

YOUR NEW ALTERNATOR PART NUMBER IS: **9029 9005 9029V**

Fits Chevrolet cars and trucks V8 engines with Power Steering drive mounted alternator

Also fits Corvettes with tach drives mounted to alternator

STEPS THAT ARE SPECIFIC TO A PARTICULAR ALTERNATOR ARE **SHOWN IN RED.**

PLEASE FOLLOW THESE DIRECTIONS EXACTLY TO PREVENT DAMAGE TO YOUR NEW ALTERNATOR.

V8 engine shown. Procedure is the same for all engines. Correct lower brackets are available for all engine applications.

9029V CORVETTE TACH DRIVE: Install existing generator pulley for tach to read correctly, see hardware packet for details.

First: Disconnect the **NEGATIVE** battery cable. Leave the positive cable connected



9029 drain the pump down at the linkage, disconnect the hoses from the pump, plug ports. Remove the pump from the generator. **9029V** remove the tach drive unit.



On all generators, remove all the wires from the generator. Do not cut wires. Lay wires aside.



Remove adjusting brace hardware and remove belt. Remove lower mounting hardware and remove generator. Check bracket size in next step.



Verify the existing bracket length, measured from outside to outside of the mounting ears, use this chart to determine the correct length you need:

Alt #	Length	Bracket #
9029 & 9029V	6-5/8"	PS-136, or PS-146 for 58-59 car 235 six

9010	6-1/8"	CM-038
9005	7-1/8"	PS-150



Install new alternator onto bracket using hardware provided. Install washers under the bolt heads and under the nuts.

SEE NEXT STEP TOO -----»

NOTE: Install one end of the short ground wire with either bolt.

SEE NEXT STEP TOO -----»



Install one washer between the rear frame and the bracket to achieve a good fit. Snug the hardware just enough to still allow the alternator to pivot. Do not overtighten.



Install belt and adjusting brace with hardware provided. Tighten brace, tension belt as per shop manual.



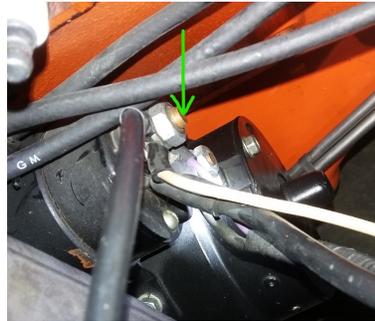
9029, 9005, for correct Dash Lamp operation, attach your existing double brown wire to the unlabeled alternator terminal (see pic). Insulate ends of remaining generator wires and tuck them into existing harness. **9029V** this terminal can be left bare or a dummy wire can be installed for appearances.



Your Vintage Alternator has a built-in self-exciting voltage regulator. For a more period look, keep your existing regulator by cutting the brown and blue wires inside your harness just before the voltage regulator. Insulate the cut ends. Leave black wire and red wire attached to regulator.



Install small end of new black charge wire to the terminal tagged "B+". Route charge wire to starter solenoid. **9029V** For installation with ammeter see special instructions.



Install large end of charge wire to battery terminal post on starter solenoid, or charge wire can be connected to the positive post of the battery.



9029, 9005, charge wire can be routed along with existing firewall wiring harness or radiator core support harness.



9029 install pump using new hardware provided. With lower bolt, install one end of short ground wire.



Install other end of ground wire to engine, frame, or front sheet metal. Be sure all OEM ground straps are installed on vehicle.



9029 install all hoses at pump and at valve. Use line wrenches to tighten connections. **FILL PUMP WITH FLUID! USE**

Continued:

9029V install tach drive unit using new hardware provided. With lower bolt, install one end of short ground wire.

9005 install ground wire on either lower mounting bolt.

Continued:

DEXRON III ATF OR EQUIVALENT.

9029V install tach drive cable.



Make sure positive battery cable is connected, then connect negative battery cable, **SEE CAUTION NOTE ABOVE**. Start engine. GEN dash lamp should turn off after starting. Alternator does not need to be polarized.



9029 read bleeding instructions provided. Check fluid level in power steering pump, add as needed.

NOW ENJOY DRIVING WITH THE CONVENIENCE, RELIABILITY, AND SECURITY OF A MODERN ALTERNATOR!

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