



Installation Manual

1967-1968 Mustang Daily Driver

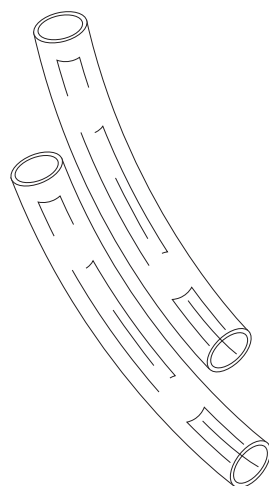
DOCUMENT #20-122 / 20-125 / 20-126

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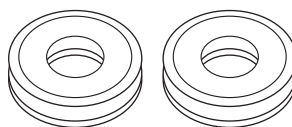


THESE ARE THE PARTS YOU WILL FIND IN YOUR PARTS BAG A

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



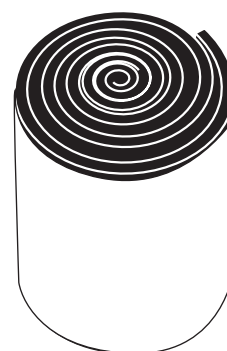
Two 9" Drain Tubes



Two Grommets



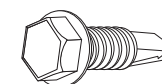
Two Zip-Ties



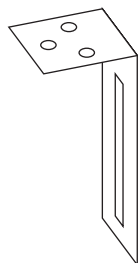
Refrigerant Tape



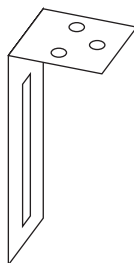
Two 1/4" - #20 Flange Nuts



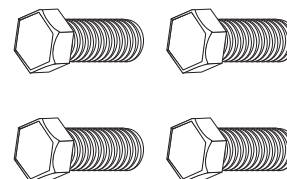
*One #10 - 16 x 3/4"
Tek Screw*



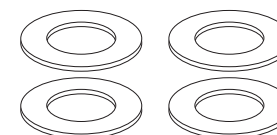
One Left Mounting Bracket



One Right Mounting Bracket



*Four 1/4" - #20 x 5/8"
Hex Head Screws*



Four 1/4" SAE Washers

Illustrations NOT shown actual size

Locate both mounting brackets and attach to evaporator unit as show below. Use two 1/4" x #20 x 5/8 hex bolts to attach brackets to unit combined with two 1/4" SAE washers (hand tighten only at this time, see figure 1). These brackets are designed to allow you to adjust the installation angle and fine tune the final location to your particular dash. With the brackets installed you can mark the locations to drill. Drill two 9/32" holes and test mount the evaporator. Once the evaporator is in place you can also spot a good place to drill the two holes thru the firewall for the main hoses (check for obstructions first). Drill two 1 3/8" holes thru the firewall.

Once the two firewall holes are drilled and the included grommets inserted into the holes, you can mount the evaporator back into place (It is a good idea to wait until you have made all connections to the evaporator unit before tightening the bolts and nuts).

BE SURE TO CHECK THAT THE FINAL LOCATION WILL NOT INTERFERE WITH THINGS LIKE THE ASH TRAY, SHIFTER, ETC.

