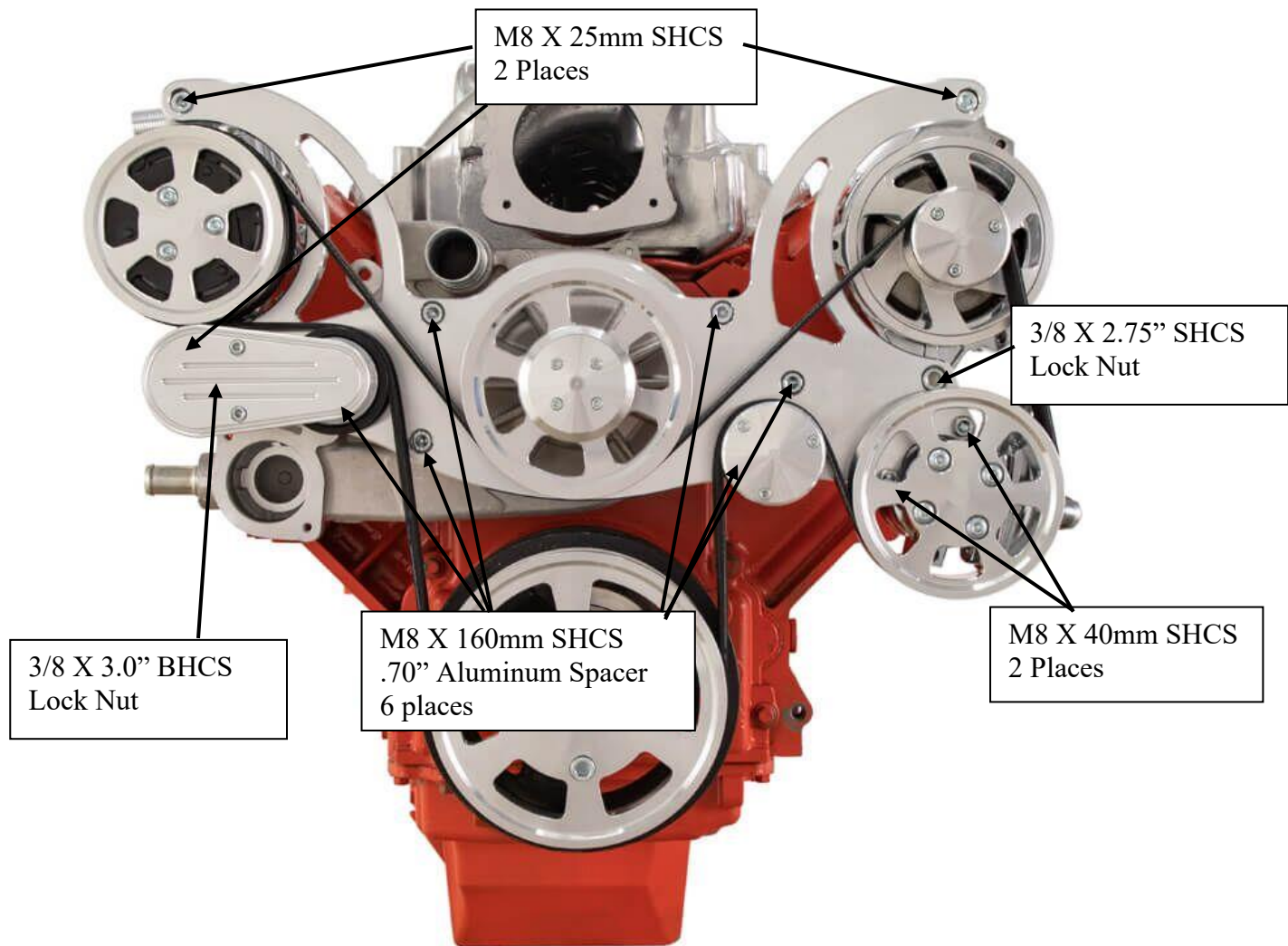


LT1V-BRACKET-KIT-WR Instructions Rev B

LS Bracket Parts List

Item	Description	Qty	Comments
1	3/8-16 X 2.75" SHCS	1	Bottom Alternator Bolt
2	3/8-16 X 3.0" BHCS	1	Idler Assembly Bolt
3	3/8-16 X .468 Lock Nut	2	Lock Nut for Idler Assembly & Bottom Alternator Bolt
4	M8-1.25 X 25mm	3	Top Compressor Bolt Top Alternator Bolt
5	M8-1.25 X 40mm	2	Bolts for Power Steering Pump (if used)
6	M8-1.25 X 160mm	6	Bracket to Water Pump Bolts
7	6257722-070 Spacer	6	.70" Spacers Between Bracket and Water Pump
8	3/8-16 X 2.5 HHS	1	Bolt for SERP-IDLER
9	3/8 SAE Washer	1	Washer for SERP-IDLER Bolt
	Total Parts	23	(6x6x2) Box

