

# **ALL AMERICAN BILLET**

MADE IN THE  
U.S.A.



## **Front Drive System - Chevy LS (1,2,3 & 6) Installation Instructions**

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LS with AC & with PS

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All American Billet Store  
(800) 764-0926  
[www.allamericanbilletstore.com](http://www.allamericanbilletstore.com)

**Important Note:**

***Read the instructions entirely before starting the installation of your All American Billet Front Drive System. The removal and installation of the crank pulley/damper requires special tools.***

**Items needed for installation**

LS Damper Bolt - GM Part #12557840 (LS7 - #11570163)  
Torque wrench capable of 250 ft/lbs  
Angle Meter (torque wrench may be capable as well)  
Kent Moore Tools - J-41816 Crankshaft balancer remover or similar  
J-41816-2 Crankshaft balancer remover step plate  
J-42386-A Flywheel holding tool  
J-41665 Crankshaft balancer and sprocket installer  
(Some local parts stores also rent similar tools)

Jack  
Jack Stands  
Wheel Chocks  
Drain Pan  
Gasket Scraper  
Brake Cleaner  
Flat Head and Phillips Screwdrivers  
Blue Loctite  
Anti-Seize  
Allen Wrenches - Metric and Standard  
Open-End wrenches - Metric and Standard  
Sockets - Metric and Standard  
Ratchet - 3/8" Drive and 1/2" Drive  
Impact Wrench

**Items needed after setup is mocked up onto engine**

(lengths and sizes to be determined upon install in you vehicle)

10 gauge Black Wire  
4 gauge or larger Red Wire/Cable  
A/C Lines (if equipped)  
Power Steering Lines (if equipped)  
Power Steering Fluid (if equipped)  
Coolant  
Electric Fans (you will not be able to retain the factory engine driven clutch fan with this setup)

***All surfaces of the components in the All American Billet Front Drive System are delicate. Please use extra caution while handling, unpacking and installing new components to prevent damage to the finish. It is best to have another person help with the installation to ensure the brackets, spacers or other components are well supported and easily installed.***

- 1. Before any disassembly, take good pictures of the existing belt drive setup on your vehicle from a few angles. This is for reference purposes and to see the before and after improvements you have made.**
- 2. Disconnect battery and remove it entirely as you will be disconnecting the lead from the back of the alternator later.**
- 3. Drain power steering fluid and engine coolant.**
- 4. Remove entire existing belt drive setup from your engine including crank pulley, alternator, AC compressor (if equipped), power steering pump (if equipped), water pump and all brackets.**
- 5. Install the Kent Moore or equivalent J-42386-A Flywheel Holding Tool and remove factory crank pulley bolt with an impact wrench and 24mm socket. Save the existing crank bolt, you will need it later.**
- 6. Remove crank pulley/damper with the recommended tools**
  - Kent Moore J-41816 Crankshaft balancer remover**
  - Kent Moore J-42386-A Flywheel holding tool**
  - Kent Moore J-41816-2 Crankshaft balancer remover step plate**
- 7. Inspect crank snout for damage caused by removal of the factory damper. Clean any marks with fine grit emery cloth or steel wool.**
- 8. Slide the new damper on crank snout as far as possible. Make sure it is square with the front cover of the engine.**
- 9. Using the proper installation tool, fully seat the balancer onto the crankshaft snout.**

**10. Install the old balancer bolt and tighten to 240 ft.lbs.**

**IMPORTANT:** Failure to apply proper torque to the old balancer bolt may result in the balancer not being fully installed onto the crank snout. Damage to the crank and balancer will happen if it comes loose due to improper torque

**IMPORTANT:** The nose of the crankshaft should be recessed 2.4 - 4.48 mm (0.094 - 0.176 in) into the balancer bore. Remove the old bolt and measure the hub to crankshaft distance.

**11. Remove the old crankshaft bolt, install the new crankshaft bolt. DO NOT USE AN IMPACT OR AIR TOOLS.** Installation of the new bolt goes as follows. Tighten the new crankshaft bolt at first pass to 37 ft.lbs. Use a marker to put a line on the bolt running from the 12 o'clock to the 6 o'clock position in order to verify the correct procedure in the next step.

For the second pass, tighten the crankshaft balancer bolt a second pass to 140 degrees using a angle tool or torque wrench.

