Cleaning Procedure
Driver Pulley
Séries 0600
Séries 0400

CVTech-AAB
3037, boul. Frontenac Est
Thetford Mines (Québec)
Canada G6G 6P6

Tél. : 1 800 518-7220
Téléc. : 418 335-2206
www.cvtech-aab.com

SIÈGE SOCIAL
CVTech-IBC
300, rue Labonté,
Drummondville (Québec)
Canada J2C 6X9

Tél. : 1 819 477-3232
Téléc. : 419 477-4705
info@cvtech-ibc.com

DIVISION EUROPÉENNE
ZA de Montevi
9, rue de Montevi,
49280 La Tessoualle France

Tél. : (2) 41.75.68.35
Téléc. : (2) 41.75.68.36
info@cvtech-ibc.com

Congratulation!

You have purchased a quality product proudly made in Canada by CVTech IBC.

Important Notice

- **Skilled staff should carry out Variable-Speed Drive maintenance and repair operations.**
- ⓘ Identifies operations where a risk of serious injury exists when instructions are not properly followed.

 Identifies a step where there exists a risk of part deterioration or component malfunction.

- The Tightening Torque Values shown must be precisely applied.
- The images are used for representations purposes only. Items may differ from illustration.

Limit of Liability

In no event shall CVTech be liable for damage or injury due to poor text interpretation, improper Variable-Speed Drive handling or misuse of the recommended tools.

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Maintenance Frequency

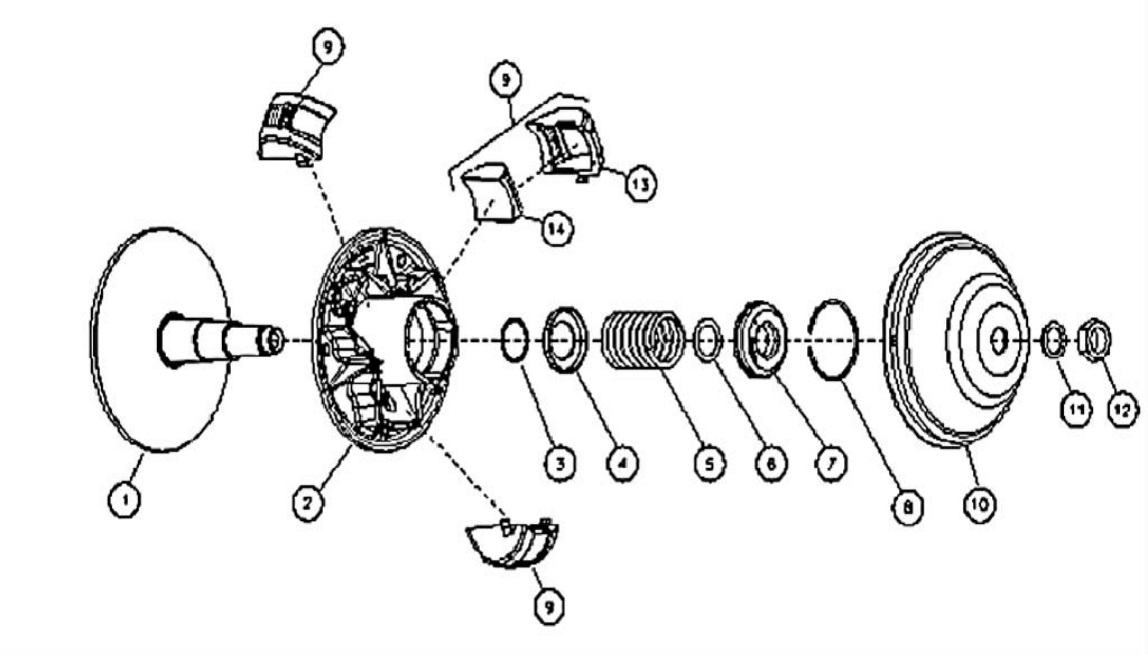
The CVTech Variable-Speed Drive requires no lubrication. It is designed to run dry. It is strongly recommended to make a visual check of the CVT
• Every 3000 miles (5000 km) for ATVs
• Every 150 hours for commercial utility vehicles.

However, basic cleanliness rules apply when handling in order to avoid products or particulates getting in contact with Variable-Speed Drive components during reassembling.

