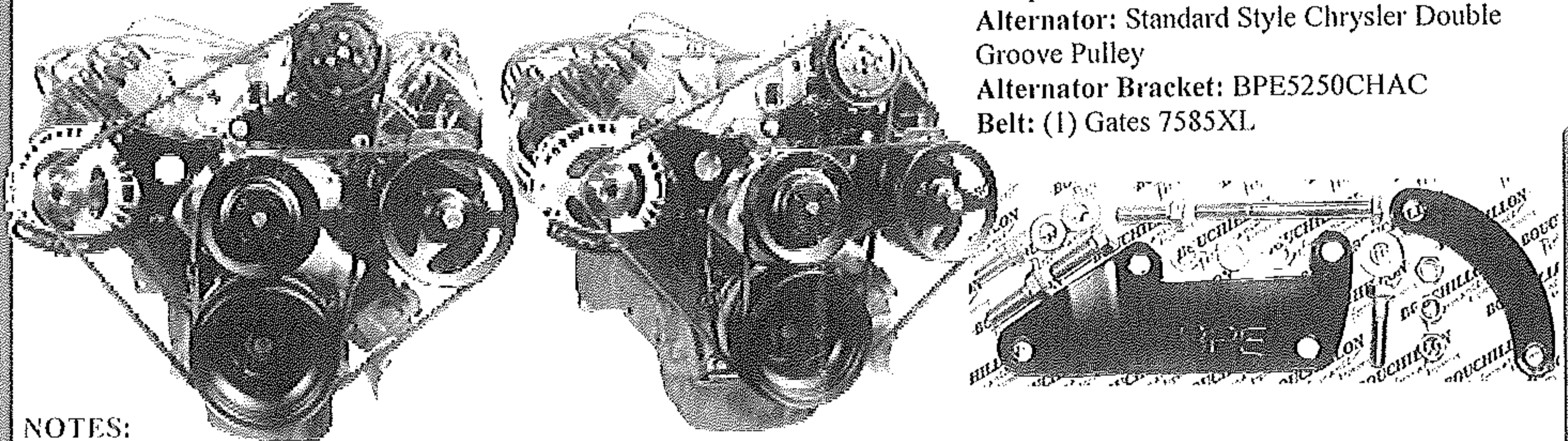


Works with: Mopar Performance 426, 472, and 528 Crate Hemi Engines.  
Works with Aluminum Water Pump Housing and 1966-Earlier Cast Iron Water Pump Housings on Hemi Engines using B/RB Style Thin Damper, as Found on All M.P. Crate Hemi Engines.

Components Required To Fit Correctly:  
**Compressor:** Sanden SD7H12 Rotary or Our BPE7312 (Only Compressor That will Work!)  
**Pulleys:** Crankshaft 4 Groove (BPE4013) Water Pump 2 Groove (BPE4016)  
**Alternator:** Standard Style Chrysler Double Groove Pulley  
**Alternator Bracket:** BPE5250CHAC  
**Belt:** (1) Gates 7585XL



**NOTES:**

1. Check Depth Of All Holes To Be Used. Insure All Threads Of Holes Are Clean & Debris Free.
2. "DNT" Throughout Instructions Indicates "Do Not Tighten". All Components Should Be Installed "Finger Tight" On Initial Assembly.
3. Any Engine That Has Had Excessive Cylinder Block or Head Decking / Resurfacing May Experience Fit Problems.

