VEVOR®

TOUGH TOOLS, HALF PRICE

Technical Support and E-Warranty Certificate www.vevor.com/support

GO-KART CLUTCH

MODEL:YMGE30A-2

We continue to be committed to provide you tools with competitive price.
"Save Half", "Half Price" or any other similar expressions used by us only represents an estimate of savings you might benefit from buying certain tools with us compared to the major top brands and dose not necessarily mean to cover all categories of tools offered by us. You are kindly reminded to verify carefully when you are placing an order with us if you are actually saving half in comparison with the top major brands.

VEVOR®
TOUGH TOOLS, HALF PRICE

GO-KART CLUTCH

MODEL:YMGE30A-2

NEED HELP? CONTACT US!

Have product questions? Need technical support? Please feel free to contact us:

Technical Support and E-Warranty Certificate
www.vevor.com/support

This is the original instruction, please read all manual instructions carefully before operating. VEVOR reserves a clear interpretation of our user manual. The appearance of the product shall be subject to the product you received. Please forgive us that we won't inform you again if there are any technology or software updates on our product.

	Warning-To reduce the risk of injury, user must read instructions manual carefully.

Part List			
Code	**Name**	**Picture**	**QTY.**
1	3/4” Driver Pulley		1
2	5/8” Driver Pulley		1
3	Belt		1
4	Mounting Plate		1
5	Plastic Cover		1
6	Bolt Holder		1
7	SCREWS GRADE 5 UNF MK"SFC" 3/8-24*2 1/2		1
8	HEX CAP SCREWS GR.5 UNF MK " 3L SFC" 5/16-24*1		4

9	Screws M8*1.25-45		1
10	Screws M8*1.25-25		4
11	Screws M6*1.0-12		4

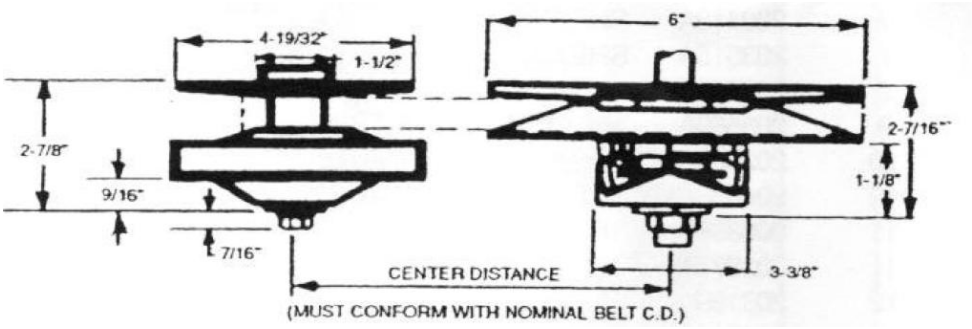
Product Introduction

This is an asymmetrical type torqueconverter system which means the sheave faces are non-symmetrical.They have different angles.In this case,the movable sheave face is18"while the stationary sheave face is 21/2"for a collective angle of201/2".Here are some reasons for selecting the asymmetrical conceptThe COMET Asymmetric concept operates on an in-line principal withthe torque sensing cam in an outboard attitude.Only this system isdesigned to operate this way,thus providing the proper alignment forthe final drive chain to be on the same side of the vehicle as the P.T.O.This offers some very significant advantages to mounting

requirementsin many cases.The asymmetric concept,having the 18"angle on oneside requires less sheave face travel to lift the belt to larger, comparablepitch diameters of the symmetrical system.This makes it possible toforce the belt to a diameter within the drive clutch (at high RPM)thatexceeds the usual 1:1 ratio of standard systems.The TAV2 can actuallyattain an.90:1 or 10%overdrive.

Model	YMGE30A-2
Suitable Engine Horsepower (PS)	4-8
Substitute Part NO.	218353A，219552A，219456A

