

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.



phone **800.979.0122**

fax **800.736.3733**

340 Victory Lane • Lincoln NE 68528

www.SpeedwayMotors.com

INSTALLATION INSTRUCTIONS

916-67970

1101 / 1102 / 1103

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

SIDE MOUNT ALTERNATOR BRACKET INFORMATION

- Alternator bracket designed for the Small Block Chevy using late style heads / 1970 & later.
- For use with the **SHORT WATER PUMP**. (Long pump versions available / part no. 1107-1109)
- Positions the alternator over the exhaust manifold and just to the outside edge of the valve cover, providing a low profile.
- No drilling or tapping is required. The bracket mounts using only the factory drilled hole 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: 1/4" Allen Wrench, 5/16" Allen Wrench

ALTERNATOR USED WITH THIS APPLICATION IS:

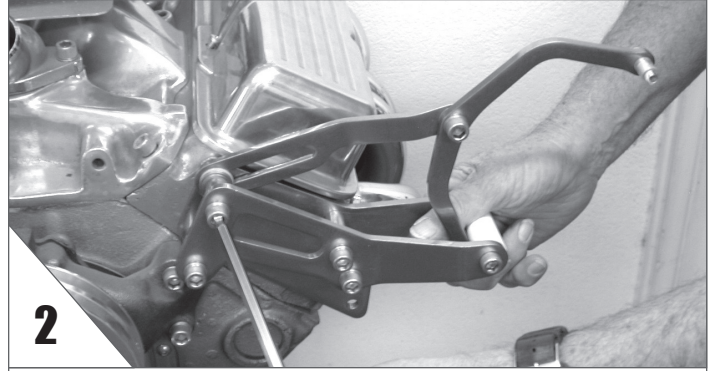
- **G.M. Alternator Standard Size - DELCO** 10-SI Internal Regulator Type used on 1970-1989 G.M. products.

HOW TO INSTALL YOUR NEW SIDE MOUNT ALTERNATOR BRACKET



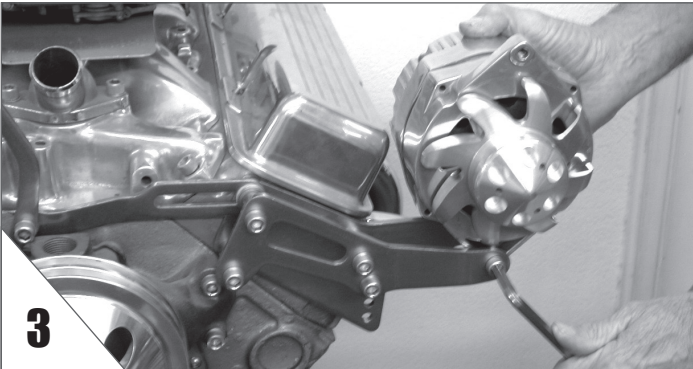
1

REMOVE the nut, plastic sleeves and tape from the bolts.
NOTE: Please do not disassemble the bracket.



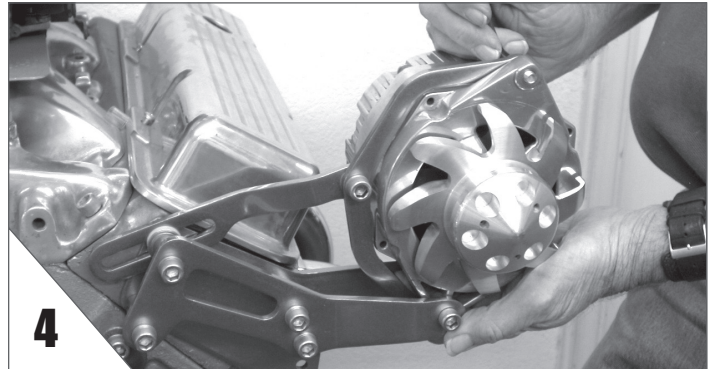
2

INSTALL the bracket to the head and snug up the bolts.



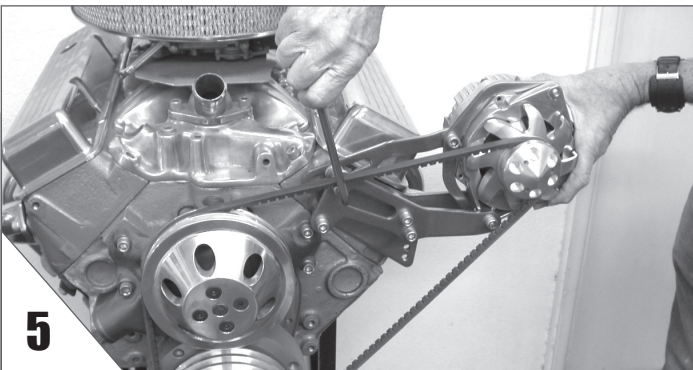
3

REMOVE the white spacer and bolt the alternator in its place.



4

SWING the adjusting arm over and hook the 'C' brace to the alternator bottom. **BOLT** the top of the 'C' brace to the alternator as shown.



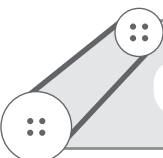
5

INSTALL the belt, adjust tension and tighten the adjusting arm bolt.
TIGHTEN all the bolts, re-check tension & alignment. Adjust as needed.

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.



BELT SIZE SUGGESTIONS

- with **LOW VALVE COVERS** - Try Gates **7545**
- with **TALL VALVE COVERS** - Try Gates **7550**