Magnuson Hot Rod 2650 Front Bearing Support Install

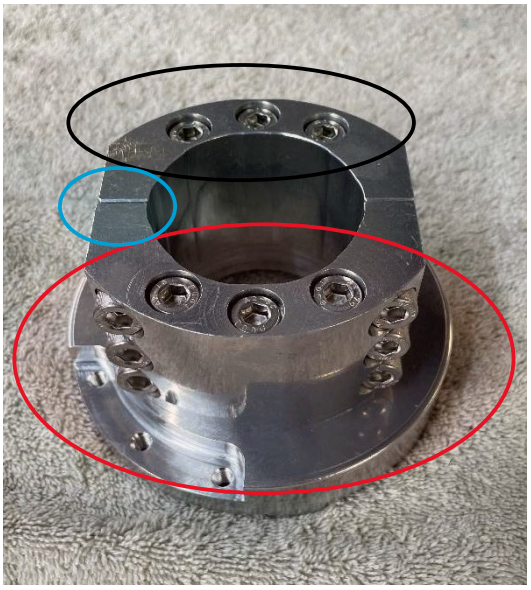
Please take the time to fully read the instructions prior to installation, if you have any questions call 844-579-7927, we will be happy to explain in detail the install procedure.

1) You must partially disassemble your drive system. Remove the Belt, pulley screws, supercharger pulley and pulley spacer. Put them away, you will **NOT** be reusing them.

2) Your bearing support comes partially assembled. It will need to be partually disassembled on your workbench. Please keep the parts in order and replace them in the same order that they were removed.

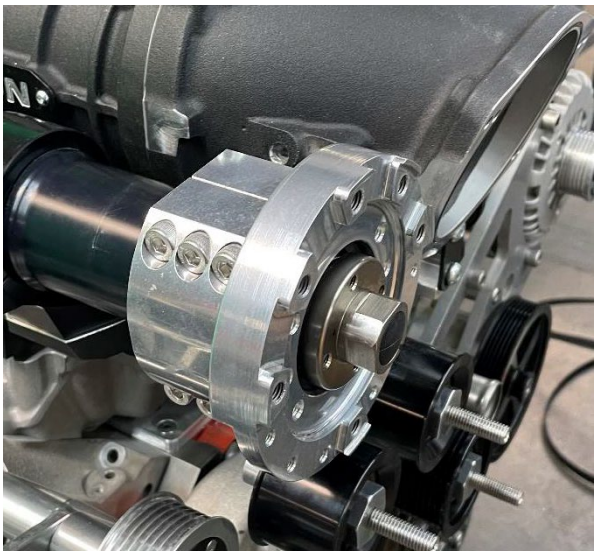
3) First, remove the front bearing support plate using the 6 small button head screws. Second, remove the front cover housing using the 6 M8 Socket Head Allens. The rest of the assembley does not need to be disassembled.

4) The main clamp bolts (circled in red) that holds the front clamp to the rear housing plate are already loose and should allow you to slide the assembly onto your jackshaft. The rear clamp (circled in black is held in place with dowel pins to keep the part aligned to the jackshaft) **DO NOT LOOSEN THESE BOLTS**.



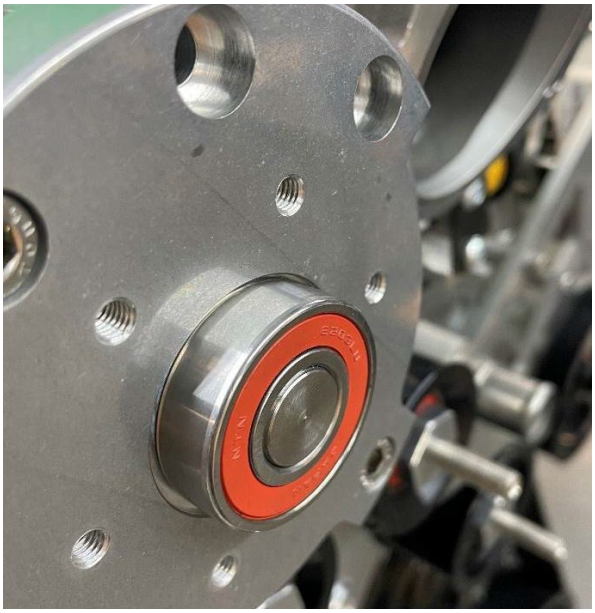
NOTE: There is a small gap of about .030, by design, between the two clamp halves (circled in blue) that face away from the supercharger. All the loose bolts should have a small amount of anti-seize applied to them prior to install, you may remove them and apply as necessary.

