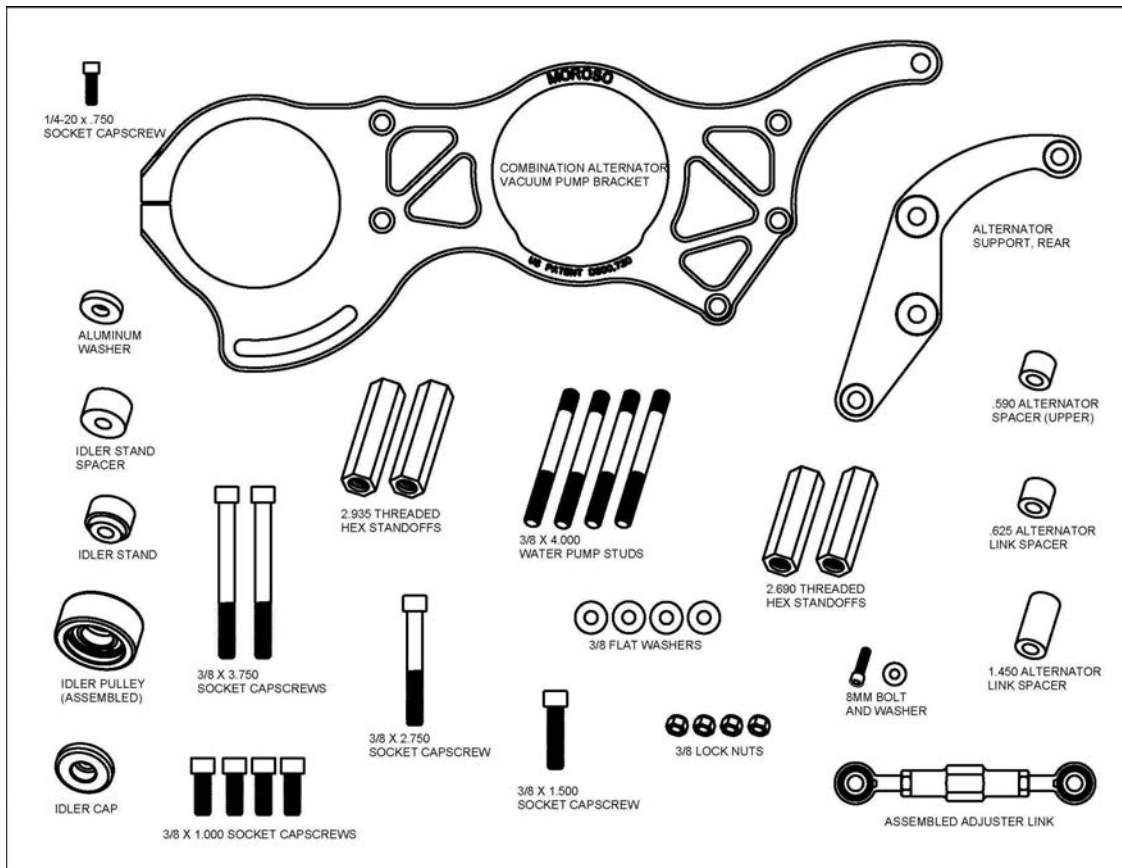




INSTALLATION INSTRUCTIONS 63875 HEAVY DUTY COMBINATION ALTERNATOR/VACUUM PUMP MOUNT WITH IDLER

MOROSO'S 63875 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 MOROSO 63547 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.



