

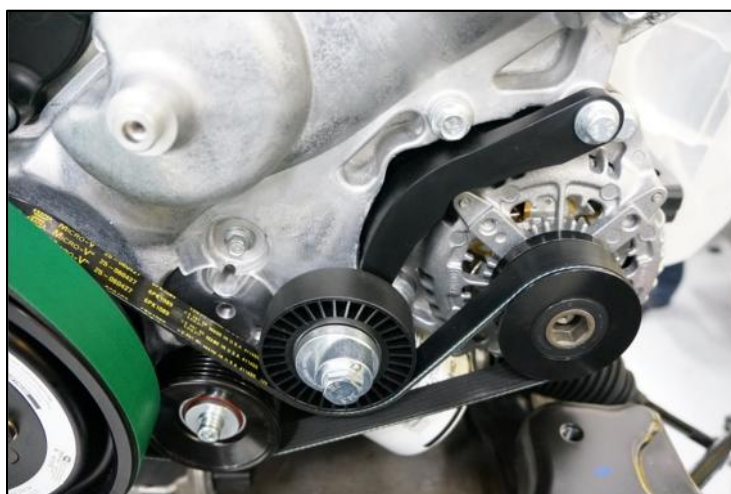


## WATSON RACING 5.0L SCJ ALTERNATOR RELOCATION KIT

p/n WR-ALTRELOBRKT

**NOTE:** The Watson Racing 5.0L Coyote SCJ Alternator Relocation Kit was designed to be used in Cobra Jet applications, using 5.0L Coyote engines, Whipple 2.9L superchargers, Whipple 10-rib belt drive, an ATI Super Damper with a secondary (inboard) 6-rib sheave (not included), and NO air conditioning. Any other application may require custom modifications or fabrication. Professional installation is recommended, and this part is intended for off-road (race) use only.

**THESE INSTRUCTIONS ARE INTENDED AS A GUIDE ONLY, NOT STEP-BY-STEP INSTRUCTIONS. READ THOROUGHLY BEFORE BEGINNING.**



### Kit Includes:

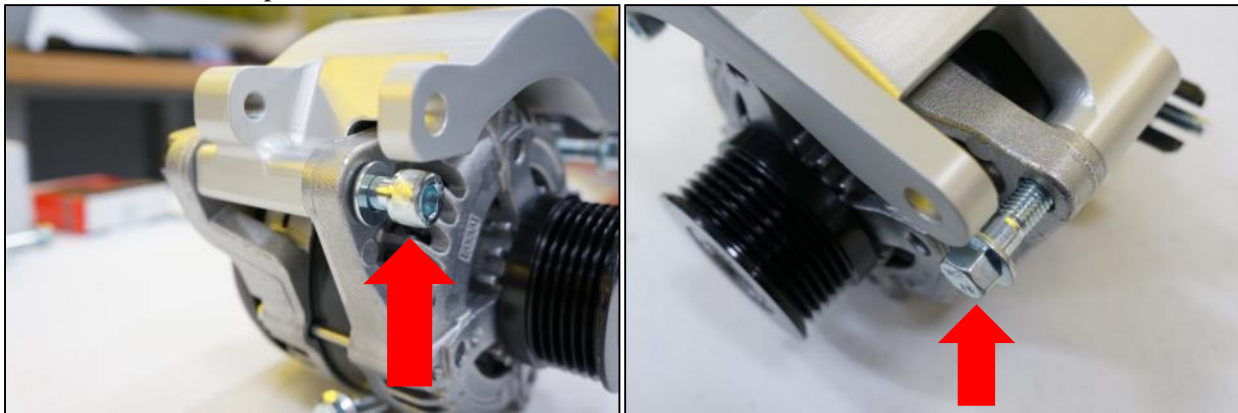
- Machined aluminum alternator mounting bracket
- (1) 6-rib alternator belt
- (1) Cammed tensioner pulley
- (1) 6-rib alternator idler pulley
- (1) Machined aluminum shoulder pulley spacers
- (1) M10x1.5x140mm Zinc Hex Head Bolt
- (2) M10 Flat washers
- (1) M10 Lock washer
- (1) 5/16" Flat washer
- (1) M8x1.25x90mm Zinc Socket Head Bolt
- (1) M10x1.5x90mm Zinc Socket Head Bolt
- (2) M10x1.0x40mm Flange Bolts

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**NOTE: 2015 MUSTANG FITMENT:** This kit moves the alternator down and rearward slightly. Depending on motor mounts (aftermarket, stock, etc), some trimming of the factory k-member may be required for clearance.



- 1) If engine is out of car, assemble Boss alternator to supplied alternator bracket as shown on following page. With alt pulley facing you, power wire stud should be on right side. Use M10x40mm hex flange bolt on right, and M10x90mm socket head cap bolt & washer on left.

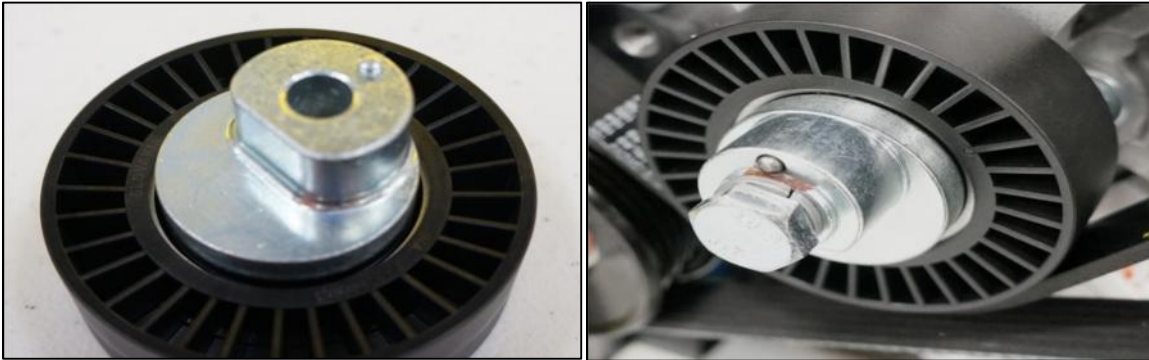


**\*NOTES:** (1) If engine is still in car, it may be easier to install the bracket to the engine first, then install the alternator into bracket. (2) Main power stud on alternator includes plastic “guard” that orients the main alternator power wire in a specific direction. Depending on your power wire, you may need to trim this guard to allow the wire to be rotated away from frame rail.

- 2) Install Alternator w/ Bracket onto engine in original alternator location using 140mm hex bolt and cammed tensioner. Assemble 140mm hex head bolt, flat washer and lock washer, cammed tensioner, and thin spacer as shown below. This will be used as the lower/inner alternator bracket mounting system; **snug only, do not fully tighten**. Use **40mm** hex flange bolt on upper/right mount & tighten. See Note below.



**\*Note: cammed tensioner pulley has a small metal nipple that will interfere with washer. It's intent is to help lock the pulley in place after tension has been applied and bolt tightened. It is recommended that you trim a small notch in the washer to accommodate the nipple.**



- 3) Install ribbed idler pulley into bolt location removed below (circled), using machined shoulder pulley spacer, 5/16" washer, and M8x90mm socket head bolt. Visually inspect groove alignment of all pulleys.



- 4) Install supplied 6-rib belt as shown. Use wrench to spin cammed tensioner, and tighten belt. Once desired tension is reached, tighten cammed tensioner bolt. Go over ALL bolts and tighten to factory spec.



Thank you for choosing Watson Racing products! If you have any technical questions or comments, please call us at: 855-WATRACE (928-7223).

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