



12030

WR EDITION CLUTCH KIT

VEHICLE: WOLVERINE RMAX / X2 1000

PARTS INCLUDED:

- MACHINED SLIDING SHEAVE
- DRIVE PLATE SLIDER SET
- TINKSEAL LUBRICANT
- PRIMARY CLUTCH SHIM
- SECONDARY SPRING *SELECT SETUPS*
- ROLLER WEIGHT SET *SELECT SETUPS*

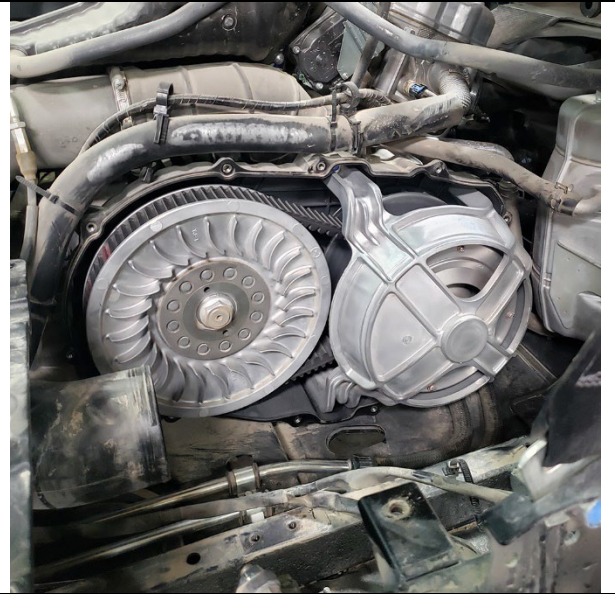


Installation Instructions:

1. REMOVE DRIVER SEAT AND INTERIOR PANELS TO GAIN ACCESS TO THE CVT SYSTEM.



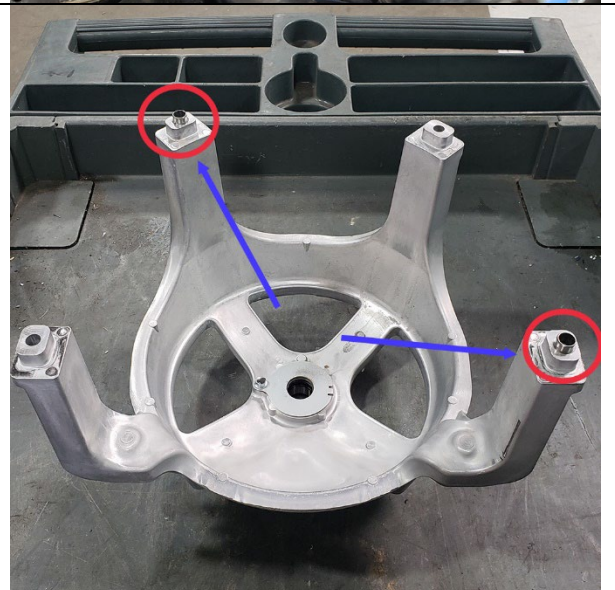
2. REMOVE 10MM CLUTCH COVER BOLTS AND SET CVT COVER ASIDE



3. USING 10MM SOCKET REMOVE PRIMARY CLUTCH HOUSING BEARING SUPPORT



4. AFTER REMOVING BEARING CAGE BE SURE TO CHECK FOR ALIGNMENT DOWELS SO THEY DO NOT GET LOST *MAY BE LOCATED ON ENGINE CASE SIDE AS WELL*



5. USING SUPPLIED M6X1.0 BOLT SPREAD THE SECONDARY CLUTCH OPEN AND ALLOW SLACK IN THE BELT



6. WITH 27MM SOCKET (1 1/16") LOOSEN AND REMOVE PRIMARY CLUTCH NUT AND WASHER *AS WELL AS THE SECONDARY CLUTCH NUT IF INSTALLING SECONDARY SPRING OR PERFORMING CLUTCH SERVICE*



7. REMOVE PRIMARY SLIDING SHEAVE AND SET ON BENCH TO SERVICE AND TRANSFER NECESSARY PARTS



8. WITH SLIDING SHEAVE ON BENCH REMOVE PHILLIPS HEAD SCREWS RETAINING COVER PLATE AND O-RING AND SET ASIDE TO BE REUSED. REMOVE DRIVE PLATE SLIDERS FROM DRIVE PLATE AND SET DRIVE PLATE ASIDE FOR REUSE.



