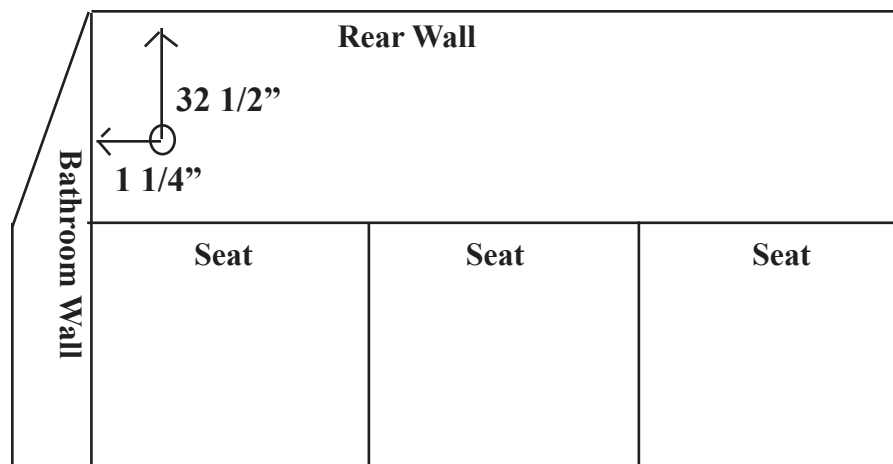


Evaporator Installation:

(Not all photos are from DL's but installation is the same)

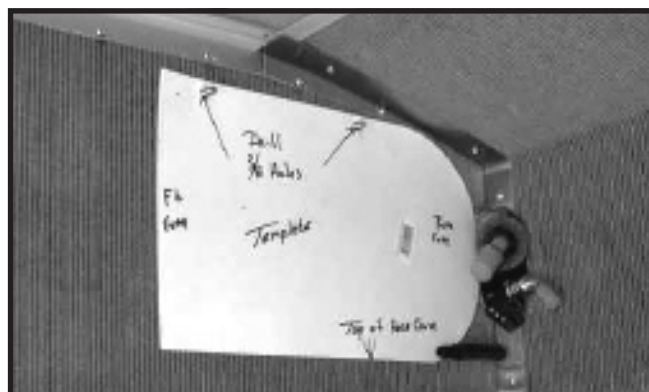
Note that in this section you will be working inside of the coach. The measurements given are in reference to the rear of the coach, above the rear seats and on the seat-side of the bathroom wall. Refer to pictures for more detail.

Begin by marking rear wall in preparation for drilling of holes for the evaporator hoses, condensation line, and wiring harness to pass through.. **These measurements must be accurate in order to avoid drilling into radiator or air cooler!** Mark wall $32\frac{1}{2}$ " from



You can check this pilot hole by shining a flash light through it and getting some else to look for it on the other side. The pilot hole should be beneath the coolant tank and in between the air cooler and radiator. If hole appears to be ok, then proceed drilling of hole with a $2\frac{1}{2}$ " bi-metal hole saw, pausing on occasion to check hole and hole saw.

To mark holes for evaporator mounting (on bathroom wall), begin by placing template on bathroom wall two inches from rear wall, so that the front mounting hole is $\frac{3}{4}$ " from center of hole to bottom of chrome strip located at the top of the bathroom wall. Hold template at a slight downward angle (so that the rear hole is slightly lower than the front mounting hole). This allows for condensation from the unit to flow freely to the outside of the coach



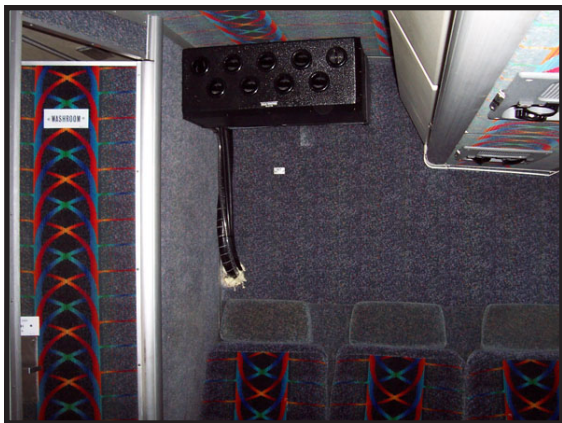
Mark the three holes using the template provided (as illustrated above) and drill using a 3/8" drill bit.

