

# *RetroAir*

## **Ferrari 308 - A/C Upgrade Kit**

### **CONTENTS**

4/14/2014

#### **1- High-Output Double Blower/Motor Assembly**

##### **Blower Pak**

- 1- 308 Blower Fan Reinforcement Plate;
- 12- #8 X ½" Machine Screws, Lock Washers, & Square Nuts;
- 4- Fender Washers

##### **Evaporator Pak**

- 1- R-134 Expansion Valve; 1- Exp Valve Bulb Clamp;
- 12"- Cork Sealing Tape; 14- 1/8" Black Rivets;
- 3- 14" Sheets Foam Rubber Tape

##### **4- A/C Barrier Hoses**

Fittings, Clocked & Fitted (Compressor Ends Left Off)

##### **Sanden/Behr RA7H13V Compressor**

w/ Ferrari Clutch installed

##### **Mini-York to Sanden Adapter Compressor Bracket**

Kit included hardware *plus*

- 3- 10mm X 1.25 X 60 8.8 Bolts, Flat Washers, Lock Washers, & Nuts.

##### **Condenser Pak:**

- 2- Custom Long Brackets; 2- Custom Short Brackets;
- 9- #10 X ½" Machine Screws & Nylock Nuts;

##### **Receiver Drier Pak:**

- 1- Polished Aluminum Receiver/Drier; 1- Hi-Lo Pressure Switch & Harness; 2- 14ga Wire Connectors & Heat Shrink

##### **Misc. Pak:**

- 5- #6 O-rings; 5- #8 O-Rings; 3- #10 O-Rings; 1- Tube O-ring Lube;
- 2- Compressor T-Fittings SVC (#8,#10); 2- Barb Splicers (#8,#10);
- 2- Straight Fittings (#8,#10)

##### **7340 V Belt**

##### **Instructions**

##### **11"X20" Multi-Flow Condenser**

- 2- Custom Hard lines (#6, #8) w/Plastic Brackets**

# *RetroAir*

## Ferrari 308GTB - A/C Upgrade Kit

### Designed For Use With R134 Refrigerant!

#### INSTRUCTIONS-9/15/11

##### Evaporator

Refer to your Workshop Manual to remove the evaporator case assembly from the car. Prior to removing, the Expansion Valve and Bulb Clamp, in the front compartment, should be separated from the unit (taking note of its position and angle). Drill out the Pop rivets holding the front and rear halves of the case together and separate them. Unbolt the evaporator core, airflow directional vanes, and blower unit from the rear case half.

You will re-use the stock evaporator core, so it ***MUST*** be thoroughly flushed before re-installing. Once flushed, seal the openings for the remainder of the installation process, to prevent any contaminants from entering.

**Any left over contaminants have the potential to destroy the new components, voiding our warranty!**

Apply the wide rubber tape to the top and bottom of the evaporator core to seal when inside the case. Insert the reinforcement plate into the inside rear of the case, using the four outermost holes for alignment. Center the rectangular air passages of the plate to the passages in the plastic case, and drill the holes in the plastic needed to mount the new blower unit. Position the blower, lining up the twelve holes. Fasten the blower and inside reinforcement plate by the inner 6 holes, sandwiching the case. Use the included machine screws with square nuts facing out. *It may be easier to drill one hole and then add a fastener before drilling another.* Finish securing the blower through the outer 6 holes using the included rivets facing out, with the rivet washers on the outside of the case. Clean off any old sealer residue from the Evaporator Case halves.

Use the included Pop rivets to attach the two case halves together, and seal with silicone sealer. Install the expansion valve and bulb clamp after replacing the assembly in the original position.

### Condenser

The original Condenser will have to be removed with the Radiator (this would be a good time to have the Radiator repaired and tested). The Retroair Condenser, with the custom Hard Lines, will be installed with the custom Brackets supplied with the Kit, but again it must be installed with the Radiator. The enclosed Brackets will mate up to the original and the Hard Lines will “mimic” the original set-up.

### A/C Hoses

The Hoses supplied with the Kit are Barrier-type hoses that meet or exceed the Latest-Model Original Equipment, and are the same length and Fitting configurations except for a shorter hose from the Drier to the Condenser Hard Line. The two long Hoses come without fittings attached so as to facilitate installation through the Rocker Panels/Frame. The two “T” Fittings with Service Ports get attached to the included Compressor with the straight Compressor Hose Fittings attaching to them after crimping the hose ends.

### Compressor

Use the Workshop Manual to remove the original York-style Compressor from the Engine- retain all the spacers to remount the new Compressor. The new Compressor and adapter will only use the Top Bracket of the 2 piece original Bracket. To install, mount the Bracket, without tightening, back on the Engine and then mount the Compressor/Adapter to the Bracket. Some original spacers may be needed to align the Compressor. Leave the Compressor loose to facilitate Belt installation. The Bottom part of the Mount will not be needed. Be sure the fittings are mounted in the correct direction.

### Receiver/Drier

Our Drier will replace the original and will have a Hi-LO switch installed which will eliminate the need for the Drier to Evaporator original fitting and Lo pressure switch. This eliminates one connection to further the objective of being a Maintenance Free System with the fewest connections possible.

### Charging

The system is now smaller due to the more efficient Condenser, therefore needing less Refrigerant and oil than original. The Compressor already has the proper amount of oil. 12-16 oz of R134 Refrigerant- use the pressures to measure the charge of the system. At 90-95 degrees F, look for High Pressure of approx.. 200-225 PSI and a Low Pressure of approx.. 25-30 PSI.

*Technical Help? Call 972-996-6687*