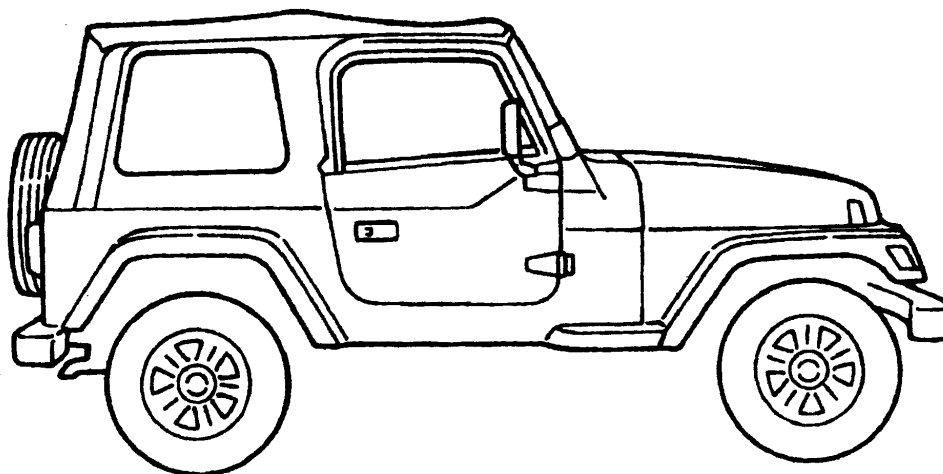




DEALER INSTALLED AIR CONDITIONING INSTALLATION INSTRUCTIONS

**1997-1998 WRANGLER
with 2.5L/4.0L Engine**



1X010363	82206577		
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SAFETY

REFRIGERANT R-134a

R-134a a non-toxic, non-flammable, clear colorless liquefied gas. R-134a refrigerant is not compatible with R-12 refrigerant in an air conditioning system. Even a small amount of R-12 in an R-134a system will cause compressor failure, refrigerant oil sludge or poor air conditioning system performance.

CAUTION:

NEVER ADD R-12 TO A SYSTEM DESIGNED TO USE R-134a. DAMAGE TO THE SYSTEM WILL RESULT.

NEVER ADD R-12 EQUIPMENT OR PARTS TO AN R-134a SYSTEM. DAMAGE TO THE SYSTEM WILL RESULT.

R-12 COMPRESSOR OIL CANNOT BE MIXED WITH THE R-134a COMPRESSOR OIL. THEY ARE NOT COMPATIBLE.

REFER TO THE CHRYSLER SERVICE MANUAL FOR SERVICING AND DIAGNOSTIC INSTRUCTIONS.

When servicing an air conditioning system, an A/C charging station and refrigerant recovery/recycle device for R-134a should be used. This device must meet SAE standard J2210. Contact an automotive service equipment supplier for charging and refrigerant recycling/recovering equipment. Refer to the operating instructions provided with the equipment for proper operation. A manifold gauge set may be used in conjunction with same charging and/or recovery/recycling equipment (see service manual). The service hoses on the gauge set being used should have manual (turn wheel) or automatic back flow valves at the service port connector ends. This will prevent refrigerant from being released into the atmosphere.

WEAR SAFETY GLASSES, RUBBER GLOVES AND PROTECTIVE CLOTHING WHEN SERVICING A BATTERY. THE BATTERY ELECTROLYTE CONTAINS SULFURIC ACID AND WILL CAUSE HARM IF IT CONTACTS SKIN, EYES OR CLOTHING. IT WILL ALSO DAMAGE PAINTED (AS WELL AS UNPAINTED) SURFACES OF A VEHICLE. IF SULFURIC ACID CONTACTS ANY OF THESE, FLUSH IMMEDIATELY WITH LARGE AMOUNTS OF WATER, IF SULFURIC ACID CONTACTS SKIN OR EYES, GET IMMEDIATE MEDICAL ATTENTION. DO NOT SMOKE IN THE VICINITY OF A BATTERY. KEEP OPEN FLAMES AND SPARKS AWAY FROM BATTERY FILLER CAPS BECAUSE EXPLOSIVE GAS IS PRESENT.

WARNING:

THE AIR BAG SYSTEM IS A SENSITIVE, COMPLEX ELECTRO-MECHANICAL UNIT. BEFORE ATTEMPTING TO DIAGNOSE, REMOVE OR INSTALL THE AIR BAG SYSTEM COMPONENTS YOU MUST FIRST DISCONNECT AND ISOLATE THE BATTERY NEGATIVE (GROUND) CABLE. WAIT TWO MINUTES, FOR THE SYSTEM CAPACITOR TO DISCHARGE BEFORE FURTHER SYSTEM SERVICE. FAILURE TO DO SO COULD RESULT IN ACCIDENTAL DEPLOYMENT OF THE AIR BAG AND POSSIBLE PERSONAL INJURY. THE FASTENERS, SCREWS, AND BOLTS ORIGINALLY USED FOR THE AIR BAG COMPONENTS HAVE SPECIAL COATINGS AND ARE SPECIFICALLY DESIGNED FOR THE AIR BAG THEY MUST NEVER BE REPLACED WITH ANY SUBSTITUTES. ANY TIME A NEW FASTENER IS NEEDED, REPLACE WITH CORRECT FASTENERS PROVIDED IN THE SERVICE PACKAGE OR FASTENERS LISTED IN THE PARTS BOOKS. SAFETY GLASSES SHOULD BE WORN AT ALL TIMES!

All Air Conditioning systems should, be installed by qualified personnel.

Refer to Chrysler Service Manual for servicing or diagnostic instructions.

INSTALLERS NOTES:

Do not remove plastic caps from hoses, condenser, evaporator or accumulator until component connections are made. Plastic caps prevent moisture and trash from contaminating the A/C system during installation. This is particularly important with the accumulator, which will absorb moisture from the air very quickly.

Do not remove caps from the suction or discharge fittings on the compressor until the hose connections are to be made.

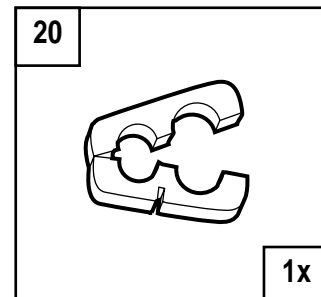
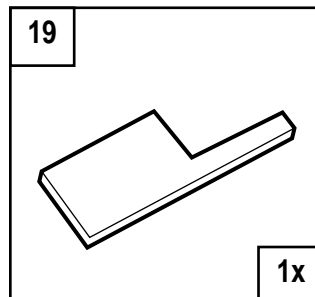
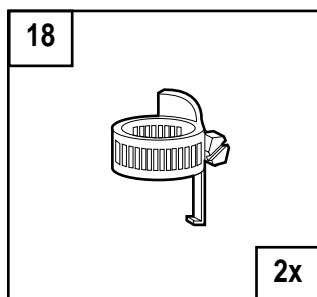
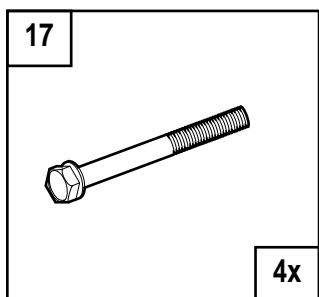
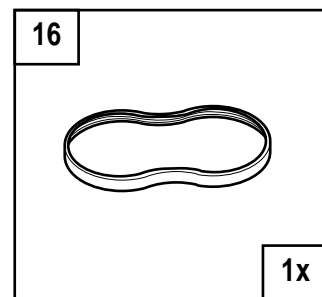
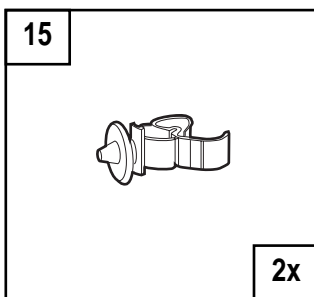
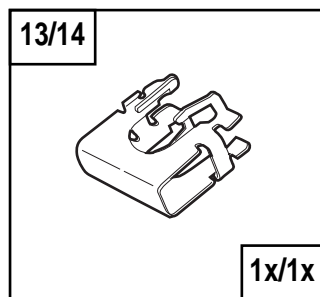
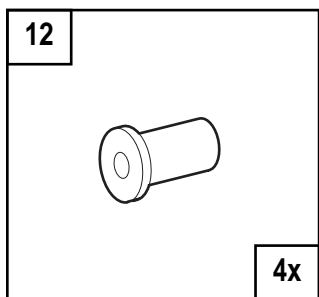
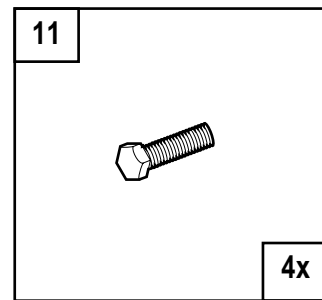
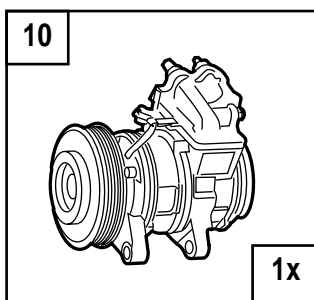
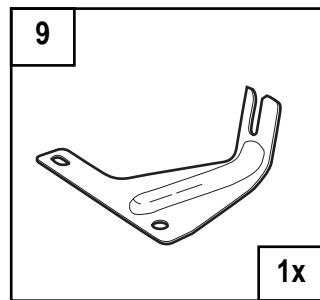
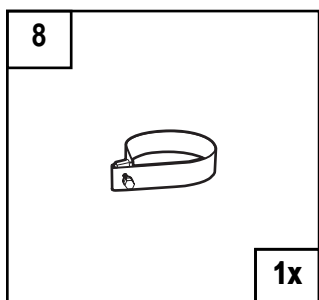
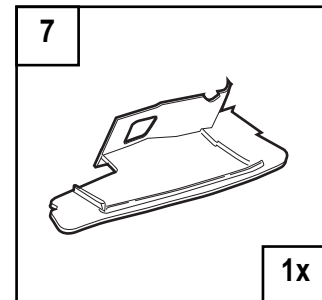
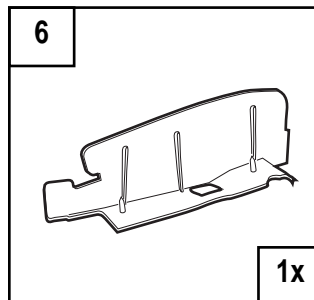
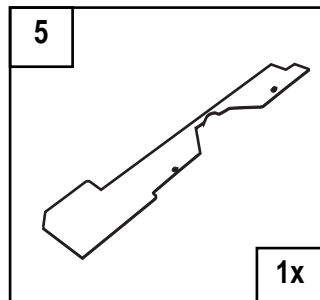
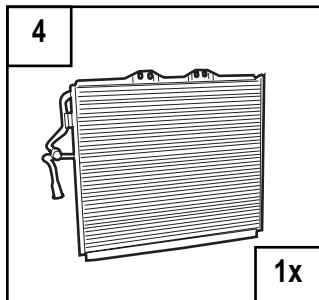
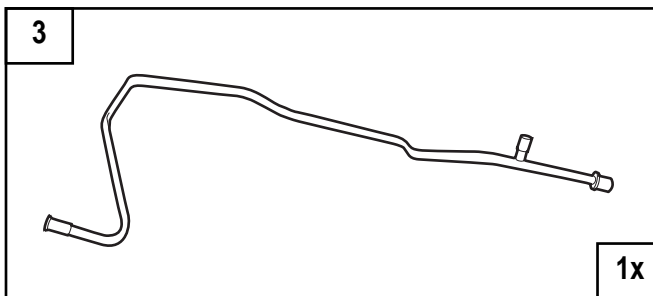
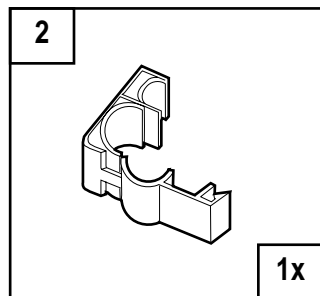
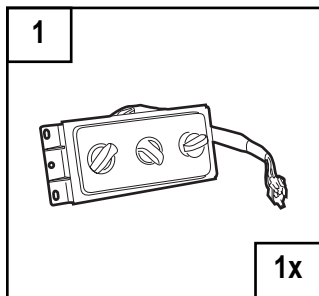
Do not apply refrigerant oil to the metal fitting gasket. Gaskets are designed to be installed dry – FREE OF OIL.

Be sure fittings are free of dust, dirt and scratches prior to installation.

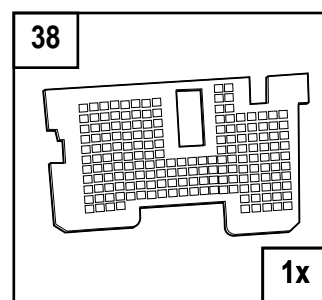
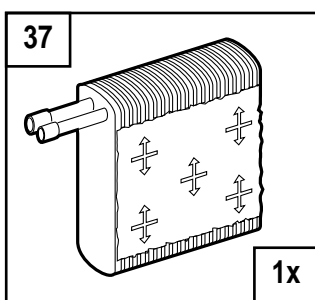
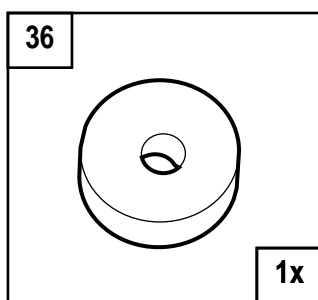
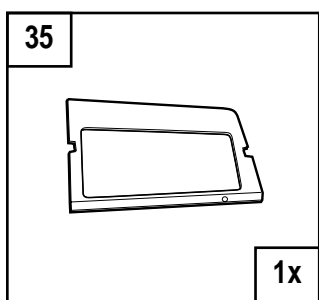
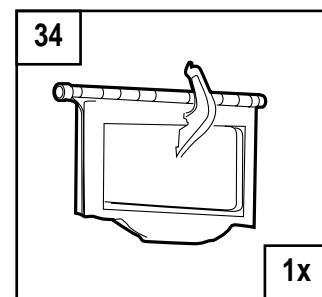
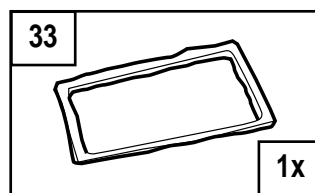
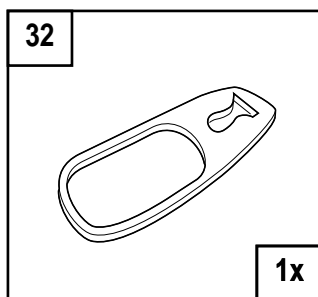
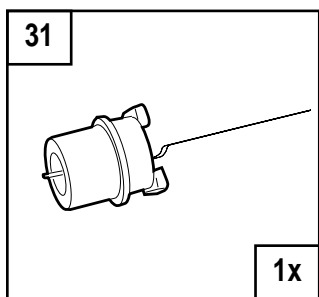
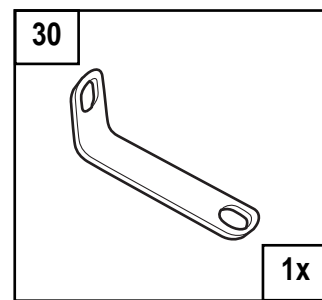
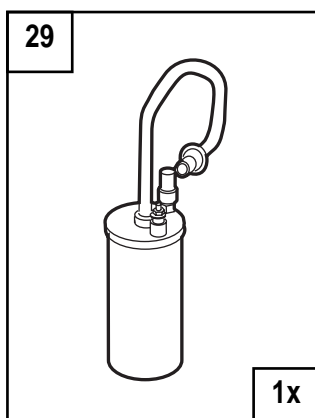
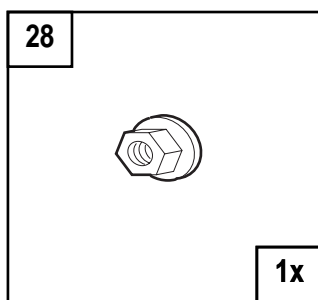
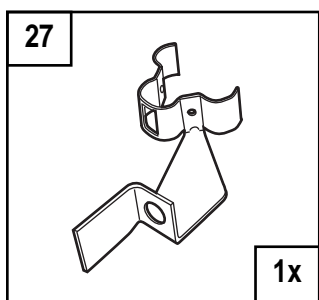
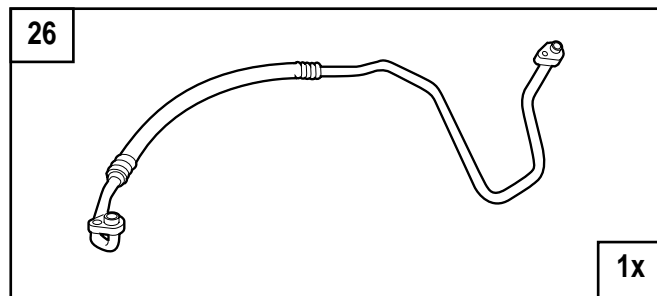
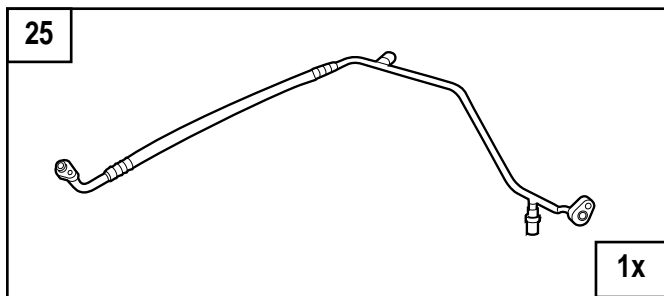
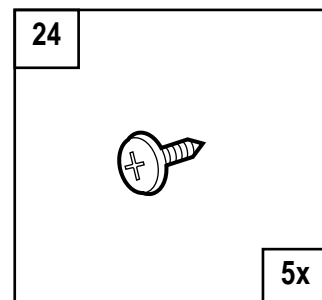
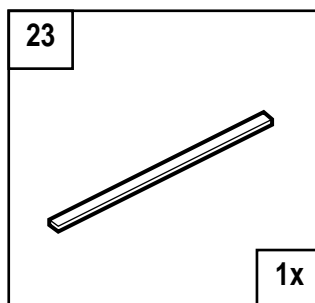
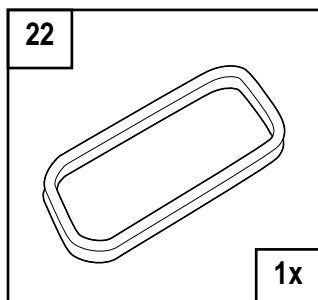
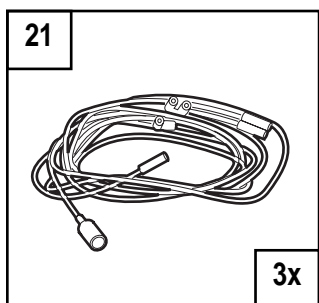
NOTE:

AFTER INSTALLATION, CHECK REFRIGERANT HOSE/PIPE CONNECTIONS FOR LEAKS.

