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GO-KART CLUTCH

MODEL:YMGE30A-2

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"Save Half", "Half Price" or any other similar expressions used by us only represents an estimate of savings you might benefit from buying certain tools with us compared to the major top brands and dose not necessarily mean to cover all categories of tools offered by us. You are kindly reminded to verify carefully when you are placing an order with us if you are actually saving half in comparison with the top major brands.

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This is the original instruction, please read all manual instructions carefully before operating. VEVOR reserves a clear interpretation of our user manual. The appearance of the product shall be subject to the product you received. Please forgive us that we won't inform you again if there are any technology or software updates on our product.

	Warning-To reduce the risk of injury, user must read instructions manual carefully.

Part List			
Code	**Name**	**Picture**	**QTY.**
1	3/4” Driver Pulley		1
2	5/8” Driver Pulley		1
3	Belt		1
4	Mounting Plate		1
5	Plastic Cover		1
6	Bolt Holder		1
7	SCREWS GRADE 5 UNF MK"SFC" 3/8-24*2 1/2		1
8	HEX CAP SCREWS GR.5 UNF MK " 3L SFC" 5/16-24*1		4

9	Screws M8*1.25-45		1
10	Screws M8*1.25-25		4
11	Screws M6*1.0-12		4

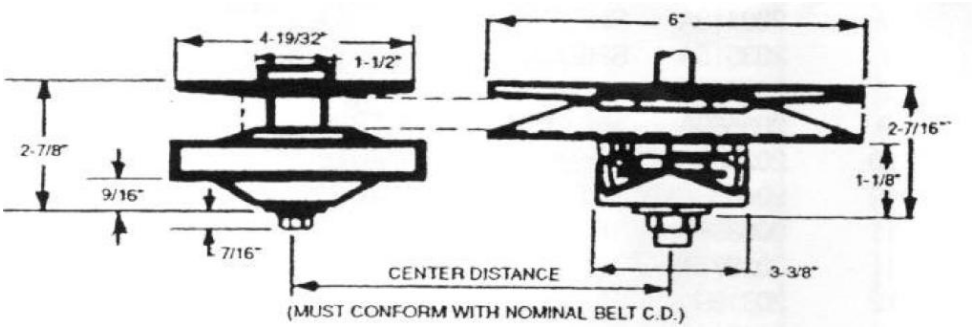
Product Introduction

This is an asymmetrical type torque converter system which means the sheave faces are non-symmetrical. They have different angles. In this case, the movable sheave face is18" while the stationary sheave face is 21/2" for a collective angle of201/2". Here are some reasons for selecting the asymmetrical concept The COMET Asymmetric concept operates on an in-line principal with the torque sensing cam in an outboard attitude. Only this system is designed to operate this way, thus providing the proper alignment for the final drive chain to be on the same side of the vehicle as the P.T.O.This offers some very significant advantages to mounting requirements in many cases. The asymmetric concept, having the 18" angle on oneside requires less sheave face travel to lift the belt to larger, comparable pitch diameters of the symmetrical system. This makes it possible to

force the belt to a diameter within the drive clutch (at high RPM) that exceeds the usual 1:1 ratio of standard systems.The TAV2 can actually attain an.90:1 or 10%overdrive.

Model	YMGE30A-2
Suitable Engine Horsepower (HP)	4-8
Substitute Part NO.	218353A，219552A，219456A

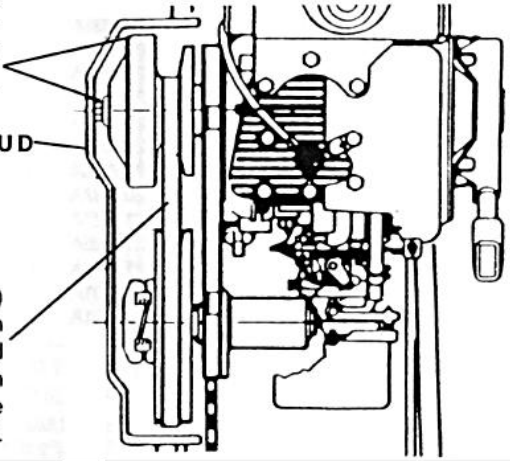
SPECIFICATIONS &GENERAL INFORMATION

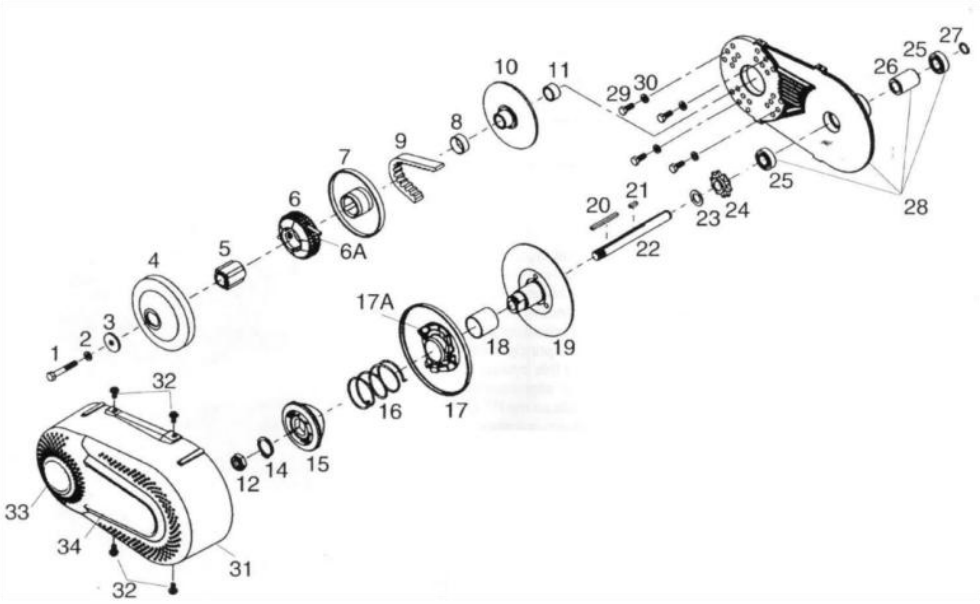


IMPORTANT!
Torque Converter DRIVE UNIT MUST NOT FLOAT on engine crankshaft. It must be bolted tight against engine crankshaft shoulder. Recommended Torque for bolt: 24 ft. lbs. To 30 ft. lbs. Max.

2 1/2" angle (flat side) of belt must be against the 2 1/2" angle pulley flange (Next to engine).

NOTE!
With Torque Converter (Driver-Driven & Belt) mounted on parallel shafts and the system in the low (Neutral or idle) position, the belt should be straight in the sheaves. The belt when straight in the sheaves should also be square to the engine crankshaft and jackshaft.




1
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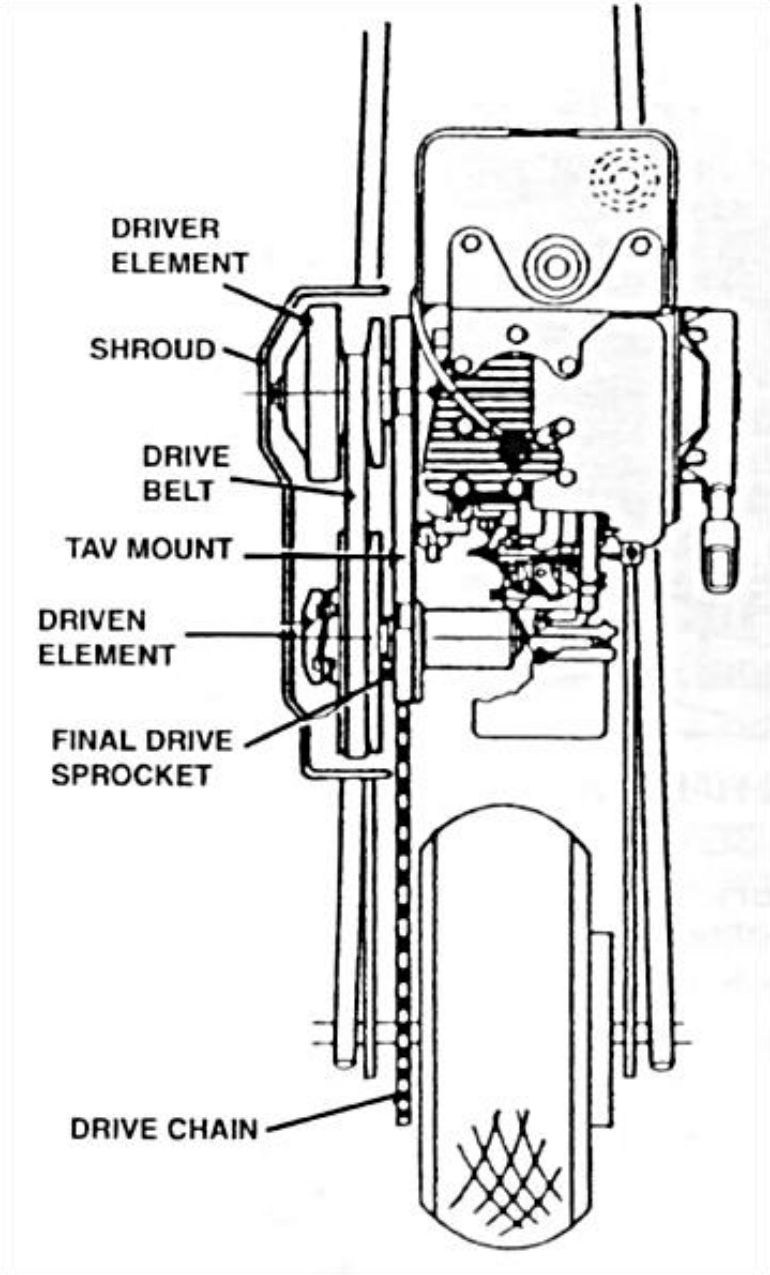
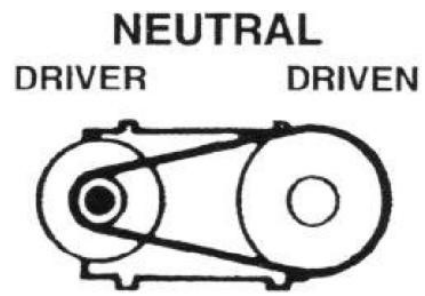
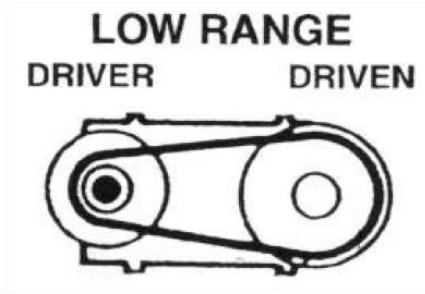
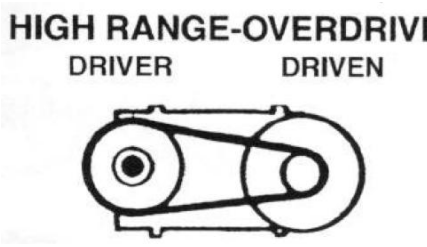
ITEM NO	PART NO	DESCRIPTION	QTY REQ.
1	215732A	5/16"-24X2" MTG BOLT TAV2-75	1
1	205384A	3/8"-24X2" MTG BOLT TAV2-100	1
2	200701A	5/16" LOCK WASHER	1
3	202429A	3/8" ID PILOT WASHER TAV2-100	1
3	200840A	5/16" ID PILOT WASHER TAV2-75	1
	The above hardware is included to mount your drive clutch to your engine. It is important that you use the correct bolt and washer to fit your particular engine.		
*4	202090A	DRUM DRIVER TAV2-75	1
*4	202427A	DRUM DRIVER TAV2-100	1
*5	200376A	HUB DRIVER 3/4" ID 4 SPLINED	1
*5	203641A	HUB DRIVER 1" ID 8 SPLINED	1
**6	200344A	DRIVER WEIGHT ASSY W/ SPRINGS	1
**6A	011188A	BLUE GARTER SPRING SET OF 2	1
7	200410A	SHEAVE MOVABLE HALF W/HUB 3/4" BORE	1
7	203515A	SHEAVE MOVABLE HALF W/HUB 1" BORE	1
8	200349A	BUSHING BRONZE (NOT USED ON TAV2-100)	1
9	203589A	7" BELT ASYMMETRIC	1
10	202066A	SHEAVE STATIONARY 2 1/2 3/4" BORE	1
10	206633A	SHEAVE STATIONARY 2 1/2 1" BORE	1
11	200389A	SPACER 3/4" ID	1
11	202877A	SPACER 1" ID	1
12	203189A	JAM NUT 5/8-18X3/8	1
14	204714A	RING RETAINING	1
15	215650A	CAM FIXED	1
16	215699A	SPRING GREEN	1
17	215647A	FACE MOVABLE W/CAM	1
17A	204332A	BUTTON INSERT	6
18	203942A	BUSHING	1
19	217612A	FACE FIXED W/POST 5/8" BORE	1
20	209831A	KEY 3/16" SQ. X 2 1/4"	1
21	011059A	KEY 3/16" SQ. X 9/16"	1
22	212225A	5/8" DIA JACKSHAFT-6 3/8" LONG	1
23	200834A	WASHER 5/8" ID X 1" OD	1
24	200379A	SPROCKET 12T 35P	1
24	202168A	SPROCKET 10T 40/41P	1
25	215558A	BALL BEARING	2
26	203187A	SPACER 5/8 X 7/8 X 1"	1
27	212227A	RING RETAINING	1
28	218525A	MOUNTING BRACKET W/BEARINGS AND SPACER	1
29	217867A	HEX HD CAP SCREW 5/16-24 X 1"	4
30	200701A	LOCK WASHER 5/16"	4
31	218351A	SHROUD PLASTIC W/ DECALS	1
32	214146A	SCREW THD FRM 1/4-20X1/2	4
33	218513A	DECAL	1
34	218514A	DECAL	1

A typical installation the Torque Converter on a DIRECT DRIVE MINI-BIKE









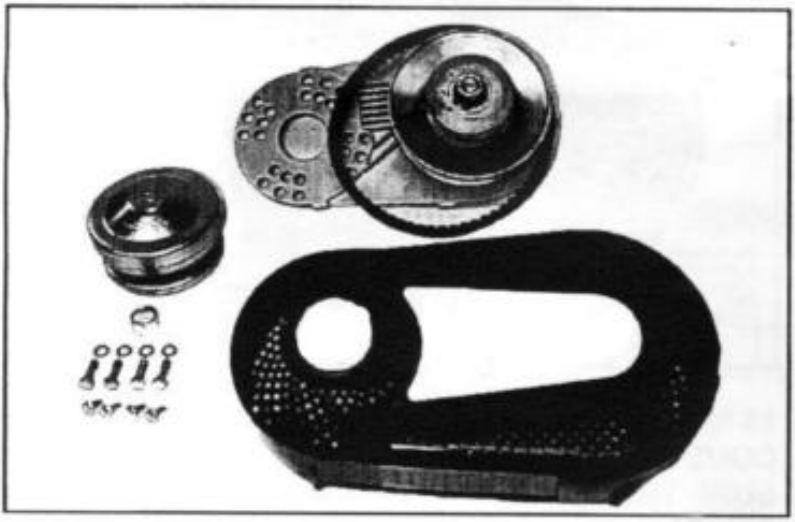
The asymmetric belt has no engagement during the idling of the engine. The TC30 system is Neutral -with no belt friction and no drag.

As the engine throttle is "opened" the Driver pulley flanges begin closing together via centrifugal force. The Drive Belt engages, driving the Driven unit pulley at it's largest diameter. This is the most powerful ratio of the system. (2.7:1)

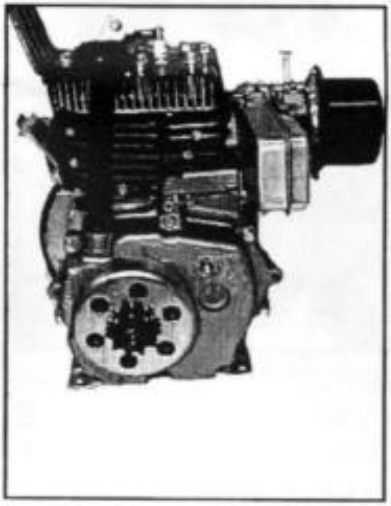
As the engine R.P.M.increases,the Driver pulley flanges continue to close together. This action, in turn, is squeezing the belt out to a larger Driver unit diameter. This action dependent on acceleration and lack of torque load on the Driven element, allowing its pulley flanges to open thus creating a smaller driven unit diameter. If the torque load is increased, this ratio is reverse distantly and smoothly to its requirement. The ratios between low and high of the TORQ-A-VERTER are infinite to meet all demand within its realm of capabilities.

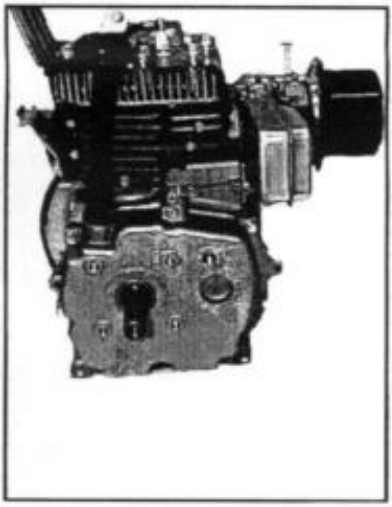
At it's highest speed (overdrive)and lowest load demand, the Driven unit pulley flanges are wide open providing the smallest possible belt contact diameter. The Drive unit pulley flanges,at this point, are closed to provide the largest possible belt contact diameter. In the case of the TC30, the unique asymmetric arrangement of the belt and pulley angles allow the belt to exceed diameters possible with the standard "V" pulley, thus overdrive and in this case that's 10%(.90:1).

INSTALLATION INSTRUCTIONS

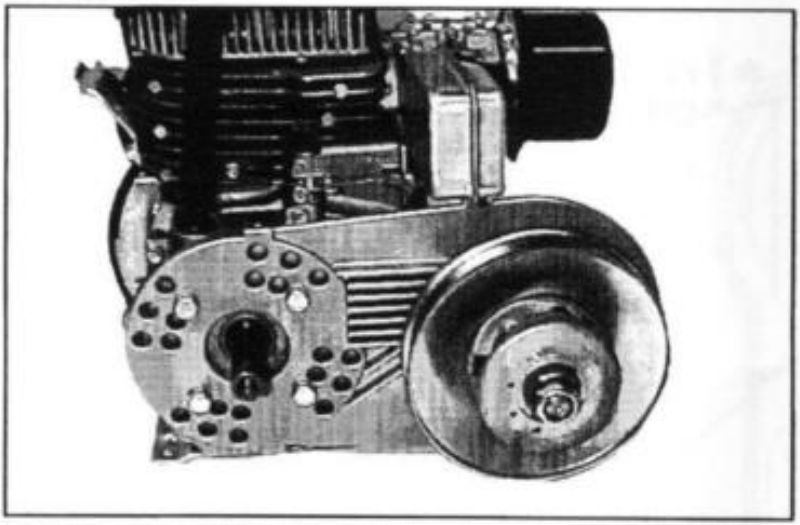


#1 COMPONENTS TO BE INSTALLED ON MACHINE

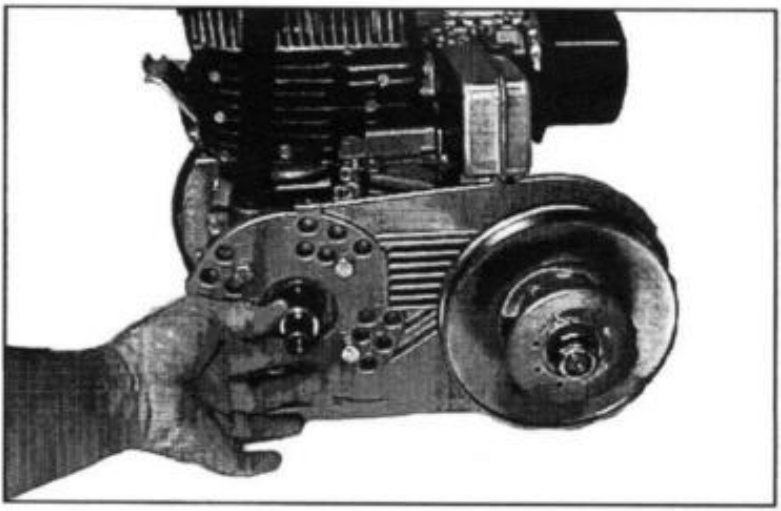




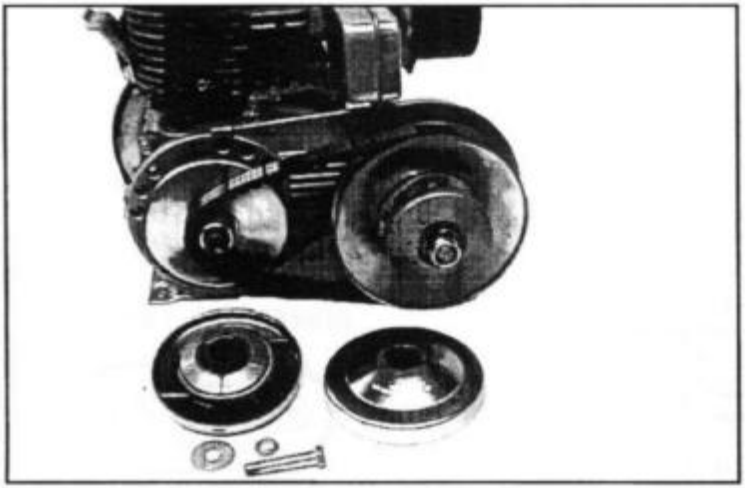
#2 REMOVE CENTRIFUGAL CLUTCH FROM ENGINE



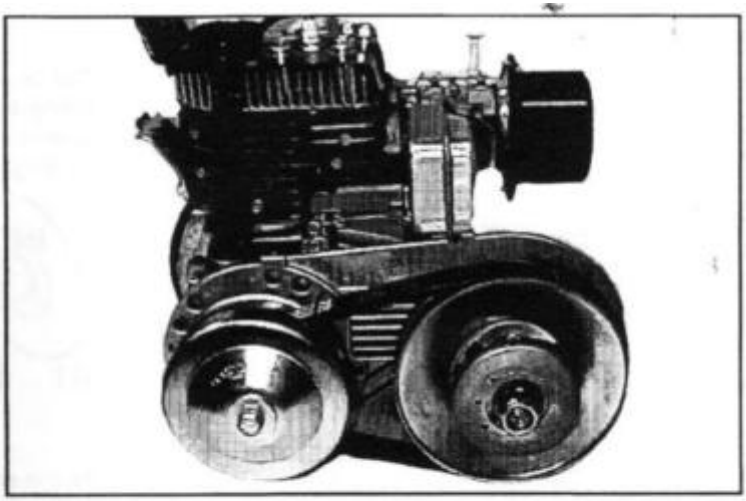
#3 BOLT BRACKET TO THE FOUR STANDARD TAPPED HOLES IN ENGINE CRANKCASE USING THE FOUR 5/16-24X1" HEX HEAD BOLTS AND LOCK WASHERS. BRACKET MAY BE ROTATED UP OR DOWN IF NECESSARY.



#4 PLACE SPACER PROVIDED WITH KIT ON CRANKSHAFT TO BRING THE DRIVE CLUTCH IN LINE WITH THE DRIVEN UNIT.

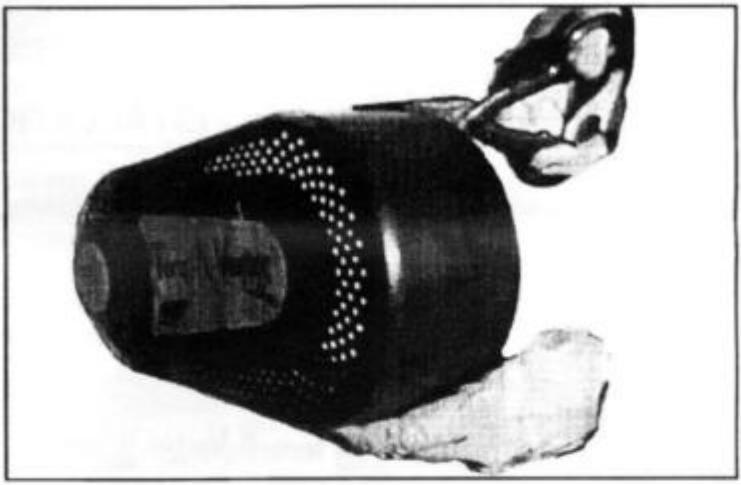


#5 SEPARATE DRIVER, PLACE *FLAT SIDED FACE ON CRANKSHAFT. INSTALL IDLER BUSHING ON POST 3/4 DRIVER ONLY. SLIP BELT OVER DRIVEN UNIT AND OVER POST OF DRIVE UNIT. INSTALL 4 SPLINED HUB "D" OUTBOARD. IMPORTANT: BE SURE BRONZE IDLER BUSHING IS IN PLACE ON TAV2 30-75. TAV2 30-100 DOES NOT REQUIRE BRONZE IDLER BUSHING.

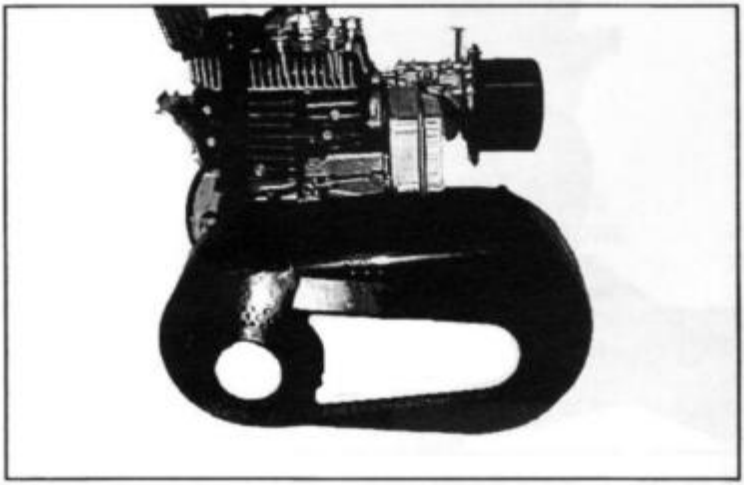


#6 PLACE OTHER HALF OF DRIVE ON CRANKSHAFT. LINE UP OUTER COVER AND INSTALL 2" RETAINING BOLT AND WASHER.

#7 BREAK CHAIN AT PROPER LENGTH TO GO AROUND SPROCKET ON TAV AND FINAL DRIVE SPROCKET. JOIN CHAIN BY THE MASTER LINK. MOVE THE ENGINE FORWARD OR BACKWARD FOR CORRECT TENSION.



#8 MARK THE TAV2 COVER WHERE THE CHAIN WILL COME THROUGH AND CUT WITH SCISSORS. MAKE SURE THERE IS AMPLE ROOM TO PREVENT CHAIN INTERFERENCE DURING OPERATION.



#9 PLACE THE COVER ON THE MOUNTING PLATE. INSTALL THE FOUR 1/4-20X1/2" THREAD FORMING SCREWS.

Manufacturer: Shanghaimuxinmuyeyouxiangongsi
Address: Shuangchenglu 803nong11hao1602A-1609shi, baoshanqu, shanghai 200000 CN.
Imported to AUS: SIHAO PTY LTD. 1 ROKEVA STREETEASTWOOD NSW 2122 Australia
Imported to USA: Sanven Technology Ltd. Suite 250, 9166 Anaheim Place, Rancho Cucamonga, CA 91730

UK	REP

YH CONSULTING LIMITED.
C/O YH Consulting Limited Office 147,
Centurion House, London Road,
Staines-upon-Thames, Surrey, TW18 4AX

EC	REP

E-CrossStu GmbH
Mainzer Landstr.69,
60329 Frankfurt am Main.

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EMBRAYAGE DE KART

MODÈLE : YMGE30A-2

Nous continuons à nous engager à vous fournir des outils à des prix compétitifs.
« Économisez la moitié », « Moitié prix » ou toute autre expression similaire utilisée par nous ne représente qu'une estimation des économies que vous pourriez réaliser en achetant certains outils chez nous par rapport aux grandes marques et ne couvre pas nécessairement toutes les catégories d'outils que nous proposons.
Nous vous rappelons de bien vouloir vérifier soigneusement lorsque vous passez une commande chez nous si vous économisez réellement la moitié par rapport aux grandes marques.

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BESOIN D'AIDE? CONTACTEZ-NOUS!