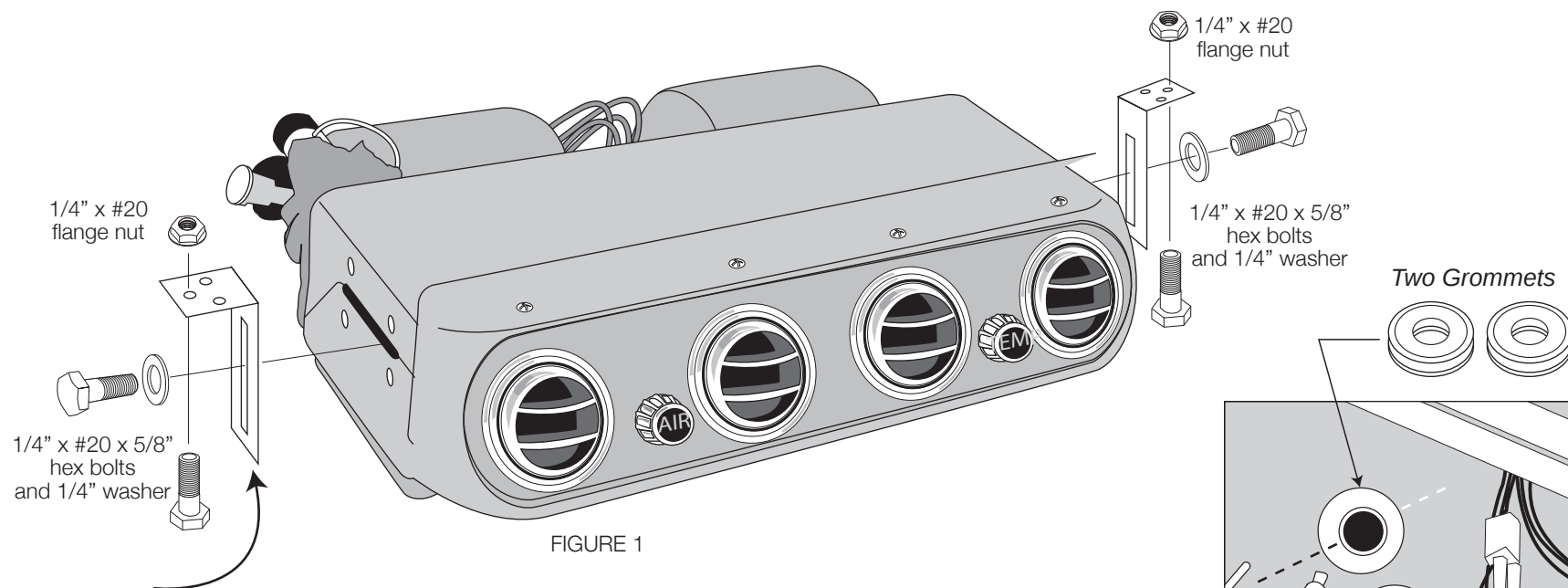
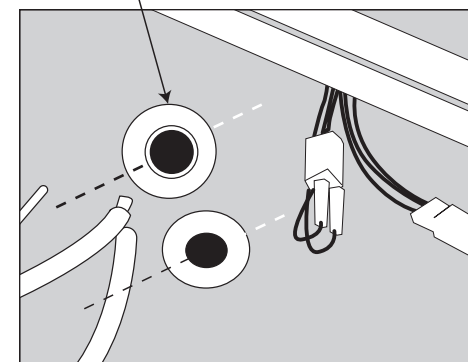


FIGURE 1



TIP: Brackets are adjustable to position evaporator correctly under the dash. Your unit should be installed with at least a slight degree of slant toward the rear of the unit to facilitate proper drainage of condensation. It is IMPORTANT that you give your evaporator enough tilt to allow for drainage.



Holes drilled thru firewall

Locate the two 9" drain tubes. Using a sharp knife cut X's in the carpet in a non-conspicuous spot for the drain tubes (see figure 2). Drill two 11/16" diameter holes and attach drain tubes as shown below and push thru floorplan. These tubes will drain off the natural condensation.

You should now route the liquid and suction hose from the engine compartment thru the holes and connect to the evaporator unit. These hoses should be routed so that they are not kinked or will interfere with any moving components under the dash.

Use the two-wrench method, to avoid stripping the threads (see figure 3). Once all the connections are made and snug, you can tighten the bracket nuts and bolts.

