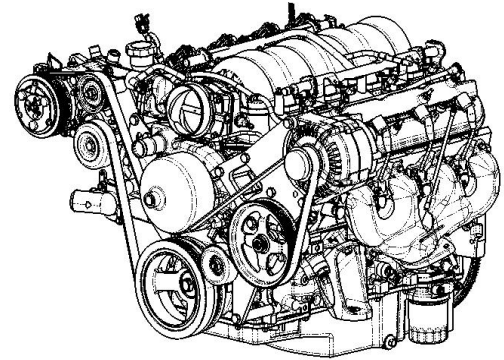


Alternator and Power Steering Pump Bracket Kit for LS1 Engines

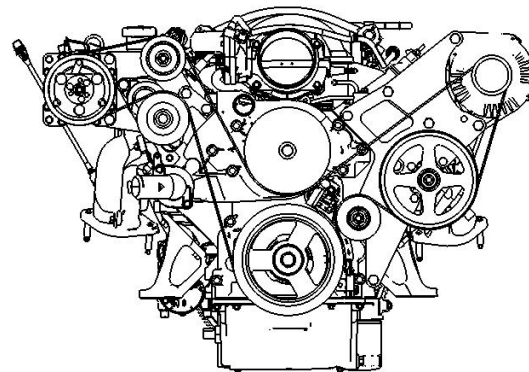
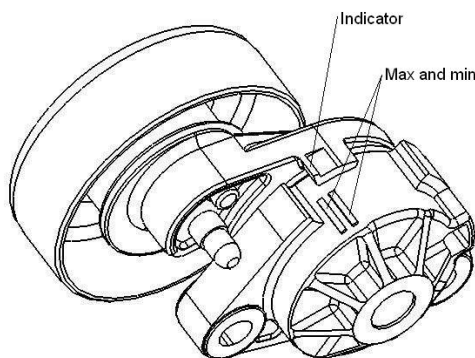
Kit contents:

- Front and rear attachment plates
- Idler pulley
- (4 or 6) 1" OD spacer tubes
- (1) 3/4" OD spacer tube
- (1) 1" OD idler pulley mount
- 10mm bolts for mounting bracket to engine
- 12mm bolt and flange nut for mounting idler pulley to bracket
- 10mm bolts and flange nuts for mounting alternator to bracket
- 8mm bolts and nuts for mounting pump to bracket



Not included is a required six-rib belt, length such that the tensioner indicator arrow is between the max and min marks. See the following table for suggested belt lengths and Gates/Delco part numbers.

PS pulley diameter	Belt using factory tensioner	Belt using Kwik Performance air conditioner bracket
6.7"	79" – K060785	99 7/8" – K060994
6.0"	78 5/8" – K060780	99" – K060984
5.5"	78" – K060775	98 5/8" – K060980



Notes

- Leave all bolts loose until all parts are installed, then torque all 10mm bolts to 37 ft-lbs (50 N-m), torque the 12mm bolt to 50 ft-lbs (68 N-m), and torque the 8mm bolts to 15 ft-lbs (20 N-m).
- Some power steering pumps use three 8mm x 25mm bolts that screw into the pump body. Some pumps use one 8mm x 25mm bolt screwed into the pump plus two 8mm x 75mm bolts that slide through the pump body and are retained by a 8mm nut. Enough fasteners are supplied to mount either style pump.
- Because of the wide variety of power steering pumps and pulleys that could be used, it may be necessary to slide the pulley fore or aft slightly on the pump shaft to align it with the crank pulley.
- When using a pulley with windows for access to the pump mounting bolts, the pulley may be left on the pump during installation. However, it is recommended that a trial fit be performed before torquing all bolts. After the trial fit, remove the pump and pulley assembly, torque all mounting bolts, then reinstall the pump and torque the pump bolts.
- Back of belt should run within 1/8" of back of smooth pulley. If it doesn't, this usually indicates that the PS pump pulley is not fully installed. If necessary a 16mm washer can be installed on idler post.

