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**GM LSX
Crankshaft Pinning Kit**



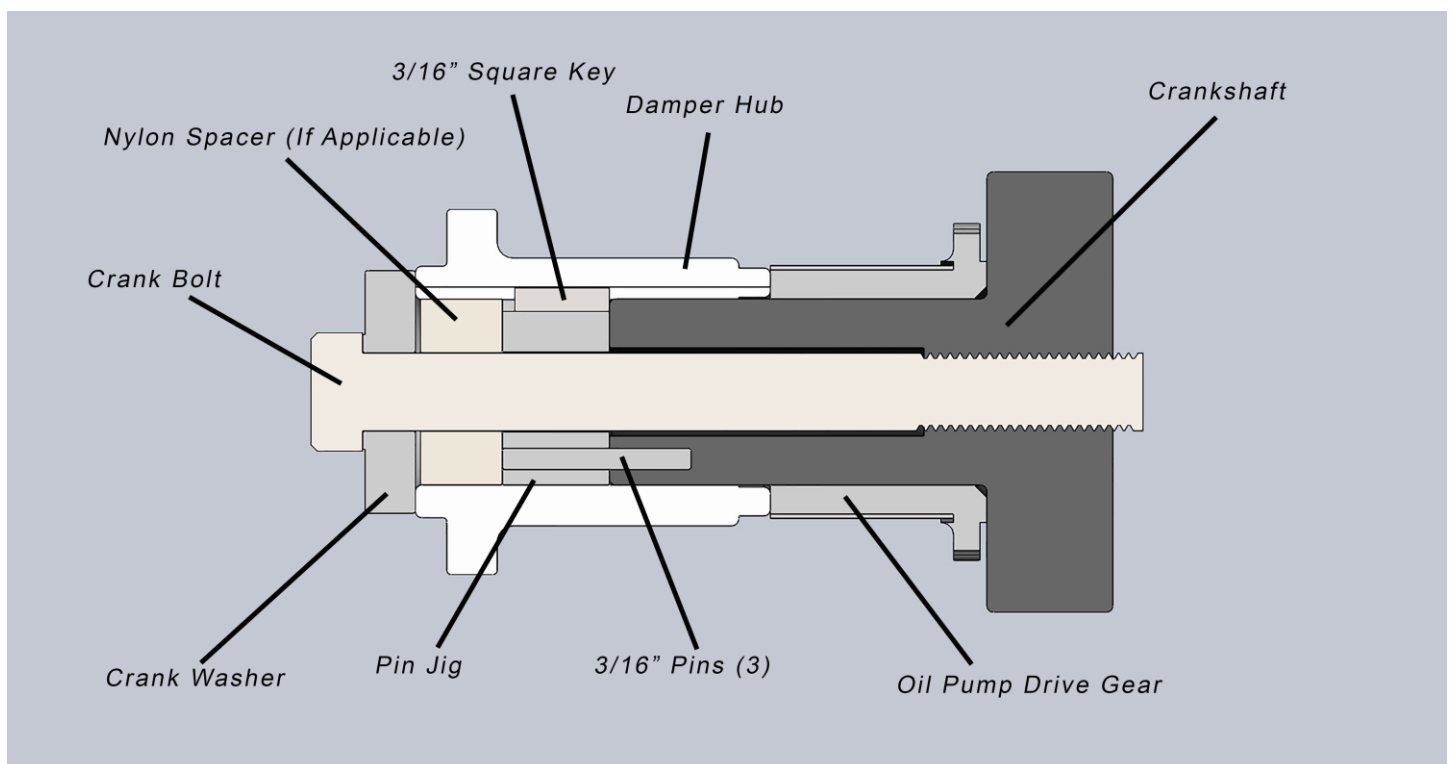
Innovators West pinning kits are designed for use with stock OEM crankshafts that were produced without any keys from GM. The pin kit is designed to act as an extension of the crankshaft snout. The pin jig has a machined keyway that will utilize the existing broached keyway in our harmonic damper. Innovators West pin kits are not designed for use with aftermarket crankshafts. Aftermarket crankshafts have deeper hardening of the steel and are very, very, very difficult to drill. These pin kits are designed for use on supercharged applications up to 800 rwhp. For applications over 800 rwhp a crankshaft that has been machined for a 3/16" square keyway is needed. Applications over 1000 rwhp require the use of double machined 3/16" keys.

