

**5G7:** As already covered in Section A, the standard belt position was not exactly the same between 1962/64 and 1965 (a). The 1965 pulley, shown on the left, moved the belt closer to the engine. Though the 1962/64 pulley was unmarked, fortunately, the 1965 pulley (b) was, and carried a stamping of C5AE-8509-B. The stamping (arrow) was not very deep, so cleaning is often required to see it more clearly. P/S belt scrubbing problems against this pulley (c) resulted in a second pulley (d) being released to increase the clearance (e). The stamped number of the new pulley was C5OE-8509-A. This pulley saw service in both 1965 and 1966 production. By 1967, the belt scrubbing problem was permanently solved by the incorporation of a new P/S pump mounting system. Engines with extra cooling received a 2-groove pulley (f) and a fixed 5-blade fan. This pulley, which was the same one used for A/C, carried a stamped number of C5AE-A. Whenever P/S was installed with extra cooling or A/C, the P/S belt was routed over the water pump pulley.

