

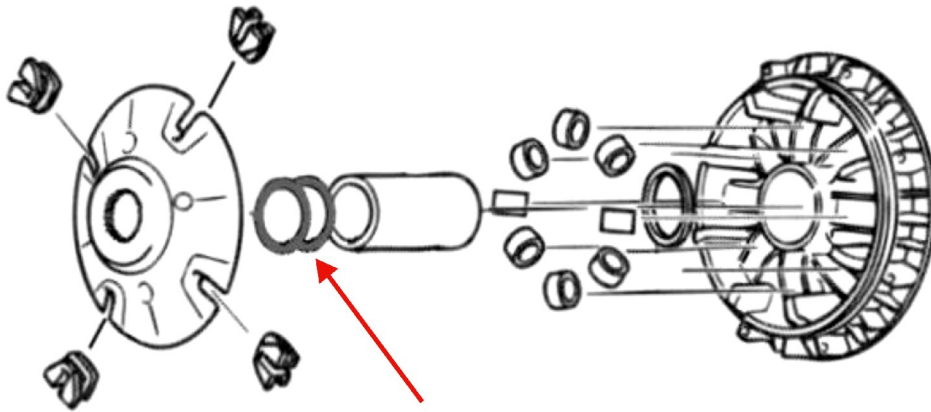
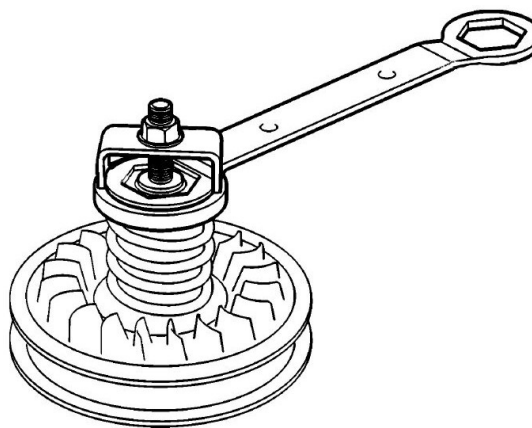


<p><b>Shim</b></p>	<ul style="list-style-type: none"> <li>- Fits between pin and cone fan drive,</li> <li>- improves the standing start and acceleration,</li> <li>- increases the reggime working clutch / shorten the reports of the variator.</li> </ul> <p><b>How it Works:</b>  Serve to increase the length of the hub of the drive, you can mount from 1x (S1) to 4x (S4).  The shims are mounted inside the drive, between the hub and the bell guide rollers.  Stretching the length of the hub shorten the reports of the drive, will raise the number of revolutions of working drive (RPM) and slightly decreases the load of the spring contrast.</p>	
<p><b>Ring</b></p>	<ul style="list-style-type: none"> <li>- Fits between the clutch and the spring</li> <li>- increases the acceleration and reggime working drive,</li> <li>- improves the function of the shim.</li> </ul> <p><b>How it Works:</b>  Serve to increase the load of the spring and encourage the twist of it.  The rings are inserted between the spring which is the guide spring.  Increasing the load of the spring is forcing the drive to work in a number of revolutions (RPM) and higher for longer to maintain the initial report, in more than offsets the slight drop due to the insertion of the shims. The graph shows how it changes the operation of the drive by installing 1x (A1) and 2x (A2).</p>	

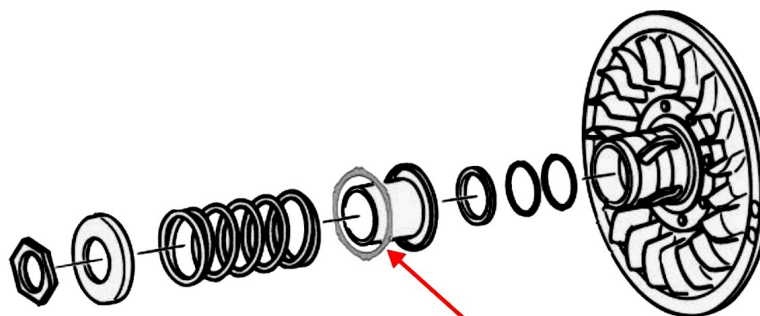
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1) Disassemble pulley and insert the Shim washers as shown ( See calibration Table ).



2) Disassemble secondary pulley.



3) Insert Rings in spring guide ( See calibration Table ).