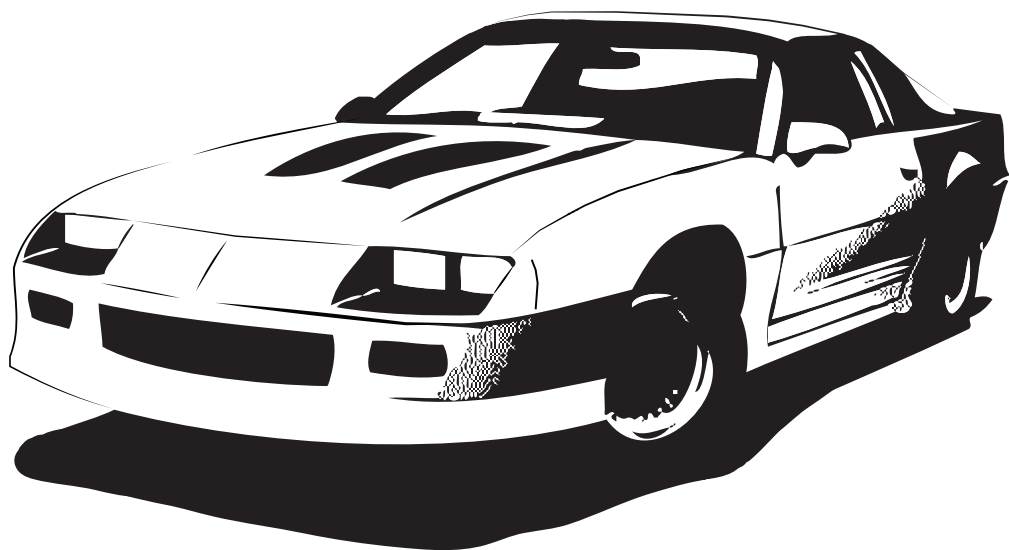




# ***Installation Manual*** ***1989-1992 Camaro***

---

***Compressor Upgrade Kit - 23-261 Series***





# ***Congratulations...***

**You have just purchased the highest quality, best performing A/C system upgrade ever designed for your Classic Vehicle.**

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 through 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.



## **PRE-INSTALLATION:**

- Before beginning the installation, check the shipping box for the correct components.
- **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 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.
- **DISCONNECT THE BATTERY FIRST**
- **DISCHARGE THE SYSTEM NEXT;** You will want to have your system evacuated of all remaining refrigerant according to local laws. An A/C service shop can handle this for you.
- **TOOLS/MATERIALS REQUIRED:** 8mm, 13mm, 14mm, 15mm, 17mm Wrenches & Sockets, (A set of metric ratcheting wrenches is suggested for the compressor installation), Magnet (Reach Tool), (2x) Medium Adjustable Wrenches, Flat Screwdriver, Wire cutter w/ crimper, Flat Blade Scraper, Tape or Caps, Schrader valve removal tool, and Spray Adhesive or Contact Cement

**PLEASE NOTE! IN ORDER TO PROTECT NEWLY INSTALLED PARTS, IT'S CRITICAL THAT THE CONDENSER, LIQUID LINE AND EVAPORATOR ARE CLEAN AND FREE OF CONTAMINATION. DAMAGE TO COMPONENTS AS A RESULT OF CONTAMINATION WILL NOT BE COVERED UNDER WARRANTY.**

## **IMPORTANT NOTES:**

- Use one or two drops of oil (supplied with your kit) on **ALL** O-rings, and threads.
- All capped fittings **MUST** remain covered until actual connection of the fitting to prevent contamination.
- Use two adjustable wrenches on all O-ring connections, these should be tightened to 10-15 ft/lbs which is hand tight plus ¼ turn. Over tightening could cause splitting of the O-ring.
- Carefully thread fittings. Fittings will thread easily, therefore if there is resistance, back off and re-align to avoid cross-threading. Be careful not to over tighten.

