

# JAGUAR XKE S1-4.2 LHD FULL KIT

## CONTENTS:

### Custom Design Evaporator Case & Core Assembly

1- Universal Bracket (installed)

#### Evaporator Pak includes:

2- Custom Brackets; 2- 1 ¼" Grommets; 2- ½" Drain Hoses; 2- Straight Hose Fittings; 4- Black ¼" X ½" Bolts & Washers; 2- ¼" Star Washers & Nuts;

1- ABS Hose Tunnel; 16"- Foam Rubber Tape; 6" Cork Sealing Tape;

#### Receiver/Drier Pak includes:

1- Receiver/Drier; 1- In-Line Adapter; 1- Hi/Lo Pressure Switch & Harness;  
2- Wire Connectors & Heat Shrink; 1- Bracket; 1- 10 X ½" Machine Screw & Nut

### 1- Custom Sanden/Behr Compressor

#### Compressor Pak Includes:

1- Aluminum Heat Shield; 4ft- 12ga. Wire with Female Connector;  
2-M8-1.25 X25 Bolts; 3- Flat & 3- Lock Washers; 1- Small Adjustment Arm;  
1- 5/16" X ½" Spacer; 1- 5/16" X 1/8" Spacer; 1- M8-1.25 X 65 Bolt & Nut

### 1 4.2- Custom Compressor Bracket

#### Back Idler Pulley Pak Includes:

1- S1 4.2 (2) Pulley Assembly; 2- 5/16" X 3-¼" Gr.8 Bolts & Lock Washers

### 1- Compact 60 Amp Alternator

#### Alternator Pak Includes:

1- M8 X 130 Bolt, 3- Flat & 3- Lock Washers & Nuts; 1- M8-1.25 X 25 Bolt;  
1- 5/16" X 1/2" Spacer; 1- Long Adjustment Arm; 1- 17520 Fan Belt

### 4-Pass Multi-Flow (Parallel Flow) Condenser

#### Condenser Pak includes:

2- Notched & 1- Long Brackets; 6- 10 X ½" Machine Screws & Nyloc Nuts

### 4- A/C Barrier Hoses with Fittings

### Instructions/Photo Album

#### Miscellaneous Pak includes:

9-"O" Rings & Lube; 2 ft- A/C Hose Insulation; 3 ft- Aluminum Tape;  
6- Medium Tie Wraps; 2- Large Tie Wraps; 3- 1" Hose Hangers;  
3- 10 X ½" SM Screws; 1- 30 Amp Circuit Breaker;

### Optional:

4.2 Crank V-Pulley

S1-4.2 Water Pump V-Pulley

# JAGUAR XKE S1-4.2 **RHD** FULL KIT

## CONTENTS:

### Custom **RHD** Design Evaporator Case & Core Assembly

2- Universal Bracket (installed)

#### Evaporator Pak includes:

2- Custom Brackets; 2- 1 ¼" Grommets; 2- ½" Drain Hoses; 2- Straight Hose Fittings; 4- Black ¼" X ½" Bolts & Washers; 2- ¼" Star Washers & Nuts;  
16"- Foam Rubber Tape; 6" Cork Sealing Tape

#### Receiver/Drier Pak includes:

1- Receiver/Drier; 1- In-Line Adapter; 1- Hi/Lo Pressure Switch & Harness;  
2- Wire Connectors & Heat Shrink; 1- Bracket; 1- 10 X ½" Machine Screw & Nut

### 1- Custom Sanden/Behr Compressor

#### Compressor Pak Includes:

1- Aluminum Heat Shield; 4ft- 12ga. Wire with Female Connector;  
2- M8-1.25 X 25 Bolts; 3- Flat & 3- Lock Washers; 1- Small Adjustment Arm;  
1- 5/16" X ½" Spacer; 1- 5/16" X 1/8" Spacer; 1- M8-1.25 X 65 Bolt & Nut