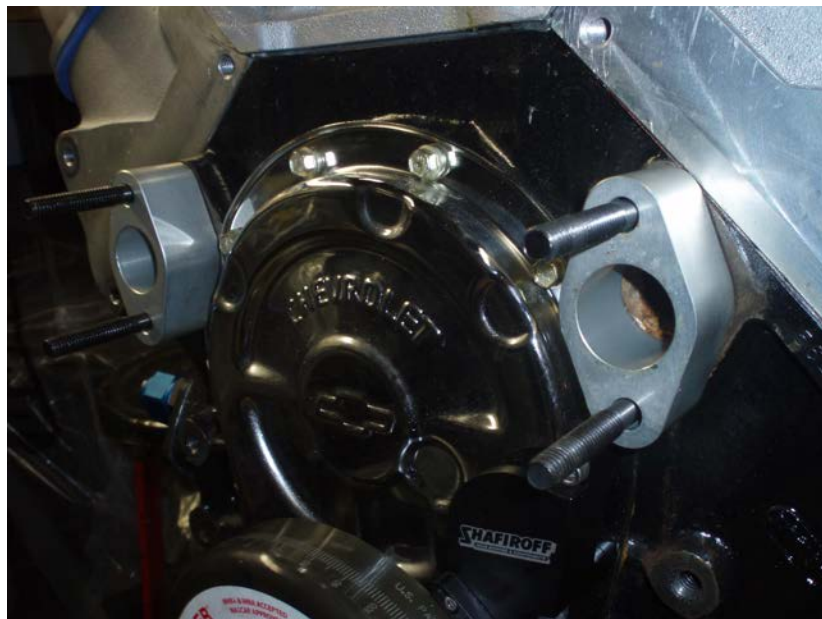
63875 PARTS LIST

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.



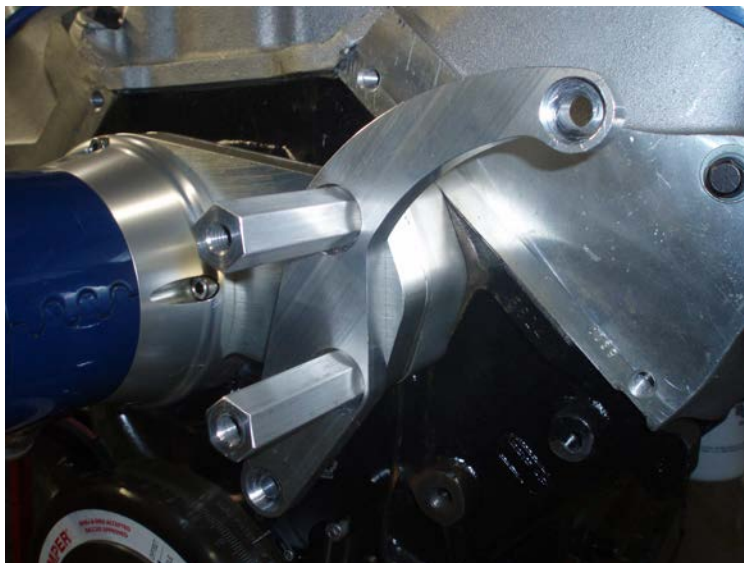


INSTALL THE GASKETS WITH SEALER AND SLIDE THE WATER PUMP SPACERS OVER THE STUDS, FOLLOWED BY THE WATER PUMP HOUSING.



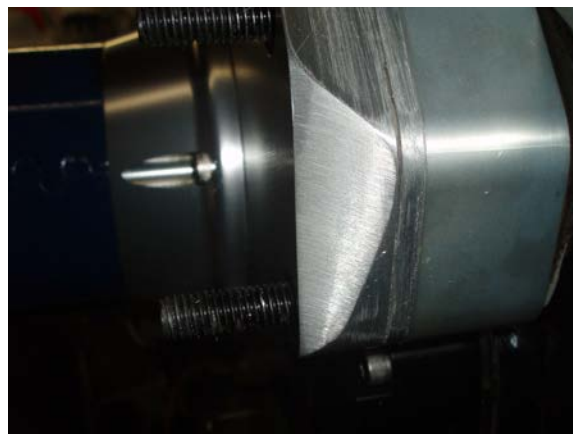


SECURE THE PUMP HOUSING TO THE MOTOR USING THE THREADED HEX STANDOFFS. THE LONGER ONES GO ON THE PASSENGER'S SIDE.