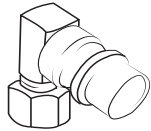
**Should you have any technical questions, call us immediately, we will be glad to assist you.**

**Our toll-free number is listed on every page, we're here to help!**

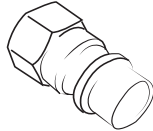
**YOU CAN NOW BEGIN THE INSTALLATION...**



THESE ARE THE PARTS FOR YOUR ENGINE COMPARTMENT UPGRADE KIT



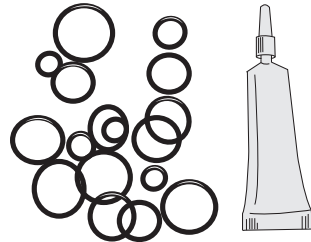
90 Deg. (High Side)  
134a Adapter  
PN# 14-123



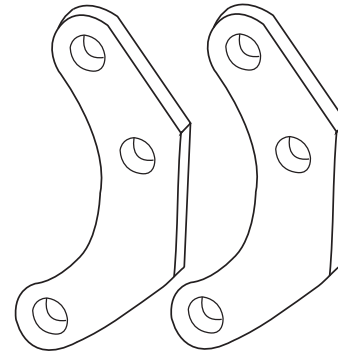
Straight (Low Side)  
134a Adapter  
PN# 14-122



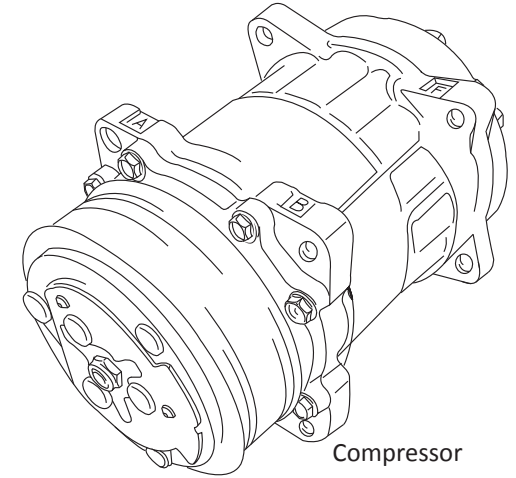
Orifice Tube  
PN# 15-210



O-Rings and Lubricant Oil  
PN# 05-400



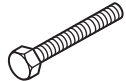
Compressor Brackets  
PN# 07-241



Compressor



(2x) M10 x 1.50MM  
x 40MM Bolts



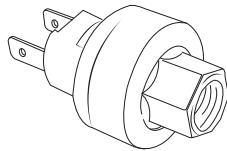
(1x) M10 x 1.50MM  
x 50MM Bolt



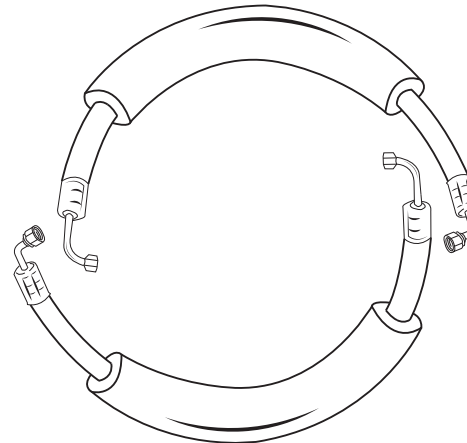
(5x) M10 x 1.50MM  
x 35MM Bolts



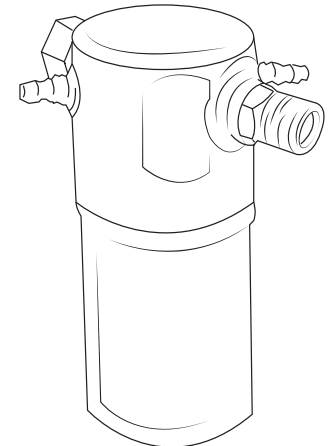
1/8", 9/32", and 11/16"  
Compressor Spacers



