

Installation Instructions

*Important information about your
new a/c system.*

*Please read the following directions prior to
installing this a/c system.*

IN-DASH A/C AND HEAT SYSTEMS

ID-200, 220, 250, 255



Nostalgic AC Parts
"Keeping Your Classics Cool"

◆ Contact us by email or phone if you need any assistance or information regarding this a/c system.

888-977-8889

SALES@NACKITS.COM

Important information about your system, and warranty

- ➔ DO NOT ADD ANY OIL TO ANY PART OF THE SYSTEM.
- ➔ DO NOT USE THE SIGHT GLASS TO CHARGE THE SYSTEM.
- ➔ DO NOT OVERCHARGE THE SYSTEM.

This Kit is designed to work with R134a refrigerant, not any other refrigerant (freon). The system has been designed and tested using R134a refrigerant. The systems performance with this freon was as expected. Vent temperature of 37-45 F Degrees, and a high side pressure reading at 200-220psi.

The system should not exceed 250psi on the high side, and the low side will stabilize if all is installed correctly.

WE NEED THE HIGH SIDE GAUGE READING IN ORDER TO HELP WITH ANY PROBLEMS.

The system needs to be evacuated for maximum performance. The system will take 1.50 lbs of R134a refrigerant, or two cans. You want the high side to be 200-220psi when the system is on and the vehicle is idle.

DO NOT ADD DYE TO CHECK THE SYSTEM. WE HAVE HAD PROBLEMS WITH THE EXPANSION VALVES GETTING CLOGGED.

If you have a problem with the system we ask to call before diagnosing or changing any parts. We can fix problems easier if the system is not tampered with.

If you have a warranty claim you need to call prior to shipping any parts back.

OUR POLICY IS TO GET THE OLD PART BACK PRIOR TO SHIPPING ANY NEW PARTS OUT.

We are not responsible for the following:

Clogged expansion valve from too much oil, or dye

Cracked compressors from improper installation

Compressor with broken valves from overcharging of oil or refrigerant

Burned up clutches from too high of head pressure

We will be here to serve you seven days a week by phone and / or email
Please contact us if you need assistance.

888-977-8889

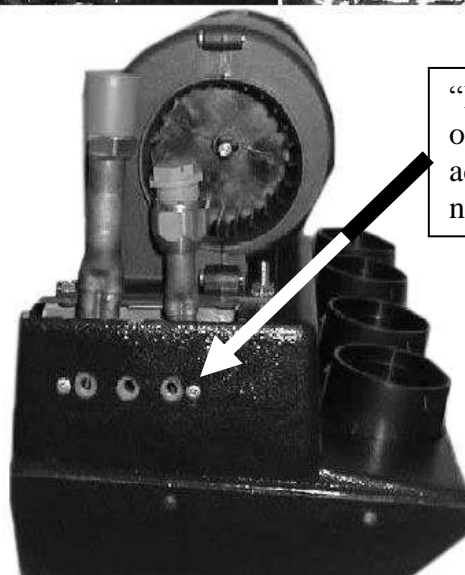
The Nostalgic AC Parts team would like to thank you for your recent purchase of a complete a/c kit for your car or truck. There are a few steps that must be followed in order for your a/c system to operate properly.

- The **HIGH SIDE** gauge reading should not exceed 220 PSI. We **MUST** have the **HIGH SIDE** gauge reading if you need any assistance in correcting a potential problem.
- If you purchased the a/c compressor from **NAC, DO NOT ADD ANY OIL, DYE, LEAK SEALANTS OR OTHER ADDITIVES TO ANY PART OF THE SYSTEM.** If oil is required NAC will provide an additional sheet with directions on filling the system with oil.
- Be sure you have the correct pulleys for the engine prior to installing the kit. Pulleys are not included unless specified when the kit is ordered.
- Insulation is very important. Be sure to insulate the firewall and floorboard prior to installing the evaporator unit. It is very important to insulate the floor and firewall behind the evaporator unit.
- There should be adequate airflow from the radiator fan, and a sufficient amount of room between the condenser and radiator. Make sure the **CONDENSER HAS A TUNNEL EFFECT OF AIRFLOW THAT FLOWS THROUGH THE CONDENSER AND RADIATOR.** Foam can be put in between condenser and the radiator edges to achieve a proper airflow effect. There should be ¼” to 1” gap in between the radiator and condenser. **EFFECTS OF INADEQUATE AIRFLOW:** the compressor may act like it is “locking up”, warm air only from the vents, overheating of the engine, high head pressure, air blows cold at idle and blows warm while driving, and more.
- Find the proper flow of the water prior to installing the heater control valve. Water should be turned off prior to entering the evaporator / heating unit. It should only be turned off when the heat is needed. If you are experiencing warm air out of the evaporator check the compressor low side fitting. If it is ice cold then the heater valve is not hooked up properly.
- **DO NOT USE THE SIGHT GLASS!** The system should be charged with R-134a ONLY. If you do not follow this instruction your warranty may be void and you may not be eligible for technical assistance. **EFFECTS OF OVERCHARGING:** Compressor is “noisy”, engine overheating, warm air only from the vents, and more.
- If a problem exists after checking all these conditions you may call or email for technical assistance. **IF YOU DO NOT HAVE THE HIGH SIDE GAUGE READING WE WILL NOT BE ABLE TO ASSIST YOU IN FIXING THE PROBLEM.**

STEP ONE

Installing the Evaporator unit:

- 1) An in dash a/c unit mounts up behind the dash in the area of your choice, normally behind the glove box. The glove box may need to be modified to fit correctly.
- 2) After a location has been selected attach the included “L” brackets to the evaporator unit. Hold the unit up to the firewall and mark the mount holes where the “L” brackets will screw to. Unbolt the “L” brackets from the unit and mount the brackets to the firewall.



