft.
2. Remove driven (secondary) clutch and remove chain case cover. Keep track of all bolts they will be reused.
3. Remove top shaft and small pulley, shaft will pull out hard due to belt pressure on it.
4. Remove bottom belt pulley, this pulley will come off very hard due to pulley fit in the drive bearing.
DO NOT USE A PRY BAR TO REMOVE PULLEY OR DAMAGE WILL OCCUR.
5. Remove as shown in picture below. (pic 1) remove disc brake bolt and washer. (pic 2) remove washer from bolt and reinstall bolt tight. (pic 3) Using a long extension and socket **lightly tap shaft** until pulley comes out of bearing. (pic 4) Be **careful** not to damage disc brake shaft or disc.

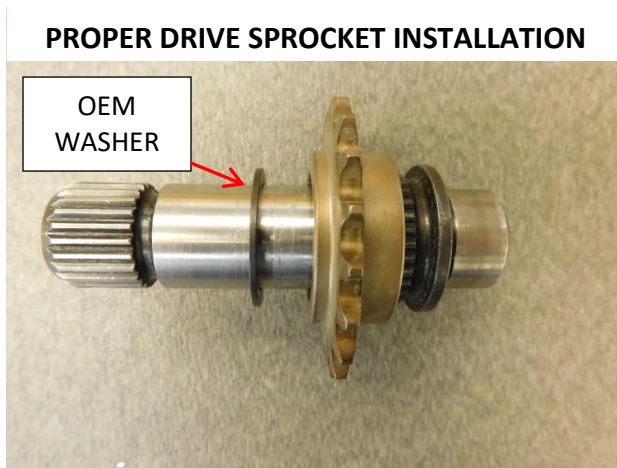
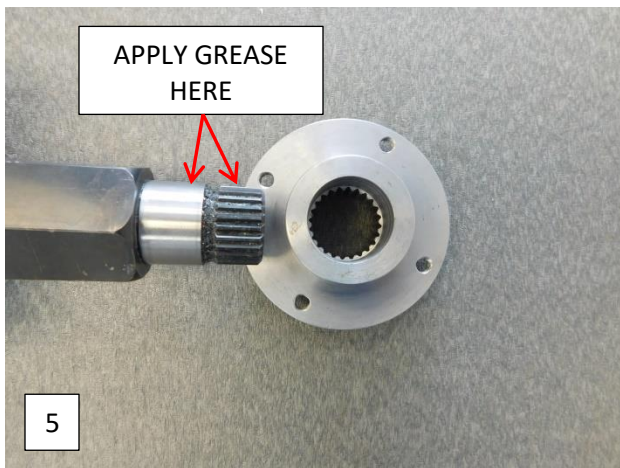


*****PLEASE NOTE*****

This product is intended for closed-course racing only and is sold “as-is” without warranty. Manufacturer and distributor specifically disclaim all responsibility for consequential and incidental damages or any other losses arising from the use of this product. Any dispute arising out of the use of this product must be settled in Linn County, Iowa under Iowa law.

INSTALLING NEW HUB

1. **Carefully** reinstall shaft into disc brake hub if it came out disc, install bolt and washer back in shaft and tighten.
2. Because new hub is machined steel it can rust, make sure to apply grease on shaft and spline before installing. (pic 5)
3. Because of track side pressure on shaft and bearing fit to hub. The new hub will slide into bearing with some pressure needed. **DO NOT** drive hub into bearing with a hammer this will damage bearing and hub.
4. When installing top sprocket make sure (NL 20) markings face out for proper sprocket alignment.



