

Thanks for Ordering
The Belt Conversion Kit
From



READ THIS BEFORE UNPACKING YOUR KIT!

This instruction booklet contains detailed steps for installing the belt drive conversion kit on your Triumph motorcycle.

Please pay careful attention to the instructions regarding the unpacking and handling of your belt. The belt can be damaged if handled improperly. 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.

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Instructions for Installing the Scootworks Belt-Drive on Triumph

(Be sure to visit www.scootworks.com and select [Information Center] from the main page, for more info and pictures!)

Tools Needed:

- Service manual (Not Required But Helpful)
- Large torque wrench calibrated in foot-pounds
- 4mm Allen wrench
- 6mm Allen wrench
- 8mm Allen wrench
- 8mm socket
- Socket wrench pull bar or (impact wrench)
- T55 Torx socket bit
- 17mm socket
- 8mm socket
- 36mm socket
- Small amount of **RED** Loctite (maximum strength thread locking compound)

Note: Other hand tools maybe needed to make the job easier, this is just a list of the main ones.

Note: All bolts should be tightened to the factory specs in the service manual.

The installation of the Scootworks Belt Drive is exactly the same as replacing the OEM sprockets and chain, also including removing the swing arm. However, Scootworks wanted to assist you as much as possible with the installation process, and developed this instruction package. 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 notify Scootworks within 24 hours from receipt of damaged goods to file a claim, and for further instructions. Your Scootworks Belt Drive will come packed with the front pulley assembly, the rear pulley, the belt, a belt tension tester, and these printed instructions.

Uncoil the belt, with the teeth turned inward. **DO NOT** fold the belt inside out, nor pinch to a fold of less than 1 1/2"! This will permanently damage the Kevlar material used in the construction of the belt. While the belt is **VERY** strong, these are important handling precautions that should be followed closely.

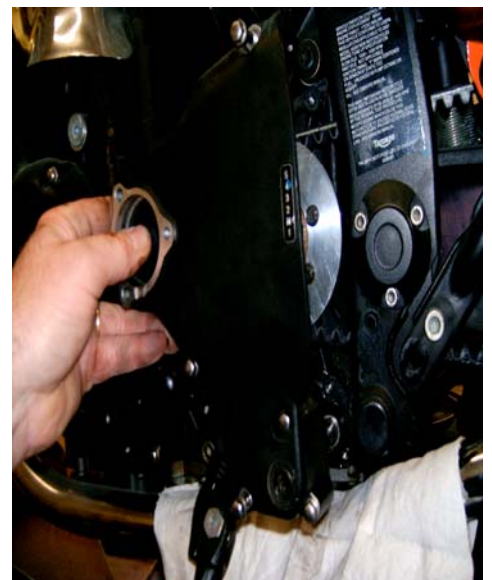
BEGIN INSTALLATION

1. Begin by removing the foot peg from the shifter side (left side). Next shift the bike in first gear, and remove the allen bolt holding the shifter arm to the spline shaft, and remove the shifter arm. With a marker, mark the position the shifter arm is on the spline shaft. This will make it easy to replace it later in the same position.



2. This will allow you to remove the cover from around the front sprocket.

Remove the three bolts that hold the clutch slave cylinder to the cover. Carefully wiggle the slave cylinder off the cover. You **DO NOT** need to disconnect the hose from the cylinder. From this point on till the end, **DO NOT PRESS THE CLUTCH LEVER**. Pull the clutch rod out of the engine, and set it aside for now. Remove the bolts from around



the outside of the cover, and pull the cover straight out from around the shifter shaft. You may want to drape a rag over the exhaust header pipe because a small amount of oil may come out from the bottom corner of the cover.

Be sure to check the cover gasket and replace if needed.

Bend the tabs on the locking washer away from the nut holding the sprocket on. Using a screwdriver with a sharp point and a small hammer, bend the edges of the washer down flat against the front sprocket.

Then with the 36mm socket and a (pull bar or impact wrench) remove the sprocket nut. Have someone hold the rear brake locked tightly. This will help keep the engine from turning while breaking the nut loose.