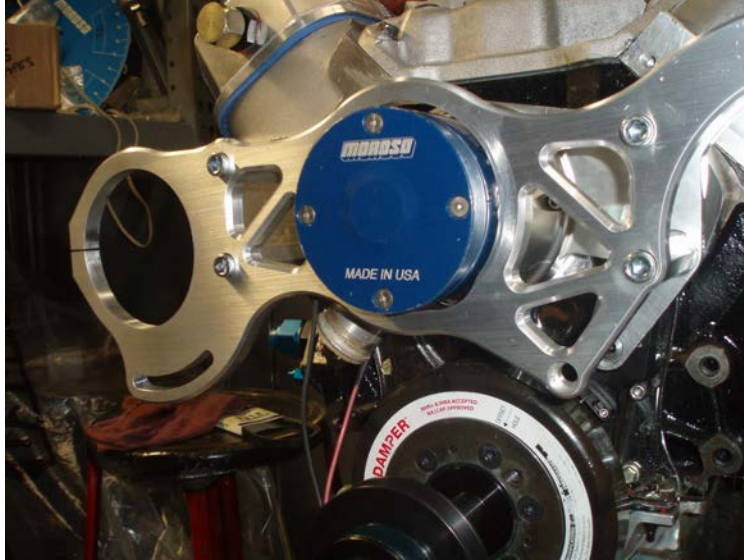


PLACE THE ALTERNATOR SUPPORT OVER THE STUDS ON THE DRIVER'S SIDE AND FASTEN IT DOWN WITH THE SHORTER, THREADED HEX STANDOFFS AS SHOWN. LEAVE ALL FOUR STANDOFFS HAND-TIGHT AT THIS TIME.

AT THIS POINT YOU MAY WISH TO ADD ADDITIONAL CLEARANCE FOR THE ALTERNATOR. WHILE NOT NECESSARY, THIS SIMPLE MODIFICATION WILL INCREASE THE RANGE OF ADJUSTABILITY AND PROVIDE A SECOND OPTION FOR BELT CHOICE. TO PERFORM THIS MODIFICATION, RELIEVE THE WATER PUMP AS SHOWN BELOW.



USING THE FOUR 3/8 X 1.000" SOCKET CAPSCREWS, ATTACH THE MAIN BRACKET TO THE STANDOFFS. DO NOT TIGHTEN AT THIS TIME, JUST START A COUPLE OF THREADS AND LET THE BRACKET HANG FOR NOW.

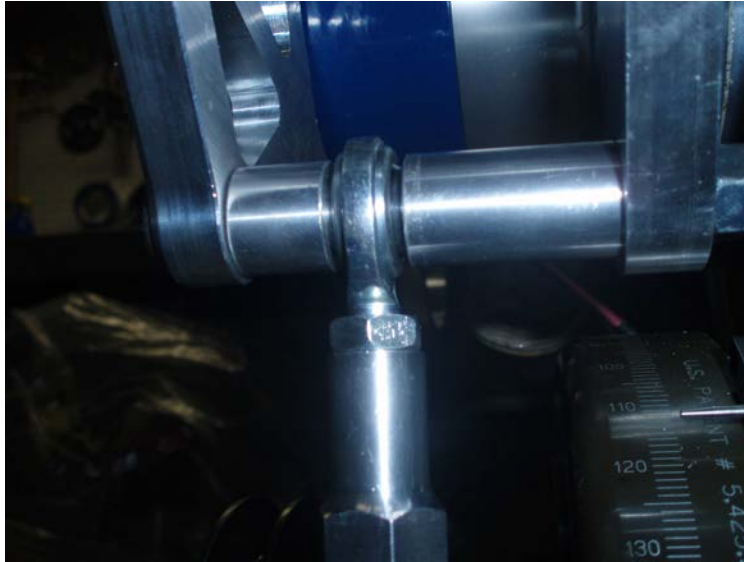


ONCE THE FOUR SOCKET CAPSCREWS ARE STARTED, GO BACK AND TIGHTEN THE FOUR STANDOFFS WITH A 3/4" WRENCH. LEAVE THE FOUR CAPSCREWS FINGER-TIGHT UNTIL YOU HAVE THE ALTERNATOR MOUNTED.



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.



