

WEIGHT RIVETS

Part Number	Material	Length	Weight	Effect
A 90261-06033	Steel	17.2 mm	4.5g	Increase Force
B 90269-06006	Steel with hole	17.2 mm	3.6g	
C 90261-06034	Steel	13.9 mm	3.6g	
D 90261-06019	Steel	13.3 mm	3.1g	
E 90266-06002	Steel with hole	13.3 mm	2.44g	Decrease Force
F 90261-06015	Steel	10.3 mm	2.44g	
G 90261-06028	Aluminum	10.3 mm	0.85g	

CLUTCH ROLLERS

Part Number	Outside Diameter	Identification Mark (Width)	Effect
8FG-17624-00	14.5 mm	Groove and Machined	Increase Force
8FG-17624-10	15.0 mm	Groove	
8FG-17624-20	15.6 mm	No Mark	
8FG-17624-30	16.0 mm	Groove and Groove	
8FG-17624-40	16.5 mm	Machined	Decrease Force

CHAIN CASE COMPONENTS

TOP GEAR		BOTTOM GEAR		CHAIN		Ratio
Teeth	P/N	Teeth	P/N	Links	P/N	
21	8KC-E769A-10	41	8JP-G7587-10	88	8KC-RAM01-20	1.962
24	8KC-E769A-40	50	8JP-G7587-00	92	8KC-RAM01-00	2.083
21	8KC-E769A-10	49	8JP-G7587-90	90	8KC-RAM01-10	2.333

DRIVE SYSTEM INFLUENCE

Components of the V-belt transmission having a direct impact on the shifting function are described below.

Part	Element	Impact on the shifting function
Spring	Preload	<ul style="list-style-type: none"> A larger preload increases the clutch engagement speed, and the shifting speed tends to rise accordingly. Shifting tends to become somewhat harder. (increasing the spring reaction force) A smaller preload decreases the clutch engagement speed, and the shifting speed tends to drop accordingly. Shifting tends to become somewhat easier. (decreasing the spring reaction force)
	Spring rate	<ul style="list-style-type: none"> A larger spring rate increases the shifting speed. It also slightly increases the clutch engagement speed. Shifting tends to become somewhat harder. (increasing the spring reaction force) A smaller spring rate decreases the shifting speed. It also slightly decreases the clutch engagement speed. Shifting tends to become somewhat easier. (decreasing the spring reaction force)
	Weight	Shape and weight determine the size of moment about the center of the weight rotation when the sheave is running.
	Shape, weight	<ul style="list-style-type: none"> Heavier weight decreases the clutch engagement and shifting speed. Shifting tends to become somewhat easier. (increasing the sheave thrust) Lighter weight increases the clutch engagement and shifting speed. Shifting tends to become somewhat harder. (decreasing the sheave thrust)

Primary sheave		
Weight rivet	Quantity	<ul style="list-style-type: none"> Rivets are fastened through the hole in the weight. Using more rivets decreases the clutch engagement and shifting speed. Shifting tends to become somewhat easier. (increasing the sheave thrust) Using less rivets increases the clutch engagement and shifting speed. Shifting tends to become somewhat harder. (decreasing the sheave thrust)
Roller	Outside diameter	<ul style="list-style-type: none"> The outside diameter affects the contact angle with the weight. A smaller diameter decreases the clutch engagement speed. (increasing the sheave thrust) A larger diameter increases the clutch engagement speed. (decreasing the sheave thrust)
Shim	Quantity	<ul style="list-style-type: none"> Using more shims increases the preload and clutch engagement speed. (increasing the spring reaction force) Using less shim decreases the preload and clutch engagement speed. (decreasing the spring reaction force)
Secondary sheave		
Spring	Preload	<ul style="list-style-type: none"> A larger preload, spring rate or twist angle increases the shifting speed and makes shifting somewhat harder. (increasing the sheave thrust) A smaller preload, spring rate or twist angle decreases the shifting speed and makes shifting somewhat easier. (decreasing the sheave thrust)
Fixed sheave	Spring fitting hole	One of the holes may be used selectively to change the spring twist angle (preload). Refer to "Spring".
Torque cam	Cam angle	<ul style="list-style-type: none"> The cam angle determines the degree of sensitivity (spring seat) of load torque detection. A smaller cam angle increases sensitivity, which in turn increases the sheave thrust to make back shifting easier. The shifting speed tends to increase and shifting becomes somewhat harder. (increasing the sheave thrust) A larger cam angle makes back shifting harder. The shifting speed tends to decrease and shifting becomes somewhat easier. (decreasing the sheave thrust)
Shim	Quantity	<ul style="list-style-type: none"> Size of the secondary sheave clearance (between fixed sheave and sliding sheave) can be adjusted by the number of shims used. Adjust the clearance when the V-belt wear deteriorates and belt width becomes smaller. Using more shims makes secondary sheave clearance smaller. Using less shim makes secondary sheave clearance larger. When the V-belt width is smaller, wrap-around diameter of the V-belt on the primary sheave is larger and clutch engagement speed is slightly increased.

