



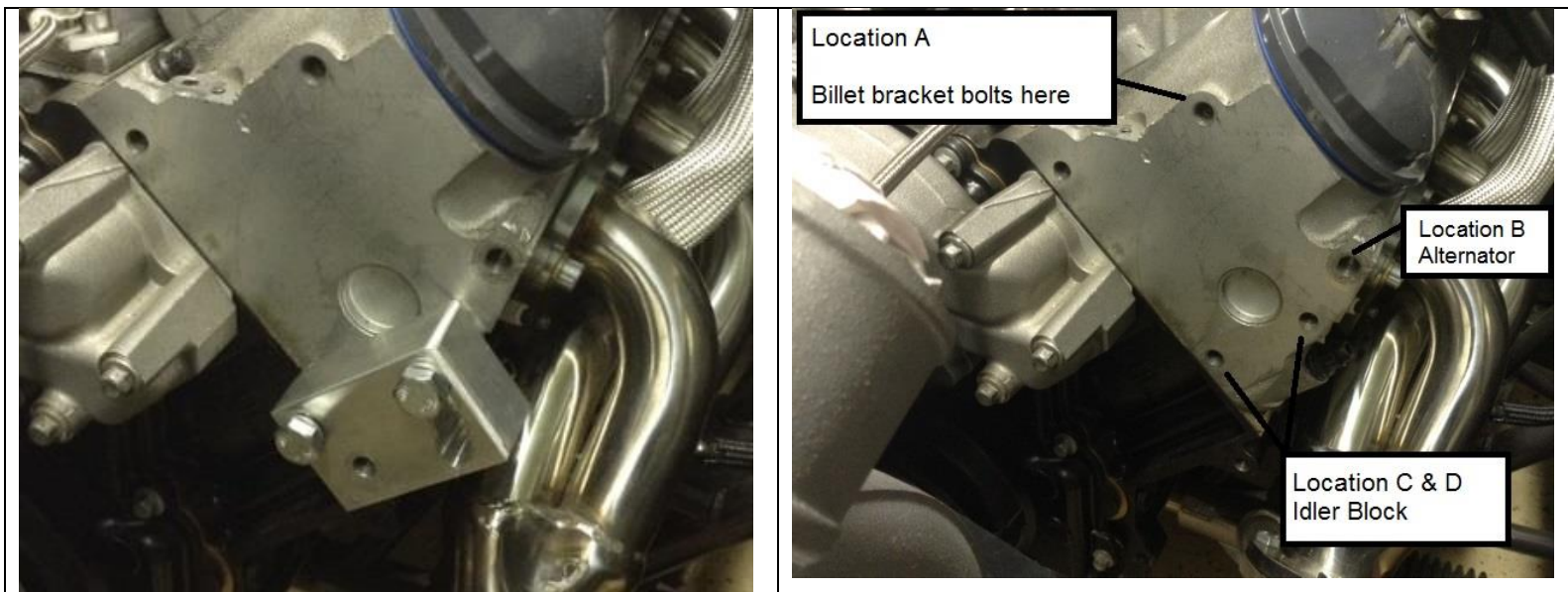
Alternator Bracket Install - Type 1 & 2 Standard and Electric Water Pump

Tools required: 15mm and 17mm socket, Ratchet, & 17mm wrench

Belt Size Needed:

| Bracket / Water Pump Setup | Belt Length | Part Number |
|--|----------------|------------------------|
| Type 1 or 2 with stock water pump/tensioner, stock diameter balancer | 68.5" | 685K6 or 6PK1740 |
| Type 1 bracket, ELEC. PUMP, stock diameter balancer | 49" or 49 1/8" | 490K6 or Gates K060486 |
| Type 2 bracket ELEC. PUMP, stock diameter balancer | 49.75 or 50" | 6PK1270, 6PK1265 |

