

### **Crank Pulley Not Included With Kit:**

There is no crank pulley included with the kit. This kit is installing onto a 50 year old car with an unknown set of pulleys and water pump, so there is no way for us to make a 'standard' kit for so many variables. Please see "C1 Corvette Crank Pulley Information" document on crank pulley specifications to determine the correct crank pulley for the vehicle.

### **Alternator / Generator Clearance Issues:**

If the Alternator / Generator is located on the driver's side of the car there will be a clearance issue with the power steering pump. The customer will need to relocate the alt/gen to the passenger's side using Corvette Central ([www.corvettecentral.com](http://www.corvettecentral.com)) brackets 301162 (**MOUNTING ADAPTOR PLATE - RIGHT GENERATOR / ALTERNATOR WITH HEADERS**) and 302015 (**ALTERNATOR SUPPORT BRACKET - RIGHT**). The customer may not need both brackets, the customer will need to double check.

### **Exhaust Notes:**

This kit was designed to work with the original 'Ram's Horn' style exhaust manifolds. If you have changed over to a different exhaust / headers, you will need to purchase our Header Upgrade Kit. This kit includes additional brackets and u-joints that route the u-joint assembly around the exhaust.

### **Fuel Pump Clearance Issue:**

The fuel pump diaphragm drops down on the original 265. It is a lot thicker and hits our Passenger bracket. Later 283 or 327 pump would not be a problem because they are thinner. Bracket may need to be clearanced with original 265 pump.

### **Installation Time**

Not including removal of the stock system we estimate 6-8 hours.

### **Alignment Settings:**

Normally you can get between 1.5 and 2 degrees of positive caster. In order to get 2 you may need to add shims to the upper control arms. Normally this adjustment is a threaded screw out where the upper ball joint would be. So you have to max out that adjustment and then add shims.

### **Motor Mounts:**

This kit is designed to work with front motor mounts. If the customer is using side motor mounts there may be some modification required to make the u-joint assembly fit.

### **53-54 Corvettes:**

The passenger side bracket mounts to the V8 motor mount and the 6 cyl engines on the 53-54 has a different mount that will not fit. If you change to a V8 it could work if you used the front motor mount. If you did a side mount it will require modification but you can make it work if you still have the front mount on the

passenger side. We are not sure about what would be required to make our bracket work with the 6 cylinder.

**MISC NOTES:**

For early Chevy cars (like a 61 Chevy) the kit will not work because things are COMPLETELY different. Earlier 49-54 Chevy is similar to C1 except the frame is different (steering is the same, but frame is different) so our mounting brackets do fit, but we may need to supply different tie rod sleeves.