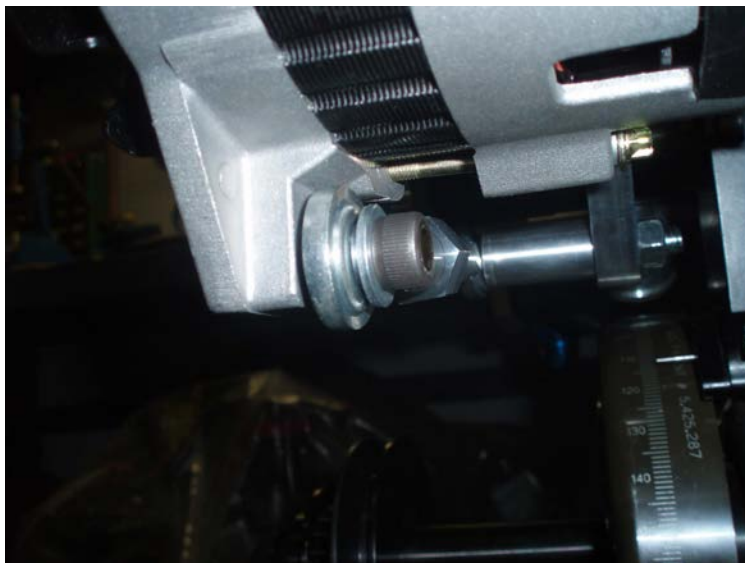
THE ALTERNATOR CAN NOW BE HUNG FROM THE UPPER MOUNTING HOLE IN THE MAIN BRACKET AS FOLLOWS. PLACE THE .590" SPACER INTO THE BORE OF THE REAR SUPPORT BRACKET AND HOLD IT THERE. WITH YOUR OTHER HAND, LIFT THE ALTERNATOR INTO POSITION BETWEEN THE BRACKETS, KEEPING THE SPACER IN PLACE. LET GO OF THE SPACER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



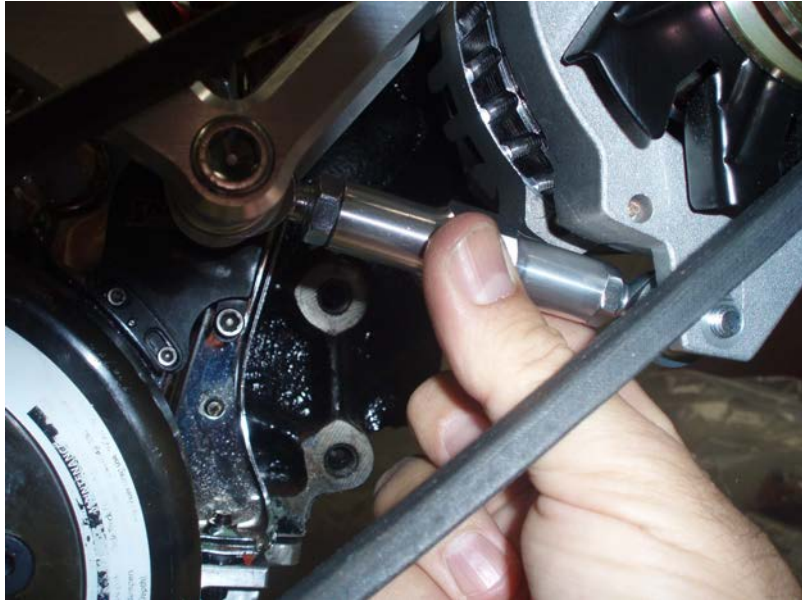
PLACE A 3/8" FLAT WASHER AND LOCK NUT ONTO THE ALTERNATOR BOLT AND LEAVE HAND-TIGHT. ONCE THE ALTERNATOR IS MOUNTED, USE A 5/16" ALLEN WRENCH AND TIGHTEN UP THE FOUR SOCKET CAPSCREWS THAT FASTEN THE MAIN BRACKET TO THE STANDOFFS.



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 (ALTERNATOR TOUCHING WATER PUMP). 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 BOLT.



