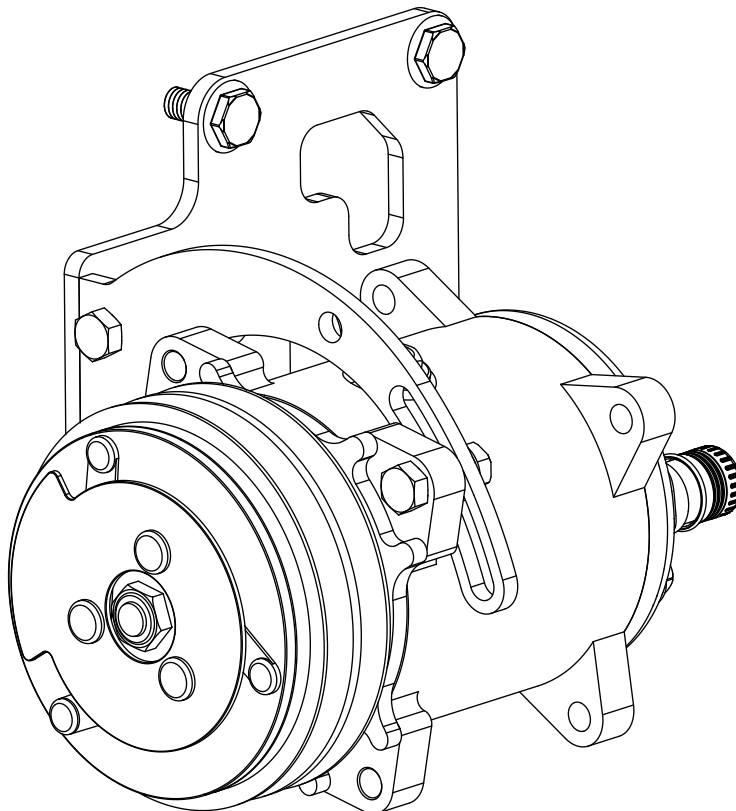




1970-83 Datsun Z

Compressor Bracket Kit

(158130)



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Tech Support: tech@vintageair.com
www.vintageair.com



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Additional Info: Please Read Before Beginning

- Instructions are intended for Datsun / Nissan L-series engines L20 to L28
- This kit requires a 2-groove balancer. See Belt Routing Diagram, Page 9 for more information.
- This kit is designed to use a Sanden 508 style rear-exit compressor, such as Vintage Air PN# 047000-SUR
- OEM crank pulleys may require a 19/32" belt, such as, Gates XL9341
- The compressor grounds through the bracket and into the engine, therefore, it is important to have a good ground connection. If painted, paint should be removed in the areas where the bracket mounts to the engine and where the compressor mounts to the bracket. A separate ground wire may also be run to ensure ground continuity.

