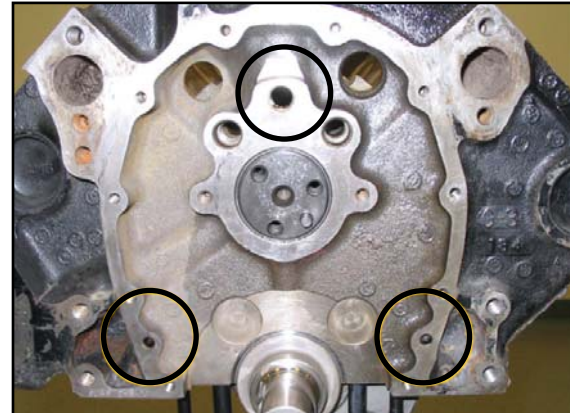


KBD - 31000, SB Chevrolet, Std Cam Height

KBD - 31200, SB Chevrolet w/ BB Snout, Std Cam Height



THE JESEL SMALL BLOCK CHEVY BELT DRIVE IS THE MOST ACCURATE AND DURABLE CAMSHAFT DRIVE SYSTEM AVAILABLE. A PATENTED HIGH TORQUE BELT OPERATES WITHOUT LUBRICATION AND SPINS WITH LESS FRICTION THAN CHAINS OR GEAR DRIVE SYSTEMS. THE RUBBER BELT ABSORBS DESTRUCTIVE HARMONICS AND KEEPS THE VALVETRAIN RUNNING SMOOTHLY. FEATURES INCLUDE A BILLET ALUMINUM UPPER PULLEY WITH A HIGH TORQUE DRIVE TOOTH CONFIGURATION, AN ALLOY STEEL CRANK PULLEY AND TEFLON® COATED SEALS.



STEP 1

CHECK FOR COVER TO BLOCK INTERFERENCE AND CORRECT BY MACHINING THE BLOCK.

IF YOUR BLOCK HAS BEEN LINE BORED, YOU MAY ENCOUNTER A MISALIGNMENT BETWEEN THE CRANK SEAL AND CRANK SNOUT. WE RECOMMEND ENLARGING THE DOWEL PIN HOLES IN THE COVER AND LOOSELY INSTALLING THE COVER BOLTS BEFORE DRIVING ON THE LOWER PULLEY. THIS PROCEDURE WILL INSURE THAT THE CRANK SEAL IS CENTERED AROUND THE CRANK SNOUT.

SEE STEP 11 FOR AFTERMARKET BLOCKS

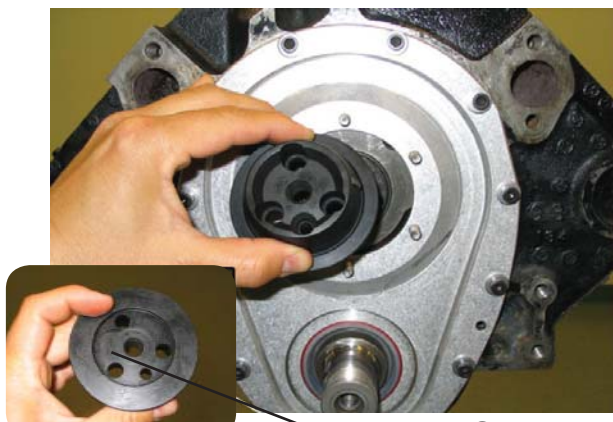


STEP 2

SECURE THE BELT DRIVE COVER TO THE BLOCK USING AN OEM TYPE GASKET AND A THIN LAYER OF RTV SEALER. TORQUE THE COVER BOLT 96 IN / LBS (8 FT / LBS). IF THE BLOCK HAS BEEN ALIGNED HONED/BORED, INSTALL THE LOWER PULLEY BEFORE TIGHTENING THE COVER BOLTS. THIS WILL INSURE PROPER CRANK SEAL TO SNOUT ALIGNMENT.

LUBRICATE AND SLIDE CAMSHAFT INTO BLOCK.

