

RetroAir

JAGUAR XKE S2, A/C FULL KIT- LHD CONTENTS LIST

1-3-2011

-Box #1-

1- Custom Design Evaporator Case Assembly

1- Universal Bracket (installed)

Evaporator Pak includes:

2- Custom Mounting Brackets; 2- 1-1/4" Grommets; 2- 1' of 1/2" Drain Hoses & Str. Fittings;
2- ABS Case Finish Panels; 4- Black 1/4 X 1/2" Bolts & Flat Washers;
2- 1/4" Black Nuts & Star Washers

1- 4 Pass Multi-Flow (Parallel Flow) Condenser

Condenser Pak includes:

4- Long Condenser Brackets; 8- 10 X 1/2" Condenser Bolts & Nyloc Nuts

Receiver/Drier Pak includes:

1- Receiver/Drier; 1- Hi-Lo Pressure Switch & Harness; 1- In-line Fitting;
2- 14ga Wire Connectors & Heat Shrink; 1- Drier Mounting Bracket;
1- 10 X 3/4" Bracket Screw & Nyloc Nut

Miscellaneous Pak includes:

1 ft- A/C Hose Insulation; 2 ft- Aluminum Tape; 6- Medium Tie Wraps;
2- Large Tie Wraps; 3- 1" Hose Hangers; 3- 10 X 1/2" SM Screws;
1- 30Amp Circuit Breaker; 11- "O" Rings & Lube
1- ABS Hose Tunnel; 1- #10 90deg M/F SP Fitting; 1- #8 90deg M/F SP Fitting

4- A/C Barrier Hoses with Fittings

Instructions/Photo Album

-Box #2-

New RA 5H14-V R134a Compressor

Compressor Pak Includes:

Aluminum Heat Shield; 4'- 14g Wire w/Female Connector Installed

4.2 Custom Compressor Bracket Set

All Necessary Pulleys, Nuts, Bolts and Ancillary Items; Instructions

JAGUAR LHD XKE S2- A/C FULL KIT LHD

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!

PLEASE BE SURE YOU UNDERSTAND THE INSTRUCTIONS AND WHERE EACH PIECE GOES!

A Contents List is Included in Instructions Envelope!

KEEP COVERS ON ALL OPENINGS UNTIL CONNECTION TIME!!

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

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

THIS KIT REQUIRES FABRICATING A RADIO CONSOLE OR MODIFYING THE ORIGINAL CONSOLE! IF EQUIPPED W/ LONG IGNITION LOCK, IT WILL HAVE TO BE MOVED OR REPLACED WITH SHORTER OE LOCK!

Install Compressor/Alternator Bracket First!

We have found some differences in Crank Pulley distance!

CONDENSER INSTALLATION

The super efficient Condenser included in this kit can be installed with the four custom Stainless Steel brackets and hardware provided, fittings facing left (small fitting on the bottom). Bend or shape brackets so they resemble a “Z” with a tail on it, keeping the Condenser to the right to avoid hitting the left hood inner panel. **If not bent correctly, the Brackets will interfere with the Hood Baffles!** Keep the condenser at least one inch from the radiator so the heat from either unit will not “feed” off each other. Be sure all air possible, either entering the grille or pulled through the radiator by the fans will be forced through the condenser.

COMPRESSOR INSTALLATION

Before mounting the Compressor, the enclosed bracket(s) must be installed (instructions in box). After installing the bracket(s) would also be the time to install the Heat Shield on the exhaust manifold, which will have to be bent, formed and cut as necessary to clear the compressor and /or bracket. On some cars, it may be necessary to remove L/F Compressor “ear” to allow extra clearance to the car Frame! Attach the included Compressor Fittings (with Service Ports) at this time

Keep covers on the fittings until connecting all the hoses at one time.

