So with wire brush holding the Clutch basket torque the output shaft nut to 137 ft. lbs.

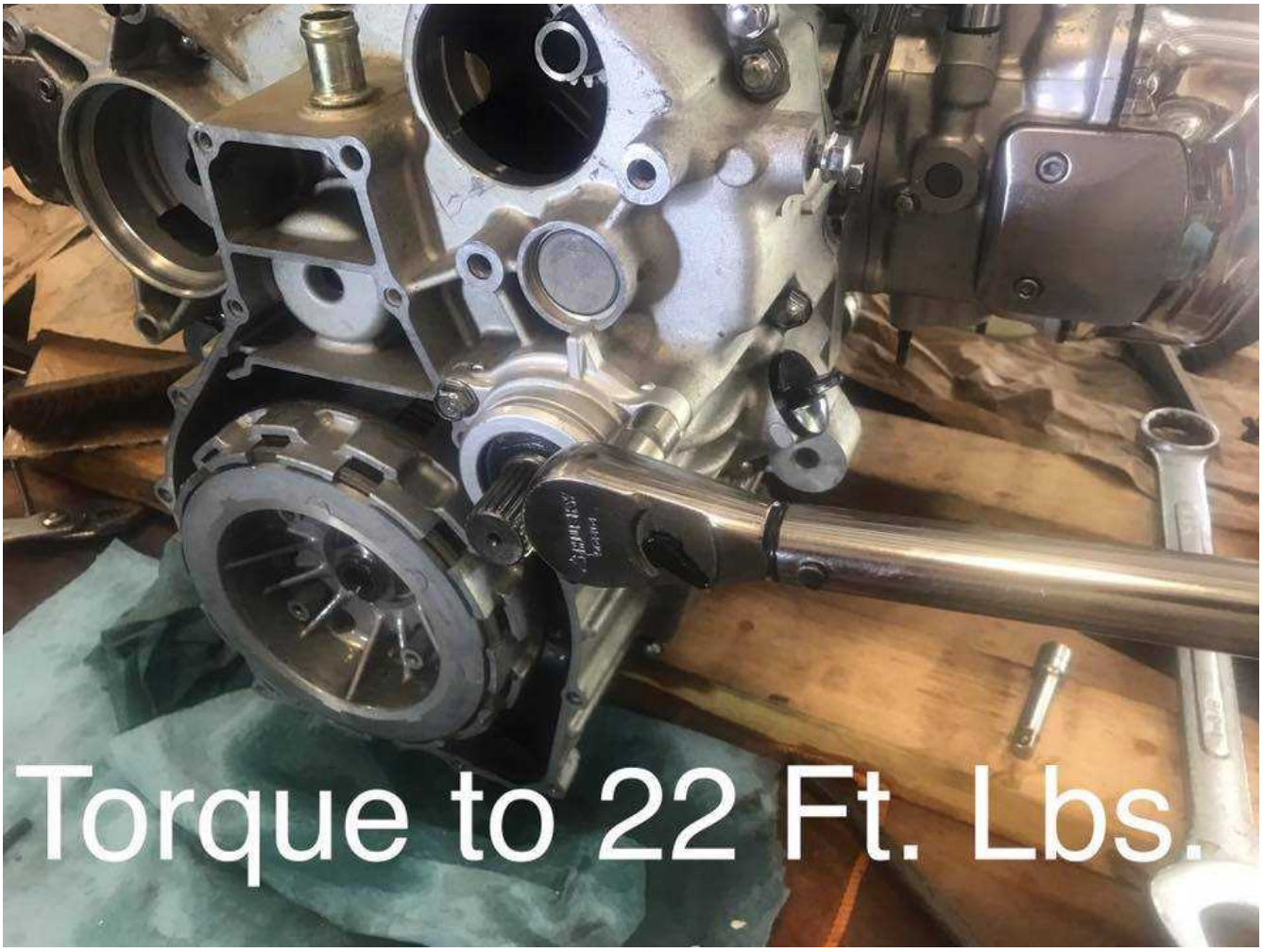
Then stake the nut on both sides to lock it

