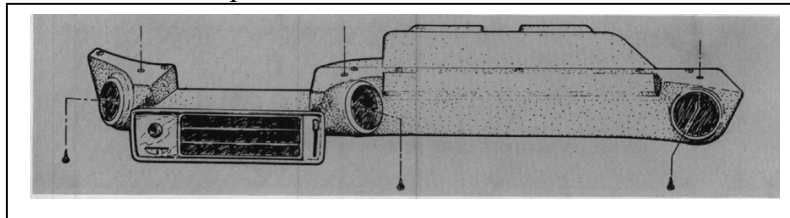


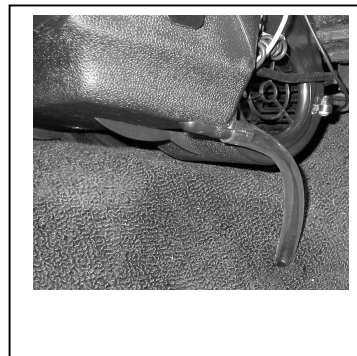


INSTALLATION INSTRUCTIONS 1969-70 MUSTANG – DAILY DRIVER

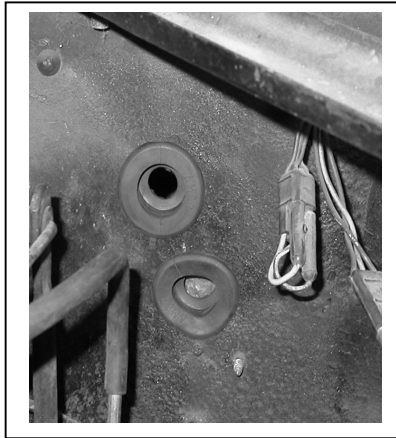
1. Remove radio knobs, front bezel, console (if equipped), ash tray and cigar lighter assembly. Do not remove cigar lighter on console equipped cars. Factory installed ash tray should be replaced by non-permanent type if needed.
2. Reinstall front bezel and radio knobs.
3. Non console cars, reinstall cigar lighter in dash at convenient location if needed.
4. Remove and discard 6 hex head bolts from under dash, left and right of glove box. Replace with four 1/4" x 3/4" and two 5/16" x 1" button head bolts.
6. Unit will mount to dash with three screws directly behind each ball louver. Remove (3) cap plugs from under unit directly behind (3) ball louvers and position evaporator unit under the dash. If glove box will not open completely, remove carpet padding where rear of unit makes contact. Using a drill use (3) #10 x 3/4" Tek Screws Provided and drill through bottom of the unit into dash making sure to check for obstructions and metal to tap into.



7. Reinstall the cap plugs to lower side of evaporator housing.
8. Locate left hand drain in case bottom. Follow bottom of drain forward to toe board, go down 1" and mark carpet. Remove unit from car. Cut an "x" in the carpet and remove padding using nose pliers. Holesaw a 7/8" hole, make sure carpet is slid up above teeth on hole saw and no padding is obstructing hole saw.



9. Locate two vertical factory punch marks on firewall directly behind driver side valve cover (V-8 cars) and below wire harness. Hole saw two 1 1/4" holes and debur.

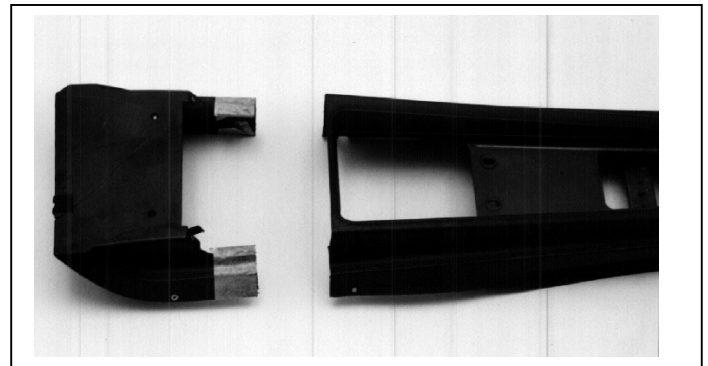
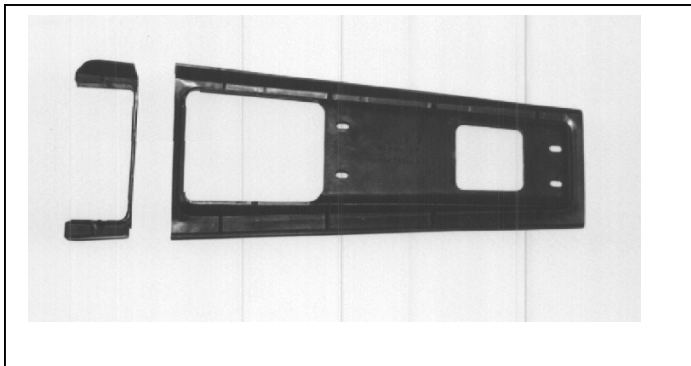


