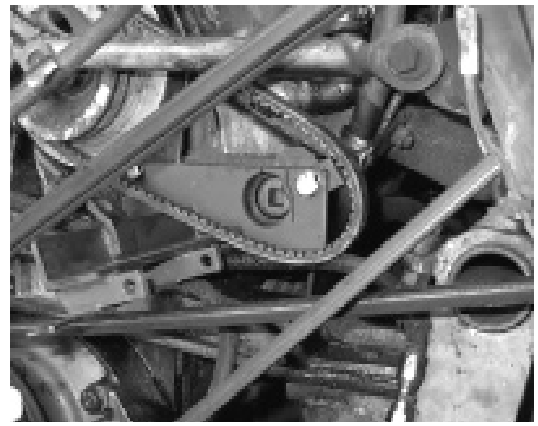
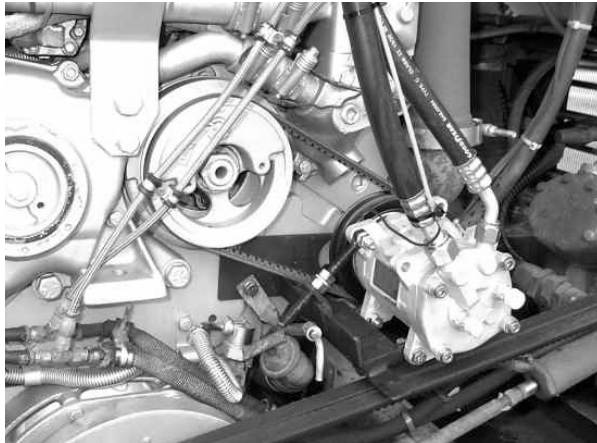


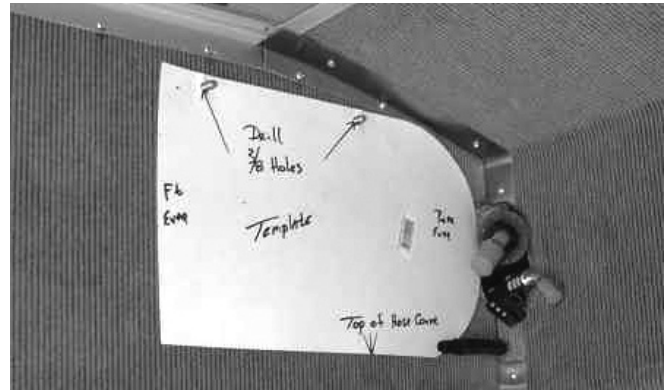
PREVOST AUXILIARY INSTALLATION

Compressor mount bolts to rear of engine and is driven by the unused cam pulley. Check clearance well for air and fuel lines, etc. in the area. Belt must be tensioned properly to prevent slipping.

For very old coaches with belt drive alternator, the tensioner bar can be relocated to a position above the auxiliary compressor. Usually a longer bracket is necessary and can be fabricated easily.



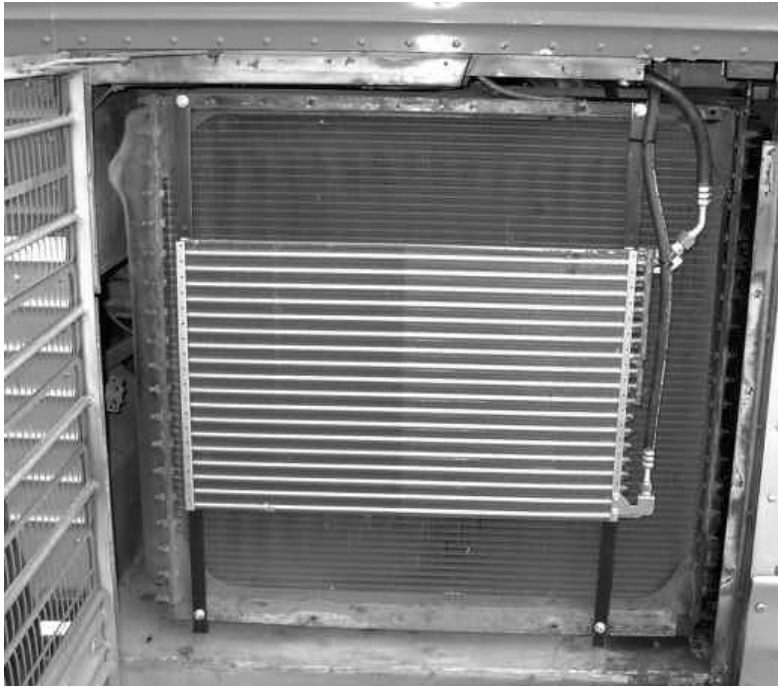
Determine location for hose & electrical cable routing and drill 2 1/2" hole through floor into engine compartment. Be extra careful not to drill through engine air-box, or through any electrical conduits.



