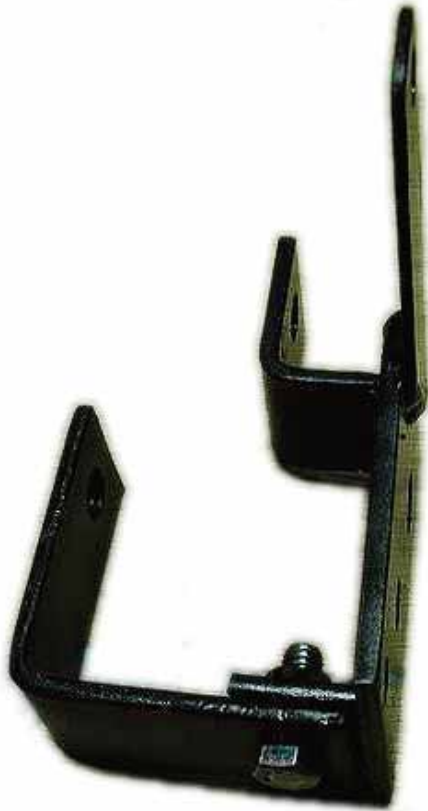


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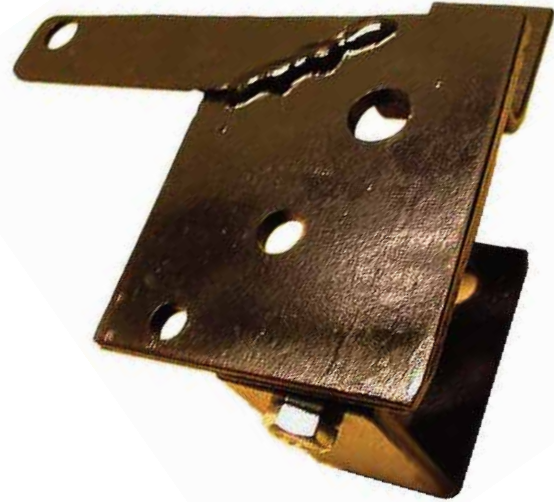
# V6 Spring Belt Tensioner

Installation Guide





The bracket consists of two pieces of 1/8" steel bolted together. The main piece is flat plate with welded-on alternator mounting arm and "L" shaped mounting leg. The second piece is a larger "L" leg that bolts to a mounting flange on the bottom of the main piece. Both pieces bolt to the front of the engine at the mount.





## Tools Required:

- 3/8" Ratchet
- 4" (or longer) 3/8" extension
- 13mm Socket
- 14mm Socket
- 15mm Socket
- 18mm Socket

## Work safely while installing the bracket.

- Park the car on a firm level surface.
- Chock the wheels so the car will not roll.
- Jack according to instructions.
- Make sure your tools are clean and servicable.
- Clean and prep the work area.
- Keep this guide handy.

## Installation:

- Raise the right rear corner of the car.
- Remove the right rear wheel.
- Remove the inner splash shield.

(WD40 or PB-blaster on the plastic fasteners and a needle nose to lever the center of the plug out works well.)

For added safety place a jack under the engine oil pan (using a block of wood as a cushion) and gently support the engine to prevent shifting.

- Clean the areas around the two motor mount bolts and the front of the alternator bracket. Remove any grease, oil and dirt. The surfaces must be clean so the bracket will seat flat and tight.

A close-up photograph of a metal engine component, possibly a bracket or housing, showing three distinct areas labeled "Clean" in yellow text. The top-left area is a flat surface with some faint markings. The top-right area is a curved surface around a bolt head. The bottom-center area is a flat surface with another bolt head. The background is dark and shows other engine parts, including a corrugated hose and a grey plastic component.