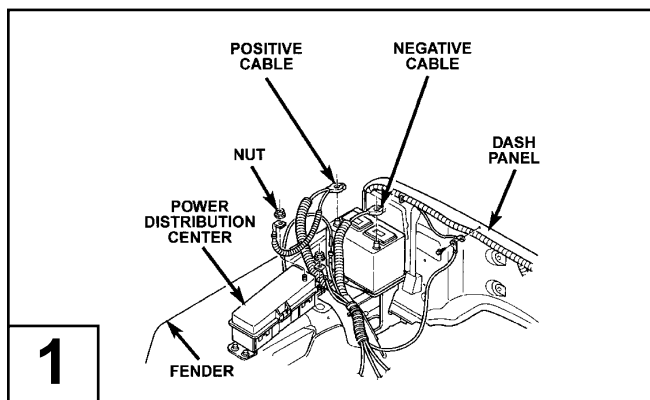
KIT CONTENTS



KIT CONTENTS



VEHICLE PREPARATION



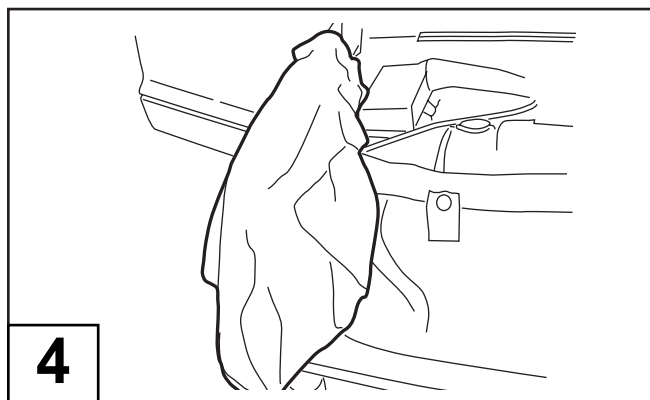
Disconnect the battery Negative (-) cable.



Check all parts against the parts list. Make sure all parts are in good condition.



Leave all hoses, lines and fittings covered until time of installation to prevent moisture from entering the system.



Read the instructions thoroughly before starting installation. Pay special attention to the torque specifications where specified.

Use fender covers when installing under-hood components to prevent scratching painted surfaces.

INSTRUMENT PANEL REMOVAL

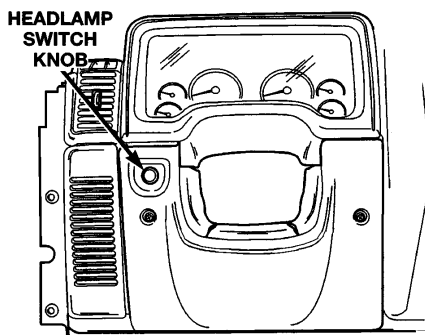
1

Place the wheels in a straight-ahead position.

2

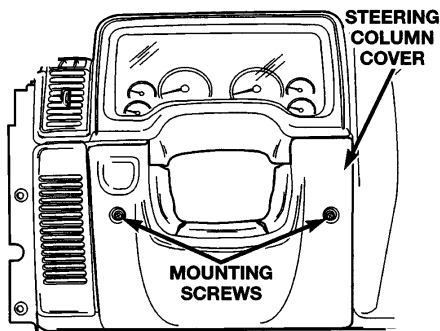
If the vehicle is so equipped, move the tilt steering column to the fully raised position.

3



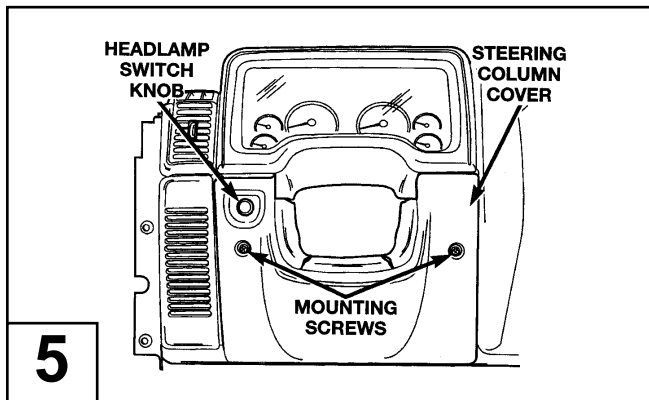
Remove the knob and shaft from the headlamp switch.

4

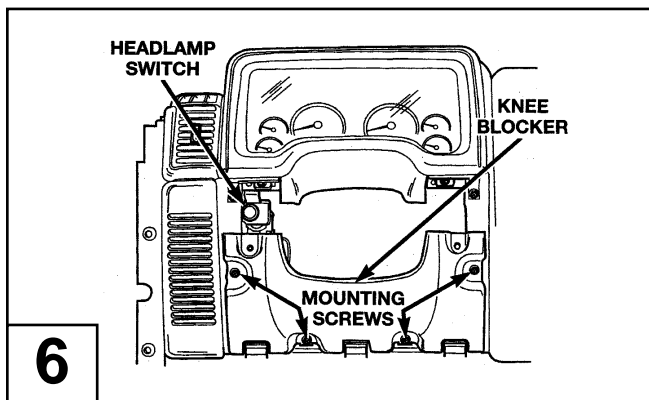


Remove the two (2) screws that secure the steering column opening cover to the instrument panel.

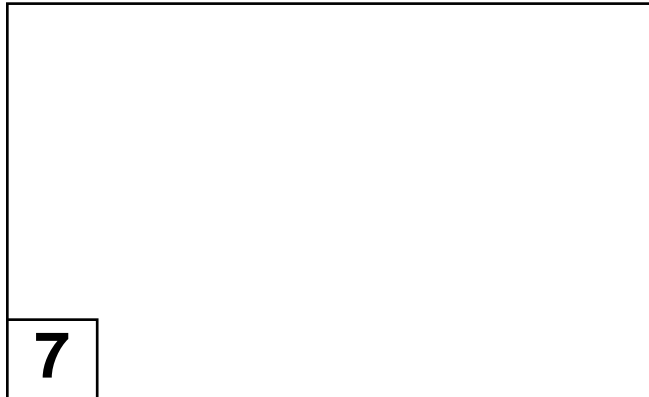
INSTRUMENT PANEL REMOVAL



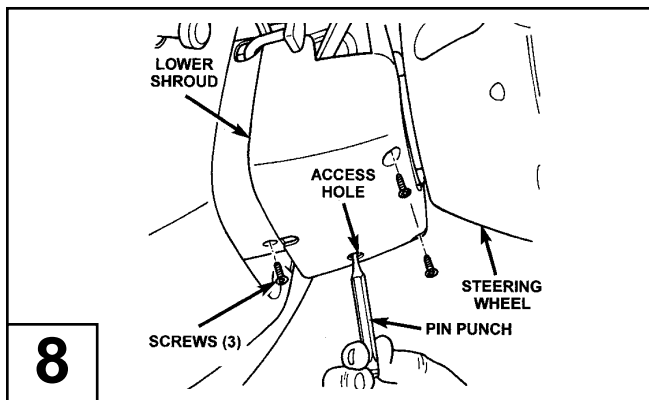
Pull the steering column opening cover straight back away from the instrument panel as far as possible. Rock the lower edge of the steering column opening cover rearward to disengage the hook formations on the lower edge of the cover from the pivots on the lower edge of the instrument panel.



Remove the four (4) screws that secure the knee blocker to the instrument panel.

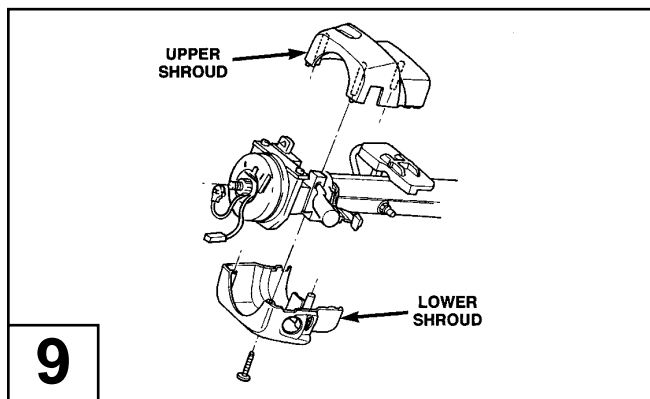


Insert the key in the ignition lock cylinder and turn the ignition switch to the "On" position.

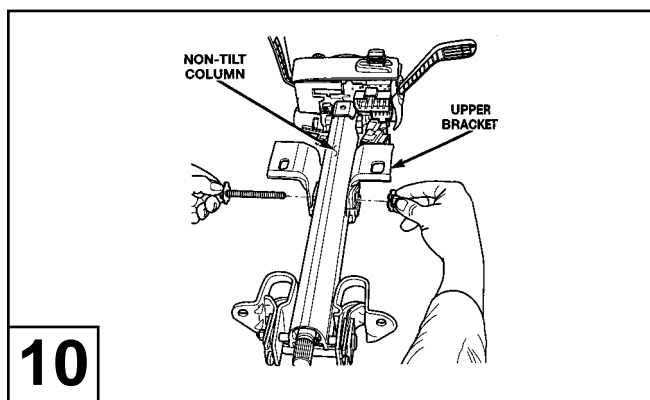


Insert a small screwdriver or pin punch through the access hole in the lower steering column shroud and depress the ignition lock cylinder retaining tumbler, while holding the retaining tumbler depressed, pull the ignition lock cylinder and key out of the ignition lock housing.

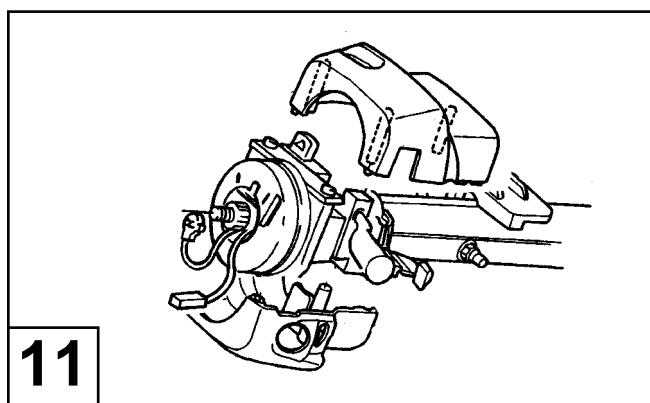
INSTRUMENT PANEL REMOVAL



Remove the three (3) screws that secure the lower steering column shroud to the upper shroud.



If the vehicle is equipped with a tilt steering column, move the column to the fully lowered position. If the vehicle is not equipped with a tilt steering column, loosen the two (2) nuts that hold the upper column in place, until the column lowers enough to remove the upper shroud without damage.

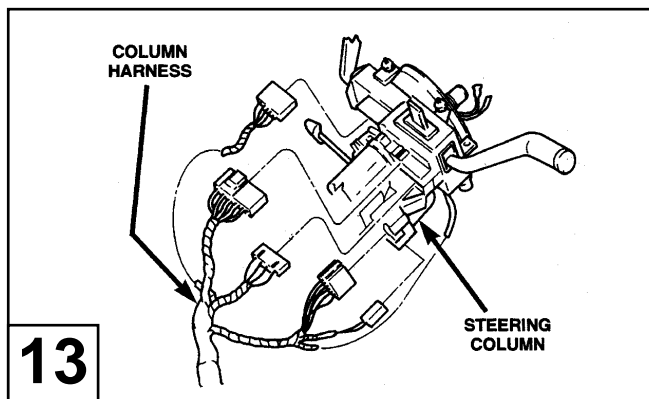


Remove both the upper and lower shrouds from the steering column.



NOTE: If the vehicle is equipped with a tilt steering column, release the tilt mechanism control cable from the tilt lever to ease access to the steering column wiring connectors.

INSTRUMENT PANEL REMOVAL



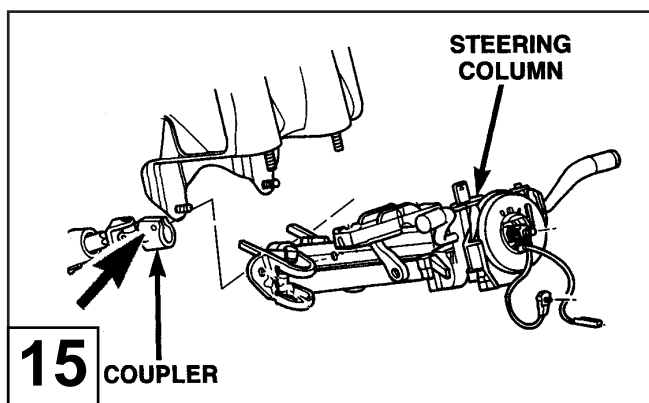
Unplug the wiring connectors on the steering column-mounted components and switches including:

- Two (2) connectors on the multi-function switch
- One (1) connector on the windshield wiper/washer switch.
- Two (2) connectors on the ignition switch.
- Two (2) connectors on the clockspring.

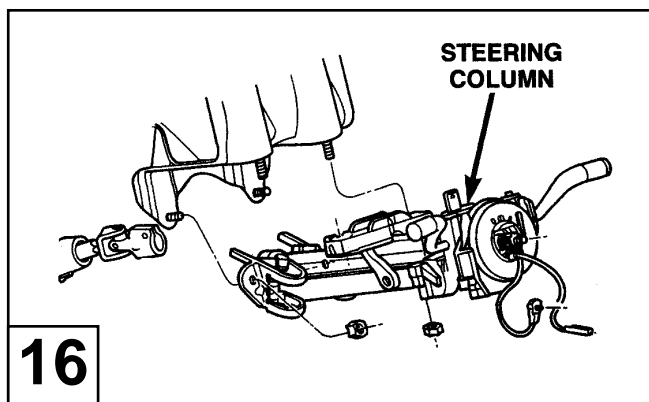


Release the steering column wiring harness retainer from the steering column.

CAUTION: Use tie-wraps or another suitable method to keep the steering wheel indexed to the steering column. Failure to prevent steering wheel rotation can result in loss of clockspring centering and damage the clockspring.



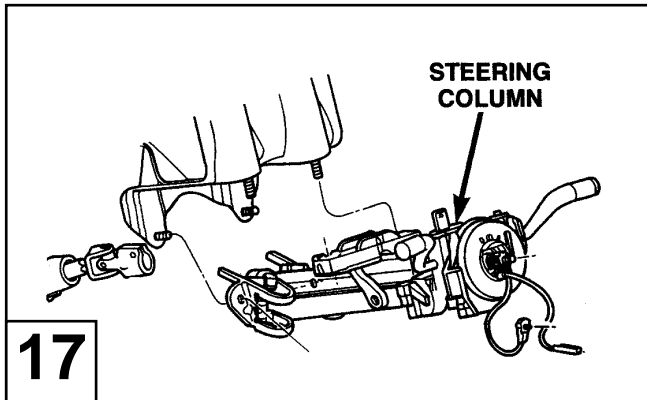
Remove the pitch-bolt from the upper half of the steering shaft coupler.



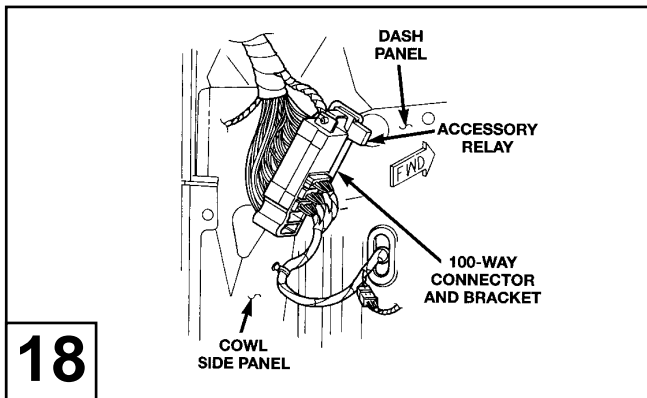
Remove the four (4) nuts securing the steering column mounts to the steering column support bracket.

WARNING: When a steering column has an airbag module attached, never place the column on the floor or any other surface with the steering wheel or airbag module face down.

INSTRUMENT PANEL REMOVAL

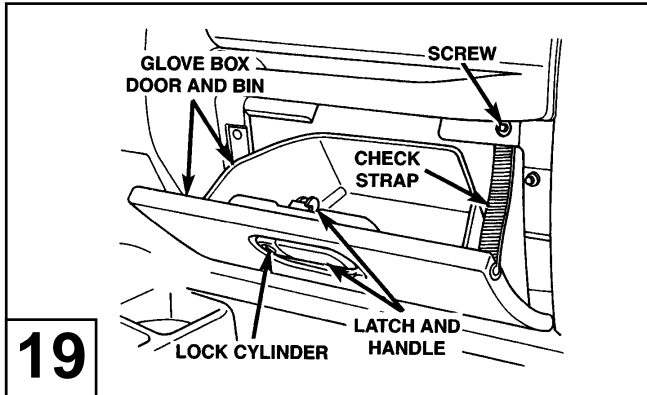


Lower the steering column mounts off of the support bracket studs and remove the steering column from the vehicle.



