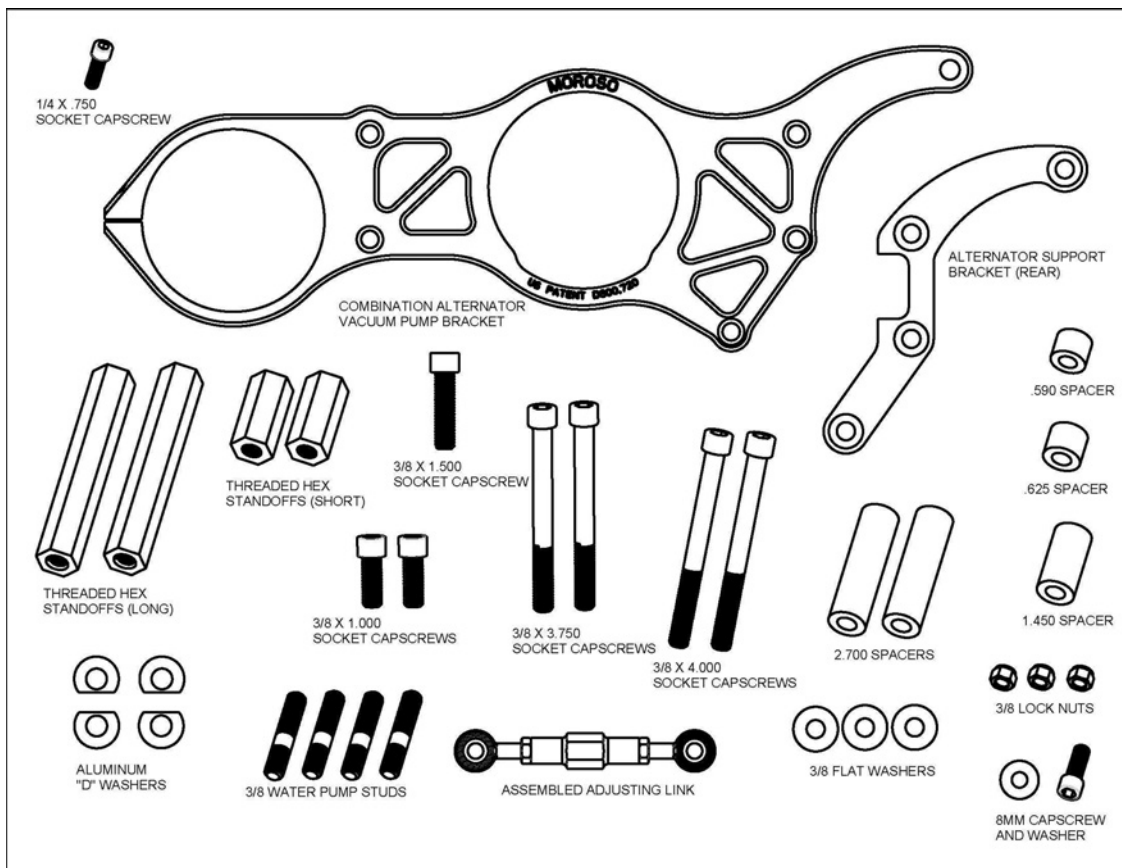




INSTALLATION INSTRUCTIONS
63866 HEAVY DUTY COMBINATION ALTERNATOR/VACUUM PUMP MOUNT

MOROSO'S 63866 COMBINATION MOUNT IS ENGINEERED TO FIT A 130MM ALTERNATOR, SUCH AS EAST COAST AUTO ELECTRIC'S 2007 SERIES, AND A MOROSO ENHANCED VACUUM PUMP (22842, 22642, 22644) TO A BIG BLOCK CHEVROLET USING A CSR ELECTRIC WATER PUMP. THE DRIVE MANDREL MUST BE AT LEAST FIVE INCHES LONG TO USE THIS KIT (MOROSO# 63844). TAKE SOME TIME TO FAMILIARISE YOURSELF WITH THE PARTS, PHOTOS AND, TEXT OF THE INSTRUCTIONS BEFORE BEGINNING THE INSTALLATION. SOME OF THE PARTS APPEAR VERY SIMILAR BUT WOULD