TRANS ATLANTIC DIESELS, INC.

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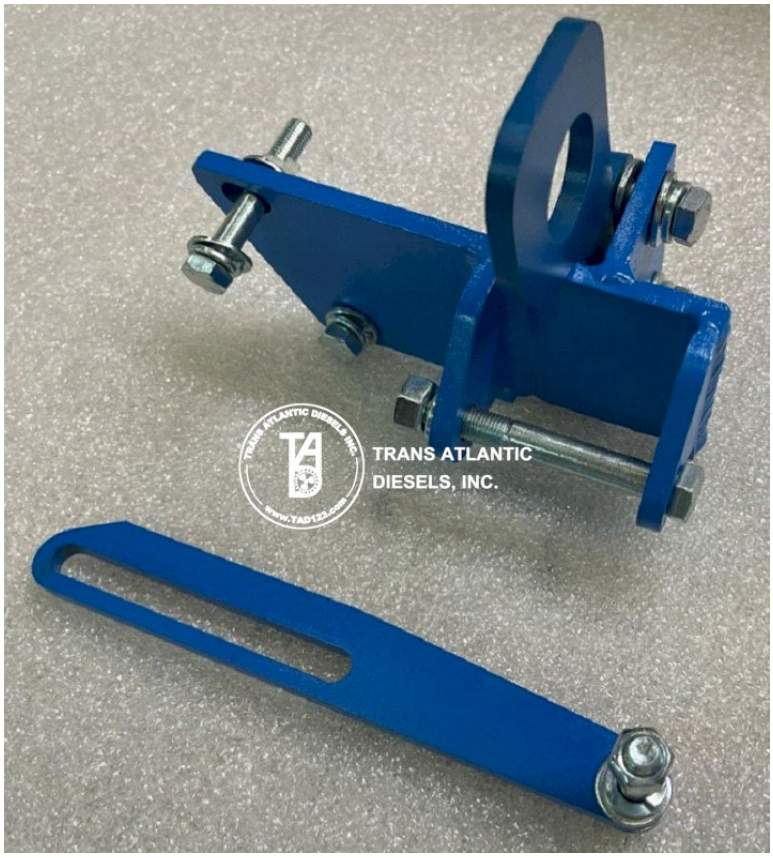
Alternator Brackets, Adjusting Arms, Pulleys & More

Shown at right:

Perkins Marine 4.108 Standard Fit, Heavy Duty, TAD Fabricated Alternator Bracket, Lifting Eye, Adjusting Arm and hardware.

Reference Number:
11 BRKT



Suitable for all 2” single foot alternators such as the Standard Delco 7127 also, suitable for the 70 ~ 120 amp Balmar 621series and the 170 ~ 250 amp Balmar XT Series.

Alternators producing 70 ~ 100 amps can utilize the single ½" V belt while Alternators producing over 100 amps require a Serpentine or double V belt system where available.

We recommend our proprietary Serpentine Pulley Kit shown on our website at:
https://www.tadiesels.com/serpentine_4236.html

Perkins 4.236 Marine Standard Alternator Bracket for single V Belt use: Spacer for North American Manifold (factory Standard), Drop-Down Spacer for Bowman Manifold (optional), Standard Adjusting Arm & Hardware.

Shown at right:

Standard Spacer, Standard Alternator Bracket and Standard Adjusting Arm

Reference Number:
22 BRKT

Shown at right:

Bowman Drop-Down Alternator Bracket and Standard Adjusting Arm

Reference Number:
33 BRKT

The Perkins 4.236 TAD Fabricated Standard Alternator Bracket is identical to the original factory bracket and must be used with a spacer.

The **22 BRKT** shown above is the standard bracket with a standard spacer for use with the North American Manifold.

The **33 BRKT** shown above is the TAD Drop-Down Spacer for use with the Bowman Manifold. Slots allow for alignment adjustment. It is suitable for most 2” single foot alternators such as the standard Delco 7127.

The TAD Fabricated Standard Adjusting Arm is also identical to the factory original with the addition of a second mounting point to work with the Bowman Manifold, so the adjusting arm is suitable for either the North American or Bowman manifold.

