

# *Installation Instructions*

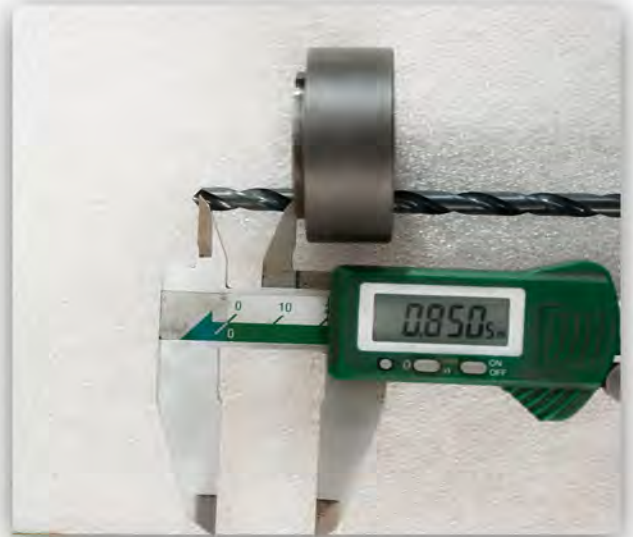
## *Drill and pin kit*

### *Late model Hemi and LS*



## **STEP 1**

*Measure the drill bit through your alignment tool. Make sure it is through .850" from the end of the taper of the drill bit to the inside face of the tool. Wrap a piece of tape around the back side of the tool on the drill bit.*



## **STEP 2**

*Slide the bit out of the tool. Check your measurement. From the end of the taper to the tape should be 1.650".*



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## STEP 3

Install the pin tool with supplied bolt.  
Snug down so tool is locked in position while drilling.

## STEP 4

Install drill bit into your drill of choice, a 90 degree air drill works well for fitting into tight areas. Make sure you drill in till the tape hits the surface of the tool. Repeat process for the other hole.

*Clean shavings from area.*





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## STEP 5

### For ATI Installation

Install the shorter set of pins into drilled holes.  
Verify the pins are both flush or below the surface of the Bolt/Washer surface of the pulley.  
Apply some sealant on the keyway, oil can leak from here.



## STEP 6

Apply red loctite and install supplied bolt  
Tighten to factory torque specs

GM 219 ft. lbs

Chrysler 130 ft lbs



## **STEP 7**

### **For stock balancer and hub.**

*Insert longer pins into holes in hub.*

*Install the hub into the crank face, lining up the drilled holes.*

*Be sure the hub is seated flat against the crank face.*

## **STEP 8**

*Apply red loctite and install supplied bolt*

*Tighten to factory torque specs*

*GM 219 ft. lbs*

*Chrysler 130 ft lbs*

## **STEP 9**

*Install supercharger crank pulley as per  
supercharger instructions.*