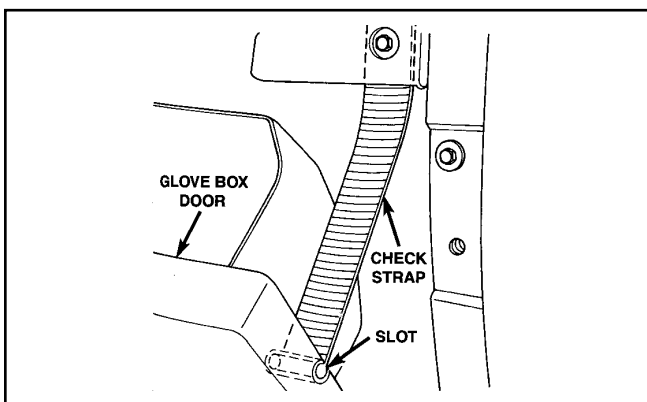
Reach through the steering column cover/knee blocker opening to disconnect the following:

- Instrument panel wiring harness connectors at the 100-way connector near the cowl side panel.
- Side window demister hose at the heater demister/defroster duct (driver side).

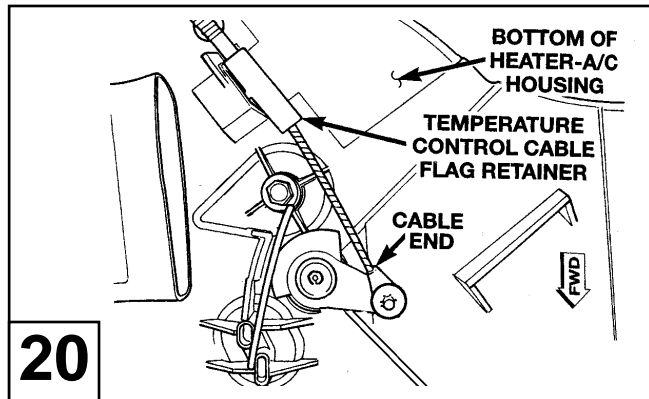


Remove the glove box as follows:

- Release the glove box latch and open the glove box door.
- While supporting the glove box door with one hand, grasp the check strap as close to the glove box door as possible and slide the rolled end of the check strap out of the slot in the edge of the door.
- Lower the glove box door and lift the hook formations on the lower edge of the glove box door off of the pivots on the instrument panel.
- Remove the glove box from the instrument panel.

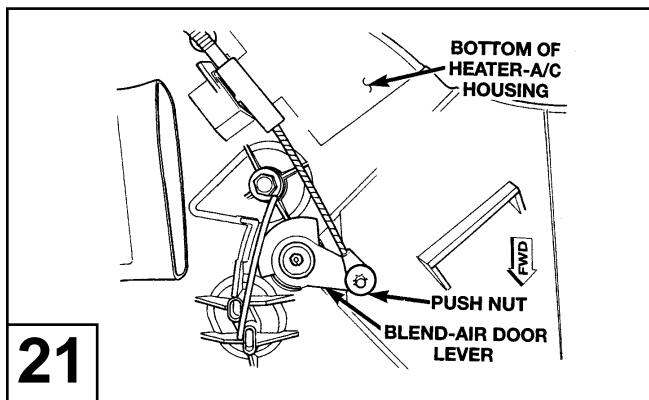


INSTRUMENT PANEL REMOVAL

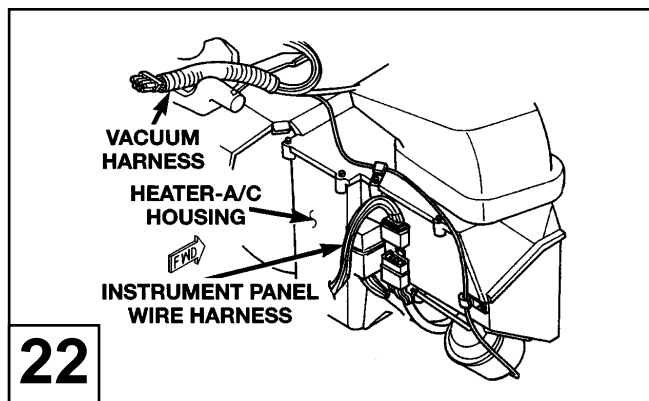


Reach through the glove box opening to disconnect the following:

- Disconnect the cable retainer from the heater housing.



- Remove the push nut attaching the cable to the blend air door crank arm and remove the cable.



- Disconnect the vacuum harness connector.
- Disconnect the wiring harness connector.
- Disconnect the passenger airbag module wiring connector.



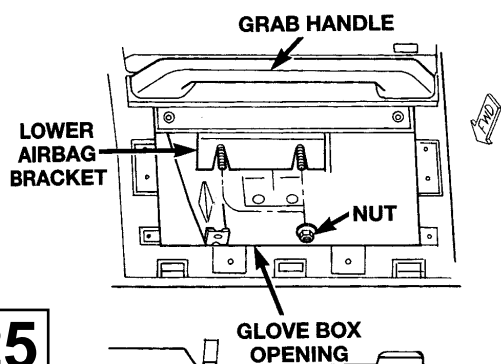
- Disconnect the side window demister hose at the heater housing.
- Disconnect the radio antenna coaxial connector.

INSTRUMENT PANEL REMOVAL

24

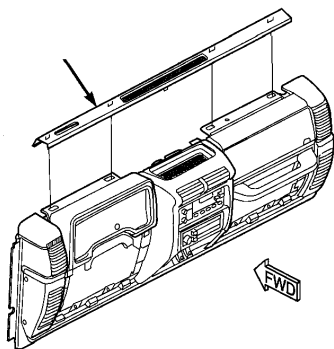
- Disconnect the side window demister hose at the heater housing.
- Disconnect the radio antenna coaxial connector.

25



- Remove the two (2) nuts securing the lower passenger airbag module bracket to the studs on the dash panel.

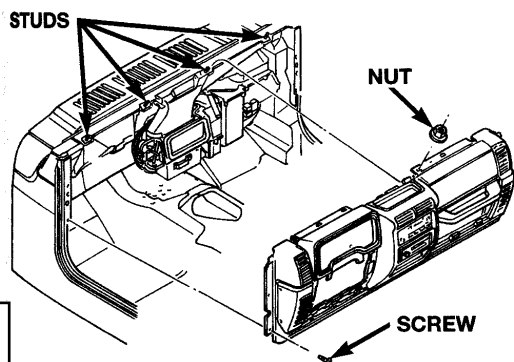
26



Remove the instrument panel top cover as follows:

- Using a trim stick or another suitable wide-blade flat tool, pry the instrument panel top cover away from the instrument panel, to reveal the four (4) instrument panel mounting nuts.

27



Remove the instrument panel as follows:

- Remove the three (3) screws (each end), securing the instrument panel to the door hinge pillars.
- Remove the four (4) nuts securing the top of the instrument panel to the door dash panel.
- With the aid of an assistant, lift the instrument panel assembly off of the dash panel studs and remove it from the vehicle.

HEATER UNIT REMOVAL - UNDERHOOD

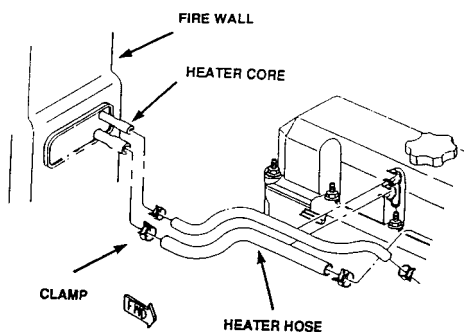
1

Remove the air cleaner and cover the breather inlet with a clean shop cloth.

2

Using a clean container, carefully drain the engine cooling system by loosening the draincock at the bottom of the radiator.

3

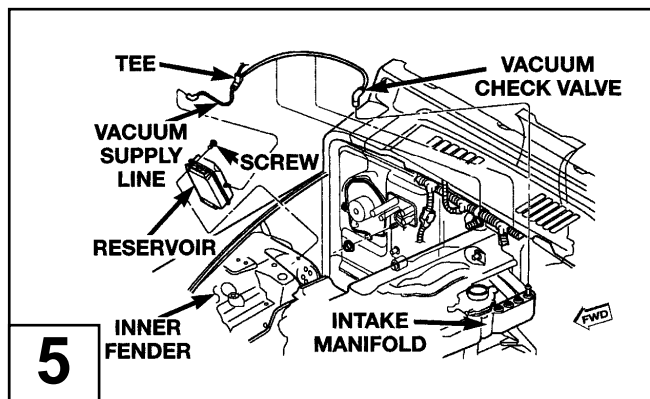


Disconnect the heater hoses at the firewall.

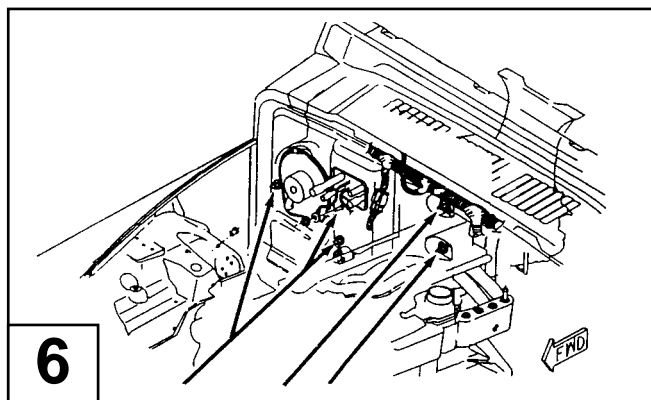
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Place rubber caps (provided with kit) over the heater core tube openings to prevent coolant from spilling out into the passenger compartment when it is removed.

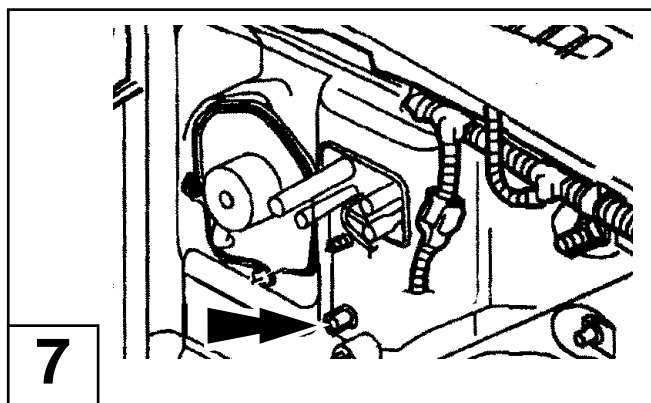
HEATER UNIT REMOVAL - UNDERHOOD



Disconnect the heater system vacuum supply line from the tee fitting near the heater core tubes.

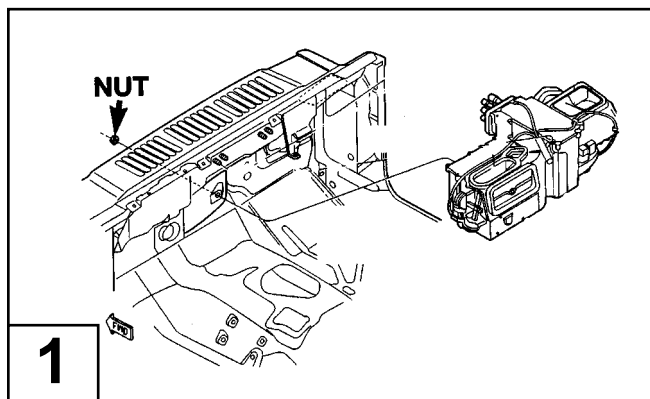


Remove the five (5) heater housing mounting nuts from the studs on the engine compartment side of the dash panel. Reposition the battery for access, if required.

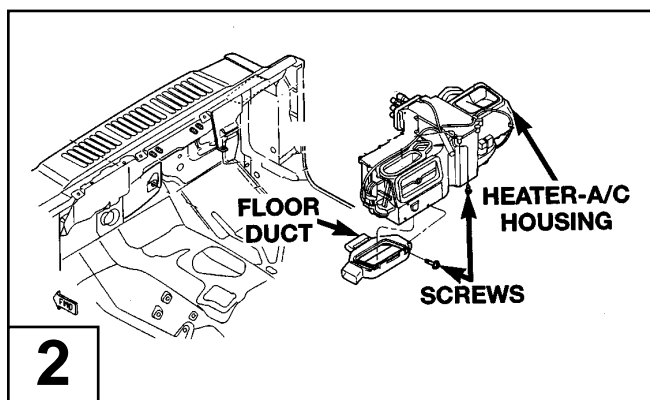


Remove the cowl plenum drain tube from the stud directly behind the engine.

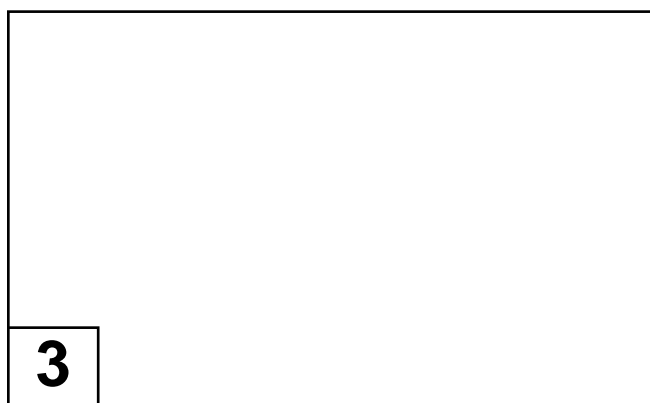
HEATER UNIT REMOVAL - INTERIOR



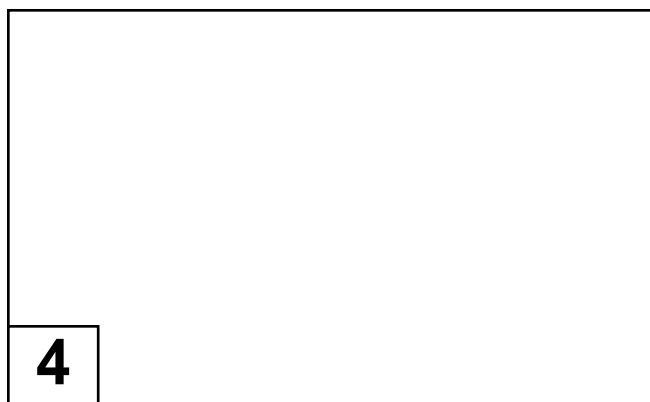
Remove one screw securing the heater housing to the bracket on the dash panel.



Remove two (2) screws securing the heater housing floor duct to the heater housing and remove the duct. This provides clearance at the console for heater removal.

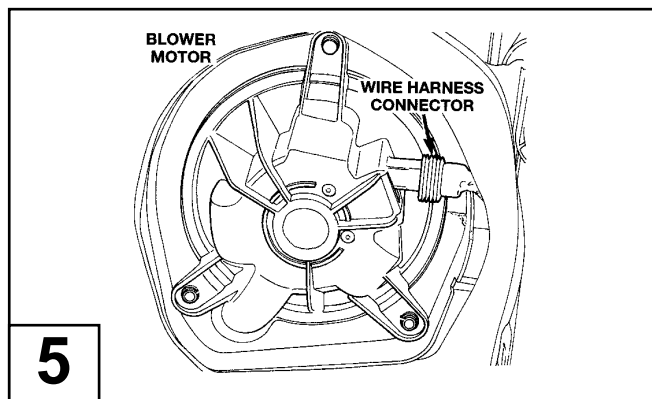


Pull the heater housing down far enough for the mounting studs to clear the dash panel holes and the housing to clear the defrost/demist and fresh air ducts.



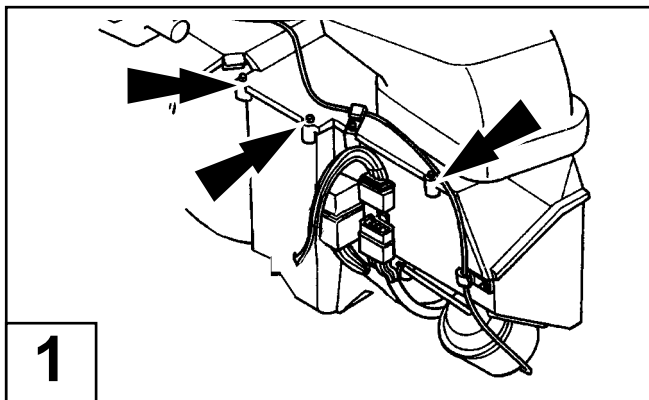
Remove the heater housing from the vehicle and place on a workbench.

HEATER UNIT REMOVAL - INTERIOR

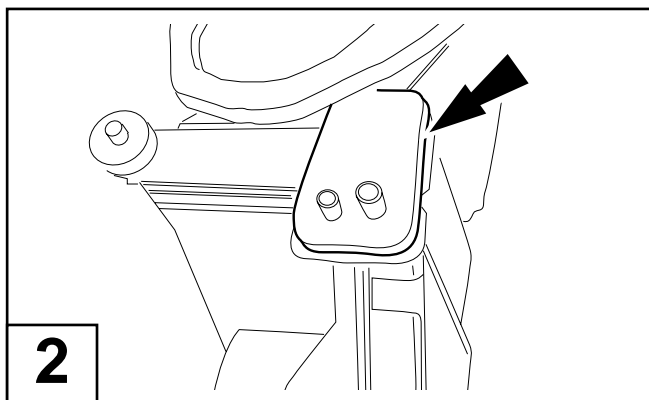


Unplug the blower motor wiring connector.

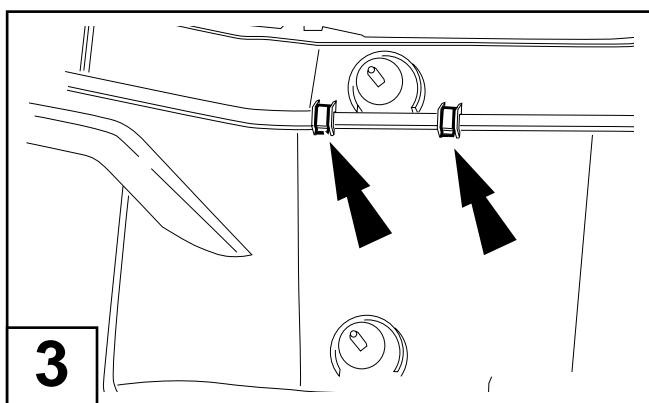
HEATER HOUSING MODIFICATION



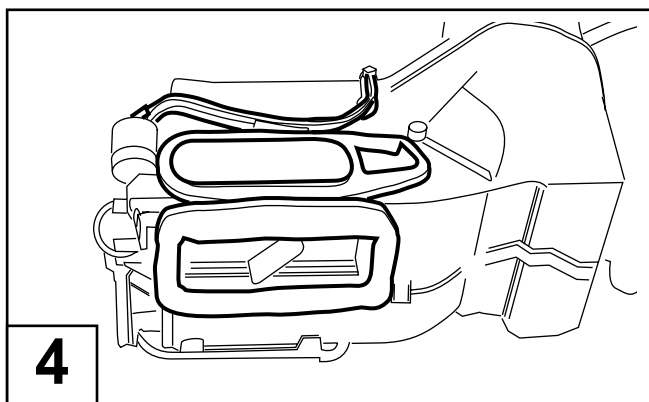
Remove thirteen (13) screws attaching top heater housing case (3 shown).