Vous avez des questions sur nos produits ? Vous avez besoin d'assistance technique ? N'hésitez pas

à nous contacter : Assistance technique et certificat de garantie électronique www.vevor.com/support

Il s'agit de la notice d'utilisation d'origine. Veuillez lire attentivement toutes les instructions du manuel avant de l'utiliser. VEVOR se réserve le droit d'interpréter clairement notre manuel d'utilisation. L'apparence du produit dépend du produit que vous avez reçu. Veuillez nous excuser, nous ne vous informerons plus en cas de mise à jour technologique ou logicielle de notre produit.

	Avertissement - Pour réduire le risque de blessure, l'utilisateur doit lire Lisez attentivement le manuel d'instructions.

Liste des pièces			
Code	Nom	Image	QTÉ.
1	Poulie d'entraînement 3/4"		1
2	Poulie d'entraînement 5/8"		1
3	Ceinture		1
4	Plaque de montage		1
5	Couverture en plastique		1
6	Porte-boulon		1
7	VIS GRADE 5 UNF MK "SFC" 3/8-24*2 1/2		1
8	VIS À TÊTE HEXAGONALE GR.5 UNF MK " 3L SFC " 5/16-24*1		4

9	Vis M8*1.25-45		1
10	Vis M8*1.25-25		4
11	Vis M6*1.0-12		4

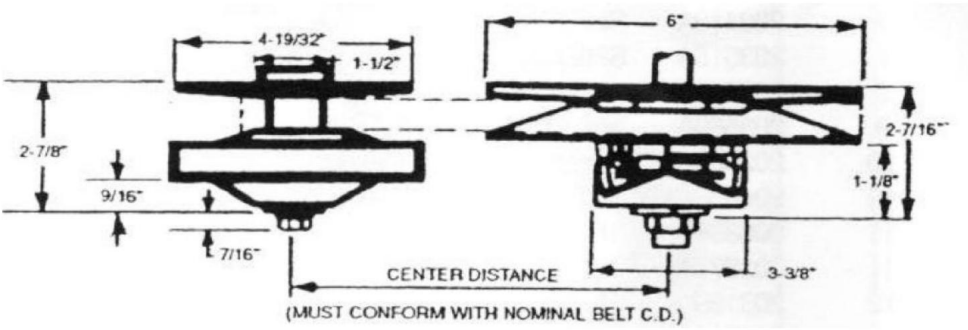
Présentation du produit

Il s'agit d'un système de convertisseur de couple de type asymétrique, ce qui signifie que la poulie
les faces ne sont pas symétriques. Elles ont des angles différents. Dans ce cas, les faces mobiles
la face de la poulie est de 18" tandis que la face de la poulie stationnaire est de 21/2" pour un angle collectif
de 201/2". Voici quelques raisons pour lesquelles nous avons choisi le concept asymétrique
Le concept asymétrique COMET fonctionne sur un principe en ligne avec le couple
détection de came dans une attitude extérieure. Seul ce système est conçu pour faire fonctionner cette
manière, fournissant ainsi l'alignement approprié pour que la chaîne de transmission finale soit sur la même
côté du véhicule comme prise de forceCela offre des avantages très importants pour
exigences de montage dans de nombreux cas. Le concept asymétrique, avec l'angle de 18" d'un côté,
nécessite moins de déplacement de la face de la poulie pour soulever la courroie à des diamètres
de pas plus grands et comparables du système symétrique. Cela permet de

forcer la courroie à un diamètre dans l'embrayage d'entraînement (à haut régime) qui dépasse le rapport habituel de 1:1 des systèmes standards. Le TAV2 peut en fait atteindre un rapport de 90:1 ou 10% de surmultipliée.

Modèle	YMGE30A-2
Puissance moteur appropriée (HP)	4-8
Pièce de rechange n°	218353A,219552A,219456A

CARACTÉRISTIQUES ET INFORMATIONS GÉNÉRALES



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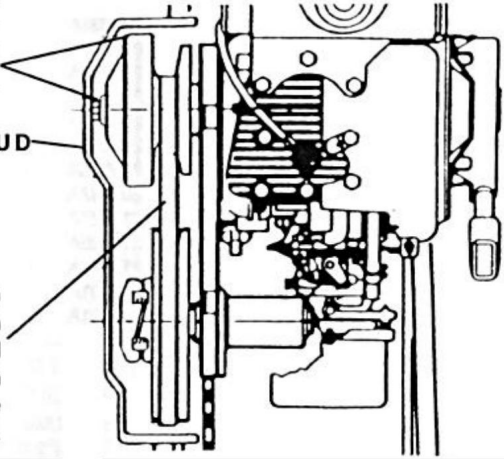

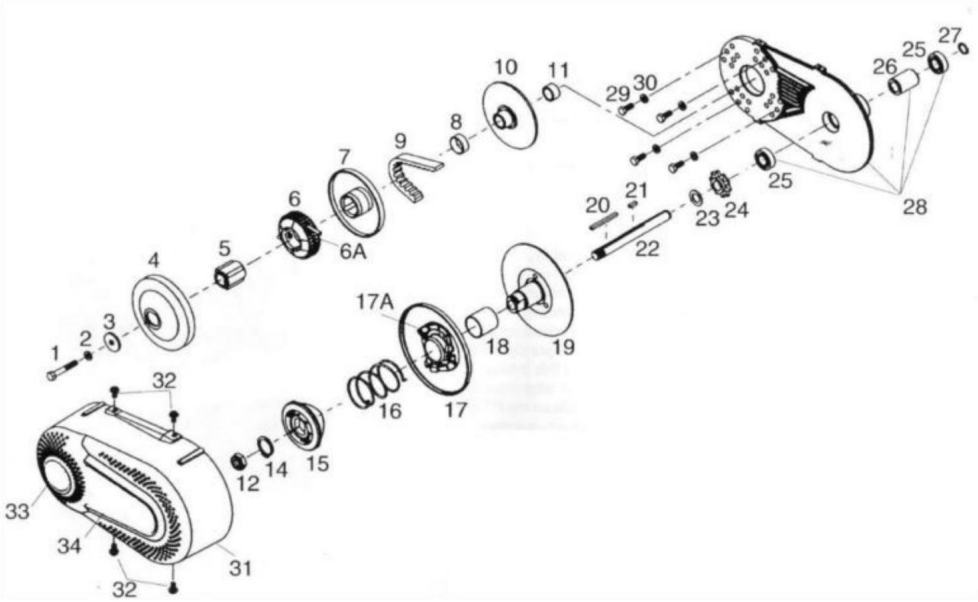

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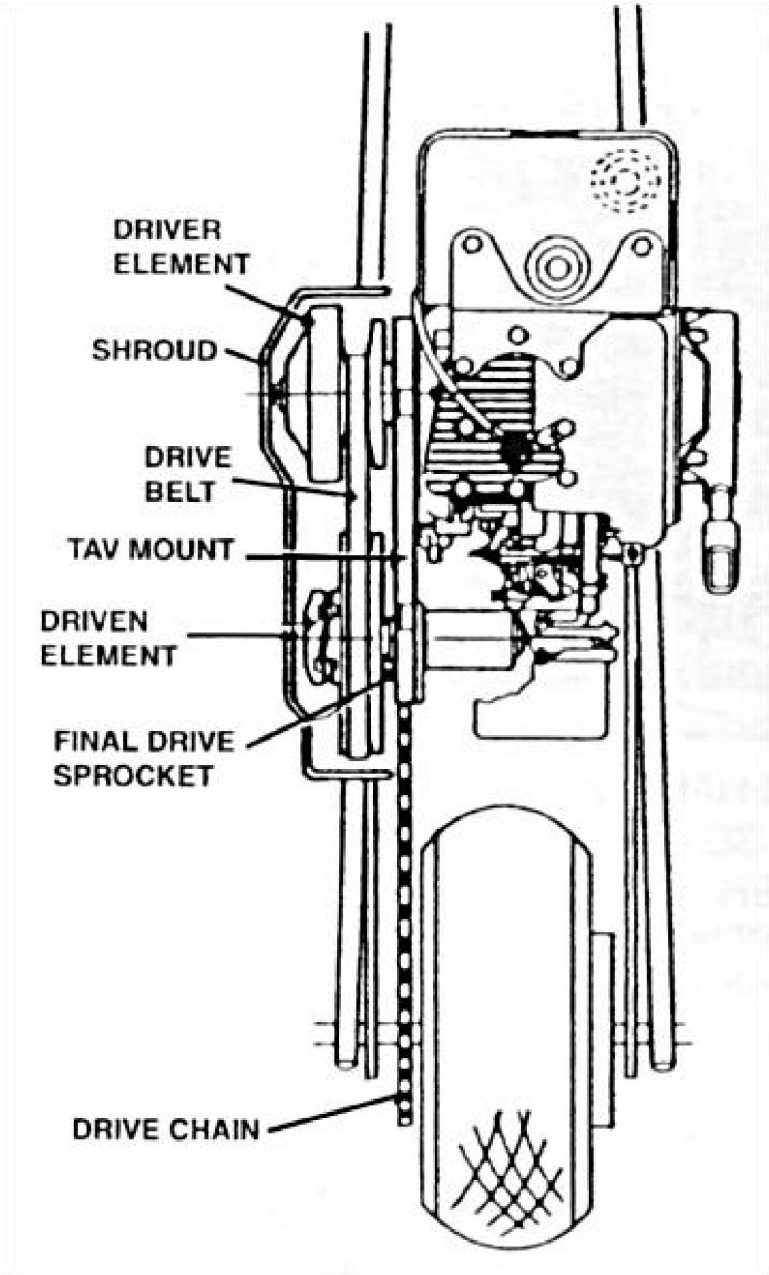
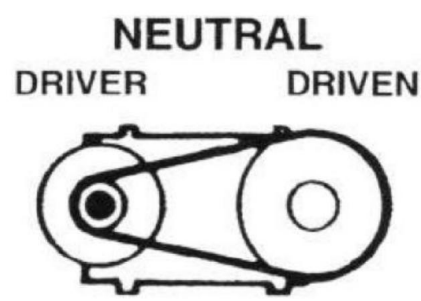
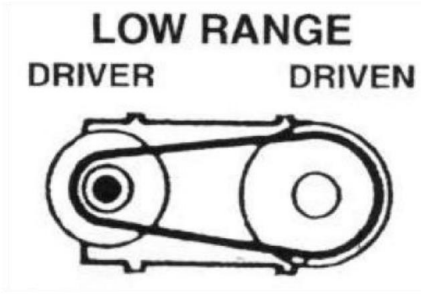
32	214146A	SCREW THD FRM 1/4-20X1/2	4
33	218513A	DECAL	1
34	218514A	DECAL	1

Une installation typique du convertisseur de couple sur un entraînement direct MINI-MOTO



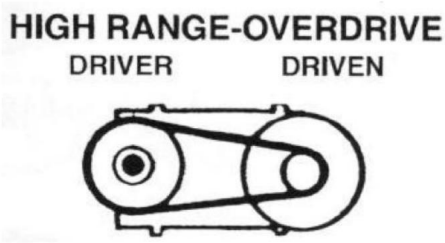


La courroie asymétrique n'est pas engagée pendant le ralenti du moteur. Le système TC30 est neutre, sans frottement de courroie et sans traînée.



Lorsque le papillon des gaz du moteur est « ouvert », les brides de la poulie motrice commencent à se fermer ensemble par la force centrifuge. La courroie d'entraînement s'engage, entraînant la poulie de l'unité entraînée à son plus grand diamètre. Il s'agit du rapport le plus puissant du système. (2,7:1)

Au fur et à mesure que le régime du moteur augmente, les brides de la poulie d'entraînement continuent de se rapprocher. Cette action, à son tour, comprime la courroie pour obtenir un diamètre d'unité d'entraînement plus grand. Cette action dépend de l'accélération et de l'absence de charge de couple sur l'élément entraîné, ce qui permet à ses brides de poulie de s'ouvrir, créant ainsi un diamètre d'unité entraînée plus petit. Si la charge de couple augmente, ce rapport s'inverse à distance et en douceur selon ses besoins. Les rapports entre bas et haut du TORQ-A-VERTER sont infinis pour répondre à tous les besoins

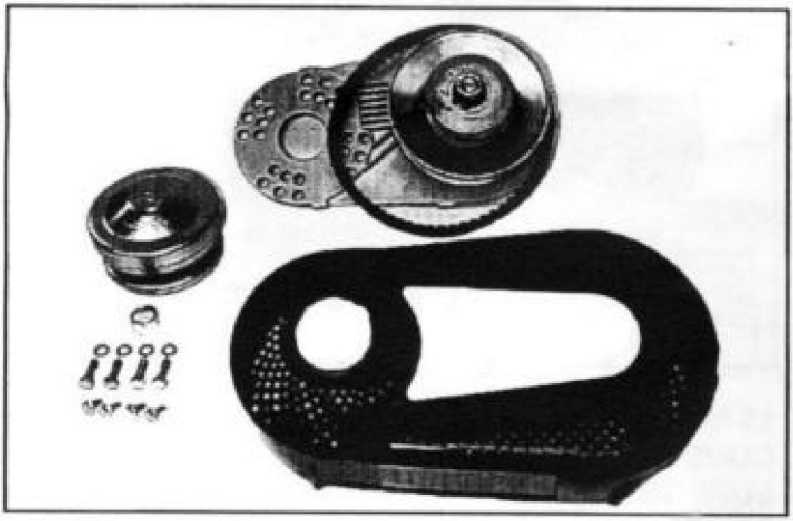


demande dans la limite de ses capacités.

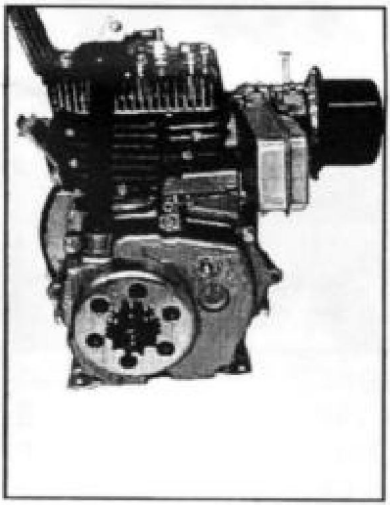
À sa vitesse la plus élevée (overdrive) et demande de charge la plus faible, l'unité entraînée Les brides de poulie sont largement ouvertes, ce qui permet d'obtenir le diamètre de contact de courroie le plus petit possible. Les brides de poulie de l'unité d'entraînement, à ce stade, sont fermées pour fournir le diamètre de contact de courroie le plus grand possibl

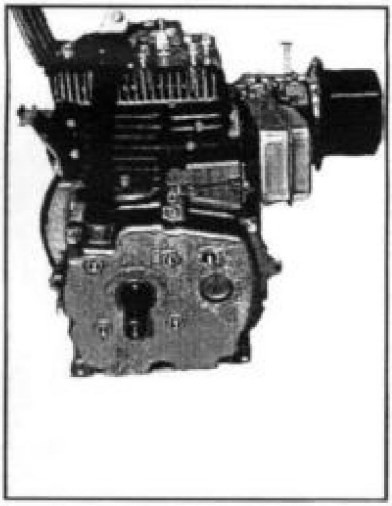
dans le cas du TC30, la disposition asymétrique unique des angles de la courroie et de la poulie permet à la courroie de dépasser les diamètres possibles avec la poulie "V" standard, donc de surmultiplier et dans ce cas c'est de 10% (.90:1).

INSTRUCTIONS D'INSTALLATION

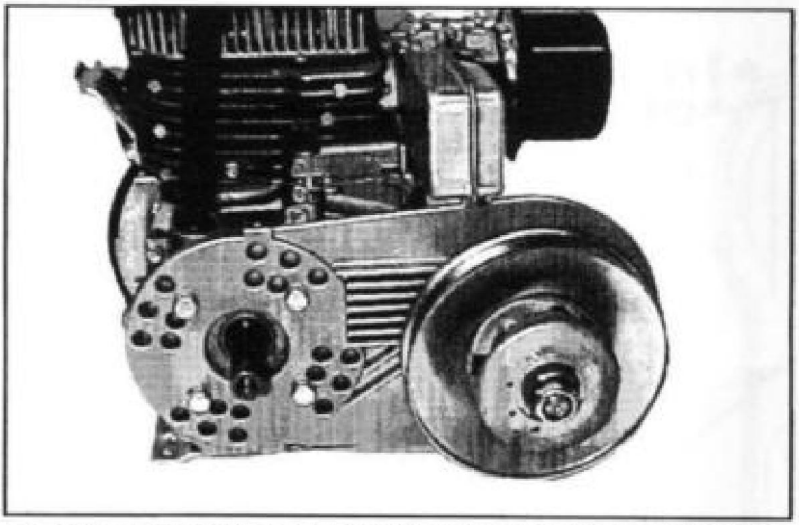


#1 COMPONENTS TO BE INSTALLED ON MACHINE

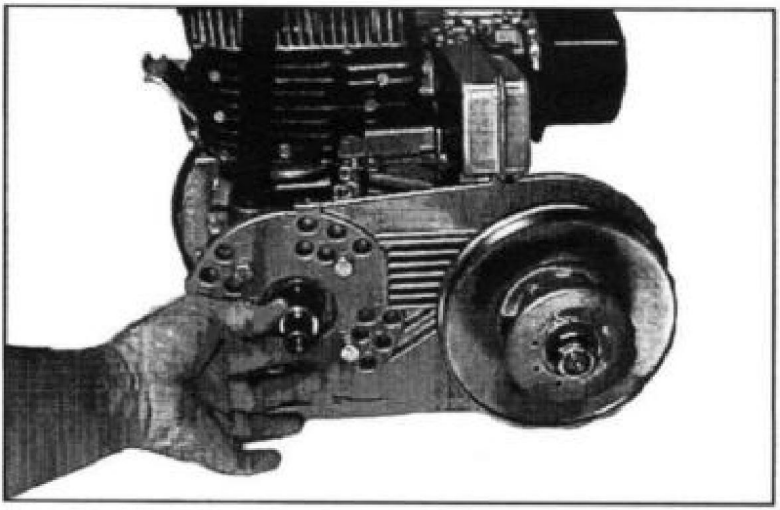




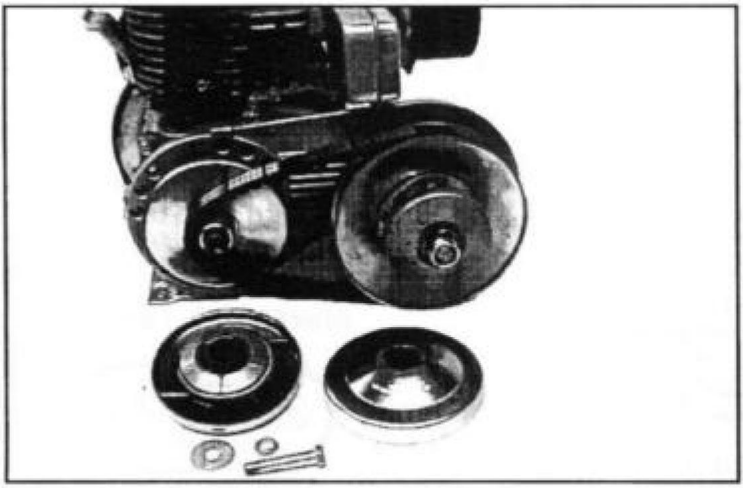
#2 REMOVE CENTRIFUGAL CLUTCH FROM ENGINE



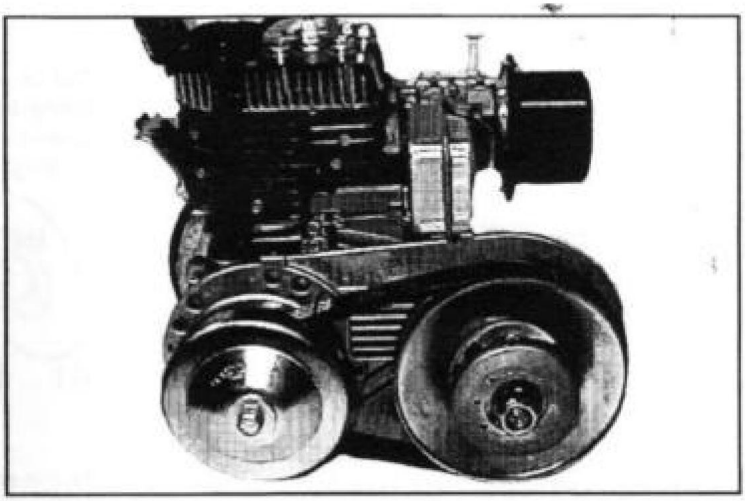
#3 BOLT BRACKET TO THE FOUR STANDARD TAPPED HOLES IN ENGINE CRANKCASE USING THE FOUR 5/16-24X1" HEX HEAD BOLTS AND LOCK WASHERS. BRACKET MAY BE ROTATED UP OR DOWN IF NECESSARY.



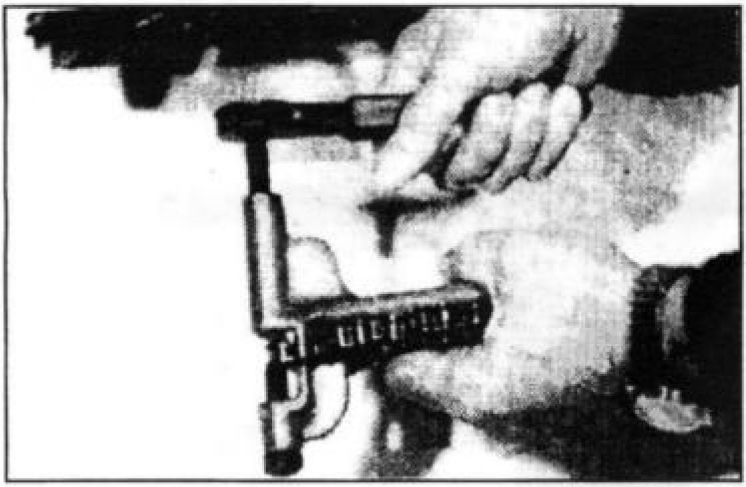
#4 PLACE SPACER PROVIDED WITH KIT ON CRANKSHAFT TO BRING THE DRIVE CLUTCH IN LINE WITH THE DRIVEN UNIT.



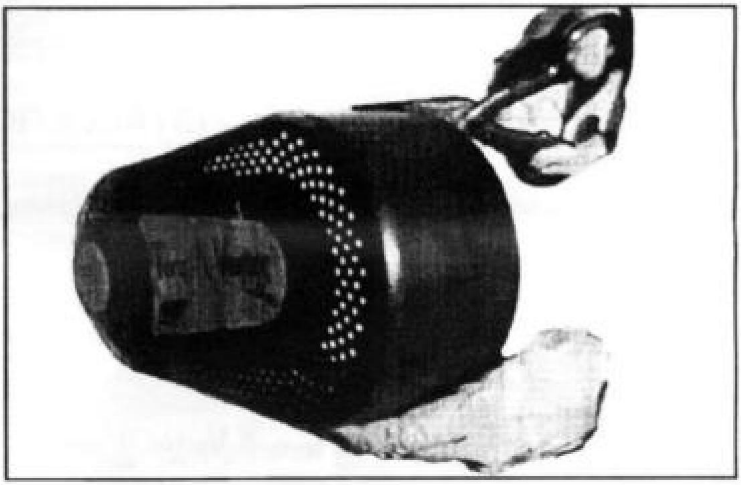
#5 SEPARATE DRIVER, PLACE ★FLAT SIDED FACE ON CRANKSHAFT. INSTALL IDLER BUSHING ON POST 3/4 DRIVER ONLY. SLIP BELT OVER DRIVEN UNIT AND OVER POST OF DRIVE UNIT. INSTALL 4 SPLINED HUB "D" OUTBOARD. IMPORTANT: BE SURE BRONZE IDLER BUSHING IS IN PLACE ON TAV2 30-75. TAV2 30-100 DOES NOT REQUIRE BRONZE IDLER BUSHING.



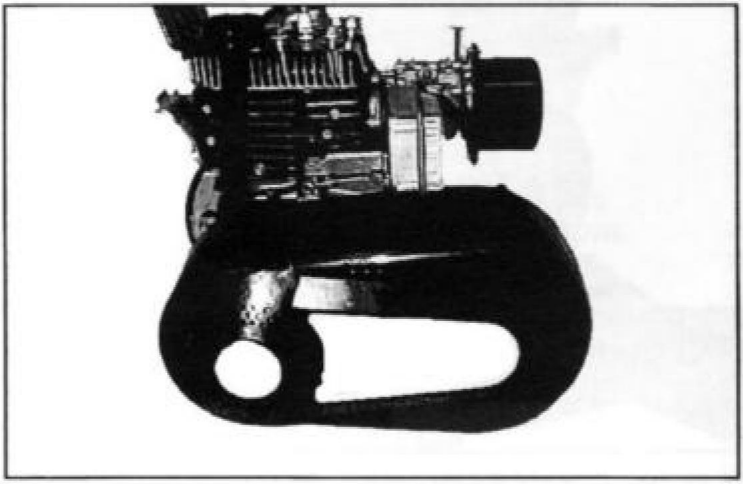
#6 PLACE OTHER HALF OF DRIVE ON CRANKSHAFT. LINE UP OUTER COVER AND INSTALL 2" RETAINING BOLT AND WASHER.



#7 BREAK CHAIN AT PROPER LENGTH TO GO AROUND SPROCKET ON TAV AND FINAL DRIVE SPROCKET. JOIN CHAIN BY THE MASTER LINK. MOVE THE ENGINE FORWARD OR BACKWARD FOR CORRECT TENSION.



#8 MARK THE TAV2 COVER WHERE THE CHAIN WILL COME THROUGH AND CUT WITH SCISSORS. MAKE SURE THERE IS AMPLE ROOM TO PREVENT CHAIN INTERFERENCE DURING OPERATION.



#9 PLACE THE COVER ON THE MOUNTING PLATE. INSTALL THE FOUR 1/4-20X1/2" THREAD FORMING SCREWS.

Fabricant : Shanghaimuxinmuyeyouxiangongsi

Adresse : Shuangchenglu 803nong11hao1602A-1609shi, baoshanqu, Shanghai 200 000 CN.

Importé en Australie : SIHAO PTY LTD. 1 ROKEVA STREET EASTWOOD NSW 2122 Australie

Importé aux États-Unis : Sanven Technology Ltd. Suite 250, 9166 Anaheim Place, Rancho Cucamonga, CA 91730

REPRÉSENTANT DU ROYAUME-UNI	

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Centurion House, London Road,

Staines-upon-Thames, Surrey, TW18 4AX

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MODELL: YMGE30A-2

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	Warnung-Um das Verletzungsrisiko zu verringern, muss der Benutzer Lesen Sie die Bedienungsanleitung sorgfältig durch.

Stückliste			
Code	**Name**	**Bild**	**MENGE.**
1	3/4" Antriebsriemenscheibe		1
2	5/8" Antriebsriemenscheibe		1
3	Gürtel		1
4	Montageplatte		1
5	Kunststoffabdeckung		1
6	Bolzenhalter		1
7	SCHRAUBEN KLASSE 5 UNF MK"SFC" 3/8-24*2 1/2		1
8	SECHSKANTSCHRAUBEN GR.5 UNF MK " 3L SFC" 5/16-24*1		4

9	Schrauben M8*1,25-45		1
10	Schrauben M8*1,25-25		4
11	Schrauben M6*1,0-12		4

Produkteinführung

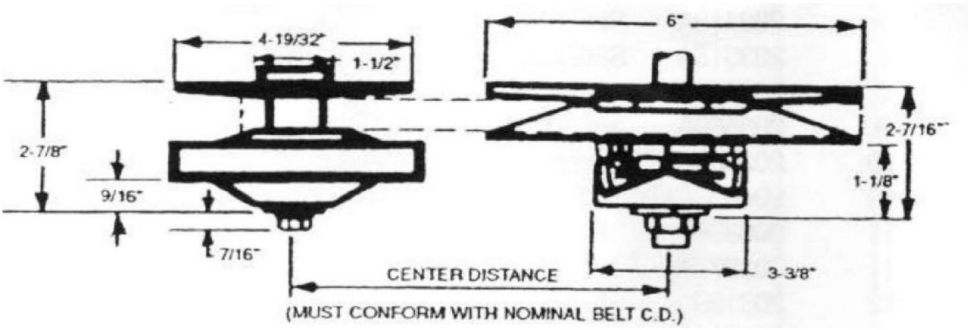
Es handelt sich um ein asymmetrisches Drehmomentwandlersystem, d. h. die Riemenscheibe
Flächen sind nicht symmetrisch. Sie haben unterschiedliche Winkel. In diesem Fall ist die bewegliche
Die Scheibenfläche beträgt 18", während die stationäre Scheibenfläche 21/2" beträgt, für einen kollektiven Winkel
von 201/2". Hier sind einige Gründe für die Wahl des asymmetrischen Konzepts.
Das asymmetrische Konzept von COMET arbeitet nach dem Inline-Prinzip mit dem Drehmoment
Sensornocken in einer Außenposition. Nur dieses System ist für den Betrieb dieser
und sorgt so für die richtige Ausrichtung der Achsantriebskette auf derselben
Seite des Fahrzeugs als NebenantriebDies bietet einige sehr bedeutende Vorteile für
Montageanforderungen in vielen Fällen. Das asymmetrische Konzept mit dem 18"-Winkel auf einer Seite erfordert
weniger Scheibenbewegung, um den Riemen auf größere, vergleichbare Teilkreisdurchmesser des
symmetrischen Systems anzuheben. Dies ermöglicht es,

den Riemen innerhalb der Antriebskupplung auf einen Durchmesser zu zwingen (bei hohen Drehzahlen), der den

Das TAV2 erreicht tatsächlich ein Verhältnis von 90:1 oder
10 % Overdrive.