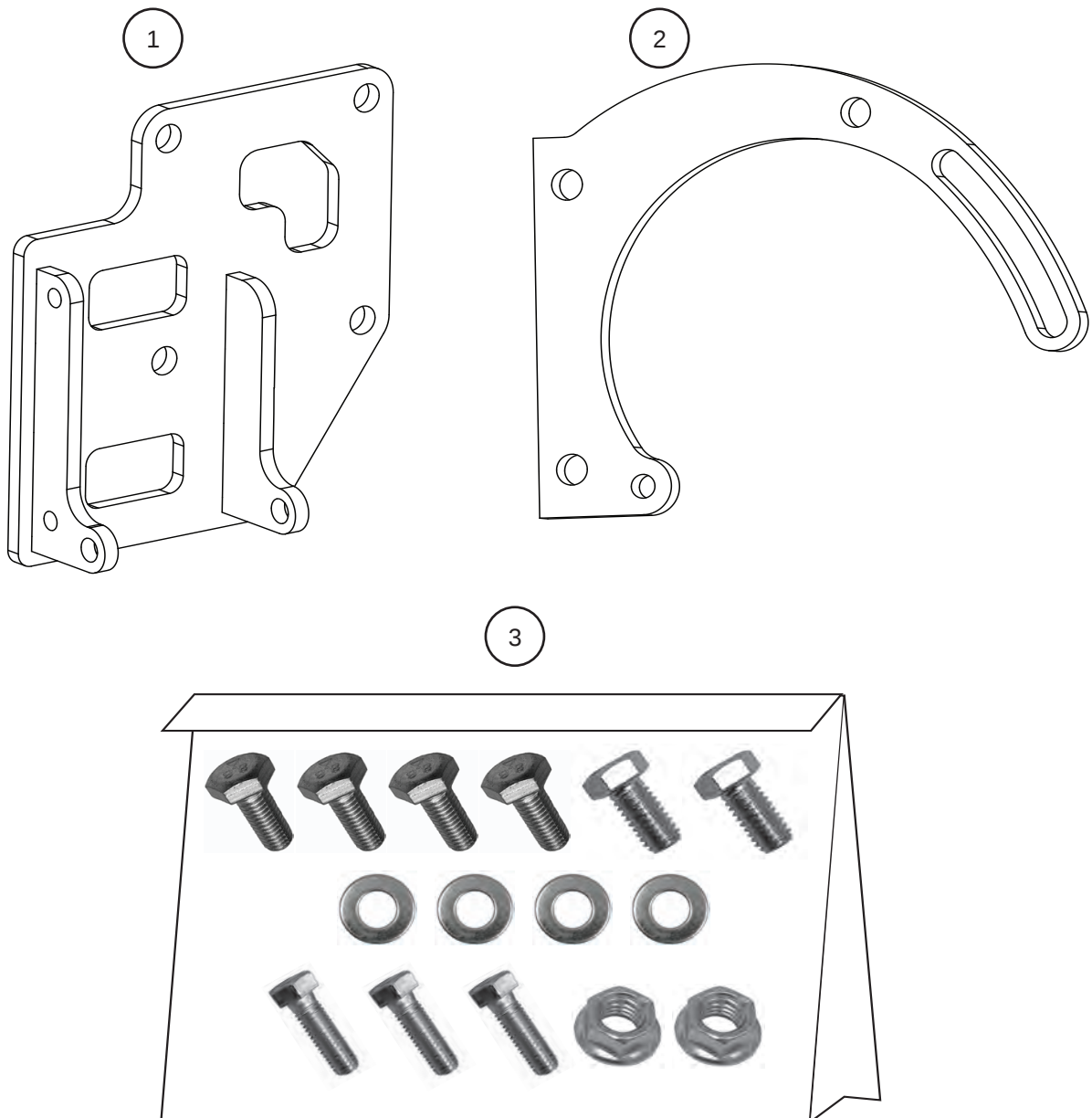


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Packing List: Compressor Bracket Kit (158130)

No.	Qty.	Part No.	Description
1.	1	158131	Bracket Assembly, Compressor
2.	1	158135	Bracket, Compressor, Front
3.	1	191145	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.**



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

NOTE: Before tightening bolts, assemble all brackets loosely to engine. This will ensure proper alignment of all brackets.

Engine Disassembly

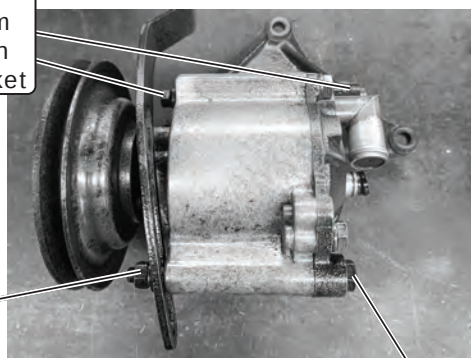
NOTE: If your engine is not equipped with OEM A/C or Smog / air pump, ignore steps that do not pertain to your engine configuration.

1. Disconnect the battery.
2. Evacuate the OEM A/C system.
3. Loosen tension on the A/C and Smog pump brackets (See Photos 1 and 2, below). Remove the belts.
4. Disconnect the hoses from the Smog pump.
5. Remove (2) nuts and (2) bolts from the Smog pump (See Photo 2, below), then remove from the bracket.
6. Disconnect the A/C hoses from the compressor.
7. Remove (2) bolts on the bottom-side of the compressor (See Photo 3, below).
8. Remove (2) upper bolts from the compressor to the bracket (See Photo 4, below).
9. Remove the compressor from the bracket.
10. Remove (4) bolts (See Photo 5, below), then remove the compressor bracket from the engine block.