SEE NEXT PAGE TO CONTINUE

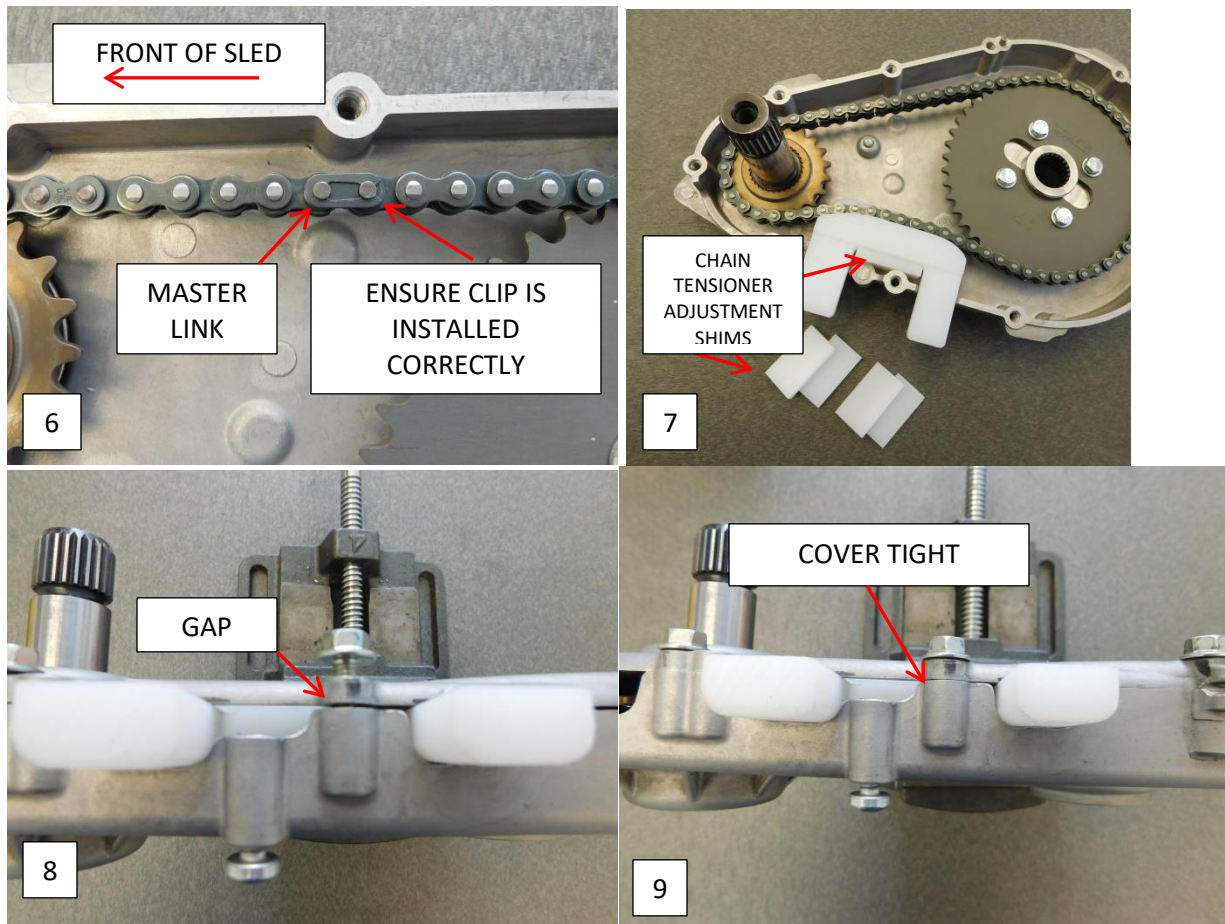
FOR MORE HELP WITH THIS INSTALLATION YOU CAN CONTACT OUR TECH LINE (319) 462-6932 MONDAY THROUGH FRIDAY 8:30AM TO 5PM

ADJUSTING CHAIN TENSIONER

1. After installing rear sprocket make sure to break drive chain to proper length. **NEVER USE A HALFLINK IN THE CHAIN WITH THIS KIT.** Always install master link facing out with clip install as shown (pic 6) failure to do this could cause chain to break causing chain case damage. **NO WARRANTY**
2. Each kit is supplied with 1 (1/4) 2 (3/16) 2 (1/8) shims to be used under chain tensioner as shown in (pic 7)
3. After chain tension is set reinstall case cover and bolts. You will see a small gap between the cover and case (pic 8) this is normal and designed this way to allow cover to hold tensioner in place after tightened. (pic 9)
4. Start sled and run slowly on stand to make sure no binding occurs in chain case before riding.
5. Make sure to check chain tension and lube chain regularly.

BECAUSE OF CHAIN TENSION REQUIREMENTS WE ONLY RECOMMEND USING A 37,44,47,51 OR 54 TOOTH SPROCKET FOR THE #35 CHAIN.

ALL OTHER SPROCKETS WILL REQUIRE CHAIN TENSIONER MODIFICATIONS AND RECREATIONAL MOTORSPORTS WILL NOT BE RESPONSIBLE FOR ANY DAMAGE TO CHAIN CASE OR SLED CAUSED BY USING NON-RECOMMEND SPROCKETS.



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