

Kit Contents:

- 4-1050 ACCUMULATOR
- AL2004 ACCUMULATOR TUBE
- 77-4010 VIR ORIFICE BLOCK
- 119-9904 CYCLING SWITCH CONNECTOR
- 119-9913 GM CYCLING SWITCH
- C134 90 DEGREE # 12 ORING FITTING
- 3 EACH #6, 8, &10 ORINGS
- 5 X # 12 ORINGS

Instructions for converting a GM VIR System to a GM CCOT System

- 1) Identify and remove the refrigerant from the system. You will only need to identify the refrigerant if using a recovery machine.
- 2) Remove all the lines from the VIR.
- 3) Replace all orings on the lines that connected to the VIR. Ensure all new fittings get a new O-ring. You will have plenty of O-rings in the kit.
- 4) Screw the 77-4010 orifice block onto the evaporator inlet fittings. The inlet fitting from the Evaporator will only screw on one way. Screw in the Oil Line from the Evaporator into the block that is covered with a red cap. Refer to picture below:



- 5) Cut off the original # 12 male fitting from the suction (low) side hose. Crimp the new fitting, C134, onto the hose. Clock the fitting to make sure the hose is not kinked prior to crimping the fitting. This fitting screws into the universal 180 degree Accumulator fitting provided in the kit that attaches to the bottom of the accumulator.

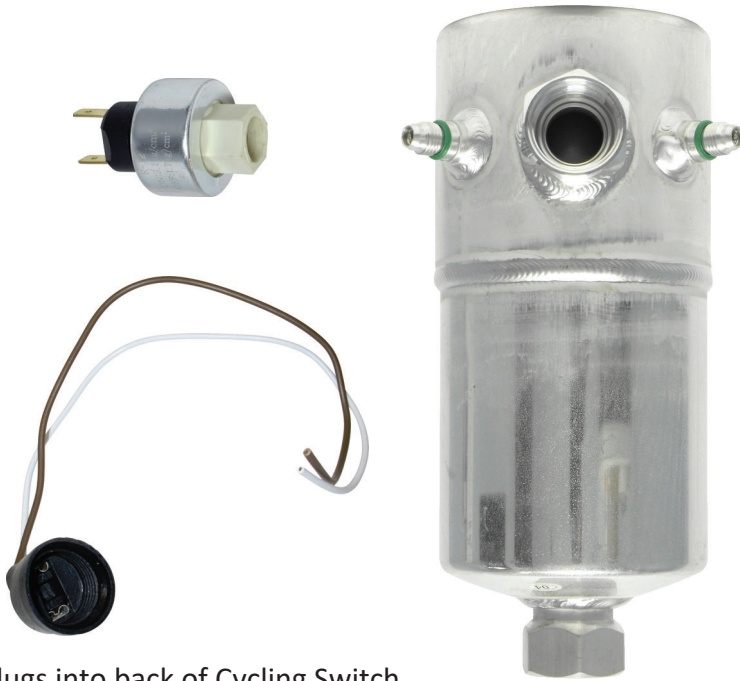


End with Nipple screws into the bottom fitting of Accumulator



This fitting is screwed onto other end of Accumulator Tube shown on the left

- 7) Attach the clutch cycling switch to accumulator using 10-15 pounds of torque. (finger tight plus a 1/4 turn). It doesn't matter which charge/switch port you choose on the Accumulator. See Picture below:



Plugs into back of Cycling Switch.
Wire color doesn't matter when
splicing into the wire going to the
clutch.

- 8) Disconnect the clutch coil wire from the coil and route the clutch wire to the cycling switch. Make up a new lead and install it from the terminal on the cycling switch back to the compressor clutch wire. The terminals can be hooked up on either side. They are an in and out circuit, not directional. The cycling switch is to be spliced in between the positive lead on the clutch coil.

If the system is brand new please refer to the owners manual for proper oil adjustment. The system will most likely need oil when replacing the stock VIR. Do not mix Pag and Mineral oils, or Pag and Ester oils. If you are unsure of the oil drain the compressor completely and start over from empty. GM vehicles normally use Pag 150, or ester oil for R-134a.

If you need technical assistance please email or call us.

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