1. With a dab of grease install the back thrust ring on the back of the cam gear. Install cam gear & crank gear first. Put #1 piston at top dead center and line up the timing marks on centerline of engine.

2. Slide the idler gear assembly with the large gear on the left as you are facing the engine (passenger side), and the long part of the idler axle towards the engine block.

3. With the idler gears halfway in, push timing cover with the gasket onto the face of the block. Pull cover off. The idler gears should be at least 90% lined up with the cam & crank gear. With a feeler gauge, check the clearance between the block and the back of the idler axles. You need .015" to .100" clearance. Grind the axle (not the engine block) with a bench grinder if necessary. The idler axles will ride against the cover the entire time the engine is running, that's why the clearance is to the block.

4. Install the desired offset bushing on the cam dowel pin. If you are not degreeing the cam in we recommend the "O" bushing (the one with the hole in the middle). When degreeing the cam always turn the engine in normal rotation (clockwise).

5. Install the lockplate with washers and bolts. Torque to factory specs. A MUST - BEND TABS OF LOCKPLATE OVER HEADS OF BOLTS.

6. Turn crank clockwise so power idler (larger) gear is in full contact with cam & crank gears. Reverse idler (small gear) should have between .005" and .070" vertical movement (clearance). Check this for (2) full revolutions of the crank. If you do not have enough clearance call Pete Jackson Gear Drives at (323) 849-2622 about an undersize reverse idler gear. Gears will turn blue if not enough clearance and any warranty will be void.

7. Install cam thrust button assembly in cam gear. Put clay on end and push cover with gasket into place. Pull cover off. You should have between .005" and .010" clearance. If there is to much clearance put a shim (washer or shim stock) in cam before the thrust button assembly to obtain the proper clearance. If not enough clearance, grind or machine (solid face) front face of thrust button assembly.

8. Some steel covers flex. To stop this you can install a wedge between the cover and the water pump.

-BIG BLOCK CHEVY'S - Some dampeners are straight cut on the gear mating surface, you need a 45° chamfer so it does not interfere with the idler gears.

Web based Instruction sheet - Not from original purchase - © Pete Jackson Gear Drives

GARRANTEE
Pete Jackson Gear Drives fully guarantees "Dual Idler" gear drive kits to be free from defects in materials and workmanship. Should any defect be found in either materials or workmanship upon receiving shipment, return complete "Dual Idler" gear drive kit at once to Pete Jackson Gear Drives—1207 South Flower Street, Burbank, CA 91502 for replacement. Damage caused thru improper use or improper installation will cause guarantee to be null and void.