CAUTION: Check both sides of the firewall for:

(1) ELECTRICAL OR VACUUM HOSES

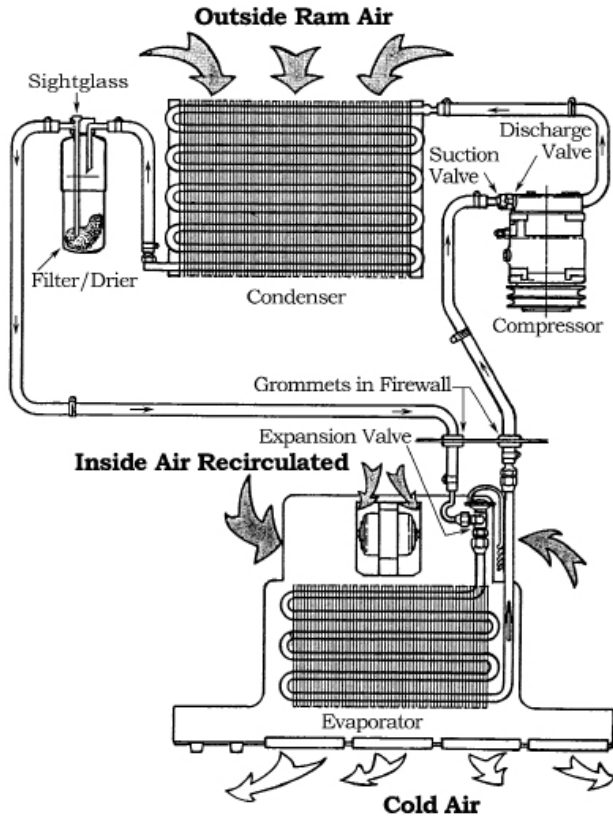
(2) LINKAGES FOR THROTTLE OR BRAKE PEDAL

Lower cut can be on forward angle to match dash unit. **Photos below**

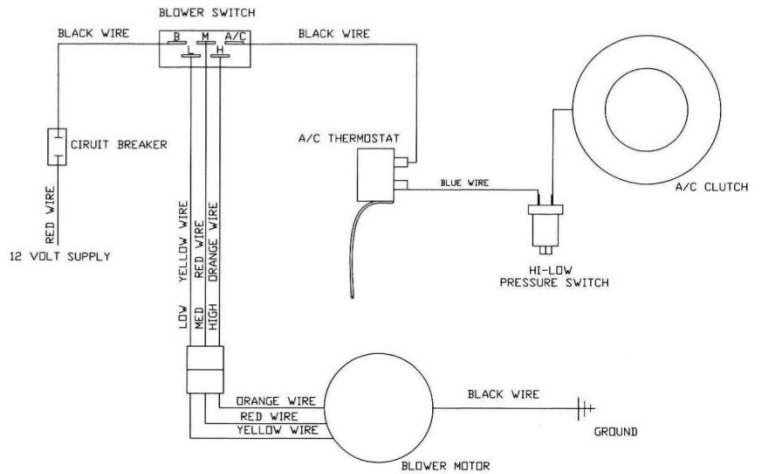


17. Reinstall glove box insert.
18. On console equipped cars, cut console at location shown in photos and reinstall in car. Lower cut can be on forward angle to match dash unit. **Photos above**

