INSTRUCTION SHEET

SB Ford Bracket for Two Bolt GM/Delco Alternators 731, 1731, 2731

General Notes for either installation:

* This system is for use with common short, clockwise rotation water pumps only.

* ***One wire*** alternators require only the charge wire connection to function. An adequate charge wire should be run between the alternator and the positive battery post or the positive battery side of the safety cut off switch. If the alternator's charge wire is connected to the starter's battery connection or on any other positive point on the car that is on the switched side of the cutoff, the car may continue to run after the cutoff switch is opened.

* Be certain that any paint or corrosion is removed from the points where the bracket attaches to the engine block. Also be certain that an adequate ground path is supplied from the engine block to the negative battery post.

* Tension the belt to have ½" of deflection.

* If you are installing an **XSvolt** Powermaster alternator, refer to the **XSvolt** instruction sheets for special instructions.

We want to help! If you have any comments or difficulty with this product, please contact technical support at

POWERMASTER

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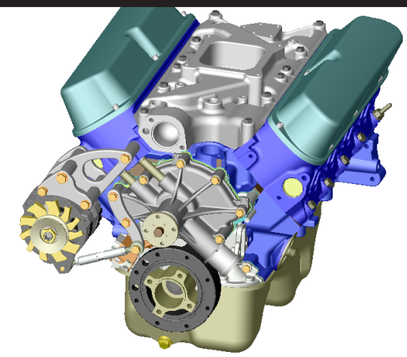


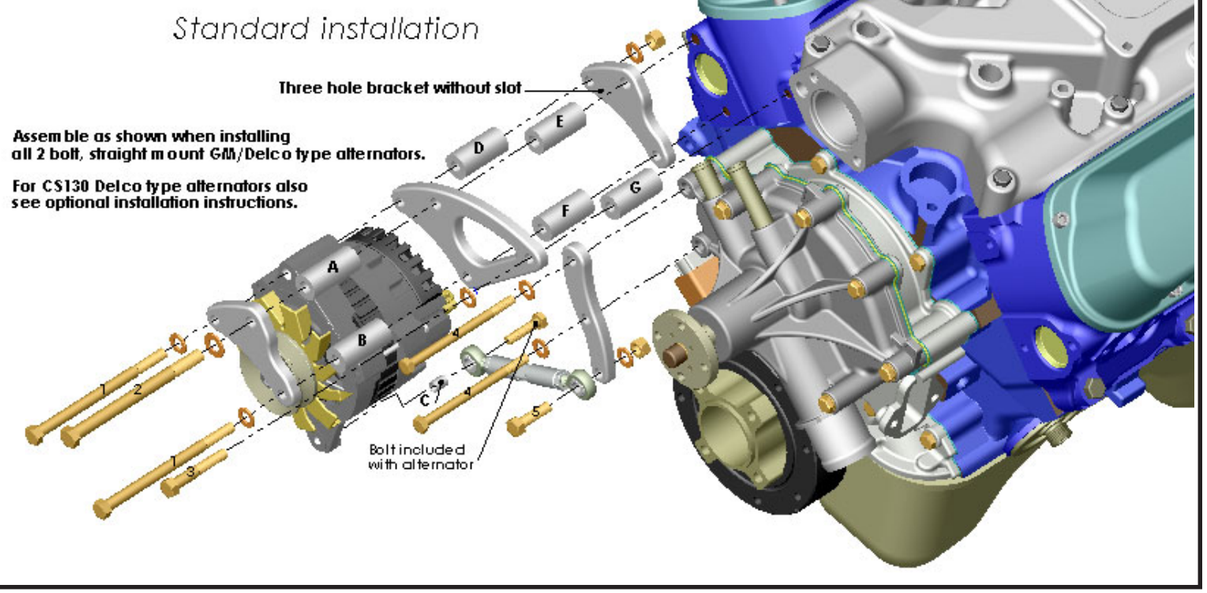
Standard installation:

Assembling as shown in "standard installation" diagram will allow for mounting of all large and small case GM/Delco style alternators with straight type mounting. Bolt #6, spacer H, and the three hole bracket w/slot will not be used.

Assembly per illustration.

