



LT1V-BRACKET-KIT-EV INSTALL INSTRUCTIONS

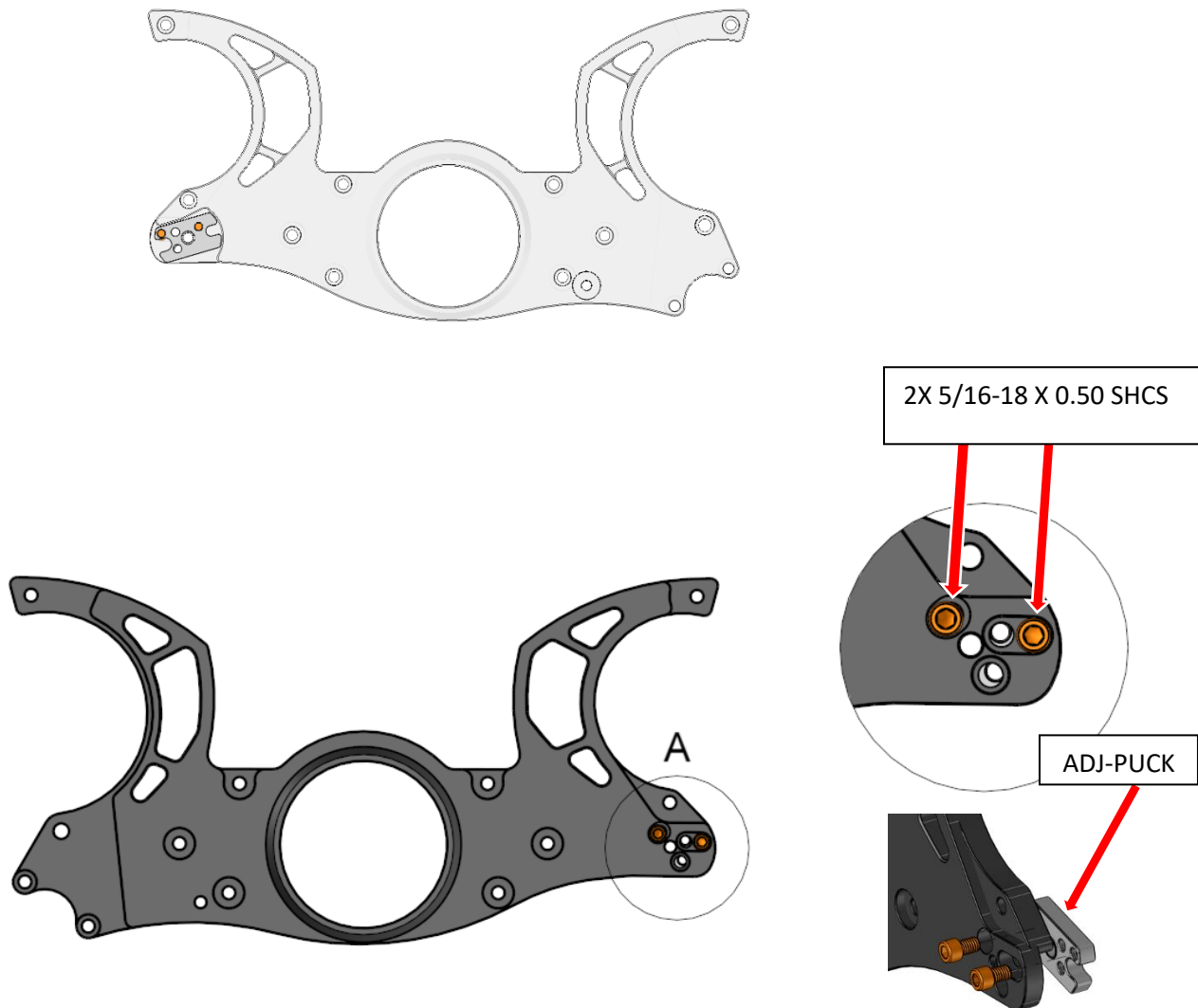
Part Number	QTY	Application
SS 3/8-16 X 2.75 SHCS	1	Bottom ALT Bolt
SS 3/8-16 X 3.5 BHCS	1	Tensioner Bolt
SS 3/8-16 X .468 Lock Nut	3	Tensioner, Idler, and ALT
SS M8-1.25 X 25mm SHCS	3	AC and Top ALT
SS M8-1.25 X 40mm SHCS	2	Power Steering
SS M8-1.25 X 160mm SHCS	6	Bracket Bolts
7517722-70	6	Spacer between water pump and bracket (Black or Clear)
SS 3/8-16 X 2.75 BHCS	1	Idler Bolt
SS 3/8 SAE WASHER	1	Idler washer
SS 5/16-18 X 0.50 SHCS	2	Adjustment Puck Bolts
ADJ-PUCK	1	Adjustment Puck (Always Black)
Total Parts	27	6X6X2 BOX