Important Note: Applies to ALL 4.236 Alternator Brackets.
The bolts supplied for attaching the bracket spacer screw into the side of the timing gear casing. Supplied bolts are the correct length for that purpose. Because these are through holes, fitting longer/incorrect bolts can cause the bolts to protrude inside the timing cover and into the gears. This will severely damage or destroy the timing gears. If the existing studs are in good condition and are of suitable length, they can be re-used.

Photo To Go Here

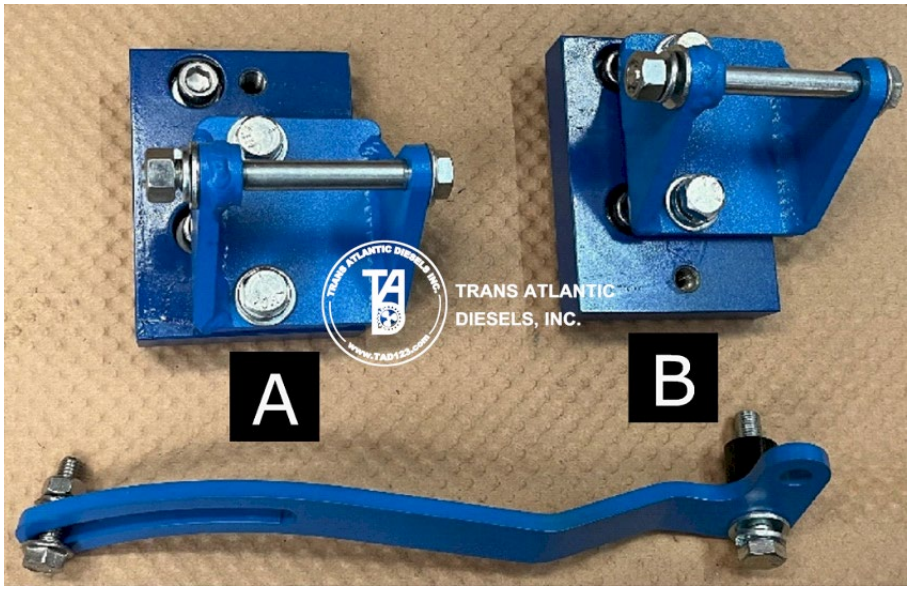
Perkins 4.236 Marine Alternator Brackets for Serpentine and Dual "V" Belt Systems

NOT for single "V"

A & B Standard Alternator Bracket for Serpentine Pulley mounted on Offset Spacer

Two Ways
A - Drop-Down offset (for Bowman Manifold).
B - Horizontal offset (for North American Manifold)

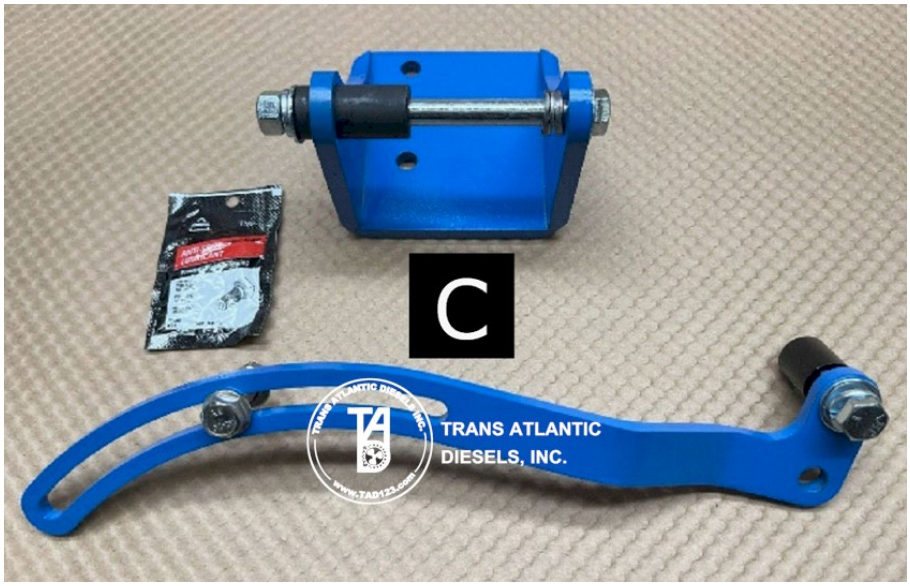
Reference #: 44 KIT



C - Optional High Output Alternator Bracket for Serpentine Pulley on Balmar 621 series and large body alternators such as the XT Series and others.

