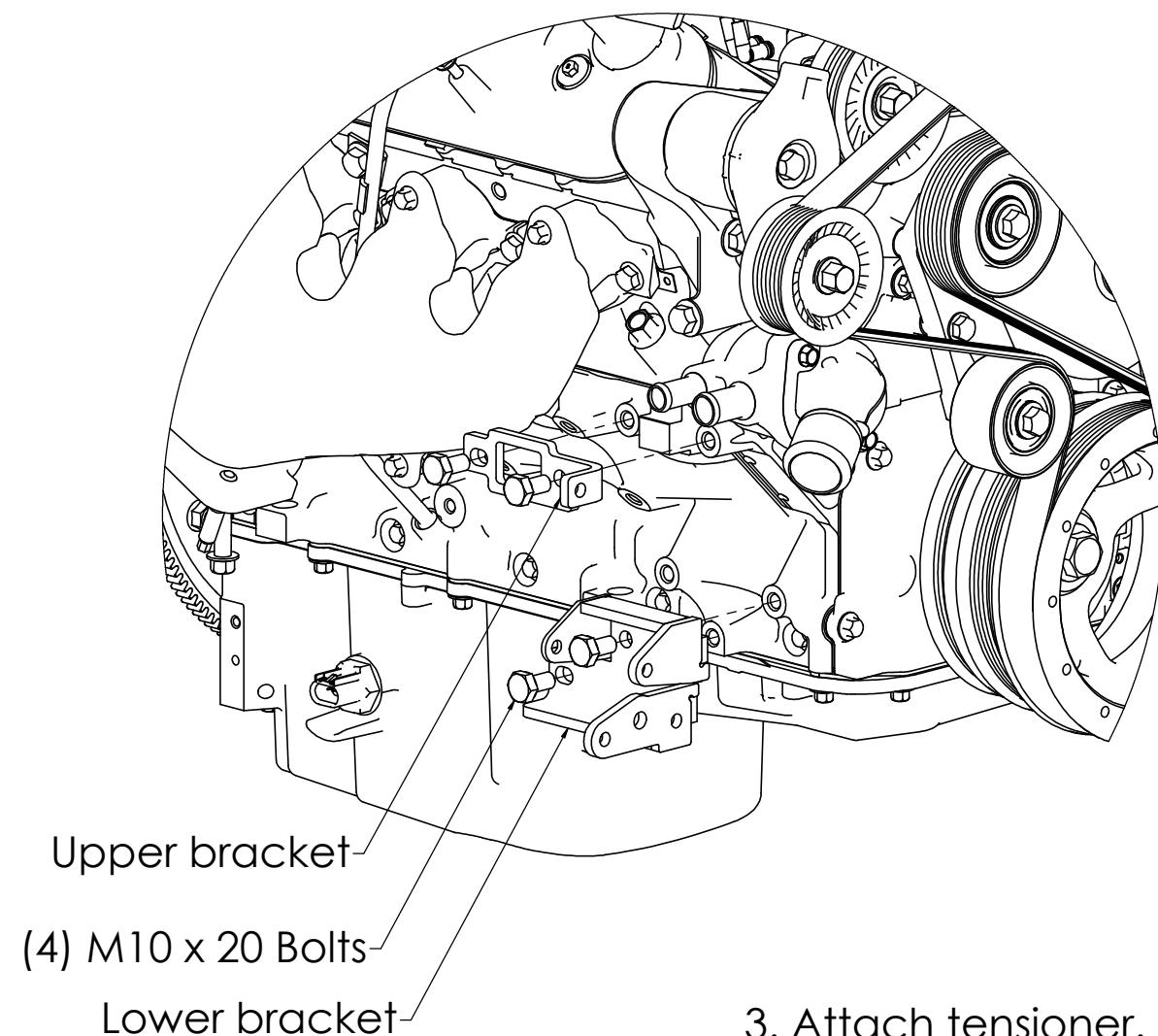


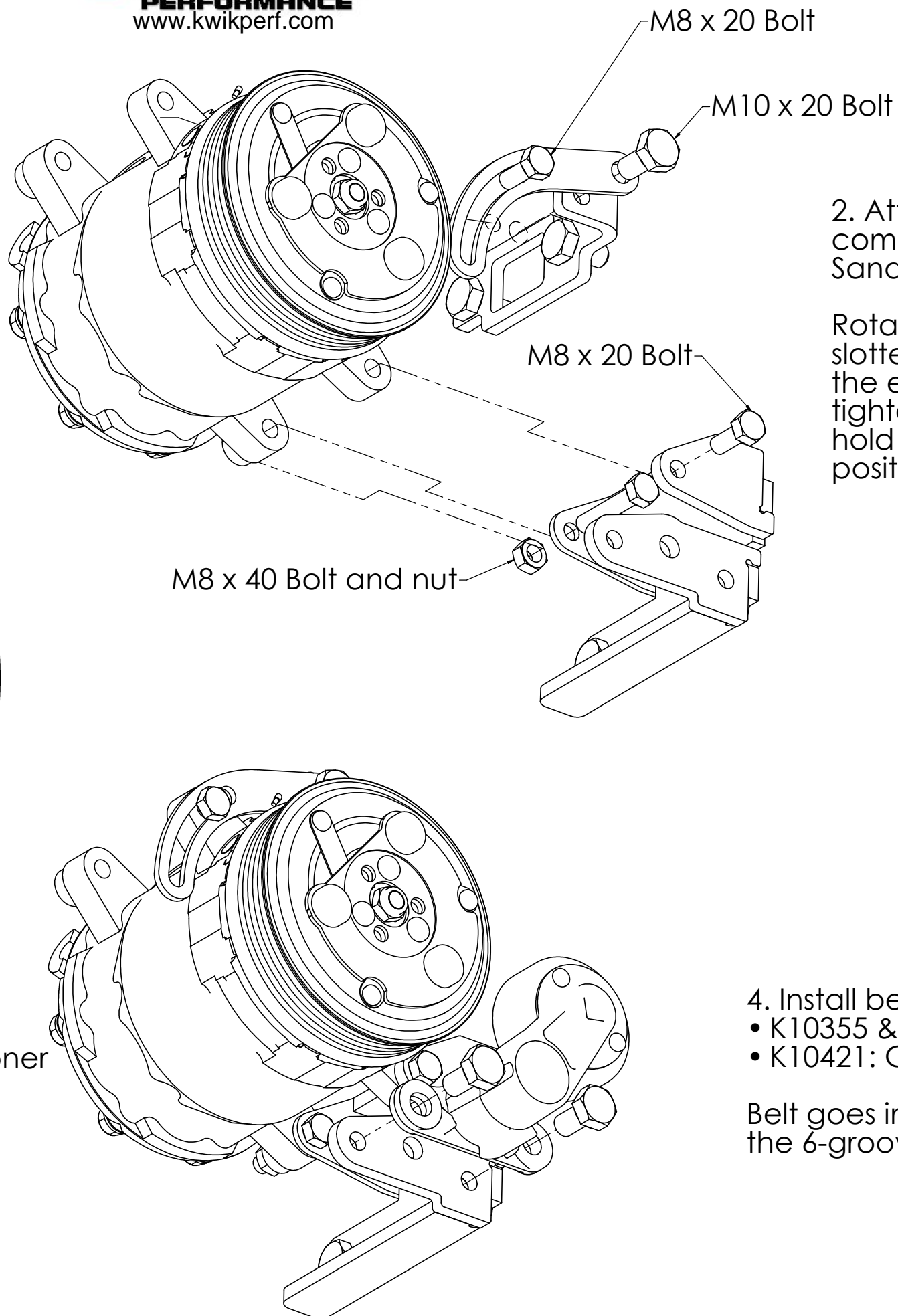
Installation instructions

K10355 (Corvette, LSA) [shown]
K10420 (Gen 4 F-body)
K10421 (Truck & Gen 5 Camaro)
Sanden SD7 model 7176 AC
Low-mount Bracket

1. Bolt brackets to passenger side of block.
Tighten 10mm bolts to 25 ft-lbs.



3. Attach tensioner.
Tighten 10mm tensioner bolts to 25 ft-lbs.



2. Attach Sanden 7176 compressor. Do not use Sanden 508 style.

Rotate compressor in the slotted arm upward toward the engine and **lightly** tighten the bolts enough to hold the compressor in position.

