

Alternator Relocation Kit, 2G – Installation Instructions

Included Parts

1. Main mounting bracket
2. Mounting bracket spacer
3. Tensioner rod (assembled with rod ends and jam nuts)
4. Tensioner bracket
5. Power steering pump spacer
6. M8 x 16mm flat head cap screws (2)
7. M8 x 25mm socket head cap screws (2)
8. 33.5" 4-rib serpentine belt
9. 44.5" 4-rib serpentine belt

Install Steps.

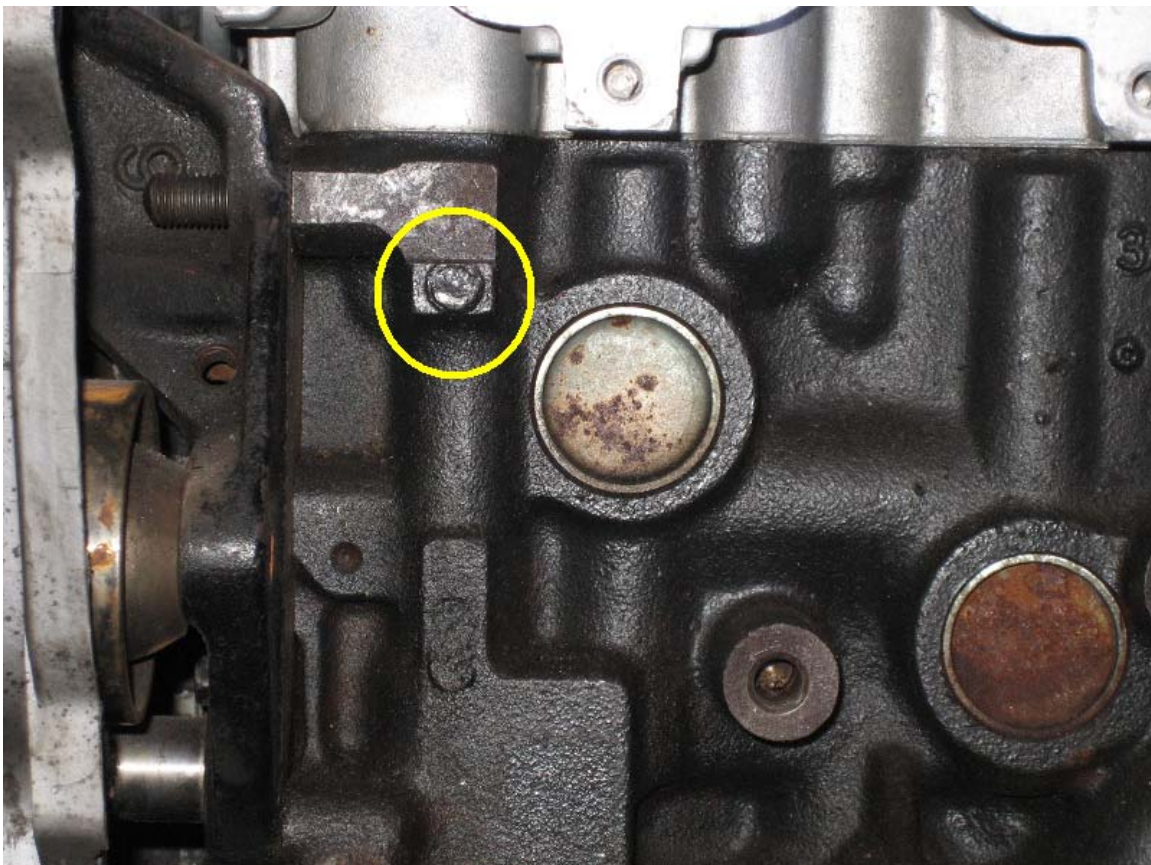
1. Remove intake manifold
2. Remove air conditioning belt, tensioner, compressor, and mounting bracket, if applicable.
3. Install main alternator mounting bracket in between the block and the half shaft carrier utilizing one of the bolts removed from the A/C compressor mount. *Note: the alternator case 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.*