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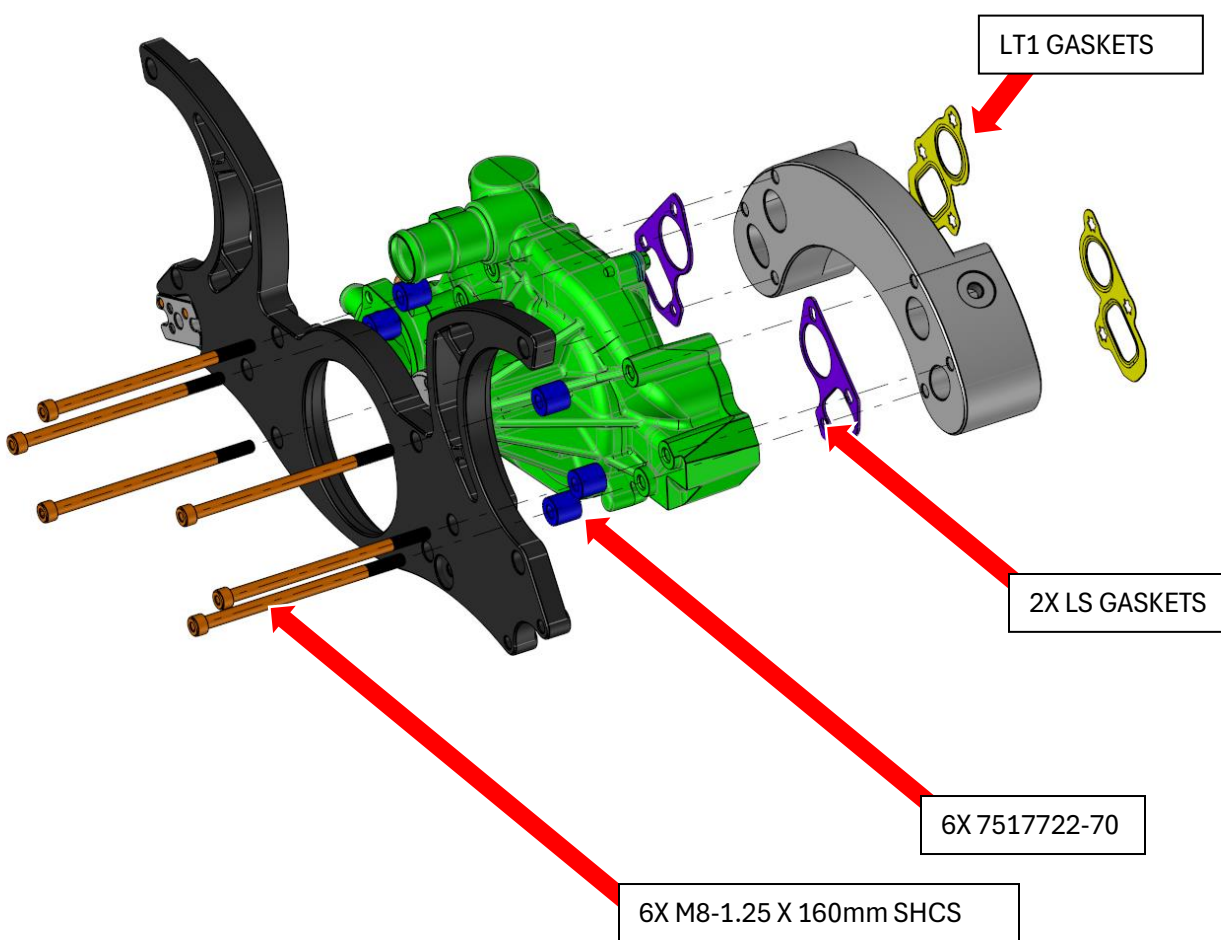
1. Assemble the Adjustment Puck to the main bracket. Note the orientation of the puck in the below picture. There is a small register on the puck that engages with the bracket. Fully tighten both bolts. To adjust the tensioner position post installation, please see the **Post-Install Tensioner Adjustment** at the end of the manual





