Big Block Chevrolet
Serpentine Drive System
with & without Power Steering

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Additional Parts & Accessories

The following additional parts and accessories are available for your Front Runner drive system:

**Power Steering Accessories**

DSE Hose Kit
- **852008** Early GM (1965-81)
- **852009** Mustang II
- **852012** Ford Fox Body (1979-2004)
  (Fox Body rack & pinion has external hardlines)

DSE Steering Hardline
- **852000** TiteFit Hardline

NOTE: Pump not included with hardline (Shown for reference only).

Flow Control Valve
- **852001** For Mustang II Rack & Pinion
  (Reduces flow to 2.0 GPM)

Banjo Fitting
- **852010** For DSE Hose Kit
  (High-pressure outlet)

Banjo Fitting
- **852011** For -6AN Fitting

Compressor Block Fittings
- **342310** Front Runner TiteFit Line Kit
- **342311** Front Runner TiteFit Line Kit, fully polished as shown

Steel Heater Hose Nipple
- **501002-SUR** Stainless Standard (1 13/16” length)
- **50101-SUR** Stainless Long (2 7/8” length)
- **501012** Stainless 45° Angled (Included with Big Block Chevrolet kit)
- **501011** Extended 45° Angled

Water Neck Riser
- Designed with 1/2” NPT thread port. Aluminum water neck riser allows installation of a sending unit or connection of a pressure-side heater line or hose when you are unable to use existing manifold outlets. Fitting sold separately.
  - **706001-VCQ** Water Neck Riser (Top)
  - **706003** Water neck riser with 1/2” NPT front side port location and rear corner port locations.

SuperStat Pre-Drilled Thermostat
- Allows engine temperature to stabilize faster. Precisely controls amount of coolant flow, which means system cycles less often than conventional thermostats. Stainless spring.
  - **70700-VUT** 160° Thermostat
  - **70705-VUT** 180° Thermostat
  - **70710-VUT** 195° Thermostat
Important Notice—Please Read
For Maximum System Performance, Vintage Air Recommends the Following:

The compressor and alternator supplied with this kit are grounded first via their respective mounting brackets, then to the engine block, and finally to the vehicle chassis. Inspect all mating surfaces to ensure a clean, metallic surface. This may require the removal of paint, corrosion or anodizing from several locations in order to complete the grounding path. In addition, the supplied 4 AWG cable or equivalent must be used to both ensure proper charging and prevent damage and/or fire.

After installation, it will be necessary to confirm the quality of the ground and power paths by measuring voltage drop between the electrical components and the battery terminals while operating the alternator at or near its rated load (refer to the diagram provided with the alternator installation instructions).

Refrigerant Capacities:

**Vintage Air System:** 1.8 lbs. (1 lb., 12 oz.) 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. 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.

**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).

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 remained 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.
### OEM Front Belt System Removal

Perform the Following:

1. Disconnect the negative battery cable.
2. Drain the radiator.
3. Remove the fan and belts.
4. Remove the alternator and A/C compressor.
5. Remove the crankshaft pulley from the harmonic balancer.
6. Remove the OEM water pump and thermostat.

### Water Pump Mounting Stud Installation

1. Apply a bead of silicone around the 3/8-16 x 5/8" (coarse thread) end of the 3/8-16 x 5/8" x 3/8-24 x 1 ⅝" - 5 ⅜" & 3/8-16 x 5/8" x 3/8-24 x 1 ⅝" - 5 ⅞" water pump mounting studs. Thread into the block (See Figure 1, Page 5). **NOTE:** The driver side studs should protrude 4 ¾” from the face of the block, and the passenger side studs should protrude 5 ⅜” from the face of the block (See Figure 1, Page 5).

### Water Pump Installation

1. Install the water pump pulley onto the water pump using (4) 5/16-24 x 3/4” 12-Pt SS bolts. Torque to 22 lb ft. **NOTE:** The pulley is asymmetrical. The side of the pulley stamped with the part number must face toward the water pump.
2. Install the 45° 5/8” hose fitting on the top outlet of the water pump included in the kit. Use anti-seize on the threads (See Figure 1, Page 5).
3. Install the straight 5/8” hose fitting on the water pump inlet (See Figure 1, Page 5).
4. Using a suitable gasket sealer, apply a bead of sealer to both sides of the water pump gasket, and place the gasket onto the water pump.
5. Install the water pump and spacers onto the mounting studs (See Figure 1, Page 5).
Water Pump Installation (Cont.)

