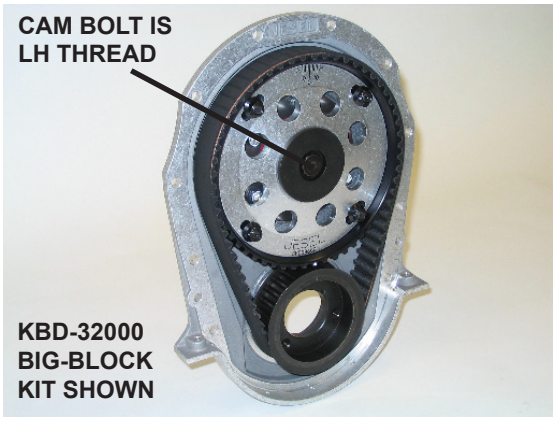
JESEL®
VALVETRAIN INNOVATION

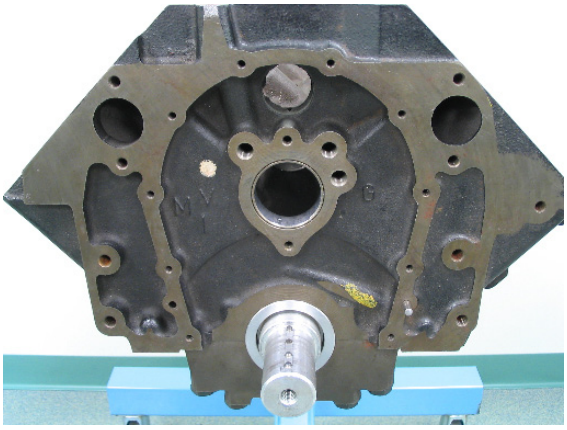
Belt Drive Instruction Sheet

INS - 32000

KBD - 32000, Mark 4 BB Chevrolet
KBD - 32200, Mark 5 BB Chevrolet
KBD - 32300, Gen 6 BB Chevrolet



JESEL'S BIG-BLOCK CHEVY BELT DRIVE IS THE MOST ACCURATE AND DURABLE CAMSHAFT DRIVE SYSTEM AVAILABLE AND IS USED BY THE COUNTRY'S TOP RACE TEAMS. 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, WHICH CAN CAUSE SERIOUS PROBLEMS ON RACING ENGINES. SOME FEATURES INCLUDE A BILLET ALUMINUM UPPER PULLEY WITH A HIGH TORQUE DRIVE TOOTH CONFIGURATION, AN ALLOY STEEL CRANK PULLEY AND GRADE 8 HARDWARE.

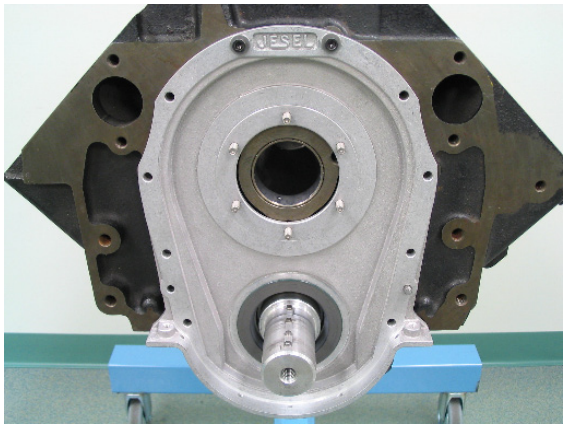


SEE STEP 11 FOR AFTERMARKET BLOCKS

STEP 1

CHECK FOR COVER TO BLOCK INTERFERENCE AND CORRECT IF PRESENT BY MODIFYING 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.