“L” Brackets attach to the side of the unit. The holes are for adjustment, only one hole is necessary for mounting.

- 3) If the expansion valve is not attached to the unit, you must attach it at this point.
- 4) The expansion valve will mount to the smaller fitting on the evaporator unit. If the valve is already attached disregard this step. We normally mount the expansion valve on the evaporator prior to shipping it. The simplest way to tell if the expansion valve is mounted is by looking at figure 1.1. If the evaporator fittings are perpendicular to each other the expansion valve is mounted. If you

need to rotate the valve for hose purposes make sure to recover the valve with the black cork tape after re-positioning it. If the expansion valve is mounted the evaporator fittings will look similar to figure 1.2.

- 5) IF THE EXPANSION VALVE IS NOT MOUNTED FOLLOW STEPS FIVE AND SIX. The expansion valve will require a # 8 O-ring when connecting it to the evaporator. The bulb on the valve will attach to the large tube on the evaporator, see pictures for details. There will be a “C” clip in the package to attach the bulb.



Fig. 1.1

Bulb and “C” clip attached to the evaporator tubes.

- 6) After the expansion valve bulb and “C” clip are attached place some black insulation (cork) tape over the tubes and expansion valve. Do not cover the threads or hex area of the tube. More tape will be needed later to cover all the connections and fittings.



Fig. 1.2

- 7) At this point the evaporator can be mounted but it may have to be dismantled to attach the a/c hoses. See step six.
- 8) Prior to installing the a/c lines find a location in the firewall to run the hoses through. Select according to which side of the unit the fittings are on and which side of the engine the compressor is on. Be sure to use the grommets to protect the hoses when running them through the firewall. The grommets will require a 1-1/4" hole, unless it is a large single grommet for both hoses. Our recommendation for the firewall holes is as follows: Mount the unit in its mounting location. Take the # 6 (5/16" hose) and the # 10 (1/2" hose) and push a 90 degree fitting into each. Attach the fittings (finger tight) to the evaporator. If the hoses will run straight back to the firewall without any kinks make a small mark where the hose meets the firewall, Figure 1.3. That will be the location for the grommet. If the hose is kinked or tight try a straight fitting on the evaporator connection. We do carry many fittings if a 45 or 180 degree is needed please contact us.
- 9) If you are using a bulkhead fitting on the firewall mount the evaporator unit first then find an area for the bulkhead fitting on the firewall. Mark where the bulkhead fitting will mount then run the hoses to that point on the firewall. If the hoses are not kinked, and out of the way the bulkhead will be ok to mount. The bulkhead can be mounted at your discretion. We normally mount the bulkhead during step six. It is better to have all of the components in the vehicle before cutting holes into the firewall. Figure 1.4
- 10) The drains need to be run through the floorboard; the hole for the drain tube should be 3/4". Both drains have to be hooked up into the drain hose. Please remember if the evaporator unit is mounted on an angle greater than 45 degrees the evaporator may blow water out of the vents. If the unit is not draining properly there may be a "sour milk" smell from the stagnate water in the evaporator housing. The drain hose should be attached without any kinks. Make sure the drain flows down; the water will not drain if the tubes go up from the evaporator box to the firewall. The drain can be located anywhere the installer chooses.
- 11) We recommend keeping the drain out of sight, out of the feet area, and not draining onto the exhaust. Figure 1.5
- 12) After the a/c hoses are connected use the black cork tape to cover the metal fittings, and connections at the evaporator box. See figure 1.6



