



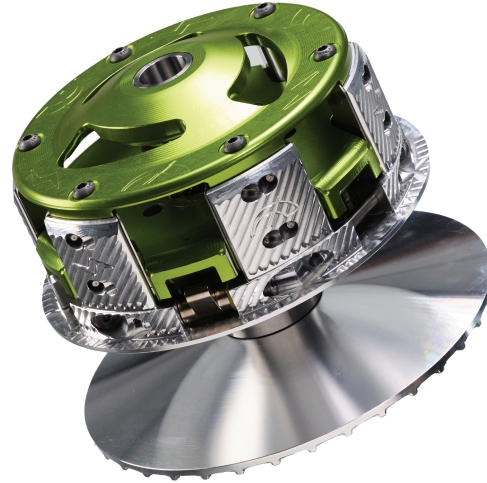
INSTALLATION AND TUNING GUIDE

FUSION H2 PRIMARY CLUTCH

PART NUMBER(s): *FUSION H2 PRI*

TOOLS NEEDED

- 1/2" Drive Impact Gun
- 22mm 1/2" Drive Socket
- Torque Wrench (140Ft/Lbs)
- Clutch puller For KAWI H2 primary clutch
- Clutch puller for Fusion H2 primary clutch
- Vorhees vise or long 3/8 round bar to hold clutch while torquing



ESTIMATED INSTALL TIME

60 MINUTES

We are not responsible for any damage caused during installation. Follow these steps carefully to prevent damaging your clutch.

IMPORTANT NOTES- PLEASE READ

- 1. Your clutch is a balanced assembly when you receive it. All parts are individually balanced. The inner sheave assy balancing is done with the balance screws on the back of sheave. DO NOT REMOVE THE BALANCE SCREWS FOR ANY REASON.**
- 2. Your clutch comes with a pre-Installed baseline calibration determined by your car info that you provided in your order. You are responsible for verifying that the cam arms and spring is configured properly for your application determined by your final testing and adjustment for proper RPM.**

Installation Steps:

1. Remove Belt Cover:

- Remove the bolts securing the CVT cover. Lift the cover off and set it aside. To get the cover out its easiest to push the vehicle in neutral backwards about 10 feet to spread the rear end apart. Then remove the cover by moving it forward then outward and up towards the drivers compartment.

2. Remove CVT Belt:

- Use a the OEM belt tool to safely remove belt.

3. Unbolt the Primary Clutch:

- Use a 22mm - 1/2" Drive Socket to remove the primary clutch bolt.

4. Detach Primary Clutch From The Crankshaft:

- Apply anti seize to the Kawasaki primary clutch puller end and threads then screw into the clutch bolt hole and tighten using an impact driver to remove it from the crankshaft taper. IF IT DOESNT POP RIGHT AWAY USE THE BREAD TRICK BELOW.
- **If it wont come off easily then remove the puller and insert 3/4 slice of rolled up bread (yes bread, hot dog bun, rye bread, hamburger bun, etc) into the hole, reinstall the puller and try again- this works 100% of the time for stuck clutches.**
- Take the primary clutch out of its position and put it aside. We will not re-use the OEM primary clutch or any of its components.
- Use a 1/4" drill to remove any bread from inside the crankshaft if necessary.

Critical Steps: Failure to follow these carefully may result in damage.

5. Clean Crankshaft and Clutch Taper:

- Wipe down the crankshaft and the taper on your new clutch with brake cleaner or acetone to remove all residues.

6. Install the Fusion Primary Clutch:

- Place the Fusion clutch onto the crankshaft taper
- Install the KWI modified OEM primary clutch bolt using the included KWI primary spacer washer!!!!

7. Torque Down the Fusion Primary Clutch:

- Hold the clutch from turning with the Vorhees vise or long 3/8 round bar to hold clutch while torquing. Use a 1/2" Torque Wrench set to 140 ft/lbs to tighten the nut (Kawasaki specs 180 ft lbs but weve found this is unnecessarily tight and causes the clutch to be very hard to remove). Re-check torque on the bolt after the first 5 minutes of riding.

Final Steps:

9. Re-Install CVT Belt:

- If you have a KWI fusion secondary clutch- Slide your KWI KWIK LOC belt tool into the slot with the rollers facing the Groovix and lift the handle to open the secondary clutch. Install a NEW drive belt.
- If you have an OEM Kawasaki secondary clutch use the OEM tool to install a NEW belt.

10. Re-Install cover:

- Put the belt box cover back on and secure it.

11. Test Drive:

- Drive the vehicle and check and adjust for proper full-throttle RPM according to your tuning chart below.

Cam Arm removal:

1. Remove CVT Belt:

- If you have a KWI fusion secondary clutch- Slide your KWI KWIK LOC belt tool into the slot with the rollers facing the Groovix and lift the handle to open the secondary clutch.
- If you have an OEM Kawasaki secondary clutch use the OEM tool.

