

Installation Guide & Warranty Policy

BELT DRIVE

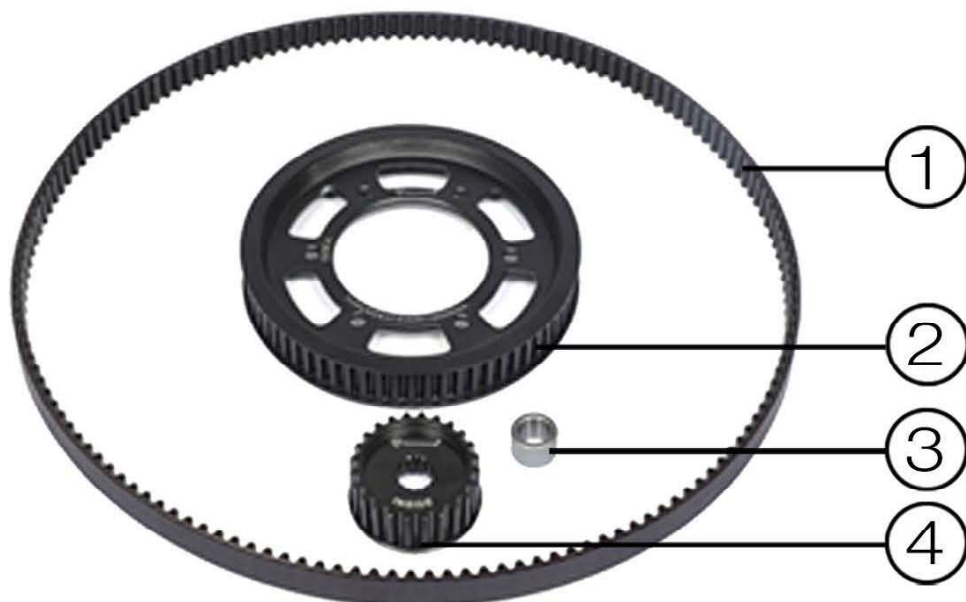




The objective of this installation procedure is to facilitate conversion from chain drive to Mtechnics final drive system for motorcycles in all higher segments.

Conversion parts and description:

Mtechnics Final Drive System has four sub level Products



- 1 - Gates poly chain carbon belt
- 2 - Driven Pulley / Rear Sprocket
- 3 - Sleeve / Spacer
- 4 - Drive Pulley / Front Sprocket

CONVERSION PROCEDURE

Ensure the wheel and swing arm is with OE fitted part (factory fitted condition) before conversion.

Mtechnics Belt drive conversion system is designed only for conversion from OE fitted part/design.



Use automatic lift for easy belt drive conversion.

Place bike on service stand where rear wheel can be rotated freely.
Use RE service manual for correct disassembly of the chain & sprocket



