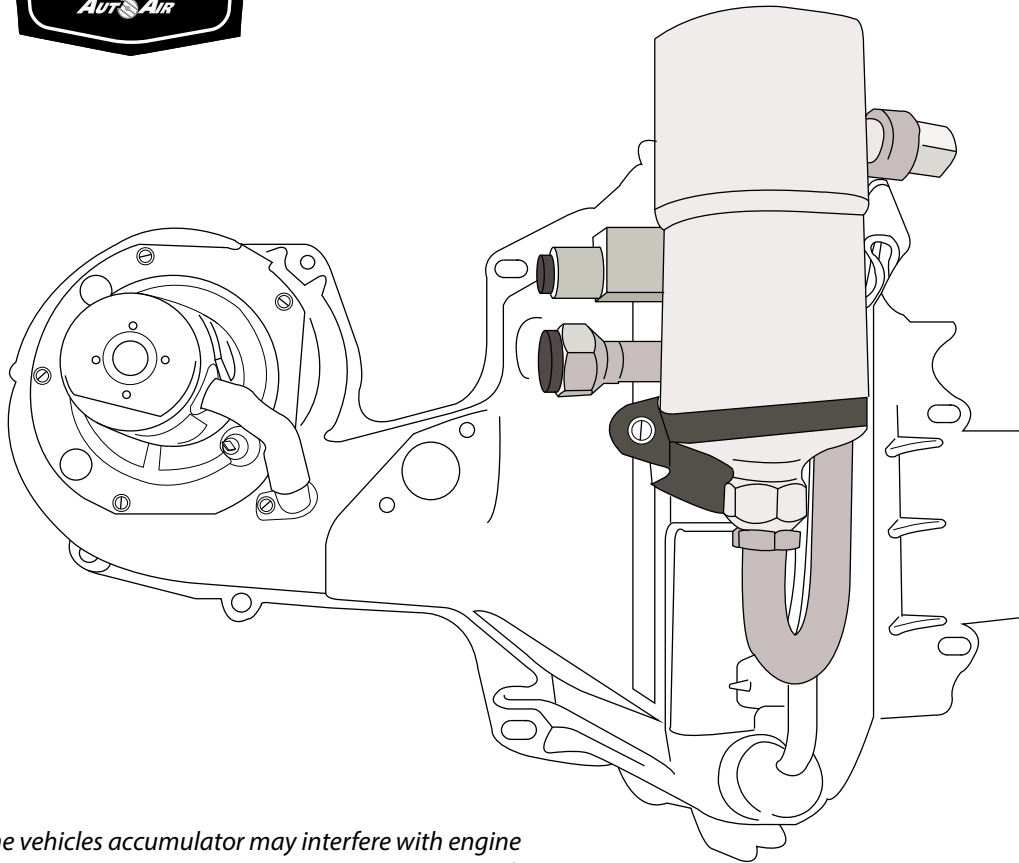




Installation Manual

GM 73-76 VIR Eliminator Kit

Part # 15-211



**On some vehicles accumulator may interfere with engine compartment braces, . Braces will need to be either modified or removed in order to install the accumulator.*





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:** A set of SAE Sockets and an SAE Wrench set

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.

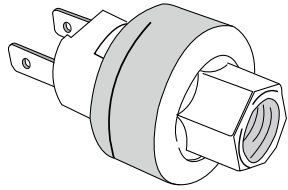
Should you have any technical questions, call us immediately, we will be glad to assist you.

