

INSTRUCTION SHEET

Motorplate Spacer Kit-Chevy

982

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



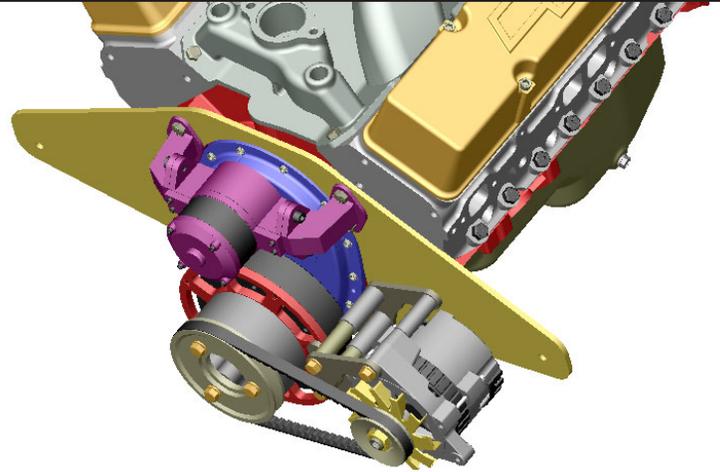
1833 Downs Drive, West Chicago IL 60185

Tech Phone: (630) 849-7754

Sales Phone: (630) 957-4019

Tech Email: tech@powermasterperformance.com

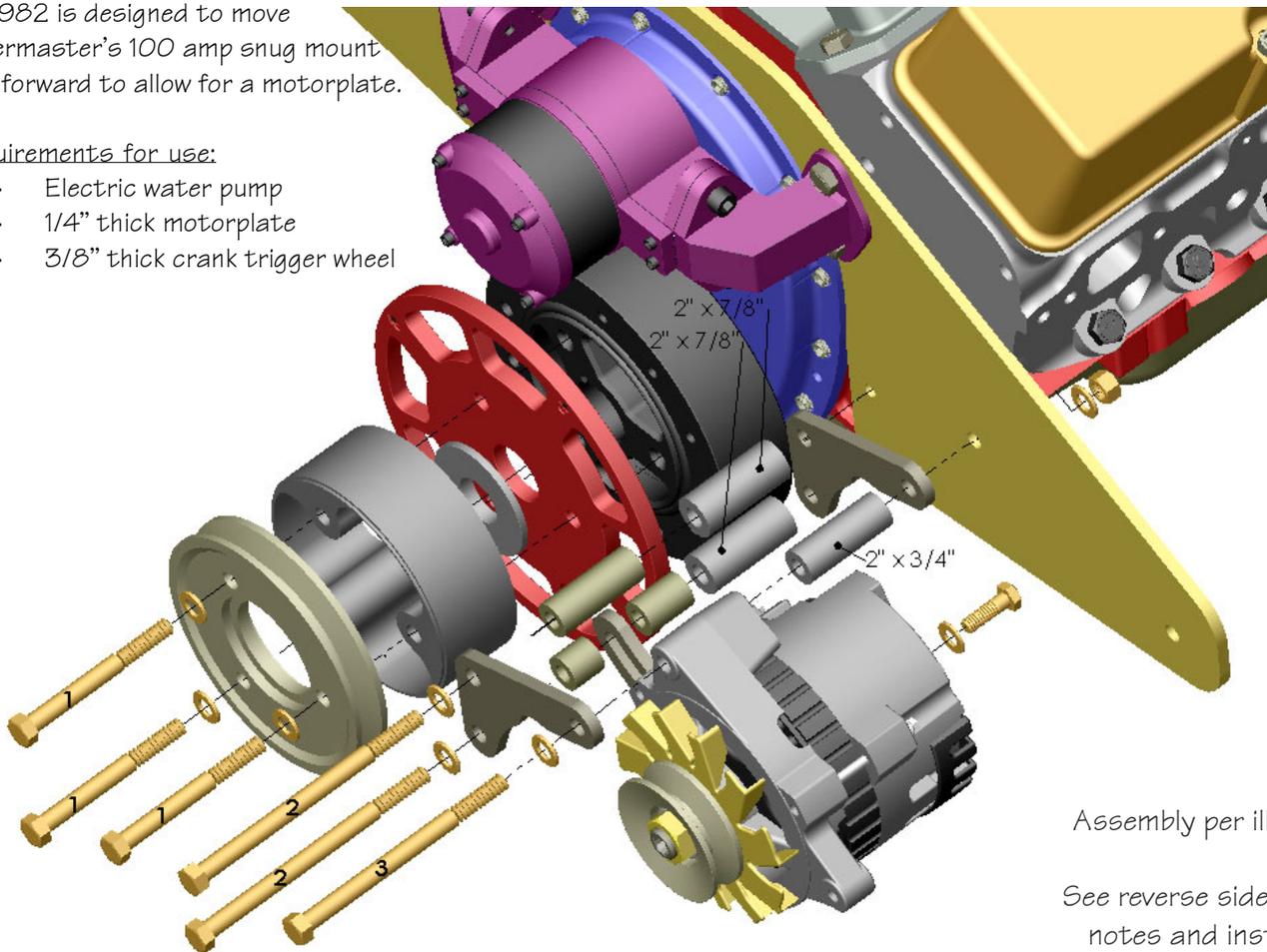
Sales Email: sales@powermasterperformance.com