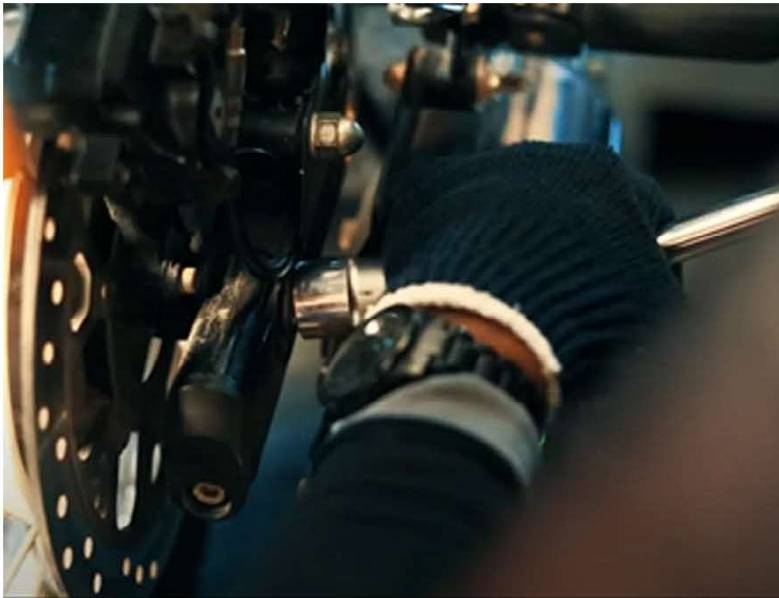
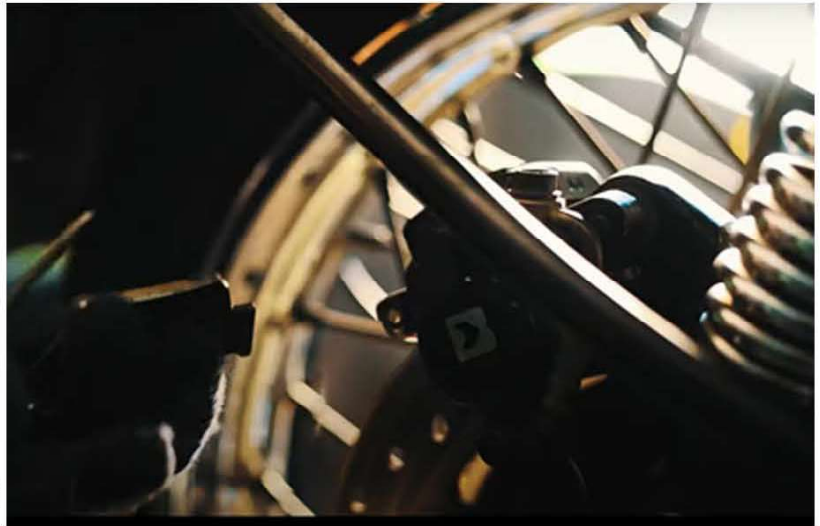
Remove front sprocket protection cover by using 5mm allen key.

Unfold lock washer and release 30mm front sprocket nut





Before removing the rear axle bolt remove the brake pads by pushing out the pad locator pin



Remove the rear axle nut by using 24mm socket and slide out axle bolt as shown above the figure and remove the rear brake caliper out from swing arm assy.



Remove and secure both left and right wheel spacers with a different dimension.



Now remove rear sprocket and hub with chain from wheel assy as shown.



Remove the entire rear wheel assy out from the vehicle.

Remove rear lower end bolts from left & right shock absorber by using 17mm socket.

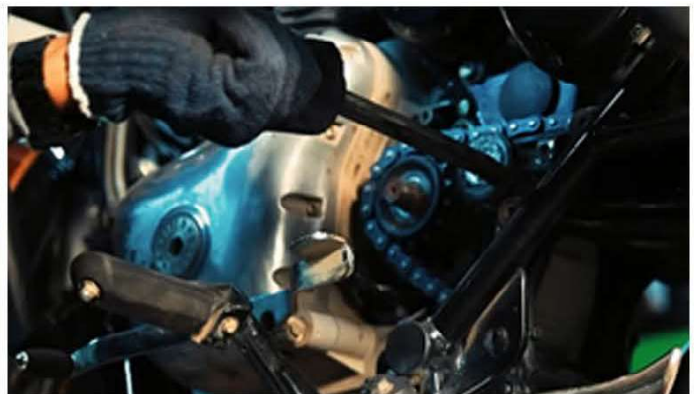




Unclip the cables of rear caliper and wheel speed sensor gently from swing arm.



Unclip the cover and remove 10mm screw from both sides and pull out the decorative strip gently. Make sure the two legs insert are not broken as shown above.



Remove the swing arm front end bolt 22mm and nut 24mm by using socket and secure the dust boot cover on both sides. Then detach swing arm out from the vehicle chassis.



