

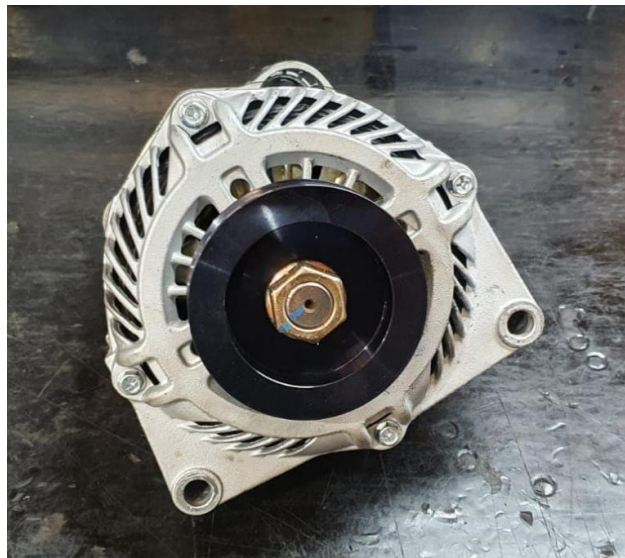
Installation Instructions: PRP LS1 Alternator to RB Mounting

Instructions Alternator Removal

1. Disconnect the battery.
2. Disconnect the main power feed to alternator
3. Remove the earth wire from alternator (not all cars have this)
4. Disconnect Sensor light plug.
5. Loosen the alternator bottom and adjustor.
6. Remove the belt.
7. Remove the whole OEM alternator bracket
8. Remove Alternator.

Instructions New Alternator Prep.

1. Remove the original pulley off your new Ls1 Alternator.
2. Fit the New 4pk pulley to Alternator.
3. The new pulley is a fairly tight fit, do NOT hit it, heat it with a hair dryer or in some hot water and you will find it will expand enough to make the job easy.



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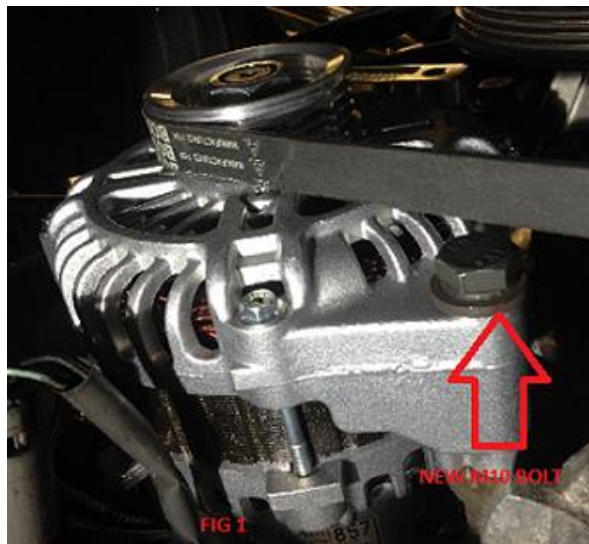
***Note.** If your car has small main power post (6mm) the wiring terminal will NOT fit, Remove Ring Terminal and Replace with M8 Terminals

*Some People Drill Out the Original Ring Terminal to Fit, its tricky, suggest you put it up against a backing, and be prepared for it to grab and attempt to rip your fingers open.

* Remove the OEM alternator bracket with adjustor and completely disregard it.

Fitting the alternator.

Position the alternator then fit the long M10 bolt with one flat washer and install through the lower mounting hole of the alternator and through the block, you may also discard the big heavy OEM steel spacer, use another flat washer with a spring washer and nut provided, (No need to tighten fully at this point).



*Fit the new M5 bolt with spring washer and flat washer using M5 Bolt secure the earth cable to the back of the alternator as shown below.

