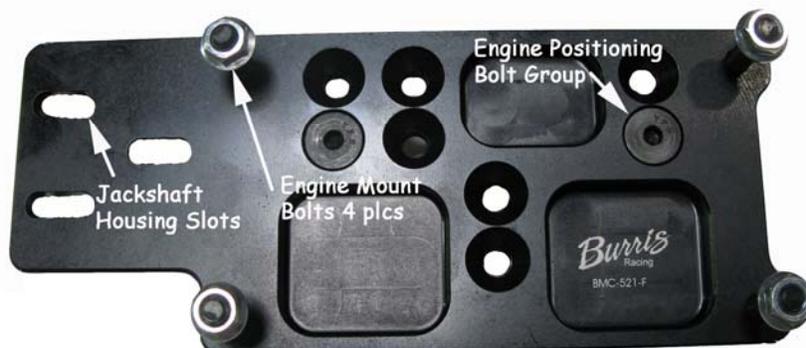


SE and DE Type Jackshaft Set Up & Installation Sheet V1.1

Step 1: Install the (4) 5/16 x 1-3/4 long flathead fasteners in the engine mount / perimeter bolt holes of the adaptor plate and the (2 or 3) 3/8 flatheads in the locations that fit your specific application for attaching the adaptor plate to the chassis plate.

Step 2: Set the adaptor plate on the chassis plate then place the assembly on the frame rails to check for proper location (both fore and aft and laterally).

Step 3: Install the clutch or drive sprocket on the engine's crank shaft and bolt the engine to the adaptor plate.



Step 4: Install the (3) 5/16 flathead bolts in the bearing housing and drop it into the three slotted holes on the adaptor plate tail. Run the flange nuts and cupped washers on finger tight with the cup facing the mount plate.

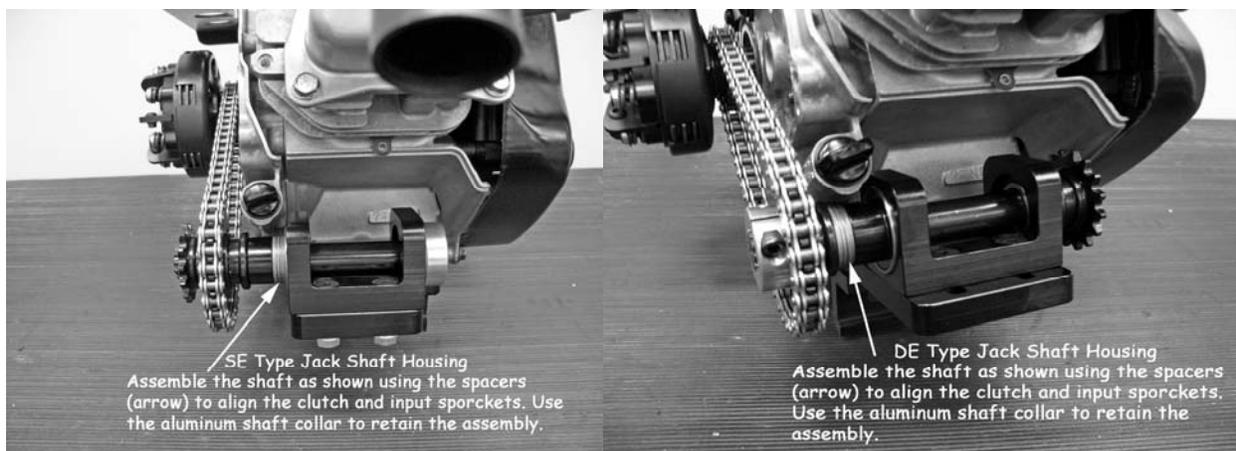
Step 5: Clean the shaft and bearing bores. Apply a coat of assembly lube or Never Seize on the shaft and splines and slide the shaft through the bearings.

Step 6: Slide the spacers and gears onto the shaft. The splines and shafts are a precision fit and may require some patience when assembling. (once the gears slide onto the shaft they free up) If necessary, use a plastic mallet to tap the shaft into place.

Step 7: Check the alignment of the clutch sprocket to the primary drive sprocket. (This is accomplished by re-arranging the spacers as shown in the photos and is very important as excessive sprocket wear will result with misaligned gears)

Step 8: After you properly align the sprockets, tighten the collar that retains the shaft.

Step 9: Install the chain and slide jack shaft bearing housing back to take up the play in the primary chain (about 1/4" play is adequate) and finally tighten the 3 adjuster nuts.



Once the above steps have been accomplished, the rest of the procedure is treated just like a "normal" engine/mount installation.

Routine maintenance such as primary chain adjustment and greasing the bearing and sprockets contact surfaces is recommended on a regular schedule to prevent wear.

Note: In case of slippage between the shaft housing and the mount plate surfaces it may be necessary to remove the black anodize (by sanding) to enhance the grip between the two surfaces.

For calculating final ratios go to <http://www.burrising.net/calc/>