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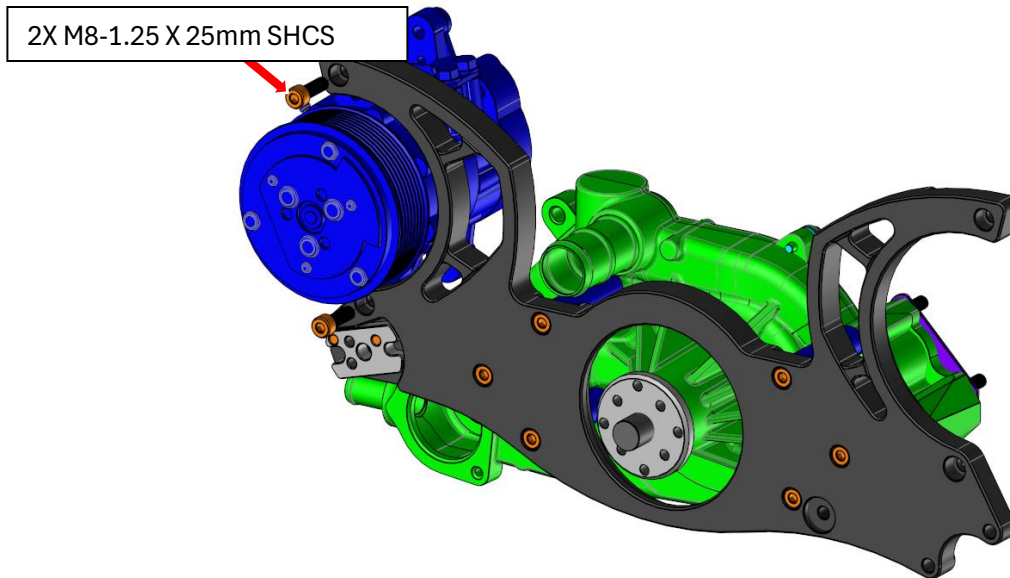
2. Install the water pump and main bracket. Apply RTV Blue or similar gasket sealer to both sides of the water pump gaskets. It is recommended to do this all at once. It may be beneficial to have someone help with this step. Everything from here on out will attach directly to the main bracket. Tighten the bolts in an alternating pattern