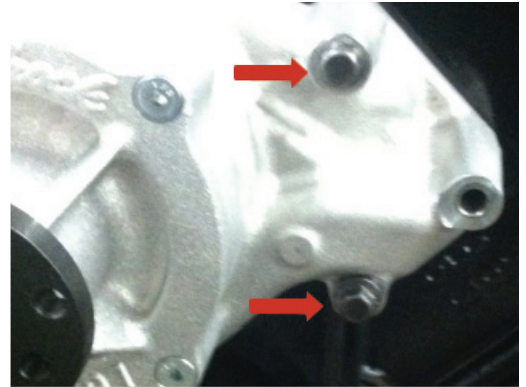
**IMPORTANT:** Recheck the position of the previously marked line to verify the 140 degree rotation. It is important that this is completed properly to eliminate possible future problems.

**Remove the J-42386-A Flywheel Holding Tool.**

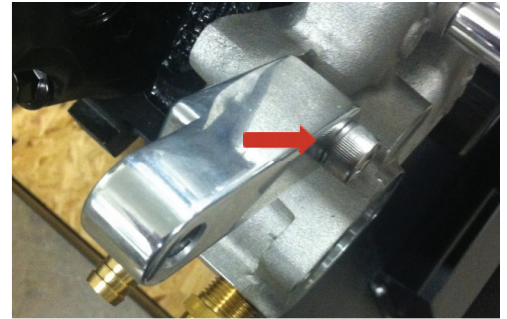
**12. Using a 5/16" allen wrench, install the crank pulley using (3) 3/8-24 x 1" SHCS and 3/8" washers.**

**13. Clean entire water pump gasket matting surface with gasket scraper and brake cleaner to ensure the new gasket will seal properly. This is also a great time to clean up the front of the engine and paint what needs to be painted. More of the engine is going to be visible with our belt drive setup and we want your vehicle looking its best.**

14. Mount the water pump and gasket by using the supplied (2) M8-1.25 x 3.5" bolts through two of the drivers side water pump mounting holes to temporarily hold the water pump in place. Finger tighten only.



15. Using an 8mm allen wrench and the M10-1.5 x 40mm SHCS with a small amount of anti seize on the threads, install the rear AC bracket to the water pump. Tighten just enough to hold in place.



16. Using a 6mm allen wrench, mount the passenger side main bracket using 3 of the the supplied 2.25" spacer and M8-1.25 x 5.75" bolts through the bracket and water pump. Place some anti-seize on the threads and tighten just enough to hold in place.



17. Remove the two temporary bolts from the drivers side of the water pump.

18. Use (2) of the 2.25" spacers and (2) M8-1.25 x 5.75" bolts through the drivers side bracket and water pump. Place some anti-seize on the threads. Tighten just enough to hold in place.





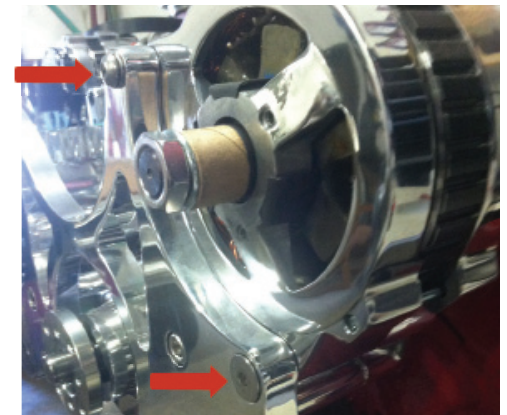
**19. Install the alternator bracket, 1.6" spacer and m8-1.25 x 5.75" bolt through the drivers side bracket. Place some anti-seize on the threads. Tighten just enough to hold in place.**



**20. Using a 3/16" allen wrench, install the A/C Compressor on the top passenger side of the main bracket into the "A" position using the M8 x 1.25 x 30 button head bolt with a dab of blue Loctite on the threads with M8 washer in the top mounting location. Using a 6mm allen wrench and the M8 x 1.25 x 20mm socket head bolt mount the bottom AC and using a 1/4" allen wrench mount the rear AC to the stepped bracket using a 5/16-24 x 1.25 bolt.**



