

# JESEL<sup>®</sup> INS-42000 JESEL<sup>®</sup>

VALVETRAIN INNOVATION

## INSTRUCTIONS FOR THE KDD-42000 STANDARD CAM HEIGHT BIG-BLOCK CHEVY DISTRIBUTOR DRIVE SYSTEM

NOTE: A CRANK TRIGGER IGNITION SYSTEM IS NEEDED WHEN USING THIS SYSTEM.



JESEL'S DISTRIBUTOR DRIVE KIT FOR THE BIG-BLOCK CHEVY (KDD-42000) WILL ELIMINATE INACCURATE IGNITION TIMING SETTINGS DUE TO CAMSHAFT TORSIONAL TWISTING ON HIGH RPM ENGINES WITH EXCESSIVE SPRING PRESSURES AND WILL PROVIDE A **MUCH COOLER LOCATION** FOR THE DISTRIBUTOR. INTAKE MANIFOLD CHANGES WILL BE MUCH EASIER AS WELL THANKS TO THE DISTRIBUTOR NOT BEING ROUTED THROUGH THE REAR PORTION OF THE INTAKE MANIFOLD. THE JESEL DISTRIBUTOR DRIVE KIT INSTALLS IN ADDITION TO THE BELT DRIVE KIT WITH NO CUSTOM MACHINING NECESSARY: **IT IS A DIRECT BOLT ON.** JESEL ALSO OFFERS A FULL LINE OF SHAFT-MOUNT ROCKER ARMS AND SOLID-ROLLER LIFTERS AS WELL AS CUSTOM ORDERS FOR ALL POPULAR APPLICATIONS.

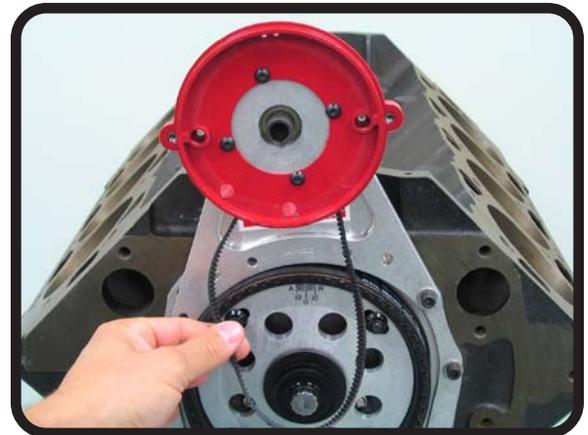


**STEP 1:** WHEN INSTALLING THE JESEL DISTRIBUTOR DRIVE ON AN ENGINE ALREADY EQUIPPED WITH A JESEL BELT DRIVE SYSTEM, BEGIN BY REMOVING THE TOP FOUR COVER BOLTS FROM THE BLOCK. WITH THE COVER BOLTS REMOVED, LOOSEN AND REMOVE THE **CENTER LH THREAD** CAM BOLT AND REMOVE THE CAMSHAFT ADAPTER WASHER FROM THE FRONT OF THE ENGINE. THERE IS AN INSTRUCTION SHEET INCLUDED WITH ALL JESEL BELT DRIVE SYSTEMS IF YOU ARE INSTALLING BOTH KITS AT THE SAME TIME.

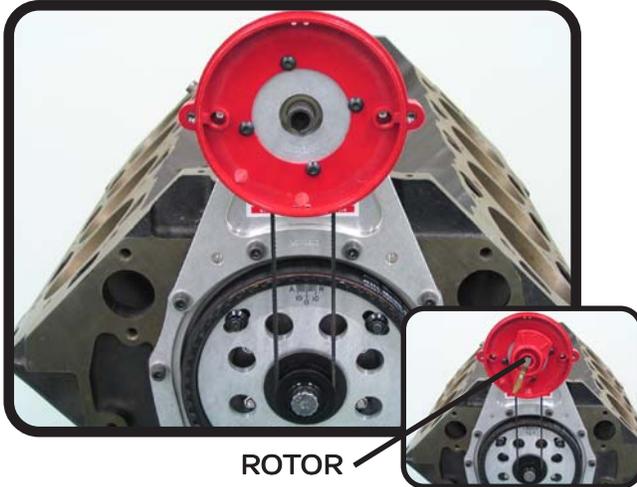


**CAM BOLT IS LH THREAD**

**STEP 2:** INSTALL THE LOWER DRIVE GEAR ON THE FLAT CAMSHAFT ADAPTER WASHER WITH THE NEW, LONGER BOLT SUPPLIED IN THE DISTRIBUTOR DRIVE KIT AND MAKE SURE THE SLEEVE PORTION OF THE PULLEY ENGAGES FIRMLY INTO THE MACHINED COUNTER BORE OF THE CAM ADAPTER WASHER. WITH THE **LH THREAD BOLT** INSTALLED, TORQUE IT TO **70 LBS-FT.**

