

# SUPERCHARGER INSTRUCTION

## MANIFOLD-

- 1) Remove all foreign material from manifold and clean with soap and water to remove all polishing compound.
- 2) Apply a light coating of gasket sealer to intake gaskets around intake ports, and a bead of silicone around water ports, and position on heads.  
Note- BB Chevy uses thin gaskets on standard port location heads and thick (1/8") gaskets on raised runner heads.
- 3) Use a bead of silicon on the top of the block to seal to the bottom of the manifold both front and rear.
- 4) Set manifold on heads and torque to 25 ft. lbs. starting from center working out. Repeat final torque sequence 2 to 3 times to insure manifold is seated correctly.
- 5) Install aluminum studs in manifold with 5/32" Allen wrench till threads bottom out. (Do Not Over Tighten)
- 6) Trim universal blower base gasket to match the bottom of the supercharger, and set on manifold.  
Note- **Do not use** silicon on base gasket as it may distort Supercharger and cause damage to the supercharger.

## SUPERCHARGER-

- 1) Check the supercharger and make sure it is clean from any dirt or debris.
- 2) Bolt the carburetor adapter to the top of the supercharger using the screened gasket provided.  
Torque bolts to 15-18 ft. lbs.
- 3) Bolt snout coupler to the drive gear using red Loctite on bolts, and torque to 30 ft. lbs.
- 4) Apply a small amount of grease on splines, and bolt the snout to the front cover. Use silicon on bolts to prevent oil from leaking past threads and torque to 20 ft. lbs.
- 5) With the supercharger sitting level on bench, fill front gear cover with 80W-90 GL-5 gear oil, or synthetic equivalent, to center of 1/4" pipe plug hole. Install 1/4" pipe plug in hole using telfon tape.
- 6) Install 1/8" pipe pressure relief valve in front cover.
- 7) Carefully set the supercharger on top of manifold and bolt down with flanged aluminum nuts. Torque supercharger to 10-12 ft. lbs starting from the center working out.

## IDLER ASSEMBLY-

- 1) Bolt the idler bracket to the supercharger using 4)- tube spacers and long bolts. Torque bolts to 25 ft. lbs.
- 2) Slide idler pulley stand into idler pulley. Note- Idler pulley bearings are offset 5/8" so idler pulley may need to be reversed for proper alignment.
- 3) Install T-Nut into back side of the idler bracket, and bolt the idler pulley to bracket with 5/8"-18 bolt provided. At this time leave the idler pulley loose so it can slide back and forth in slot.

## ACCESSORY PULLEY-

- 1) With the harmonic balancer installed, remove crank bolt and washer.  
Note- The Blower Shop Inc. recommends the use of an aftermarket balancer such as ATI, Fluidampr, BHJ, ect.
- 2) Bolt accessory pulley to balancer with 3) – 3/8" bolts. The kit comes with both course and fine thread bolts, so check balancer for thread pitch before installation. Torque bolts to 35 ft. lbs.
- 3) Install new crank bolt and washer provided, and torque to 65 ft. lbs.

## 8MM PULLEYS AND BELT-

- 1) Bolt 8MM pulley to accessory pulley and torque to 35 ft. lbs.
- 2) Bolt 8MM pulley to snout and torque to 40 ft. lbs. It is recommended to use a small amount of red Loctite to bolts before installation.  
Note- Some kits are supplied with a pulley spacer to be used between the snout and the 8MM pulley to achieve proper pulley alignment.
- 3) Install 8MM belt over pulleys and tighten idler pulley. The idler pulley can ride on either the inside or outside of the belt, however we recommend the idler pulley on the inside pushing out. Set belt tension with engine cold, and allow 3/4" to 1" side-to-side movement on straight side of belt. With engine at full operating temperature, you should have 1/4" side-to-side movement.  
Note- **Over tightening** of belt can cause **severe damage** to crankshaft and drive components.

***THE BLOWER SHOP, inc.***

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