



## USER'S MANUAL / INSTALLATION

Congratulations! Our products - belt drive system for motorcycles - were developed using modern engineering techniques, to include sophisticated equipment on your motorcycle, maintaining originality standards and offering economy, safety, durability, comfort and style.

Using modern technologies of synchronized belts, with carbon fiber and steel weave, it provides a powerful synchronous transmission, its teeth with patented shapes provide an exceptional capacity for strength, flexibility and durability, surpassing the old link chains, even in situations that require high torque applications.

The two pulleys (crown / pinion) are made with the latest generation metals that receive special treatments, to acquire resistance, hardness, lightness, high resistance / weight ratio, beauty, durability, possibility of many finishes and recyclability.

### SYSTEM ASSEMBLY

1 - Cleaning: as it is a clean system and does not require lubricants, it is advisable to remove all grease debris and oils from the pinion housing, on the balance of the rear suspension of the motorcycle and the hub / rear wheel;

2 - Belt - for the belt loop by the pulleys we have two cases: in bi-suspension

shock (two shock absorbers), in most cases the shock absorber must be removed from the transmission side and support (s) that prevent the belt from passing if it exists; and in mono-shock suspensions (a central shock absorber), most bikes must remove one of the bolts from the links, leaving the balance of the suspension free to turn to the right side, and thus giving the belt passage between the frame, involving the belt to the tip of the pinion shaft;

3 - Pinion: (a) check that the notched shaft is completely clean and in good condition; (b) couple the new pulley / pinion, already attached to the belts, and making sure that there is space to insert the two split bolts in the grooved shaft channel; (c) apply the locks and if necessary apply an anaerobic type adhesive (super bonder) so that the locks are well positioned; (d) apply the outer cover of the new pulley / pinion making sure that it touches completely, facing the side of the pulley; (e) couple the two Allen screws and tighten them, making sure that all parts fit together and there is no play / play between the pulley and the notched shaft;

4 - Crown: look for the indication of the inner (INT) and / or outer sides and place it on the wheel / hub of the motorcycle following the same original adjustments and fitting;

5 - Finishing: the belt should be fitted over the pulleys manually, "no" using any device, such as spatulas and / or turning the wheel (danger of damaging the pulley flanges and the belt);

6 - Adjustments and Tensioning: align the rear wheel only with the use of the original tensioners of the motorcycle, and after installing all the original parts, tension the belt so that the 3 main points are in the same

alignment according to figure 2 (pinion axis, central axis of the suspension scale and rear wheel axis in the same straight line). That done, lightly touch the strap with your little finger, until the table

it is not being forced and at the same time straight, turning free by the pulleys. For this, release the link of the shock absorber or in some models, one of the bases of the shock absorber, so that it loses the action of the spring and facilitates the alignment of the 3 axes;

7 - Final adjustments: ensure that the system assembled, all screws and nuts are tightened, clean all oil / grease residues, and check optional accessories (protective cover) \*

6-month warranty: mmm3moto guarantees the owner-consumer of this equipment (metallic and non-metallic pulleys) guarantee against defects in parts or workmanship presented in it, within a

period of 6 months, 90 days in accordance with the consumer code. , plus 90 days on your own. The belt is an industrialization product from another supplier carrying the guarantee and must follow the manufacturer's requirements. Mmm3moto declares the guarantee null and void if the parts are damaged as a result of accidents, abuse or improper installation. The buyer-consumer, residing in another location, will therefore be responsible for the costs of ticket or freight (round trip) to take him to the authorized post of his choice, not being responsible for the risks of transportation.

(Regulation on CB300 - - same for all motorcycles in the world)

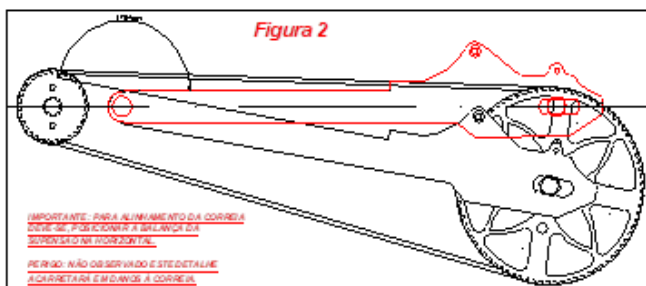
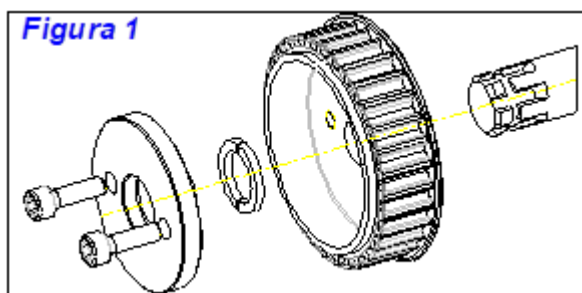
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Revista Duas Rodas - January 2021 <https://youtu.be/lrypjxFPHss>

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**“For us, creating products means, innovating and making tasks more enjoyable, allowing our consumers to experience what is most valuable and modern in the 21st century.”**

\* sold separately. \* belt guarantee subject to technical analysis by Gates

Product not suitable for Welling practice

Videos:

<https://youtu.be/QBN8le76CfQ>

(Regulation on Vstrom 1000 - same for all motorcycles in the world)