

Olson Kustom Works

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Corvette/V1/G8 Front Accessory Drive Kit For LSA Superchargers

Thank you for your purchase from OKW. If you have any questions about your products feel free to call or email!
A copy of this manual is available on our website, OKW-Inc.com under "Products"

The new revision of the kits will include a bracket that uses all 3 water pump bolts on the drivers side, and a pulley with a groove in the front area to identify it as the corrected offset version. Please call with any questions.

At this time, we do not have a bracket for the power steering reservoir for the Corvette Applications, we will have one soon, but it is up to you to make something work. There are 3-4 different configurations from 98-14 so we are testing options to see what will work best.

Kit Contents:

LSA Specific 8 Rib Upper Pulley 2.45" Diameter (Already Installed On Modified Snout)

Dayco Idler Pulley (Same as factory idler located on alternator bracket) Dayco 89052 or equivalent

Billet Idler Pulley Bracket

M10x30mm Bolt

10mm Large Fender Washer

Install Instructions for bracket kit:

1. Remove the serpentine belt.
2. On the drivers side of the water pump, remove all 3 bolts, they should be a 10mm or 13mm socket.
3. The bracket only installs one way, use the stock water pump bolts, go through the bracket, water pump, and into the block.
4. Torque the 3 8mm water pump bolts to 22 ft lbs.
5. Take the included idler, 30mm bolt and fender washer, and install them onto the idler bracket.
6. Torque the 10mm idler bolt to 37 ft lbs.



Belt Measurement:

- Once your blower is installed, you need to measure for a belt. Belt routing is pictured below. The easiest way to measure is using wire or string. The part number of a belt is the key to getting the right one. There are 2 formats. The "K" is the belt profile, the 6 is the number of ribs, and the number after that is either the length in inches or CM. A 1010K6 is a 6 rib K belt 101.0 inches long. Same belt is also a 6PK2565.
- Now for the measuring:
- Take a string or wire and wrap the pulleys following the picture below. Mark or cut the string/wire where they meet. Since belts are measured from the BACK of the belt, and you are measuring in the groove, this will give you the closest measurement. Leave the tensioner alone while measuring with the string, since it will throw off your measurement. Get a belt that BARELY fits, to the point where you MAY have to loosen an idler to get it on.

During the first 50 miles of driving the belt will stretch almost 1" in overall length. It may seem too tight at first, but will stretch to its final size, and be close to ideal after and sit right in the middle of the tensioner.

- **THERE IS A LINK ON OUR WEBSITE TO FIND CORRECT BELT PART NUMBERS BY LENGTH AND ANY PARTS STORE CAN INTERCHANGE THESE NUMBERS WITH ALL BRANDS. IF YOU MESSAGE ME ASKING ABOUT BELT LENGTHS I WILL ASSUME YOU WERE DROPPED AS A CHILD AND CANT READ SIMPLE INSTRUCTIONS!!!!**
- Belt Routing (minus the tensioner, V1 and G8 are similar)