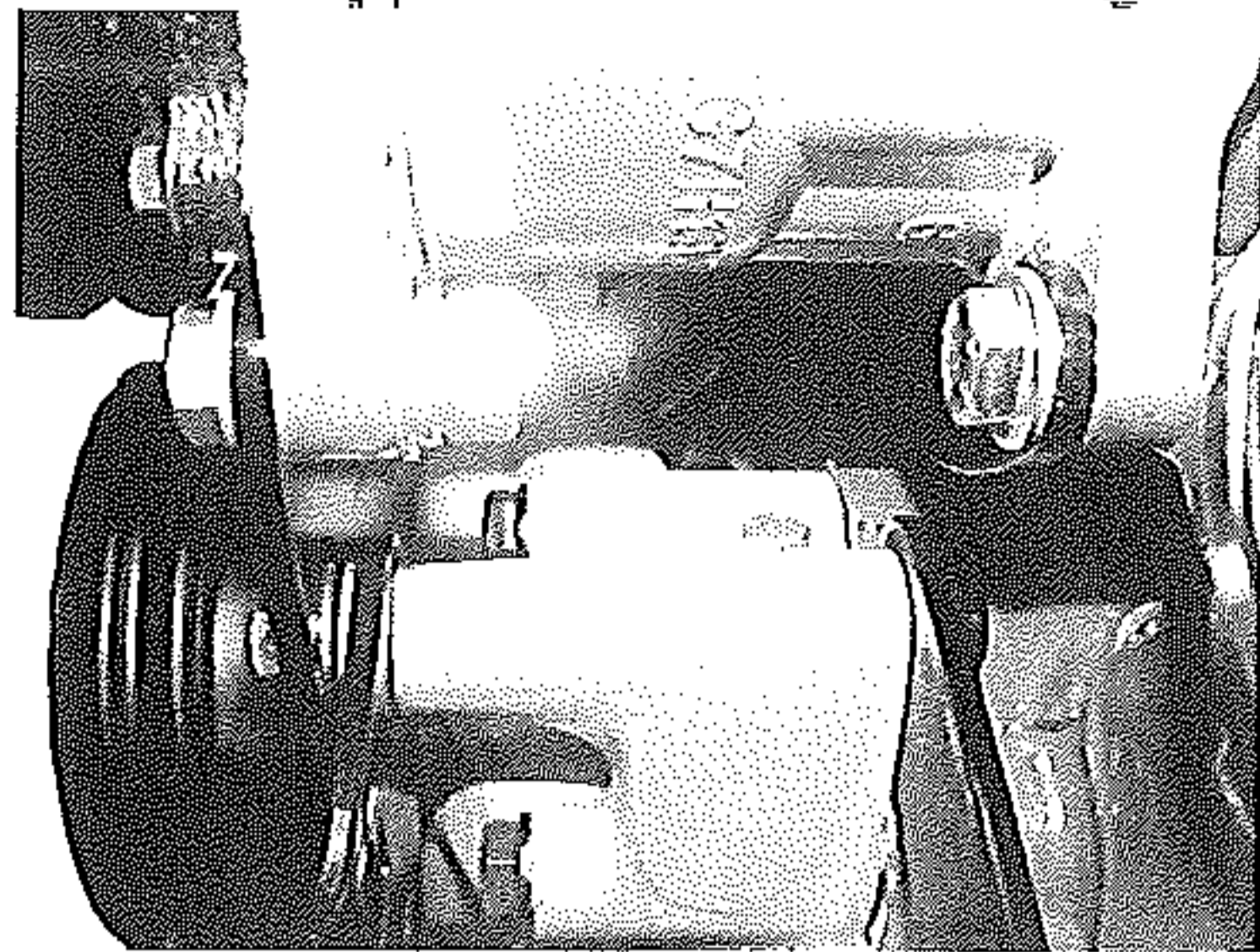
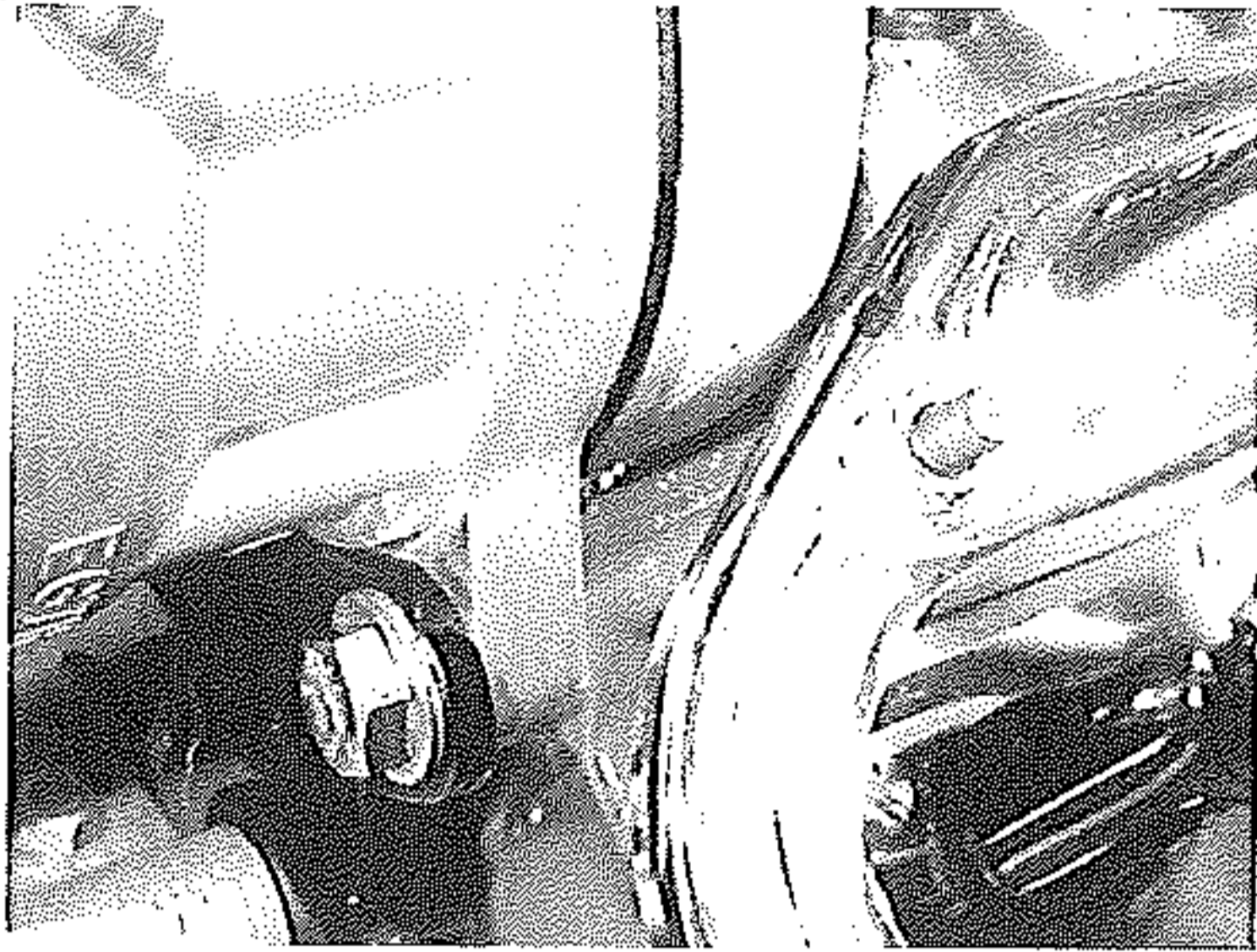
You must use a Sanden SD7H13 Compressor (BPE7312) with this installation, which has a square mounting flange, front and rear. You can mount compressor with suction and discharge fittings pointing up or towards distributor. For maximum clearance needed with "Shaker" and "Fresh Air" Cleaners and Hoods, we recommend mounting compressor with fittings towards distributor. 45 Degree fittings work well when compressor is mounted in this way. **THIS BRACKET KIT WILL NOT WORK IF YOUR HEMI HAS THE THICK STREET HEMI HARMONIC OR ANY AFTERMARKET DAMPER THAT DOES NOT HAVE THE SAME DIMENSIONAL THICKNESS AS FOUND ON A STOCK B/RB DAMPER OR STOCK DAMPER THAT IS FOUND ON ALL MOPAR PERFORMANCE 426, 472, 528 CRATE HEMI ENGINES.**

