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### Mustang/Capri Fox Body 5.0 Engine Compartment Upgrade Kit - Standard (22-129 & 22-232)

1. Read through installation instructions from beginning to end before starting.
2. Before starting, disconnect the battery and evacuate the A/C system of all refrigerant
3. In order to gain access to the condenser, the radiator will have to be removed. Drain water/coolant and disconnect coolant hoses. If equipped with an automatic Transmission, disconnect and plug the transmission cooling lines. Remove the upper mounting brackets and lift the radiator out of the vehicle.

4. Ford uses spring lock fittings to seal hose & line connections at the condenser and the evaporator inlet. A spring-lock tool is required to separate these fittings and is available at your local auto parts store. Remove the pressure switch from the accumulator, then remove the accumulator with the hose set. Be careful not to damage the evaporator fittings coming through the firewall. **CAUTION** - Use two wrenches, using one as a backup, on all threaded fittings to prevent the tubes from being twisted.



**NOTE** – two of the three spring lock fittings will be eliminated when the installation of this kit is completed.

5. A 3/8" hole will need to be drilled in the original front bracket to mount the adapter. Using a vice to secure the mounting front bracket, bolt the adapter to the factory bracket with the curved upper edge flush to serve as a guide to drill the hole.

6. Remove the rear compressor mount bracket and install reversed as shown.



The bracket is still installed on the engine in the previous photo. The adapter bracket will mount between the factory brackets as shown.

7. **THIS STEP IS A COSMETIC OPTION ONLY, AND NOT REQUIRED FOR FIT OR FUNCTION PURPOSES** - To improve the appearance of the installation, you can trim the factory bracket as shown. If you are unable to cut this bracket, please skip to the next step.



The photo at left shows the piece trimmed from the original mounting bracket.

This photo to the right shows the finished piece after trim & painting.



8. Replace the front mounting bracket on the engine using the original hardware. Using the supplied hardware, install the adapter brackets on the factory brackets as shown. Bolt the front adapter behind the front factory bracket, and the rear adapter (they are identical) to the front of the rear factory bracket. Do not tighten these bolts yet.

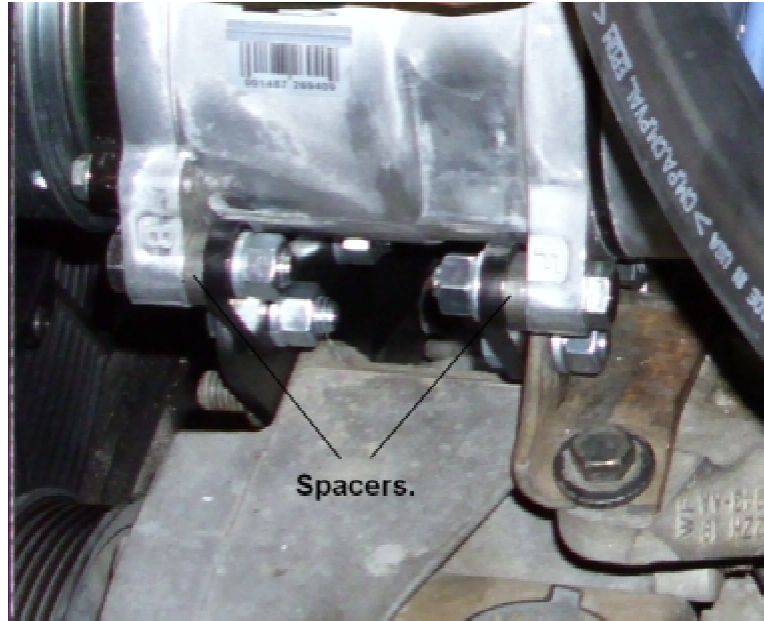


9. Using the supplied hardware, install the compressor as shown.

10. In order to attach the clutch wire, you will need to cut the original power lead to the compressor, tape off the ground wire (solid black) and connect the clutch wire to the remaining wire using the included terminal.