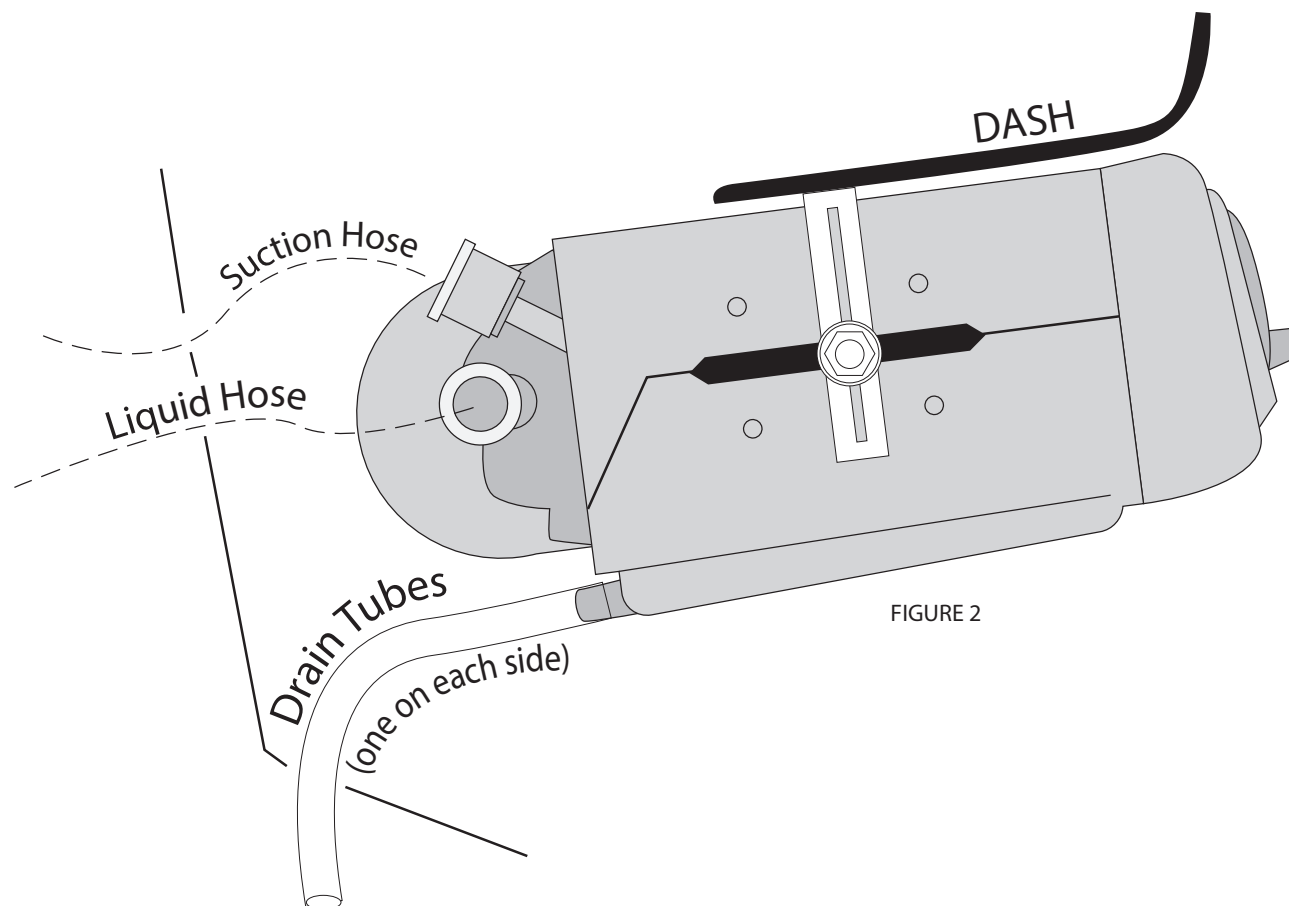


FIGURE 2

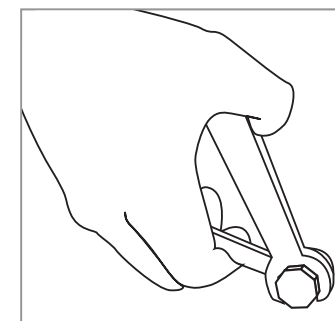
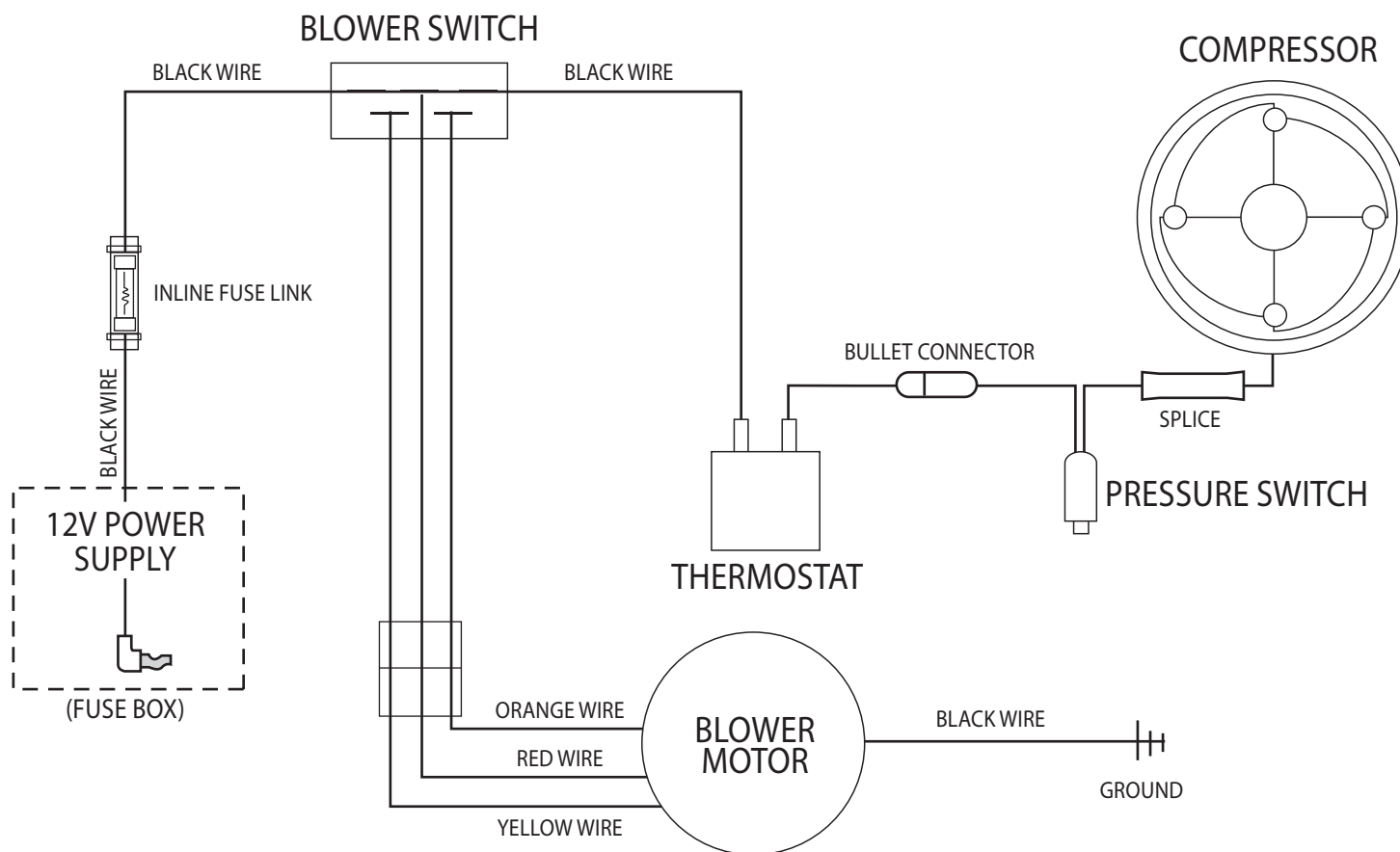


FIGURE 3

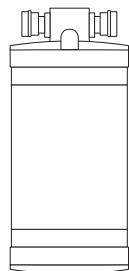
Your evaporator unit has a power lead that you will need to route to your OEM fuse box and attach to the fuse at the HEATER terminal. Also, make sure this terminal has a fuse of at least 20 amps. Your lead has an inline fuse, so you'll be doubly protected. Lastly, when you route the lead make sure it does not interfere with any moving parts under the dash.



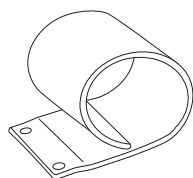
Included in your kit are the components that you will install within the engine compartment. That kit will include its own instruction manual.