Lube the o ring with oil on the output bearing holder case

Add some grease to the seal lip

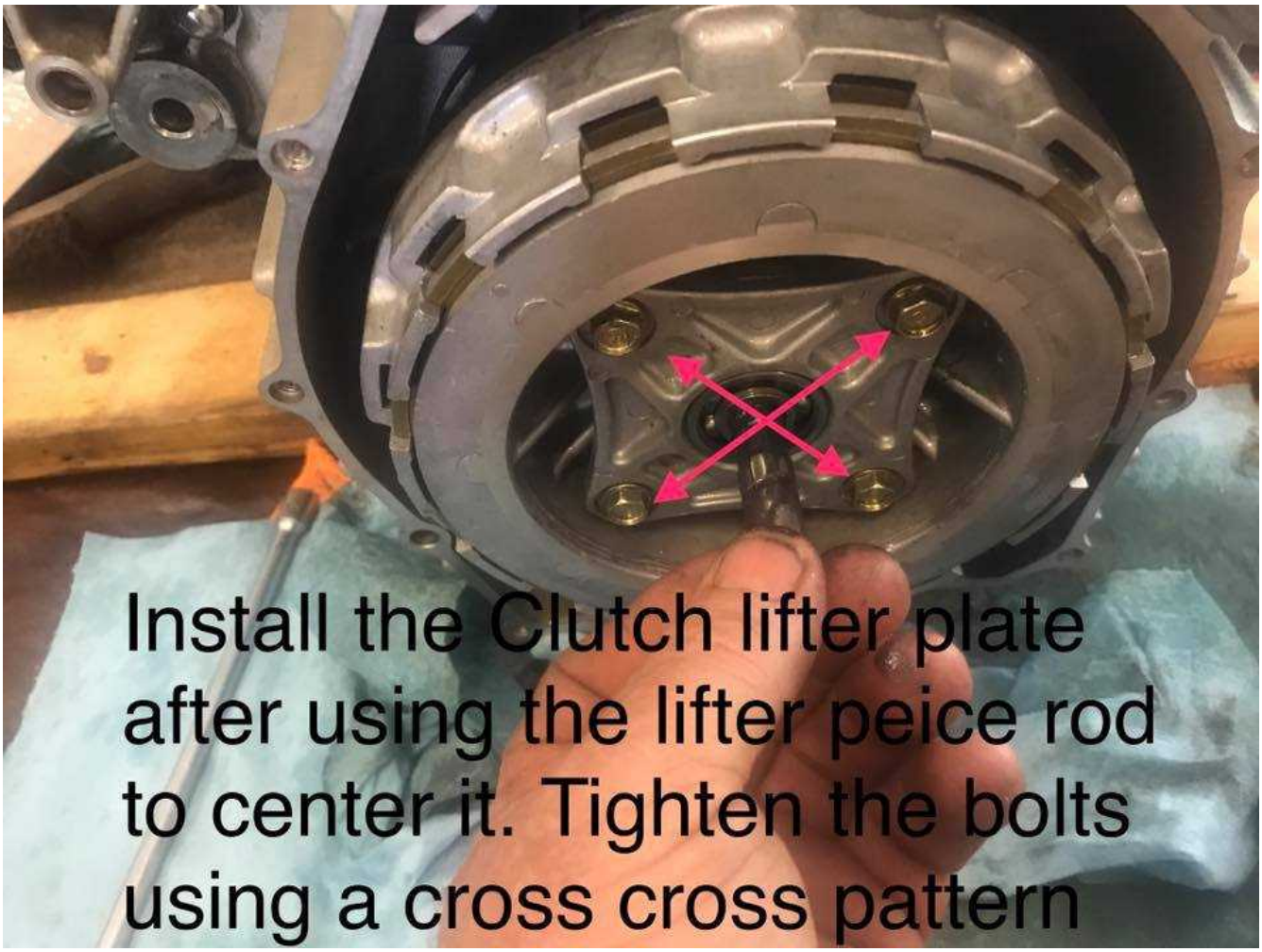
Install it over the output shaft

Torque the bolt to 22 Ft.lbs



Add some grease to the Clutch lifter rod

Place it in the center of the Clutch lifter plate and tighten the bolts evenly so it moves freely, if not start over until it moves freely