CREATE PROBLEMS IF THEY WERE TO BE INSTALLED IN THE WRONG LOCATION OR SEQUENCE. IT IS BEST TO LIE OUT ALL THE SMALL PARTS SUCH AS SPACERS AND CAPSCREWS, NEXT TO ONE ANOTHER TO BETTER IDENTIFY THEM PRIOR TO INSTALLATION.

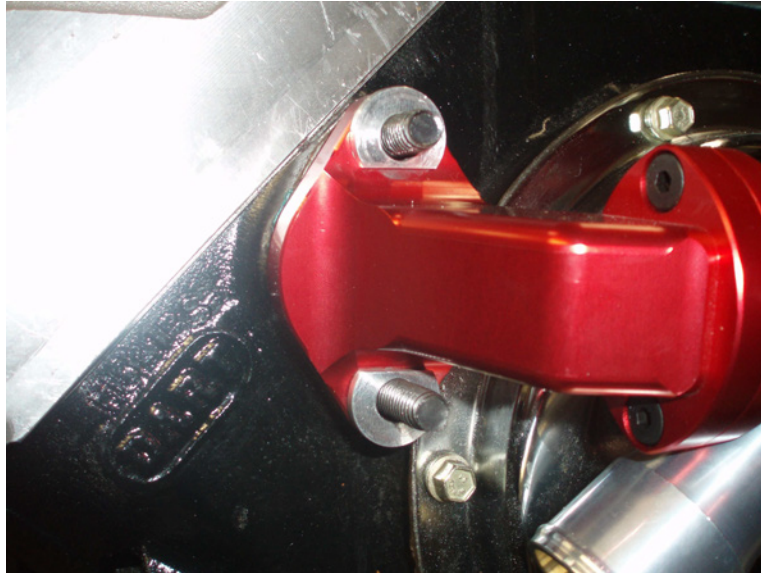


63866 PARTS LIST

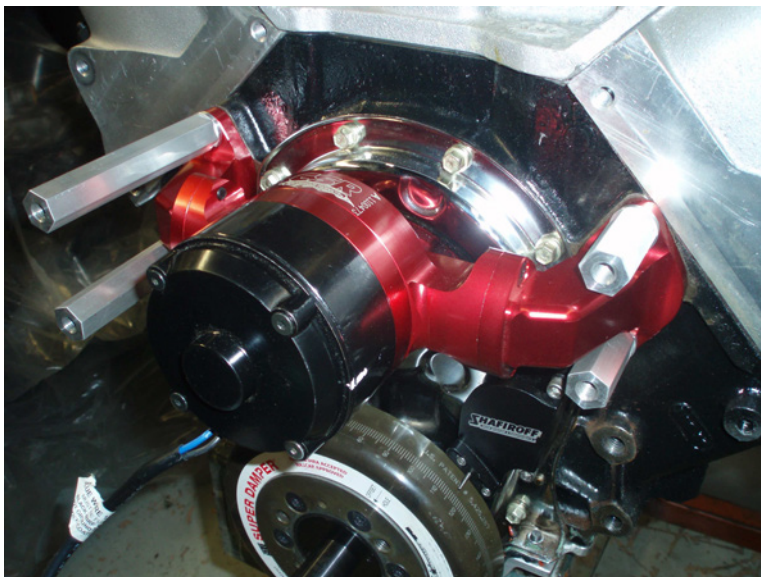
CHASE THE WATER PUMP THREADS WITH A BOTTOMING TAP, THIS IS IMPORTANT WITH BLOCKS THAT HAVE BLIND HOLES. BLOW OUT WITH COMPRESSED AIR. INSTALL THE FOUR WATER PUMP STUDS WITH THE SHORTER THREADS GOING IN, LONGER THREADS FACING OUT. RUN THE STUDS IN UNTIL THEY BOTTOM OUT. SEAL STUDS THAT GO TO WATER.



