

Installation Manual

1973-79 Ford Pickup *Factory Air*
1978-79 Ford Bronco *Factory Air*

DOCUMENT #1-2095FA

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Congratulations...

You have just purchased the highest quality, best performing A/C system ever designed for your 1973-79 Ford Pickup.

To obtain the high level of performance and dependability our systems are known for, please pay close attention to the following instructions. Our installation steps and procedures are derived from a long history of research and development and the combined experience achieved thru thousands of successful installations (and feedback from customers like you). Please remember that our #1 goal is that you'll have a successful installation and a system that performs at a very high level for many years to come.

Before starting, read the instructions carefully, from beginning to end, and follow the proper sequence. On the next page you'll find a safety and general checklist that you should read before starting your installation.

Again, thank you from our entire staff.



Check List, Pre-Installation:

- ☐ Before beginning the installation check the shipping box for the correct components. YOUR BOXED UNIT INCLUDES A LIST OF MAJOR COMPONENTS AND A LIST OF BAGGED PARTS. We have a 5 stage check process to make sure you have everything you'll need.
- ☐ **If your vehicle has been or is being modified, some procedures will need to be adjusted to fit your particular application.**
- ☐ A basic cleaning of the engine compartment and interior before beginning will make things go more smoothly.
- ☐ Check condition of engine mounts. Excessive engine movement can damage hoses to A/C and/or heater.
- ☐ Before starting, check vehicle interior electrical functions (interior lights, radio, horn, etc). Make a note of anything that does not work as it's supposed to. During the installation you might find the opportunity to repair or upgrade non-working or out of date components. When you're ready to start the installation, **DISCONNECT THE BATTERY FIRST.**
- ☐ Drain the radiator. Retain the coolant and reuse, or dispose of properly.
- ☐ SAFETY FIRST: Wear eye protection while drilling/cutting, deburr sharp edges, and never get in a hurry or force a part.
- ☐ Tools: Your installation only requires the basic tools everyone has in their garage, nothing exotic or specific to A/C or Heat equipment.

Procedures, During Installation:

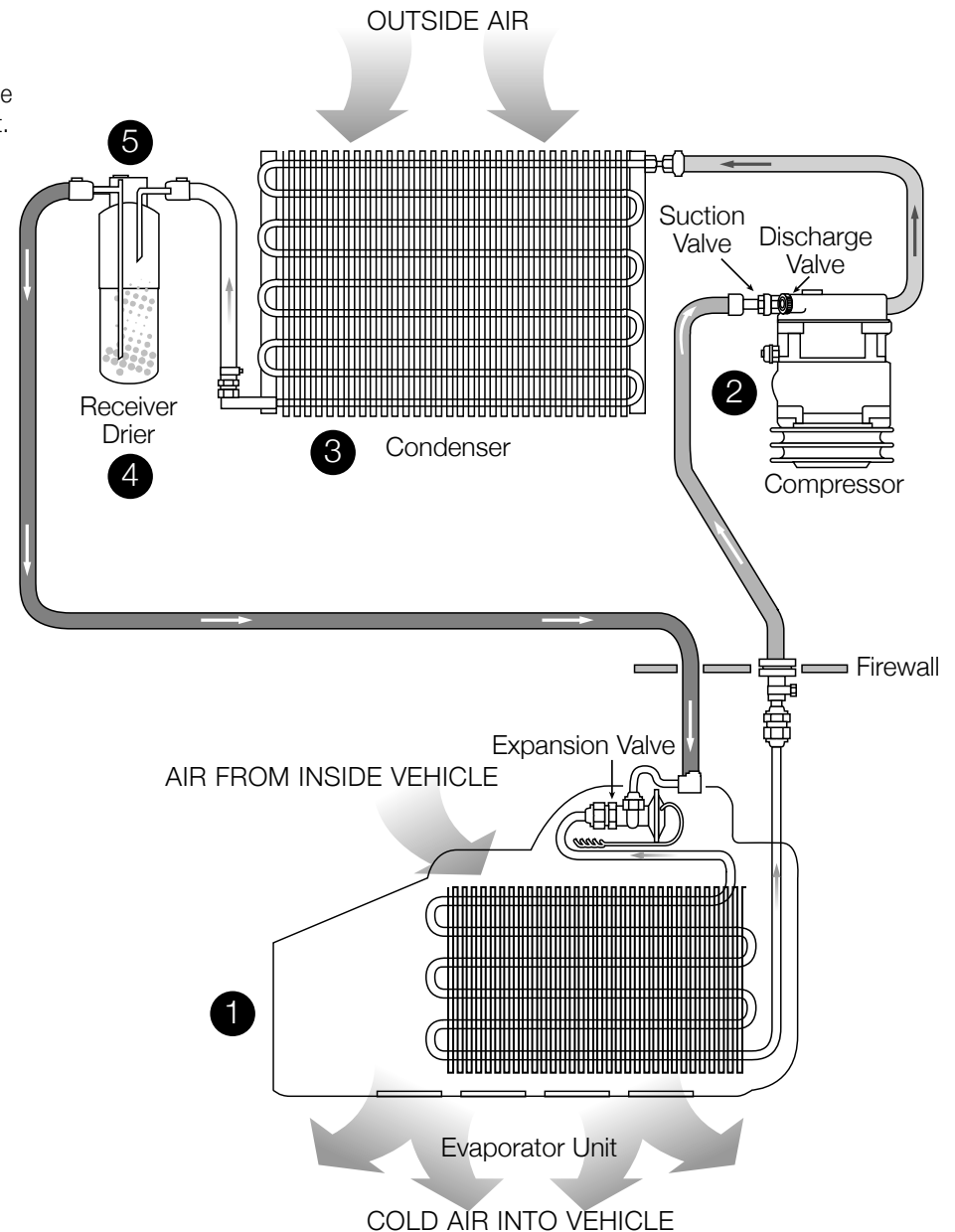
- ☐ Fittings: Use one or two drops of mineral oil (supplied with your kit) on ALL rubber o-rings, threads and rear of bump for o-ring where female nut rides. Do not use thread tape or sealants.
- ☐ Measure twice (or more), cut once
- ☐ **Should you have any technical questions, or feel you have defective components (or missing items), call us immediately, we will be glad to assist you. Our toll-free number is listed on every page, we're here to help!**

YOU CAN NOW BEGIN THE INSTALLATION...

A Basic Overview of Automotive A/C....

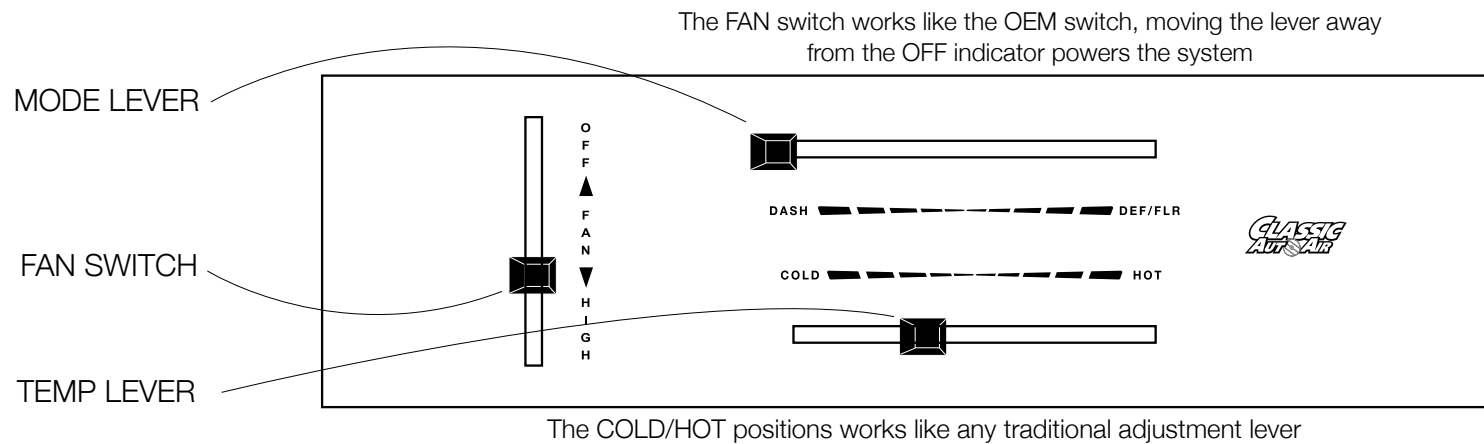
- 1 Evaporator with Blower Fan** In order to remove the heat from the air in the vehicle, the A/C evaporator allows the refrigerant to absorb the heat from the air passing over it. The blower fan moves cool air out into the car interior.
- 2 Compressor** The compressor pumps and circulates the refrigerant through the system.
- 3 Condenser** The condenser is a heat exchanger mounted at the front of the vehicle. Heat drawn out of the interior of the car is expelled here.
- 4 Receiver/Drier** The drier not only dries refrigerant, it also filters the refrigerant and stores it under certain operating conditions.
- 5 High Pressure Switch** A pressure switch is used to shut down the system if high or low pressure is detected, basically it acts as a safety switch.

The air conditioning system in your vehicle is comprised of a compressor, condenser, expansion valve, receiver/drier, and evaporator. Refrigerant (also known as Freon) is compressed in the compressor. In the condenser, gas is cooled to a liquid state and travels to the expansion valve. As the liquid refrigerant goes through the expansion valve it rapidly cools in the evaporator. A fan blows over the evaporator and cools the air that blows out your vents.



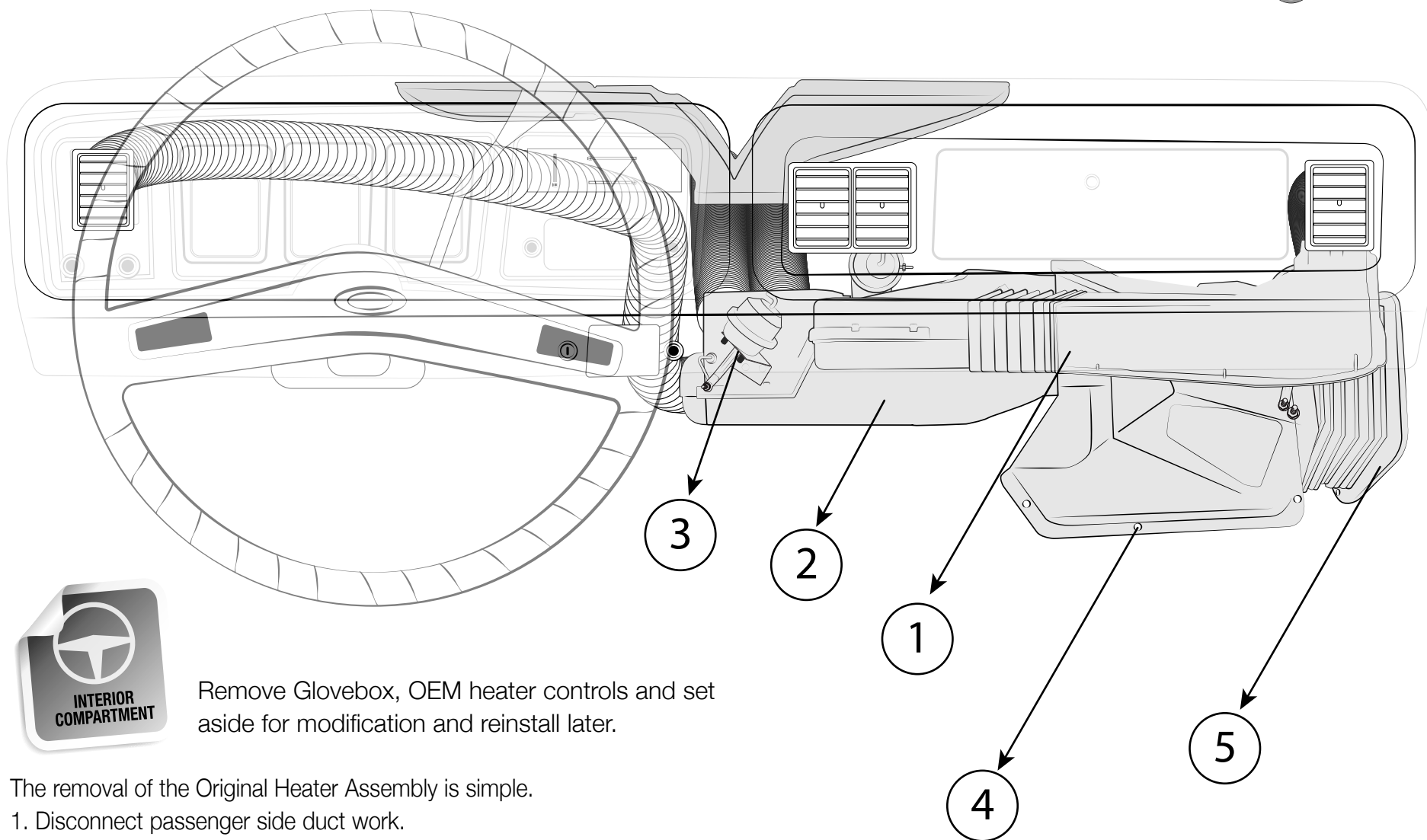
Control & Operating Instructions

Your new **Perfect Fit-Elite system** offers complete comfort capabilities in virtually every driving condition. This includes temperature control in all of the modes. This system also provides the ability to blend the air between Face, Heat, and Defrost modes simultaneously. To illustrate the various ways you can adjust the airflow direction and temperature - we've provided these handy illustrations and chart to show exactly how you can adjust your **Perfect Fit-Elite** for maximum comfort...



There are 11 levels of adjustment within the range of the DASH/DEF lever

	DASH										DEF/ FLOOR
Left Lever Position	1	2	3	4	5	6	7	8	9	10	11
Distribution	Dash 100%	Dash 90%	Dash 80%	Dash 70%	Dash 60%	Dash 50%	Dash 40%	Dash 30%	Dash 20%	Dash 10%	Floor 100%
		Defrost/Floor 10%	Defrost/Floor 20%	Defrost/Floor 30%	Defrost/Floor 40%	Defrost 50%	Defrost 60%	Defrost 70%	Defrost 80%	Defrost 90%	Defrost 100%
Compressor State	ON										ON

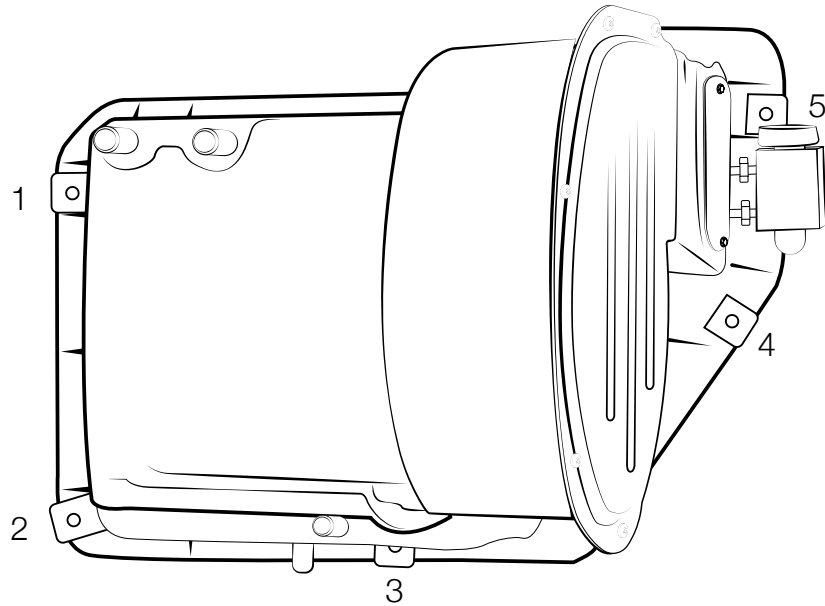


Remove Glovebox, OEM heater controls and set aside for modification and reinstall later.

The removal of the Original Heater Assembly is simple.

1. Disconnect passenger side duct work.
2. Disconnect defrost duct work.
3. Disconnect the electrical harness from the assembly.
4. Remove interior heater box.
5. Remove attachment screws located in front of the air inlet.

