

Alternator Relocation Kit, 1G – Installation Instructions

Included Parts

1. Main mounting bracket
2. Mounting bracket spacer
3. Tensioner rod (assembled with rod ends and jam nuts)
4. Tensioner rod spacer
5. Tensioner bracket
6. M8 x 25mm socket head cap screw
7. M8 x 45mm socket head cap screw
8. 42.0" 4-rib serpentine belt

Install Steps.

1. Remove intake manifold
2. Remove air conditioning belt, tensioner, compressor, and mounting bracket, if applicable.
3. Due to possible belt clearance issues, it is recommended to remove some material from the cast motor mount bracket. The area is surrounding the tapped hole. 1/16" deep is sufficient. This can be accomplished in 5 minutes with a hand file.



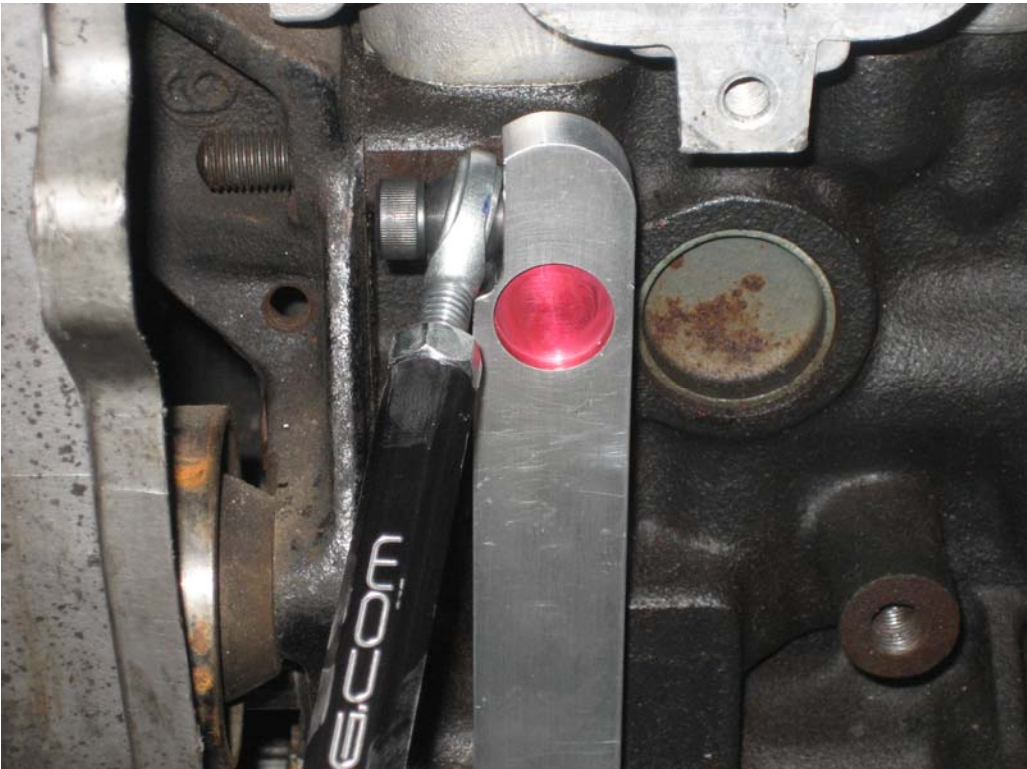
4. Install main alternator mounting bracket in between the block and the half shaft carrier utilizing factory 14mm head bolts. *Note: the alternator case needs a good path to ground. This must be bare aluminum. It is recommended to grind or sand off the black anodize where the alternator contacts the main bracket and where the main alternator bracket contacts the engine block. Strategic use of split type lock washers will penetrate the anodizing and allow a good ground path as well.*



5. Install tensioner assembly to tensioner mounting bracket utilizing supplied 25mm socket head cap screw (using blue thread locker, ie. Loctite, is recommended for this screw. If using the DSM alternator, use the upper hole as shown. If using the GM/Saturn alternator, use the lower threaded hole.