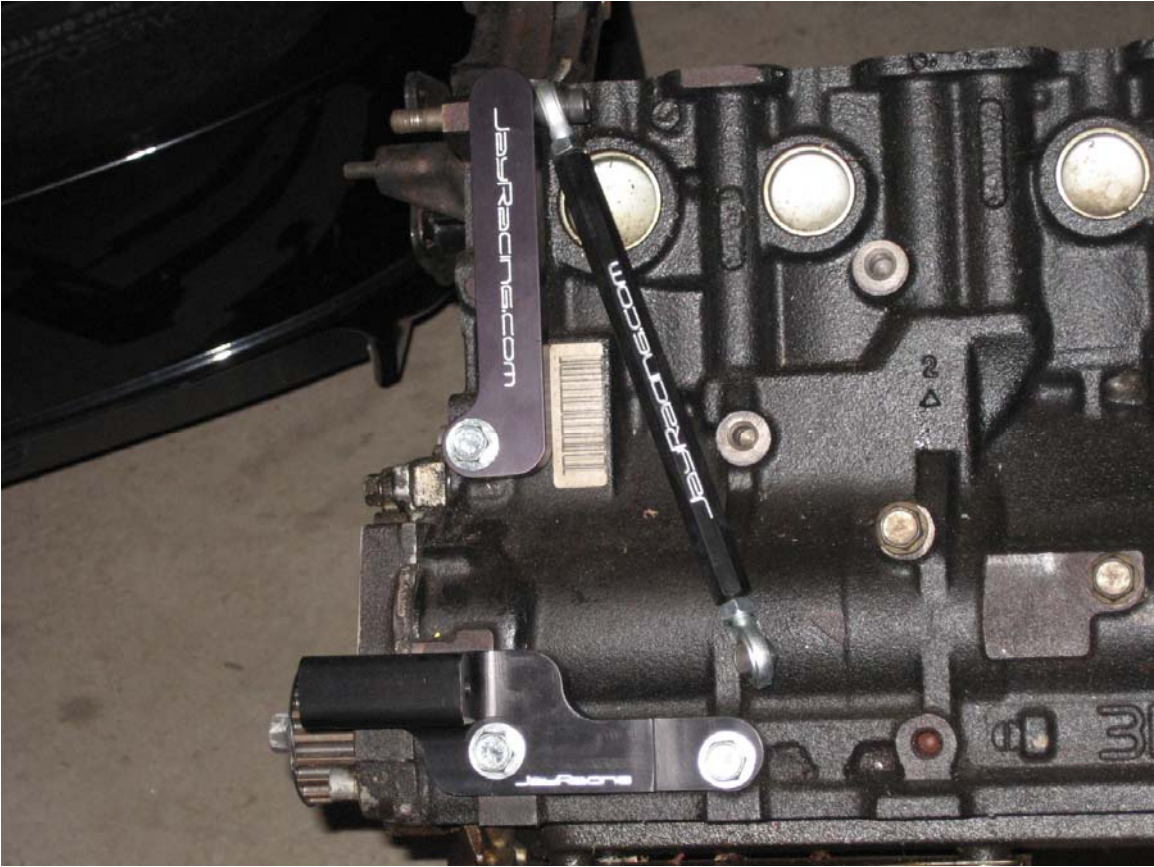


4. Install tensioner assembly to tensioner mounting bracket utilizing supplied 25mm socket head cap screw (using blue thread locker, ie. Loctite, is recommended for this screw. If using the DSM alternator, use the upper hole as shown in step 5. If using the GM/Saturn alternator, use the lower threaded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