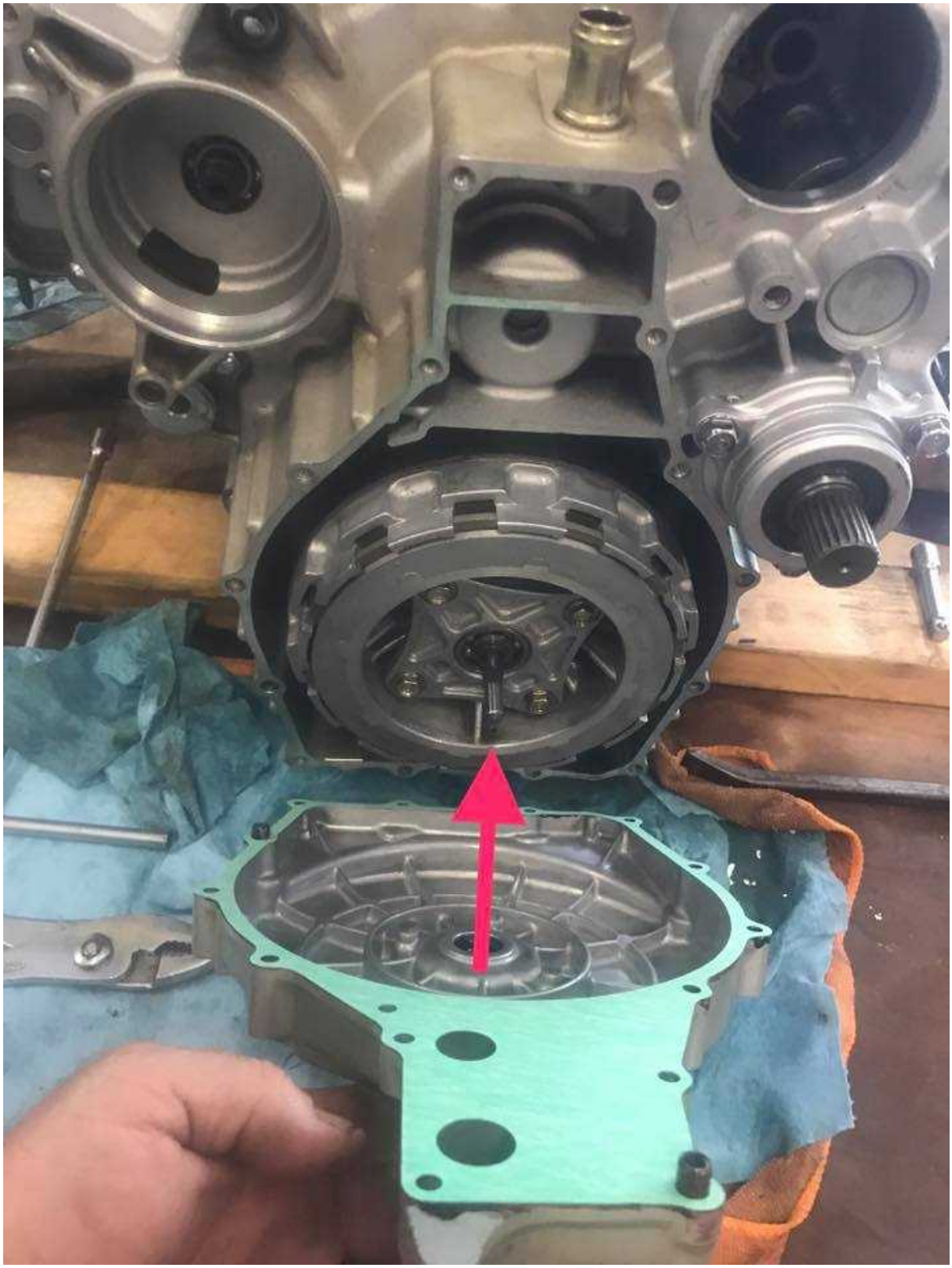


Should be able to turn the bearing freely

Add a little grease to the Clutch cover seal lip

Install a new gasket over some High Tack sealant to hold it

Place the slave cylinder rod inside the Clutch lifter rod and install the Clutch cover