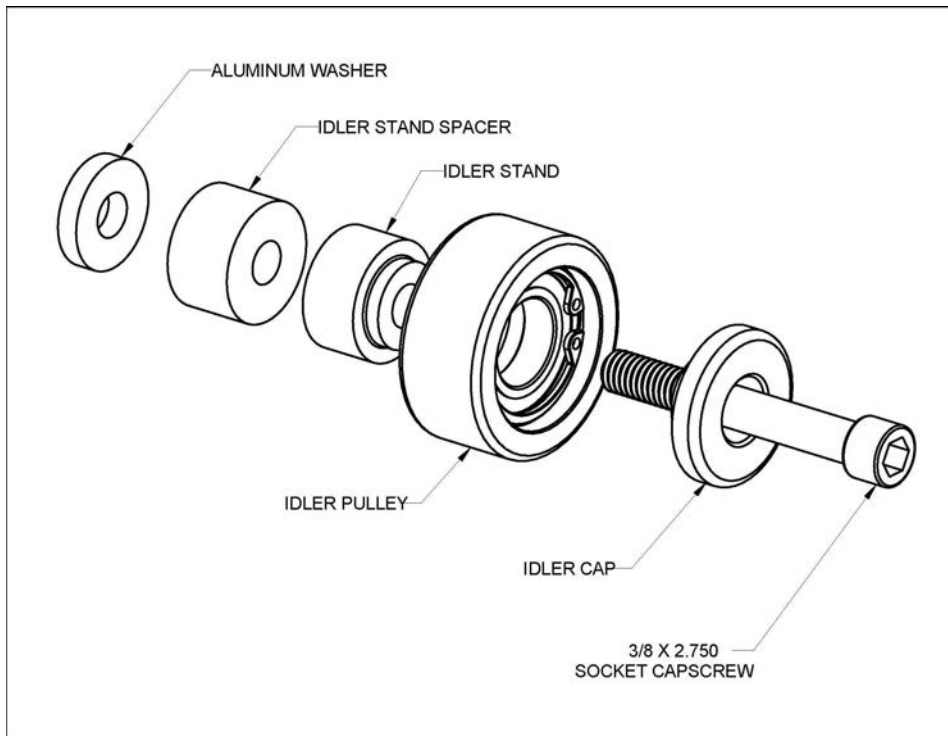
PLACE THE VACUUM PUMP, MINUS PULLEY, THROUGH THE BACK OF THE INSTALLED BRACKET. IT SHOULD FIT WITH A LIGHT PRESS AND ROTATE FREELY WITHOUT THE PINCH-BOLT TIGHTENED.



THE PUMP SHOULD FIT FLUSH WITH THE FACE OF THE BRACKET (SEE BELOW)



ASSEMBLE THE IDLER PULLEY AS SHOWN IN THE ILLUSTRATION BELOW



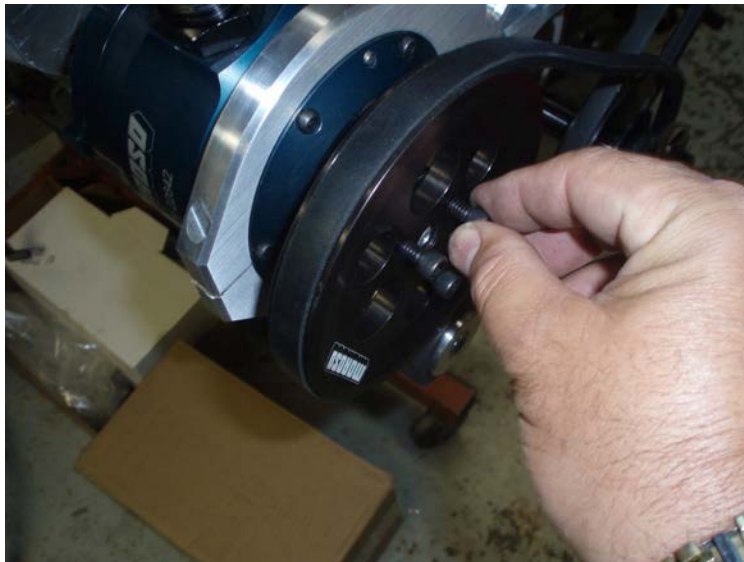
INSTALL IDLER ASSEMBLY INTO THE SLOT IN THE BRACKET, AS SHOWN BELOW. PLACE THE ALUMINUM WASHER AND A STEEL FLAT WASHER OVER THE BOLT ON THE BACK SIDE OF THE BRACKET AND SECURE WITH A 3/8 LOCK NUT. LEAVE LOOSE FOR NOW.



