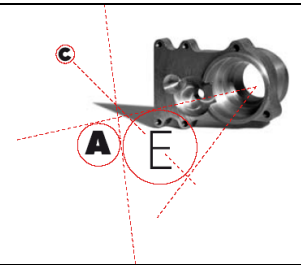


CAE PERFORMANCE PRODUCTS

7 MAIN ROAD CASTLEMAINE, VIC. 3450
Telephone : (03) 5472 1442 - Fax (03) 5472 4111
Email - info@caenterprises.com.au
Web - www.caenterprises.com.au



Fitting Instructions – LS3 Air Conditioner Compressor Mounting Kit.

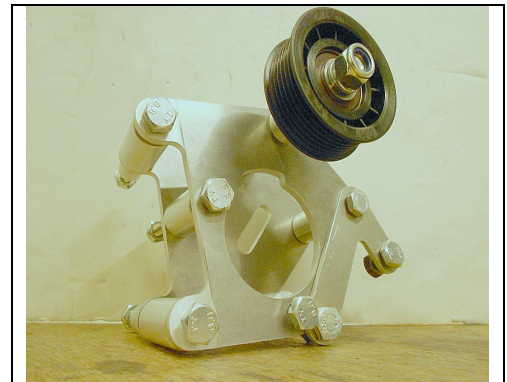
High mounted Air Conditioner Compressors is required for some engine conversion applications. It is fitted to the Right-Hand Side Top of the engine.

Please study and read the following before commencing on this project

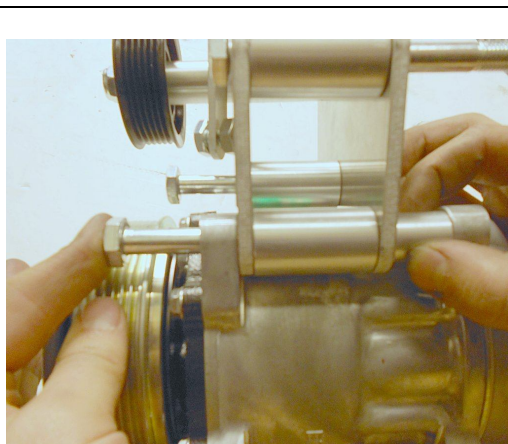
Your new air conditioner kit comes pre-assembled however, there are still a few steps required to complete before fitting it to the vehicle.

1) If you have not done so already, remove the factory A/C compressor from engine by discharging the air conditioning service system, and remove refrigerant lines from compressor. Remove front belt, insert a socket drive into the belt tensioner and rotate anti-clockwise to release tension, and remove the belt. Disconnect any electrical connectors. Remove the compressor from the vehicle, the idler and auto tensioner from the engine.

2) Remove the factory fan belt and tensioner.



Picture 1 – The CAE high mount A/C kit out of the box.



Picture 2 – Fitting of the A/C kit to the A/C Compressor

3) At a clear and clean work bench, fit the A/C compressor to the kit's brackets. This is done by removing the two M10x120mm long bolts from the A/C mounting holes (as shown in figure 1) and fitting the bracket plates and bushes between the compressors's mounting lugs (See Picture 2)

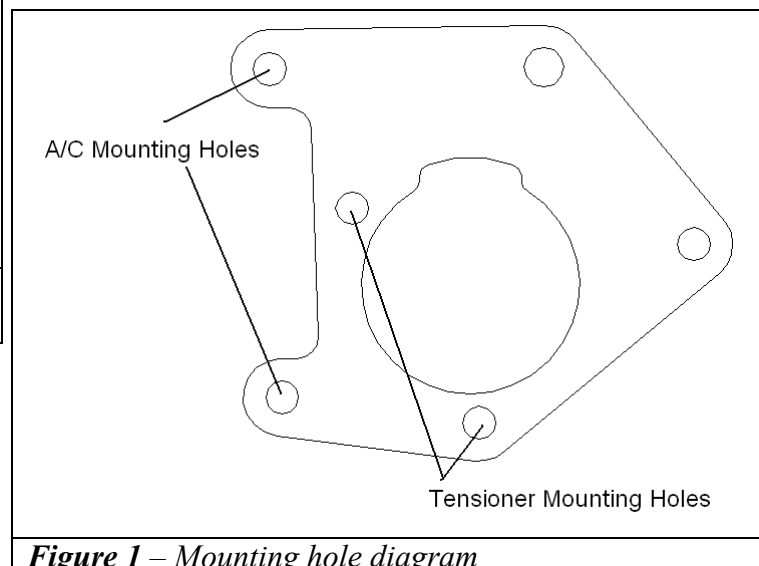
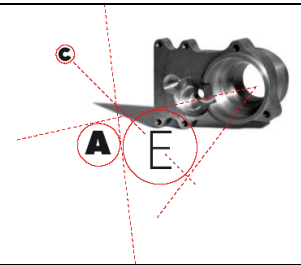


