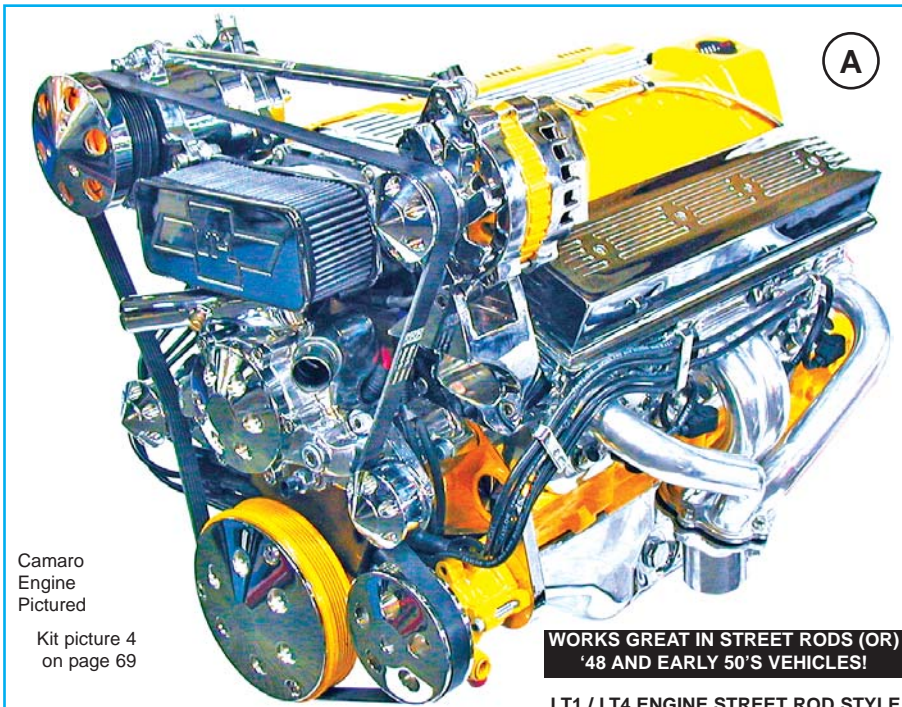


B

Vette Engine Pictured Kit picture 1 on page 69

LT1 / LT4 STREET ROD STYLE
Driver Side Alt / Passenger Side Air w/o Power Steering, using Small GM 12 O'Clock Alt, (2) Idler Pulleys

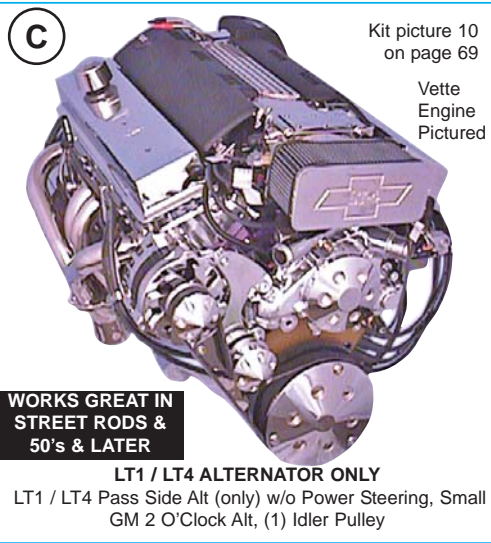


A

Camaro Engine Pictured Kit picture 4 on page 69

WORKS GREAT IN STREET RODS (OR '48 AND EARLY 50'S VEHICLES!)

LT1 / LT4 ENGINE STREET ROD STYLE
DRIVER SIDE ALTERNATOR / PASSENGER SIDE AIR
using Street Rod Power Steering, Small GM 12 O'Clock Alternator, and (2) Smooth Idler Pulley.
THIS KIT IS DESIGNED TO WORK WITH THE VETTE BALANCER ON (IROC, Trans Am, Caprice SS, Cadillac, Buick.)
NOTE: FOR THE IROC AND TRANS AM, YOU WILL NEED THE VETTE BALANCER OR S&P LT-1 CRANK SPACER. CAST IRON HEAD MOTORS MUST USE S&P LT-1/SS CRANK SPACER KIT!

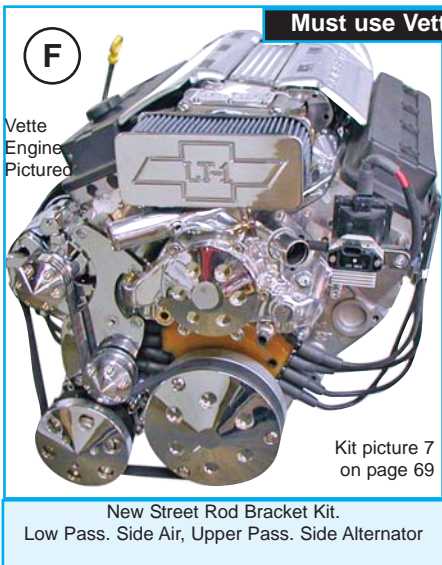


C

Vette Engine Pictured Kit picture 10 on page 69

WORKS GREAT IN STREET RODS & 50's & LATER

LT1 / LT4 ALTERNATOR ONLY
LT1 / LT4 Pass Side Alt (only) w/o Power Steering, Small GM 2 O'Clock Alt, (1) Idler Pulley