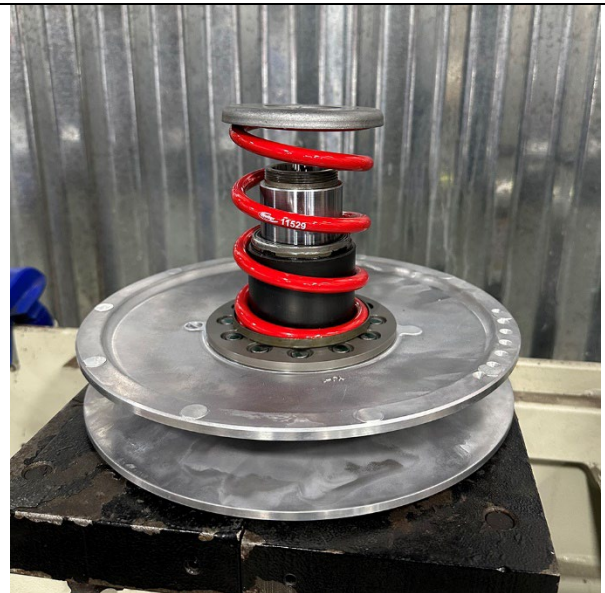
OPTIONAL/SELECT SETUPS

9. IF SECONDARY SPRING IS CALLED FOR REMOVE SECONDARY SPRING USING CLUTCH COMPRESSION TOOL (SOLD SEPARATELY CCT510)

THIS IS ALSO A GOOD TIME TO SERVICE THE SECONDARY IF NEEDED

SECONDARY SPRING RETAINING NUT SPEC :

- 42MM
- TORQUE TO 90 Nm OR 66 LB FT

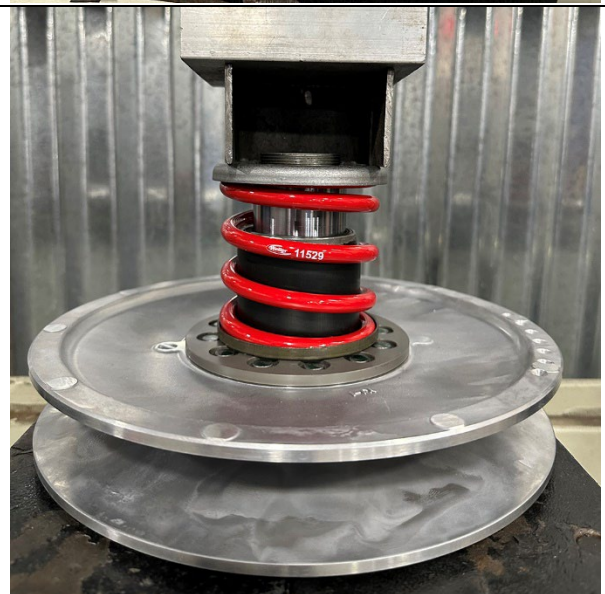


OPTIONAL/SELECT SETUPS

10. ON SELECT SETUPS INSTALL SUPPLIED NEW SECONDARY SPRING USING CLUTCH COMPRESSION TOOL (SOLD SEPARATELY CCT510)

WHEN INSTALLING SPRING ONLY APPLY ENOUGH PRESSURE TO UPPER SPRING SEAT TO INSTALL RETAINING NUT – IT IS EASY TO BEND THIS RETAINER IF TO MUCH PRESSURE IS APPLIED

SECONDARY SPRING USE WILL INCREASE LOW END AND MID RANGE BUT CAUSE SLIGHTLY HIGHER RPM AT CRUISING SPEEDS



11. IF REMOVED FOR SECONDARY SPRING INSTALL AND/OR SERVICE REINSTALL SECONDARY AND INSTALL SUPPLIED BOLT TO SPREAD SECONDARY.