Remove and retain seal around heater tubes.

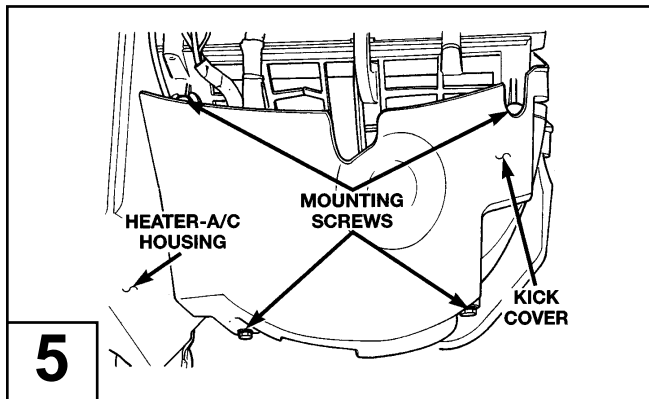


Remove (2) clips from housing side.

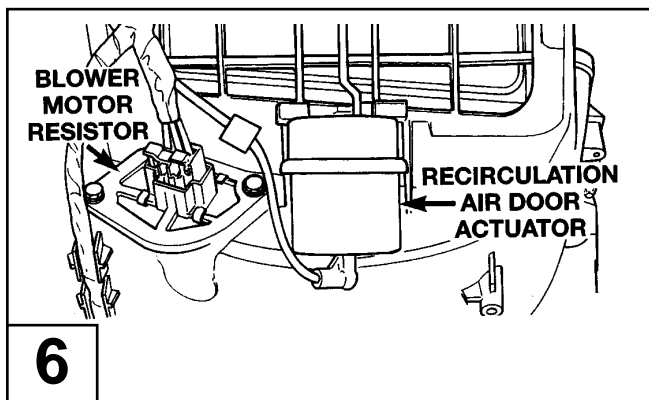


Remove two (2) seals.

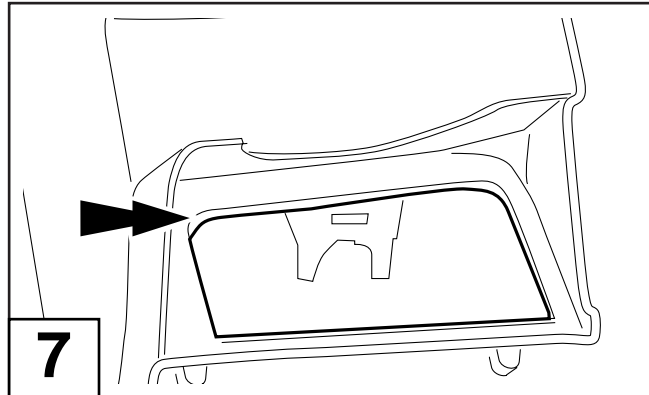
HEATER HOUSING MODIFICATION



Remove kick cover.

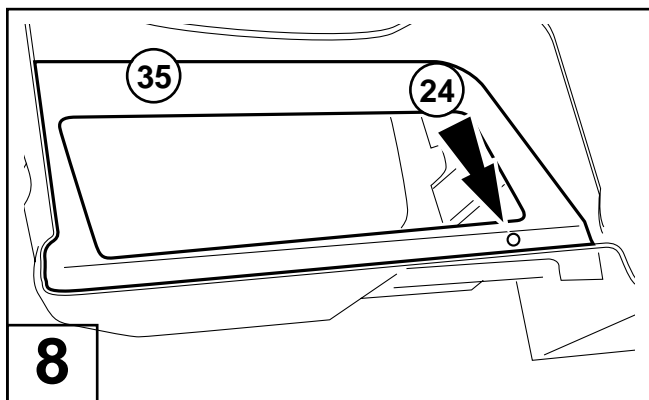


Unplug blower harness at relay.



LOWER CASE HALF

Using a suitable cutting tool, trim inside raised rib and remove section of housing cover as shown.

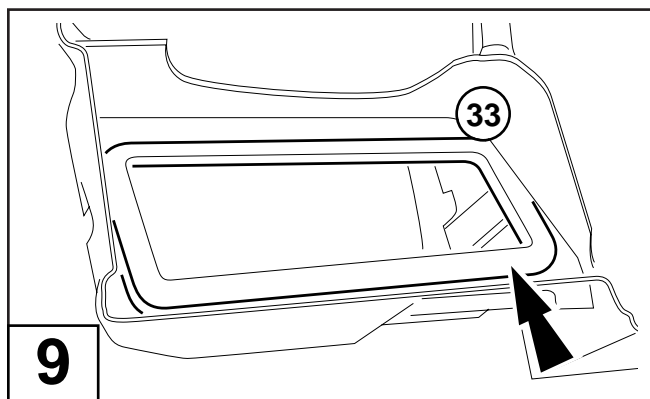


UPPER CASE HALF

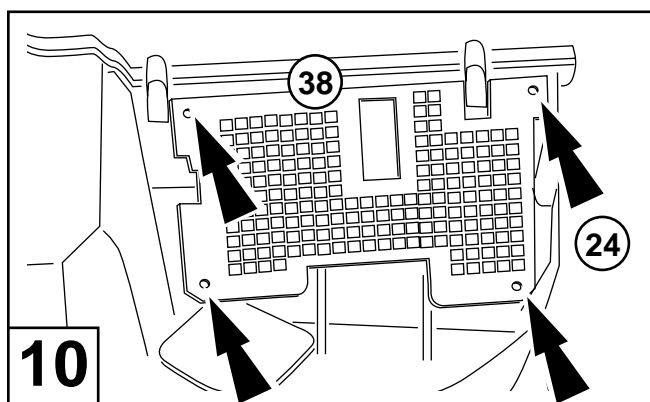
Using door stop as a template, drill (1) 1/16" hole in the case half.

Install door stop using (1) screw.

HEATER HOUSING MODIFICATION

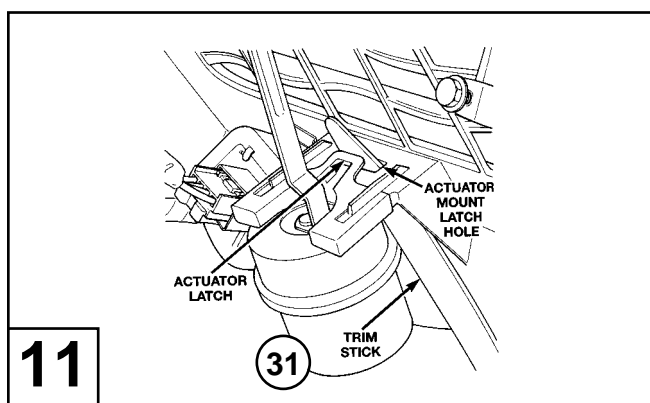


Install seal around door stop.

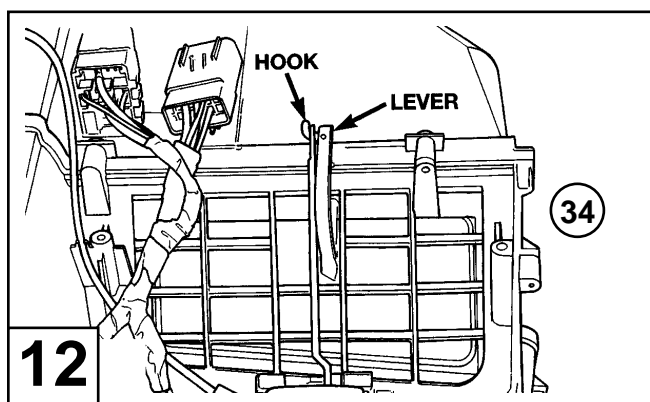


Using finger guard as a template, drill (4) 1/16" holes into case half.

Install finger guard using (4) screws.

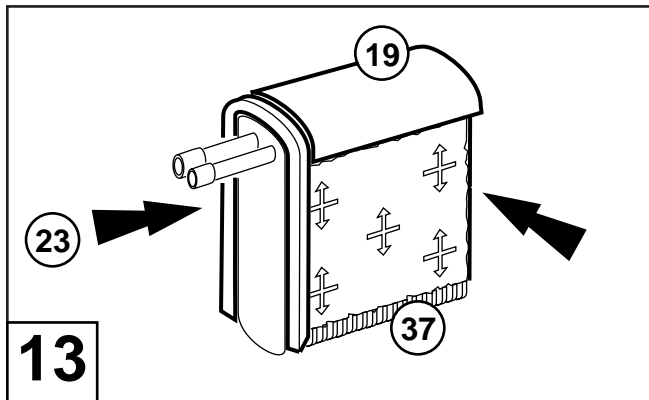


Install actuator.



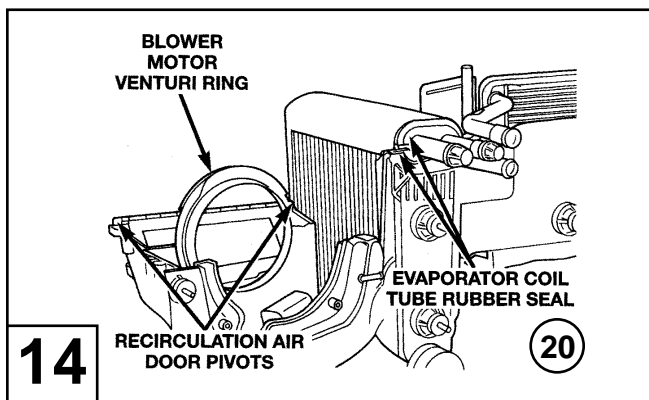
Assemble door lever onto actuator lever.

HEATER HOUSING MODIFICATION

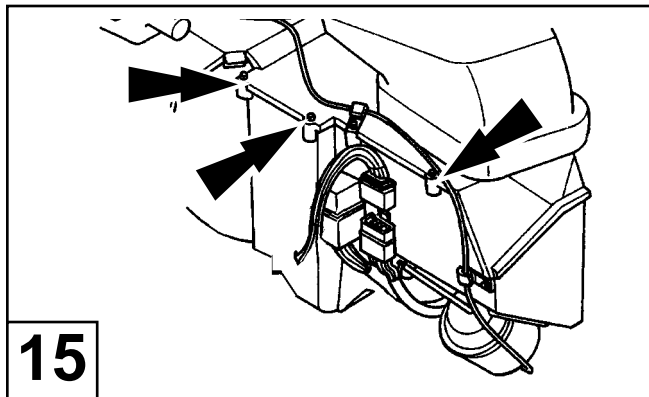


Install evaporator seals to evaporator core assembly.

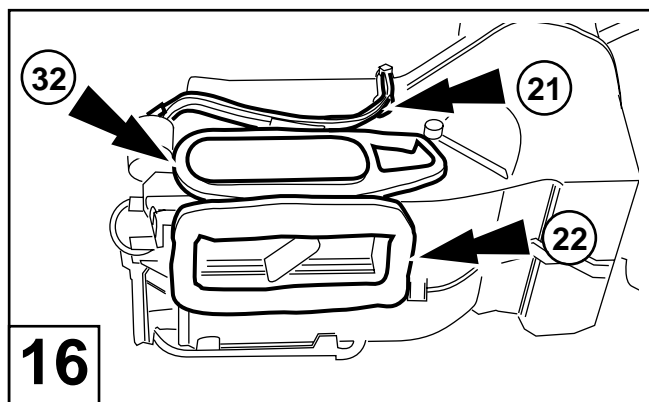
Large seal along top and down the center of the rear face.



Install evaporator and seal assembly.

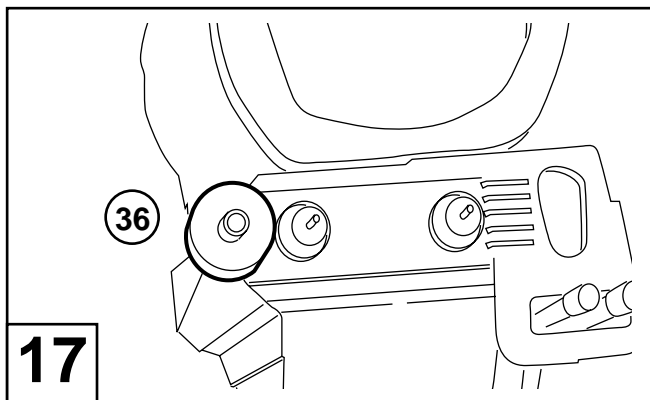


Install thirteen (13) screws to secure top evaporator case.

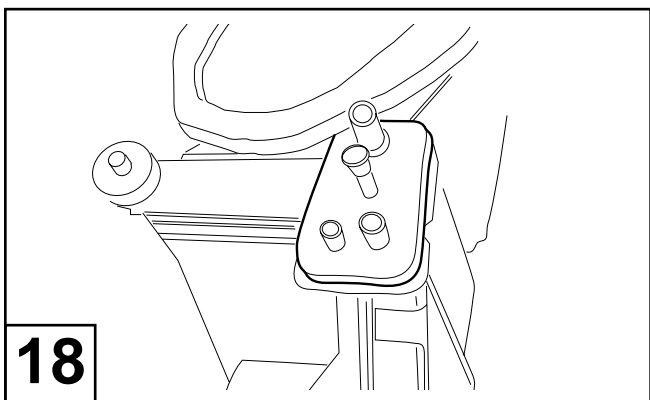


Remove existing vacuum harness, making note of connectors positions and colors, install new vacuum harness and (2) seals.

HEATER HOUSING MODIFICATION

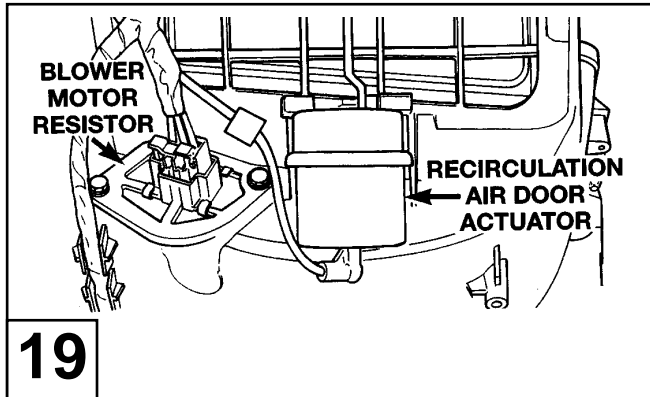


Install drain seal.

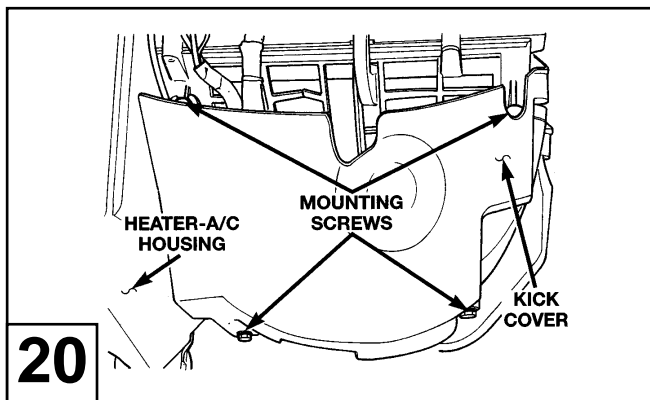


Remove material from seal where refrigerant tubes pass through and install.

Install evaporator (2) case clips.

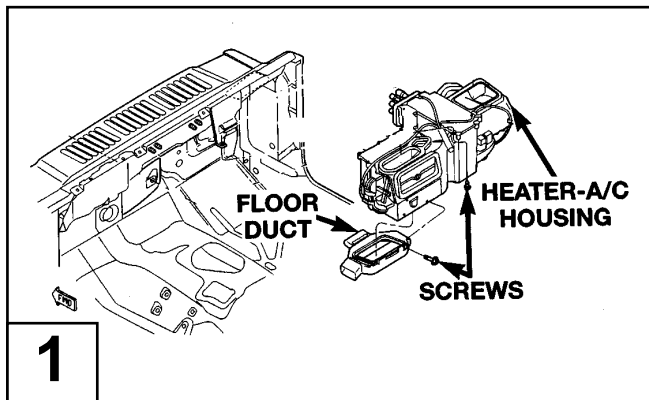


Plug-in resistor harness.



Install kick cover.

HEATER-A/C UNIT - INSTALLATION

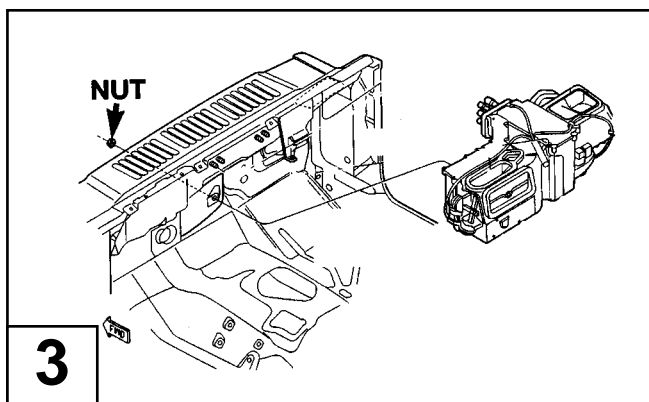


Position the heater-A/C housing to the dash panel. Be sure the drain tube is installed through the dash panel drain hole and that the defrost/demist and fresh air ducts are in their proper positions.