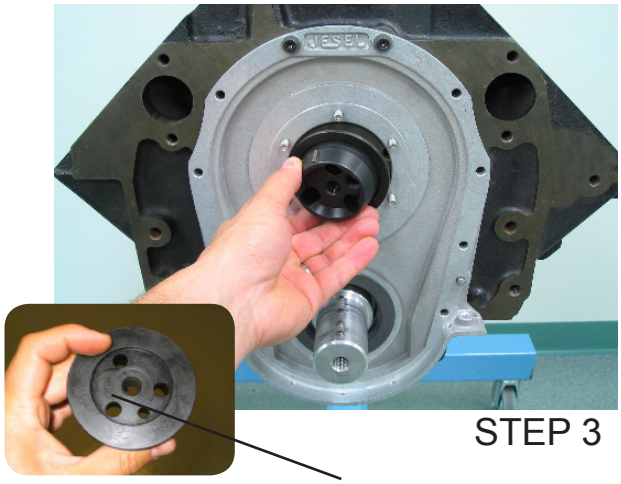


STEP 2

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).

LUBRICATE AND SLIDE CAMSHAFT INTO BLOCK.

LOCATE THE REAR THRUST WASHER (WSH-39610 2.950" OD X 1.960" ID X .031"), CAM ADAPTOR (ADP-30080) AND THREE 5/16-18 X 3/4" CAM ADAPTOR BOLTS (BLT-31400).

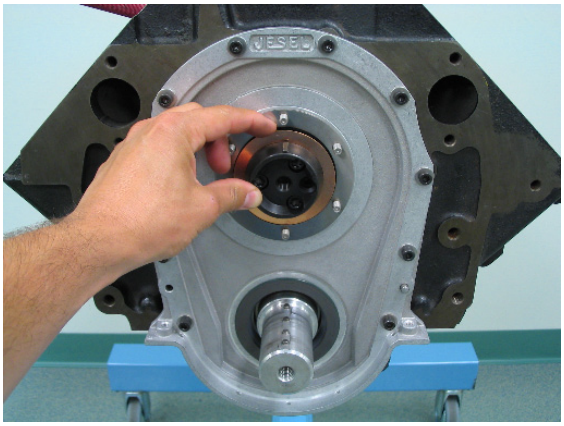


STEP 3

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.

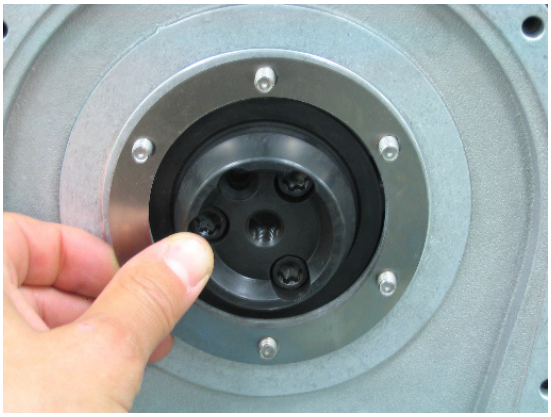
TORQUE CAM ADAPTOR BOLTS TO 26-28 FT/LBS. A SPANNER WRENCH (TOL-39260) IS AVAILABLE TO ASSIST IN TIGHTENING THE BOLTS.



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).

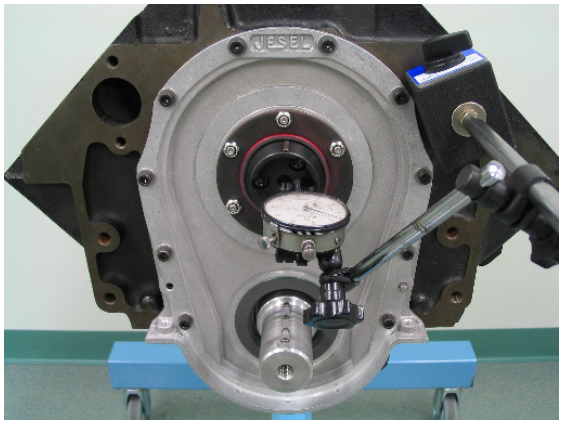


STEP 5

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.