2. Remove the exhaust mufflers for both cylinders. This will simplify installation. To do so, loosen the nuts on each exhaust muffler clamps , where it attaches to the head pipe, this goes much more smoothly if you first spray the inside of the bolt with a penetrating lubricant like WD-40. Then remove the two bolts holding the mufflers to the rear foot peg mounts on each side. Now grab the mufflers and wiggle them off the head pipes.

3.Next remove the swing arm axle bolt covers from both sides.



4. Lift the rear of the bike, support the bike securely and remove the chain guard. Next remove the brake caliber and strap it up so it will not dangle by the hose. Remove the drag link bar bolt holding the caliber mount. Loosen the rear axle. Loosen the adjuster nuts and slide the wheel forward and take the chain off the sprockets. Pull the wheel axle out and remove the rear wheel and caliber mount from the bike. Be sure to notice the placement of the wheel spacers. Use a chain breaker and take the chain apart and remove it. Remove the front sprocket from the engine. Now is a good time to clean the area around the original sprocket.

Now remove the shock tie rods. These are the bars that connect the swing arm to the shock and frame. Remove the two black plastic caps covering the Torx Head bolts holding the factory shock links to the swing arm. Use a flat blade screwdriver to pry the caps out. The bottom link bolts are not covered. Use a T55 torx socket bit and ratchet, and a 17mm wrench loosen and remove the bottom tie rod bolt, and the two top bolts. Remove the tie rods and set them aside. They will be reinstalled later.



5. Loosen the swing arm axle bolt . Hold the axle nut on the left side and remove the axle bolt on the right side.

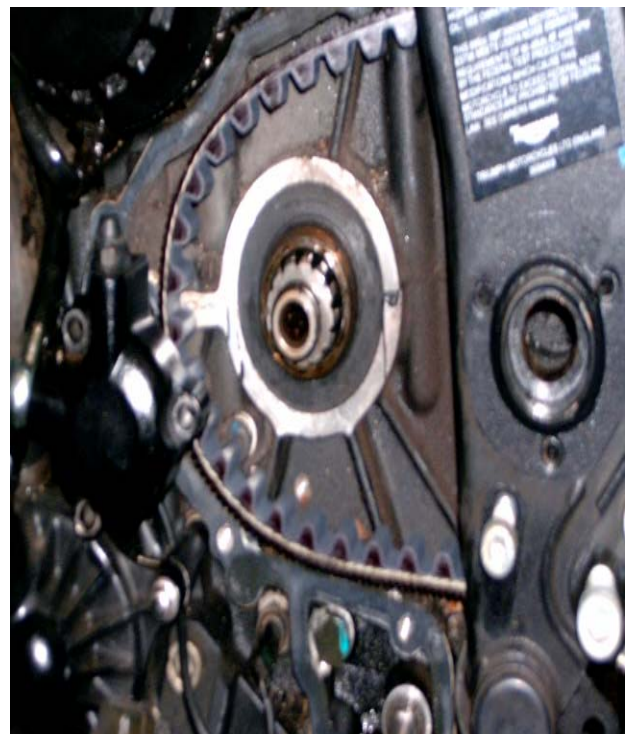


Slide the swing arm bolt out from the left side. This axle maybe stuck, use a wooden dowel pin or other soft rod to tap the axle out.

