

CL-MotoTech GT750 Water Pump Guide

Break-in: As the aluminum gear is imperfect relative to the steel drive gear, there will be some wear of the aluminum gear as the aluminum gear self-mates with the drive gear. As a result, it is recommended that transmission oil should be drained at 100 miles or 2 hours of run time. The gear should be inspected at this time as well. Wear should be virtually zero, but some visible shining of the teeth faces will likely be observed. Repeat this process at 500 miles or 10 hours of run time, and again at 1000 miles or 20 hours of run time. Wear should remain minimal, as in no major loss of material, a visible shining of the teeth is expected. If a significant wear pattern is observed at any interval, the gear should be removed from service.

Continued Maintenance: Inspect the gear at every oil change interval.

Installation: Due to the shrink fitting of the steel center hub into the aluminum gear, the steel hubs tend to warp some. This will mean that the hub may not slip onto the shaft as easily as the OEM gear, despite the use of the steel OEM hub. Use a socket that clears the shaft and rests against the steel center hub, then tap on socket with a small hammer and drive the gear into place. It shouldn't require a hard hit, but some interference is expected. The hubs are lightly reamed before shipping, the ID is matched to the OD of the Suzuki shaft, but not reamed for extra clearance.

Removal: As a result of the tighter fit on the shaft a 3-prong puller may be required for removal. Use it gently as the gear can easily be warped or damaged. Some heat on the gear and hub via a propane torch or heat gun can also help expand the hub and ease removal. Do not pry on the gear. Be careful to keep the gear temp under 400F if a torch is used, as this could damage the temper of the Aluminum.

General Information: It is expected that these gears won't last as long as OEM gears mileage/hour wise. Simply, they will likely wear faster. However, they aren't afflicted with the cracking issues of the OEM gears. As development continues this section will be updated.

Build Background: This item was designed and tested in a highly tuned GT750 motor running a large BDK water pump. In this state, stresses are higher than stock and low tune engines, the gear has proven very reliable. That said, not all engine builds are equal, not all riding conditions are the same, so take caution with your break-in procedures and monitor the performance of this product accordingly.

Legal Bullshit: By purchasing this product and installing it, purchasers expressly acknowledge, understand and agree that they take, select and purchase these parts and equipment from CL-MotoTech, "as is" and "with all faults". The entire risk as to the quality and performance of these systems, parts, or equipment is with the purchasers. Should the goods prove defective following their purchase, the purchasers assume the entire cost for all necessary servicing or repair or any resulting liability.