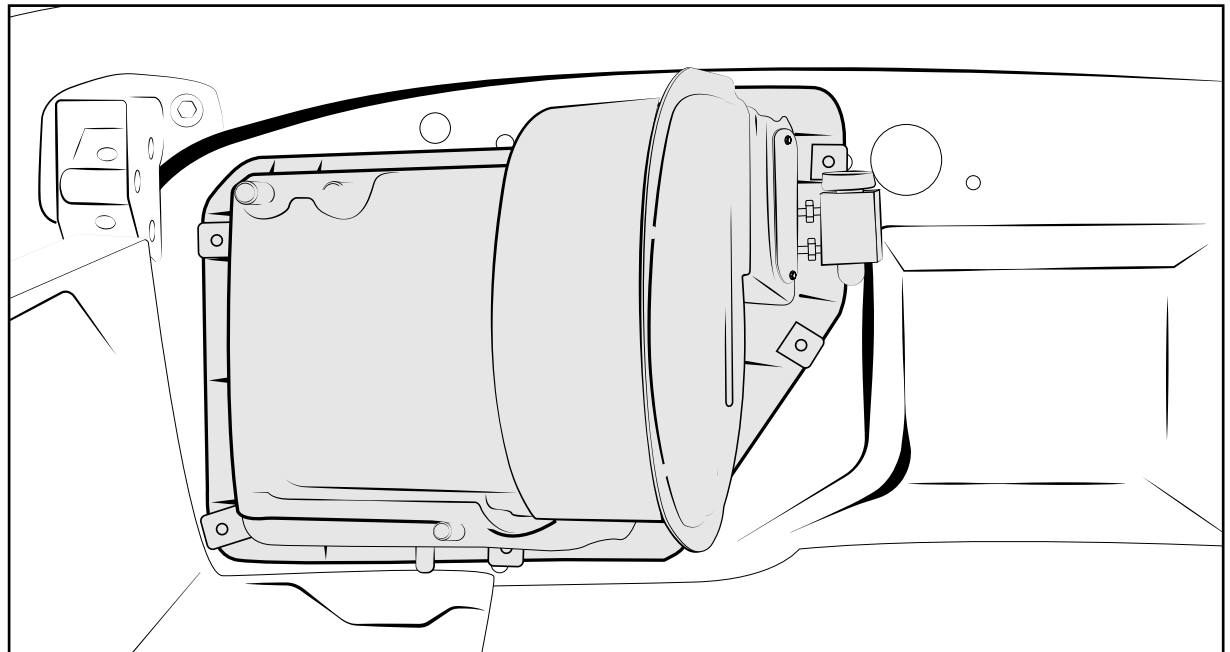
FIGURE 7



Moving to the engine compartment:

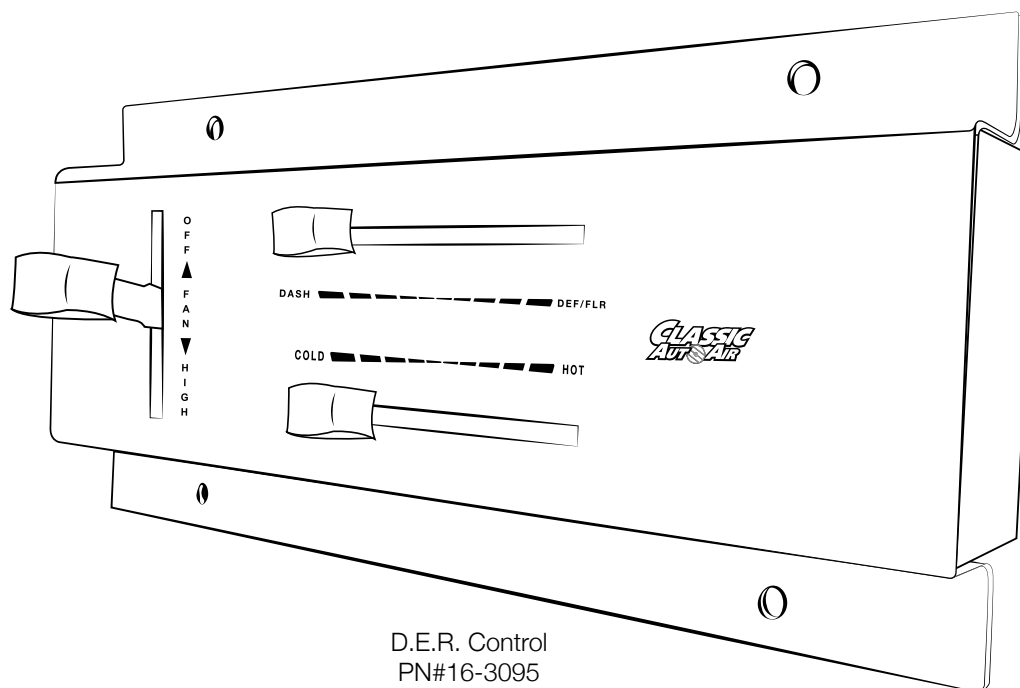
In order to remove your heater assembly it is necessary to remove the heater case housing first.

Located on the engine side of the firewall, remove seven (5) bolts around the perimeter of the heater case housing (see Figure 7). Remove the housing (Discard). Drain coolant from radiator. Remove the heater hoses from heater coil and firewall.



THESE ARE THE PARTS YOU WILL FIND IN BAG KIT A

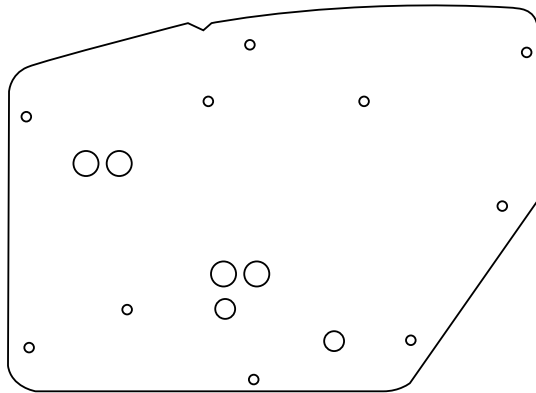
(D.E.R. Controller)



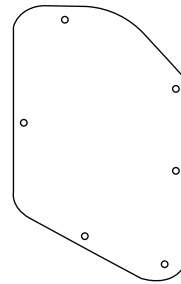
D.E.R. Control
PN#16-3095

THESE ARE THE PARTS YOU WILL FIND IN BAG KIT B

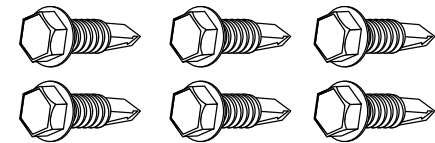
You will use all of these parts and hardware during the next series of installation steps.



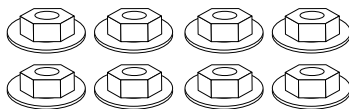
Firewall Block Off
PN#10-2095FA-2



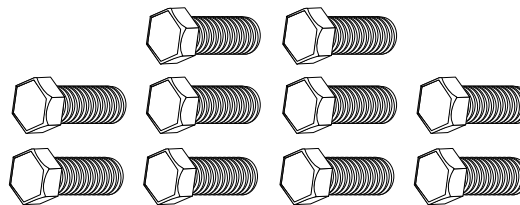
Fresh Air Block Off
PN#10-2095FA-1



Six #14 - 16 x 3/4" Tek Screws



Flange Nuts

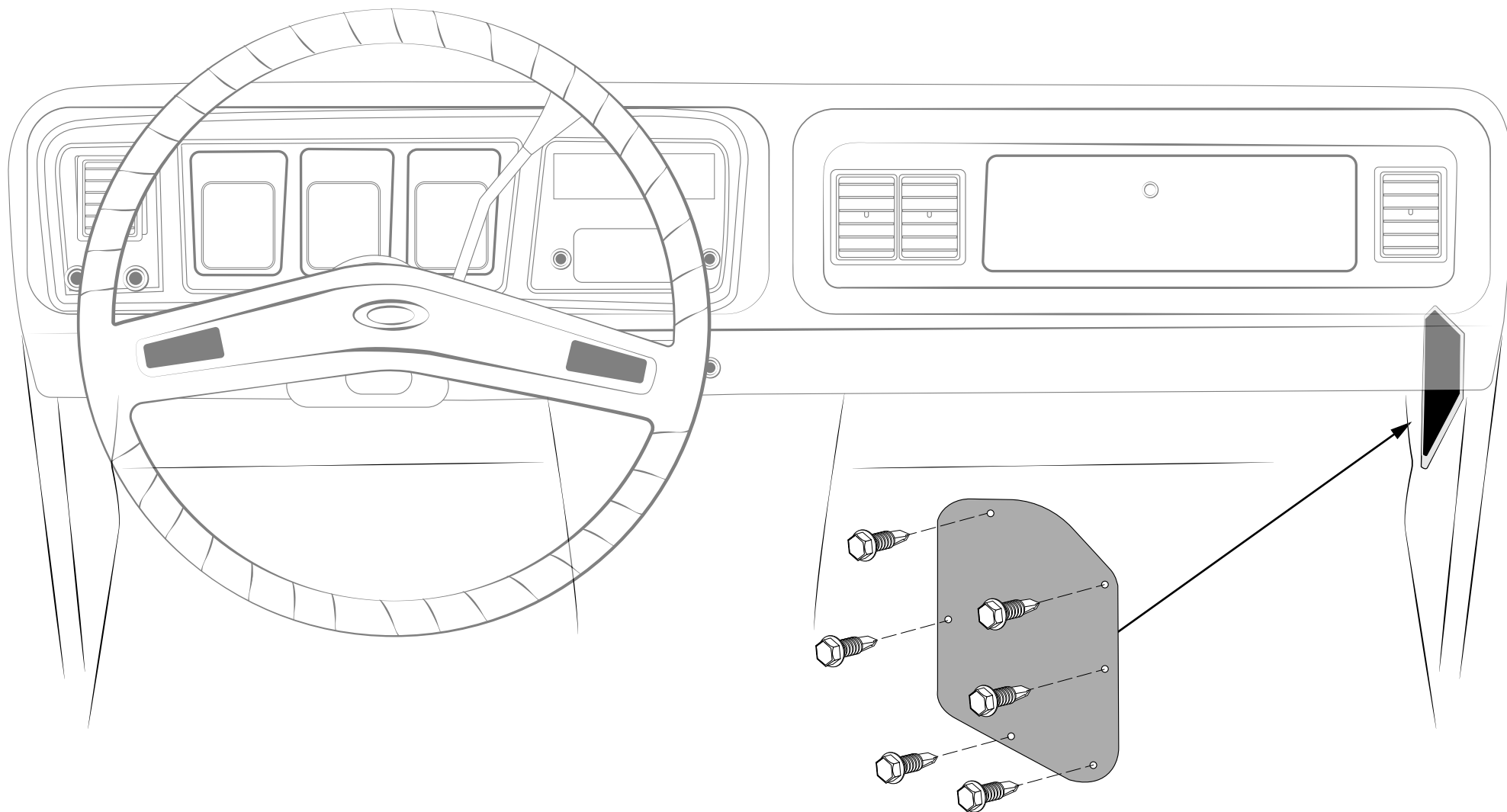


Ten 1/4-20 x 5/8" Hex Head Bolts



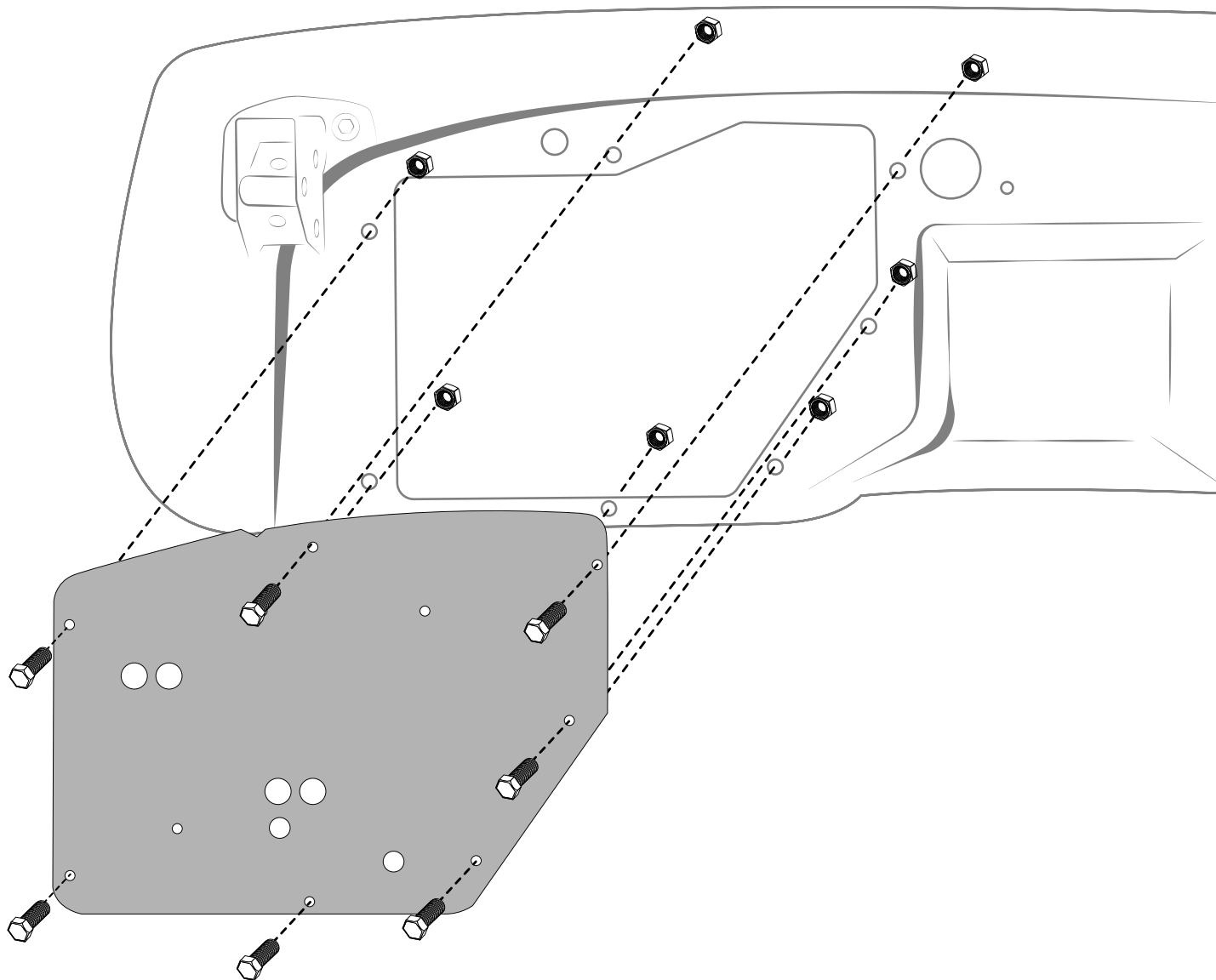
Two #10 x 5/8" Phillips Screws

Illustrations NOT shown actual size

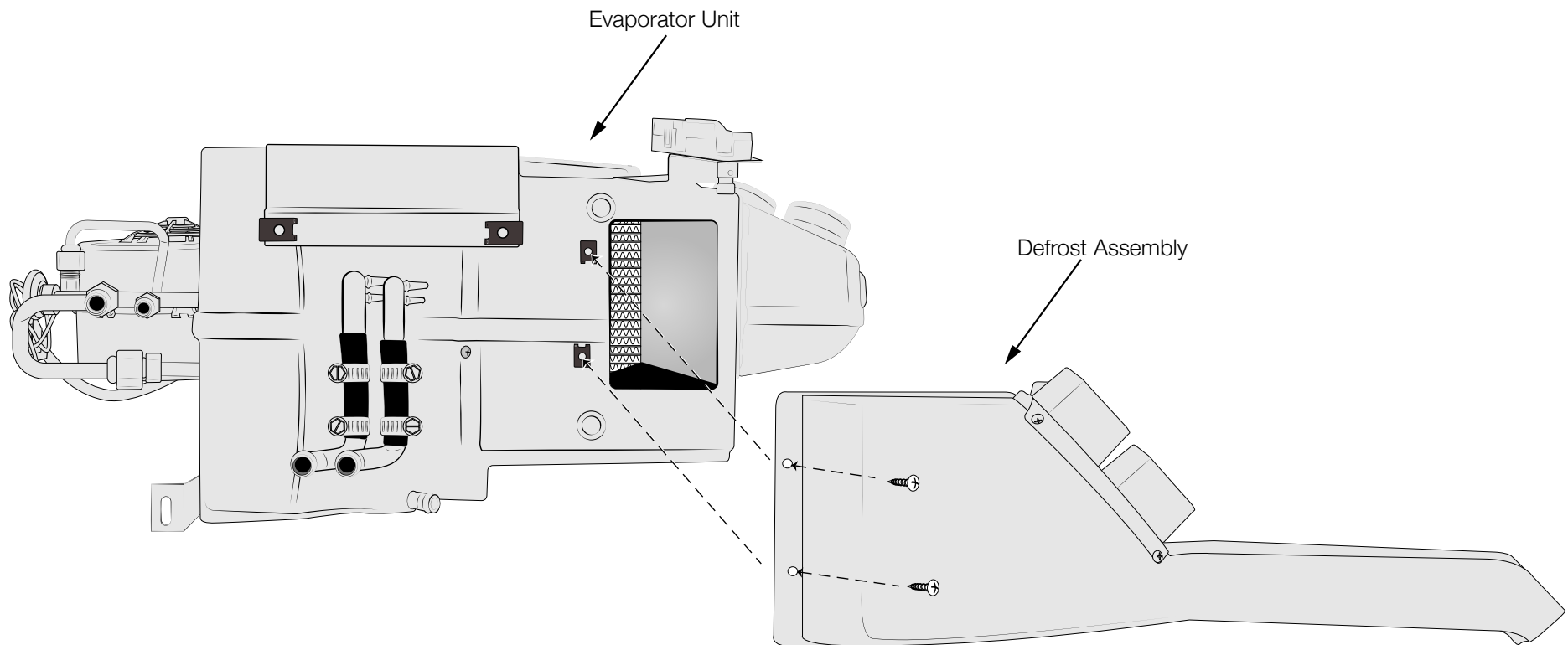


Attach Fresh Air Block Off Plate PN#10-2095FA-1
to firewall using Six Tek Screws provided in Bag Kit

Attach Firewall Block Off Plate PN# 10-2095FA-1 to firewall using Four 1/4 - #20 x 5/8" bolt and (7) Flanged Nuts provided in Bag Kit B.