11. Install the 3/16" spacers between the adapter brackets and the mounting ears of the compressor. This will ensure correct belt alignment. Tighten all bolts.

12. Install the new serpentine belt supplied in the kit.



13. Install the correct size o-ring on the discharge hose, add a few drops of oil, and attach to the discharge fitting on the compressor. Be sure to orient the fitting as shown to clear the distributor.

14. Install the correct size o-ring on the suction hose, add a few drops of oil, and attach to the suction fitting on the compressor.

15. Install the new condenser using the original hardware.

16. Re-install the radiator, radiator hoses, water/coolant, automatic transmission cooling lines (if so equipped) and the upper mounting brackets.



17. Before installing the accumulator/suction hose and liquid hose, it's important to insure that the evaporator is clean and free of contaminants. It may simply need to be blown through with compressed air, but if contaminated oil or debris is found, removal for flushing or replacement may be necessary. Due to the evaporator design, the evaporator cannot be flushed without removing.

18. Once the evaporator has been determined contaminant free or replaced, install o-ring on the connections and lubricate with a few drops of the supplied assembly oil. It can be helpful to lubricate the threads of the fittings as well.

19. Install and lubricate an o-ring on the fitting off of the accumulator, then attach to the top fitting on the evaporator fitting at the firewall. Install the pressure switch on the new accumulator and attach the wire harness. Do not tighten fitting yet.

20. The suction hose is pre-crimped on the accumulator and will be routed as shown to the large suction fitting on the compressor. Install and lubricate an o-ring and attach to the compressor.



21. Once routing of suction hose is complete, tighten the connection at the compressor and connect the fitting to the evaporator.

The liquid hose assembly has a fitting in the middle where the orifice tube is installed. Install & lubricate an o-ring and assemble the two hoses as shown and assemble as shown. Do not tighten fittings yet. Lay the hose assembly in position with the 45° spring-lock end toward the evaporator, taking care to insure the hose assembly is routed clear of the exhaust.

22. Install & lubricate an o-ring on the straight end and connect the straight fitting to the condenser at the core support. Do not tighten fittings yet.



23. Lubricate and install an o-ring, then connect the 45' spring lock fitting to the evaporator's bottom fitting at the firewall next to the accumulator as shown. Press firmly, you will feel a "click" when the spring lock fittings are seated properly. Tug at the fittings to be sure they are fully locked. They should not come apart when pulled.

24. Tighten fitting at the condenser and the two hoses where they join together.  
**CAUTION** - Use two wrenches, using one as a backup to prevent the tubes or fittings from being twisted.

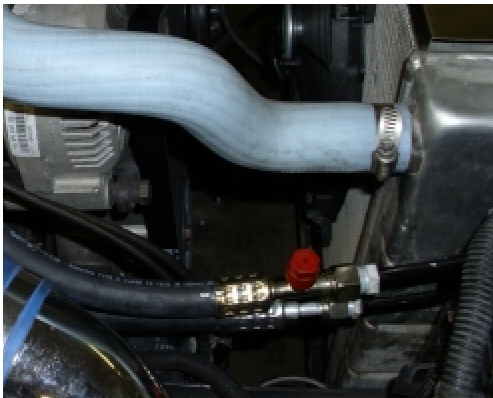


**NOTE** – This is the only remaining spring-lock fitting remaining in the system.



25. The discharge hose connects the compressor to the condenser. Install & lubricate an o-ring to the 45' fitting and install on the compressor discharge fitting.

**NOTE** - Make certain you orient the fitting at the compressor end as shown to clear the distributor. Tighten the fitting upon positioning.



26. Lubricate and install an o-ring on the straight fitting (has a service port on it) and connect to the top fitting of the condenser. Tighten the fitting.

27. Reconnect battery.

***After installing the kit, you will need to have the system evacuated and charged by a qualified A/C technician. There is no need to add oil to the system as the proper amount is in the compressor.***

**REGULARLY UPDATED INSTALLATION INSTRUCTIONS CAN BE DOWNLOADED AT**  
<http://www.classicautoair.com/downloads/ecu/23-132.pdf>