### 1 4.2- Custom Compressor Bracket

#### Back Idler Pulley Pak Includes:

1- S1 4.2 (2) Pulley Assembly; 2- 5/16" X 3-¼" Gr.8 Bolts & Lock Washers

### 1- Compact 60 Amp Alternator

#### Alternator Pak Includes:

1- M8 X 130 Bolt, 3- Flat & 3- Lock Washers & Nuts; 1- M8-1.25 X 25 Bolt;  
1- 5/16" X ½" Spacer; 1- Long Adjustment Arm; 1- 17520 Fan Belt

### 4-Pass Multi-Flow (Parallel Flow) Condenser

#### Condenser Pak includes:

2- Notched & 1- Long Brackets; 6- 10 X ½" Machine Screws & Nyloc Nuts

### 4- **RHD** A/C Barrier Hoses with Fittings

### Instructions/Photo Album

#### Miscellaneous Pak includes:

9-"O" Rings & Lube; 2 ft- A/C Hose Insulation; 3 ft- Aluminum Tape;  
6- Medium Tie Wraps; 2- Large Tie Wraps; 3- 1" Hose Hangers;  
3- 10 X ½" SM Screws; 1- 30 Amp Circuit Breaker;

### Optional:

4.2 Crank V-Pulley  
S1-4.2 Water Pump V-Pulley

**JAGUAR XKE S1 - A/C Full Kit LHD/RHD  
INSTRUCTIONS**

**OPEN AND CHECK SHIPMENT!**

***Shortages Must Be Reported Within 3 Days of Delivery!***

**CAREFULLY LAY OUT ALL PARTS IN THEIR  
APPROXIMATE LOCATION AND READ INSTRUCTIONS  
BEFORE PROCEEDING! See Contents List!**

**PLEASE BE SURE YOU UNDERSTAND THE INSTRUCTIONS AND WHERE EACH  
PIECE GOES! KEEP COVERS ON ALL OPENINGS UNTIL CONNECTION TIME!!**

*Prior to starting, use the proper repair manual to remove the following:*

Hood (Bonnet) Assembly; Alternator & Bracket; Center Radio Console; Any Under-dash Finish Panels;  
Center Carpeting;

***S-1 REQUIRES CHANGING ENGINE (Duplex) PULLEYS TO "V", MODIFYING THE  
RADIO CONSOLE and THE SUB-DASH!!!***

***Install Our Compressor/Alternator Bracket First!***

**COMPRESSOR/ALTERNATOR INSTALLATION**

**4.2 Engine:** The RetroAir Bracket replaces the Alternator Bracket, and comes in two pieces. The flat piece mounts to the Left side of the Waterpump-do not tighten! The 90 deg piece gets mounted to the old Alternator Engine Bosses, and both pieces will be connected to each other. Once the 2 pieces are tightened down, it will be necessary to drill a hole(s) in both pieces where they meet and install Bolts, washers and nuts to firm up the bracket. Mount the RetroAir Compressor to the main bracket before installing the Compressor Hose fittings, and install Bracket in place of the stock Alternator Bracket. This is a new, upgrade Bracket for this car and some adjustments may have to be made for correct belt alignment. The small Adjustment arm goes on the R/F bottom mount of the Compressor- when mounted, adjust the Compressor so it is almost touching the Engine. The Compressor Front Top Foot fits in front of the tab under the Bracket using spacers if needed. Additional spacers may need to be added or subtracted. The Alternator Front lower Foot mounts in front/top of the Bracket using 1/16" Spacer. The rear has a spacer between the Alternator and the Bracket tab. This would also be the time to install the Heat shield on the exhaust manifold.

***Alternator Connections:*** For originality, Open the Regulator by removing Pop Rivets (replace w/ small bolt/nut). Make a permanent connection for the heavy Brown Wire by wedging the Cut-out relay closed (the relay with the 2 white wires attached ). **Alternative Diagram at Bottom!!**

To connect the Red Ignition Light, disconnect the separate yellow and green wires from the regulator and connect them together. You may now replace the cover and tuck the exposed wires behind the regulator. The Large Diameter wire from the Alternator will go to the Large Brown wire (Direct Battery), and the smaller one will go to the green field wire (switched Ignition source). ***This is a very tight installation, Please Check all Hood, accessory and Wiring Harness clearances!***

## CONDENSER INSTALLATION

The Super efficient Condenser included in this kit can be installed with the Custom brackets and hardware provided, fittings facing left (small fitting on the bottom). Bend or shape Brackets to fit your Radiator mounting, keeping the Condenser Biased to the Right side to leave room for the fitting connections. Keep the condenser at least one inch from the radiator, and to the right (to avoid Hood Baffle interference) so the heat from either unit will not “feed” off each other. Be sure all air possible will be forced through the condenser!

