

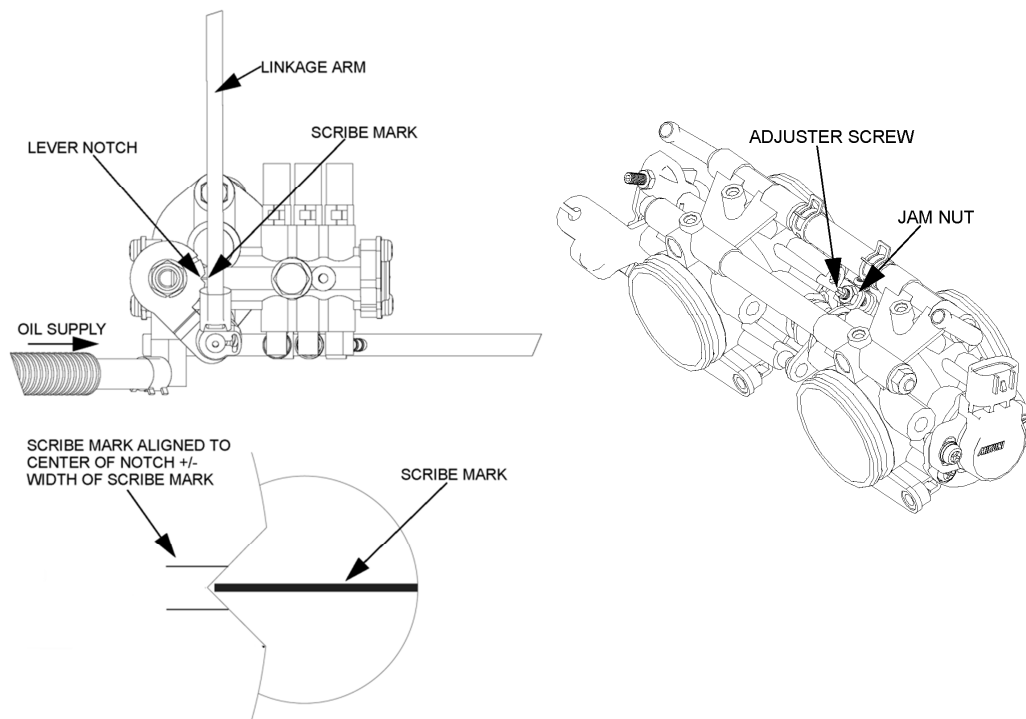


DROP IN KIT ASSEMBLY NOTES

WHEN ASSEMBLING THE ENGINE, REFER TO THE INSTRUCTION SHEET THAT IS PACKAGED WITH THE BOLT KIT. YOU CAN ALSO REFER TO THE SERVICE MANUAL FOR YOUR SLED WHICH WILL GIVE YOU ALL THE DETAILED INFORMATION YOU WILL NEED FOR ASSEMBLY. THIS ALSO IS WHERE YOU WILL FIND ALL TORQUE SPECIFICATIONS.

OIL PUMP ADJUSTMENT

WHEN INSTALLING THE THROTTLE BODY MAKE SURE TO HOOK UP THE OIL PUMP ROD BETWEEN THE PUMP AND THROTTLE BODY. YOU ALSO NEED TO VERIFY THE OIL PUMP IS ADJUSTED CORRECTLY. TO ADJUST THE PUMP, YOU WILL NEED TO LOOSEN THE JAM NUT ON THE ADJUSTING SCREW. THEN ADJUST THE LEVER TO THE PROPER POSITION, WHICH IS THE CENTER OF THE NOTCH LINED UP WITH THE SCRIBE MARK ON THE OIL PUMP BODY. REMEMBER TO TIGHTEN THE JAM NUT WHEN THE PUMP IS CORRECTLY SET. THIS NEEDS TO BE CHECKED ON EVERY ENGINE. SEE THE FIGURE BELOW.



PISTON KIT INSTALLATION

WHEN INSTALLING THE PISTON KIT, IT IS VERY IMPORTANT TO CHECK THE RING END GAP. IF THE ENGINE IS ASSEMBLED WITH THE RING END GAP INCORRECTLY SET, IT WILL CAUSE SEVERE DAMAGE. ALSO VERY IMPORTANT IS TO CHECK THAT ALL PARTS ARE VERY CLEAN. WE SUGGEST WASHING THE CYLINDER WITH HOT SOAPY WATER AND BLOW DRY WITH COMPRESSED AIR. ALSO YOU NEED TO LUBRICATE ALL PARTS DURING ASSEMBLY. WHEN INSTALLING THE EXHAUST VALVES, MAKE SURE TO INSTALL THE SPRINGS THAT ARE SUPPLIED WITH THE KIT. THE CORRECT SPRINGS WILL HAVE A PINK STRIPE ON THEM.

FLYWHEEL TIMING KEY

WHEN INSTALLING THE KEY FOLLOW THE INSTRUCTIONS INCLUDED WITH THE KEY. ANOTHER WAY TO EXPLAIN THE INSTALLATION, ROTATE THE CRANKSHAFT UNTIL THE KEY GROOVE IS AT THE TWELVE O'CLOCK POSTION. INSTALL THE KEY WITH THE OFFSET TOWARDS THE FRONT OF THE MACHINE. BE CAREFUL TO NOT PUSH THE KEY OUT OF THE CRANK WHEN INSTALLING THE FLYWHEEL. INSTALL THE FLYWHEEL NUT WITH RED LOCTITE AND TORQUE TO SPECIFICATION FOUND IN THE SERVICE MANUAL.

BILLET HEAD INSTALLATION

WHEN INSTALLING THE COOLANT FITTINGS REMOVED FROM THE STOCK HEAD, USE THREAD SEALANT ON ALL FITTING THREADS. IT IS VERY IMPORTANT TO TORQUE THE DETENATION SENSOR BOLT. IF THE BOLT IS NOT TORQUED, THE SENSOR WILL BE DESTROYED AND NEED TO BE REPLACED. IF THE BOLT IS OVER TORQUED, THE ECU WILL RECEIVE FALSE DETONTATION SIGNALS AND THE MACHINE WILL RUN POORLY AND OR BE IN "LIMP HOME" MODE.