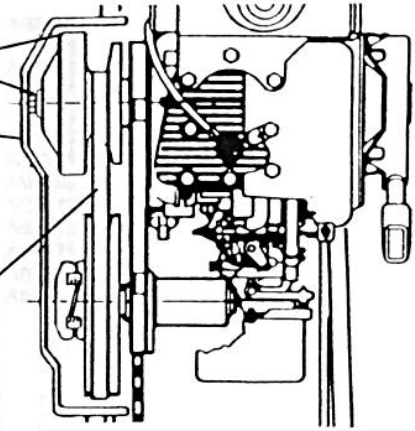
SPECIFICATIONS &GENERAL INFORMATION

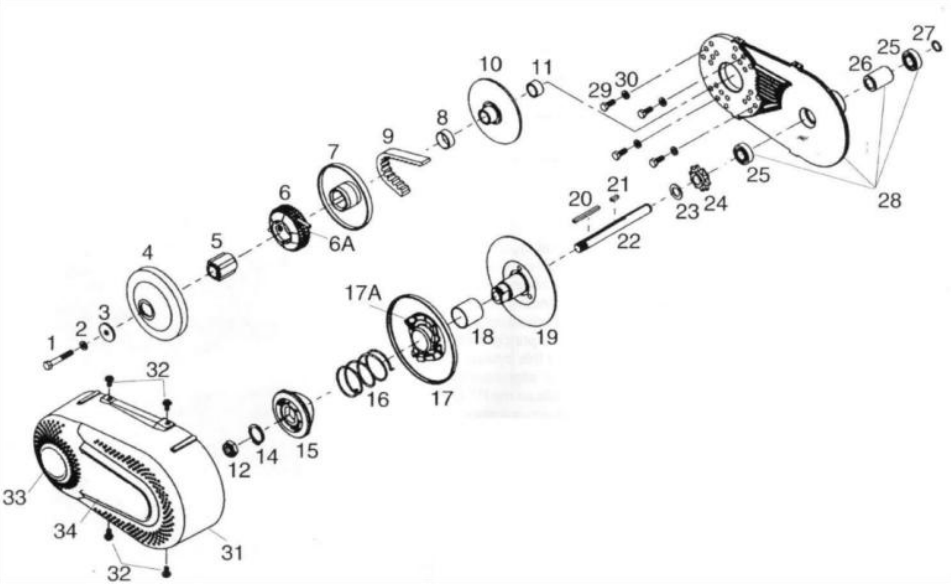


IMPORTANT!
Torque Converter DRIVE UNIT MUST NOT FLOAT on engine crankshaft. It must be bolted tight against engine crankshaft shoulder. Recommended Torque for bolt: 24 ft. lbs. To 30 ft. lbs. Max.

2 1/2" angle (flat side) of belt must be against the 2 1/2" angle pulley flange (Next to engine).

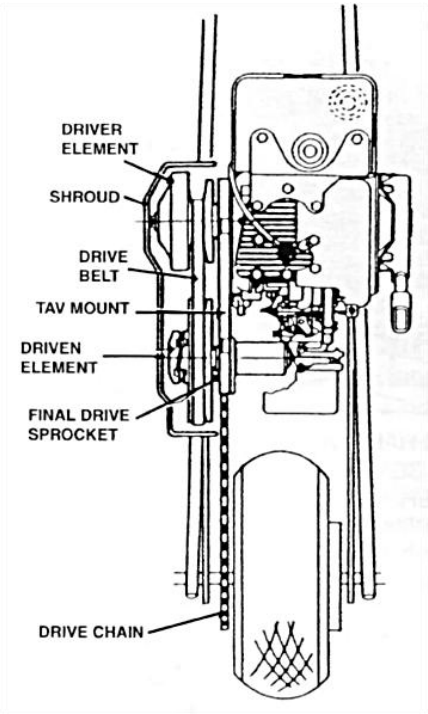
NOTE!
With Torque Converter (Driver-Driven & Belt) mounted on parallel shafts and the system in the low (Neutral or idle) position, the belt should be straight in the sheaves. The belt when straight in the sheaves should also be square to the engine crankshaft and jackshaft.