Loosen tension

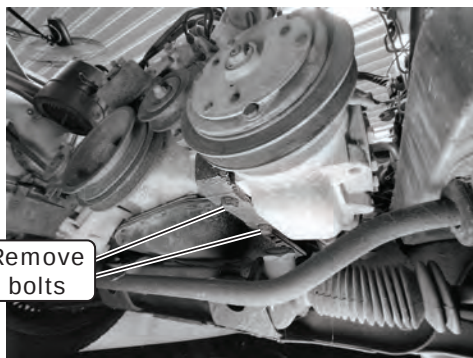
Remove (2) nuts and (2) bolts from Smog pump, then remove from bracket



Remove

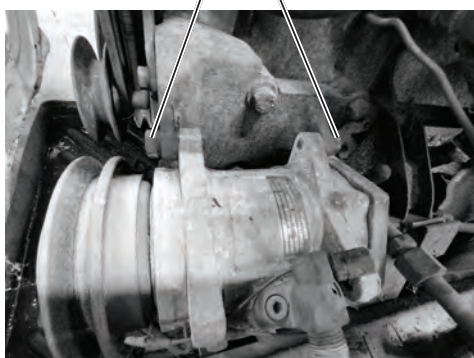
Photo 1

Photo 2



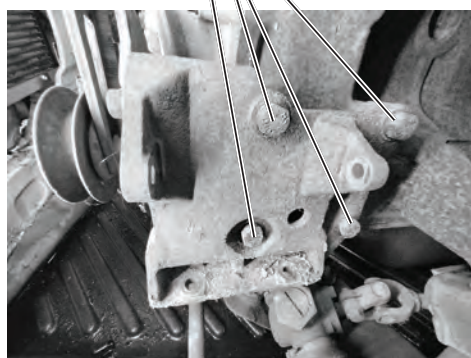
Remove bolts

Photo 3



Remove upper bolts

Photo 4



Remove (4) bolts

Photo 5

Compressor Bracket Installation

1. Install the compressor bracket assembly onto the engine block using (4) M10 x 1.5 x 25mm hex bolts and (4) 7/16" flat washers as shown in Figure 1, below. Tighten bolts.