CAUTION: Care must be taken that the vacuum lines to the engine compartment do not catch on the accelerator, or become trapped between the assembly and dash. Such a situation will result in kinked lines and the necessity of a second removal of the unit to free them.

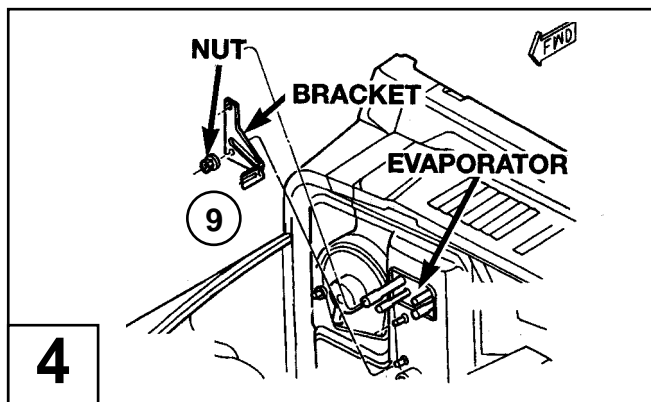


Install the one (1) mounting screw to secure the heater-A/C housing to the dash and panel bracket.

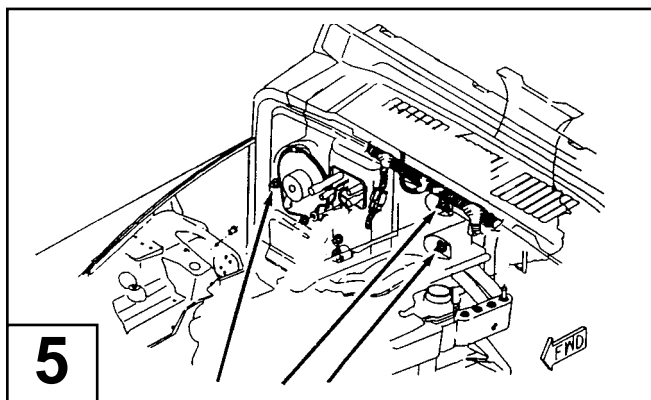


Install the cowl drain tube and nut onto the stud located directly behind the engine.

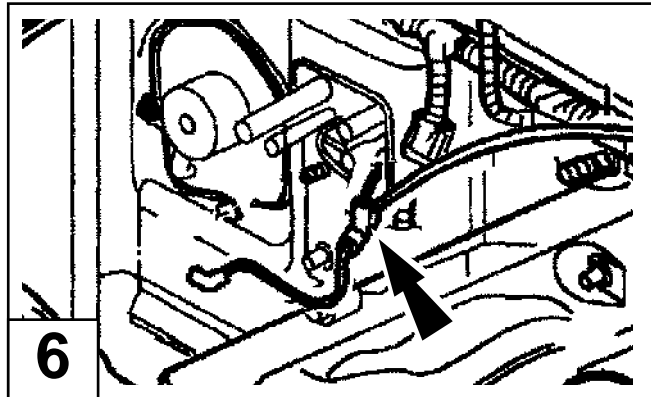
HEATER-A/C UNIT - INSTALLATION



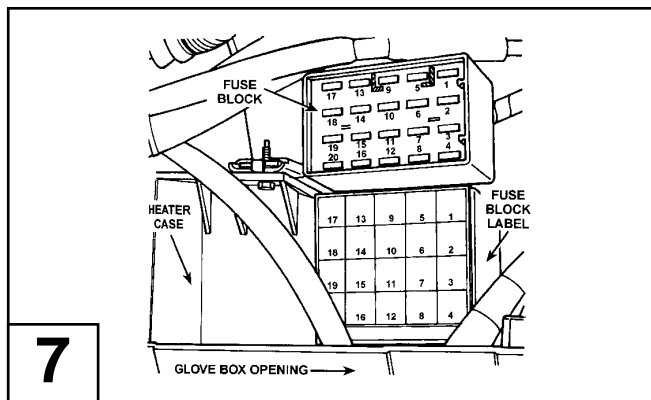
Install accumulator mounting bracket on the appropriate two (2) mounting studs on the engine compartment side of the dash panel of the heater-A/C housing.



Install the remaining three (3) nuts to the mounting studs. Replace the battery, if required.



Connect the heater-A/C system vacuum supply tube to the tee fitting near the heater core tubes.

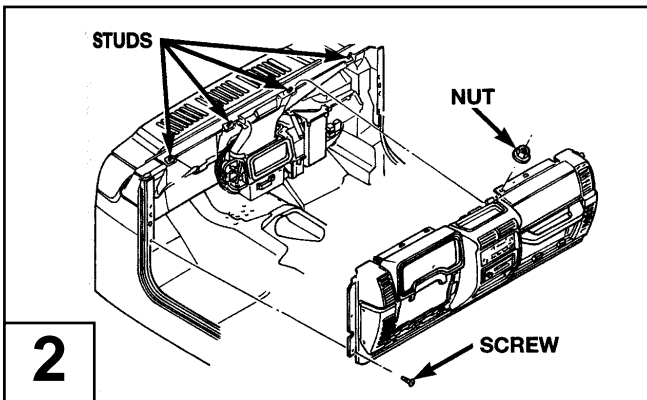


Install the fuse box label to the heater-A/C housing directly below the fuse box, making sure it is visible through the glove box opening.

INSTRUMENT PANEL - INSTALLATION

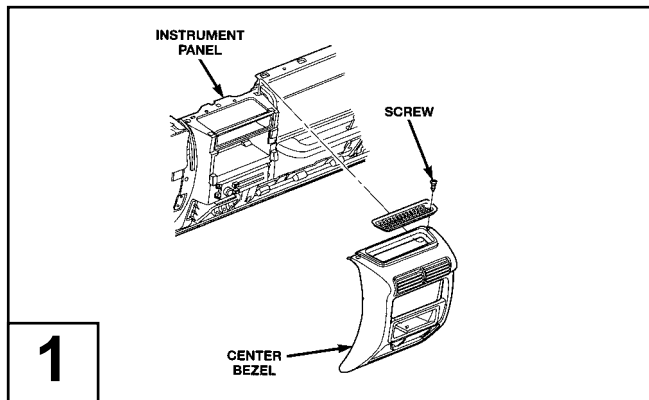


With the aid of an assistant, lift the instrument panel assembly and place it on the dash panel studs.

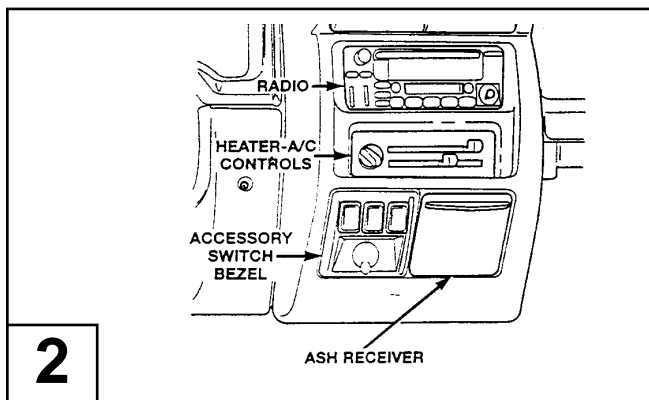


- Install the four (4) nuts securing the top of the instrument panel to the door dash panel. Torque to 12Nm (105 in/lbs).
- Install the three (3) torx screws (each end), securing the instrument panel to the door hinge pillars. Torque to 12Nm (105in/lbs).

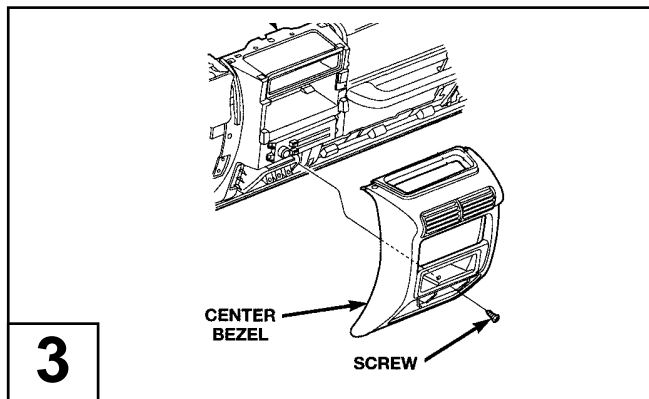
HEATER-A/C CONTROL - REMOVAL



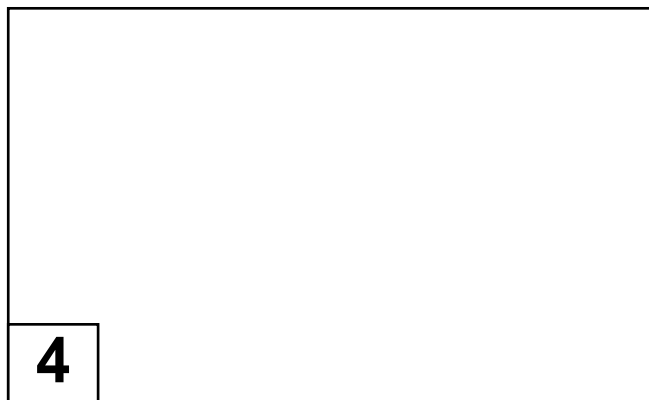
Remove the two (2) screws that were hidden by the instrument panel top cover, securing the top of the instrument panel center bezel to the instrument panel.



Remove the ash receiver from the ash receiver housing.

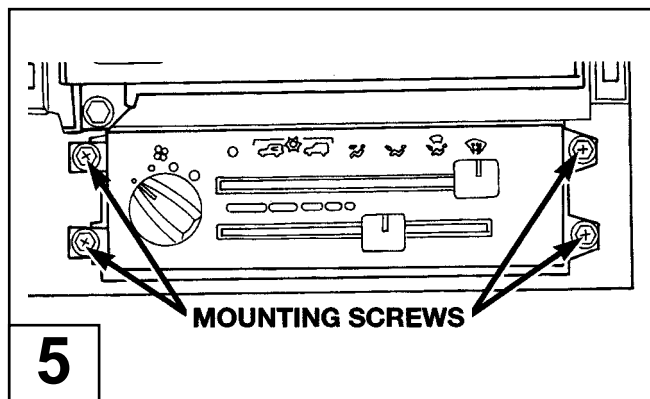


Remove the one (1) screw located in the back of the ash receiver housing securing the center bezel to the instrument panel.



Pry the lower edge of the center bezel off the instrument panel using a trim stick. Then lift the lower edge upwards to remove it from the instrument panel.

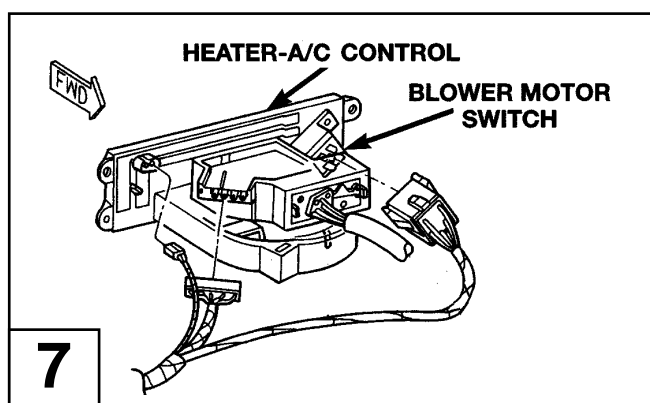
HEATER-A/C CONTROL - REMOVAL



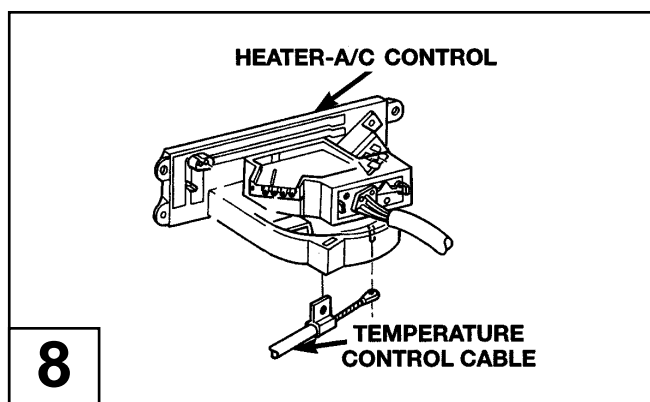
Remove the four (4) screws securing the heater control to the instrument panel.



Pull the heater control out from the instrument panel far enough to access the connectors on the back of the control.

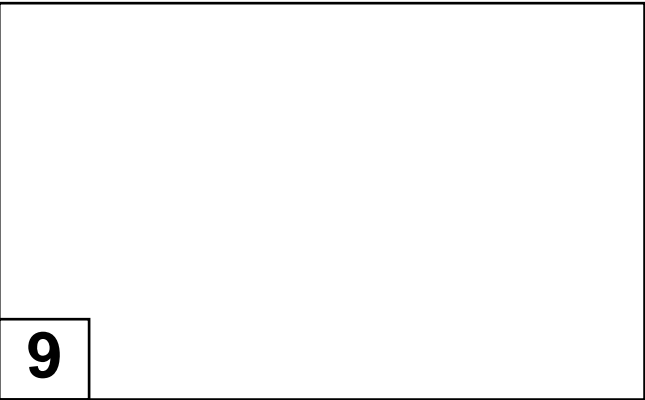


Unplug the three (3) electrical connectors from the back of the heater control.



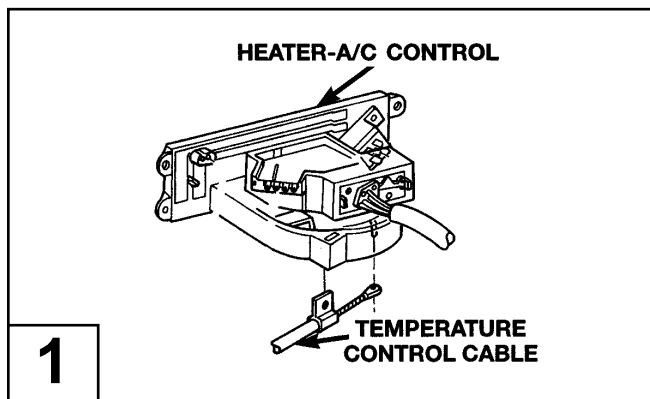
Disconnect the temperature control cable and the cable housing from the heater control.

HEATER-A/C CONTROL - REMOVAL

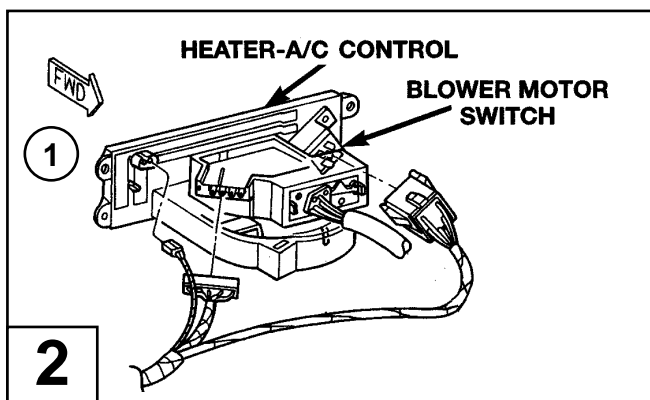


Remove the heater control from the instrument panel.

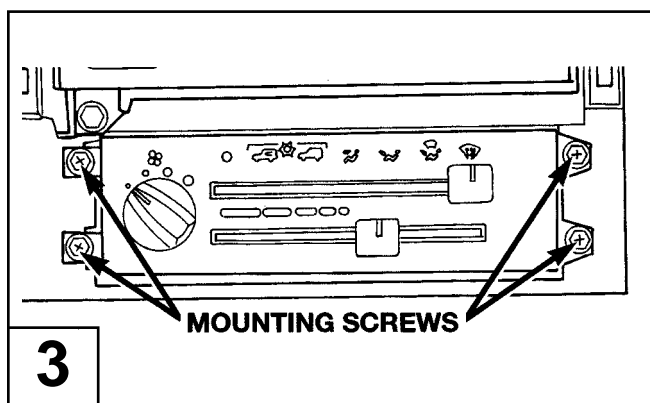
HEATER-A/C CONTROL - INSTALLATION



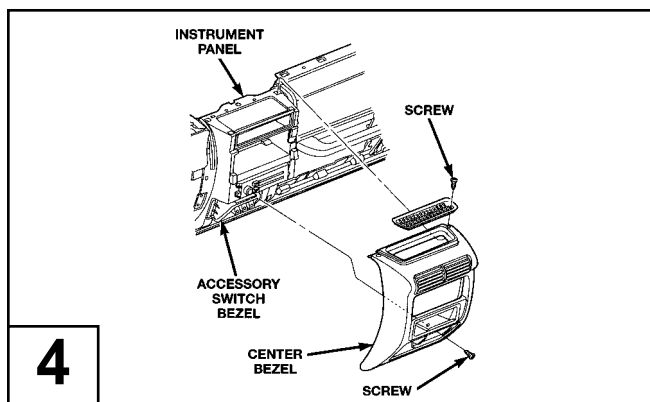
Install the temperature control cable and the cable housing into the heater-A/C control.



Plug the three (3) electrical connectors into the back of the heater-A/C control.

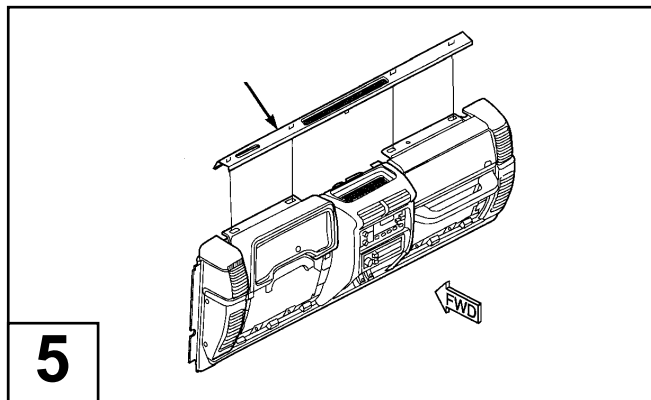


Place the heater-A/C control back into the opening in the dash and secure it with the four (4) screws removed earlier.