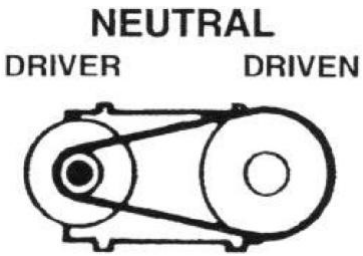




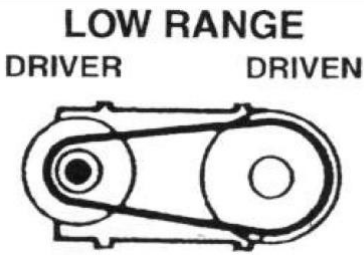
ITEM NO	PART NO	DESCRIPTION	QTY REQ.
1	215732A	5/16"-24X2" MTG BOLT TAV2-75	1
1	205384A	3/8"-24X2" MTG BOLT TAV2-100	1
2	200701A	5/16" LOCK WASHER	1
3	202429A	3/8" ID PILOT WASHER TAV2-100	1
3	200840A	5/16" ID PILOT WASHER TAV2-75	1
	The above hardware is included to mount your drive clutch to your engine. It is important that you use the correct bolt and washer to fit your particular engine.		
*4	202090A	DRUM DRIVER TAV2-75	1
*4	202427A	DRUM DRIVER TAV2-100	1
*5	200376A	HUB DRIVER 3/4" ID 4 SPLINED	1
*5	203641A	HUB DRIVER 1" ID 8 SPLINED	1
**6	200344A	DRIVER WEIGHT ASSY W/ SPRINGS	1
**6A	011188A	BLUE GARTER SPRING SET OF 2	1
7	200410A	SHEAVE MOVABLE HALF W/HUB 3/4" BORE	1
7	203515A	SHEAVE MOVABLE HALF W/HUB 1" BORE	1
8	200349A	BUSHING BRONZE (NOT USED ON TAV2-100)	1
9	203589A	7" BELT ASYMMETRIC	1
10	202066A	SHEAVE STATIONARY 2 1/2 3/4" BORE	1
10	206633A	SHEAVE STATIONARY 2 1/2 1" BORE	1
11	200389A	SPACER 3/4" ID	1
11	202877A	SPACER 1" ID	1
12	203189A	JAM NUT 5/8-18X3/8	1
14	204714A	RING RETAINING	1
15	215650A	CAM FIXED	1
16	215699A	SPRING GREEN	1
17	215647A	FACE MOVABLE W/CAM	1
17A	204332A	BUTTON INSERT	6
18	203942A	BUSHING	1
19	217612A	FACE FIXED W/POST 5/8" BORE	1
20	209831A	KEY 3/16" SQ. X 2 1/4"	1
21	011059A	KEY 3/16" SQ. X 9/16"	1
22	212225A	5/8" DIA JACKSHAFT-6 3/8" LONG	1
23	200834A	WASHER 5/8" ID X 1" OD	1
24	200379A	SPROCKET 12T 35P	1
24	202168A	SPROCKET 10T 40/41P	1
25	215558A	BALL BEARING	2
26	203187A	SPACER 5/8 X 7/8 X 1"	1
27	212227A	RING RETAINING	1
28	218525A	MOUNTING BRACKET W/BEARINGS AND SPACER	1
29	217867A	HEX HD CAP SCREW 5/16-24 X 1"	4
30	200701A	LOCK WASHER 5/16"	4
31	218351A	SHROUD PLASTIC W/ DECALS	1
32	214146A	SCREW THD FRM 1/4-20X1/2	4
33	218513A	DECAL	1
34	218514A	DECAL	1

A typical installation the Torque Converter on a DIRECT DRIVE MINI-BIKE



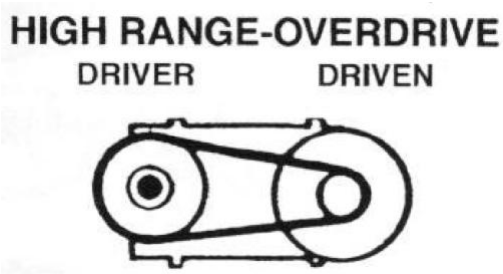


The asymmetric belt has no engagement during the idling of the engine.The TC30system is Neutral -with no belt friction and no drag.



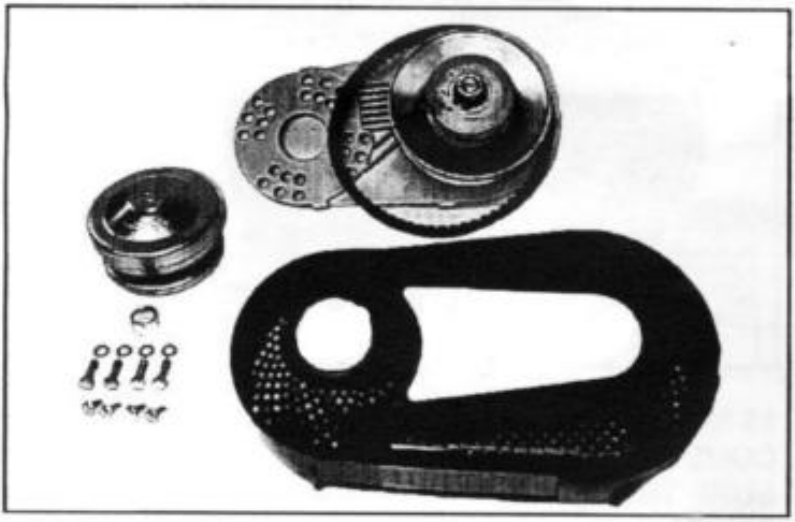
As the engine throttle is "opened"the Driver pulley flanges begin closing together via centrifugal force.The Drive Belt engages,driving the Driven unit pulley at it's largest diameter.This is the most powerful ratio of the system.(2.7:1)