Notes: SHCS = Socket Head Cap Screw & BHCS = Button Head Cap Screw



Step 1: Remove old brackets pulleys and water pump (if applicable)

Step 2: Apply RTV Blue or similar gasket sealer to both sides of the water pump gaskets. Attach Bracket using six (6) 150mm bolts and six (6) .70" Steel Spacers with the spacer bracket (LT1V-ADAPT-LS). Hand tighten only.

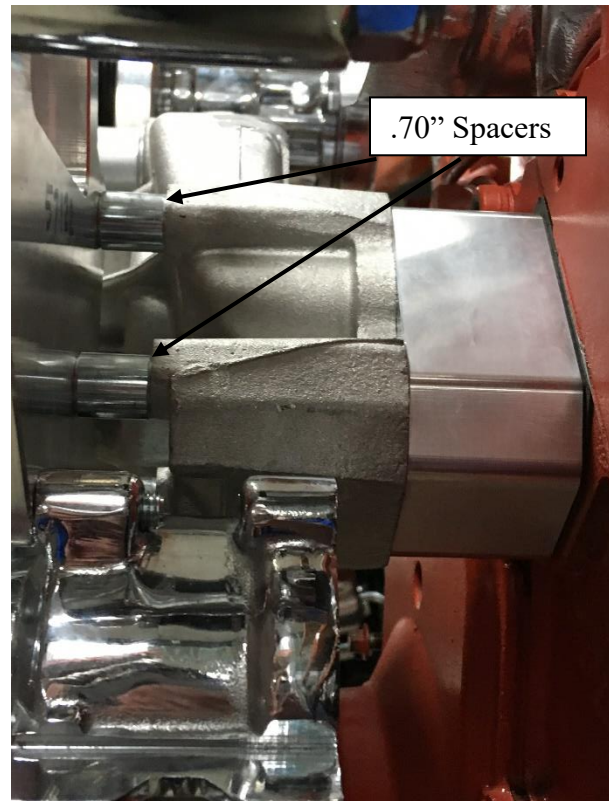
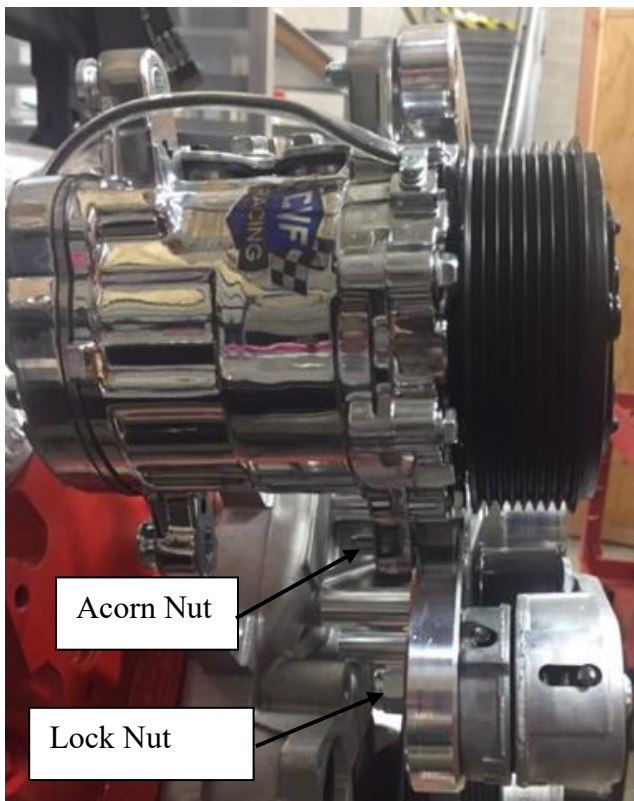
Step 3: Tighten all six 160mm bolts in an alternating pattern. Tighten to 36 ft-lbs (48.8N-m)

Step 4: Install Alternator using M8 X 25mm SHCS on top bolt and 3/8 X 2.75" SHCS on bottom bolt with 3/8" Lock Nut. See torque specs on last page of instructions.

Tech Tip: If side post of alternator is not in a desired location, you can carefully unbolt the back housing of the alternator and rotate to a preferred location. DO NOT REMOVE the back housing completely or you will have to re-install the bushings.

