

## NOTICE

TO PROTECT & PRESERVE YOUR BLACK POWDER  
PAINTED OR CHROME PLATED BRACKETS' FINISH,  
BE SURE AND APPLY A GOOD QUALITY WAX SUCH AS  
CARNAUBA, AS NEEDED.



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## INSTALLATION I N S T R U C T I O N S

**916-67951**

**119 / 120 / 121**

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**TO MAKE INSTALLATION EASIER, PLEASE READ ALL THE INSTRUCTIONS BEFORE INSTALLING THE BRACKET.**

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### **SMALL BLOCK ALTERNATOR BRACKET INFORMATION**

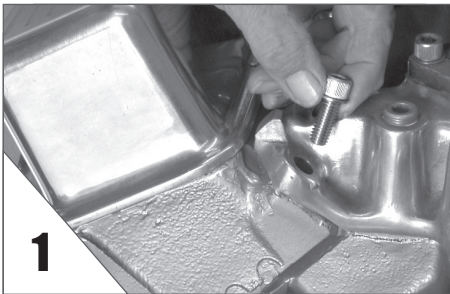
- Alternator bracket designed for the Small Block Chevy using **LATE STYLE HEADS** (1970 & later) with accessory holes on face.
- For use with the **SHORT WATER PUMP** with the 5 $\frac{5}{8}$ " pulley hub offset **ONLY**.
- Positions the alternator on top of the engine, keeping it as low as possible for a top mounted bracket.
- No drilling or tapping is required. The bracket mounts using only the 3 factory drilled holes on the front face of the head.
- All bracket hardware is pre-assembled in the proper location as it will need be when installed.
- When installing the bracket, leave all the bolts snug but not tight **UNTIL** alignment of the belt, belt length and bracket positioning have been verified. If it looks good, go ahead and tighten the bolts and adjust the belt tension.
- Use **LOCTITE #242** (blue) on all bolts for final assembly.

**TOOLS REQUIRED FOR INSTALLATION ARE:** 1/4" Allen Wrench, 5/16" Allen Wrench

### **ALTERNATOR USED WITH THIS APPLICATION IS:**

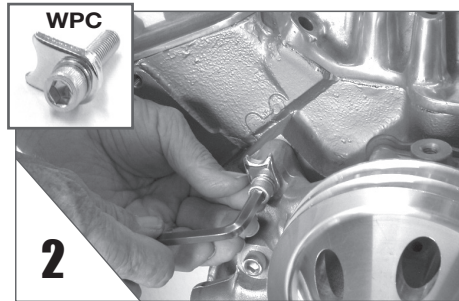
- **G.M. Alternator Standard Size** DELCO 10-si or 12-si Internal Regulator type used on 1970 - 1989 G.M. products.

# HOW TO INSTALL YOUR SMALL BLOCK CHEVY ALTERNATOR BRACKET



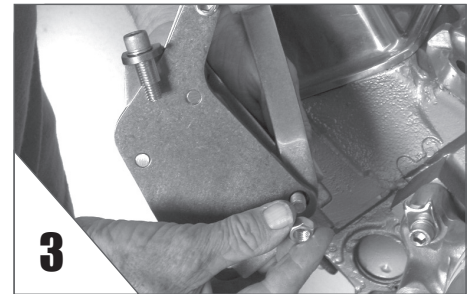
**1**

**REMOVE** the 1st intake manifold bolt.



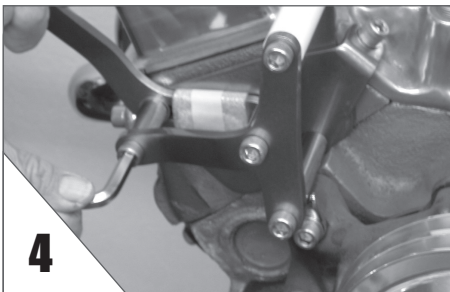
**2**

**INSTALL** the WPC (inset) by removing the top water pump bolt. Leave slightly loose.



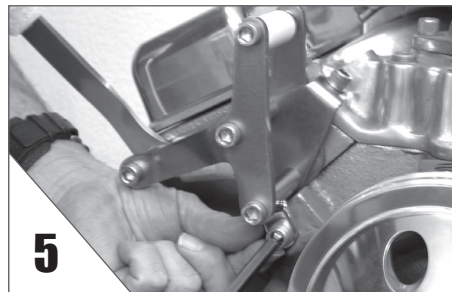
**3**

**REMOVE** the nut and plastic sleeve from bracket. Keep bolts and adjusting arm in place. Do not disassemble the bracket.



**4**

**INSTALL** the bracket to head and intake manifold and snug up. Pivot the adjusting arm out to the side for now.



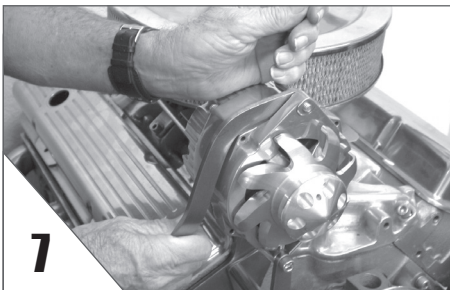
**5**

**PUSH** the WPC up to the lower spacer and tighten.



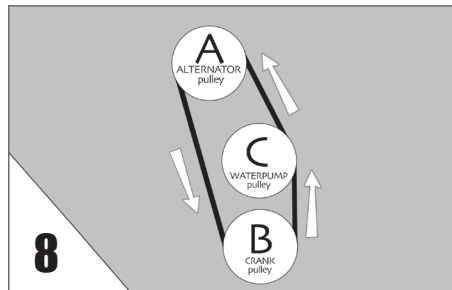
**6**

**INSTALL** the alternator to the bracket. **PLEASE** keep the 7/8" spacer between the alternator and back plate.



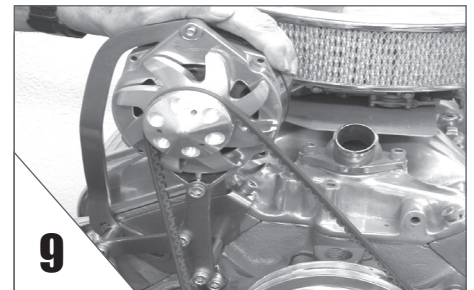
**7**

**SWING** the adjusting arm up and bolt it to the alternator.



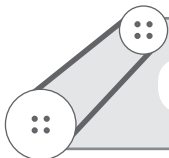
**8**

**INSTALL THE ALT BELT IN THE FOLLOWING ORDER:**  
 - Alternator pulley (A) first,  
 - Crank pulley (B) second, and  
 - Water Pump pulley (C) last.



**9**

**ADJUST** belt for tension. **TIGHTEN** up all the bolts now and check for alignment.



## BELT SIZE SUGGESTIONS

• with **ALUMINUM PULLEY** - Try Gates **7485** or **7490**

## BELT ADJUSTING TIPS

**NOTE:** Due to the limited adjustment range of the belt when the Alternator is put between the valve covers and the intake manifold, you may have to do the following to get a belt to adjust properly.

- If the belts you try are too short to get on the pulleys, but the next size is too long, try a narrower belt first. If that does not work, proceed to the next step.
- Take the top bolt out of the Alternator that holds the adjusting arm to the Alternator. Slip the belt over the crank and water pump pulley first, then into the Alternator pulley, then pull the unit up to where you can put in the bolt for the adjusting arm and snug up. Then proceed to use the adjusting arm as normal to get the proper tension. This works well for us when there are no alternate belt lengths or widths to try, but are close to one of them so adjustment can be achieved.