Recommendation

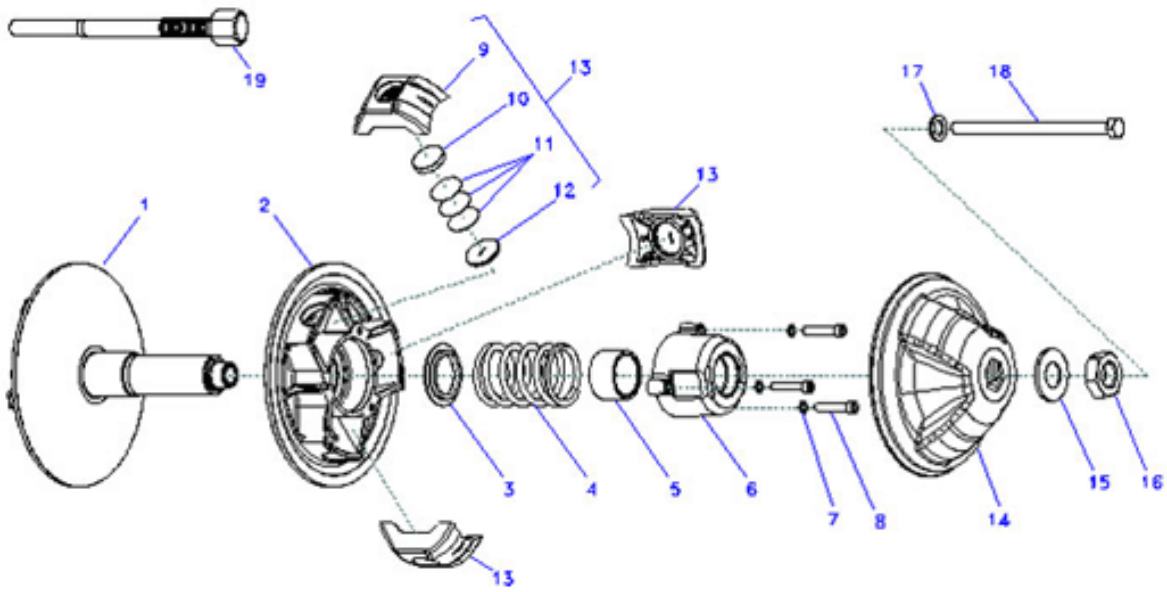
To increase the life of the drive and maintain performance, it is strongly recommended to make a visual check of the CVT:
• Every 3000 miles (5000 km) for ATVs
• Every 150 hours for commercial utility vehicles.

Global schematic of the pulley 0600



		Qty			Qty
1	Fixed Flange	1	8	Snap Ring	1
2	Sliding Flange	1	9	Block Assembly	3
3	Washer	1	10	Cap	1
4	Spring Seat	1	11	Flat Washer	1
5	Spring	1	12	Nut	1
6	Washer	1	13	Block	3
7	Spring Cover	1	14	Weight	3

Global schematic of the pulley 0400



		Qty
1	Fixed Flange	1
2	Sliding Flange	1
3	Spring Seat	1
4	Spring	1
5	Stroke Limiter	1 ou 0
6	Spring Cover	1
7	Lock Washer	3
8	Hexagon Socket Head Cap Screw	3
9	Block	3

		Qtyé
10	Weight	According to Calibration
11	Weight	According to Calibration
12	Threaded Cap	According to Calibration
13	Block Assembly	3
14	Cap	1
15	Flat Washer	1 ou 0
16	Nut	1
17	Lock Washer	1
18	Fixing Bolt	1 ou 0
19	Puller	n/a

Pulley removal from the vehicle

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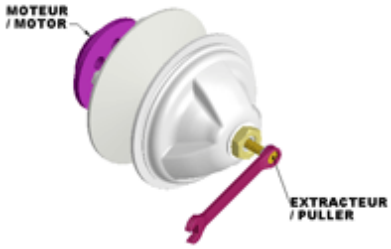
Remove the fixing bolt from the engine power take-out.

Mark the direction of Belt Rotation



2 Taper Shaft

Remove the Fixed Flange using the Puller suited for the pulley.

Screw-in the Puller until the Pulley is freed from the Engine Shaft.

3 Straight shaft

Remove the fixing flange by pulling.

NEVER HIT THE DRIVE PULLEY WITH A HAMMER OR OTHER TOOL TO REMOVE THE PULLEY OFF THE VEHICLE PTO.

Cleaning the pulley

Removing the cap and block centrifugal

Remove the nut (12) and washer (11). Cap and centrifugal blocks are now released.

Pulley which nut and washer are removed

✋ Not to unbalance the pulley, it is best to note the location of the centrifugal blocks in order to place them in the same location during reassembly.

Pulley with the cap are removed

Cleaning the cap

- Clean the cap with compressed air.
- Clean to remove any dust or dirt that can remain on the cap.
- Pass a scrubbing pad of very fine grade on the cap.
- Clean the cap with a solvent (brake cleaner) and a cloth.
- Clean again the parts with compressed air.

Before and after cleaning cap from left to right respectively

Cleaning blocks.

- Clean the blocks with compressed air.
- Clean to remove any dust or dirt that can remain on the blocks.
- Pass a scrubbing pad of very fine grade on the blocks.

