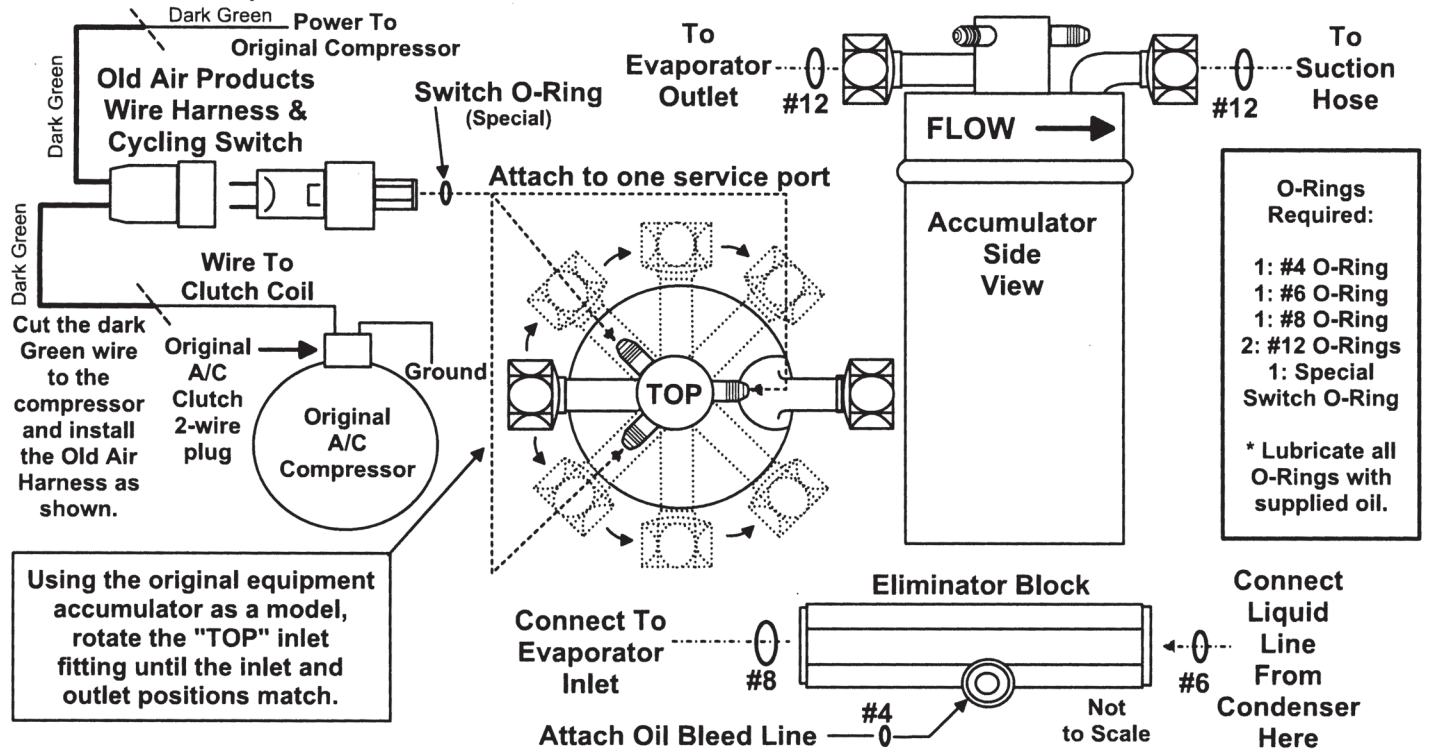




# 50-3600

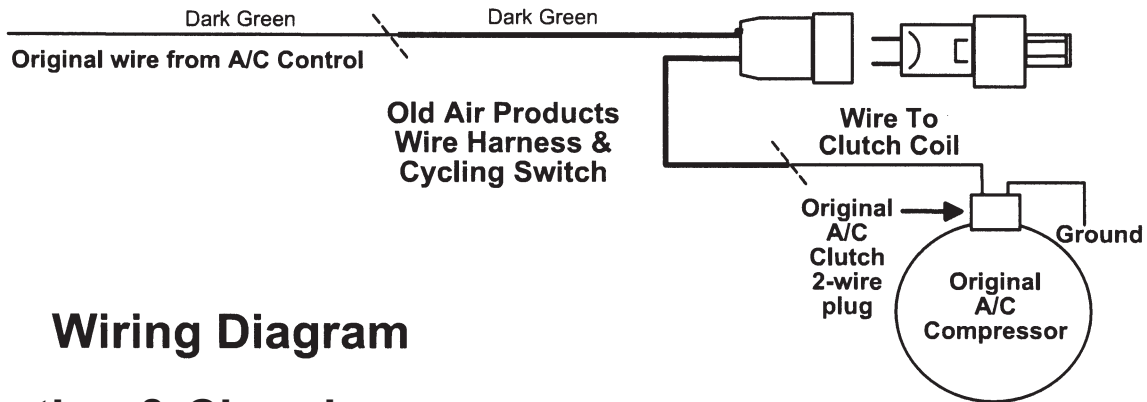
## VIR Eliminator Kit

1201 Forum Way South, Fort Worth TX 76140  
 (817)531-2665 or FAX (817)531-3257  
 www.oldairproducts.com



### VIR Eliminator Kit Installation

- 1) Remove original VIR assembly from vehicle.
- 2) Using original VIR as sample, rotate top inlet fitting on accumulator so inlet & outlet fittings are in the same position as original VIR assembly.
- 3) Install rotating accumulator fitting on evaporator outlet w/#12 O-ring.
- 4) Connect suction hose to the fixed accumulator fitting w/#12 O-ring.
- 5) Attach eliminator block to evaporator inlet w/ #8 O-ring. (Note it may be necessary to slightly bend evaporator inlet tube to route around new accumulator.
- 6) Connect Liquid hose to eliminator block w/ #6 O-ring.
- 7) Attach oil bleed line from evaporator to eliminator w/ #4 O-ring.
- 8) Install pressure cycling switch on one of the service ports at the top of the accumulator.
- 9) Connect wire from A/C control to one terminal on cycling switch.
- 10) Connect second terminal on pressure switch to the compressor clutch.



## Wiring Diagram

## Evacuation & Charging

This should be performed by a qualified A/C service technician.

- 1) Due to low pressure protection of the pressure switch it will be necessary to jump across the two terminals of the boot connector while adding the first two pounds of refrigerant.
- 2) **If using 134A refrigerant**, the amount required is usually 10 to 15% less than the original R-12 charge, and the sight glass may not be clear when properly charged.
- 3) Pressure switch adjustment:
  - FOR 134a - no adjustment necessary.** Clutch should cycle OFF at 20-22 PSI and ON at about 42 PSI of low side pressure.
  - FOR R-12 Only !!!** - It may be necessary to adjust the screw between the male terminals of the pressure switch 1/4 to 1/2 turn clockwise. Clutch should cycle OFF at 27-30 PSI and ON at about 45 PSI of low side pressure. (+, - 3 PSI)
- 4) Leak test system after charging.