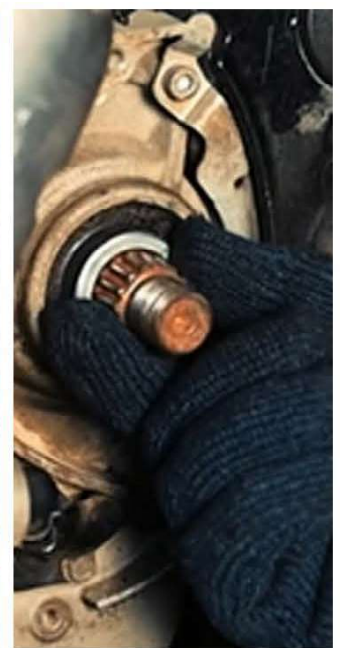
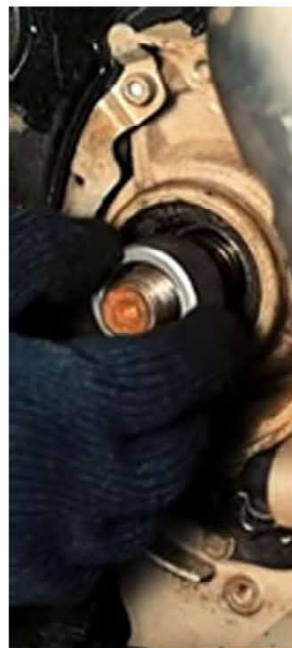
Pull out the front sprocket then the chain is free to remove out as shown in the above figure.



Pull out the stock sleeve(spacer) behind the sprocket as shown in the figure

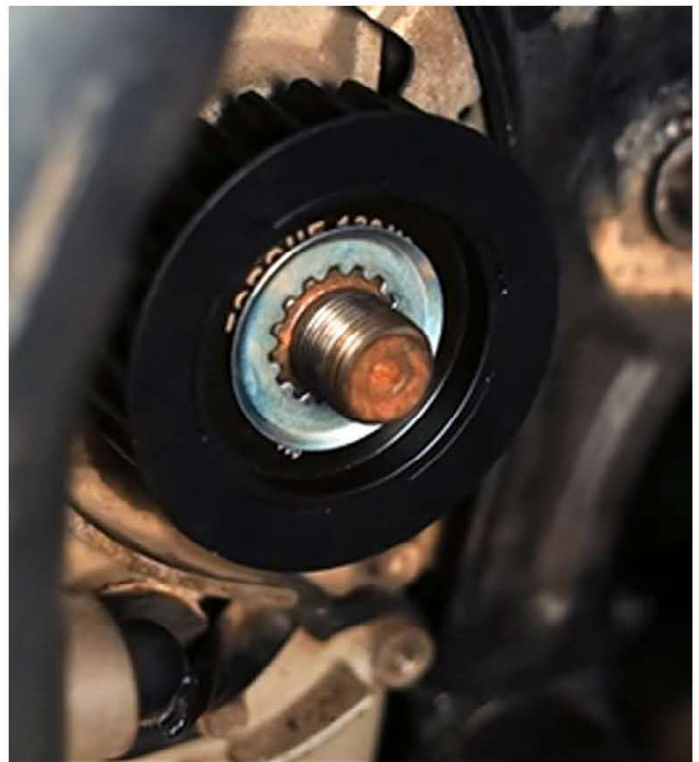


Clean the surface of the output shaft (front sprocket) and insert the short sleeve(spacer) supplied by Mtechnics conversion.





when installing the front conversion pulley, make sure the print 'inside' area faces towards the engine case and the flange area faces outward.
Do not turn side of the front pulley



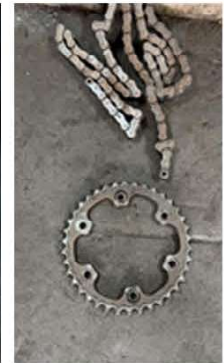
Now insert the front belt pulley (sprocket) and lock washer on the output shaft respectively



