



INSTRUCTIONS:

Removal of factory components

1. Remove Refrigerant from A/C System, This should be done by an a/c service technician using proper recovery and recycling equipment.
2. Remove York Compressor by disconnecting clutch wire, suction and discharge hose fittings then remove bolts from bottom bracket. Leave factory idler assembly and bottom bracket on front of cylinder head.
3. Remove condenser/drier assembly, It will be necessary to remove grill and lower valance panel to access condenser mounting bolts & drier to liquid line fittings.
4. Remove filter drier from condenser.
5. Remove evaporator unit and disconnect A/C Hoses. TIP: After evaporator unit is unbolted from the dash pull a/c hoses out thru firewall, once out of the car it will be easier to disconnect the suction and liquid lines from the unit.

Preparation of original components for installation

Note it is important to flush / clean original components to remove old oil and contaminants from the system, especially when retrofitting to R-134a refrigerant.

1. Check condenser, Look to make sure all fins are attached to tubes, if not cooling capacity will be significantly decreased. Blow compressed air through condenser. If nothing or amber colored oil comes out it should be OK to reuse after being properly cleaned/flushed. If a white or tan residue comes out it would indicate excessive internal corrosion. If your condenser has loose fins or internal corrosion it should be replaced along with the installation of this compressor upgrade kit.
2. Check evaporator, remove expansion valve and blow compressed air through evaporator core. If nothing or amber colored oil comes out it should be OK to reuse after being properly cleaned/flushed. If a dry white or tan residue comes out it would indicate excessive internal corrosion and should be replaced.
3. Check liquid line, look for oily spots, abrasions or kinks in hose & tubes that may indicate a leak or weak section in line, replace if necessary.

Installation of Compressor Upgrade Kit

1. Install adapter bracket and compressor to original mounting bracket. Slide adapter bracket forward or back to align compressor clutch with crankshaft & idler pulleys and tighten. (See instruction sheet in adapter bracket bolt kit)
2. Install belts and tighten. (See routing diagram above)
3. Insert new suction hose and original liquid line through fire wall and connect to evaporator then reattach evaporator unit to dash.
4. Attach new receiver drier on condenser assembly. Use with High Performance Condenser # 11-1165. **NOTE: A new Receiver drier must be installed with new compressor to validate compressor warranty.**
5. Install condenser / drier assembly in vehicle. (*TIP: Wait until system is charged and leak check drier fittings before reinstalling lower valance and grill.*)
6. Connect liquid line assembly from evaporator to drier using lubricated o-ring seal as needed.
7. Install Pressure Safety Switch into sight glass fitting, remove hex plug, insert brass switch port w/ oring seal, tighten and install pressure safety switch onto switch port.
8. Connect Discharge hose from condenser to compressor using lubricated o-ring seal as needed.
9. Connect Suction hose from evaporator to compressor using lubricated o-ring seal as needed.
10. Connect original clutch wire to one terminal of pressure safety switch and second terminal to compressor clutch.
11. Evacuate A/C system, charge with refrigerant and check system for leaks. This procedure should be done by a qualified A/C service technician.

COMPRESSOR CONTAINS OIL - DO NOT ADD ADDITIONAL OIL OR USE A REFRIGERANT THAT CONTAINS OIL.

Note: Failure to install new receiver drier, or flush original system components will void compressor warranty.