RECEIVER/ DRIER INSTALLATION (p. 2)

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. Fit the In-Line Fitting for the Hi-Lo Switch between the Drier and the Condenser. Install the switch and Connect the “live” Compressor wire to one end of the Switch Harness, then the new Evaporator Wiring Harness long blue wire to the other end of the Switch 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

IF EQUIPPED WITH EXTENDED IGNITION LOCK, IT MUST BE MOVED OR CHANGED TO THE SHORTER OE LOCK!

The Evaporator assembly “mimics” the original S-2 system in appearance only- it is much more efficient! Carefully set the unit inside the car to plan where the mounting brackets, A/C hose entry points, drain hoses and wiring will be attached. Series 1-1/2 & 2 with Rocker Switches should attach the ABS Finish Panels for a “finished” Look. Attach the ABS Finish Panels after, trimming (open end of Filler to Evap Top- Flat side to front) to size, with Epoxy or Silicone.

THE BOTTOM OF THE EVAPORATOR MUST BE BIASED DOWN TOWARD THE CAR FRONT SO PROPER CONDENSATION DRAINAGE WILL OCCUR! 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. The face of the Evaporator unit should be forward of the Dashboard panel, approximately ½ to 1-1/2 inches. The Custom Brackets short slot end will attach to the top of the dashboard lip with the plated 1/4X1/2” Bolt, Nut & Washer- the Drivers side should be placed first, due to the limited lip space. The Passenger side can then be mocked up. When you are sure of the spacing and clearances of hoses, wires, etc., drill a hole in the lip to accept the black ¼ X 1/2” Bolt, Nut and Washer, being sure to allow for bracket adjustment (center of the bracket slot). The 3rd slotted bracket is already attached to the right side by the motor and housing and should be turned to attach to the Dash Brace above it. All of these brackets are adjustable to allow you to position the Unit correctly. The motor will slip between the instrument panel braces as the Original S-2 unit does. If the car never had A/C, mark the transmission tunnel (see picture) where the enclosed ABS “Tunnel” is to be cut in- check both sides for interference! The straight end of the #6 Hose and the straight end of the # 10 Hose will be fitted to the Evaporator Fittings.

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.

These holes should be directly below the hose drain tubes on the Evaporator case.

MAKE SURE THE DRAIN HOLES ARE AWAY FROM FOOT ACTIVITY AND WILL PROPERLY DRAIN UNDER THE CAR!

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 Switch Harness connects to the compressor with the enclosed wire and connector. Mount the circuit breaker in a remote location inside 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” (Red-LHD, Yellow-RHD) 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 fan should operate in all 3 speeds- if not, there is a wiring problem. The “relay” wire from the Evaporator should be connected to the original fan relay so the fans turn on when the A/C 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 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) and Drier with the 45 degree fitting at the Drier (the Hi-Lo switch and fitting will be on the Drier, between the Condenser and Drier) . The medium size hose (#8) goes between the condenser and the compressor (both are 90 Deg). The large hose (#10-straight) attaches to the Evaporator, and the Compressor (#10-straight). The Compressor will have the two 90deg Service Port fittings. *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!!*

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

USE ENCLOSED TIE WRAPS & HOSE CLAMPS TO SECURE ALL HOSES!

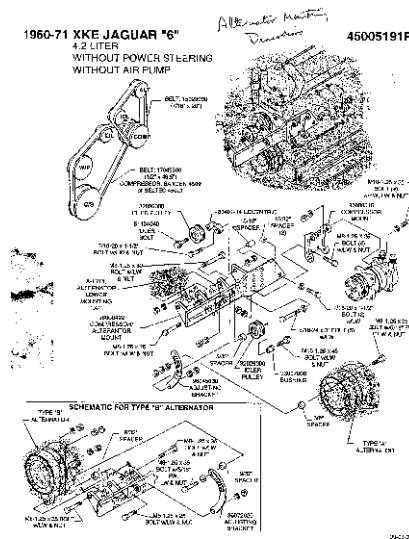
Charging System!