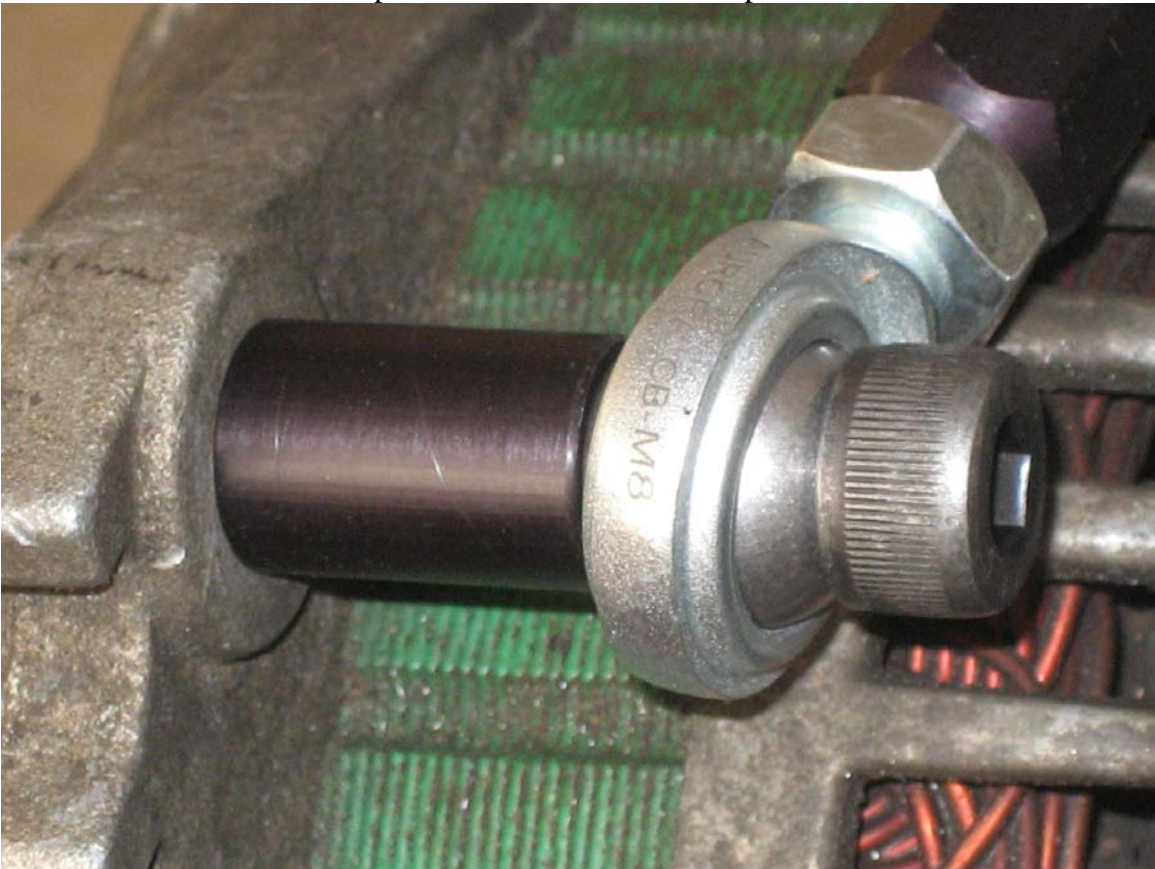
6. Bolt the tensioner bracket, with the tensioner arm attached, to the block. You will use one of the old a/c compressor bolt holes and bolts. Locate the top of the tensioner bracket on the cast boss as shown.



7. Bolt the alternator to the main alternator mounting bracket using the factory nut and bolt. Place the large diameter spacer on the driver's side of the bracket to use the outer pulley **or** the passenger's side of the bracket to use the inner pulley.



8. Bolt the other end of the tensioner arm to the alternator using the remaining 45mm socket head cap screw and small diameter spacer.



9. Install the supplied 42.0" belt and adjust the tensioner arm to tighten the belt. Once done, tighten the jam nuts at each heim joint.



10. Extend the alternator wires to reach the new location (soldering is the **only** acceptable method of joining the new wires).
11. Reinstall the intake manifold and anything else that was removed.