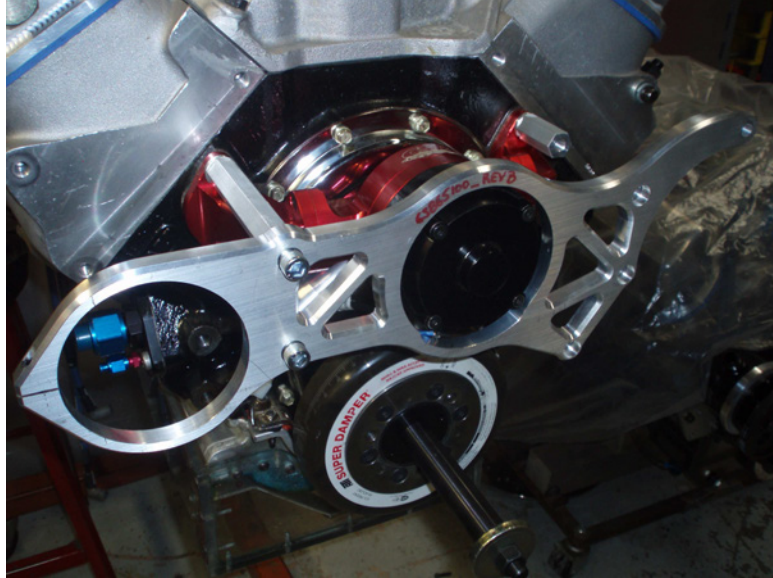
INSTALL THE GASKETS WITH SEALER AND SLIDE THE WATER PUMP OVER THE STUDS. PLACE THE FOUR "D"-SHAPED ALUMINUM WASHERS OVER THE STUDS WITH THE STRAIGHT EDGE FACING THE MACHINED RADIUS IN THE WATER PUMP FLANGE, AS SHOWN BELOW.



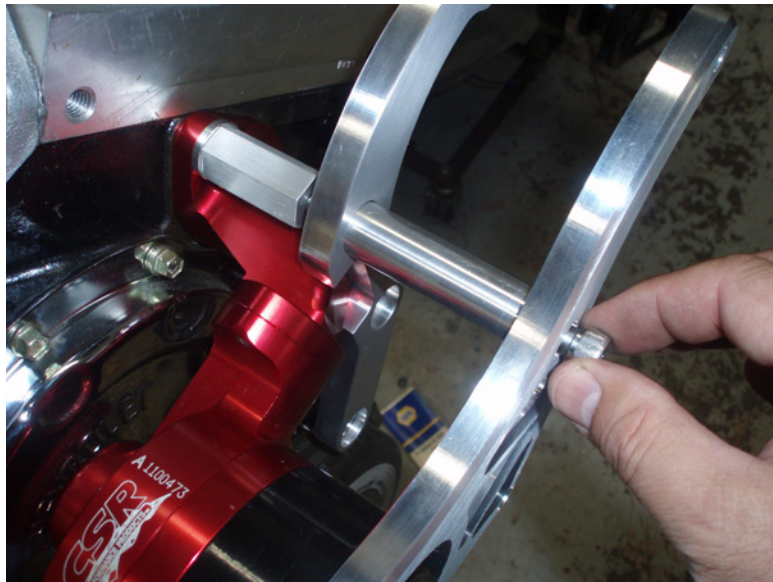
SECURE THE PUMP HAND-TIGHT WITH THE FOUR THREADED STANDOFFS. THE LONG STANDOFFS GO ON THE PASSENGER'S SIDE WHILE THE SHORT ONES GO ON THE DRIVER'S SIDE.