4. Install belt.
• K10355 & K10420: Gates K040395
• K10421: Gates K040398

Belt goes in the rear 4 grooves of the 6-groove compressor pulley.

Installation instructions (continued)

K10355 (Corvette, LSA) [shown]

K10420 (Gen 4 F-body)

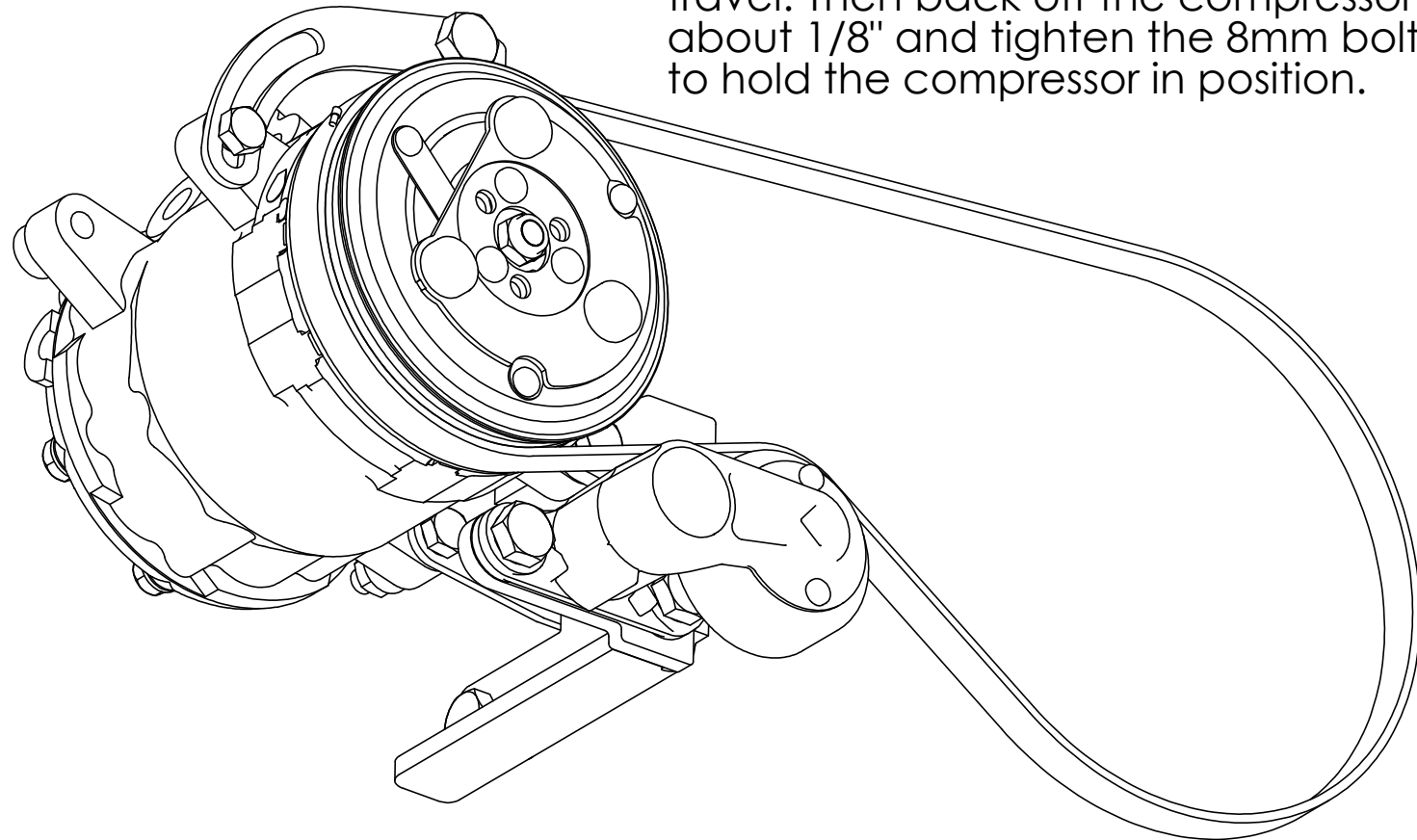
K10421 (Truck & Gen 5 Camaro)