Modell	YMGE30A-2
Geeignete Motorleistung (PS)	4-8
Ersatzteil-Nr.	218353A, 219552A, 219456A

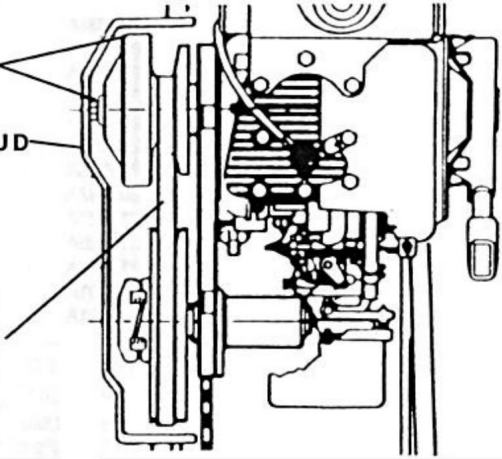
SPEZIFIKATIONEN & ALLGEMEINE INFORMATIONEN

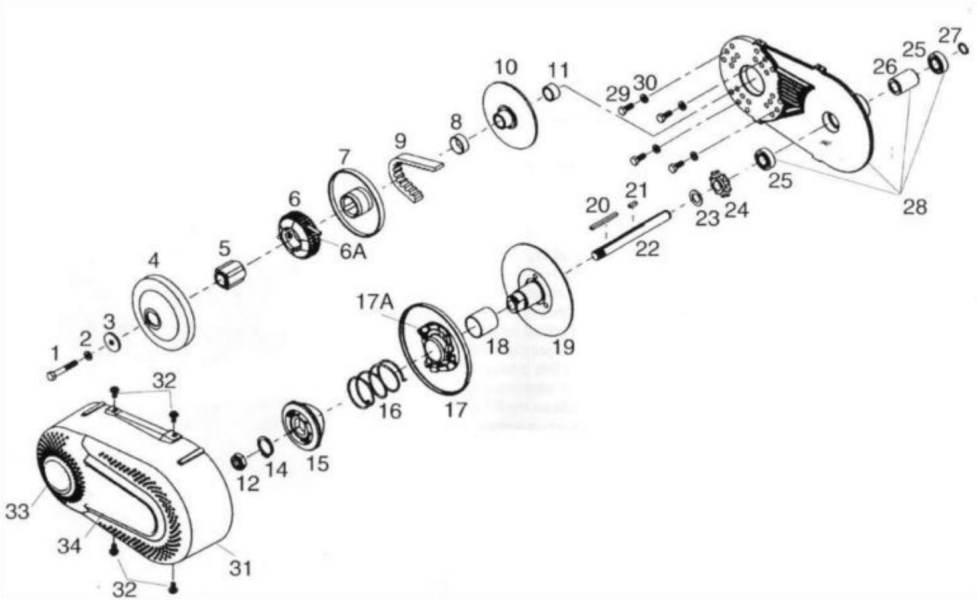


IMPORTANT!
Torque Converter DRIVE UNIT MUST NOT FLOAT on engine crankshaft. It must be bolted tight against engine crankshaft shoulder. Recommended Torque for bolt: 24 ft. lbs. To 30 ft. lbs. Max.

2 1/2" angle (flat side) of belt must be against the 2 1/2" angle pulley flange (Next to engine).

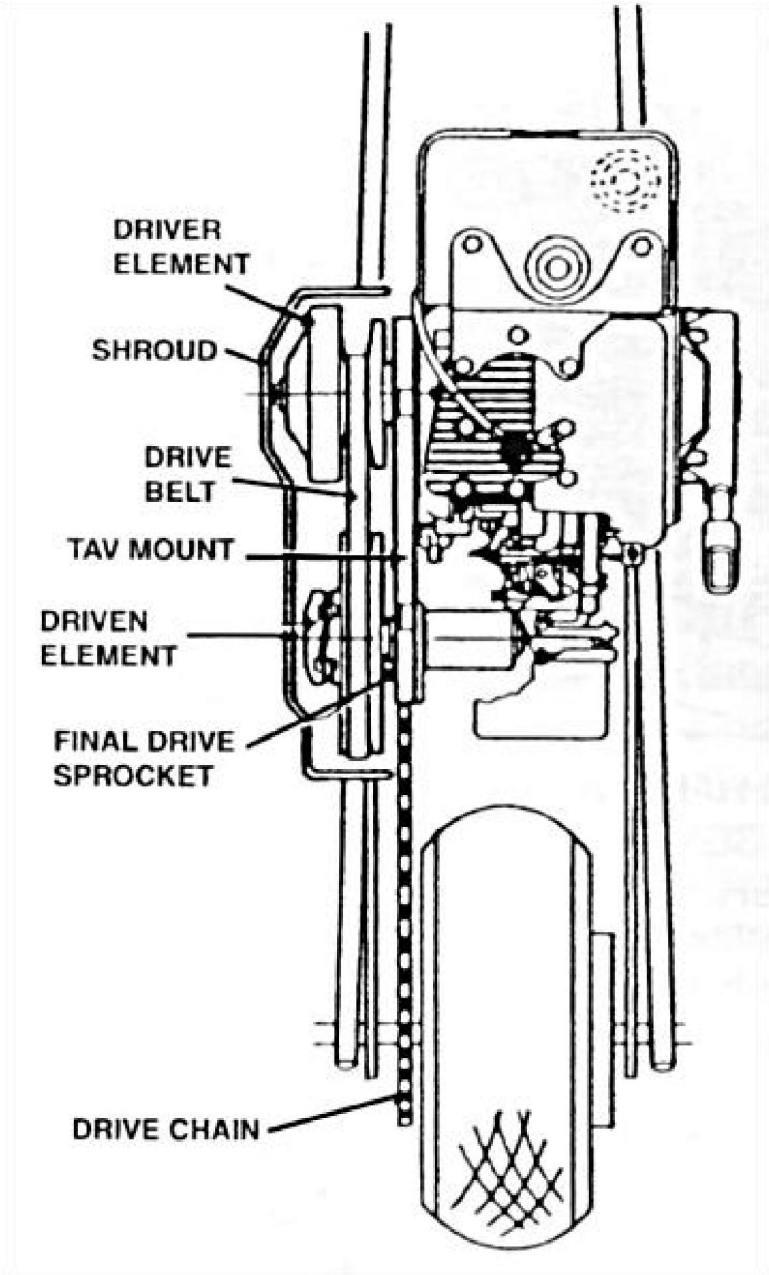
NOTE!
With Torque Converter (Driver-Driven & Belt) mounted on parallel shafts and the system in the low (Neutral or idle) position, the belt should be straight in the sheaves. The belt when straight in the sheaves should also be square to the engine crankshaft and jackshaft.

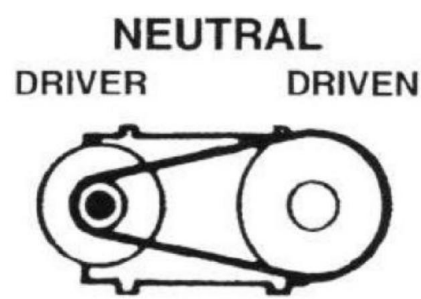




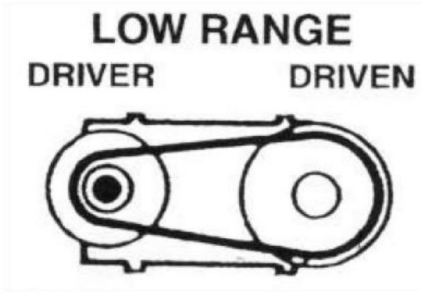
ITEM NO	PART NO	DESCRIPTION	QTY REQ.
1	215732A	5/16"-24X2" MTG BOLT TAV2-75	1
1	205384A	3/8"-24X2" MTG BOLT TAV2-100	1
2	200701A	5/16" LOCK WASHER	1
3	202429A	3/8" ID PILOT WASHER TAV2-100	1
3	200840A	5/16" ID PILOT WASHER TAV2-75	1
	The above hardware is included to mount your drive clutch to your engine. It is important that you use the correct bolt and washer to fit your particular engine.		
*4	202090A	DRUM DRIVER TAV2-75	1
*4	202427A	DRUM DRIVER TAV2-100	1
*5	200376A	HUB DRIVER 3/4" ID 4 SPLINED	1
*5	203641A	HUB DRIVER 1" ID 8 SPLINED	1
**6	200344A	DRIVER WEIGHT ASSY W/ SPRINGS	1
**6A	011188A	BLUE GARTER SPRING SET OF 2	1
7	200410A	SHEAVE MOVABLE HALF W/HUB 3/4" BORE	1
7	203515A	SHEAVE MOVABLE HALF W/HUB 1" BORE	1
8	200349A	BUSHING BRONZE (NOT USED ON TAV2-100)	1
9	203589A	7" BELT ASYMMETRIC	1
10	202066A	SHEAVE STATIONARY 2 1/2 3/4" BORE	1
10	206633A	SHEAVE STATIONARY 2 1/2 1" BORE	1
11	200389A	SPACER 3/4" ID	1
11	202877A	SPACER 1" ID	1
12	203189A	JAM NUT 5/8-18X3/8	1
14	204714A	RING RETAINING	1
15	215650A	CAM FIXED	1
16	215699A	SPRING GREEN	1
17	215647A	FACE MOVABLE W/CAM	1
17A	204332A	BUTTON INSERT	6
18	203942A	BUSHING	1
19	217612A	FACE FIXED W/POST 5/8" BORE	1
20	209831A	KEY 3/16" SQ. X 2 1/4"	1
21	011059A	KEY 3/16" SQ. X 9/16"	1
22	212225A	5/8" DIA JACKSHAFT-6 3/8" LONG	1
23	200834A	WASHER 5/8" ID X 1" OD	1
24	200379A	SPROCKET 12T 35P	1
24	202168A	SPROCKET 10T 40/41P	1
25	215558A	BALL BEARING	2
26	203187A	SPACER 5/8 X 7/8 X 1"	1
27	212227A	RING RETAINING	1
28	218525A	MOUNTING BRACKET W/BEARINGS AND SPACER	1
29	217867A	HEX HD CAP SCREW 5/16-24 X 1"	4
30	200701A	LOCK WASHER 5/16"	4
31	218351A	SHROUD PLASTIC W/ DECALS	1
32	214146A	SCREW THD FRM 1/4-20X1/2	4
33	218513A	DECAL	1
34	218514A	DECAL	1

Eine typische Installation des Drehmomentwandlers auf einem DIREKTANTRIEB MINI-FAHRRAD



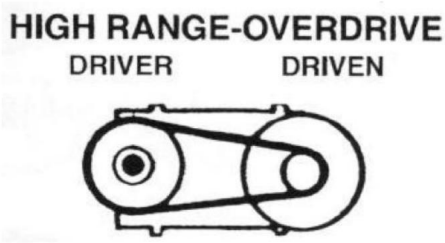


Der asymmetrische Riemen wird im Leerlauf des Motors nicht eingekuppelt. Das TC30-System ist neutral – ohne Riemenreibung und ohne Widerstand.



Wenn die Motordrosselklappe geöffnet wird, beginnen sich die Flansche der Antriebsriemenscheibe durch die Zentrifugalkraft zu schließen. Der Antriebsriemen greift ein und treibt die Riemenscheibe der angetriebenen Einheit mit ihrem größten Durchmesser an. Dies ist das stärkste Verhältnis des Systems. (2,7:1) Wenn die Motordrehzahl zunimmt, schließen sich die Flansche der Antriebsriemenscheibe weiter zusammen. Diese Aktion wiederum drückt den Riemen auf einen größeren Durchmesser der Antriebseinheit. Diese Aktion hängt von der Beschleunigung und dem Fehlen einer Drehmomentbelastung auf dem angetriebenen Element ab, wodurch sich die Flansche der Riemenscheibe öffnen und so ein kleinerer Durchmesser der angetriebenen Einheit entsteht. Wenn die Drehmomentbelastung erhöht wird, kehrt sich dieses Verhältnis weit und reibungslos auf seine Anforderung um. Die Verhältnisse zwischen niedrig und hoch des TORQ-A-VERTER sind unendlich, un

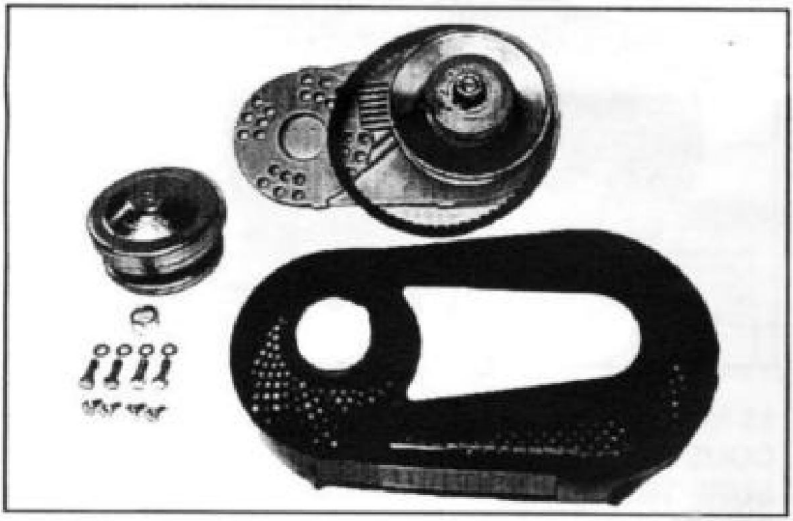
Nachfrage im Rahmen seiner Möglichkeiten.



Bei höchster Geschwindigkeit (Overdrive) und geringste Lastanforderung, die angetriebene Einheit Die Riemenscheibenflansche sind weit geöffnet und bieten den kleinstmöglichen Riemenkontaktdurchmesser. Die Riemenscheibenflansche der Antriebseinheit sind an dieser Stelle geschlossen, um den größtmöglichen Riemenkontaktdurchmesser zu

Beim TC30 ermöglicht die einzigartige asymmetrische Anordnung der Riemen- und Riemenscheibenwinkel, dass der Riemendurchmesser größer ist als der mit der Standard-V-Riemenscheibe mögliche Durchmesser, wodurch ein Overdrive entsteht, der in diesem Fall 10 % (0,90:1) beträgt.

INSTALLATIONSANLEITUNG



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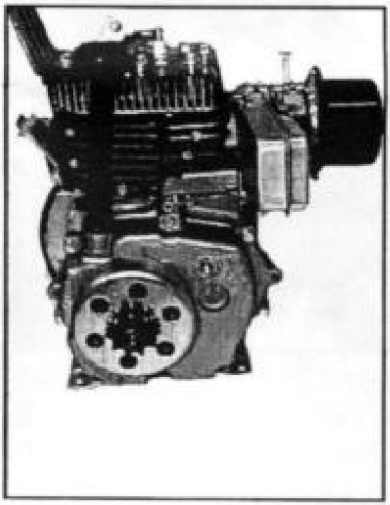

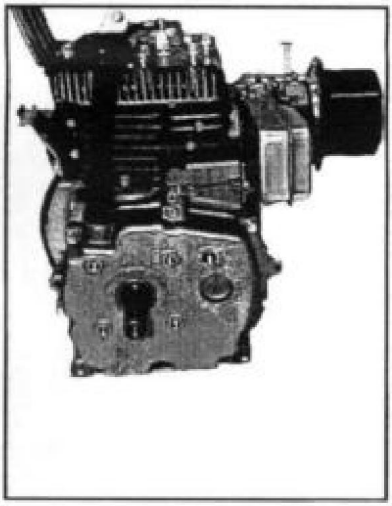

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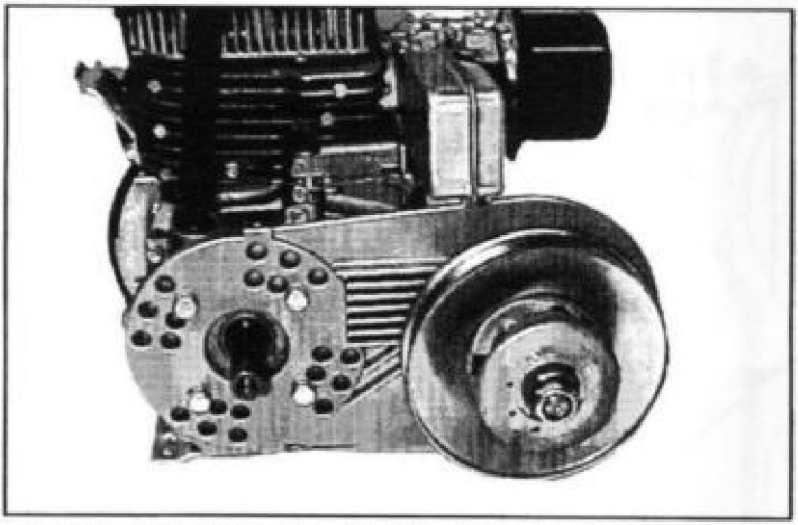

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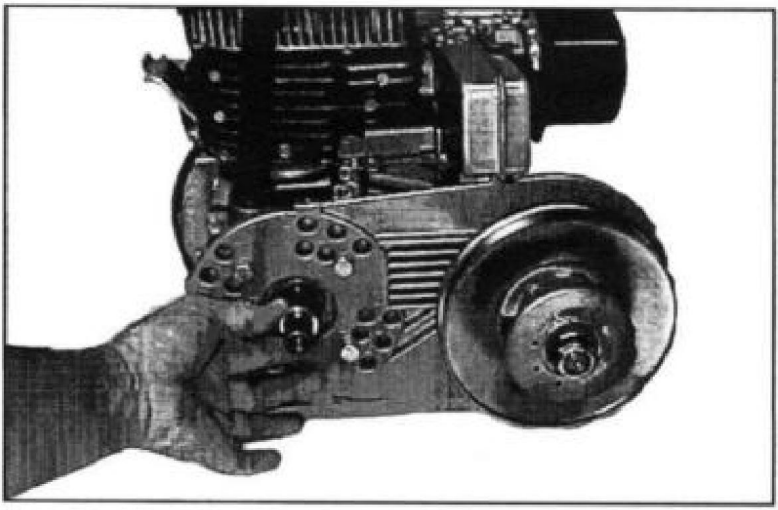

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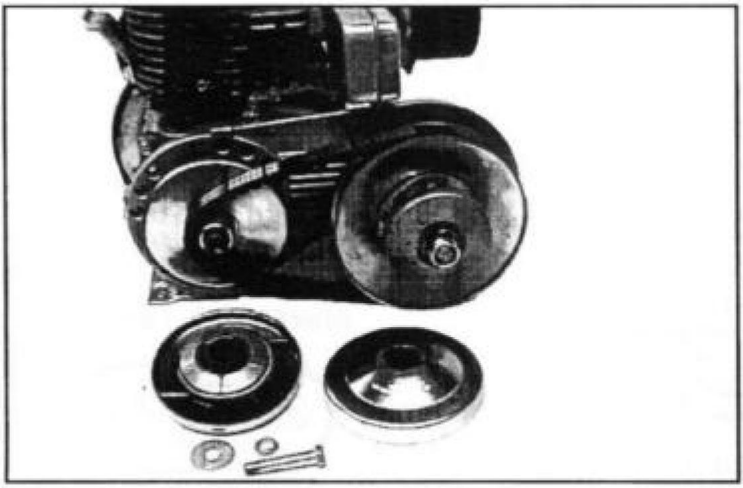

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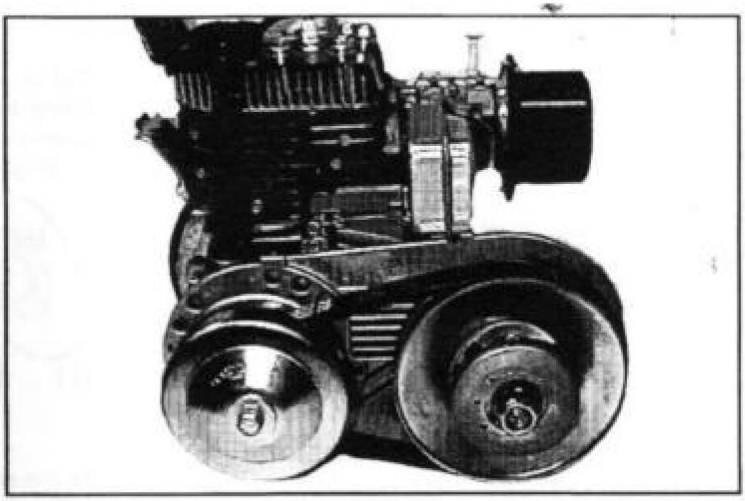
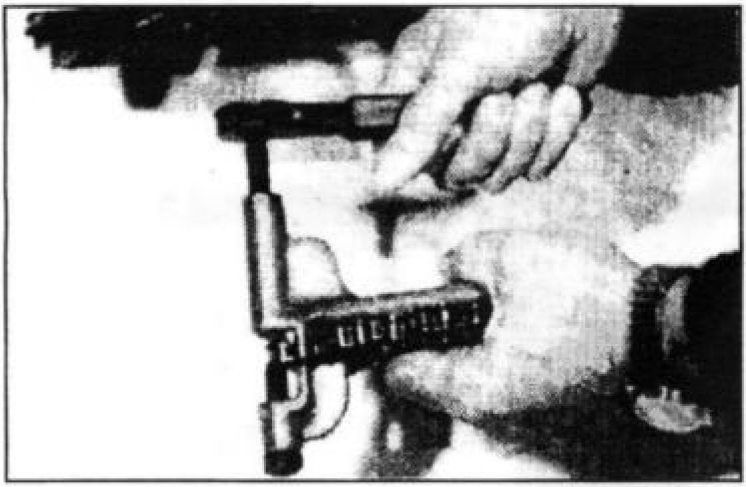
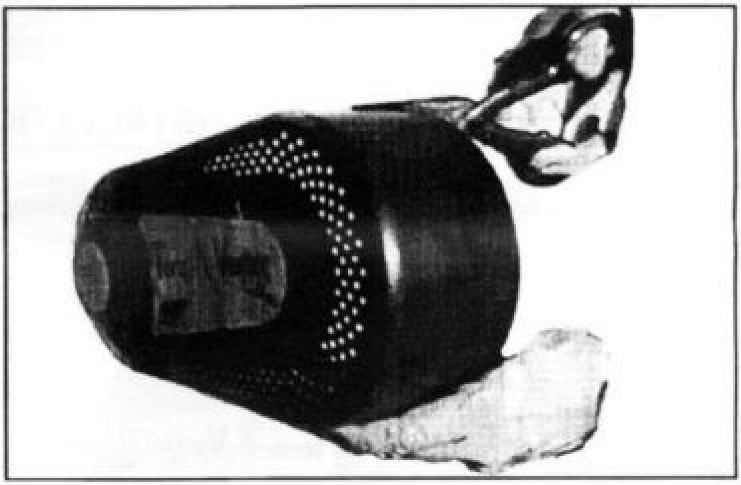


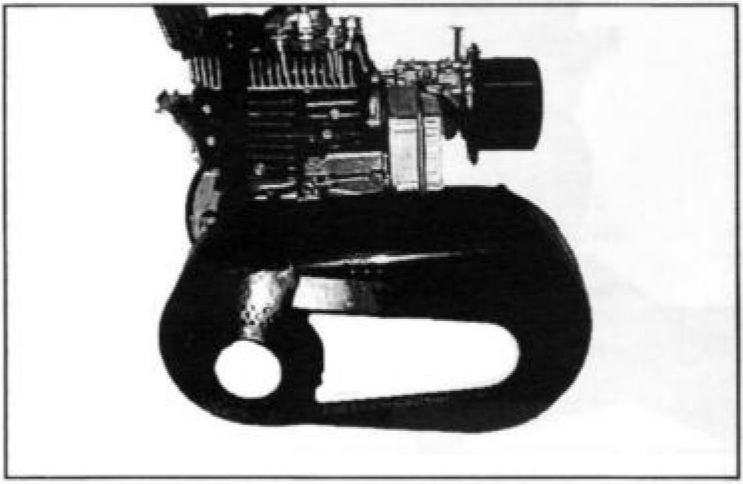
#6 PLACE OTHER HALF OF DRIVE ON CRANKSHAFT. LINE UP OUTER COVER AND INSTALL 2" RETAINING BOLT AND WASHER.



#7 BREAK CHAIN AT PROPER LENGTH TO GO AROUND SPROCKET ON TAV AND FINAL DRIVE SPROCKET. JOIN CHAIN BY THE MASTER LINK. MOVE THE ENGINE FORWARD OR BACKWARD FOR CORRECT TENSION.



#8 MARK THE TAV2 COVER WHERE THE CHAIN WILL COME THROUGH AND CUT WITH SCISSORS. MAKE SURE THERE IS AMPLE ROOM TO PREVENT CHAIN INTERFERENCE DURING OPERATION.



#9 PLACE THE COVER ON THE MOUNTING PLATE. INSTALL THE FOUR 1/4-20X1/2" THREAD FORMING SCREWS.

Hersteller: Shanghaimuxinmuyeyouxiangongsi

Adresse: Shuangchenglu 803nong11hao1602A-1609shi, Baoshanqu, Shanghai 200000 CN.

Nach AUS importiert: SIHAO PTY LTD. 1 ROKEVA STREETEASTWOOD NSW 2122 Australien

Importiert in die USA: Sanven Technology Ltd. Suite 250, 9166 Anaheim Place, Rancho Cucamonga, CA 91730

UK REP	YH CONSULTING LIMITED. C/O YH Consulting Limited Office 147, Centurion House, London Road, Staines-upon-Thames, Surrey, TW18 4AX
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FRIZIONE GO-KART

MODELLO:YMGE30A-2

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FRIZIONE GO-KART

MODELLO:YMGE30A-2

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Questa è l'istruzione originale, si prega di leggere attentamente tutte le istruzioni del manuale prima di utilizzare. VEVOR si riserva una chiara interpretazione del nostro manuale utente. L'aspetto del prodotto sarà soggetto al prodotto ricevuto. Vi preghiamo di perdonarci se non vi informeremo di nuovo se ci sono aggiornamenti tecnologici o software sul nostro prodotto.

	Attenzione: per ridurre il rischio di lesioni, l'utente deve leggere attentamente il manuale di istruzioni.

Elenco delle parti			
Codice	**Nome**	**Immagine**	**QTY.**
1	Puleggia di guida da 3/4"		1
2	Puleggia di guida da 5/8"		1
3	Cintura		1
4	Piastra di montaggio		1
5	Copertura in plastica		1
6	Portabullone		1
7	VITI GRADO 5 UNF Attacco MK "SFC" 3/8-24*2 1/2		1
8	VITI A TESTA ESAGONALE GR.5 UNF MK "3L SFC" 5/16-24*1		4

9	Viti M8*1.25-45		1
10	Viti M8*1.25-25		4
11	Viti M6*1.0-12		4

Introduzione al prodotto

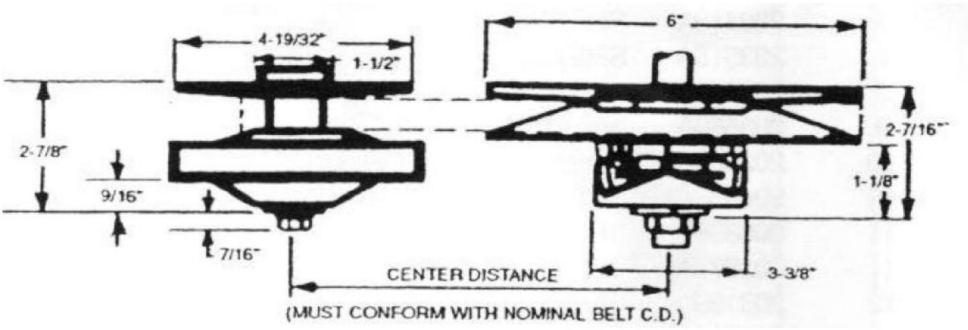
Questo è un sistema di convertitore di coppia di tipo asimmetrico, il che significa che la puleggia le facce sono asimmetriche. Hanno angoli diversi. In questo caso, il mobile la faccia della puleggia è 18" mentre la faccia della puleggia stazionaria è 21/2" per un angolo collettivo di201/2". Ecco alcuni motivi per la scelta del concetto asimmetrico.

