



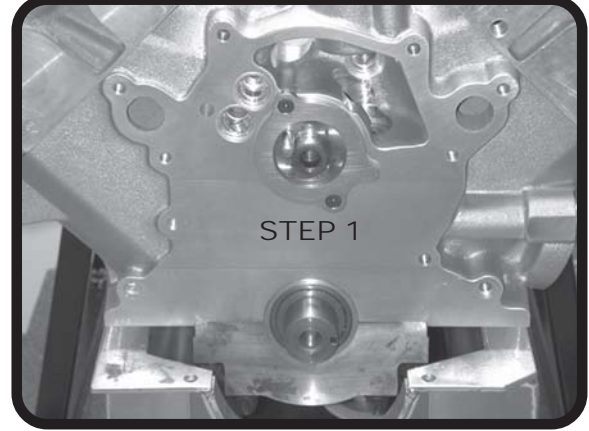
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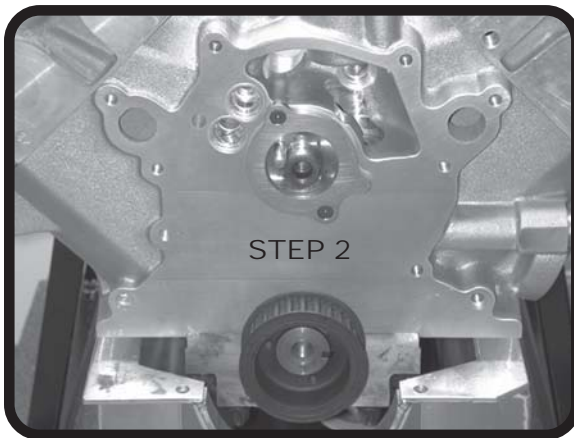
INSTRUCTION SHEET FOR KBD-34170 SMALL-BLOCK FORD BELT DRIVE SYSTEM WITH ELECTRIC WATER PUMP AND ELECTRIC FUEL PUMP



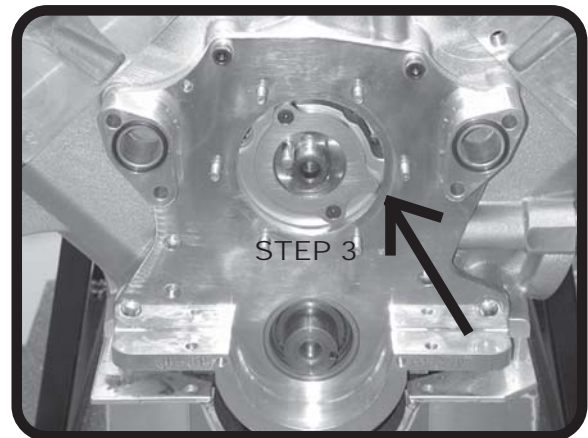
THANK YOU FOR PURCHASING THE PREMIER BELT DRIVE SYSTEM AVAILABLE. BY FOLLOWING THESE EASY-TO-UNDERSTAND INSTRUCTIONS YOUR ENGINE WILL LEAD A LONG AND TROUBLE-FREE LIFE. BEFORE FINAL INSTALLATION BEGINS THERE ARE A FEW KEY PRE-INSTALLATION CHECKS TO PERFORM.



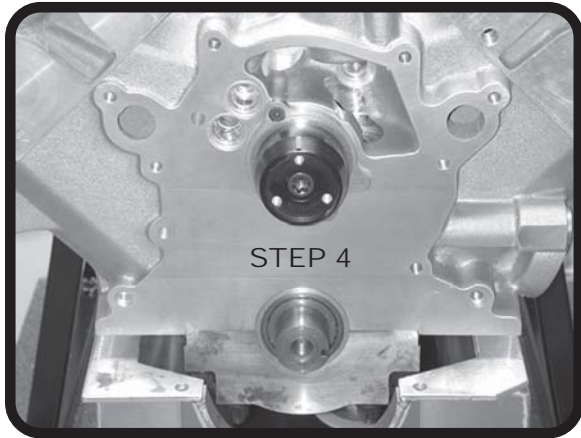
THE THRUST PLATE IN FRONT OF THE CAMSHAFT MUST BE INSTALLED BEFORE INSTALLATION BEGINS TO CHECK FOR PROPER CLEARANCE. **JESEL** RECOMMENDS USING A ROLLER CAM PLATE (**JESEL P.N. KTP-30101**) MADE BY FORD RACING.



