

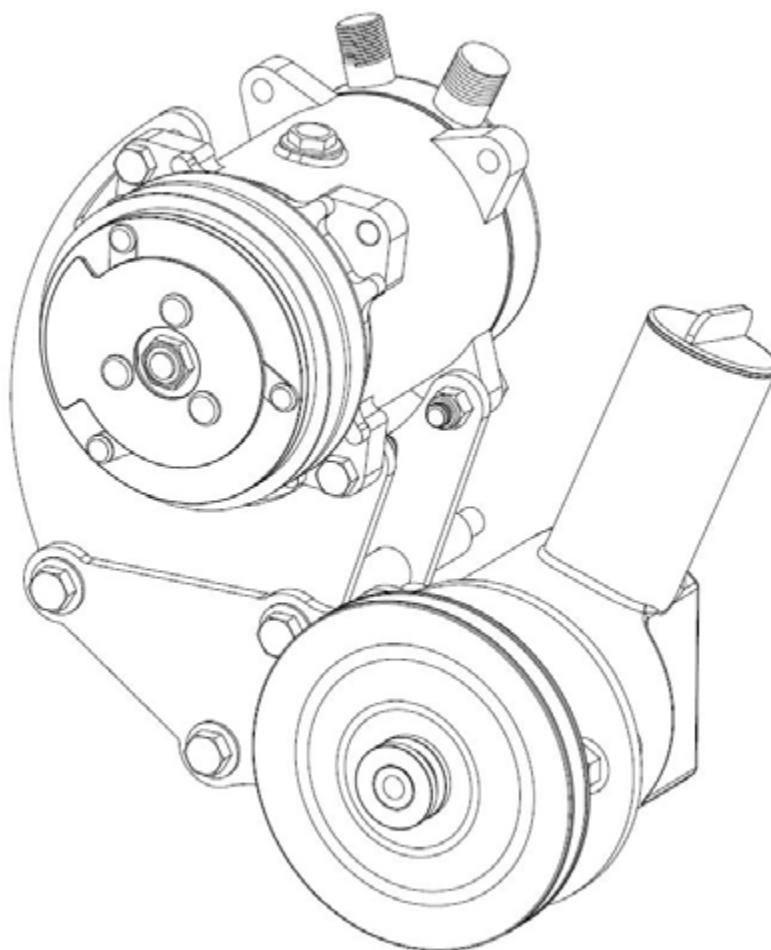


302/351W V8

Compressor Bracket Kit
(137129)

Driver Side

Fits Most: 1980-86 Ford F-Series/Bronco



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Additional Info: Please Read Before Beginning

- **Vintage Air recommends using only Dayco, Gates, or Goodyear brand reinforced belts with this compressor bracket kit. A Gates XL 9550 belt was used for this install. Due to the wide range of accessory options and pulley diameters, you will need to measure your setup to get the proper length V-belts.**
- **Due to differences in years and castings, some spacing may need to be adjusted with a washer.**
- **When painting brackets, a ground path must be maintained either by masking/removing paint on the brackets, or by adding ground wires to contact the compressor and alternator bodies.**
- **This bracket requires a 508 V-belt compressor (Vintage Air Part # 04808-VUA Standard Finish, 04808-VUG Polished Finish, or 048085 Chrome Finish).**
- **This kit is designed to work without the OEM power steering bracket.**
- **All vehicles used in the development of this kit were equipped with power steering. If your vehicle does not have power steering, your pulleys and routing may differ from our belt routing diagrams.**
- **Vintage Air's Ford F-Series and Bronco Surefit system requires a minimum 60-amp alternator. While the OEM 60-amp alternator will work with the Surefit system, additional accessories may require a higher output alternator. The Surefit's system draws approximately 15 amps, and without the sufficient amperage, the A/C system or other accessories may not function properly.**



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Packing List: Bracket Kit (137129)

No.	Qty.	Part No.	Description
1.	1	137122	Bracket, Compressor
2.	1	137124	Bracket, Power Steering
3.	1	191134	Hardware Kit

**** Before beginning installation, open all packages and check contents of shipment. Please report any shortages directly to Vintage Air within 15 days. After 15 days, Vintage Air will not be responsible for missing or damaged items.**

1



2



3



**NOTE: Images may not depict actual parts and quantities.
Refer to packing list for actual parts and quantities.**



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Important Notice—Please Read

For Maximum System Performance, Vintage Air Recommends the Following:

NOTE: Vintage Air systems are designed to operate with R134a refrigerant only. Use of any other refrigerant could damage your A/C system and/or vehicle, and possibly cause a fire, in addition to potentially voiding the warranties of the A/C system and its components.