Figure 1

- Water Pump Pulley
- Power Steering Bracket Spacer
  750 OD x .395 ID x .301" L
- (2) Main Bracket Spacers
  660 OD x .390 ID x .814" L
- (2) 3/8-16 x 5/8" x 3/8-24 x 1-1/8"-5 3/8" Water Pump Mounting Studs
- Water Pump Mounting Studs 18701-TTS
- (4) 5/16-24 x 3/4" 12-Point SS Bolts 184075-15D (Torque to 22 lb ft.)
- (2) 3/8-16 x 5/8" x 1-1/4"-5 3/4" Water Pump Mounting Studs 18703-TTS
- 5/8" Heater Fitting 50101-SUR
- 45° 5/8" Hose Fitting 50102
- Driver Side Studs Should Protrude 4 ¾"
- Passenger Side Studs Should Protrude 5 ⅛"
1. Install the power steering bracket onto the lower driver side mounting stud (See Figure 2, below).
2. Place the (2) power steering standoffs with shoulder ends toward the bracket between the engine block and the power steering bracket. Secure the power steering bracket using (2) 7/16-14 x 3” 12-Pt SS bolts as shown in Figure 2, below. Torque to 35 lb ft.
1. Install the #8 and #10 A/C compressor fittings onto the compressor using (2) 8mm-1.25 x 25mm 12-Pt SS bolts as shown in Figure 3, below. Torque to 18 lb ft. Keep the ports sealed with caps until the A/C circuit has been completed.

2. Install the compressor onto the Front Runner main bracket using (2) .789 OD x .330 ID x .330” L spacers, with (1) between the main bracket and the compressor's upper rear mounting tab, and (1) between the main bracket and the compressor's lower rear mounting tab. Secure the compressor to the main bracket using (2) 5/16-18 x 4 ¼” 12-Pt SS bolts, (2) 5/16” AN SS washers and (2) 5/16-18 SS nyloc nuts (See Figure 3, below). The compressor mounting ears contain sliding bushings that are drawn in and clamp to the bracket when compressed. Torque to 25 lb ft.

3. Install the alternator onto the main bracket using an 8mm-1.25 x 60mm 12-Pt SS bolt (See Figure 3, below). Torque to 24-28 lb ft.

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**Figure 3**

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**Front Runner Main Bracket Assembly Installation**

1. Slide the Front Runner main bracket assembly over the water pump mounting studs (See Figure 4, Page 9).
2. Secure the driver side of the assembly using (2) 3/8-24 12-Pt nuts (See Figure 4, Page 9).
3. Secure the alternator to the power steering bracket using a 3/8-24 x 4” 12-Pt SS bolt, a 3/8-24 SS nyloc nut and a 3/8” AN SS washer (See Figure 5, Page 9). Torque to 24-28 lb ft.
Figure 4

Main Bracket Assembly
Installation (Cont).

Driver Side
Engine View

Front Runner
Main Bracket with
Compressor & Alternator

(2) 3/8-24
12-Pt Nuts
18542-NHS

3/8-24 x 4"
12-Pt SS Bolt
18381-BHS
(Torque to 24-28 lb ft.)

3/8" AN SS Washer
18543-WNS

3/8-24 SS Nyloc Nut
18541-NHS

Power Steering Pump
Bracket

Alternator
Mounting Ear

Mounting Studs

Figure 5

3/8-24 x 4"
12-Pt SS Bolt
18381-BHS

3/8-24 SS Nyloc Nut
18541-NHS

3/8" AN SS Washer
18543-WNS
Heater Hose & Lower Radiator Hose Installation

1. Install the heater hose. **NOTE:** Hose clamp location and position should be as shown in Figure 6, below.
2. Install the lower radiator hose. **NOTE:** Hose clamp location and position should be as shown in Figure 6, below.

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Dowel Pin Installation

1. Carefully install the dowel pin into the locating hole of the tensioner bracket (See Figure 7, below).
Belt Tensioner Bracket Installation

1. Install the belt tensioner bracket onto the passenger side mounting studs (See Figure 8, below).
2. Place a tensioner standoff between the engine block and the belt tensioner bracket as shown in Figure 8, below. Secure the bottom of the belt tensioner bracket using a 7/16-14 x 5” 12-Pt SS bolt. Torque to 35 lb ft. Secure the top of the belt tensioner bracket to the water pump mounting studs using (2) 3/8-24 12-Pt nuts. Torque to 30 lb ft. **NOTE: The tensioner standoff fits into the counter bore on the back side of the tensioner bracket.**

![Figure 8](image)

Belt Tensioner Installation

**NOTE:** Before installing the belt tensioner, see the instruction package included with the tensioner cover kit.
1. Install the tensioner spacer onto the back side of the belt tensioner (See Figure 9, below).
2. Install the belt tensioner with spacer through the belt tensioner bracket. **NOTE:** Be sure to insert the dowel pin into the correct locating hole of the tensioner spacer (See Figure 9, below). Secure the belt tensioner with spacer to the belt tensioner bracket using a 10mm-1.50 x 90mm SS hex bolt, (2) 10mm SS flat washers and a 10mm-1.50 SS nyloc nut (See Figure 9a, below). Torque to 21 ± 2 lb ft.