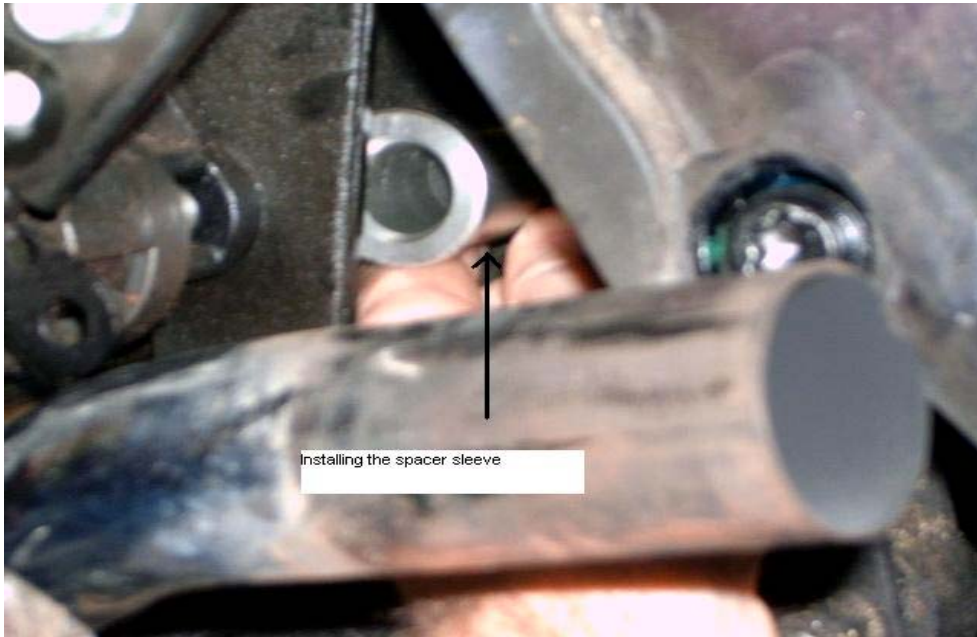


Now you can slide the swing arm back, There is a spacer between the mounts on the frame for the swing arm . This spacer may fall out when you remove the swing arm.

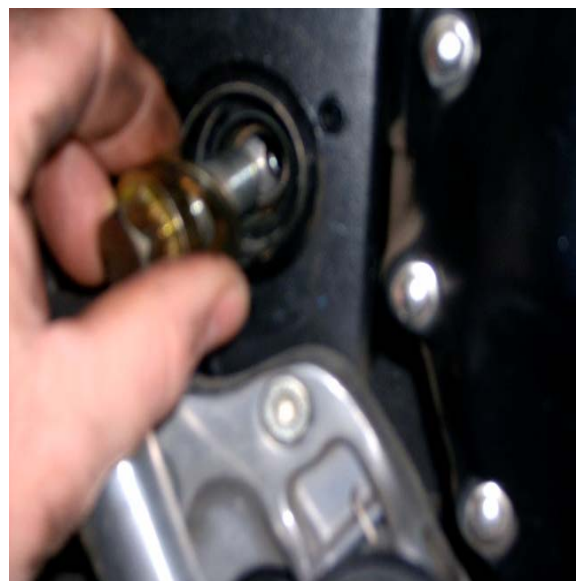
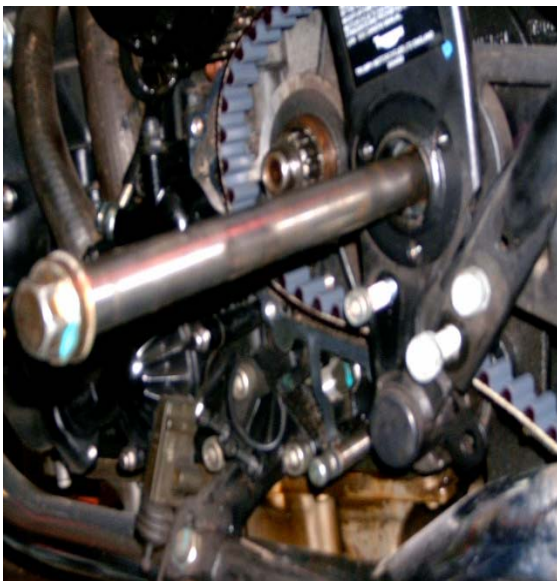
Now with the swing arm pulled back, slide the belt in around the swing arm and up passed the shaft on the engine. If you choose you may remove the rubber chain slider off the swing arm, without the chain it will no longer be needed.



8. With the belt in passed the shaft of the engine, you can reinstall the swing arm. Be sure to replace the spacer between the mounts on the frame.



10. Push the swing arm back in place and line up the axle holes with the spacer in place. Slide the swing arm axle back in on the left side. Thread the axle bolt in from the right side. Hold the left side, and tighten the swing arm axle bolt on the right side. Reinstall the swing arm axle nut covers.
Reinstall the tie rods removed from the shock and swing arm earlier.



