



Installation Manual

R4 to Sandem Style Conversion

Compressor Bracket Kit - 7-241





Congratulations...

You have just purchased the highest quality, best performing A/C system upgrade ever designed for your Classic Vehicle.

To obtain the high level of performance and dependability our systems are known for, please pay close attention to the following instructions. Our installation steps and procedures are derived from a long history of research and development and the combined experience achieved through thousands of successful installations (and feedback from customers like you). Please remember that our #1 goal is that you'll have a successful installation and a system that performs at a very high level for many years to come.

Before starting, read the instructions carefully, from beginning to end, and follow the proper sequence. On the next page you'll find a safety and general checklist that you should read before starting your installation.

Again, thank you from our entire staff.



PRE-INSTALLATION:

- Before beginning the installation, check the shipping box for the correct components.
- **If your vehicle has been or is being modified, some procedures will need to be adjusted to fit your particular application.**
- A basic cleaning of the engine compartment before beginning will make things go more smoothly.
- Check condition of engine mounts. Excessive engine movement can damage hoses to A/C and/or heater.
- **DISCONNECT THE BATTERY FIRST**
- **DISCHARGE THE SYSTEM NEXT;** You will want to have your system evacuated of all remaining refrigerant according to local laws. An A/C service shop can handle this for you.
- **TOOLS/MATERIALS REQUIRED:** 8mm, 13mm, 14mm, 15mm, 17mm Wrenches & Sockets, and (A set of metric ratcheting wrenches is suggested for the compressor installation)

PLEASE NOTE! IN ORDER TO PROTECT NEWLY INSTALLED PARTS, IT'S CRITICAL THAT THE CONDENSER, LIQUID LINE AND EVAPORATOR ARE CLEAN AND FREE OF CONTAMINATION. DAMAGE TO COMPONENTS AS A RESULT OF CONTAMINATION WILL OCCUR.

IMPORTANT NOTES:

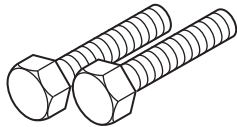
- Use one or two drops of oil on **ALL** O-rings, and threads.
- All capped fittings **MUST** remain covered until actual connection of the fitting to prevent contamination.
- Use two adjustable wrenches on all O-ring connections, these should be tightened to 10-15 ft/lbs which is hand tight plus ¼ turn. Over tightening could cause splitting of the O-ring.
- Carefully thread fittings. Fittings will thread easily, therefore if there is resistance, back off and re-align to avoid cross-threading. Be careful not to over tighten.

**Should you have any technical questions, call us immediately, we will be glad to assist you.
Our toll-free number is listed on every page, we're here to help!**

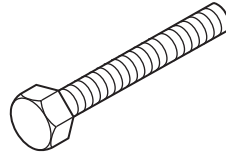
YOU CAN NOW BEGIN THE INSTALLATION...



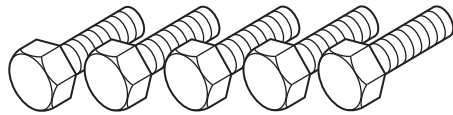
THESE ARE THE PARTS FOR YOUR BRACKET KIT



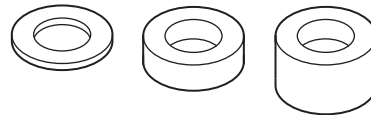
(2x) M10 x 1.50MM
x 40MM Bolts



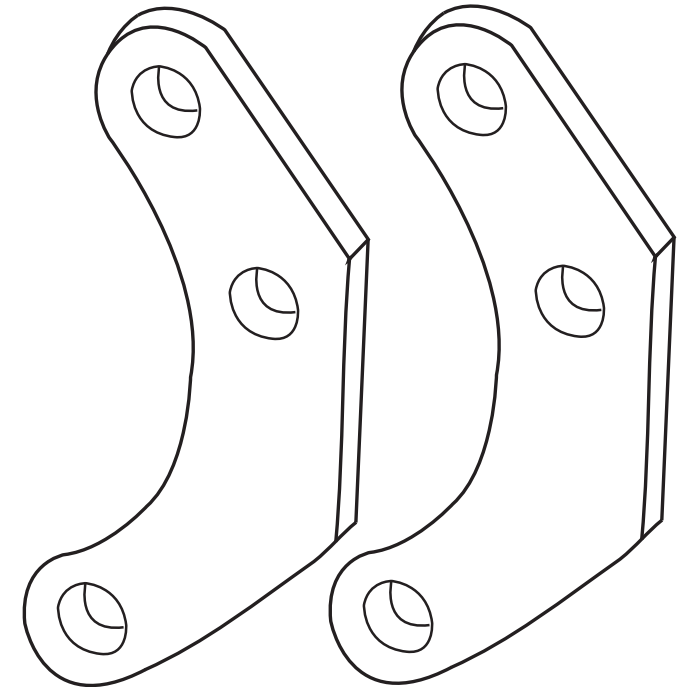
(1x) M10 x 1.50MM
x 50MM Bolt



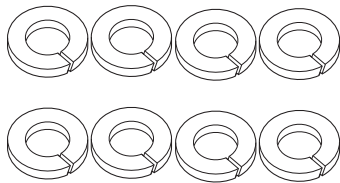
(5x) M10 x 1.50MM
x 35MM Bolts



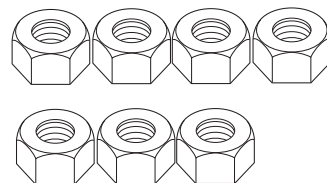
1/8", 9/32", and 11/16"
Compressor Spacers