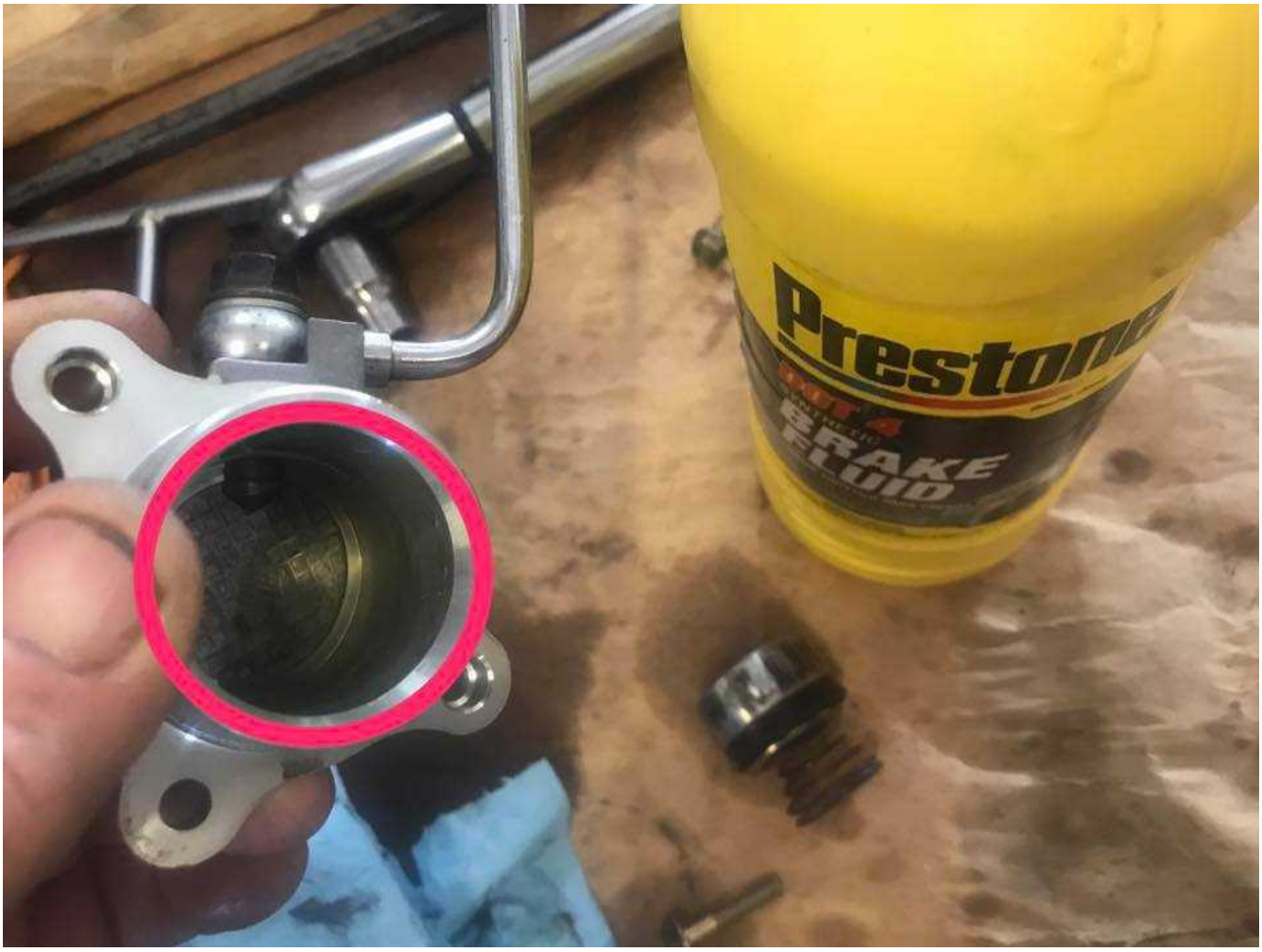
Add all the bolts watching they go in the right spots as there are different lengths

You should have about the same length sticking out on all the bolts when they are stuck in the holes where they belong