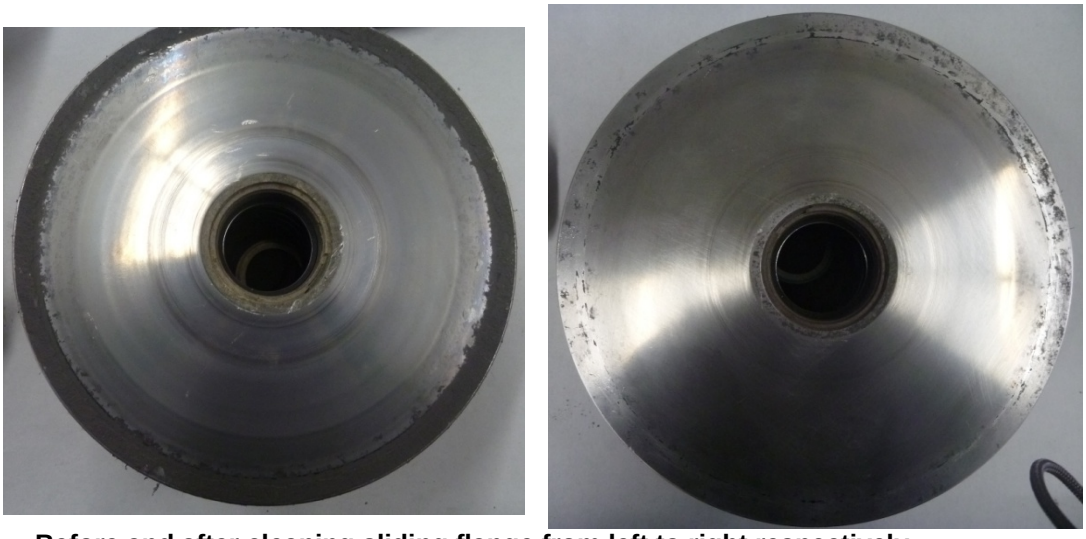
- Clean the blocks with a solvent (brake cleaner) and a cloth.
- Clean again the parts with compressed air.

Before and after cleaning blocks from left to right respectively

Cleaning the flanges

- Clean the flanges with compressed air.
- Clean to remove any dust or dirt that can remain on the flanges.
- Pass a scrubbing pad of very fine grade on the angle flanges.
- Clean the flanges with a solvent (brake cleaner) and a cloth
- Clean again the flanges with compressed air.

Before and after cleaning fixing flange from left to right respectively.



Before and after cleaning sliding flange from left to right respectively.

Cleaning the ramps.

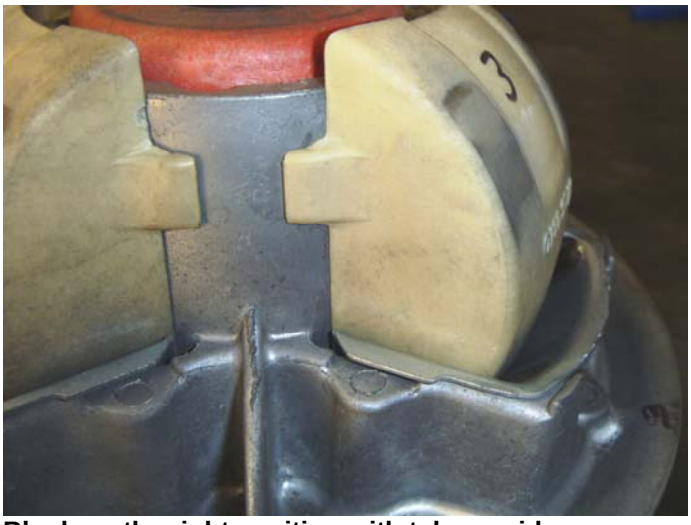
- Clean the sliding flange ramps with compressed air.
- Clean to remove any dust or dirt that can remain on the sliding flange ramps.
- Pass a scrubbing pad of very fine grade on the sliding flange ramps
- Clean the sliding flange ramps with a solvent (brake cleaner) and a cloth
- Clean again the sliding flange ramps with compressed air.

The sliding flange ramps once cleaned

Reassembly the pulley

Assembling the cap and block centrifugal

Put the blocks in their respective location previously noted during disassembly in the sliding flange. Make sure that the tabs are positioned upside up as shown in the photo here below.



Block on the right position with tabs upside up

Now install the cap, the washer and nut into postion.

Apply a torque of 95 Nm at 108 Nm with a torque wrench.

Reassembly of the pulley on the vehicle

ⓘ Put the pulley on the vehicle and tighten the bolt holding the pulley with a torque wrench as specified by the vehicle manufacturer.