

**Honda VLX 600 Front Pulley
Installation Supplement
from**



READ THIS BEFORE UNPACKING YOUR KIT!

This instruction booklet contains detailed steps for installing the front pulley associated with the belt drive conversion kit for your Honda VT-600, 600 VLX, and 600 VLX Deluxe. If you have any questions concerning installation of your belt drive, please contact us via e-mail at support@scootworks.com. This will ensure you receive the most prompt and accurate reply. This front pulley drive assembly is a proprietary design, patented by Scootworks, Inc. Reproduction of this component without express written permission from Scootworks, Inc. is a violation of patent laws and punishable by law.

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Instructions for Installing the Scootworks Front Pulley Drive Assembly on the Honda VT-600, 600 VLX, and 600 VLX Deluxe

Tools Needed:

- Hacksaw with fine tooth metal cutting blade or dremel tool with cutting disk
- 5mm Allen wrench
- 3/16" Allen wrench
- Medium strength Loctite
- Small amount of thick wheel bearing grease

The installation of the Scootworks front drive assembly is very simple, requiring a minor modification to the inside of the front sprocket cover. Scootworks wanted to assist you as much as possible with the installation process, and developed this instruction addendum. If there are any steps you feel need improvement in instructions, please email support@scootworks.com and specify the area you are having trouble with.

UNPACKING!

The shipping container and contents must be inspected by the purchaser for damage to goods immediately upon receipt of goods, and a claim must be filed with the carrier if damage is discovered. The purchaser must contact Scootworks within 24 hours from receipt of damaged goods to file a claim, and for further instructions. Your Scootworks front drive assembly will contain 2 ea. 1/4-20 allen bolts, 2 ea. semi-circular pulley keepers, an outer pulley drive cap, and a front drive pulley/drive spline assembly. The components should be lightly oiled before assembly.

BEGIN INSTALLATION

1. Prepare for installation per steps #7- #10 in the installation instructions for your belt drive kit. Step #16 mentions this supplement. This supplement is not posted on the Scootworks Internet Website due to its proprietary nature, and is not to be reproduced without express written permission from Scootworks, Inc. The Scootworks front drive assembly for the Honda VLX and Ace/Spirit motorcycles is a unique design, developed using the most modern engineering technologies and extensive field testing.

2. First, locate the chrome front sprocket/pulley cover removed in step #7 of the main installation instruction booklet. Remove approximately 1/4" from the tubular protrusion found on the inside. This is not a critical modification, and can be easily done with a hacksaw blade or dremel tool with cut-off wheel. Reference the photo below for this simple modification.



3. For best explanation and photography, an engine output shaft was used to describe the assembly of the front drive pulley assembly. The engine output shaft is the shaft that originally supported the OEM drive sprocket. In the photo below, notice the retainer groove in the engine output shaft. This is the groove where the new keepers will be installed in the following steps.



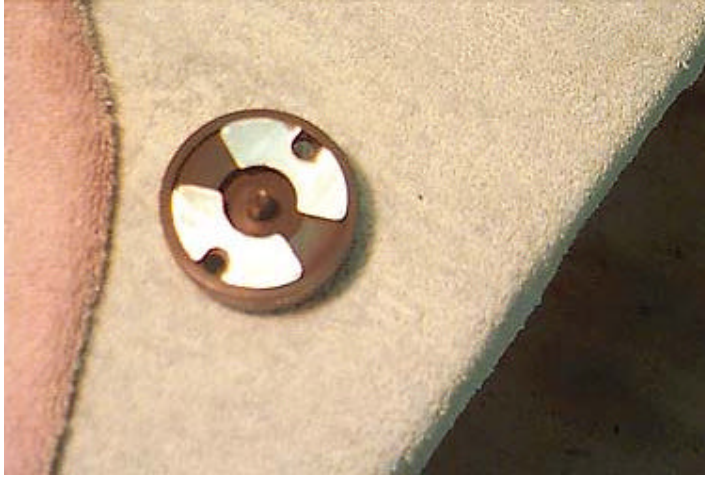
4. Lightly lubricate the splines on the engine output shaft, and the mating splines in the drive pulley assembly. Slide the drive pulley onto the engine output shaft, until the entire retainer groove is exposed on the front side of the pulley. The edge of the retainer groove closest to the engine should be approximately flush with the outward face of the drive pulley's splined inner hub. Notice the photo below for proper alignment.



5. Apply a small amount of thick wheel bearing grease to the backside of the two semi-circular keepers. Install the keepers in the retainer groove as demonstrated in the photo below. The grease will hold the keepers in place until the retainer/cap is installed in the following steps. Some systems may be supplied with keepers having notches (as in the photo below). If so, the notches should be aligned with the 1/4-20 tapped holes, to allow the two allen bolts to pass through the keepers when installed in the following step. If the keepers supplied have no notches, align the keepers with the ends on either side of the 1/4-20 tapped holes in the pulley assembly.



- 6- The following photo shows the outer cap, with the keepers in place as if they were installed in the pulley assembly. This photo is for informational purposes only, and is to only demonstrate the approximate location of the keepers when the cap is installed into the pulley. The cap serves several purposes... it provides additional load distribution to the very end of the output shaft, retains the keepers, and clamps the keepers and pulley assembly together to not allow longitudinal motion.



7. Once the keepers are in place, install the cap into the pulley assembly. Make sure the cap is pulled down squarely into the pulley assembly with the 1/4-20 allen bolts supplied. Apply a small amount of medium strength thread lock to the 1/4-20 allen bolts, and install with a 3/16" allen wrench until tight. Observe the photo below for correct final cap installation.



8. Removal of pulley assembly: The keeper retainer cap has a 1/4-20 hole tapped into its center. Remove the two 1/4-20 bolts securing the cap, and thread one into the center opening. Turning it in, against the end of the shaft, will easily push the cap off of the pulley assembly, exposing the keepers and engine output shaft.

