



### BILLET ENGINE MOUNTS

#### Tools required

- 1 - Floor jack
- 2 - Jack stands
- 3 - 13mm deep socket/ wrench
- 4 - 15 mm deep socket/wrench
- 5 - 8 to 10" extension and ratchet
- 6 – Torque Wrench
- 7 – Flat head screw driver

1 Elevate rear of the chassis using a suitable lift and jack stands

2 Remove the 2 – M8 nuts (13mm deep socket) on the bottom of each side on front engine support brackets

3 Elevate front of engine tube mount until you have approx.  $\frac{3}{4}$ " gap between the top of mounting surface and bottom of existing Isolator.

4 Remove the 2 M10 bolts (15mm socket) that are attached to the motor mount tube on each side, be sure to hold on to existing part as it will now be separated from machine.

5 Take loose parts to the bench and remove the 2 bolts on each Isolator with a hammer or flat head screw driver – do not damage - as you will be re-using all the original hardware pertaining to the New Front Billet Engine mounts.

6 – Now place the original hardware back into the new parts the same way you took it apart, Install the 2 aluminum washers provided with the kit on each side of each Front Billet Mount and lightly install the 15mm Bolt into the Engine mount tube.

7 – Very carefully ease the Billet Engine mounts down and into place using the positioning studs on the bottom side of part into the top side of chassis bracket mounts.

8 – Install the 2 13mm nuts on each side and lightly snug, ensuring everything is fitting in location holes properly now install lightly snug the 2 15mm bolts making sure there is a supplied aluminum washer on each side of new billet bracket. torque the 13mm nuts to 17 ft lbs (23 Nm) and now Torque the 15mm bolts to 40 ft –lbs (54 Nm)

9 – Relocate the jack to the rear portion of the transmission and elevate slightly, remove the two fasteners (1000 xp model only) or three fasteners (turbo model only) attaching the rear transmission mount bracket assembly to the frame. Remove the fasteners that attach the rear mount to the transmission. Remove the mount assembly from the vehicle.

10 – Install the rear transmission mount to the frame and secure with original m8 bolts and nuts. Torque nuts to 17 ft lbs (23 Nm)

11 – Install the M10 bolt and nut securing the transmission brackets to the rear mount. (Turbo Models only use the 2 Stainless Steel washers supplied with the kit in between the 2 brackets and new Billet mount then Install the 10mm bolt and nut through securing the brackets to the rear mount). Torque the M10 bolts to 40 ft- lbs

#### Front Diff Install

1 – Remove the four bolts securing the front gearcase to the frame on the bottom side of the chassis.

2- Install the supplied aluminum spacer (arrow on top facing the driveline) on the rear bolt location (closest to the seats) using the new supplied bolts.

3 – Install the shims on the very front ( near the grill ) using original bolts.

4 – Now install the 4 bolts that secure the front gearcase to the frame and torque to spec. 30 ft lbs (41 Nm)

Double check all work performed before you hit the trails. Also, be sure to re-torque all hardware after 25 to 50 miles as chassis flex and movement of engine will take place to ensure your machine is running at its peak.