As the engine R.P.M.increases,the Driver
pulley flanges continue to close together.This action,in turn,is squeezing the belt out to a larger Driver unit diameter.This action dependent on acceleration and lack of torque load on the Driven element, allowing its pulley flanges to open thus creating a smaller driven unit diameter.If the torque load is increased,this ratio is reverse distantly and smoothly to its requirement.The ratios between low and high of the TORQ-A-VERTER are infinite to meet all demand within its realm of capabilities.

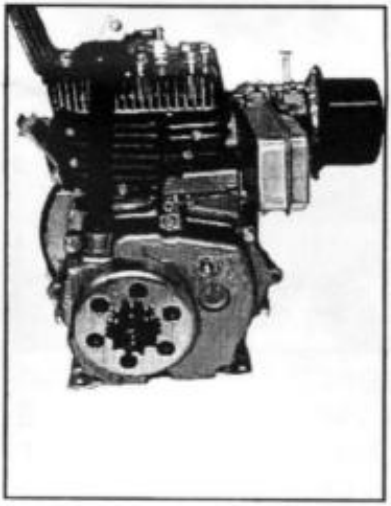


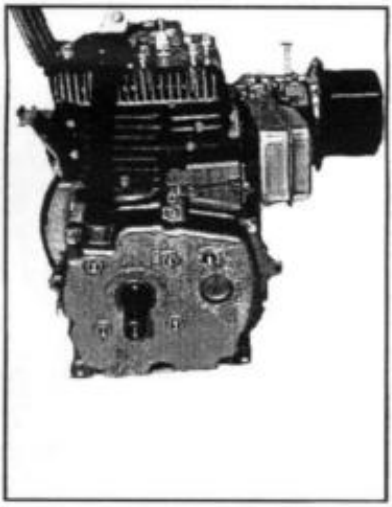
At it's highest speed (overdrive)and lowest load demand,the Driven unit pulley flanges are wide open providing the smallest possible belt contact diameter.The Drive unit pulley flanges,at this point,are closed to provide the largest possible belt contact diameter. In the case of the TC30,the unique asymmetric arrangement of the belt and pulley angles allow the belt to exceed diameters possible with the standard "V"pulley,thus overdrive…and in this case that's
10%(.90:1).