**21. Using a 3/16" allen wrench, install the Alternator top mount location using the M8 x 1.25 x 30 button head bolt with blue Loctite on the threads and M8 washer. Using a 7/32" allen wrench on the 3/8-16 x 3" flat head bolt with a dab of blue Loctite on it, install the alternator bottom mount. This bolt will screw into the elongated bracket.**



**22. NOW TIGHTEN ALL MAIN BRACKET/WATER PUMP, ALTERNATOR AND A/C BOLTS**  
**6- Main Bracket / Water Pump bolts**  
**4 - A/C bolts**  
**2 - Alternator bolts**

**23. Using a 3/16" allen wrench, install the type II power steering pump with (2) M8 x 1.25 x 30 button head bolts with a dab of blue Loctite and M8 washers.**



**24. Using a 9/16" wrench, install the tensioner using the 3/8-16 x 2-1/2" hex head bolt with a small amount of blue Loctite on the threads and a 3/8" washer.**

**25. Install pulleys (Note: Coat first few threads with blue Loctite and start all bolts before tightening)**

**Water pump pulley using a 3/16" allen wrench on the (4) 5/16-24 x .5" button head bolts.**

**Power steering pulley - Using a 3/16" allen wrench on the (4) 5/16-24 x 1/2" button head bolts.**

**AC Cover - Using a 4mm allen wrench on the 1/4-20 x .75" button head bolts. allen wrench on the 5/16-24 x 1" low head socket cap screw and washer.**

**26. The next step is installing the serpentine belt. Refer to the picture to see how the belt is routed. You will need a 1/2" drive ratchet or breaker bar to preload the tensioner in this step. Loosely route the belt around all the pulleys except the alternator. Insert your 1/2" drive ratchet/breaker bar into the square boss in the front of the tensioner and pull upwards, rotating the tensioner downwards in a clockwise motion until it stops.**

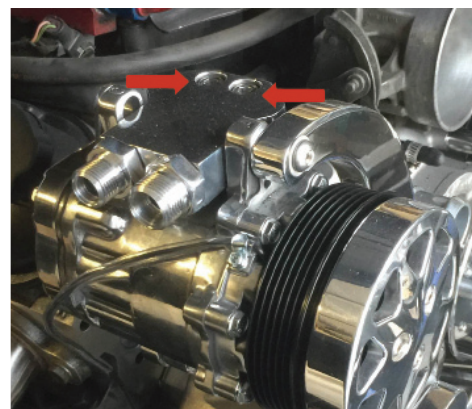
**While holding the tensioner there, reach over and place the belt over the alternator pulley. Double check to make sure that the belt is still properly routed on all of the other pulleys. Once you are sure it is on all the pulleys correctly, release the preload on the tensioner. The belt is now installed and at proper tension.**



27. Using a 1/8" allen wrench, install the tensioner cover using the (2) 10-32 x .5" FHCS with a small amount of blue Loctite on the threads.



28. Install the A/C Manifold using a 6mm allen wrench on (2) M8 x 1.25 x 25mm SHCS. Be careful and make sure the gaskets are well seated. Install the hose fittings. The smaller diameter fitting goes in the back.



29. The mock up process is now complete. You will now need to determine a proper place to install your power steering reservoir. Keep in mind that it will need to be located somewhere higher than the power steering pump and completely upright for proper operation. The mounting bracket for the reservoir uses (2) 10-32x1/4inch set screws to clamp onto the reservoir. The reservoir can be slid up or down in the bracket to best suit your mounting location. It is designed to work best with the set screws clamping into one of the grooves machined into the reservoir cylinder surface. Make sure to put a dab of blue Loctite on the set screws before final installation. **DO NOT OVER TIGHTEN THE SET SCREWS.** Doing so will damage the mounting bracket. The set screws just need to be snug enough to secure the reservoir. The Loctite will do the work of keeping the set screws from backing out. Once you have your location picked out, you can now plan out your power steering hoses and their routing.

**REFERENCE THE DIAGRAM INCLUDED TO ENSURE PROPER ROUTING.**

**\*\*\*SYSTEM NOT DESIGNED FOR HYDROBOOST\*\*\***

30a. The smaller of the two fittings on the power steering pump is -6AN. This is your pressure supply to the rack/steering gear. **THIS LINE NEEDS TO BE HIGH PRESSURE RATED (1000+PSI).** They generally need to be assembled by a shop that specializes in high pressure lines and hydraulic hoses. Do your research to find one in your area. The easiest way to get proper measurements and angles for this line is to use an old coat hanger or mechanics wire to mimic the angle of the fittings needed off the pump and rack/steering gear for proper routing.



