

RetroAir

JAGUAR XKE S3, A/C FULL KIT- LHD

S2 Evaporator Case, S6 Compressor

CONTENTS LIST

11-14-2013

-Box #1-

1- Custom Design Evaporator Case Assembly

Evaporator Pak includes:

- 2-Custom Mounting Brackets; 2- 1 ¼" Grommets; 2- ½" Drain Hoses & Str. Fittings;
- 2- ABS Case Finish Panels; 4- Black ¼ X ½" Bolts & Flat Washers;
- 2- ¼" Black Nuts & Star Washers; 1- Universal Bracket

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

Condenser Pak includes:

- 4- Long Condenser Brackets; 8- 10 X ¾" Condenser Bolts & Nyloc Nuts

Receiver/Drier Pak includes:

- 1- Receiver/Drier; 1- Hi-Lo Pressure Switch & Harness; 1- In-line Fitting;
- 2- Wire Connectors & Heat Shrink; 1- Drier Mounting Bracket;
- 1- 10 X ¾" Bracket Screw & Nyloc Nut

Miscellaneous Pak includes:

- 6- Medium Tie Wraps; 2- Large Tie Wraps; 3- 1" Hose Hangers; 3- 10 X ½" 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

Aluminum GM/A6 Compressor

Compressor Pak Includes:

- GM Compressor Block w/ Ports;
- 6'- 14g Wire w/Female Connector Installed

V12 Custom Compressor Bracket Set

All Necessary Pulleys, Nuts, Bolts and Ancillary Items

RetroAir

JAGUAR XKE S3, A/C FULL KIT- RHD

S2 Evaporator Case, S6 Compressor

CONTENTS LIST

11-14-2013

-Box #1-

1- Custom Design Evaporator Case Assembly

Evaporator Pak includes:

2-Custom Mounting Brackets; 2- 1 ¼" Grommets; 2- ½" Drain Hoses & Str. Fittings;
2- ABS Case Finish Panels; 4- Black ¼ X ½" Bolts & Flat Washers;
2- ¼" Black Nuts & Star Washers; 1- Universal Bracket

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

Condenser Pak includes:

4- Long Condenser Brackets; 8- 10 X ¾" Condenser Bolts & Nyloc Nuts

Receiver/Drier Pak includes:

1- Receiver/Drier; 1- Hi-Lo Pressure Switch & Harness; 1- In-line Fitting;
2- Wire Connectors & Heat Shrink; 1- Drier Mounting Bracket;
1- 10 X ¾" Bracket Screw & Nyloc Nut

Miscellaneous Pak includes:

6- Medium Tie Wraps; 2- Large Tie Wraps; 3- 1" Hose Hangers; 3- 10 X ½" 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

Aluminum GM/A6 Compressor

Compressor Pak Includes:

GM Compressor Block w/ Ports;
6'- 14g Wire w/Female Connector Installed

V12 Custom Compressor Bracket Set

All Necessary Pulleys, Nuts, Bolts and Ancillary Items

JAGUAR RHD/LHD XKE S3- A/C FULL KIT

INSTRUCTIONS

OPEN AND CHECK SHIPMENT!

Shortages Must Be Reported Within 5 Days

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; Center Radio Console; Under-Dash Parcel Shelves;

THIS KIT REQUIRES MODIFYING THE RADIO CONSOLE!

Install Compressor 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 right (small fitting on the bottom). Bend or shape brackets so they resemble a “Z” with a tail on it, keeping the Condenser to the left to avoid hitting the hood inner panel. **If not bent correctly, the Brackets will interfere with the Hood!** 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-The large Front section will mount to the front of the “V” valley. The rear will mount to the valley cover, in the rear, with the original bolts and line up with the Compressor mounts. See pictures.

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

RECEIVER/ DRIER INSTALLATION (p. 2)

The new Drier should go on the right side of the car to facilitate installation 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 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

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.