## RECEIVER/ DRIER INSTALLATION

The new Drier will go next to the Brake and Clutch Reservoir (which may need to be moved slightly) with the “in” toward the front of the car. New brackets are included. Connect the “live” Compressor wire to one end of the Drier Harness and the new Wiring Harness long blue wire to the other end of the Drier Harness with the enclosed connectors. This switch will shut the Compressor off if too much, or too little pressure is in the system.

## EVAPORATOR ASSEMBLY INSTALLATION

**Handle Evaporator Carefully- It Can Be Bent In The Middle to Create A “Smile” or a “Frown” Appearance!**

The Evaporator assembly “mimics” the original S-2 system in appearance only- it is 3 to 4 times more efficient! Carefully set the unit inside the car to plan where the mounting brackets, A/C hose Firewall entry points, drain hoses and wiring will be attached. On Series 1 cars, the Evaporator will be close to the lower part of the Dash.

**THE “BELLY” SURFACE ON THE BOTTOM OF THE EVAPORATOR MUST BE BIASED DOWN TOWARD THE CAR FRONT SO CONDENSATION WILL DRAIN INTO THE DRAINAGE SUMPS ! THAT WILL LEAVE THE BOTTOM OF THE FAN/MOTOR HOUSING AT A MUCH STEEPER ANGLE!**

There are two slotted custom brackets enclosed that attach the Evaporator to the front, lower lip of the dashboard. Attach the long slot of the bracket to the side of the Evaporator and hand-tighten with the enclosed Black ¼ x 1/2” bolts and washers (there are 3 holes- choose the one that seems to work the best with the bracket and angle of the dashboard lip. The face of the Evaporator unit should be forward of the Right and Left Dashboard panels. The Custom Bracket short slot end will attach to the top of the dashboard lip with the 1/4X1/2” Bolt, Nut & Washers- the Drivers side should be placed first, due to the limited lip space. The right side can then be mocked up. Try brackets on opposite sides if alignment is wrong. When you are sure of the spacing and clearances of hoses, wires, etc., drill a hole in the lip to accept the ¼X1/2” Bolt, Nut and Washer, being sure to allow for bracket adjustment (center of the bracket slot). The 3<sup>rd</sup> slotted bracket is already attached to the right side by the motor and housing and should be attached to the Dash Brace above it. All of these brackets are adjustable to allow you to position the Unit correctly.

**SERIES ONE CARS REQUIRE A HOLE IN THE SUB-DASH PANEL TO MAKE ROOM FOR THE MOTOR! See Picture**

**Mark the transmission tunnel where the opening will be made for the included A/C hose ABS Flanged Scoop- check both sides for interference! The #6 Hose and the # 10 Hose will fit through the Flat end of the scoop after installing.**

**See Picture!**

**Evaporator Installation (continued)**

Drill one ½” hole on each side of the center Transmission hump for the Drain Hose fittings to be attached by epoxy and the drain hoses from the Evaporator connected to them. **MAKE SURE THE DRAIN HOLES ARE AWAY FROM FOOT ACTIVITY AND WILL PROPERLY DRAIN UNDER THE CAR!** Match the Drain hole measurement spread on the rear of the unit. The A/C Hoses should be connected before permanently mounting the Evaporator.

