



STRYKER HIGH PERFORMANCE CVT DRIVE BELT

Thank you for purchasing your Stryker CVT drive belt from AA! This TRULY is the best belt on the market. Shopping for a belt can be hard as everyone says they have the best, and it's the strongest. We do extensive riding and ride extremely hard with high horsepower, so we put extreme strain on belts. In working with Gboost technology we were able to come up with the best belt on the market, hands down. We have tested about every belt on the planet and nothing compares to the ability to grip, take heat, and strength of our Stryker belts. The materials they are made from are top notch and with more Kevlar than ever before. You can just feel the difference when picking up the Stryker belt compared to others. We have seen our belt temps drop when switching to this belt, and the temp at which it blows is much higher than normal. Below is a guide to proper installation and break in.

- **Belt Removal:** Refer to your specific owners manual for belt removal/installation. Most have a tool to spread the rear(secondary) clutch apart which allows for slack in the belt, and easy removal. Peel the belt off the secondary clutch and then out of the primary clutch.
- **Clutch Cleanliness:** Before installing your new belt, make sure to always use an abrasive scotch brite pad and scuff up your clutch sheaves where the belt rides. This will give the best bite on the belt and reduce clutch slipping. Blow your clutches out with compressed air often. These are moving parts and keeping them clean will not only help them move freely, but it will greatly extend your belt and clutch life.
- **Checking for Clutch Wear:** Check for abnormal grooves or pits in the clutch sheaves(where the belt rides). The primary clutch can get a large groove in it near the bottom where engagement happens. This can be from belt slip right out of the gate, a loose belt, power braking.... ect. A small groove or ring is okay, but if it gets too deep this can wear a belt out fast. Check all moving parts to make sure rollers spin, weights move, no flat spots on rollers... ect. One of the best ways to actuate a clutch is to pull the springs out of it and move it back and forth. If you feel something binding you know there is a problem. Make sure to check all wearable items in your particular clutch. Normally if something is wrong, it's obvious.
- **Belt Installation:** Install your AA Stryker belt so you can read the writing (words toward you) on the belt when installed. The belt should always be installed the same way and never switched in direction. Slide the belt on the primary clutch, then over the secondary clutch and push on. Being in Neutral or park will help to rotate the secondary to install the belt. Once in place, remove your clutch removal tool if yours is still installed in the clutch. Fire up the machine and give it a few free rev's to bring the belt back to the top of the secondary clutch.
- **Belt break in:** If possible, when you get a new belt, make sure to clean it with soap and warm water to wash away oils from manufacturing. After installation, put some heat into the belt slowly by running at 20-30mph in your low gear for around 10 minutes and let it completely cool. If possible, do this 2-3 times. Belt break in is crucial to belt life. If you don't have the time to do this, just make sure you try not to go over 60mph for the first 15-20 minutes of riding on a new belt.
- **Belt vs Belt RPM Change:** Keep in mind different belts can change your peak RPM depending on the compound they are made from, so you might need to adjust clutching for a different brand belt. If you purchased your clutch setup from AA it will let you know where your peak RPM is and how to check that. The Stryker belt is normally very close in RPM to the OEM belts.
- A world where none of us blow belts is what we are after! The CVT transmission is a great thing when working properly. They are extremely fast bringing you to peak RPM quickly and holding. They are also very good for those doing low speed riding and crawling. Really, the only major drawback is belt life. This belt, along with taking the proper precautions to reduce heat can make your belt last a long time, even under the toughest conditions.