Fig. 1.3

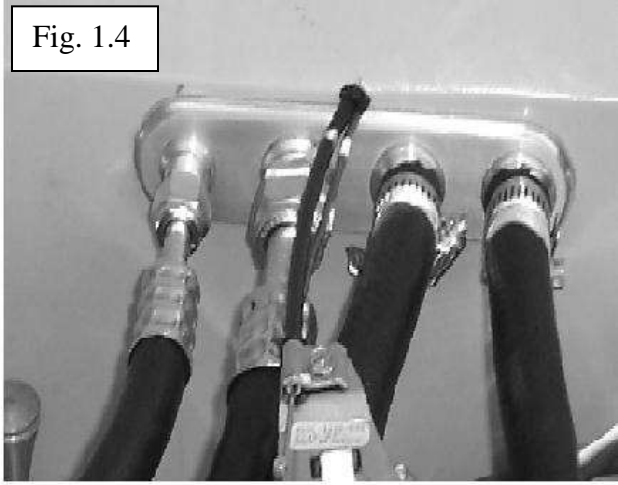


Fig. 1.4

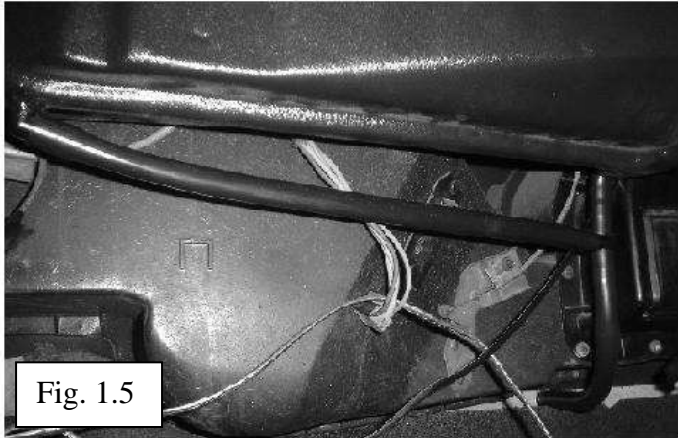


Fig. 1.5

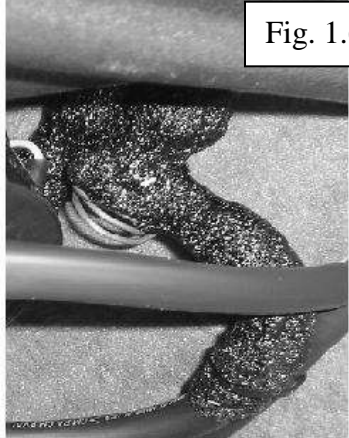


Fig. 1.6

STEP TWO

Controls and wiring:

- 1) Indash evaporator units have separate controls, and separate vents. If you would like to use the factory controls please call us to convert your stock control panel. You can use the factory heater only controls to run the fan motor, and all of the cable controls.
- 2) If you are using aftermarket controls they can be mounted in many different locations, arrangements, and distance from the unit. The important step is to insert the silver probe on the thermostat into the evaporator coil. This probe will be inserted into the evaporator coil. The probe **MUST** go into the coil at least 1.5 to 2 inches.
It does not matter where it enters the fins on the evaporator, it is only important that it is inserted. There will be a 1/2" round white sticker with a hole under it to designate where the probe should be inserted into the evaporator. Be careful when unwinding the coil, they are fragile and if they are broke they have to be replaced. Please remember when mounting the controls that the silver tube has to reach the evaporator box. We send a 36" tube with the controls but the thermostats are available with 72" tubes if you wish to mount the controls farther from the unit. Figure 2.1
- 3) After the probe is inserted and the controls are ready to install it is time to wire the unit. You can wire the unit first or hook up the remote vent. The remote vent can be mounted anywhere that you choose. If you need a longer piece of duct hose please contact us.
- 4) There is a three-plug wire on the controls and the evaporator unit, the plug will have two male and one female barrel connector, they plug together. There will be a ground wire on the back of the unit; it will have to be grounded.
- 5) Please note, units have different color wires. If the thermostat is not hooked up to the blower switch with a jumper and the thermostat does not have a long wire coming off of it, this will have to be done first. On the back of the five prong fan switch there will be one spade connector designated with a "C" this is to be connected to the thermostat, the other connector on the thermostat goes to the compressor. There is not any particular way to hook them up.
- 6) There are three wires to hook up on a non-vacuum or non-electric a/c system. The three wires are listed in step five. The compressor wire will run out through the firewall.
- 7) The first wire is the ground wire on the blower motor. The blower motor should have a black wire with a loop connector. Ground this wire to any metal surface on the vehicle. If the wire is to short extend the wire with the proper wire connectors. Do not leave wire without insulation exposed.
- 8) The second wire is the 12 volt lead, this wire can be any color but it is normally red or blue. The easiest way to recognize it is by the inline fuse. This wire is to be hot when the key is on. Find an ignition source in fuse box to tap into. After the ground wire and the power wire are connected you can test the blower motor

- on the unit. If the motor does not have three speeds or the motor is not working check that the blower wheels move free. Sometimes the motors will get jarred during shipping causing the wheels to bind in the blower motor housing. If the wheels are stuck remove the clip holding the wheel and readjust the wheel so it moves freely. If the evaporator does not have three speeds call us for technical service.
- 9) The last wire is the compressor lead. This wire will run to the high / low (binary) pressure switch then to the compressor. The high low pressure switch should be mounted in the drier. See the drier installation for high low pressure switch mounting. We recommend hooking up this wire last. The barrel connector on the wire will match the compressor connector; two spade connectors will be required to hook up the binary switch. The compressor lead wire can attach to either side of the binary pressure switch.
 - 10) Some controls are for vacuum or electric, separate directions will be included for these setups.
 - 11) **DO NOT HOOK UP THE COMPRESSOR WIRE UNTIL THE SYSTEM IS READY TO BE CHARGED, DOING SO COULD CAUSE MAJOR HARM TO THE COMPRESSOR.**

