8mm dual hex drive kit info sheet

(note – this pertains to the "Gen II" version of the dual hex drive)

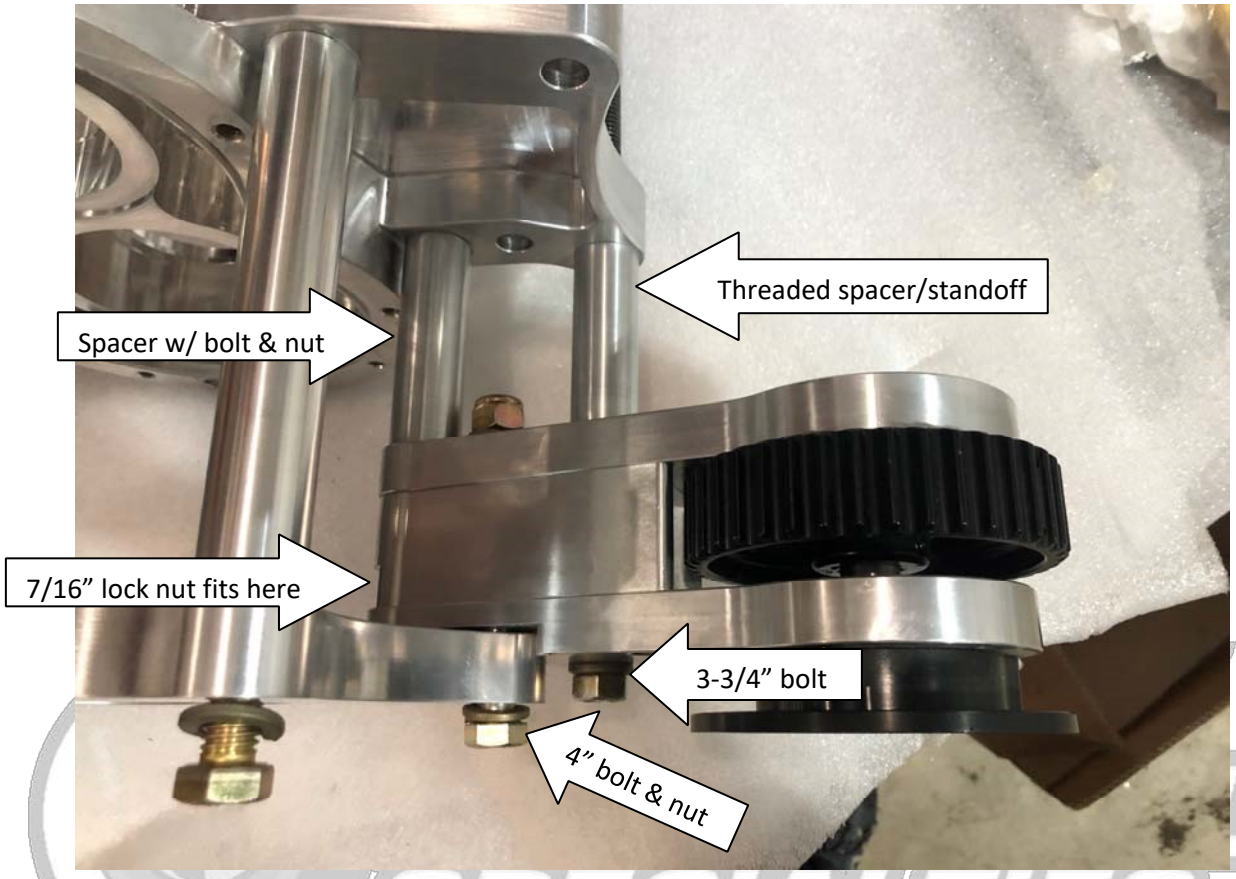
- ***Though considerable time and effort has been invested in producing a robust, off the shelf solution, some fitment and light fabrication may be required to properly fit the XDRIVE accessory drive to your engine.***

- This info sheet provides information regarding the optional 8mm htd dual hex drive. This option provides two installation sites for industry standard hex-drive accessories, with integral mounting to the Centrifugal Specialties X-10 gear drive
- This optional drive is suitable for use in driving fuel and/or oil pumps (wet or dry sump). Contact us at sales@mtpturbo.com for the recommendation of a compatible oil pump
- Those interested in employing a cable driven pump are advised to contact Waterman Racing Components: http://www.watermanracing.com/
- See photos of accessory drive fitment to X-10 supercharger drive below

Gen II, dual hex drive assembly w/ vacuum pump adapter

Front view of dual drive to X-10, vacuum pump adapter on front pad, fuel pump installed to rear pad

Close up view of installed Gen II dual hex drive



Typical hardware installation to X-10 drive

Hardware:

The dual hex drive is secured to the drive as shown above. The Dual Hex kit includes 1ea spacer and 1ea threaded standoff (2.5” for F-1/F-2 and 2.8” for F-3) that are to be placed between the X-10 drive and the dual hex adapter as indicated above.

The kit also includes a 7/16-14 bolt and nut that that is installed to the inboard hole from behind the X-10 (5.5” long w/ F-1, 6” long w/ F-3), the nut is captured in the dual hex drive as shown above.

The dual hex unit is secured to the supercharger mounting plate using a 4” long 7/16” bolt and nut, through the center mounting hole.

The outboard mounting hole is secured to the drive using the threaded standoff which is threaded onto the mounting stud coming from the block adapter, then the dual hex drive is secured to the other end of the threaded standoff using a provided 3-3/4” long 7/16 bolt. *Alternate install option: The outboard point may also be secured to the drive using a Grade 8 stud extending from the block adapter, through the provided standoff (the threads must be drilled out), through the dual hex drive and secured with a*

7/16" locknut at the front of the dual hex unit. Suitable grade 8 studs are readily available from McMaster Carr (www.mcmaster.com) in assorted lengths.

Belts & Pulleys:

The dual hex drive is designed for use with a 20 tooth 8mm "HTD /radius tooth" style pulley with a 1" bore fitted to the X-10 and a 40 tooth pulley on the dual hex unit. Using this pulley combination, a 6968m-20 belt is required. This belt and pulley combination is provided with the drive unit. We suggest obtaining replacement belts from Jones Racing Products or from www.polybelt.com . It is possible to utilize other belt and pulley combinations, however doing so may require the use of a different belt length. The dual hex unit will not accommodate drive pulleys larger than 40 teeth in size. Using a smaller pulley on the X-10 accessory drive stub will reduce accessory speed and fitting a smaller pulley to the dual hex drive will increase accessory speed.

Other comments:

The dual hex drive features an "Enderle" 3-bolt and 4-bolt mounting pattern and is compatible with most hex drive fuel pumps from Aeromotive, Enderle, Magnafuel, Waterman and other popular pump manufacturers.

It is also possible to attach a Star Manufacturing vacuum pump to the dual hex unit using an optional adapter available from Centrifugal Specialties. It is also possible to attach some custom oil pumps from Peterson, Dailey Engineering and Moroso to the provided Enderle 3-bolt and 4-bolt mounts.