LOCATE THE REAR THRUST WASHER (WSH-39600 2.950" OD X 1.880" ID X .031"), CAM ADAPTOR (ADP-30050) AND THREE 5/16-18 X 3/4" CAM ADAPTOR BOLTS (BLT-31400).



STEP 3

APPLY A VERY THIN LAYER OF RTV SEALER TO THE RECESSED AREA ON THE CAM ADAPTOR.

LUBRICATE AND INSTALL THE REAR THRUST WASHER ON THE CAM SNOUT. APPLY RTV SEALANT TO THE THREADS OF THE CAM ADAPTOR BOLTS AND BOLT THE ADAPTOR TO THE CAMSHAFT.

TORQUE THE CAM ADAPTOR BOLTS TO 26 FT/LBS. A SPANNER WRENCH (TOL-39260) IS AVAILABLE TO ASSIST IN TIGHTENING THE BOLTS.



STEP 4

APPLY A THIN FILM OF OIL TO THE OUTER BRONZE THRUST WASHER (WSH-39660 2.950" OD X 2.260" ID X .031") AND INSTALL OVER THE NOSE OF THE CAM ADAPTOR.

LOCATE THE 3 THRUST SHIMS (.010", .015" .020:), CAM THRUST PLATE WITH CAM SEAL (PLT-35260) AND 6 THRUST PLATE NUTS (NUT-34750).



STEP 5

CHECK FOR CAMSHAFT END PLAY BY INSTALLING ALL 3 THRUST SHIMS. JESEL INCLUDES (1) .010", (1) .015" AND (1) .020" THICK THRUST SHIM WITH THIS KIT.

KEEP SHIMS DRY. DO NOT OIL OR USE ANY TYPE OF SEALANT ON SHIMS

CAREFULLY INSTALL THRUST PLATE MAKING SURE NOT TO DAMAGE CAMSHAFT SEAL ON ADAPTOR KEYWAY. KEEP ALL SEAL AREAS DRY.

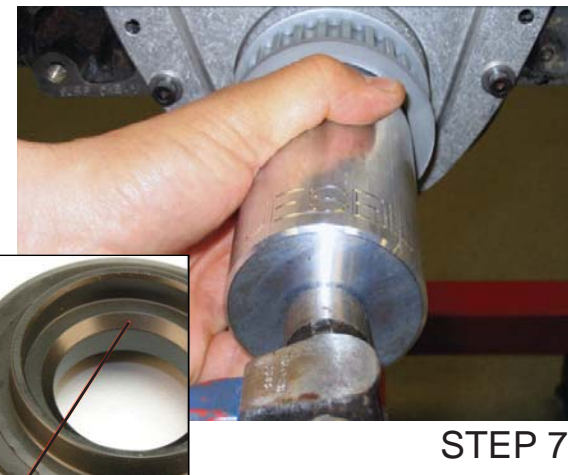


STEP 6

TORQUE THRUST PLATE NUTS TO 96 IN/LBS (8 FT/ LBS).CHECK CAMSHAFT END PLAY BY SETTING A DIAL INDICATOR ON THE FACE OF THE CAM ADAPTOR AND MOVE CAM FRONT TO BACK. ADJUST THE SHIMS UNTIL THE CAMSHAFT ENDPLAY IS BETWEEN .008" AND .012".

ONCE YOU KNOW HOW MANY SHIMS ARE NEEDED, APPLY AN EXTREMELY THIN FILM OF RTV SEALANT BETWEEN SHIMS TO PREVENT POSSIBLE OIL LEAK. REINSTALL SHIMS AND THRUST PLATE AND RETORQUE NUTS.

KEEP CAM SEAL DRY - DO NOT OIL. BE CAREFUL NOT TO DAMAGE SEAL ON ADAPTOR KEYWAY.



