



Dyna front motor mount

General

The mount kit is designed to replace the original motor mount 47583-90B and bracket 47226-90A

This kit is designed to fit all Dyna models 1991 - 1998 fitted with the Evolution engine.

Before final assembly use Loctite 243 (blue) or equivalent on all threaded parts.

Total fitting time approximately 30-60 minutes.

The mount kit consists of an insulator assembly that mounts directly to the motor, a support block that fits the insulator assembly to the bike frame, a control link that gives the mount system lateral stability. And an optional stainless steel cover plate.

WARNING

The riders safety depends on the correct installation of this kit. If the procedure is not within your capabilities or you do not have the correct tools, have the installation done by a trained motorcycle technician. After installation we recommend checking the rear wheel alignment and if necessary to adjust in accordance with the manufacturers service manual for the bike.

NOTICE

The Dyna range of bikes have a characteristic vibration which will not be completely eliminated by this product. This mount system should give improved levels of vibration isolation over the standard mount and should give improved durability, ride and handling in performance applications. If the bike already had excessive vibration and the cause was not identified as a faulty front mount then check the bike for the source of the vibration prior to fitting. This should be done in accordance with the OEM service bulletin M-1324 which specifies the checks that should be done to other bike components prior to correction of the front mount. The exhaust mounting brackets can be a source of vibration, particularly in the range of 2500-3200 RPM.

Kit part number HDD200

Vibra-Technics Automotive limited gratefully acknowledges the help and support given by members of the HDRCG in the development of this product.

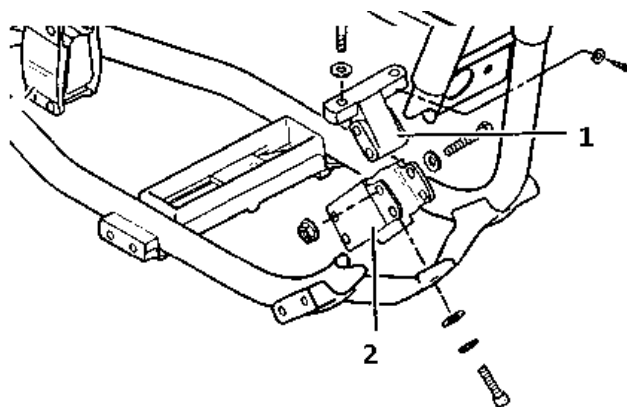


CAUTION

Removal of the old mount and installation of this kit requires the weight of the motor to be supported on a jack. We recommend this is done whilst the bike is securely supported in an upright position. The installation can be done with the bike on its side stand but extreme care must be taken not to tip the bike over. It is easier to replace the mount with the oil filter removed but it is possible to change the mount with it in place. In any case we recommend that the tightening torque of the top mount bolts (A) and (B) are checked at the next filter change period when they would be easily accessible.

OEM mount removal

1. With the bike secured and the weight of the front of the motor supported by a jack remove the bolts holding the motor mount (1) and motor mount bracket (2). Remove the mount and bracket assembly from the bike. This should be possible by rotating the assembly after removing the bolts and lifting up and forward through the gap between the motor and the frame.



1. Front motor mount bracket
2. Front Insulator

Product main components

Insulator assembly

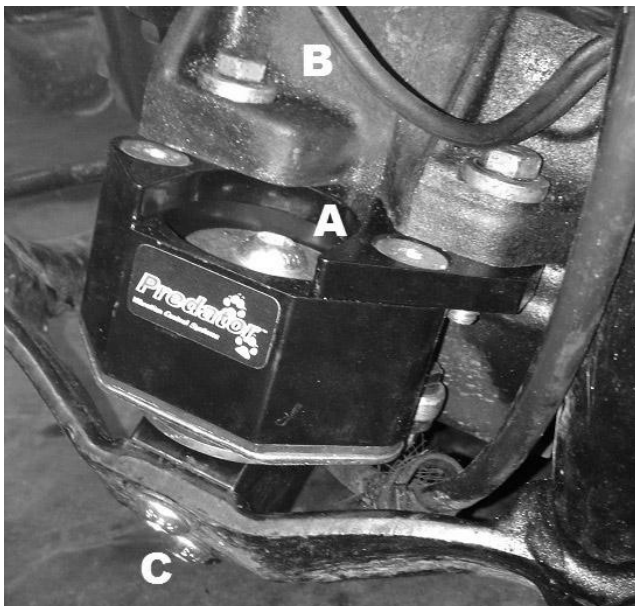
Control link
(stabiliser)

Support block



Installation of the new mount

2. Use Loctite 243 (blue) or equivalent on all threaded parts during these stages of the assembly. With the engine still supported on the jack feed the mount in through the front of the frame under the regulator, support block first. Rotate the mount down into position and whilst still holding the mount by hand re-install the original 3/8" bolts and washers (B) but do not tighten yet. If there is insufficient clearance to feed the mount in it may be necessary to raise the motor further on the jack. The centre bolt (A) should not be tight at this stage allowing the support block to be moved into position easily.



- 3 Carefully lower the motor on the jack to line up the support block holes to the frame and install the two the two M10 button head bolts (C) through the frame into the support block. Only use washers if the screw bottoms out in the hole. Do not finish tighten yet.
- 4 With the motor in position and the weight still supported on the jack torque the hex bolts (B) to 25-27ft-lbs (34-37Nm).
- 5 Torque the two button head screws (C) to 25-27ft-lbs (34-37Nm). Prior to finish tightening these bolts there may be a small gap between the support block and the frame. This is normal, the gap should close as the bolts are tightened. Do not shim to fill the gap.

WARNING

The depth of thread engagement of the button head screws (c) is important. Two screw sizes are included in the kit. For bikes with front mounted oil coolers use the longer screws and washers as appropriate. **If in doubt use the longest screw that will fit. The washers provided can be used to prevent bottoming out in the holes if required.**

- 6 Remove the jack so the weight of the motor now rests on the mount.
- 7 The bike should now be placed in an upright position to allow the control link to find its own centre. With the bike still in the upright position finish tighten the M12 centre bolt (a) to 40-45ft-lbs (54-61Nm). **Do not over tighten.**
- 8 If you want to fit the optional stainless steel trim piece support the motor as in step 1 of this process. Un-tighten the motor fixing bolts (B) about 2 turns then slide in the cover plate. Re-torque the bolts to 25-27ft-lbs (34-37Nm).
- 9 Before starting the bike check that there is clearance around the mount to allow it to move freely without touching any pipes or brackets, this is especially important where there is an oil cooler. Some adjustment of these brackets may be required if they are contacting the mount.
- 10 The mount is relatively maintenance free but recommend that the rod end bearings on the control link are cleaned of surface dirt and have a few drops of motor oil applied to the visible bearing surface at every oil change interval.