This step takes two people: After connecting the hoses to the evaporator and insulating properly, insert the bolts protruding from the evaporator through the bathroom wall and have helper install flat-washers, lock-washers, and acorn nuts. Tighten well!



Bathroom View

Install hose cover over hoses that run through wall up to the evaporator unit.



Mounting View A

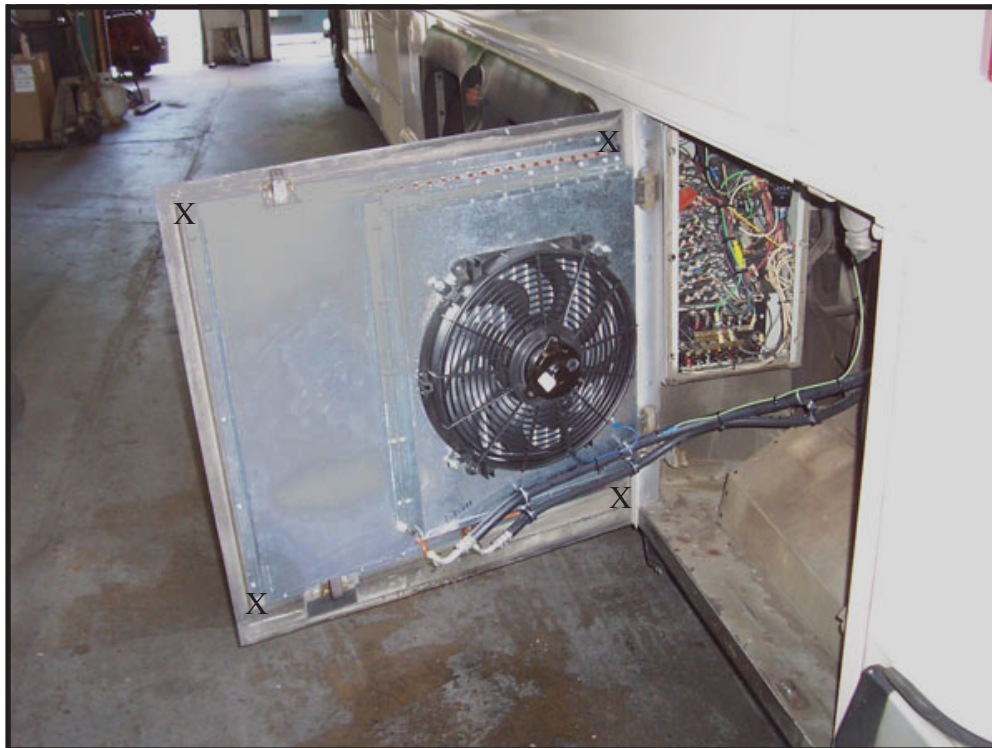


Mounting View B

Condenser Installation:

A plasma cutter is really worth while cutting the opening in door, and is worth a trip to a local sheet metal shop if you don't have one. A "ziz" wheel can be used, but the stainless steel is very difficult to cut and finish with a neat job. Refer to the photos.

1. Cut out the top right-hand large opening inside the frame-ribs of door. This does not cover the entire condenser assembly but is adequate for good cooling.
2. After cutting opening, file rough edges and install door-edge molding provided.
3. Pop-rivet expanded metal screen provided in place with backing strips and reinforcements, as necessary.
4. Mount condenser to BACK side of door with sheet metal screws provided.