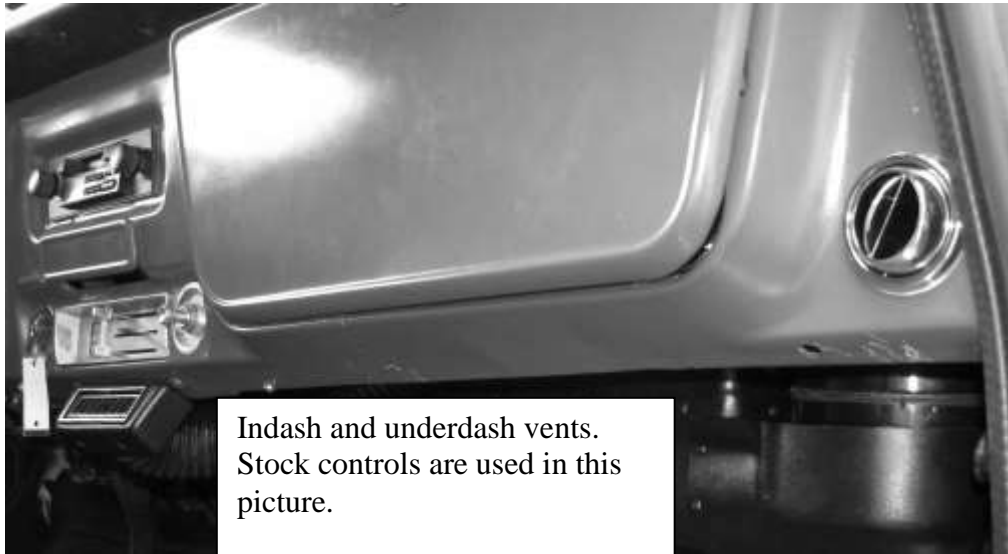


Installing the Vents and defrost:

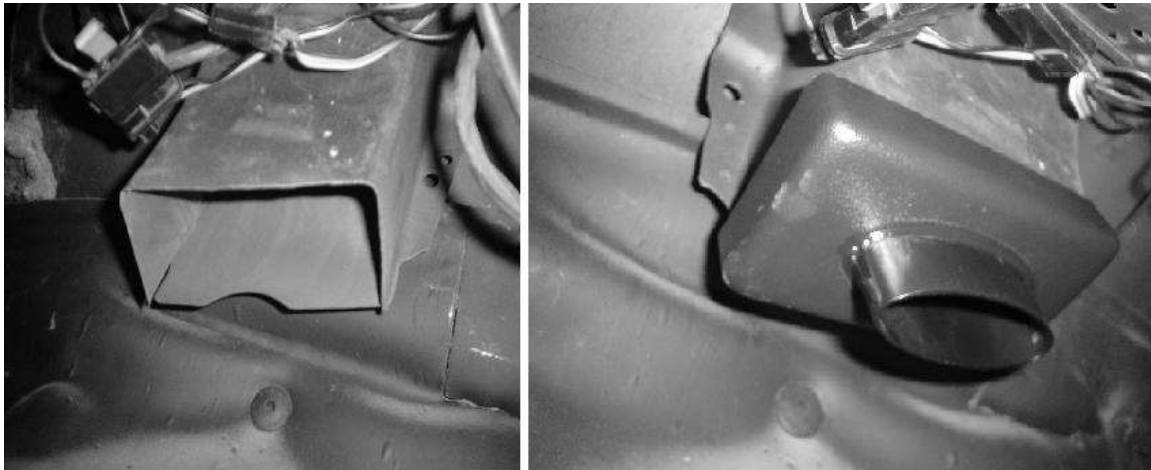
- 12) There are two different style vents underdash and indash. Our systems normally use three vents in or under the dash and a defrost outlet. These systems are designed to blow the a/c and heat out of the same vents. The defroster will only blow when the defrost flap is open.
- 13) If you're using indash vents you will need to find a location in the dashboard for them. After the location is found a template will need to be made to cut the dash correctly. We recommend using cardboard. Trace the louver onto cardboard, and then cut out the outline. Make sure the louver fits snug into the cardboard. If the

cardboard template is correct it will be time to mark the outline onto the dashboard. At this time the dash can be cut for the vents.

- 14) If you are using round vents use a hole saw for cutting the vents into the dash. Place the hole saw up to the back of the louver for correct sizing. The round louvers unscrew from the hose adapter for indash installation.