The 982 is designed to move Powermaster's 100 amp snug mount kits forward to allow for a motorplate.

Requirements for use:

- Electric water pump
- 1/4" thick motorplate
- 3/8" thick crank trigger wheel



Assembly per illustration.

See reverse side for special notes and instructions

Diagram Ref. #	Part Description	P/N 982 Qty.
	982 three bolt spacer ring, 1.875" Thick	1
1	3/8"-24 X 3 1/2" bolt	3
2	3/8"-16 X 5 1/2" bolt (for small block applications)	2
2	7/16"-14 X 5 1/2" bolt (for big block applications)	2
3	3/8"-16 X 5 1/2" bolt	1
	29/64" ID X 7/8" OD X 2.000" spacer	2
	25/64" ID X 3/4" OD X 2.000" spacer	1

Crank pulley spacer installation

1. Position the crank trigger wheel directly onto the balancer as instructed by the manufacturer.
2. Insert the locating bushing (supplied with the crank pulley) into the center notched side of the 982 crank spacer with the bushing's raised ring facing out.
3. Place the spacer on the crank trigger wheel with the bushing side facing the trigger wheel. The bushing's raised ring should locate into the center opening on the trigger wheel.
4. The crank pulley should then be installed onto the front of the 982 spacer. The pulley should locate on the step around the outside circumference of the spacer. Make certain the side of the pulley with the right angle step is toward the motor and the tapered side is facing away from the motor.
5. Insert the three 3/8"-24 X 3 1/2" bolts (supplied in the 982 kit) through the pulley, spacer, and trigger wheel and into the balancer. Make certain the mounting holes in the spacer are aligned with the holes in the pulley.

Alternator bracket spacers installation

1. Temporarily mount one of triangular brackets from the 881/882 bracket to the block/motorplate mounting holes beside the balancer using the two original motorplate bolts. Mark the location of the third bracket hole onto the motorplate. Remove the triangular bracket, center the mark, and drill the motorplate with a 1/2" bit.
2. The alternator's rear housing must be rotated or re-locked so the charge post extends below the motorplate when mounted (see *APPENDIX* for re-locking instructions).
3. Install the 881/882 bracket as shown in the supplied instructions.
 - Add the two 7/8" OD spacers between the rear triangle and the rest of the bracket. Then insert the appropriate 5 1/2" long, motorplate mounting bolts. This should position the rear triangular bracket directly against the motorplate.
 - Add the 7/16" OD spacer between the 2" foot on the alternator and the rear triangular bracket. The 3/8" X 5" bolt should be inserted through the bracket, alternator foot, spacer, and extend through the motorplate where the 3/8" washer and nut should be installed.

NOTE: The 982 can be used with some other low and snug mount kits to increase alternator clearance of motorplates and cross members. Modifications to the length of the 982 bracket spacers may be required to obtain proper belt alignment.

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 straitened 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.
6. 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.**