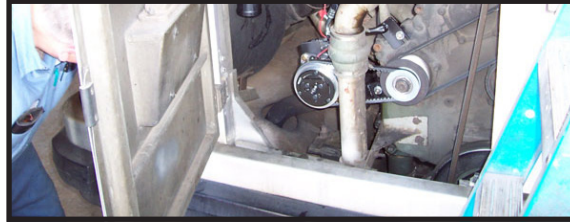


Condenser Mount

**The plenum is different for every coach.
You would need to measure the door before placing the order.
Measure the door where the 'X' are on the above (W & L).**

Compressor installation: (60 series)

1. Remove nut from alternator drive pulley and install auxiliary drive pulley. Use new lock nut, MAKE SURE TO TIGHTEN.



Auxiliary Drive Pulley

2. Bolt compressor mount to left side of engine as shown in photo. All hardware has been provided.



Compressor Mount - Top View



Compressor Mount - Side View

3. Mount compressor to compressor mount, as shown in photo, with hardware provided, and leaving bolts slightly loosened until after belt installation. Install belt and TIGHTEN. Now tighten remaining loose bolts.

Drier installation:

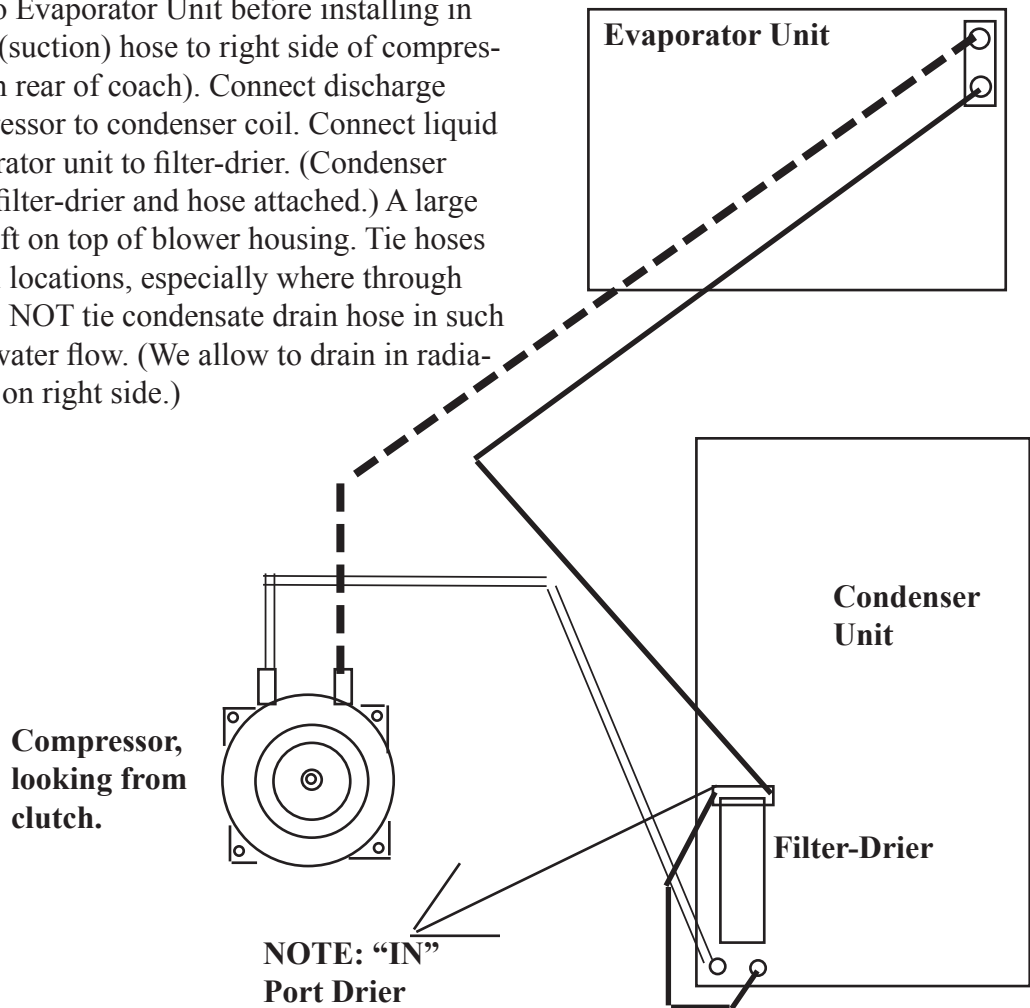
1. Refer to photo to give yourself some idea as to how to mount the drier. This step is optional as to where to mount, so long as the hoses provided reach the drier. Welch Industries mechanics prefer to mount the drier close to the service fittings in order to utilize the sight glass on top of the drier itself.