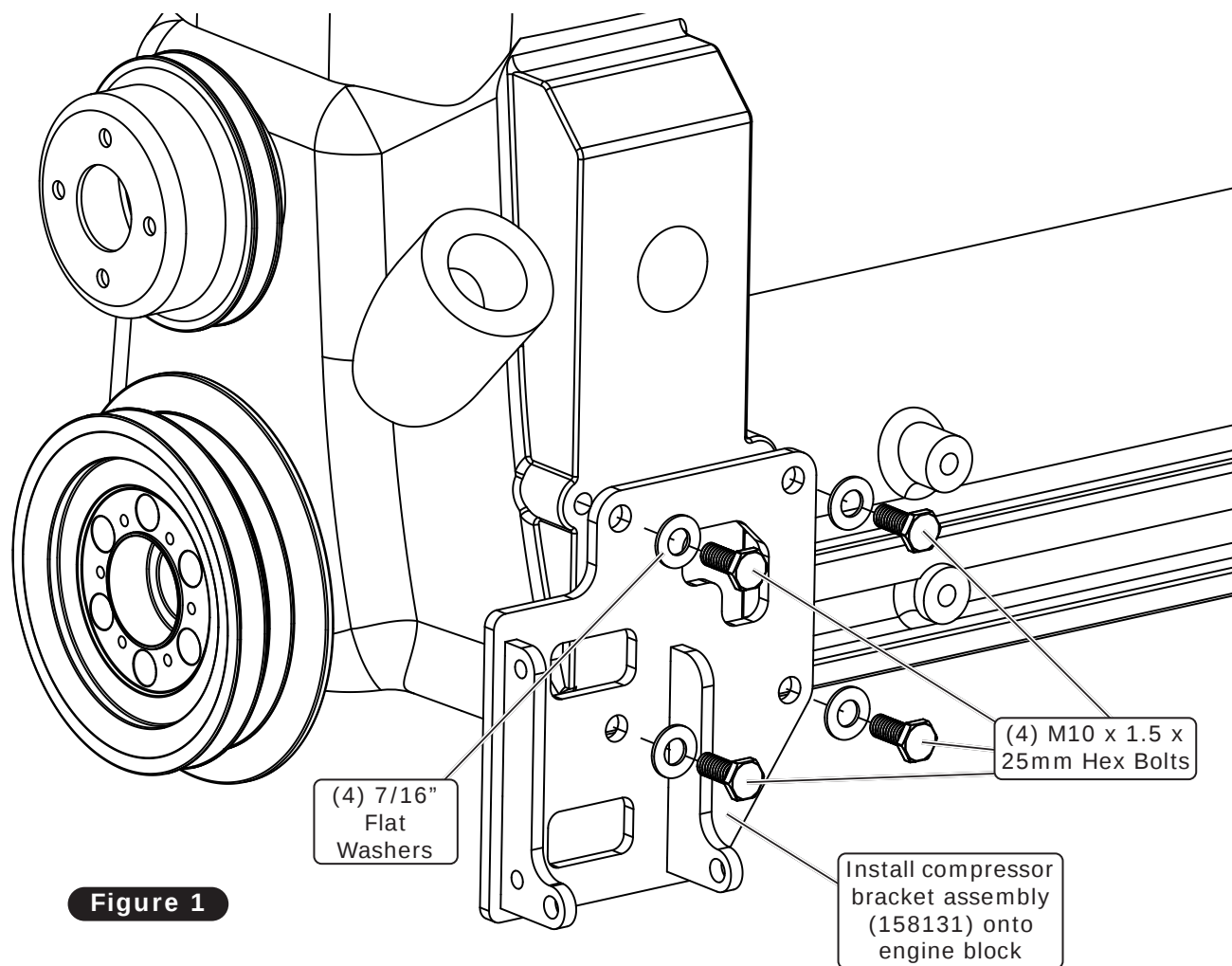


Figure 1

Compressor Bracket Installation (Cont.)

2. Install the front compressor bracket onto the compressor using a 3/8-16 x 1 1/4" hex bolt into the threaded hole at the bottom (See Figure 2, below).
3. Install a 3/8-16 x 1 1/4" hex bolt through the compressor and adjustment slot. Secure it with a 3/8-16 serrated flange nut on the back of the adjustment arm as shown in Figure 2, below.

