

## SLP Double Row Timing Chain (LS1 or LS2)

### PACKING LIST

*Before installation, use this check list to make sure all necessary parts have been included.*

ITEM	QTY	CHECK	PART NUMBER	DESCRIPTION
1.	1	<input type="checkbox"/>	55000 or 55003	LS1 Double Row Timing Chain or LS2 Double Row Timing Chain
2.		<input type="checkbox"/>	*****	Instructions

**WARNING:** SLP Recommends wearing safety glasses for the complete installation.

**WARNING:** SLP Recommends allowing the vehicle to cool (not running) for five hours before beginning installation.

**WARNING:** Too avoid the chance of electrical shock or damage to your vehicle's electrical system, disconnect both the negative and positive batter leads (in that order) at the battery.

### INSTALLATION INSTRUCTIONS – #55000/55003

1. Remove the timing chain and sprocket.
2. Remove the camshaft sprocket bolts, camshaft and timing chain.
3. Use a Two Jaw Puller (GM# J8433), Crankshaft Pilot (GM# J41816-2) and Crankshaft Sprocket Remover (GM# J41558) to remove the crankshaft sprocket.
4. Fit both new sprockets without the double row chain and check for straight alignment.
5. Install the crankshaft sprocket onto the front of the crankshaft using a Crankshaft Balancer and Sprocket installer (GM# J41665). Align the crankshaft key with the one of the crankshaft sprocket keyways. Install the sprocket onto the crankshaft until it is fully seated against the crankshaft flange. (Note: Cam timing marks shown are for standard cam timing only. All other crank keyways are in 2 degree increments advanced or retard, 2-4-6-8. The middle keyway being standard. Keyways to the left of standard are advanced. Keyways to the right of standard are retard.)
6. Note the spacing of the standard keyway to the standard timing dot. This must be duplicated from the actual non-standard keyway you use if dialing in the cam. Do not use the standard timing dot if using the non standard keyway.
7. Install the timing chain and camshaft sprocket using the camshaft bolts. Tighten the bolts to 35 Nm (26 ft-lbs)

8. Next use the 4 bolts and 4 washers supplied to secure the oil pump to engine block. .010 Max spacer plates must be placed between the oil pump and engine block to allow the double row chain to clear the pump and crank shoulder casting radius
9. Use a light coating of sealant on the larger plate to prevent oil weeping between the oil pump and block without blocking the main oil passage.
10. Tighten the oil pump bolts to 25 Nm (18 ft-lbs)