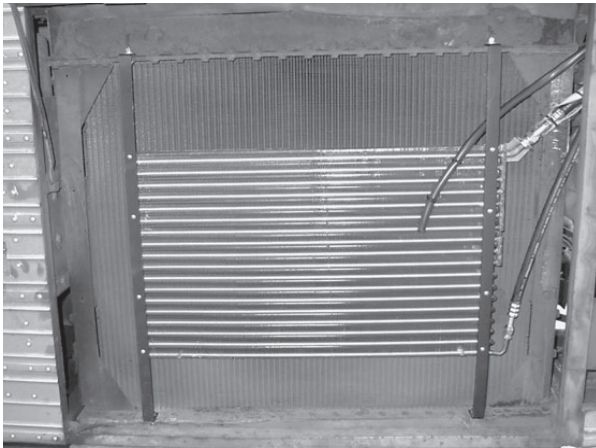


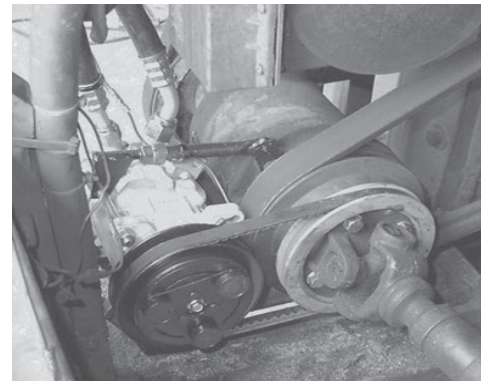
## EAGLE COACH AUXILIARY AC INSTRUCTIONS

Your new auxiliary air conditioning system will assure comfortable, complaint-free trips, much greater driver satisfaction, and repeat business; a comfortable, clean coach is what your customers want. Our system is not difficult to install, and should be accomplished in less than a day's time. Compressor is pre-charged with correct amount of oil, and unit should be charged with 2 lbs. 2 oz. of R134A refrigerant for proper operation.

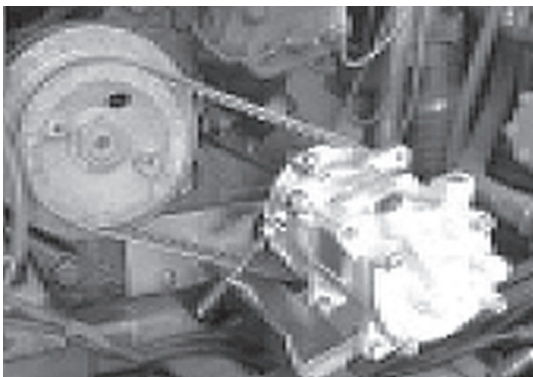
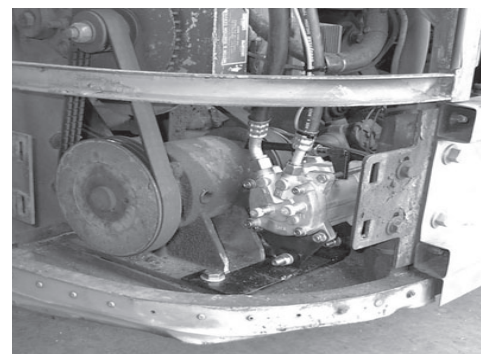


Condenser coil is mounted with brackets supplied, just in front of radiator. Clean radiator first so that removal is not necessary for some time. Extra care should be taken with bolts etc. to assure proper mounting. Notice condensate drain hose fastened to front of condenser coil, considerable increase in efficiency is gained by condensate water cooling condenser coil. Check O'rings carefully when installing hoses to insure leak-free installation.

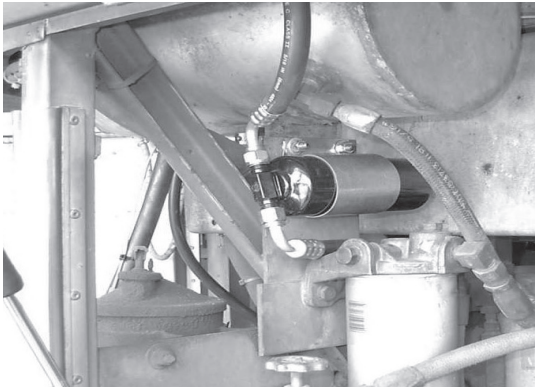
Compressor is mounted just behind pillow block on turbo model Eagles. Remove two rear hold-down bolts from pillow block, place mount, but do not tighten bolts until aligning compressor belt. Remove 4 bolts holding drive shaft to pillow block, place belt over shaft, then pulley between shaft and pillow block and replace bolts with proper tension. Now align belt by sliding compressor and mount right or left as necessary. Tensioner bar fits between top right bolt of pillow block and a bolt between the top mounting ears of compressor as shown in photo. Tighten all bolts carefully with proper tension on drive belt.