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

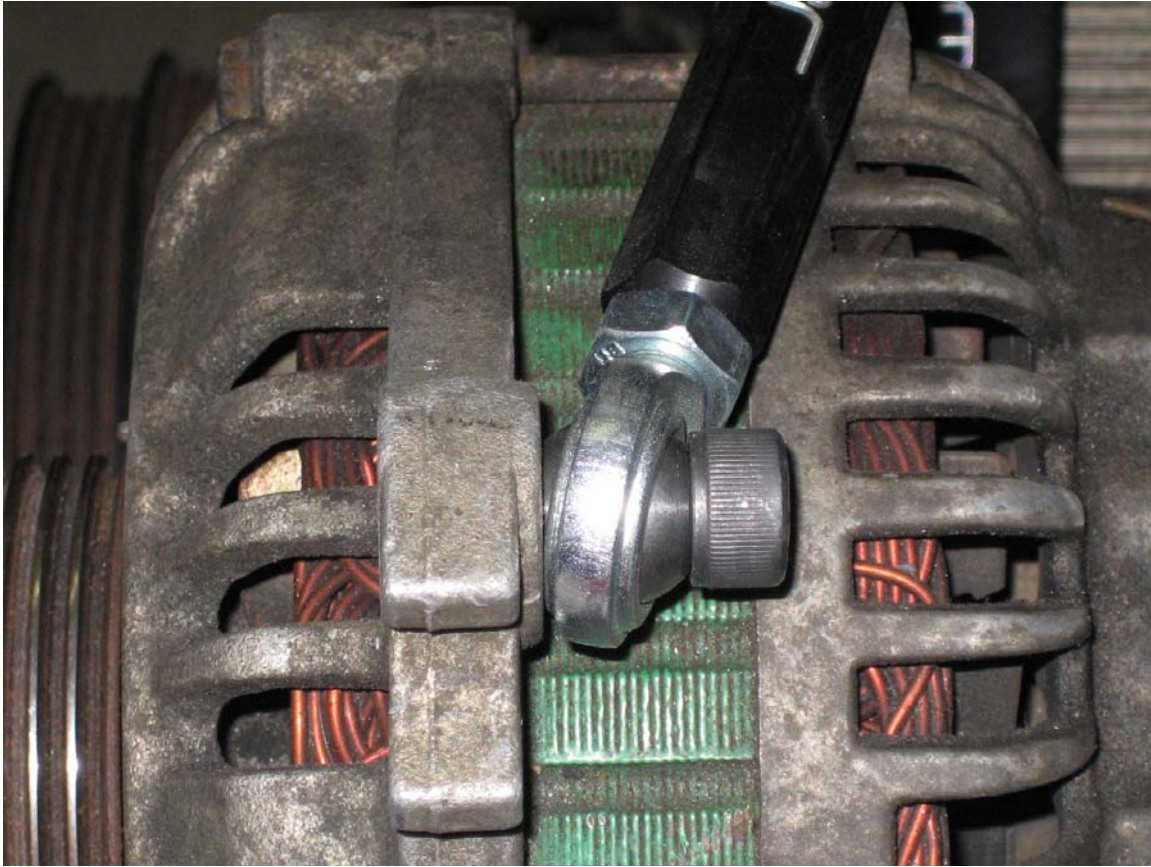




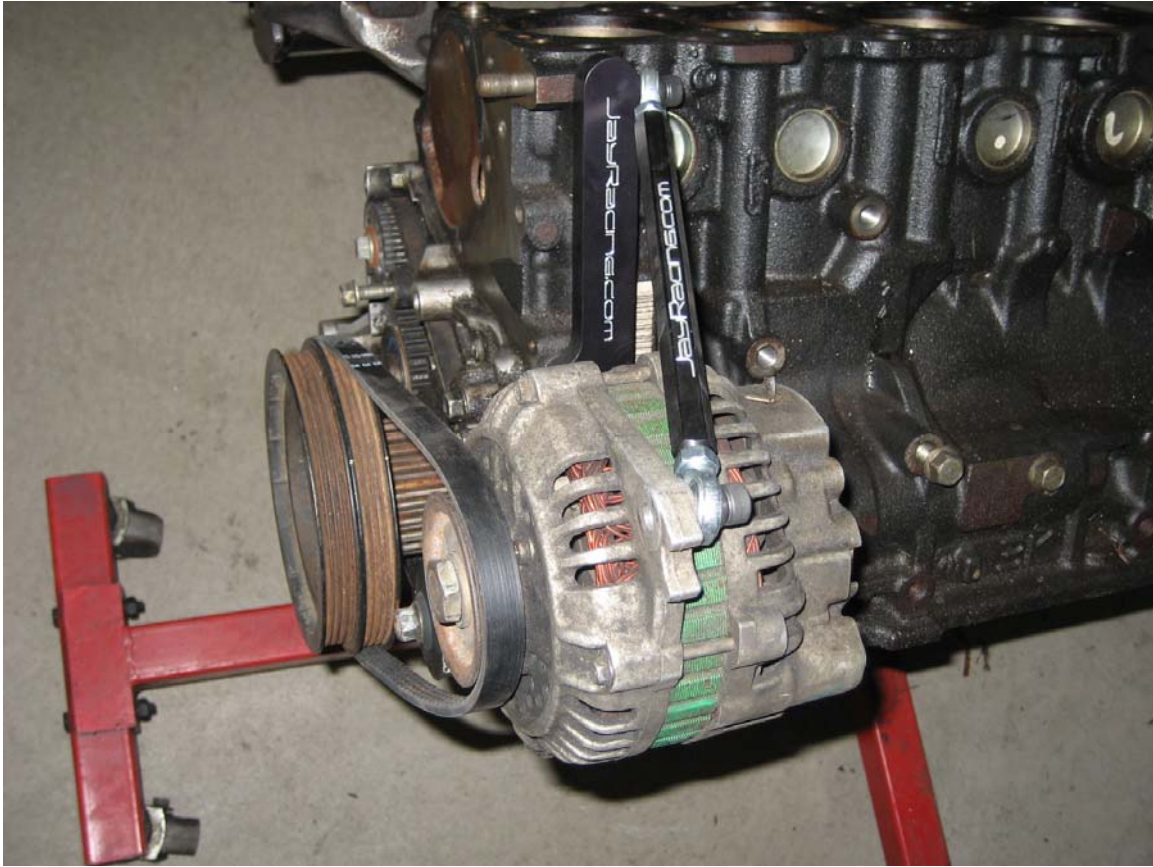
6. Bolt the alternator to the main alternator mounting bracket using the factory nut and bolt. Place the spacer on the passenger's side of the bracket to use the inner pulley.



