Kawasaki Ultra 300X and 310X Stage 3 Pulley Installation Instructions

Necessary Tools:

1) Breaker Bar

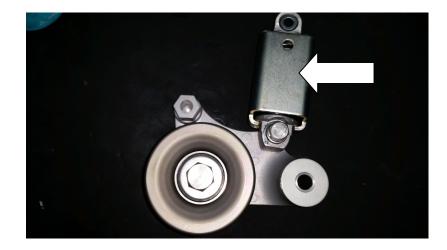
- 2) 3/8 to 1/2 Adapter
- 3) Ratchet
- 4) Metric Allen Key Set
- 5) OEM Spring Clamp

OE Pulley Removal:

1) Loosen M6 socket cap screws on OE pulley. Note: leave tensioner and belt in place for this.



2) Using OE Spring Retaining Bracket, compress the spring enough to slide the bracket on. Remove tension, this will remove tension off your belt. NOTE: Not using this bracket can permanently damage your tensioner! If you need one, please contact us for ordering.



3) Now you can replace the OE pulley with the smaller stage 3 pulley. Tighten the socket cap screws as much as possible, we will tighten those firmly later on.



4) Carefully loosen bolt on OE idler pulley. And remove idler pulley.



5) Now install KP oversize idler pulley and hand tighten nut for now.



- 6) If you have removed your tensioner for this installation, now would be a good time to re-install it. By now, you can see there is much more slack in the belt and the new idler pulley is significantly larger than OE.
- 7) Using the supplied socket, you may now remove the clamp from the tensioner spring. Make sure you have your belt on both pulleys!



8) Torque socket cap bolts on pulley to 106 in.lb. Torque bolt on new idler to 33 ft.lb.

NOTE*** This pulley provides 3 extra pounds of boost. Your stock setup will run dangerously lean if you do not adjust fuel. We have a few options for adjusting fuel. You will require an AFR setup to tune properly. You can either run our fuel tuner, which is easiest or a rising rate fuel pressure regulator with 340 LPH fuel pump which supports ALL performance fuels. These two setups work great with a stock tune, but a performance tune is necessary to see full benefits from pulley. Please contact us if you need help with a proper setup.

Installation Complete!

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