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

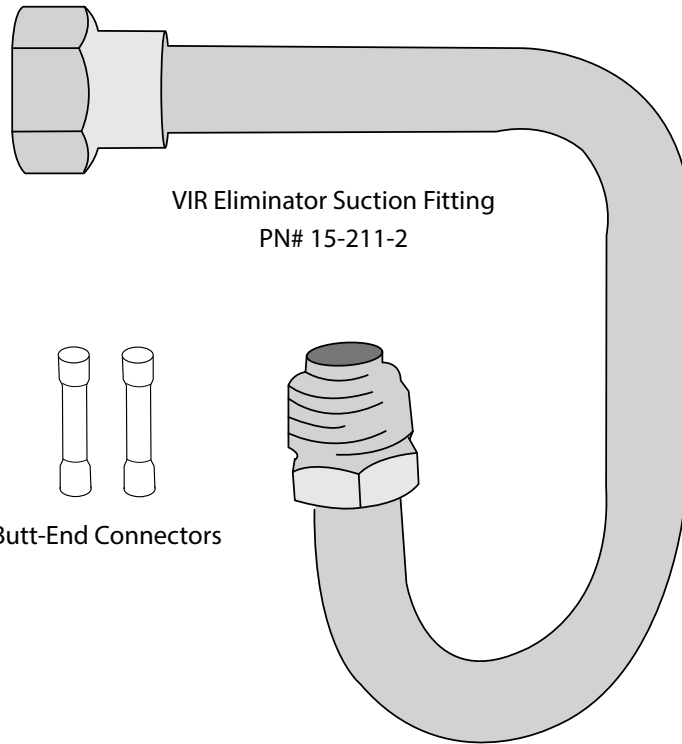
YOU CAN NOW BEGIN THE INSTALLATION...



THESE ARE THE PARTS FOR YOUR VIR ELIMINATOR KIT

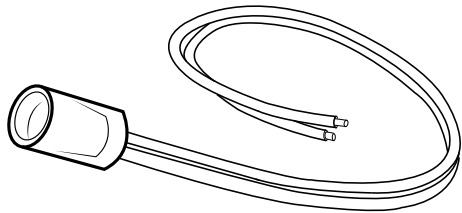


Clutch Cycling Switch
PN# 16-200

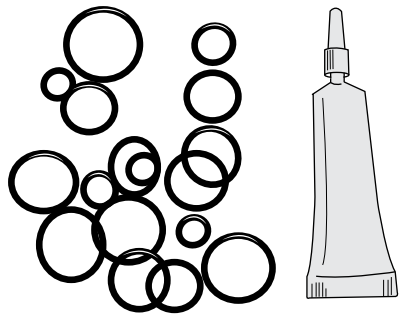


VIR Eliminator Suction Fitting
PN# 15-211-2

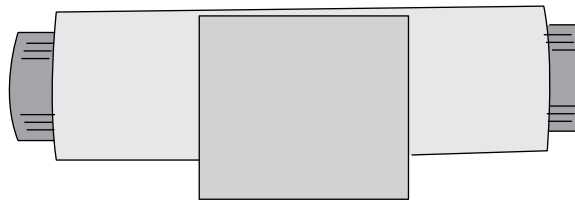
Butt-End Connectors



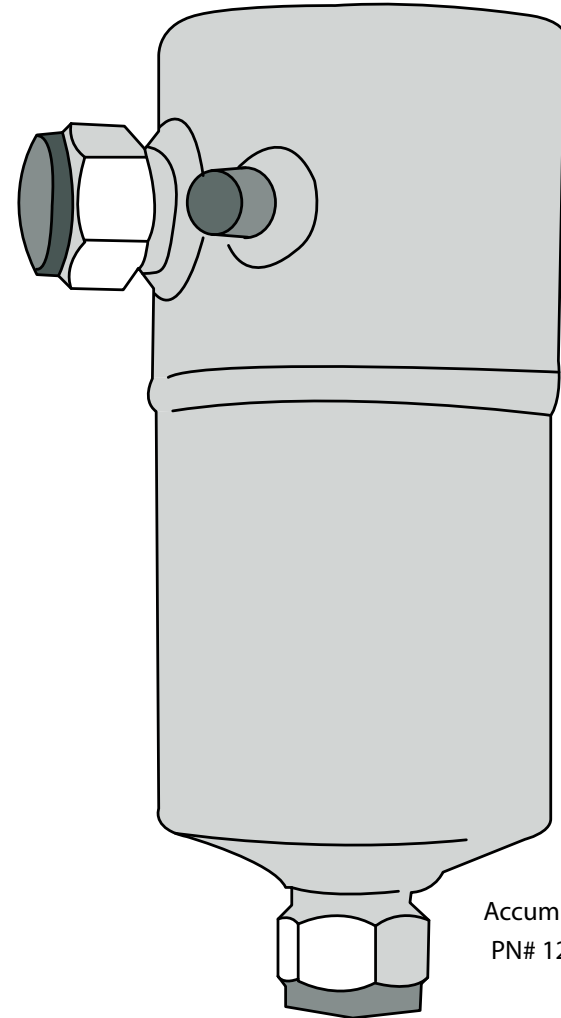
Clutch Cycling Switch
Harness
PN# 16-201



