



1/19/2014

TURBIE/EVO MOTOR MOUNT KIT



1. Install your new style Turbie/Evo Mag side polyurethane motor mount. Make sure that the polyurethane flange is to the inside and the aluminum flange is to the outside. Some dish soap makes the rubber mount easier to install in the cast aluminum factory engine brackets.
2. .

CLUTCH ALIGNMENT PROCEEDURE

1. When checking motor/clutch alignment the best thing to is use the Arctic cat alignment bar or an adjustable alignment bar like the one in the pictures which is available from Team. Also, One Stop Performance has an excellent clutch alignment tool which is available from us or One Stop. Use for adjusting secondary clutch offset. (Figure 1) You can use two 1/2"X1/2"X18" aluminum bars for checking clutch parallelism and two spring clamps to hold the bars while checking and making adjustments (Figure 2)



Figure 1



Figure 2

2. For accurate measuring, the use of a small digital caliper like the one in Figure 3 works very nice for this job and can be purchased a tool store for about \$20.00.



Figure 3

3. Position your alignment bar in the space between the sheaves on the primary and then clamp your 1/2 X 1/2 bars to the outer sheave of the secondary. You are now ready to start checking your measurements for parallelism (Figure 4). Adjustments will be made with the eccentric collar on the mag side and a short and skinny 19mm wrench. You may have to grind your wrench down to make it thin enough to fit. (Figure 5). Check for parallelism and measuring at the 12:00 and 6:00 positions on your primary clutch. These numbers should be

the same. Then check the parallelism at the 9:00 and 3:00 positions. With our TCL Delete installed, the measurement at the 9:00 position should have 1-1.5 mm of positive twist so that when the engine is at full power it will align itself to zero. (See Figure 7 for more clarification)



Figure 4



Figure 5

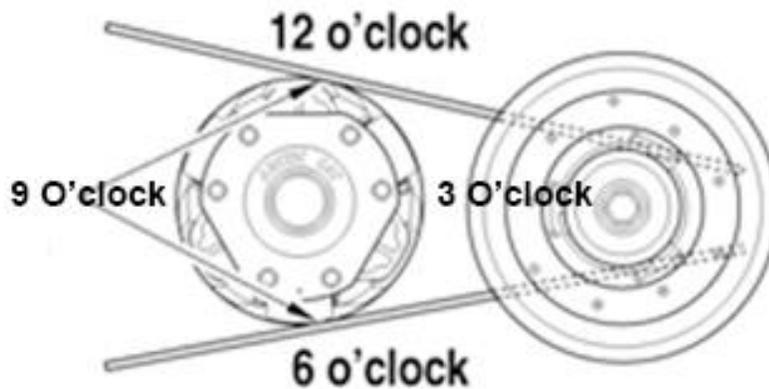


Figure 6

4. If you already have an OSP engine snubber, this helps to make small adjustments as well. After all the adjustments have been made and are correct tighten the rubber engine mount bolts. In order to get the parallelism correct, it **may** require a shim under one side or the other of the FRONT motor mount.
5. Next, check your secondary clutch offset. This can be done with the factory Arctic Cat alignment bar. Add or remove shims behind your secondary clutch to achieve the proper offset. Once the correct shims are in place and the offset is correct, re-torque your secondary clutch bolt to spec.