

Olson Kustom Works

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Thank you for your purchase from OKW. If you have any questions about your products feel free to call or email!

Your LSA adapter plates have been test fitted on a factory head at our location. Casting differences between head designs and foundry processes may cause a slight misalignment or raised edge in the ports. In a forced induction design this is not normally an issue. These spacers can be port matched or ported to fit any other modifications if needed. The mounting holes have been left large to accommodate slight difference in head castings.

The phenolic version of the spacers will have small scratch marks on the surface due to the nature of the manual deburring process after machining. This wont affect performance in any way.

Parts List:

-Adapter Plates

-Gaskets (Only Supplied With Billet Spacers)

-M6 Bolts

-90mm Bolts for 1" Spacers

-70mm Bolts for ½" Spacers

-65mm Bolts for ¼" Spacers

Install Instructions:

1: With the blower removed, grind the small steel locating dowel off the bottom of the blower. This isn't used with the adapters or spacers.

2: For Phenolic spacers/adapters, put a small bead of silicon around the port, in the little groove that has been carved out. This is what seals the spacers/adapters to the heads. There is no gasket used on the phenolic versions. For the billet versions, gaskets have already been installed in the spacers, apply a thin film of engine oil to the gasket face to allow the gasket to slip a little as the bolts are torqued down, or spray a thin layer of WD40 on the head surface.

3: Install the supplied M6 bolt with washers into the blower housing BEFORE placing it on the engine. If this isn't possible, be very careful or use a magnet to hold the washer in place to keep from dropping it into the ports. Another option is the stuff the ports with paper towels or rags to catch any falling washers.

4: Place the adapters on the heads, and spray the surface of the adapter with WD40 or any other type of light lubricant. This will help the Supercharger gaskets compress.

5: Apply a small amount of BLUE Loctite to the M6 bolt threads.

6: Set the blower onto the adapters. The bolts wont line up with the holes in the adapter yet. One side at a time, slide the adapter up the face of the head, until the front and rear bolts drop in. Then look through the ports from the top of the blower and line up the ports on the blower with the ports on the spacers.

7: Start the M6 bolts a few threads on each side to make sure everything is located properly, and check the flow path through the ports for any issues.

8: Snug the M6 bolts down by hand, starting at the center one on each side, and working your way from the center out, alternating sides. Then torque them to 44 in-lbs, then a final pass of 89 in-lbs.