Refrigerant Capacities:

Vintage Air System: 1.8 lbs. (28.8 oz.) or 816 grams of **R134a**, charged by weight with a quality charging station or scale. **NOTE: Use of the proper type and amount of refrigerant is critical to system operation and performance.**

Other Systems: Consult manufacturer's guidelines.

Lubricant Capacities:

New Vintage Air-Supplied Sanden Compressor: No additional oil needed (Compressor is shipped with proper oil charge).

All Other Compressors: Consult manufacturer (Some compressors are shipped dry and will need oil added).

Safety Switches

Your Vintage Air system is equipped with a binary pressure safety switch. A binary switch disengages the compressor clutch in cases of extreme low pressure conditions (refrigerant loss) or excessively high head pressure (406 PSI) to prevent compressor damage or hose rupture. A trinary switch combines Hi/Lo pressure protection with an electric fan operation signal at 254 PSI, and should be substituted for use with electric fans. Compressor safety switches are extremely important since an A/C system relies on refrigerant to circulate lubricant.

Service Info:

Protect Your Investment: Prior to assembly, it is critical that the compressor, evaporator, A/C hoses and fittings, hardlines, condenser and receiver/drier remain capped. Removing caps prior to assembly will allow moisture, insects and debris into the components, possibly leading to reduced performance and/or premature failure of your A/C system. This is especially important with the receiver/drier.

Additionally, when caps are removed for assembly, **BE CAREFUL!** Some components are shipped under pressure with dry nitrogen.

Evacuate the System for 35-45 Minutes: Ensure that system components (Drier, compressor, evaporator and condenser) are at a temperature of at least 85°F. On a cool day, the components can be heated with a heat gun **or** by running the engine with the heater on before evacuating. Leak check and charge to specifications.

Bolts Passing Through Cowl and/or Firewall:

To ensure a watertight seal between the passenger compartment and the vehicle exterior, for all bolts passing through the cowl and/or firewall, Vintage Air recommends coating the threads with silicone prior to installation.

Heater Hose (not included with this kit):

Heater hose may be purchased from Vintage Air (Part#31800-VUD) or your local parts retailer. Routing and required length will vary based on installer preference.

OEM Compressor and Bracket Removal

1. Disconnect the battery.
2. Evacuate the old system.
3. Disconnect the A/C lines from the compressor and unplug the wiring from the compressor clutch.
4. Remove the A/C compressor belt by loosening the idler pulley assembly (See Figure 1, below).
5. To remove the OEM compressor from the mounting bracket, first remove the brace assembly. Remove (2) bolts on top of the brace into the compressor body, (1) on the side behind the brace into the side of the compressor body and (2) into the water pump (See Figure 2, below). Reinstall the bolts back into the water pump.

