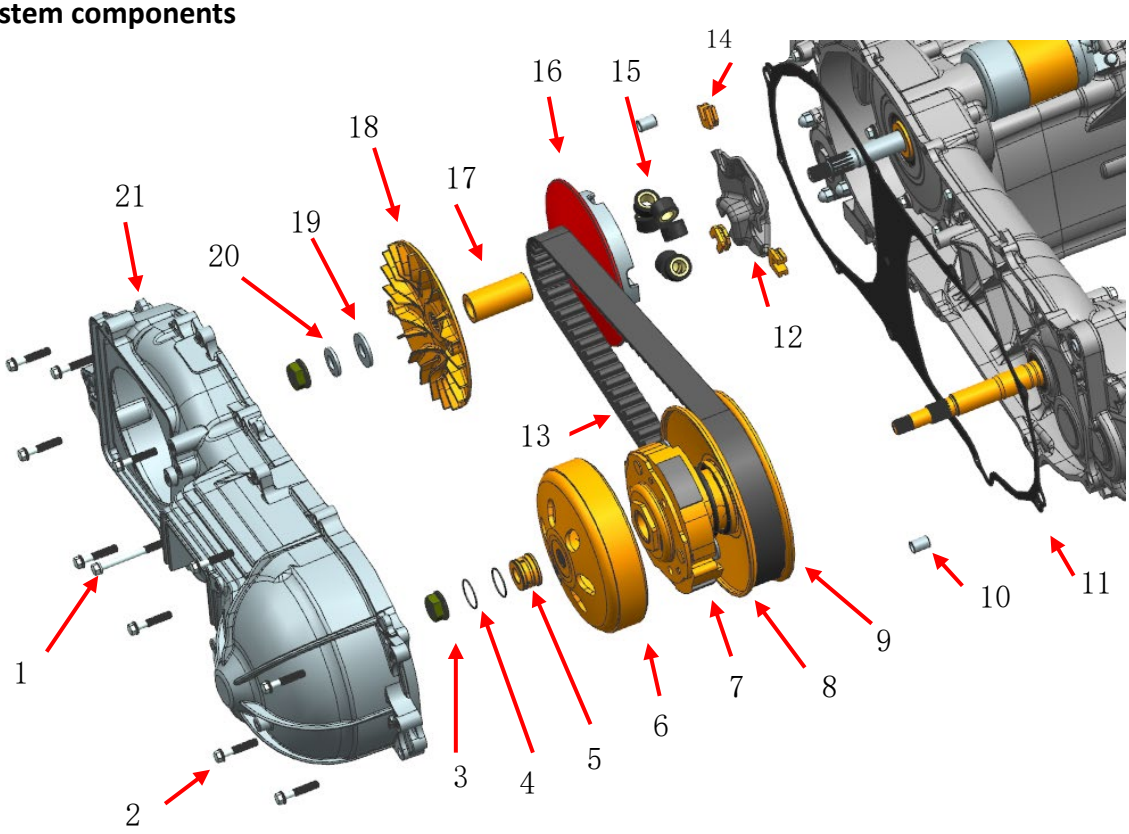
Left crankcase cover, continuously variable clutch sub-assembly

System components



No.	Part name	Quantity	No.	Part name	Quantity
1	M6×60 hexagonal flange bolts (zinc)	1	12	ZT1P52MI slope plate	1
2	M6×30 hexagonal flange bolts (zinc)	10	13	ZT1P52MI v-shaped transmission belt	1
3	M12×1.25 hexagonal flange surface 10 grade nuts (zinc)	2	14	ZT1P52MI buffer slider	3
4	Φ21.8×ϕ1.8 acrylic O-ring	2	15	ZT1P52MI centrifugal roller	6
5	Φ12.8×ϕ25×16.7 driven wheel bushing	1	16	ZT1P52MI main sliding wheel subassembly	1
6	ZT1P52MI clutch jacket	1	17	ZT1P52MI driving wheel sleeve	1
7	Driven wheel clutch shoe	3	18	ZT1P52MI main fixed plate	1
8	Driven wheel sliding plate	1	19	Φ12.2×ϕ29×2.5 gasket	2
9	Fixed plate of driven wheel	1	20	12×24×2.6 Belleville spring washer	1
10	Φ 10×14 hollow positioning pin	2	21	ZT1P58MJ left crankcase cover subassembly	1
11	Left crankcase cover gasket	1			

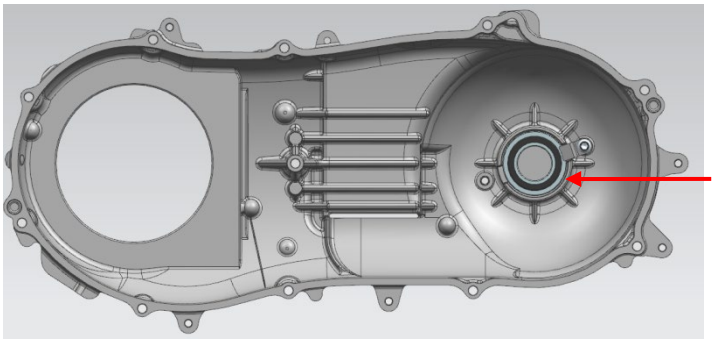
Left crankcase cover

Assembly

Use a t-shaped sleeve - 8# to remove one m6×60 hexagonal flange surface bolt and 10 m6 × 30 hexagonal flange surface bolts on the left crankcase cover, and remove the left crankcase cover from the positioning pin. Down.