Sanden SD7 model 7176 AC

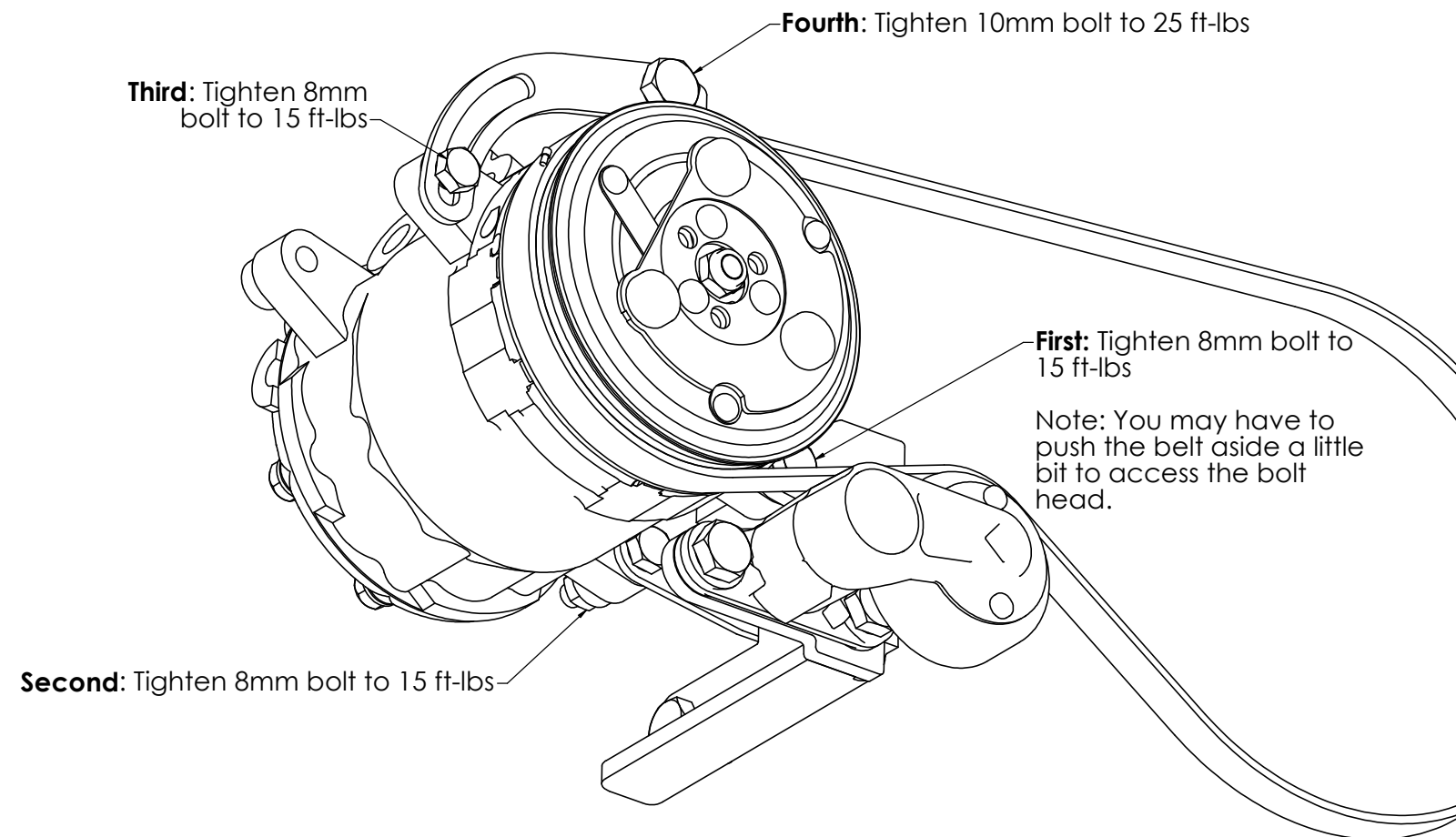
Low-mount Bracket



5. Tighten belt by loosening the 8mm bolt in the slotted arm and rotating the compressor down by hand until the tensioner reaches the end of its travel. Then back off the compressor about 1/8" and tighten the 8mm bolt to hold the compressor in position.



6. Tighten the four compressor bolts in the sequence shown. **Do not over tighten**, or you may strip the threads in the compressor.



Optional configuration for racing use:

The tensioner can be removed and a shorter belt installed.

- For K10355 Corvette and K10420 Camaro kits, use belt K040384
- For K10421 truck kit, use belt K040390

Tighten belt by loosening the compressor bolts, and rotating the compressor down by hand in the slotted arm until the belt is the desired tension.

Snug bolt in the slot to hold the compressor in position, then torque the compressor bolts as shown in step 6.



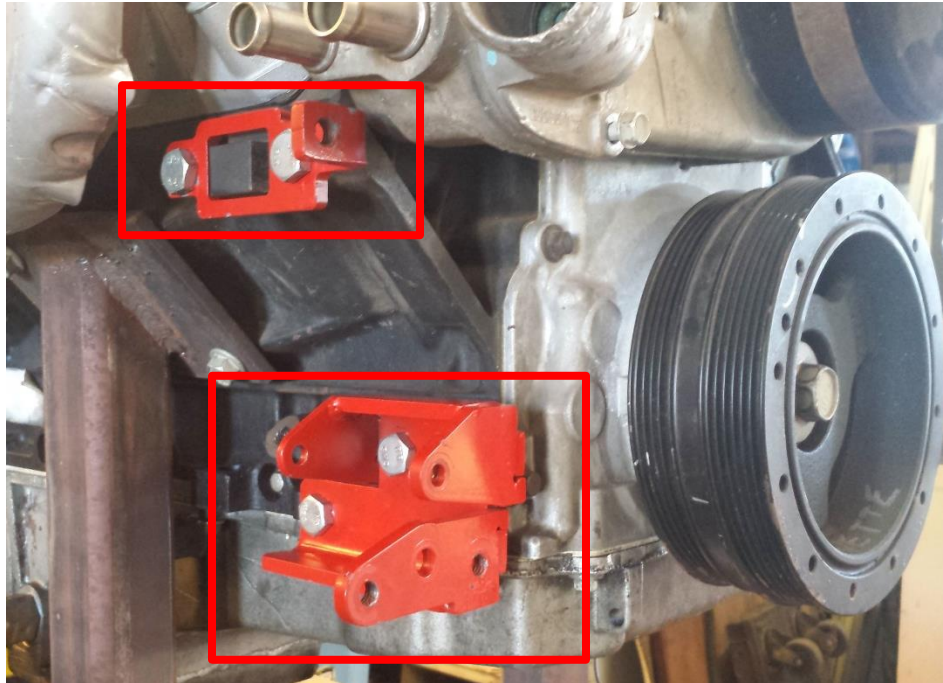
www.kwikperf.com 417 955-1467 wayne@kwikperf.com