To determine if your damper is correct, Remove Water Pump and Crank Pulleys, if installed. Lay straight edge against water pump pulley mounting flange, creating a vertical measuring point. Use a measuring device, such as a 6" inch machinist pocket scale, from straight edge to pulley mounting bolt circle on damper. This distance **MUST BE 4 9/32"**. For further details, go to [www.BPEusa.com](http://www.BPEusa.com), then click the Pulley page Button on the bottom left of page. Once there, go to the bottom of the Pulley page for further details on making this measurement.

Measure thickness of the knobbed boss area on the top drivers side of the water pump housing. This measurement must be 2.750 (+/- .025") without power steering brackets installed. Most all M.P. Aluminum water pumps are 2.660-2.675". When using a BPE 9015 Saginaw Power Steering Mounting Bracket, you will have to install a (1) 3/8" SAE flat washer between front P.S. bracket and casting or pump will be misaligned. If using any other available water pump housing, this measurement on both mounting points of P.S. brackets must be made and shimmed to insure correct P.S. alignment and foundation for mounting compressor correctly.

Install compressor mounting front bracket directly onto front flange of compressor with (2) 3/8"-16 x 1 1/4" bolts, (4) 3/8" SAE flat washers (.060"), (2) 3/8" lock washers, (2) 3/8"-16 Nut. "DNT". Install compressor stiffener bracket in the same position as the front bracket, but on front side of rear compressor flange with (1) 3/8"-16 x 1 1/4" bolt, (2) 3/8" SAE flat washers (.060"), (1) 3/8" lock washer, and (1) 3/8"-16 nut into mounting boss of compressor on distributor side "DNT".





Lay out remaining hardware for easy access when mounting compressor to engine. With (1) 3/8"-16 x 1 1/2" Bolt, (1) 3/8" lock washer, and (1) 3/8" washer, install through rear lower compressor stiffener on drivers side, through compressor flange and directly into cylinder head boss located in the front upper portion of drivers cylinder head. Just start bolt 2-3 turns in. If power steering is not mounted, mount at this time using lower adjustment bolt on bracket to mount "DNT". Make sure you have installed the needed shim on P.S. bracket as mentioned previously. Install (1) 3/8" USS flat washer (.090") between front A/C bracket and power steering bracket top pivot hole. Don't forget your shim between pump bracket and knobbed boss area. With (1) 3/8"-16 x 3 3/4 bolt and (1) 3/8" SAE flat washer (.060") install through front bracket, USS (.090") flat washer, P.S. bracket, shim if needed and through knobbed boss area, and into rear PS bracket, leave loose "DNT". Shims are never used between rear of knobbed boss area and PS rear bracket. On all applications the bracket mounts flush against rear of water pump housing.

Using (1) 3/8" -16 x 1" Bolt, and (1) 3/8" SAE flat washer (.060") install in bracket on thermostat housing side.

With all fasteners either loose or finger tight, compressor rear lower mounting ear should be flat & square to cylinder head boss. Nothing should be bound up, misfit or cocked. Any interference at all, should be checked now, not later. Reread all installation points carefully.

As you start tightening compressor and brackets, always recheck installation for binding and improper fit. Snug bolts in the following order, but recheck for binding and improper fit as you go along.

- Compressor bolt into front cylinder head
- Opposite bolt lower compressor and stiffener
- 2 - Front compressor mounting bolts to bracket
- Both front lower compressor bracket to water pump housing bolts

Belt to use is a Gates 7585XL or equivalent. Do not purchase a cheap belt! Dayco or Goodyear also are manufactures of quality belts. Drive belt routing goes around crankshaft at 2nd groove out from damper, up to inner groove on compressor, and then to outer groove on alternator.