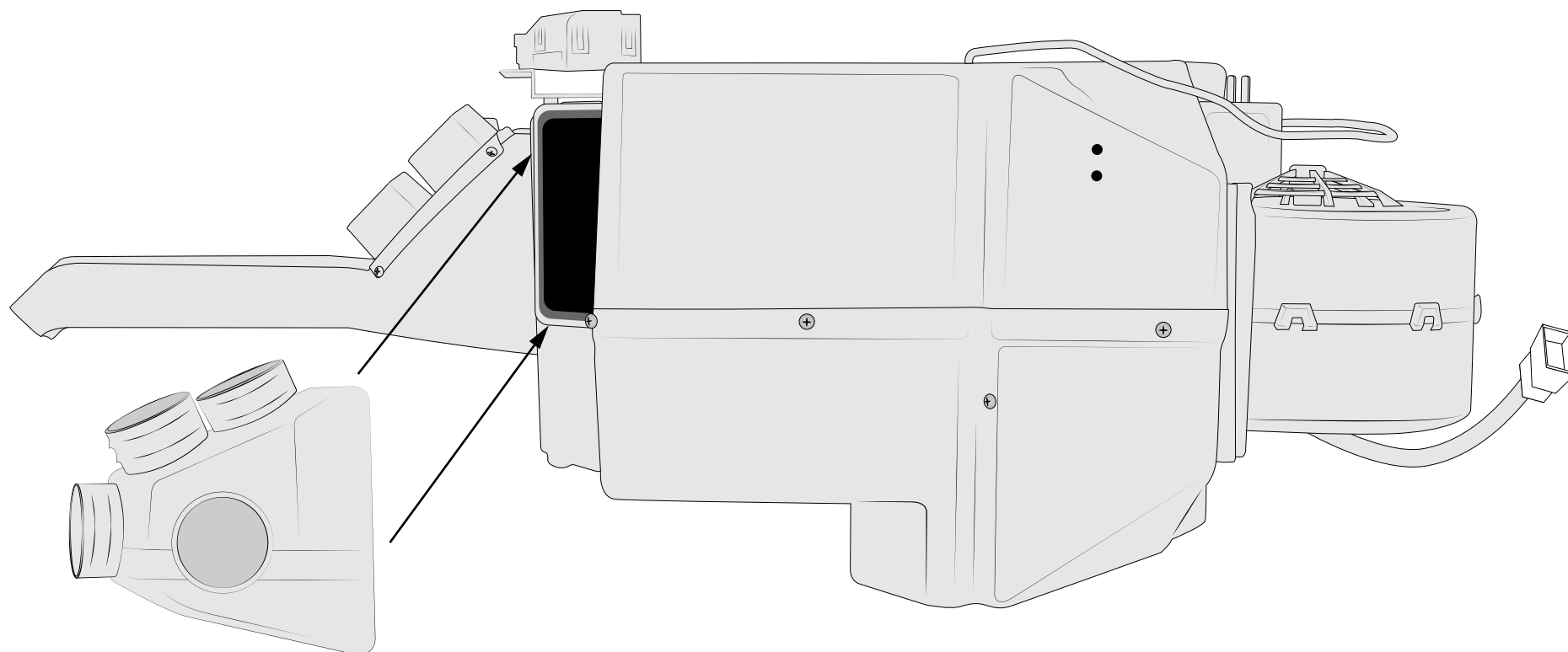


Remove Evaporator Unit and Defrost Assembly from box. The Defrost Assembly is pre-installed using Two #10 x 5/8" Phillips Screws.

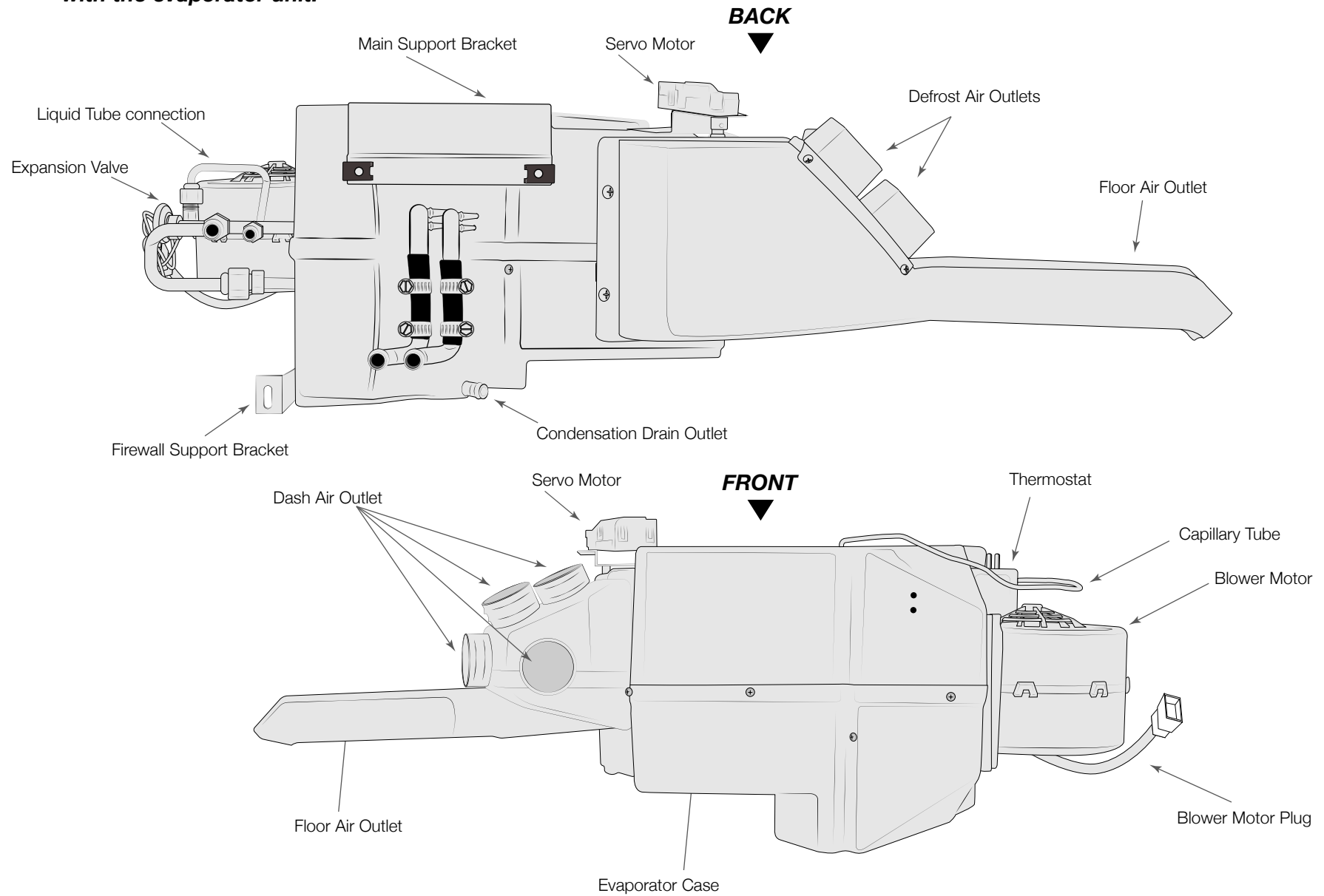


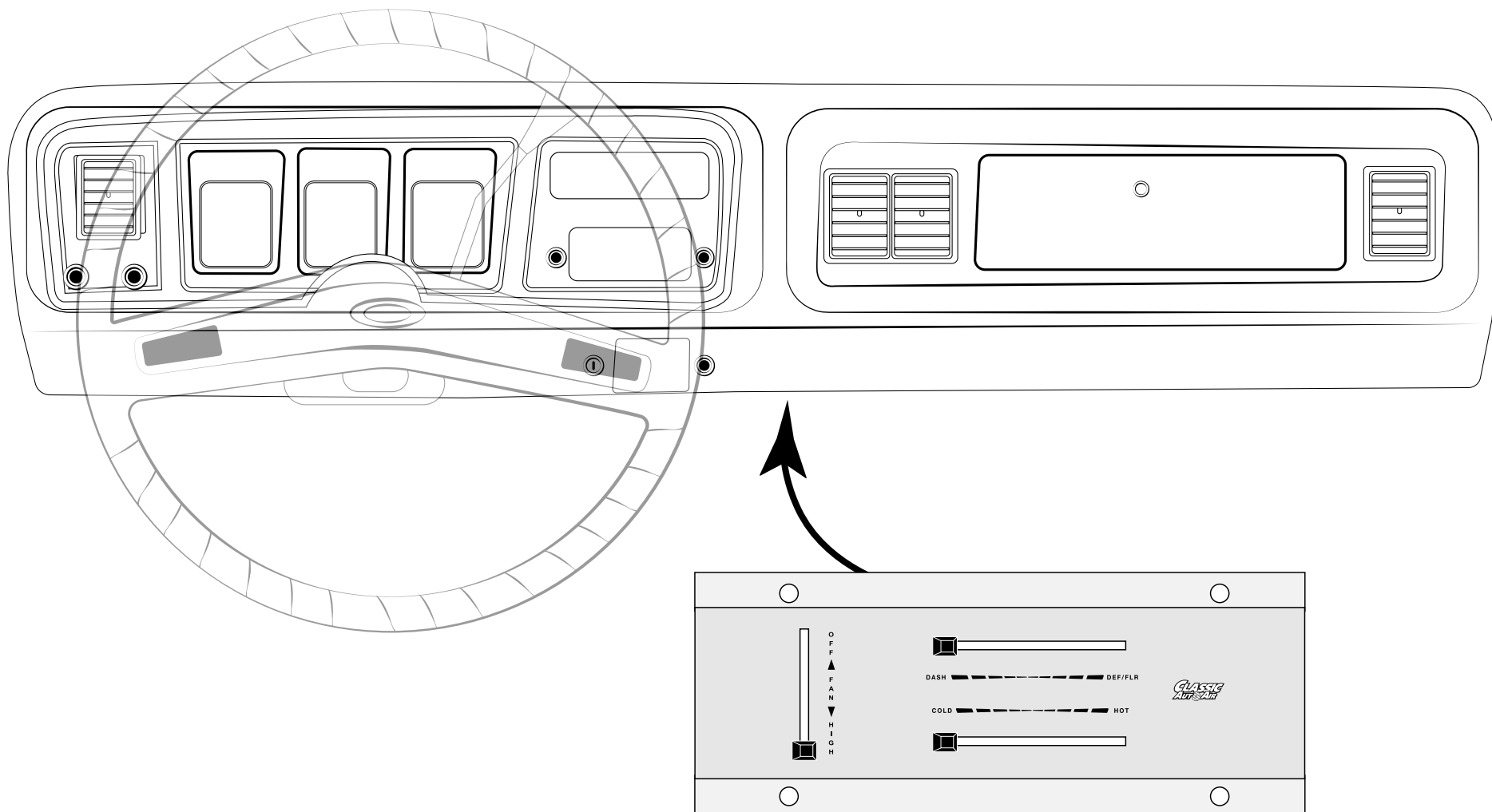
Note: The Defrost adapter will have slight movement until it is installed, pressure of installation will make it stable.

Pre-installed Face Duct Assembly



**Take a minute to familiarize yourself
with the evaporator unit:**

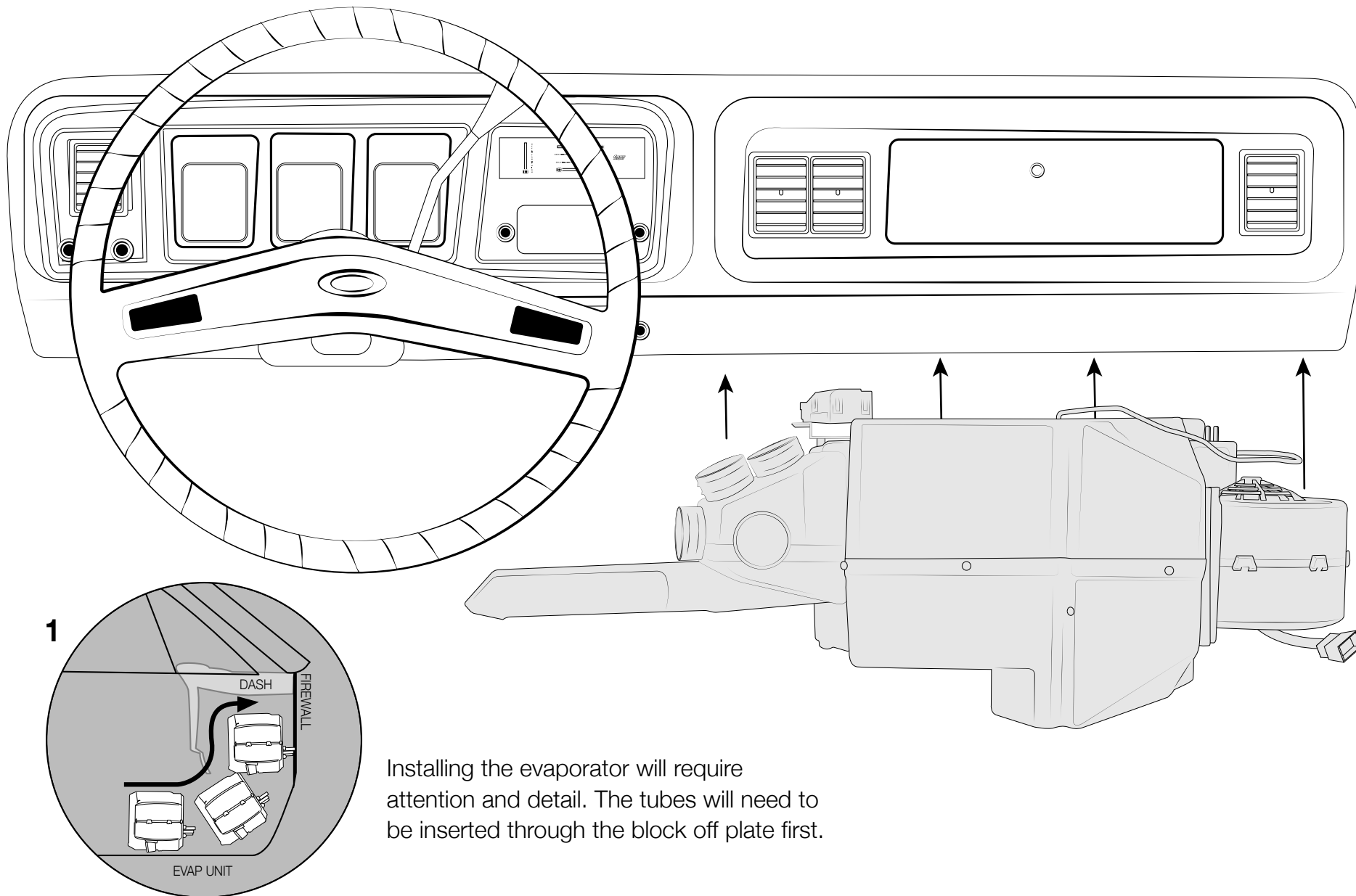




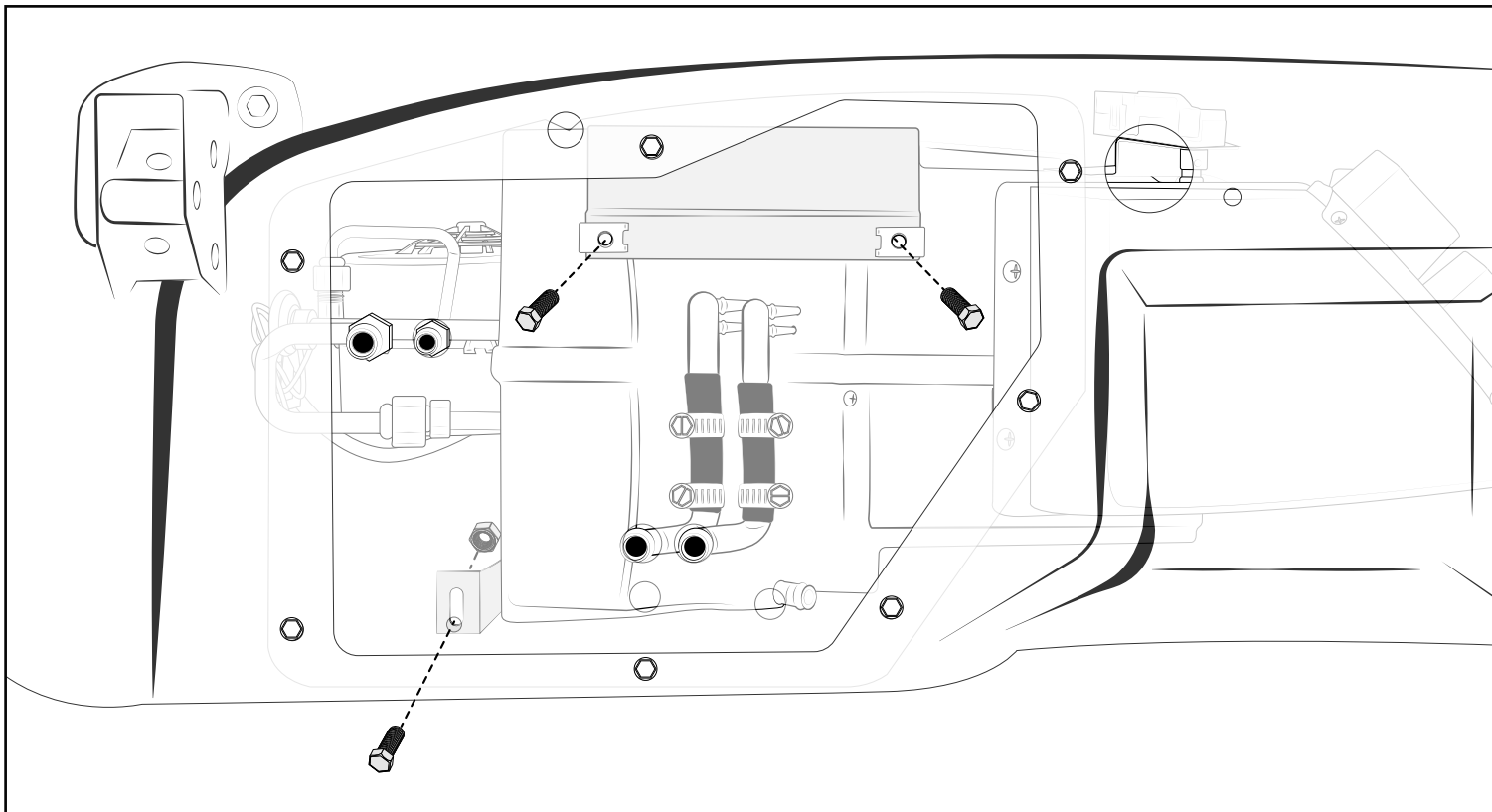
Install D.E.R. at this time using original mounting hardware.

