

# CVTech-IBC How to adjust your Powerbloc clutch

The *Powerbloc* clutches from CVTech-IBC are factory calibrated for every specific snowmobile model. However, depending on the conditions of use (altitude, temperature, snow condition, etc.), the condition of your snowmobile (track configuration: long vs short, wide vs narrow) or any other modification done to the snowmobile, your *Powerbloc* clutch may need to be slightly readjusted in order to get optimum engine RPM during acceleration.

## Prior to adjustment

In order to ensure optimum results with your *Powerbloc* clutch, make sure that:

- Your secondary pulley (driven) is clean and in good condition. Clean, inspect and replace worn parts if necessary.
- You are using the belt recommended by the manufacturer of your snowmobile and that this belt is in good condition. Replace the belt if necessary.

## ENGINE RPM ADJUSTMENT PROCEDURE

### 3- Belt tension adjustment

Refer to your snowmobile owner's manual for belt adjustment.

### 4- Calibration of engine RPM during acceleration

Principle: The quantity of weights inside the blocks will determine the engine operating RPM in acceleration.

- To increase the engine RPM: reduce the quantity of weights (item 2 – see image below).
- To reduce the engine RPM: increase the quantity of weights (item 2 – see image below).

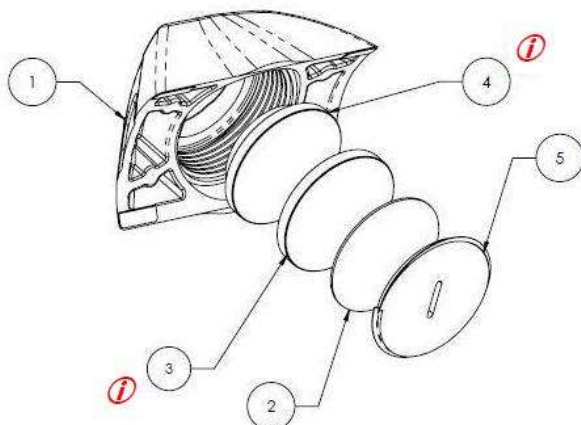
**i** For service procedure of your *Powerbloc* clutch, refer to your Powerbloc maintenance manual.

Reduce or increase the quantity of weights (item 2) one by one inside each block, until you obtain the desired behaviour.

### IMPORTANT

Make sure that all 3 blocks contain exactly the same quantity of weights. (items 2, 3, 4 – see image below).

**i** Items 3 and 4 are not present in all assemblies. If either one is present (items 3 and/or 4), it is important not to remove them and leave them assembled in the order of the image below.



Calibration parts- Powerbloc 80

#	Part #	Description	Weight
1	1130-3001	Block	44 gr.
2	1135-3001	Weight	5.7 gr.
4	1135-3003	Weight	54.5 gr.
5	1150-3001	Threaded cap	3.3 gr.

## 5- Engagement RPM

Once you have obtained desired engine RPM in acceleration, it is possible that the engagement RPM has changed and/or that you want to adjust it. The engagement RPM can be adjusted by changing the spring. A spring with a lower load point at engagement will reduce the engagement RPM, give a softer launch and better control of the vehicle at low speeds. On the opposite, a spring with a higher load point at engagement will give more abrupt launch and a more sporty behaviour. See list of available springs.

### **WARNING**

Never attempt to change the spring in your *Powerbloc* without the adequate tools and necessary precautions. The spring is under high load in the assembly. Removal or installation of the spring without the necessary precautions can cause death or serious injuries.

(Compression tool for spring removal and installation p/n : 5055-0002)

### **IMPORTANT**

When adjusting the engagement RPM, you must select a new spring with different load point at engagement but you need to keep the same load point at top speed as your initial spring. Changing the spring load point at top speed will change the engine RPM in acceleration. The use of springs from other manufacturers is not recommended. They can cause the *Powerbloc* to get stuck and damage it.

① Refer to your snowmobile owner's manual for removal and installation of the clutch.

### List of available springs

<b>Powerbloc 80</b>	Part number	Color code (reference)	Load at Engagement (newtons)	Load at Top speed (newtons)	Rate (N/mm)
			à 72 mm	à 45 mm	
	1151-1118	White-purple-purple-pink	500	700	7
	1151-1120	N/A	500	1100	22
	1151-1129	N/A	700	1100	15
	1151-1131	N/A	700	1600	33
	1151-1132	N/A	800	1100	11
	1151-1133	N/A	800	1300	19
	1151-1134	N/A	800	1600	30
	1151-1135	N/A	900	1300	15

For technical support, contact your local dealer or :



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