Kwik Performance Low Mount AC Bracket for Sanden SD7B10--7176 "mini" compressor

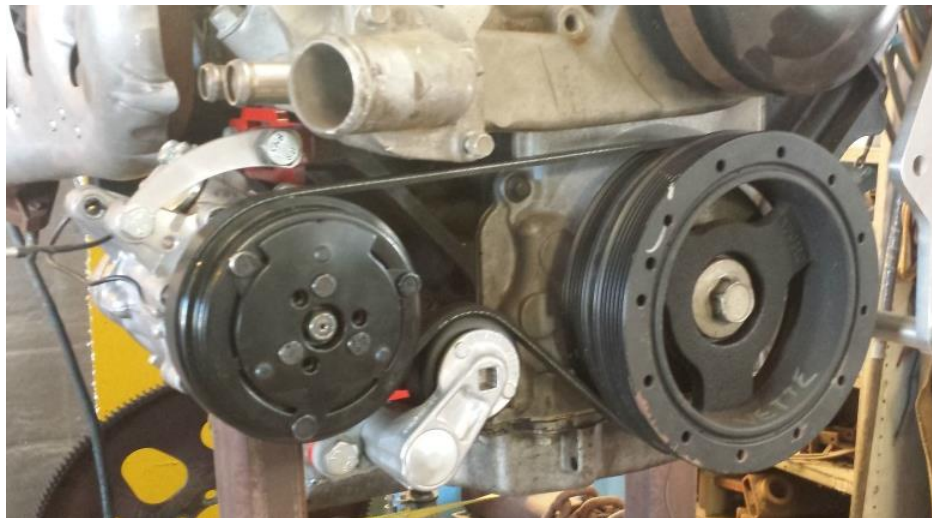
All photos shown below are for LSA and other LS engines with Corvette belt spacing, part number K10355. Also available but not shown are F-body, K10420, and truck/2010+ Camaro, K10421.



Prototype V.4.2 mounted on truck engine with Corvette balancer (same belt spacing as LSA)

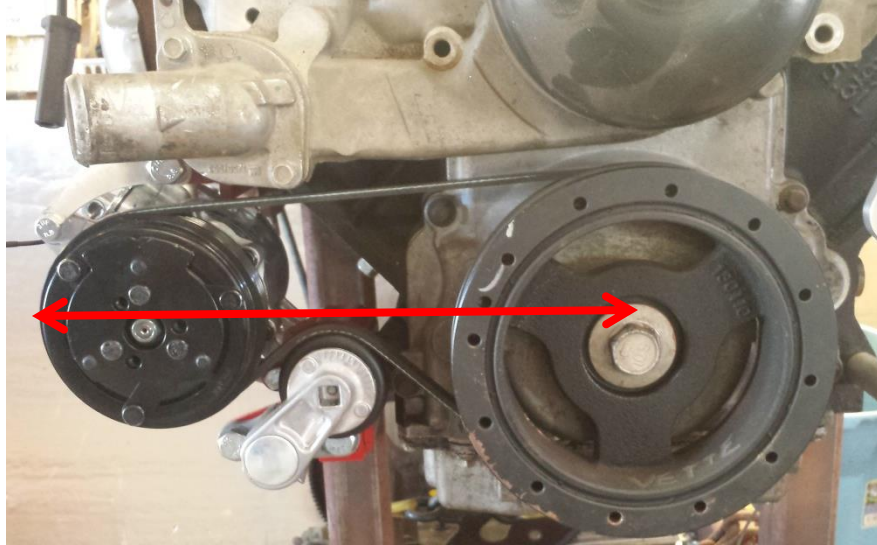


Two components bolt to original AC bracket holes.

