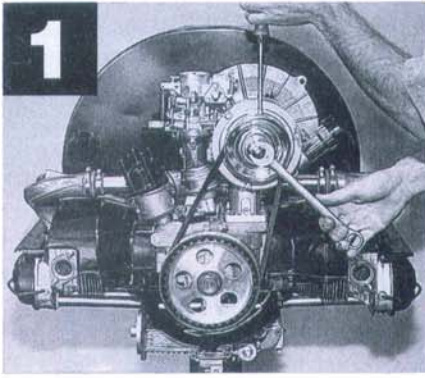


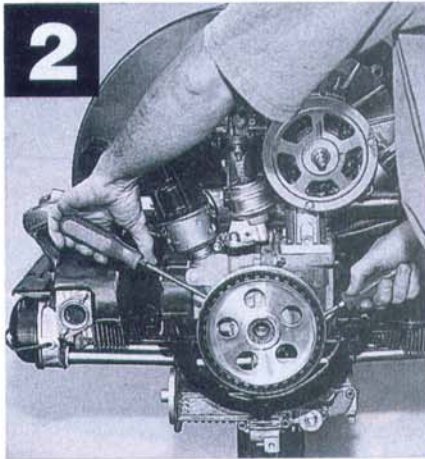
INSTALLATION GUIDE FOR SERPENTINE BELT KIT



Installation of the CB Serpentine Belt System is a perfect 10 - ten simple steps, that is.

(1) Begin by removing the stock split-pulley, shim stack, and V-belt from the alternator/generator.

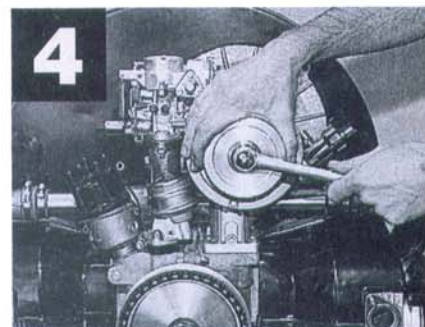
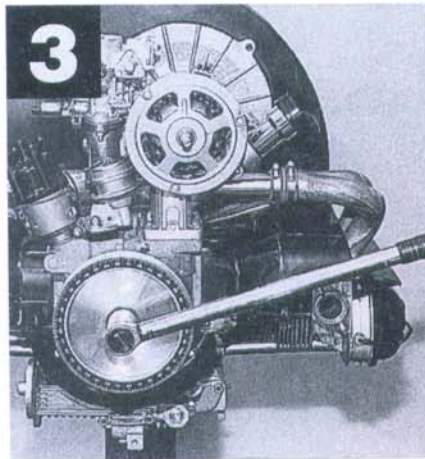
(2) Then, remove the drive pulley retaining bolt and remove the V-belt pulley with a pulley-puller tool. If a puller is not available, sometimes two screwdrivers can be used to gently rock the pulley from the crankshaft nose.



(3) Install the new, multi-groove degree pulley from CB. At this time it is not necessary to torque the pulley down. Make certain the pulley has been pushed all of the way on to the snout of the crankshaft.

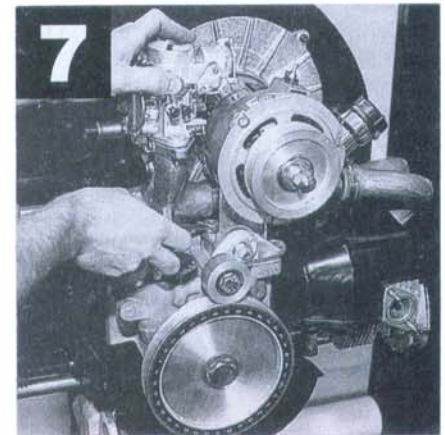
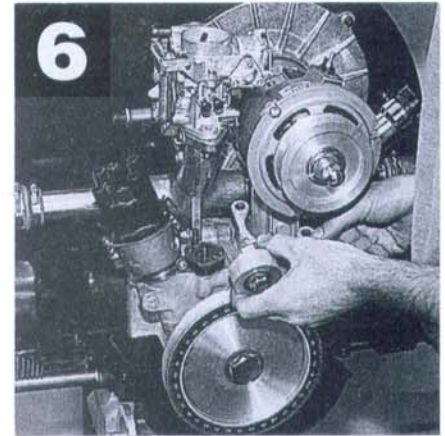
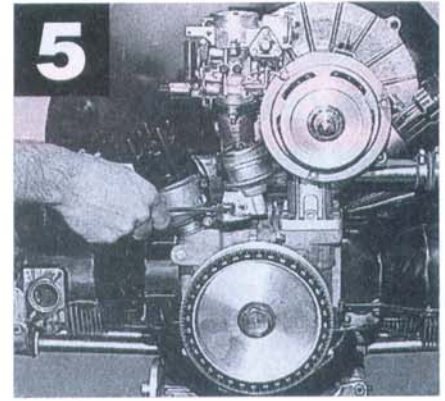
(4) Next, install the one piece top pulley and hand tighten.

(5) Note the pulley will be next to impossible to fully torque until the serpentine belt is installed. If your engine has a mechanical fuel pump, you may need to remove the fuel pump to reach the far generator stand nut. If you have not been informed already, these kits are made to fit an aftermarket generator/alternator stand. If you don't have the right stand, your stand must be replaced at this time. If the wrong stand is used, correct alignment of the idler pulley can not be accomplished. All three pulleys must be correctly aligned to get the full life from the belt and the system. Proceed on to step six at this time if you have the right stand.