- 15) If you are using underdash louvers the installation is fairly simple, place the vent under the dash mark the location and use the self-tapping screws to secure them to the bottom of the dashboard.
- 16) After the vents and evaporator are mounted into their locations the duct hose can be put on. We use screws to secure the duct hose to the unit and louvers, tie straps, or duct tape can be used as well. The oval louver hose adapter will work with the round duct hose.
- 17) If you are using the defrosters in the vehicle we have a few different options for hooking them up.
- 18) Our first option is a defrost Y with a flap. The Y can be used with a cable or it can be mounted towards the driver side for the driver to switch the flap as needed. If a cable is going to be used there are two options. We offer a pull cable or you can use the original cable that came on the factory heater controls. The defrost Y should be secured with a metal bracket (not included) to the firewall for the cable to operate properly. The cable will have to be secured to the firewall or the metal bracket as well. If the defrost Y or cable are free to move the flap will not open or close properly.
- 19) The second option is to use the factory defrost duct, it was common on cars newer than 1955. We include an adapter for most GM cars, and will be happy to make one for any car if you call and ask. The adapter is designed to sit in, or around the square opening on the defrost duct. We will include a flap into the adapter for easy cable operation.



The above pictures illustrate the original defrost duct with a vent hose adapter. If you vehicle has two separate defrost diffusers the setup will be different than the one pictures. If the evaporator has four outlets the defrost Y with flap will be necessary to duct the defrosters.

STEP THREE

Installing the condenser:

- 1) There are three different style condensers, a horizontal condenser that is used on most cars from 1951 and newer vehicles, a vertical condenser that is used on 1950 and older vehicles, and the remote condenser which is mounted in locations other than in front of the radiator. Any condenser, regardless of style will have to be mounted so the small fitting, #6, is on the bottom, and the large fitting is at the top. If you are mounting a remote condenser it must be on a slight angle so the refrigerant and oil can flow downward.
- 2) When mounting the condenser in front of the radiator, make sure the small fitting is on the bottom, and the large fitting is on the top. Use the flat brackets to install the condenser, with the included screws attach the brackets to the radiator core support and to the condenser.
- 3) **DO NOT INSTALL THE CONDENSER ON THE INSIDE OF THE RADIATOR**, between the motor and the radiator.
- 4) Please be sure not to puncture the condenser when installing it, there are holes designated for the mounting brackets.
- 5) Vertical condensers should be installed the same as the horizontal.
- 6) Remote condensers will require a trinary switch to run the fan. These condensers should be mounted on an angle, and in a location where damage from road debris is minimal and airflow is available.
- 7) The condenser should be a 1/4" to 1" away from the radiator, if more space is needed be sure to fill the sides of the condenser in with a foam fill. The object is to get a tunnel effect of air through the condenser and radiator; you do not want air to escape between the two.



Fig. 3.1

STEP FOUR

Installing the drier and binary switch:

- 1) The drier can be installed in any location you choose, be sure to mount the drier so the fittings are on the top. The drier has to be vertical, if you would like a horizontal mount drier please contact us. The drier can lay on an angle, for example, on the inside of a fender well it will lay at a slight angle 10 to 20 degrees.
- 2) The drier says "IN" on the top, the "IN" should be facing the front of the car, the hoses will run from the condenser "IN" the drier and out to the expansion valve.
- 3) If you are using R-134a refrigerant **DO NOT USE THE SIGHT GLASS.**
- 4) The binary switch is to be mounted in the drier. There are two plugs (hex head bolts) on both sides of the drier (some driers only have one). Unscrew one plug and install the binary into the switch port. Be sure the O-ring is on the binary switch.
- 5) The binary switch should be tightened one quarter of a turn past snug.
- 6) The binary switch is a round switch with a green boot covering the threads. We put the binary in the bag with the fittings when you purchase one of our a/c kits. Remove the green boot to install it into the drier.



Hose to bottom
of condenser

"IN" on drier

Binary pressure switch
with binary plug

Large fitting on
the condenser

Fig. 4.1

STEP FIVE

Installing the mount kit and compressor:

- 1) The mount kit will include directions for installation, please use those directions. Please note that mount kits are designed for specific engines, but many engines are built with components that do not match applications to the original setup. If the bracket does not fit exact please understand some minor fabrication may be required.
- 2) When installing the bracket, leave the bolts loose until the compressor is mounted. It is very easy to crack a compressor if the bracket is not installed properly. Please tighten the entire bracket in a random order, while tightening do not put strain any one point.
- 3) If a belt is not included, use a small diameter rope to measure the length of the belt, or refer to the mount kit directions for the belt size.
- 4) Pulleys are not included with kits, unless it is specified. Chevy engines require double groove water pump pulley, triple groove crank pulley if running power steering, and a double groove power steering pulley.
- 5) When mounting the compressor be sure to make sure the hoses and charging ports clear the hood and the inner fender.
- 6) The compressor can be mounted with the fittings pointing in any direction. If the fittings are pointed at any angle lower than 45 degrees be sure to attach the crimped a/c hoses first. It is not recommended to mount the compressor on any angle over 45 degrees, only do so if the bracket is designed to fit the compressor at an odd angle. If the hoses are not attached first the oil can drain out, which can cause a system failure
- 7) **THE COMPRESSOR IS FULL OF OIL NO ADDITIONAL OIL IS REQUIRED TO ANY PART OF THE SYSTEM.** Attach the hoses, and leave the oil alone, don't add any oil to any part of the system. If oil is added the system could have many problems. A few are a sour milk smell from the vents, improper cooling, low side pressure is low, expansion valve failure, and a noisy compressor.