SLIDE THE LOWER PULLEY ONTO THE CRANKSHAFT MAKING SURE IT'S FLUSH AGAINST THE SHOULDER OF THE CRANK SNOUT. ANY INTERFERENCE MUST BE CORRECTED NOW.

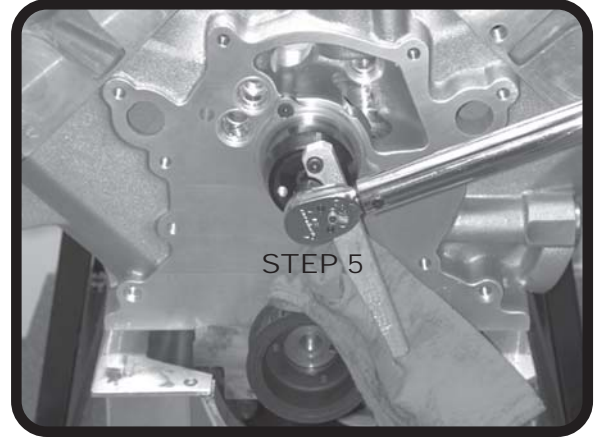


HOLD THE **JESEL** COVER TO THE MOUNTING SURFACE ON THE BLOCK AND CHECK FOR ANY CLEARANCE PROBLEMS. IF AN OBSTRUCTION IS PRESENT MODIFY THE BLOCK OR CAMSHAFT THRUST PLATE ONLY. DO NOT PERMANENTLY INSTALL THE COVER AT THIS TIME.



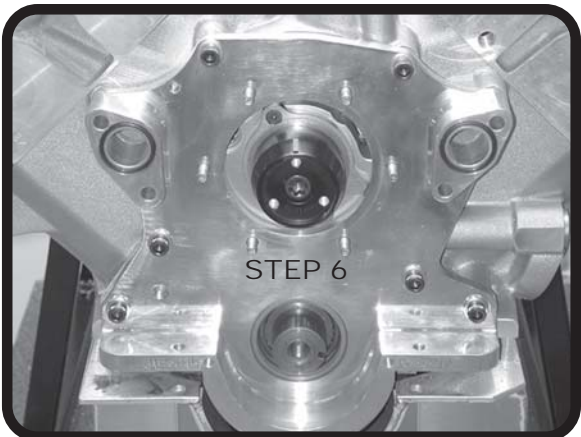
STEP 4

BEGIN FINAL ASSEMBLY BY APPLYING A LIGHT FILM OF RTV SEALER TO THE REAR PORTION OF THE MOUNTING SURFACE ON THE CAM ADAPTER BEFORE MOUNTING IT USING ONE OF THE THREE SUPPLIED BOLTS. DEPENDING ON THE YEAR OF THE CAMSHAFT BEING USED, A **3/8"** COARSE THREAD, **7/16"** COARSE THREAD OR **7/16"** FINE THREAD BOLT WILL BE NEEDED.
(ALL THREE ARE SUPPLIED IN THE KIT)



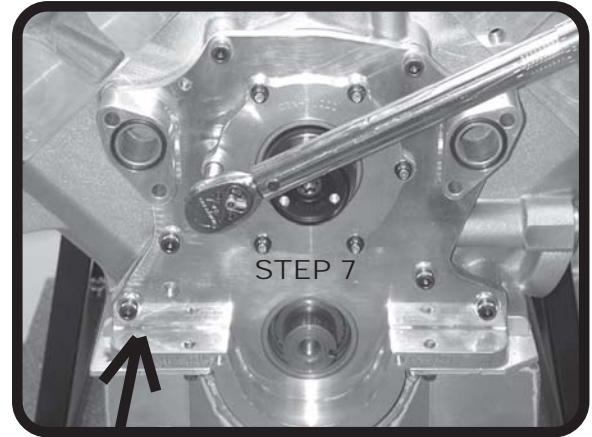
STEP 5

BOLT THE **JESEL** SPANNER WRENCH TO THE CAMSHAFT ADAPTER USING THE TWO **1/4"** SUPPLIED BOLTS. ALLOW THE SPANNER TO CONTACT THE CRANK SNOUT TO PREVENT THE CAMSHAFT FROM TURNING WHEN THE CAM BOLT IS TORQUED. CHECK TORQUE BOX ON PAGE THREE FOR THE PROPER SPECS.



