

# ≡≡≡ Belt Drive Conversion Kit- Kawasaki ≡≡≡

## Vulcan 800 & Drifter 800 "Classic" Belt Drive Conversion Kit

Designed for the Kawasaki Vulcan 800 A & Classic, and the Drifter 800, the "Classic" belt drive kit was introduced by the Scootworks engineers in 1998, and are on hundreds of Vulcan 800's and 800 Drifter's all over the planet. This kit is easy to install and requires no modifications to your motorcycle. This kit also fits the Vulcan 400 and Drifter 400 (non-USA models).

With increased efficiency from the belt drive, the lower final drive ratio of 2.22:1 will result in your cruising RPM's to be lowered 11%. The earlier model Vulcan 800's (95- early 96) were geared at a much lower ratio, and those bikes will see a reduction in cruising RPM's of approximately 23% with Scootworks "Classic" belt drive. Add an associated fuel mileage increase of approximately 14%, and you have a real delight. No more of that "buzziness" on the highway, and a feeling that you need a 6th gear.



- The "Classic" Belt Drive Kit includes:**
- A custom designed front pulley assembly
  - A beautifully designed rear pulley with either a polished chrome plated, or durable black finish.
  - The newest technology in high strength poly-chain belting.
  - Belt tensioning gauge to ensure correct belt adjustment.
  - Highly detailed installation instruction manual.
  - Technical support before and after the sale.

Many of the first "Classic" belt drive kits have over 70,000 miles on them, and are still going strong. That's right, 70,000 miles without any grease slinging from your chain onto your wheels, tires or legs. No more tensioning of the chain every 600 miles. None of that annoying chain noise, and no lubrication worries.



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## Comparison of Chain Drive to Scootworks Belt Drive

CHAIN DRIVE	BELT DRIVE
Requires lubrication every 600 miles	No lubrication required
Always has backlash even when adjusted correctly.	No final drive induced backlash, even when accelerating or decelerating.
Requires replacement of chain and sprockets @ 10,000-20,000 miles (depending on maintenance). Average cost is \$300 plus labor (average \$150 in most bike shops) Total \$450	Our belt drive cost is ~\$490-\$540, a much more cost effective replacement when the life of the belt , the lack of maintenance time lubrication, and cleaning are considered. Pulley's do not require replacement from normal wear. Replacement belt is less than \$70.
If chain breaks, it can knot, causing damage to your engine, or even worse, can lock up your rear wheel.	If the belt breaks, it just comes off. Replacement of the belt is very inexpensive.
Constantly cleaning grease and grime from your rear wheel, rim and hub. Maintaining whitewall tires is a nightmare.	NO MORE GREASE ON YOUR REAR WHEEL, RIM OR HUB FROM THE FINAL DRIVE! Beautiful white-walls and your bike stays that way...CLEAN!
Typical chain efficiency is approx. 80% when new, and deteriorates throughout it's life.	Typical belt efficiency is approx. 98%. Due to the change of pulley ratios, the engine Rpm's are reduced greatly. You get increased gas mileage, and lower highway cruising Rpm's.
Chain drives are very noisy, especially as they wear.	Our belt drive is nearly silent!



**Durable Black Finish**



**Polished Chrome Finish**

Also available from Scootworks are: spare belts, and tension testers



Contact your dealer for more information regarding our line of custom accessories, or visit our website at [www.scootworks.com](http://www.scootworks.com)