XT 250 will NOT work on A & B Brackets.

Customized Adjusting Arm & Hardware as shown is required with both.

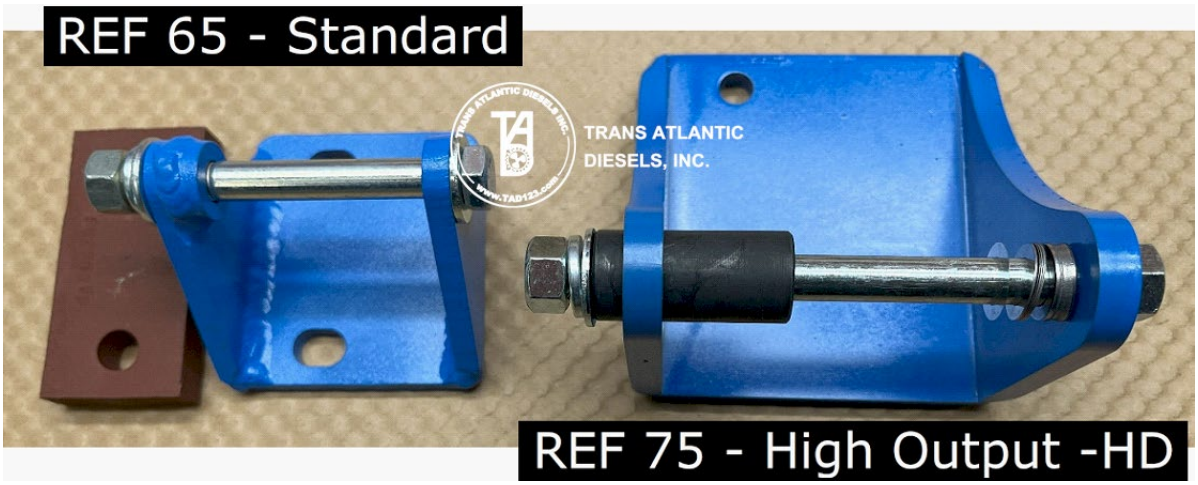


Reference #: 55 KIT

Perkins 4.236 TAD Serpentine kits require either an Offset Spacer (standard with every TAD Serpentine Kit) or a TAD Hight Output Alternator Bracket to achieve belt alignment. The Standard Alternator Bracket is mounted flush with the top of the offset spacer with North American Manifolds and flush with the bottom with Bowman Manifolds.

The optional TAD High Output Alternator Bracket is necessary for Large Body Alternators such as the Balmar XT-250. It is used without a spacer as the offset is integral. The supplied Adjusting Arm is longer to provide additional adjustment.

COMPARISON



Perkins 4.236 Marine Standard Alternator Bracket with Factory Spacer (REF 65) and Serpentine High Output Alternator Bracket & Hardware (REF 75)

The above comparison illustrates the differences between the Perkins 4.236 Marine Standard Alternator Bracket and the Serpentine High Output Alternator Bracket.

The High Output Bracket is made from thicker material. It has rigid mounting points, and a much wider adjustment range achieved with supplied shims rather than slots for more precise and rigid pulley alignment. It also guarantees axial alignment between all pulleys which is very difficult to obtain with slotted brackets.

(Serpentine Belts will last many hours on a properly aligned system, though TAD does recommend keeping a spare belt on hand.)

