

## Installing KWIK BBC Conversion Brackets in a GM “A” body car, 1964 – 1967.

*[Note: This article was contributed by customer Larry Harmon.]*

This summary will hopefully save time and prepare the mechanic for the installation of a serpentine belt assembly on a big block Chevy in a 1964 – 1967 Chevelle. These instructions should be the same for all GM “A” body’s.

First, it will be necessary to order a set of conversion brackets from Kwik Performance to allow for the installation of a serpentine belt bracket system. The best brackets to work with will be from a 1994 truck small block or V6 set-up.

Here is a list of parts you will need to complete this installation in the GM “A” body.

1. Kwik Performance BBC Conversion Brackets (Comes with installation hardware)
2. 1994 Chevy 350 or V6 serpentine Belt Bracket set-up w/Alt, AC Comp & Water Pump.
3. Standard 1994 serpentine belt may work fine, but check for clearances
4. A Big Block Chevy Radiator is required for this car (model 1966 - 1967)\*
5. Swivel Neck thermostat housing water outlet.
6. Upper Radiator Hose Part: Gates 20983
7. Lower Radiator Hose: Gates 20609
8. Hayden fan spacer: Hayden 3969 Flex-a-lite Reverse rotation
9. Fan: Flex-a-lite 1518 Gold
10. A set of 1988-1999 454 BBC fan and crank pulleys from JEGS

\* I preferred to use a performance radiator such as Superior Radiator in Mt. Clemens Michigan. They use an all aluminum two 1” core style that would be difficult to overheat., even with A/C. Prepare to use around 6 gallons of liquid with this puppy. The radiator cost is minimal, compared to a conventional 1966 Chevelle BBC Radiator. A small block radiator will not do the job what so ever.

### Get Started

Remove the positive battery lead for safety. Remove all the belts, water pump and pulleys from the engine. As noted in the Kwik installation instructions, you will have to buy the 1988 up “454” water and crank pulleys from a company like JEGS. They have the right ones and shipping is quick. Remove the old water neck from the intake.

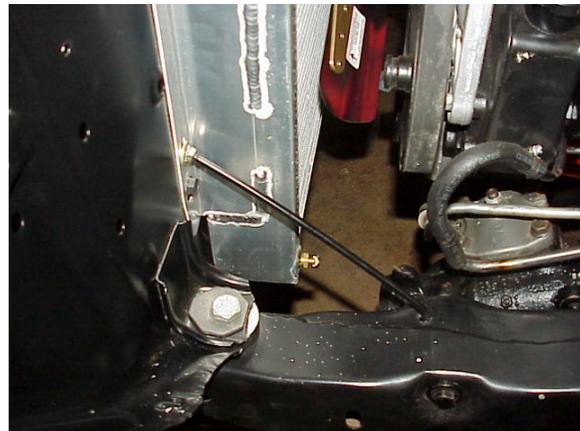
Once all the brackets and accessories have been removed, install the new water pump, followed by the Kwik installation brackets. Be sure all bolts are tight. Install the serpentine belt brackets for both the left and right. Tighten to specifications. Install the new “454” pulleys for the water pump and crank. Trial fit the belt to insure proper clearance of the idler and the fan pulley.

You can now install the flexible 360° water outlet neck, but do not tighten until the angle required is located. You can install the heater hoses.

Connect the battery lead to the alternator, and the output lead to the original brown alternator wire of the cars' wiring harness. Be sure you have eliminated the regulator from the car and adapted the old circuit by installing a regulator eliminator plug in the body wire harness, Try <http://www.harmons.com/> for part # A519900.



Once these tasks have been performed, install the radiator to the core support. This temporary installation will allow you to measure the distance of the fan pulley to the core itself. The distance should be around 3". If the distance is less, you have to loosen the core support bolts at the frame and move the support out (or forward) to get the distance required. I fabricated two rods to keep the forward position of the lower radiator support in place. A fan shroud (not shown) should be fabricated for safety.



The fan spacer from Hayden is shipped in the 1.75" (1 3/4) length. There are no others from 1" up to this size. As a result, the backside of the spacer has to be milled to get an overall length of (1 3/8) 1.375 (min) to (1 1/2) 1.500 (max). MEASURE IT, be sure of your fit. Shorter, and the fan WILL hit the compressor clutch. Longer and the fan may scrape the radiator. This is a very close fit. Your finished results should result in a 3/8" to 1/2" clearance from the radiator. **IT IS IMPORTANT TO MACHINE MILL THE SPACER TO LENGTH.** Do not add washers behind the spacer for safety reasons. **DO NOT CUT BY HAND**, or the spacer will cause dangerous wobble in the fan blade. This thing holds the fan spinning at several thousand RPM's and has to be precision or damage may result to you or your vehicle. Mount the fan and spacer with the shipped Hayden bolts. These will work fine in the length provided.



Next, install the radiator hoses, cut to length as required. Use care to cut the lower hose to the proper length and bend. The swivel water outlet can now be tightened in place. Add the antifreeze and water to top off the radiator and check for leaks.

Follow these instructions and you should have a reliable installation of your serpentine belt assembly. It will eliminate the need for the scarce and costly power steering pump for this model vehicle and will solve a hood clearance or mounting problem for an A/C compressor. Besides, you will never spin off a belt again.

