BSEK TIP SHEET

PLEASE READ BEFORE INSTALLATION!

If you need full instructions of the balance shaft removal procedure, just go to www.vfaq.com. In addition, although not fully endorsed, there is a 2 part video posted on YouTube of the procedure by one of our customers at:

http://www.youtube.com/watch?v=W7bbun5uv7U

The kit you have just purchased contains high quality, genuine Mitsubishi parts. The installation of the kit is exactly the same as with any other balance shaft removal kit except for a few differences. Let us explain…

First, you will notice one of the balance shaft bearings included in our kit resembles the front bearing that came out of the block in question complete with the oil hole in it. Well, you are right! The two are exactly the same.

The only thing you must remember when installing these bearings is to clock the front bearing 180 degrees off from the oil hole in the block when installing it! If you don't, your motor will suffer from loss of oil pressure. Notice that the rear bearing has no oil hole in it…so just press it in regardless of the oil hole location in the block.

Sure, we could have saved a few bucks in this kit by not including new factory bearings and for you just to re-use your old ones. However, in some cases, we have found there can be possible harm inflicted to the bearings during the removal process or the bearings have been victimized by plain ol' simple many years of service. Why take the chance? Do it right…do it new.

Secondly, is the installation of the rubber seal plate for the front shaft. Where as conventionally one would use a metal freeze plug (which has been found to possibly fracture the oil pump cover during its install), just make sure that you install the plug with the gold colored recess INTO and TOWARDS the block side. Not the other way around as one might would imagine. Put a thin coat of sealant around the lip, install until she bottoms, and then wipe off excess.

The oil drive "stubby shaft" is installed conventionally. Check out the oil groove! This detail alone could save your motor if you're one of those high RPM race-types.

The balance shaft journals in the block (on the stubby shaft side) have no oil holes in them so thus, it is not necessary to use bearings there when using this kit.

The metal spacer included in the kit merely takes place of the balance shaft sprocket. You're not running the balance shaft belt…why run the sprocket? Get it out of there! Facing direction of the spacer is not important. It can be installed onto the crank snout either way. Place the spacer on first, then the crankshaft flange plate, crankshaft sprocket, then lastly the crank bolt with washer. Install the crank bolt using blue loc-tite.

Make note, there is one other thing to consider when it comes time to re-install your oil pan. There are actually two different sizes of bolts that hold the oil pan on…17 "long" ones and 2 "short" ones. Now, those shortie bolts are to be installed on the timing belt side of the motor. One is screwed in the oil pan hole closest to the crank sprocket and the second one in the oil pan hole closest to the oil pump sprocket. If one was to install a long bolt in place of where a short one goes, the now exposed bolt shaft running through the oil pump front cover and into the timing belt area will shear the timing belt quickly and leave you as a present, bent valves, costly repairs, and many cuss words screamed. We have heard of this scenario many times and did not want you to be victimized by it.

Thank you for your purchase of this kit. I'm sure you will find it to be superior over all the others.

Warranty Disclaimer: Due to the intended use, there is NO warranty stated or implied to Racing Components, as we have no control over their installation or use.