O-Rings and Lubricant Oil
PN# 05-400



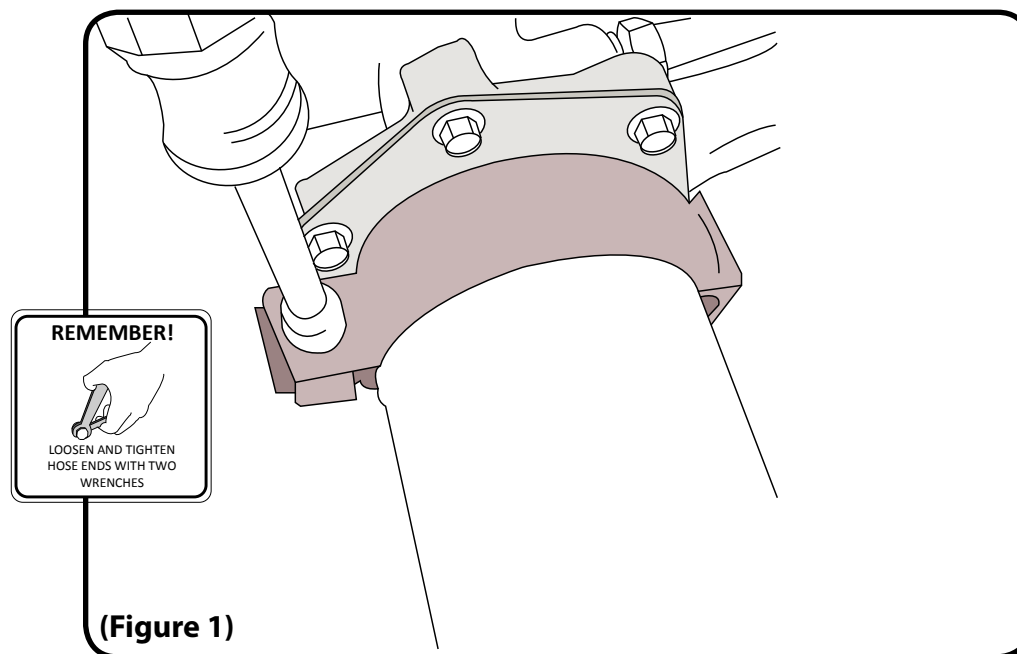
VIR Eliminator Orifice Block
PN# 15-211-1



Accumulator
PN# 12-210

VIR REMOVAL

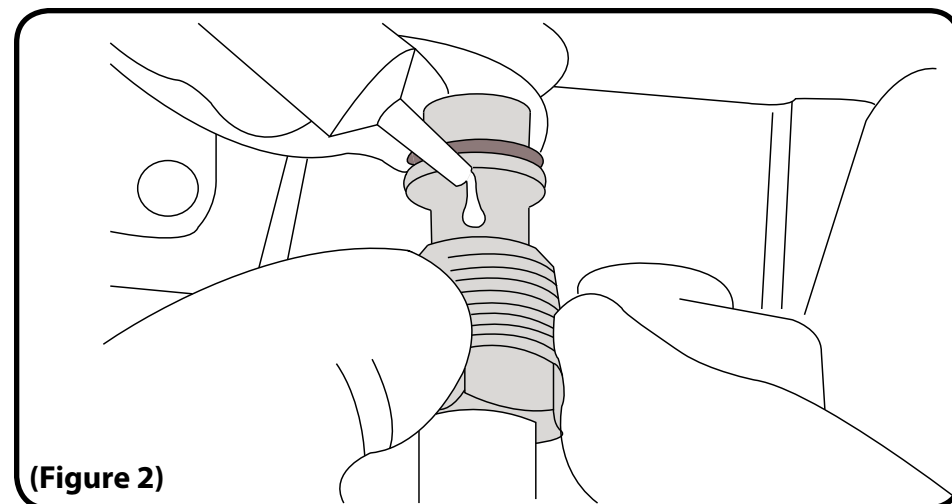
- If not already done, have the refrigerant evacuated from the system.
- Disconnect the suction hose and liquid line from the VIR.
- Disconnect the inlet and outlet fittings from the evaporator to the VIR.
- Disconnect the evaporator oil-return line from the evaporator to the VIR.
- Remove the VIR from the evaporator at the firewall by removing the screw on the support clamp. **(Figure 1)**
- Remove the VIR support clamp (if your vehicle was equipped). This clamp will no longer be used.



