

RetroAir

JAGUAR XJ6 S3 - A/C UPGRADE KIT

INSTRUCTIONS 7-27-16

Open and Check Shipment!

Contents List is in Manila Envelope!

Shortages Must be Reported within 3 Days of Delivery!

Carefully Lay Out All Parts in Their Approximate Position and Read and Understand Instructions and Locations Before Proceeding.

The Evaporator Core and Fuel Cooler must be Flushed Prior to Hose and Part Installation!

Keep New Hoses and Receiver/Drier Sealed Until Installation!

You will need to remove and reinstall the fuel line cooler (anti-vapor lock) from the car, since it is cooled by A/C refrigerant. Before disassembly, make sure the pressure in the fuel lines are relieved.

Remove the coolant overflow tank and the smog pump from their positions above the compressor.

Remove the bracket that limits the opening of the hood and brace the hood so it will not damage the grill when opened wider than intended by the factory.

Remove the #10 hose fitting from the evaporator (at the firewall) and remove the Expansion Valve connected to the #6 Hose. **(Be sure to use a second wrench to brace the evaporator lines or they can snap off rendering the evaporator useless)!**

Compressor

Remove the #8 hose fitting from the condenser and pull the hose through the space in the radiator support.

Remove the fuel lines from the fuel line cooler (the cylinder mounted parallel to the compressor). If possible, remove the compressor and the fuel cooler together with the #12 A/C Hose still attached to it. If not, take special care when removing the Fuel Cooler because it is made of soft copper. You will need to re-use the stock Fuel Cooler. On your workbench, remove the #12 A/C line with the Fuel Cooler held in a vise.

Brace the Fuel Cooler with a second wrench or you may twist and collapse the soft copper tube due to the resistance from corroded threads of the dissimilar metals . Use penetrating fluid if necessary.

Remove the two triangular brackets from the stock compressor and transfer them over to the new one. Use the included, longer bolt (M8X30mm) on the front bracket, in the outer hole, facing rearward (where the front of the fuel line cooler mounts to). Flush the refrigerant passageway of the fuel cooler. Remove the pressure switch from your stock compressor and transfer it to the new one. Mount the fuel line cooler to the new compressor and install the assembly into the car. Use the included 1/8" Spacer on the rear mounting point. Once the new Compressor is installed, the adjustment arm (belt tensioner) will have to be repositioned on the rear side of the same compressor tab minus the original spacer. It will also attach on the other end of the engine-mounted smog pump bracket, using the included 5/16"X1/2" spacer.

After installing the Fuel Cooler and Compressor, re-attach the fuel lines. Attach the new #8 hose with compressor block fitting. Angle the new #8 hose under the Compressor. Grind the hold-down plate off from the stock #8 hose hard line. Make sure the new O-Rings are in there, and tighten it down.

Condenser and Receiver/Drier

Unscrew the hose fittings entering the Receiver/Drier and then remove the Radiator Support top and remove the stock condenser.

Make note of the stock Receiver/Driers direction and remove it. Wrap the new Receiver/Drier with the rubber tape supplied and loosely install it on the Radiator Support making certain it is pointed in the right direction. The sight glass block should be on the right side of the car. Keep the end caps on the Receiver/Drier until the last possible moment or it will absorb moisture from the atmosphere, degrading the performance of your new system.

Make a note of the position of the stock condenser relative to its mounting posts (the bolts that go through the grommets of the radiator support and bottom subframe). The condenser's centerline will be slightly rear of the posts. Mount the four included brackets onto the new condenser, mimicking the posts' slightly forward position. There is no left and right side bracket, so you will need to use washers/spacers (and the longer screws) on the top right and bottom left brackets. The new condenser's outlets will be on the left with the smaller one on the bottom. Mount the four 1/4" X1" bolts to replicate the posts on the stock condenser brackets.. Fit the long hard line between the condenser and receiver/drier crossing over the condenser. Make sure you are using Lubed O-rings on all your connections.

To install the included Hi-Lo Switch, you will have to use the in-line fitting between the hose and drier. The two wires of the switch's harness interrupt the Compressor clutch wire. Make any adjustments to the receiver/drier position and tighten bracket and hard line fittings. Run the new #8 hose through the radiator support space and connect it to the top inlet of the condenser.

Completely flush the stock evaporator! Any left-over contaminants from the R12 will clog the expansion valve.

You can do this while it's still in the car, using your old hoses:

Cut the fittings off of the opposite ends of the hose, leaving enough hose to direct the flushing liquid into a container. Thoroughly flush until there is no discoloration visible.

Keep the liquid away from the paint.

Hoses and Expansion Valve

Install the new #6 hose with the hard line end connected to the receiver/drier, following the stock route to the expansion valve.

Install the #10 Hose with the larger #12 fitting on the fuel line cooler, bracing with a second wrench. The end with the service port will go to the evaporator. Double check your o-rings are in place..

Install the new Expansion Valve on the Evaporator, bracing with a second wrench. The new bulb clamp will go in the #10 Hose fitting exiting the Evaporator.

Once the system is charged and running properly, you will need to cover the Expansion Valve, capillary tubes, and it's bulb with the included cork sealing tape.

Tension the compressor belt, plug in the wire and plug the included ground wire to the other prong in the plug. Re-install the smog pump and tension the belt. Re-install the coolant overflow tank and line.

Have the system evacuated and charged by a professional A/C technician.

The system should take about 12-16 oz of R134a Refrigerant. At 90-95 deg F the high pressure should read 200-225 PSI, and the low pressure should read 25-35 PSI.

Be Sure The A/C Tech Recharging The System Understands that this Upgrade Takes Much Less Refrigerant and Oil Than Original!

TECHNICAL SUPPORT?

Call 972-996-6687 or

sales@retroair.com

RetroAir

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CONTENTS

Evaporator Pak:

1- R134A Expansion Valve w/Equalizer; 1- Trimmed Bulb Clamp;
12"- Cork Sealing Tape

Compressor Pak:

2- M8 X 30mm Bolts, Flat Washers, Lock Washers, Nuts;
1- 5/16" X 1/2" Spacer;
1- 5/16" X 2" Bolt, Lock Washer, Flat Washer, & Nut;
1- 3/8" X 1-1/2" Bolt, Flat, Lock Washer, & Nut

Condenser Pak:

4- Custom Condenser Brackets; 4- #10 X 1" Machine Screws;
4- #10 X 1/2" Machine Screws, 8- #10 Nyloc Nuts;
4- M6 X 25mm Bolts, Nuts, Flat Washers; 2- Condenser Shrouds

1- Replacement Receiver/Drier

2- Rubber Strips; 1- In-Line Fitting; 1- Hi-Lo Switch & Harness

12"X26" Multi-Flow Condenser

3- A/C Barrier Hoses

1- Condenser to Drier Hard Line

1-S6 Aluminum Compressor (Replaces A6 GM/Frigidaire)

Miscellaneous Pak:

8- O-Rings & Lube; 2- GM Compressor O-rings;
2- A6 Swivel Fittings; 1 ft- Hose Insulation; 2 ft- Aluminum Tape;
2ft- 14ga Compressor Ground Wire; 1- Ground Eyelet, Wire Connector & Heat Shrink; 18"-
Condenser Foam