INSTALLATION INSTRUCTIONS

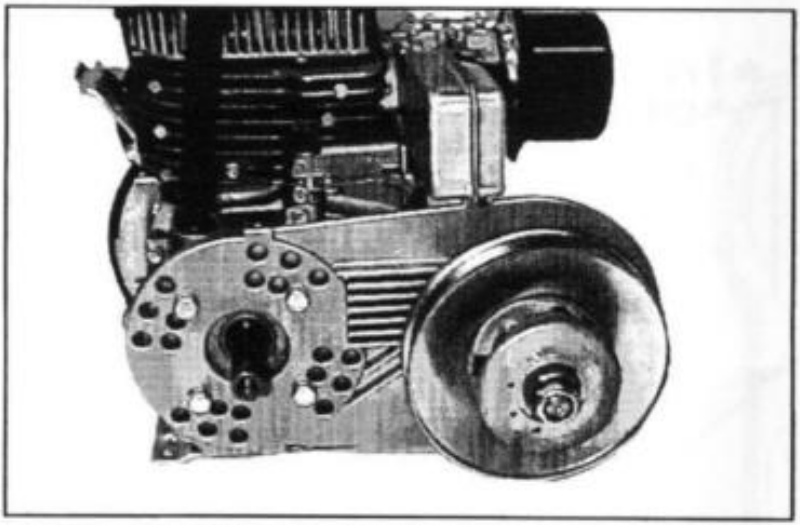


#1 COMPONENTS TO BE INSTALLED ON MACHINE

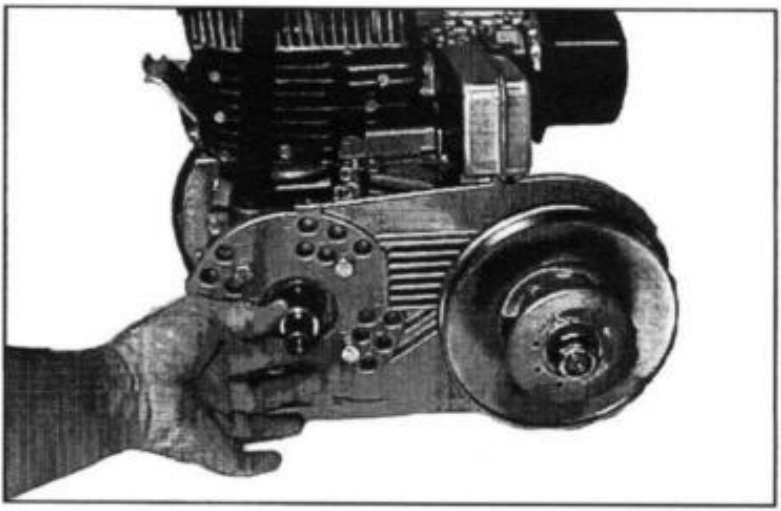




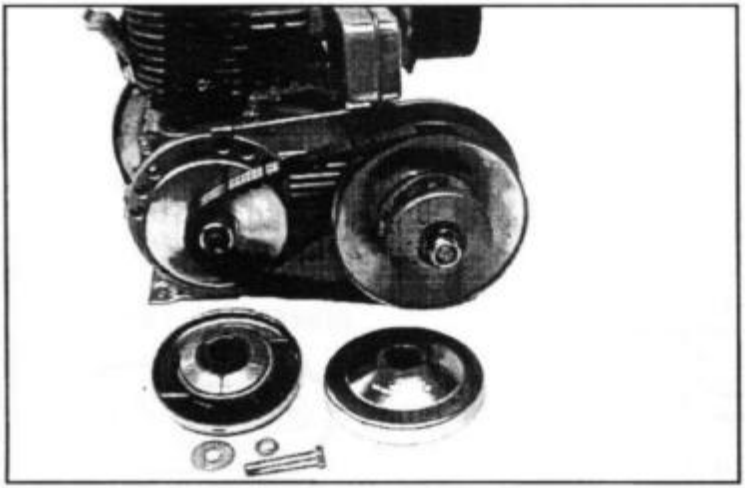
#2 REMOVE CENTRIFUGAL CLUTCH FROM ENGINE



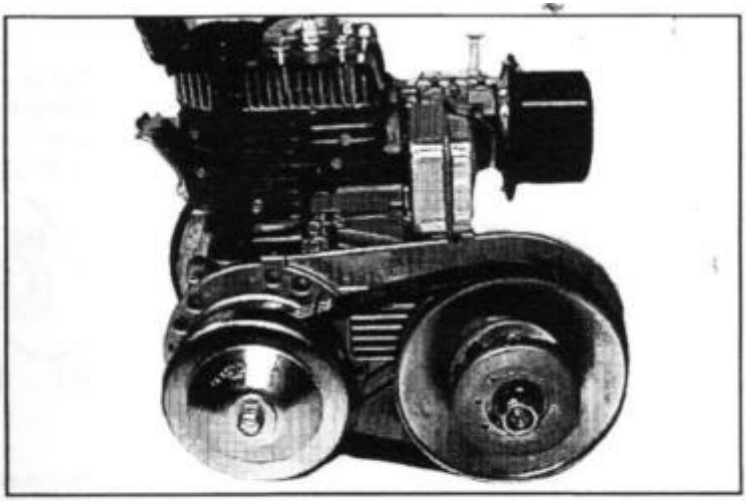
#3 BOLT BRACKET TO THE FOUR STANDARD TAPPED HOLES IN ENGINE CRANKCASE USING THE FOUR 5/16-24X1" HEX HEAD BOLTS AND LOCK WASHERS. BRACKET MAY BE ROTATED UP OR DOWN IF NECESSARY.



#4 PLACE SPACER PROVIDED WITH KIT ON CRANKSHAFT TO BRING THE DRIVE CLUTCH IN LINE WITH THE DRIVEN UNIT.