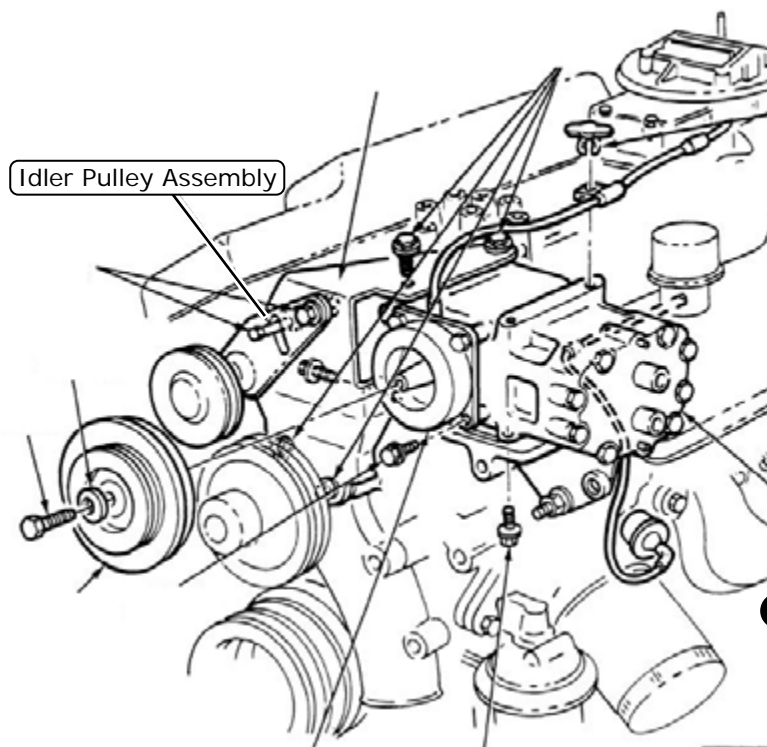


Figure 1

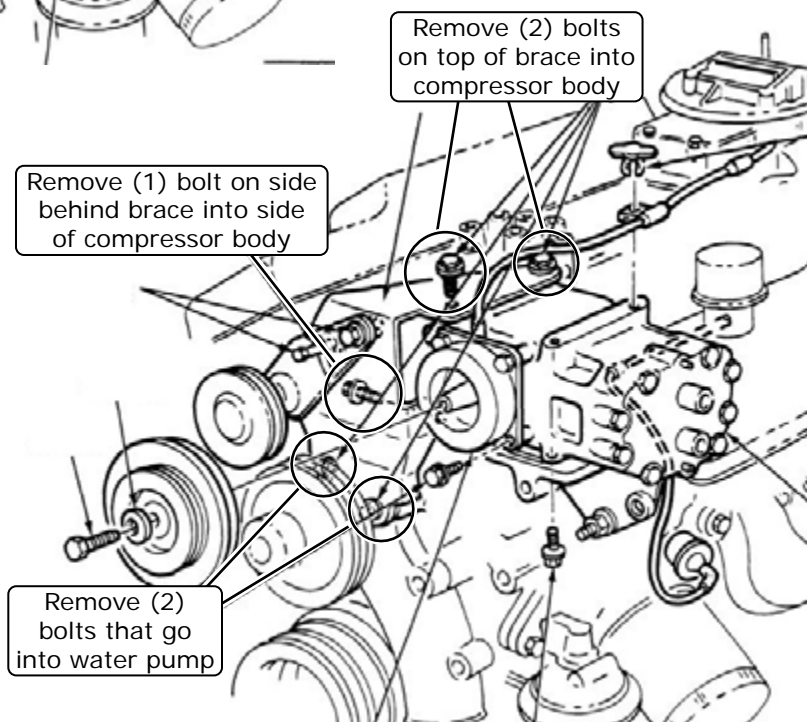


Figure 2

OEM Compressor and Bracket Removal (Cont.)

6. The compressor can be removed from the mounting bracket by removing the (4) bolts on the underside of the bracket that screw into the body of the compressor (See Figure 3, below).