THE “BELLY” SURFACE ON THE BOTTOM OF THE EVAPORATOR MUST BE SLANTED 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 $\frac{1}{4}$ x $\frac{1}{2}$ ” 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, approximately $\frac{1}{2}$ to 1 inch. The Custom Bracket short slot end will attach to the top of the dashboard lip with the plated $\frac{1}{4}$ X $\frac{1}{2}$ ” 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 $\frac{1}{4}$ X $\frac{1}{2}$ ” 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. If the car never had A/C, mark the transmission tunnel (see LHD picture- on RHD, it will be the opposite side) 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. **MANY OF THESE FITTINGS WERE NOT INSTALLED SO THE HOSE LENGTH CAN BE SHORTENED, IF NECESSARY!**

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 other black wire from the Evaporator will act as a “trigger” for the Relay. 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. Use the “Relay” wire to connect to the original Fan relay so they turn on when the A/C is switched 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 diameter hoses (#6) one is attached between the evaporator and the rear drier fitting. The hose will attach between the Condenser (90 Deg) and Drier with the 45 degree fitting at the Drier. The medium size hose (#8) goes between the condenser and the compressor. The large diameter hose (#10) attaches to the Evaporator, and the Compressor. 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 for 30-45 minutes and then Charged with approximately 12-16 ounces of R134a Refrigerant! (Compressor is shipped with correct oil capacity)

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

(Page 4)

CALL OR EMAIL.

**DO NOT HESITATE TO 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!**

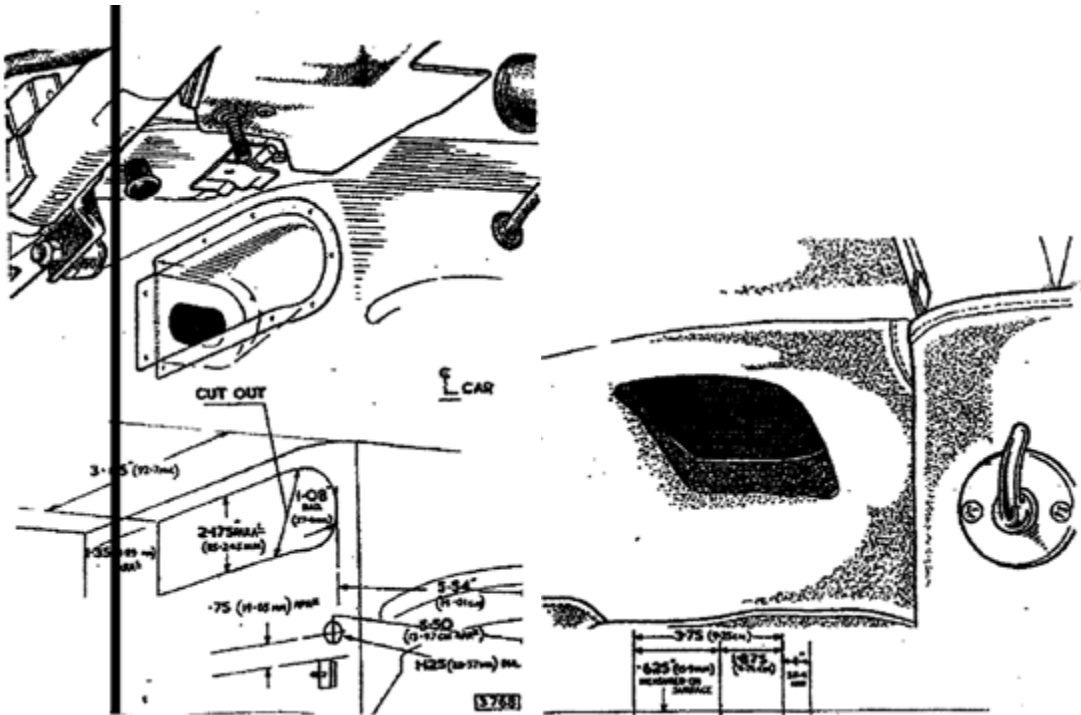
4.2 Bracket Assembly Diagram



LHD Evaporator with Top Finish Panels Installed



Custom Evaporator Bracket installed (1 Side)



**(Left Illustration) LHD Transmission Cover Hose Tunnel- Replicate for RHD
(Right Illustration for LHD Cars Only)**