***Make Sure Everything is Lined Up Before Drilling Any Holes!!***

**WIRING**

The wires on the unit are marked for location- choose an already existing hole in the firewall to feed the long blue wire through and connect to one end of the Drier Hi-Lo Switch harness as described previously. The other end of the Drier Harness connects to the compressor with the enclosed wire and connector. Mount the circuit breaker in a remote location and attach the black wire from the main harness to the “Bat” post. Take the loose black wire and attach it to the “Aux” side of the Circuit Breaker and the other end to a “switched” ignition source (key turns A/C on & off). The “loose” wire on the motor is the Ground- attach to a good Body grounding source. With the engine not running and the ignition on, there should be an audible compressor “click” when the fan and temp switches are on. The Blower should operate in all 3 speeds- if not, there is a wiring problem. Attach the Relay wire to the original Fan relay, allowing the Fan(s) to come on when the A/C switch is turned on.

***BE SURE EVERYTHING LINES UP AND THE MOTOR WORKS BEFORE MOUNTING THE UNIT!!***

**A/C HOSE CONNECTIONS**

**REMOVE COVERS ONLY AT CONNECTION TIME!!**

**HAVE PROPERLY LUBRICATED "O" RING ON EACH HOSE CONNECTION!**

There are 4 A/C hoses with your kit. Install “O” rings, using the enclosed “O” Ring Lube tube, before installing hoses!! There are 2 small hoses (#6)-the 36” one is attached between the evaporator (Straight) and the rear drier fitting (90 Deg). The 38” hose will attach between the Condenser (90 deg) (the Hi-Lo Switch Fitting mounts to the Drier with the 45 degree fitting at the fitting. The medium size hose (#8) goes between the condenser (90 deg) and the compressor (90 Deg w/ Svc Port). The large hose (#10) attaches to the Evaporator (Straight) and the Compressor (90 Deg w/ Svc Port). *Attach hose fittings hand tight, making sure the Service Ports are on the Compressor, “O” Rings are installed, and Everything is Clear and Aligned Before Fully Tightening!!* **Upon Assembly Completion, the System will need to be Evacuated and Charged with 3- 4 Oz PAG Oil, and 12- 16 ounces of R134a Refrigerant! The Compressor is shipped with R134a, compatible oil installed**

**Hose Insulation:** After hose installation, cut included insulation to size for hose protection against extreme heat (exhaust manifold), and slit lengthwise to slip over hose. Use enclosed Aluminum Tape to cover slit lengthwise, which should be away from heat source.

The Center Radio Console will have to be modified or a new one made to accommodate the Air Conditioning Evaporator Installation.

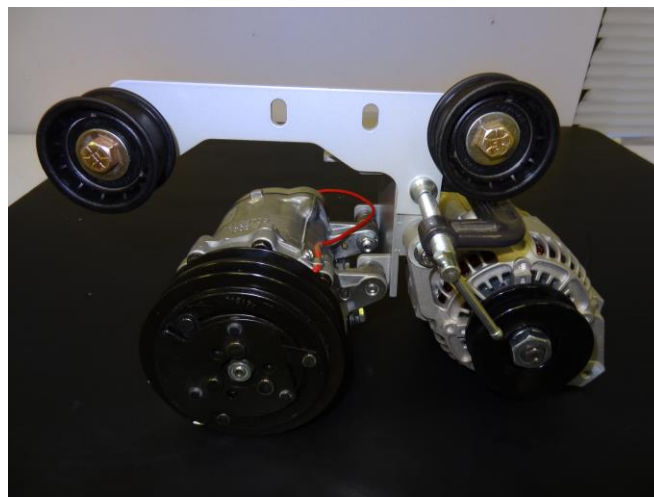
**CALL, CALL, CALL. DO NOT HESITATE  
TO CALL FOR TECHNICAL SUPPORT!!**

**Technical Support: 972-996-6687- [sales@retroair.com](mailto:sales@retroair.com)**

**Thank you for purchasing the most efficient and  
complete kit available for this car- anywhere!**



**Custom Evaporator Bracket installed (1 Side)**



**4.2, S-1 E-Type with new upgraded Comp/Alt Bracket)**

**4.2, S-1 E-type has different Set-up! There are two Back Idler pulleys to attach to the Front Compressor Bracket!**



