



INSTALLATION INFORMATION

NOTE THE FOLLOWING BEFORE PLACING THE COMPRESSOR IN SERVICE:

1. Do not exceed 120 foot pounds of torque on crankshaft nut when installing drive gear or pulley. The castellated nut should be torqued by hand to 100 ft-lbs. If it is not possible to line up the cotter pin holes without exceeding 150 ft-lbs. the nut should be removed and another nut used.
Note: Detroit diesel series 60 compressor crankshaft nut **must** be torqued to 220-254 ft. lbs.
2. Remove all thread protectors from head, cylinder block and end covers. Use a small amount of thread sealant and do not overtighten plugs.
3. Mount compressor using new gasket and tighten mounting hardware as recommended by vehicle or engine manufacturer. Synthetic gasket & forming materials are not recommended for compressor mounting; however, if used, special care should be taken to insure internal oil supply & return passages are completely unobstructed.
4. It is recommended that coolant lines:
 - A) Be inspected, and damaged or restricted lines be replaced.
 - B) Have minimum internal diameter .41 inches (equivalent to 5/8" O.D. metal tubing).
 - C) For fully water cooled compressor the coolant lines should be connected so that coolant enters the cylinder block at one end of compressor and exits the cylinder head at the opposite end.
5. Inspect compressor discharge line for restrictions or carbon build up. Replace faulty sections of discharge line using only copper tubing or approved flexible hose.
6. Check engine or compressor air cleaner and replace if necessary. Check compressor air inlet line for kinks, excessive bends and be certain inlet lines have the minimum specified inside diameter. Recommended minimum inlet line inside diameter is 5/8". Recommended maximum air inlet restriction is 25" of water. Install a new inlet gasket. The compressor intake should not be connected to any part of the exhaust gas recirculation (E.G.R.) system on the engine.
7. Check the condition of the oil supply line, making certain no kinks or obstructions exist. Replace as necessary. Refer to special instructions for engine or self-lubricated compressor types.
8. Not all compressors are supplied with a crankshaft nut.

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Compressors may accumulate oil above the piston due to the position in which the compressor has been handled in storage and shipment. After the compressor has been installed, less the discharge: start the engine to blow out any trapped oil, run the engine until the oil is purged. Shut down the engine and install the discharge line. **Note: Initial discharge of oil does not signify an oil-passing compressor.**

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ATTENTION

IMPORTANT WARRANTY

INFORMATION

**WARRANTY IS VOID IF THIS COMPRESSOR IS SUPERCHARGED
TO PRESSURES GREATER THAN 5 P.S.I.**

**WHEN REPLACING COMPRESSOR WHICH WAS SUPERCHARGED
TO PRESSURES GREATER THAN 5 P.S.I. THE INTAKE MUST
BE REPIPED TO THE ENGINE AIR CLEANER OR AN AIR
CLEANER ASSEMBLY INSTALLED TO VALIDATE WARRANTY.**

****WARNING****

**"FORM-IN-PLACE" GASKET MATERIALS SHOULD NOT BE USED TO SEAL
COMPRESSOR TO ENGINE MOUNT (FLANGE OR BASE TYPE).
"FORM-IN-PLACE" GASKET MATERIALS MAY INADVERTENTLY PLUG OIL PORTS
(EITHER DRAIN PORTS OR SUPPLY PORTS) ON THE COMPRESSOR OR THE
ENGINE. IF PORTS BECOME PLUGGED, DAMAGE MAY OCCUR TO THE
COMPRESSOR. DAMAGE TO THE COMPRESSOR COULD RESULT IN DAMAGE
TO THE ENGINE.**

**REMANUFACTURED TRUCK PARTS CO., INC. WILL NOT ASSUME
RESPONSIBILITY FOR SUCH DAMAGE TO EITHER COMPRESSOR OR ENGINE.**

****IMPORTANT****

**COMPRESSOR MUST BE INSTALLED PER INSTRUCTIONS SUPPLIED IN THIS
CARTON. WHEN REPLACING GEAR ON TAPERED SHAFT, GEAR MUST BE
PRESSED ON AND NOT INSTALLED WITH AN IMPACT WRENCH.**

****NOTE****

**DETROIT DIESEL SERIES 60 COMPRESSOR CRANKSHAFT NUT MUST BE
TORQUED TO 220-254 FT. LBS.**