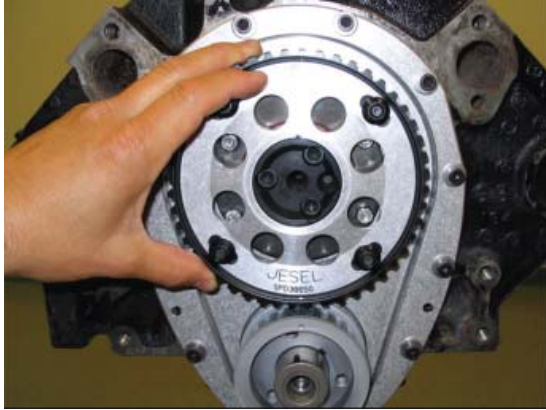
STEP 7

LUBRICATE THE CRANK SNOOT WITH A HIGH QUALITY ANTI-SEIZE COMPOUND.

WE RECOMMEND APPLYING A THIN LAYER OF RTV SEALANT TO THE INNER CHAMFER OF THE LOWER PULLEY TO PREVENT POSSIBLE OIL SEEPAGE.

INSTALL THE PULLEY ONTO THE CRANK SNOOT AND DRIVE IT ON UNTIL THE PULLEY STOPS AGAINST THE CRANKSHAFT. A LOWER PULLEY DRIVER (TOL-39310) IS AVAILABLE TO ASSIST IN THIS STEP.

TO REMOVE LOWER PULLEY: ATTACH A PULLER TO THE THREE THREADED 5/16-18 HOLES. DO NOT PULL ON THE RINGS OF THE PULLEY



STEP 8

ROTATE CRANKSHAFT SO THAT #1 CYLINDER IS AT TOP DEAD CENTER.

ROTATE THE CAMSHAFT SO THAT THE KEYWAY IS AT THE 12 O'CLOCK POSITION.

INSTALL THE UPPER PULLEY SPIDER (SPD-38650) INTO THE UPPER PULLEY (PLY-35500). ALIGN TIMING MARKS ON SPIDER WITH TIMING LINE ON UPPER PULLEY. TIGHTEN THE FOUR 5/16-20 12pt FLANGED NUTS (NUT-34765) BY HAND. LOCATE THE CAM ADAPTOR WASHER (WSH-39750) AND 7/16-20 LEFT HAND THREADED CAM ADAPTOR BOLT (BLT-31350).



STEP 9

TILT THE TOP OF THE UPPER PULLEY DOWN TOWARDS THE CRANKSHAFT AND SLIDE THE BELT (BEL-30990) OVER THE TWO PULLEYS. WITH THE UPPER PULLEY ENGAGED FIRMLY INTO THE CAMSHAFT ADAPTER KEY, TORQUE THE LEFT HAND 7/16-20 BOLT TO 70 LBS-FT.

USING A DEGREE WHEEL, SET CAM TIMING TO DESIRED SPECS AND TORQUE UPPER PULLEY NUTS TO 22 FT / LBS.



STEP 10

THE BELT DRIVE INSTALLATION IS NOW COMPLETE. PLEASE OBSERVE THE FOLLOWING NOTES:

- 1) ALWAYS DOUBLE CHECK CAMSHAFT TIMING BY USING A HIGH QUALITY DEGREE WHEEL.
- 2) ALWAYS DOUBLE CHECK YOUR PISTON TO VALVE CLEARANCE. CHANGING CAM TIMING CHANGES PISTON TO VALVE CLEARANCE.
- 3) IF THE BELT DRIVE IS GOING TO BE OPERATED IN AN ABRASIVE ENVIRONMENT, WE RECOMMEND COVERING THE UNIT TO PREVENT EXCESSIVE WEAR TO THE PULLEYS.



STEP 11

NOTE:

ON SOME AFTERMARKET RACING BLOCKS, ADDITIONAL BLOCK CLEARANCING MAY BE NECESSARY. WHEN INSTALLING THE BELT DRIVE SYSTEM, TEST FIT THE COVER TO SEE IF ANY CLEARANCE PROBLEMS ARISE AND MACHINE BLOCK AS NEEDED.

