

Installing QRS Shims in XP

BRP Specs for 2009:

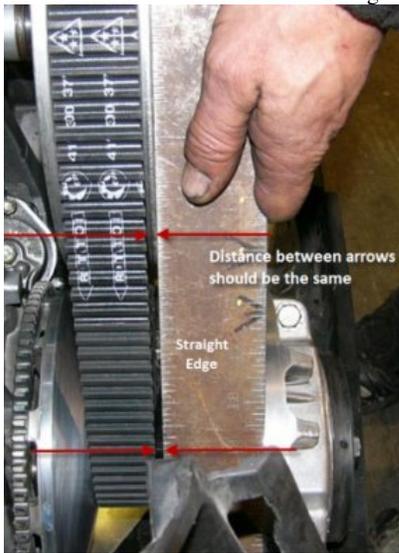
X = 36.4 +/- 1.8mm

Y-X = 3.0 +/- 0.9mm

Z = 20.8 +/- 2.3mm

Most have found that having an X between 39-40mm have had best results, measuring from the outside of the alignment bar to the outside of the sheave. You can refer to BRP Bulletin 2009-12 for correct measuring procedure (<http://www.dootalk.com/forums/index.php?showtopic=279202>). You can use a 3/8" sq bar for an alignment bar. The common amount of shim is 3mm. I have included one 1mm shim and one 2mm shim. This will let you choose between 1, 2 or 3mm. In some cases, I may have included TWO 1.5mm shims. This will work the same, just only will allow for 1.5 or 3mm shim options.

Quick way to check alignment is to lay a straight edge on outside sheave of secondary, in line with the belt. Measure the distance between the belt and straight edge. It should be the same at the secondary and at the primary.



If you have any questions about install, email me or call at any time

Bill Dunk Fishon1066@hotmail.com 248-408-0349

1. Go to PTO side and remove the Bearing retainer with a 13mm wrench.
2. Remove Can and Loosen chain case.



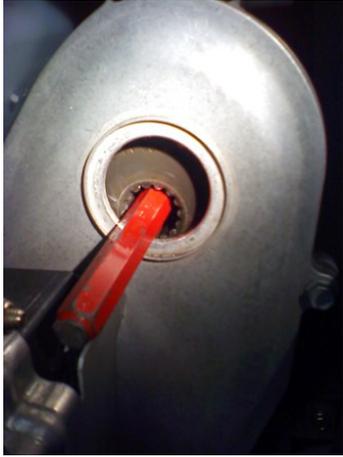
3. Remove black plug on chain case and set aside.



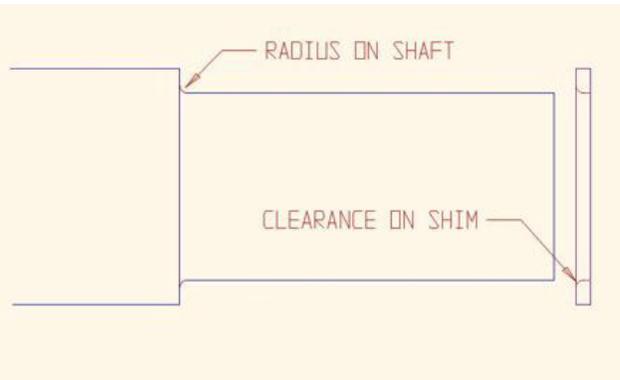
4. Apply brake and remove the bolt/washer from top gear (16mm). Be careful not to drop the bolt/washer in the chain case
5. Place a punch in the bolt hole on the end of shaft. You can also use a 14mm deep socket and extension or the BRP tool #529-036-110. 6. Lightly tap and tool to remove the jackshaft. If stubborn, carefully use some heat to bearing support (PTO Side).



6. Once the shaft is out, leave the removal tool that was used in the gear so it doesn't fall doesn't fall in chain case.



7. The small shim will go on the end of shaft. There is a small radius where the spine end meets the larger O.D. The small shim will have a chamfer on the I.D. on one side. The shim must be installed with the chamfer on the inside to allow clearance for the radius on shaft. The shim must lay FLAT on shaft. If not, remove and grind off more material. If installing more than one shim, then stack the rest on top of the 1st. The side that goes “IN” 1st will be marked in GREEN



8. Place the same amount of shims in the bearing retainer.



9. Install jackshaft. Once near the gear, lift the holding tool to align spline. Reinstall bolt/washer with red Loctite with 26 ft-LBS. Install black plug. Tighten chain case.
10. Install bearing retainer. Place appropriate amount of washers (supplied Small washers) behind the bearing retainer to shim out the same amount..