STEP SIX

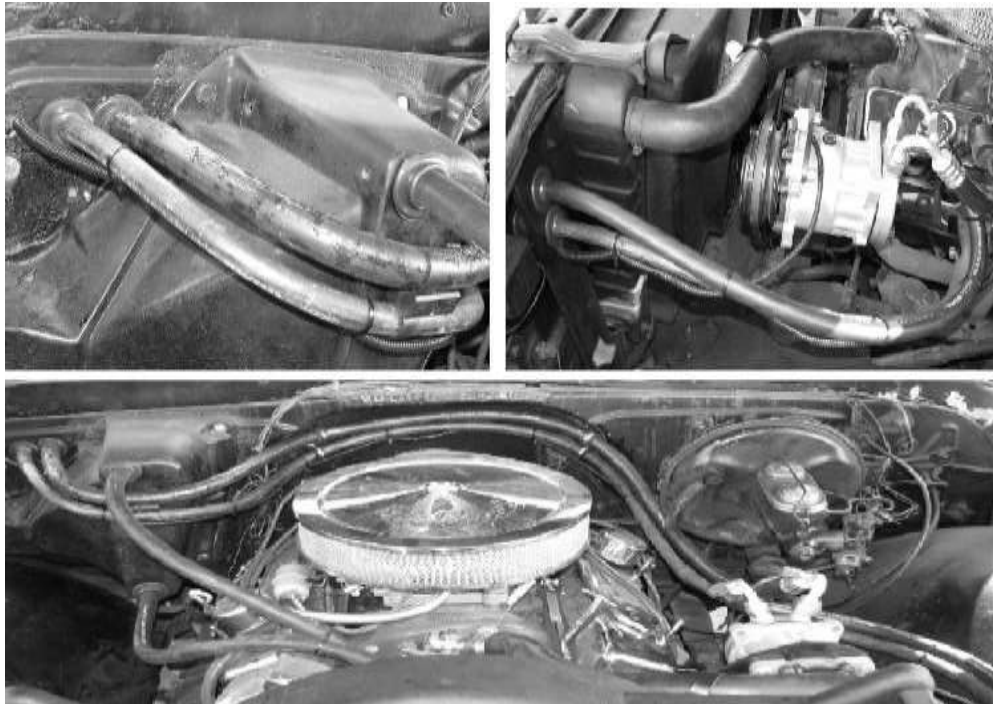
A/C hose routing and installation:

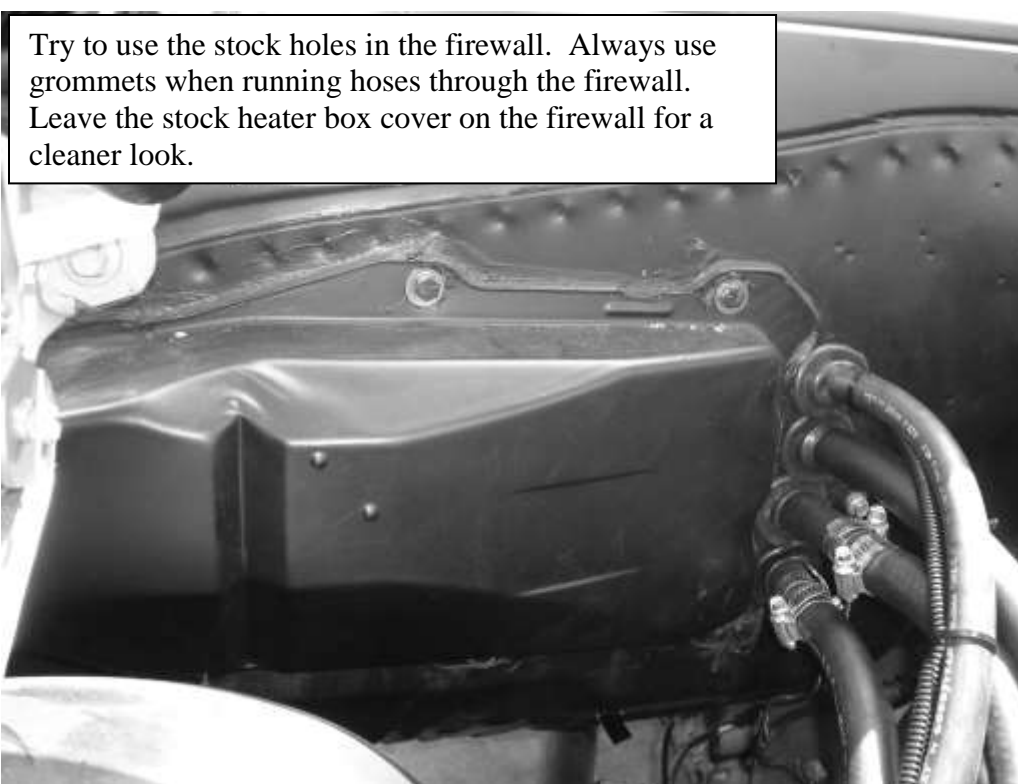
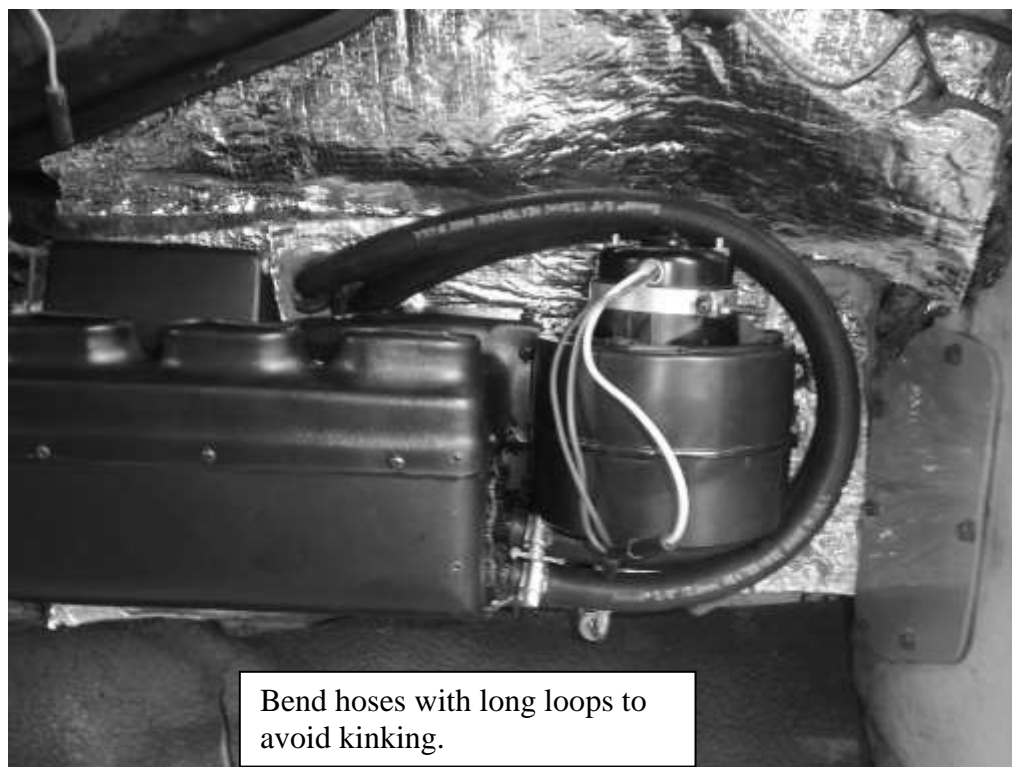
- 1) The a/c hoses are to be crimped with an a/c hose-crimping tool. Most a/c stores and some auto parts stores have crimping tools. The hoses can be hooked up in any order you choose. The hose kit is a universal hose kit there will be left over fittings and hose when the job is done. The charge ports are normally attached to the compressor fittings. They do not have to be put on the compressor; it is up to the installer. Prior to having the hoses crimped together. Put the fittings on the hose with masking tape around each end to mark with a marker for clocking. Do not crimp the fittings over the tape.
- 2) Starting with the large hose #10 or 1/2". This hose goes from the large fitting on the compressor to the evaporator unit. The compressor will get the fitting with the charging port, low side. This hose will run through the firewall so be sure to use a grommet, 1-1/4" hole required.
- 3) The next size hose is #8 or 13/32". This hose runs from the compressor to the condenser. The compressor will get the fitting with the high side charging port. The condenser fitting connects to the fitting at the top of the condenser. When running the hose through or around the core support make sure it is protected with loom. A hole can be rubbed into the hoses if the hose is against metal edges.
- 4) The third and fourth hose to install is the # 6 or 5/16" hose. Start with the # 6 hose that runs from the bottom fitting on the condenser to the "IN" fitting on the drier. From the drier the hose will go through the firewall and grommet, 1-1/4" hole, to the expansion valve on the evaporator. After this hose is attached, place the black insulation tape over the fittings that are attached to the evaporator. Keep the #10 and #6 hoses close together when routing through the firewall, it makes the evaporator installation process easier.
- 5) The fittings included with the hose kit can be used in any manner necessary to run the hoses without kinking the lines. Make sure the hoses do not rub on metal edges without protection, and be sure to put O-rings on all the fitting connections. Oil is not necessary on the O-rings, it can be added to the threads on the fittings to stop them from seizing. DO NOT USE TEFLON TAPE. Tie the hoses down from flopping around, and keep the hoses off of the exhaust.

Heater hose installation:

- 1) The heater hoses on the evaporator will attach into the existing heater hose connections on the engine. The hoses can be hooked up to either side of the heater core in the car. If the heater hoses are kinking due to the directions of the heater outlets and the dashboard, 180-degree pre-made hoses are available at most parts stores. This will eliminate the kinking of the heater hose under the dashboard. The heater hoses are 5/8 on the heater core, if your vehicle has 3/4" outlets, step down adapters are available at most parts stores.