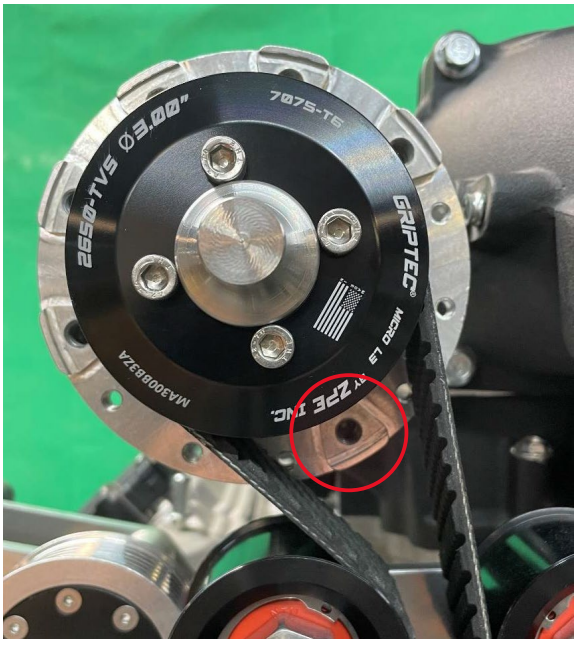
5) Slide the assembly onto the shaft housing, make sure it moves freely so you can align the belt window to your belt that is outlined in the next few steps.



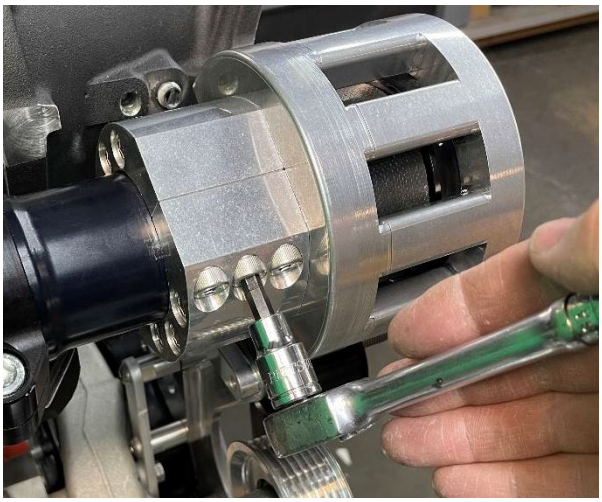
6) Install the nose piece adapter onto the jackshaft. Install the supplied pulley Install and SNUG the 4 bolts. It's not necessary to Torque the bolts just yet. Install the belt.

7) Setting the lateral position. Install the front cover housing onto the assembly. Slip the nose bearing onto the nose piece and slide the assembly back until the end of the nose cone is even with the bearing. Rotate the entire assembly so the lower strut is midpoint between the belt as shown below. Inspect and verify the pulley retaining bolts are not touching the inside of the front cover housing by looking inside the assembly. NOTE: Depending on your drive system, the rotation of the assembly may be different than what is pictured. The back edge of the belt should be about .060 away from the rear plate and should not touch anywhere