KIT CONTENTS:

1 x CVR-32500, MOUNTING COVER
1 x PLY-35500, UPPER PULLEY
1 x PLY-35510, LOWER PULLEY (KBD-31000)
1 x PLY-35512, LOWER PULLEY (KBD-31200)
1 x SPD-38650, UPPER PULLEY SPIDER
1 x BEL-30990, DRIVE BELT
1 x ADP-30050, CAMSHAFT ADAPTER
1 x PLT-35260, CAMSHAFT THRUST PLATE
1 x SHM-38280, .010" THRUST SHIM
1 x SHM-38290, .015" THRUST SHIM
1 x SHM-38300, .020" THRUST SHIM
1 x BLT-31350, 7/16-20 x .875" LH CAM BOLT
3 x BLT-31400, 5/16-18 x .750" CAM ADAPTER BOLT
10 x BLT-31420, 1/4-20 x .750" COVER BOLT
6 x NUT-34750, 1/4-20 THRUST PLATE NUT
4 x NUT-34765, 5/16-24 12PT UPPER PULLEY NUT
1 x WSH-39600, THRUST WASHER, REAR
1 x WSH-39660, THRUST WASHER, FRONT
10 x WSH-39700, 1/4" COVER WASHER
1 x WSH-39750, CAM ADAPTER WASHER

AVAILABLE TOOLS

TOL-39310 LOWER PULLEY DRIVER
TOL-39260 CHEVY SPANNER WRENCH
TOL-19210 T45 TORX SOCKET

TORQUE SPECS:

UPPER PULLEY NUTS - **22 FT / LBS**
1/4-20 FRONT COVER BOLTS - **96 IN / LBS**
CAM SEAL THRUST PLATE NUT - **96 IN / LBS**
7/16-20 LEFT HAND CAM BOLT - **70 FT / LBS**
5/16-18 CAM ADAPTOR BOLTS - **26 FT / LBS**

CAM TIMING ADJUSTMENTS:

LOOSEN FOUR NUTS ON THE SPIDER. TURN THE CRANKSHAFT CLOCKWISE TO RETARD THE CAMSHAFT TIMING AND COUNTERCLOCKWISE TO ADVANCE THE CAMSHAFT TIMING. EACH MARK ON THE SPIDER GEAR EQUALS TWO DEGREES AT THE CRANKSHAFT.

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www.jesel.com



JESEL ALSO OFFERS A DIRECT BOLT-ON DISTRIBUTOR DRIVE FOR ALL OUR CAMSHAFT BELT DRIVE SYSTEMS. THIS DISTRIBUTOR DRIVE KIT ELIMINATES INACCURATE IGNITION TIMING SETTINGS DUE TO CAMSHAFT TORSIONAL TWISTING ON HIGH RPM ENGINES WITH EXCESSIVE SPRING PRESSURES. IT ALSO PROVIDES A MUCH COOLER LOCATION FOR THE DISTRIBUTOR. INTAKE MANIFOLD CHANGES WILL BE MUCH EASIER AS WELL DUE TO THE DISTRIBUTOR NOT HAVING TO BE ROUTED THROUGH THE REAR PORTION OF THE INTAKE MANIFOLD.

RECOMMENDED JESEL BELT DRIVE MAINTENANCE / TIPS

- 1) RECOMMENDED BELT REPLACEMENT:
CIRCLE TRACK: ANNUALLY
DRAG RACE: 250 PASSES
STREET/STRIP: EVERY OTHER YEAR

REPLACE BELT AFTER ANY ENGINE FAILURE THAT MAY HAVE EVEN TEMPORARILY LOCKED UP THE ROTATING ASSEMBLY.

- 2) REPLACE BOTH SEALS AND THRUST WASHERS ANNUALLY.

- 3) COVER BELT DRIVE SYSTEM IF OPERATED ON ABRASIVE TRACK SURFACES SUCH AS DIRT OR SAND.

- 4) CAM AND CRANK SEALS ARE TEFLON COATED. DO NOT OIL PRIOR TO START UP.

- 5) ALWAYS CHECK CAMSHAFT TIMING AFTER BELT REPLACEMENT OR REMOVAL.

- 6) IF NEEDED, CLEAN TIMING BELT WITH SOAP & WATER ONLY.

- 7) REPLACE BELTS CONTAMINATED WITH ENGINE OIL OR HARSH CHEMICALS (BRAKE CLEAN, GASOLINE, ETC)

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