Compressor Brackets
PN# 07-241



(8x) M10
Lock Washers



(7x) M10
Hex Nuts

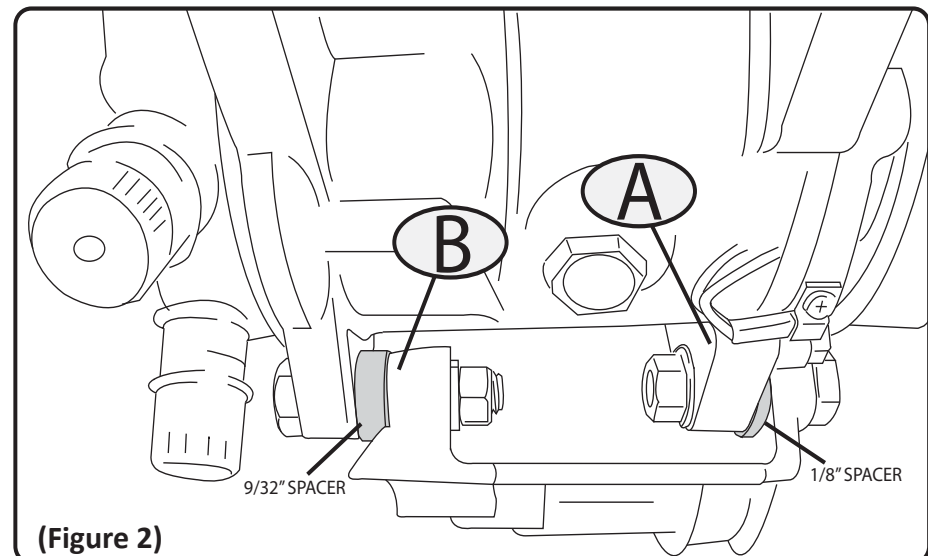
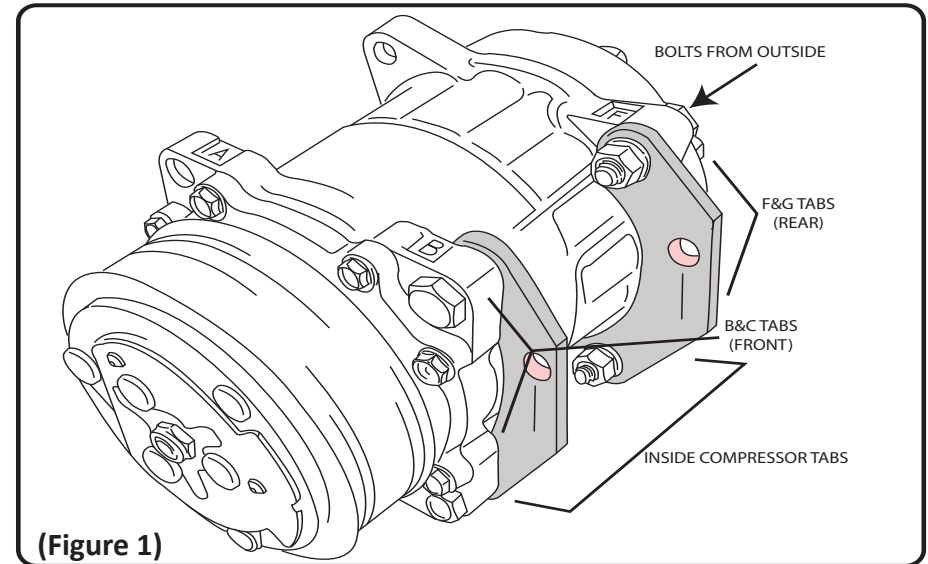
COMPRESSOR INSTALLATION

The included brackets are designed so that your new compressor can be mounted with the ports facing up or to the side for hood clearance. If you are mounting with the ports facing up simply switch from the B&C and F&G tabs to the A&B and E&F tabs.

- Using (4x) M10 x 1.50 x 35mm bolts to install supplied brackets to compressor, one bracket will mount inward on B&C tabs of compressor.
- The second bracket will mount inward on the F&G tabs of the compressor. **(Figure 1)**

*Mount holes will be towards top of assembly. **(Figure 1)***

- Thread the M10 x 1.50 x 40MM bolt completely into the front of the lower front of the OEM mount, tighten securely. Next slide the 1/8" spacer on to this bolt. **(Figure 2A)**
- Secure the compressor on the exposed bolt **(Figure 2A)**. Loosely Secure with a nut and lock washer.
- Insert the M10 x 1.50 x 50mm bolt through the lower rear OEM mount. **(Figure 2B)**. As the bolt passed through insert the 9/32" spacer, Loosely secure with a nut and lock washer





COMPRESSOR INSTALLATION CONT.

- Align bracket mount holes with the remaining OEM bracket holes.
- The front bracket (**BC**) will mount to the rear of the front OEM bracket with the 11/16 spacer, (**Figure 3B**) with M10 x 1.50 x 40mm bolt, (threads into OEM mount from rear) lock washer behind bolt head.
- The Rear bracket (**FG**) will mount directly to the rear of the OEM bracket, with 35mm bolt. Nut and lock washer will be attached from the inside. (**Figure 3A**).
- You will need to tighten all of the compressor hardware

