



THE STANDARD IN ENGINEERING EXCELLENCE



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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#02080080_ contains a crank pulley: underdrive stock belt layout (Ultra S) Part# 0208108, an aluminum hub Part# 0208808 and four (4) M6 allen head bolts with lock washers (Part#0208808 will only be in polished finish, only part#0208108 comes in the four (4) choices of color). Check that the part number matches the number engraved on the back of the pulley. If the part numbers or quantity of parts do not match, do not install them 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# 06.08.108.00.
- Crank pulley: underdrive single belt conversion (Ultra R) Part# 03.08.808.00 (Polished finish only).
- 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

1993-95 Mazda RX-7 1.3L Twin Turbo

- **Notice:** These instructions are not a replacement for the factory manual; factory specified tools maybe required for removal of the original parts.
- Raise the hood to gain access to the engine compartment and then remove the intercooler assembly.
- **IMPORTANT!!! BEFORE LOOSENING THE ECCENTRIC BOLT:**
 - If engine is in vehicle, remove inspection plate on the bottom of bell housing and wedge something between the pressure plate and bell housing. Make sure object will not fall out because motor will rotate slightly when removing eccentric bolt. Do not remove object until new pulley is installed and eccentric bolt has been tightened.
 - If the engine is out of the vehicle, position it flywheel DOWN, pulley UP. Keep the engine in this position until the new pulley has been installed and the eccentric bolt has been tightened.
 - The above step is very important and is done to hold the rear torrrington bearing in place against the thrust plate to prevent the thrust bearing in the front of the motor from dropping out of place if the spacer moves forward.
- Loosen the eccentric shaft pulley bolt but do not remove.
 - Manual Transmission: Have assistant put car into 5th gear, hold brake pedal firmly, the pulley bolt is tight and will require significant force to loosen. Also a 3/4" impact gun is easiest if available.
 - Automatic Transmission: Follow the crank pulley removal procedure/s specified in the factory manual.
- Loosen the accessory belts and remove them, then remove the original eccentric shaft pulley.

Note: If key is not positioned directly downward reinstall bolt and turn eccentric shaft until key is in the down position. This is done for alignment purposes in case the key slides out with the pulley. The key slot must point downward to re-install key.
- The new crankshaft pulley is equipped with a steel sleeve that the engine oil seal rides. Check to make sure that the sleeve is on the pulley otherwise do not install as a major oil leak or serious engine damage could occur.
- Disassemble the factory pulley and remove the timing ring. The underdrive pulley is 2 pieces, so remove the four bolts and pull apart the two sections.
- Re-install the timing ring in between the two pieces of the ve pulley and fasten with the hardware supplied, it only fits one way so don't worry about getting it wrong. (we recommend the use of loc-tite to assure the bolts will not back out, this is also done from the factory by Mazda)
- Install the new underdrive eccentric shaft pulley, lightly coat the inner bore and both surfaces of the pulley that come in contact with the factory timing ring with anti-seize compound. Make sure that the eccentric snout edge has no burrs, if no burrs are present pulley will slip on easily and seat properly. Do not force pulley onto eccentric shaft as damage to both will occur voiding the warranty. In the rare case that a pulley is tight clean eccentric snout (as they can get slightly rusty) with emery cloth until pulley slides on as stated.
- Install accessory pulleys and tighten bolts hand tight until pulleys are flush with mounting surface.
- Install the new accessory belts and tighten to factory specifications.
- Tighten eccentric and accessory pulley bolts (reverse unbolting procedure for re-torquing of eccentric pulley bolt).
- 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.

Eccentric Shaft Pulley Bolt Torque Specification

- 180-200 ft-lbs. / 2160-2400 in-lbs. / 244-271 NM

New Belts Sizes (The belt sizes used may vary slightly. We recommend the use of Gates Brand belts, belt sizing varies slightly among belt manufacturers)

- Alt. & Air Pump: Auto Trans. use Gates K050510 (51.75" or 1315MM) / Manual Trans. use K050530 (53.5" or 1360MM)
- Power Steering & Air Conditioning: Use Gates K060400 (40.75" or 1035MM)

* 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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THE UNORTHODOX PLEDGE

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www.unorthodoxracing.com