(Figure 1)

ORIFICE VALVE INSTALLATION

- Remove old o-rings from all three evaporator fittings, and make sure all fittings and threads are clean and free of debris. Install new o-rings and lubricate using the oil tube provided. **(Figure 2)**
- Remove the three caps from the orifice valve and install the oil-return fitting with the larger opening towards the evaporator. **(Figure 3)**
- Install the evaporator outlet fitting into the orifice valve. **(Figure 4)**



(Figure 2)



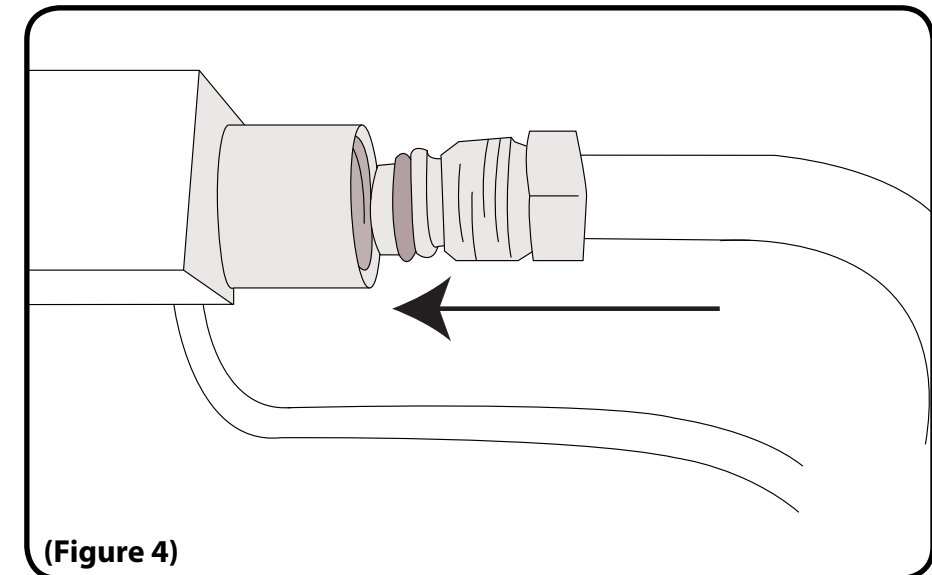
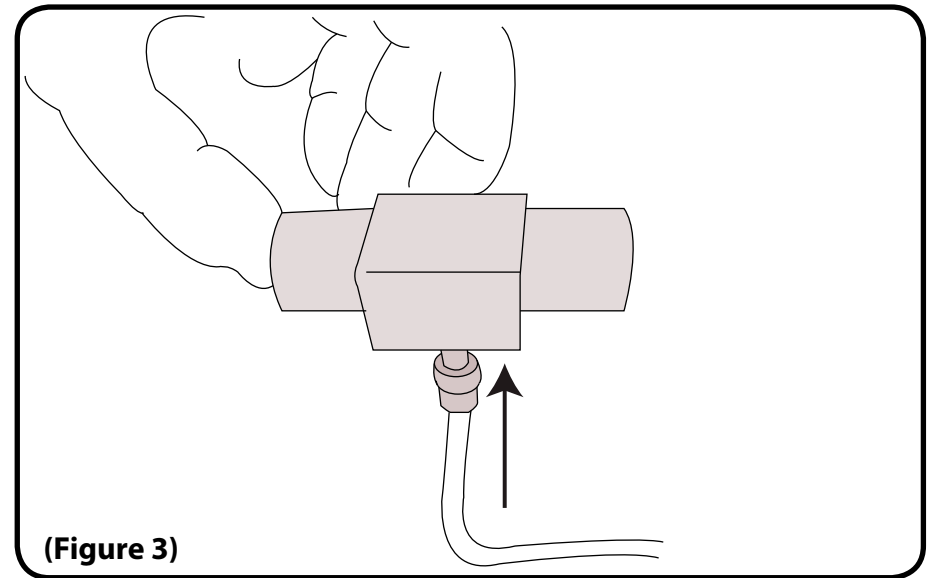
ORIFICE VALVE INSTALLATION CONTINUED...

