

A/C HOSE KIT FOR LT1 POWERED 82-92 F-BODIES

Parts included:

- A/C Block
- (2) Sealing Washers (already installed on the a/c block)
- Small A/C Hose with green o-rings on each end
- Large A/C Hose with green o-rings on each end

Other parts that may be needed/replaced but not included:

- R134A retrofit kit
- Factory bolt or automobile metric bolt that goes on the back of the compressor
- (3) 12oz. Cans of R134A
- R134A dispenser adaptor hose (recommend Walmart's)
- Ester (or Pag150, read notes below) oil in can (8oz)
- Orifice tube
- Accumulator

Tools Needed:

- Assorted SAE wrenches with sizes up to 1¼"
- Needle nose pliers

Pre-installation Notes and Guidelines:

- 1) 82-92 F-body V8 motor mounts are used for LT1 swaps for 82-92 F-bodies. Passenger side motor mount "clam shell" that bolts to engine will need to be grinded down for backside of a/c compressor so it fits into LT1 accessory bracket.
- 2) K-member will need to be notched or massaged for clearance of a/c compressor. This can be done by cutting and welding material or simply using a 20 oz hammer by pounding in area until a/c compressor will have clearance from the K-member.
- 3) **Highly recommended to replace the orifice tube.** It is the a/c system's filter. Recommend a **variable** orifice tube. If you live in a "normal" environment (central/northern US) then get the normal variable. If you live in a "severe" environment (like Arizona or very southern US states where temps reach 120 then get the "severe.") The orifice tube can be found once the hard a/c line is removed that runs along the frame, it is inside the a/c line coming from the a/c box by the firewall. Needle-nose pliers are recommended to remove it.
- 4) **Optional - replace the accumulator** (the silver canister). It is fairly inexpensive.
- 5) Install a R134A retrofit adaptor kit if your system has not already been converted to R134A. The kit is just a couple bolt-on adaptors.
- 6) Don't use too much force when starting to thread the hoses on because they are very easy to start out going crooked. The hoses should thread on easy and if having difficulty then restart, keep trying, and wiggle hose around.
- 7) Be sure to use two wrenches when loosening/tightening hoses to condenser and accumulator
- 8) Install block along with sealing washers first. Be sure to install block correctly so that the smaller threaded fitting on the block is nearest to the side frame rail.
- 9) Install small a/c hose first to the a/c block then to the condenser (looks like a radiator). Next install large a/c hose 2nd and larger a/c hose will lay on top of the smaller hose. Then install large a/c hose to the accumulator.
- 10) Industry standard for A/C oil is R12=mineral, R134A conversion=Ester, R134A=PAG150. You can use PAG150 or Ester. I went with Ester on mine.
- 11) Install A/C oil before installing R134A
- 12) To install R134A and AC oil, engine and A/C must be turned on.

Other good reading material for retrofitting a/c:

<http://www.thirdgen.org/retrofitac>