SYSTEM DIAGRAM



ELECTRICAL DIAGRAM



WIRING DIAGRAM DAILY DRIVER

***THE ENGINE COMPARTMENT OF YOUR SYSTEM IS COMPLETE.
THE UNIT IS READY FOR EVACUATION AND CHARGING.***

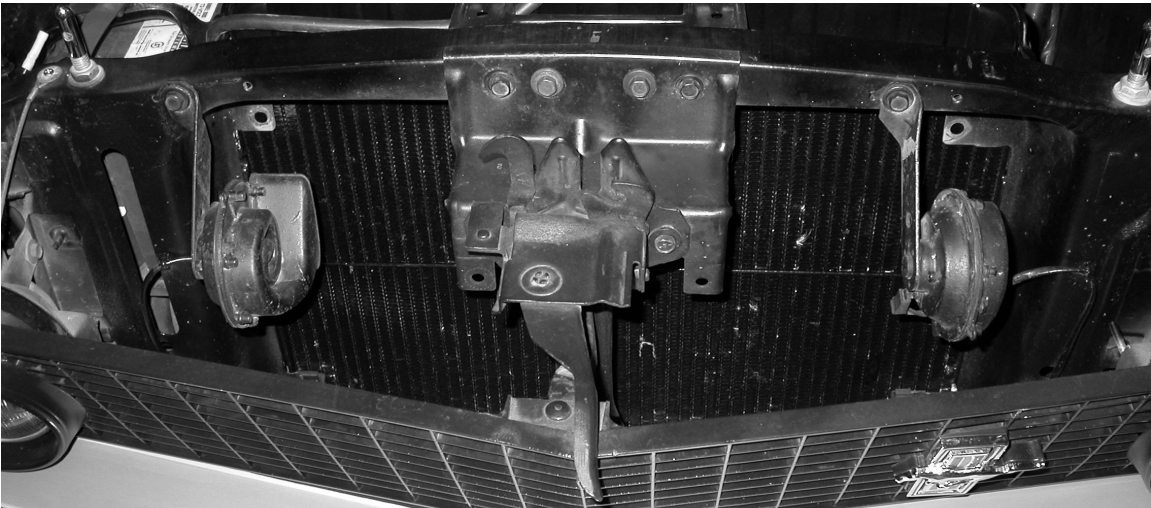
***THIS SHOULD BE DONE BY A QUALIFIED AND CERTIFIED AIR
CONDITIONING TECHNICIAN.***

***NOTE: COMPRESSOR IS SUPPLIED WITH THE
CORRECT OIL CHARGE. DO NOT ADD OIL TO SYSTEM.***

<i>R-12 SYSTEMS</i>	<i>28 oz. OF REFRIGERANT</i>
<i>134a SYSTEMS</i>	<i>22 oz OF REFRIGERANT</i>

INSTALL COMPRESSOR AND MOUNTING HARDWARE USING INSTRUCTIONS SUPPLIED WITH KIT. BE SURE THAT COMPRESSOR ON V8 ENGINE IS INSTALLED WITH FITTINGS 90 Deg. FACING DRIVERS SIDE FENDER

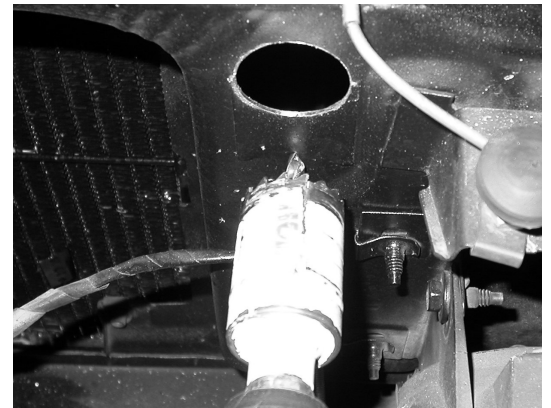
Remove the following components: Center Hood Latch Assembly, and (2) horns. Set aside for reinstallation.



Located on the drivers side radiator support is a knockout in the sheet metal. There are (2) dimples these are the locators for the hole cutout.



Using a 1 3/8" dia. hole saw cut (2) holes using the dimples as centre of hole.

