The Original High-Performance Engine Drive Systems

Ford Coyote Front Runner™ Drive System

174020 With Power Steering (includes pump)
Kit includes: Machine Finish Brackets, Natural Finish Compressor and Power Steering Pump, Black Hardcoat Power Steering Pulley and Black Anodized Clutch Cover.

5.745"
11.498"

1.483"
.689"
1.210"
3.512"
7.989"
8.769"
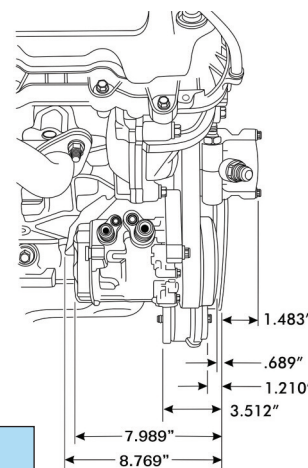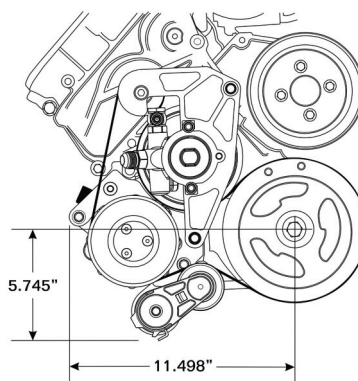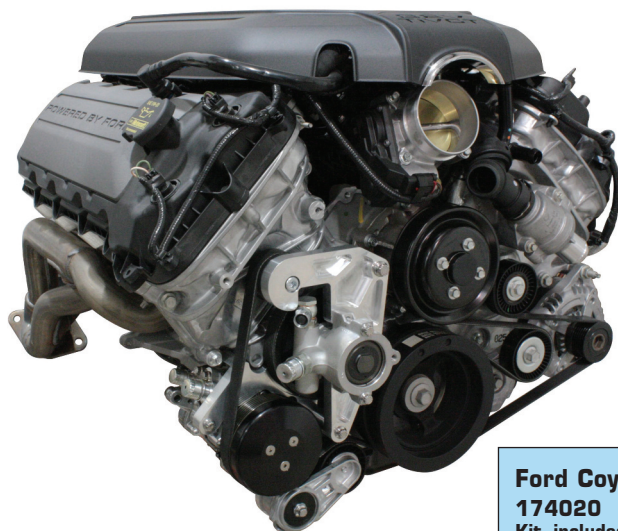
* MEASUREMENTS ARE FROM FACE OF STOCK CRANKSHAFT PULLEY

This modern powerful engine is sure to be a popular choice for hot rodders and custom truck builders around the world. We took a simple, yet elegant design approach to this new Front Runner bracket system. This system retains the factory Ford alternator and water pump drive located on the left (driver) side of the OEM engine drive. We then add our own precision-machined compressor cradle and power steering pump mount to the right (passenger) side for a compact and super strong assembly. The power steering reservoir (not included) is remote mounted to the vehicle.

Ford Coyote 5.0L Front Runner Drive System Includes:

- Precision-Machined Compressor Bracket
- Sanden SD-7B10 Compressor
- Compressor Clutch Cover
- Delphi-Saginaw Power Steering Pump For Remote Reservoir
- Precision Machined Power Steering Pump Bracket
- Power Steering Pulley
- Dayco Perf Serpentine Drive Belt
- Dayco OEM Tensioner
- Idler Pulley
- ARP Stainless 12-Point Hardware Kit
- Detailed Installation Book

Rear view of Front Runner compressor mounting bracket

Note:
This kit is not compatable with timing covers machined for Ford Racing supercharger, including the "Aluminator" crate engines.

NOTE: Our Front Runner is compatable with these timing cover designs on Coyote engines. Ford offers many different designs, so please confirm yours

Original Timing Cover
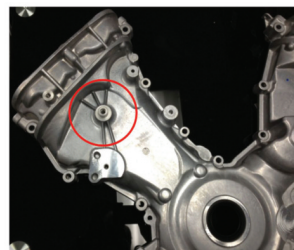
Revision 1-Timing Cover with different boss on cover

Revision 2-Timing Cover with different boss on cover

Front Runner Is A Trade Name Of Vintage Air Inc.

RESEARCH AND DEVELOPMENT

We don't build too many compressor bracket sets for 700 cubic inch Dart Racing/World Products engines. But the knowledge we gain from engineering such unusual and extreme applications translates directly into the products we make for the "average" street rod or classic car. Just when we think we've seen everything, some hot rodder will come up with something totally wild!