Clutch Cycling Switch  
PN# 16-200



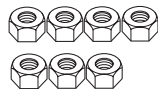
89-92 Camaro Hoses



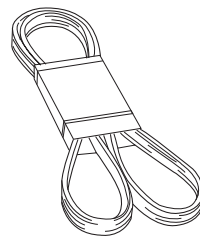
Accumulator  
PN# 12-216



(8x) M10  
Lock Washers



(7x) M10  
Hex Nuts



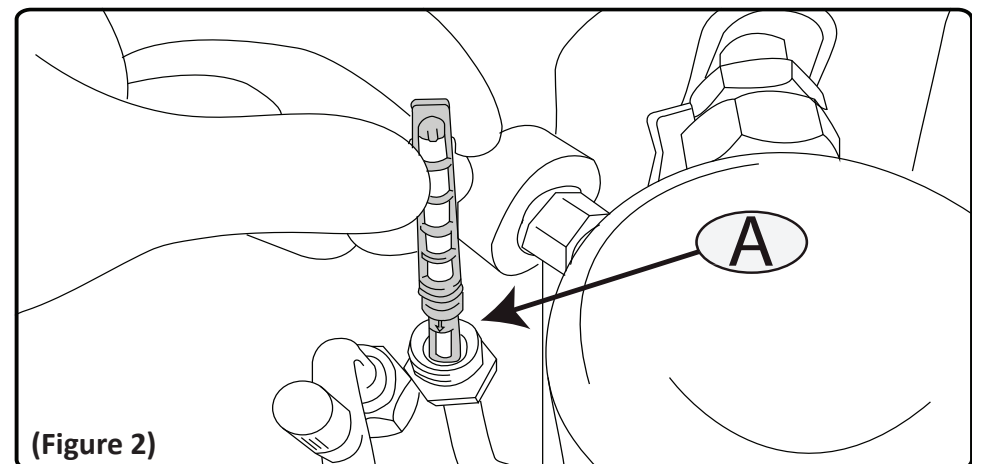
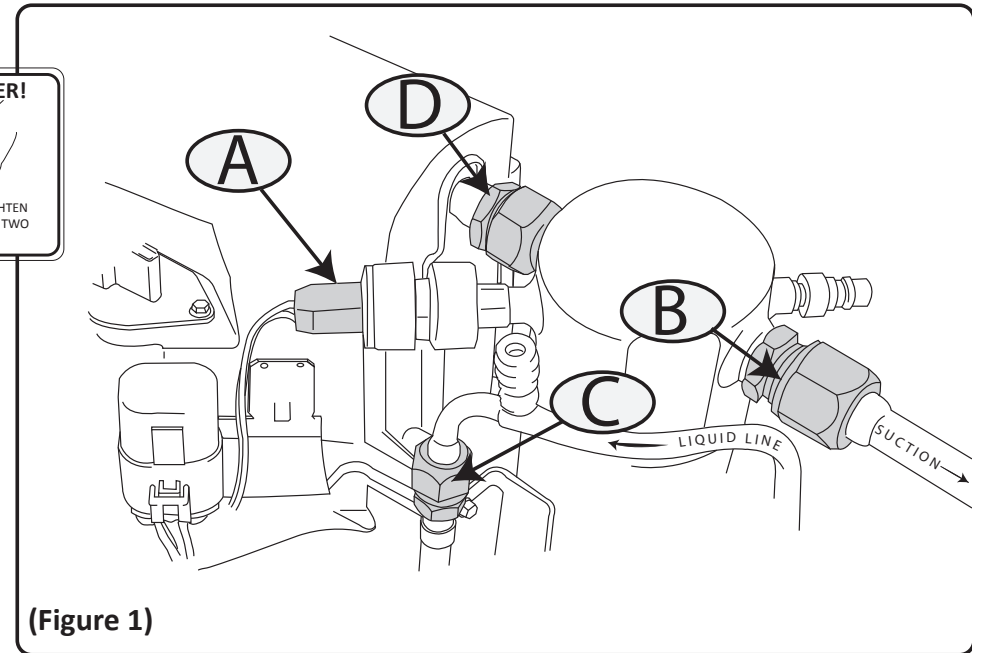
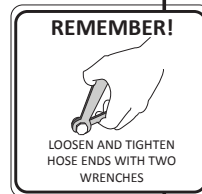
Serpentine Belt  
PN# 10-200

## ACCUMULATOR REMOVAL

- Disconnect the plug from the pressure cycling switch (**Figure 1A**).
- Disconnect Suction hose from accumulator (**Figure 1B**).
- Disconnect the liquid hose (solid tubing) from the inlet fitting of the evaporator core (**Figure 1C**).
- Once the tubing is disconnected you will see the orifice tube/ filter inside, this part will need to be removed (**Figure 2A**).