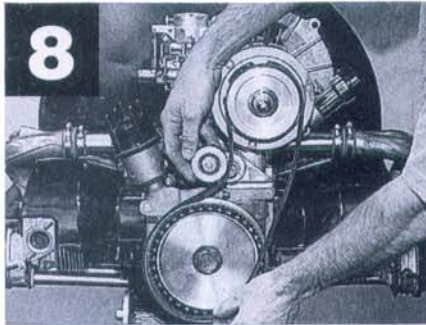
(6) Remove three of the generator stand nuts and slide on the belt tensioner

(7) Secure the tensioner with the special hardware supplied in the CB kit, Now that the top and bottom pulleys have been installed, the alignment of the pulleys must now be checked. A number of different parts are available to an engine builder or a customer, no

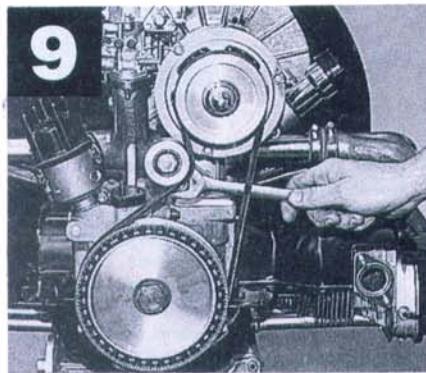


one persons' engine is going to match the next persons. Meaning not all pulleys are going to line up correctly from engine to engine. Some times shims must be used to get the correct alignment for the pulleys. The belt alignment can be checked by holding a straight edge of some kind up to the faces of both top and bottom pulleys. If one or the other of the pulleys is

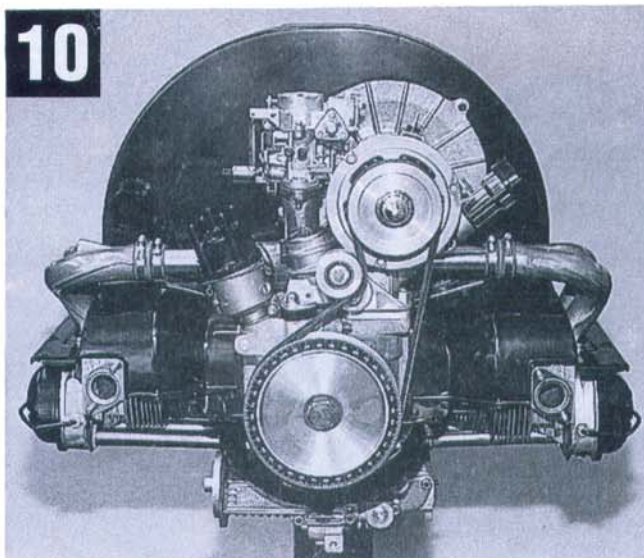
out of alignment, it must be removed and shimmed to match the other pulley. In your kit, you have been supplied with enough shims to do this procedure correctly. There are two kinds of shims in the kit, one fits the snout of the crankshaft and the other fits the generator/alternator. You can accomplish correct belt alignment by either shimming the crank pulley or the generator/alternator pulley. Be patient, it may take a few times of checking and removing the pulleys. But it must be done if necessary on your application. If the pulleys are not aligned properly, belt failure will occur and possibly damage other parts in the process. Once you have aligned the pulleys and you are satisfied with their alignment, the bottom pulley should now be torqued to 32 ft-lbs.



(8) Now slip on the new fan belt.



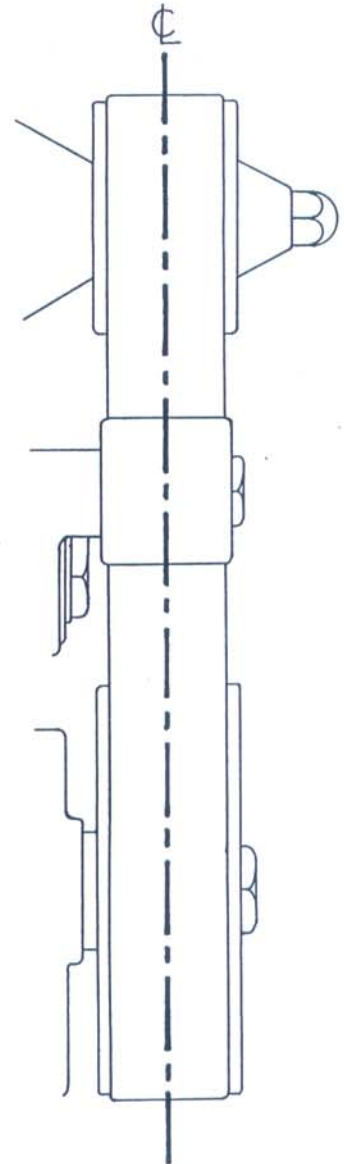
(9) Adjust the belt tensioner and lock down the tensioner pulley in place.



(10) Finish the installation of the kit by now tightening the top pulley nut. Double check your work, make sure everything is tight and correct. If so, you're ready to go.

Note:

The pulleys must be vertically aligned. Use a straight edge if necessary to check alignment of the top, bottom and idler pulleys. Improper alignment will result in rapid wear of the belt!



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