



INSTALLATION INSTRUCTIONS

200 Series

Speedway P/N: 916-67955

Bill's Hot Rod P/N: 201 / 202 / 203

Alternator bracket designed for the Small Block Chevy using early non Vortec cast iron style heads (1955 & newer)

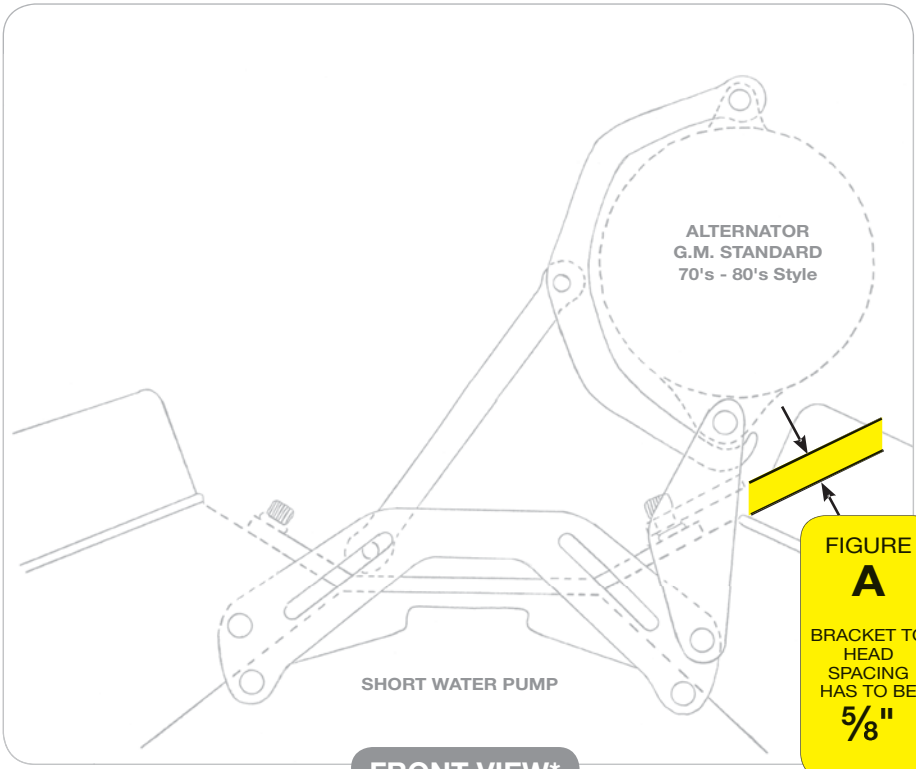
Will work with the **SHORT WATER PUMP ONLY**

Positions the alternator unit over the intake manifold and just to the inside edge of the valve covers

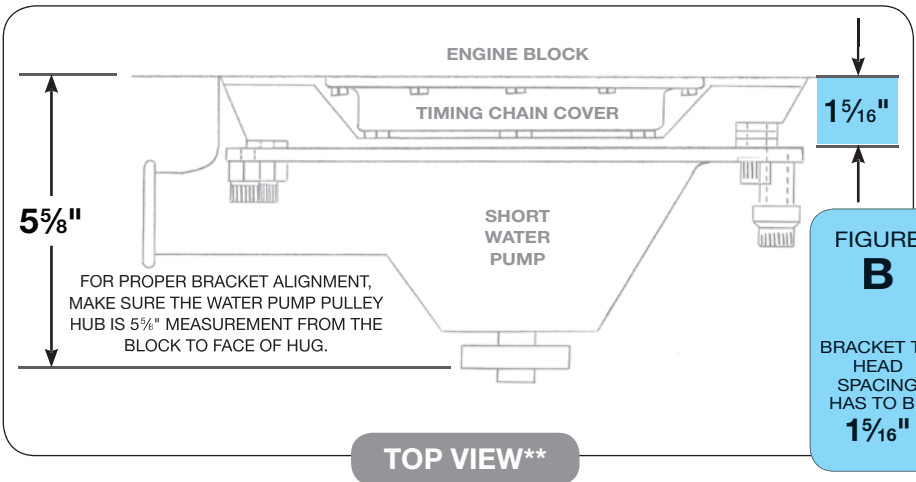
Mounting is achieved using **ONLY** the water pump and intake manifold bolts

PLEASE NOTE that these brackets **WILL NOT** work with the '**CAST IRON**' or '**FAST BURN**' heads that use the vertical intake manifold bolts

DIMENSION DIAGRAMS for part no. 916-67955



* VIEW LOOKING AT BRACKET FROM FRONT OF ENGINE COMPARTMENT

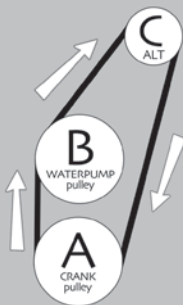
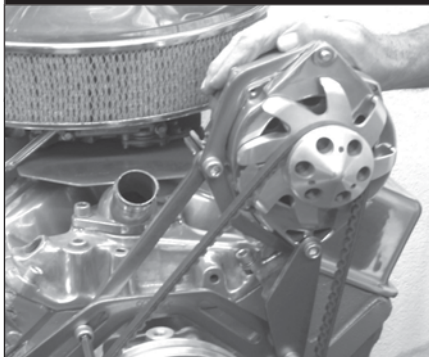


** VIEW LOOKING FROM ABOVE ENGINE COMPARTMENT DOWNWARD

BELTS INSTALLATION

ALTERNATOR BELT INSTALLATION

SUGGESTED BELT: TRY GATES BELT # 7490 or 7495



7

INSTALL THE ALTERNATOR BELT IN THE FOLLOWING ORDER:

FIRST (A) Crank Pulley, SECOND (B) Water Pump Pulley, THIRD (C) Alt Pulley
ADJUST the tension, tighten all the bolts and check for proper alignment.