Step 5: Install compressor with fittings facing up. Use (2) M8 X 25mm SHCS. Tighten to 36 ft-lbs (48.8N-m). See AC Delete Instructions if not running AC (Also included on page 3 of these instructions)

Step 6: Install Gates spring loaded idler pulley using 3.0" Button Head Cap Screw and 3/8" Lock Nut



Step 7: **SFI BALANCERS ONLY**

Remove your old balancer using a proper balancer removal tool.

Tech Tip: Use an impact wrench to remove the center nut on the balancer. Also, you can rent balancer removal tools at your local part's store.

Install new Fluidampr SFI Balancer. Make sure that your balancer is seated all the way. The balancer will not be flush with the crankshaft snout. To check that it is installed properly, the balancer should be 0.95" to 1.75" below the face of the balancer. You can measure this with a simple digital caliper which is available from Amazon or your hardware store for about \$20 - \$30.

Tech Tip: If you place your balancer in boiling water before installation it will expand and will be easier to install. Do not place in an oven!

Tech Tip: It is also recommended that you put anti-seize or graphite on threads of the puller, balancer center nut and removal tool when installing / removing the balancer to prevent galling or seizing on the threads.

Install crank pulley using the bolts that are included with the pulley.

Step 8: **OEM BALANCERS ONLY**

Remove the center nut on your balancer.

Tech Tip: Use an impact wrench to remove the center nut on the balancer. Also, you can rent balancer removal tools at your local part's store.

Install the proper hub spacer for your balancer using the nut and washer that is included in the hub spacer. Check to make sure that the hub spacer is seated properly on the balancer. If it is not centered properly, the crank pulley will wobble.

Tech Tip: Remove rust and excess paint from your balancer to ensure that the hub spacer seats properly on your balancer.

Install crank pulley to the hub spacer using the bolts that are included with the pulley.

Step 9: Install the remaining pulleys and pulley covers with the bolts that are in each box

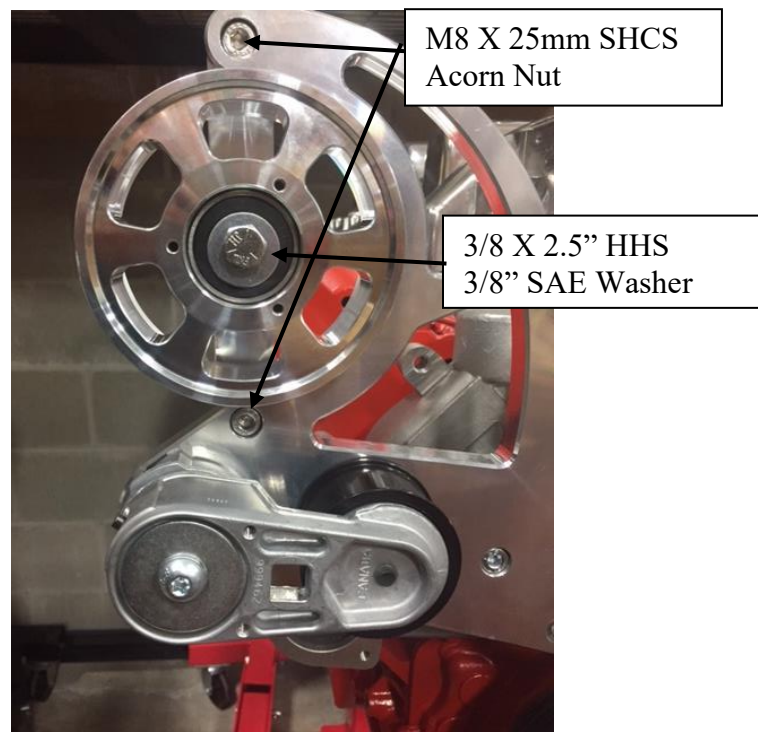
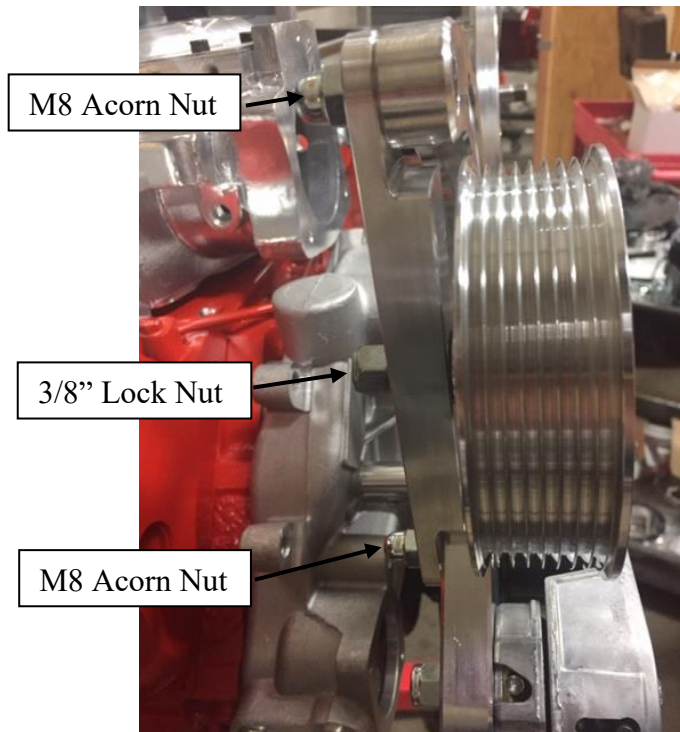
Step 10: Use a 1/2" ratchet to apply tension to the idler pulley and install the belt as shown.

