



4) The main clamp bolts (circled in red) that hold the upper clamp to the rear housing plate are already loose and should allow you to slide the assembly onto your jackshaft. The lower clamp is held in place with dowel pins to keep the part aligned to the jackshaft **DO NOT LOOSEN THE LOWER CLAMP BOLTS.**

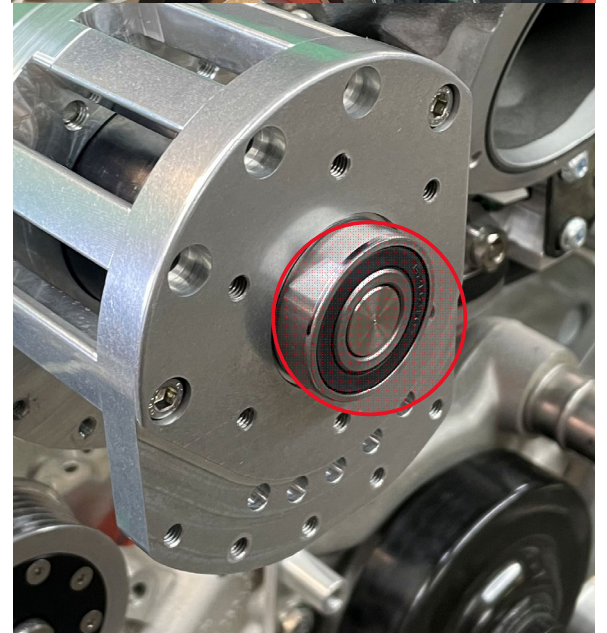
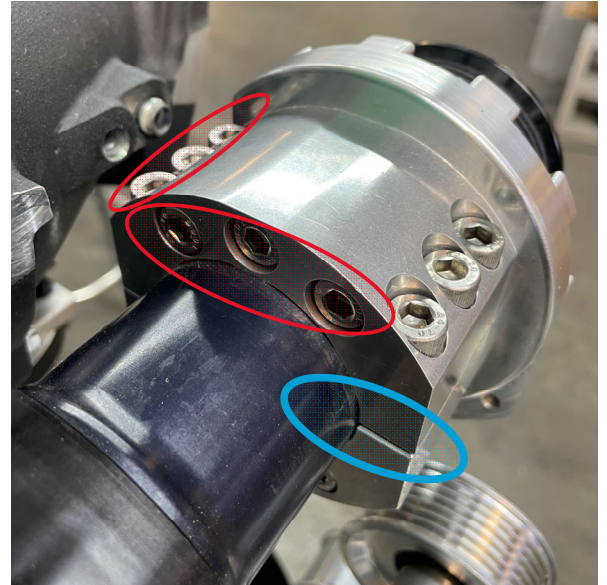
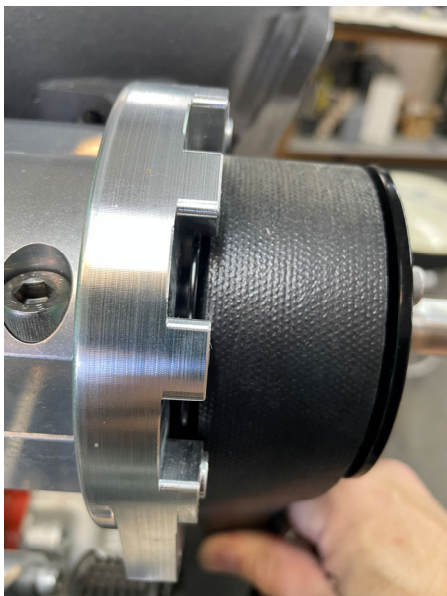
NOTE: There is a small gap of about .030, by design, between the two clamp halves (circled in blue) that face towards the passenger side of the car. All the loose bolts should have a small amount of anti-seize applied to them prior to install, you may remove them and apply as necessary.

5) Slide the assembly onto the shaft housing, make sure it moves freely so you can align the belt window to your belt that is outlined in the next few steps.

6) Install the nose piece adapter onto the jackshaft. Install the supplied pulley Install and SNUG the 4 bolts. It's not necessary to align or Torque the bolts just yet. Install the belt.

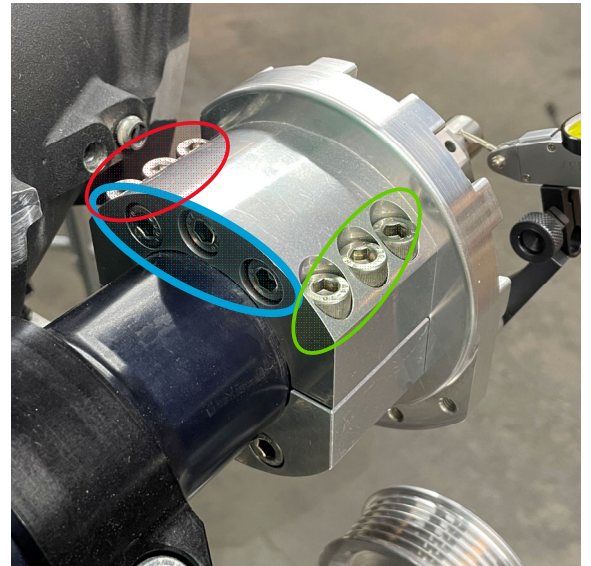
7) Setting the lateral position. Install the front cover housing onto the assembly. Slip the nose bearing onto the nose piece and slide the assembly back until the end of the nose cone is just short of the end of the bearing about .015 to .030 (do not have to adapter past the end of the bearing). Rotate the entire assembly so one of the lower strut bolt holes is midpoint between the belt as shown circled in Green. Inspect and verify the pulley retaining bolts are not touching the inside of the front cover housing by looking inside the assembly. NOTE: Depending on your drive system, the rotation of the assembly may be different than what is pictured. The back edge of the belt should be about

