



## 6-71 Through 14-71 Supercharger Installation Instructions

### MANIFOLD-

- 1) Remove all foreign material from the manifold and clean with soap and water to remove any leftover polishing compound.
- 2) Apply a light coating of gasket sealer to intake gaskets around the intake ports and a bead of silicone around the water ports, then position intake on the heads.  
**\*Note:** On the Big Block, 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 the manifold on the heads and torque to 25 ft. lbs. starting from the center working out, alternating from side to side. Repeat final torque 2 to 3 times to insure manifold is seated correctly.
- 5) Install (8) black aluminum studs into the top of the manifold with a 5/16" hex wrench until the threads bottom out. (**Do Not** over tighten)
- 6) Trim the supplied supercharger base gasket to match the bottom of the supercharger case, then set the gasket on the manifold.  
**\*Note:** **Do Not** use silicone between the manifold and the blower as it may distort the supercharger case and cause damage.

### SUPERCHARGER-

- 1) Check the supercharger and make sure it is clean from any dirt or debris.
- 2) Separate the coupler from the snout and bolt it to the drive gear on the supercharger. Using red Loctite on bolts torque to 30 ft. lbs.
- 3) Apply a small amount of grease to the splines on the main shaft and coupler, then bolt the snout to the front cover using silicone on the bolts to prevent oil from leaking past threads. Torque to 20 ft. lbs.
- 4) Install the drain plug in the *bottom* of the front cover using Teflon tape to prevent oil from leaking past threads.
- 5) Install the sight glass (1/4" fitting) in the *center* of the front cover using Teflon tape to prevent oil from leaking past threads.
- 6) With the supercharger sitting level on a bench, fill the front cover with 75W-90 GL-5 gear oil (or synthetic equivalent) to the center of the sight glass.
- 7) Install the pressure (1/8" fitting) relief valve in the *top* of the front cover using Teflon tape to prevent oil from leaking past threads.
- 8) Carefully set the supercharger on top of the manifold and bolt down with flanged twelve-point steel nuts. Torque supercharger to 10-12 ft. lbs starting from the center working out, alternating side to side.  
**\*Note:** **Do Not** over tighten the supercharger to the manifold as it may distort the supercharger case and cause damage.

### IDLER ASSEMBLY-

- 1) Bolt the idler bracket to the front of the supercharger using the provided (4) tube spacers and long bolts. Torque to 25 ft. lbs.
- 2) Slide the idler pulley stand into the idler pulley.  
**\*Note:** The idler pulley bearings are offset by 5/8", therefore the idler pulley may need to be reversed for proper alignment.
- 3) Install the black T-Nut into the back side of the idler bracket and bolt the idler pulley to the front. Using the provided 5/8" bolt and washer. \*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 the crank bolt and washer.  
**\*Note:** TBS recommends the use of an aftermarket balancer such as ATI, Fluidampr, BHJ, etc.
- 2) Bolt the accessory pulley to the balancer with the supplied (3) 3/8" bolts. Torque bolts to 35 ft. lbs.  
**\*Note:** The kit includes both coarse and fine thread bolts, be sure to check your balancer for the correct thread pitch before installation.
- 3) Install supplied crank bolt and washer, then torque to 65 ft. lbs.

### **8MM PULLEYS AND BELT-**

- 1) Bolt an 8MM pulley to the accessory pulley and torque to 35 ft. lbs.
- 2) Bolt an 8MM pulley to the snout using the supplied hardware, then torque to 40 ft. lbs.  
**\*Note:** Use **Clean** shop rags or the rubber handle of a dead blow hammer between the rotors to keep supercharger from turning while installing the top pulley. We recommended using a small amount of red Loctite on the bolts prior to 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 the 8MM belt over the pulleys ensuring that the idler pulley is on the inside pushing out. Tighten the idler pulley and set the belt tension with the engine cold. Allow 3/4" to 1" of side-to-side movement on the straight (long) side of the belt. With the engine at full operating temperature you should have 1/4" of side-to-side movement.  
**\*Note: Do Not** over tighten the belt. Doing so can cause **severe damage** to the crankshaft and drive components.

### **CARBURETOR ADAPTER-**

- 1) Bolt the carburetor adapter to the top of the supercharger using the supplied hardware and gasket. Torque bolts to 15-18 ft. lbs.  
**\*Note: Do Not** use any gasket sealer.

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