OPTIONAL

12. FOR FURTHER IMPROVED LOW END POWER INSTALL SUPPLIED SHIM AS SHOWN

THE INCLUDED SHIM IS OPTIONAL BUT NOT REQUIRED. USING THE SUPPLIED SHIM WILL DECREASE TOP SPEED SLIGHTLY WHILE IMPROVING ON THE LOW END

IN GENERAL THE PROVIDED SHIM IS BEST UTILIZED FOR OVERSIZED TIRE KIT SETUPS



13. USING SUPPLIED TINKSEAL LUBRICANT APPLY COATING TO THE INTERIOR BEARING SURFACES OF THE NEW MACHINED SLIDING SHEAVE.

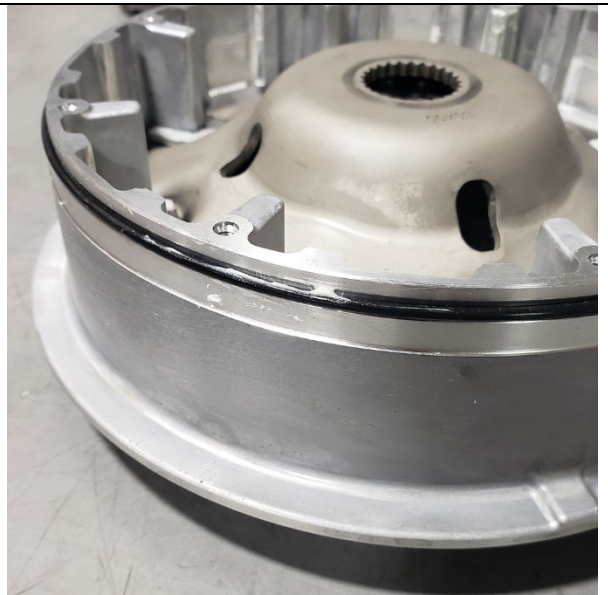


14. APPLY ROLLER GREASE/LUBRICANT TO EACH OF THE 8 WEIGHT POCKETS IN THE NEW MACHINED SLIDING SHEAVE. DO NOT OVER GREASE AS IT WILL CAUSE POOR PERFORMANCE

ULTRAMATIC GREASE OR TINKSEAL RECOMMENDED (SOLD SEPARATELY)



15. REMOVE AND INSTALL O-RING TO NEW SLIDING SHEAVE AND APPLY LIGHT COATING OF LUBRICANT WHICH WILL HELP SEAT THE COVER PLATE EASIER.



16. WHEN INSTALLING NEW DRIVE PLATE SLIDERS TO DRIVE PLATE MAKE SURE THE RAISED NOTCH IS FACING TOWARDS THE BOTTOM OF THE SHEAVE (POINTED TOWARDS WEIGHT POCKETS IN SHEAVE)



17. INSTALL NEW SUPPLIED DRIVE PLATE SLIDERS TO DRIVE PLATE AND INSTALL TO NEW SLIDING SHEAVE.

APPLY LIGHT COATING OF LUBRICANT TO SLIDER TOWERS



18. REINSTALL SLIDING SHEAVE COVER PLATE AND ALIGN WITH SCREW HOLES IN SPACER. REINSTALL PHILLIPS HEAD SCREWS LOOSELY AT FIRST TO ENSURE ALIGNMENT AND THEN SEAT PLATE TO O-RING.



19. WITH PHILLIPS HEAD SCREW DRIVER TIGHTEN ALL SCREWS EVENLY. ONCE TIGHTENED VERIFY O-RING IS SEATED PROPERLY.



PLEASE READ AHEAD FOR THE NEXT FEW STEPS TO ENSURE PROPER INSTALL SEQUENCE

20. KEEPING PRESSURE APPLIED TO THE DRIVE PLATE REINSTALL THE ASSEMBLED SLIDING SHEAVE TO THE PRIMARY SHAFT. BE SURE TO SEAT THE SHEAVE FULLY WHICH WILL EXPOSE SHAFT GROOVES AS SHOWN.

KEEPING PRESSURE ON THE DRIVE PLATE WILL KEEP THE WEIGHTS SEATED INTO THE WEIGHT POCKETS, ALSO BE SURE THERE IS NO BELT TENSION DURING INSTALL



21. REINSTALL PRIMARY CLUTCH WASHER AND CENTER WASHER OVER SHAFT GROOVES AS SHOWN TO PREVENT DAMAGE WHEN REINSTALLING CLUTCH NUT.