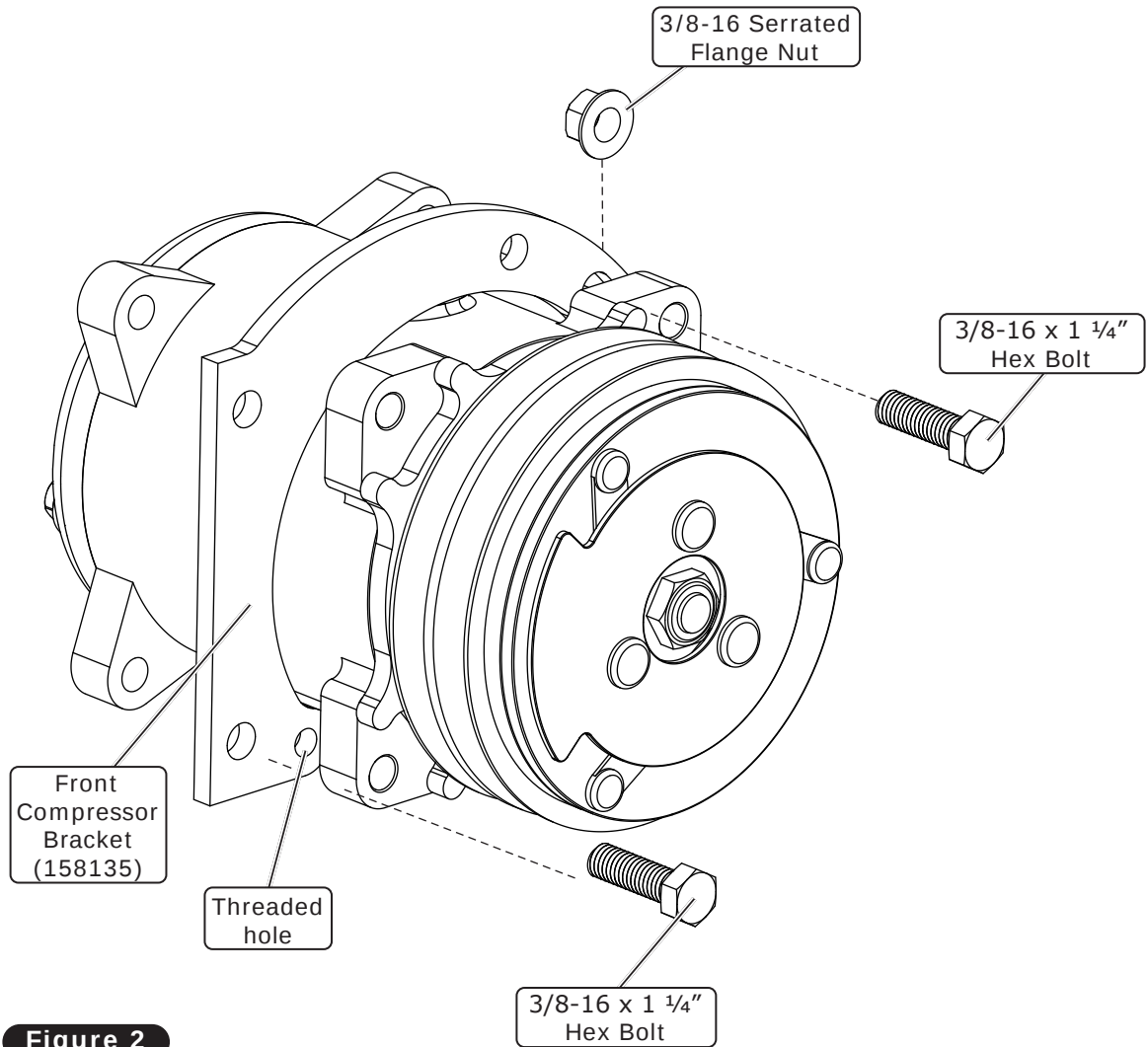
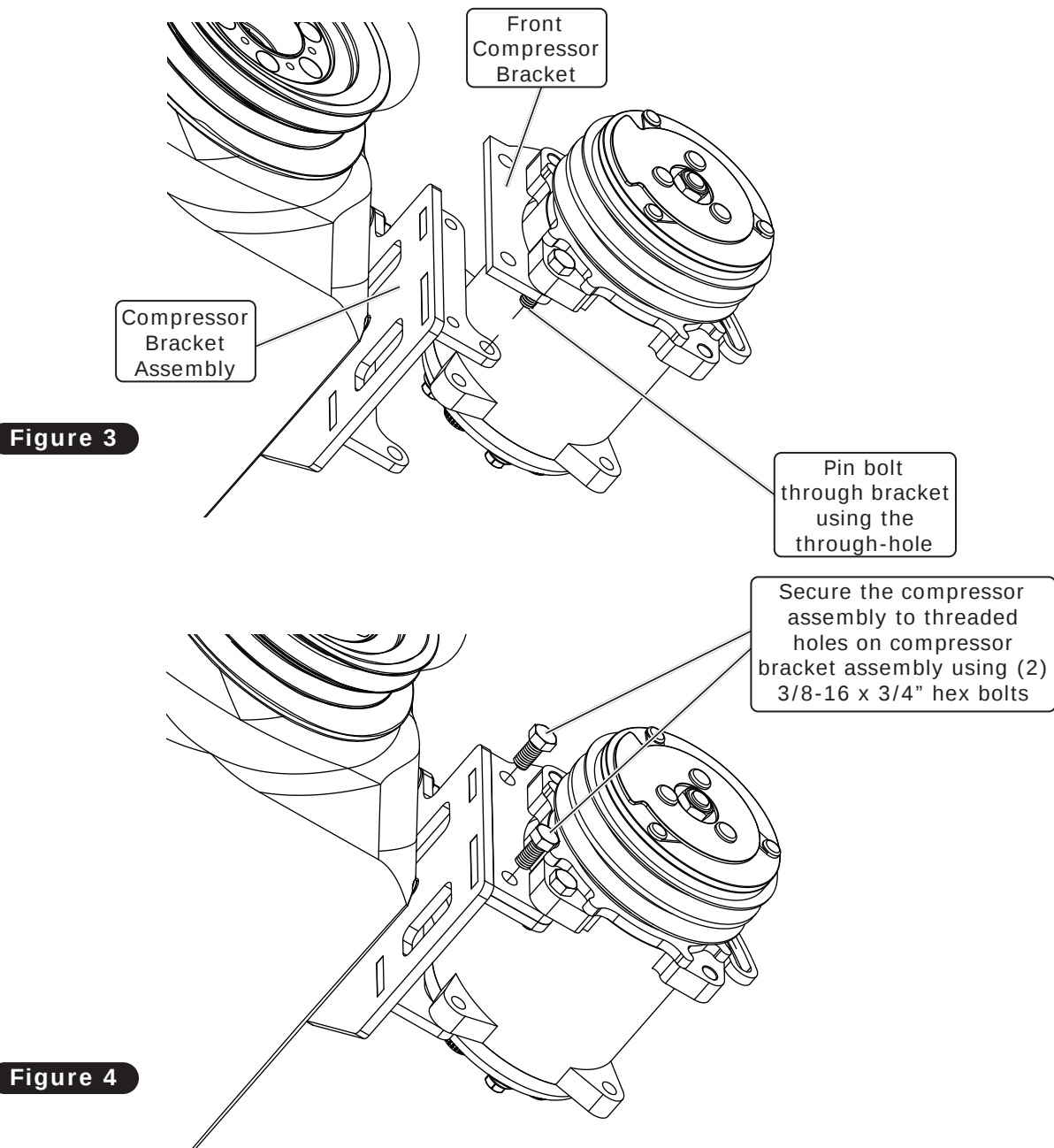


Figure 2

Compressor Bracket Installation (Cont.)