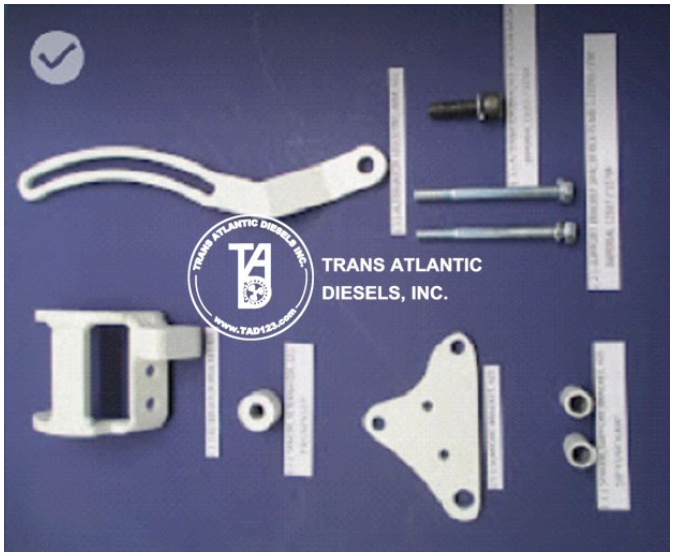
This bracket moves the alternator pivot point outward, downward and forward to accommodate larger bodied alternators such as the Balmar XT 250. It is used without the spacer required for the Standard Alternator Bracket.

Perkins 4.236 High Output HD Bracket with Standard Serpentine Pulley Kit

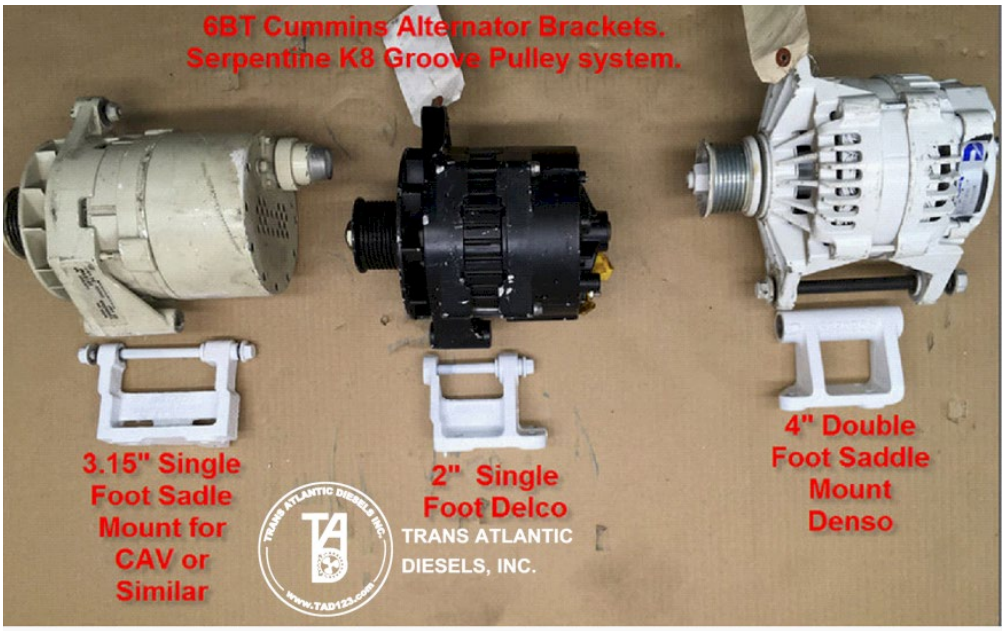
This system is suitable for use with most 2” foot alternators. It is designed to work with all three variants of the Perkins 4.236 Marine: North American, Bowman and Euro (Lowline).

The crank pulley is made with provision for optional stackable V pulleys (top right above). The kit displayed above, including a HD bracket, standard adjusting arm, and an optional stackable V pulley, is compatible with the Balmar Range, such as the 621 and XT Series, as well as other models on a 4.236M.