The Compressor comes with the correct Refrigerant oil from the factory. Evacuate the system for a minimum of 30-45 minutes before charging. Longer if possible. This will remove any moisture and reveal any small leaks. After evacuating, the initial R134 charge will be 12-16 oz. and the total will depend upon the outside temperature. At 95-100 deg F, you can expect 225-250 psi high side and 25-35 psi low side at 1000-1200 RPM with a strong Box Fan blowing across the Condenser from the front of the car!

CALL FOR TECHNICAL SUPPORT!!

Technical Support: 972-996-6687- sales@retroair.com

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



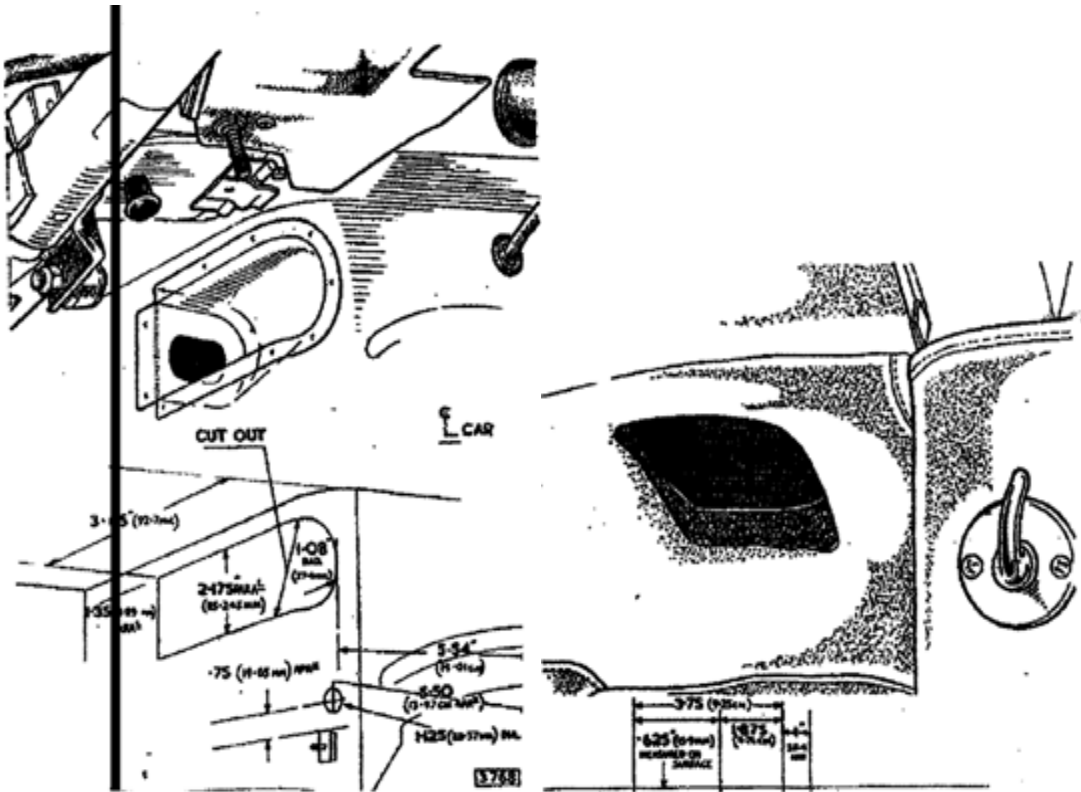
4.2 Bracket Assembly Diagram



LHD Evaporator with Top Finish Panels Installed



Custom Evaporator Bracket installed (1 Side)



RetroAir

JAGUAR XKE S2, A/C FULL KIT- RHD **CONTENTS LIST**

1-3-2016

-Box #1-

1- Custom Design RHD Evaporator Case Assembly

1- Universal Bracket (installed)

Evaporator Pak includes:

2- Custom Mounting Brackets; 2- 1 1/4" Grommets; 2- 1' (1/2") Drain Hoses & Str. Fittings;
2- ABS Case Finish Panels; 4- Black 1/4 X 1/2" Bolts & Flat Washers;
2- 1/4" Black Nuts & Star Washers