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

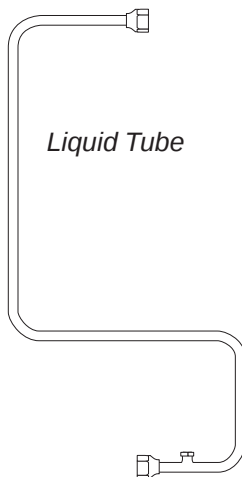
You'll find all of these parts within the main box



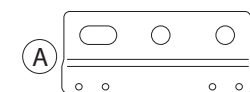
Drier



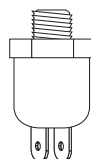
Drier Bracket



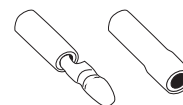
Liquid Tube



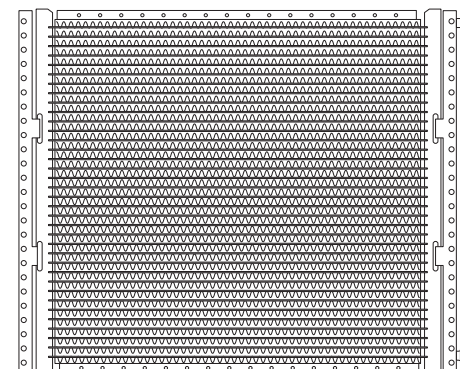
Condenser Brackets



Pressure Switch



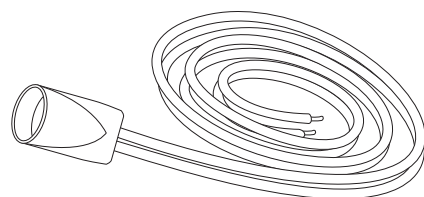
Male and Female
Bullet Connector



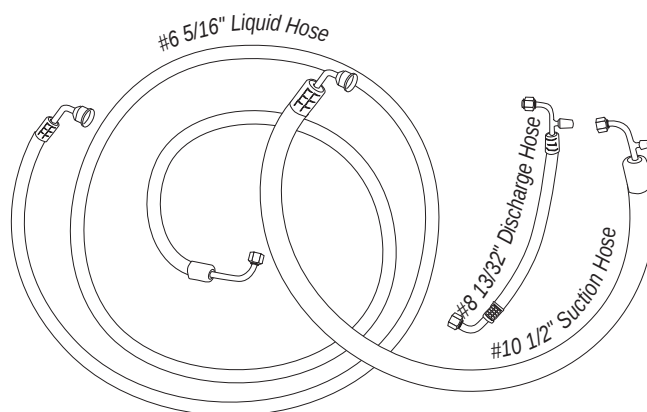
Condenser



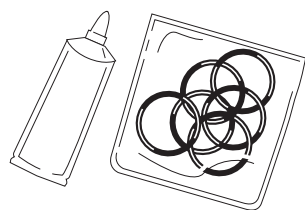
Four Zip-Ties



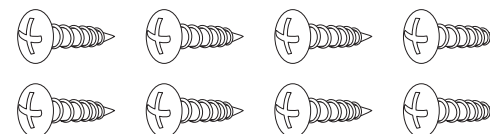
Pressure Switch Harness



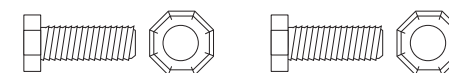
Three Refrigerant Hoses



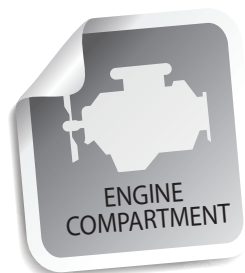
Bag of O-rings and Mineral Oil Tube



Eight #10 - 20x5/8" Screws



Two #8 - 20 x 5/8" Bolts and Lock Nuts



ENGINE COMPARTMENT INSTRUCTIONS

**STEP ONE: IF YOU HAVE NOT DONE SO
ALREADY, DISCONNECT THE BATTERY.**

STEP TWO: During the next steps you'll be installing the condenser, drier, and routing the high/low pressure lines and the liquid line. Since much of this is installed in the OEM location for the condenser, you'll need to remove the center grill section, horn(s), and latch support assembly (see figure 4). Be sure to retain all the mounting screws – you'll reinstall these pieces in the exact reverse order with the OEM screws.