Tighten them evenly in a criss cross pattern

Took the slave cylinder apart to clean all the old fluid out and make sure it's workable

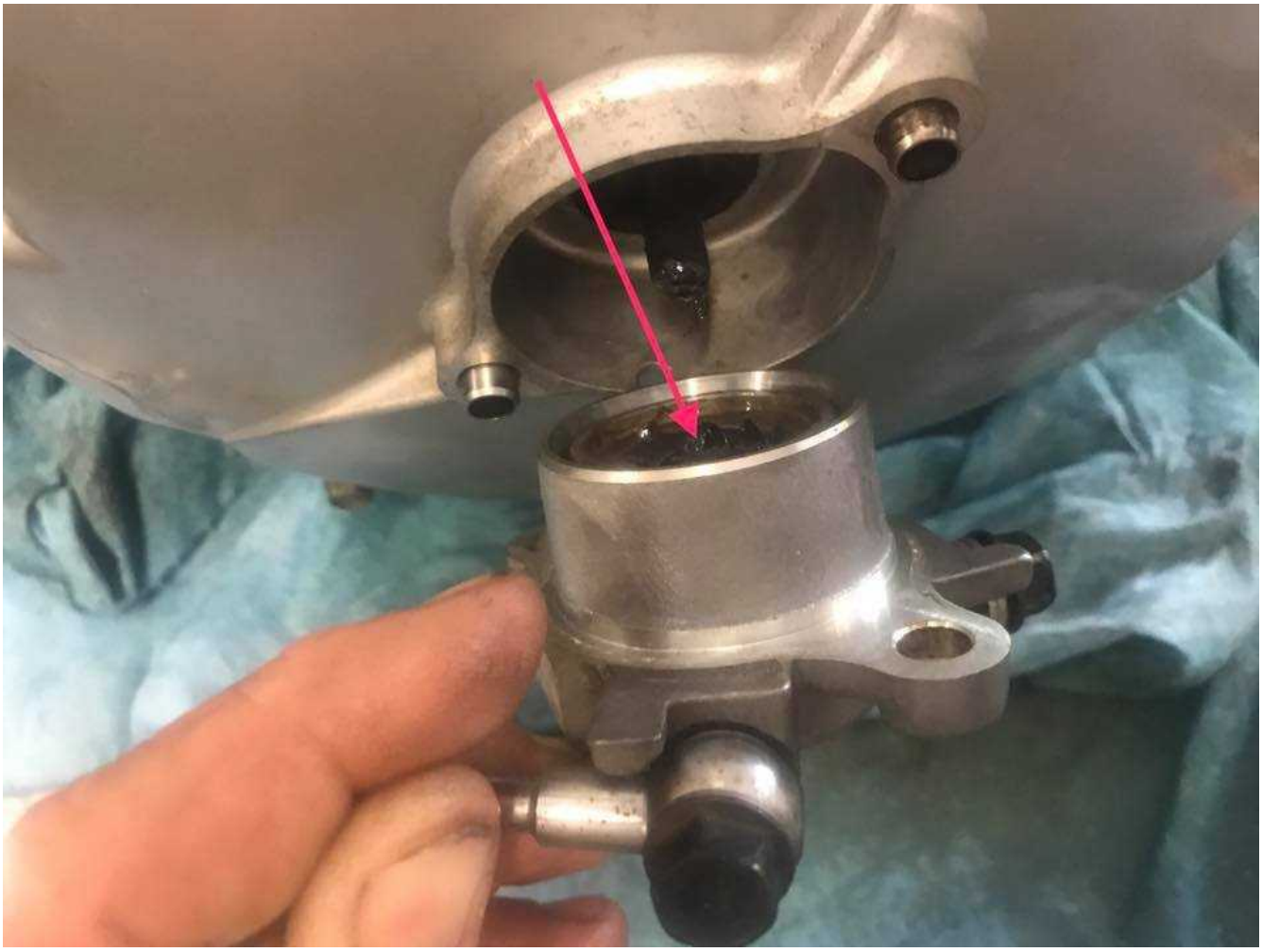
Poured a little brake fluid in it and rubbed it around the edges to Lube it for the piston