SLIGHTLY LESS SHAFT GROOVE WILL BE EXPOSED WHEN USING CLUTCH SHIM



22. INSTALL PRIMARY CLUTCH NUT HAND TIGHT TO HOLD ASSEMBLY IN PLACE. VERIFY AGAIN SLIDING SHEAVE HAS SEATED IN PLACE AND WASHER IS ALIGNED AND CENTERED.

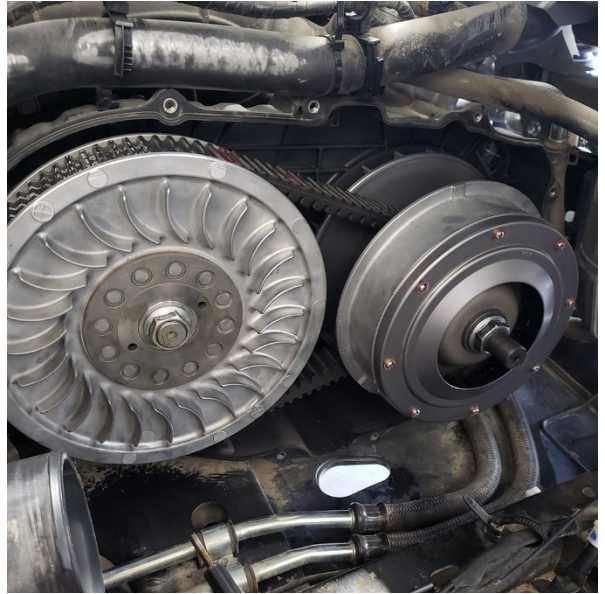


23. ONCE BOTH PRIMARY AND SECONDARY (IF REMOVED) RETAINING NUTS ARE LOOSELY INSTALLED PROCEED TO TORQUE DOWN

PRIMARY NUT TORQUE SPEC. 225 FT. LBS

SECONDARY NUT TORQUE SPEC. 181 FT. LBS

24. ONCE TORQUED REMOVE BOLT FROM SECONDARY USED TO SPREAD CLUTCH OPEN AND ROTATE PRIMARY COUNTERCLOCKWISE TO SEAT BELT INTO POSITION.



25. USING 10MM SOCKET REINSTALL PRIMARY CLUTCH BEARING SUPPORT HOUSING

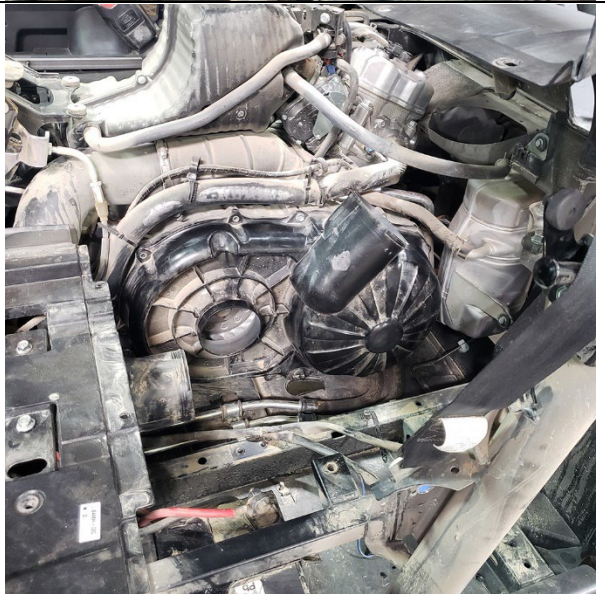
TORQUE SPEC. 7.4 FT. LBS

VERIFY BEARING SUPPORT CAGE ALIGNMENT DOWELS ARE IN PLACE BEFORE INSTALL



26. USING 10MM SOCKET REINSTALL CVT HOUSING COVER

TORQUE SPEC. 7.4 FT. LBS



BEFORE REINSTALLING ALL PLASTICS TEST DRIVE
VEHICLE AND VERIFY OPERATION. ONCE VERIFIED
REINSTALL INTERIOR PANELS