Left crankcase cover inspection

Check the 6005 bearing of the left crankcase cover. If the inner ring of the bearing is stuck, please replace it in time.



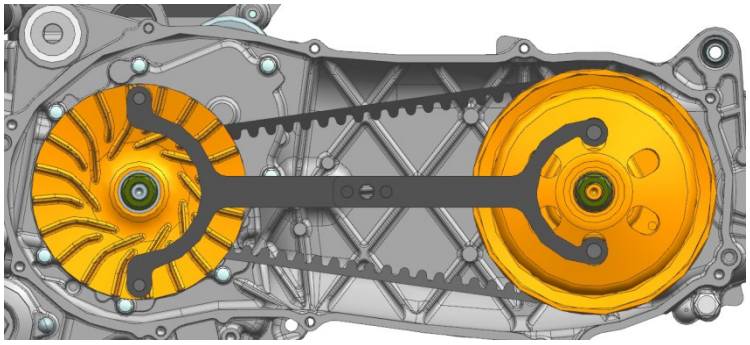
Left crankcase cover installation

Install the positioning pins in place, and then align the positioning pins to install the left crankcase cover in place. After pre-tightening the bolts of the left crankcase cover evenly diagonally, tighten them with a fixed torque at a torque of 12 ± 1.5 N.m.

Continuously variable clutch sub-assembly

Assembly

Place the special CVT limit fixture according to the position shown in the figure to limit the driving and driven wheels so that the driving and driven wheels cannot rotate freely.



Use a torque wrench (or air batch) and a 17# sleeve Assembly the M12×1.25 hexagon flange surface 10-grade nuts counterclockwise, and remove the ϕ12.2×ϕ29×2.5 gasket, 12×24×2.6 butterfly shaped spring washer and ϕ12.8×ϕ25×16.7 driven wheel bushing, then remove the positioning fixture for the driving and driven wheels, remove the ZT1P52MI main fixed plate from the crankshaft, and remove the driven wheel clutch jacket from the drive shaft. Pinch the middle part of the V-shaped driving belt, and remove the belt and driven wheel sub-assembly together. Pinch the main sliding wheel subassembly and the ramp plate inside, and remove it together with the driving wheel bushing.

Inspection

Check whether the centrifugal roller is worn and out of round, if it is out of round and deformed, it needs to be replaced.

Check the v -shaped transmission belt for cracks, broken wires, tooth loss, etc., and replace it if it occurs.

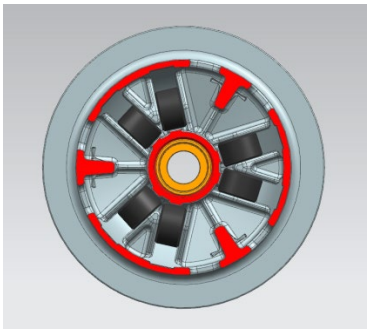
Check whether the inner circular surface of the driven wheel clutch casing and the driven wheel clutch shoe are abnormally worn or damaged, and if they are abnormally worn or damaged, they need to be replaced. (note**: it is not recommended to grind the clutch shoes, which will increase the wear of the inner ring of the clutch casing and the clutch shoes, and may also cause riding vibration.)**

Install

1. Install the positioning pin in place, and then put the ZT1P58MJ left crankcase cover gasket.

2. Turn over the main sliding wheel subassembly with the centrifugal roller, buffer slider and slope plate installed, and then put the driving wheel shaft into the inner hole of the main sliding wheel subassembly. Then pinch the sliding disc and the ramp plate with one hand (to prevent the centrifugal roller from falling after being disassembled), and hold the exposed driving wheel

bushing with the other hand to align the inner hole of the driving wheel bushing with the crankshaft. Then the slope plate, the centrifugal roller, the main sliding wheel sub-components, and the driving wheel bushing are combined and assembled on the crankshaft as a whole and withstand the ϕ 16 × ϕ 30 × 9 bushing.



3. Pick up the combined driven wheel and v-shaped transmission belt as a whole, make the clutch outer cover of the driven wheel face the outside, align the inner hole of the center of the driven wheel with the drive shaft, and then push the driven wheel inward and install it in place (the drive shaft is used for a section of the optical axis of the ϕ12.8×ϕ25×16.7 driven wheel bush is exposed).

4. Put the side of the main fixed disk with the wind blades facing outward, align the spline hole in the middle with the spline on the crankshaft, and then assemble it on the crankshaft, and assemble it in place.

Put the ϕ12.2×ϕ29×2.5 washer and 12×24×2.6 butterfly spring washer on the crankshaft in turn, and then screw the m12×1.25 hexagonal flange surface 10-grade nut on the crankshaft thread.

5. Point the stepped end of the ϕ12.8×ϕ25×16.7 driven wheel bushing to the driven wheel, and install it on the exposed section of the optical shaft of the drive shaft. Then screw on the m12×1.25 hexagon flange face 10 grade nut on the thread of the drive shaft. (**note: if there is no grease in the groove of the inner ring of the driven wheel bushing, add high-temperature resistant grease. Do not miss the installation of the 2 O-rings. When screwing the nut, if there is grease on the thread, it needs to be wiped clean.**)

6. Same as the first step of disassembly, use a special fixture to clamp the main fixed plate and the clutch cover of the driven wheel so that they cannot rotate freely, and use a torque wrench (or air batch) and a 17# sleeve to tighten m12×1.25× clockwise 35 hex flange bolts ,fixed torque 50±4N.m.