



## K-TUNED WATER PUMP BLOCK OFF PLATE

**Part # - KWP-RP-201, KWP-PK-202, KWP-PKBF-203, KWP-PKFJ-204**

**Applications: ALL K-SERIES ENGINES**

\*Note that this kit is designed to use your factory B or D series alternator, not the K series alternator.

\*Note also that street cars will need to hook up the thermostat somewhere in the system.

Parts list: 1 block-off plate, 1 alternator bracket, 1 radius arm, 1 brass spacer, 1 -8AN o-ring, 2 long bolts (M10-40mm), 2 medium bolts (M10-30mm), 2 small bolts (M8-25mm)

- 1) Begin by removing all the belts and bolts that hold the factory water pump assembly in place.
- 2) Once you have completely removed the factory water pump assembly, use a razor and some solvent (varsol) to clean off all the old RTV sealant from the mounting surface. This step is very important because it will prepare the surface for the new plate and ensure that it will not leak.
- 3) Take out the original o-ring from the back of the factory water pump assembly and make sure it is clean and free from debris. Now you can put the o-ring into the groove on the backside of your new block-off plate. Putting a small amount of RTV sealant in the o-ring groove will help to hold the o-ring in place for assembly.
- 4) Put some new RTV sealant around the water sealing surface and install the new plate using the 2 medium bolts (M10-30mm) in the top holes.
- 5) Put the supplied alternator bracket over the lower bolt holes and then install the long 2 bolts (M10-40mm).
- 6) Tighten all 4 of the mounting bolts to 40 ft/lbs. With a rag you can wipe away any excess RTV that has pushed out from the edges of the plate during tightening.
- 7) Install the lower (3/4 NPT) fitting first using some teflon tape or other thread sealant.
- 8) Now install the upper (-8AN) fitting. This fitting is sealed with the supplied -8AN o-ring so make sure that your fitting has this in place. Note: If the supplied -8AN o-ring is not used, leaks can result.
- 9) Use the factory square end alternator bolt and nut from your B or D series engine to hold the bottom of your alternator in place. Again remember, that this kit is designed to use your factory B or D series alternator, not the K series alternator.
- 10) You should be left with 2 small bolts (M8-25mm) and a brass spacer. Take one of the small bolts and the radius arm and install it into the block-off plate.

11) Take the other small bolt and put it through the other end of the radius arm. Then place the brass spacer over the bolt and thread the bolt into the top hole of your alternator.

12) Now you can install the alternator belt. The radius arm will allow you to easily adjust the belt tension, just be sure you lock both jam nuts on the radius arm to lock the arm and belt in place.

13) The K-series water pump block-off plate kit can now be hooked up to a custom electric water pump system and PCV system.