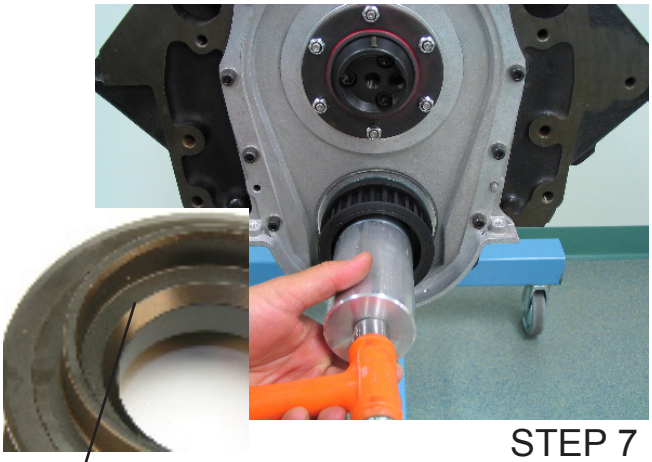


STEP 6

INSTALL THRUST PLATE AND TORQUE 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".

REMOVE THRUST PLATE AND SHIMS. APPLY A THIN FILM OF RTV SEALANT BETWEEN SHIMS TO PREVENT POSSIBLE OIL LEAKAGE. REINSTALL SHIMS AND THRUST PLATE AND RETORQUE NUTS.

I KEEP OIL OFF SEAL AREA. BE CAREFUL NOT TO DAMAGE SEAL ON ADAPTOR KEYWAY.



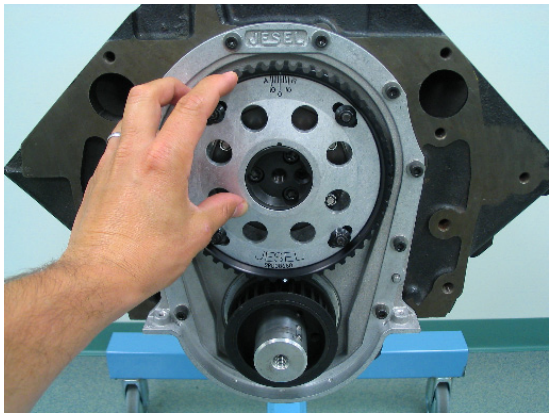
STEP 7

LUBRICATE THE CRANK SNOUT 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 OIL SEEPAGE.

INSTALL THE PULLEY (PLY-35530) ONTO THE CRANK SNOUT 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

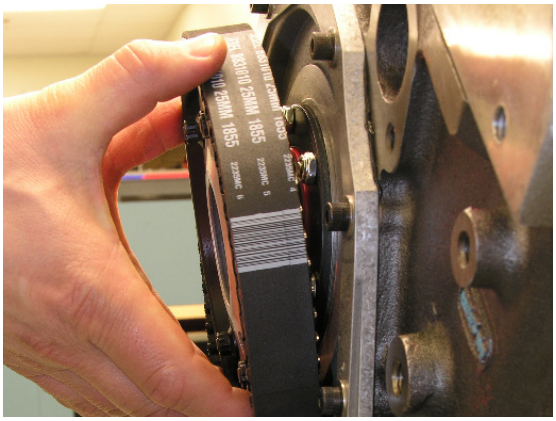


STEP 8

ROTATE CRANKSHAFT SO THAT #6 CYLINDER IS AT T.D.C.