Il concetto COMET Asymmetric funziona secondo un principio in linea con la coppia camma di rilevamento in un assetto fuoribordo. Solo questo sistema è progettato per funzionare in questo modo modo, fornendo così il corretto allineamento affinché la catena di trasmissione finale sia sullo stesso lato del veicolo come la presa di forza.Ciò offre alcuni vantaggi molto significativi per requisiti di montaggio in molti casi. Il concetto asimmetrico, con l'angolo di 18" su un lato, richiede una minore corsa della faccia della puleggia per sollevare la cinghia a diametri di passo più grandi e comparabili del sistema simmetrico. Ciò rende possibile

forzare la cinghia a un diametro all'interno della frizione di trasmissione (ad alti giri al minuto) che supera il usuale rapporto 1:1 dei sistemi standard. Il TAV2 può effettivamente raggiungere un .90:1 o 10% di overdrive.

Modello	Modello YMGE30A-2
Potenza motore adatta (HP)	4-8
Sostituire il numero di parte.	218353A,219552A,219456A

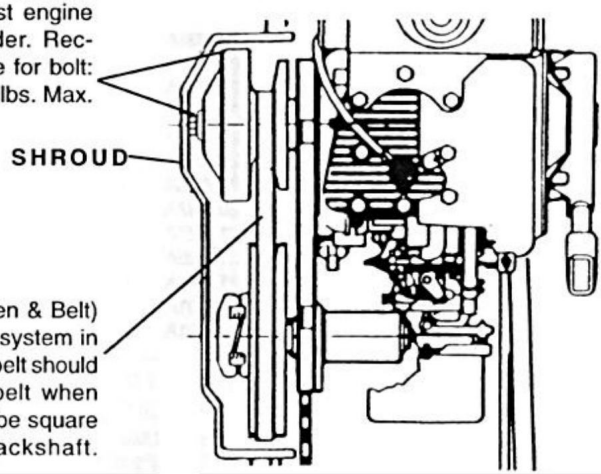
SPECIFICHE E INFORMAZIONI GENERALI

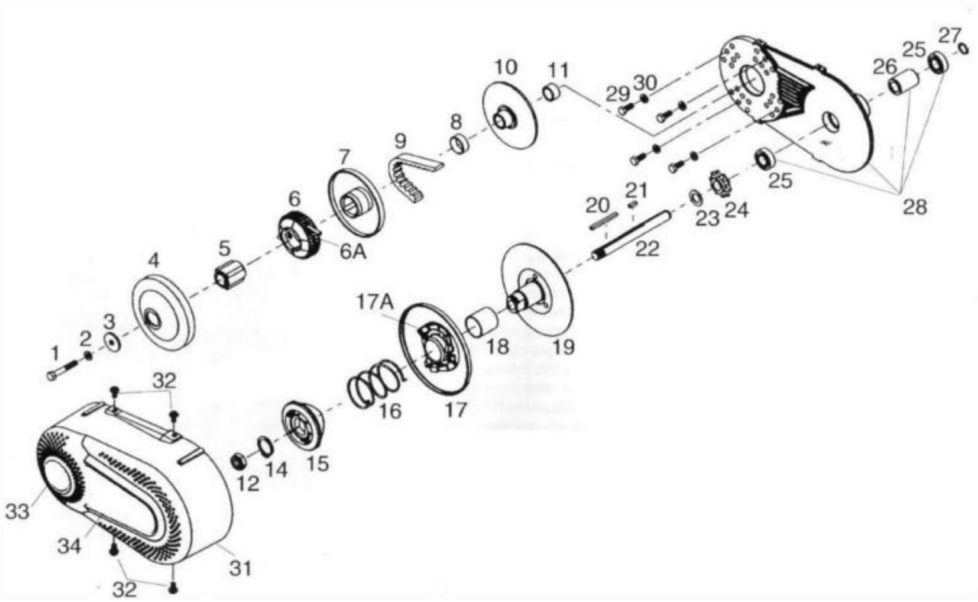


IMPORTANT!
Torque Converter DRIVE UNIT MUST NOT FLOAT on engine crankshaft. It must be bolted tight against engine crankshaft shoulder. Recommended Torque for bolt: 24 ft. lbs. To 30 ft. lbs. Max.

2 1/2" angle (flat side) of belt must be against the 2 1/2" angle pulley flange (Next to engine).

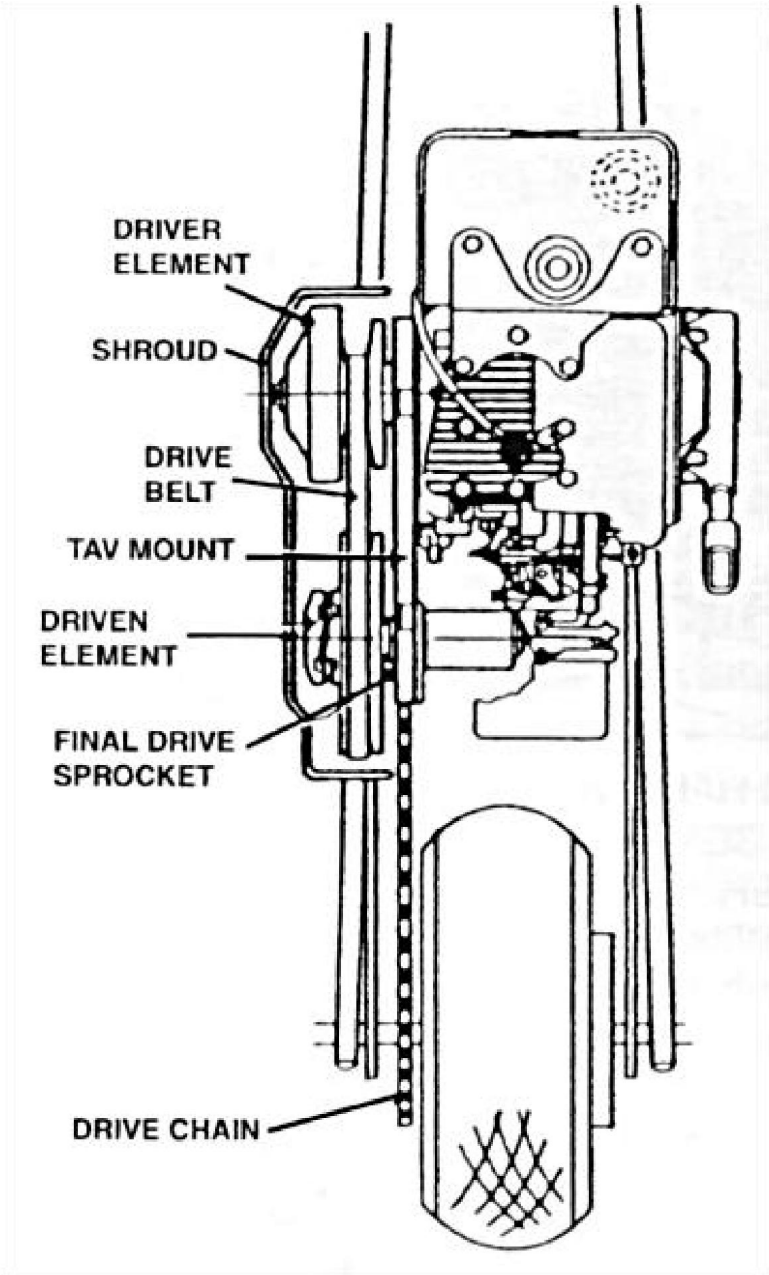
NOTE!
With Torque Converter (Driver-Driven & Belt) mounted on parallel shafts and the system in the low (Neutral or idle) position, the belt should be straight in the sheaves. The belt when straight in the sheaves should also be square to the engine crankshaft and jackshaft.

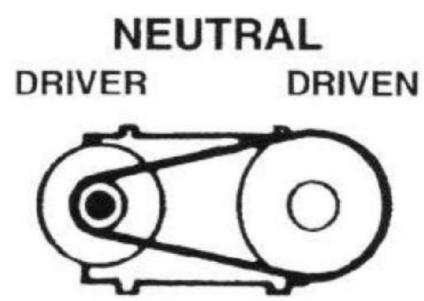




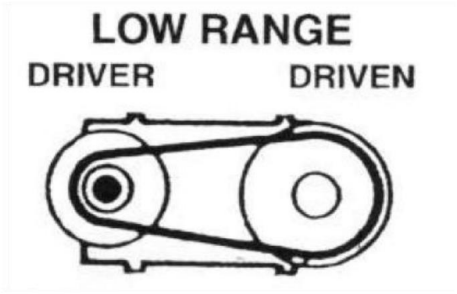
ITEM NO	PART NO	DESCRIPTION	QTY REQ.
1	215732A	5/16"-24X2" MTG BOLT TAV2-75	1
1	205384A	3/8"-24X2" MTG BOLT TAV2-100	1
2	200701A	5/16" LOCK WASHER	1
3	202429A	3/8" ID PILOT WASHER TAV2-100	1
3	200840A	5/16" ID PILOT WASHER TAV2-75	1
	The above hardware is included to mount your drive clutch to your engine. It is important that you use the correct bolt and washer to fit your particular engine.		
*4	202090A	DRUM DRIVER TAV2-75	1
*4	202427A	DRUM DRIVER TAV2-100	1
*5	200376A	HUB DRIVER 3/4" ID 4 SPLINED	1
*5	203641A	HUB DRIVER 1" ID 8 SPLINED	1
**6	200344A	DRIVER WEIGHT ASSY W/ SPRINGS	1
**6A	011188A	BLUE GARTER SPRING SET OF 2	1
7	200410A	SHEAVE MOVABLE HALF W/HUB 3/4" BORE	1
7	203515A	SHEAVE MOVABLE HALF W/HUB 1" BORE	1
8	200349A	BUSHING BRONZE (NOT USED ON TAV2-100)	1
9	203589A	7" BELT ASYMMETRIC	1
10	202066A	SHEAVE STATIONARY 2 1/2 3/4" BORE	1
10	206633A	SHEAVE STATIONARY 2 1/2 1" BORE	1
11	200389A	SPACER 3/4" ID	1
11	202877A	SPACER 1" ID	1
12	203189A	JAM NUT 5/8-18X3/8	1
14	204714A	RING RETAINING	1
15	215650A	CAM FIXED	1
16	215699A	SPRING GREEN	1
17	215647A	FACE MOVABLE W/CAM	1
17A	204332A	BUTTON INSERT	6
18	203942A	BUSHING	1
19	217612A	FACE FIXED W/POST 5/8" BORE	1
20	209831A	KEY 3/16" SQ. X 2 1/4"	1
21	011059A	KEY 3/16" SQ. X 9/16"	1
22	212225A	5/8" DIA JACKSHAFT-6 3/8" LONG	1
23	200834A	WASHER 5/8" ID X 1" OD	1
24	200379A	SPROCKET 12T 35P	1
24	202168A	SPROCKET 10T 40/41P	1
25	215558A	BALL BEARING	2
26	203187A	SPACER 5/8 X 7/8 X 1"	1
27	212227A	RING RETAINING	1
28	218525A	MOUNTING BRACKET W/BEARINGS AND SPACER	1
29	217867A	HEX HD CAP SCREW 5/16-24 X 1"	4
30	200701A	LOCK WASHER 5/16"	4
31	218351A	SHROUD PLASTIC W/ DECALS	1
32	214146A	SCREW THD FRM 1/4-20X1/2	4
33	218513A	DECAL	1
34	218514A	DECAL	1

Una tipica installazione del convertitore di coppia su un DIRECT DRIVE
MINI-BICICLETTA



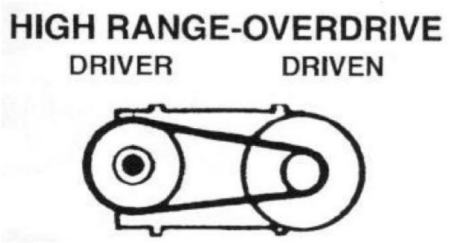


La cinghia asimmetrica non si innesta durante il minimo del motore. Il sistema TC30 è neutro, senza attrito della cinghia e senza resistenza.



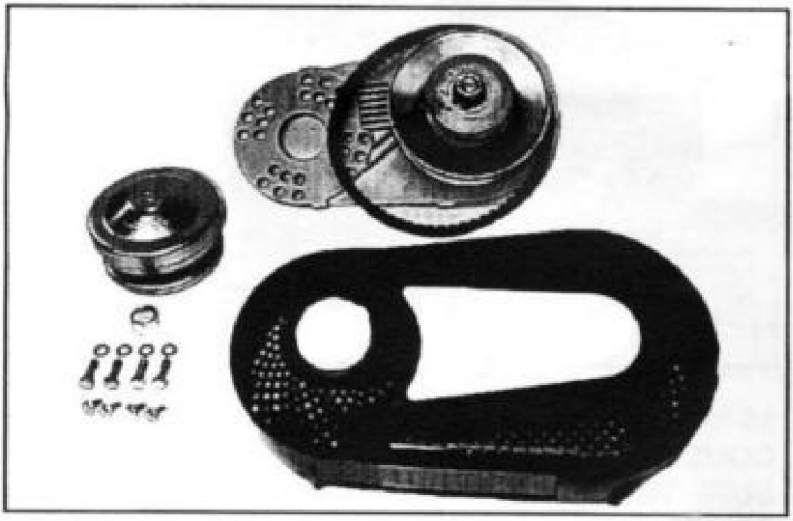
Quando la valvola a farfalla del motore viene "aperta", le flange della puleggia motrice iniziano a chiudersi insieme tramite forza centrifuga. La cinghia di trasmissione si innesta, azionando la puleggia dell'unità condotta al suo diametro più grande. Questo è il rapporto più potente del sistema. (2,7:1)
Man mano che i giri del motore aumentano, le flange della puleggia motrice continuano a chiudersi. Questa azione, a sua volta, spinge la cinghia verso un diametro maggiore dell'unità motrice. Questa azione dipende dall'accelerazione e dalla mancanza di carico di coppia sull'elemento condotto, consentendo alle sue flange della puleggia di aprirsi, creando così un diametro più piccolo dell'unità condotta. Se il carico di coppia aumenta, questo rapporto è invertito in modo distante e fluido rispetto al suo requisito. I rapporti tra basso e alto del TORQ-A-VERTER sono infiniti per soddisfare tutti

richiesta entro il suo ambito di capacità.
Alla sua massima velocità (overdrive) e richiesta di carico più bassa, l'unità guidata le flange della puleggia sono completamente aperte, fornendo il diametro di contatto della cinghia più piccolo possibile. Le flange della puleggia dell'unità di trasmissione, a questo punto, sono chiuse per fornire il diametro di contatto della cinghia più grande possibile. In

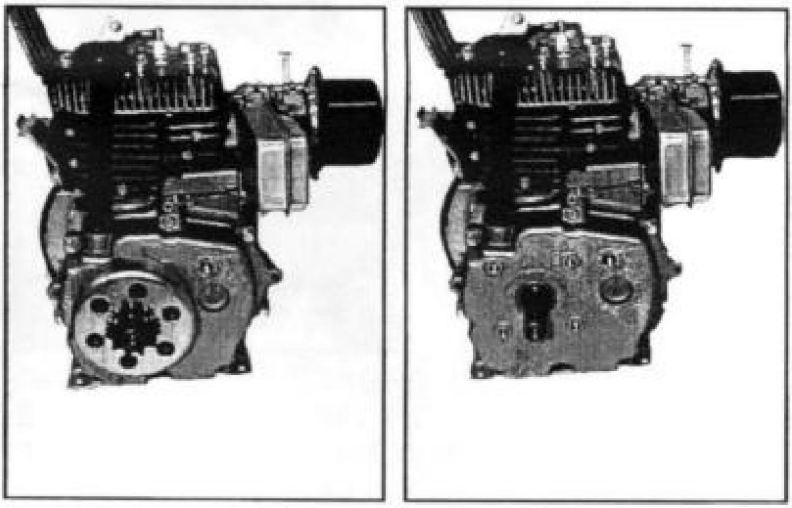


Nel caso del TC30, la disposizione asimmetrica unica degli angoli della cinghia e della puleggia consente alla cinghia di superare i diametri possibili con la puleggia a "V" standard, quindi di ottenere un overdrive, che in questo caso è del 10% (0,90:1).

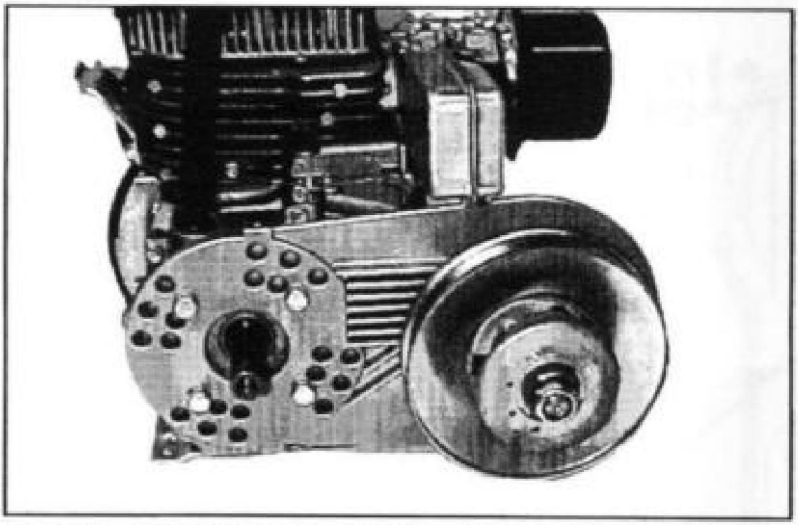
ISTRUZIONI PER L'INSTALLAZIONE



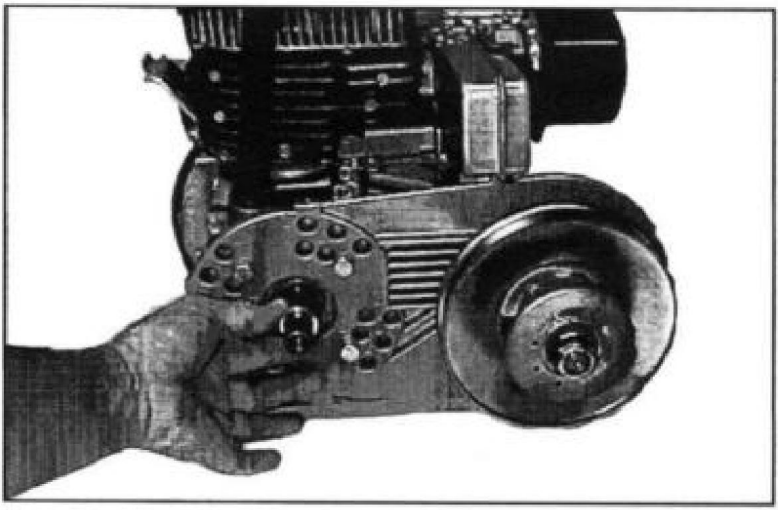
#1 COMPONENTS TO BE INSTALLED ON MACHINE



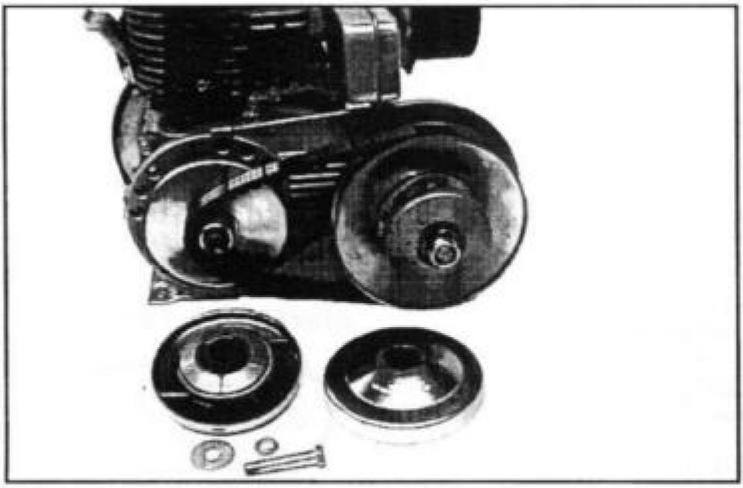
#2 REMOVE CENTRIFUGAL CLUTCH FROM ENGINE



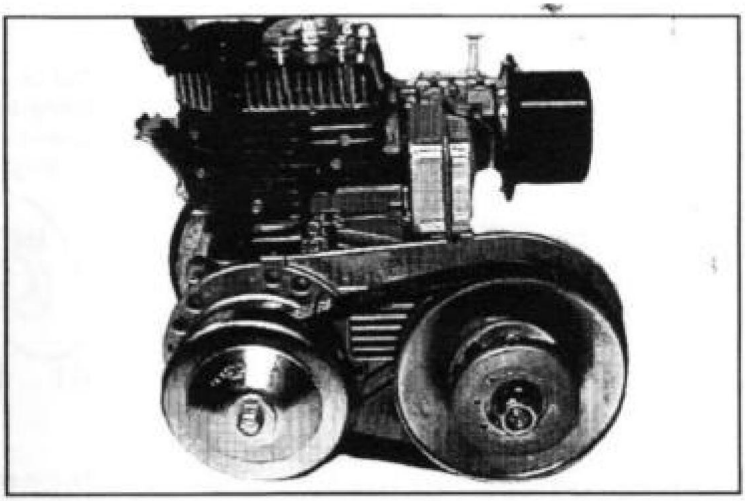
#3 BOLT BRACKET TO THE FOUR STANDARD TAPPED HOLES IN ENGINE CRANKCASE USING THE FOUR 5/16-24X1" HEX HEAD BOLTS AND LOCK WASHERS. BRACKET MAY BE ROTATED UP OR DOWN IF NECESSARY.



#4 PLACE SPACER PROVIDED WITH KIT ON CRANKSHAFT TO BRING THE DRIVE CLUTCH IN LINE WITH THE DRIVEN UNIT.



#5 SEPARATE DRIVER, PLACE ★FLAT SIDED FACE ON CRANKSHAFT. INSTALL IDLER BUSHING ON POST 3/4 DRIVER ONLY. SLIP BELT OVER DRIVEN UNIT AND OVER POST OF DRIVE UNIT. INSTALL 4 SPLINED HUB "D" OUTBOARD. IMPORTANT: BE SURE BRONZE IDLER BUSHING IS IN PLACE ON TAV2 30-75. TAV2 30-100 DOES NOT REQUIRE BRONZE IDLER BUSHING.



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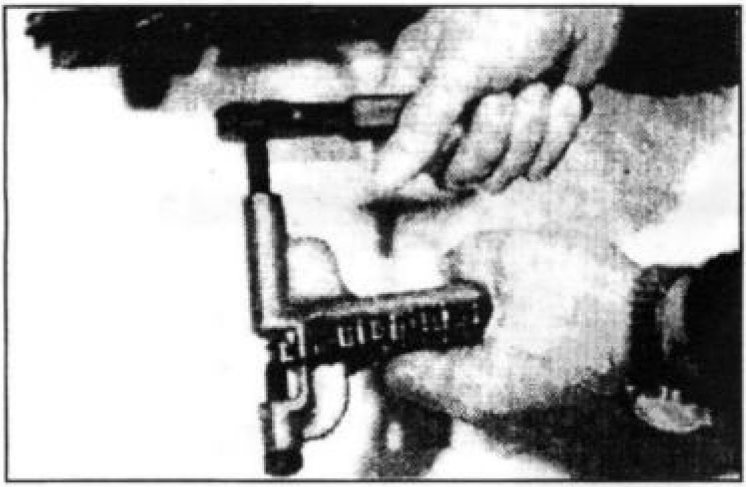

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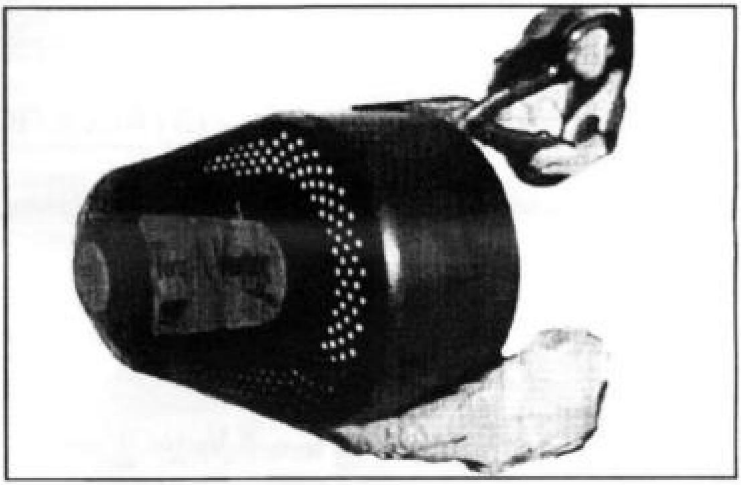

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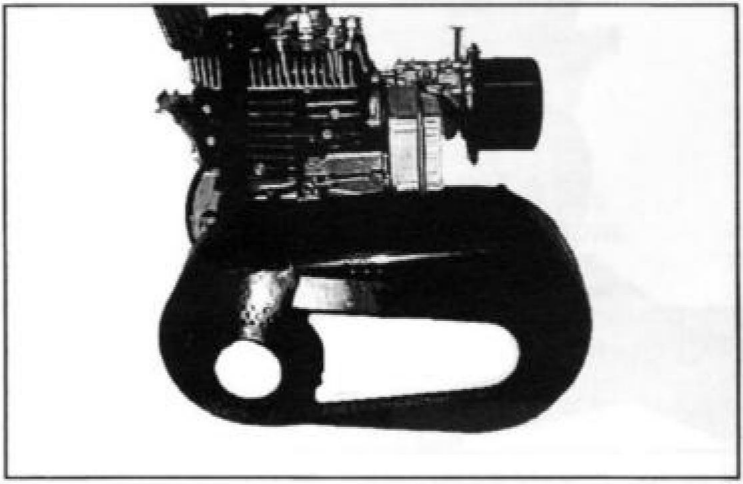

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Produttore: Shanghaimuxinmuyeyouxiangongsi

Indirizzo: Shuangchenglu 803nong11hao1602A-1609shi, baoshanqu, shanghai 200000 NC.

Importato in AUS: SIHAO PTY LTD. 1 ROKEVA STREETEASTWOOD NSW 2122 Australia

Importato negli USA: Sanven Technology Ltd. Suite 250, 9166 Anaheim Place, Rancho Cucamonga, CA 91730

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C/O YH Consulting Limited Ufficio 147,
Centurion House, London Road,
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EMBRAGUE DE KART

MODELO: YMGE30A-2

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"Ahorre la mitad", "mitad de precio" o cualquier otra expresión similar que utilicemos solo representa una estimación del ahorro que podría obtener al comprar ciertas herramientas con nosotros en comparación con las principales marcas y no necesariamente significa que cubra todas las categorías de herramientas que ofrecemos. Le recordamos que, al realizar un pedido con nosotros, verifique cuidadosamente si realmente está ahorrando la mitad en comparación con las principales marcas.

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EMBRAGUE DE KART

MODELO: YMGE30A-2

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nosotros: Asistencia técnica y certificado de garantía electrónica
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Estas son las instrucciones originales, lea atentamente todas las instrucciones del manual antes de utilizar el producto. VEVOR se reserva una interpretación clara de nuestro manual de usuario. La apariencia del producto estará sujeta al producto que recibió. Perdónenos por no informarle nuevamente si hay actualizaciones de tecnología o software en nuestro producto.

	Advertencia: Para reducir el riesgo de lesiones, el usuario debe leer Lea atentamente el manual de instrucciones.