USING TWO 3/8 X 1.000" SOCKET CAPSCREWS, ATTACH THE MAIN BRACKET TO THE PASSENGER'S SIDE (LONG) STANDOFFS. DO NOT TIGHTEN AT THIS TIME, JUST START A COUPLE OF THREADS AND LET THE BRACKET HANG FOR NOW.



USING TWO 4.000" SOCKET CAPSCREWS, MOUNT THE OTHER SIDE OF THE BRACKET. PLACE THE SCREWS THROUGH THE BRACKET, THE TWO 2.700" SPACERS AND THE REAR ALTERNATOR SUPPORT AND THREAD THEM INTO THE SHORT, DRIVER'S SIDE STANDOFFS. DO NOT TIGHTEN THEM AT THIS TIME.



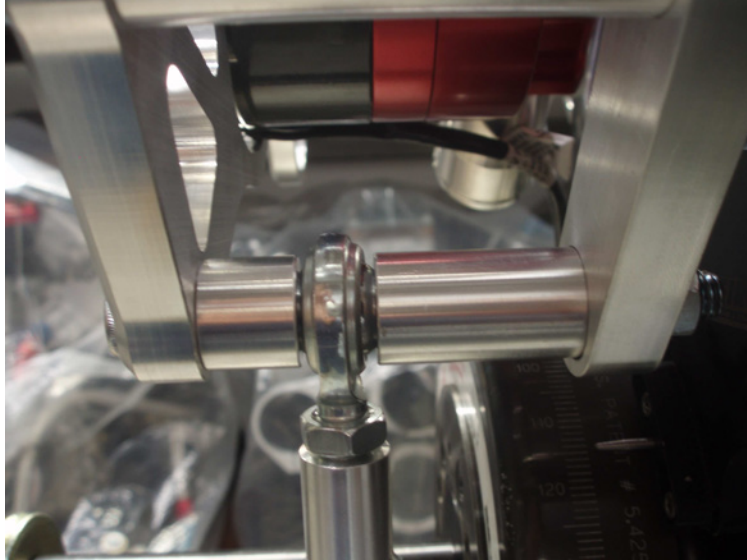
ONCE THE FOUR SOCKET CAPSCREWS ARE STARTED, GO BACK AND TIGHTEN THE FOUR STANDOFFS WITH A $\frac{3}{4}$ " WRENCH. LEAVE THE FOUR CAPSCREWS FINGER-TIGHT UNTIL YOU HAVE THE ALTERNATOR MOUNTED.



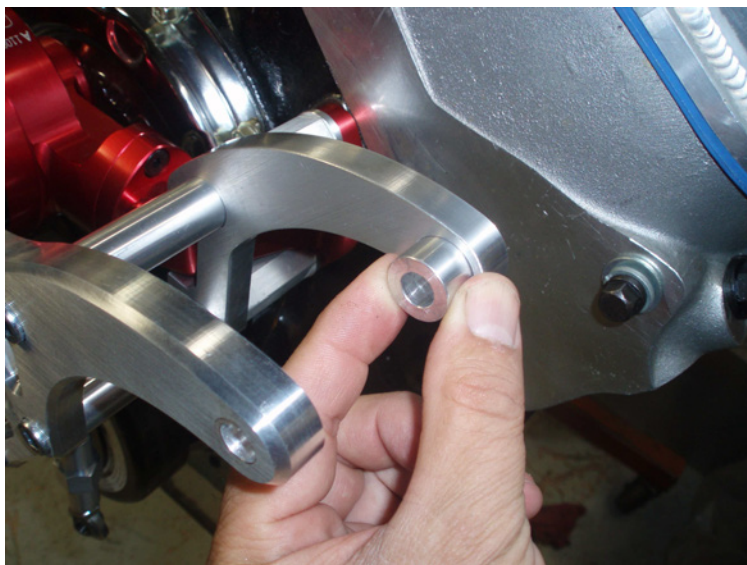
ASSEMBLE THE LOWER ADJUSTER BY THREADING THE JAM NUTS ONTO THE ROD ENDS, AND THEN THREADING THE ROD ENDS INTO THE ADJUSTING LINK.