2. This DL auxiliary will require only 2 lbs. of R-134a refrigerant in the event that you do not wish to use the sight glass drier.

HOSE CONNECTIONS:

Connect Hoses to Evaporator Unit before installing in wall, then larger (suction) hose to right side of compressor (looking from rear of coach). Connect discharge hose from compressor to condenser coil. Connect liquid hose from evaporator unit to filter-drier. (Condenser unit comes with filter-drier and hose attached.) A large loop of hose is left on top of blower housing. Tie hoses up properly at all locations, especially where through structure etc. DO NOT tie condensate drain hose in such a way to hinder water flow. (We allow to drain in radiator compartment on right side.)

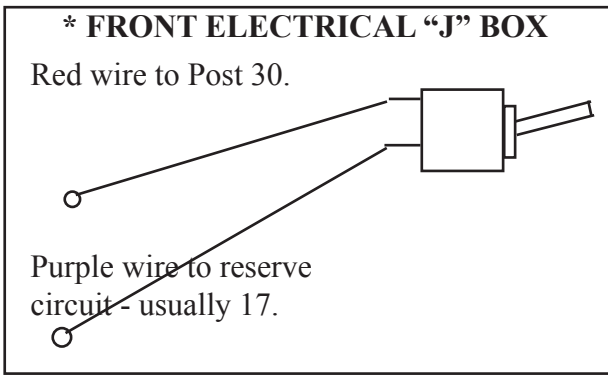


EVACUATION AND CHARGING:

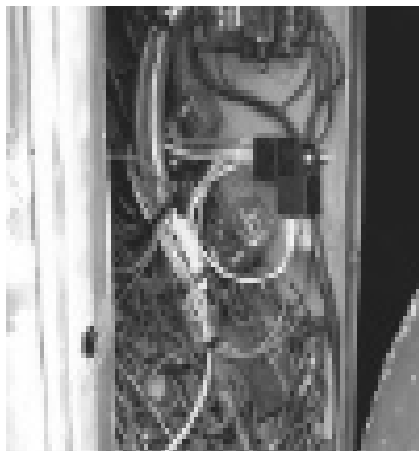
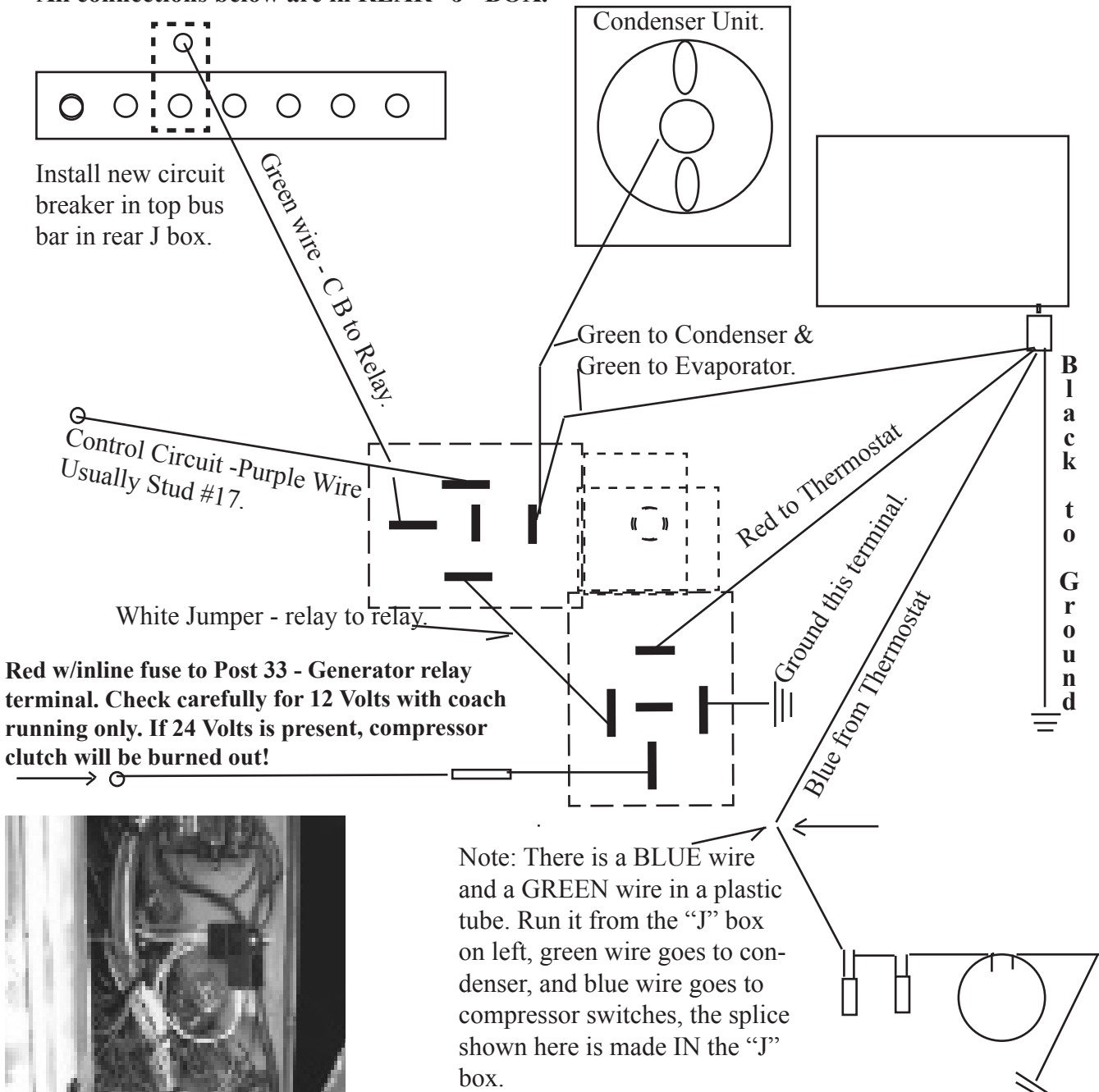
After all connections are made, check for leaks carefully then vacuum unit completely with a good deep-vacuum pump. **Charge with 2 lbs., 2 oz. R134A Refrigerant.** At this point sight-glass on filter-drier may **NOT** be completely clear of bubbles. **DO NOT** add more refrigerant. R-134A will overcharge very easily if all bubbles are out of glass. Suction will drop rapidly as coach cools, sometimes running under 20 lbs. Head pressure will be as low as 140-150 on cool days, to as much as 200-210 on extra hot days. **DO NOT** attempt to charge unit by pressure; charge only by correct volume as stated, referring to sight glass for double-check. Unit is charged with correct amount of oil, do not add more to system unless oil is lost, if so replace with equal amount of PAG oil.

MCI AUXILIARY ELECTRICAL

Locate unused circuit in front and rear "J" boxes. Mount switch in front dash. Connect switch as shown. 17 front to 17 rear is most commonly available reserve circuit. If only one wire is found on post, circuit is unused. Other choices are: 48 front to 11 rear, 29 front to 43 rear. Refer to coach manual for other choices or call Welch Industries. Aux A/C system uses 24V components, except for relays & compressor, both are **standard 12Volt**. **Connect** only as shown on circuit or compressor clutch will be burned out.



All connections below are in REAR "J" BOX.



Attach Ground Wire (Brown) to compress-