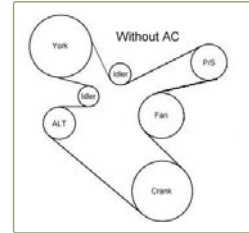
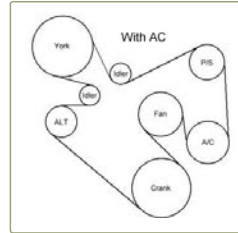


KILBY ENTERPRISES

Hardware:

- Main mounting plate
- Belt with AC P/N K061066 (Belt W/O AC K060935)
- 3/8-16 x 1" Flange Head Bolts (4)
- 3/8-16 x 1.5" Flange Head Bolts (4)
- 3/8-16 x 2" Flange Head Bolt
- 3/8 Flat Washers (12)
- 3/8 x 2" Stud (2)
- M10 x 1.5 x 140mm Bolt
- M10 Idler Bushing
- M10 x 3/4" Idler Spacer
- 3/8-16 Hex Nut
- 3/8-16 Nylock Nut



1. Disconnect the battery!
2. Remove the factory serpentine belt and remove the alternator and alternator bracket from the engine
3. Using a T40 Torx bit, remove the OEM idler pulley from the OEM belt tensioner. You will re-use the pulley only.
4. Mount the bracket to the engine using (4) 3/18-16 x 1" bolts and flat washers. Start all bolts by hand first, then tighten to factory specs.
5. Set the York upright on the bracket. Use (4) 3/8-16 x 1.5" bolts and flat washers. Tighten bolts finger tight ONLY. It's best to tighten them until snug then back off 1/2-1 full turn. This will allow the compressor to slide when adjusting the belt. If you have AC, you will have to bend the AC lines slightly to clear the compressor. The lines are aluminum and easy to bend. Make sure you have adequate space between the compressor/clutch assembly and AC lines. DO NOT KINK THE AC LINES!
6. Position alternator under bracket. Use the 3/8 bolt, washers and Nylock nut on the single mounting ear of the alternator to loosely hold alternator in place. Insert the M10-140mm bolt through the M10 idler bushing, into the OEM idler pulley, then through the M10x3/4" idler spacer. (see pic) Insert idler assembly through first alternator mounting foot, through welded sleeve, then into second mounting foot of alternator. Rotate the fan blades to give more work room. It's a tight fit! Tighten both bolts to factory specs.
7. Install new serpentine belt. Route the belt as shown in the diagram below.
8. Insert both 3/8 x 2" studs through holes on outside of bracket, into the two bottom holes on the side of the York. Add flat washers and 3/8 nuts to outside of bracket. Tighten the two nuts evenly to pull the York to the outside of the mounting plate to tighten the serpentine belt. Once the belt is tight, tighten the mounting bolts for the York to secure the compressor. At this time you can either tighten the nuts to leave the studs in place or remove them. You can store them on the opposite side of the compressor if you choose.
9. Reattach the alternator wires and connect the battery. Double check all connections and hardware! Start the engine and double check the belt alignment and any clearance between the belt, alternator and compressor. Make sure nothing rubs now or can rub when the engine moves under torque.

Note: The large battery wire for the alternator may be too short to reach the alternator on some vehicles. Try opening the factory harness and pull the wire out of the loom to extend it. If this doesn't work, you may have to lengthen the wire. Make sure there is enough room to allow for engine movement under torque.

Thanks for buying a Kilby Enterprises product!