7. Bolt the other end of the tensioner arm to the alternator using the remaining 25mm socket head cap screw.



8. Install the supplied 33.5" belt and adjust the tensioner arm to tighten the belt. Once done, tighten the jam nuts at each heim joint.

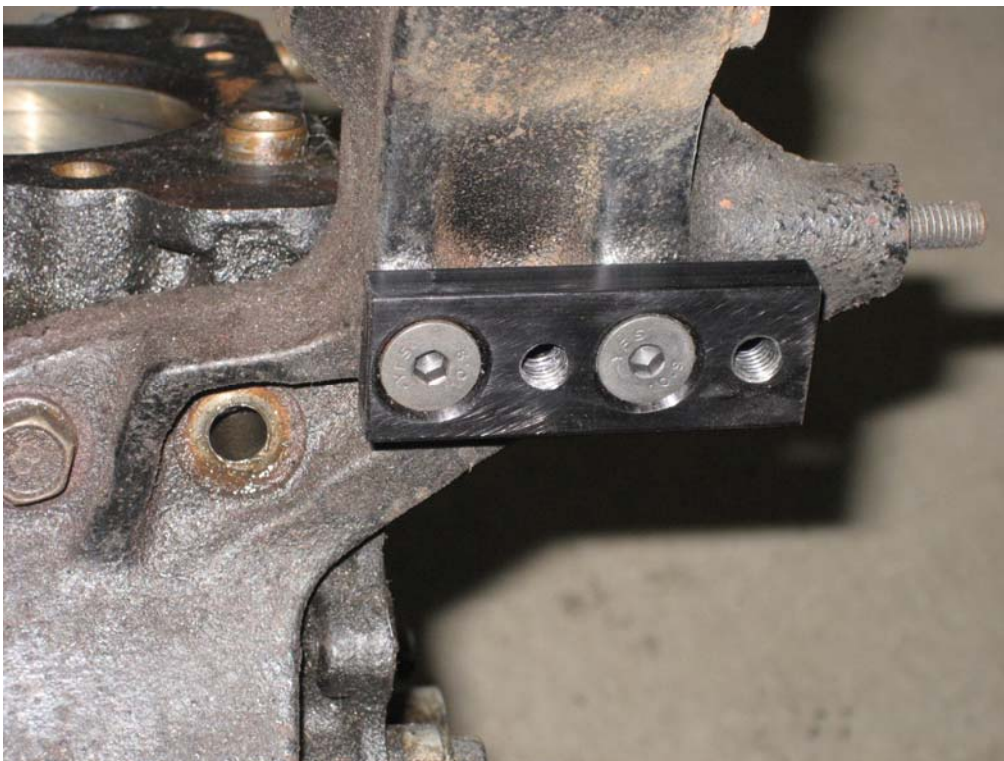


9. Extend the alternator wires to reach the new location (soldering is the **only** acceptable method of joining the new wires).
10. Reinstall the intake manifold and anything else that was removed.
11. Unbolt and move the power steering pump out of the way.

