4BT A/C Bracket Directions

This kit will be broken into smaller kits for ease of installation and recognition of hardware.

Tools needed for install;

- 3/8” Ratchet
- 1/2” wrench
- 1/2” socket
- 9/16” wrench
- 9/16” socket
- 5 MM allen socket
- Loctite

The first mini kit is the main bracket and alternator kit. It will consist of –

- (1) JDJ Custom Main A/C Bracket
- (1) JDJ Custom Anvil (used to mount the alternator to bottom of main bracket)
- (1) M8-1.25 x 20mm Bolt (recessed to fit under swing bracket)
- (3) M8-1.25 x 25mm Bolt (bolts main bracket to location of old alt brkt)
- (1) 3/8-16 x ¾” Bolt (holds anvil tight to main bracket)
- (1) 3/8-16 x 4” Bolt (holds Alt to main bracket and anvil)
- (1) 3/8-16 Nut (tightens bolt to anvil)
- (2) 5/16” Washers (for either end of the alt bolt)

The second mini kit is the hardware that holds the sliding compressor bracket to the main bracket.

- (4) 3/8-16 x 1” Bolt (through both brackets)
- (4) 3/8-16 Nuts (tightens both brackets once positioned correctly)
The third mini kit is the first of two options for A/C compressors; this is for compressors that bolt straight down.

- (1) JDJ Custom Top Bracket #1
- (4) M8-1.25x110mm Bolt (holds Compressor to bracket)
- (4) ½"x3/4" Spacer (compressor sits on these to make it the correct height)
- (8) 5/16" Washer (top of bolt and bottom of compressor bracket before nut)
- (4) M8-1.25 Nut (Bottom of the bracket holding everything together)

The fourth mini kit is the second of the two options for A/C compressors; this is for compressors that bolt from underneath (bolts are horizontal)

- (2) JDJ Custom A/C Sliders #2
- (4) 3/8-16x1 ½"Bolt (through sliders and alternator)
- (4) 3/8-16 Nut (tightly with the opposing end of bolt)
The fifth mini kit will be our swinging tensioner bracket kit

- (1) JDJ Customs swing bracket
- (1) Pulley
- (1) Shoulder bushing (used to decrease the diameter of the pulley hole)
- (1) 1/2”x1” Spacer (goes behind pulley to appropriately space towards belt)
- (1) 3/8-16x1 ½” Bolt (through adapter/pulley/Spacer into 1 of 3 holes)
- (1) M8-1.25x35mm Bolt (goes through both brackets into head. Pivot point)
- (1) Bolt (goes through outer swing bracket in groove to tighten at desired point)

The sixth mini kit is the stationary pulley kit

- (1) Pulley
- (1) Shoulder bushing (used to decrease the diameter of the pulley hole)
- (1) 1”x1” Spacer (goes behind pulley to appropriately space towards belt)
- (1) 3/8-16x2 ¼” Bolt (goes through pulley/adapter/into 1 of 4 holes)
- (1) 3/8-16 Nut (tightens on back side of main bracket)
The last mini kit is the lower alternator bracket kit

- (1) JDJ lower alternator bracket
- (1) M8-1.25x40mm Bolt
- (1) 1” long x3/4” wide spacer

Removal –

Remove the stock belt tensioner and its mounting bracket.

Remove the upper radiator hose from the thermostat housing.

Remove stock alternator bracket.

Pre Install -

Before the main bracket is installed there are a few things you should do. For easier installation of the alternator later on in the install, you should mount your alternator while the bracket is still off of the motor. Use the supplied 4” bolt to slide through the front mounting hole of the bracket. Then slide your alternator up behind the bracket. Next, slide the supplied anvil up behind the alternator, making sure the top of the anvil is in the designated slide area.

Tighten the anvil to the bracket using the supplied ¾” bolt.
Measure approximately 1” from the mounting surface of the main bracket to the first (closest) groove of the alternator.

This will give you your mounting location of your alternator once the main bracket is bolted to the motor. You can now remove the long bolt and slide the alternator out, leaving the anvil bolted in place.

Another step you will want to do before the main bracket is already bolted to the motor is to loosely set up your A/C Compressor slider. There are two different style compressor sliders that we use. The first one uses a large bracket, and the other style is two smaller sliders.
Make sure to mock up your compressor on the top bracket before mounting. This will ensure less trouble when the bolts are harder to get to. Both will use mini kit #2 to attach them.

Install –

The first step to installing the A/C setup is to loosely bolt up the main bracket with the 4 supplied bolts.

Hold the bracket up and install the recessed 8x1.25x1” bolt into the front of the head. Next install the three M8x25mm bolts with lock washers into the stock alternator bracket holes. Keep these bolts hand tight until everything else is installed. The tensioner bracket will also bolt through the top hole on this bracket, and if tightened too early may not fit correctly through the hole.
Next, install the A/C compressor. Since you have already loosely installed the lower bracket, you will just have to bolt up the compressor. If your compressor has 4 vertical holes, you will use mini kit #3 which has (4) 5/16-18 x 4” bolts, (4) lock nuts, and (4) ½” spacers. The compressor will sit on top of the (4) ½” spacers and be held down with the M8 bolts and M8 lock nuts. (4) washers are provided for the bottom side of the compressor bracket.

If you have the style compressor that has bolts running through the side of it, you will be using kit #4 which has (2) custom brackets, (4) 1½” bolts, and (4) nuts. The brackets can be mounted multiple ways depending on your application. The bolts can either mount through the compressor or our custom brackets first, followed by the nuts on the other side.

*Keep these brackets loose until install is complete*
Our next step will be installing the sliding tensioner bracket and pulley. Slide the 1 3/8” bolt through the small bracket, then the large and finally thread it into the head.

This is your swinging pivot area. Next, take the 1 ½” bolt and slide it through the aluminum adapter. Slide the adapter through the pulley, and finally slide the 9/16” spacer on the back of the pulley and thread into one of the three mounting positions.

lastly, thread the last bolt through the first bracket where the arch is and leave loose. Once this is all done, you can now tighten the main bracket in place, and the alternator can be installed.
The final addition to the large main bracket is the stationary pulley. This can be mounted in any of the four holes that are drilled in a diamond pattern on the front of the main bracket, depending on your desired setup. This will be a pulley mounted in front of a 1” spacer with a 2 ¼” bolt followed by a nut on the other side.

With everything bolted on loosely we need to find a good spot for the alternator to swing to. Use the supplied lower alternator bracket to swing the alternator up out of the way and find which hole will work best for you.

In some cases the swing bracket may need to have a spacer between it and the lower radiator hose mount, where it bolts to.
Our kits provide a wide variety of mounting options. Almost all brackets slide or allow some kind of movement. Once you are happy with your placement of all brackets and pulleys, you may begin to tighten everything. Start in the same order as you did when the install began. Once all pulleys are lined up and everything is bolted tight, you may measure for your belt.

**Notes** –

*make sure when you swing the tensioner and tighten the 9/16” bolt at the swing arch that you also tighten the ½” pivot one above it as well*

*the lower alternator bracket may need to be spaced or bent to work with the spacing of the alternator.*

*When painting the brackets it is also a good idea to paint the bolts as well. They are not all coated and rust resistant.*

*lock tite everything*