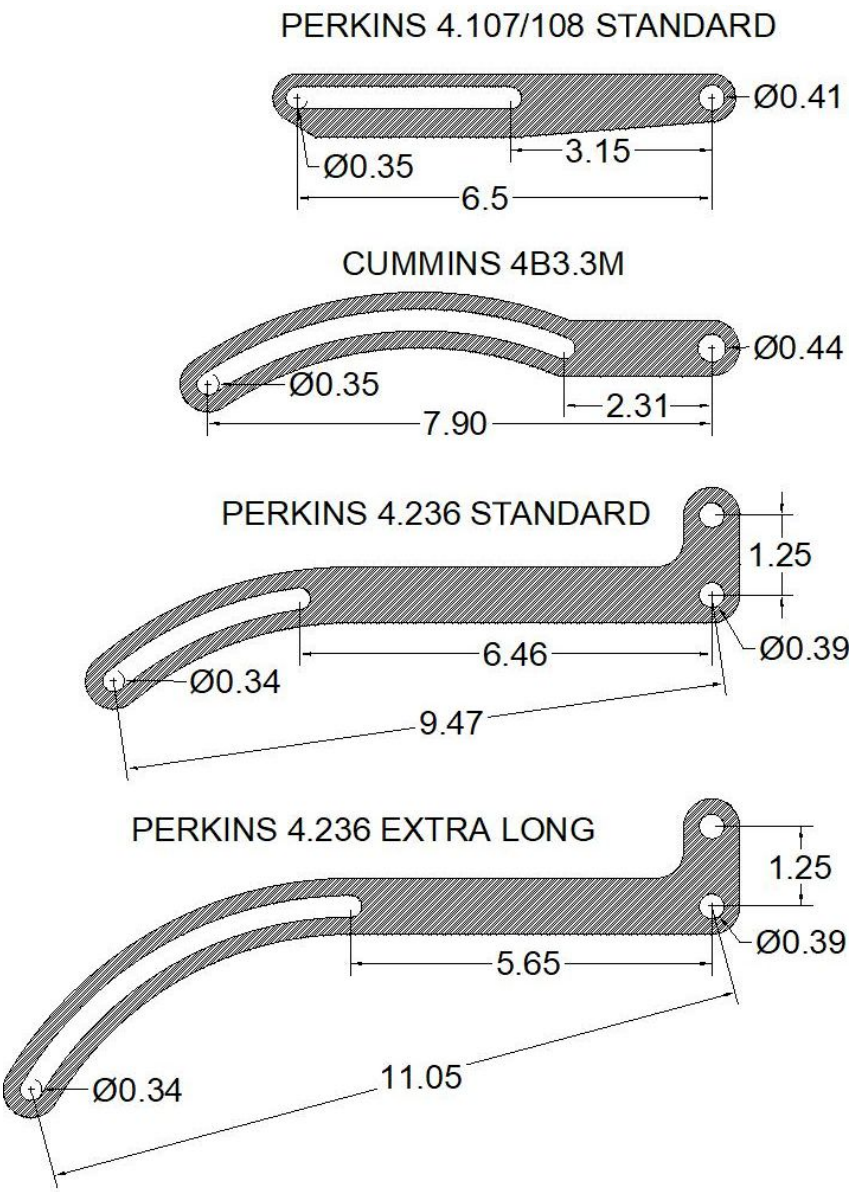
Cummins 4B3.3M Bracket



Cummins 4B3.3M Alternator Mounting Bracket for accepting High Output Alternator
Below are the 3 optional Alternator Mounting Brackets for Cummins 5.9 6BT Marine Engines.



We Stock Several Alternator Adjusting Arms



Perkins 4.107/108 Standard:
5/16” Pivot to 5/16” Slot - Adjustment Range of 3.15” to 6.5”

Cummins 4B3.3M Std & 4.236 N.A.
7/16” Pivot to 5/16” Slot - Adjustment Range of 2.31” to 7.9”