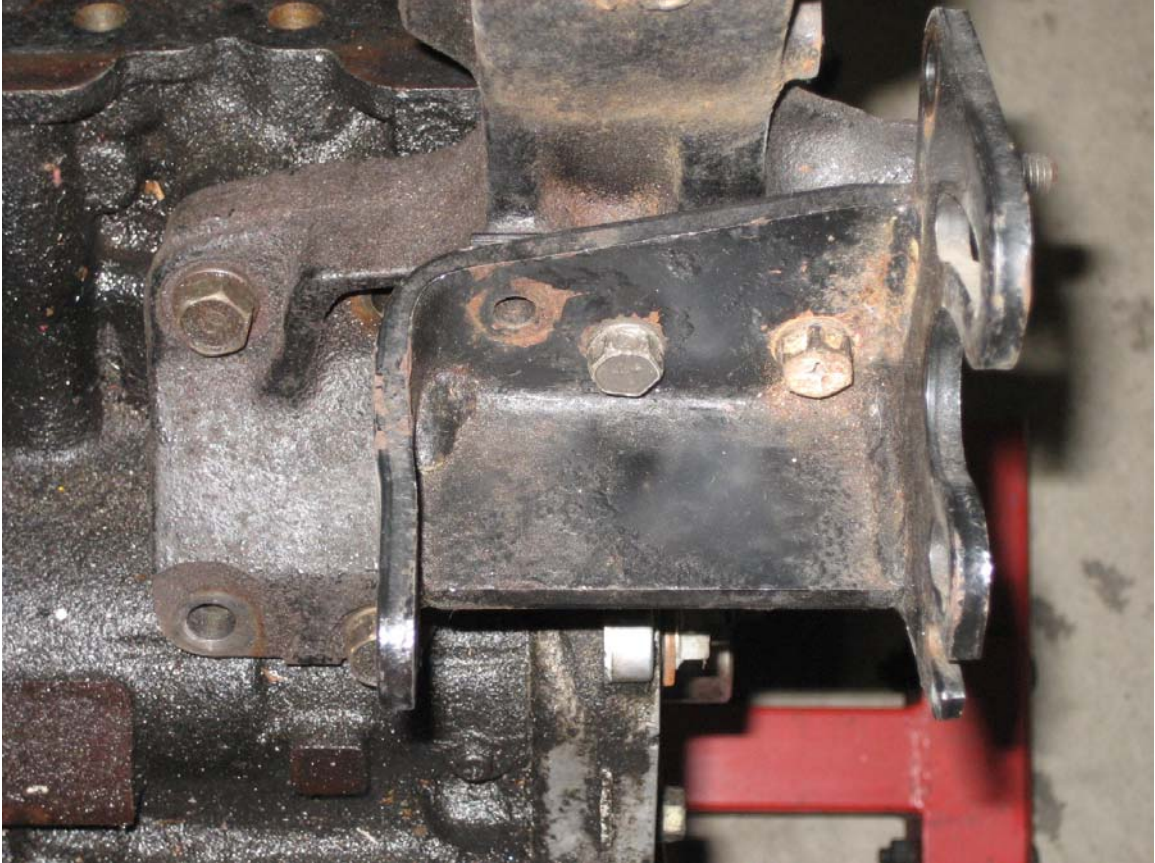
12. Remove the power steering pump bracket.



13. Install the supplied power steering pump spacer.



14. Reinstall the power steering pump bracket. *Note: the 2G DSMs seem to have a lot of tolerance in this power steering pump bracket. To ensure the belt stays aligned properly, especially at high RPM, use a straight edge along the crank pulley and power steering pump pulley. If there is any misalignment, this power steering pump bracket can be bent to properly align the power steering pump pulley.*



15. Reinstall the power steering pump.

16. Install the supplied 44.5" belt around the crank pulley, water pump, and power steering pump.