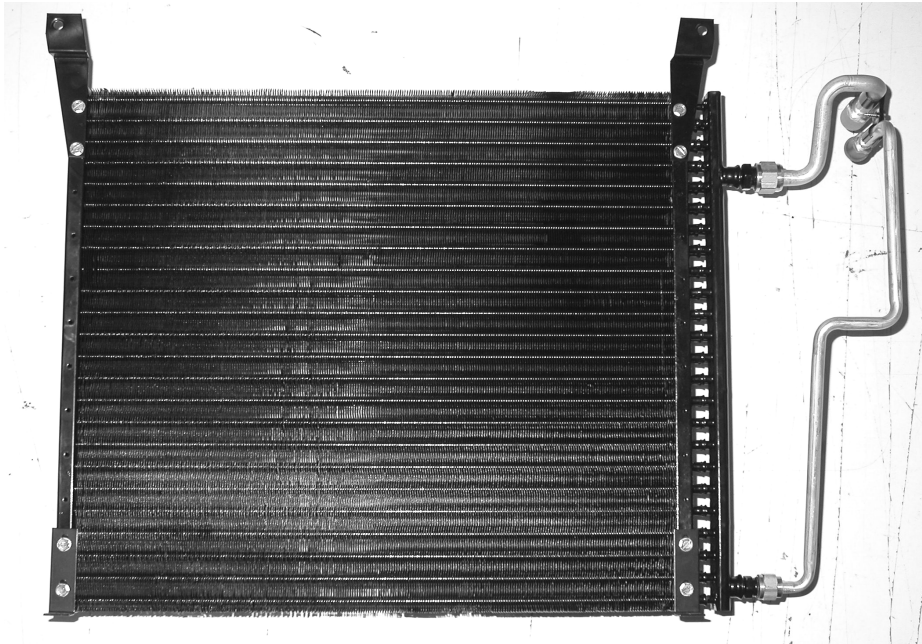


Using a hammer knockout the center as shown.

Debur hole smooth. Paint edges to prevent corrosion.



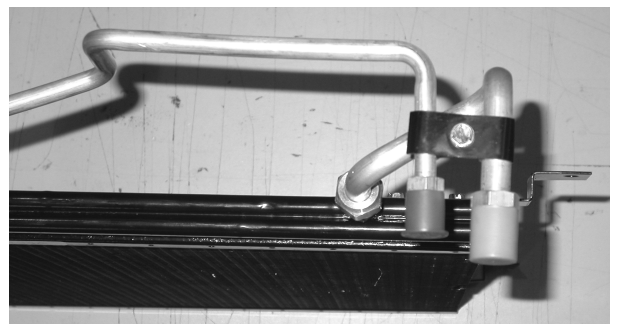
Locate the Condenser Coil, discharge tube assembly, and liquid tube assembly.
Attach liquid tube to condenser using (1) #6 o-ring and a few drops of mineral oil.
Attach discharge tube to condenser using (1) #8 o-ring and a few drops of mineral oil.



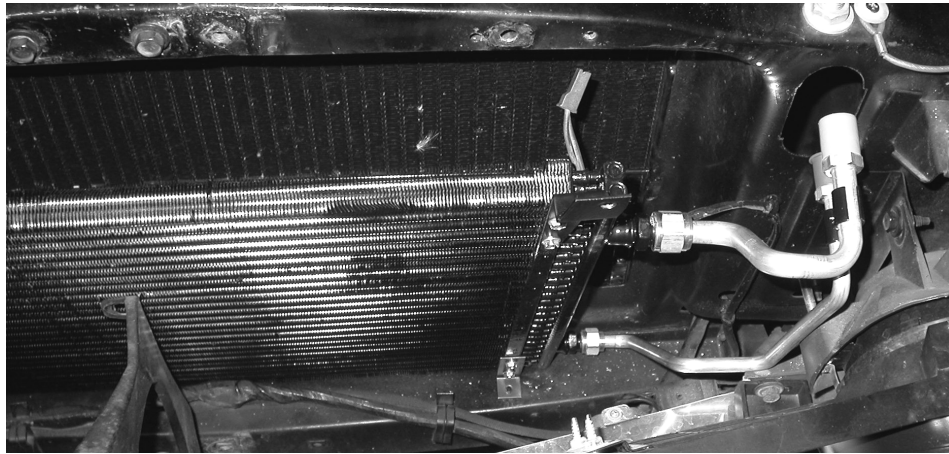
Locate (2) top and (2) lower condenser mounting brackets, and (8) #10 x 3/8" HWH screws.

Loosely attach brackets to condenser as shown.

