

RetroAir

JAGUAR XKE S2 - A/C UPGRADE KIT

3-18-2016

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Box 1

Custom Serpentine Evaporator Core

1- Expansion Valve; 1- Extension Tube; 1- Moisture Barrier; 1- Insulation Strip (*all installed*)

Evaporator Pak includes:

5- Black Rivets; 12"- Cork Sealing Tape

4 Pass Multi-Flow Condenser

Condenser Pak includes:

4- Custom Long Brackets; 8- 10 X 3/4" Machine Screws & Nyloc Nuts

4- A/C Barrier Hoses with Fittings

Receiver/Drier Pak includes:

1- Receiver/ Drier; 1- Hi/Lo Pressure Switch & Harness;
1- In Line Adapter; 2- 14ga. Wire Connectors & Heat Shrink; 1- Mounting Bracket;
1- 10 X 3/4" Machine Screw & Nylock Nut; 4ft- 14ga. Wire w/ Female Connector

Custom Compressor Upgrade Bracket

1- Adapter Bracket; 2- 3/8" X 1-1/4" Gr.8 Bolts; 2- 3/8" X 1 3/4" Gr.8 Bolts;
5- 3/8" X 1" Gr.8 Bolts; 9- 3/8"-24 Gr.8 Nuts; 9- 3/8" Lock Washers;
2- 3/8" ID X 3/8" Spacers; 9- 3/8" Flat Washers; 2-3/8" X 1/16" Silver Washers

Motor Pak includes:

1- Motor; 2- Nuts w/ Star Washers; 2- Wire Connectors & Heat Shrink

Miscellaneous Pak includes:

1- #8 90deg M/F SVC fitting; 1- #10 90deg M/F SVC fitting;
11- "O" Rings & Lube; 6- Medium Tie Wraps; 2- Large Tie Wraps;
1 ft- A/C Hose Insulation; 2 ft- Aluminum Tape; 3- 6" Insulation Putty; 1- Belt 9540

Instructions/Photo Album

Box 2

Sanden/Behr 5H14-V Compressor (R134a)

1- Male Wire Connector (Installed); 1- Manifold Heat Shield

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Jaguar XKE S2 - A/C Upgrade Kit (For Existing Dealer Installed A/C) 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).

KEEP COVERS ON ALL OPENINGS UNTIL CONNECTION TIME!!

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

Under Dash Evaporator Assembly; Compressor; Condenser; Drier and Hoses.

TAKE CARE WHEN REMOVING THE EVAPORATOR CASE AS IT IS VERY FRAGILE!

Install Compressor/Alternator Bracket First!!
We have found different pulley distances on the same models!

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 as original). Bend and drill the Brackets to fit your Radiator width and mounting holes. **Brackets should be bent in a modified "Z" pattern to keep from Hood interference!** 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. Although probably not needed, this could be accomplished by installing a barrier on all sides between the radiator and condenser.

COMPRESSOR INSTALLATION (A/C Cars with P/S)

After removal of the stock compressor, mount the Sanden Compressor Adapter to the original compressor mounting bracket. This may require welding or fabricating new Brackets. You should now be able to mount the Sanden Compressor and adjust it so the pulleys line up as original. A new belt will then have to be fitted. Keep covers on the fittings until connecting all the hoses at one time.

COMPRESSOR INSTALLATION (A/C & Non A/C Cars- No P/S)

Install the included Compressor/Alternator Kit making sure the rear Compressor pulley groove lines up with the rear Crank/Water pump pulley. The Alternator is mounted facing the engine and driven by the Compressor front pulley groove. The instructions in the box will guide you on the rest of the Bracket installation.

RECEIVER/ DRIER INSTALLATION

The new Drier will go in the same location as original (next to the Brake and Clutch Reservoir) with the arrow pointing to the rear of the car or the “in” fitting hose is from the Condenser. Fit the new Hi-Lo switch and Harness if not already installed. Cut the “live” Compressor wire and connect one end of the Harness to the Compressor end and connect the other end to the remaining “live” feed with the enclosed connectors. This switch will shut the Compressor off if either too much, or too little pressure is detected in the system.

EVAPORATOR CORE AND MOTOR INSTALLATION (2)

After removing and disconnecting the Evaporator assembly, Hoses and wires, carefully take the case sections apart. **BE EXTREMELY CAREFUL AS THE CASE AND LOUVERS ARE VERY DELICATE!** Remove the evaporator core which is held in by “Pop” rivets. Before removing the motor by separating it from the blower wheel, measure the distance from the top of the wheel to the underside of the upper case. This measurement will be needed when installing the new motor. Install the Expansion valve and extension tube with a lubed “O” ring and attach the Capillary Tube bulb to the other line (low Pressure) with the enclosed clamp. Only the 2 tubes & fittings should be visible outside the case. Place the new Evaporator Core in the original location and mark/drill the new holes for the new “Pop” rivets to install. The connection tubes may be carefully shaped to your case, if needed. Be sure that all possible air is going through the evaporator core, but allowing adequate air to reach the resistor Fan Switch. Closed foam or similar barrier should be installed at both ends to insure this requirement, keeping in mind that this type of switch builds up a lot of heat and can potentially melt the foam. With the motor removed, it will be necessary to enlarge the ¼” shaft hole, in the original Blower Wheel, to 5/16” after removing the set screw. The new motor is a more powerful “Permanent Magnet” unit and can use the alternate holes in the mounting Plate to install as original. The original motor enclosure can also be used to keep the original appearance. Install the Blower wheel using the original set screw and “Loctite” on the shaft and screw. Use the included connector to connect the original motor wire. Make sure of the reversible motor direction- the original wheel turns clockwise when viewed from the top of the case. Assembly of the case is reverse of disassembly. Be sure to seal all edges of the case and install the “sticky” tape around the Tube outlet openings to prevent air loss.

A/C HOSE CONNECTIONS

REMOVE COVERS ONLY AT CONNECTION TIME!!

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

There are four A/C hoses with your kit. Attach all hoses and fittings hand tight to install in the original positions with the Service Ports on the Compressor and Everything is Aligned and Clear Before Final Tightening.

Make sure that the flow arrow on the Drier is pointing to the rear of the car or the “in” fitting hose is from the Condenser.

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

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

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

Relay Wiring

