

Kit part number HDD100

Predator™

Dyna front motor mount

General

The mount kit is designed to replace the original motor mount 47583-90B and bracket 47226-06

This kit is designed to fit all Dyna models from 1999 to 2013. Provision is made for locating the rubber connector shield on earlier 88 models by use of the optional M4x20 bolt and washer.

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

Total fitting time approximately 60 to 90 minute.

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 and a control link that gives the mount system lateral stability.

⚠ WARNING

The riders safety depends on the correct installation of this kit. If the procedure is not within you 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.

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



CAUTION

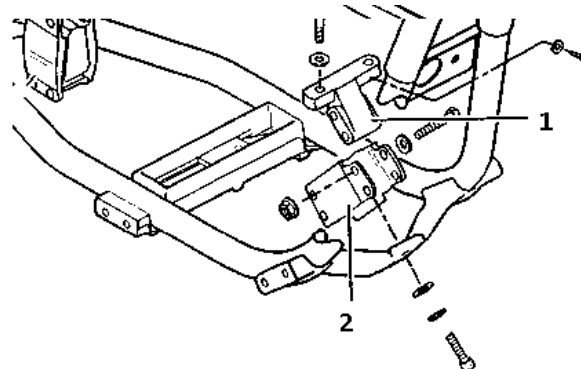
Removal of the old mount and installation of this kit requires the weight of the motor to supported on a jack. We recommend this is done whilst then bike is securely supported in an upright position. The installation can be done with the bike on its side stand but extreme care must be taken not to tip the bike over.

⚠ WARNING

On later bikes it may be necessary to remove regulator and connector housing to get easier access to the fixing bolts. If this is necessary then first disconnect the battery terminals in accordance with the service manual to prevent accidental shorting of the electrical system. In any case we strongly recommend disconnecting the battery before undertaking this procedure.

OEM mount removal

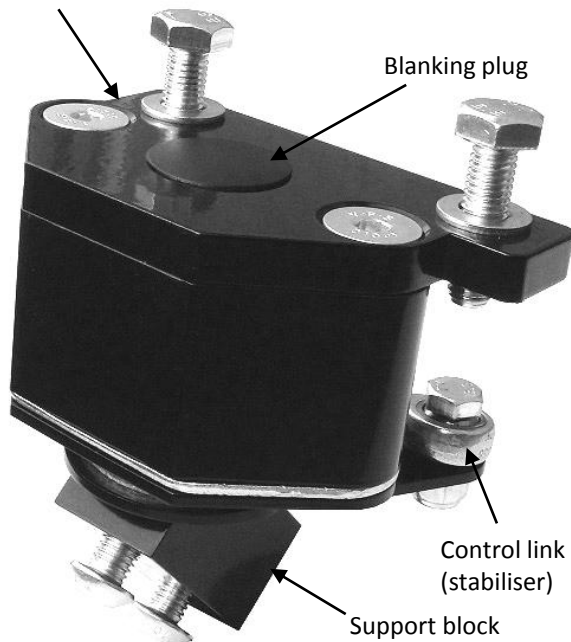
1. With the bike secured and the weight of the front of the motor supported by a jack remove the bolts holding the motor mount (1) and motor mount bracket (2). On early bikes also remove the small screw which holds the rubber connector housing to the motor mount bracket. Remove the mount and bracket 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

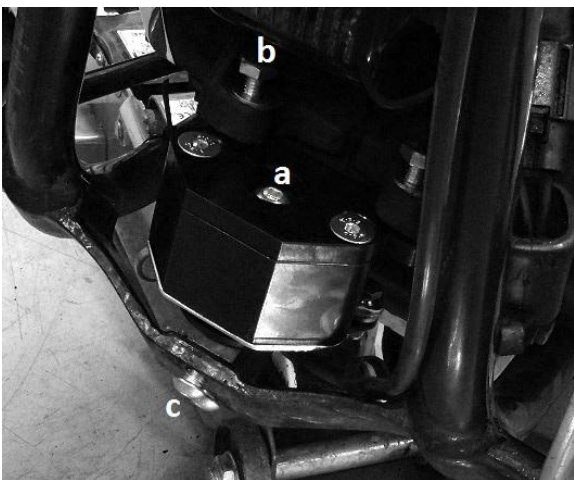
Product main components

Insulator assembly



Installation of the new mount

2. Use Loctite 243 (blue) or equivalent on all threaded parts during these stages of the assembly. Because of the limited space the mount has to be positioned in the frame in 2 parts. First unscrew the M12 centre bolt (a) to remove the support block. Hold the insulator assembly complete with control link roughly in position in the frame then offer up the support block from the underneath. Screw the M12 centre bolt using an 8mm Allen key back into the support block until its finger tight. It may be necessary to tilt or rotate the insulator assembly during this process. This is the most difficult part of the installation. **IMPORTANT** The M12 bolt should screw in at least 6 complete turns before going tight. If this is not the case it could be cross threaded. Undo the bolt and start again until you get the correct thread engagement



3. Install the two 17mm AF M10 hex bolts and washers to the motor (b) and with a 6mm Allen Key screw in the two M10 button head bolts (c) through the frame into the support block. Do not finish tighten yet.
4. With the weight of the motor 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 critical. Three screw sizes are included in the kit. On early bikes (-06) use the M10 x 20mm button head screws without washers. On later bikes (07-) with the thicker front frame plate you will need to use the M10 x 25mm button head screws with washers. On California spec bikes fitted with a front mounted charcoal canister use the M10 x 30mm button head screws with washers. During installation check that there is at least 8mm of thread engaged in the Support block and that the screws tighten up correctly without bottoming out in the holes. **If in doubt use the longest screws that will fit without bottoming out in support block.**

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).
8. Install the blanking plug.
9. On 88" TC bikes use the M4 x 20 button head screw and washer to locate the rubber connector cover to the top of the insulator assembly. On bikes without this cover use the M4 x 6 button head screw to blank off the threaded hole.
10. Before starting the bike check that there is clearance around the mount to move freely without touching any pipes or brackets, this is especially important where there is an oil cooler or charcoal canister fitted. Some adjustment of these brackets may be required if they are contacting the mount.
11. 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.