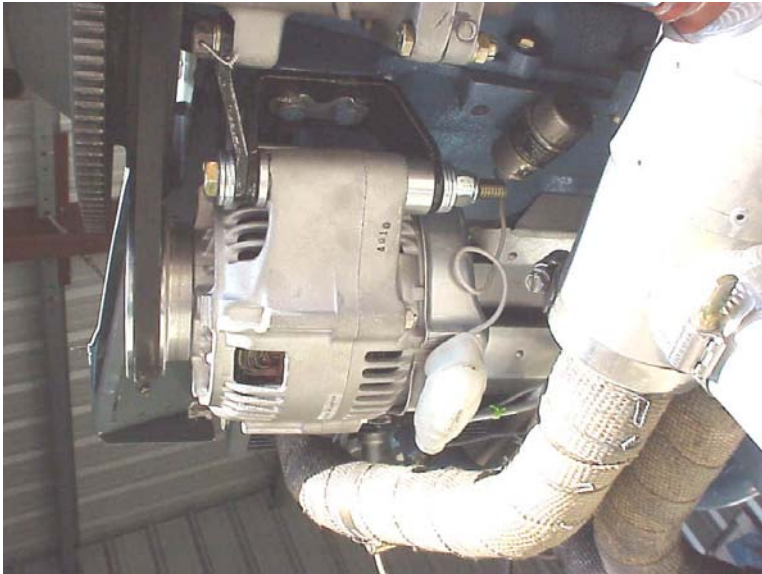


The rear one needed to have a corner shaved a bit as the mount is angled there.
These shims can be different if you have a different boss mount. Its important that the pulleys line up as closely as possible so these measurements..
The main bolt is 4.5" x 3/8" NC and the adjust arm is a 8mm x 1.25 x 40mm.
This latter length leaves enough room out the back to lock nut the adjustment fastener.

These last few show the new alternator installed. I was able to use the same belt and swing arm, but the slot on the arm neede 1/8" upwards. If I had wanted there was plenty of room in the cowl to install the next longer belt.



The currently installed main bolt is a 5" and is somewhat long, but the 4" didn't have the grip make it all the way through the alte mounts. It seems a 4.5" x 3/8" grade 8 will take a special order to locate.

Its also very important that the tang that goes from the forward mount over to the starter be installed. This is true for any of the b

As stated above this alternator has a greater rating than the typical conversion units do. Toyota rates it at 90 amps intermittent we get caught up I will provide some more data on how well it does during continuous duty tests. You might wonder why I want don't, but I would like 60 amps continuous if I need it.

With the Prestolite I was getting a bare 35 amps, which was my load when all is on and xmitting. It is a 36 year old unit that was marginal due to case wear. And these are getting hard to find parts for these days. The new unit has parts that are current stan finally the new weighs one pound less then the old.

Total cost to me was \$300, but I could have reduced that by about \$80 if I had the time to find a good unit in a recycle yard.