

Special Offsets & How to Figure

You've already begun construction of your "Dream Bike". It's standing on its wheels, with a new Evo® Softail® Style motor & transmission installed. We would assume that you've taken the time to properly set-up the rear wheel so it'll sit in the center of the frame . . . That meaning if you extended a line from the center of the neckpost back through the rear wheel, that the center of your tire would pass directly under that line..

Once you've established that you are on center, lock-in that position so the wheel will remain there. From this point on it would be wise to make some axle spacing

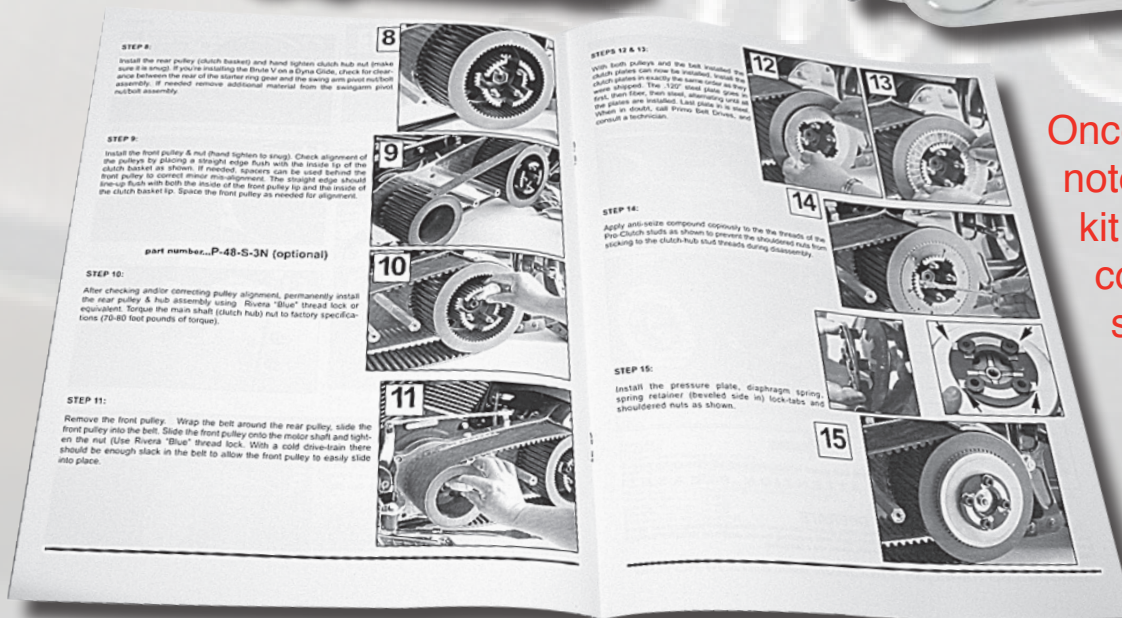
to assure that this position is maintained.

Now you're ready to address the driveline.. Be certain that your final drive belt, or chain, will adequately clear the tire. If necessary, space out the pulley or chain sprocket . . . Do not move the wheel from the centered position previously determined. Move only the pulley or sprocket.

Example: You've planned on installing a **Primo® Belt Drive**, one that utilizes a motor plate set-up rather than running in an enclosed primary. You've chosen a Brute V™ model, which is a

14mm kit with a 3-1/2" wide belt. You know that your new frame has built-in offsets for both engine & transmission, necessary for accommodating the much wider-than-stock rear wheel. In this case the offset is 1.50" .

Therefore, select the belt drive kit with that offset. Brute V™ kits are found on page 47. Part no. 2016-0097 is the one. It fits Evo® Softail models 1990-1999, has the proper offset front pulley and, in this case, includes a 2-piece motor plate.. Don't forget that you'll need to purchase the appropriate inner primary spacer found on page 21. This item fills the gap between the engine & belt drive motor plate.



Once delivered, you'll note that the BruteV™ kit comes with a comprehensive, step-by-step instruction guide. Please follow each step . . . It'll make the job easier !