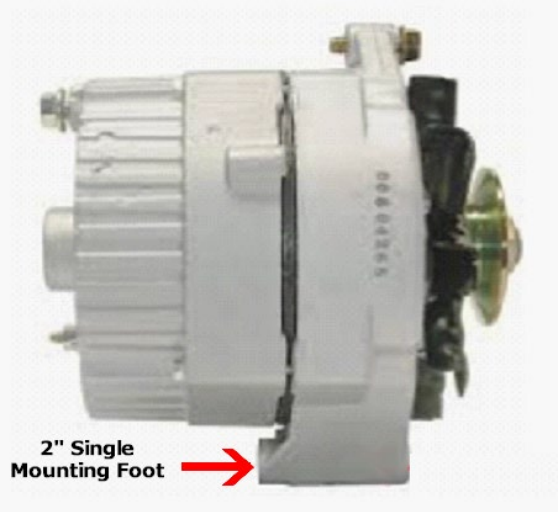
Perkins 4.236 NA / Bowman Standard:
3/8” Pivot to 5/16” Slot - Adjustment Range of 6.46” to 9.47”

Perkins 4.236 NA / Bowman Extra Long:
3/8” Pivot to 5/16” Slot - Adjustment Range of 5.65” to 11.05”

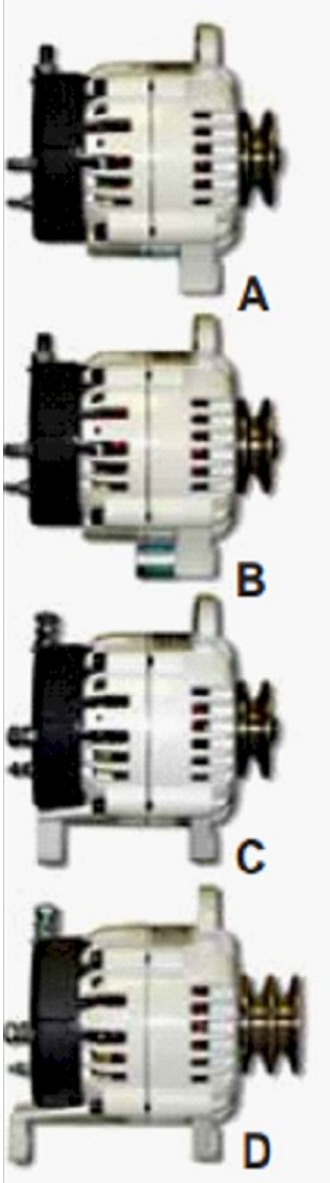
Optional Mounting Styles

Shown at right is a typical, standard Delco Alternator with a 2” single mounting foot.

These alternators were often supplied as standard equipment on many North American Perkins marine engines.



Identify the Alternator Mounting Style on Your Engine



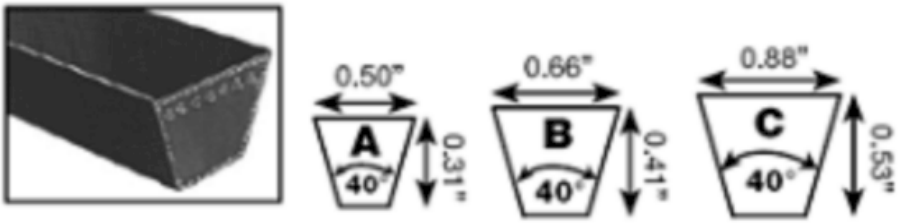
1” Single Foot (Spindle Mount) “Motorola Style”
(Westerbeke, Lehman, Hino, Pathfinder)

2” Single Foot (Spindle Mount) “Delco Style”
(Volvo, John Deere, Perkins, Mercruiser, GM Based)

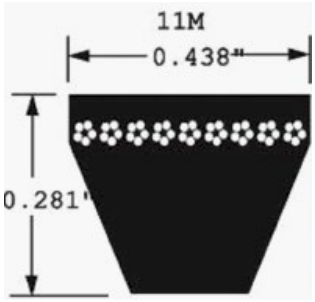
3.15” Dual Foot (Saddle Mount) “Hitachi Style”
(Yanmar, Westerbeke, Lehman, Perkins)

4” Dual Foot (Saddle Mount) “J180 Style”
(John Deere, Cummins, Caterpillar)

