



F-BODY LS1 S.F.I. PULLEY KIT

PART # 1592

INS 113

INSTALLATION INSTRUCTIONS

NOTE; INSTALLATION OF THIS KIT REQUIRES THE FOLLOWING-

- (1) 77" 6 RIB BELT,
- (1) 37.7" 4 RIB BELT,
- (1) REPLACEMENT CRANK BOLT. **GM PART # 12557840** (Retail price under \$5.00)
ORIGINAL BOLT IS "ONE TIME USE ONLY" DESIGN (TORQUE TO YIELD).

- Step 1** (Pic. 1) Loosen the alternator pulley nut with a 24mm socket on an impact wrench.
- Step 2** (Pic. 2) Remove both of the serpentine belts one at a time by placing a 15mm socket onto the center bolt of the tensioner pulley and rotating it clock-wise while slipping the belt off of the tensioner pulley.
- Step 3** Install the BBK alternator pulley and hand tighten the original washer and nut. **NOTE; to keep the pulley from spinning, final tightening of the nut will be done in the final step after the new belts are installed.**
- Step 4** Loosen, but do not remove the crank bolt using an impact wrench. With the bolt still threaded into the crank, back the bolt out until there is a gap between the bolt head and the crank pulley.
- Step 5** (Pic. 3) The stock balancer has three perches cast into it for a 3 prong puller tool. Attach the hooks of the puller tool to the balancer and use the head of the stock crank bolt as a pressure point for the drive bolt of the puller tool. Tighten the drive bolt on the puller tool until the balancer and bolt can be removed from the crank snout completely. **NOTE; be sure to pay close attention so you don't run out of gap between the bolt and the pulley. You may find it necessary to back the crank bolt out further as the crank pulley starts to slide off of the crank snout.**
- Step 6** Inspect the crank snout to ensure there are no burrs or rust. If necessary, polish with very fine emery paper or steel wool, and then wash clean.
- Step 7** Apply a light bead of RTV to the keyway of the BBK balancer.
- Step 8** Apply a thin coat of motor oil to the crank snout.
- Step 9** Place the balancer onto the crankshaft. **Note; If you have are installing this kit onto an aftermarket crankshaft with a key in it, be sure to line the crank key up with the keyway in the balancer when installing.**
- Step 10** Push the balancer onto the crank snout as far as possible by hand, and then use the factory bolt to pull the balancer onto the crank snout with a ratchet. **DO NOT USE IMPACT WRENCH TO START THE BOLT!** Once the original bolt has been threaded in far enough to ensure proper engagement (**6 or more threads into the crank**), remove it and install the **NEW** bolt. Once the **NEW** bolt is installed you can use the impact to drive the balancer onto the crank.

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IMPORTANT- All appropriate safety equipment(i.e: gloves,tools) must be used during the installation of these product(s).
BBK Performance, Inc. accepts no responsibility for injuries resulting in the installation of any product(s).

Step 11 Follow the GM torque specs to complete the balancer installation.

- A. Torque to **240** ft- lbs.
- B. Loosen the bolt.
- C. Re-torque the bolt to **37** ft- lbs.
- D. Tighten bolt an additional **1/3** turn.

Step 12 Following the original routing, install the new belts by reversing process in **Step 2**.

Step 13 Finger tighten the alternator nut, and then tighten it with the impact wrench adjusted to its lowest setting. To avoid destruction of the alternator **DO NOT OVERTIGHTEN THE NUT WITH THE IMPACT!** A one second (:01) hit with the trigger will be more than enough.

INSTALLATION PHOTOS



CORVETTE MODEL SHOWN

Pic. 1 Loosen alternator nut



Pic. 2 Remove belts



Pic. 3 Using the puller tool



Pic. 4 Crank pulley/balancer installed