Clean

Clean

Clean

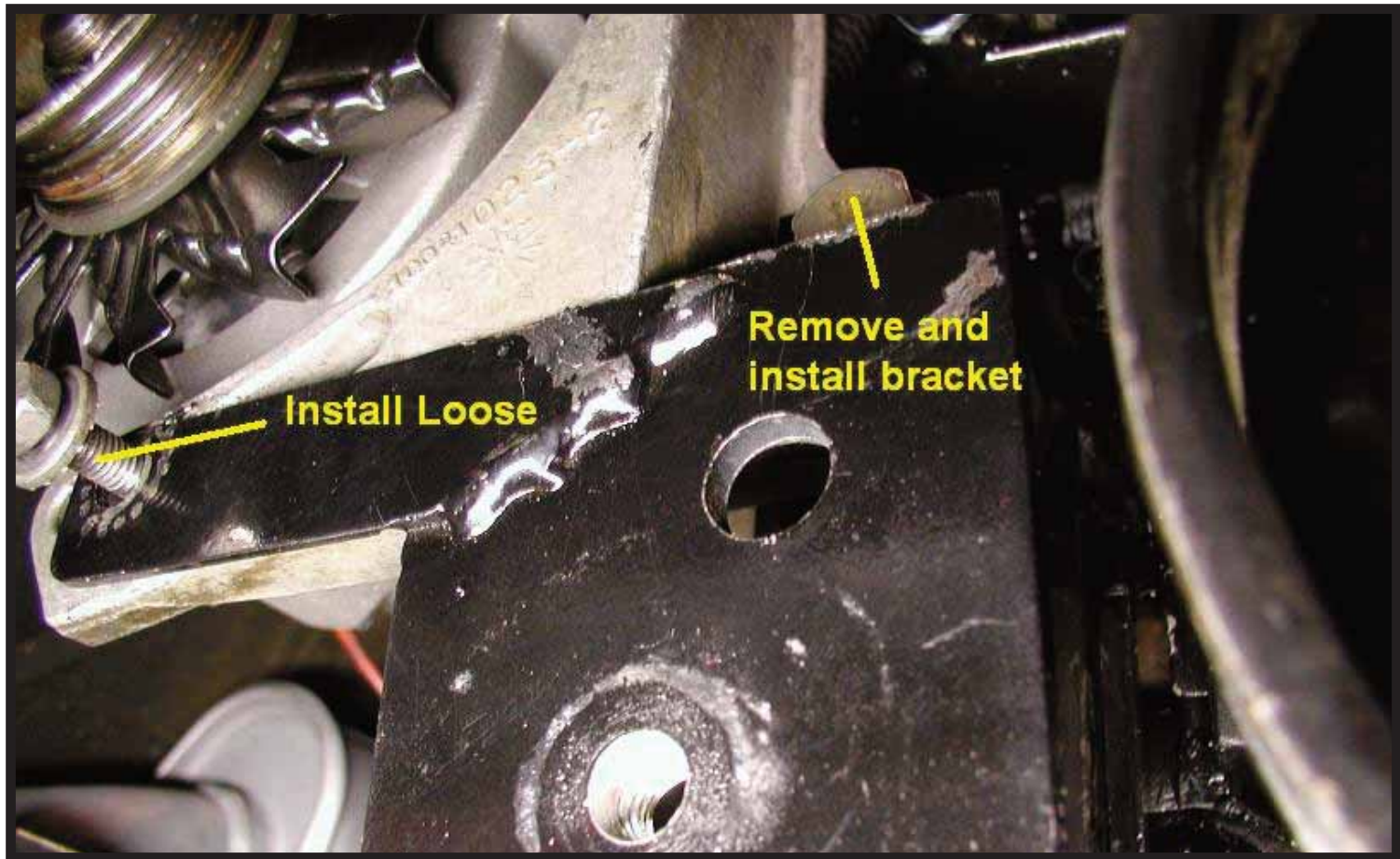
- Remove the large “L” leg and bolt of the tensioner bracket and set aside.
- Remove and retain the lower alternator bolt currently used to adjust the belt tension (13mm).
- Verify the BOTTOM motor mount bolt (18mm) is tight to prevent any movement of motor when the top bolt is removed.
- Remove and retain the TOP motor mount bolt that also goes through the alternator bracket (18mm).

Note: DO NOT REMOVE BOTH MOTOR MOUNT BOLTS AT THE SAME TIME. They will be removed and replaced one at a time. This will retain the alignment of the holes in the mount and the block and simplify installation.

Gently supporting the engine with a floor jack as mentioned above helps greatly.

- Install the large part of the bracket using the long top motor mount bolt. Do not tighten completely.
- Move the alternator as needed and install the lower alternator bolt through the hole in the bracket arm. Tighten finger tight.
- Torque the top motor mount bolt (18mm) to 70-92 ft/lbs.
- Remove the lower motor mount bolt by holding the (18mm) socket behind the bracket and inserting a 4" (or longer) socket extension through the large hole in the bracket.
- Install the remaining large "L" leg behind the bracket with the lower motor mount bolt. Do not tighten completely.





**Install Loose**

**Remove and  
install bracket**

- Fasten the large “L” leg to the bracket with the supplied small bolt (through the hole in the “L” leg and into the threaded mounting flange on the bracket). Tighten until the lock washer is about half compressed.
- Torque the lower motor mount bolt to 70-92 ft/lbs.
- Tighten the bolt securing the large “L” leg to the bracket (14mm).
- Tighten the lower alternator bolt (13mm).
- Mount the spring tensioner to the middle threaded hole on the bracket using the supplied bolt (15mm). Make sure the small stud on the back of the tensioner is inserted into the bottom hole of the bracket (located near the left edge).