4. Install the compressor with the front compressor bracket onto the compressor bracket assembly by pinning the bolt through the bracket using the through-hole as shown in Figure 3, below. **NOTE: This will support the compressor for the next steps.**
5. Secure the compressor assembly to the threaded holes on the compressor bracket assembly using (2) 3/8-16 x 3/4" hex bolts as shown in Figure 4, below.



Compressor Bracket Installation (Final)

6. Secure the rear of the compressor to the engine bracket using a 3/8-16 x 1 1/4" hex bolt and a 3/8-16 serrated flange nut as shown in Figure 5, below. Leave loose.
7. Loosen the compressor bolts and install the belt (See Figure 5, below).
8. Tension the belt and tighten the bolts, starting with the serrated flange nut on the adjustment slot, then the lower bolts (See Figure 6, below).

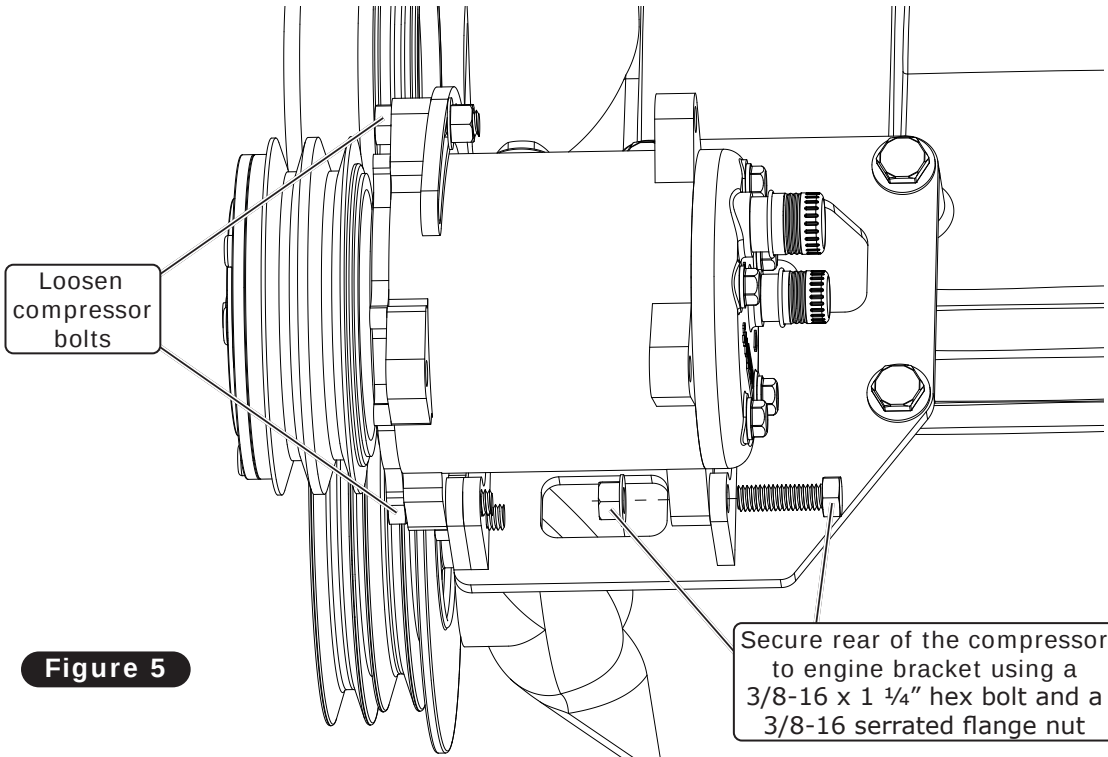


Figure 5

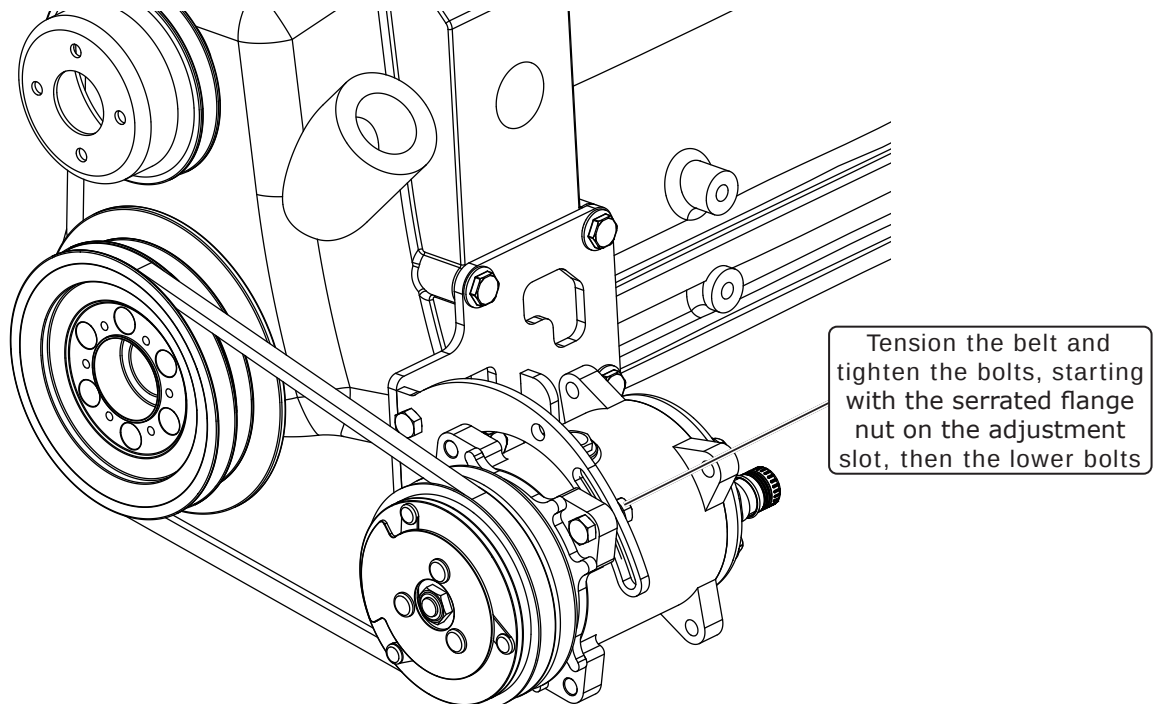
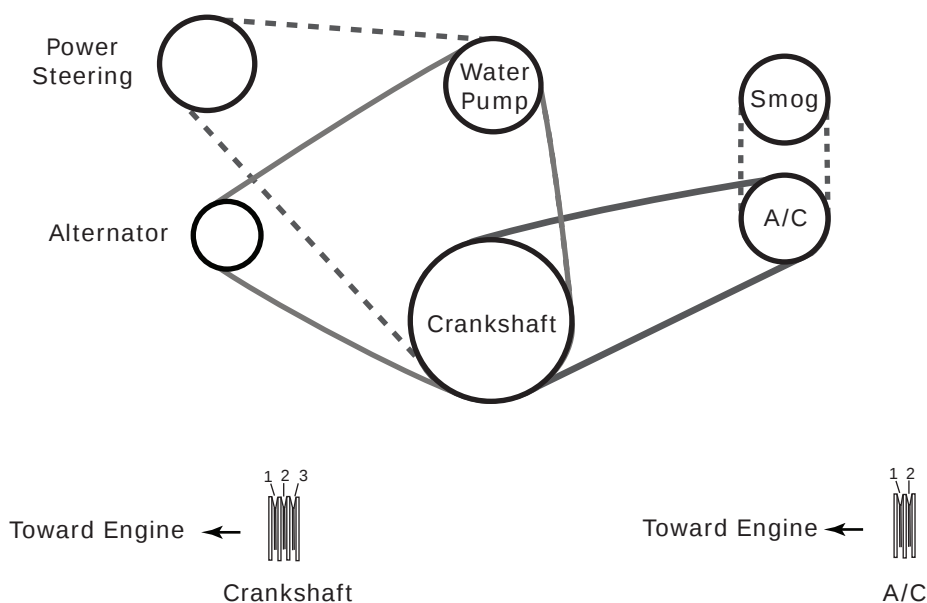


Figure 6

Belt Routing Diagram

NOTE: Not all vehicles were equipped with smog and/or power steering.