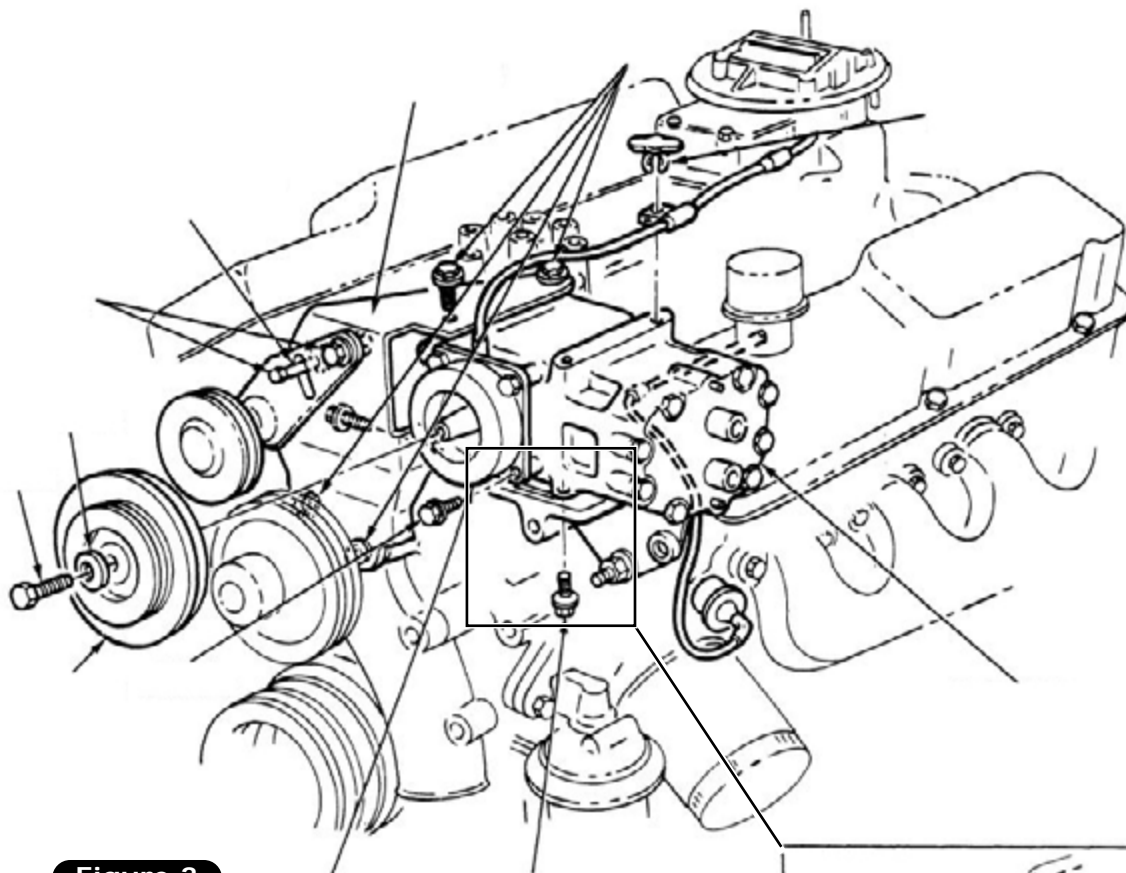
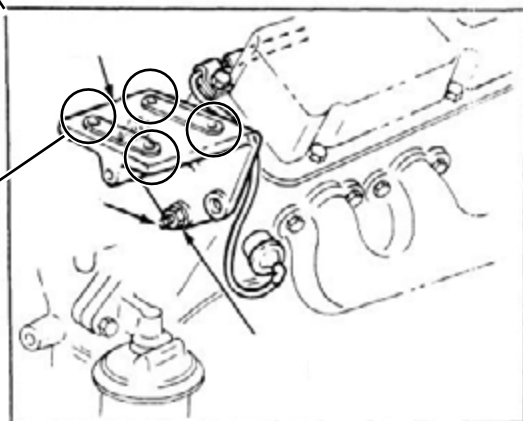


Figure 3

Remove (4) bolts on underside
of bracket that screw into body
of compressor



OEM Compressor and Bracket Removal (Final)

7. Remove the nuts and studs from the cylinder head to remove the OEM compressor bracket (See Figure 4, below).
8. Remove the alternator belt by loosening the top pivot bolt and the bottom adjustment bolt. Retain the belt, as it will be reinstalled.
9. Remove the power steering belt by loosening the top pivot bolt and the bottom adjusting bolt (See Photo 1, below). Position the power steering pump for optimal access to the hub of the pulley, then retighten the bolts.
10. Using an appropriate power steering pulley puller, remove the pulley from the power steering pump.
11. Remove the (3) bolts that hold the power steering pump to the mounting bracket. Set the power steering pump off to the side.
12. Remove the (2) bolts from the water pump and the (1) bolt in the cylinder head to remove the OEM bracket assembly (See Photo 2, below).