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

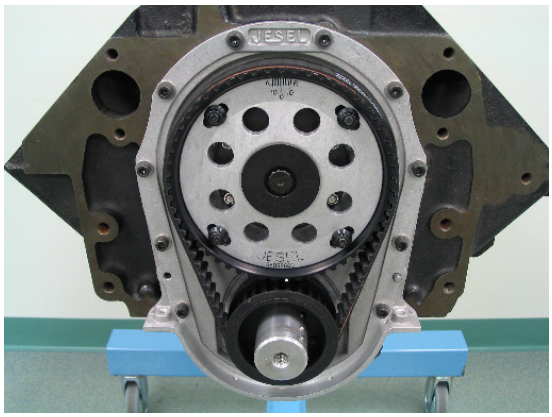
INSTALL THE UPPER PULLEY SPIDER (SPD-38660) INTO THE UPPER PULLEY (PLY-35520). ALIGN TIMING MARKS ON SPIDER WITH TIMING LINE ON UPPER PULLEY. TIGHTEN THE FOUR 5/16-20 12pt FLANGED NUTS (NUT-34765) BY HAND. LOCATE THE CAM ADAPTOR WASHER (WSH-39750) AND 7/16-20 LEFT HAND THREADED CAM ADAPTOR BOLT (BLT-31350).



STEP 9

TILT THE TOP OF THE UPPER PULLEY DOWN TOWARDS THE CRANKSHAFT AND SLIDE THE BELT (BEL-31010) 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 22-24 FT / LBS.



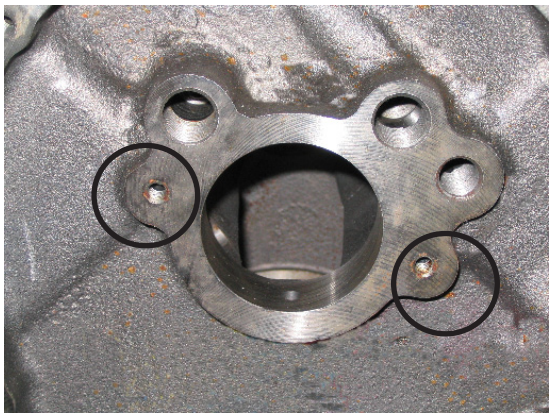
STEP 10

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 MOUNTING COVER -
CVR-32510 COVER, MARK 4
CVR-32560 COVER, MARK 5
CVR-32580 COVER, GEN 6

1 x PLY-35520, UPPER PULLEY
1 x PLY-35530, LOWER PULLEY
1 x SPD-38660, UPPER PULLEY SPIDER
1 x BEL-31010, DRIVE BELT
1 x ADP-30080, 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-39610, 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 **- 22-24 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 - **26-28 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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KDD-42000 DISTRIBUTOR DRIVE

REQUIRES CRANK TRIGGER IGNITION SYSTEM

JESEL ALSO OFFERS A DISTRIBUTOR DRIVE KIT FOR THE BIG-BLOCK CHEVY . THE 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 THANKS TO THE DISTRIBUTOR NOT HAVING TO BE ROUTED THROUGH THE REAR PORTION OF THE INTAKE MANIFOLD. THIS KIT IS A DIRECT BOLT ON.

KDD-42000, MARK 4 / 5 BB CHEVROLET
KDD-42600, GEN 6 BB CHEVROLET

RECOMMENDED JESEL BELT DRIVE MAINTENANCE:

1) RECOMMENDED BELT REPLACEMENT:
CIRCLE TRACK: ANNUALLY
DRAG RACE: 250 PASSES
STREET/STRIP: EVERY OTHER YEAR
- BEL-31010, TIMING BELT, BB CHEVROLET

2) REPLACE BOTH SEALS AND THRUST WASHERS ANNUALLY.
- SEL-38000, CAMSHAFT SEAL
- SEL-37300, CRANKSHAFT SEAL
- WSH-39610, BRONZE THRUST WASHER, FRONT
- WSH-39660, BRONZE THRUST WASHER, REAR

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

4) KEEP OIL OFF OF ALL SEALING SURFACES PRIOR TO INITIAL START UP.

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

6) DO NOT CLEAN TIMING BELT WITH CHEMICAL CLEANERS OR ENGINE DEGREASERS.

7) REPLACE BELTS CONTAMINATED WITH ENGINE OIL OR HARSH CHEMICALS.

8) REPLACE BELT AFTER ANY TYPE OF ENGINE FAILURE.

REV 02/14