PLACE THE BELT* OVER THE VACUUM PUMP PULLEY (MOROSO# 64885) AND ENGAGE THE 2 ½" CRANK PULLEY (MOROSO# 23250) AS SEEN IN THE PHOTO BELOW

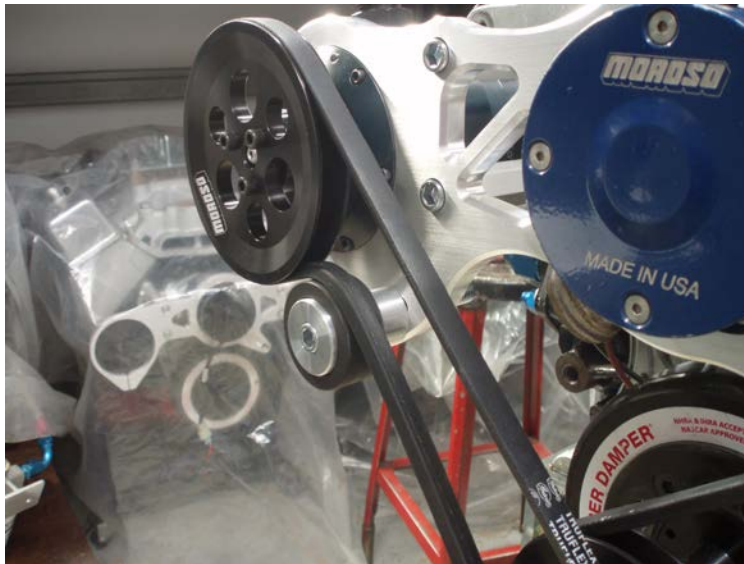
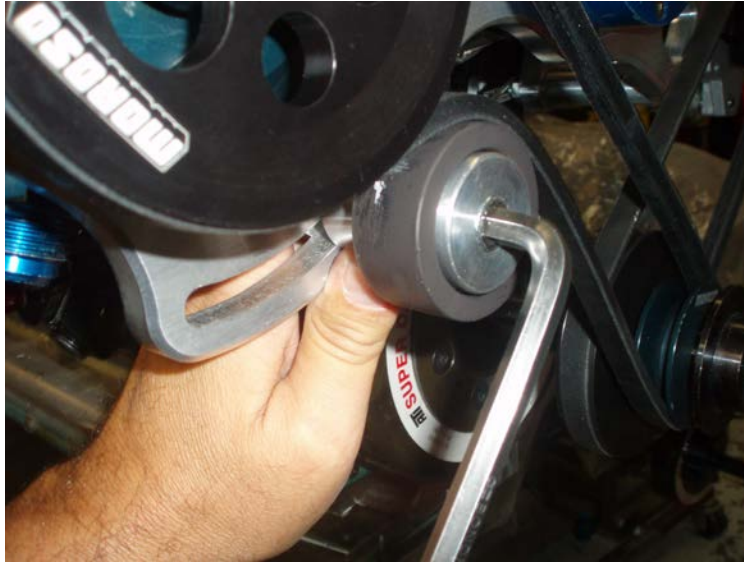


FASTEN THE VACUUM PUMP PULLEY TO THE PUMP



*ANY V-BELT WITH A 4L CROSS SECTION AND A MINIMUM LENGTH OF 33 INCHES (4L330) TO A MAXIMUM LENGTH OF 34.625 INCHES (4L346) CAN BE USED TO DRIVE THE VACUUM PUMP.

ROTATE THE VACUUM PUMP TO GET THE ORIENTATION YOU WANT AND TIGHTEN DOWN THE PINCH-CLAMP BOLT. SLIDE THE IDLER ASSEMBLY TO ACHIEVE PROPER BELT TENSIONING AND TIGHTEN THE CAPSCREW. AT THIS TIME YOU CAN REMOVE THE VACUUM PUMP PULLEY BOLTS, ONE AT A TIME, AND APPLY LOCKING COMPOUND TO THE THREADS.



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 SEVERAL PART NUMBERS FOR THIS INSTALLATION. THE PULLYS ARE, 23540 FOR THE VACUUM PUMP AND, 23533 FOR THE CRANKSHAFT. ANY ONE OF THE THREE FOLLOWING BELTS CAN BE USED. MOROSO PART NUMBER 97151 (760MM), 97152 (776MM) OR, 97154 (800MM).

**For Technical Assistance, call Moroso's Tech Line at
(203) 458-0542, 203) 458 0546 8:30am-5:00pm Eastern Time**

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