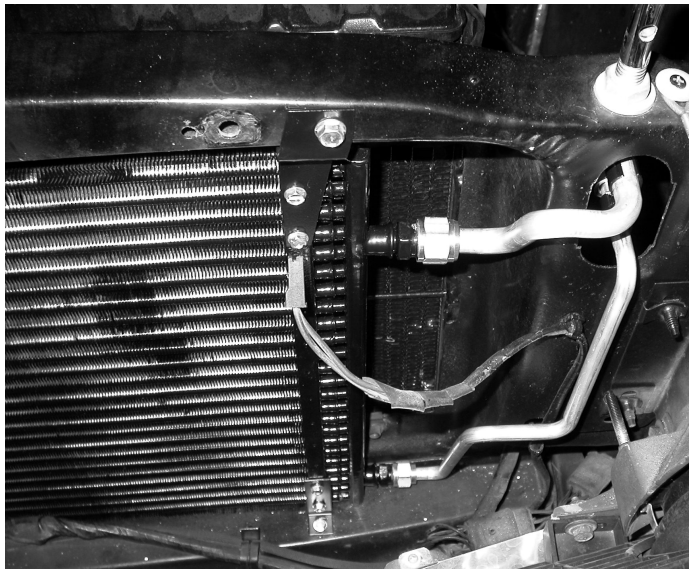
Locate the tube support clamp assembly and attach to the tubes as shown.



Slide Condenser Assembly into place as shown. Insert the tube through the hole previously cut.



The upper attachment brackets should line up with holes already in radiator support.



Attach using (2) #14 x 3/4" tek washer head screws.

Locate #10 x 3/4" tek screws.

The lower brackets attach to the radiator support using these screws.

Tighten the (8) # 10 screws on the condenser.

Reinstall the following components: Center Hood Latch Assembly, and (2) horns.



Locate the Tube Support Bracket and install between the Discharge and Liquid tube as shown.

Locate the Receiver Drier, Mounting Bracket, Hi/Low Pressure switch, and (2) #10 x 3/4" tek screws.



Attach drier and bracket to the spring tower as shown using (2) #10 tek screws. Using a few drops of mineral oil on the pressure switch o-ring, install into the top of the drier. Tighten securely.



Locate the short Liquid Hose. Attach hose to condenser tube using (1) #6 o-ring and a few drops of mineral oil.



Attach the other end of the hose to the drier mounted on the spring tower. Attach using (1) #6 o-rings and a few drops of mineral oil. Tighten all fittings.

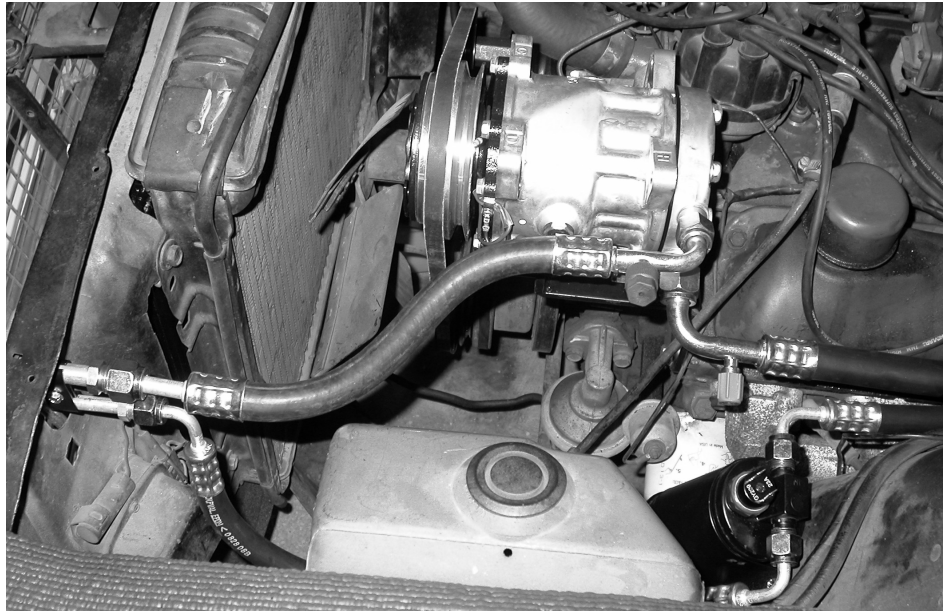
Locate the long #6 hose assembly.

Attach one end to the drier using (1) #6 o-ring and a few drops of mineral oil. Tighten fitting.

Insert other end through the lower grommet on the firewall.

Attach the discharge hose assembly to condenser and then to compressor. Attach using (2) #8 o-rings using a few drops of mineral oil.

Locate the Suction Hose. The hose has (2) 90 Degree fittings pre-attached in the correct position. One of the ends has a service fitting, this should be attached to the compressor.