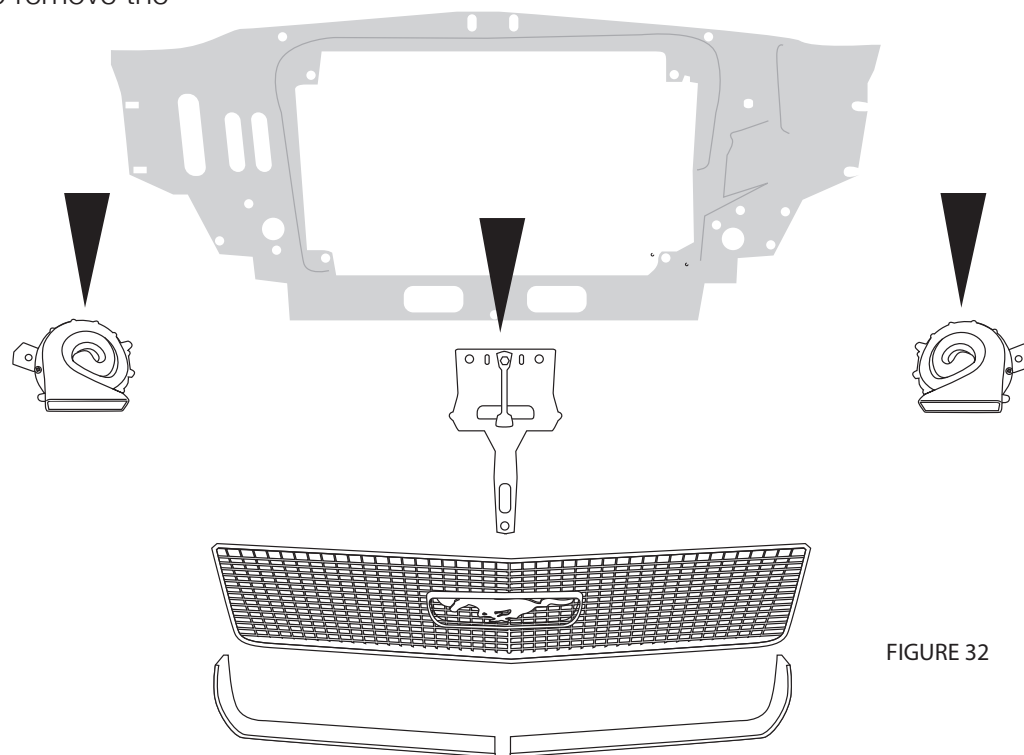


FIGURE 32

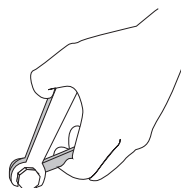
STEP THREE: DRIER AND CONDENSER PREPARATION. You can perform most of the following steps on a clean flat surface like a workbench. Lay the condenser down so that both hose connections are on the right side (the larger connection will be on top). The drier is conveniently mounted on the right hand side of the condenser. First insert the drier into the drier mounting bracket (it's basically a sleeve for the drier). 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 components combined it will easy to find the correct place to attach the drier bracket to the condenser with the included #8-20 x 5/8" bolts and lock nuts (attach drier and bracket from the back of the condenser).

STEP FOUR: Screw the high-pressure switch into the port at the lower end of the drier liquid tube. Go ahead and plug the pressure switch harness into the switch at this time (black electrical boot with two long white wires).