Idler Block install



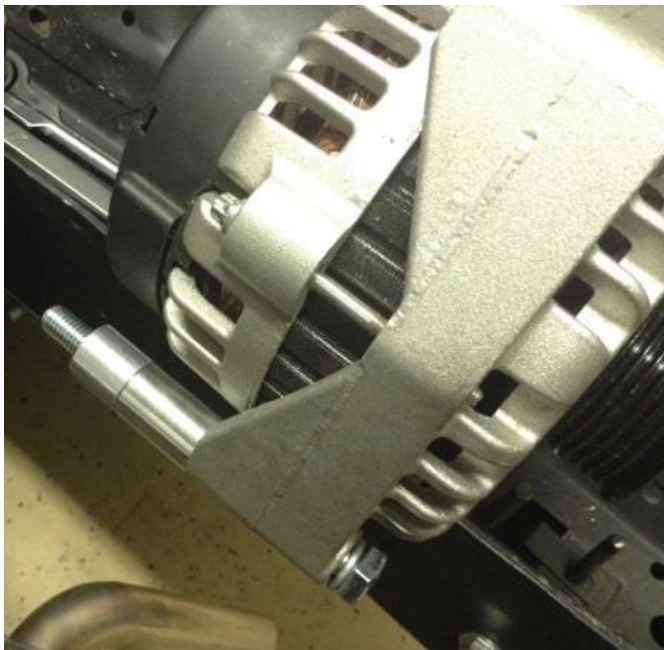
Using two M10x50mm bolts and lock washers, start threading the idler block on as shown at location C & D, with slot on the top. **Note: for electric water pumps, do the opposite and bolt the block on so that the slot is on the bottom.** Pivot the block all the way down as the slot allows and tighten both with 17mm socket.

The slot is only used to tension belt when using this in an electric water pump application when no factory tensioner/water pump pulley is present.



Install the round idler boss/spacers and pulley onto the idler block and tighten with a 17mm wrench. Do not over torque.

Alternator Install



The alternator should bolt on with the plug at 3 o'clock, straight toward driver fender.

With it oriented like this, use the remaining long bolt and washers from the hardware bag.

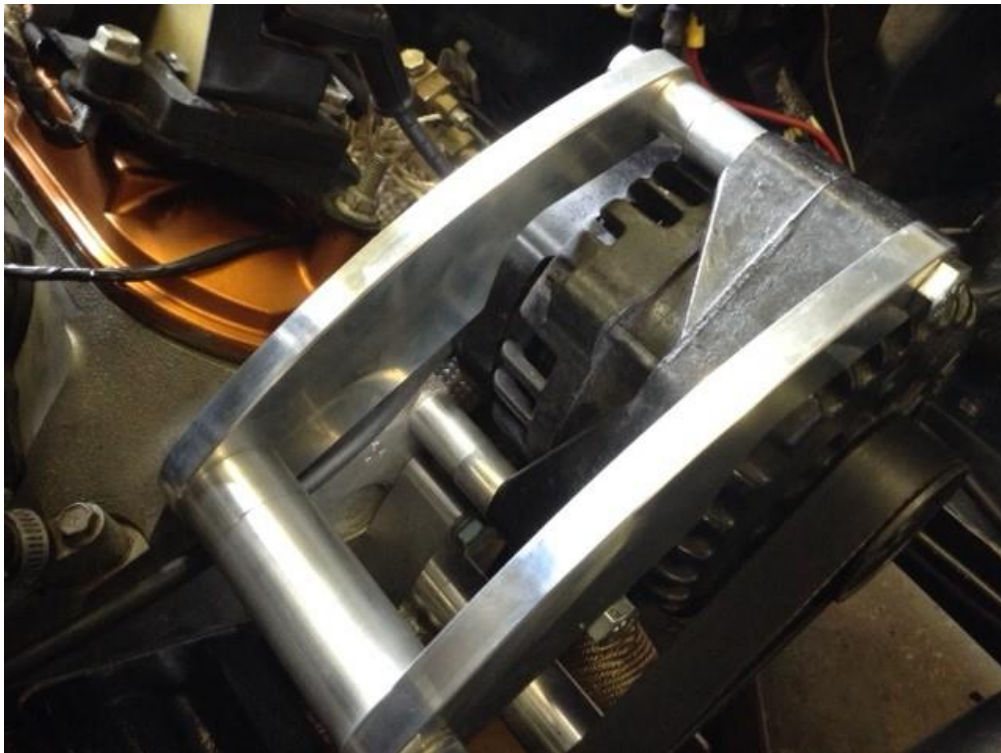
In truck balancer applications, use the supplied $\frac{3}{4}$ " long spacer in addition to the 1 $\frac{1}{8}$ " spacer. (As pictured)