Track Specifications

		Track Tension	
Length	Lug Height	Setup	After Break-in
5277 mm	31.8 mm	44.5-50.8 mm	50.8-57.2 mm
129"	1.25"	1.75-2"	2-2.25"
3480 mm	31.8 mm	44.5-50.8 mm	50.8-57.2 mm
137"	1.25"	1.75-2"	2-2.25"
3480 mm	40.6 mm	44.5-50.8 mm	50.8-57.2 mm
137"	1.6"	1.75-2"	2-2.25"
3480 mm	44.5 mm	44.5-50.8 mm	50.8-57.2 mm
137"	1.75"	1.75-2"	2-2.25"
3581 mm	40.6 mm	44.5-50.8 mm	50.8-57.2 mm
141"	1.6"	1.75-2"	2-2.25"
3581 mm	57.15 mm	44.5-50.8 mm	50.8-57.2 mm
141"	2.25"	1.75-2"	2-2.25"
3886 mm	44.5 mm	44.5-50.8 mm	50.8-57.2 mm
153"	1.75"	1.75-2"	2-2.25"
3886 mm	57.15 mm	44.5-50.8 mm	50.8-57.2 mm
153"	2.25"	1.75-2"	2-2.25"
4115 mm	75.00 mm	44.5-50.8 mm	50.8-57.2 mm
162"	3.0"	1.75-2"	2-2.25"

NOTE: The track tension on all models should be at 9.1 kg (20 lb).

Drive System Specifications

Model	Elevation	Primary Clutch Spring	Clutch Weight	Clutch Rivets			Roller Diameter (mm)	Secondary Clutch Spring	Torque Cam (Degree)	Drive Belt	Shift RPM (Approx)	Engagement RPM (Approx)	Top Gear	Bottom Gear	Chain Links
				Outer	Center	Inner									
129", 137" 1.25" Track SR10RL SR10RS SR10LL, LS, LD	-800m (~2500 ft)	Gold Red Gold 55Kgf/ 1.50Kgf/ mm	8LR00	A	A	A	14.5	YELLOW 1211kgf/mm ² / rad Preload 60° 3-3	35°	8JP-00	8750	3100	21	41	86
	600-1400m (2000-4500 ft)														
	1200-2000m (4000-6500 ft)														
	1800-2600m (6000-8500 ft)														
	2400-3000m (8000-10000 ft)														
137", 141" 1.6" Track SW10SD37 SW10XS41	-800m (~2500 ft)	Gold Red Gold 55Kgf/ 1.50Kgf/ mm	8LR00	A	A	A	14.5	YELLOW 1211kgf/mm ² / rad Preload 60° 3-3	35°	8JP-00	8750	3100	21	41	86
	600-1400m (2000-4500 ft)														
	1200-2000m (4000-6500 ft)														
	1800-2600m (6000-8500 ft)														
	2400-3000m (8000-10000 ft)														
137", 153" 1.75" Track SW10XL37 SW10SS53	-800m (~2500 ft)	Gold Red Gold 55Kgf/ 1.50Kgf/ mm	8LR00	A	A	A	14.5	YELLOW 1211kgf/mm ² / rad Preload 60° 3-3	35°	8JP-00	8750	3100	21	41	86
	600-1400m (2000-4500 ft)														
	1200-2000m (4000-6500 ft)														
	1800-2600m (6000-8500 ft)														
	2400-3000m (8000-10000 ft)														
141", 153" 2.25" Track SW10XL41 SW10BL53	-800m (~2500 ft)	Gold Red Gold 55Kgf/ 1.50Kgf/ mm	8LR00	A	A	A	14.5	YELLOW 1211kgf/mm ² / rad Preload 60° 3-3	35°	8JP-00	8750	3100	24	50	92
	600-1400m (2000-4500 ft)														
	1200-2000m (4000-6500 ft)														
	1800-2600m (6000-8500 ft)														
	2400-3000m (8000-10000 ft)														
162" 3.0" Track SW10M62	-800m (~2500 ft)	Gold Red Gold 55Kgf/ 1.50Kgf/ mm	8KC00	D	A	A	14.5	YELLOW 1211kgf/mm ² / rad Preload 40° 1-3	35°	8JP-00	8750	4100	21	49	90
	600-1400m (2000-4500 ft)														
	1200-2000m (4000-6500 ft)														
	1800-2600m (6000-8500 ft)														
	2400-3000m (8000-10000 ft)														
8KC2 162" 3.0" Track SW10M62 Europe	-800m (~2500 ft)	White Green White 40Kgf/ 2.25Kgf/ mm	8LR00	A	B	N/A	16.5	YELLOW 1211kgf/mm ² / rad Preload 60° 3-3	25°	8JP-00	8750	3400	24	50	92
	600-1400m (2000-4500 ft)														
	1200-2000m (4000-6500 ft)														
	1800-2600m (6000-8500 ft)														
	2400-3000m (8000-10000 ft)														