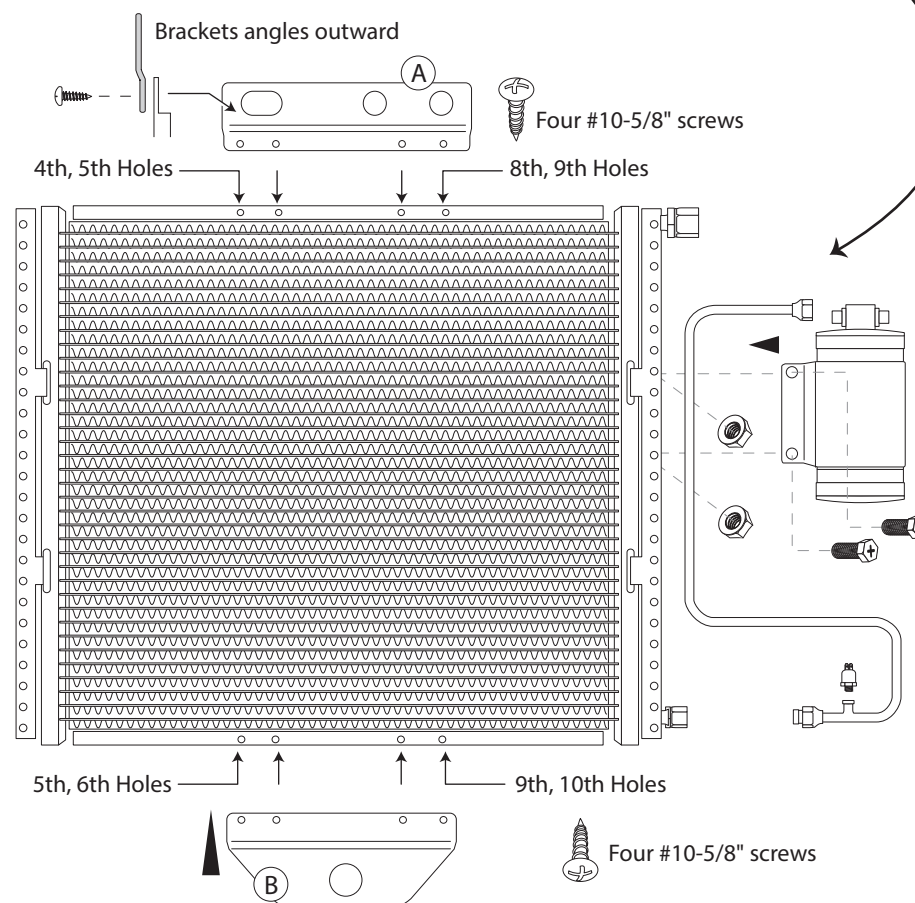
STEP FIVE: Install the upper condenser bracket (A) using four #10 - 20 x 5/8" screws in the 4th, 5th, 8th and 9th holes on the condenser from the left, be sure the bend on the bracket is facing towards you. Next, attach the lower bracket (B) using four #10-20 x 5/8" screws in the 5th, 6th, 9th and 10th hole from the left hand side. This bracket has a large hole that corresponds to the OEM latch support previously removed from the vehicle.



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



You can easily find the correct position for mounting the drier to the condenser by using the drier liquid tube as a gauge.



STEP SIX: Your OEM radiator support was designed to support a A/C condenser and conveniently has two small indentations on the drivers side core support (see figure 38, aftermarket core supports may or may not have these indentations). Locate these two small indentations and drill a 1 3/8" hole thru each (be sure to check for any obstructions before drilling, and remove any sharp burrs from the drilling before continuing, see figure 5), then the area between the two holes will be easy to remove (example figure 6). You'll route the discharge hose to the compressor will go thru this hole, as well as the liquid hose and the wiring harness plug for the high-pressure switch.

STEP SEVEN: Place the condenser/drier unit into place, locating it so that the holes in the condenser brackets align with the holes in the core support used to attach the hood latch (it will rest on the lower radiator core brace, see figure 7).

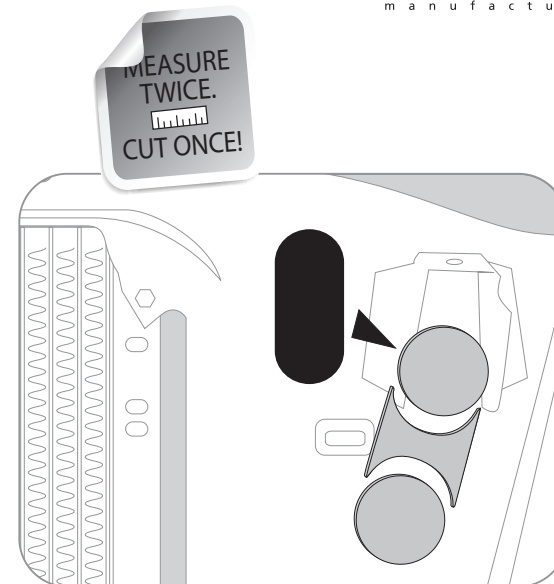


FIGURE 5



If you want to verify that you have the correct indentations in sight before drilling, place fit the condenser into it's final location. Also, the

holes on the upper bracket are larger than needed to allow for small adjustments. The condenser is held in place when the hood latch is reinstalled at a later time.