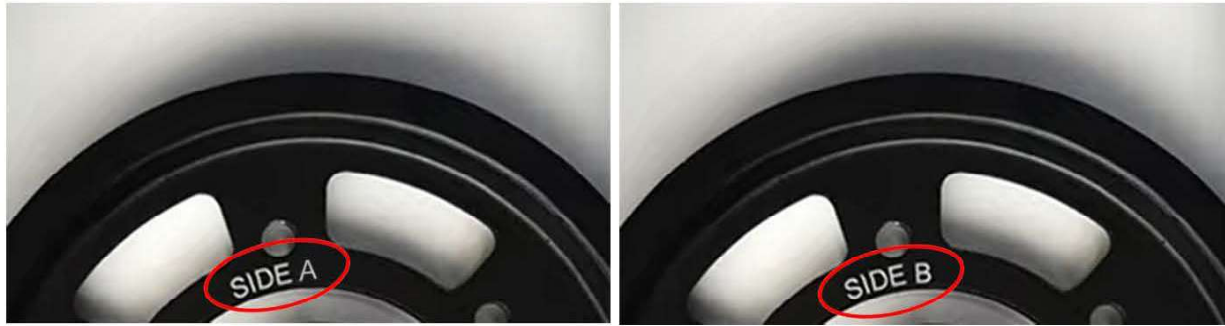
Tighten the 30mm nut with the conversion pulley towards the output shaft (follow the tightening torque referred by RE service)

Remove the rear sprocket from the hub. Clean the hub surface.

Note: use the same stock bolts washers and nuts to install the new conversion pulley



IMPORTANT NOTE: The conversion rear pulley (sprocket) has two sides SIDE A and SIDE B. When installing the Rear conversion pulley, make sure that SIDE A is visible outward. Then, after running for 15000 kilometers, turn the rear pulley (sprocket) into SIDE B along with the belt. Repeat this procedure every 15000 kilometers. Do not turn the front pulley(sprocket), it remains in the same face position outside. Use the RE service instructions and tightening torque for the removal/installation of components for the conversion. The above note is mandatory and follow this to avoid any issues with your warranty claims.



This figure shows the print on rear pulley(sprocket) SIDE A & SIDE B respectively



This figure shows the print on rear pulley(sprocket) as a reminder
TURN SIDE AT EVERY 15000Kms.

IMPORTANT NOTE

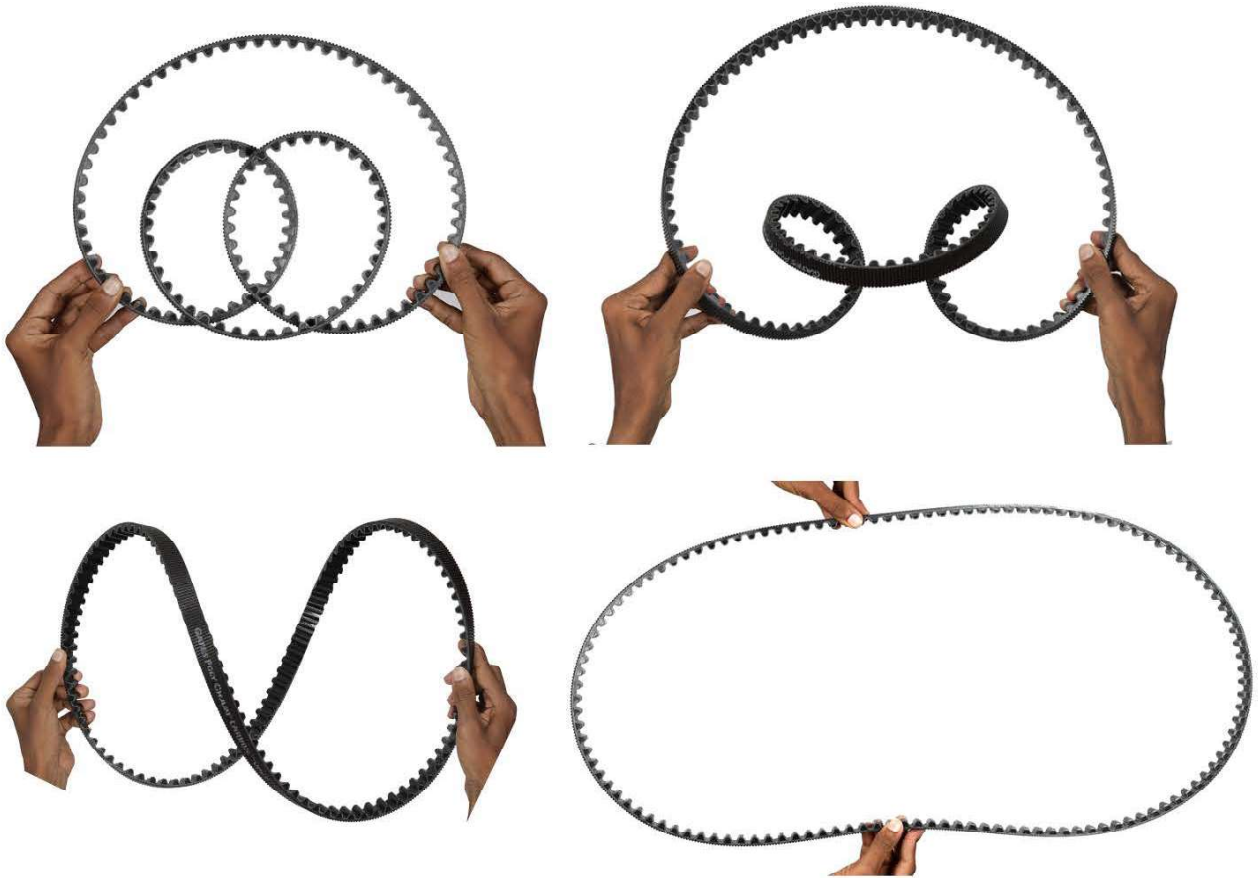
We are using the belts from Gates USA for the final drive of motorcycle.