See reverse side for special notes and instructions

Diagram Ref. #	*Revised January 2004 Part Description*	*P/N 731 Qty.*	*P/N 1731 Qty.*	*P/N 2731 Qty.*
	731 Four hole main bracket	1	1	1
	731 Three hole triangle bracket	2	2	2
	731 Three hole bracket w/slot	1	1	1
	731 Three hole water pump bracket	1	1	1
1	3/8"-16 X 5 1/2" bolt	2	2	2
2	7/16"-14 X 5 1/2" bolt	1	1	1
3	3/8"-16 X 3 1/4" bolt	1	1	1
4	5/16"-18 X 4 1/2" bolt	2	2	2
5	3/8"-16 X 1 1/4" bolt	1	1	1
6	M8-1.25 bolt	1	1	1
	5/16" flat washer	2	2	2
	3/8" flat washer	5	5	5
	7/16" flat washer	1	1	1
	3/8"-16 nut	2	2	2
A	7/16" ID X 7/8" OD X 2.00" spacer	1	1	1
B	3/8" ID X 7/8" OD X 2.00" spacer	1	1	1
C	5/16" ID X 3/8" OD X 0.49" spacer	1	1	1
D	3/8" ID X 3/4" OD X 1.855" spacer	1	1	1
E	7/16" ID X 7/8" OD X 1.855" spacer	1	1	1
F	3/8" ID X 7/8" OD X 1.855" spacer	1	1	1
G	3/8" ID X 7/8" OD X 2.23" spacer	1	1	1
H	3/8" ID X 3/4" OD X 0.25" spacer	1	1	1
	Turn buckle (with 3" body)	1	1	1



Optional installation when installing CS130 type alternators:

When this bracket is used with a CS130 style alternator, an optional but preferred method is available. Advantages include:

- **Maximum ground transfer-** allows direct ground flow from the rectifier in the rear housing of the alternator to the bracket.
- **Extreme rigid mount-** creates a third mounting point for the alternator, which minimizes vibration and extends life.

Refer to the "Optional installation for CS130 type alternator " diagram for applicable alternators and assembly instructions. One triangle bracket will not be used in this installation option. Re-clocking of the alternator's rear housing is often required for this installation. Re-clock as instructed in the appendix below so the boss on the alternator's rear housing aligns with the slot on the bracket when installed.

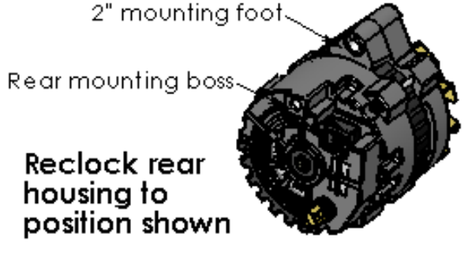
APPENDIX

Recommended Re-clocking instructions:

1. Remove the pulley using an impact wrench (rotate the nut in a counter-clockwise direction to remove). Remove the nut, lock washer, pulley, fan, and the shaft spacer.
2. Remove the bolts that hold the outer housings together.
3. Using a rubber or soft hammer, tap the front housing forward. The steel stator ring between the housings will stay with the rear housing. The shaft and rotor assembly should also stay with the rear housing. *Note: There is a second shaft spacer between the front housing and the rotor assembly. Make certain that this spacer remains in place.*
4. Turn the front housing to the required position in relation to the rear housing.
5. Reinstall the housing bolts and tighten evenly. Do not over tighten.
6. Reinstall the spacer, fan, pulley, lock washer, and nut in that order.
7. Tighten nut with impact wrench until lock washer is completely closed and nut is tight.

Optional re-clocking instructions:

If an impact wrench is not available or if the shaft and rotor assembly moves forward allowing the brushes to eject, use the following instructions.



1. Remove the bolts that hold the outer housings together.
2. Using a rubber or soft hammer, tap the front housing forward. Keep in mind that the steel ring between the housings will stay with the rear housing and the shaft and rotor assembly will stay with the front housing. Completely separate the two halves. Take care not to misplace the loose springs from the brush holders.
3. Reinsert the two springs behind each of the two brushes into the plastic brush holders. The brush holders are located in the rear housing near the bearing. To hold the brushes in place during assembly, insert a straightened paperclip through the small hole on the rear of the alternator's housing and through the holes in the plastic brush holders.
4. Reinstall front housing to the required position in relation to the rear housing.
5. Reinstall the housing bolts and tighten evenly. Do not over tighten.

Remove the paperclip from the rear housing. **If the alternator is used with the paperclip installed, the brushes will short and the alternator could be damaged.**