Crankshaft Pulley Grooves:

1. Crankshaft, Alternator & Water Pump
2. Crankshaft & A/C
3. Crankshaft, Power Steering & Water Pump

A/C Pulley Grooves:

1. A/C & Smog
2. Crankshaft & A/C

Crankshaft Pulley / Harmonic Balancer Options:

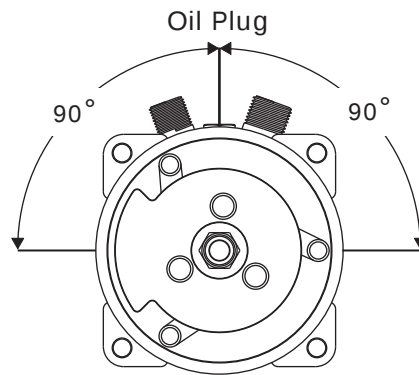
1. 280Z OEM 2-groove balancer and OEM timing marker
2. 280ZX style balancer and timing marker, such as Datsun 280ZX 2-Groove Pulley (735016) and 280ZX Timing Marker Kit (191149).

Important Compressor Information

Sanden 508 Style Compressors

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

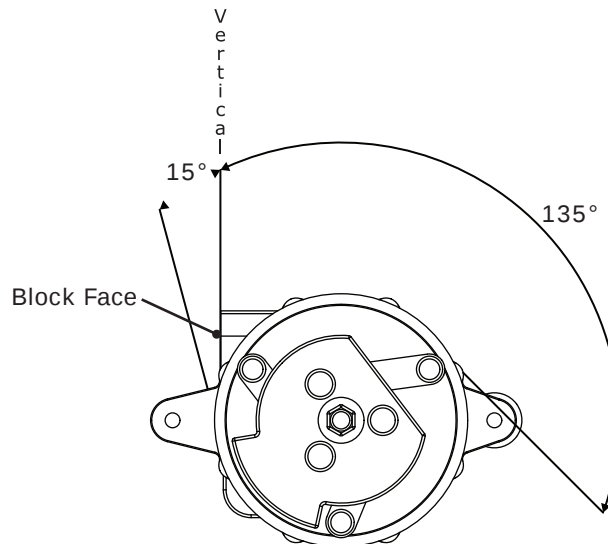
- Do not connect compressor clutch wire until system is being charged with refrigerant. Since an A/C system relies on refrigerant to circulate lubricant, running the compressor without refrigerant may destroy the compressor and void the warranty.
- Proper compressor orientation is important. Sanden compressors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



Sanden 7B10 Style Compressors

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

- 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.
- These compressors do not have an oil fill plug. Please reference the block fitting mount face for clocking range (See illustration, below).



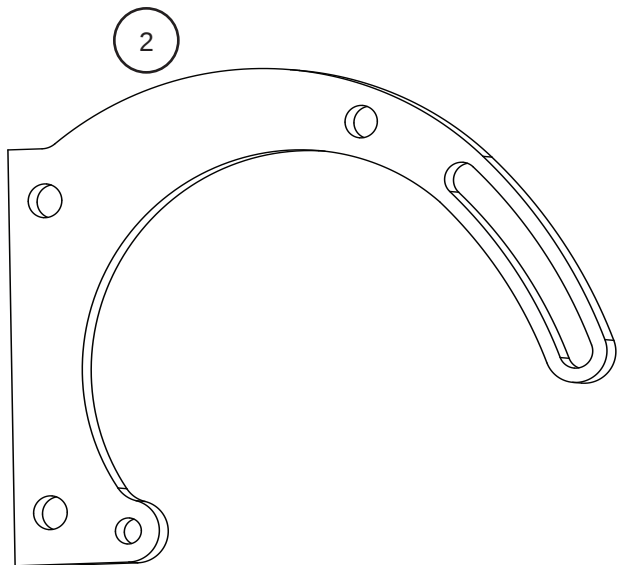
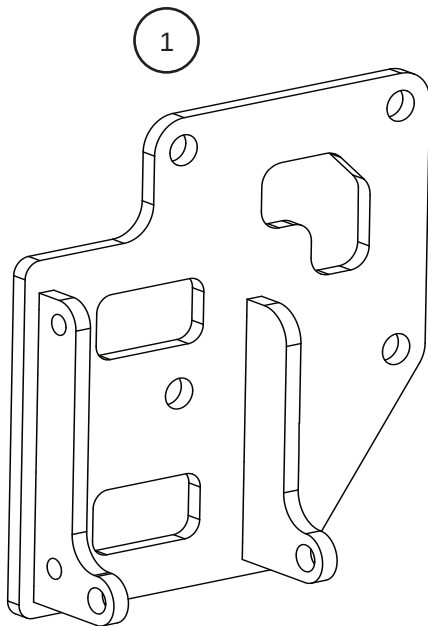


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Checked By: _____
Packed By: _____
Date: _____



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