Lista de piezas			
Código	Nombre	Imagen	CANTIDAD.
1	Polea motriz de 3/4”		1
2	Polea motriz de 5/8”		1
3	Cinturón		1
4	Placa de montaje		1
5	Cubierta de plástico		1
6	Porta pernos		1
7	TORNILLOS GRADO 5 UNF Rosca Mk"SFC" 3/8-24*2 1/2		1
8	TORNILLOS DE CABEZA HEXAGONAL GR.5 UNF MK "3L SFC" 5/16-24*1		4

9	Tornillos M8*1,25-45		1
10	Tornillos M8*1,25-25		4
11	Tornillos M6*1.0-12		4

Introducción del producto

Este es un sistema convertidor de par de tipo asimétrico, lo que significa que la polea
Las caras no son simétricas, tienen ángulos diferentes. En este caso, el movimiento
La cara de la polea es de 18", mientras que la cara de la polea estacionaria es de 21/2" para un ángulo colectivo.
de 201/2". A continuación se presentan algunas razones para seleccionar el concepto asimétrico.
El concepto asimétrico COMET funciona según un principio en línea con el par
Leva de detección en posición fueraborda. Solo este sistema está diseñado para operar esta
manera, proporcionando así la alineación adecuada para que la cadena de transmisión final esté en la misma
lado del vehículo como la toma de fuerzaEsto ofrece algunas ventajas muy significativas para
Requisitos de montaje en muchos casos. El concepto asimétrico, que tiene un ángulo de 18" en un lado, requiere
menos recorrido de la cara de la polea para elevar la correa a diámetros de paso más grandes y
comparables del sistema simétrico. Esto permite

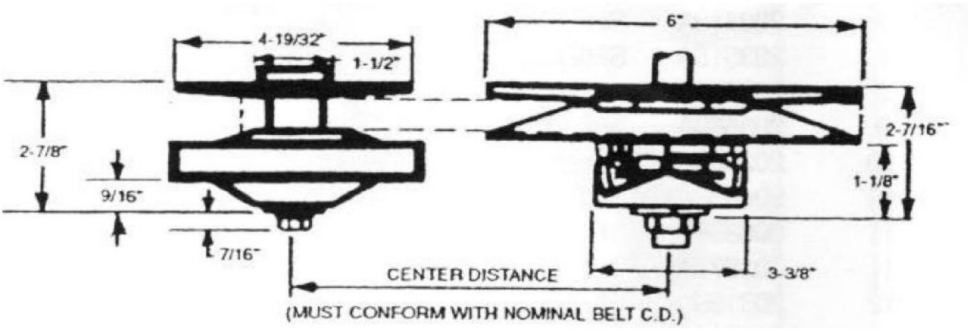
forzar la correa a un diámetro dentro del embrague de transmisión (a altas RPM) que exceda el

La relación habitual de 1:1 de los sistemas estándar. El TAV2 puede alcanzar en realidad una relación de 90:1 o

10% de sobremarcha.

Modelo	YMGE30A-2
Potencia del motor adecuada (HP)	4-8
Sustituir Pieza N°	218353A, 219552A, 219456A

ESPECIFICACIONES E INFORMACIÓN GENERAL



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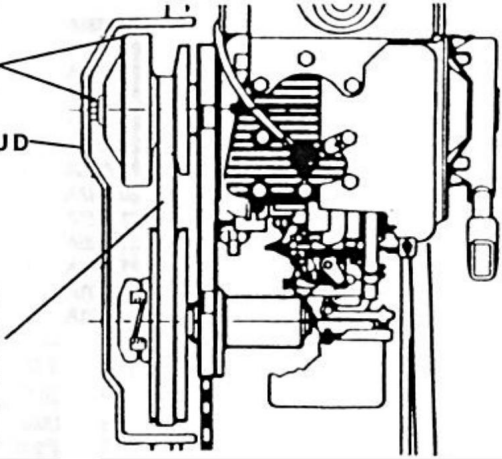
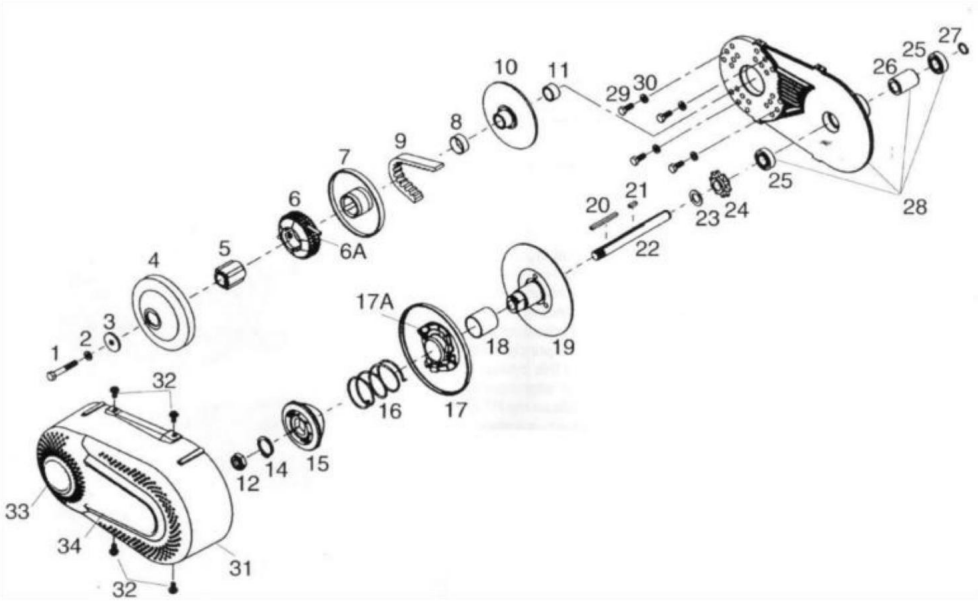
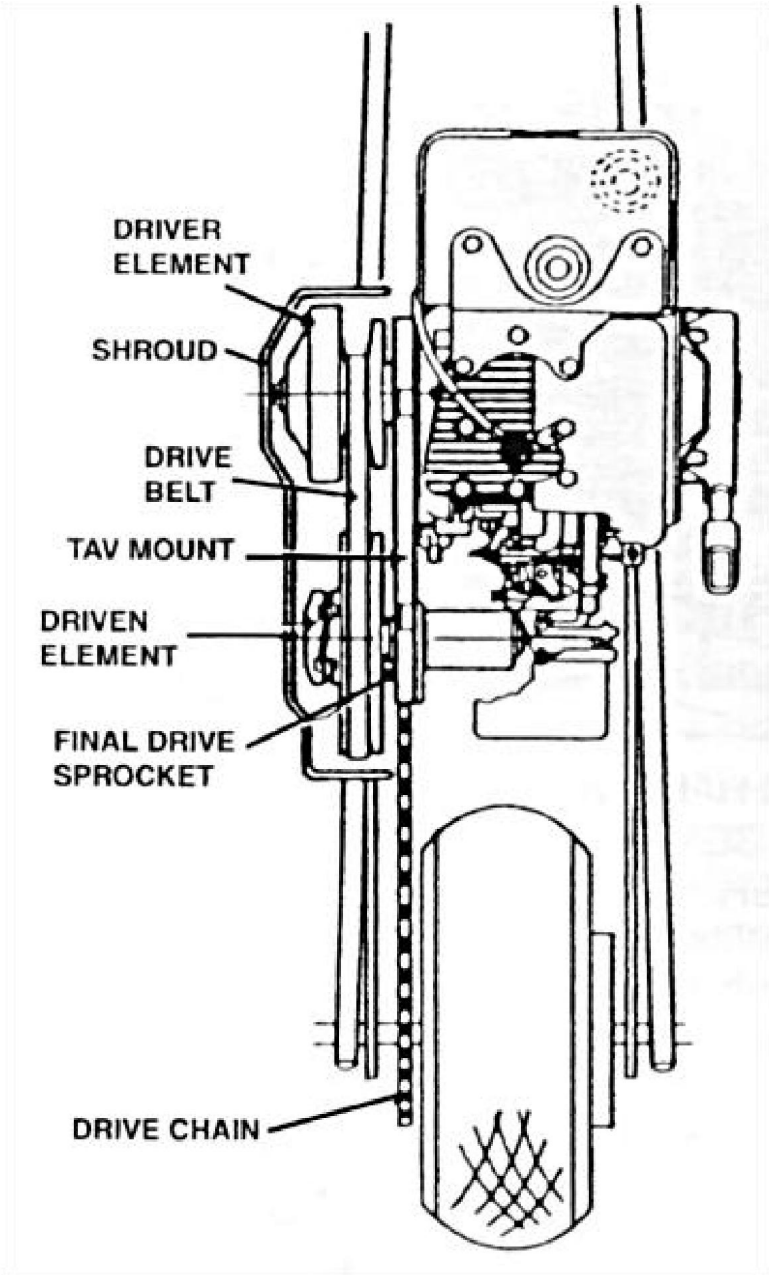
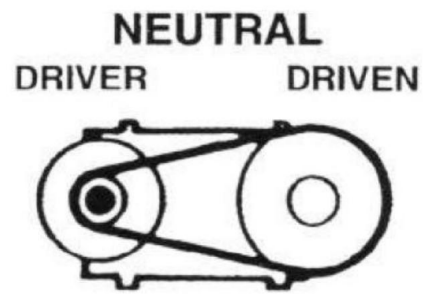




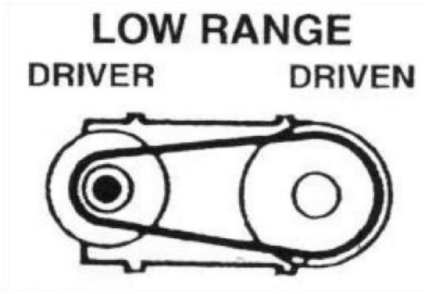
ITEM NO	PART NO	DESCRIPTION	QTY REQ.
1	215732A	5/16"-24X2" MTG BOLT TAV2-75	1
1	205384A	3/8"-24X2" MTG BOLT TAV2-100	1
2	200701A	5/16" LOCK WASHER	1
3	202429A	3/8" ID PILOT WASHER TAV2-100	1
3	200840A	5/16" ID PILOT WASHER TAV2-75	1
	The above hardware is included to mount your drive clutch to your engine. It is important that you use the correct bolt and washer to fit your particular engine.		
*4	202090A	DRUM DRIVER TAV2-75	1
*4	202427A	DRUM DRIVER TAV2-100	1
*5	200376A	HUB DRIVER 3/4" ID 4 SPLINED	1
*5	203641A	HUB DRIVER 1" ID 8 SPLINED	1
**6	200344A	DRIVER WEIGHT ASSY W/ SPRINGS	1
**6A	011188A	BLUE GARTER SPRING SET OF 2	1
7	200410A	SHEAVE MOVABLE HALF W/HUB 3/4" BORE	1
7	203515A	SHEAVE MOVABLE HALF W/HUB 1" BORE	1
8	200349A	BUSHING BRONZE (NOT USED ON TAV2-100)	1
9	203589A	7" BELT ASYMMETRIC	1
10	202066A	SHEAVE STATIONARY 2 1/2 3/4" BORE	1
10	206633A	SHEAVE STATIONARY 2 1/2 1" BORE	1
11	200389A	SPACER 3/4" ID	1
11	202877A	SPACER 1" ID	1
12	203189A	JAM NUT 5/8-18X3/8	1
14	204714A	RING RETAINING	1
15	215650A	CAM FIXED	1
16	215699A	SPRING GREEN	1
17	215647A	FACE MOVABLE W/CAM	1
17A	204332A	BUTTON INSERT	6
18	203942A	BUSHING	1
19	217612A	FACE FIXED W/POST 5/8" BORE	1
20	209831A	KEY 3/16" SQ. X 2 1/4"	1
21	011059A	KEY 3/16" SQ. X 9/16"	1
22	212225A	5/8" DIA JACKSHAFT-6 3/8" LONG	1
23	200834A	WASHER 5/8" ID X 1" OD	1
24	200379A	SPROCKET 12T 35P	1
24	202168A	SPROCKET 10T 40/41P	1
25	215558A	BALL BEARING	2
26	203187A	SPACER 5/8 X 7/8 X 1"	1
27	212227A	RING RETAINING	1
28	218525A	MOUNTING BRACKET W/BEARINGS AND SPACER	1
29	217867A	HEX HD CAP SCREW 5/16-24 X 1"	4
30	200701A	LOCK WASHER 5/16"	4
31	218351A	SHROUD PLASTIC W/ DECALS	1
32	214146A	SCREW THD FRM 1/4-20X1/2	4
33	218513A	DECAL	1
34	218514A	DECAL	1

Una instalación típica del convertidor de par en un sistema de ACCIONAMIENTO DIRECTO MINI-BICICLETA



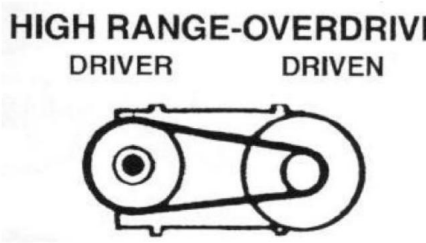


La correa asimétrica no se acopla durante el ralentí del motor. El sistema TC30 es neutro, sin fricción de la correa ni arrastre.



A medida que se "abre" el acelerador del motor, las bridas de la polea motriz comienzan a cerrarse entre sí mediante la fuerza centrífuga. La correa de transmisión se acopla, impulsando la polea de la unidad impulsada en su diámetro más grande. Esta es la relación más potente del sistema (2,7:1).

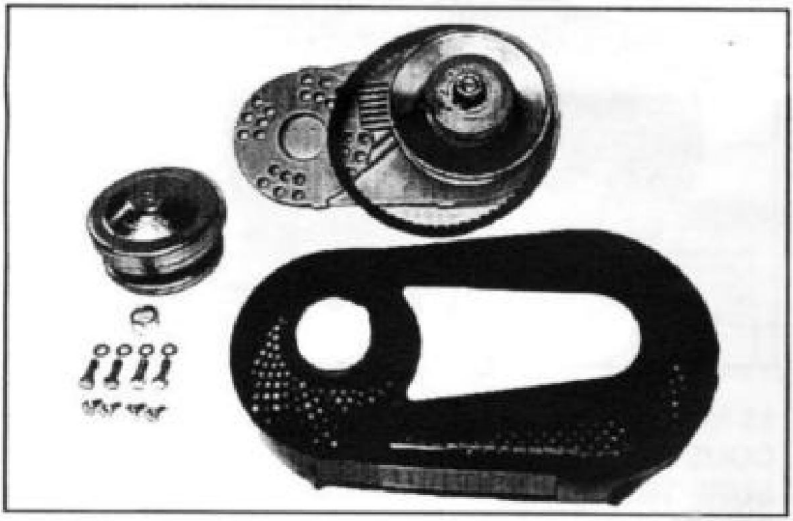
A medida que aumentan las RPM del motor, las bridas de la polea motriz continúan cerrándose. Esta acción, a su vez, comprime la correa hasta que alcanza un diámetro mayor en la unidad motriz. Esta acción depende de la aceleración y de la falta de carga de par en el elemento impulsado, lo que permite que las bridas de la polea se abran, creando así un diámetro menor en la unidad impulsada. Si aumenta la carga de par, esta relación se invierte de forma distante y suave según sus necesidades. Las relaciones entre baja y alta del TORQ-A-VERTER son infinitas para satisfacer todas las necesidades.



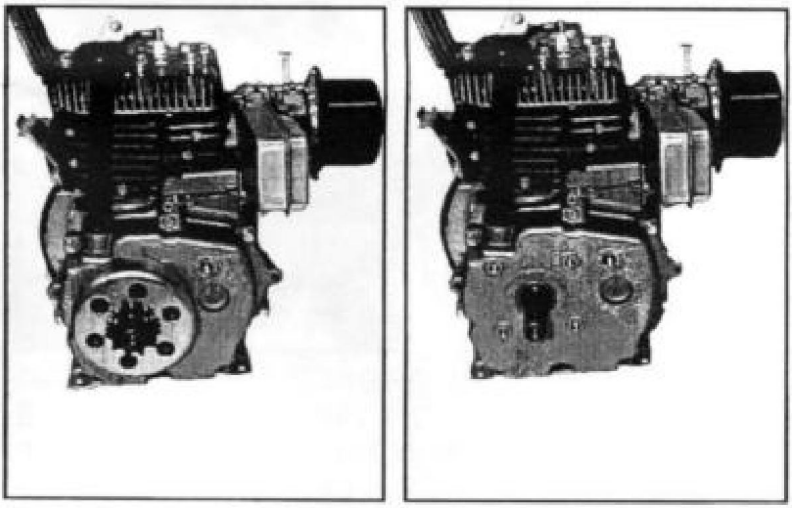
demanda dentro de su ámbito de capacidades.
A su velocidad más alta (sobremarcha) y demanda de carga más baja, la unidad accionada Las bridas de la polea están completamente abiertas, lo que proporciona el diámetro de contacto de correa más pequeño posible. Las bridas de la polea de la unidad de transmisión, en este punto, están cerradas para proporcionar el diámetro de contacto de correa más grande posible.

En el caso del TC30, la disposición asimétrica única de los ángulos de la correa y la polea permite que la correa supere los diámetros posibles con la polea en "V" estándar, lo que genera una sobremarcha y, en este caso, es del 10 % (0,90:1).

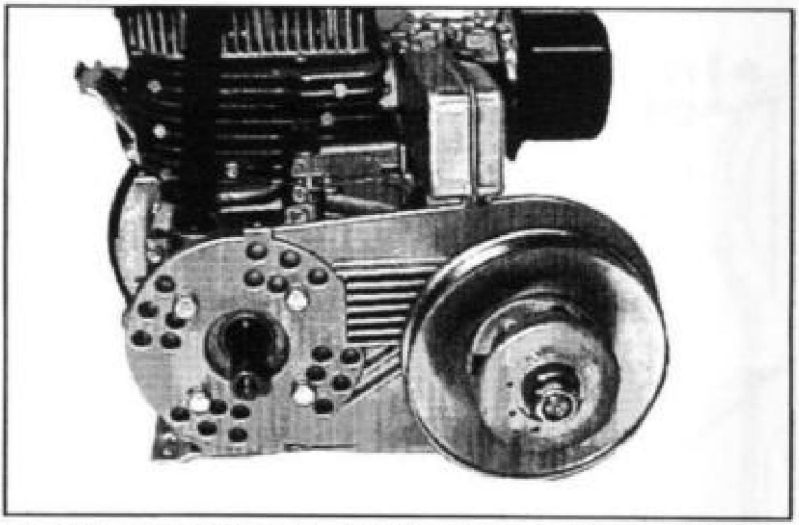
INSTRUCCIONES DE INSTALACIÓN



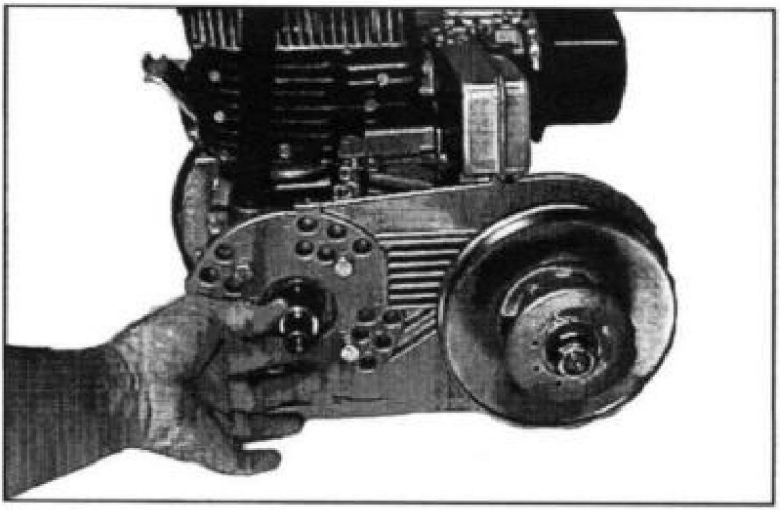
#1 COMPONENTS TO BE INSTALLED ON MACHINE



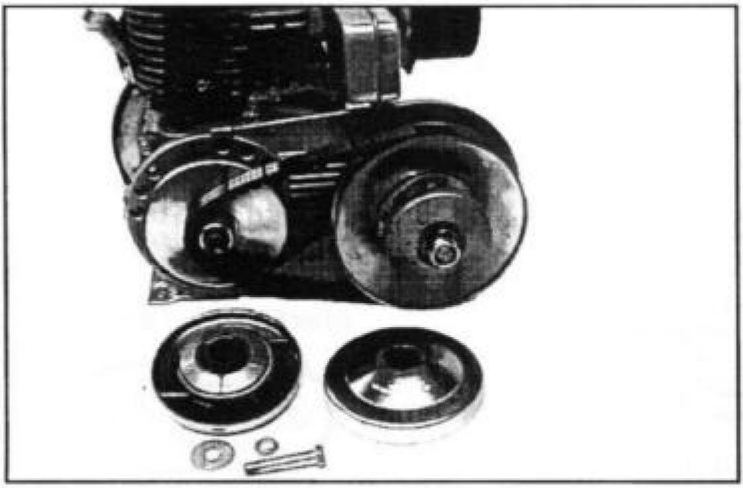
#2 REMOVE CENTRIFUGAL CLUTCH FROM ENGINE



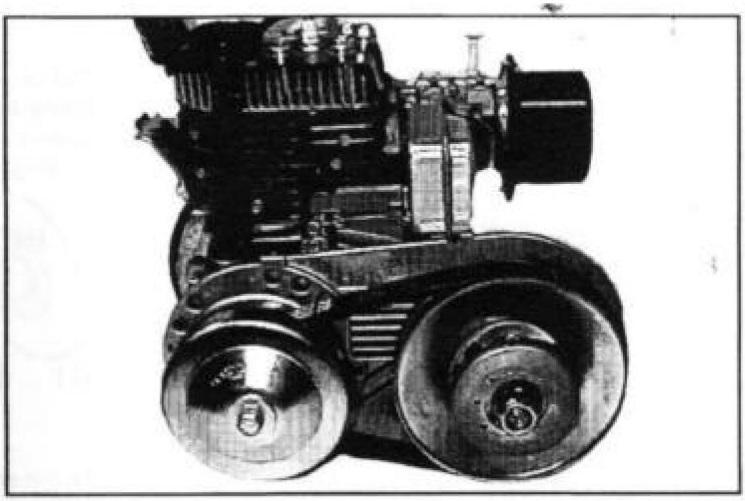
#3 BOLT BRACKET TO THE FOUR STANDARD TAPPED HOLES IN ENGINE CRANKCASE USING THE FOUR 5/16-24X1" HEX HEAD BOLTS AND LOCK WASHERS. BRACKET MAY BE ROTATED UP OR DOWN IF NECESSARY.



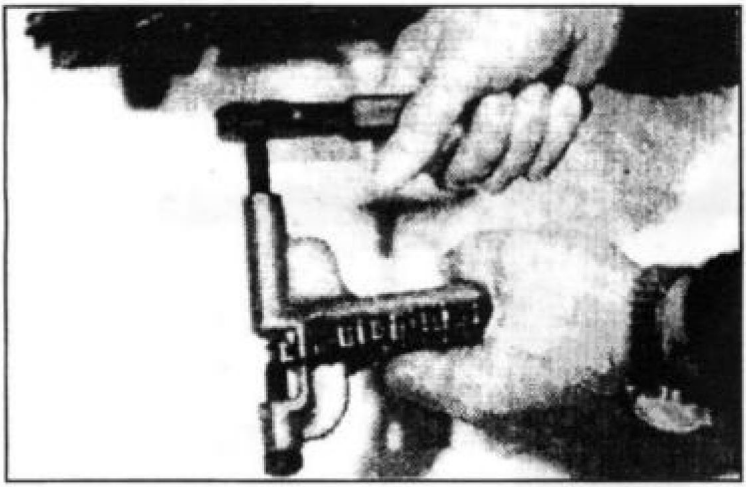
#4 PLACE SPACER PROVIDED WITH KIT ON CRANKSHAFT TO BRING THE DRIVE CLUTCH IN LINE WITH THE DRIVEN UNIT.



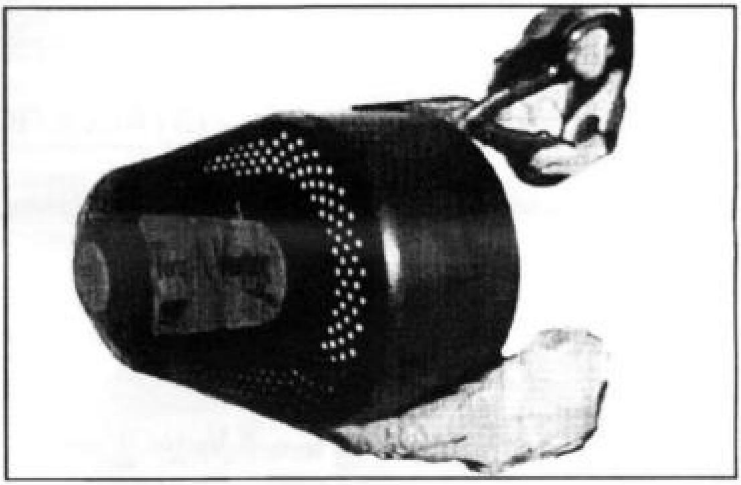
#5 SEPARATE DRIVER, PLACE ★FLAT SIDED FACE ON CRANKSHAFT. INSTALL IDLER BUSHING ON POST 3/4 DRIVER ONLY. SLIP BELT OVER DRIVEN UNIT AND OVER POST OF DRIVE UNIT. INSTALL 4 SPLINED HUB "D" OUTBOARD. IMPORTANT: BE SURE BRONZE IDLER BUSHING IS IN PLACE ON TAV2 30-75. TAV2 30-100 DOES NOT REQUIRE BRONZE IDLER BUSHING.



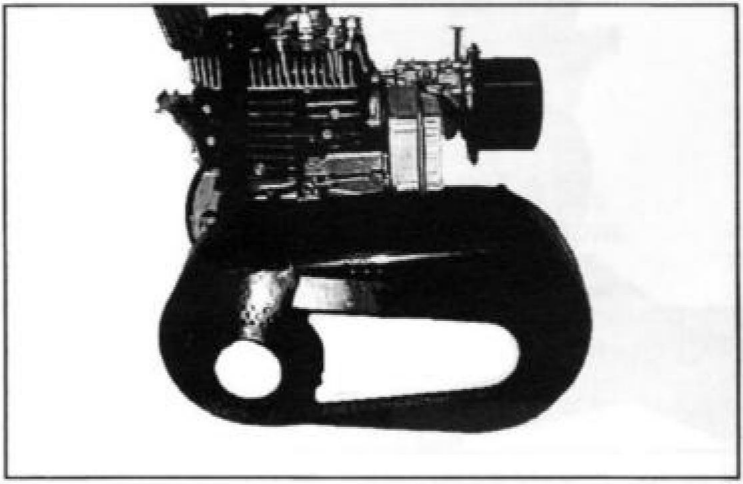
#6 PLACE OTHER HALF OF DRIVE ON CRANKSHAFT. LINE UP OUTER COVER AND INSTALL 2" RETAINING BOLT AND WASHER.



#7 BREAK CHAIN AT PROPER LENGTH TO GO AROUND SPROCKET ON TAV AND FINAL DRIVE SPROCKET. JOIN CHAIN BY THE MASTER LINK. MOVE THE ENGINE FORWARD OR BACKWARD FOR CORRECT TENSION.



#8 MARK THE TAV2 COVER WHERE THE CHAIN WILL COME THROUGH AND CUT WITH SCISSORS. MAKE SURE THERE IS AMPLE ROOM TO PREVENT CHAIN INTERFERENCE DURING OPERATION.



#9 PLACE THE COVER ON THE MOUNTING PLATE. INSTALL THE FOUR 1/4-20X1/2" THREAD FORMING SCREWS.

Fabricante: Shanghaimuxinmuyeyouxiangongsi

Dirección: Shuangchenglu 803nong11hao1602A-1609shi, baoshanqu, shanghai 200000 MN.

Importado a Australia: SIHAO PTY LTD. 1 ROKEVA STREETEASTWOOD NSW 2122 Australia

Importado a EE. UU.: Sanven Technology Ltd. Suite 250, 9166 Anaheim Place, Rancho Cucamonga, CA 91730

REPRESENTANTE DEL REINO UNIDO	YH CONSULTING LIMITADA. C/O YH Consulting Limited Oficina 147, Centurion House, London Road, Staines-upon-Thames, Surrey, TW18 4AX
REPRESENTANTE CE	E-CrossStu GmbH Mainzer Landstr.69, 60329 Fráncfort del Meno.

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SPRZĘGŁO GO-KARTA

MODEL:YMGE30A-2

Nadal staramy się oferować Państwu narzędzia w konkurencyjnych cenach. „Oszczędź połowę”, „Połowa ceny” lub inne podobne wyrażenia używane przez nas stanowią jedynie szacunkowe oszczędności, jakie możesz uzyskać, kupując u nas określone narzędzia w porównaniu z głównymi markami i niekoniecznie oznaczają one objęcie wszystkich kategorii oferowanych przez nas narzędzi. Uprzejmie przypominamy, aby dokładnie sprawdzić, czy składając u nas zamówienie faktycznie oszczędzasz połowę w porównaniu z głównymi markami.

