Installation Instructions for 20404, 20405 & 20406 LS Timing Set

Crank Sprocket and Hub Sprocket Installation Instructions

Install the 9-Position Crank Sprocket ***first***. The camshaft can be advanced or retarded off of Neutral or the “Straight-Up” position by positioning the crank sprocket using 2°, 4°, 6°, or 8° Advance or Retard keyways. “A” indicates Advance and “R” indicates Retard. (See Figure 1)

Figure 1

Install the Hub Sprocket on the ***outside*** of the 9-Position Crank Sprocket. (See Figure 2 and Figure 3)

Figure 2

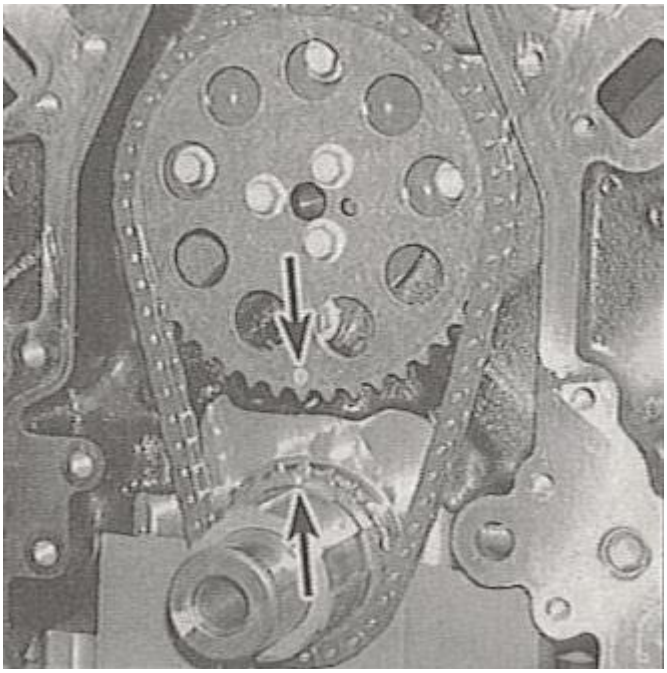

Figure 3

Install the Oil Pump on the Crankshaft Hub Sprocket.

The Billet Steel 9-Position Crank Sprockets give the installer the ability to correct or re-position camshaft timing during engine assembly. Some camshaft manufacturers instruct the user to advance or retard camshaft timing to enhance particular performance characteristics of their camshaft. Movement is done quicker and more accurately than the use of cam sprocket bushings that require extra machining.

Using the 9-Position Crank Sprocket, the camshaft can be advanced or retarded off of Neutral or the "Straight-Up" position by positioning the crank sprocket using 2°, 4°, 6°, or 8° Advance or Retard keyways. "A" indicates Advance and "R" indicates Retard. The location of timing marks on the tooth rim; whether located on a tooth, tooth space, or somewhere in between, is strictly a function of engine application.

Timing sprockets and chain should be pre-assembled before final assembly to check for any interference from block imperfections or interference with oil galley holes. If interference is found, remove or grind that area of the block so adequate clearance is obtained. When removing lower sprockets which are "Press Fit", proper puller tools should be used. Care should be given to the front of the block where cam thrust is controlled for excessive wear.

Small Block Chevy

Big Block Chevy

Small Block Ford