1- 4 Pass Multi-Flow (Parallel Flow) Condenser

Condenser Pak includes:

4- Long Condenser Brackets; 8- 10 X 1/2" Condenser Bolts & Nyloc Nuts

Receiver/Drier Pak includes:

1- Receiver/Drier; 1- Hi-Lo Pressure Switch & Harness; 1- In-line Fitting;
2- 14ga Wire Connectors & Heat Shrink; 1- Drier Mounting Bracket;
1- 10 X 3/4" Bracket Screw & Nyloc Nut

Miscellaneous Pak includes:

2 ft- A/C Hose Insulation; 2 ft- Aluminum Tape; 6- Medium Tie Wraps;
2- Large Tie Wraps; 3- 1" Hose Hangers; 3- 10 X 1/2" SM Screws;
1- 30Amp Circuit Breaker; 11- "O" Rings & Lube; 2- Hose Grommets;
1- #10 90deg M/F SP Fitting; 1- #8 90deg M/F SP Fitting

4- A/C Barrier Hoses with Fittings

Instructions/Photo Album

-Box #2-

New RA 5H14-V R134a Compressor

Compressor Pak Includes:

Aluminum Heat Shield; 4'- 14g Wire w/Female Connector Installed

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PLEASE BE SURE YOU UNDERSTAND THE INSTRUCTIONS AND WHERE EACH PIECE GOES!

A Contents List is Included in Instructions Envelope!

KEEP COVERS ON ALL OPENINGS UNTIL CONNECTION TIME!!

Prior to starting, disconnect battery & use the proper repair manual to remove the following: Hood (Bonnet) Assembly; Alternator; Center Radio Console; Any Under-Dash Finish Panels; Carpeting; THIS KIT REQUIRES FABRICATING A RADIO CONSOLE OR USING A MODIFIED OE CONSOLE! IF EQUIPPED W/ LONG IGNITION LOCK, IT WILL HAVE TO BE MOVED OR REPLACED WITH SHORTER OE LOCK!

Install Compressor/Alternator Bracket First!

We have found some differences in Crank Pulley distance!

CONDENSER INSTALLATION

The super efficient Condenser included in this kit can be installed with the four custom brackets and hardware provided, fittings facing left (small fitting on the bottom). Bend or shape brackets so they resemble a “Z” with a tail on it, keeping the Condenser to the right to avoid hitting the hood inner panel. **If not bent correctly, the Brackets will interfere with the Left hand Hood Baffles!** Keep the condenser at least one inch from the radiator so the heat from either unit will not “feed” off each other. Be sure all air possible, either entering the grille or pulled through the radiator by the fans will be forced through the condenser.

COMPRESSOR INSTALLATION

Before mounting the Compressor, the enclosed bracket(s) must be installed (instructions in box). After installing the bracket(s) would also be the time to install the Heat Shield on the exhaust manifold, which will have to be bent, formed and cut as necessary to clear the compressor and /or bracket. On some cars, it may be necessary to remove L/F Compressor “ear” to allow extra clearance to the car Frame!

Keep covers on the fittings until connecting all the hoses at one time.

RECEIVER/ DRIER INSTALLATION (p. 2)

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. Fit the In-Line Fitting w/ Hi-Lo Switch between the Drier “In” and the Condenser. Connect the “live” Compressor wire to one end of the Drier Harness, then 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

IF EQUIPPED WITH EXTENDED IGNITION LOCK, IT MUST BE MOVED OR CHANGED TO THE SHORTER OE LOCK!

Carefully set the unit inside the car to plan where the mounting brackets, A/C hose entry points, drain hoses and wiring will be attached. Series 1-1/2 & 2 with Rocker Switches should attach the ABS Finish Panels for a “finished” Look. Install the ABS Finish Panels after, trimming (open end of Panel to Evap Top- Flat side to front) to size, with Epoxy or Silicone.