In Camaro balancer applications, use the longest spacer only. It is approximately 1 $\frac{1}{8}$ ".



Using a 17mm socket, snug this bolt at location B so that alternator will hold in position, but still rotate. Do not tighten yet.

Install bracket, as shown below, against head at location A.



Insert the long M10 bolt through the first bracket and alternator lug. Then insert spacer(s) between alternator and second bracket. **Camaro uses the shortest spacer only (5/8"). Truck balancer/ 5th gen Camaro uses the 5/8 spacer and a 3/4" spacer (as shown).**

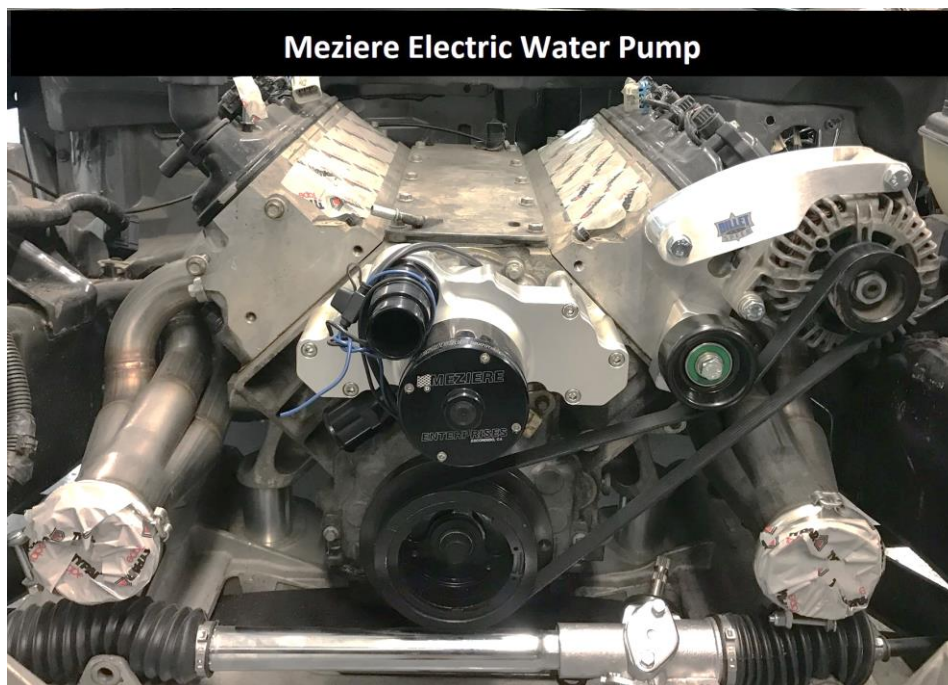
Install washer, lock washer and nut. Tighten using 17mm socket and wrench. Tighten lower alternator point (location B) and bracket to cylinder head (location A).

Double check everything for tightness and then install the serpentine belt.

Belt Routing – Standard Water Pump (Top) & Electric Pump (bottom)



Using a 15mm socket, rotate factory tensioner clockwise to get the belt on. Use a 68.5" belt with stock diameter balancers and standard water pump.



For electric water pumps, make sure you flip the idler block 180 from normal so the slot on the idler block is on the bottom. The idler pulley should push against the top of the belt to provide tension. Refer to chart on page 1 for belt sizes.

The belt is a tight fit when running electric pump. Start the belt on the alternator pulley first, then get it on the main balancer pulley. Last, press the tensioner pulley against the belt and install.