.060 away from the rear plate and should not touch anywhere



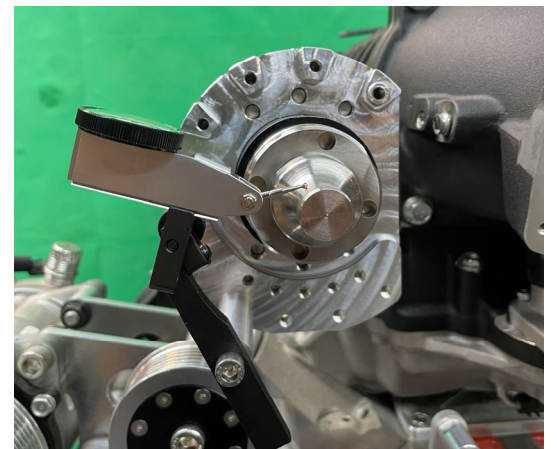
8) Lock the lateral position. first lightly snug the 3 bolts parallel to the tube to remove any clearance between the clamp and the housing (circled in blue) and then tighten the 3 bolts closest to the supercharger (circled in red) and finally tighten the 3 remaining clamp bolts facing the outside (circled in Green)

NOTE: there should be zero gap between the clamps and the housing. There should be zero gap between the 2 clamps upper mating surfaces (circled in red). The lower clamp mating surfaces, by design, start with a gap of approximately .030 but may change to stop any slippage.



Once all the bolts have been tightened, torque to spec (see last Page)

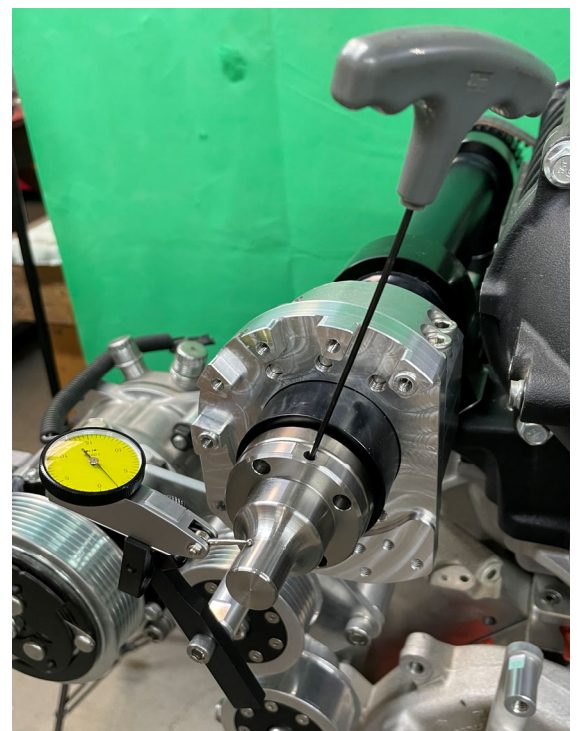
9) Align the shaft bearings. Remove the front cover, pulley, and the belt. Mount the dial indicator as shown to measure the adapter run-out using one of the M6x70MM Screws and the spacer with the notched edge. We provide a .0005 indicator with your kit.



NOTE: This is the most crucial part of the installation that needs extra attention.

NOTE: when adjusting the pulley adapter, keep applying pressure to push it against the hub while keeping the bolt holes lined up.

Rotate the shaft with the bearing spacer installed and check to see how much the indicator moves, each line on the indicator is worth .0005. If your indicator is moving more than .0005, you will need to tighten and loosen the 4 set screws (using an M2 Allen wrench) to align the adapter to the hub and recheck the run-out until the indicator reads as close to zero as possible. NOTE: The less run-out the better, this procedure will align all 3 bearings. Once you achieve near zero, snug up the 4 set screws and install the pulley



and tighten the M5 screws, once the pulley is installed re-check the runout to insure nothing has moved and remove one screw at a time and apply a small amount of blue Loctite to the screws and torque to spec ()

NOTE: If you are unable to get the indicator to read within .0005 or less call us before proceeding. A large reading may indicate you already have a jackshaft problem.

10) Install your belt, Install the front cover, and tighten the six M6 screws to spec. (see last page)

11) apply a small amount of anti-seize to the nose and slide on the bearing to the nose and slide on the front bearing cover. Install the six small button heads screws but leave them LOOSE.

NOTE: When tightening the bearing cover, the tensioner MUST be relaxed to remove any tension on the belt. This may require 2 people. If you have a rigid tension system, do not torque the belt until the bearing cover bolts have been tightened. Tighten the M6 screws to spec. (see last page)

12) You're done.....

#### TORQUE SPECS

M8 = 20Nm / 180 in. lbs. / 15 ft. lbs.

M6 = 16.8Nm / 148 in. lbs. / 12 ft lbs.

M5 = 10Nm / 88 in. lbs. /7 ft. lbs.