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 one or both of the following steps to get a belt to adjust properly.

- If the belts you try are too short 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 adjustment arm to the Alternator. Slip the belt over the crank pulley FIRST, then over the water pump pulley, and then into the Alternator, 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 use when there are no alternate belt lengths or widths to try, but are close to one of them so adjustment can be achieved.

COMPONENT INSTALLATION



6

MOUNT the Alternator to the bracket. Make sure the hook on the bottom of the C-Brace is under the alternator.

Next, **BOLT** the top of the C-Brace to the top of the alternator as shown below.



INSTRUCTIONS CONTINUED ON PAGE 7

TO MAKE INSTALLATION EASIER, PLEASE READ ALL THE INSTRUCTIONS BEFORE INSTALLING THE BRACKETS

6 STEPS FOR EASY INSTALLATION:

- **TOOLS REQUIRED:** *1/4" Allen Wrench, 5/16" Allen Wrench*
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- **COMPONENTS NEEDED:**

- **ALTERNATOR** - *Use a G.M. Alternator (70's-80's Style) Internal or External Regulator.*
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- **PRE-ASSEMBLED:**

The brackets come pre-assembled with all the bolts and spacers in the positions they will be in when installed on the engine. This, along with the drawings and photos to refer to, will make assembly easier.

When installing the bracket, leave all the bolts slightly loose 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.

- **ALIGNMENT:**

For proper bracket alignment, there are 2 dimensions that must be as close as possible to the ones shown on the diagrams on page 2.

*First set the adjusting plate $1\frac{5}{16}$ " from the block surface (at water pump base) to the back face of the plate, see **FIGURE B.***

*Second, the bracket to the head surface spacing is $\frac{5}{8}$ " see **FIGURE A.***

- **WASHERS:**

All washers are $\frac{1}{16}$ " thick stainless steel washers, except for 2, which are $\frac{1}{8}$ " thick steel washers. Simply add or subtract as needed to achieve the required dimensions.

- **FINAL ASSEMBLY OF BRACKETS ON ENGINE:**

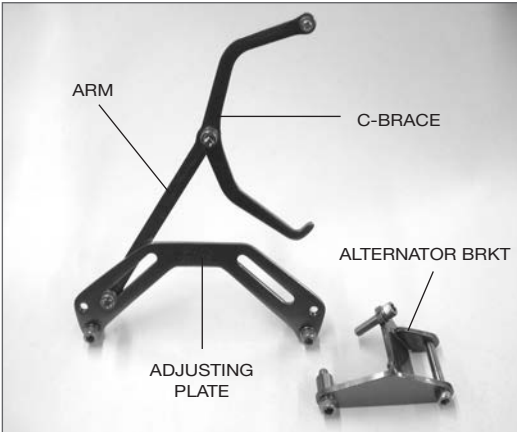
*Use **LOCTITE #242** (Blue) on all bolts to prevent bolt loosening.*

PRE-PREP FOR INSTALLATION



1

STRAIGHT OUT OF THE BOX you will find your bracket is PRE-ASSEMBLED and ready for you to be install.



2

REMOVE the Alternator and bracket and set to the side, keeping the adjusting plate, C-Brace and arm together as show in the photo.

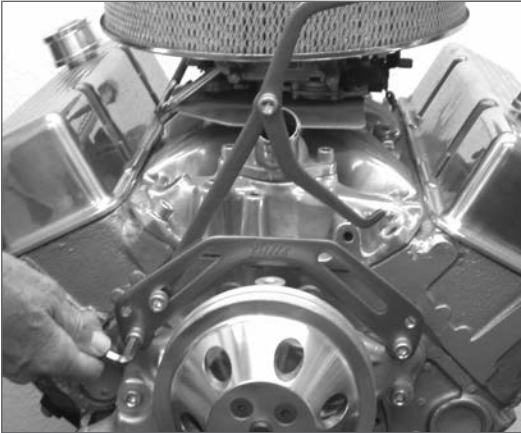


3

REMOVE the 2 upper water pump bolts.

REMOVE the left front (drivers side) intake manifold bolt.

BRACKET INSTALLATION



4

INSTALL the Adjusting Plate with Arm and C-Brace to the water pump with the bolts provided.

Be sure and achieve the required $1\frac{5}{16}$ " Spacing.

FIGURE B on the dimension diagram chart on page 2.



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ATTACH the Alternator Bracket to the Adjusting Plate and add washes as needed to achieve the $\frac{5}{8}$ " total thickness needed from the manifold gasket surface to the bracket base.

FIGURE A on the dimension diagram chart on page 2.

INSTRUCTIONS CONTINUED ON PAGE 6

TROUBLE SHOOTING:

If the bracket is NOT aligning properly to the belt groove in the pulleys, check to see that:

- *The water pump pulley is aligned with the crank pulley, since there are variations on the water pump flange spacing. If this is not correct, you will either have to push or pull the flange to align, or change the pulley to get the proper alignment.*
 - *The cylinder head to bracket thickness is 5/8" including manifold and gasket or as close as possible (plus or minus 1/16").*
 - *The adjusting plate is set at the 1-5/16" distance. Too far out will push the bracket alignment up; too much will pull the bracket down and can also cause the bracket to rotate a little and cause misalignment on the horizontal plane.*
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WARRANTY INFORMATION

- *Our products are guaranteed against faulty parts or workmanship for one year from date of purchase. All warranty work must be accompanied by the original invoice (photo copy acceptable). Parts will then be repaired or replaced as needed. The warranty is void due to customer misuse or any alteration of the product.*
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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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