ILean's Patio
OKA; Alternator Tensioning

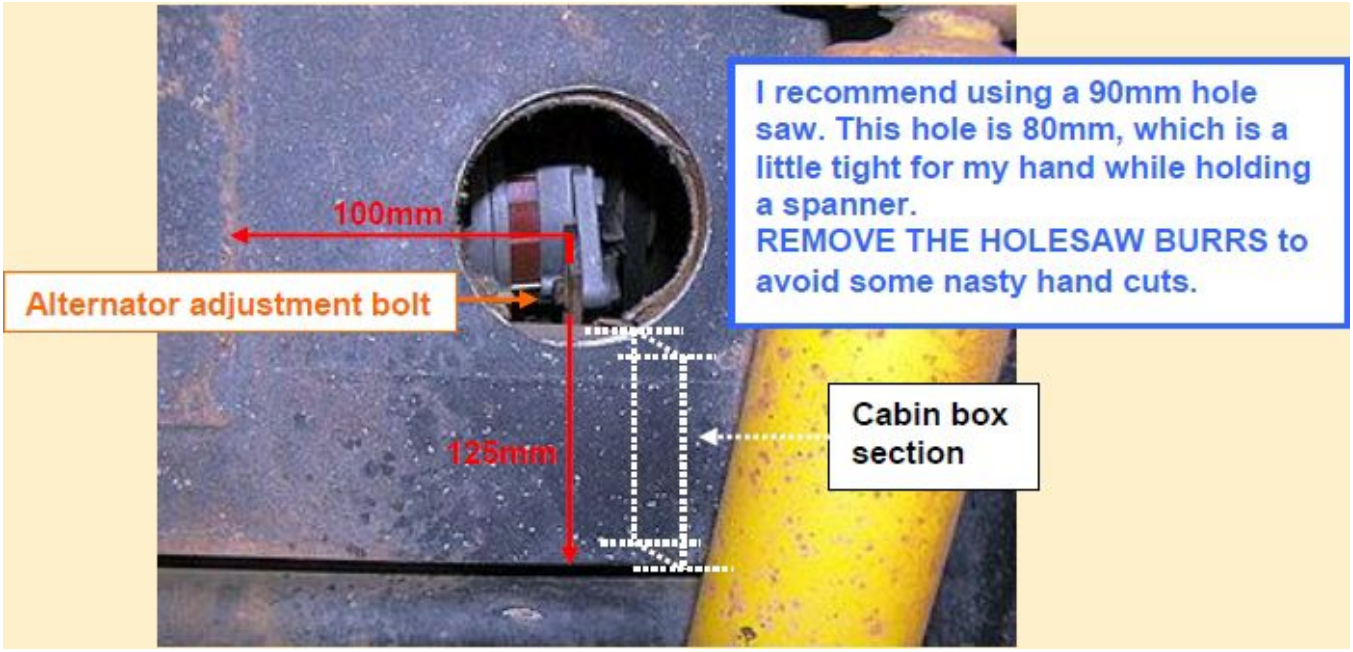
"Holy Mod" alternator tensioning made easy

I recently installed a 120-amp alternator and had the usual belt slipping problems. This is due to only one V belt driving the big alternator.
I plan on adding extra crank and fan pulleys so that I can run two V belts on the alternator and A/C compressor.

A serpentine belt would be easier and simpler to install. Unfortunately I found that they slip at the slightest bit of water immersion, get overheated and crack. OK so it was in a new generation Jeep (not real Jeeps). These Chrysler Jeeps appear to have a lot of problems when driven off expressways, serpentine belt failure was just a minor one.

In the interim I will simply have to live with regular tensioning of the V belt. To make this task quick and easy I drilled a large access hole in the inner guard, driver's side so that I can reach through to the adjustment bolt easily. Double check your measurements first as you do not want to drill into the cabin box section.

The below pictures show what I have done.



When I get 5 minutes free time I will make up a bolt on cover using the blind nuts that OKA use through out the truck. These are called nutserts and are an excellent type of fastener although a little inside info helps make them easy to live with.

Thanks,
Tim Forsyth