THE “BELLY” SURFACE ON THE BOTTOM OF THE EVAPORATOR MUST BE BIASED DOWN TOWARD THE CAR FRONT SO PROPER CONDENSATION DRAINAGE WILL OCCUR! 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 Dashboard panel, approximately ½ to 1-1/2 inches. The Custom Bracket short slot end will attach to the top of the dashboard lip with the plated 1/4X1/2” Bolt, Nut & Washer- the Drivers side should be placed first, due to the limited lip space. The Passenger side can then be mocked up. When you are sure of the spacing and clearances of hoses, wires, etc., drill a hole in the lip to accept the black ¼X1/2” Bolt, Nut and Washer, being sure to allow for bracket adjustment (center of the bracket slot). The 3rd slotted bracket is already attached to the right side by the motor and housing and should be turned to attach to the Dash

Brace above it. All of these brackets are adjustable to allow you to position the Unit correctly. If the car never had A/C, the hoses going to the Evaporator have extra length to be routed through the L/S Pedal Box Blanking Cover using the enclosed Grommets for chafe protection. The 90 Deg end of the #6 Hose and the 90 Deg end of the # 10 Hose will be fitted to the Evaporator Fittings.

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.

These holes should be directly below the hose drain tubes on the Evaporator case.

MAKE SURE THE DRAIN HOLES ARE AWAY FROM FOOT ACTIVITY AND WILL PROPERLY DRAIN UNDER THE CAR!

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 fan should operate in all 3 speeds- if not, there is a wiring problem. The “relay” wire from the Evaporator should be connected to the original fan relay so the fans turn on when the A/C 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 before installing hoses!! There are 2 small hoses (#6)-the 52” one is attached between the evaporator (90 Deg) and the rear drier fitting (90 Deg). The 38” hose will attach between the Condenser (90 Deg) and HiLo Switch Fitting attached to the Drier with the 45 degree fitting at the Fitting. The medium size hose (#8) goes between the condenser and the compressor (both 90 Deg). The large hose (#10-straight) attaches to the Evaporator (90 Deg- 52”) , and the Compressor (#10-straight). Between the hoses and the Compressor you will have the two small 90deg Service Port fittings. *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 3-4oz. R134a Compatible Oil (PAG100), and 12-16 ounces of R134a Refrigerant! Use Box Fan Blowing across Condenser at Front of car.

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

USE ENCLOSED TIE WRAPS & HOSE CLAMPS TO SECURE ALL HOSES!

PART NO.	DESCRIPTION	QTY
96000545	COMP/ALT MOUNT	1
96000546	COMP CRADLE	1
96045030	ADJUSTING ARM	1
32026000	IDLER PULLEY	2
83401-00	ECCENTRIC	1
92534000	BOLT KIT	1
	BOLT,5/16-18X1", HH	5
	BOLT,5/16-18X1-1/2", HH	3
	BOLT,5/16-24X3", HH	5
	BOLT,3/8-16X1-1/2", HH	4
	BOLT,3/8-16X1-3/4", HH	1
	BOLT,7/16-20X1-1/2", HH	2
	BOLT,1/2-20X1", HH	1
	NUT,5/16-18, HH	8
	NUT,3/8-16, HH	5
	LOCKWASHER, 5/16"	13
	LOCKWASHER, M10	5
	LOCKWASHER, 7/16"	2
	FLATWASHER, 5/16"	4
	FLATWASHER, M10 (.708 OD)	4
	FLATWASHER, 7/16" SAE	1
	FLATWASHER, M8 (7/8 OD X 13/32 ID)	1
	STARWASHER, 1/2"	1
51134040	IDLER BOLT	1
64650-08	SPACER (.75X.34X.250)	1
64650-18	SPACER (.75X.34X.562)	2
64660-30	SPACER (.75X.41X.937)	1
64770-11	SPACER (.88X.47X.343)	1
64770-14	SPACER (.88X.47X.437)	2
93007000	IDLER BUSHING	1
15031500	BELT, ALTERNATOR	1
15048500	BELT, COMPRESSOR	1
45005670F	SCHEMATIC	1