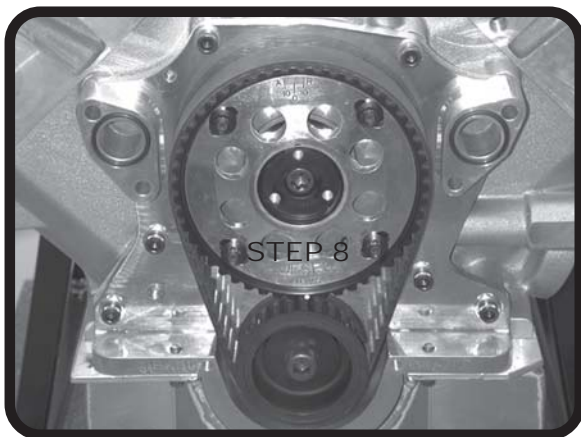
STEP 6

USE THE **3/8"** WASHER SUPPLIED IN THE KIT WHEN USING THE **3/8"**, COARSE CAM BOLT. TURN THE CAM WITH THE SPANNER UNTIL THE KEYWAY IS IN THE **12 O'CLOCK POSITION**. USE AN OEM TIMING COVER GASKET TO INSTALL THE **JESEL** COVER OVER THE FACTORY DOWELS. SOME BLOCKS ARE DIFFERENT THAN OTHERS SO **JESEL** INCLUDES BOTH **5/16"** AND **3/8"** BOLTS.

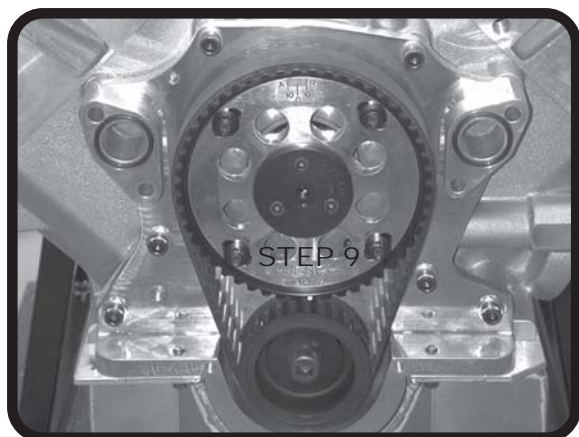


STEP 7

WITH THE COVER IN POSITION MOUNT THE CAMSHAFT SEAL RETAINING PLATE COMPLETE WITH O-RING IN PLACE ON THE COVER WITH THE SIX 12-POINT NUTS. TORQUE TO **10 LBS-FT**. WHEN ASSEMBLING THE COVER KEEP ALL SEAL SURFACES DRY. NOTE: THE **JESEL** COVER DOES NOT USE THE TWO OUTER FRONT OIL PAN BOLTS.



INSTALL THE LOWER PULLEY PARTWAY ON THE CRANKSHAFT SNOOT WITH THE KEYWAY IN THE **12 O'CLOCK POSITION**. CAREFULLY INSTALL THE BELT AROUND BOTH PULLEYS AND KEEP ALL SEAL SURFACES DRY- **DO NOT APPLY OIL TO THEM.**

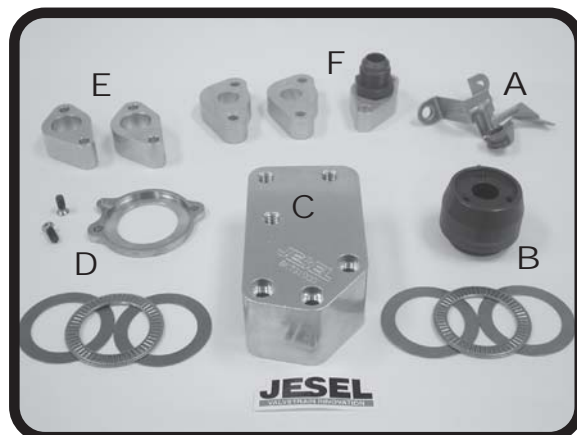


NEXT, SLIDE THE LOWER PULLEY THROUGH THE CRANKSHAFT SEAL AND MOUNT THE UPPER PULLEY ASSEMBLY TO THE CAM ADAPTER USING THE SUPPLIED WASHER AND BOLTS. GENTLY TORQUE BOLTS TO **12 LBS-FT.**