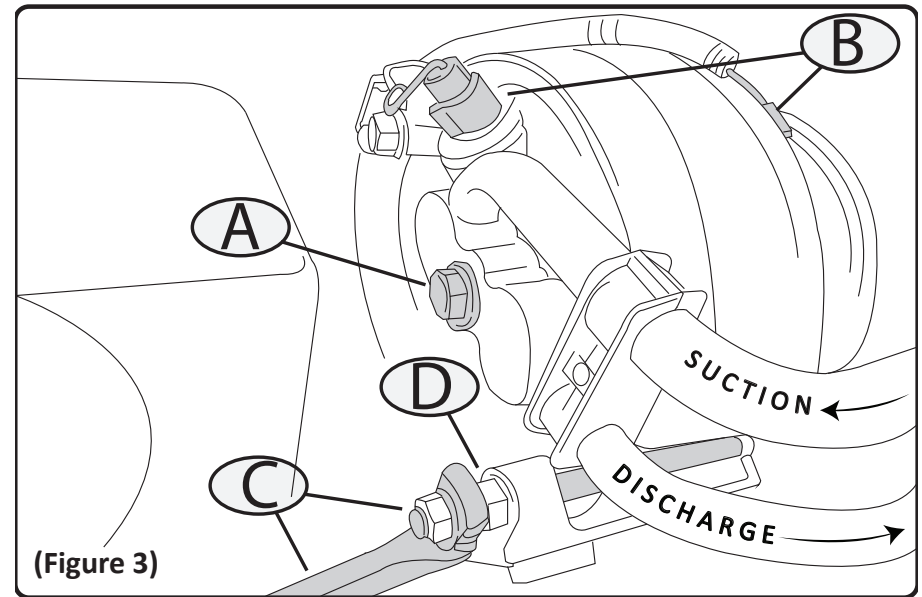
*Note the orientation of the orifice tube in the evaporator inlet, as the new tube will be installed in the same orientation. There is a tool made for removal of stuck orifice tubes, typically it can be carefully removed with a pair of needle nose pliers.*

- The two accumulator brackets can be removed by loosening the two 10mm screws.
- Disconnect the accumulator to evaporator outlet fitting (**Figure 1D**)
- Remove accumulator and retain brackets for re-assembly
- **Cover ends of evaporator fittings with tape to prevent contamination.**



## COMPRESSOR REMOVAL

- Remove front & rear electrical plug from compressor, move to side for later connection. **(Figure 3B)**
- Disconnect Discharge hose, (hose from compressor to condenser) from condenser.
- Detach hose manifold from rear of OEM compressor, **(Figure 3A)** by removing the 14mm bolt in the center of the manifold. Compressor hose assembly can be removed at this time.
- Remove drive belt by releasing tension of belt tensioner
- Remove lower brace from rear of compressor and block **(Figure 3C)**
- Remove lower bolt/stud from compressor (threaded into OEM mount) **(Figure 4D)**
- Remove lower compressor bolt (threaded into compressor)
- Remove upper compressor bolt (threaded into OEM mount)
- Remove compressor from OEM mount

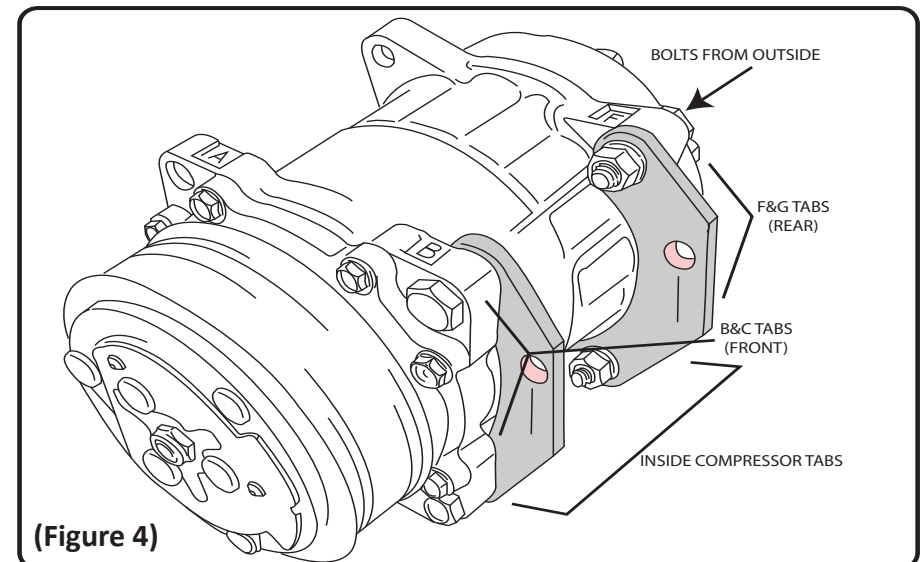


## COMPRESSOR INSTALLATION

- Using (4x) M10 x 1.50 x 35mm bolts to install supplied brackets to compressor, one bracket will mount inward on B&C tabs of compressor.
- The second bracket will mount inward on the F&G tabs of the compressor. **(Figure 4)**