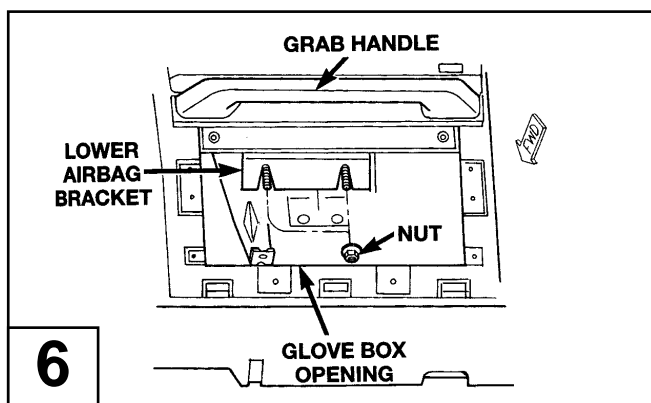
Place the upper edge of the center bezel on the instrument panel and secure it with the two (2) screws at the top of the bezel and the one (1) screw located in the back of the ash receiver housing.

HEATER-A/C CONTROL - INSTALLATION

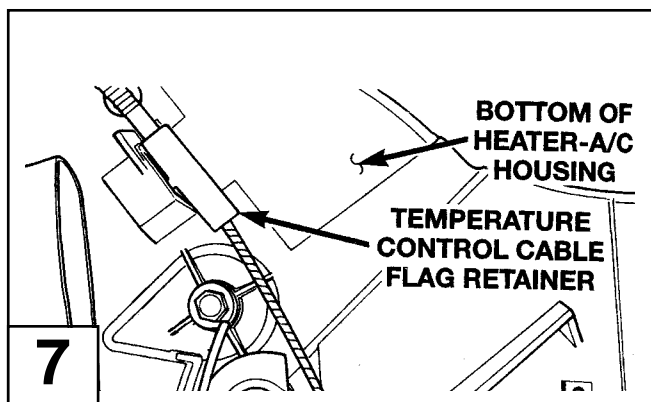


Snap the instrument panel top cover into place.

Reach through the glove box opening to reconnect the following:

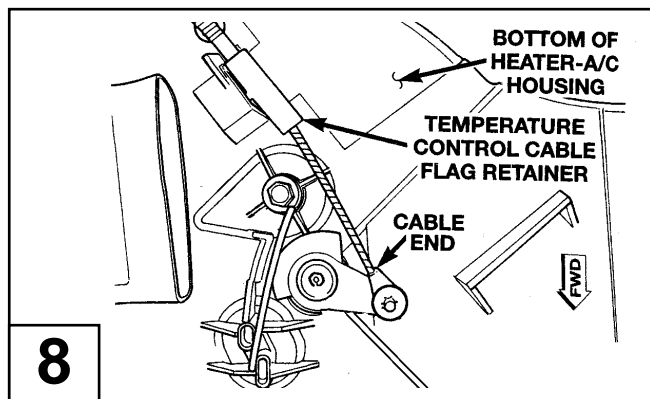


Install the two (2) nuts securing the lower passenger airbag module bracket to the studs on the dash panel. Torque nuts to 12 Nm (105 in/lbs).

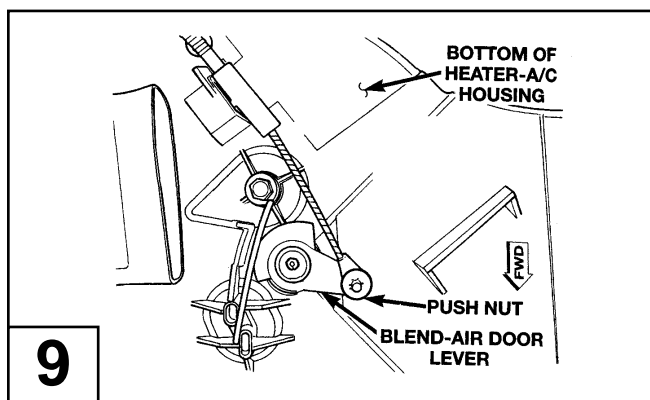


Route the heater-A/C control cable through the plastic retainer on the heater-A/C housing support bracket.

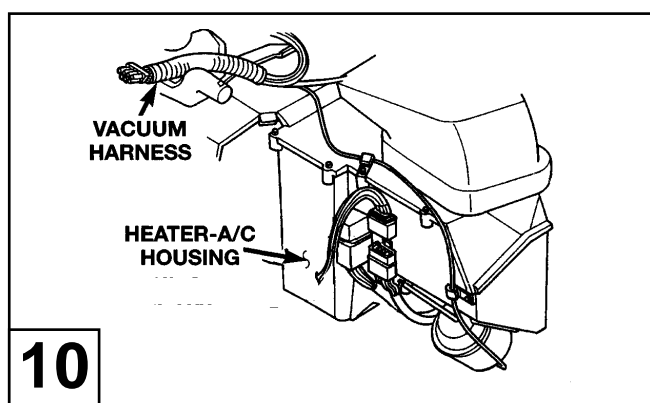
HEATER-A/C CONTROL - INSTALLATION



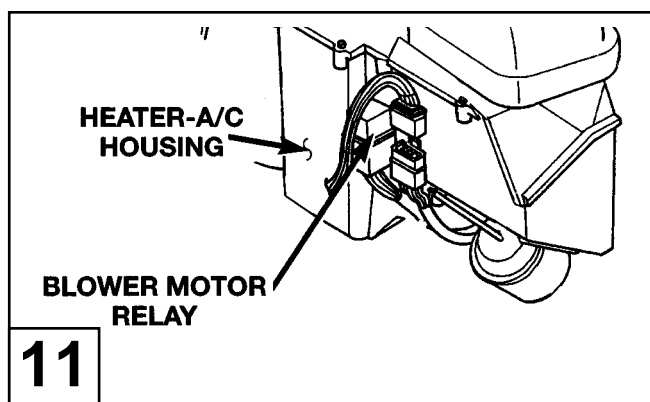
Install the cable and retainer onto the heater-A/C housing.



Install the push nut attaching the cable to the blend door crank arm.



Reconnect the vacuum harness connector.



Reconnect the wiring harness connector.

12

Reconnect the passenger airbag module wiring connector.

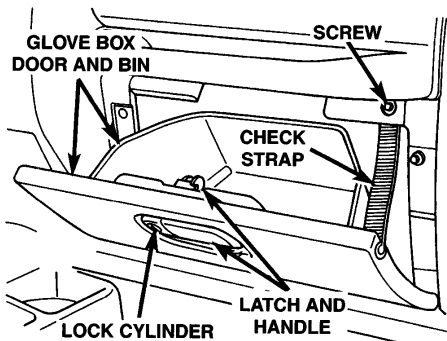
13

Reconnect the the side window demister hose at the heater-A/C housing.

14

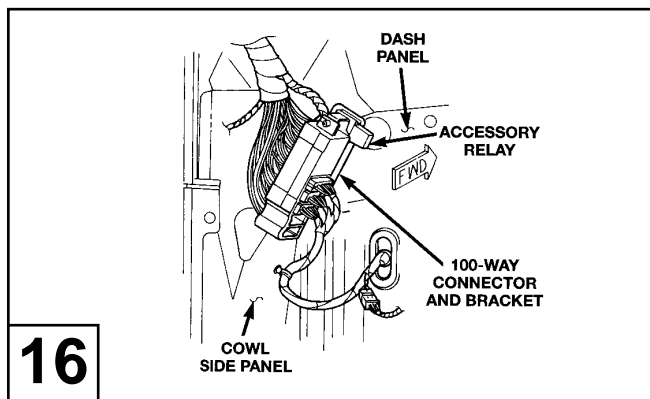
Reconnect the radio antenna coaxial connector.

15



Place the hook formations on the lower edge of the glove box door on the pivots on the instrument panel and close the glove box door.

HEATER-A/C CONTROL - INSTALLATION



Reach through the steering column cover/knee blocker opening to reconnect the 100-way connector near the side panel.

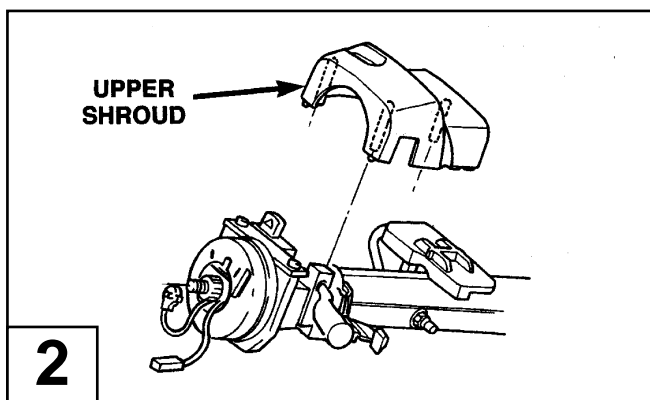


Reconnect the side window demister hose at the heater-A/C housing demister/defroster duct (driver side).

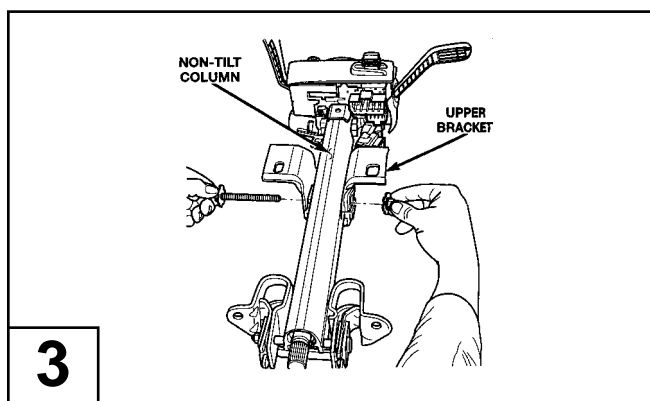
STEERING COLUMN - INSTALLATION



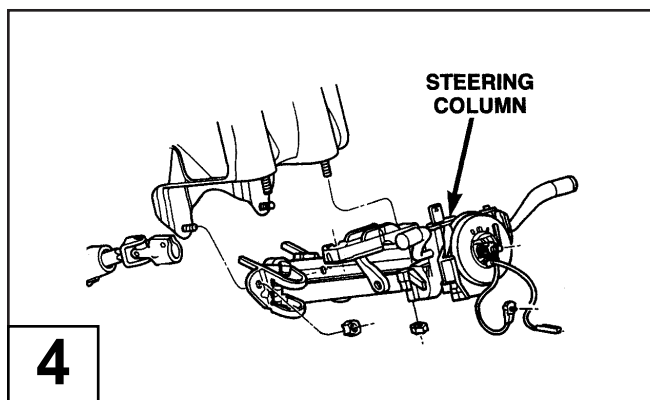
Align and install column into the steering coupler.



Install the upper column shroud.

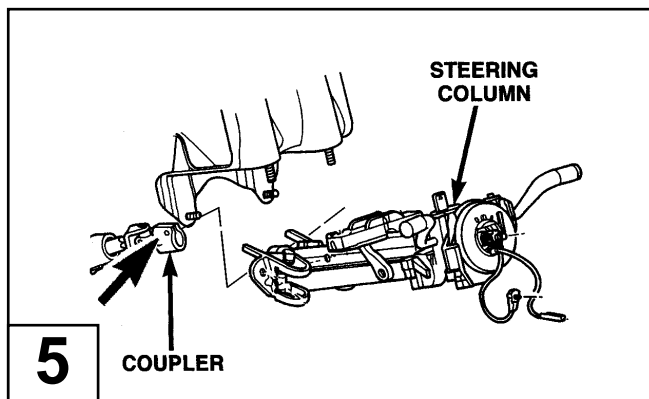


Install the column onto the mounting studs.

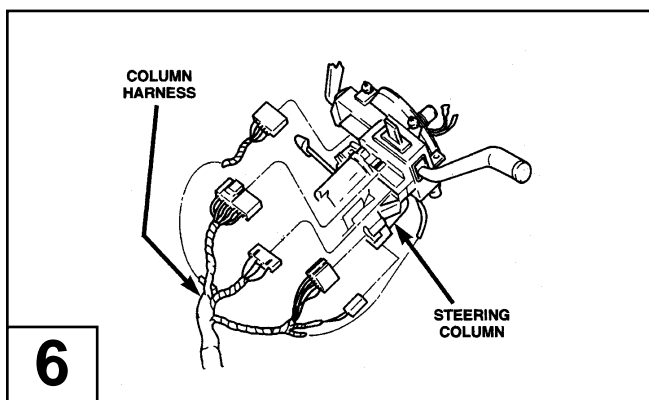


Install the four (4) column mounting nuts. Torque to 23 Nm (17 ft/lbs).

STEERING COLUMN - INSTALLATION

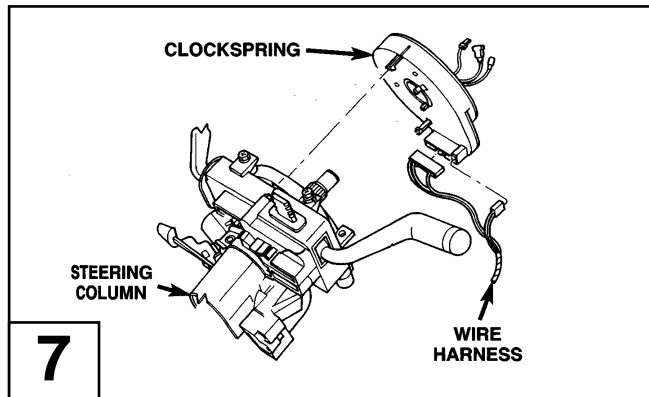


Install the steering column coupler bolt. Torque to 48 Nm (36 ft/lbs).

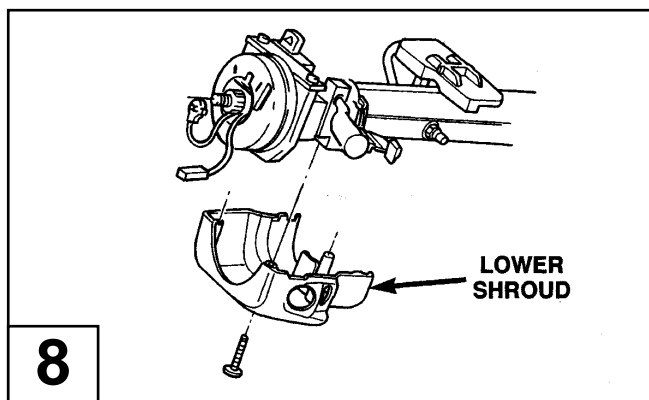


Reconnect the steering column connectors:

- Two (2) connectors on the multi-function switch.
- One (1) connector on the windshield wiper/washer switch.
- Two (2) connectors on the ignition switch.

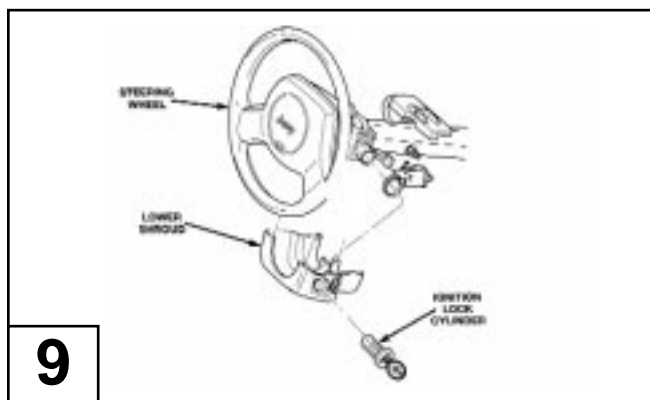


Two (2) connectors on the clockspring.

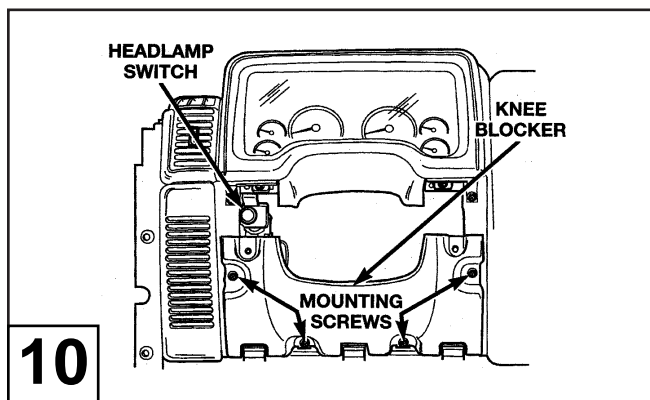


Install the lower column shroud and three (3) screws removed earlier.

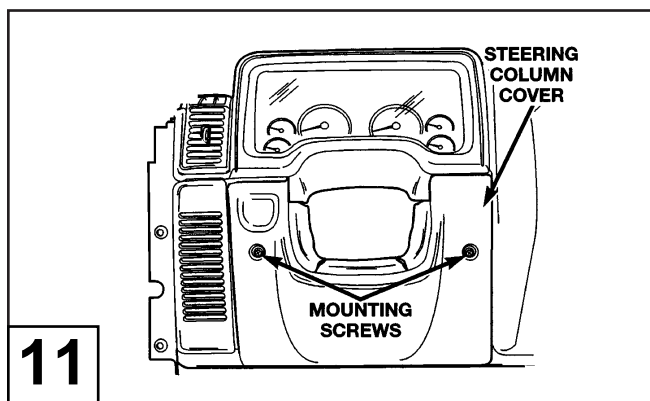
STEERING COLUMN - INSTALLATION



Install the ignition cylinder.

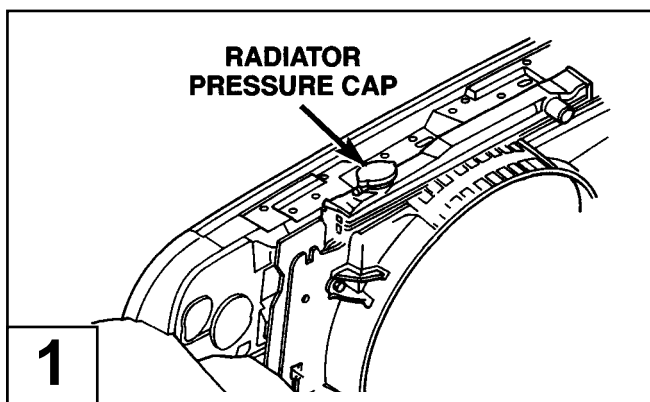


Install the four (4) screws that secure the knee blocker to the instrument panel.