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SPRZĘGŁO GO-KARTA

MODEL:YMGE30A-2

POTRZEBUJESZ POMOCY? SKONTAKTUJ SIĘ Z NAMI!

Masz pytania dotyczące produktu? Potrzebujesz wsparcia technicznego? Skontaktuj się z nami: Wsparcie techniczne i certyfikat E-Gwarancji www.vevor.com/support

To jest oryginalna instrukcja, przed użyciem należy uważnie przeczytać wszystkie instrukcje. VEVOR zastrzega sobie jasną interpretację naszej instrukcji obsługi. Wygląd produktu będzie zależał od produktu, który otrzymałeś. Prosimy o wybaczenie, że nie poinformujemy Cię ponownie, jeśli w naszym produkcie pojawią się jakiekolwiek aktualizacje technologiczne lub oprogramowania.

	Ostrzeżenie – aby zmniejszyć ryzyko obrażeń, użytkownik musi przeczytać Przeczytaj uważnie instrukcję obsługi.

Lista części			
Kod	Nazwa	Zdjęcie	ILOŚĆ.
1	Koło pasowe napędu 3/4”		1
2	Koło pasowe napędu 5/8”		1
3	Pasek		1
4	Płyta montażowa		1
5	Osłona plastikowa		1
6	Uchwyt na śrubę		1
7	ŚRUBY KLASY 5 UNF MK"SFC" 3/8-24*2 1/2		1
8	ŚRUBY Z ŁBEM SZEŚCIOKĄTNYM GR.5 UNF MK „3L SFC” 5/16-24*1		4

9	Śruby M8*1,25-45		1
10	Śruby M8*1,25-25		4
11	Śruby M6*1,0-12		4

Wprowadzenie do produktu

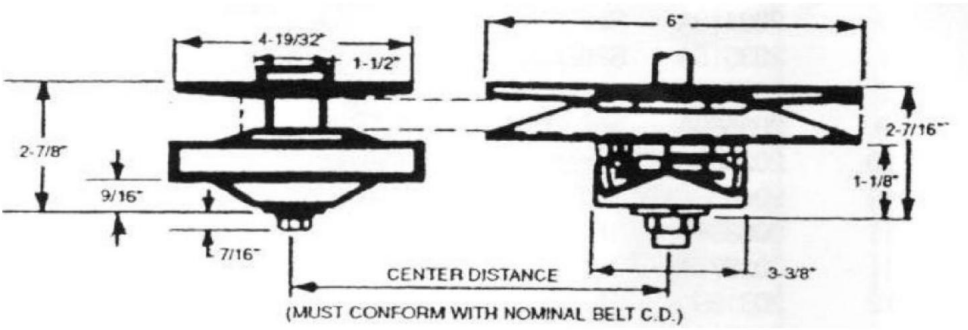
Jest to asymetryczny układ przetwornika momentu obrotowego, co oznacza, że koło pasowe twarze są niesymetryczne. Mają różne kąty. W tym przypadku ruchomy powierzchnia czołowa krążka wynosi 18", natomiast powierzchnia czołowa krążka nieruchomego wynosi 21/2", co daje kąt zbiorczy 201/2". Oto kilka powodów wyboru koncepcji asymetrycznej.

Koncepcja asymetryczna COMET opiera się na zasadzie liniowej z momentem obrotowym wykrywanie krzywki w położeniu zewnętrznym. Tylko ten system jest przeznaczony do obsługi tego sposób, zapewniając w ten sposób właściwe ustawienie końcowego łańcucha napędowego, aby znajdował się na tym samym stronie pojazdu jako WOM. Zapewnia to kilka bardzo istotnych zalet wymagania montażowe w wielu przypadkach. Koncepcja asymetryczna, mająca kąt 18" po jednej stronie, wymaga mniejszego przesuwu powierzchni koła pasowego, aby podnieść pas do większych, porównywalnych średnic podziałowych symetrycznego układu. Umożliwia to

naciągnij pasek na średnicę w obrębie sprzęgła napędowego (przy wysokich obrotach), która przekracza typowy stosunek 1:1 w standardowych systemach. TAV2 może w rzeczywistości osiągnąć stosunek .90:1 lub 10% overdrive.

Model	YMGE30A-2
Odpowiednia moc silnika (KM)	4-8
Część zamienna nr.	218353A, 219552A, 219456A

DANE TECHNICZNE I INFORMACJE OGÓLNE



IMPORTANT!
Torque Converter DRIVE UNIT MUST NOT FLOAT on engine crankshaft. It must be bolted tight against engine crankshaft shoulder. Recommended Torque for bolt: 24 ft. lbs. To 30 ft. lbs. Max.

2 1/2" angle (flat side) of belt must be against the 2 1/2" angle pulley flange (Next to engine).

NOTE!
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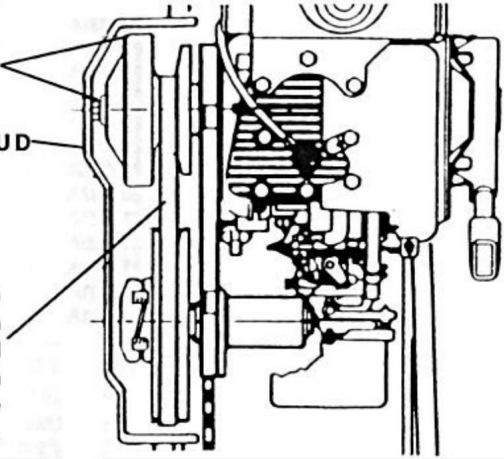

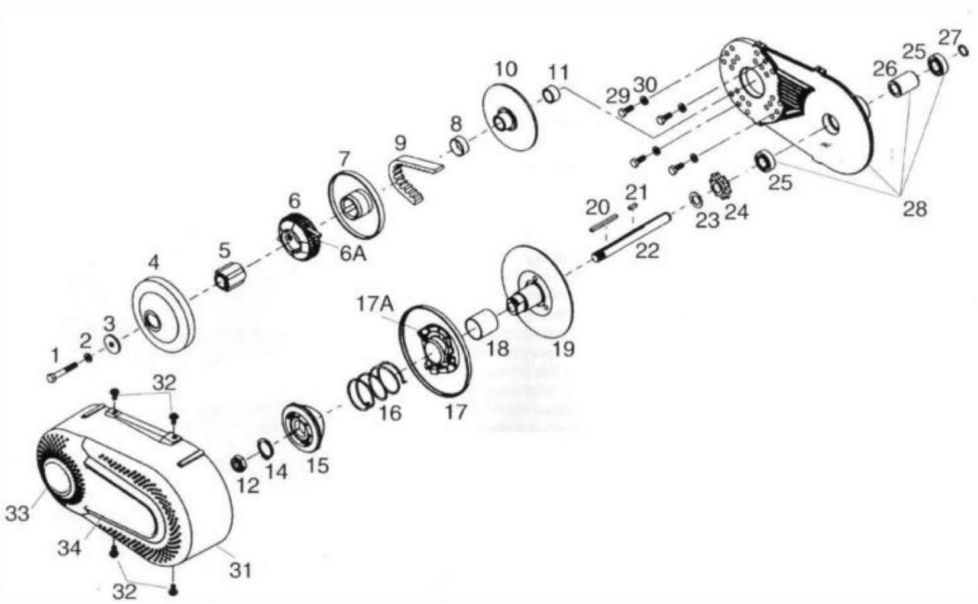

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12	203189A	JAM NUT 5/8-18X3/8	1
14	204714A	RING RETAINING	1
15	215650A	CAM FIXED	1
16	215699A	SPRING GREEN	1
17	215647A	FACE MOVABLE W/CAM	1
17A	204332A	BUTTON INSERT	6
18	203942A	BUSHING	1
19	217612A	FACE FIXED W/POST 5/8" BORE	1
20	209831A	KEY 3/16" SQ. X 2 1/4"	1
21	011059A	KEY 3/16" SQ. X 9/16"	1
22	212225A	5/8" DIA JACKSHAFT-6 3/8" LONG	1
23	200834A	WASHER 5/8" ID X 1" OD	1
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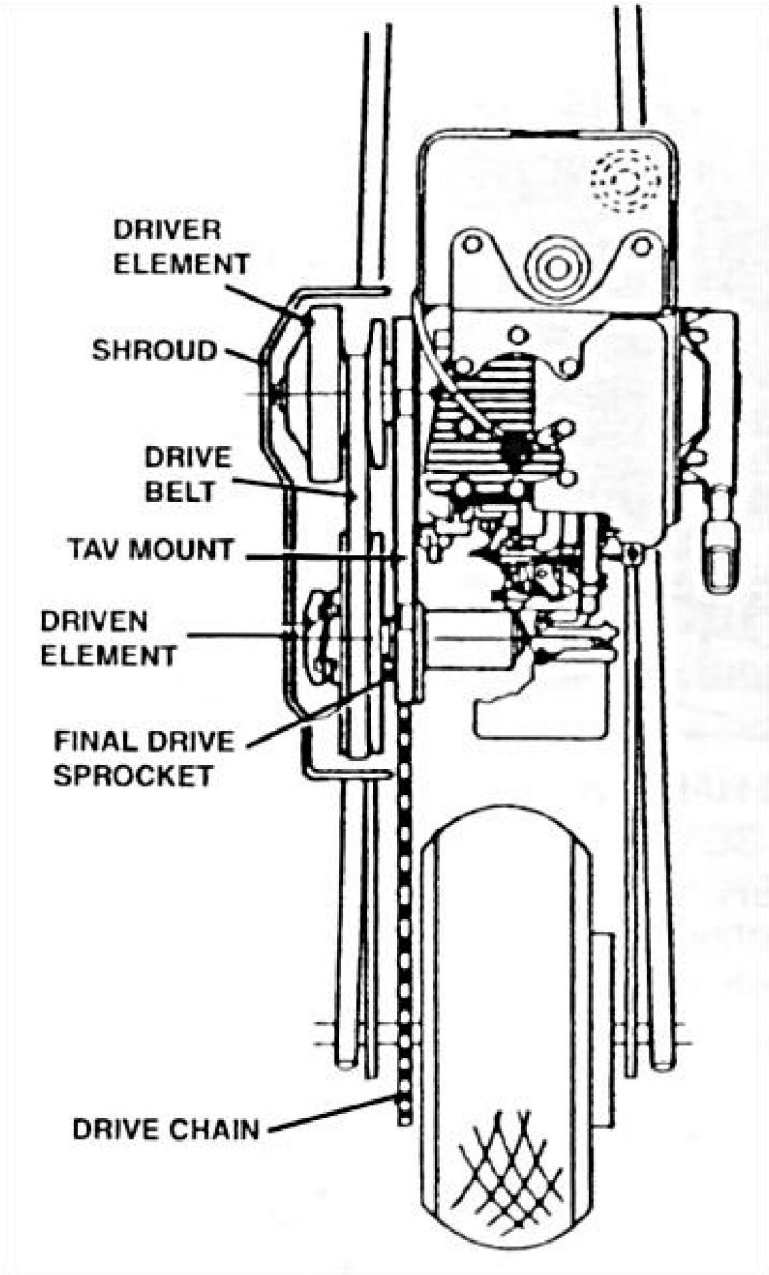
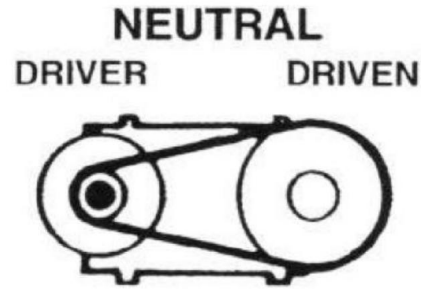
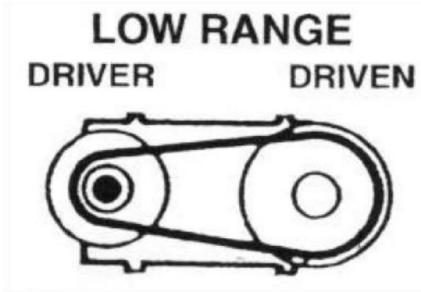
30	200701A	LOCK WASHER 5/16"	4
31	218351A	SHROUD PLASTIC W/ DECALS	1
32	214146A	SCREW THD FRM 1/4-20X1/2	4
33	218513A	DECAL	1
34	218514A	DECAL	1

Typowa instalacja przetwornika momentu obrotowego na NAPĘDZIE BEZPOŚREDNIM MINI-ROWER



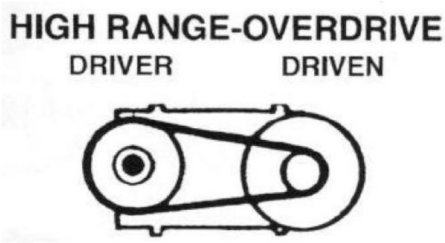


Asymetryczny pasek nie jest zazębiony podczas biegu jałowego silnika. System TC30 jest neutralny - bez tarcia paska i oporu.



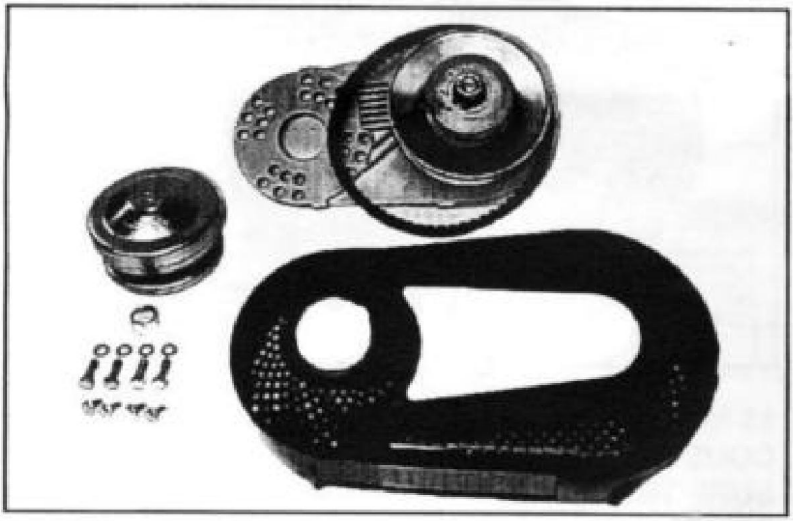
Gdy przepustnica silnika jest „otwierana", kołnierze koła pasowego napędu zaczynają się zamykać za pomocą siły odśrodkowej. Pasek napędowy włącza się, napędzając koło pasowe jednostki napędowej przy jego największej średnicy. Jest to najmocniejszy współczynnik układu. (2,7:1)

W miarę wzrostu obrotów silnika kołnierze koła pasowego napędu nadal się do siebie zbliżają. To działanie z kolei ściska pas do większej średnicy jednostki napędu. Działanie to zależy od przyspieszenia i braku obciążenia momentem obrotowym na elemencie napędzanym, co pozwala na otwarcie kołnierzy koła pasowego, tworząc w ten sposób mniejszą średnicę jednostki napędzanej. Jeśli obciążenie momentem obrotowym zostanie zwiększone, ten stosunek jest odwracany w sposób odległy i płynny zgodnie z jego wymaganiami. Stosunek między niskim a wysokim momentem obrotowym TORQ-A-VERTER jest nieskończony, aby popyt w ramach swoich możliwości.

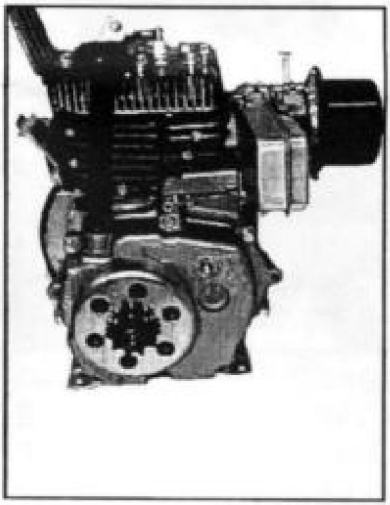


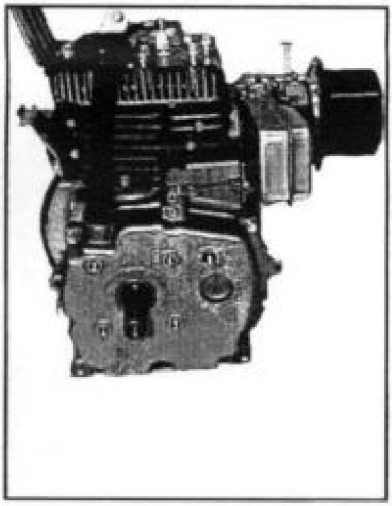
Przy najwyższej prędkości (overdrive) i najniższe zapotrzebowanie na obciążenie, jednostka napędzana kołnierze kół pasowych są szeroko otwarte, zapewniając najmniejszą możliwą średnicę styku pasa. Kołnierze kół pasowych jednostki napędowej są w tym momencie zamknięte, aby zapewnić największą możliwą średnicę styku pasa. W w przypadku TC30, unikalne asymetryczne ułożenie paska i kątów koła pasowego pozwala pasowi przekroczyć średnice możliwe przy standardowym kole pasowym „V", co daje nadbieg, który w tym przypadku wynosi 10% (0,90:1).

INSTRUKCJA INSTALACJI

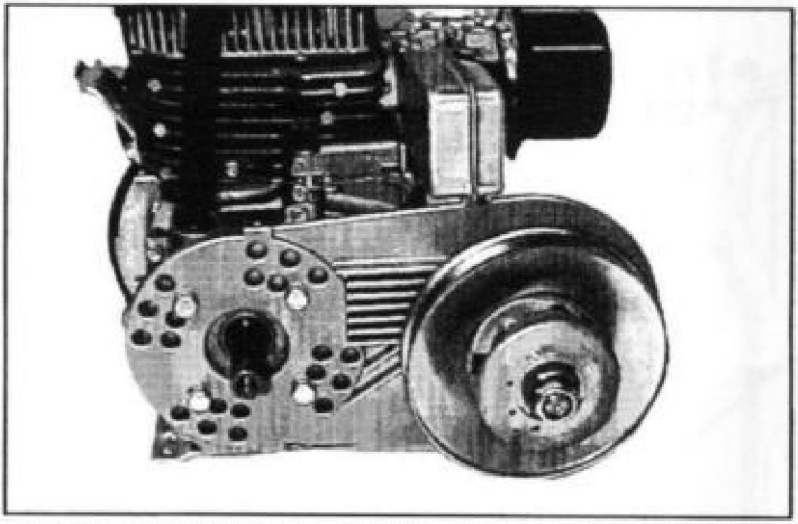


#1 COMPONENTS TO BE INSTALLED ON MACHINE

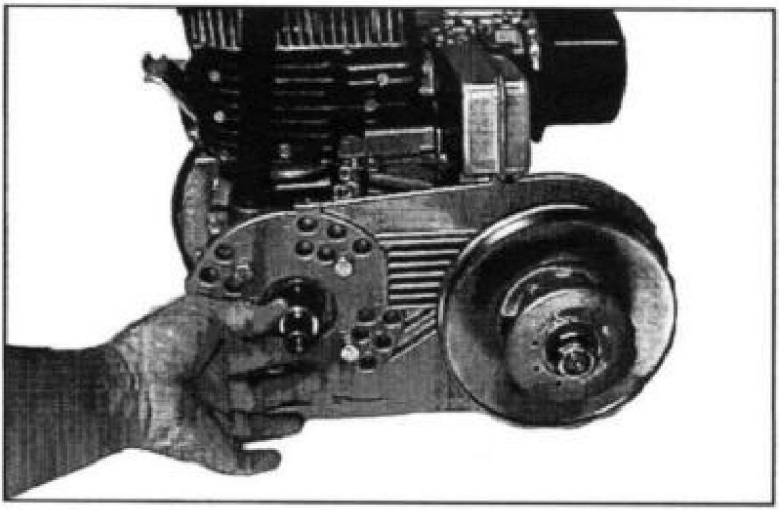




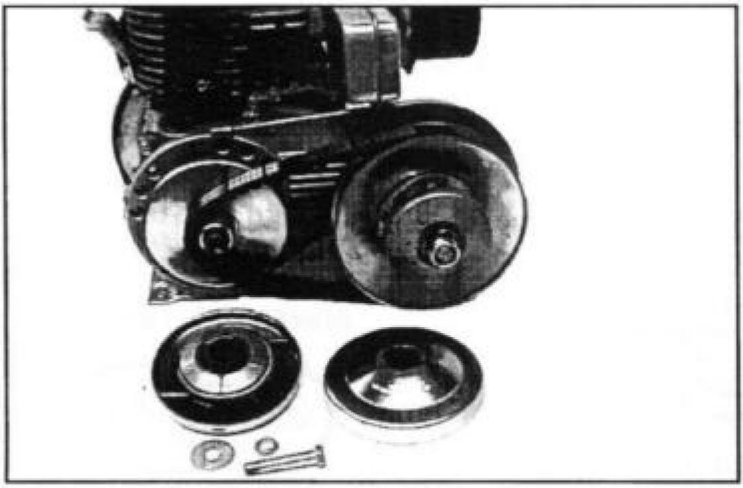
#2 REMOVE CENTRIFUGAL CLUTCH FROM ENGINE



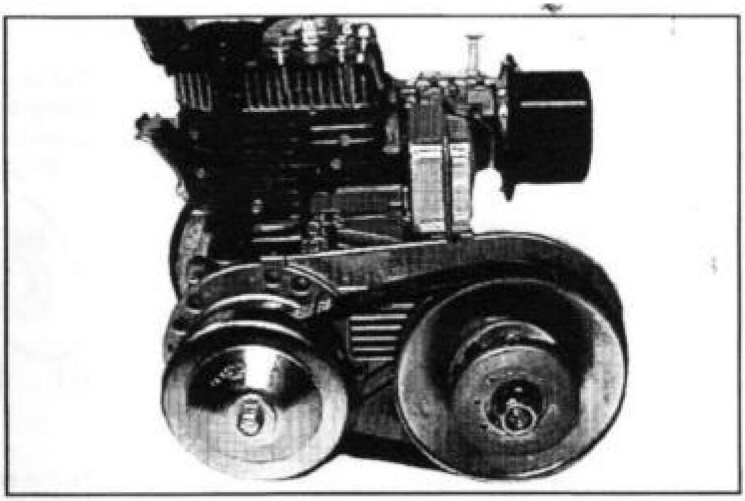
#3 BOLT BRACKET TO THE FOUR STANDARD TAPPED HOLES IN ENGINE CRANKCASE USING THE FOUR 5/16-24X1" HEX HEAD BOLTS AND LOCK WASHERS. BRACKET MAY BE ROTATED UP OR DOWN IF NECESSARY.



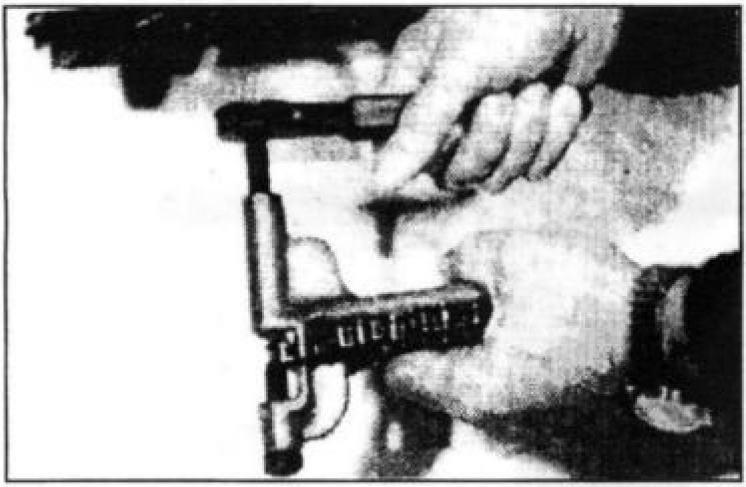
#4 PLACE SPACER PROVIDED WITH KIT ON CRANKSHAFT TO BRING THE DRIVE CLUTCH IN LINE WITH THE DRIVEN UNIT.



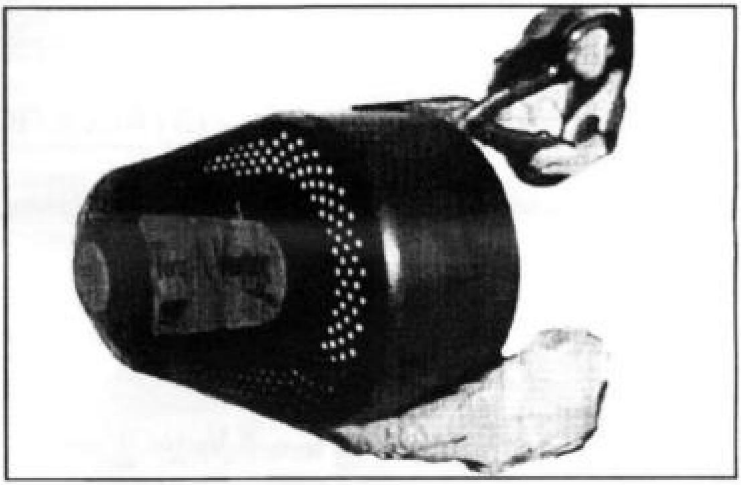
#5 SEPARATE DRIVER, PLACE *FLAT SIDED FACE ON CRANKSHAFT. INSTALL IDLER BUSHING ON POST 3/4 DRIVER ONLY. SLIP BELT OVER DRIVEN UNIT AND OVER POST OF DRIVE UNIT. INSTALL 4 SPLINED HUB "D" OUTBOARD. IMPORTANT: BE SURE BRONZE IDLER BUSHING IS IN PLACE ON TAV2 30-75. TAV2 30-100 DOES NOT REQUIRE BRONZE IDLER BUSHING.



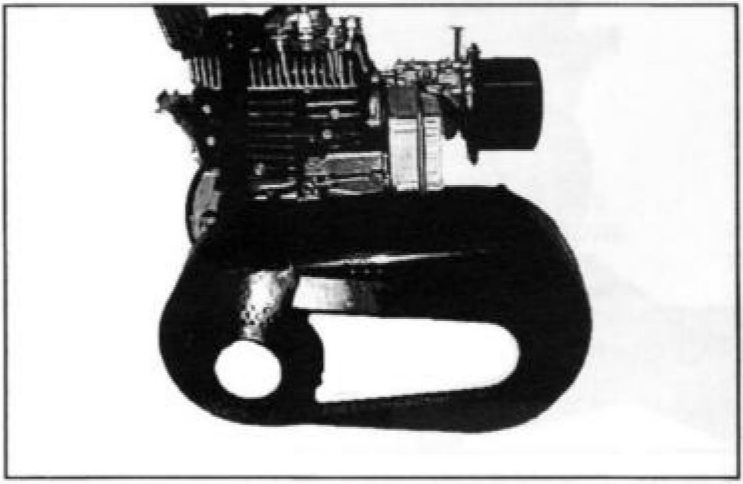
#6 PLACE OTHER HALF OF DRIVE ON CRANKSHAFT. LINE UP OUTER COVER AND INSTALL 2" RETAINING BOLT AND WASHER.



#7 BREAK CHAIN AT PROPER LENGTH TO GO AROUND SPROCKET ON TAV AND FINAL DRIVE SPROCKET. JOIN CHAIN BY THE MASTER LINK. MOVE THE ENGINE FORWARD OR BACKWARD FOR CORRECT TENSION.



#8 MARK THE TAV2 COVER WHERE THE CHAIN WILL COME THROUGH AND CUT WITH SCISSORS. MAKE SURE THERE IS AMPLE ROOM TO PREVENT CHAIN INTERFERENCE DURING OPERATION.



#9 PLACE THE COVER ON THE MOUNTING PLATE. INSTALL THE FOUR 1/4-20X1/2" THREAD FORMING SCREWS.

Producent: Shanghaimuxinmuyeyouxiangongsi

Adres: Shuangchenglu 803nong11hao1602A-1609shi, baoshanqu, Szanghaj 200000 CN.

Importowane do AUS: SIHAO PTY LTD. 1 ROKEVA STREETEASTWOOD NSW 2122 Australia

Importowane do USA: Sanven Technology Ltd. Suite 250, 9166 Anaheim Place, Rancho Cucamonga, CA 91730

REP WIELKIEJ BRYTANII	YH CONSULTING LIMITED. C/O YH Consulting Limited Biuro 147, Centurion House, London Road, Staines-upon-Thames, Surrey, TW18 4AX
Przedstawiciel UE	E-CrossStu GmbH Mainzer Landstr.69, 60329 Frankfurt nad Menem.