- Lubricate the O-Ring on the vehicles liquid line.
- Attach the liquid line to the remaining inlet fitting of the orifice valve
- Tighten all fittings to approximately 10-15 ft/lbs

ACCUMULATOR ASSEMBLY

- Install new o-rings and lubricate using the oil tube provided on the supplied fittings.
- Attach the upper and lower fittings on the accumulator. **(Figure 5A)**
- Snug the fittings with some allowance for movement.

Leave the caps on the un-attached fitting ends; when the accumulator is uncapped, you want to avoid prolonged exposure to the air.





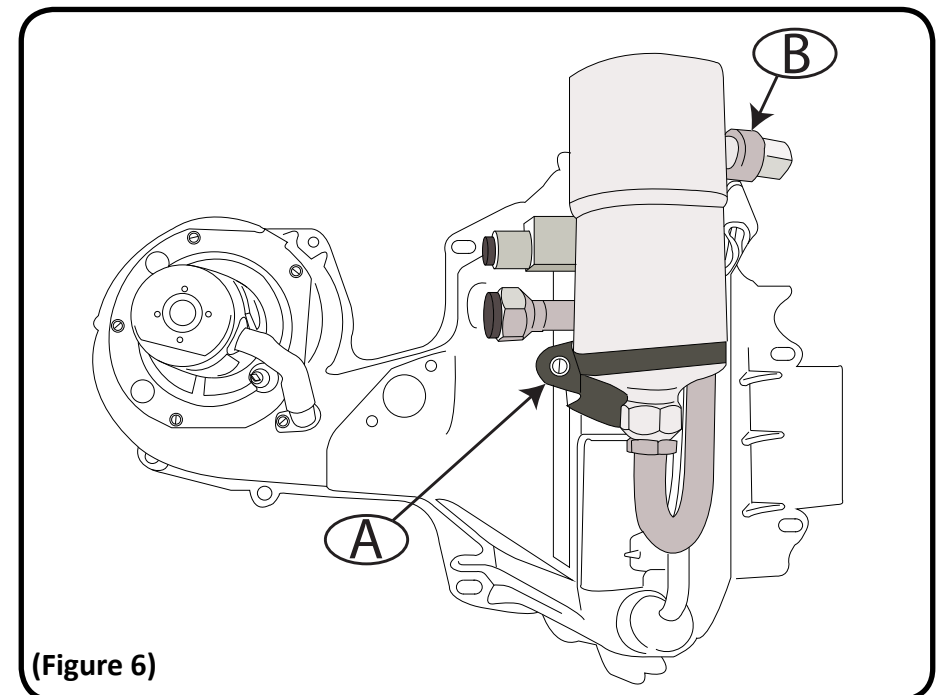
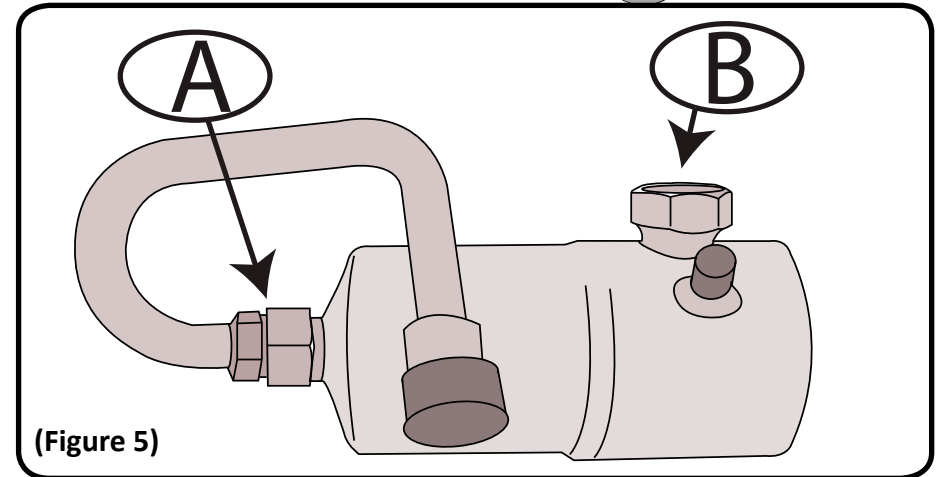
ACCUMULATOR INSTALLATION

On some vehicles these steps may require access from underneath the vehicle.