Remove nuts and studs from
cylinder head to remove
OEM compressor bracket

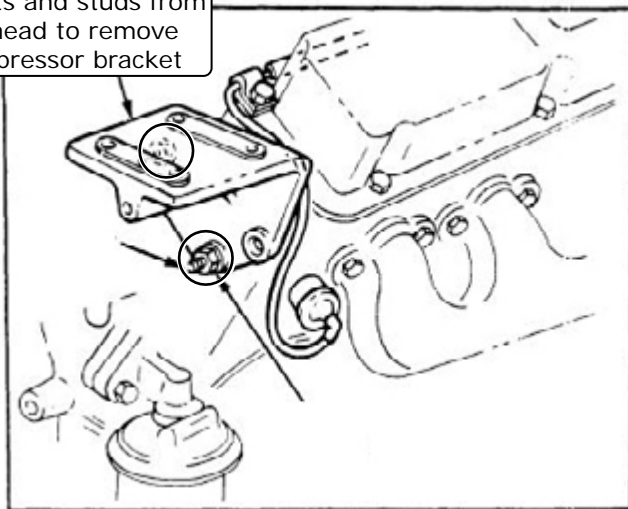


Figure 4

Loosen top
pivot bolt

Loosen bottom
adjusting bolt

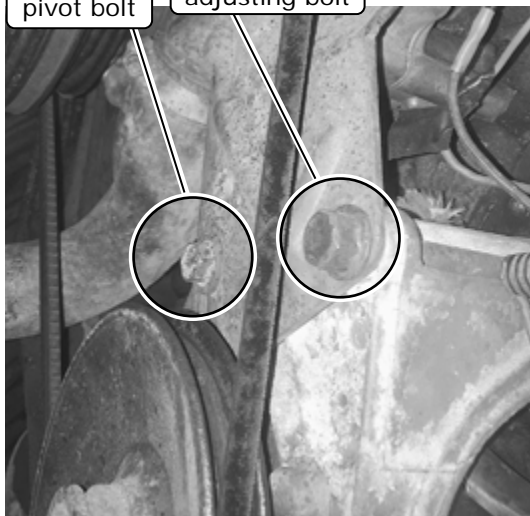


Photo 1

Remove (2) bolts
from water pump

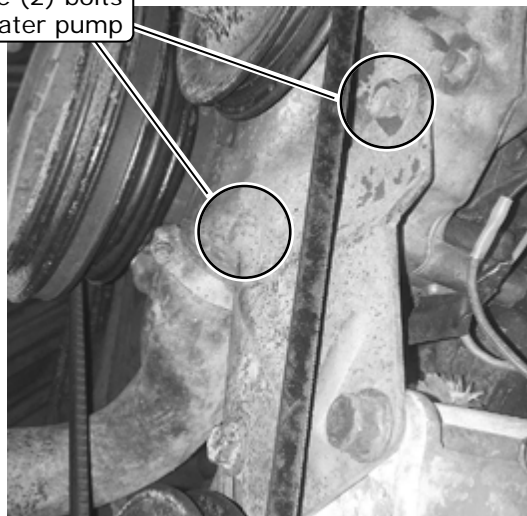
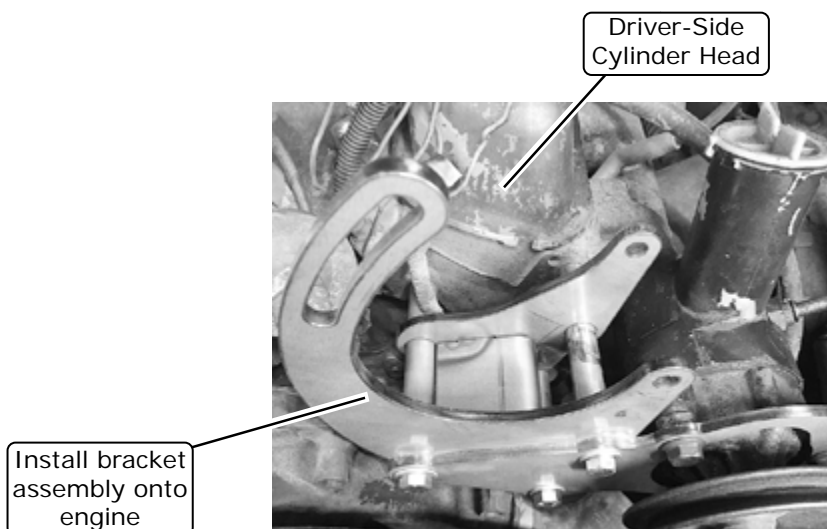
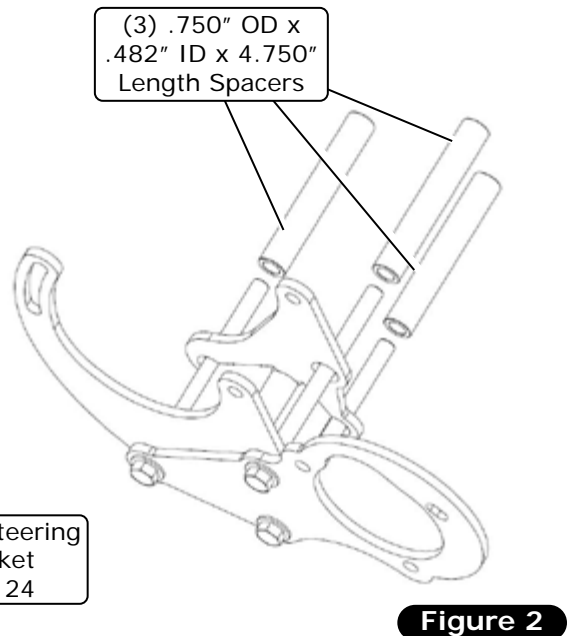
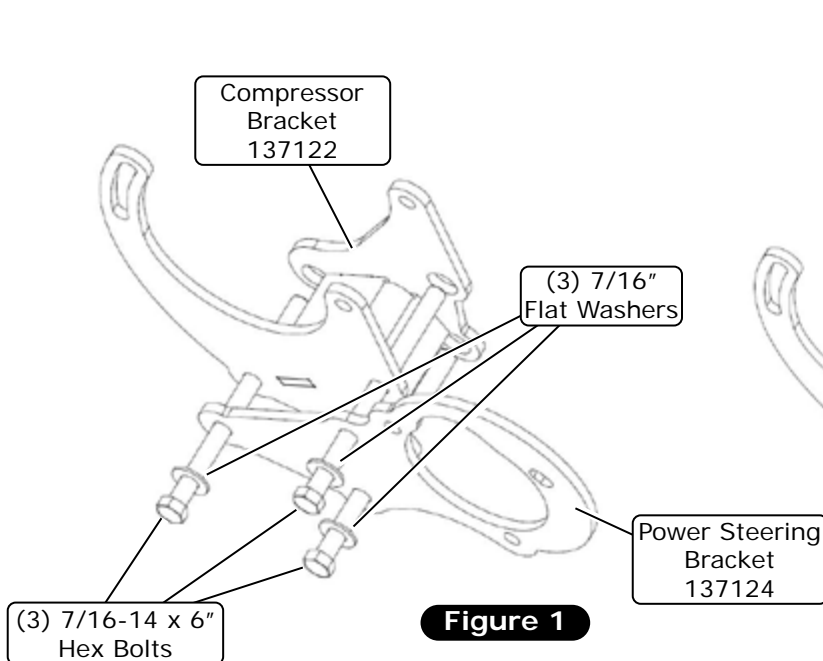


Photo 2

Compressor and Bracket Installation

1. Insert (3) 7/16-14 x 6" hex bolts with (3) 7/16" flat washers through the power steering bracket and into the compressor bracket. Insure that the power steering bracket is in the orientation shown (See Figure 1, below).
2. Slide the (3) .750" OD x .482" ID x 4.750" length spacers over the bolts and into the compressor bracket (See Figure 2, below).
3. Install the bracket assembly onto the engine by screwing the bolts into the driver-side cylinder head (See Photo 1, below).
4. Route any wires and hoses so they are away from any hot surfaces.



Compressor and Bracket Installation (Cont.)