ATTACH ONE END OF THE ADJUSTER TO THE PLATE BY INSERTING A 3.750" SOCKET CAPSCREW THROUGH THE LOWER HOLE IN THE PLATE, THE .625" SPACER, ONE END OF THE ADJUSTING LINK, THE 1.450" SPACER AND THE REAR ALTERNATOR SUPPORT AS SHOWN BELOW. PLACE A FLAT WASHER AND 3/8 LOCKNUT ON THE END OF THE CAPSCREW AND LEAVE IT LOOSE FOR NOW.

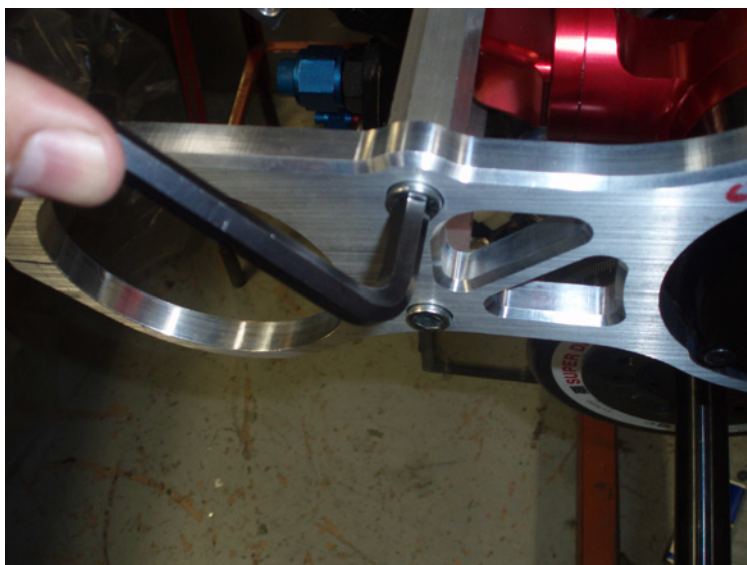


THE ALTERNATOR CAN NOW BE HUNG FROM THE UPPER MOUNTING HOLE IN THE MAIN BRACKET AS FOLLOWS. PLACE THE .590" SPACER INTO THE BORE OF THE REAR SUPPORT BRACKET AND HOLD IT THERE. WITH YOUR OTHER HAND, LIFT THE ALTERNATOR INTO POSITION BETWEEN THE BRACKETS, KEEPING THE SPACER IN PLACE. LET GO OF THE SPACER AND INSERT A 3.750" CAPSCREW THROUGH THE BRACKET, ALTERNATOR, SPACER AND REAR SUPPORT.