**(30a. continued...) After you have done that, take your wire/coat hanger and some pictures of your setup to your local hose shop. Be sure to also include the fitting information for your rack/steering gear setup where this pressure hose will be routed to and have them assemble one for you.**

**30b. The larger fitting on the power steering pump is a -10AN. This is for a low pressure fluid supply line from the reservoir. Using the coat hanger/mechanics wire method again, plan out your routing for the line from the pump to the bottom of the reservoir. MAKE SURE TO ROUTE THIS LINE TO THE PORT ON THE RESERVOIR WITHOUT THE DIVERTER. Not doing so will result in cavitation of the pump and possible power steering component damage.**

**30c. Both ports on the bottom of the power steering reservoir are tapped 3/8" NPT thread. Whatever fittings you determine are best for you system routing and function will need this thread pitch. Make sure to apply some thread sealant to the threads of your fittings before installing them into the reservoir.**

**30d. The other port on the bottom of the power steering reservoir is for fluid return from the rack/steering gear. This one will have a diverter installed on the inside of the reservoir to ensure proper function. Use the old coat hanger/mechanics wire to find the routing and angles for this line coming from your rack/steering gear.**

**30e. Now that all of your lines are ran, double check to make sure all of your connections are tight on all ends of your lines. At this point you can now add power steering fluid rated for standard applications. The proper level will vary depending on your setup, but a good starting point is fill the fluid up to the second highest groove machined in the reservoir body. DO NOT RUN THE VEHICLE AT THIS POINT. Visually check for leaks at the reservoir and along your lines. Place a shop rag over the top of the closed power steering reservoir at this point. \*AN IMPORTANT NOTE -The vent in the lid can be known to leak some fluid during the first start up and bleeding process. Be aware of this and take proper precautions to prevent power steering fluid getting on any painted surfaces or other components.**

**31. Next, you will need to extend your alternator wire going from the LARGE STUD on the back of the alternator to the factory location. (battery, fuse block, solenoid etc). Be sure to use 4 gauge or larger wire/cable to do this with terminals properly crimped on both ends. The maximum output of this alternator is 140 amps. It will require larger diameter wiring than factory. Take this into consideration while picking your wire size as well as the distance it will be running. Longer distances from the alternator will require larger sized wire/cable to ensure that your battery will be properly charged and not cause a fire.**

**32. Grounding of the alternator is also required. This can be done with 10 gauge black wire and proper terminals on both ends. It can be grounded to the engine, frame or to the negative battery post. Determine a suitable clean location on your vehicle near the alternator. Attach one end to the SMALL STUD on the top of the alternator and the other to your grounding location you have picked out. Make sure that the location you have chosen is clean and free of paints or coatings. Tighten both ends properly.**

**33. Now you will want to fill your cooling system with the proper type and level of coolant. DO NOT RUN THE VEHICLE. Check for leaks and address any issues if any.**

**34. Next you will want to lift the front of the vehicle high enough so that the front wheels are completely off the ground. Make sure it is properly supported on jack stands and the wheels are chocked/parking brake is set.**

**(If you are connecting the A/C compressor) Make sure it is connected to your system properly and is charged by a qualified technician to the proper level with R134 refrigerant. The black wire coming from the A/C compressor is for positive (+) feed from engagement from your vehicles system.**

**35. You are now ready to start your vehicle. DO NOT TURN THE STEERING WHEEL AT THIS POINT. Visually check system for leaks or issues with the vehicle running. Address any issues or leaks if any before moving forward. The power steering pump will be making a groaning/whining noise at this point. This is normal. Check to make sure your alternator is charging. You can do this with a multimeter at the terminals on the battery. Voltages should be somewhere between 12.5v-13.5v at idle. Allow the vehicle to get to operating temperature then shut it off. Allow it to cool, then check your coolant and power steering fluid levels. Top off if necessary.**

**36. Now you will perform the power steering bleeding process. THIS IS JUST A GENERALIZED PROCESS. Be sure to familiarize yourself with the process designed to your specific steering setup on your vehicle before starting to address any other specifically designed procedures for your rack/steering gear.**