*Mount holes will be towards top of assembly. (Figure 4)*

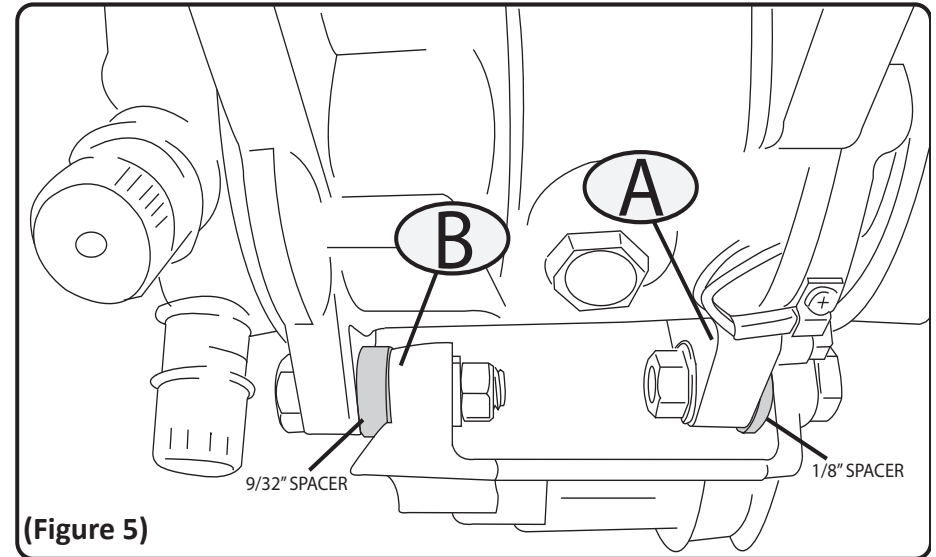
- Thread the M10 x 1.50 x 40MM bolt completely into the front of the lower front of the OEM mount, tighten securely. Next slide the 1/8" spacer on to this bolt. **(Figure 5A)**
- Secure the compressor on the exposed bolt **(Figure 5A)**. Loosely Secure with a nut and lock washer.