11. Install the front pulley, and hand tighten the pulley nut back on. You will tighten it later.

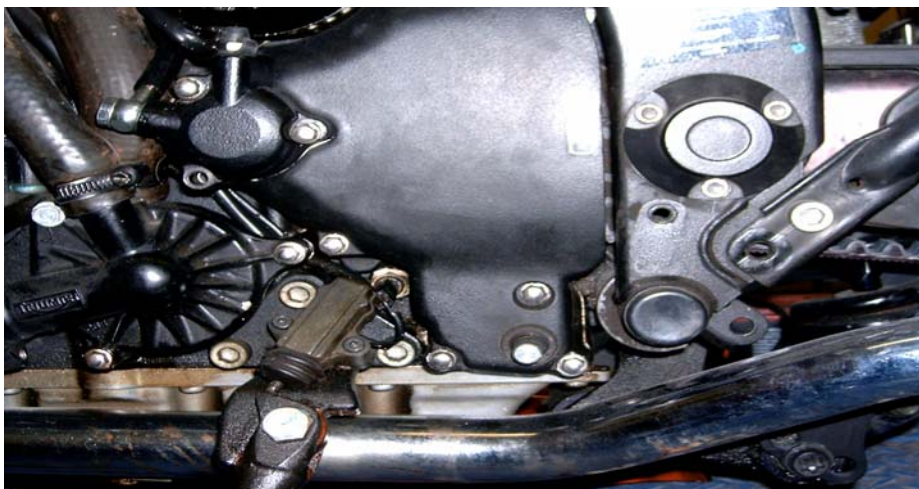
12. Next remove the wheel chain sprocket, and install the new rear pulley. You will reuse the factory nuts. Retighten the nuts to the factory specs. Reinstall the rear wheel in the swing arm with the factory wheel spacers in the factory locations and with the brake caliber mount and slip the axle through. Hand tighten the axle for now. With the wheel slide forward, slip the belt on the front and rear pulleys. Reinstall the brake caliber, and hook the drag link bar back to the caliber.

13. Slide the rear wheel back and adjust the wheel adjusters back until the belt tightens up some. Exact tension is not required yet. With tension on the belt tighten the front pulley nut. As with removing the nut have someone hold the rear brake locked tightly. This will help keep the engine from turning while tightening the nut.



Once tight, bend the locking tabs back down on the nut.

14. Install the front cover back over the front pulley. Tighten the bolts in a criss cross pattern. Slip the clutch rod back in thru the cover and in to the engine. Now place the clutch slave cylinder back over the clutch rod. You will have to push the cylinder against the rod to compress the slave cylinder in enough to get the cylinder on. Once pushed in enough to get the cylinder in place install the three bolts in the holes and tighten each a little at a time to push the piston in until the cylinder seats on all sides. Tighten the bolts down. Check the clutch for normal operation.



15. Reinstall the shifter lever back in the position where you marked it before. Reinstall the foot peg.

16. Slide the rear wheel back with the adjusters, and set the belt tension to 1/2" to 9/16" deflection with the tension tester tool set to 10 lbs. Once the belt tension is correct, tighten the adjuster locking nuts. Tighten the rear wheel axle. Install the belt (chain) guard back on with the two allen screws. Reinstall the exhaust mufflers.

17. Check over all your work to make sure you have completed all the steps and all bolts are tight.

18. Lower the bike back down, and check the belt tension. The tension on the ground with the weight of the bike on the wheels, should be 7/16" to 1/2" with 10 lbs of force. Readjust if necessary.

19. Test ride the bike.

20. After 600 miles check over the system and readjust if needed.

21. OK well done and enjoy your new belt drive system from Scootworks Inc.

These instructions are not all inclusive, there are simply too many accessories and variations in manufacture of motorcycles to cover every possible alternative. However, we've attempted to compile the most common issues and installation tips to assist in installation of the Triumph belt drive kit.

Scootworks wanted to provide you with the best tools and information possible, to help insure the success of your project. In the event of any questions, feel free to email us at support@scootworks.com . I check this address daily, and will try to answer all questions as promptly as possible. - D. H.

Scootworks Inc. warrants the workmanship of all materials sold, to be free of defects for a period of twelve (12) months from the date of purchase. As with any other belt drive manufacturer, the belt is warranted to be free of defects at the time of purchase only. You can find more information on the first page of the Scootworks Web Page, at the bottom of the page under 'Warranty & Return Policies'.