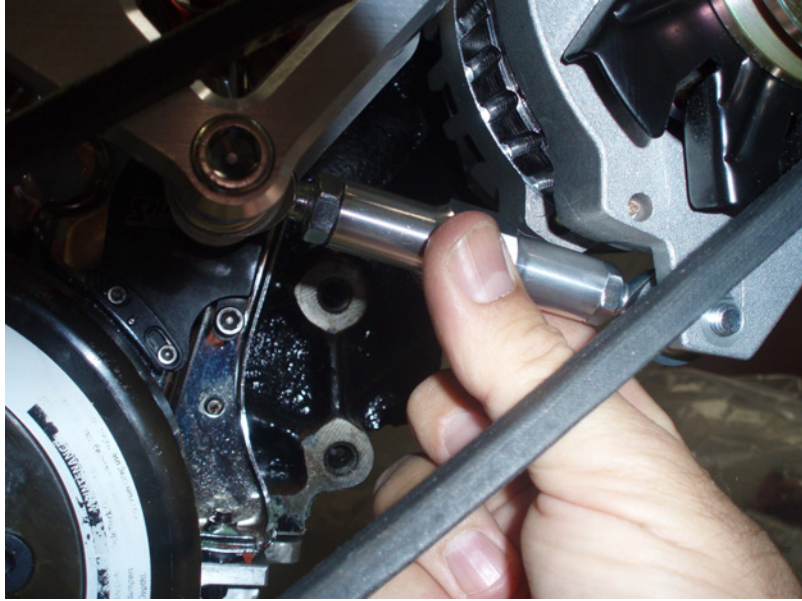


PLACE A 3/8" FLAT WASHER AND LOCK NUT ONTO THE ALTERNATOR BOLT AND LEAVE HAND-TIGHT. ONCE THE ALTERNATOR IS MOUNTED, USE A 5/16" ALLEN WRENCH AND TIGHTEN UP THE FOUR SOCKET CAPSCREWS THAT FASTEN THE MAIN BRACKET TO THE STANDOFFS.



THE KIT PROVIDES BOTH AN 8MM AND A 3/8" FASTENER FOR THE LOWER LUG ON THE ALTERNATOR. THE ALTERNATOR IS TAPPED FOR 8MM THREADS SO, THE MATCHING FASTENER CAN BE USED AT THIS TIME TO COMPLETE THE INSTALLATION. FOR THOSE WHO WISH TO CONVERT TO A 3/8" BOLT, THE ALTERNATOR MUST BE DRILLED OUT. USE CARE AND MASK OFF ALL OPENINGS TO INSURE NO FOREIGN MATTER GETS INTO THE ALTERNATOR.

ONCE THE ADJUSTING LINK IS SECURED, THE DRIVE BELT CAN BE INSTALLED. TURN THE ADJUSTING LINK SO THAT IS AT IT'S SHORTEST LENGTH. WITH THE RECOMENDED 4.000 CRANK PULLEY (MOROSO PART#23523) INSTALL EITHER A 4L318 (31 3/4") OR A 4L320 (32") V-BELT (BOTH WILL WORK). ADJUST LINK TO ACHIEVE PROPER TENSION AND TIGHTEN BOTH JAM NUTS AND THE UPPER AND LOWER BOLTS.



PLACE THE VACUUM PUMP, MINUS PULLEY, THROUGH THE BACK OF THE INSTALLED BRACKET. IT SHOULD FIT WITH A LIGHT PRESS AND ROTATE FREELY WITHOUT THE PINCH-BOLT TIGHTENED. INSTALL THE PULLEY (MOROSO# 64885) ONTO THE PUMP, AND USING THE RECOMMENDED 2 ½" CRANK PULLEY (MOROSO# 23250) INSTALL A 4L328 (32 ¾") BELT. ROTATE THE PUMP TO ACHIEVE PROPER BELT TENSION (WITH THE RECOMMENDED BELT AND PULLEYS INSTALLED, PROPER TENSIONING WILL ORIENT THE PUMP WITH THE FITTINGS AT 7:00 AND 11:00 O'CLOCK). ONCE THE BELT TENSION HAS BEEN SET, TIGHTEN UP THE ¼" PINCH-CLAMP BOLT.



ENSURE THAT THE PULLEYS ARE IN ALIGNMENT. SWAPPING SPACERS ON THE DRIVE MANDREL CAN MAKE BIG ADJUSTMENTS. MOVING THE PUMP WITHIN THE BRACKET CAN DO MINOR ADJUSTMENTS.

AN ALTERNATIVE TO THE V-BELT FOR THE VACUUM PUMP WOULD BE TO USE A RADIUS TOOTH SETUP. MOROSO OFFERS THREE PART NUMBERS FOR THIS INSTALLATION. THEY ARE, 23540 VACUUM PUMP PULLEY, 23533 CRANK PULLEY AND 97152 RADIUS TOOTH BELT.