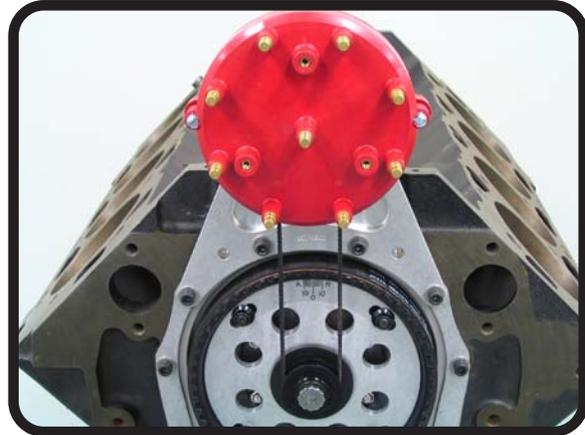


**STEP 3:** INSTALL THE JESEL DISTRIBUTOR DRIVE HOUSING ASSEMBLY (WHICH COMES ASSEMBLED FROM JESEL) WITH ONE BOLT ONLY AND LEAVE IT SLIGHTLY LOOSE. THIS WILL ENABLE YOU TO EASILY PLACE THE BELT OVER THE LOWER DRIVE GEAR. WITH THE BELT ENGAGED ON THE DRIVE GEAR TEETH, INSTALL THE REMAINING THREE ALLEN-HEAD BRACKET BOLTS AND TORQUE THEM TO **12 LBS-FT.**



**ROTOR**

**STEP 4:** WITH THE FOUR ALLEN BOLTS TORQUED TO SPEC, YOU CAN INSTALL THE DISTRIBUTOR ROTOR. MAKE SURE THE ROTOR IS ALIGNED WITH THE **NUMBER ONE SPARK PLUG TERMINAL** AFTER THE NUMBER ONE CYLINDER IS AT **TDC ON THE COMPRESSION STROKE**. FROM THERE, THE TIMING CAN BE PHASED IN BY LOOSENING THE THREE BRACKET TO HOUSING BOLTS AND ROTATING THE DISTRIBUTOR HOUSING.



**STEP 5:** WITH THE INSTALLATION NEARING COMPLETION, YOU CAN INSTALL THE DISTRIBUTOR CAP AFTER THE ROTOR HAS BEEN PROPERLY PHASED. WITH THE CAP ON AND TIGHTENED DOWN, YOU CAN INSTALL THE EIGHT SPARK PLUG WIRES AND SET THE IGNITION TIMING TO SPEC BY MAKING MINOR ADJUSTMENTS AT THE CRANK TRIGGER PICKUP BRACKET BY THE HARMONIC BALANCER.



BECAUSE THE **JESEL** DISTRIBUTOR DRIVE KIT DOES NOT USE A PICK UP ASSEMBLY FOR THE IGNITION SYSTEM, A **CRANK TRIGGER** SETUP MUST BE USED WITH THE KIT. THE TIMING ADJUSTMENTS WILL NOW BE SET BY SLIDING THE CRANK TRIGGER BRACKET UP OR DOWN AS OPPOSED TO TURNING THE DISTRIBUTOR CLOCKWISE OR COUNTER-CLOCKWISE.

### ROTOR PHASING ADJUSTMENT:

THE ROTOR CAN BE PHASED TO THE LUG IN THE DISTRIBUTOR CAP BY LOOSENING THE THREE BRACKET TO HOUSING MOUNTING BOLTS AND ROTATING THE DISTRIBUTOR HOUSING.

### REPLACEMENT PARTS:

- HSG-43600** - STANDARD CAM HOUSING ASSY.
- BEL-41110** - (513 M3) DRIVE BELT
- BRG-30700** - DISTRIBUTOR BEARINGS
- BKT-41910** - BIG-BLOCK CHEVY BRACKET
- BLT-41740** - PLATE TO HOUSING BOLTS
- WSH-39700** - 1/4" STAINLESS FLAT WASHERS
- ADP-40176** - MALLORY CAP ADAPTER
- BLT-41745** - ADAPTER TO HOUSING BOLTS
- RTR-47610** - MALLORY ROTOR
- CAP-42160** - MALLORY CAP
- BLT-41760** - 1/4 X 1" MOUNTING BOLTS
- PLY-45760** - LOWER PULLEY WITH BUSHING
- BLT-41700** - LOWER PULLEY BOLT
- WSH-49780** - LOWER PULLEY WASHER
- DCL-12750** - JESEL DECALS



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