2. Remove the primary clutch cover:

- Remove Fusion clutch cover using a 5mm Allen key to remove all the cover bolts BY HAND. Do not use power tools or you may strip the screws. The standard primary spring that comes with the Fusion has a mild amount of spring tension and can be removed by hand. (A cover compression tool to compress the cover with high engagement springs that have higher pressures is included with your clutch if needed.)

3. Remove the cam arms ****No need to remove the primary clutch from the crankshaft****:

- Slide the sheave all the way in toward the motor which will allow the cam arms to swing free.
- Using a Allen wrench and a long socket, remove the pins holding the primary weights in place. The pins fit may tightly in the outer half and may need to be tapped lightly to remove them - being careful to not damage the threads) Remove the weight pins and nuts to remove the cam arms. NOTE THERE IS A THRUST WASHER THAT MUST BE INSTALLED ON THE SAME SIDE AS IT WAS REMOVED!

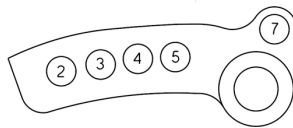
RPM ADJUSTMENT- Refer to tuning chart on page 4

- The weight of the added screws affects RPM. The more screws that are installed the lower the RPMS will be. 1 screw in each cam arm will change Full Throttle RPM approx 100 RPM
- Depending on your HP level your clutch is set up for you may have 2, 3, 4 or 6 cam arms installed. BALANCE IS CRITICAL!
 - 2 cam arms installed-- ALL cam arms MUST have identical screw configurations
 - 3 cam arms installed-- ALL cam arms MUST have identical screw configurations
 - 4 cam arms installed-- ANY 2 OPPOSING cam arms MUST have identical screw configurations
 - 6 cam arms installed-- ANY 2 OPPOSING cam arms MUST have identical screw configurations

1. Reinstall cam arms and cover:

- Install the cam arm in the appropriate slot
- Slide the weight pin thru the clutch, thrust washer and cam arms. Make sure all pins are installed the same direction for balance purposes and torque weight pin nuts to 20 in-lb (2 Nm).
- Install spring with both steel shims on bottom.
- Install cover with screws.
- Torque screws to 10 ft/lbs.

SIDWEINDER AOP ROCK CRAWLER WEIGHTS (RECOMMENDED FOR HARD CORE ROCK CRAWLING ONLY)

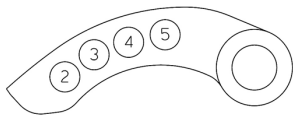


FUSION H2 PRIMARY SETUP CHART

ALL SETTINGS BASED ON SEA LEVEL OPERATION- FOR HIGH ELEVATIONS OR 37" TIRES REMOVE 2 SCREWS FROM RECOMMENDED SETTING (OR IN CASE OF "NONE" WHERE YOU CANT REMOVE SCREWS THAT WILL BE THE LIGHTEST SETUP AVAILABLE)

TUNE	# of Cam Arms	Install screws in these holes	Primary spring	Belt Recommendation	Full throttle RPM at 55mph
STOCK	3 AOP	3,4,5,7	BLK112 IS STANDARD 1750 RPM LOW ENGAGEMENT SPRING	KWI FUSION 52R4740 or Kawasaki KRX OEM BELT = HIGH SPEED BELT (POLARIS BELT WILL ONLY WORK WITH FUSION SECONDARY) POLARIS 5211122 BELT = 15% gear reduction ROCK CRAWLER BELT	8800 RPM +/- 100 RPM
E85/RACE GAS	3 AOP	2,3,4,5,7			
Race car 35's	3 AOP	none			

SIDWEINDER SP / SPL



FUSION H2 PRIMARY SETUP CHART

ALL SETTINGS BASED ON SEA LEVEL OPERATION- FOR HIGH ELEVATIONS OR 37" TIRES REMOVE 2 SCREWS FROM RECOMMENDED SETTING (OR IN CASE OF "NONE" WHERE YOU CANT REMOVE SCREWS, YOU WILL NEED TO SWITCH TO THE SPL "LIGHT" CAM ARMS AND BLK 112 SPRING)

TUNE	# of Cam Arms	Install screws in these holes	Primary spring	Belt Recommendation	Full throttle RPM at 55mph
STOCK	3 SP	none	MAROON IS STANDARD WITH SP AND AOP WEIGHTS. BLK112 IS STANDARD WITH SPL WEIGHTS. (HIGH ENGAGEMENT SPRINGS RAISE SHIFT RPM AND NEED ADDITIONAL MAGNETS INSTALLED IN THE CAM ARMS TO COMPENSATE FOR THE INCREASE IN SPRING PRESSURE)	KWI FUSION 52R4740 or Kawasaki KRX OEM BELT = HIGH SPEED BELT (POLARIS BELT WILL ONLY WORK WITH FUSION SECONDARY) POLARIS 5211122 BELT = 15% gear reduction ROCK CRAWLER BELT	8800 RPM +/- 100 RPM
E85/RACE GAS	3 SP	3,4			
Race car 35's	3 SPL	2,3			

