

# WARRIORS OFF ROAD

## STRIKE 250 CVT BELT REPLACEMENT GUIDE

This guide will help you replace the CVT belt in your HISUN Strike 250. This requires a little bit of time since so much has to be removed to gain access to the belt. The factory manual states that engine removal is needed to gain access and replace the belt, but this is not needed. I have spent countless hours replacing these belts and have found some helpful tips and tricks I wanted to share. This job will take a few hours, so be patient and plan ahead.

Step 1. Remove both seats and seat brackets. The seats slide forward out of the tracks.

Step 2. Remove the shift knob from the center console. You can do this by using a flat screwdriver and pop off the top of the shift knob. There is a philips screw inside. Remove the screw and pull up on the shift knob to remove.



Step 3. Remove the center console by turning the tabs parallel to the center console, then pulling up on the console.

Step 4. This step is the hardest. It requires you to remove the engine cover that is the large piece under the drivers side to the passenger side plastic. It is brittle so use care not to break when removing. There are lots of screws as well so keep track of where they go and take pics to help you with installation later. You will have to remove the battery and unplug the electrical components, so mark or tag them for later. Always take pics.



Step 5. Once the large plastic panel covering the engine is removed, you will now have access to the cross member. This bar is bolted in on both sides and also acts as the seat belt mount. It is routed under the intake/throttle body so take care when removing it. It also is used to help secure the fuel tank down. This will have to be removed to allow the fuel tank to come out.



Step 6. Now you will have to remove the right side body cover to assist with access to the fuel tank removal.



Step 7. Now that the cross member is out of the way we can get to the fuel tank. Remove the two bolts that hold the fuel tank down. You will also have to unplug the two connectors to the fuel pump and sending unit. Keep the fuel line secured as you can get the fuel tank out of the way without having to remove the fuel line.



Step 8. Now you can lift the fuel tank up and out of the bay and place it in the passenger floorboard area for now.



Step 9. Now you will have access to the engine CVT belt cover. Remove the bolts holding the cover and gasket on.



Step 10. Once the cover is removed you will now be able to see both your clutches. The primary or Variator is the one on the engine. The secondary clutch is the one towards the rear. To remove your old belt you will need two of the bolts you removed from the CVT cover. Place them in the two threaded holes on the secondary clutch in the rear. Tighten them down equally and it will slowly spread open the clutch sheaves. This will aid in removing and installing the new belt.



Secondary clutch

Primary clutch

These two holes are used to spread the clutch apart

Step 11. Remove the Primary clutch with an impact wrench 17mm. There is a washer that is beveled, do not loose this. Pull the clutch off of the shaft and you will see the belt now. Remove the old belt and inspect the clutch sheaves for wear or residue. Clean with a 3M Scotchbrite until clean.



Step 12. When installing the new belt, place it so that you can read the numbers and lettering facing you.



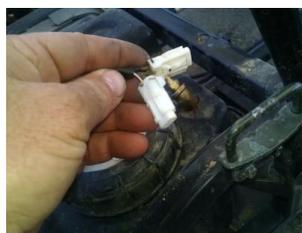
Step 13. Install the new CVT belt and then install the Primary clutch back on the shaft. It is important to place the clutch on the shaft so the splines line up with the splines on the end of the clutch plate. You will have to push to ensure the splines line up. Once the splines are lined up, you can then install the special beveled washer with the bevel facing towards the engine. Then hand tighten the nut to hold the clutch on the splines. Then tighten down with the impact wrench to about 60 ft. lbs.



**Step 14. Now remove the two bolts that were holding the secondary clutch open. Failure to do so will result in clutch failure and damage to cover and or belt.**

Step 15. Now re install the CVT cover making sure to re install the rubber washer/gasket. This helps prevent water from entering the clutch area. Tighten down the bolts to 8 ft. lbs.

Step 16. Re install the fuel tank back into its position. When re attaching the electrical connectors, make sure you match the wiring colors up. One is for fuel pump and the other is fuel tank sending unit. Failure to do so correctly will result in a no start.



Step 17. Now its time to install the cross member back in. Making sure to connect any intake or throttle body wires if you removed them earlier.

Step 18. Now you can install the large plastic engine cover. Take your time as it will be frustrating at times. The plastic is hard and will break when bent to far. Once the plastic is installed you can go ahead and place your wiring back into the correct spots and install the battery back in.

Step 19. Once the electrical is back in place, now would be a good time to check your work. Start the engine and make sure everything is running fine. If you have any problems, trace what you did.

Step 20. Install the center console back in place, and then install the shift knob back on.

Step 21. Install the right side body panel back in place over the fuel tank fill spout.

Step 22. Install the seat rails back in place

Step 23. Install the seats back in.

This should be all that is required to remove and replace your CVT belt on your HiSUN Strike 250. The Sector has some different body panels, but the mechanicals are the same.



We have a video showing how to do this install on our website in the video section. We also have it on YouTube: Hisun 250 CVT belt replacement.