5. Using (3) 3/8-16 x 1 1/2" hex bolts and (3) 3/8-16 locknuts, loosely install the compressor onto the bracket (See Figure 3, below). **NOTE: There is (1) 3/8" flat washer supplied in the kit. It installs on the bracket side of the adjustment slot. Hardware will be tightened later after the belt is installed.**
6. Install the OEM power steering pump onto the bracket and secure it using the OEM bolts (See Figure 4, below).
7. Using an appropriate power steering pulley install tool, press the pulley back onto the power steering pump (See Photo 2, below). Ensure the groove on the pulley is aligned with the rear groove closest to the engine of the compressor (See Photo 3, below).
8. Install the drive belt (Gates XL 9550) onto the rear groove closest to the engine of the crankshaft, water pump, compressor, and power steering pump.
9. Tension the belt by sliding the compressor outward until the belt is tight, then tighten the compressor mounting bolts.
10. Reinstall the alternator belt.

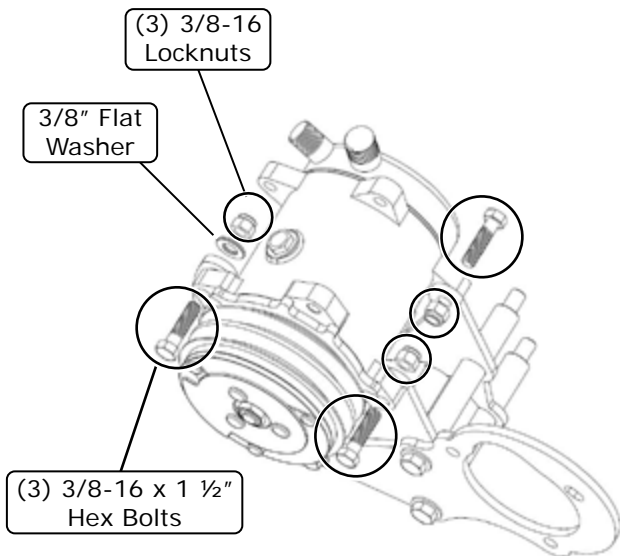


Figure 3

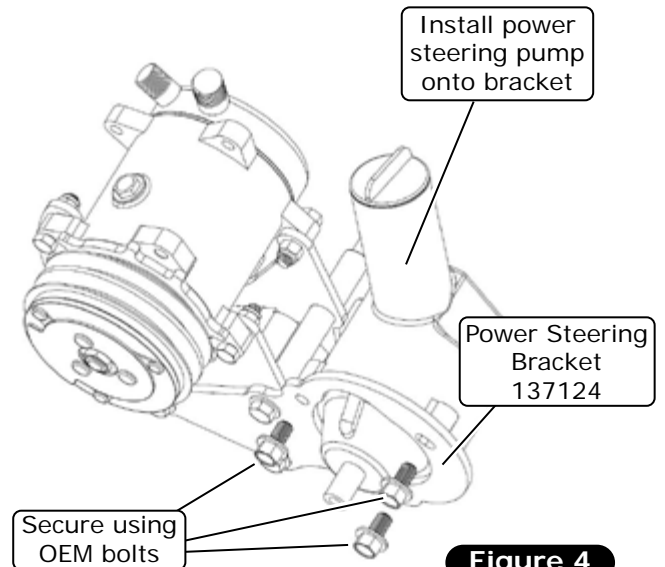


Figure 4

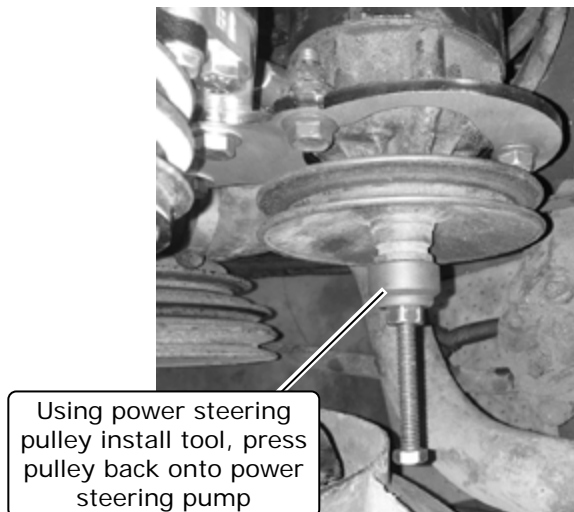


Photo 2

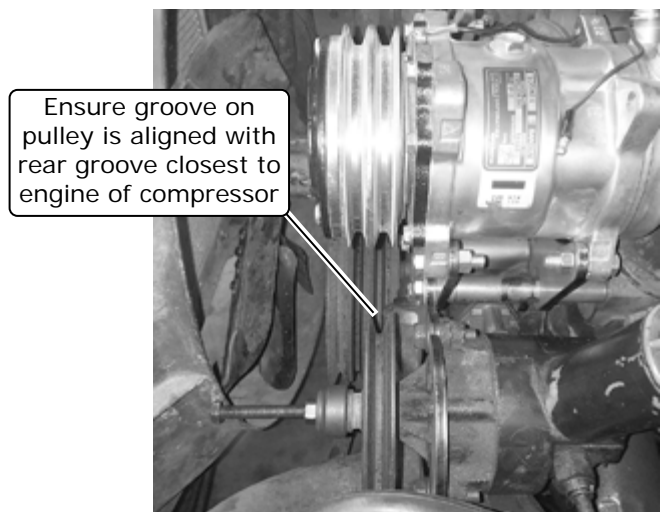


Photo 3

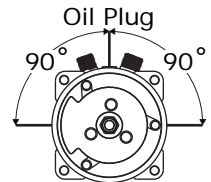
Compressor Warnings

NOTE: Failure to follow these procedures may void all warranties.

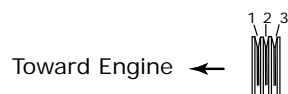