Put some brake fluid on the piston seal to help it slide back in easily

Once the piston is back in add a little grease into the Clutch rod hole

Install it onto the Clutch cover making sure the rod fits into the rubber seal

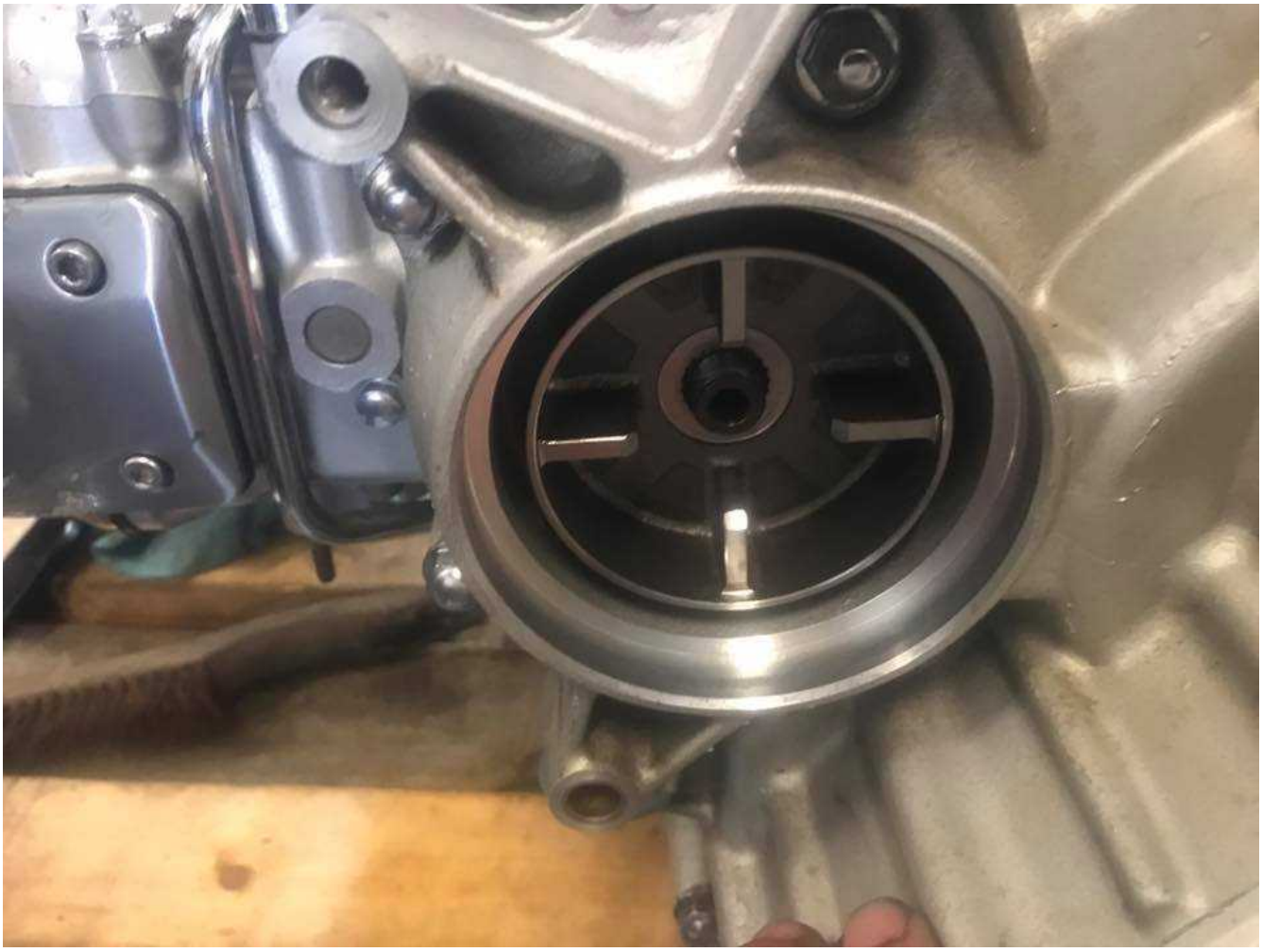


Tighten the 3 bolts evenly

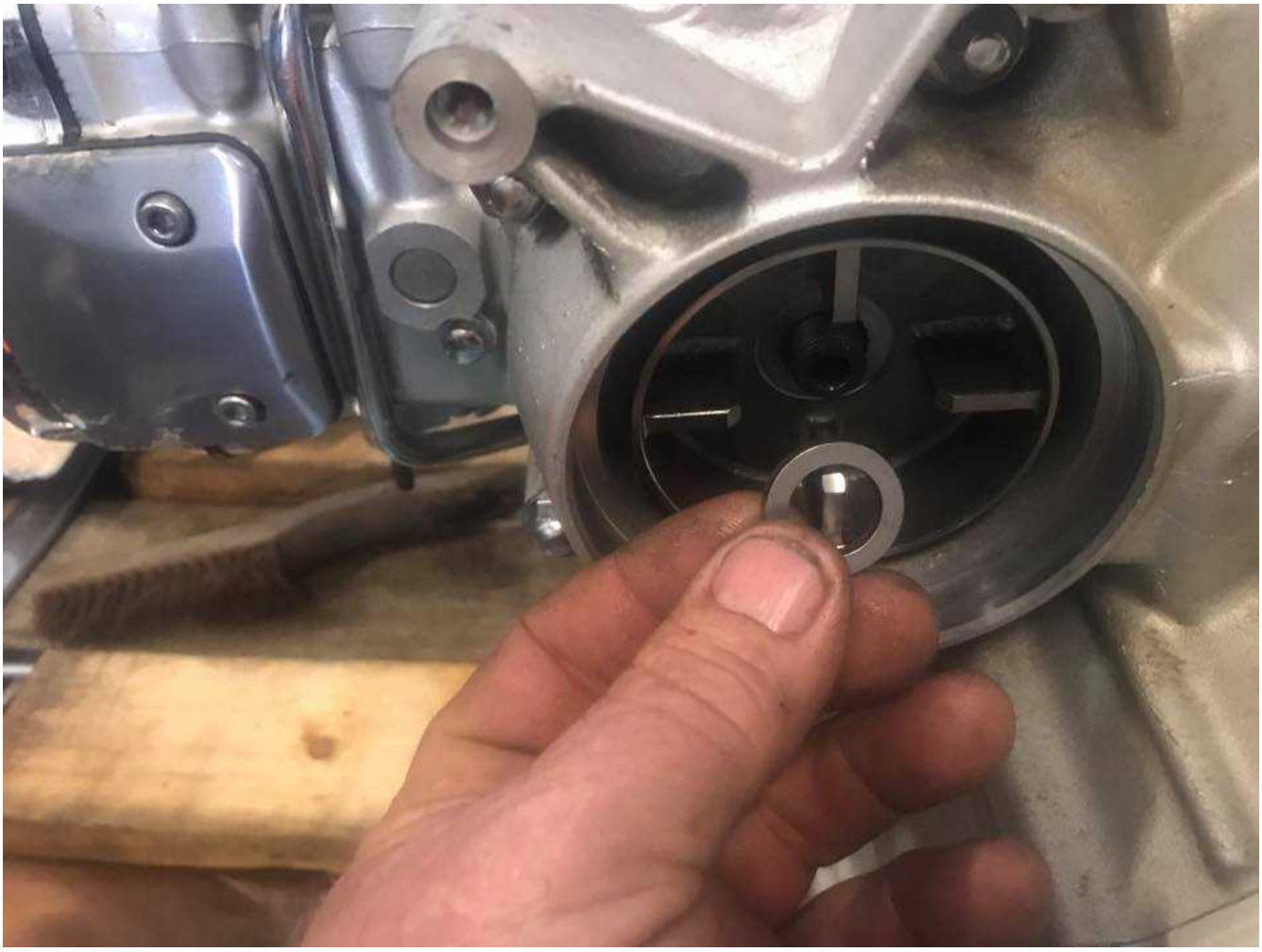
Tighten the bleeder tube holder bolt

