

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

Necessary Tools:

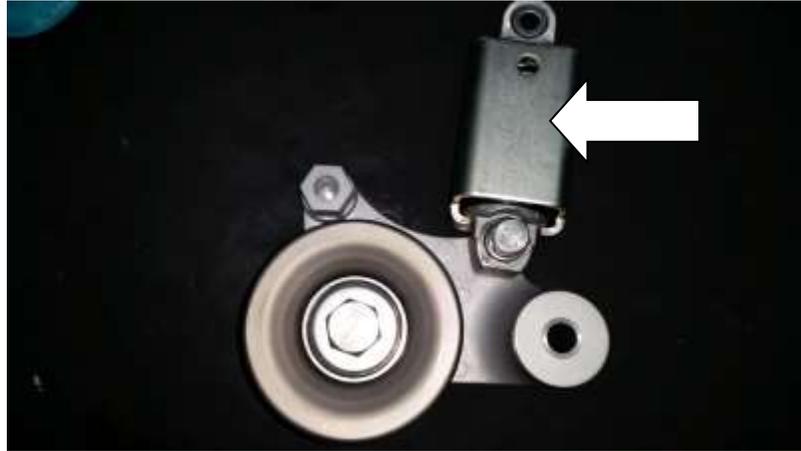
- 1) Breaker Bar
- 2) 3/8 to 1/2 Adapter
- 3) Ratchet
- 4) Metric Allen Key Set
- 5) OEM Spring Clamp

OE Pulley Removal: (Note: Removal of water box is necessary)

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



- 2) Using OEM 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 OEM pulley with the smaller stage 3 pulley. GENEROUSLY APPLY RED LOCTITE and tighten the socket cap screws as much as possible, we will tighten those firmly later on. NOTE** If the mating area is corroded, this must be cleaned prior to installing the ne KP pulley. Not doing so can cause damage and vibrations. KP recommends cleaning with scotch brite, do not use sand paper as this will remove material. If pulley is still tight, heat it to 220F to expand the ID, then install.**



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



- 5) Now install KP oversized 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 OEM.
- 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 12 ft.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 320 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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