- A) CVR-32710 ASSEMBLED COVER
- B) PLY-36200 UPPER PULLEY WITH STUDS
- C) SPD-38650 SMALL-BLOCK FORD SPIDER
- D) ADP-30100 CAMSHAFT ADAPTER
- E) BEL-31100 TIMING BELT
- F) PLY-36100 LOWER PULLEY
- G) JESEL FORD SPANNER WRENCH
- H) RTN-31000 CAM SEAL RETAINER
- I) SEL-39900 WATER PUMP O-RINGS

NOTE: COVER COMES WITH THRUST PLATE STUDS, CRANKSHAFT SEAL, AND OIL PLUG BOLT. ADDITIONAL HARDWARE FOR COMPLETE ASSEMBLY ALSO INCLUDED.



FORD BELT DRIVE ACCESSORY COMPONENTS:

JESEL ALSO OFFERS A HOST OF ACCESSORY COMPONENTS FOR THE SMALL-BLOCK FORD BELT DRIVE SYSTEM. EACH COMPONENT CAN BE PURCHASED SEPARATELY OR WITH A NEW BELT DRIVE KIT.

- A) KTP-31000 FORD TIMING POINTER
- B) ADP-30101 NEEDLE BEARING CAMSHAFT ADAPTER
- C) BKT-31000 DRY SUMP OIL PUMP BRACKET
- D) KTP-30101 ROLLER BEARING CAMSHAFT PLATE
- E) SPC-34001 1" WATER PUMP SPACERS
- F) ASSORTED WATER PUMP SPACERS FOR CSI ELECTRIC WATER PUMP AND EXTERNALLY MOUNTED (OFF ENGINE) PUMPS

RECOMMENDED JESEL BELT DRIVE MAINTENANCE:

- 1) REPLACE BELT ANNUALLY
OR AFTER INADVERTENT
ENGINE EXPLOSIONS.
(PN BEL-31100)
- 2) REPLACE BOTH CAMSHAFT
AND CRANKSHAFT SEALS
ANNUALLY.
CAM SEAL (PN SEL-38000)
CRANK SEAL (PN SEL-37200)
- 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 DEGREE AND RE-DEGREE
CAMSHAFT AFTER TIMING BELT
REMOVAL OR REPLACEMENT.
- 6) DO NOT CLEAN TIMING BELT
WITH PARTS CLEANER OR
ENGINE DEGREASERS.
- 7) IF TIMING BELT BECOMES
CONTAMINATED WITH ENGINE
OIL REPLACE IMMEDIATELY.

CAMSHAFT TIMING ADJUSTMENTS:

LOOSEN FOUR NUTS
ON SPIDER. TURN
CRANKSHAFT CLOCK-
WISE TO RETARD TIMING
AND COUNTER-CLOCKWISE
TO ADVANCE TIMING. EACH
MARK ON THE SPIDER GEAR
EQUALS TWO CRANKSHAFT
DEGREES.

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IN ADDITION, **JESEL'S** DISTRIBUTOR
DRIVE KIT (**KDD-42610**), MAKES RELOCATING
YOUR DISTRIBUTOR EXTREMELY EASY TO DO.
BY RELOCATING THE DISTRIBUTOR TO THE
FRONT OF THE ENGINE, YOU WILL ELIMINATE
INACCURATE TIMING SETTINGS CAUSED FROM
CAMSHAFT TORSIONAL TWISTING AND WILL
PROVIDE A MUCH COOLER LOCATION FOR THE
DISTRIBUTOR. INTAKE MANIFOLD CHANGES WILL
ALSO BE MUCH EASIER DUE TO THE DISTRIBUTOR
NOT RUNNING IN FRONT OF THE INTAKE MANIFOLD.

CAMSHAFT BOLT TORQUE SPECS:

3/8" COARSE THREAD
46 LBS-FT.

7/16" COARSE THREAD
58 LBS-FT.

7/16" FINE THREAD
62 LBS-FT.

DEPENDING ON THE YEAR OF
THE CAMSHAFT CORE, ONE
OF THESE THREE BOLTS WILL
BE NEEDED. JESEL INCLUDED
ALL THREE BOLTS TO WORK
IN CONJUNCTION WITH ALL
SMALL-BLOCK FORD CAMS.

THESE INSTRUCTION SHEETS ARE INTENDED AS REPRESENTATIONS ONLY. JESEL IS IN NO EVENT LIABLE FOR CONSEQUENTIAL
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