Gates USA is a highly reliable and demanding original belt supplier for high-end motorcycles. The belt we are using is not a rubber belt but a carbon fibre tensile code integrated belt. This belt is designed to perform better than a regular belt. Please keep a few things in mind while handling the belt. Do not bend it less than the radius of the smaller pulley (sprocket). Please share this information with the service personnel who will handle the conversion during the periodic maintenance (while rotating the belt and rear sprocket).

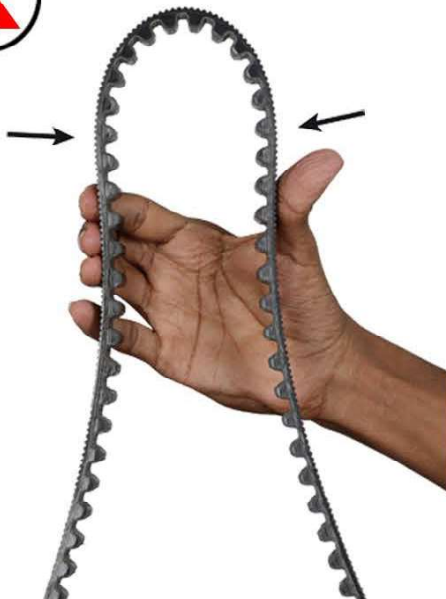
The service person should follow the procedures to take care of the belt.

When uncoiling or unfolding the belt, maintain a more radius at the bend area.

Unfolding / Uncoiling the Belt



Donts & Do





Carefully unfold the belt.
Refer DON'T's and DO's
page no 11

Insert the belt through
the chassis frame



Mount back the swing arm assembly after cleaning the surface.

Tighten the front long bolt and nut also the rear left and right shock absorbers lower end bolts. Follow the tightening torque by RE specified.



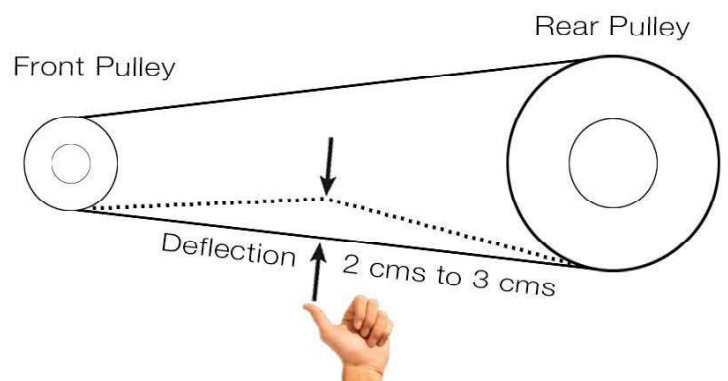
Insert the sleeve(spacer) on the left and right of the rear wheel hub then install the complete wheel assembly between the swing arm as shown above figure.