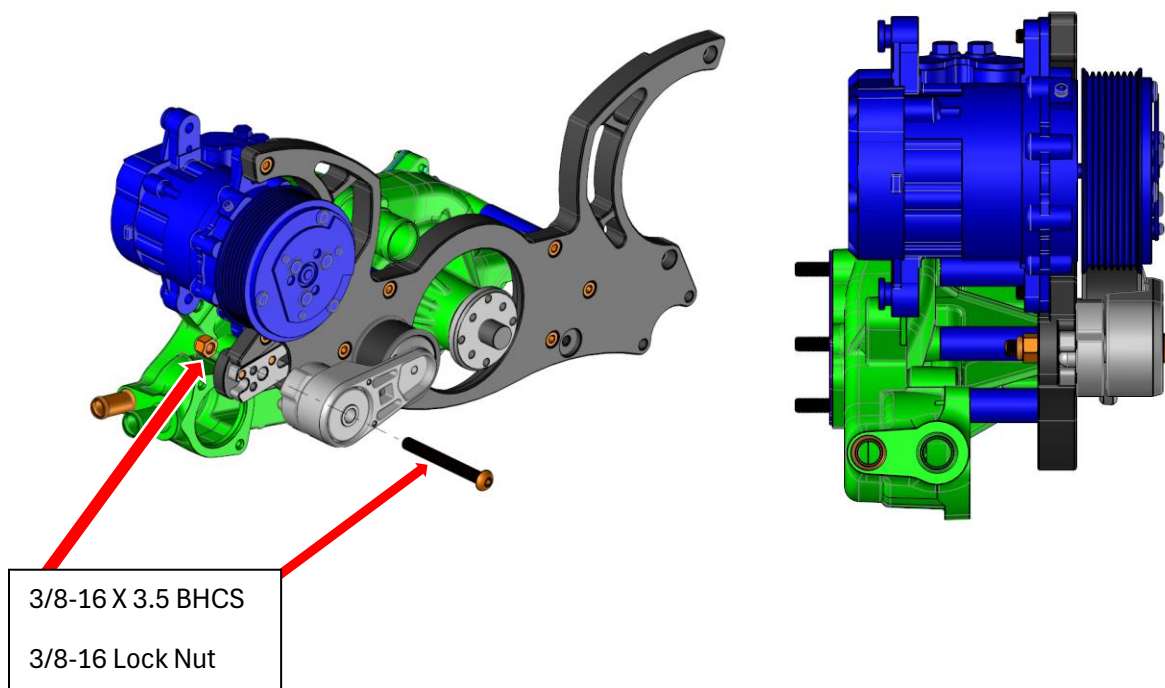


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3. Install the AC compressor to the Main Bracket. **The compressor does come pre-charged with 4.75 oz pag100 oil.** If you are not running AC, install the AC delete pulley in its' place



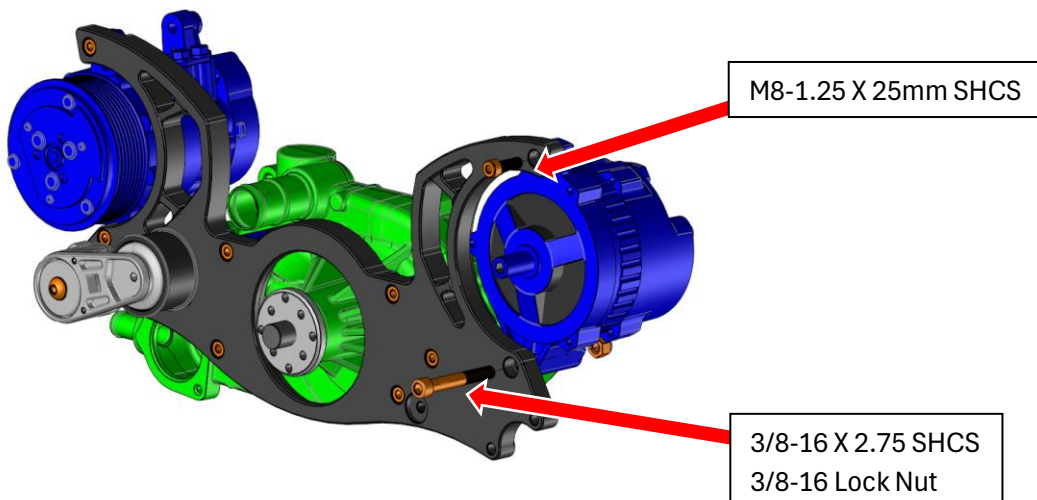
4. Install the Tensioner to the Bracket. Secure using the locknut on the backside of the bracket



