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GM LSX Supplemental Install Instructions



Installation Notes:

The supplied crank bolt is a non-torque to yield bolt. Make sure to apply some red Loctite to the supplied crank bolt prior to tightening to 130 ft-lbs. The crankshaft washer that is supplied has a machined in raised lip that should be installed against the head of the bolt.

Standard diameter and overdrive dampers retain the stock sized a/c pulley.

Underdrive dampers have the a/c pulley underdriven as well and may require a shorter a/c belt as a result.

DO NOT remove the hub from the damper case. Install as a complete assembly!

The Innovators West dampner comes broached for a 3/16" crankshaft key. This keyway should match up to most aftermarket crankshafts with a 3/16" key or any stock crankshaft that has been cut for a key. This keyway can also be used with the aftermarket pinning kits that install the pin perpendicular to the crankshaft snout. Crankshaft pinning kits that install the pin parallel to the crank snout can also be used with our dampners. Crankshaft pinning kits are available separately from Innovators West. If using a pinning kit from another manufacturer, modifications to the pinning fixture may be needed to fit the fixture inside the counter bore of the dampner. If not using the supplied keyway, fill the keyway with silicone during dampner installation to avoid an oil leak. DO NOT use the provided 3/16" square cut keyway with any pinning kit other than the ones that put the pin perpendicular to the crankshaft snout. It is not recommended that pins or keys larger than 3/16" be used on the LS series engines due to the thin hubs required to fit the stock timing cover seals. Use of larger pins or keys may result in the failure/splitting of the dampner hub.

Removal Notes:

To attach dampner puller, remove 2 or 3 of the 5/16" cap screws. This will allow the puller to be secured into the steel hub for removal.