NOTE: Two people are needed for this step!

Place evaporator on floor panel. Roll unit up behind the glove box opening, inserting tubes thru the holes in the firewall block off plate.

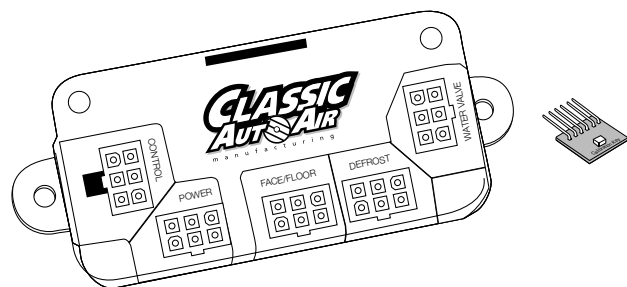


At this point you will need help mounting the evaporator. While one person inside the cab holds the evaporator in position the other person in the engine bay will attach the Evaporator Main Support Bracket to the Firewall Block Off Plate using (2) 1/4-20 x 5/8" Hex Head Bolts. Once the bolts are in you can attach (1) 1/4-20 x 5/8" Hex Head Bolt and (1) Flange Nut to the lower Firewall Support Bracket.



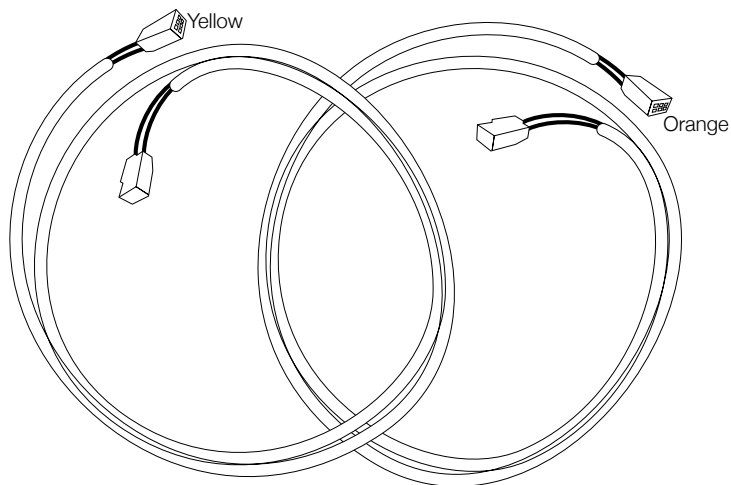
THESE ARE THE PARTS YOU WILL FIND IN BAG KIT C

You will use all of these parts and hardware during the next series of installation steps.

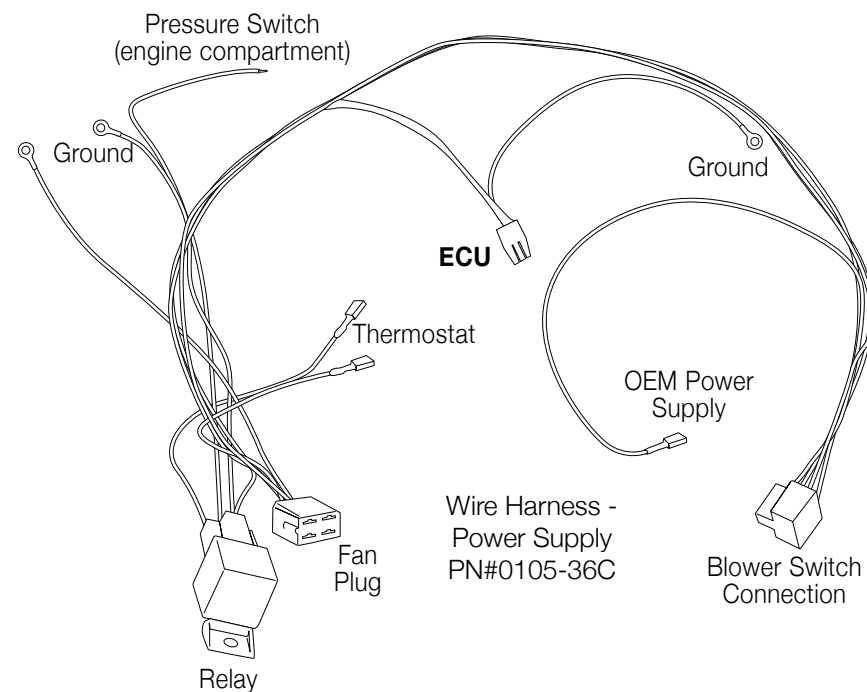


ECU and Calibration Key

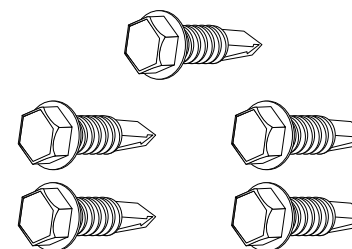
DO NOT USE CALIBRATION KEY WITHOUT TECH SUPPORT



Wire Harness System



Male Spade Connector

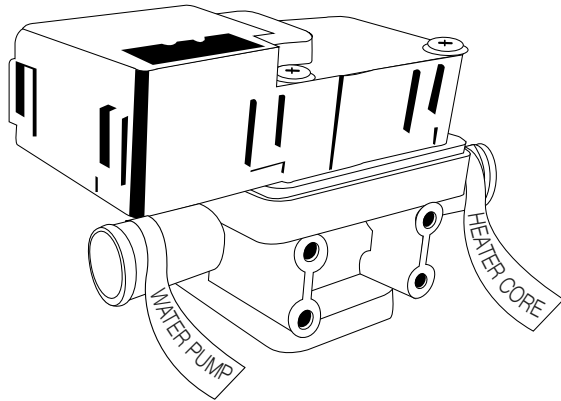


Five #10 - 16 x 3/4" Tek Screws

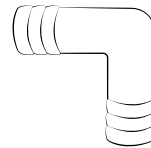
Illustrations NOT shown actual size

THESE ARE THE PARTS YOU WILL FIND IN BAG KIT D

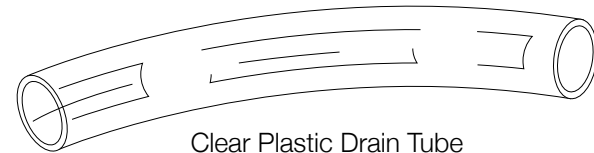
You will use all of these parts and hardware during the next series of installation steps.



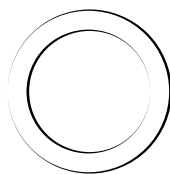
Electronic Water Control Valve
PN#16-1081-2



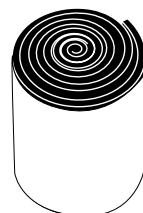
90 Degree Elbow



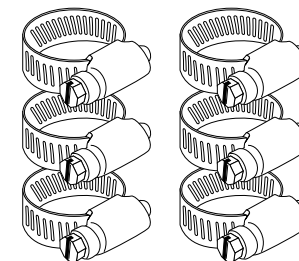
Clear Plastic Drain Tube



Cap Plug



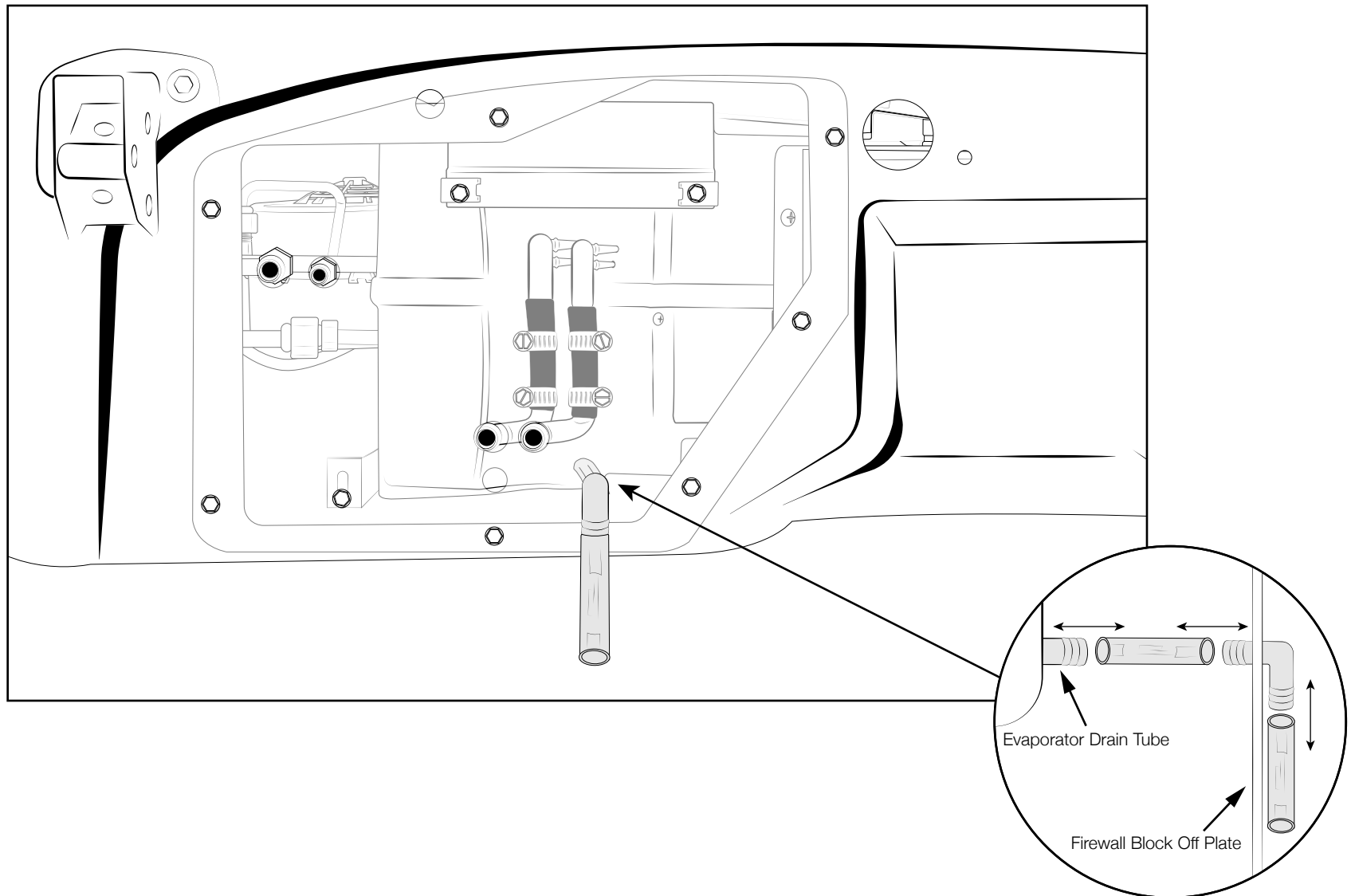
Refrigerant Tape



Six Worm Gear Clamps

Illustrations NOT shown actual size

Once the evaporator is fully mounted you can mount the Drain Tube in Bag Kit D. Cut the Drain Tube to a desired length to feed through the firewall plate using the 90 Degree Elbow provided.



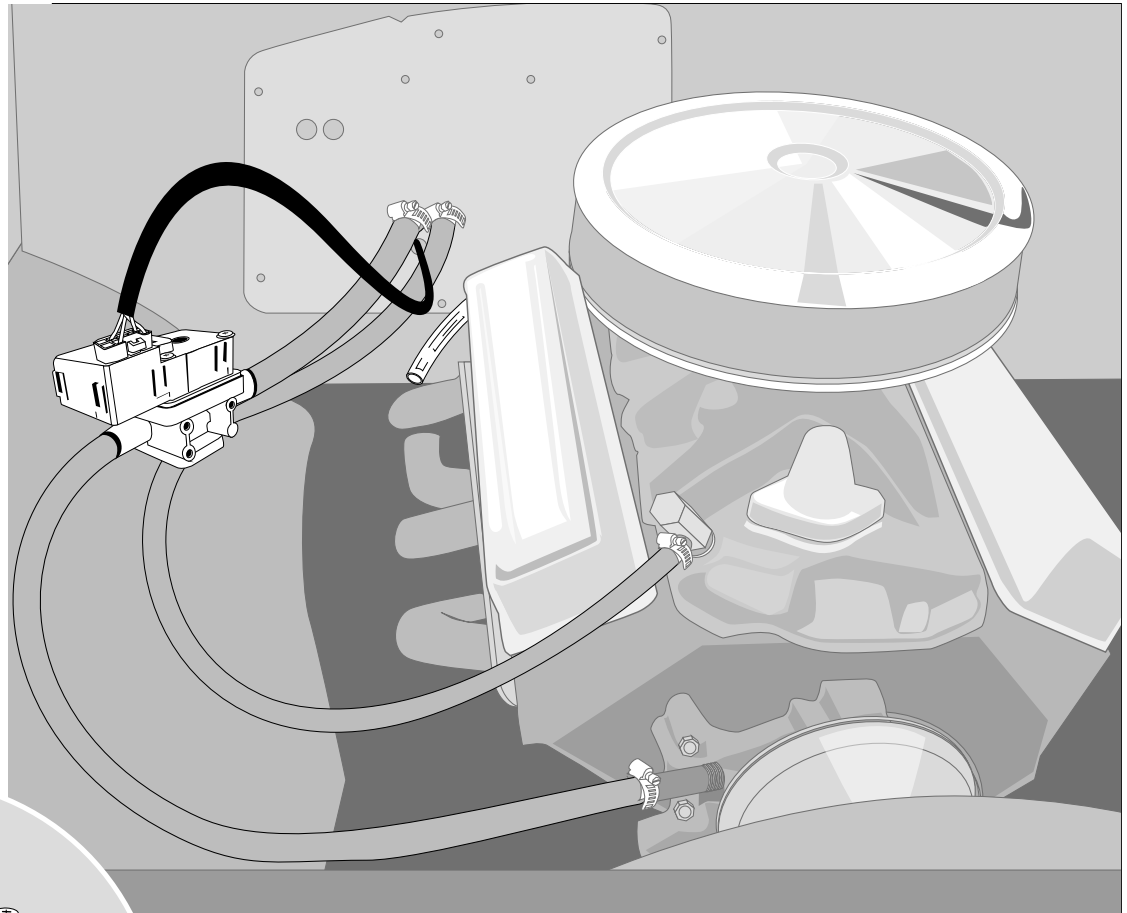
IMPORTANT NOTICE: PROPER INSTALLATION OF WATER VALVE

Your water valve **MUST be installed per these instructions!... (If not, your system will not work properly.**

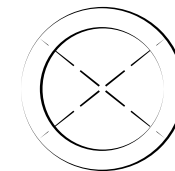
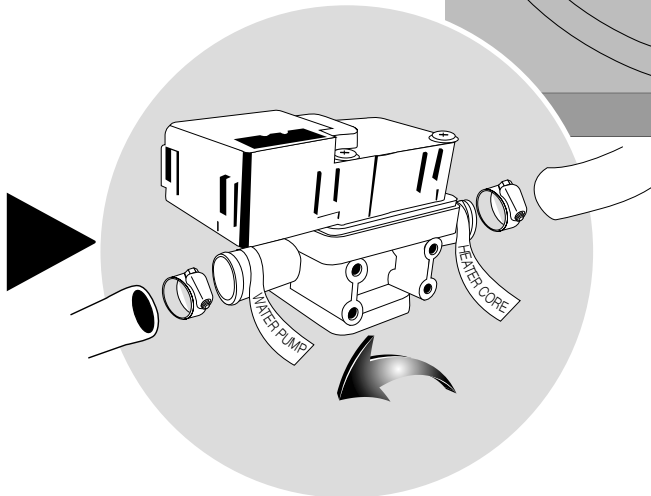
The **Right** heater tube connection on firewall will be routed to the water connection on intake manifold using 5/8" dia. heater hose with the supplied worm gear clamp.

The **Left** heater tube connection on the firewall will be routed to the water valve connection labeled **heater core**, using a 6" piece of 5/8" heater hose attached with supplied worm gear clamp.

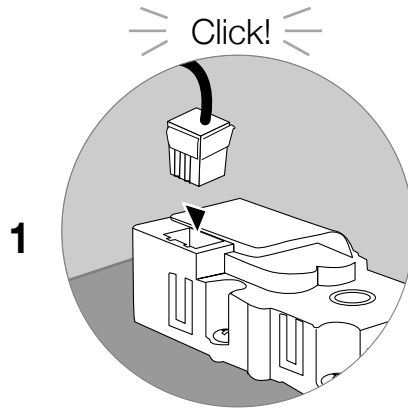
Connect the remaining outlet on water valve labeled **water pump** to the water pump using 5/8" dia. heater hose with the supplied worm gear clamp.