Install the alternator drive housing

Turn it until the splines line up and it pushes all the way in



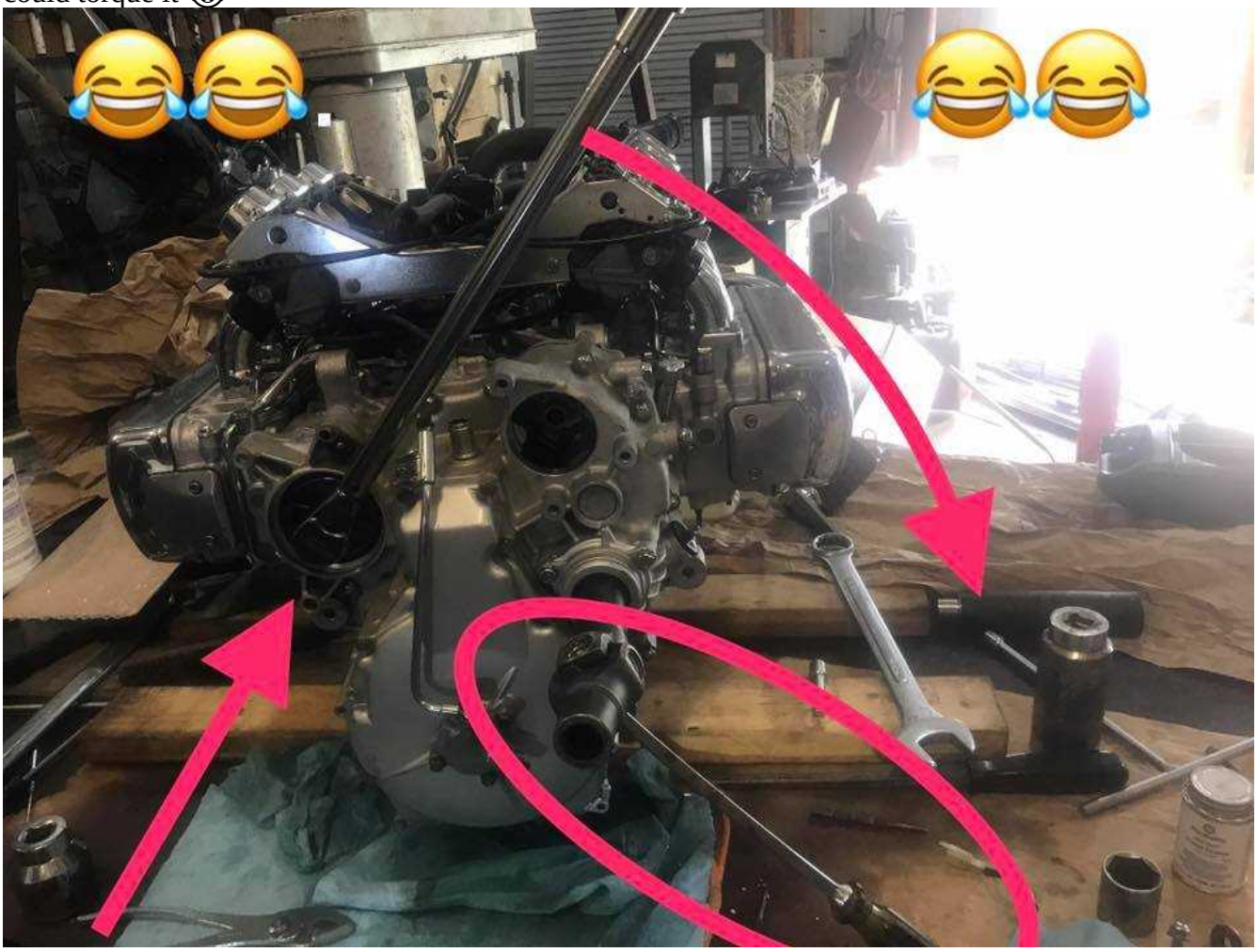
Add the washer



Little loctite on the nut

Start the nut

Yep, back to the u joint, pry bar holder down method again to keep the alternator gear from turning so I could torque it 😂



Thankfully I only had to twist 42 Ft. Lbs. of torque out of it.