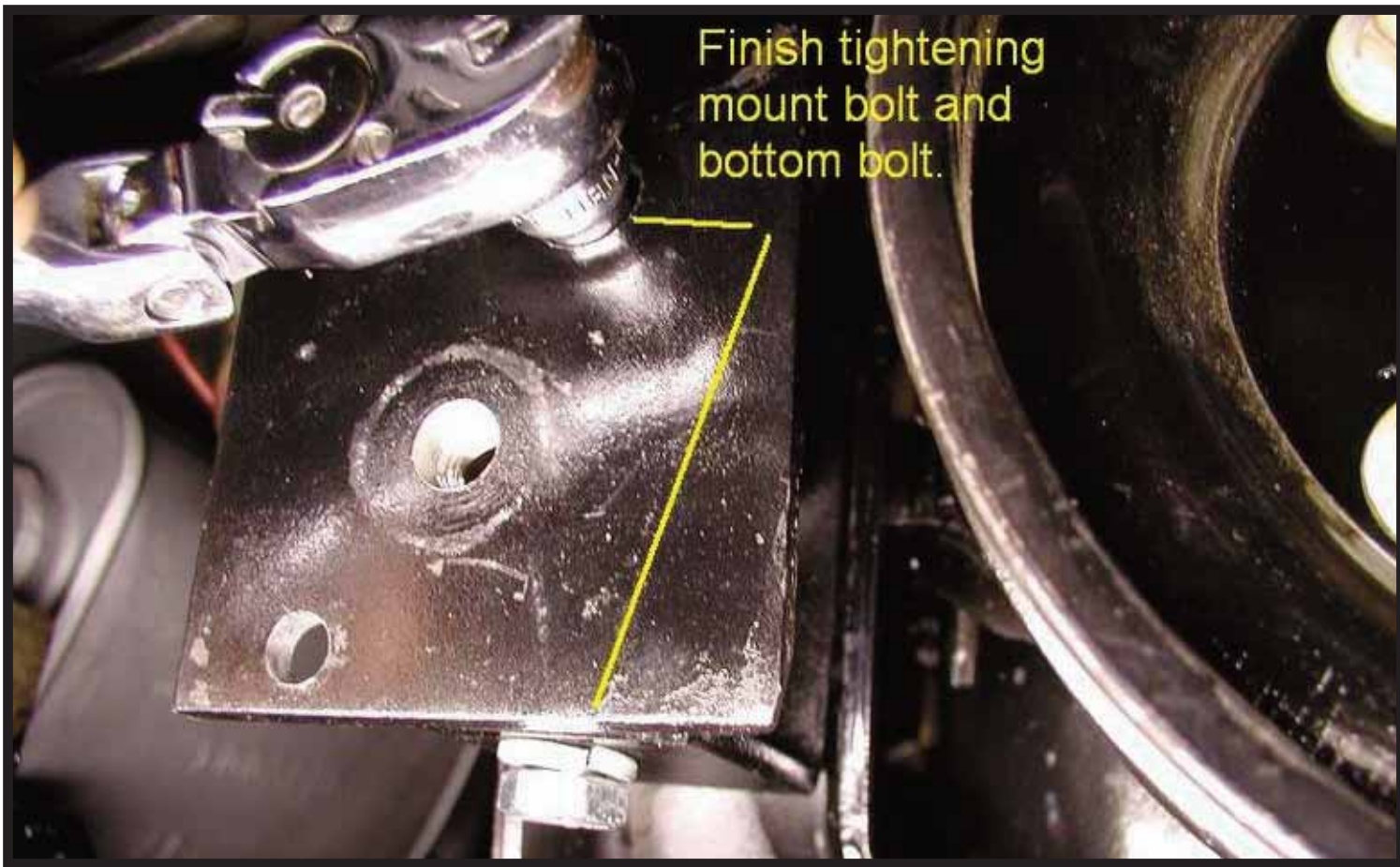
A close-up photograph of a mechanical assembly. A dark, cylindrical component is being held by a bolt. A wrench is positioned to turn the bolt. The background is dark and out of focus, showing various mechanical parts and a corrugated hose. The lighting is bright, highlighting the metallic surfaces.

Remove Bottom bolt  
and install bottom  
"L" Bracket

A close-up photograph showing a person's hand installing a bolt and lock washer onto a metal bracket. The bracket is dark-colored and has several pre-drilled holes. The hand is holding a silver-colored bolt and a matching lock washer, positioning them to be inserted into one of the holes. The background is dark, and there are other mechanical parts visible, including a larger circular component with a bolt on the right side. The text 'Install bracket bolt and compress lock washer half way' is overlaid in yellow on the right side of the image.

Install bracket bolt  
and compress lock  
washer half  
way

Finish tightening  
mount bolt and  
bottom bolt.





Install tensioner with  
10mm bolt. Make sure  
the pin is in the bracket  
hole.

- Insert 3/8" drive ratchet into the square hole of the tensioner and move the tensioner to the left.
- Install Gates K050450 belt or equivalent 45" belt.  
Note: If you are running non-standard pulleys you will have to size your belt accordingly.
- Re-install the splash guard and wheel.

NOTE: If you have trouble getting either motor mount bolt threaded back into the block the motor may have shifted causing misalignment. To correct this, loosen the two rubber motor mount nuts a couple of turns. Using your support jack and block of wood (under the oil pan) raise the motor until you see the mount move on the rubber mount studs. You should now be able to realign the mount hole(s) to the block hole(s) while starting the bolt. Tapping the motor mount left or right with a hammer may help. Use caution that the motor does not shift causing injury. Don't forget to re-tighten the rubber mount nuts loosened above.