Determine evaporator cabinet mounting location on restroom wall and run hoses to proper location. Use template provided to drill hoses through wall. Tighten bolts into rivnuts in evaporator cabinet from inside restroom wall.

These photographs show hoses run up through floor from engine compartment, just behind restroom wall, up to connecting point w/evap. cabinet. Trim original panel to cover hoses except right behind cabinet. Be especially careful to position drain hose where it does not have a kink or obstruction

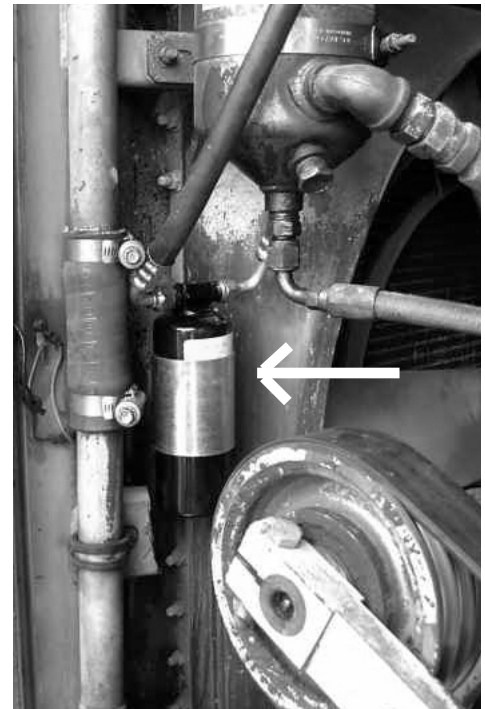




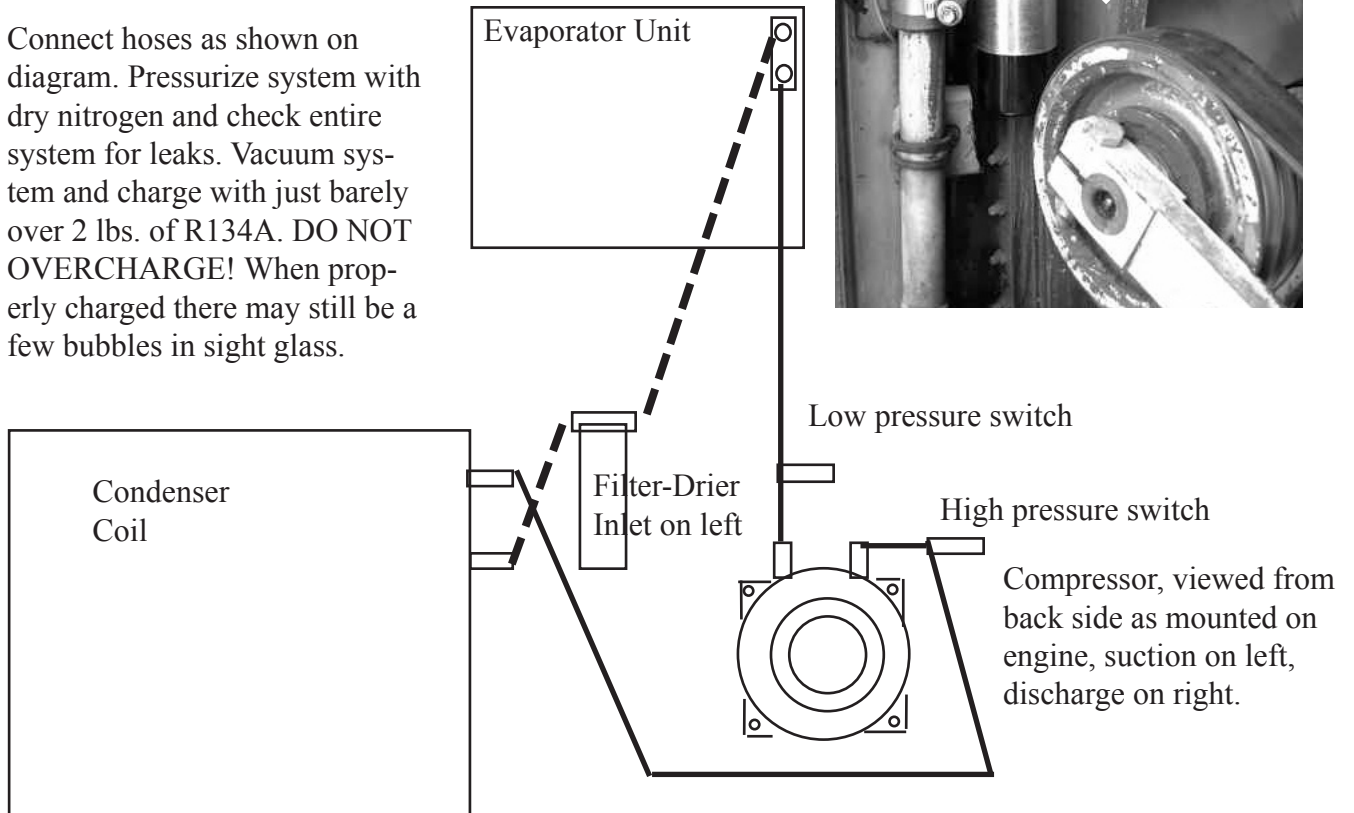
Mount Condenser in front of radiator as shown. Check radiator and if needed, CLEAN RADIATOR WELL before mounting condenser. There are several different radiators in use on Prevost coaches and mounting brackets may have to be modified to fit your particular coach. If needed, radiator shutter assembly can be notched out for hoses and condenser mounted between shutter and radiator.

Mount filter-drier on radiator housing in convenient position as seen from engine.

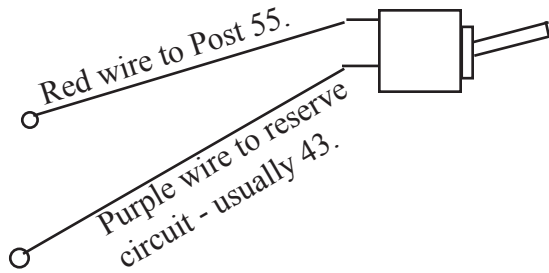
Route hoses carefully in and around components so that they are free for slight movement without chafing or interfering with other parts. Be especially careful where hoses may touch sharp edges. Remember the miles and vibration inherent with motor coach operation and protect hoses and electrical connections carefully so as to provide a dependable, trouble-free air conditioning system.



Connect hoses as shown on diagram. Pressurize system with dry nitrogen and check entire system for leaks. Vacuum system and charge with just barely over 2 lbs. of R134A. DO NOT OVERCHARGE! When properly charged there may still be a few bubbles in sight glass.



