

V-Belt System Installation Instructions

The following items have been included in your kit:

1	Crank Pulley (6 3/4" Dia.)
1	2 Pc Alternator/Generator Pulleys (4 1/4" Dia.)
1	V-Belt (Master Pro # 9350)
4	Stock, zinc plated Alt/Gen Shims/Spacers
1	Set of Custom Stainless Steel Nut and Bolt Set

Step 1: Safety First!!! Turn Off Engine. It is also recommended that you disconnect the battery while working on your engine.

Step 2: Remove existing belt, alternator/generator pulley and crank pulley from the engine. Clean shafts and generator stand area where you removed old items to prepare for installation.

Step 3: Install new Crank pulley. Should be a very slight press or somewhat resisted slip fit. Apply thread-locker (eg., blue Loctite) to threads. Use Crescent wrench or 30mm open end wrench to tighten. 25-30 pounds should be sufficient to hold in place.

Step 4: Place upper pulley, back half on alt/gen shaft. Be sure to line up key. Push back as far as it can go. The shim installation will determine your belt tightness. Place 4 shims between the pulley halves to start with. Place the other 4 on the face and add the custom nut. Tighten until belt is in place and pulleys and shims are fully seated.

Step 5: The belt should have approximately 3/8" to 1/2" lateral movement when tight. Place two fingers on the belt on the long side to the right. Move the belt side to side. If within this range, all is good. If too tight, remove upper pulleys and add more shim between them. If too loose, take shims out and add them to the storage location up front behind the nut. Do this until the desired belt tension is achieved.

Step 6: The pulley faces should be in line for optimum performance. If not in line, you can generally get there by moving the alternator or generator forward or back. Use a straight edge and lay across the outer most faces of the crank pulley and generator pulley to check alignment of pulleys together. A maximum of (1mm) deviation in the alignment of the pulleys is recommended. Misalignment of the pulleys greater than 1mm may result in the belt tracking improperly and the unit may not function properly. It may be necessary to either add shims to one of the pulleys to improve alignment or to loosen the fan shroud assembly and shuttle forward or backward to assist in the alignment. Please refer to the vehicle engine manual for this step.

Step 7: Once the pulleys are aligned and everything is tightened, you are ready to move to next steps. See next note about belt tension, very important!

*****DO NOT OVER TENSION THE BELT!! Too much tension on the belt can cause damage to your belt and/or generator shaft. Use the same amount of belt tension that you would normally require on any standard belt setup. Note: You should be able to easily twist the belt 90 degrees with two fingers. This also translates in to 3/8" to 1/2" side to side movement of the belt.

Step 8: At this point, with everything aligned, ***tightened securely*** and you are ready for use. Clear all tools and possible obstructions out of your way, reconnect the battery and start the engine.

***Careful and patient installation of this Pulley Kit will give you many hours and many miles of outstanding performance. Please do not rush through the installation process. Missed or shortcut steps may cause personal injury or damage to your engine. Motorsports Tulsa, LLC, MST Manufacturing LLC, or any of its subsidiaries, owners or representatives are not responsible for damage or personal injury caused by improper or careless installation.

Thank you for your business and please, Enjoy Your New Billet V-Belt System from MST!!!

MST, LLC
Phone 1-844-363-4MST
www.partsbymst.com
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