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GO-KART KOPPELING

MODEL:YMGE30A-2

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MODEL:YMGE30A-2

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Heeft u vragen over het product? Heeft u technische ondersteuning nodig? Neem dan gerust contact met

ons op: **Technische ondersteuning en E-garantiecertificaat**
www.vevor.com/support

Dit is de originele instructie, lees alle handleidingen zorgvuldig door voordat u het product gebruikt. VEVOR behoudt zich een duidelijke interpretatie van onze gebruikershandleiding voor. Het uiterlijk van het product is afhankelijk van het product dat u hebt ontvangen. Vergeef ons dat we u niet opnieuw zullen informeren als er technologie- of software-updates voor ons product zijn.

	Waarschuwing - Om het risico op letsel te verminderen, moet de gebruiker de volgende informatie lezen: Lees de gebruiksaanwijzing zorgvuldig door.

Onderdelenlijst			
Code	**Naam**	**Afbeelding**	**AANTAL.**
1	3/4” aandrijfpoelie		1
2	5/8” aandrijfpoelie		1
3	Riem		1
4	Montageplaat		1
5	Kunststof afdekking		1
6	Bouthouder		1
7	SCHROEVEN GRADE 5 UNF MK"SFC" 3/8-24*2 1/2		1
8	ZESKANTKAPSCHROEVEN GR.5 UNF MK "3L SFC" 5/16-24*1		4

9	Schroeven M8*1.25-45		1
10	Schroeven M8*1.25-25		4
11	Schroeven M6*1,0-12		4

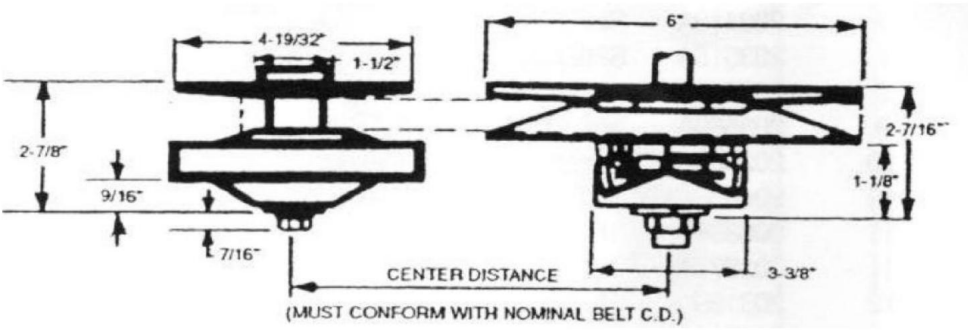
Productintroductie

Dit is een asymmetrisch koppelomvormersysteem, wat betekent dat de schijf gezichten zijn niet-symmetrisch. Ze hebben verschillende hoeken. In dit geval is de beweegbare het schijfvlak is 18 inch, terwijl het stationaire schijfvlak 21/2 inch is voor een collectieve hoek van201/2". Hier zijn enkele redenen om het asymmetrische concept te selecteren De Het COMET Asymmetrische concept werkt volgens een in-line principe met het koppel sensing cam in een outboard-houding. Alleen dit systeem is ontworpen om deze manier, waardoor de juiste uitlijning voor de eindoverbrengingsketting op dezelfde manier wordt verkregen aan de zijkant van het voertuig als de PTODit biedt een aantal zeer belangrijke voordelen voor montagevereisten in veel gevallen. Het asymmetrische concept, met de 18" hoek aan één kant, vereist minder schijfvlakbeweging om de riem op te tillen naar grotere, vergelijkbare steekdiameters van het symmetrische systeem. Dit maakt het mogelijk om

dwing de riem tot een diameter binnen de aandrijfkoppeling (bij hoge toerentallen) die groter is dan de gebruikelijke 1:1 verhouding van standaard systemen. De TAV2 kan feitelijk een .90:1 of 10% overdrive.

Model	YMGE30A-2
Geschikt motorvermogen (PK)	4-8
Vervang onderdeelnr.	218353A, 219552A, 219456A

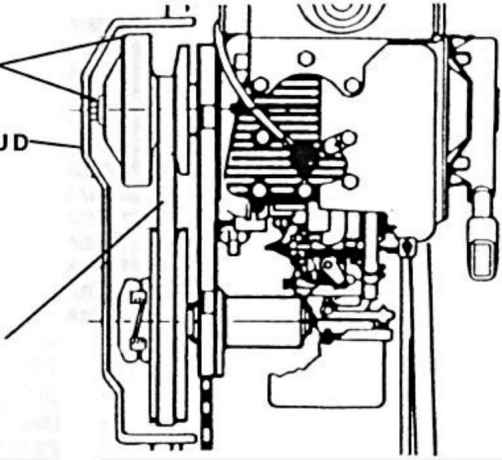
SPECIFICATIES &ALGEMENE INFORMATIE

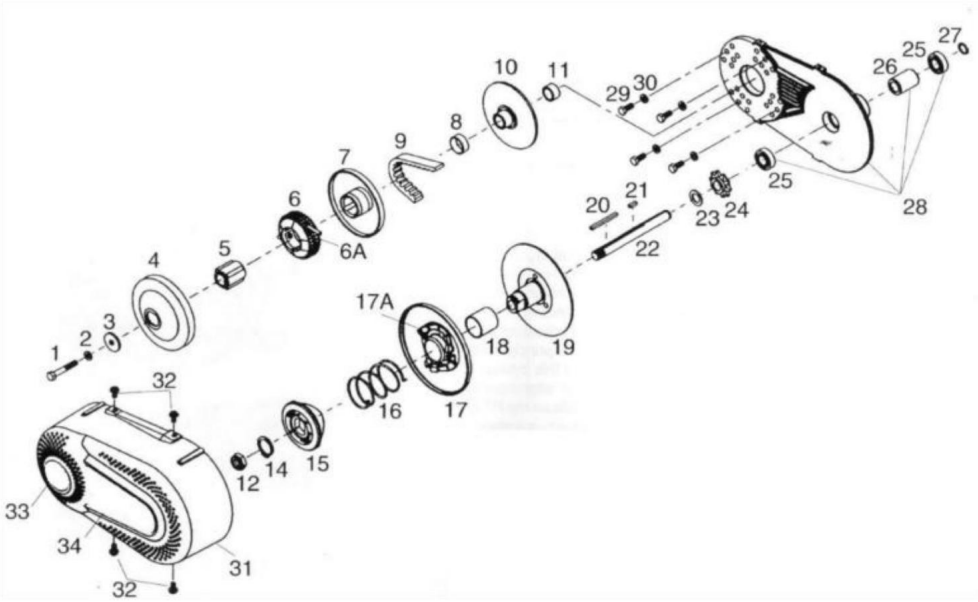


IMPORTANT!
Torque Converter DRIVE UNIT MUST NOT FLOAT on engine crankshaft. It must be bolted tight against engine crankshaft shoulder. Recommended Torque for bolt: 24 ft. lbs. To 30 ft. lbs. Max.

2 1/2" angle (flat side) of belt must be against the 2 1/2" angle pulley flange (Next to engine).

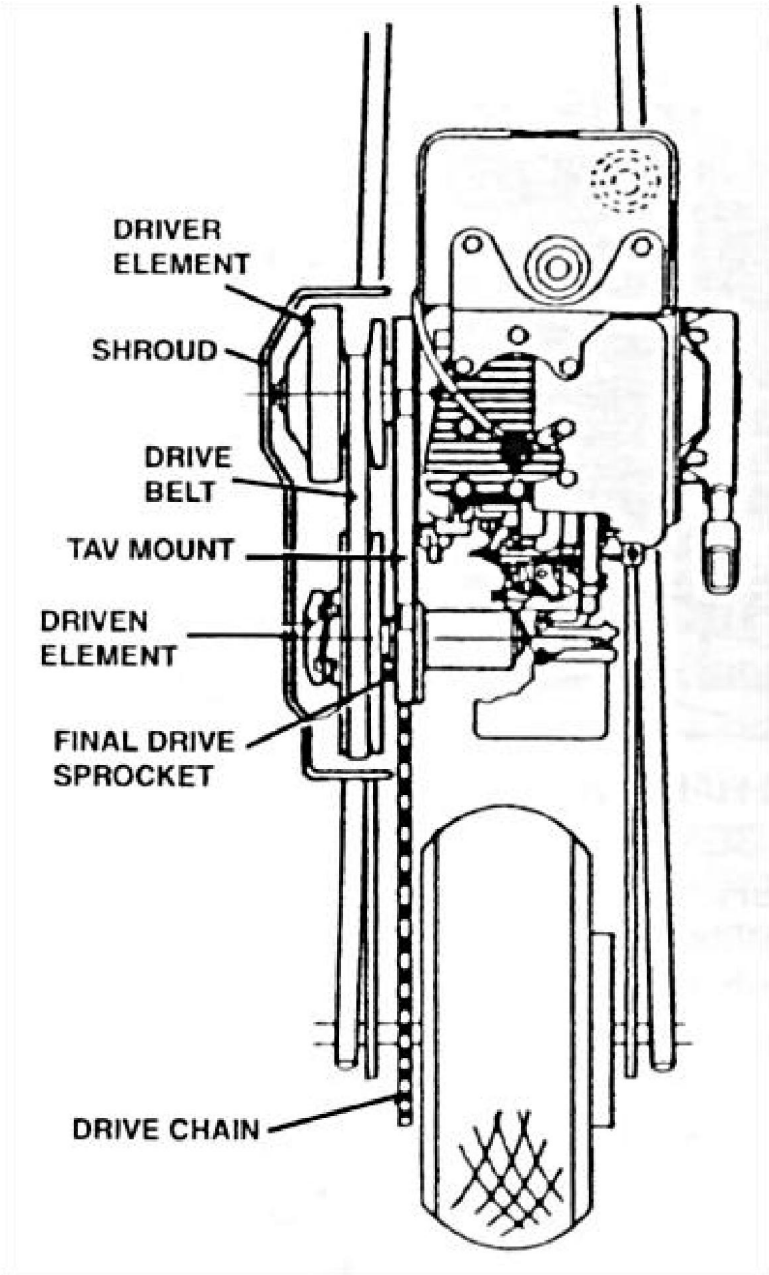
NOTE!
With Torque Converter (Driver-Driven & Belt) mounted on parallel shafts and the system in the low (Neutral or idle) position, the belt should be straight in the sheaves. The belt when straight in the sheaves should also be square to the engine crankshaft and jackshaft.

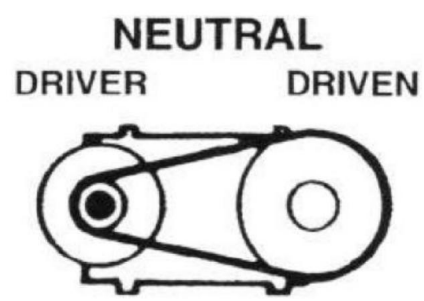




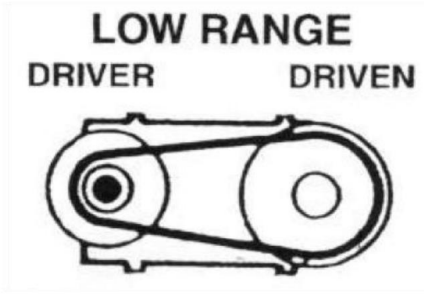
ITEM NO	PART NO	DESCRIPTION	QTY REQ.
1	215732A	5/16"-24X2" MTG BOLT TAV2-75	1
1	205384A	3/8"-24X2" MTG BOLT TAV2-100	1
2	200701A	5/16" LOCK WASHER	1
3	202429A	3/8" ID PILOT WASHER TAV2-100	1
3	200840A	5/16" ID PILOT WASHER TAV2-75	1
	The above hardware is included to mount your drive clutch to your engine. It is important that you use the correct bolt and washer to fit your particular engine.		
*4	202090A	DRUM DRIVER TAV2-75	1
*4	202427A	DRUM DRIVER TAV2-100	1
*5	200376A	HUB DRIVER 3/4" ID 4 SPLINED	1
*5	203641A	HUB DRIVER 1" ID 8 SPLINED	1
**6	200344A	DRIVER WEIGHT ASSY W/ SPRINGS	1
**6A	011188A	BLUE GARTER SPRING SET OF 2	1
7	200410A	SHEAVE MOVABLE HALF W/HUB 3/4" BORE	1
7	203515A	SHEAVE MOVABLE HALF W/HUB 1" BORE	1
8	200349A	BUSHING BRONZE (NOT USED ON TAV2-100)	1
9	203589A	7" BELT ASYMMETRIC	1
10	202066A	SHEAVE STATIONARY 2 1/2 3/4" BORE	1
10	206633A	SHEAVE STATIONARY 2 1/2 1" BORE	1
11	200389A	SPACER 3/4" ID	1
11	202877A	SPACER 1" ID	1
12	203189A	JAM NUT 5/8-18X3/8	1
14	204714A	RING RETAINING	1
15	215650A	CAM FIXED	1
16	215699A	SPRING GREEN	1
17	215647A	FACE MOVABLE W/CAM	1
17A	204332A	BUTTON INSERT	6
18	203942A	BUSHING	1
19	217612A	FACE FIXED W/POST 5/8" BORE	1
20	209831A	KEY 3/16" SQ. X 2 1/4"	1
21	011059A	KEY 3/16" SQ. X 9/16"	1
22	212225A	5/8" DIA JACKSHAFT-6 3/8" LONG	1
23	200834A	WASHER 5/8" ID X 1" OD	1
24	200379A	SPROCKET 12T 35P	1
24	202168A	SPROCKET 10T 40/41P	1
25	215558A	BALL BEARING	2
26	203187A	SPACER 5/8 X 7/8 X 1"	1
27	212227A	RING RETAINING	1
28	218525A	MOUNTING BRACKET W/BEARINGS AND SPACER	1
29	217867A	HEX HD CAP SCREW 5/16-24 X 1"	4
30	200701A	LOCK WASHER 5/16"	4
31	218351A	SHROUD PLASTIC W/ DECALS	1
32	214146A	SCREW THD FRM 1/4-20X1/2	4
33	218513A	DECAL	1
34	218514A	DECAL	1

Een typische installatie van de koppelomvormer op een DIRECTE AANDRIJVING MINI-FIETS

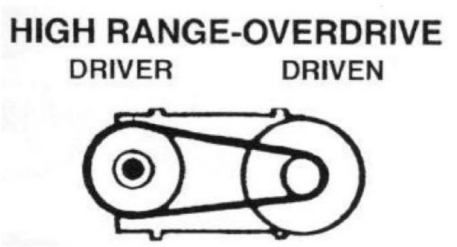




De asymmetrische riem heeft geen aangrijping tijdens het stationair draaien van de motor. Het TC30-systeem is neutraal - zonder riemwrijving en zonder sleep.



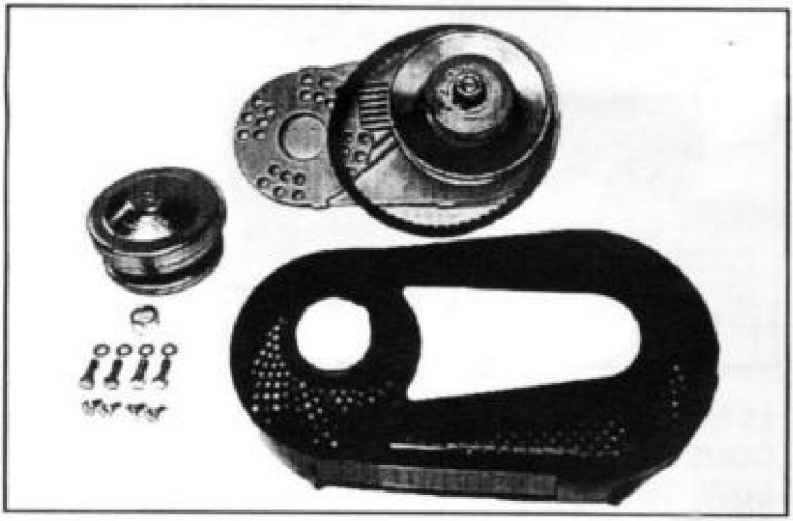
Als de gasklep van de motor wordt "geopend", beginnen de flensen van de aandrijfpoelie zich te sluiten door middel van centrifugale kracht. De aandrijfriem grijpt aan en drijft de aangedreven eenheidpoelie aan op zijn grootste diameter. Dit is de krachtigste verhouding van het systeem. (2,7:1) Naarmate het motortoerental toeneemt, blijven de flensen van de aandrijfpoelie dicht bij elkaar. Deze actie perst de riem op zijn beurt uit tot een grotere diameter van de aandrijfeenheid. Deze actie is afhankelijk van de acceleratie en het ontbreken van koppelbelasting op het aangedreven element, waardoor de flensen van de poelie opengaan en zo een kleinere diameter van de aangedreven eenheid ontstaat. Als de koppelbelasting wordt verhoogd, wordt deze verhouding op afstand en soepel omgekeerd naar de vereiste. De verhoudingen tussen laag en hoog van de TORQ-A-VERTER zijn oneindig om aan alle vraag binnen zijn mogelijkheden.



Op zijn hoogste snelheid (overdrive) en laagste belastingvraag, de aangedreven eenheid De katrolflenzen zijn wijd open en bieden de kleinst mogelijke riemcontactdiameter. De aandrijfeenheid katrolflenzen zijn op dit punt gesloten om de grootst mogelijke riemcontactdiameter te bieden. In

In het geval van de TC30 zorgt de unieke asymmetrische opstelling van de hoeken van de riem en de poelie ervoor dat de riem een grotere diameter kan hebben dan mogelijk is met de standaard "V"-poelie, wat een overdrive oplevert en in dit geval 10% (.90:1).

INSTALLATIE-INSTRUCTIES



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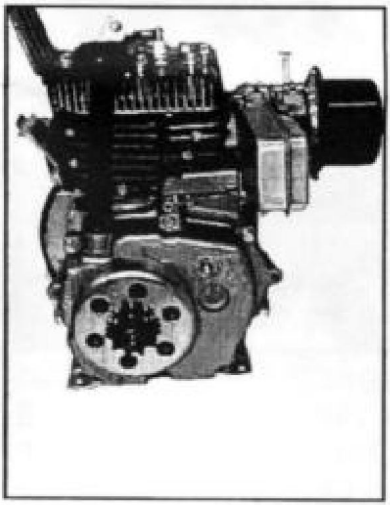

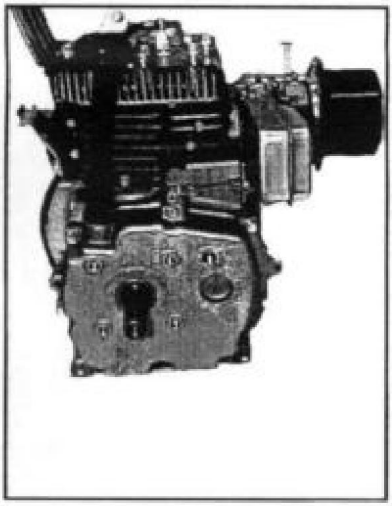

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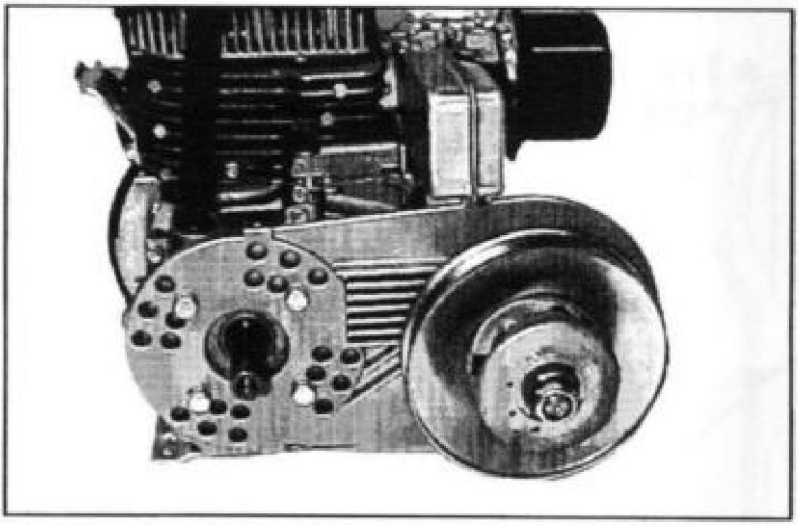

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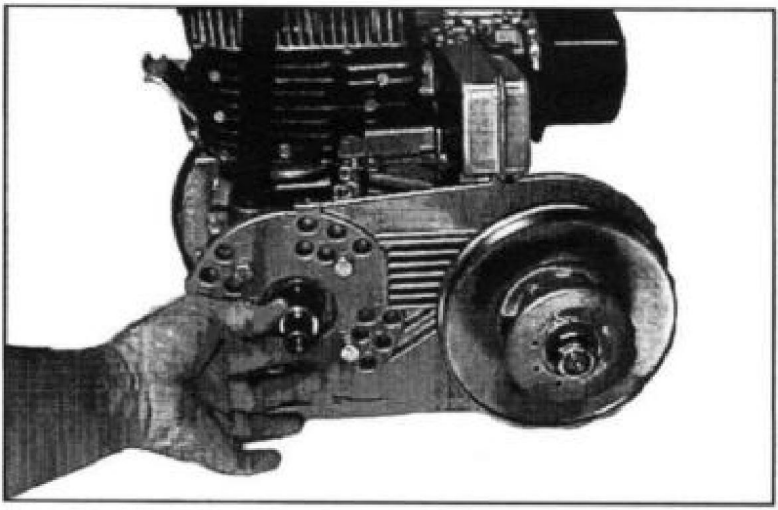

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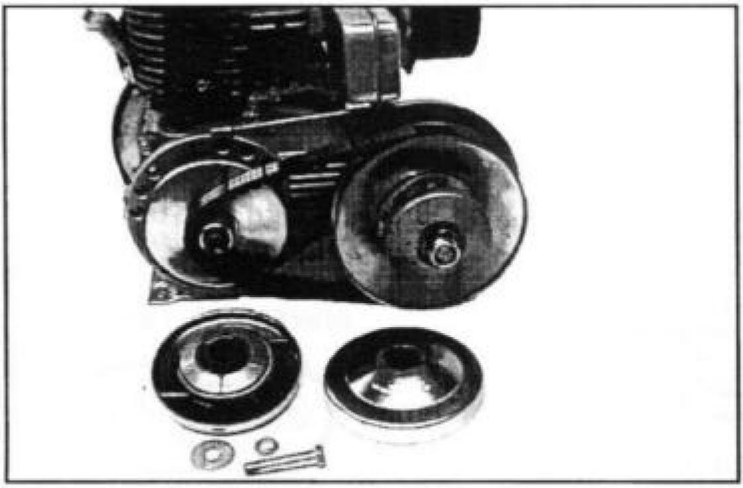

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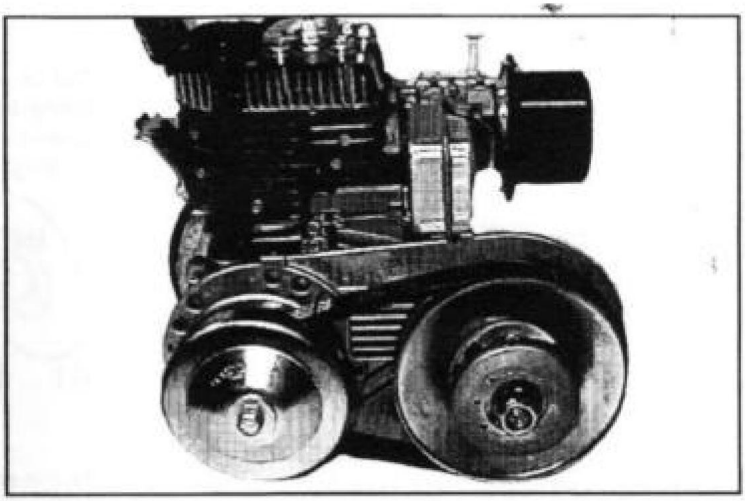

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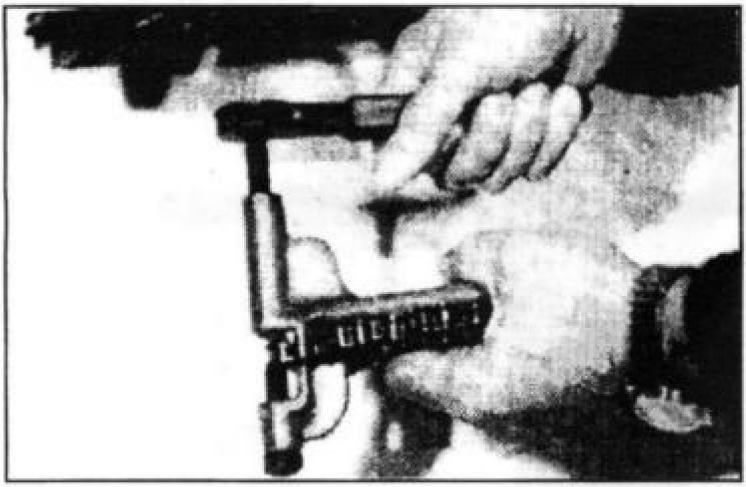
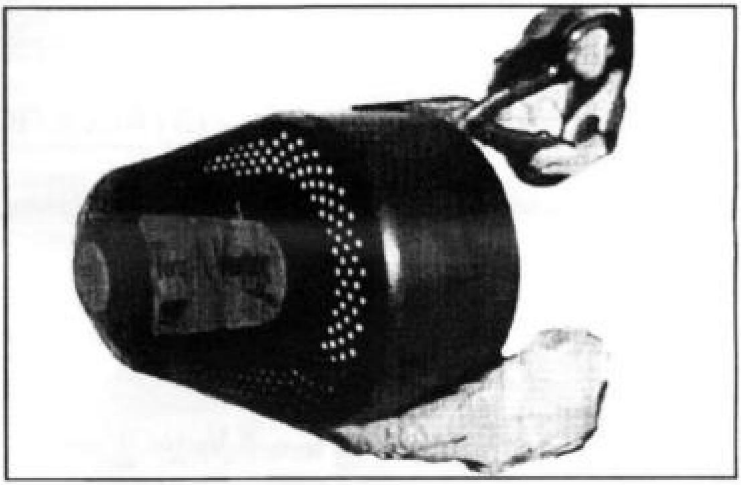
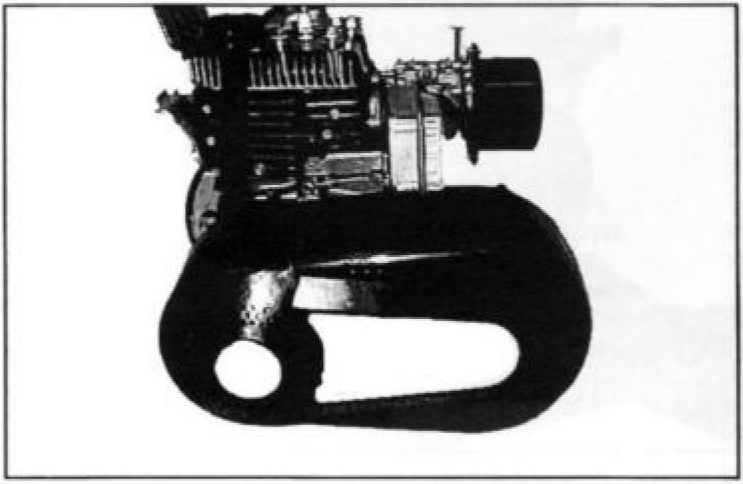


#7 BREAK CHAIN AT PROPER LENGTH TO GO AROUND SPROCKET ON TAV AND FINAL DRIVE SPROCKET. JOIN CHAIN BY THE MASTER LINK. MOVE THE ENGINE FORWARD OR BACKWARD FOR CORRECT TENSION.



#8 MARK THE TAV2 COVER WHERE THE CHAIN WILL COME THROUGH AND CUT WITH SCISSORS. MAKE SURE THERE IS AMPLE ROOM TO PREVENT CHAIN INTERFERENCE DURING OPERATION.



#9 PLACE THE COVER ON THE MOUNTING PLATE. INSTALL THE FOUR 1/4-20X1/2" THREAD FORMING SCREWS.

Fabrikant: Shanghaimuxinmuyeyouxiangongsi

Adres: Shuangchenglu 803nong11hao1602A-1609shi, baoshanqu, shanghai 200000 CN.

Geïmporteerd naar AUS: SIHAO PTY LTD. 1 ROKEVA STREETEASTWOOD NSW 2122 Australië

Geïmporteerd naar de VS: Sanven Technology Ltd. Suite 250, 9166 Anaheim Place, Rancho Cucamonga, CA 91730

VK REP

YH CONSULTING LIMITED.

