



Block adapter to drive spacer Installation Notes



Universal stud and spacer kit (goes between drive and engine, spacers and studs must be cut to length)

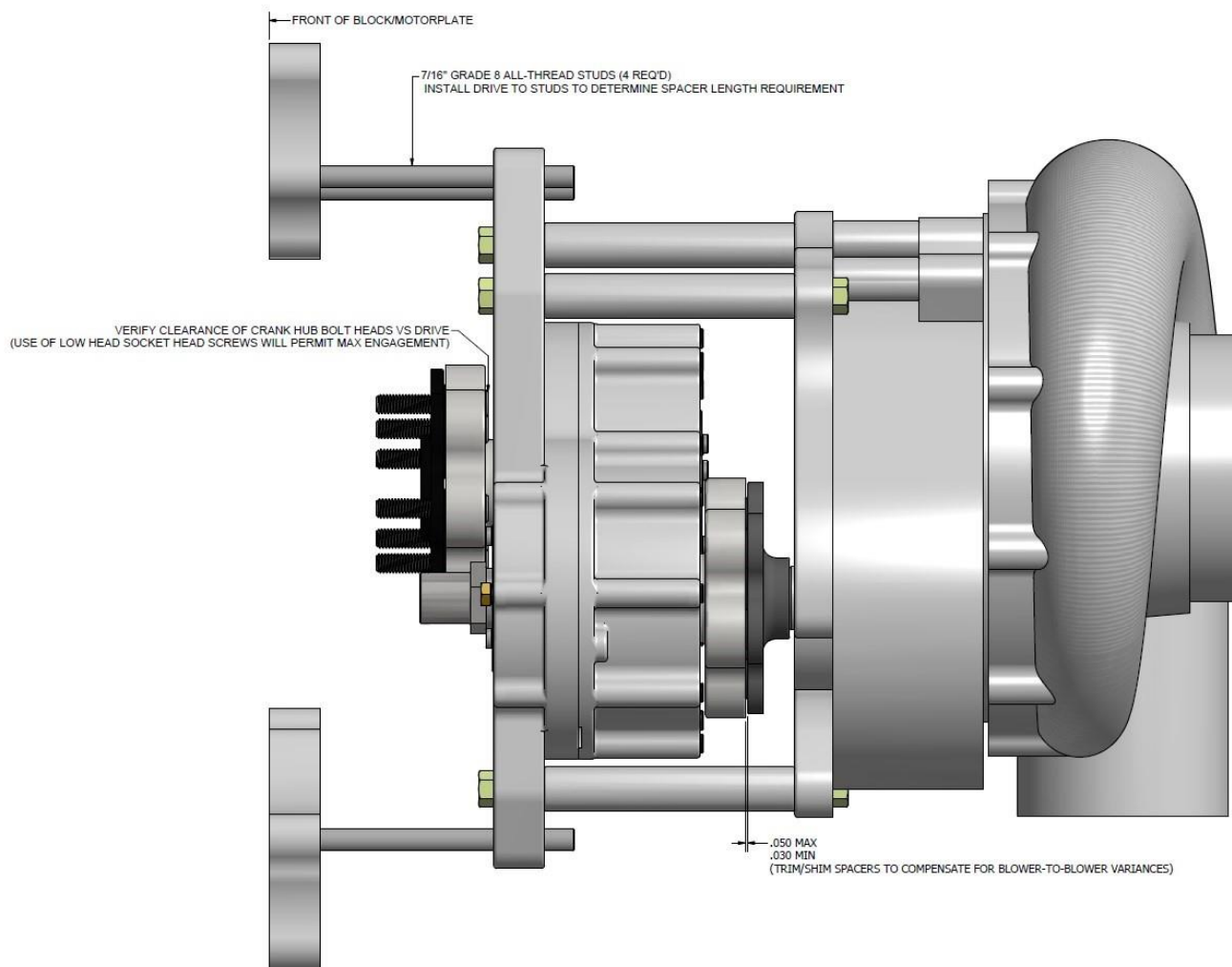


Block Adapters (BB Chevy shown)

Block to Drive spacer length determination:

Universal spacer & stud kit (standard):

1. Install drive hub and bushings to damper
2. Install block adapters to face of block or motor plate
3. Install the 4 provided Grade 8 studs to the block adapters (threading studs fully into block adapters)
4. Install Drive to studs, aligning Drive input shaft (driven hub) to bushings on drive hub, fully seating the drive hub into the driven/input shaft
5. Measure distance between the block adapters and the drive then add 0.040" to ensure optimum thrust clearance and bushing engagement
6. Using a lathe, cut spacers to length determined in previous step
7. Trim excess length from studs, (abrasive cutoff wheel works well), use Loctite to secure studs to block adapters.



Alternate method - estimating required block-to-drive spacer length:

Place a straightedge across the damper face (or face of crank trigger wheel if used), and carefully measure the distance to the face of the installed X-series gear drive block adapter (do not install the gear drive at this time) and record here: _____

Using the recorded measurement, add 1.25" for X-10 applications, or 1.18" for X-6 applications.

Block Adapter Notes:

Block adapters have been designed per OEM dimensions and will generally allow fitment of the drive without modification. However, due to variances between different aftermarket manufacturers of engine blocks, it may be necessary to enlarge mating holes in the block adapters of the drive to allow fitment without binding/misalignment of the bolts. The drive has been designed with plenty of material on the block adapter interface area and drilling holes 1/32" - 1/16" oversize is permissible, however take care to drill the smallest amount possible to maximize structural integrity of the drive.

Fitment of adapters to aftermarket block designs (481X, TFX, BAE, etc.) may require some modification/fabrication by the installer/end user, as various gear drive and timing cover designs incorporate timing pointers and crank trigger pickup mounts into the timing cover. If needed, our engineering team is available to assist with the design and production of custom design block adapters. Prices for the design of custom adapters start at \$500/set. Designs that may be suitable for production may be available at a reduced price.



Warnings:

In order to facilitate easy change of gears, drive output shafts may be slip fitted to the Drive. As such, the installation of a supercharger to the drive is required for safe operation of the Drive. As such, the drive must not be operated with the supercharger removed, as failure to do so may result in serious injury, should the output shaft become separated from the drive.

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