Figure 1 – Mounting hole diagram

CAE PERFORMANCE PRODUCTS

7 MAIN ROAD CASTLEMAINE, VIC. 3450
 Telephone : (03) 5472 1442 - Fax (03) 5472 4111
 Email - info@caenterprises.com.au
 Web - www.caenterprises.com.au



Picture 4 – The tensioner

4) Remove OEM tensioner pulley from the tensioner. Remove the two M10 x 120mm bolts from the A/C kit and fit through tensioner mounting holes and fit the tensioner pulley supplied in the kit. (See Picture 4)

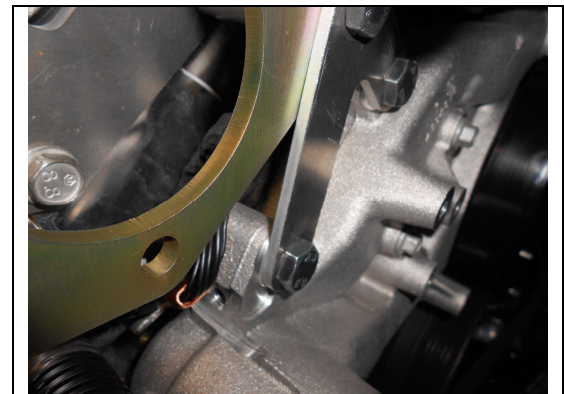
5) Bolt tensioner to assembly, with a 48mm bush between the two plates for the bolt to go through. Have the tensioning marks facing towards the M12 bolt.

6) Remove the four M10 plan nuts (the non nyloc nuts) and bolt assembly to the engine (See Picture 3) Ensuring the two 3mm spacers are between the

mounting bracket and the water pump housing

7) Tighten all bolts and fasteners.

8) Fit the new supplied serpentine belt to Diagram 2 depending of were the engine is sourced



Picture 3 - Mounting A/C bracket assembly to the head and water pump. Note the location of the 3mm spacers between the mounting plate and the water pump housing.

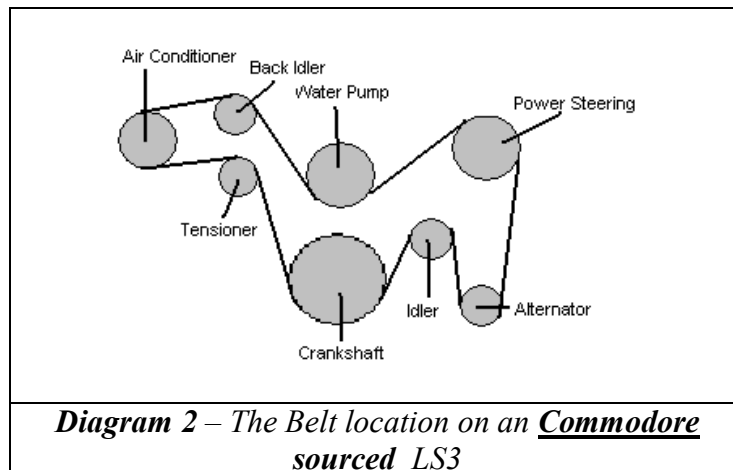
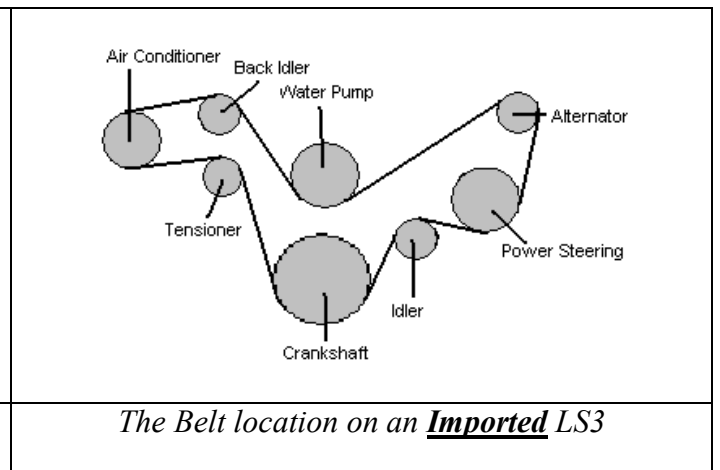


Diagram 2 – The Belt location on an Commodore sourced LS3



The Belt location on an Imported LS3