

# WARRIORS OFF ROAD

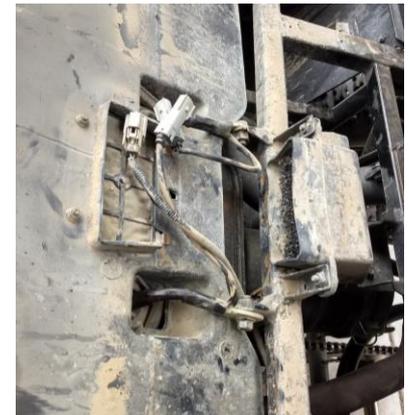
## HISUN SECTOR 250 CVT BELT REPLACEMENT GUIDE

This guide will help you replace the CVT belt in your HISUN SECTOR 250. This requires a little bit of time since so much has to be removed to gain access to the belt. 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. This guide is specific for the Sector 250 only

Step 1. Remove the lower seat cushion. This can be done by pulling up on the front part of the seat and it will pop out of the grommets



Step 2. Next remove the upper seat cushion. This is done by removing two nuts on the back side of the seat on the cross member. Then tilt the seat forward, this will give you access to the two seat belt bolts as well as the seat belt connectors. The seat will then be able to be removed and set aside.



Step 3. This step is the longest, and has lots of bolts so take your time. You will need to remove both the right and left side body panels. As the fuel tank slides out of the right side, and there are also two hidden bolts behind the body panels that you will need to remove. I have found it easy to remove the front fender flares as well. There are three screws under the panels that need to be removed as well.



Side panel



Hidden bolts on both sides

Step 4. Now that both body panels have been removed, you can now start to remove the engine cover. Take some pics of the electrical area. You will need to remove the battery, and disconnect the wiring as it will be pulled through the panel for removal.



You will also gain easier access to some of the electrical wires with the left side body panel removed

Step 5. You will need to remove the upper seat belt bolts and slip off the rubber boot to allow the seat belts to slide through the engine cover. The engine cover can now be removed and set aside.



Step 6. You will now have access to the fuel tank. There are three bolts holding it in place. Remove them and disconnect the electrical connectors. Remember they have colored matched wires, one is for the fuel pump and the other is the sending unit. Connecting them in the wrong plug will result in a no start.



Step 7. Now remove the small clip that holds the fuel line on the fuel pump. Take care not to lose this clip, as it is hard to get. Once removed, twist the hose back and forth to help it pull up off the fuel pump. Watch out not to lose the O rings as well.



Step 8. Now you can slide the fuel tank out on the right frame and set aside. You now have complete access to the CVT belt cover



Step 9. Now remove the bolts securing the CVT belt cover on. Ensure you remove the rubber gasket as well. This help mud and water from entering the cover and harming your belt or clutch.



Step 10. Use two of the bolts for the CVT cover and insert them into the secondary clutch face. There are two threaded holes. Screw them down evenly will push the sheaves open allowing the belt to be removed easily.



Step 11. Now remove the primary clutch (variator) with a 17mm impact wrench.



Step 12. Remove the worn or broken belt now.

NOTE: Before installing the new belt, make sure there are no wear marks or grime on the clutch sheaves. You can use a 3m Scotchbrite pad to clean the sheave surfaces.

Step 13. Install the new belt with the lettering facing you. Slide it over the primary clutch shaft and over the secondary clutch and rotate the clutch to help the belt slide in.

Step 14. Now install the primary clutch (variator) back on the shaft. Taking care to line up the splines on the shaft with the splines in the clutch plate. You will have to push a bit for the splines to catch as the belt is new and firm. While pushing on the clutch have the special beveled washer and nut ready. Install the washer with the bevel facing the clutch, and then hand tighten the nut to hold it all together. You can use the impact wrench to tighten the 17mm nut down to about 60 ft. lbs.



**Step 15. Remove the two bolts you installed in the secondary clutch! Failure to do so will result in possible clutch damage, cover damage, and poor running conditions.**

You have just finished installing your new belt. Make sure to break it in properly by driving easy for the first few hours. Installation is in reverse order.

NOTE:

- make sure the fuel tank connections are color matched.
- When installing the fuel line back in, twisting and pushing down will aid in getting it seated for the clip to be installed back in.

Now, take your time installing the parts and panels back in place. Installing your electrical wiring back in place correctly.

TIP:

- marking the wires with rubber bands, tape or any other means will aid in re assembly.
- Putting the bolts you removed in zip lock bags and marking them will make it easier to assemble.
- You might want to do some engine maintenance while you are there? Spark plug? Oil Change? Valve adjustment?

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