Hoses route from (1) Evaporator inside coach to left side (from back ) compressor. (2) Compressor High (right side) to top condenser. (3) Bottom Condenser to Filter-Drier (4) Filter-Drier to Evaporator.



On non-turbo models, compressor is mounted just to right of cam pulley on engine. Oil stick and/or filler tube may have to be re-located for proper clearance. Check for proper clearance on all adjacent components, tension belt carefully and check after running for a few minutes.

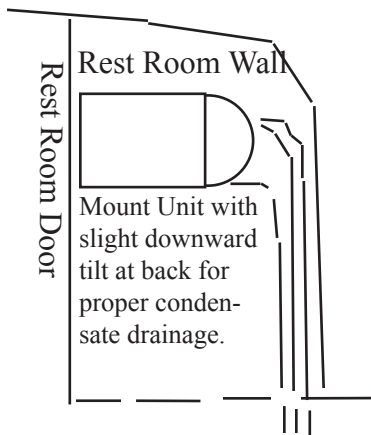


Mount filter-drier in convenient location on frame-work to left of engine, under radiator tank. Notice sight-glass in top of filter-drier; paint may need to be removed to see. Please note that when charging with R134A, sight-glass may continue to have a few bubbles even when fully charged; do not over-charge. Only 2 lbs. 2 oz. is needed.

Saw a 2 1/2" Hole in corner by restroom wall for hoses. Install all hoses, electrical conduit and condensate drain through this hole. Check carefully to see that condensate drain does not kink, run it out and in front of condenser coil, fastening through coil with 2 plastic tie-wraps. This will pick up a little free capacity, using the cold water to cool condenser coil.

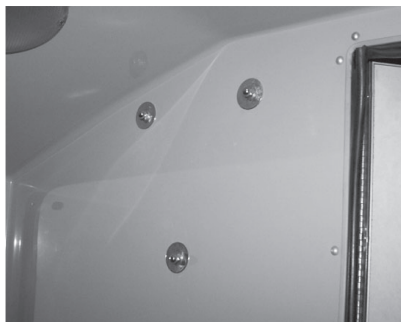


Hold evaporator assembly against restroom wall to find correct location. Look over carefully before deciding where to locate, then use template to mark location of holes to mount unit to restroom wall. Also stand hose cover under it, then place evaporator as high as practical for hose cover to reach. Locate rear of unit just slightly lower than front for proper condensate drainage.



After proper location is found, mark front and bottom, then use template to mark holes. Drill 3/8 (oversize for 5/16" studs) and bolt to restroom wall using studs provided. Thread studs into unit about 4 threads, place unit on wall, then washer then acorn nut, be extra careful that acorn nut screws on stud well, before allowing stud to turn into AC cabinet for final tension.

On coaches with overhead exhaust, there is a plate of galvanized metal to be used as a heat shield for hoses etc. as they pass by the exhaust system. Install in such a way as to provide protection for hoses at this point.



Check all fittings etc., then pressure system with dry nitrogen and check for leaks. Vacuum system well, then charge with 2 lbs. 2 ozs. of R134A refrigerant. DO NOT introduce liquid refrigerant into LOW side of system, charge through high side before cranking coach, and when pressure equalizes on both side of gauges, close high side, open low side and complete charging with VAPOR only. A few bubbles may still be in sight glass when completely charged.

**ELECTRICAL INSTRUCTIONS - EAGLE AUXILIARY SYSTEMS.** First project is to locate a reserve circuit in coach from front to rear. Reserves are brown wires, should be several on one circuit position, separate at front and rear and check continuity to identify an unused circuit. Mount switch in convenient location at dash. Red wire connects to post 52, Purple wire connects to reserve circuit going to rear of coach. In rear junction box, mount new circuit breaker to main voltage bus bar with copper plate provided. Mount two relays to side of electrical junction box at a convenient position. Connect as shown on diagram.

