

Unorthodox



THE STANDARD IN ENGINEERING EXCELLENCE



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

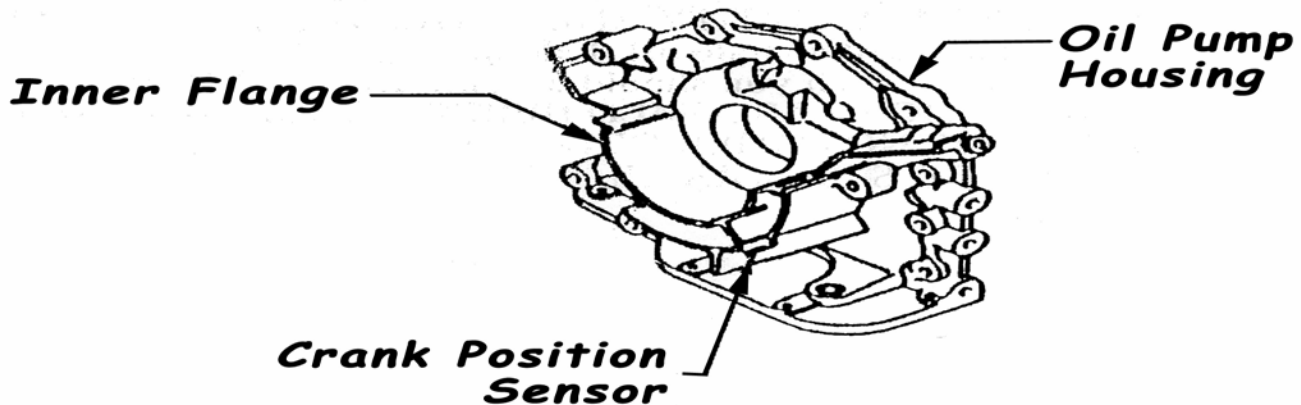
Notice: These installation instructions are not a replacement for the factory manual; some factory specified tools may be required for removal of the original parts.

For technical assistance before, during or after installation please feel free to contact our technical support line at 631-586-9525 ext. 12 (Monday-Friday 10AM to 6PM EST)

Installation Instructions

Ultra S – 1992-97 Mazda MX-6 - Ford Probe GT / 1995-01

- **This Ultra S kit contains underdrive crank pulley Part# 0208106 with steel timing trigger ring and 4 mounting bolts.. Check that the 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.**
- Open the hood to gain access to the engine compartment then loosen the lug nuts on the passenger side front wheel.
- Raise the passenger side front of vehicle and secure with a jack/safety stand.
- Remove passenger side front wheel and remove the plastic wheel well shroud to expose crank pulley.
- Loosen the crankshaft pulley bolt, but do not remove yet.
 - Manual Transmission: Have helper put car into 5th gear and hold the brake pedal firmly, the bolt is very 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 then remove the original crankshaft pulley.
- You will need to use a 4" grinder to remove the excess material on the inner flange of the timing case/oil pump housing, **the timing case/cover modification is mandatory for proper installation.**
- It is imperative to remove this excess material (approx. 5/8" of material) both aluminum and plastic, until flange is flush with remaining cast webbing on case/housing and timing belt cover.
- **The crank position sensor is mounted very close to the inner flange, when removing the excess material it is imperative that you don't damage the sensor by grinding or scraping it, or your car will not start or run.**



*** 3/4's of the diameter of the inner flange is aluminum, the remainder is plastic.**

- Check 4 allen bolts affixing timing ring. Make sure they are tightened fully and ring has no dents or nicks on outer edge.
- Install the underdrive crankshaft pulley; lightly coat the bore of the new pulley with anti-seize compound and tighten crankshaft pulley bolt, see torque specification below. Make sure that the crank snout edge has no burrs, if no burrs are present pulley will slip on easily and seat properly. **Do not force pulley onto crankshaft, as damage to both will occur voiding the warranty.** In the rare case that a pulley is tight clean crank snout (as they can get slightly rusty) with emery cloth until pulley slides on as stated.
- Install the new accessory belts, see necessary belt sizes below, and tighten the belts to factory belt tension specifications.
- Re-install the remaining components in reverse order.
- The maximum HP gains from the pulley/s can be expected within 5-7 days of driving, once the computer has recalibrated fully and taken advantage of the engines lighter rotational weight.

Crankshaft Pulley Bolt Torque Specification

•116-122 ft-lbs. / 1392-1464 in-lbs. / 157-165 NM

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

- Alternator and A/C Belt: Use Gates K050380 (38.75" or 985MM) – Alternator w/o A/C: Use Dayco 315K5 (31.5" or 800 MM)
- Power Steering and Water Pump Belt: Use Gates K040355 (36 1/8" or 920MM).

*** 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!**

Other Fine Unorthodox Racing Products Available For These Vehicles

- Ultra L aluminum flywheel Part# 06.08.106.00.
- Ultra G Stage 1 KWR clutch kit Part#07.08.006.01 (Pressure plate, windowed Kevlar disc, pilot & throw-out bearing and alignment tool)
 - Clutch kit holds 30-40% more power than the stock clutch.
- Ultra G Stage 2 R6 clutch kit Part# 07.08.106.06 (Pressure plate, 6 puck ceramic disc, pilot & throw-out bearing and alignment tool)
 - Clutch kit holds 60-80% more power than the stock clutch.
- Ultra G Stage 2 R4 clutch kit Part# 07.08.106.04 (Pressure plate, 4 puck ceramic disc, pilot & throw-out bearing and alignment tool)
 - Clutch kit holds 80-100% more power than the stock clutch.

*** We offer a sprung hub option for all of our Stage 1 & 2 clutch kits, for sprung just replace the R with an S.**

We appreciate your comments, good or bad, about our products performance. Our goal is 100% customer satisfaction and your feedback is very important in achieving this goal!

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THE UNORTHODOX PLEDGE

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