INSTALLATION INSTRUCTIONS 45005670F

- DISCONNECT BATTERY.REMOVE RADIATOR TANK, ALTERNATOR,BELT AND OEM MOUNT.DISCARD MOUNT AND BELT.
- INSTALL COMPRESSOR CRADLE MOUNT ON TO THE MAIN MOUNT USING (4) 5/16-18X1" BOLTS WITH LOCKWASHERS AND NUTS.
- INSTALL COMPRESSOR/ALTERNATOR MOUNTING BRACKET USING (5) 5/16-24X3" BOLTS AND (1) 15/16" SPACER WITH LOCKWASHERS IN THE FRONT WATER PUMP BOLT HOLES AND (2) 7/16-20X1-1/2" BOLTS WITH LOCKWASHERS AND 7/16" SPACERS IN SIDE ENGINE BOSSES.INSTALL 1/2-20X1" BOLT WITH STARWASHER THRU IDLER PAD. TIGHTEN ALL BOLTS SECURELY.NOTE: VEHICLES WHICH HAVE NUMBERS CAST IN THE WATER PUMP MUST BE GROUND OFF TO ALLOW PROPER BOLT ALIGNMENT.
- ATTACH COMPRESSOR TO CRADLE MOUNT USING (4) 3/8-16X1-1/2" BOLTS WITH FLATWASHERS, LOCKWASHERS AND NUTS.TIGHTEN BOLTS.
- ATTACH THE ALTERNATOR TO THE MOUNT USING 5/16-18X1-1/2" BOLT WITH LOCKWASHER,9/16" SPACER (FOR ALIGNMENT)AND NUT THRU THE FRONT EAR AND REPEAT FOR REAR EAR.ATTACH THE ADJUSTING ARM TO MOUNT USING 5/16-18X1" BOLT WITH FLATWASHER,LOCKWASHER AND NUT. CONNECT SLOTTED END TO ALTERNATOR USING 5/16-18X1-1/2" BOLT WITH 1/2" SPACER,7/16" FLATWASHER,LOCKWASHER AND NUT.DO NOT TIGHTEN AT THIS TIME.
- ATTACH LOWER IDLER PULLEY TO MOUNT USING 3/8-16X1-3/4" BOLT WITH BUSHING,11/32" SPACER, LOCKWASHER AND NUT.TIGHTEN SECURELY. ATTACH UPPER IDLER PULLEY TO THE ECCENTRIC USING IDLER BOLT AND 7/16" FLATWASHER. INSTALL THIS ASSEMBLY ON MOUNT USING 1/2-20X1" BOLT PREVIOUSLY INSTALLED DO NOT TIGHTEN AT THIS TIME.
- THREAD COMPRESSOR BELT AROUND CRANK PULLEY, IDLER PULLEY, CLUTCH AND WATER PUMP. ADJUST TO PROPER TENSION WITH THE ECCENTRIC AND TIGHTEN 1/2" BOLT. THREAD ALTERNATOR BELT AROUND CLUTCH, IDLER PULLEY AND ALTERNATOR, ADJUST TO PROPER TENSION.RELOCATE RADIATOR TANK AND RECONNECT BATTERY.

CAUTION:
BEFORE RELEASING VEHICLE TO CUSTOMER

CHECK ALL RADIATOR AND HEATER HOSES,FUEL AND OIL LINES,COMPRESSOR,MOUNT,BRACES AND CLUTCH FOR CLEARANCE,ALSO CHECK FOR PROPER BELT ALIGNMENT.

1965-71 JAGUAR XKE SERIES II
4.2 LITER "6"
WITHOUT POWER STEERING
WITHOUT AIR PUMP
FOR JAGUAR ALTERNATOR

45005670F