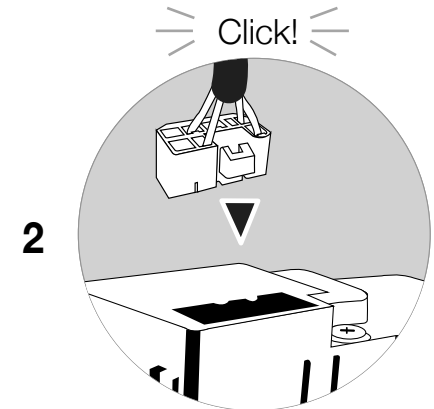
**FOLLOW THESE
TAGS... CHECK IT
TWICE BEFORE
PROCEEDING!**



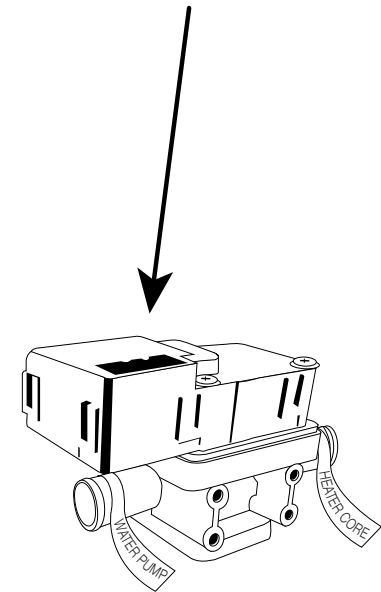
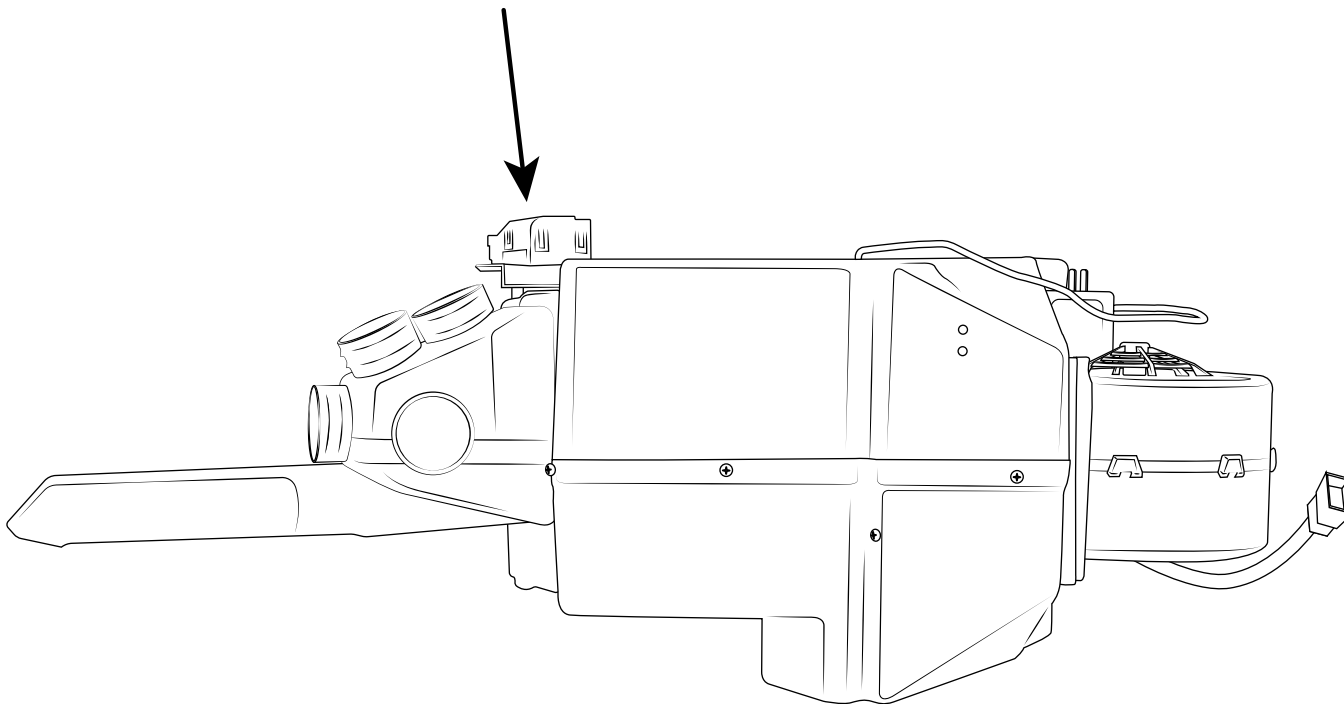
Make an X slit (cut) in the 3/4" cap plug, then feed harness through.

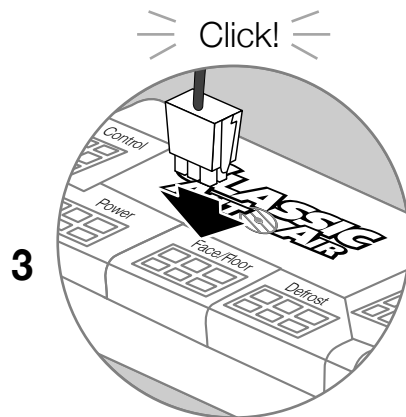


Connect Yellow Harness into Face/Floor Servo Motor

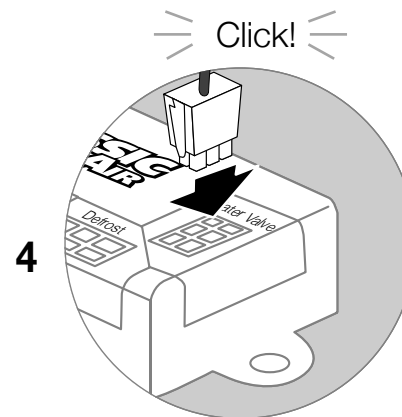


Connect Orange Harness into water valve

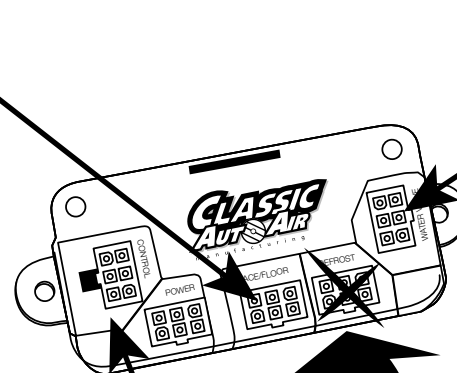




Plug Yellow Harness into Face/Floor Port on ECU

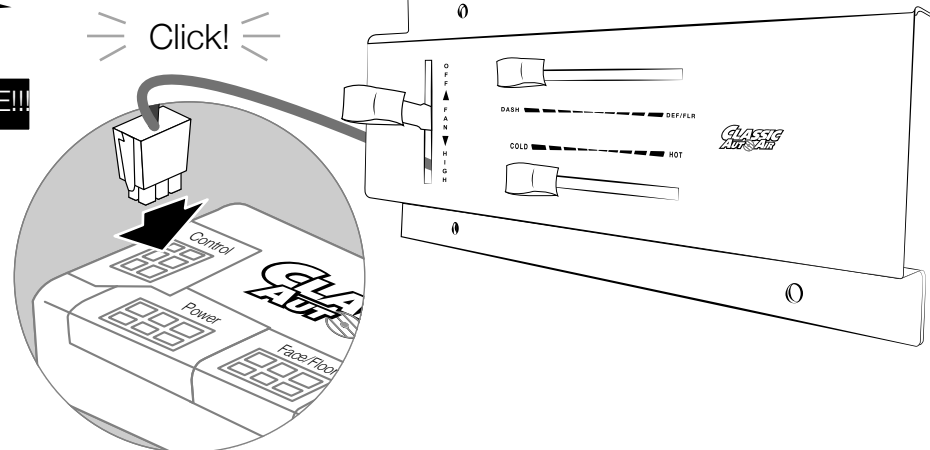


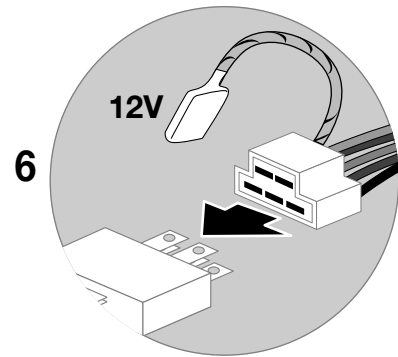
Plug Orange Harness into Water Valve Port on ECU



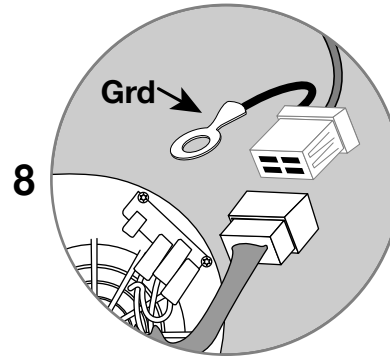
From your controls
connect Green Harness into
Control Port on ECU

5

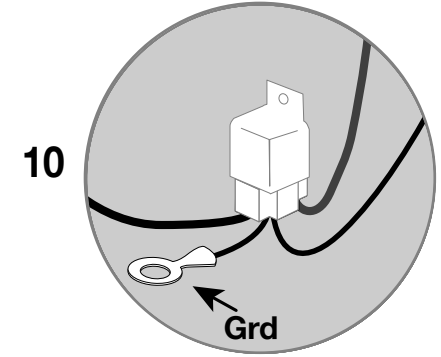




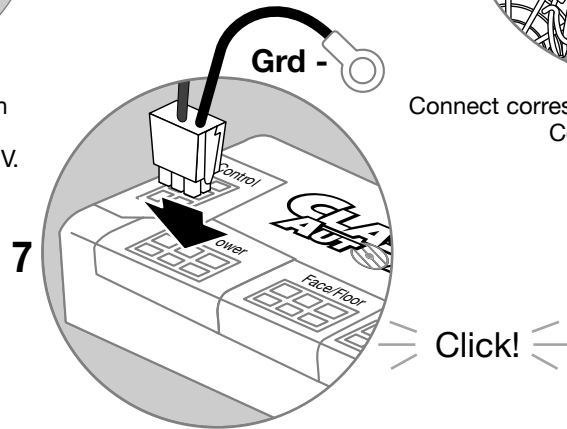
6
Connect corresponding fan switch harness to the blower switch on controls connect power lead to 12V.



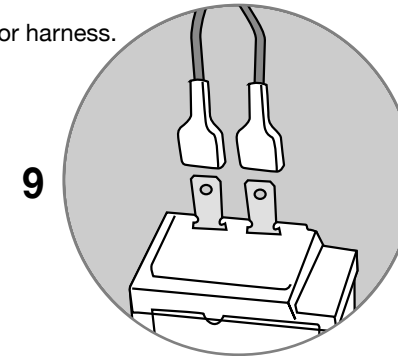
8
Connect corresponding fan motor harness. Connect ground.



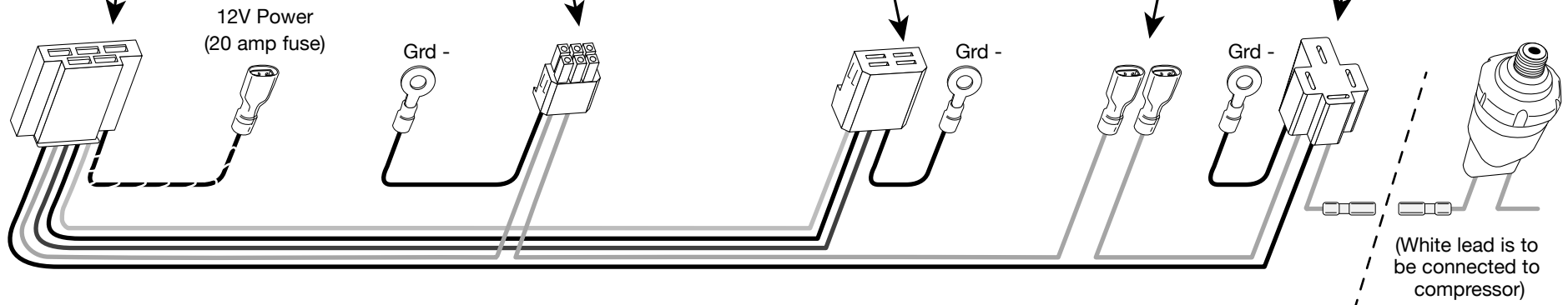
10
Connect ground.



7
Connect red tagged power harness to POWER port on ECU. Connect ground.



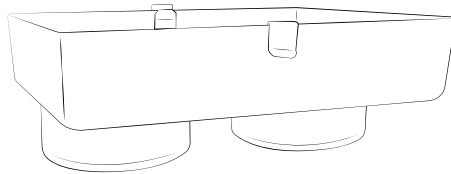
9
Connect both BLUE leads into thermostat (either lead into either terminal)



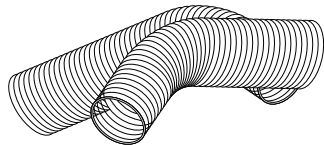
THESE ARE THE PARTS YOU WILL FIND IN BAG KITS E, F, and G

You will use all of these parts and hardware during the next series of installation steps.

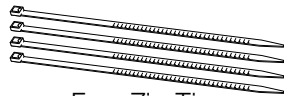
Bag E



Defrost Adapter
PN# 2-2095FA-1

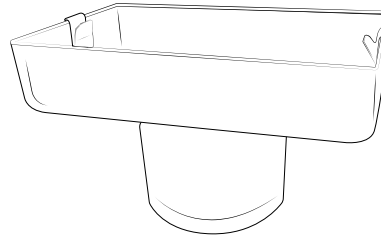


Two Duct Hoses, 2" I.D.

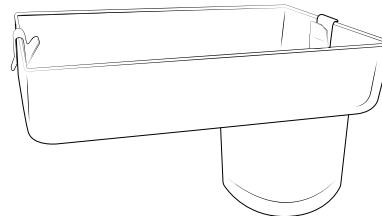


Four Zip-Ties

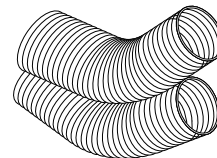
Bag F



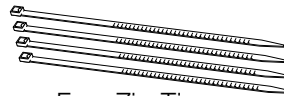
Passenger Dash, Adapter
PN# 2-2093-3



Driver Dash, Adapter
PN# 2-1057-2

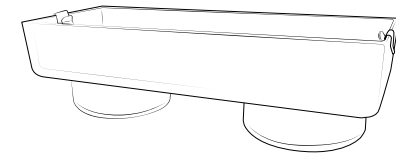


Two Duct Hoses, 2" I.D.

