

Kawasaki Ultra 250X and 260X Pulley Installation Instructions

Necessary Tools:

- 1) 3/8 Ratchet
- 2) Metric Allen Key Set or Drivers
- 3) Torque Wrench in*lbs
- 4) 10mm or 12mm Socket
- 5) Grease
- 6) Red Loctite

Pulley Removal Procedure:

- 1) Remove seats, then remove the four 10mm acorn nuts shown below. Then remove rear unit.



- 2) The oil separator will need to be moved out of the way. It can be left with hoses intact.



3) Remove the two M10 bolts holding the oil separator in place.



4) Move the oil separator up and out of the way.



- 5) Depending on the condition of your pulley/supercharger, you may need to remove the exhaust manifold and water box. Please refer to Kawasaki service manual if this is required.



- 6) Remove center bolt or acorn nut.



- 7) Remove all five socket cap screws. This is easiest with the tensioner still in place. NOTE: If your pulley is in rough shape make sure to remove water box and muffler first. This will save you a trip to the dealership, if you strip a bolt. You may need to hammer the tool into the socket cap screw to assure the screws do not strip.



- 8) After all screws are removed, you can now remove the damper. This should slide forward easily. If not, a screwdriver and penetrating oil may be necessary.



- 9) Remove damper. Next you will need to remove the snap ring. More than likely the snap ring will not be in your favor, and will be facing the other side. You will need to spin the snap ring. And use the tool to remove. At this point you can now remove the belt and tensioner. Please refer to service manual for tensioner removal.



10) Now, the pulley should slide off. If it is tight, which almost always is, you may need a pry bar to lightly pry the pulley off. But be very careful not to break the hub underneath. If this is not working, you may need to use solvents and heat. If it is still not happening, you can hit it with a hammer and break the hub off.



11) Remove screws on hub as shown below.



12) Remove hub with a screw driver, it should pry off very lightly if this is a R&D hub. If this is OEM or KP you must heat it with a torch and pull it off with plyers. Remove all corrosion/ silicone if present.



- 13) Using a torch heat the KP hub until it slides over the bearing. DO NOT heat more than 20 seconds! Note: You can apply a small bead of grey RTV silicone to the rear of the hub only to keep water out.



- 14) Using supplied hardware only, bolt the hub to the supercharger. Torque to 11 ft.lb.



15) Lubricate splines and hub with grease.



16) Grease back of bearing on pulley and bore.



17) Install pulley.



18) Install SS snap ring.



19) Reinstall Belt and tensioner.



20) Install Damper. Apply red Loctite to all cap screws.



21) Torque all cap screws to 11 ft.lb.



22) Install center bolt or acorn nut. Apply red Loctite. Torque bolt on older models to 11 ft.lb, 16 ft.lb on the acorn nut.



23) Ready to go!



24) Tension your supercharger belt. Your pulley is now ready for use!

Installation Complete!

Bearing Replacement:

Your pulley bearing should be replaced twice a season in saltwater and seasonally in fresh water. When you are ready to replace the bearing, please make sure you have the proper tools to do the job. If you are unsure, please ship the pulley to us for bearing replacement.

Pulley must be heated to 200F in order to remove bearing safely. It will drop out, DO NOT PRESS BEARING OUT! To install a new bearing, this is the same process.

Please contact us if you have any questions!

Installation guide provided by kawiperformance.com

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