**36a. Start the vehicle and let the idle settle. SLOWLY turn the steering wheel from lock to lock then back to center ONCE. It will be slightly difficult and jumpy at first. This is normal. Once you have completed this, shut off the vehicle and top off your power steering fluid. Check for leaks at all hose connections.**

**36b. Next, you will start the vehicle again and allow the idle to settle. SLOWLY turn the steering wheel from lock to lock several times. DO NOT HOLD THE STEERING WHEEL AT THE LOCKS. You will notice that the pump will start to run quieter and steering effort will decrease. Once you have done that, shut off the vehicle and check your power steering fluid level. It will have dropped less but still needs to be topped off. Inspect for leaks at all connections.**

**36c. You can now remove the jack stands and place the vehicle back on the ground. Start the vehicle and SLOWLY turn the steering wheel from lock to lock a few times. After that, shut off the vehicle and check your power steering fluid level. Visually inspect the entire Front Drive setup for leaks.**

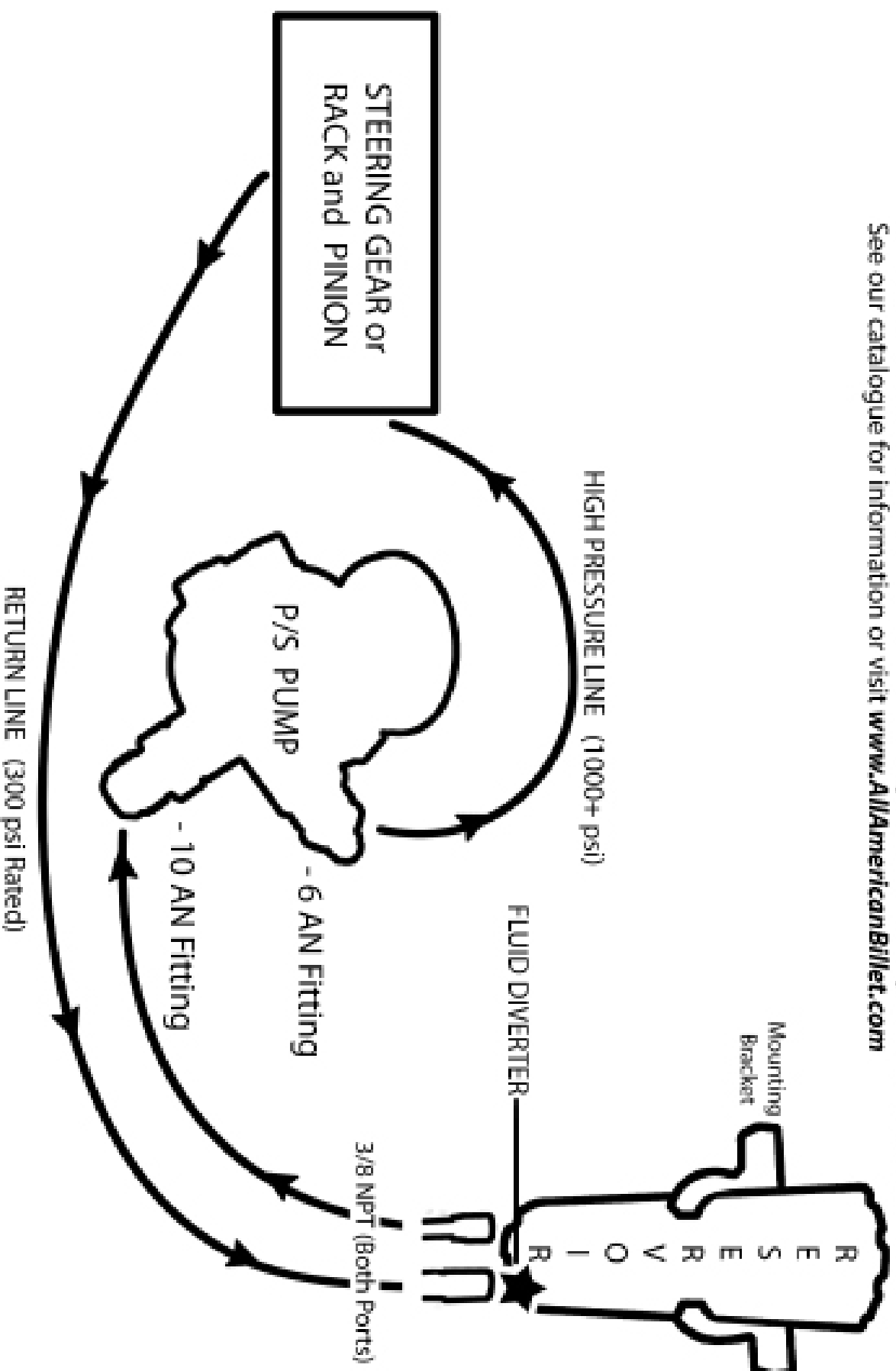
**37. Check ALL fasteners on the Front Drive System. Be sure all bolts and hose connections are tight.**