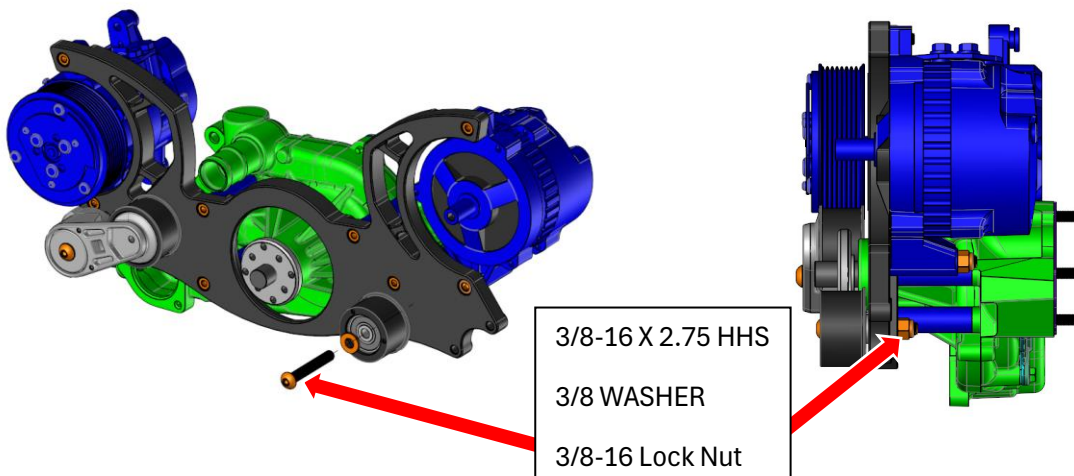


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5. Install the Alternator. If the side post of alternator is not in a desired location, you can carefully unbolt the back housing of the alternator and rotate to a preferred location. **DO NOT REMOVE** the back housing completely or you will have to re-install the bushings. CVF Alternators are 1-Wire and will not use the pin plug. You will need to run a dedicated ground. Alternator pig tails are not included. If you want to avoid a 1-Wire install, look for part #30700 at CVFracing.com to purchase a high amperage wiring kit. Further instructions and tips can be found at support.cvfracing.com



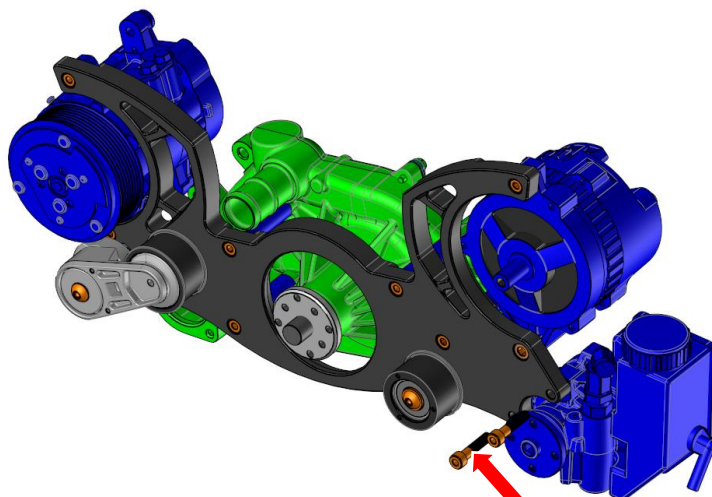
6. Install the Idler. Secure with Locknut on the back of the bracket





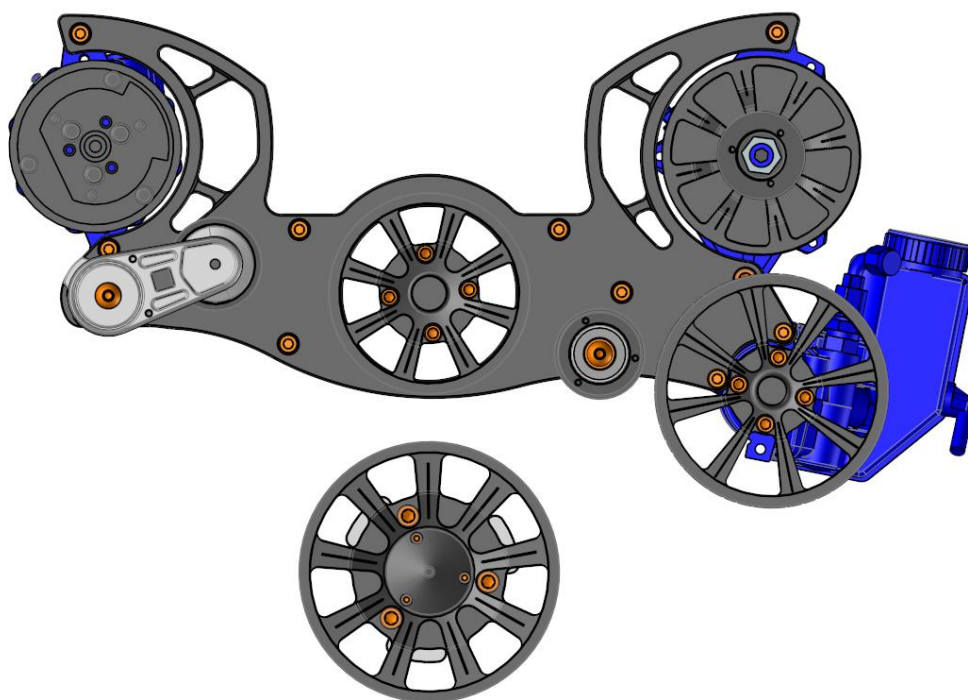
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7. Install the Power Steering Pump



