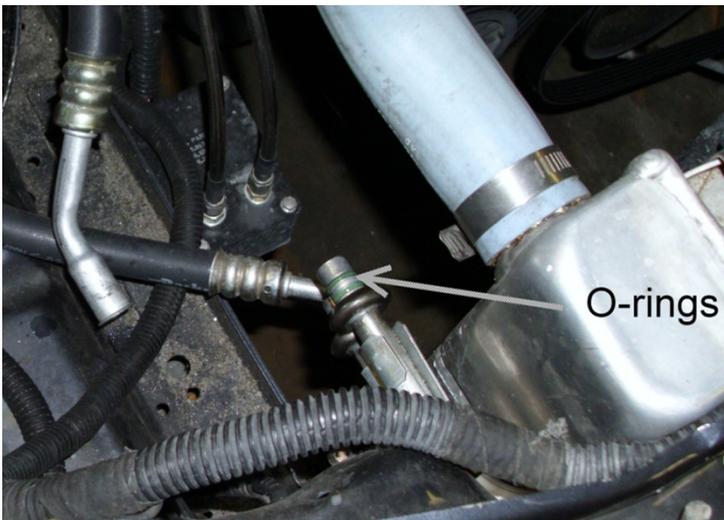




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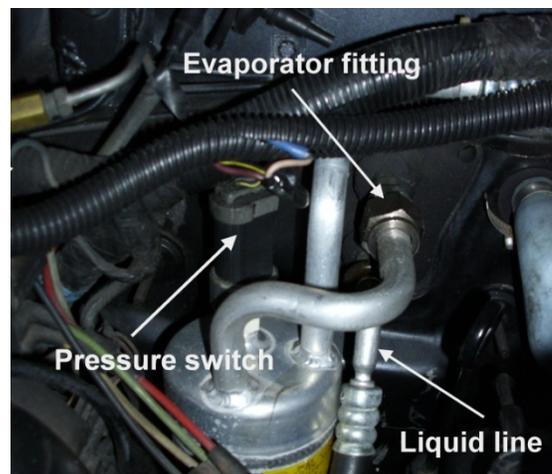
Mustang/Capri Fox Body 5.0 Compressor Upgrade Kit (23-106)

1. Please 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. We recommend flushing the condenser with an approved A/C flush and compressed air to remove all contaminants and insuring 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.
3. 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.



4. Remove the hoses from the compressor. Remove the hoses from the condenser using the spring lock tool. Carefully remove the old o-rings so as not to nick or scratch the soft aluminum of the fitting which could cause a leak. Install & lubricate the correct size o-rings.

5. Disconnect the wiring harness at the pressure switch on top of the accumulator and remove the accumulator assembly from the evaporator fitting at the firewall. Take care not to twist or otherwise damage the soft aluminum fitting. Use two wrenches to hold the fitting steady. Use spring lock tool to remove the liquid line from the evaporator fitting at the firewall. Carefully remove the old o-rings, install & lubricate the correct size o-rings.



6. Lubricate the ends of the new liquid line assembly and install, routing the line in the same manner as the old line. Be sure it does not touch the exhaust. 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.

7. Lubricate the new pressure switch and install it on the accumulator. Install and lubricate the correct size o-ring on the accumulator fitting. It can be helpful to oil the threads of the fitting as well. Install the accumulator assembly on the top evaporator fitting. Tighten nut using two wrenches.

8. Lubricate the fitting and attach the new discharge hose to the top condenser fitting and route towards the compressor. Again, be certain the spring lock is fully seated and locked in position. Keep the caps on the hose ends until attaching to the new compressor.

9. Remove the original serpentine belt, compressor and the front mounting bracket.

10. A 7/16" 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.

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



11. **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.

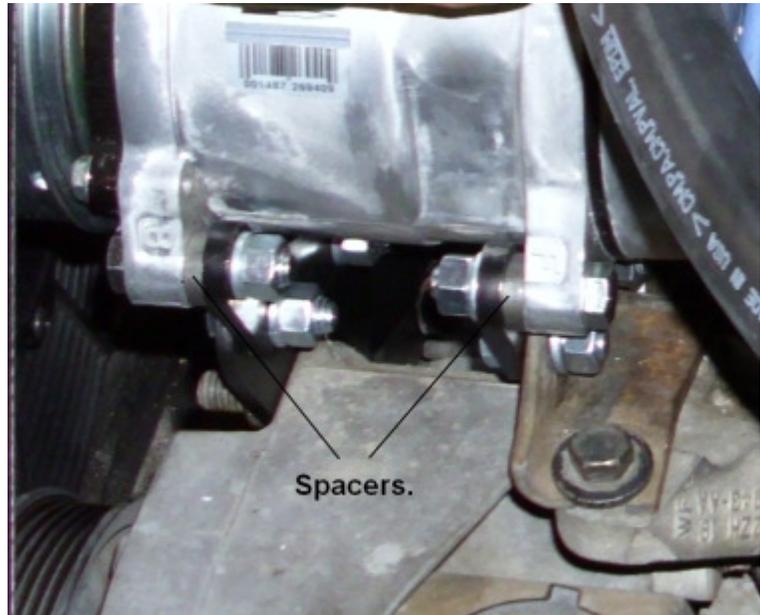


12. Replace the front mounting bracket on the engine using the original hardware. Using the supplied hardware, install the adapter brackets on the factory brackets as shown. Bolt the front adapter behind the front factory bracket, and the rear adapter (they are identical) to the front of the rear factory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



13. Using the supplied hardware, install the compressor as shown. Attach the clutch wire.

14. 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.



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

16. Install & lubricate the correct size o-ring on the discharge hose and attach to the discharge fitting on the compressor. Be sure to orient the fitting as shown to clear the distributor.



Install & lubricate the correct size o-ring on the suction hose and attach to the suction fitting on the compressor.
NOTE – The fitting shown in the photos does not show a service port that will be on the actual fitting installed.

17. 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/compressorupgrades/23-106.pdf>**