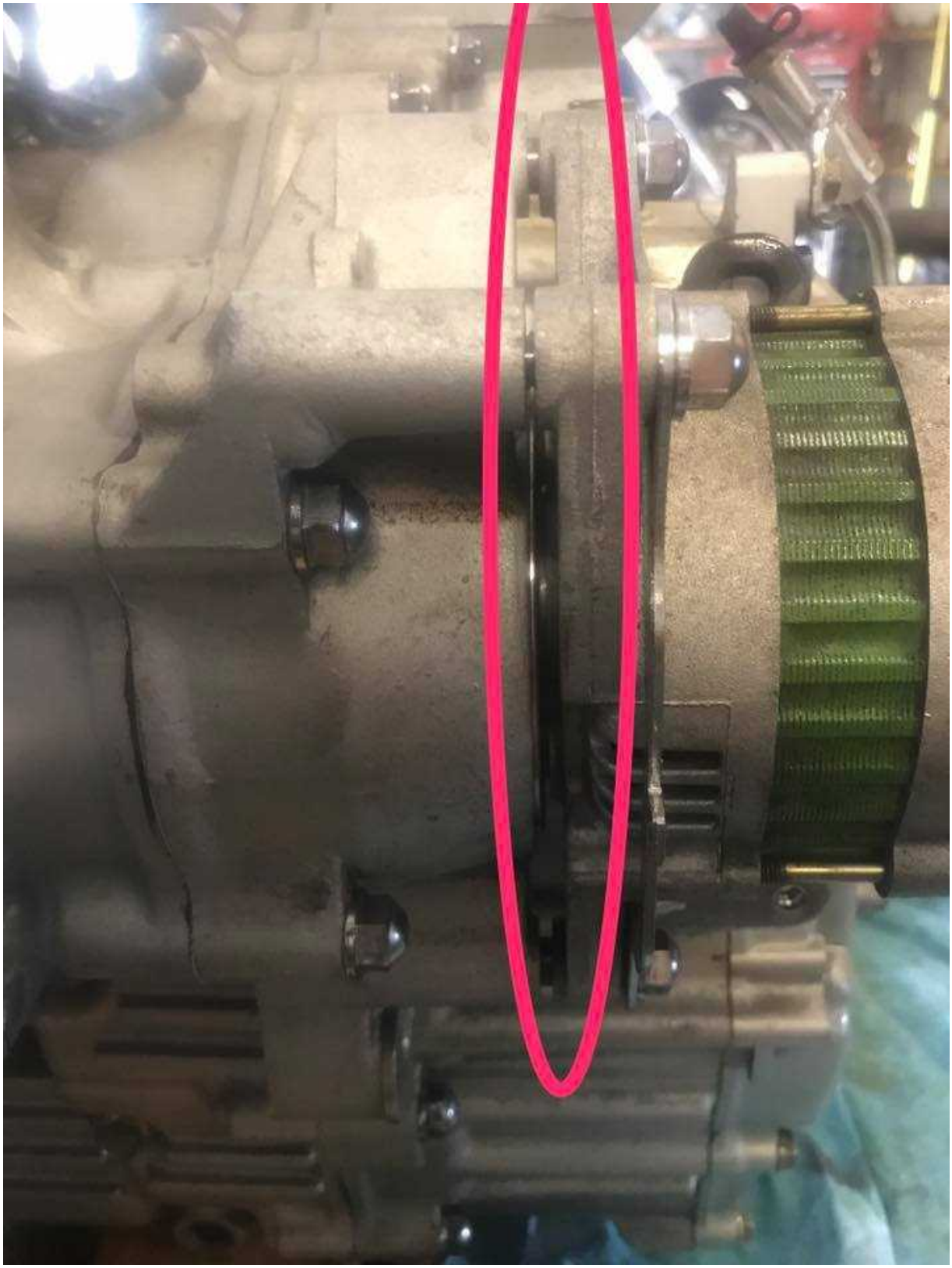
Install the rubber dampers, widest side goes to the outside. Just like a pie 😂

Once they are installed should look like this

Install the alternator making sure the fins go into the spaces of the dampers

Put a little oil on the o-ring before pushing it into the case

Add some anti-seize to the bolts and squeeze it on evenly so as not to destroy the o-ring



She's back together all fixed

My new WB special tools 😂

Time to snatch the carbs off for rebuild now

Gotta pull em all apart and go through em while the motor is out and easy to get to

And eliminate a bunch of vacuum lines, and other unnecessary parts. Drive some 14mm freeze plugs in to plug the holes and add the chrome back over them

Squeeze some tubes and fill em with JB Weld to plug em off