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GM LSX 8-Rib & 10-Rib Drive Conversion Kit Install Instructions



Included in the Innovators West 8-Rib & 10-Rib kits:

Crankshaft Damper
Alternator Pulley
Power Steering Pulley
Smooth Idler Pulley
Ribbed Tensioner Pulley
Water Pump Pulley (10-Rib Only)

When used with aftermarket supercharger systems additional supercharger pulleys, idler pulleys and/or tensioner pulleys may be needed. Contact Innovators West with any questions.

Damper Installation Notes:

The factory bolt is torque to yield and should only be used one time. The included crankshaft bolt is a non-torque to yield bolt and may be reused if needed. Make sure to apply some red Loctite to the supplied crank bolt prior to tightening to **130 ft-lbs.**

Standard diameter and overdrive Dampers retain the stock sized a/c pulley.

DO NOT remove the hub from the Damper case. Install as a complete assembly!

The Innovators West Damper comes keyed for a 3/16" crankshaft key. This keyway should match up to most aftermarket crankshafts with a 3/16" key or any stock crankshaft that has been cut for a key. This keyway can also be used with the aftermarket pinning kits that install the pin perpendicular to the crankshaft snout. Crankshaft pinning kits that install the pin parallel to the crank snout can also be used. Crankshaft pinning kits are available separately from Innovators West. If using a pinning kit from another manufacturer, modifications to the pinning fixture may be needed to fit the fixture inside the bore of the Damper.

Power Steering Installation Notes:

A power steering removal/installer tool as shown below is required. Before removing the stock pulley, make a note of the space between the back of the factory pulley and the pump or mounting bracket (which ever is easier to measure). Remove the stock pulley. The included 8-rib power steering pulley is a 2 piece design. This design allows the outer pulley to be removed from the hub to install and tighten the power steering pump mounting bolts if needed. When installing the pulley make sure to pull the 8-rib pulley onto the power steering pump to the point at which the rear of the pulley is in the same position as the stock pulley. The positioning of the hub on the pump shaft can be adjusted to correct any belt alignment issues.

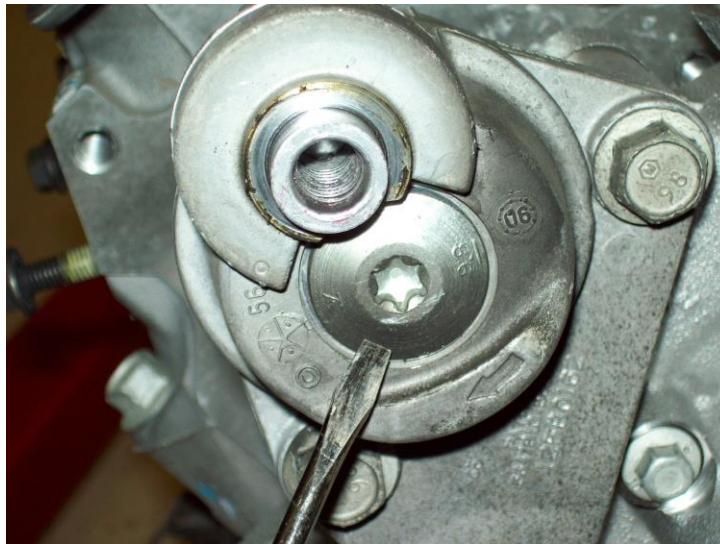


Alternator Pulley Installation Notes:

Vehicles equipped with the clutch style alternator pulley may need additional clearancing of the alternator case for use with our standard style alternator pulley. We suggest installing the new pulley onto the alternator and making marks with a sharpie pen around the pulley to identify any areas that may need clearancing. Material removal can be performed with a file or air powered grinder/sander. Only remove enough material to insure that there is no contact with the new pulley.

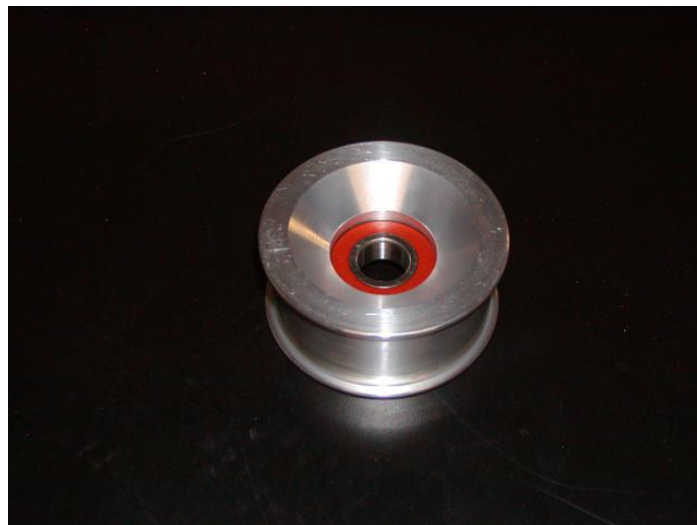
Tensioner Pulley Installation Notes:

Due to production tolerances there may be a need to clearance the head of the pivot bolt or the body on the factory tensioner to avoid rubbing on the included 8-rib tensioner pulley.



Idler/Tensioner Pulley Installation Notes:

The idler and tensioner pulley are designed to have the beveled face of the pulley facing outward (to the front of the vehicle) as shown below.



Water Pump Pulley Installation Notes (10-Rib Only):

Drain the cooling system and remove the water pump from the engine. Before removing the stock pulley, make a note of the space between the back of the factory pulley and the pump. Remove the stock pulley. When installing the pulley make sure to press the 10-rib pulley onto the power steering pump to the point at which the rear of the pulley is in the same position as the stock pulley. The positioning of the hub on the pump shaft can be adjusted to correct any belt alignment issues. Due to production tolerances there may be a need to clearance the body of the water pump to avoid rubbing on the back or rear of the 10-rib pulley.

