

R-2 With Air ... Continued

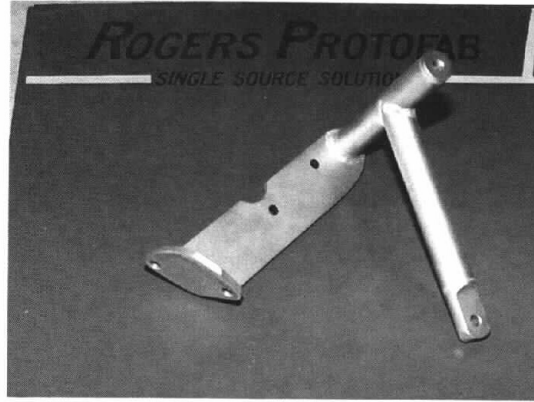
This hose is particularly well suited as it has a large end which fits the new thermostat housing.

You now have enough room to install the compressor.

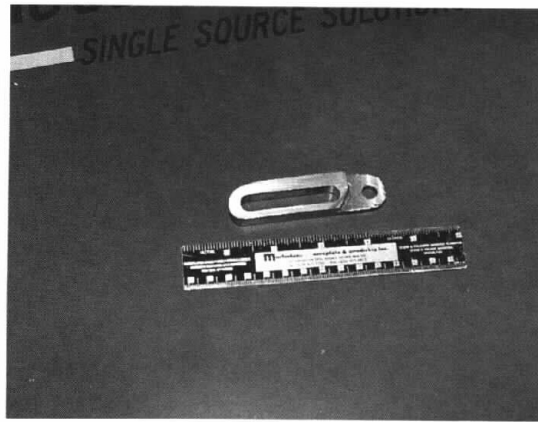
COMPRESSOR INSTALLATION

Note: The compressor installation is made using three brackets as shown in the attached pictures. The brackets can be obtained from Rogers Protofab of Trenton, Ontario (e-mail rogersprotofab@sympatico.ca) and are available in paintable form or stainless steel. They are not cheap but I can attest to their quality and durability.

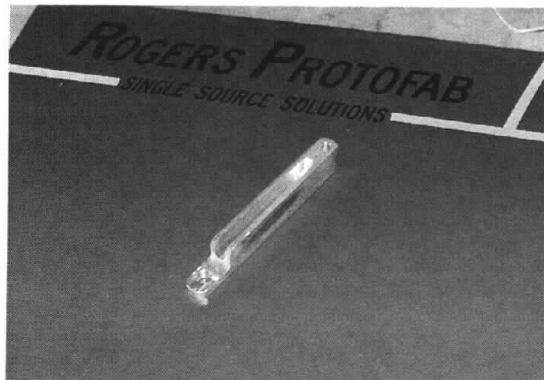
- 1 Remove the alternator (save the mounting bracket in your Avanti parts box) per the shop manual and using a bandsaw, remove the mounting lug, which is furthest to the passenger side (I said that we would not butcher the car but you notice something which is not there) This is necessary for hood clearance because in its final resting place the alternator will be at it's extreme right hand position and hood clearance is very limited. (It may be necessary to remove some metal from the lower flange of the alternator in order to allow it to swing as far right as possible.) Re-install the alternator.
- 2 Remove the two 5/16" bolts which hold the blanking plate from the top of the front of the valley cover (where the filler/breather assembly used to be on earlier Studebaker engines.) Put it in your "Avanti Parts" box.
- 3 Temporarily remove the power steering unit. There are only three bolts involved. The top most bolt which is actually a stud, is removed and a capscrew of 3" length is used in it's place when reinstalling the Power Steering unit and the compressor bracket.
- 4 Place a new gasket on the blocking plate hole (use some Permatex to hold in place.)



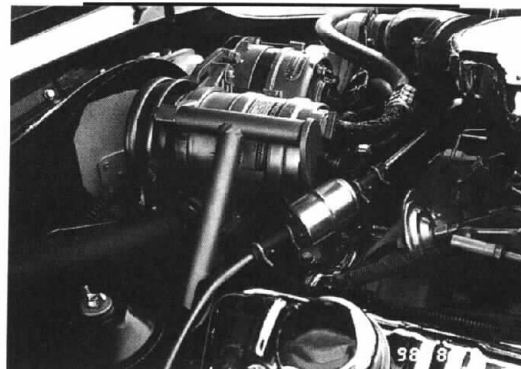
Prototype bracket to mount the Harrison DA Radial Compressor (The production version will be polished stainless steel)



Top adjuster link bracket.



Lower mounting bracket



This picture shows final installation

- 5 Set the DA-6 compressor in place and attach the main mounting bracket to the compressor and then use two longer 5/16" capscrews to attach the lower part of the mounting bracket to the engine block (be sure the gasket is still correctly located.)
- 6 Put the front bolt in the mounting bracket on the front lug of the compressor.
- 7 Attach the front of the compressor and mounting bracket to the cylinder head using the P/S capscrew. Remount the P/S unit and tighten it's belt.
- 8 Attach the lower stiffener bracket to the lower passenger side lug of the compressor and attach it to the front of the engine block supercharger bracket mount.(remove the existing washer when re-installing the stiffener bracket so that there is enough clearance for the belt.)
- 9 Attach the adjuster link to the top of the compressor and alternator.
- 10 Remove supercharger belts temporarily so that a new 36 1/2" belt can be installed which is used to drive the alternator and the compressor from the water pump pulley. This was done in order to minimize the belt length and give better belt contact for the compressor. O.K., from the lower pulley but you will need another belt anyway as the old alternator belt will be too short. Save your old belt then put your blower belts back on.

Note: You should purchase an additional 51 1/2" belt so that if your blower acts up you can slip it's belts and remove the a/c 36 1/2" belt and drive the alternator and compressor from the crankshaft pulley.

This completes the compressor mounting. If you know little or nothing about air conditioning like me then I recommend that you take the car and the components that you bought from Vingtage-air to a reputable A/C shop and have them complete the installation of the condenser, hoses, safety switches and heater/cooler unit in place of your old heater. The A/C shops will usually do the rest once they see that the compressor has been installed. One tip for the A/C shop that we can provide was the need to use a swivel hose block (Everco Part # A7628A and modify it by cutting off sufficient or enough of the curve to allow for the correct hose routing and then welding on a smaller #10 barb) rather than the standard GM one piece mounting block for the attachment of the hoses to the compres-