PRIMARY SPRING ENGAGEMENT RPMs

(ENGAGEMENT RPM MAY VARY DUE TO SPRING MANUFACTURE TOLRANCES, SPRING AGE OR VEHICLE SPECIFIC CAM ARM CONFIGURATION)

ENGAGEMENT WITH 3 ARMS INSTALLED	SP / AOP WEIGHTS	SPL WEIGHTS
BLK 112	N/A	1750-2000
MAROON	1750-2000	2200-2500
WHITE	2900	3200

PARTS INCLUDED

PART DESCRIPTION	QTY	OEM PART #	OUR PART #
FUSION H2 PRIMARY CLUTCH	1	—	-
PRIMARY CLUTCH BOLT SPACER WASHER	1	—	-
FUSION H2 PRIMARY CLUTCH PULLER	1	—	-
SCREW PACK	1	—	-
PRIMARY CLUTCH BOLT	1	—	-

LIABILITY STATEMENT

As defined by the Magnuson-Moss warranty Act. Do not install any performance parts or services unless you have the technical ability to properly set-up the entire machine to compensate for the installation of those parts. The necessary work and expertise needed to install different product varies. Instructions, where provided, are given to assist in installation only; they are not a substitute for mechanical experience in setting up racing vehicles. References to performance gains, reliability, ease of installation, etc. are based on our and outside customer's experiences. This is not a guarantee of similar performance in every installation. While we sell proven products, in the end it's up to the individual to make the most of the product. Kris Werth Inc. d.b.a. KWI Clutching or its associated corporations are not responsible for any personal or property damages caused by this product. Kris Werth Inc. d.b.a. KWI Clutching or its associated corporations assumes no responsibility for damage or injury of any kind because of misuse, improper installation or improper application of any parts in anyway, by any person. Contact your local dealer to schedule installation of this kit if you are not a qualified ATV or UTV mechanic. USE OF PRODUCTS. BUYER SHALL USE, AND REQUIRE ITS EMPLOYEES, CONTRACTORS, AND AGENTS TO USE, ALL AVAILABLE SAFETY PRECAUTIONS, IN ADDITION TO ANY SPECIFICALLY SET FORTH IN ANY MANUALS, MATERIAL SAFETY DATA SHEETS, TECHNICAL DATA SHEETS, INSTRUCTION SHEETS, IF ANY, FURNISHED BY SELLER (OR AVAILABLE FROM RAW MATERIAL SUPPLIERS) RELATING TO SELLER'S PRODUCTS. IF BUYER DOES NOT RECEIVE ANY REQUIRED MATERIAL SAFETY DATA SHEETS FOR ANY PRODUCT FROM SELLER, BUYER WILL REQUEST THEM FROM SELLER. IF BUYER FAILS TO STRICTLY OBSERVE EACH AND EVERY ONE OF THE OBLIGATIONS SET FORTH IN THIS SECTION 22 OR IF BUYER'S USE OF ANY OF SELLER'S PRODUCTS IS IN VIOLATION OF ANY STANDARD OR RULE OF THE AMERICAN NATIONAL STANDARDS INSTITUTE OR OCCUPATIONAL HEALTH AND SAFETY ACT, OR OTHER APPLICABLE WORKPLACE LAW, REGULATION, OR STANDARD, BUYER WILL INDEMNIFY, DEFEND, AND HOLD HARMLESS SELLER AND SELLER AND ITS EMPLOYEES, OFFICERS, DIRECTORS, AGENTS, AFFILIATES, SUCCESSORS AND ASSIGNS FROM AND AGAINST ANY AND ALL CLAIMS, DEMANDS, DAMAGES, ACTIONS, AND CAUSES OF ACTION, AS WELL AS ANY AND ALL LIABILITY, LOSS, OR EXPENSE OF ANY KIND, INCLUDING REASONABLE ATTORNEYS' FEES ARISING FROM, CONNECTED WITH OR IN ANY WAY PERTAINING TO ANY SUCH FAILURE BY BUYER. NOTIFICATION. BUYER SHALL NOTIFY SELLER PROMPTLY, AND IN ANY EVENT WITHIN 30 DAYS, AFTER ANY ACCIDENT OR FAILURE INVOLVING SELLER'S PRODUCTS THAT RESULTS IN PERSONAL INJURY OR DAMAGE TO PROPERTY AND SHALL COOPERATE FULLY WITH SELLER IN INVESTIGATING AND DETERMINING CAUSES OF SUCH ACCIDENT OR FAILURE. ATTORNEYS' FEES AND COSTS. BUYER WILL PAY SELLER'S REASONABLE ATTORNEYS' FEES AND OTHER COSTS AND EXPENSES FOR ANY LEGAL OR EQUITABLE ACTION UNDERTAKEN BY SELLER TO ENFORCE THESE TERMS OR THE PROVISIONS OF ANY SUPPLY AGREEMENT.