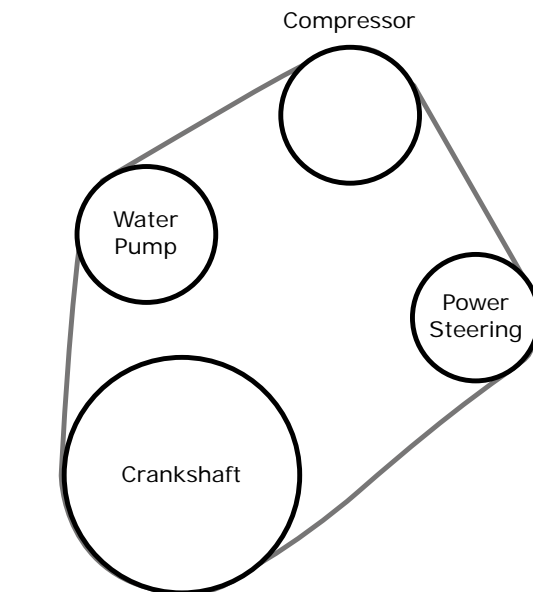
1. With compressor kit installed, and belt tightened, check angle of oil plug on compressor. As shown below, oil plug must not exceed 90° beyond vertical centerline.
2. Do not connect compressor clutch wire until system is being charged with refrigerant. Running compressor without refrigerant charge may result in compressor failure.

IMPORTANT NOTICE:

- Do not connect compressor clutch wire until system is being charged with refrigerant. Since an A/C system relies on refrigerant to circulate lubricant, running the compressor without refrigerant may destroy the compressor and void the warranty.
- Proper compressor orientation is important. Sanden compressors may be rotated from vertical (oil fill plug at top) up to 90° in either direction (See illustration).

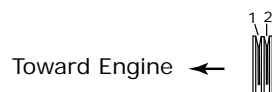


Belt Routing Diagram



Crankshaft Pulley Grooves:

1. Water Pump, Compressor & Power Steering
2. Alternator
3. Not Used



Compressor Pulley Grooves:

1. Crankshaft, Water Pump & Power Steering
2. Not Used



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No.	Qty.	Part No.	Description
1.	1	137122	Bracket, Compressor
2.	1	137124	Bracket, Power Steering
3.	1	191134	Hardware Kit

Checked By: _____

Packed By: _____

Date: _____

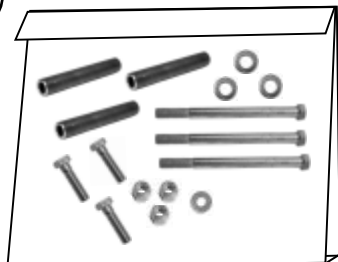
1



2



3



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