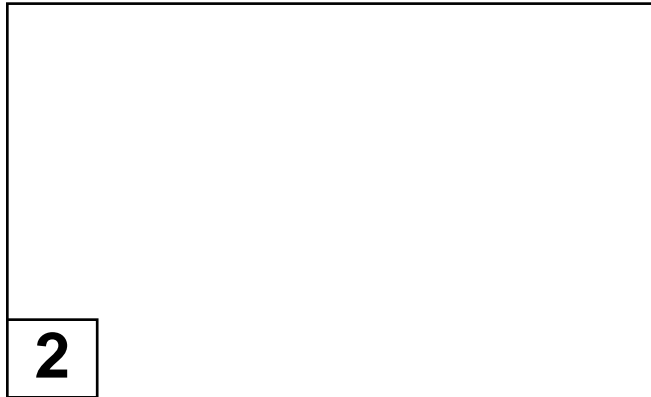


Install the two (2) screws that secure the steering column opening cover to the instrument panel.

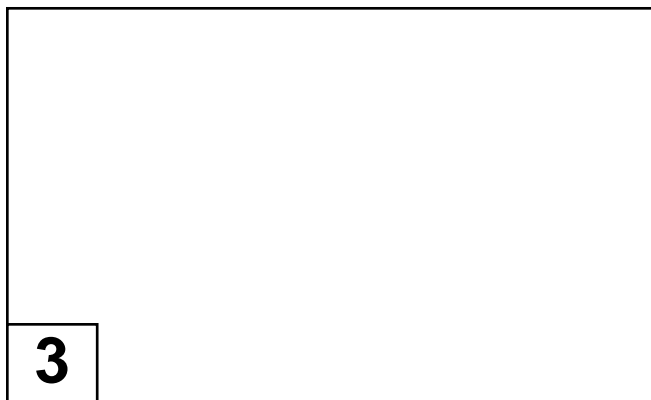
WARNING: Do not remove the cylinder block drain plugs or loosen the radiator draincock with the system **HOT** and **UNDER PRESSURE**. Serious burns from coolant can occur.



Observe the previous warnings. Remove the radiator cap.

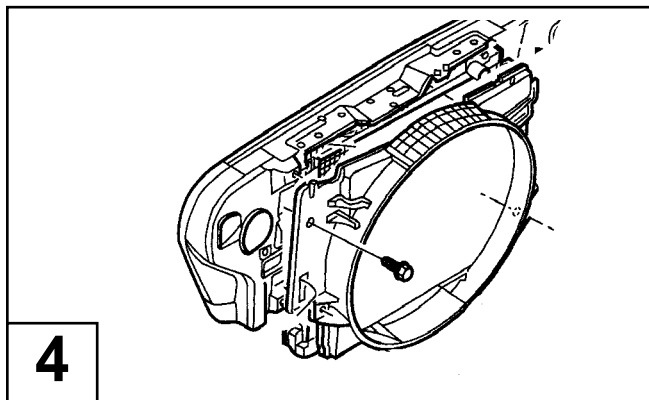


Position a drain pan under the radiator draincock.

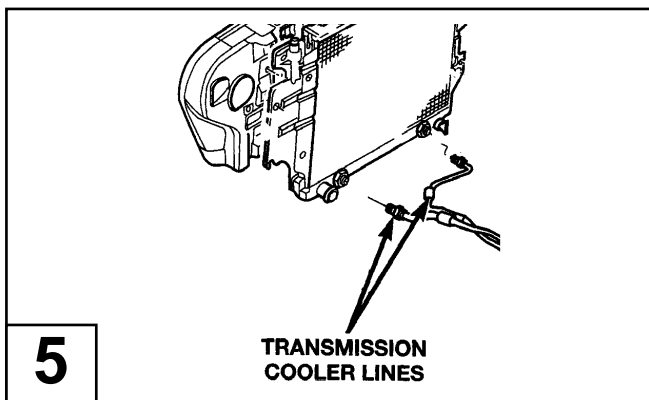


Open the draincock and drain the radiator.

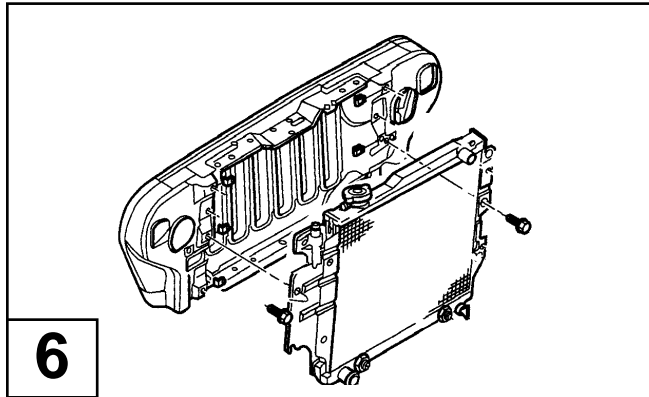
UNDERHOOD - INSTALLATION



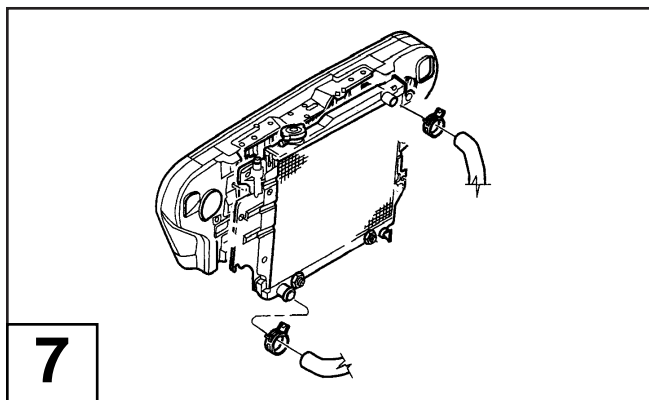
Remove the fan shroud screws and push the shroud back onto the engine.



If equipped, disconnect and plug the automatic transmission fluid cooler lines.

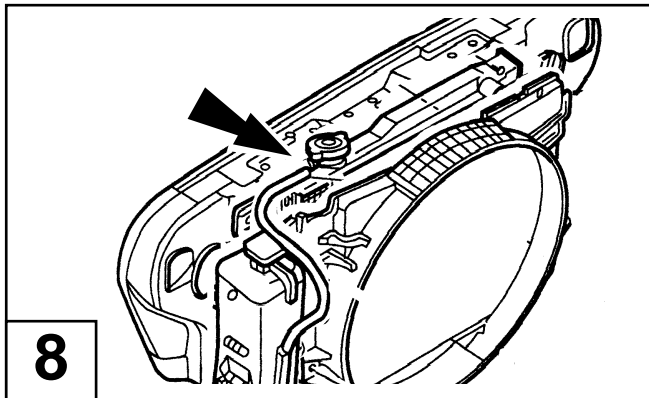


Remove and retain the radiator attaching screws.



Remove the radiator upper and lower hose clamps and hoses.

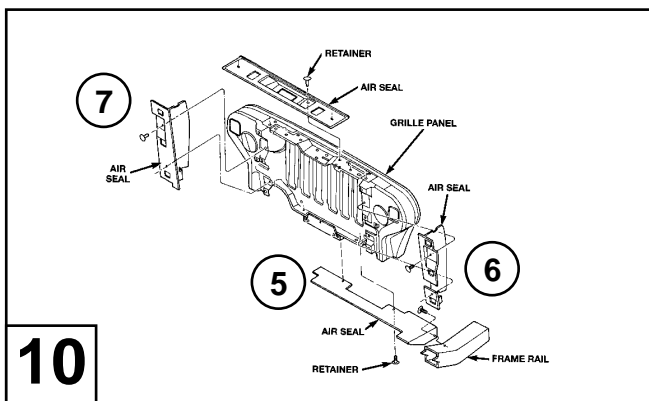
UNDERHOOD - INSTALLATION



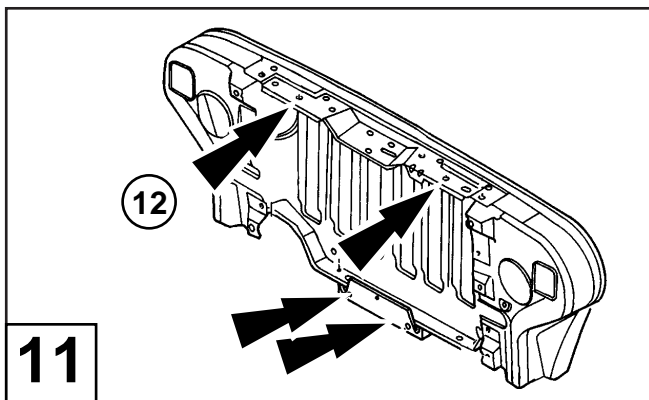
Disconnect the coolant reserve bottle hose from the radiator.



Lift the radiator straight up and out of the vehicle taking care not to damage the radiator fins.

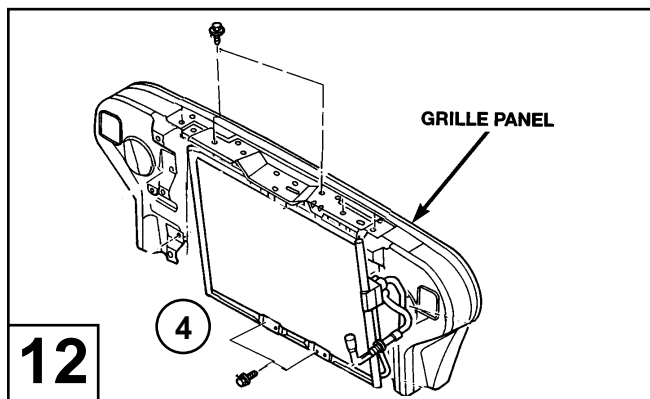


Add rubber radiator/condenser seals provided.



Place the provided 1/4-20 rubber well-nuts in the panel factory drilled holes for condenser.

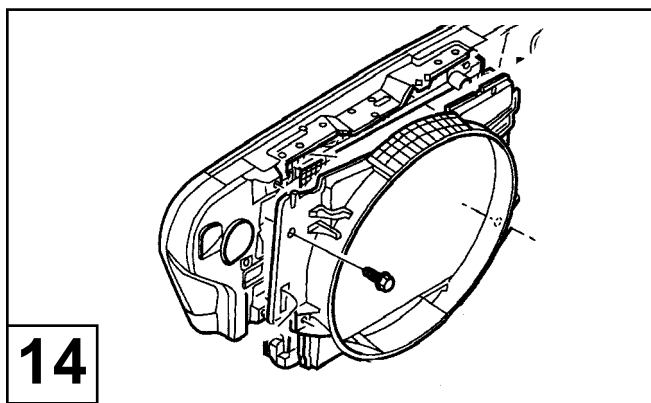
UNDERHOOD - INSTALLATION



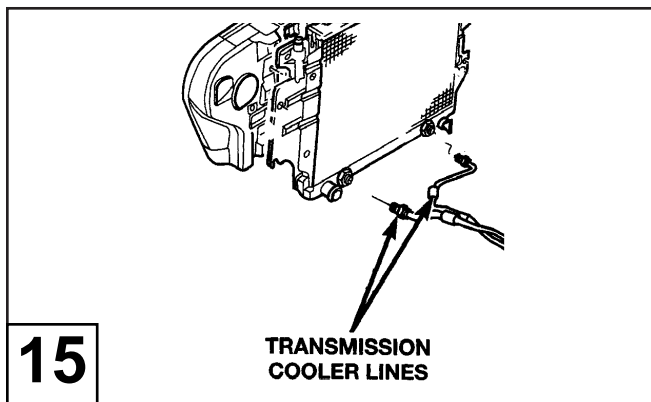
Install the condenser on the grille panel, with four (4) 1/4-20 hex bolts into well nuts and tighten to secure the condenser.



Install the radiator draincock.

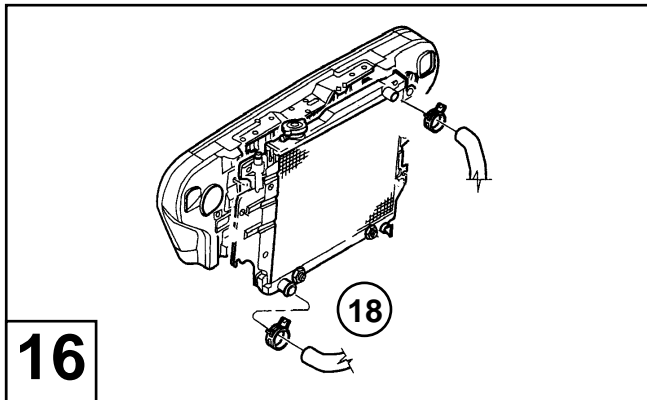


Install the fan shroud. Torque screws to 15Nm (11 ft.lbs)



If equipped, remove plugs and connect the automatic fluid cooler lines.

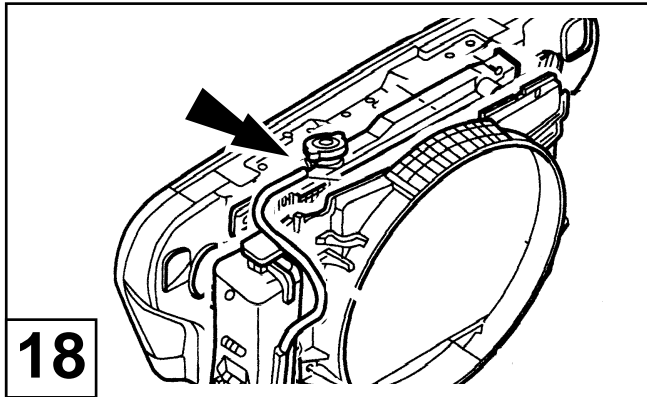
UNDERHOOD - INSTALLATION



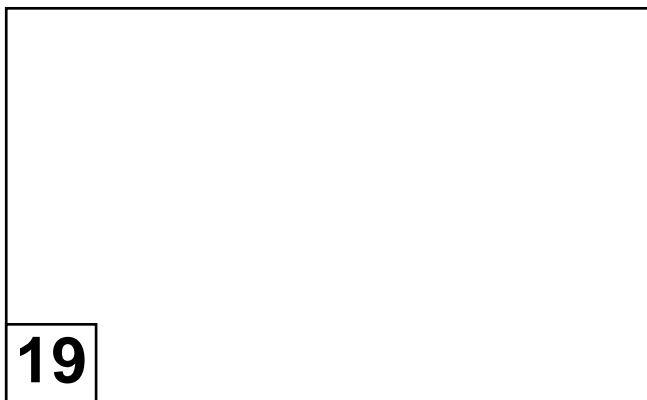
Connect the radiator hoses and install the hose clamps.



Fill the coolant system with correct coolant. Refer to the Daimler Chrysler Service Manual for proper instructions.

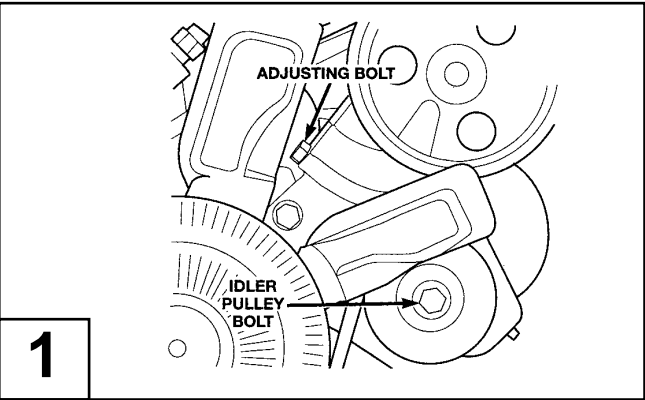


Connect the reserve bottle hose and install the radiator cap.



Check and adjust the automatic transmission fluid level. (If equipped)

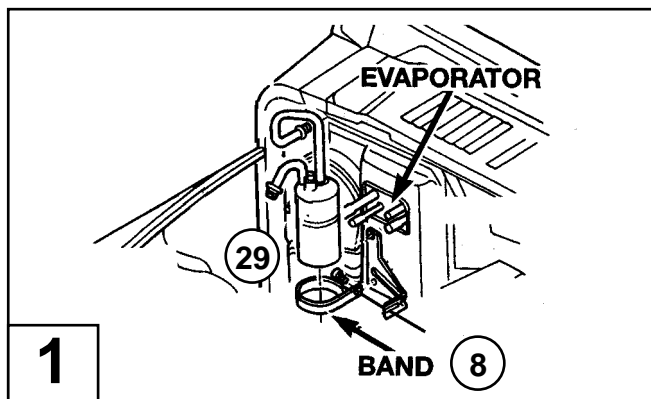
DRIVE BELT - REMOVAL



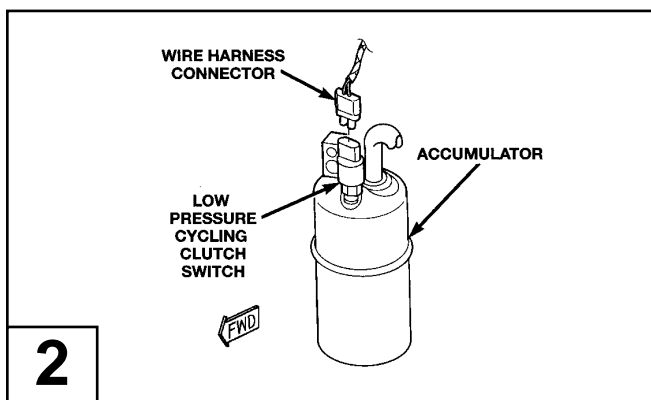
Belt tension is adjusted at the power steering pump bracket and idler pulley assembly. Loosen belt tension at the power steering pump bracket, and remove belt.

NOTICE: If this vehicle doen not have power steering you will be required to obtain an additional drive belt.