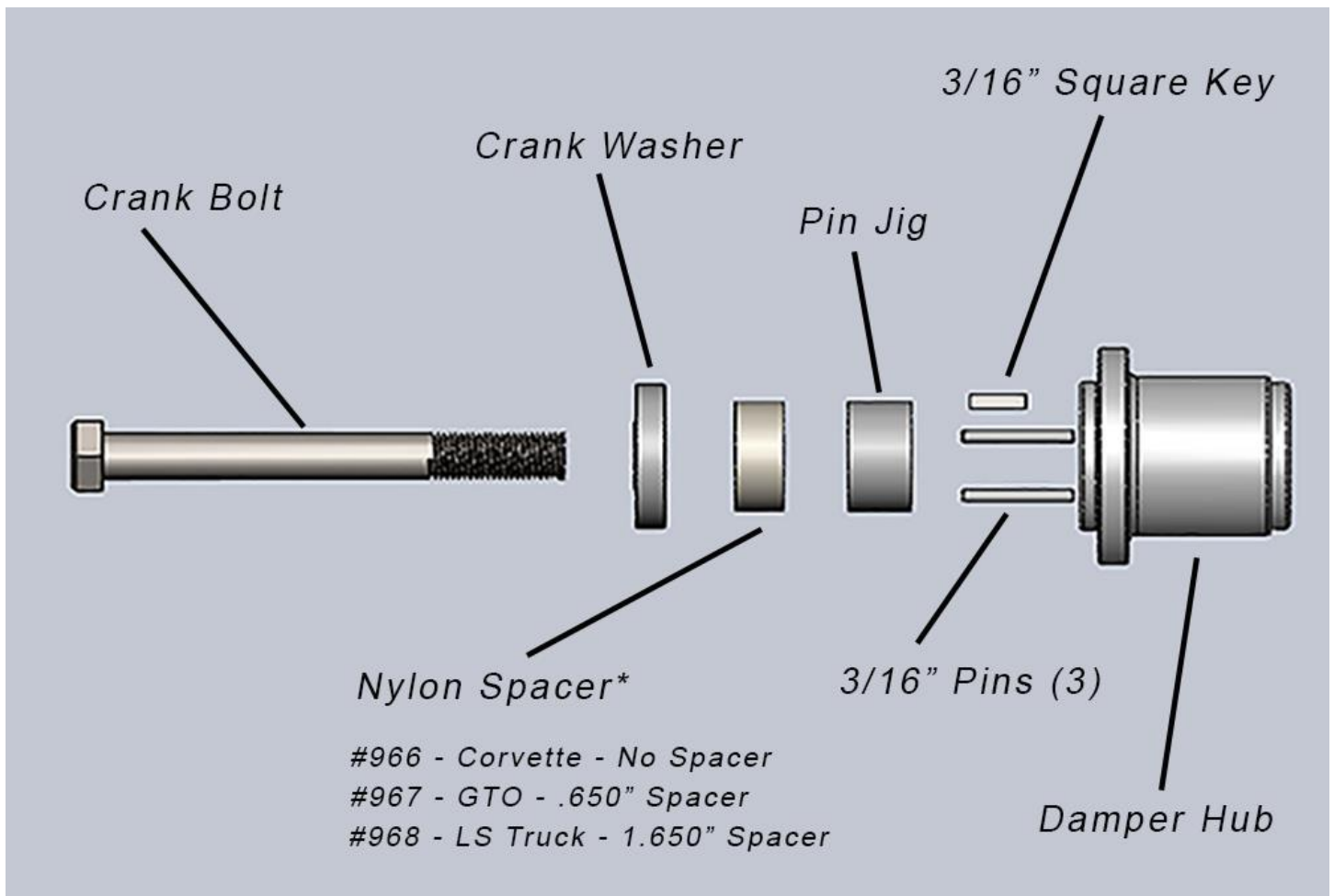
LS Pin Kit Install Video:

<https://www.youtube.com/watch?v=7hrFYigTU6c>

Installation Instructions:

- 1 – Install harmonic damper onto crankshaft as per damper install instructions.
- 2 – Remove pin kit from the package.
- 3 – Install keyway into the machined keyway in the pin drill jig.
- 4 – Insert pin drill jig into the hub of the harmonic damper.
- 5 – Using the 3 provided holes in the jig, drill into the end of the crankshaft .600” deep (piece of tape on the drill bit can be used as a depth guide)
- 6 – Using compressed air, blow out the drill jig and crankshaft threads. Aerosol cleaner can be used to ensure that the threads and holes are completely clean and debris free.
- 7 – Take the 3 pins provided in the kit and tap them into the 3 holes in the pin jig. Make sure that the pins are fully seated into the crank and are not sticking out of the face of the drill jig.
- 8 – For LS Truck, Gen 5 Camaro’s and GTO applications, insert the provided nylon spacer into the hub to take up the remaining space in the hub and to secure the pins from backing out of the crankshaft. The Corvette does not use or need a spacer.
- 9 – Install the provided crank bolt and washer and torque to 130 ft. lbs.





Re-installation Notes:

Apply a small amount of RTV silicone to the ends of the pins and slide the pin jig into the end of the crankshaft. A small dab of RTV on the keyway will also ensure that the keyway does not come loose when sliding the damper onto the crankshaft. Slowly slide the damper onto the crank snout until it starts to press onto the snout. Look inside the hub and make sure that the key is still in the pin jig and has not moved. Do not allow the key to fall out of the jig as it could possibly fall into the front cover and end up down in the oil pan. Once the damper is pressed onto the crank snout, install the crank bolt as instructed previously.