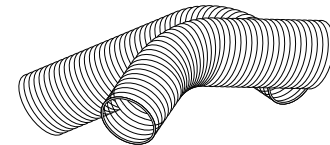


Four Zip-Ties

Bag G



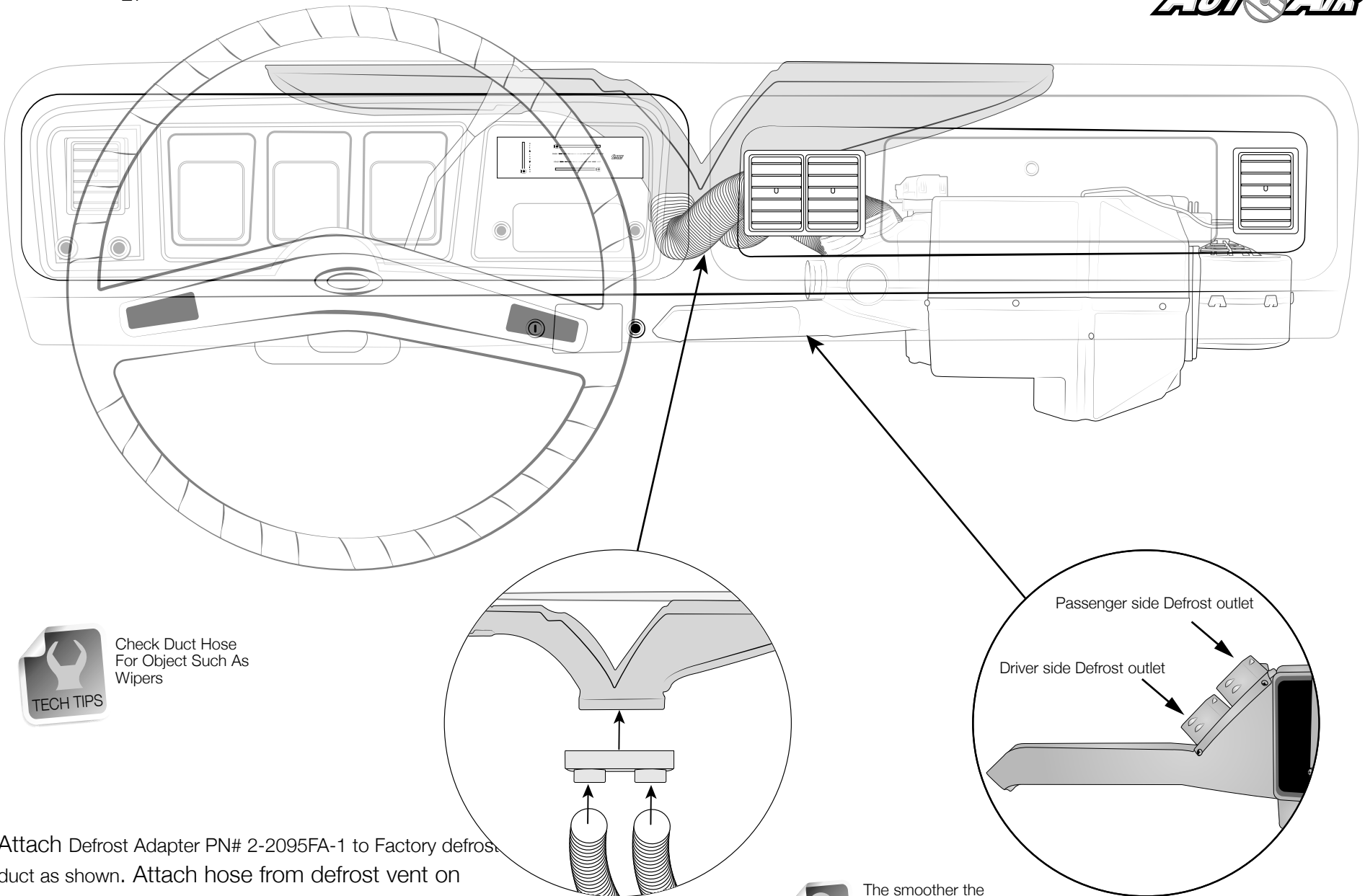
Hose, Adapter, Center
PN# 2-2095FA-2

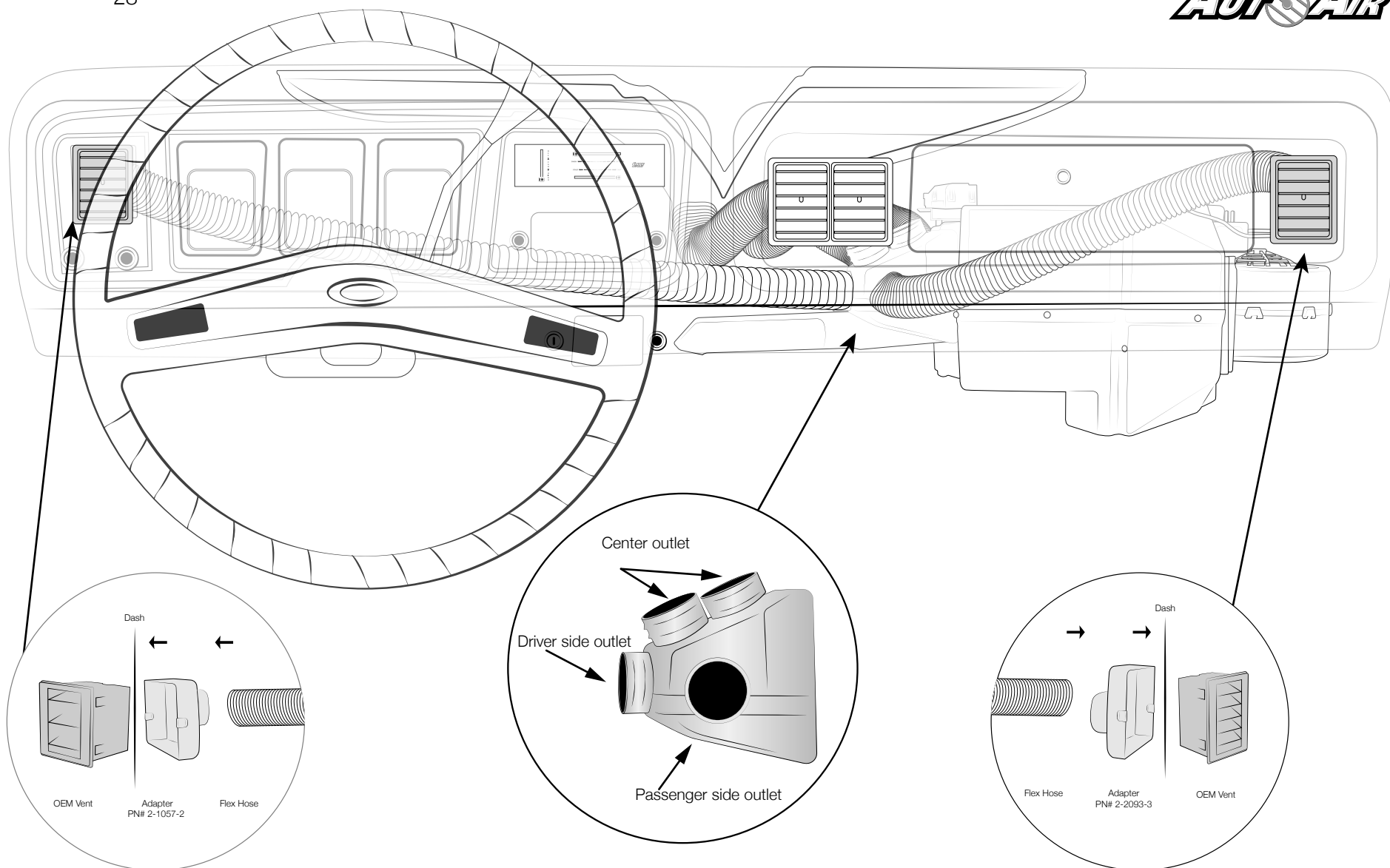


Two Duct Hoses, 2" I.D.



Two Zip-Ties



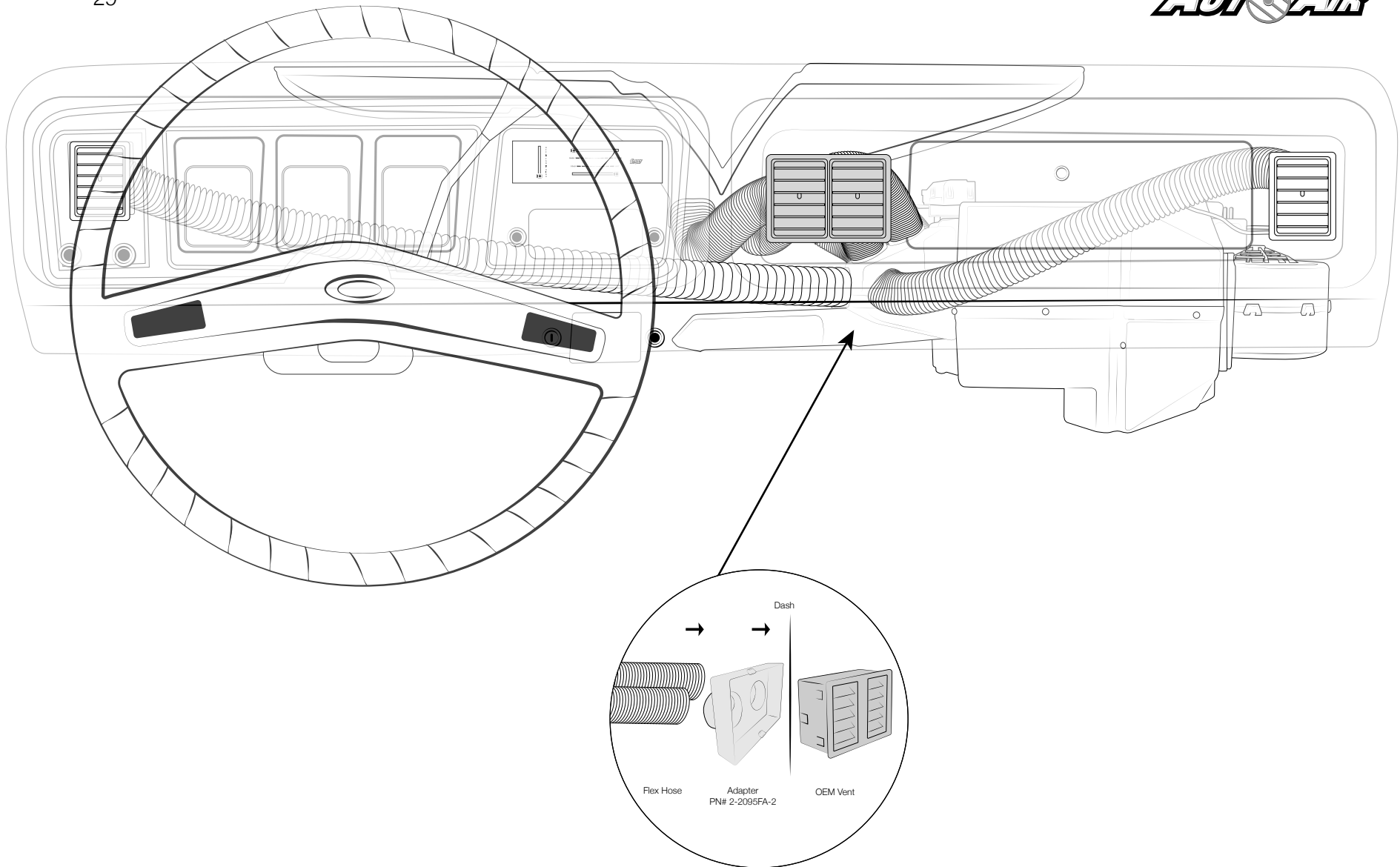


Attach Adapter PN# 2-1057-2 to the back of OEM Vent housing. Attach Flex hose to the back of Adapter PN# 2-1057-2 secure with Zip-Tie.



The smoother the route of the flex hoses the better the airflow.

Attach Adapter PN# 2-2093-3 to the back of OEM Vent housing. Attach Flex hose to the back of Adapter PN# 2-2093-3 secure with Zip-Tie.



Attach Adapter PN# 2-2095FA-2 to the back of OEM Vent housing. Attach Flex hose to the back of Adapter PN# 2-2095FA-2 secure with Zip-Ties.

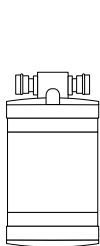


Check Duct Hose
For Object Such As
Wipers

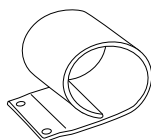


The smoother the
route of the flex
hoses the better
the airflow.

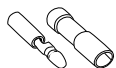
THESE ARE THE PARTS YOU WILL NEED FOR THE ENGINE COMPARTMENT INSTALLATION



Drier



Drier Bracket



Splice and
Bullet Connector



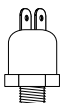
Six #10 x 1/4" Screws



Two #8-32 x 1/2" Bolts



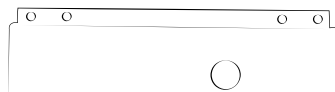
Two #8-32 Nylock Nuts



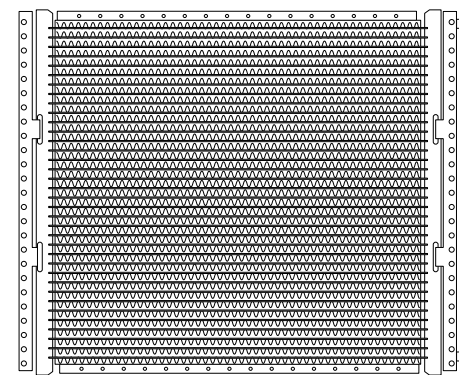
Pressure Switch and harness,
Bag of O-rings and Mineral Oil Tube



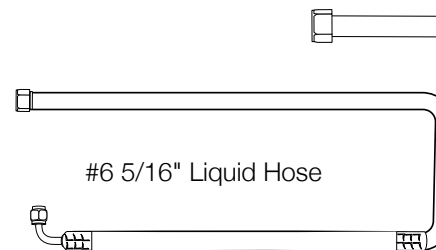
Condenser
Bracket
PN#0122-54



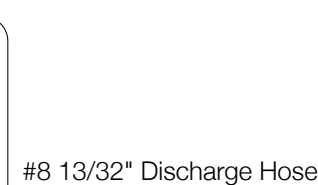
Condenser
Bracket
PN#0019-52



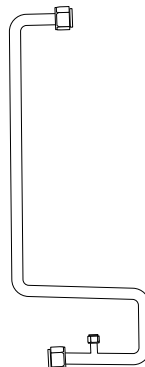
Condenser
PN# 11-1093



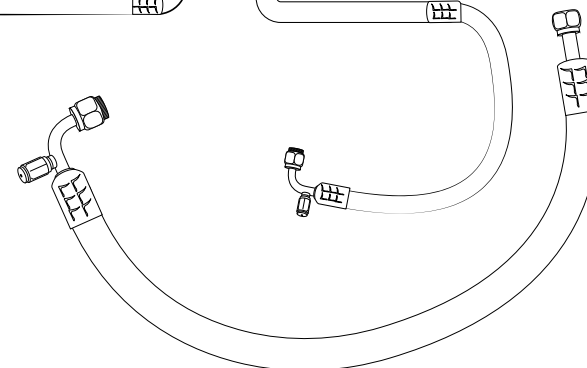
#6 5/16" Liquid Hose



#8 13/32" Discharge Hose

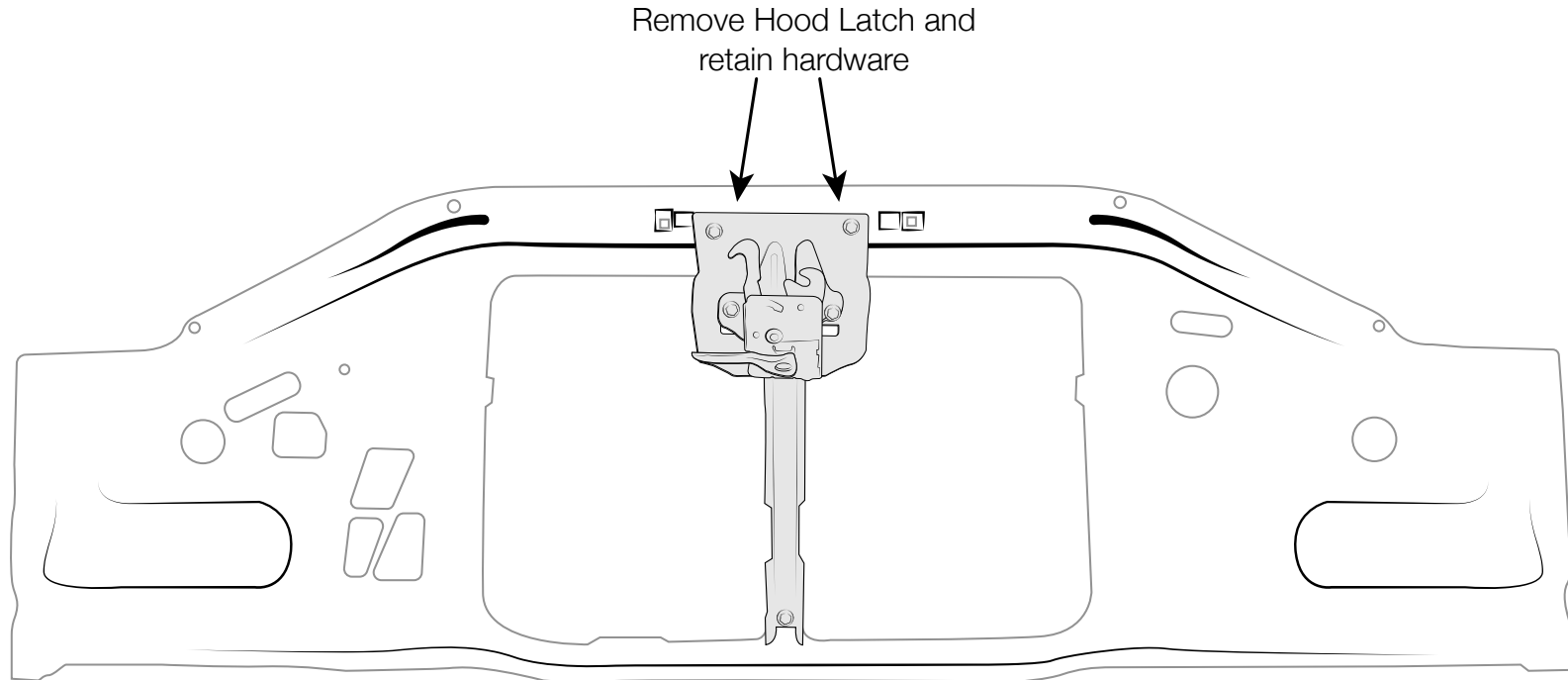


Liquid Tube (condenser to drier)
PN#0019-93



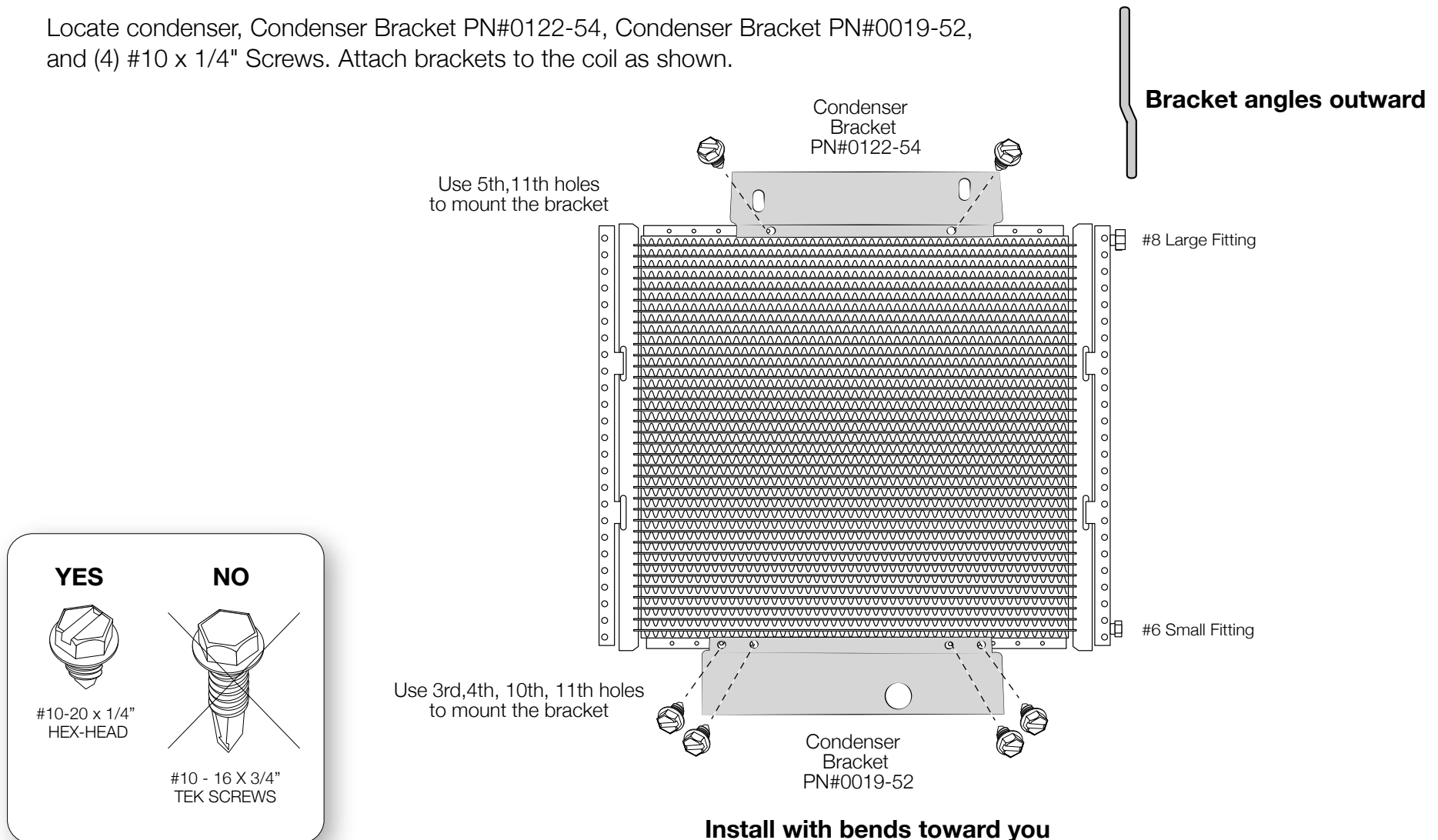
#10 1/2" Suction Hose

At this time you will want to disconnect the battery and drain radiator. Remove the hood latch and retain the hardware for re-installation.