**38. Test drive the vehicle. Avoid high RPM and rapid steering movements at this point for the first few drives. You may need to repeat the bleeding processes more times and possibly allow the vehicle to sit overnight between attempts to allow the power steering system to fully bleed itself of any air. The bleeding process is complete once you have full, smooth steering effort from lock to lock and there is no noise present from the power steering pump.**

**38a. It is now time to enjoy and show off your new All American Billet Front Drive System. It is recommended to check all connections and fasteners after the first 100 miles; making sure nothing was missed or has come loose. Any other questions or concerns you may have, feel free to give us a call. We will be more than happy to help you out with your installation. Thank you!**

# POWER STEERING RESERVOIR DIAGRAM

ALL AMERICAN BILLET now offers power steering hose kits, fittings and accessories.  
See our catalogue for information or visit [www.AllAmericanBillet.com](http://www.AllAmericanBillet.com)



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# Common Issues & Solutions

- P/S fluid shooting from reservoir
  - Lines are incorrectly routed (on reservoir/pump/box or rack)
  - Using on a hydroboost setup (system isn't designed for hydroboost)
  - Pressure is too high for steering box/rack (requires flow control valve p/n -131199)
- P/S pump is making noise (whining/grinding/howling)
  - Lines are incorrectly routed (on reservoir/pump/box or rack)
  - Reservoir lower cap is missing plastic "T" fitting (on older style lower cap)
  - Fluid level is not high enough (level should be at top groove in reservoir)
  - Reservoir is not mounted high enough above P/S pump (at least 4" above pump)
  - Lines are collapsing under suction/pressure (incorrect rating of hose used in system)
  - Incorrect fluid being used (Standard G.M. OEM rated P/S fluid is needed)
  - Hole or leak in system
  - System was started or ran without fluid (NO LONGER WARRANTIED)
  - (rarely) Steering box or rack is bad
  - (rarely) P/S pump is defective
  - (rarely) Vent in reservoir lid is plugged/blocked
- Water pump will not fit
  - Customer not using factory style timing cover
    - LS – setup will not fit VVT engines
    - SBF – Must use timing cover and water pump included in kit
    - Hemi – Must have car style front timing cover
- P/S pulley isn't in alignment with other components
  - Flange needs to be pressed on further or pulled out to line up)
- Crank pulley doesn't fit/doesn't sit flush on balancer
  - Customer isn't using factory style balancer/balancer bolt
- Check engine light is on after install
  - Tuning is required for computer controlled engines

- Water pump will not fit
- A/C clutch won't engage/disengage
  - A/C pulley cover bolts too tight
  - Belt isn't on/aligned properly
  - A/C clutch wire isn't connected to vehicle properly (varies depending on vehicle setup)
  - A/C system doesn't have proper amount of refrigerant
  - A/C hose routing incorrect (#8 fitting in rear position, #10 fitting in front on manifold)
  - (rarely) A/C compressor is bad
- Belt tension is loose
  - Tensioner bolt is too tight
  - A/C compressor upside down
  - Belt routing incorrect
  - Incorrect belt (verify part number to setup)

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## IMPORTANT

**After installation, do not start the engine without proper coolant and power steering fluid levels. Bleed the power steering system before driving vehicle.**

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## WARNING

**This front drive system is not designed for racing, to increase horsepower or for any other misuse. All American Billet will not be responsible for damage caused by any of these events or improper installation.**

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*[www.allamericanbilletstore.com](http://www.allamericanbilletstore.com)*

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