C/O YH Consulting Limited Kantoor 147,
Centurion House, London Road,
Staines-upon-Thames, Surrey, TW18 4AX

EC-REP

E-CrossStu GmbH

Mainzer Landstr.69,
60329 Frankfurt am Main.

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GO-KART KOPPLING

MODELL:YMGE30A-2

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GO-KART KOPPLING

MODELL:YMGE30A-2

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	Varning - För att minska risken för skada måste användaren läsa bruksanvisningen noggrant.

Dellista			
Koda	**Namn**	**Bild**	**ANTAL.**
1	3/4” drivremskiva		1
2	5/8” drivremskiva		1
3	Bälte		1
4	Monteringsplatta		1
5	Plastskydd		1
6	Bulthållare		1
7	SKRUVAR GRAD 5 UNF MK"SFC" 3/8-24*2 1/2		1
8	INSEXSKRUVAR GR.5 UNF MK "3L SFC" 5/16-24*1		4

9	Skruvar M8*1,25-45		1
10	Skruvar M8*1,25-25		4
11	Skruvar M6*1,0-12		4

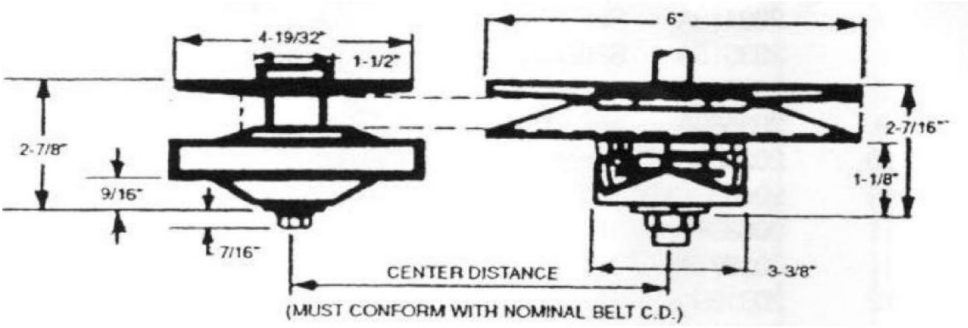
Produktintroduktion

Detta är ett asymmetriskt vridmomentomvandlarsystem som betyder skivan ansikten är icke-symmetriska. De har olika vinklar. I detta fall lösöret skivan är 18" medan den stationära skivan är 21/2" för en samlad vinkel of201/2". Här är några anledningar till att välja det asymmetriska konceptet The COMET Asymmetrisk koncept fungerar på en in-line princip med vridmomentet avkänning av kam i utombordsläge. Endast detta system är utformat för att driva detta sätt, vilket ger rätt inriktning för den slutliga drivkedjan att vara på densamma sidan av fordonet som kraftuttag. Detta erbjuder några mycket betydande fördelar monteringskrav i många fall. Det asymmetriska konceptet, med en vinkel på 18" på ena sidan, kräver mindre remskivrörelse för att lyfta remmen till större, jämförbara stigningsdiametrar för det symmetriska systemet. Detta gör det möjligt att

tvinga remmen till en diameter i drivkopplingen (vid högt varvtal) som överstiger vanliga 1:1-förhållande för standardsystem. TAV2 kan faktiskt uppnå en.90:1 eller 10% överväxling.

Modell	YMGE30A-2
Lämplig motorhästkraft (HP)	4-8
Ersätt del NR.	218353Aÿ219552Aÿ219456A

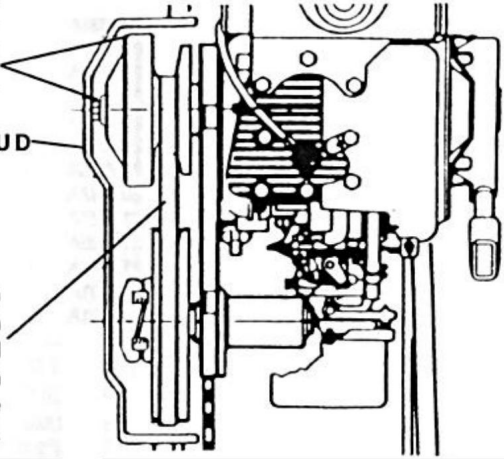
SPECIFIKATIONER & ALLMÄN INFORMATION

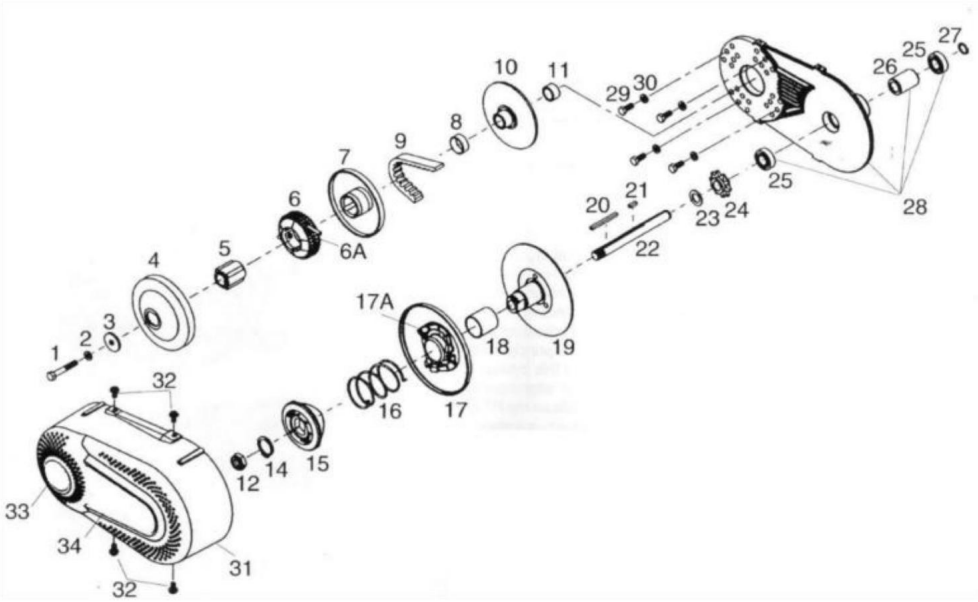


IMPORTANT!
Torque Converter DRIVE UNIT MUST NOT FLOAT on engine crankshaft. It must be bolted tight against engine crankshaft shoulder. Recommended Torque for bolt: 24 ft. lbs. To 30 ft. lbs. Max.

2 1/2" angle (flat side) of belt must be against the 2 1/2" angle pulley flange (Next to engine).

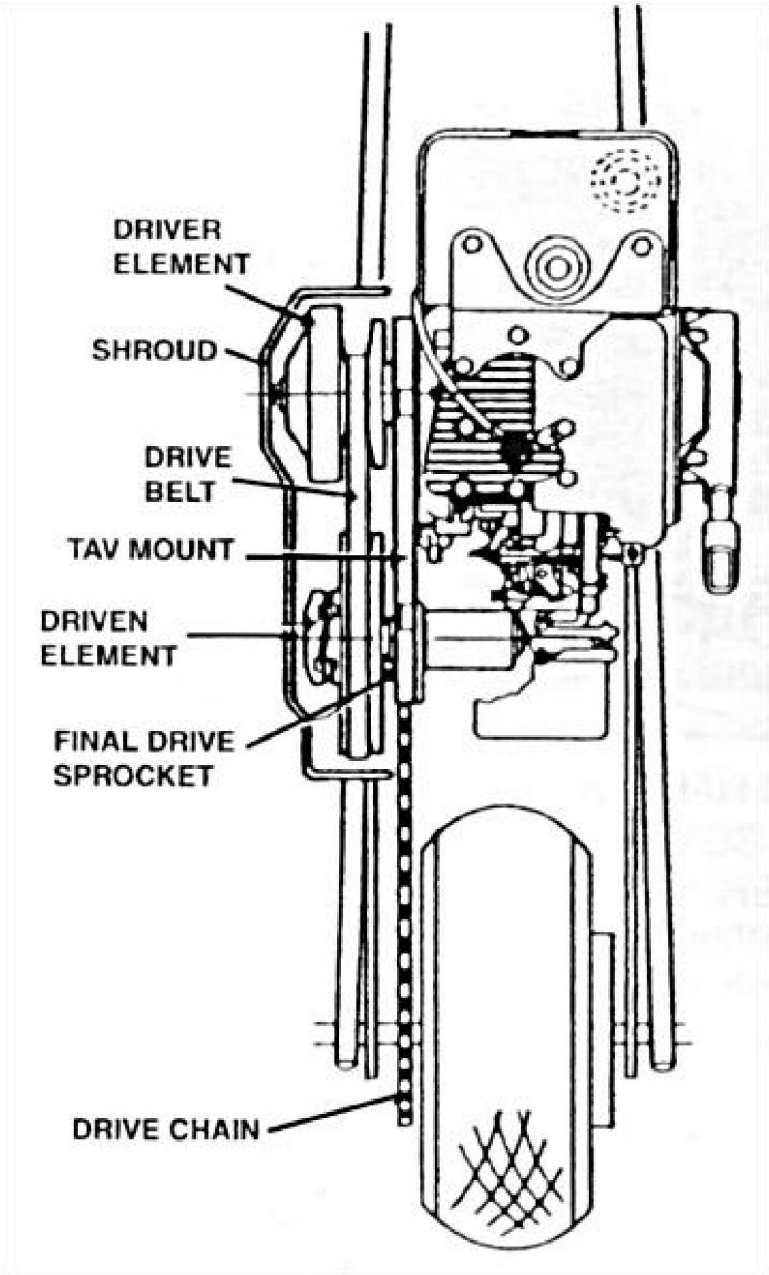
NOTE!
With Torque Converter (Driver-Driven & Belt) mounted on parallel shafts and the system in the low (Neutral or idle) position, the belt should be straight in the sheaves. The belt when straight in the sheaves should also be square to the engine crankshaft and jackshaft.

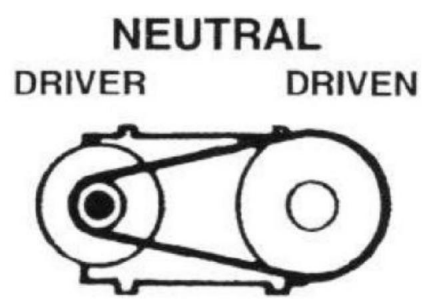




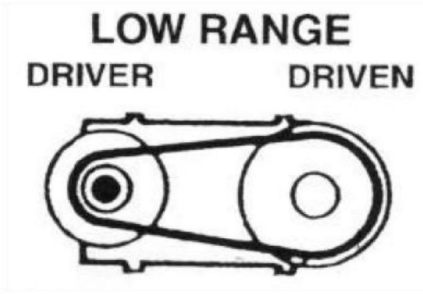
ITEM NO	PART NO	DESCRIPTION	QTY REQ.
1	215732A	5/16"-24X2" MTG BOLT TAV2-75	1
1	205384A	3/8"-24X2" MTG BOLT TAV2-100	1
2	200701A	5/16" LOCK WASHER	1
3	202429A	3/8" ID PILOT WASHER TAV2-100	1
3	200840A	5/16" ID PILOT WASHER TAV2-75	1
	The above hardware is included to mount your drive clutch to your engine. It is important that you use the correct bolt and washer to fit your particular engine.		
*4	202090A	DRUM DRIVER TAV2-75	1
*4	202427A	DRUM DRIVER TAV2-100	1
*5	200376A	HUB DRIVER 3/4" ID 4 SPLINED	1
*5	203641A	HUB DRIVER 1" ID 8 SPLINED	1
**6	200344A	DRIVER WEIGHT ASSY W/ SPRINGS	1
**6A	011188A	BLUE GARTER SPRING SET OF 2	1
7	200410A	SHEAVE MOVABLE HALF W/HUB 3/4" BORE	1
7	203515A	SHEAVE MOVABLE HALF W/HUB 1" BORE	1
8	200349A	BUSHING BRONZE (NOT USED ON TAV2-100)	1
9	203589A	7" BELT ASYMMETRIC	1
10	202066A	SHEAVE STATIONARY 2 1/2 3/4" BORE	1
10	206633A	SHEAVE STATIONARY 2 1/2 1" BORE	1
11	200389A	SPACER 3/4" ID	1
11	202877A	SPACER 1" ID	1
12	203189A	JAM NUT 5/8-18X3/8	1
14	204714A	RING RETAINING	1
15	215650A	CAM FIXED	1
16	215699A	SPRING GREEN	1
17	215647A	FACE MOVABLE W/CAM	1
17A	204332A	BUTTON INSERT	6
18	203942A	BUSHING	1
19	217612A	FACE FIXED W/POST 5/8" BORE	1
20	209831A	KEY 3/16" SQ. X 2 1/4"	1
21	011059A	KEY 3/16" SQ. X 9/16"	1
22	212225A	5/8" DIA JACKSHAFT-6 3/8" LONG	1
23	200834A	WASHER 5/8" ID X 1" OD	1
24	200379A	SPROCKET 12T 35P	1
24	202168A	SPROCKET 10T 40/41P	1
25	215558A	BALL BEARING	2
26	203187A	SPACER 5/8 X 7/8 X 1"	1
27	212227A	RING RETAINING	1
28	218525A	MOUNTING BRACKET W/BEARINGS AND SPACER	1
29	217867A	HEX HD CAP SCREW 5/16-24 X 1"	4
30	200701A	LOCK WASHER 5/16"	4
31	218351A	SHROUD PLASTIC W/ DECALS	1
32	214146A	SCREW THD FRM 1/4-20X1/2	4
33	218513A	DECAL	1
34	218514A	DECAL	1

En typisk installation av momentomvandlaren på en DIRECT DRIVE MINI-CYKEL



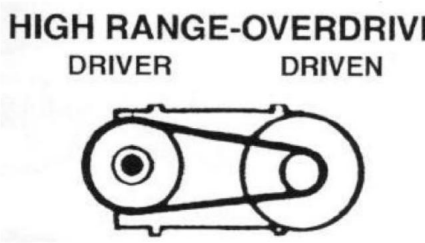


Den asymmetriska remmen har inget ingrepp när motorn går på tomgång. TC30-systemet är neutralt - utan remfriktion och inget motstånd.



När motorns gasreglage "öppnas" börjar förarremskivans flänsar att sluta samman via centrifugalkraft. Drivremmen kopplas in och driver den drivna enhetens remskiva till sin största diameter. Detta är det mest kraftfulla förhållandet i systemet. (2,7:1)

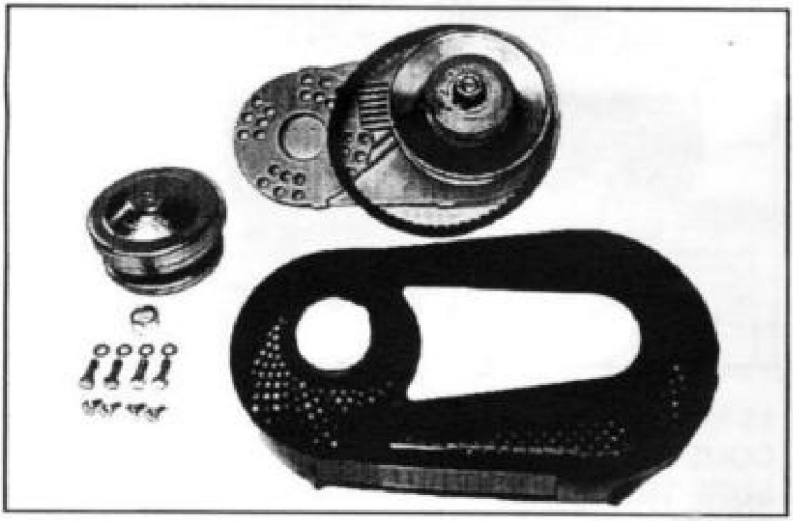
När motorns varvtal ökar fortsätter drivremskivans flänsar att sluta varandra. Denna åtgärd, i sin tur, pressar ut remmen till en större diameter på drivenheten. Denna åtgärd beror på acceleration och avsaknad av vridmomentbelastning på det drivna elementet, vilket gör att dess remskivflänsar kan öppnas vilket skapar en mindre drivenhetsdiameter. Om vridmomentbelastningen ökas, vänds detta förhållande på avstånd och jämnt till dess krav. Förhållandena mellan låga och höga för TORQ-A-VERTER är oändliga för att uppfylla alla efterfrågan inom dess kapacitet.



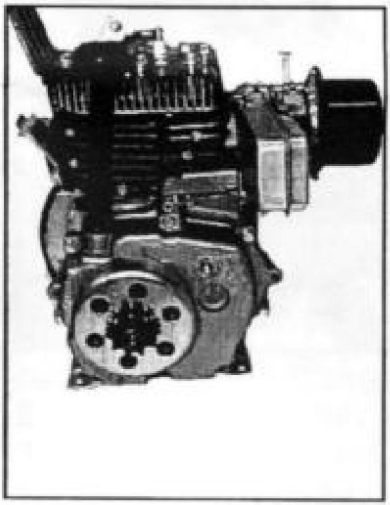
Vid sin högsta hastighet (överväxel) och lägsta lastbehovet, den drivna enheten remskivans flänsar är vidöppna och ger minsta möjliga remkontaktdiameter. Drivenhetens remskivflänsar är vid denna punkt stängda för att ge största möjliga remkontaktdiameter. I

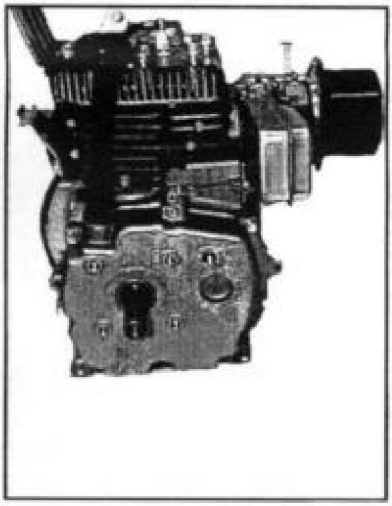
i fallet med TC30, det unika asymmetriska arrangemanget av remmen och remskivans vinklar gör att remmen kan överskrida diametrar som är möjliga med standard "V" remskivan, alltså överväxel och i det här fallet är det 10 % (.90:1).

INSTALLATIONSINSTRUKTIONER

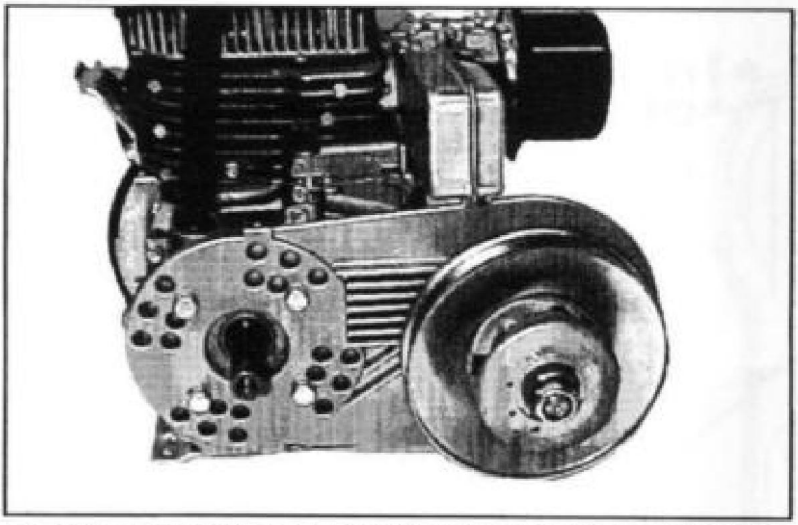


#1 COMPONENTS TO BE INSTALLED ON MACHINE

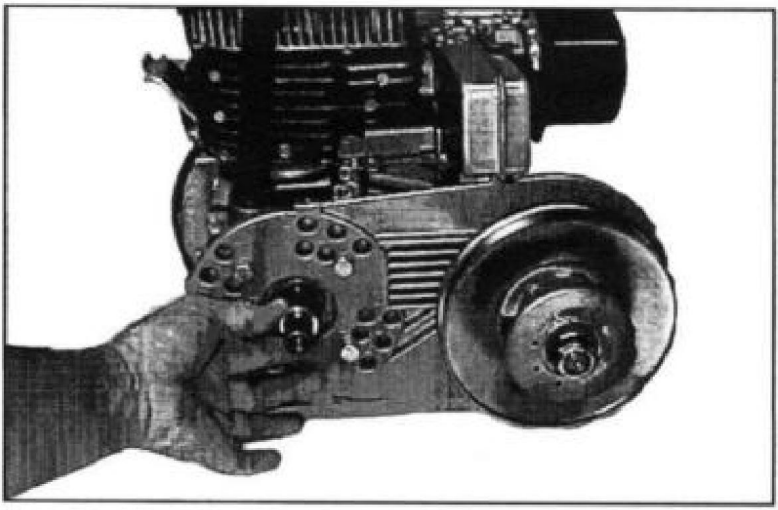




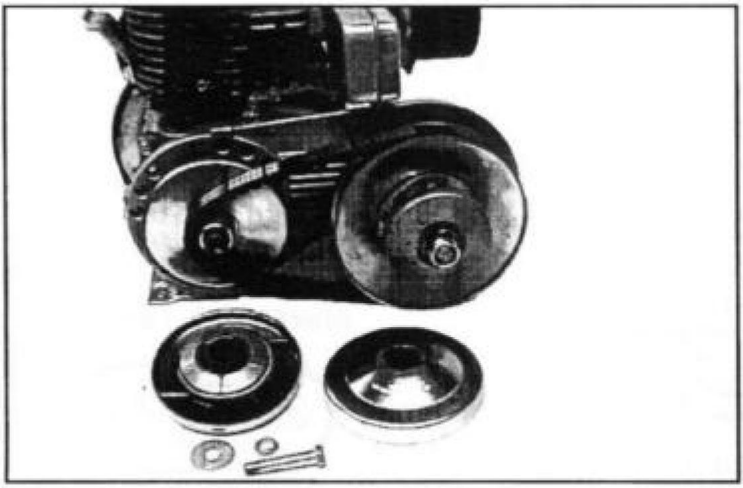
#2 REMOVE CENTRIFUGAL CLUTCH FROM ENGINE



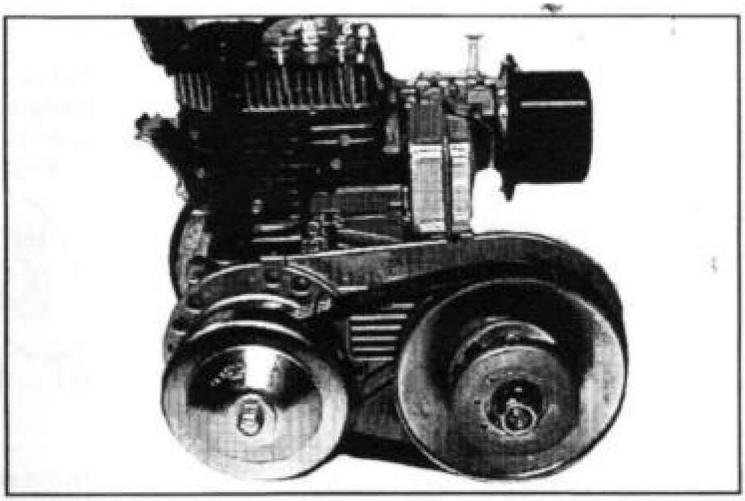
#3 BOLT BRACKET TO THE FOUR STANDARD TAPPED HOLES IN ENGINE CRANKCASE USING THE FOUR 5/16-24X1" HEX HEAD BOLTS AND LOCK WASHERS. BRACKET MAY BE ROTATED UP OR DOWN IF NECESSARY.



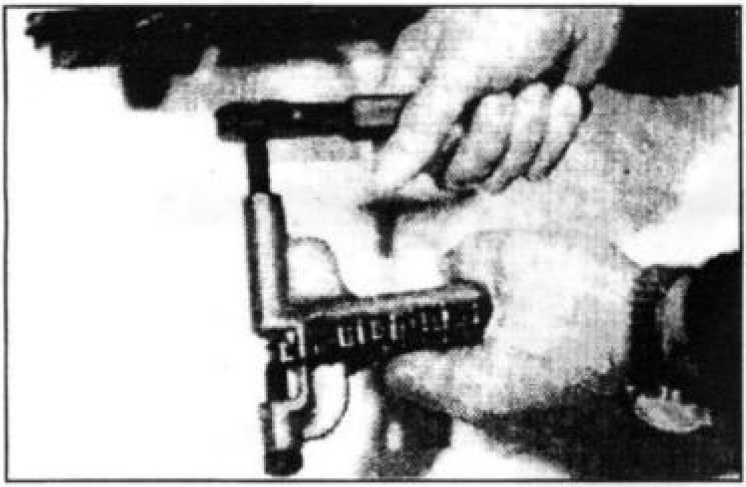
#4 PLACE SPACER PROVIDED WITH KIT ON CRANKSHAFT TO BRING THE DRIVE CLUTCH IN LINE WITH THE DRIVEN UNIT.



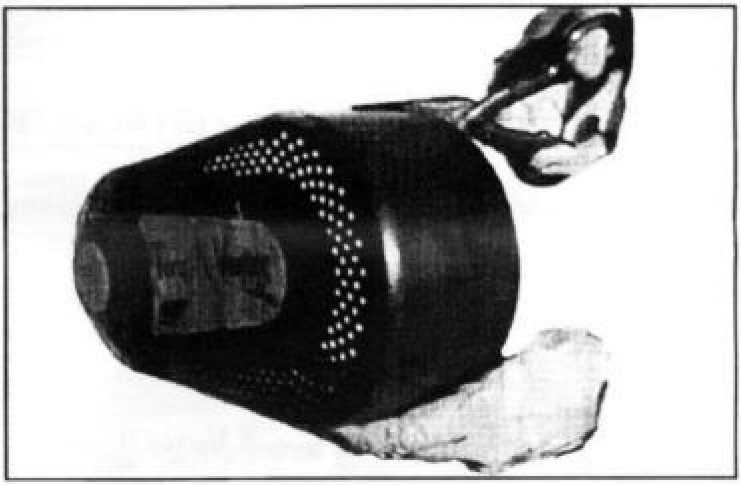
#5 SEPARATE DRIVER, PLACE ★FLAT SIDED FACE ON CRANKSHAFT. INSTALL IDLER BUSHING ON POST 3/4 DRIVER ONLY. SLIP BELT OVER DRIVEN UNIT AND OVER POST OF DRIVE UNIT. INSTALL 4 SPLINED HUB "D" OUTBOARD. IMPORTANT: BE SURE BRONZE IDLER BUSHING IS IN PLACE ON TAV2 30-75. TAV2 30-100 DOES NOT REQUIRE BRONZE IDLER BUSHING.



#6 PLACE OTHER HALF OF DRIVE ON CRANKSHAFT. LINE UP OUTER COVER AND INSTALL 2" RETAINING BOLT AND WASHER.



#7 BREAK CHAIN AT PROPER LENGTH TO GO AROUND SPROCKET ON TAV AND FINAL DRIVE SPROCKET. JOIN CHAIN BY THE MASTER LINK. MOVE THE ENGINE FORWARD OR BACKWARD FOR CORRECT TENSION.



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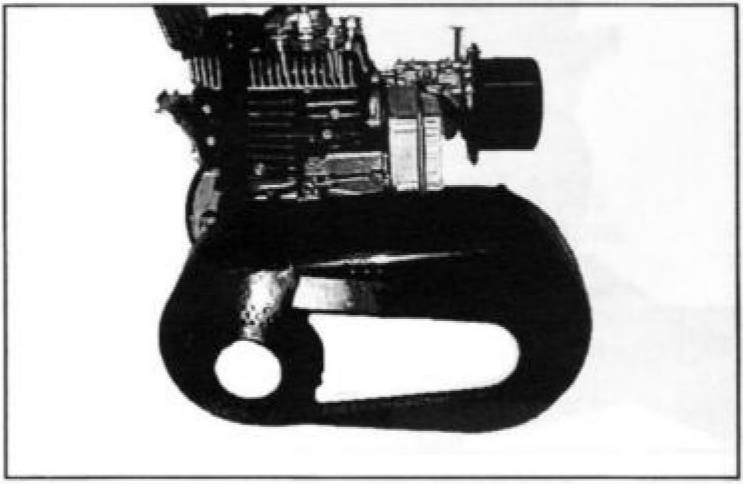

#9 PLACE THE COVER ON THE MOUNTING PLATE. INSTALL THE FOUR 1/4-20X1/2" THREAD FORMING SCREWS.

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UK REP

YH CONSULTING LIMITED.
C/O YH Consulting Limited Office 147,
Centurion House, London Road,
Staines-upon-Thames, Surrey, TW18 4AX

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