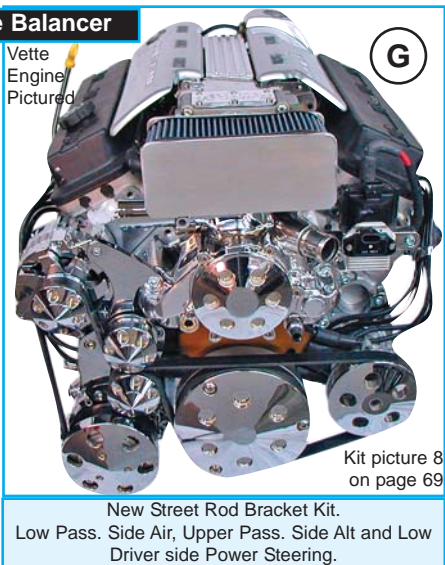


F

Vette Engine Pictured Kit picture 7 on page 69

Must use Vette Balancer

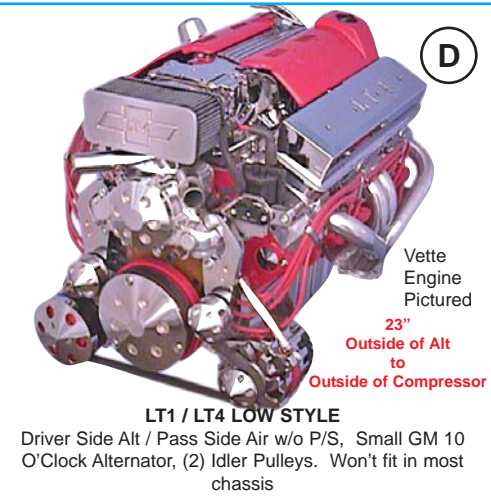
New Street Rod Bracket Kit.
Low Pass. Side Air, Upper Pass. Side Alternator



G

Vette Engine Pictured Kit picture 8 on page 69

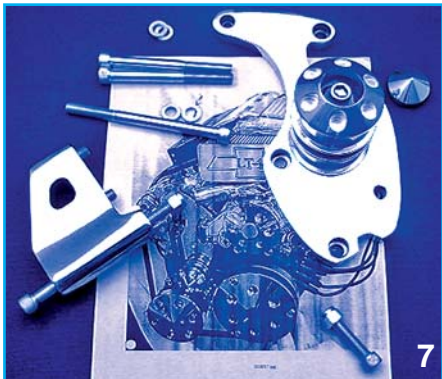
New Street Rod Bracket Kit.
Low Pass. Side Air, Upper Pass. Side Alt and Low Driver side Power Steering.



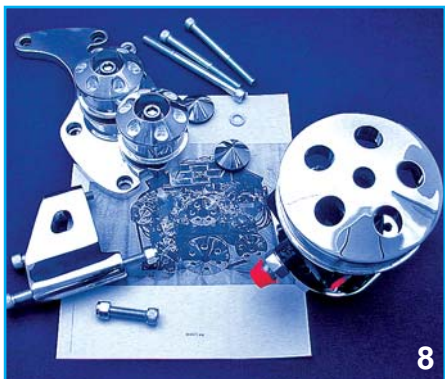
D

Vette Engine Pictured Kit picture 23" Outside of Alt to Outside of Compressor

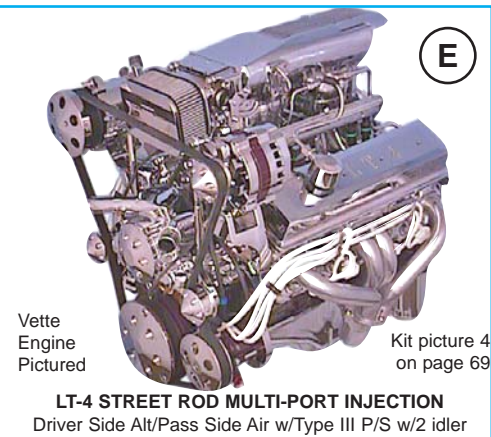
LT1 / LT4 LOW STYLE
Driver Side Alt / Pass Side Air w/o P/S, Small GM 10 O'Clock Alternator, (2) Idler Pulleys. Won't fit in most chassis



7



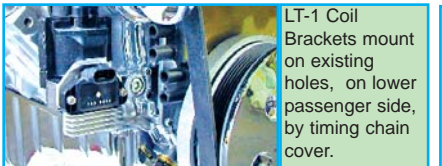
8



E

Vette Engine Pictured Kit picture 4 on page 69

LT-4 STREET ROD MULTI-PORT INJECTION
Driver Side Alt/Pass Side Air w/Type III P/S w/2 idler



LT-1 Coil Brackets mount on existing holes, on lower passenger side, by timing chain cover.



EGR Block Offs are used when not doing emissions.