

**Technical Bulletin
from**



Kawasaki 400/800 Front Pulley "Fix"

If you have any questions concerning this technical bulletin, please contact us via e-mail at support@scootworks.com. This will ensure you receive the most prompt and accurate reply.

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Bulletin , Kawasaki 400/800 Drive Hub/Spline Repair

This technical bulletin is to advise of a drive hub assembly improvement for the Scootworks Vulcan belt drive systems, for repair of damaged front pulleys caused by loosening, and to correct for damaged or worn engine output shaft splines. This is not compatible with OEM sprocket/chain drive systems. This "FIX" will avoid the required replacement of the engine countershaft in most situations.

First, read the technical bulletin in our [Information Resource Center] about the front Pulley/Sprocket loosening problems experienced by some Kawasaki Vulcan 400/800 owners, for a better understanding of this application. This document covers only the repair of the Scootworks Vulcan front pulleys, and installation of the improved drive hub on the motorcycle engine countershaft. The above referenced bulletin will cover the removal and installation in detail. Lastly, read the current Belt Drive Installation instructions for your specific model, for the latest in belt tensioning tips, FAQs, and recommended setting information.

Remove the front pulley per the bulletin referenced above. Inspect the splines for damage/wear. Check the 27mm nut for the ability to re-install it (make sure the threads on the shaft or nut are not damaged. This improvement package requires that the threaded end of the shaft still be usable.

Wrap the front pulley in a thick rag, and clamp the toothed section into a vise with the six 12 point fasteners facing upward. Locate a 5/16" 12 point socket (available from SEARS and www.mcmastercarr.com). Remove the six twelve point fasteners, and place aside. Using a rubber mallet, brass rod, or small block of wood, tap the center splined hub assembly firmly to remove.

Clean the pulley thoroughly, but DO NOT PAINT it. Locate the new splined insert from the Scootworks upgrade kit. You'll notice that it is substantially thicker. Using an electric sander or sanding block with 150 grit paper, sand the outer diameter of the new insert a smooth fit into your pulley. This process is required, to insure an exacting fit on each unit.

Apply RED (permanent) loctite to the six 12 point fasteners, and install. Torque these to 45 ft/lbs. Allow this to cure for 24 hours...no exceptions.

Remove the tubular spacer that slips onto the output shaft and through the outer oil seal. Locate the new (shorter) spacer in the improvement kit. Notice the beveled inner edge in the spacer. Apply a small amount of lubricant (engine oil, etc) onto the outer surface of the spacer. Turn the beveled/tapered inner edge of the spacer **TOWARDS** the engine/oil seal, and slide it fully onto the output shaft and into the oil seal. The beveled inner edge compresses a tiny o-ring on the shaft and prevents oil seepage from between the spacer and shaft during operation.

Follow the instructions in the above mentioned bulletins and complete installation of the pulley assembly and adjustment of the drive belt for proper tension.

This new drive hub assembly greatly increases shaft load distribution, allows utilization of virgin splined surfaces that exist on a damaged shaft, usually help to avoid the expense of a shaft replacement as a result of damage from loosening. No "fix" exists for chain driven bikes at this time.