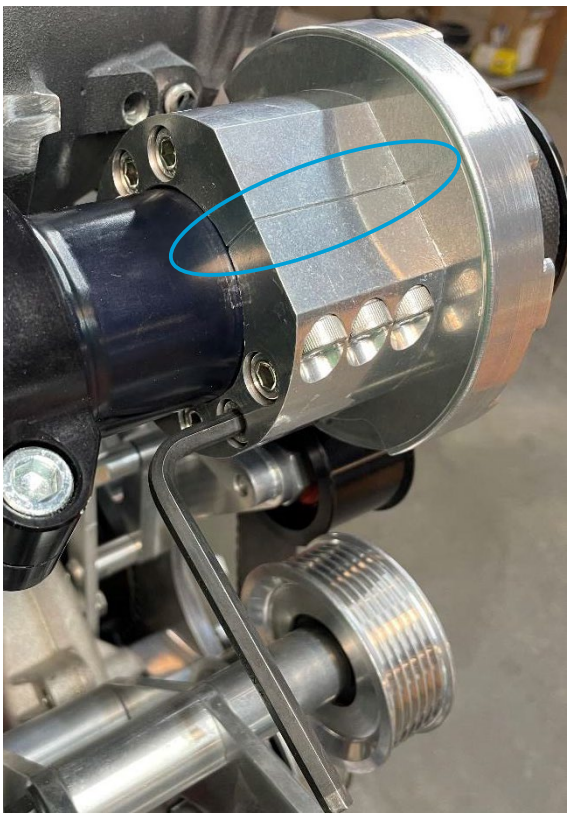




8) Lock the lateral position. The rear 3 bolts parallel to the tube should already be tight. First, lightly snug the upper center clamp bolt. Second, lightly snug the lower center clamp bolt. Third, lightly snug the 3 bolts parallel to the tube to remove any clearance between the clamp and the housing. Tighten the upper 3 clamp bolts. Tighten the 3 lower clamp bolts. Tighten the 3 bolts parallel to the tube.



NOTE: there should be zero gap between the clamps and the housing. There should be zero gap between the 2 clamps upper mating surfaces (circled in blue). The lower clamp mating surfaces, by design, start with a gap of approximately .030 but may change to stop any slippage.



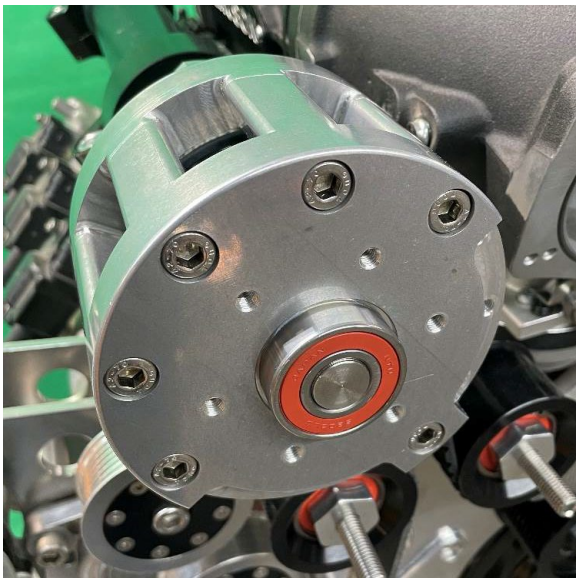
Once all the bolts have been tightened, torque them to (41Nm/260in. lbs/30 ft. lbs)

9) Align the shaft bearings. Remove the front cover and the belt. Install the dial indicator as shown to measure the adapter run-out. We provide a .0005 indicator.

NOTE: The bolts holding the adapter and pulley should be just snug enough to keep them from slipping on their own.

NOTE: This is the most crucial part of the install needing extra attention.

Rotate the pulley and check to see how much the indicator moves, each line on the indicator is worth .0005. As you rotate the pulley, mark the highest point with a marking pen. If your indicator is moving more than .0005, you will need to lightly tap the parts at the high spot and recheck the run-out until the indicator reads as close to zero as possible. NOTE: The less run-out the better, this procedure will align all 3 bearings. Once you achieve near zero, tighten the M5 screws to (10Nm/88 in. lbs/7 ft. lbs)
(apply a amount of blue Loctite to the screws before torquing to spec)



NOTE: If you are unable to get the indicator to read within .0005 or less call us before proceeding. A large reading may indicate you already have a jackshaft problem.

10) Install your belt, Install the front cover and tighten the six M8 screws to (41Nm/260in. lbs/30 ft. lbs)

11) apply a small amount of anti-seize to the nose and slide on the bearing to the nose and slide on the front bearing cover. Install the six small button heads screws but leave them LOOSE.

NOTE: When tightening the bearing cover, the tensioner MUST be relaxed to remove any tension on the belt. This may require 2 people. If you have a rigid tension system, do not torque the belt until the bearing cover bolts have been tightened. Tighten the M6 screws to (16.8Nm/148 in. lbs/12 ft lbs.)

12) You're done…..