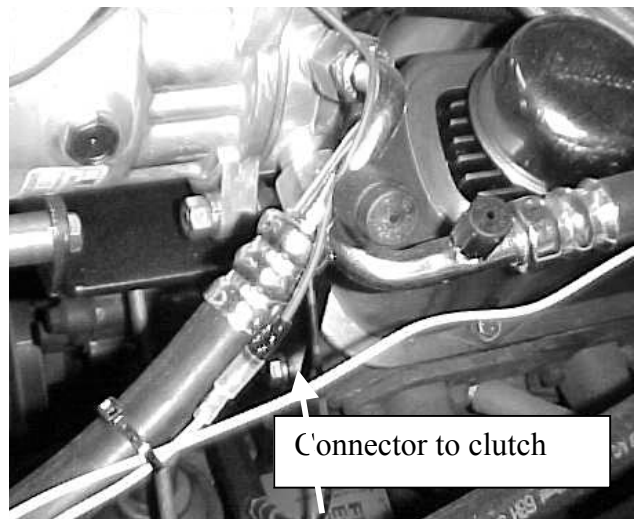
Insert the other end through the top grommet on the firewall.

Locate ty-rap from the kit. Using ty-rap pull liquid and suction hoses together.

At the compressor attach the suction fitting.

Use (1) #10 o-ring and a few drops of mineral oil.

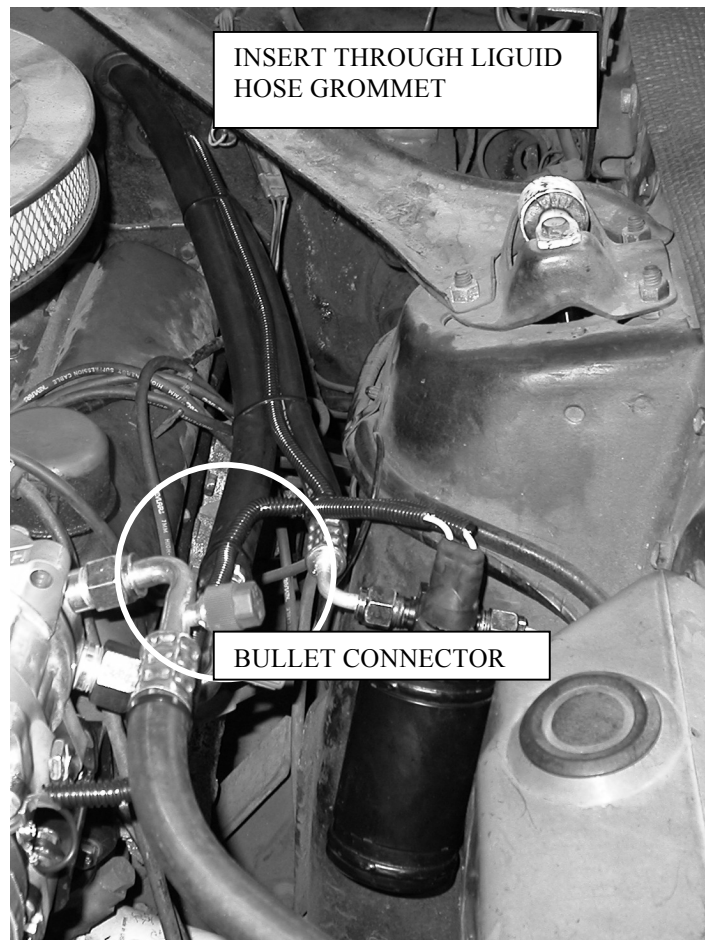
Tighten all fittings.



Locate female bullet connector that is supplied with the Hi-Low pressure switch.

Cut one of the white wires from the pressure switch. Attach bullet connector to this wire and plug into the compressor clutch wire.

As shown route the long white wire from the pressure switch along the suction hose and insert through hose grommet on firewall.



***THE ENGINE COMPARTMENT OF YOUR SYSTEM IS COMPLETE.
THE UNIT IS READY FOR EVACUATION AND CHARGING.***

***THIS SHOULD BE DONE BY A QUALIFIED AND CERTIFIED AIR
CONDITIONING TECHNICIAN.***

***NOTE: COMPRESSOR IS SUPPLIED WITH THE
CORRECT OIL CHARGE. DO NOT ADD OIL TO SYSTEM.***

R-12 SYSTEMS 28 oz. OF REFRIGERANT

134a SYSTEMS 24oz OF REFRIGERANT