

Olson Kustom Works

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F-Body/GTO Front Accessory Drive Kit For LSA Superchargers

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

A copy of this manual is available on our website, OKW-Inc.com under "Products"

UPDATE: Due to the variances in water pump castings, the spacers from the back of the idler bracket to the cylinder head and the hardware will no longer be included in the kit. The 2 bolts through the water pump have proven to be enough to hold the idler bracket and idler in place in all applications.

Kit Contents:

- LSA Specific 6 Rib Upper Pulley 2.45" Diameter
- Dayco Idler Pulley (Same as factory idler located on alternator bracket)
- Idler Pulley Spacer (.675")
- Idler Pulley Bracket
- M10x50mm Bolt
- Stainless Washer
- (2)M8x100mm Bolt w/Washer

Install Instructions for bracket kit:

1. One the drivers side of the water pump, remove the top and middle bolts, they should be a 10mm or 13mm socket.
2. Place the upper 8mm bolt into the Idler bracket (the big billet piece), and place in the upper bolt hole of the water pump. Slide the bracket behind the power steering pulley, and install the second 8mm bolt.
3. Torque the 2 8mm water pump bolts to 22 ft lbs.
4. Take the included idler, 50mm bolt and stainless washer, and install them onto the main bracket, placing the idler spacer behind the idler.
5. Torque the 10mm idler bolt to 37 ft lbs.
6. Check the clearance between the idler pulley and the snout of the blower, there should be roughly 1/8", a little more or less is ok. If there is any contact, a file or small grinder will be needed to clearance the lower part of the snout. This will not affect the blower or throttle body.
7. This kit was designed to use either a truck style or LS3 style throttle body, and both have fit without any modifications. If you are using any other type of throttle body, you may need a spacer or other shims to make it fit. Call us if you need any assistance. We have 1/2" Throttle Body spacers in stock at all times.



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LSA Fbody/GTO Upper Blower Pulley Install:

1. If the blower is on the engine already, it may be necessary to remove the blower to unbolt the snout. This isn't always needed, if you can access all 6 bolts.
2. Remove the 6 bolts that attach the snout to the blower housing.
3. Unplug any vacuum lines going from the snout to the blower housing.
4. Using a pry bar, there are small tabs on each side of the blower snout, using a quick snapping motion, pry against the blower housing to break the snout free. It may take a little bit of work. You can also use a chisel, place it between the blower and the tab on the snout, and use the chisel as a wedge to pop the seal. After the gasket seal has been broken, just wiggle the snout off.
5. Remove the factory coupler inside the snout (you should be replacing this anyways).
6. Using a shop press, press off the factory blower pulley. If you are not comfortable with this, any competent machine shop should be able to do this. **WARNING:** Incorrectly installing a new pulley and not properly supporting the shafts and placing load on the snout bearings **WILL** destroy your snout and cause the blower to make a TON of noise, and fail prematurely.
7. You will need to remove 2 cast tabs on the snout (see picture below). A grinder or carbide burr will work well. As long as it sits flush with the front part of the snout, it will not hit the pulley. Each snout has a slightly different cast pattern. See step 8 for a hint on making sure this clears.
8. If you are using a pulley with no groove on the inside of the back, **YOU MUST INSTALL THE SPACER RING ONTO THE SHAFT!!!!** This is very important. Some early pulleys had a relief machined in the back, but this was phased out in early 2016. If in doubt, contact us.
9. Press on the new pulley. Make sure the shaft is properly supported in the **MIDDLE** of the 3 pins on the coupler flange. If the 3 pin flange is placed directly onto the press surface, you will damage the snout, or press the pins out of the flange (not good). While you are pressing the pulley on, spin the snout back and forth to make sure the pulley is not getting caught on any of the casting of the snout. If it is, **STOP**, press the pulley back off, and clearance where it is hitting.
10. The pulley should be pressed on until the shaft is flush with the front of the pulley, or the shaft is very slightly recessed. The snout should spin freely, and make no noise.
11. It is not necessary, but recommended to pin the shaft, using either a 3/16" or 1/4" steel **SOLID** pin. Again, any motorsports or machine shop should be able to do this. There have been reports of Lingenfelter and other pulleys slipping on the shaft, this is merely a precaution.
12. Install your new coupler, and install the snout back onto the blower, and install the blower back onto the engine.
13. Once your blower is installed, you need to measure for a belt. Belt routing is pictured below. The easiest way to measure is using wire or string. The part number of a belt is the key to getting the right one. There are 2 formats. The "K" is the belt profile, the 6 is the number of ribs, and the number after that is either the length in inches or CM. A 1010K6 is a 6 rib K belt 101.0 inches long. Same belt is also a 6PK2565. Dayco has a tool online to select a belt PN based on length. Most parts stores can reference this number to any other manufacturer. Dayco Polycog and Goodyear are both good belts. Now for the measuring:
14. Take a string or wire and wrap the pulleys following the picture below. Since belts are measured from the **BACK** of the belt, and you are measuring in the groove, this will give you the closest measurement. If the line on the idler isn't between the 2 lines on the base of the tensioner after you install the belt, go up or down a size. They usually have belts sized every 1/2".

BEFORE



AFTER