- 2) After the heater hoses are installed, the heater control valve needs to be placed in the heater hose. This valve **MUST** turn the water off prior to the water entering the heater core. If the water flows through the core, the A/C gauges will read correct, but the temperature of the unit will only get to 65 degrees out of the vents. If you are unsure of the water flow, turn the engine over with the heater hoses disconnected from the engine to determine the direction of flow. We have seen vehicles with backflow through the heater hoses. If the hoses at the heater core are hot when the car is running the water may be flowing back through the system. A manual heater control valve is needed if this situation occurs.
- 3) A cable is provided to operate the heater valve. This cable needs to be attached to the valve so the valve opens when the cable is pulled. The valve should go under the hood in the engine compartment or under the dashboard near the heater hose connections. If you wish to use the original heater controls, use the existing cable to hook up to the control valve; or the pull cable can be mounted in or under the dash.
- 4) Below are some images of grommets in the firewall. Hose routing for long hoses, and charge ports on the compressor. The charge ports are on the side of the 135 degree fittings. These fittings allow for low hood clearance.





STEP SEVEN

Installing the drain tube:

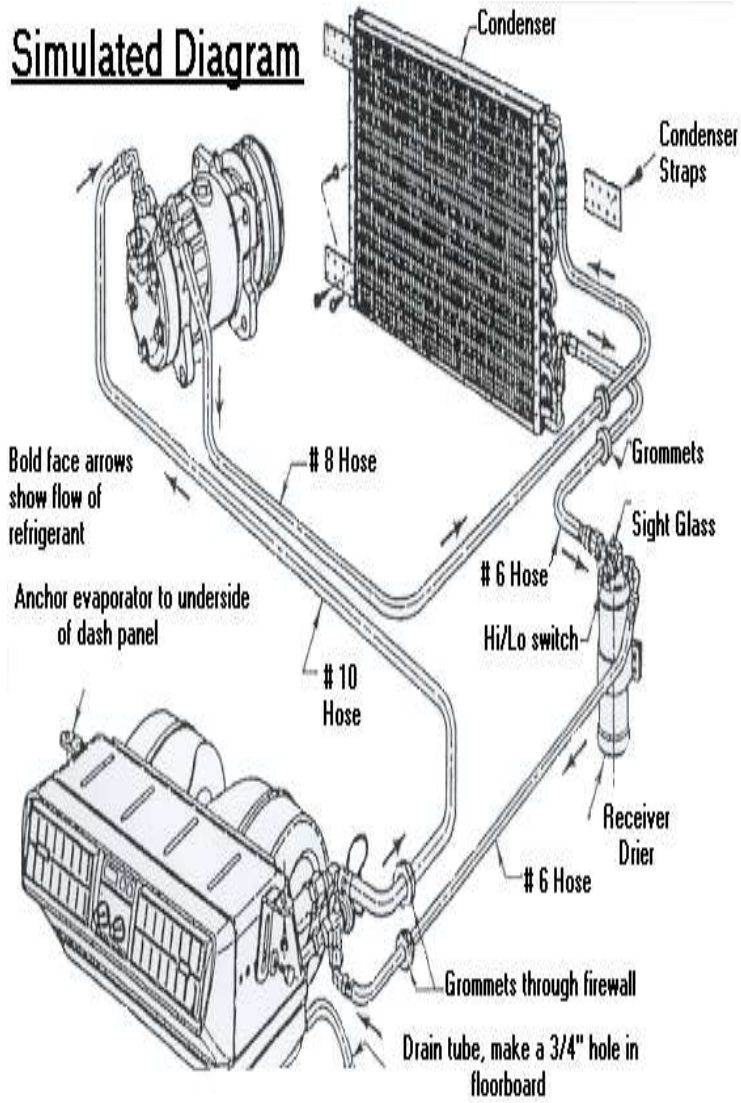
- 1) If the evaporator drain tube was not installed during step one you can do it now. This section serves as a reminder to install it. The drain tube goes from the drain outlets on the evaporator through the floorboard of the vehicle. The hole should be $\frac{3}{4}$ " and the drain tube should be straight without any kinks. Do not let the drain hose rub on any sharp edges that can cut a hole in it.

STEP EIGHT

Charging the system:

- 1) DO NOT ADD OIL TO ANY PART OF THE SYSTEM. DO NOT USE DYE, LEAK SEALANTS, OR ALTERNATIVE REFRIGERANTS IN THE SYSTEM. We are not able to diagnose problems if the directions are not followed.
- 2) The system should be evacuated in order to achieve maximum cooling from the system. Evacuate the system for 45 – 60 minutes. If the system is not evacuated the system may not cool properly.
- 3) After the system is evacuated and ready to charge, plug the compressor wire in.
- 4) When charging the system start with 1.5 LBS of R-134a refrigerant. The ideal pressures of the system are 15-28 on the low side and 180-220 on the high side. If the system is not within this range with 1.5lbs of R-134a add more R-134a in .25LB increments. If the high side gets high, and the low side stays low you have a condenser-cooling problem. Please see the first page.

Simulated Diagram



Wiring Diagram

