

INSTRUCTION SHEET

Delco Racing Alt Bracket Kit
SBC 722, 8-722, 8-7228

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

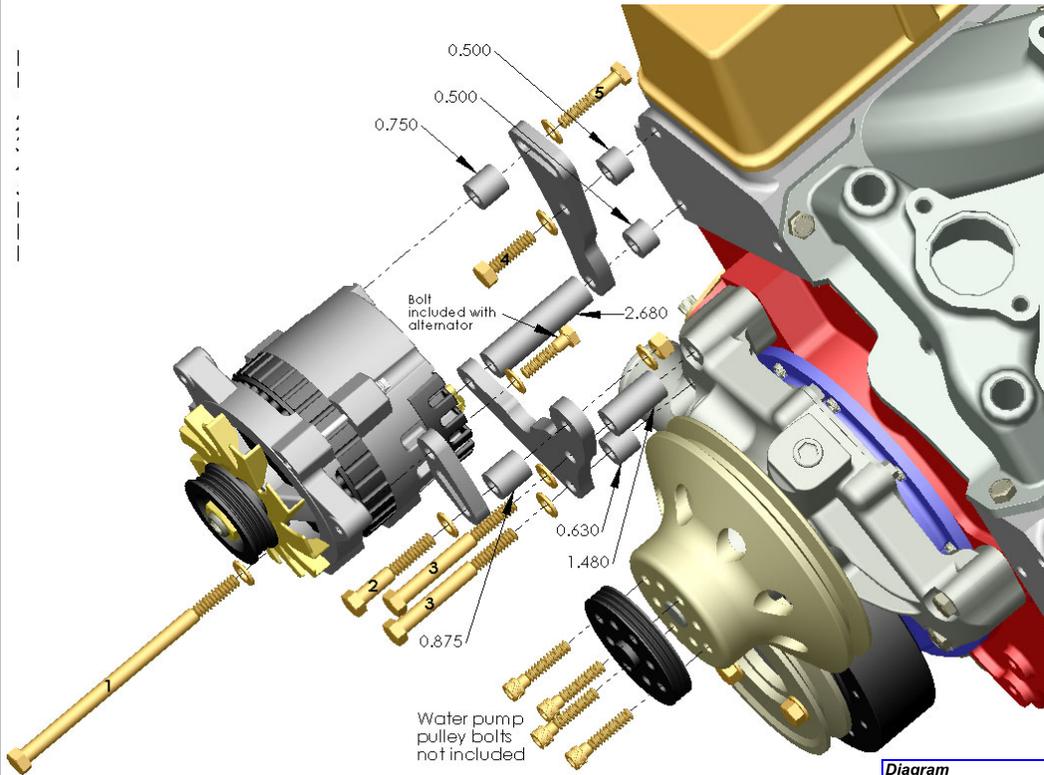
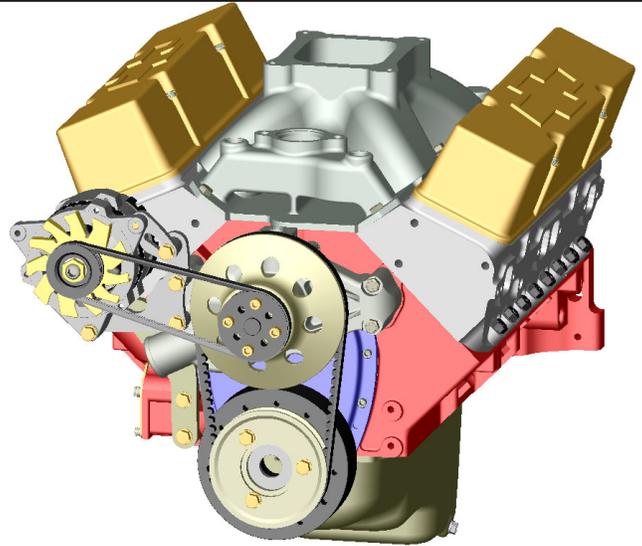


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Assembly per illustration.

See reverse side for special notes and instructions

Diagram Ref. #	Part Description	P/N 722 Qty.	P/N 8-722 Qty.	P/N 8-7228 Qty.
	722 L shaped bracket	1	1	1
	722 slotted three hole bracket	1	1	1
	722 slotted two hole bracket	1	1	1
1	3/8"-16 X 6 1/2" bolt	1	1	1
2	3/8"-16 X 2 1/4" bolt	1	1	1
3	3/8"-16 X 3 1/2" bolt	2	2	2
4	3/8"-16 X 1 1/2" bolt	1	1	1
5	M8-1.25 X 45mm bolt	1	1	1
	3/8" flat washer	7	7	7
	5/16" flat washer	1	1	1
	3/8"-16 nut	1	1	1
	3/8" ID X 3/4" OD X 2.68" spacer	1	1	1
	3/8" ID X 3/4" OD X 1.48" spacer	1	1	1
	3/8" ID X 3/4" OD X 0.875" spacer	1	1	1
	3/8" ID X 3/4" OD X 0.63" spacer	1	1	1
	3/8" ID X 3/4" OD X 0.75" spacer	1	1	1
	3/8" ID X 3/4" OD X 0.50" spacer	2	2	2
	170 serpentine water pump pulley		1	1
	170 serpentine alternator pulley		1	1
	Serpentine belt Goodyear # 3PK0610		1	1
	8072 one wire racing alternator		1	
	8078 XSVolt one wire racing alternator			1

Special Notes:

- Engine heads that do not have the required mounting holes will require the 723 bracket for installation.
- The alternator's rear housing must be rotated or clocked to a special position for use with this bracket. If the alternator is included in a Pro Series kit it should be properly clocked from the factory. If the alternator is purchased separately it will require re-clocking before installation (refer to the APPENDIX for instructions).
- This system is for use with short 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 8-7228 Pro Series kit, refer to the **XSvolt** alternator instruction sheets for special instructions.

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.**