CONDENSER PREPARATION. You can perform most of the following steps on a clean flat surface like a workbench. Lay the condenser down so that both hose connections are on the **RIGHT SIDE** (the larger connection will be on top).

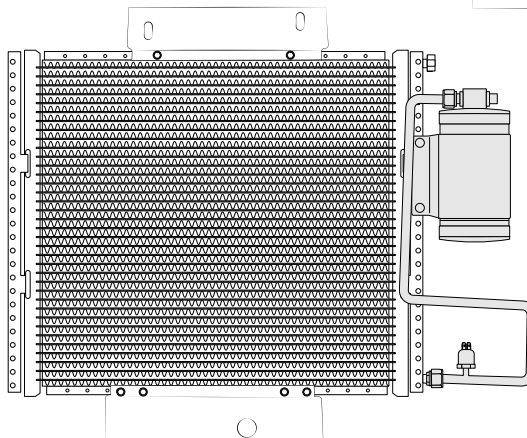
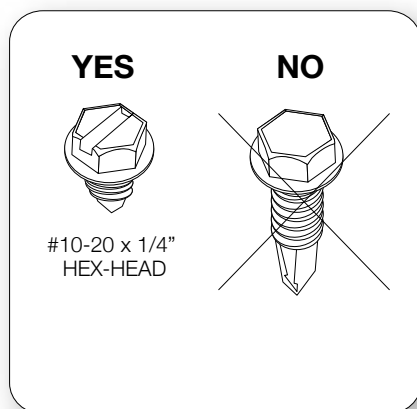
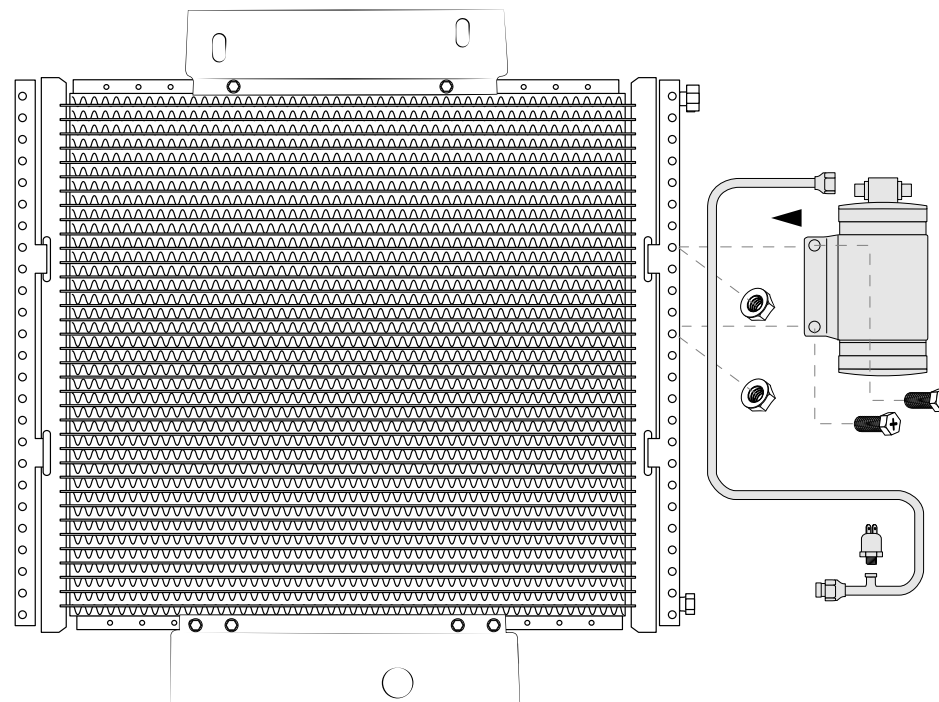
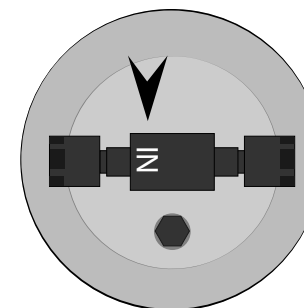
Locate condenser, Condenser Bracket PN#0122-54, Condenser Bracket PN#0019-52, and (4) #10 x 1/4" Screws. Attach brackets to the coil as shown.



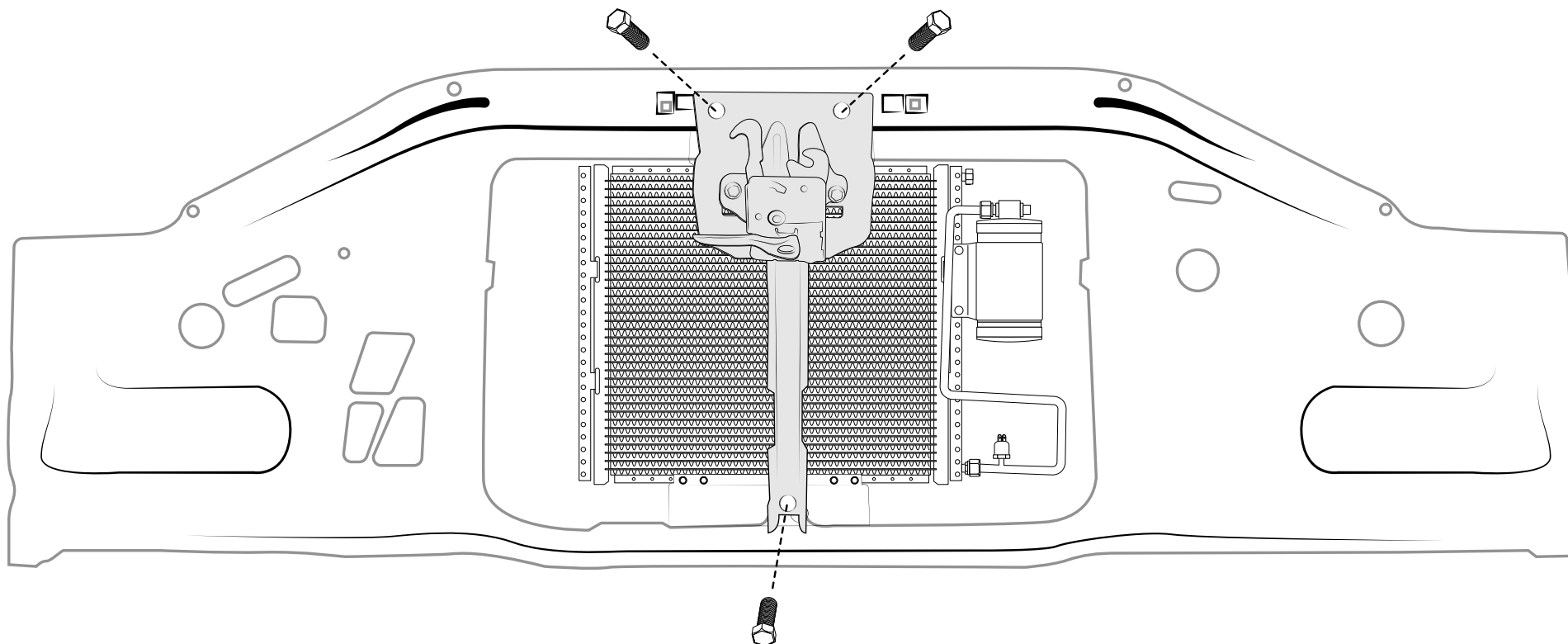
DRIER AND CONDENSER PREPARATION. Lay the condenser down so that both hose connections are on the **RIGHT SIDE** (the larger connection will be on top). The drier is conveniently mounted on the left hand side of the condenser.

First insert the drier into the drier mounting bracket. Attach the drier liquid tube to the drier and also to the connection on the condenser (tighten connections at either end using supplied o-rings on both ends and a few drops of mineral oil to each o-ring). With these two combined it will be easy to find the correct place to attach the drier bracket to the condenser with the included Two #8-32 x 1/2" Bolt screws and Two #8-32 Nylock Nuts (attach drier and bracket from the front of the condenser).

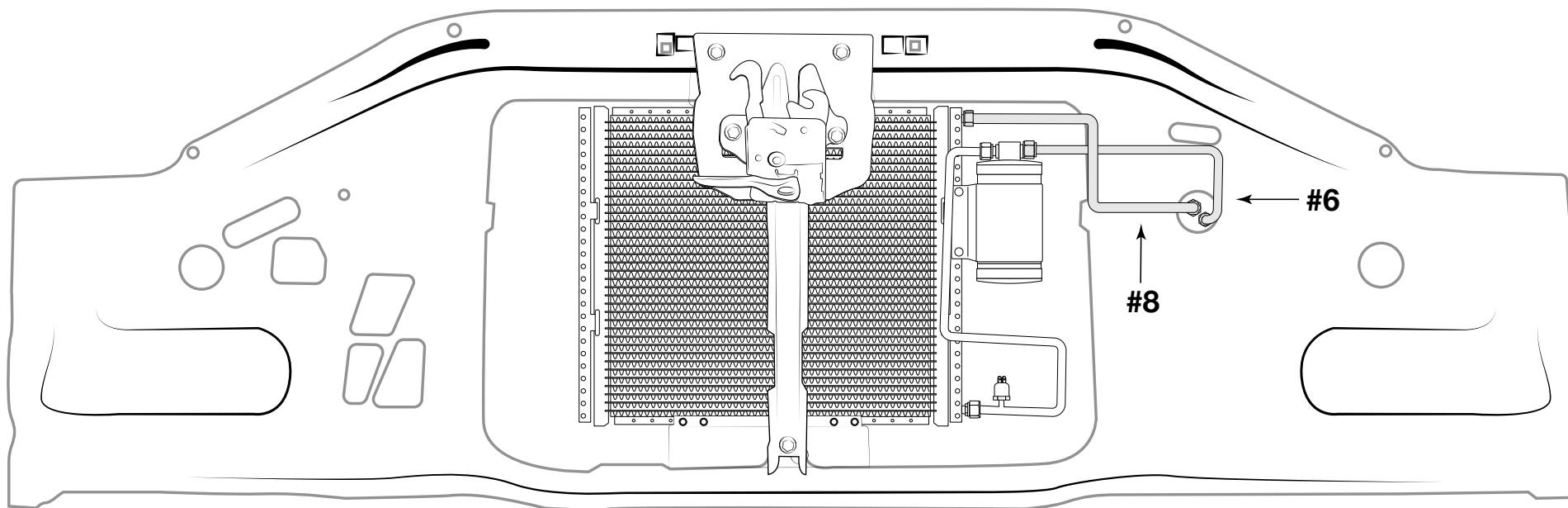
PRESSURE SWITCH: Screw the high-pressure switch into the port on the liquid tube. Go ahead and plug the pressure switch harness into the switch at this time (black electrical boot with two long white wires).

**DRIER TOP VIEW**

MOUNTING CONDENSER. Using the original hardware mount condenser and hood latch at this time. Condenser and hood latch mounting point will line up exactly for easy installation.



MOUNTING TUBES. At this time you can attach the #6 to the Drier and route through the core support as shown. Mount the #8 tube to the TOP port of the condenser and route through the core support as shown.



Connecting the Hoses



Install the compressor kit. Included was a premium compressor kit with all the parts you'll need to install the compressor. This kit includes instructions specifically written for your engine. Once you've installed the complete compressor kit, continue on to connecting the hoses.

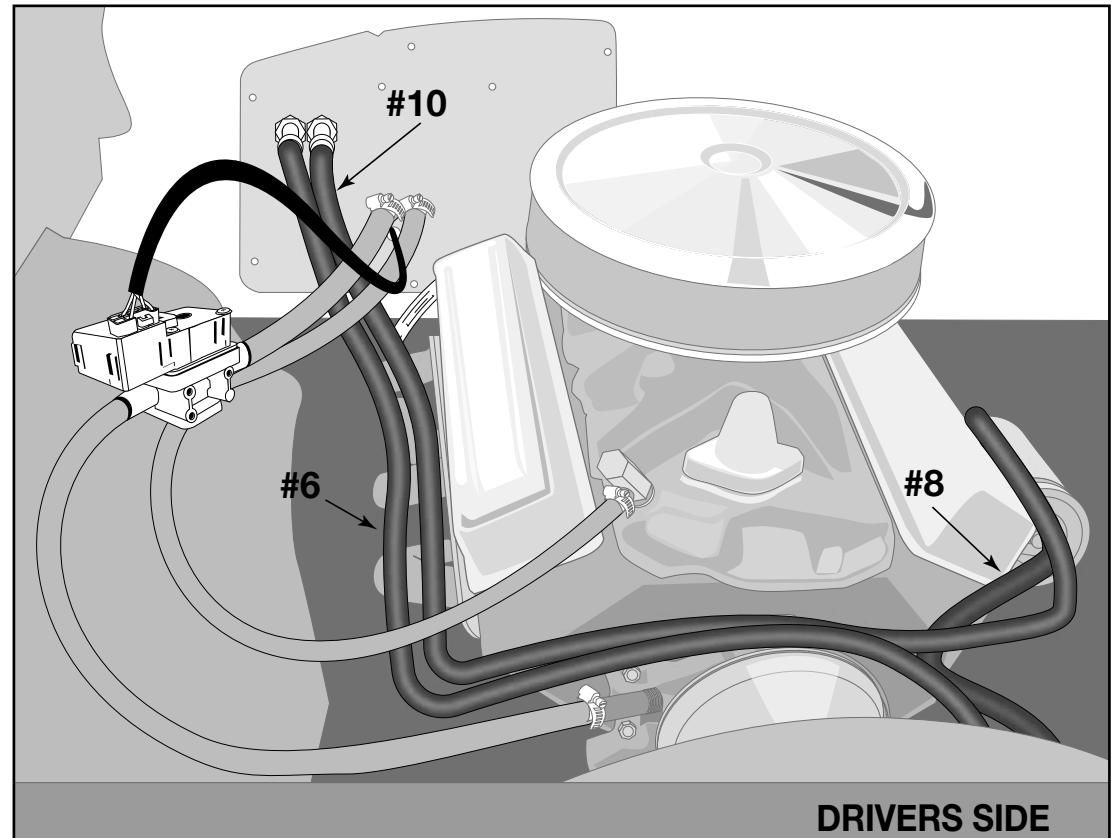
CONNECTING THE HOSES:

Based on PASSENGER or DRIVERS SIDE compressor mounting see illustrations for routing.

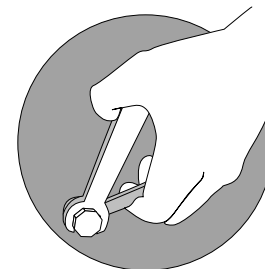
The #10 **(LARGEST)** refrigerant hose. Attach end with service fitting to the compressor using (1) #10 o-ring and a few drops of mineral oil. Attach other end to #10 fitting at the firewall. Attach using one #10 o-ring and a few drops of mineral oil. Tighten securely.

The #6 **(SMALLEST)** refrigerant hose. Route behind fender and to the connection on firewall. Attach using two #6 o-ring and a few drops of mineral oil.

The #8 **(MEDIUM)** refrigerant Hose. Route across engine and to the connection on compressor. Attach using two #8 o-ring and a few drops of mineral oil.



TWO WRENCH METHOD



Reminder...
Use two
wrenches to
tighten o-ring
fittings

New A/C System Preparation... A MUST READ!

Please read through these procedures before completing this new A/C system charging operation.

A licensed A/C technician should be utilized for these procedures to insure that your new system will perform at it's peak, and that your compressor will not be damaged.