2X M8-1.25 X 40mm SHCS

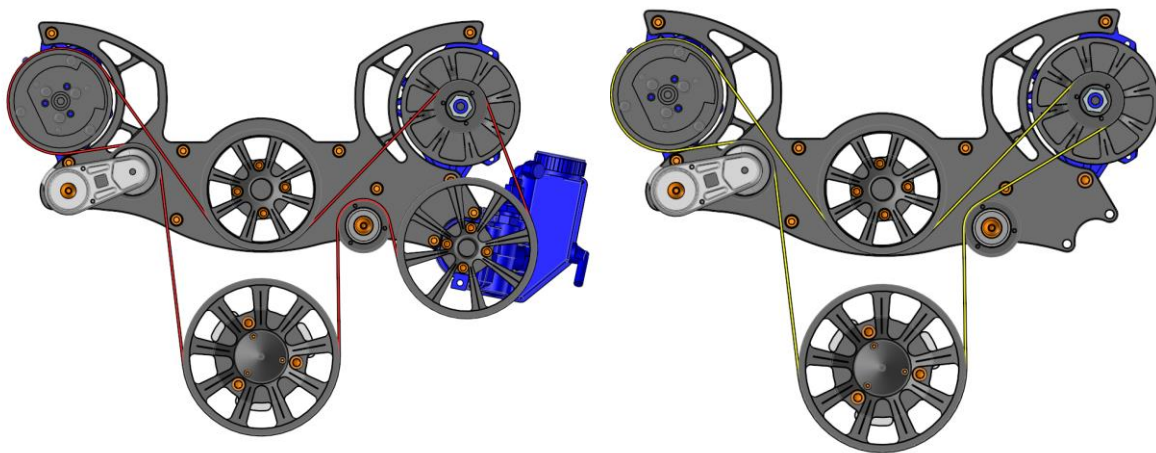
8. Install the remaining pulleys. Install hardware is in the pulley boxes





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9. Install the belt. Below are the 2 different belt routings. Installing the belt may be difficult, we recommend completing this step with 2 people. In most cases when installing the belt, the belt can be too tight to fit over the pulley. If you remove the nut that holds the pulley onto the alternator, place belt around alternator pulley as shown in the pictures below. Release tension on the tensioner and slide alternator pulley onto the shaft of the alternator using the pulley as additional leverage. See pictures below



Belt Install with alternator pulley





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Post-Install Tensioner Adjustment

Tensioner Position:

Below is the correct tensioner position once the belt is installed. This is perfect with the two lines lining up with each other. Slightly off center is also acceptable (shown in Red). The tensioner can be adjusted +5 degrees or +10 degrees with the ADJ-PUCK. If your tensioner position line is too far towards the bottom line, this adjustment will bring the tensioner position line closer to the center. If your tensioner position line is too close the upper line, please review the belt routing and ensure that the belt is properly seated in each pulley. If the belt is routed and seated properly and the position line is still not close to centered, please call customer service for help.





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Tensioner Adjustment:

1. Remove tensioner cover and remove belt from tensioner.
2. Move to the rear of the bracket. Remove the 3/8" lock nut with a 9/16" socket or wrench
3. Go back to the front of the bracket, loosen the 3/8" BHCS on the front of the tensioner, 1-2 turns
4. Move to the rear of the bracket. Loosen the 5/16 SHCS bolt, on the left, with a 1/4" hex key, see photo below.
5. Remove the 5/16" SHCS, on the right, see photo below
6. Put the 5/16" SHCS in the 5 degree or 10 degree hole, rotate the tensioner up until the screw engages the threaded hole. Tighten screw
7. Retighten the loose 5/16" SHCS, on the left
8. Retighten the 3/8" BHCS on the front of the tensioner
9. Retighten the 3/8" Locknut on the back of the bracket
10. Reassemble belt, verify belt is seated and routed properly.
11. Reassemble tensioner cover.