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- *Secure the battery cable with the nut supplied.
- * Plug Sense/Idiot Light Back In.
- * Connect Battery

You may now assemble the PRP alt bracket kit completely and prepare for installation, this video will help with that if required. (copy / Paste) <https://youtu.be/PNXIyTPeBsI>

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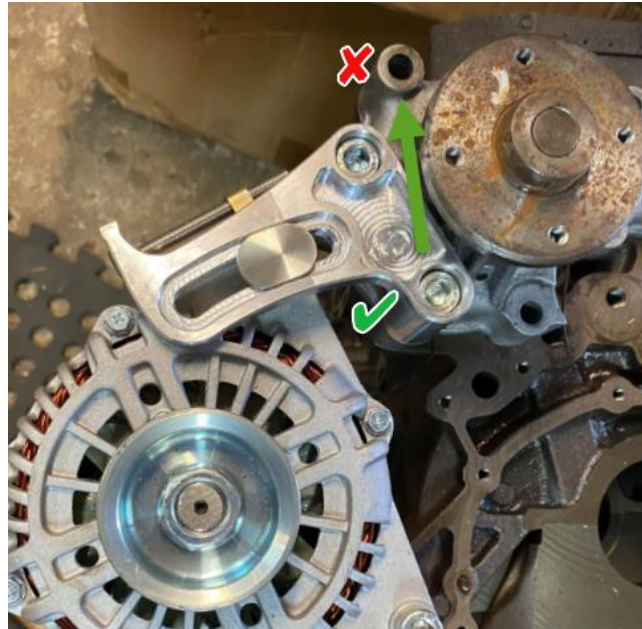


This is how the assembly should look (no need for the big nuts and washers at this point it just where they go) the green arrow shows a gold (yellow nickel) plated adjusting block, you will notice it has a relief on one side only, this side goes up against the new PRP alternator bracket, the aim is it doesn't scratch the bracket when you are using the adjusting mechanism.

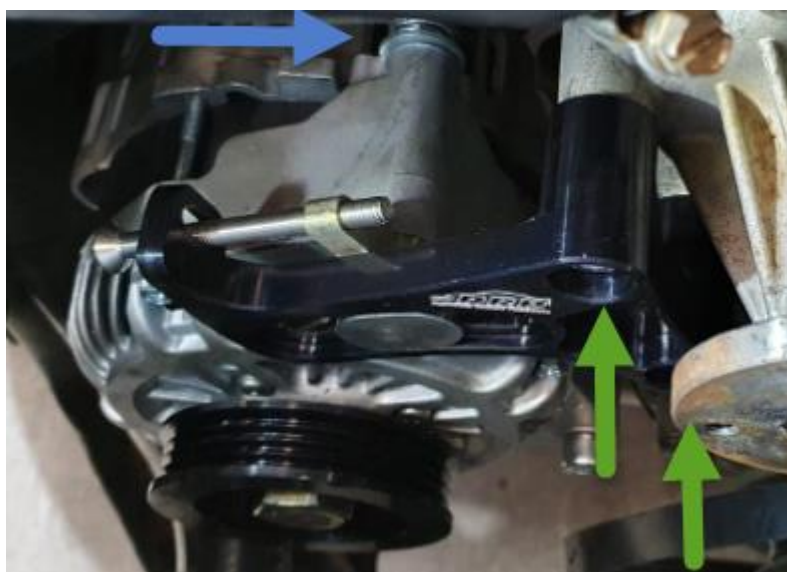
Blue arrow shows where the bigger half of the oval shaped special bolt goes.

Now you may go ahead and fit the mechanism to the alternator and through the water pump, note we have swapped the mounting holes for the mounting of the PRP bracket, you can re-use one of the existing bolts to swap positions from the bottom to the top as shown.

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Once you have it all together and before you tighten the 3 main bolts, slide the alternator back and forth to ensure you have the geometry in the exact right place, then nip up the 2 main mounting bolts (green arrows) bit by bit to ensure correct placement while you continuously check movement.





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No you are ready to throw a belt on and tighten the adjuster up.

Now the belt size is something we will need some guidance from you on so we can update these instructions.

There is 2 pulleys that may come with the kit, we have a 10% reduction OD around 72mm, and optional custom order 20% reduction OD @ around 84mm,

This is a reduction kit, so you will need a bigger belt, its "USUALLY" One size bigger, 10mm, so a 4PK890 existing that's on fairly well in its range of adjustability would become a 4PK900.

Do not hold us to that, there is just simply no way of knowing the exact size you need as there are way too many variables.