- 1) Your radiator/cooling system is an integral part of your new system. Please insure that you have a 50/50 mix of distilled water and antifreeze. The heater coil **MUST** be purged (cycle heater control valve) to make sure no water, without antifreeze, is in the heater coil before you charge the A/C system.
- 2) Evacuate the system for 45 minutes (minimum).
- 3) **Your new compressor MUST be hand-turned 15-20 revolutions before and after charging with liquid. Failure to do this may cause the reed valves to become damaged** (this damage is NOT covered by your warranty).
- 4) Your new system requires 134a refrigerant. It will require 1.5 lbs (or 24 oz).
- 5) Your new compressor comes charged with oil - NO additional oil is needed.
- 6) Insure that the new belt is tight.
- 7) **DO NOT CHARGE SYSTEM WITH LIQUID REFRIGERANT!**

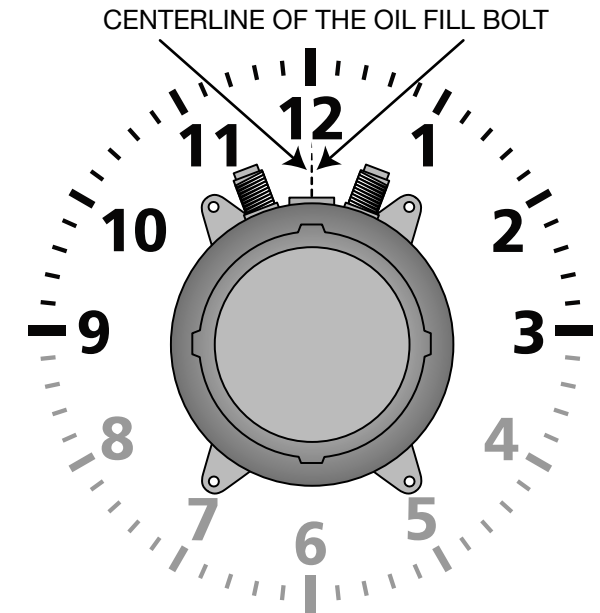
RECOMMENDED TEST CONDITIONS: (After system has been fully charged and tested for basic operation)

- Determine the temperature outside of the car
- Connect gauges or service equipment to high/low charging ports
- Place blower fan switch on medium
- Close all doors and windows on vehicle
- Place shop fan directly in front of condenser
- Run engine idle up to approx. 1500 rpm

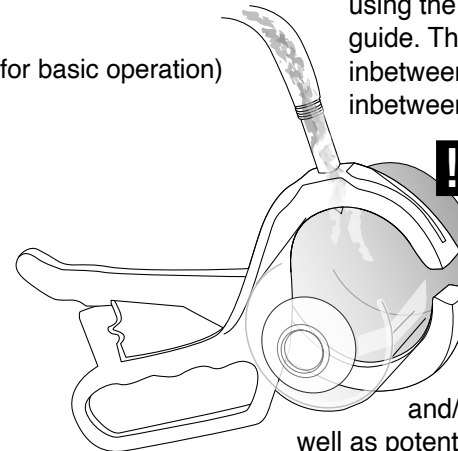
ACCEPTABLE OPERATING PRESSURE RANGES:

1. HIGH-SIDE PRESSURES (150-275 PSI)
2. LOW-SIDE PRESSURES (10-25 PSI in a steady state)

Readings above are based on an ambient temperature of 90° with an adequate airflow on condenser



CAUTION! When mounting your compressor and/or adjusting the belt use caution. Mount by using the centerline of the oil fill plug as your guide. The compressor can **ONLY** be mounted inbetween the 9 to 3 positions. **DO NOT** mount inbetween the 4 to 8 positions.



Do NOT tilt, shake or turn refrigerant can upside-down OR use a charging station to install refrigerant while the engine is running. Doing so will direct liquid refrigerant into the compressor piston

chamber, causing damage to reed valves and/or pistons and/or other components, as well as potentially seizing the compressor. Allow a minimum of 30 minutes for liquid to "boil off." You must hand turn the compressor hub (not the pulley) a minimum of 15 complete revolutions prior to starting the engine with the clutch engaged.

TROUBLESHOOTING GUIDE

TEST CONDITIONS USED TO DETERMINE SYSTEM OPERATION

(THESE TEST CONDITIONS WILL SIMULATE THE AFFECT OF DRIVING THE VEHICLE AND GIVE THE TECHNICIAN THE THREE CRITICAL READINGS THAT THEY WILL NEED TO DIAGNOSE ANY POTENTIAL PROBLEMS).

- B. CONNECT GAUGES OR SERVICE EQUIPMENT TO HIGH/LOW CHARGING PORTS.
- C. PLACE BLOWER FAN SWITCH ON MEDIUM.
- D. CLOSE ALL DOORS AND WINDOWS ON VEHICLE.
- E. PLACE SHOP FAN IN FRONT OF CONDENSER.
- F. RUN ENGINE IDLE UP TO 1500 RPM.

ACCEPTABLE OPERATING PRESSURE RANGES (R134A TYPE)

- 1. HIGH-SIDE PRESSURES (150-275 PSI) **Note- general rule of thumb is two times the ambient (daytime) temperature, plus 15-20%.*
- 2. LOW-SIDE PRESSURES (10-25 PSI in a steady state).

CHARGE AS FOLLOWS: R134A = 24 OZ.
NO ADDITIONAL OIL IS NECESSARY IN OUR NEW COMPRESSORS.

TYPICAL PROBLEMS ENCOUNTERED IN CHARGING SYSTEMS

NOISY COMPRESSOR. A noisy compressor is generally caused by charging a compressor with liquid or overcharging

- A. If the system is overcharged both gauges will read abnormally high readings. This is causing a feedback pressure on the compressor causing it to rattle or shake from the increased cylinder head pressures. System must be evacuated and re-charged to exact weight specifications.
- B. Heater control valve installation - Installing the heater control valve in the incorrect hose. Usually when this occurs the system will cool at idle then start to warm up when raising the RPM's of the motor. THE HEATER CONTROL IS A DIRECTIONAL VALVE; MAKE SURE THE WATER FLOW IS WITH THE DIRECTION OF THE ARROW. As the engine heats up that water transfers the heat to the coil, thus overpowering the a/c coil. A leaking or

faulty valve will have a more pronounced affect on the unit's cooling ability. Installing the valve improperly (such as having the flow reversed) will also allow water to flow through, thus inhibiting cooling. Check for heat transfer by disconnecting hoses from the system completely. By running down the road with the hoses looped backed through the motor, you eliminate the possibility of heat transfer to the unit.

- C. Evaporator freezing - Freezing can occur both externally and internally on an evaporator core. External freeze up occurs when the coil cannot effectively displace the condensation on the outside fins and the water forms ice (the evaporator core resembles a block of solid ice), it restricts the flow of air that can pass through it, which gives the illusion of the air not functioning. The common cause of external freezing is the setting of the thermostat and the presence of high humidity in the passenger compartment. All door and window seals should be checked in the event of constant freeze-up. A thermostat is provided with all units to control the cycling of the compressor.
- D. Internal freeze up occurs when there is too much moisture inside the system. The symptoms of internal freeze up often surface after extended highway driving. The volume of air stays constant, but the temperature of the air gradually rises. When this freezing occurs the low side pressure will drop, eventually going into a vacuum. At this point, the system should be checked by a professional who will evacuate the system and the drier will have to be changed.
- E. Inadequate airflow to condenser - The condenser works best in front of the radiator with a large supply of fresh air. Abnormally high pressures will result from improper airflow. Check the airflow requirements by placing a large capacity fan in front of the condenser and running cool water over the surface. If the pressures drop significantly, this will indicate the need for better airflow.
- F. Incorrect or inadequate condenser capacity - Incorrect condenser capacity will cause abnormally high head pressures. A quick test that can be performed is to run cool water over the condenser while the system is operating, if the pressures decrease significantly, it is likely a airflow or capacity problem.
- G. Expansion valve failure - An expansion valve failure is generally caused by dirt or debris entering the system during assembly. If an expansion valve fails it will be indicated by abnormal gauge readings. A valve that is blocked will be indicated by high side that is unusually high, while the low side will be unusually low or may even go into a vacuum. A valve that is stuck open will be indicated by both the high and low pressures rising to unusually high readings, seeming to move toward equal readings on the gauges.
- H. Restrictions in system - A restriction in the cooling system will cause abnormal readings on the gauges. A high-side restriction (between the compressor and the drier inlet) will be indicated by the discharge gauges reading excessively high. These simple tests can be performed by a local shop and can help determine the extent of the systems problem.

Trouble Shooting Your Classic Auto Air A/C System

PROBLEM: system is not cooling properly

ISSUE: cold at idle, warmer when raising engine RPM's

Make sure the Water Valve is positioned correctly

The water valve is a directional valve and should be installed with the arrow pointing towards the water pump, it should be connected to the heater hose that runs from the heater core to the water pump. If the water valve is connected to the incorrect hose it allows water to circulate through the system via the heater core over powering the cooling effect of the A/C coil, (normally the air conditioning is functioning properly).

Step 1: Check placement of the water valve, correct if needed. (In some cases changing the location of the water valve may not fix the above problem.) Continue to next step.

Step 2 If changing the location of the water valve does not rectify the issue, then possibly the water valve is permanently damaged and may need to be replaced. To check the integrity of the water valve completely remove the water hoses for the heater core and "loop" together. (This will remove the heater system completely from the possibilities) If the system now cools, replace the water valve

Verify Adequate Air Flow to Condenser

For an air conditioning system to function properly there has to be adequate airflow across the condenser. The function of the condenser is to dissipate heat, without proper airflow your system will not cool correctly in the cabin of your vehicle.

Step 1: connect gauges to a/c hoses. The pressures should be: with the ambient temp is 90, low side pressures should be between 10-25 psi, high side pressures should be between 150-275 psi

Step 2: IF the low side pressures are normal and the high side pressures are high then there might be an airflow issue, continue to next step.

To test air flow to Condenser do the following three tests:

1. Place a piece of paper on the condenser with the car in idle and see if paper is held in place.
2. With car in idle, attach gages, and place a large capacity fan in front of

the condenser. What happens to the pressures?

3. With car still in idle and gages attached, pour water down the front of the condenser. What happens to the pressures?

If the paper is held in place you are at least getting some air flow. If the high side decreases during test 2 & 3 then your condenser is not getting enough air which is causing your system to not cool properly. To correct this issue you will need a more powerful mechanical fan.

Step 3: Confirm correct Refrigerant charge in System

All of our systems should be charged with 24 oz or 1.5 lbs of R134A Refrigerant only. If overcharged you will need to evacuate the system and recharge with the correct amount.*

What measurements mean:

Low Temp and High Pressure seem to be equal...

You have a malfunctioning expansion valve that is stuck open.

High Side is extremely high and Low Side is extremely low (possibly into vacuum)...

There is a blockage in the system. Remove hoses and blow compressed air through in both directions. If pressures don't change its possible that your expansion valve is stuck closed and would have to be replaced.

*Compressor Concerns:

This is often misdiagnosed as a problem for the system not cooling properly. If you have a noisy compressor it is due to improper charging of refrigerant. An overcharged (more than 24 oz or 1.5 lbs R134A) compressor can cause rattling. If charged with pure liquid there is a high probability you have bent reed valves that are causing tapping sound.

SCAN QR code
with your mobile camera

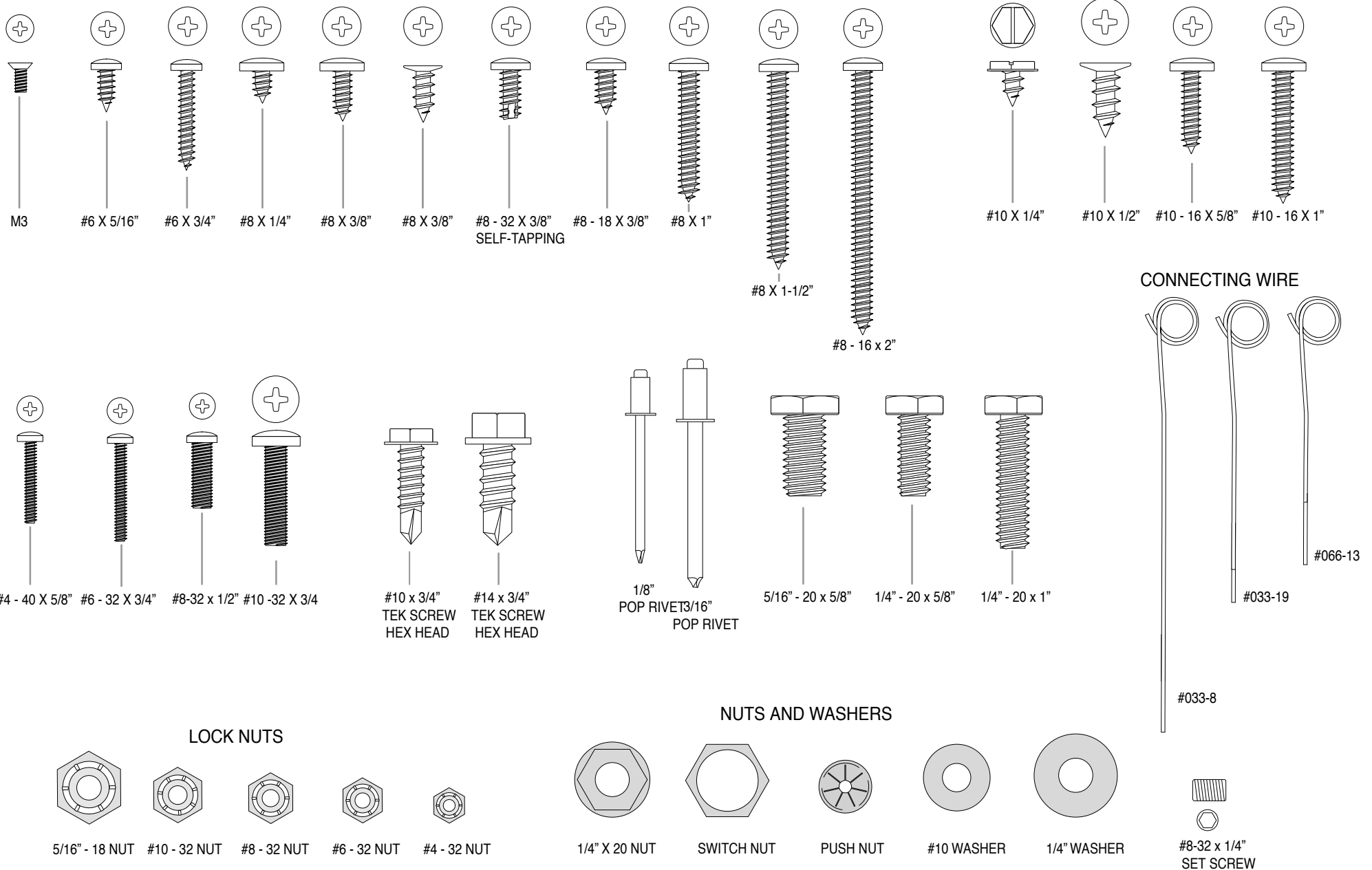
Get the technical support you want the moment you need it, with no wait times. Simply **SCAN** the **QR code** and be directly taken to our support section to troubleshoot all things A/C.



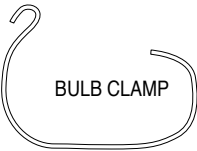
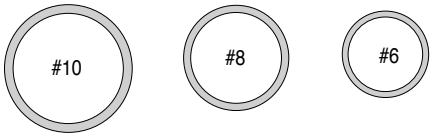


Classic Auto Air Hardware Reference Guide

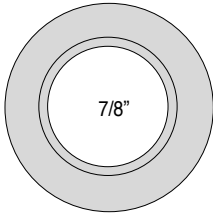
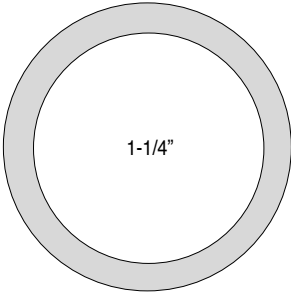
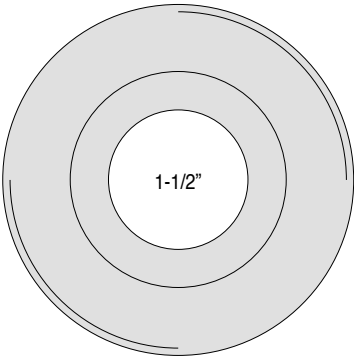
This is our basic line-up of hardware. No single kit will not contain all of these, but you can use this guide to match-up hardware for shape and size (all of these are actual size.)



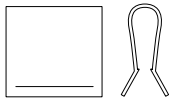
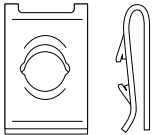
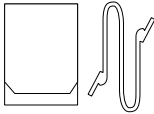
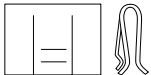
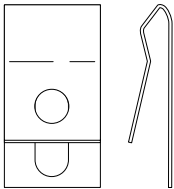
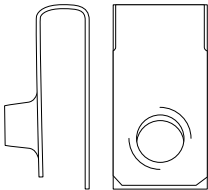
ORINGS



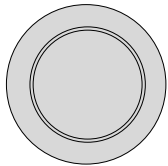
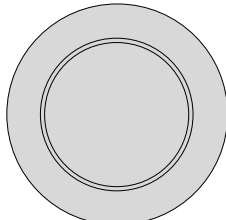
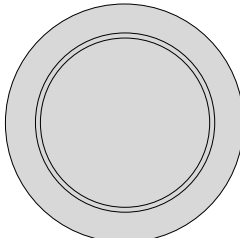
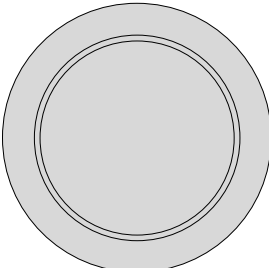
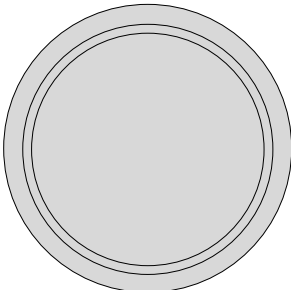
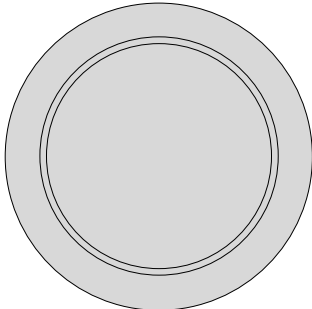
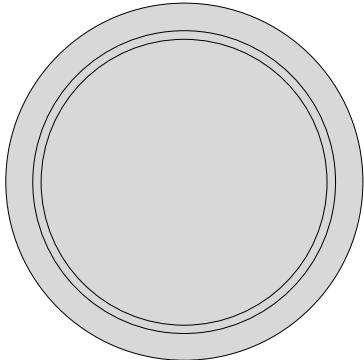
GROMMETS



CLIPS



HOLE PLUGS



HOSE CLAMPS