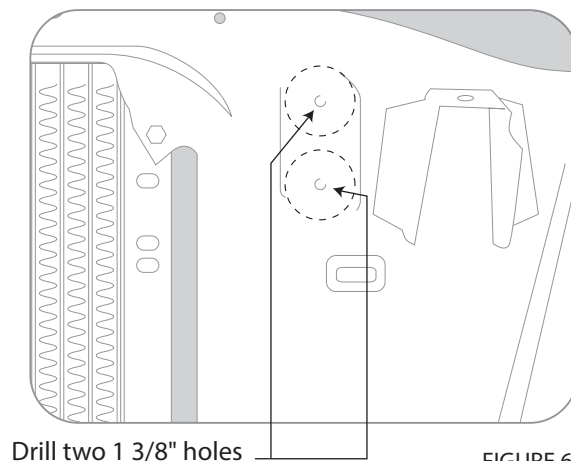


FIGURE 6

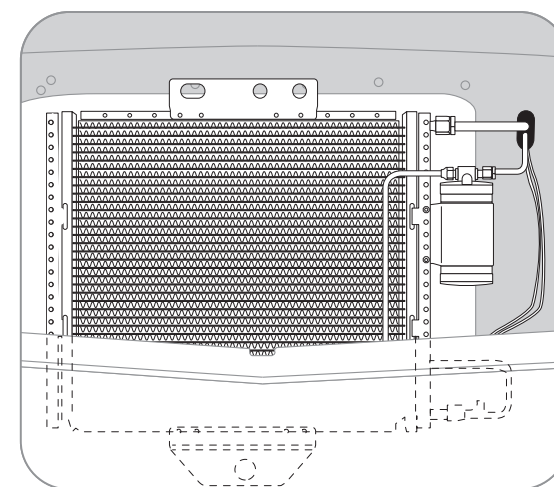


FIGURE 7

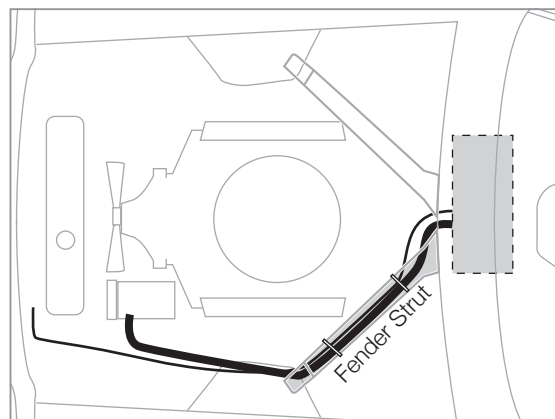


FIGURE 8

STEP NINE: Connecting the wires from the pressure switch will be done as follows: splice male bullet connectors to the bare end of both wires (use a crimp tool to secure them properly), then connect one wire to the compressor and the other wire will be routed along with the liquid hose along the underside of the fender supports and connected to the blue lead you put thru the firewall during the interior installation. These two wires will meet about half from the firewall to the compressor. Use the included zip-ties and secure both the compressor line AND the harness (see figure 7).

FINAL STEPS: You can now complete this portion of the installation by reinstalling the grill, horns, and latch support in reverse order. **NOTE:** The OEM screws for the hood latch support you will hold new condenser in place, so be sure to fully tighten these during this step. Take a look around at your installation and check all fitting and bolts for tightness, check the heater hose clamps for tightness, and make sure nothing is routed in a way to obstruct a moving part. You can refill the radiator and reconnect the battery at this time.

WAY TO GO! You've just completed the installation of your new A/C system.

The final step is to fully charge and test your new system. On the next page you'll find specifications for proper final preparation for your A/C technician.