Insert the rear axle bolt through the swing arm holes, sleeves (spacers), wheel hub, and brake caliper. Do not tighten the bolt until the chain/belt tensioner (slider) is aligned.

IMPORTANT: BELT PRE-TENSION AND ALIGNMENT

For belt alignment, adjust the pre-tensioner sliders on the left and right simultaneously and keep the same mark/position (slider) on both sides until the belt deflection reaches 2 centimeters to 3 centimeters.



To check the belt deflection, you may do it manually by pushing on the middle of the lower belt towards the swing arm, while pushing the belt, permissible deflection is 2 cms to 3 cms. (the vehicle must be on the service/center stand or have no load at the rear axle)



Do not over-tighten or loosen the belt.

Check belt tension at every 3000 km.



Once setting the alignment of the rear wheel and the pre-tension of the belt over, you may tighten the rear axle nut by using a 24mm socket. (Refer to the tightening torque RE specified) After reinspection of all components that we removed for conversion, make sure all are retightened properly and securely. (please fix back all components if we missed something to indicate in the procedure manual) then make a test run a few distances and make sure the alignment and belt tension remain the same. If you have any further questions or doubts regarding the conversion, you may contact our technical team support: +91 7559019553 or by email: dynamicsauto2@gmail.com

Mtechnics warranty terms and conditions

Mtechnics provides a broad range of technical support and services that helps a customer to make every drive more cheerfully.

All Mtechnics final Drive system shipped with 2years unlimited kilometers warranty. this warranty policy shall be globally applicable enforced in all countries. in the event that any terms of this warranty policy conflicts with local laws , local laws shall prevail.

Warranty and repair policy

This warranty does not support if :

1. This warranty applies to only Mtechnics branded products (belt drive conversion) which includes to front sprocket, rear sprocket and belt provided by manufacturer
2. This warranty does not cover if the product not manufactured or approval from Mtechnics
3. Damage or in operability causes through repair work by the end user or installation held by any service centre without follow the instruction of Mtechnics indicate.
4. Conversion fitted not on the vehicle specified by the Mtechnics.
5. This warranty does not cover if any physical or modification made on product.
6. Accident/neglect, miss, use, abuse, malicious destructions, abnormal wear and tear, acts of nature, The temporary or permanent affair of any item is supplied or not supplied by the manufacturer with any fasteners or the like.
7. any physical defects or damage, resulting from improper testing, operation, maintenance, installation, service, or adjustment, without approval or described as manual of manufacturer.
8. Mtechnics customer service team shall support to right to final decision for all potential warranty claims for service and replacement (depending upon the stock availability)

Please Note:

1. without a valid proof of purchases, Mtechnics reserves the right to refuse warranty services.
2. Mtechnics reserves the right to refuse warranty claims if the information shared is incomplete/ illegible for the claim/ fault in the customer details.
3. This warranty is non-transferable
4. Repair or replacement under the term of warranty does not provide right to extension or renewal of the warranty period.
5. We may use your contact information to inform you about new and better products and deals in the future.

Mandatory customer details

Invoice No :

Customer Name :

Address in details :

Phone Number :

E-mail :

Vehicle Maker :

Model :

Milage(Kms/Miles) :

Warranty start date :

Warranty end date :

Signature :

CUSTOMER COPY



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Signature :

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NOTE: When installing the Rear conversion pulley, make sure that SIDE A is visible outward. Then, after running for 15000 kilometers, turn the rear pulley (sprocket) into SIDE B along with the belt. Repeat this procedure every 15000 kilometers. Do not turn the front pulley(sprocket), it remains in the same face position outside.

You may note the kilometres/miles to count the periodic maintenance, belt and rear pulley(sprocket) rotation

Milage (Kms/miles) at rear pulley rotation along with belt.

1st rotation side A to side B.....

2nd rotation side B to side A.....

3rd rotation side A to side B.....

4th rotation side B to side A.....

5th rotation side A to side B.....



Scan me!

For installation Video

Designed & Manufacturing

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