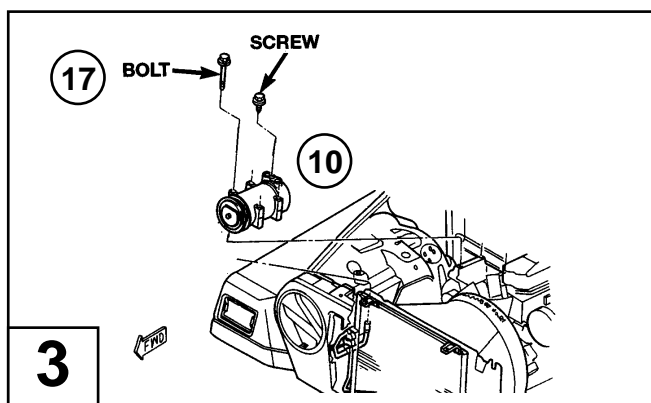
A/C WIRING - INSTALLATION



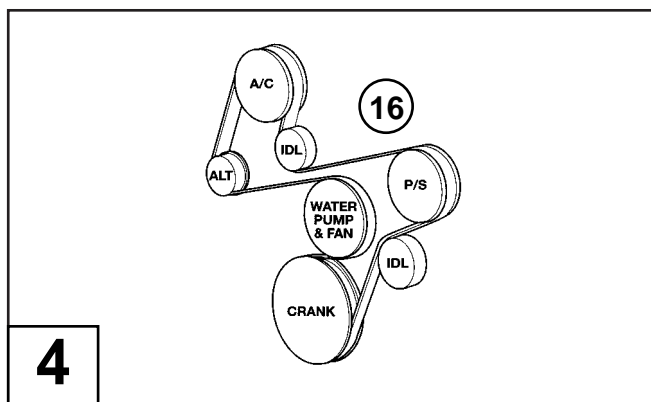
Install the accumulator and band unit screw into the slotted mounting bracket hole and tighten screw.



Plug the wire harness connector into the low pressure cycling clutch switch located on the accumulator bottle.



Install the compressor on the mounting bracket.
Torque bolts to 28 Nm (21ft/lbs)



Install serpentine drive belt.

See chart for tension specifications.

A/C WIRING - INSTALLATION

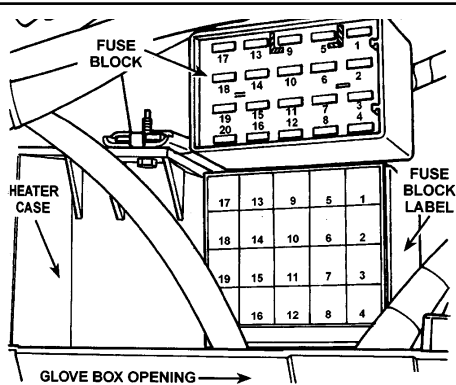
BELT TENSION

BELT	SPECIFICATION
**NEW SERPENTINE BELT	800-900 N (180-200 lbs. force)
USED SERPENTINE BELT	623-712 N (140-160 lbs. force)
**Belt is considered new if it has been used 15 minutes or less.	
Specifications for use with a belt tension gauge. Refer to operating instructions supplied with gauge.	

5

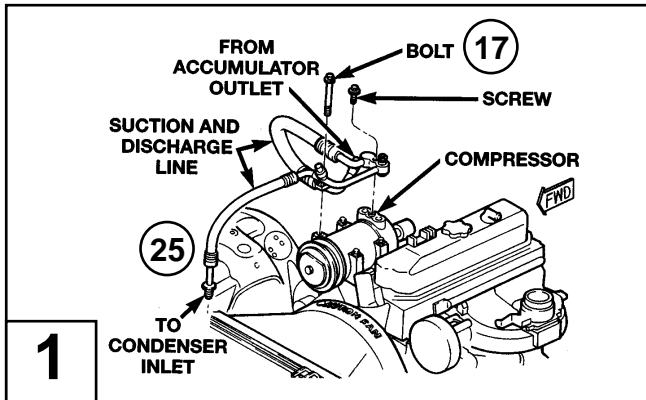
Connect the compressor clutch coil and high pressure cut-off switch wiring.

6



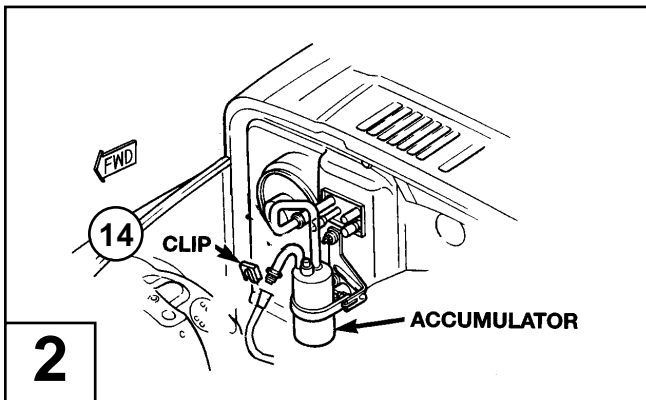
Plug the A/C relay and ten (10) amp fuse (provided) into the PDC located on the passenger side fender. The location of each is listed on the inside cover of the PDC.

REFRIGERANT LINE - INSTALLATION

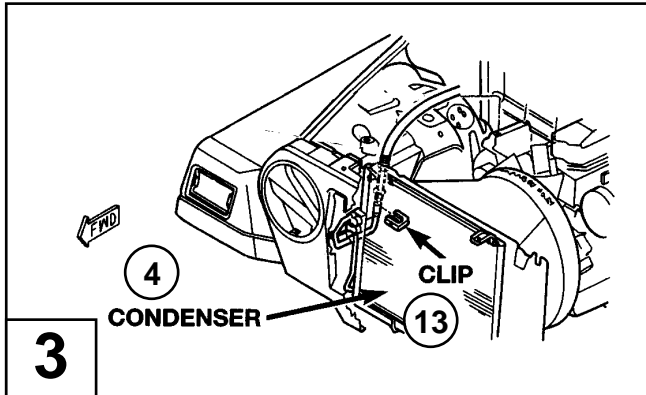


Make the following hose connections:

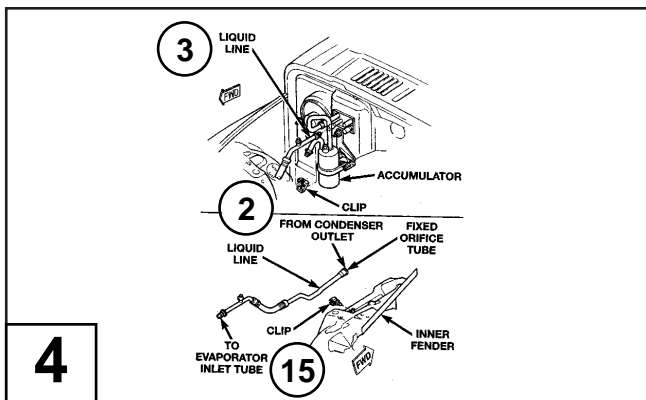
- Install the suction and discharge plumbing to compressor. Use the original compressor screw and torque to 16 ft/lbs +/- 2 ft/lbs. Use no oil on the gasket.



- Attach suction hose to the accumulator bottle. Install clip at hose connection.

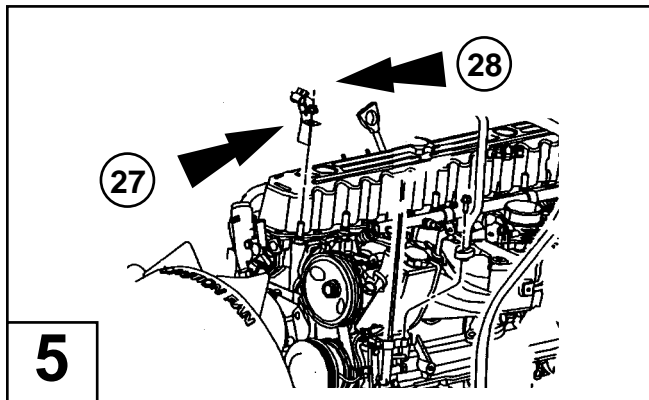


- Attach discharge hose to the condenser assembly. Install clip at hose connection.



- Attach liquid line to evaporator and condenser. Install clips to secure liquid line.

REFRIGERANT LINE - INSTALLATION

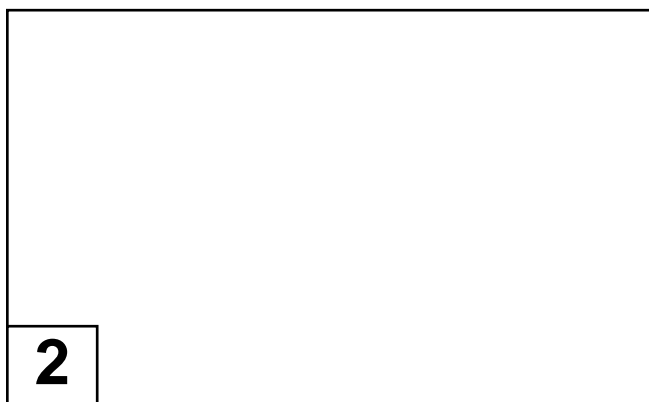


Attach suction discharge bracket to manifold top and secure with nut.

COMPLETING THE INSTALLATION



Re-connect the battery.



Refill the engine coolant system (if previously drained) following the recommended procedure in the Daimler Chrysler Service Manual.

COMPLETING THE INSTALLATION

3

Check the operation of all electrical systems (ie; horn, wipers, lights, blower, etc.)

4

Refer to the Diamler Chrysler Service Manual for the correct evacuation and charging procedures. Evacuate and charge the system with R-134a refrigerant. 1.25lbs. (20 oz.)

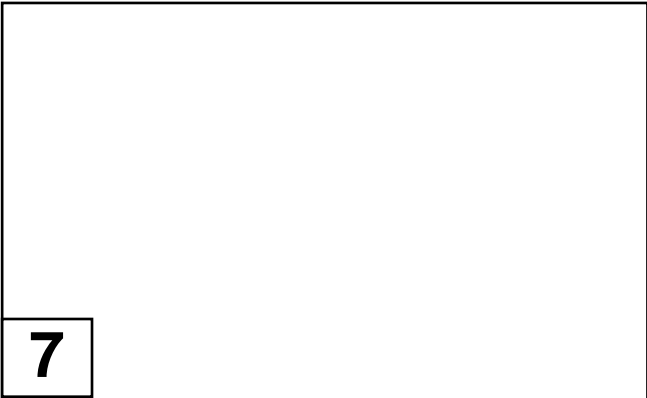
5

Check the refrigerant system for leaks.

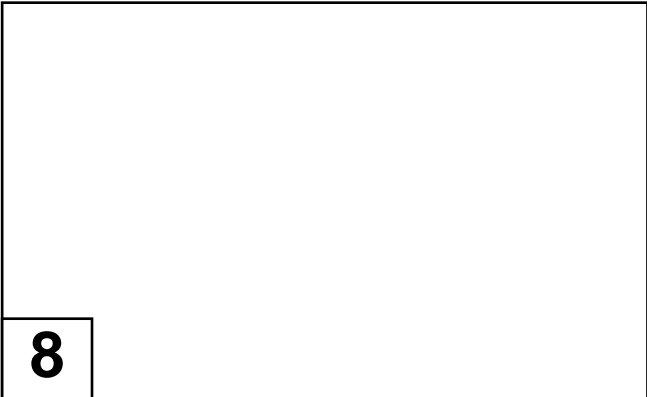
6

Check the heater-A/C controls for proper function.

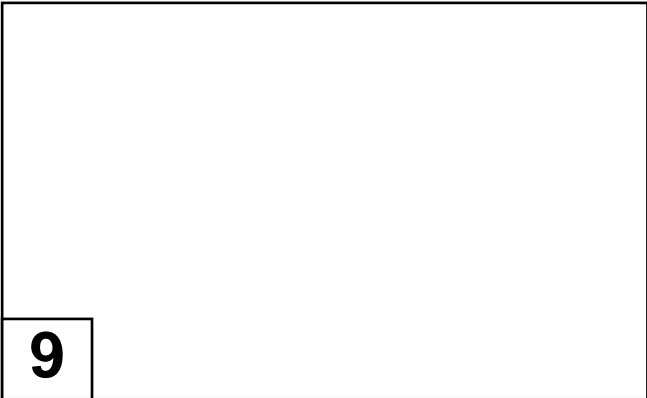
COMPLETING THE INSTALLATION



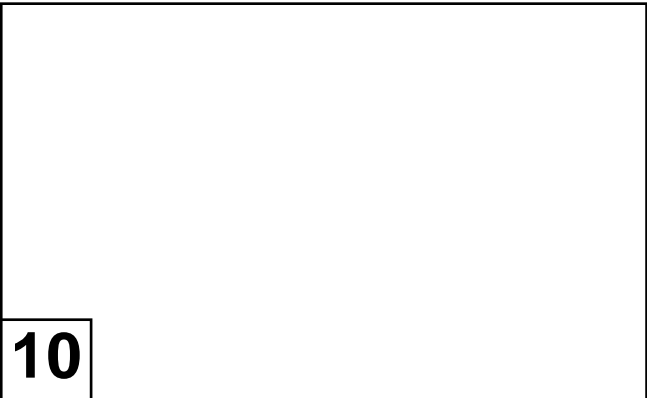
To test the performance of the A/C system refer to the Diamler Chrysler Service Manual.



Install the Mopar identification tag to the upper right hand radiator cowl.



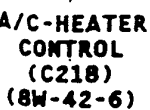
Fill out the yellow installation sticker and place next to the Mopar tag on the right hand radiator cowl.

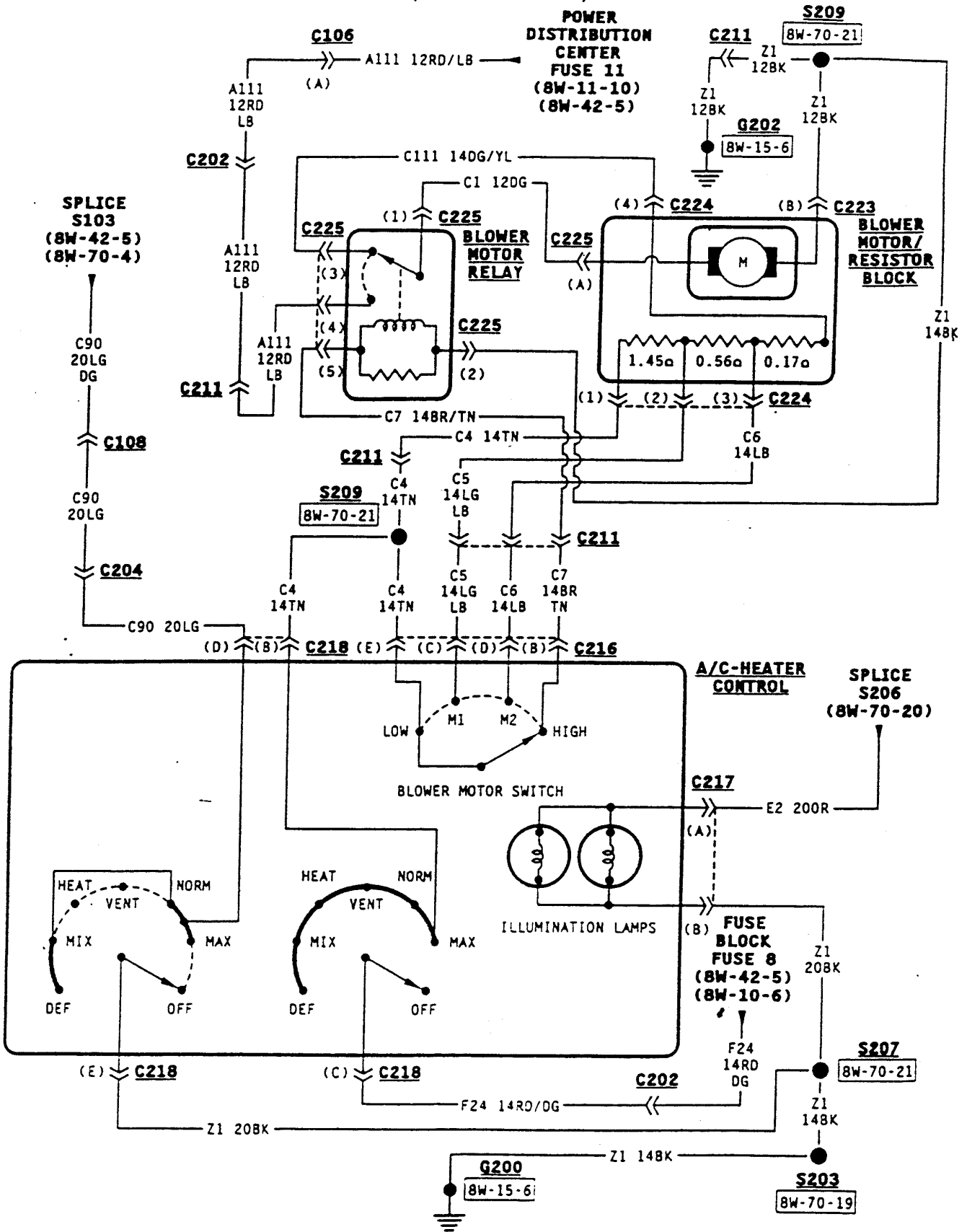


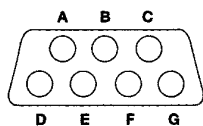
- Complete the Warranty and Vehicle Upgrade Cards.
- Yellow Vehicle Option Upgrade Card - complete and forward to Chrysler Corporation Warranty Registration Department.
 - Blue Owner's Purchase Record Card - complete and insert into the original plastic bag. Place in vehicle glove box.
 - White Mopar A/C Unit Part Number Identification Card - complete and insert into the original plastic bag. Place in vehicle glove box.

**BATTERY
POSITIVE
TERMINAL
(8W-20-3)**

**ENGINE
STARTER
MOTOR
(8W-21-3.4)**



**AIR CONDITIONING/HEATER
(WITH A/C-HEATER)**



VACUUM CIRCUIT LEGEND		
I.D.	Function	Color
A	Not Used	N/A
B	Defrost Actuator (Full Position)	Yellow
C	Floor Actuator	Brown
D	Defrost Actuator (Mid-Position)	Blue
E	Vacuum Supply (Reservoir)	Black
F	Panel Actuator	Red
G	Recirculation Actuator	Green

VACUUM

=====

VENTED