Step 11: Install the idler tensioner cover using the two #10 X 0.5" SHCS

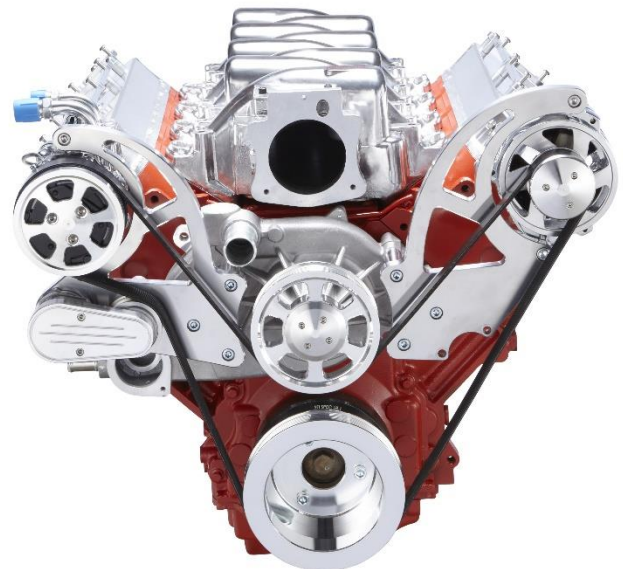
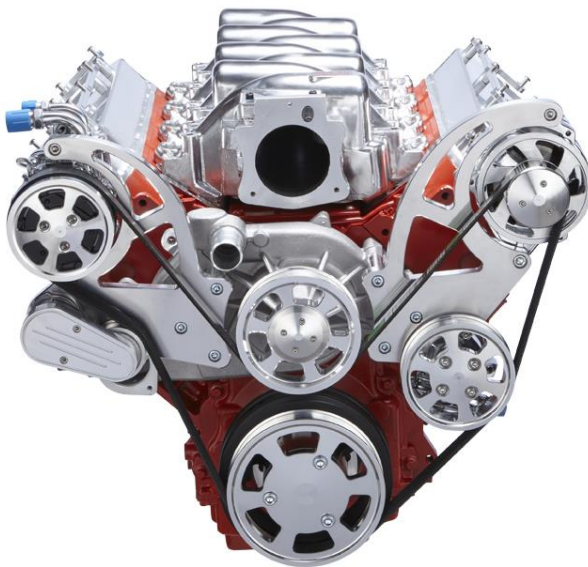
Step 12: Install and plumb the remote reservoir. (The fittings on the bottom of the reservoir are 3/8" NPT)

Tech Tip: After initial start-up, you will need to bleed air from your power steering system. To do this, you want to put the front of the car on jack stands and steer into the left stops and then into the right stops repeatedly. Check fluid level frequently and add as needed.

Optional AC Delete Bracket & Idler Pulley
(See detailed instructions in box for Idler Delete)



Belt Routing with and without Power Steering



Torques Specs:

#8 Socket Cap Screw: 30 in-lbs (3.4 N-m)
#10 Socket Cap Screw: 65 in-lbs (7.3 N-m)
M8 Socket Cap Screw: 36 ft-lbs (48.8 N-m)
1/4-20 Button Head Screw: 16 ft-lbs (21.7 N-m)
5/16-18 Socket Cap Screw (Fine): 38 ft-lbs (51.5 N-m)
5/16-24 Socket Cap Screw (Coarse): 34 ft-lbs (46.1 N-m)
3/8-16 Socket Cap Screw: 41 ft-lbs (82.7 N-m)
3/8-16 Button Head Screw: 30 ft-lbs (40.7 N-m)



Corvette Style OEM
Balancer



Camaro Style OEM
Balancer