![Figure 9](image)

![Figure 9a](image)
**Crankshaft Pulley Installation**

1. Install the crankshaft pulley onto the harmonic balancer using (3) 3/8-16 x 1” 12-Pt SS bolts. Torque to 25 lb ft. Secure the crankshaft pulley to the crankshaft snout with a hat washer and a 1/2-20 x 2 1/2” hex bolt (See Figure 10, below). Torque to 85 lb ft.

![Figure 10](image)

**Power Steering Pump Installation (If Equipped)**

**WARNING:** The pulley must be installed with the proper tool (K-D Tool #2897 or equivalent). Do not attempt to hammer or press the pulley onto the power steering pump shaft! Failure to use the proper tool will destroy the pump.

**NOTES:**
- Some Type-II GM power steering pumps (non-Vintage Air pumps only) have threaded mounting bases. These must be drilled out to allow the Front Runner mounting bolts to pass through the holes and thread into the bracket (See Figure 11, Page 13).
- A high-pressure fitting (not included with this kit) is required for hose connection. Several options are available through Vintage Air (See Additional Parts & Accessories on Page 3 of this instruction booklet).
- TC power steering pump flow rate is 3.0 to 3.4 gallons per minute at 1500 RPM. For rack-and-pinion systems that require a lower flow rate, a flow control valve (Vintage Air Part # 852001) may be purchased to reduce the flow to 2.0 GPM (See Additional Parts & Accessories on Page 3). Consult with the rack manufacturer to determine flow rate requirements.
- To ensure the functionality and longevity of the power steering pump, proper bleeding of the system is required at the time of installation. See the attached document for power steering system bleeding instructions.

1. Using a power steering pump pulley installer, install the power steering pulley onto the power steering pump (See Figure 11, Page 13).
2. Install the power steering pump using (2) 5/16-24 x 3” 12-Pt SS bolts (See Figure 11, Page 13). Torque to 28 lb ft.
WARNING: The pulley must be installed with the proper tool (K-D Tool #2897 or equivalent). Do not attempt to hammer or press the pulley onto the power steering pump shaft! Failure to use the proper tool will destroy the pump.

Belt Installation (With Power Steering)

1. Insert a 1/2"-drive ratchet or breaker bar into the socket on the tensioner, and rotate it clockwise to the tensioner stop. Route the belt around the crankshaft pulley, power steering pulley and alternator, and over the compressor. Finally, pull the belt down and slide it under the water pump pulley (See Figure 12, below).

Figure 11

Figure 12

Socket

65 ½” Belt (With Power Steering)
Belt Installation
(Without Power Steering)

1. Insert a 1/2”-drive ratchet or breaker bar into the socket on the tensioner, and rotate it clockwise to the tensioner stop. Route the belt around the crankshaft pulley and alternator, and over the compressor. Finally, pull the belt down and slide it under the water pump pulley (See Figure 13, below).

1. Reinstall all previously removed items (radiator, fan blade, radiator hoses, etc).
2. Reconnect all electrical connectors. **NOTE: Charging system must be properly wired to accept one-wire internally regulated alternator.**
3. Connect negative battery cable.
4. Fill radiator with at least a 50/50 mixture of approved antifreeze and distilled water. It is the owner’s responsibility to keep the freeze protection at the proper level for the climate in which the vehicle is operated. Failure to follow antifreeze recommendations will cause heater core to corrode prematurely and possibly burst in A/C mode and/or freezing weather, voiding your warranty.
5. Double check all fittings, brackets and belts for tightness.
6. Vintage Air recommends that all A/C systems be serviced by a licensed automotive A/C technician.
7. To ensure the functionality and longevity of the power steering pump, proper bleeding of the system is required at the time of installation. See the attached document for power steering system bleeding instructions.
8. Evacuate the system for a minimum of 45 minutes prior to charging, and perform a leak check prior to servicing.
9. Charge the system to the capacities stated on Page 4 of this instruction manual.