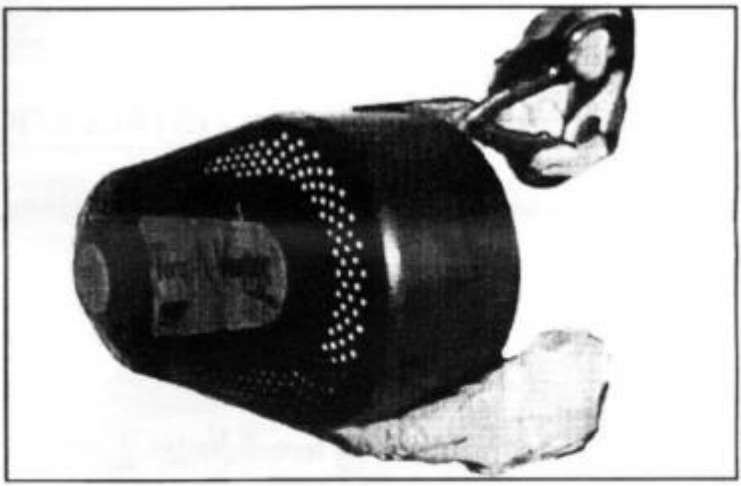


#5 SEPARATE DRIVER, PLACE *FLAT SIDED FACE ON CRANKSHAFT. INSTALL IDLER BUSHING ON POST 3/4 DRIVER ONLY. SLIP BELT OVER DRIVEN UNIT AND OVER POST OF DRIVE UNIT. INSTALL 4 SPLINED HUB "D" OUTBOARD. IMPORTANT: BE SURE BRONZE IDLER BUSHING IS IN PLACE ON TAV2 30-75. TAV2 30-100 DOES NOT REQUIRE BRONZE IDLER BUSHING.

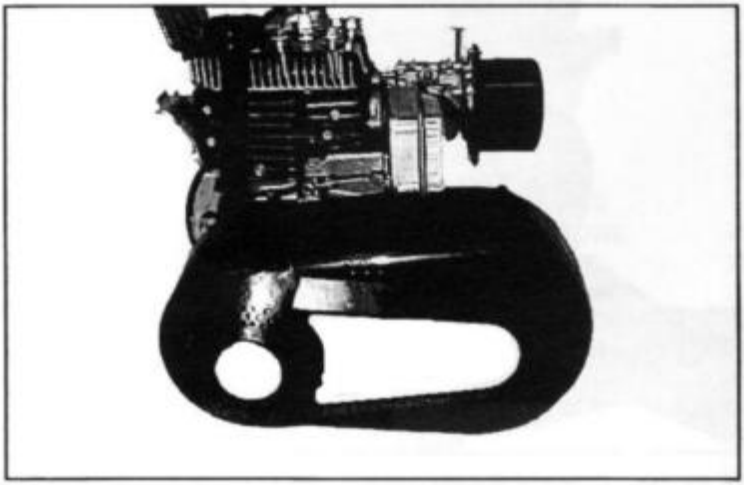


#6 PLACE OTHER HALF OF DRIVE ON CRANKSHAFT. LINE UP OUTER COVER AND INSTALL 2" RETAINING BOLT AND WASHER.

#7 BREAK CHAIN AT PROPER LENGTH TO GO AROUND SPROCKET ON TAV AND FINAL DRIVE SPROCKET. JOIN CHAIN BY THE MASTER LINK. MOVE THE ENGINE FORWARD OR BACKWARD FOR CORRECT TENSION.



#8 MARK THE TAV2 COVER WHERE THE CHAIN WILL COME THROUGH AND CUT WITH SCISSORS. MAKE SURE THERE IS AMPLE ROOM TO PREVENT CHAIN INTERFERENCE DURING OPERATION.



#9 PLACE THE COVER ON THE MOUNTING PLATE. INSTALL THE FOUR 1/4-20X1/2" THREAD FORMING SCREWS.

Address：Baoshanqu Shuangchenglu 803long 11hao 1602A-1609shi Shanghai

Imported to AUS: SIHAO PTY LTD. 1 Rokeva Street Eastwood NSW 2122 Australia
Imported to USA: Sanven Technology Ltd. Suite 250, 9166 Anaheim Place, Rancho Cucamonga, CA 91730

UK	REP

Pooledas Group Ltd
Unit 5 Albert Edward House, The Pavilions
Preston, United Kingdom

EC	REP

SHUNSHUN GmbH
Römeräcker 9 Z2021, 76351
Linkenheim-Hochstetten, Germany

Made In China

VEVOR®

TOUGH TOOLS, HALF PRICE

Technical Support and E-Warranty Certificate

www.vevor.com/support