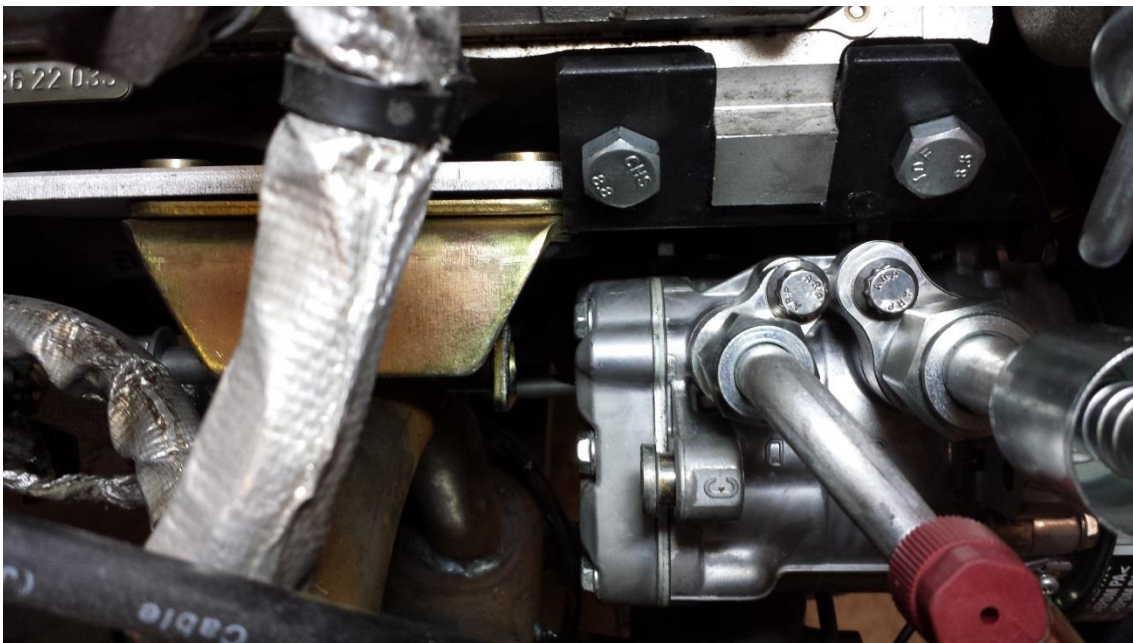


Compressor driven by 4-rib belt running off the original AC balancer grooves.

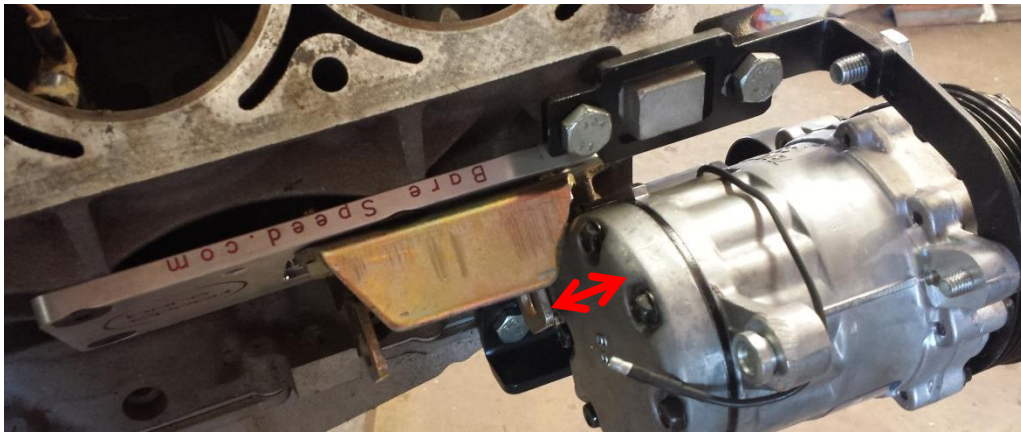
Spring tensioner (included) provides belt tension.



Bottom of tensioner well above bottom of balancer. Overall width from center of crank to outside edge of compressor approx. 12.5".



Above: TCI subframe in Chevy II Nova. Notice clearance between early SBC-style rubber isolator and rear of compressor.



**Typical aftermarket engine mount with slight set-back from “stock” location with early SBC isolator.
Front edge of engine mount still clears back of compressor.**