- Install the completed assembly into the vehicle. **(Figure 6)**
- Attach the provided clamp on the accumulator and mark a location for the mounting screw. On some vehicles the clamp will align with the factory bracket. **(Figure 6A)**
- Drill a hole for the screw or nut and bolt assembly if necessary.
- Tighten clamp and assembly into place. **(Figure 6A)**
- Tighten the evaporator fitting into the new accumulator fitting. **(Figure 5B)**

CYCLING SWITCH INSTALLATION

- The clutch cycling switch will be installed on the port to the left of the outlet connection. **(Figure 6B)**
- **Be sure to use the O-Ring included with the cycling switch.**
- Connect the wiring harness supplied in the kit to the cycling switch and route as desired to splice into the power wire leading to the clutch. *(The switch is in-line so there is no polarity to the wires.)*
- Trim the harness and/or the clutch power wire as desired and splice the harness into the clutch power wire using the butt connectors provided.





REINSTALLING LIQUID LINE

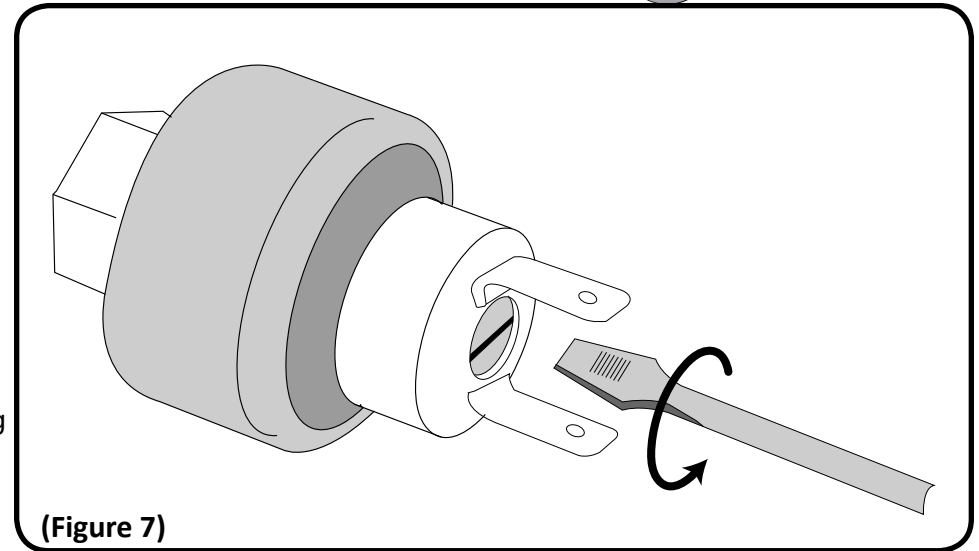
- Install O-ring to end of the liquid line fitting and add provided oil.
- Install the liquid line into the orifice valve's remaining socket, and tighten.

REINSTALLING SUCTION HOSE

- Install O-ring to end of the liquid line fitting and add provided oil.
- Attach the suction hose to the fitting of the new accumulator outlet fitting and tighten.

CYCLING SWITCH ADJUSTMENT

- To adjust for R134a, install gauges and run the vehicle with the A/C on. Allow time for the system to cool down the interior.
- Remove the rubber boot from the switch and use a jumper wire on the connectors within the boot, to keep the compressor running.
- The adjustment screw is located between the terminals on the switch. The screw must be turned APPROXIMATELY 3/4 of a turn COUNTER CLOCKWISE. This will bring the cycle-off pressure down to 21 psi, which is needed for R134a. **(Figure 7)**
- Verify this setting by reinstalling the boot and observing the low side gauge reading when the compressor cycles off. Repeat as needed to obtain the proper pressure setting.



(Figure 7)

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 at this time.

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