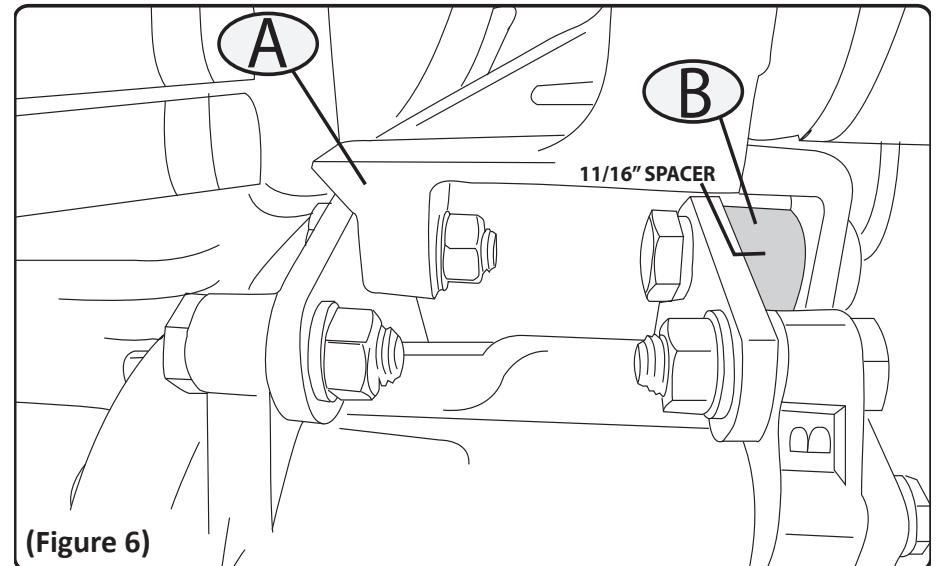


## COMPRESSOR INSTALLATION CONT.

- Insert the M10 x 1.50 x 50mm bolt through the lower rear OEM mount. **(Figure 5B)**. As the bolt passed through insert the 9/32" spacer, Loosely secure with a nut and lock washer
- Align bracket mount holes with the remaining OEM bracket holes.
- The front bracket **(BC)** will mount to the rear of the front OEM bracket with the 11/16 spacer, **(Figure 6B)** with M10 x 1.50 x 40mm bolt, (threads into OEM mount from rear) lock washer behind bolt head.
- The Rear bracket **(FG)** will mount directly to the rear of the OEM bracket, with 35mm bolt. Nut and lock washer will be attached from the inside. **(Figure 6A)**.
- You will need to tighten all of the compressor hardware
- The compressor wire will need to be connected to the OEM wiring. Find the compressor wire that was originally connected to the compressor and cut the connector off. Shave the insulation off the end of the green wire and crimp the female bullet connector, then connect the male bullet connector from the compressor.
- *If the car was equipped with a switch mounted in the back of the compressor, it will be eliminated. Find the wiring and cut the connector off, shave both connected to the switch cut the connector off. Shave the insulation off the end of both wires and crimp together using the supplied butt connector. Place back in wire loom.*



(Figure 5)



(Figure 6)

## ACCUMULATOR INSTALLATION

- Slide the new accumulator into the brackets, but do not tighten screws until evaporator connection is complete.
- Tighten evaporator to accumulator **(Figure 1D)**.
- Tighten the two accumulator bracket screws. (Outlet fitting of accumulator will be attached to suction hose in a later step)
- Screw provided pressure cycling switch into the rear port on the top of the accumulator.
- Plug the pressure cycling switch harness into the installed switch.

## ORIFICE TUBE/FILTER

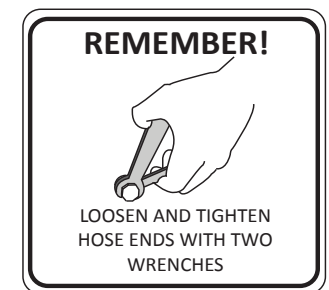
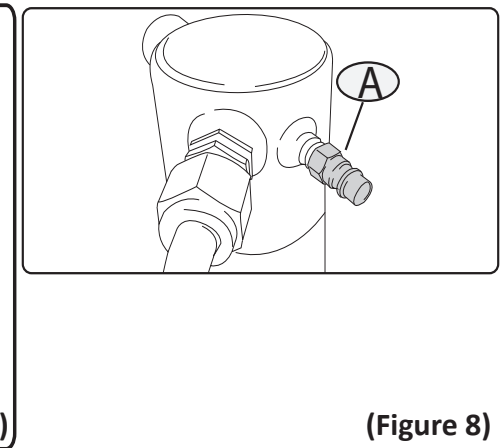
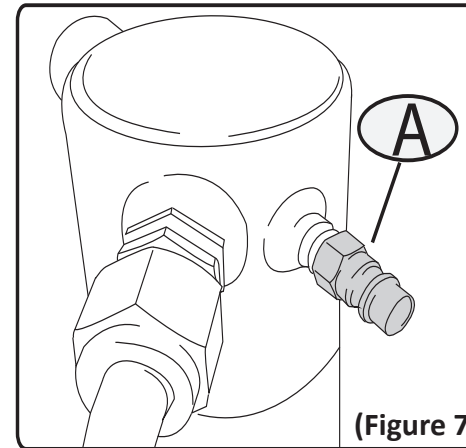
- Install new orifice tube into evaporator inlet fitting with **lubricated O-rings (Figure 2A)**.

## R134a ADAPTER INSTALLATION

- Screw the adapter onto the R12 port on the front of the accumulator. **(Figure 7A)**
- With a Schrader valve removal tool, remove the Schrader valve from the liquid line. It will not be used with the 90 adapter. **(Figure 8A)**
- Screw the 90 degree 134a adapter onto the R12 port on the liquid line. **(Figure 8A)**

## HOSE/LINE CONNECTION

- Connect liquid line to evaporator inlet fitting (location of orifice tube).
- Attach the Suction hose to the accumulator fitting and the other end to the “S” port of the compressor.
- Attach the Discharge hose to the “D” port of the compressor and the other end to the inlet fitting of the condenser.



## FINAL STEPS

Take a look around at your installation and check all fittings and bolts for tightness, and make sure nothing is routed in a way to obstruct any moving parts. You can reconnect the battery and re-install the belt at this time.

**PLEASE NOTE! IN ORDER TO PROTECT NEWLY INSTALLED PARTS, IT'S CRITICAL THAT THE CONDENSER, LIQUID LINE AND EVAPORATOR ARE CLEAN AND FREE OF CONTAMINATION. DAMAGE TO COMPONENTS AS A RESULT OF CONTAMINATION WILL NOT BE COVERED UNDER WARRANTY.**