



THE STANDARD IN ENGINEERING EXCELLENCE



11 Brandywine Dr, Deer Park, NY 11729 - Ph: (631) 586-9525 Fx: (631) 586-2599 Em: info@unorthodoxracing.com

Thank you and congratulations on your purchase of the finest performance products available today.

We appreciate your feedback, good or bad, about the quality and performance of this product.

Our goal is 100% customer satisfaction and your feedback is very important in achieving this goal!

- This pulley kit Part# 020100302 contains a crank pulley: underdrive stock belt layout (Ultra S) Part# 0201103, polished finish only, a steel hub, three (3) allen bolts and three (3) lock washers. Check that this part number matches the part number engraved on the back of the pulley. If the part numbers or quantity of parts do not match, do not install the pulley and call the dealer you purchased the parts from or call our tech line direct.

Other Fine Unorthodox Racing Products Available For Your Vehicle

- Aluminum flywheel (Ultra L) Part# 060110100 (Upgrade for modular clutch cars, requires purchase of Ultra L aluminum flywheel).
- Aluminum flywheel/clutch kit (Ultra L/G) available for all model years.
- Crank pulley: underdrive single belt conversion (Ultra R) Part# 030100100 (Includes crankshaft mounting hub).
- Crank pulley: underdrive single belt conversion (Ultra R) Part# 030110102 (Outer ring only, mounts on steel hub that comes with crank pulley Ultra S).
- Performance clutch kits (Ultra G) available for all models, kits include pressure plate, disc, required bearings and an alignment tool.
 - Full faced Kevlar disc holds 30% more power than the stock clutch (Solid or sprung hub disc). (Street Sport) For stock to slightly modified cars.
 - Windowed Kevlar disc holds 45% more power than the stock clutch (Solid or sprung hub disc). (Sport Mod) For slightly to moderately modified cars.
 - Four or Six (6) paddle Ceramic disc holds 80% or Feramic discs holds 110% more power than the stock clutch (Solid or sprung hub disc). Ceramic (Sport Pro) for moderately to heavily modified cars and Feramic (Race Pro) is designed for heavily to race modified cars.

Installation Instructions

2000-04 Neon / PT Cruiser / SRT4 2.0 / 2.4L SOHC / DOHC 16V NA / Turbo

- **Notice:** These instructions are not a replacement for the factory manual; factory specified tools maybe required for removal of the original parts.
- The engine should be completely cold for easier installation.
- Loosen the lug nuts on the passenger side wheel.
- Raise the passenger side of vehicle and secure with a jack/safety stand.
- Remove the passenger side wheel and the plastic wheel well shroud in front of the crank pulley.
- Loosen crankshaft pulley bolt, but do not remove it yet.
 - Manual Transmission: Have helper place car in 5th gear, with clutch released. Have helper hold the brake pedal firmly. The crank pulley bolt is tight and will require significant force to loosen.
 - Automatic Transmission: Follow the crank pulley removal procedure/s specified in the factory manual.
- Loosen the accessory belts and remove.
- Use the factory specified puller or a 3-fingered puller (The rod on the puller, or an extension rod, used must fit in the inner bore of the pulley and go all the way through the bore of the crank snout, past the threads and bottom out at the end of the threaded bore in the crank snout).
- Once factory pulley is removed clean any rust or corrosion from crank snout, then place a bag of ice on the crank snout, you can use tape on the timing cover to affix the bag (Cooling is necessary to cause the crank snout to contract slightly, allowing for an easy installation).
- Preheat your oven to 500 degrees (you may also heat the steel center with a torch, heat until the coating in the bore begins to turn brown). Take the outer aluminum ring off the steel center and place only the steel center in an oven for 45 minutes at 500 degrees (Heating is necessary as the hub is an interference fit, heating the hub causes its bore to expand enough to allow easy installation on the crank snout).
- Remove the bag of ice and using leather or thick cloth gloves remove heated steel center from oven and press it onto the crank snout as far as possible without burning your hand. The steel hub must be fully seated against the front edge of the crank snout. If not seated you may, while the steel hub is still hot use a block of wood with a mallet or hammer to seat the steel center fully onto the crank snout.
 - * If the steel hub is not seated properly you will throw the accessory belts or the belts will squeal when running the engine.**
- Tighten the crank pulley bolt while hub is hot to assure proper seating, see the torque specification below.
- Allow the hub to cool for 30-45 min. and install the aluminum ring, see the torque specification below.
- Tighten the accessory belts to the factory tension specifications, see the necessary new belt sizes below.
- Re-install the remaining components in reverse order.
- The maximum HP gains will occur in 5-7 days of installation, once the computer recalibrates to take advantage of the engines lighter rotational weight.

Torque Specifications

- Steel Hub to Crankshaft Bolt - 30 ft-lbs. / 360 in-lbs. / 40.68 NM
- Aluminum Pulley Ring to Steel hub bolts - 19 ft-lbs. / 228 in-lbs. / 26 NM

New Belts Sizes (The belt sizes used may vary slightly. We recommend the use of Gates brand belts. Belt sizing can vary from belt manufacturer to belt manufacturer)

- Alternator Belt - Use Gates K040322 (32 7/8" or 835MM) or alternate size K040330 (33 5/8 inches or 855MM).
- Power Steering and A/C Belt - Use Gates K040506 (51 1/8" or 1300MM) or alternate belt K040545 (55 inches or 1395MM)
SRT4 Gates K040529 (53.5" or 1359MM)
- Power Steering without A/C - Use Gates K040420 (42 5/8" or 1085MM)

* If a different size belt/s work better on your vehicle please let us know the manufacturer and size of each belt/s used. You can contact us by phone or e-mail through our web page. Thank You!

For technical assistance please contact our technical support line at 631-586-9525 ext. 12
(Monday-Friday 10AM to 6PM EST)

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www.unorthodoxracing.com