Installation Instructions

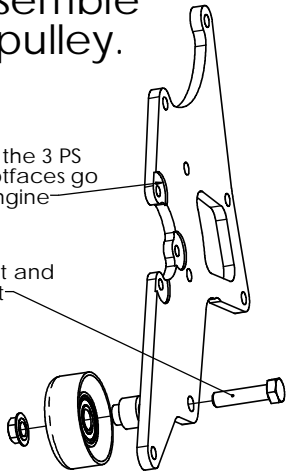


Alternator and power steering pump bracket for LSx engines

1. Assemble idler pulley.

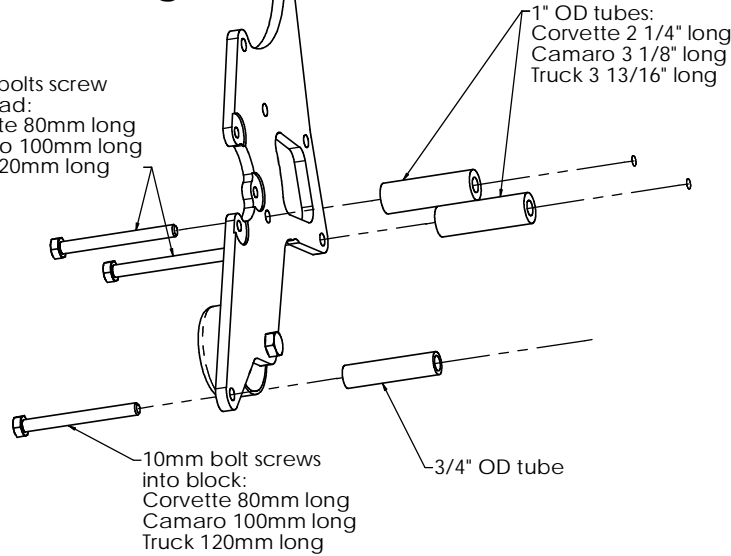
Note that the 3 PS pump spotfaces go toward engine

12mm bolt and flange nut



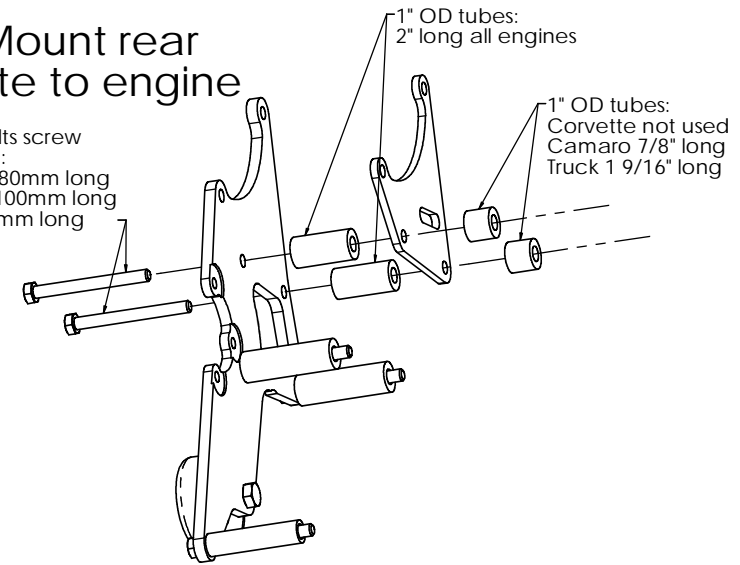
2. Mount front plate to engine

10mm bolts screw into head:
Corvette 80mm long
Camaro 100mm long
Truck 120mm long



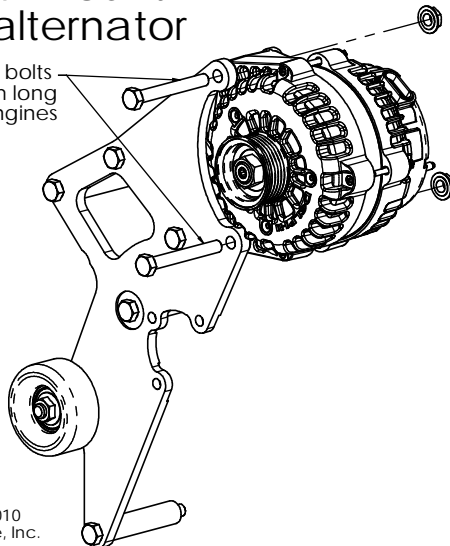
3. Mount rear plate to engine

10mm bolts screw into head:
Corvette 80mm long
Camaro 100mm long
Truck 120mm long



4. Mount alternator

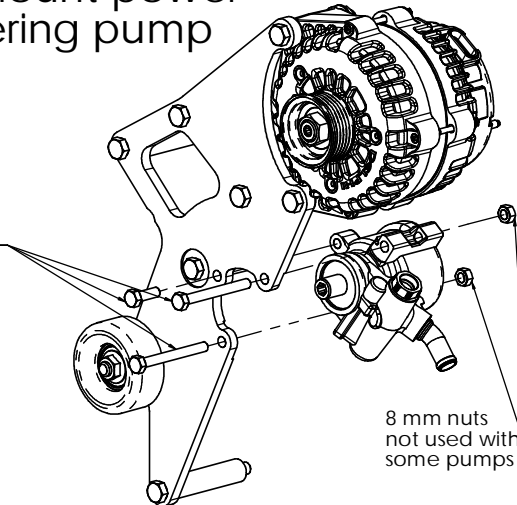
10mm bolts
80mm long
all engines



5. Mount power steering pump

8 mm bolts
all engines

Extra bolts are provided for various pumps

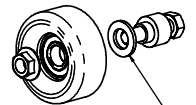


6. Torque fasteners:
12mm: 50 ft-lbs
10mm: 37 ft-lbs
8mm: 15 ft-lbs

7. Install power steering pulley.

Note: some pulleys have windows in them for access to 8mm bolts. Pulley and pump can be installed as an assembly after torquing all 10mm bolts.

8. Adjustment.



Back of belt should run within 1/8" of back of pulley. If it does not, this usually indicates that the pump pulley is not installed all the way, or it is the wrong pump pulley. If the pump pulley cannot be moved closer to the engine, a 16mm washer can be installed on idler mount.