

# RetroAir

## **Ferrari** **Compressor Upgrade Kit**

### CONTENTS

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#### **Sanden/Behr SD507 Compressor (Reverse Rotation)**

#### **York to Sanden Adapter Compressor Bracket**

Kit included hardware *plus*

3- 10mm X 1.25 X 60 8.8 Bolts, Flat Washers, Lock Washers, & Nuts

#### **Hose Fittings**

1- #10 90deg Adapter

1- #8 90deg Adapter

#### **R12 to R134a Service Port Adapters**

2- 90 degree adapters (one each)

#### **O-Ring Pak:**

2- #8 O-Ring; 2- #10 O-Rings;

1- Tube O-ring Lube

#### **7340/15340 V-Belt**

**If Switching to R134A Refrigerant;**  
**Replace compressor oil with Esther Oil**  
**And Flush System**

# RetroAir

## Ferrari Compressor Upgrade Kit

For Cars with York/Style OE Compressors

When installing the RetroAir compressor Kit on the 308/328 engine's cam belt cover, the Upper part of the York compressor mounting adapter is reused. The Lower may be set aside. The RetroAir Compressor Kit includes an Adapter which mates directly to the OEM mounting adapter. The original rubber vibration isolators and associated washers are reused. RetroAir provides the Hardware for attachment. Before tightening these bolts, the drive belt should be loosely installed because of limited clearance after alignment, and the compressor must be adjusted either toward or away from the cam belt cover to guarantee proper drive belt alignment. Once aligned, all mounting bolts are secured.

The drive belt is the same as used on late Standard Specification 308 cars delivered to Europe, as these cars also used Sanden compressors! The belt is routed across the OEM tensioner and adjusted as per best practices. Over-tightening is to be avoided as doing so can shorten bearing life.

The hoses provided with a complete A/C Upgrade Kit are now provided with 90 degree fittings and Service Ports (unlike the picture fittings), and is straight forward. The Compressor Kit (without Hoses, etc.) will use your straight hoses like the pictures in conjunction with special Service Valves that are provided with the Kit. The "S" annotation denotes the suction or low pressure side coming from the evaporator, while "D" indicates the high pressure side from the compressor to the Condenser.

Two wires are required for proper clutch activation. The 'hot wire' to the clutch and a ground (earth) or return wire to the vehicle engine or frame, are needed. The hot wire from the clutch is connected to the car's harness wire, preferably via a 'snap' or 1/4" 'Lucar' connector. The compressor is mounted on rubber vibration isolators so there is no mechanical 'ground' between the compressor and the chassis. A ground wire must be added between the compressor and a bolt on the cam belt cover, provided explicitly for this purpose, as was used similarly for the York's clutch ground.



**IF SWITCHING TO R134 REFRIGERANT; CHANGE COMPRESSOR OIL TO PAG100**