Evaporator Conversion Kit
1973-77 Corvette

#50-0073 - 1973-76 w/A6 Compressor
#50-0076 - 1976-77 w/ R4 Compressor

Cooling the Classics
OLD AIR PRODUCTS
Division of Cold Air Products Inc.
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817-531-2665 or FAX 817-531-3257

Prepare Vehicle for installation:

1) Remove Refrigerant from A/C system.

2) Disconnect Battery

3) Drain Coolant from Engine & Radiator

4) Remove original A/C Hoses & VIR Assembly.

5) Remove Evaporator Coil from case.

6) Flush & Clean Condenser assembly.

Begin Installation:

Note: Instruction Photos shown with evaporator case removed from vehicle for clarity.

7) Install evaporator coil into case and insert Foam Seals around evaporator tubes.

8) Trim original VIR support bracket as shown.

9) Align bracket with original mounting screw, mark & drill hole and attach with hex head screw provided.

10) Connect accumulator to evaporator outlet using o-ring seal. Secure with wrap around clamp and #14 x 3/4” hex head screw to support bracket.

11) Insert Orifice Tube into Evaporator Inlet.

12) Connect liquid line/tubes from evaporator to condenser using o-ring seals as required.

15) Connect A/C Hose assembly to compressor using o-rings or sealing washers as required.

16) Connect Suction Hose to Accumulator with o-ring Seal.

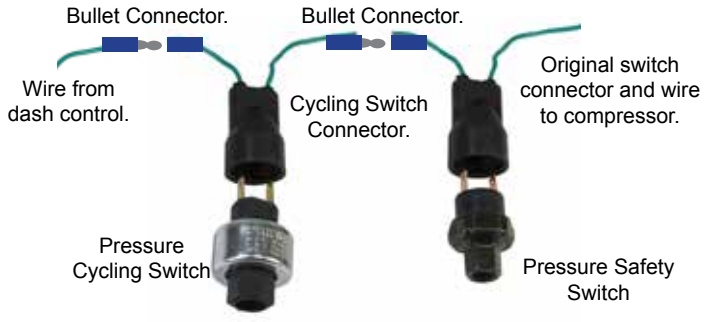
17) Connect Discharge Hose to Condenser inlet using o-ring seal.

18) Install Pressure Safety Switch to port on liquid line.

19) Attach original wires/connector to pressure safety switch.

20) Install Pressure Cycling switch to port on evaporator outlut tube.

21) Connect wire harness connector on pressure safety switch.



22) Clip wire between pressure safety switch and control and connect wires from pressure switch connector with bullet connectors as shown.

23) Check to make sure all wires, and hoses are secured away from hot surfaces, sharp edges and moving parts that may damage the system componants.

EVACUATION AND CHARGING, should be performed by a qualified technician.

24) Systems using the original syle A6 or R4 compressor will require 10 ounces of oil. Use PAG 150 with 134a refrigerant or Mineral Oil with R12 refirgerant.

25) Due to the Low Pressure Protection of the pressure switch, it will be necessary to use a jumper wire across the two terminals of the safety switch boot connector while adding the first two pounds of refrigerant.

26) **If using 134a refrigerant**, the amount required is usually 10 to 15% less than the original R-12 charge.

27) Pressure switch adjustment:
FOR 134A Refrigerant - no adjustment necessary, Clutch should cycle OFF at 22psi and ON about 42psi of low side pressure. (+,-3 PSI)

R-12 ONLY !!! It may be necessary to adjust the screw between the male electrical terminals of the pressure switch, 1/4 to 1/2 turn clockwise, so the clutch cycles OFF AT 27-30 psi. of low side pressure.

28) Leak test System after charging.