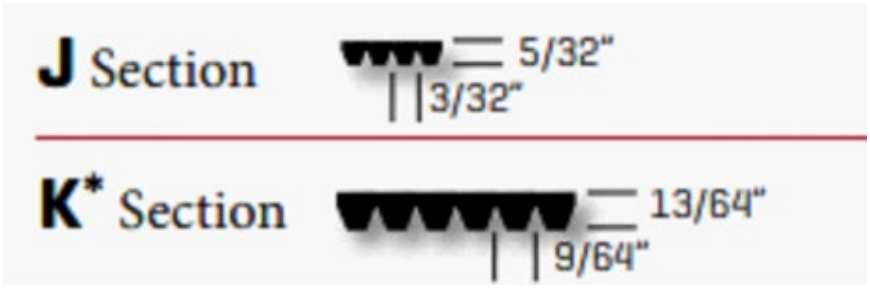
Alternator Pulleys



Not to scale. **1/2 " (13mm)** across the top A Section belt used on most Perkins marine engines such as the 4.108M (later models) - 4.154 – 4.236 – 6.354 – Sabre Marine.



Not to scale. **7/16" (11mm)** across top section. Mainly used on Perama Marine Engines M20, 30, 35 also Prima M50, 60, 80.



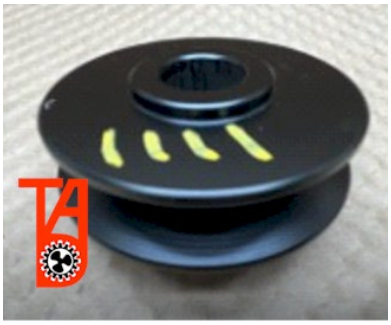
"J" Section Belts used in some Balmar Applications

"K" Section Micro V Belt for Serpentine Pulleys.

TAD Pulleys utilize **"K" Section Belts**, 6 & 8 Groove.

Most Perkins Marine Engines with standard factory alternators use a ½" V Belt known as A Section. The Prima and Perama engines use the narrower 3/8" belt.

Alternator Pulleys: Serpentine and “V” Belt



1111
Frequently used on Perkins 4.108M
Suitable for A section 1/2” belt
Diameter: 2.60”
Bore: 17mm

1755
Frequently used on Delco 19SI on Cummins 6B & 6C
Requires 7/64” spacer
K8 profile for serpentine belt
Diameter: 2.57”
Bore: 22 mm

1111M
Used on Prestolite alternator
Suitable for A Section 1/2" belt
Diameter: 2.47” (modified)
Bore: 17mm

1109
Frequently Used on Perkins 4.236 & 6.354 Marine
Suitable for Delco 7127 style alternators and others
A section 1/2” belt
Bore: 17mm

1270 & 1754
Many applications including Balmar and Delco
Uses tapered bush to retain (1754)
8 Groove K8 profile for serpentine belt kits per TAD Inc.
Diameter: 2.50”
Bore: 17mm

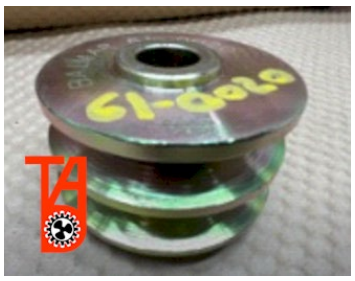
Note. We supply this for both our 6 & 8 Groove SP Kits.

1315
Balmar single V for use on Balmar 70 & 100amp 621 Series
For 1/2” or 3/8 “ belt
Diameter: 2 ¾”
Bore: 17mm

1109M
Frequently used on Perkins 4.236 & 6.354 marine
Modified to fit Prestolite alternators.
A section 1/2” or 3/8” belt
Diameter: 2.60”
Bore: 17mm

1104
Misc. applications where larger OD is required
1/2" or 3/8” belt
Diameter: 3.20”
Bore: 17mm

24753
Used on Cummins B & C with Delco 19Si alternators
Requires a 7/64” spacer
K8 Groove Belt system
Diameter: 2.94”
Bore: 22mm



61-0020
Balmar Dual “V”
1/2” belt
Diameter: 2 3/4"
Bore: 17mm

48-AM-38
Balmar J10 Pulley
J series belt
10 grooves
Diameter: 2.47”
Bore: 17mm

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