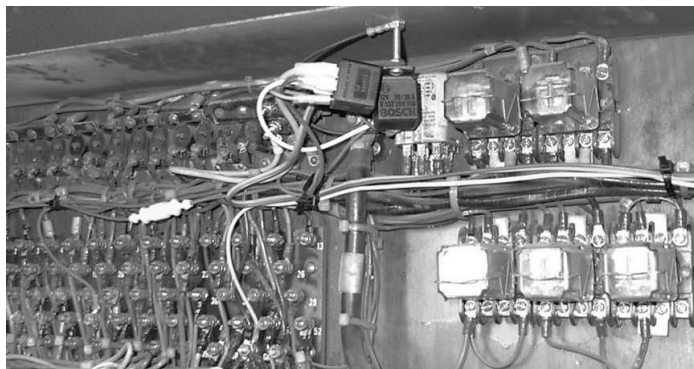
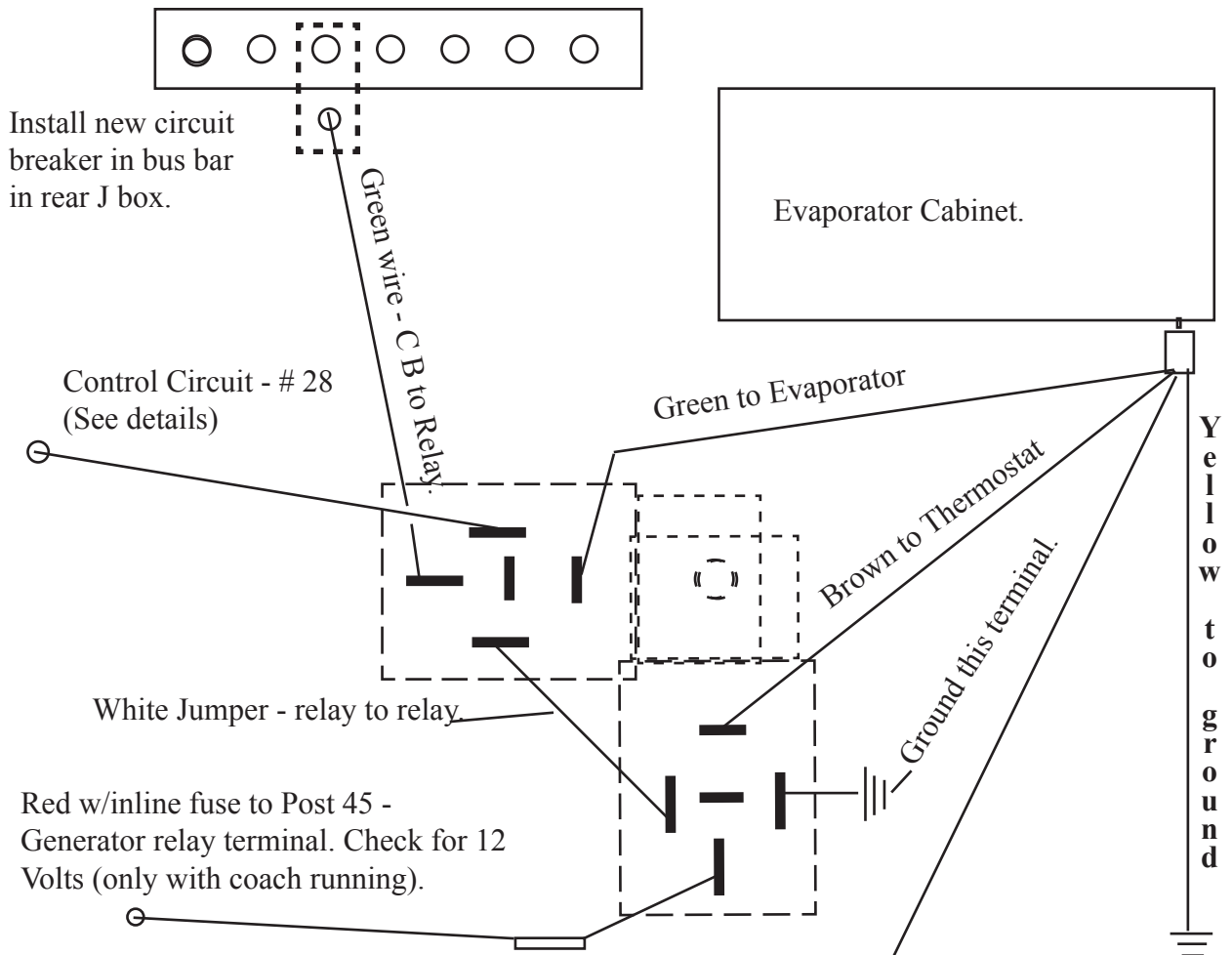
FRONT ELECTRICAL PANEL:



PREVOST AUXILIARY ELECTRICAL

Locate an unused circuit in front and rear junction boxes. Identified as a post with only 1 wire at front, refer to wiring diagram for mating post at rear. Usually 43 front to 28 rear. Other choices are: 44 front to 27 rear, 45 front to 16 rear. Refer to coach manual for other choices or call Welch Industries for assistance. Mount switch in convenient location on front dash panel. Connect control switch as shown.

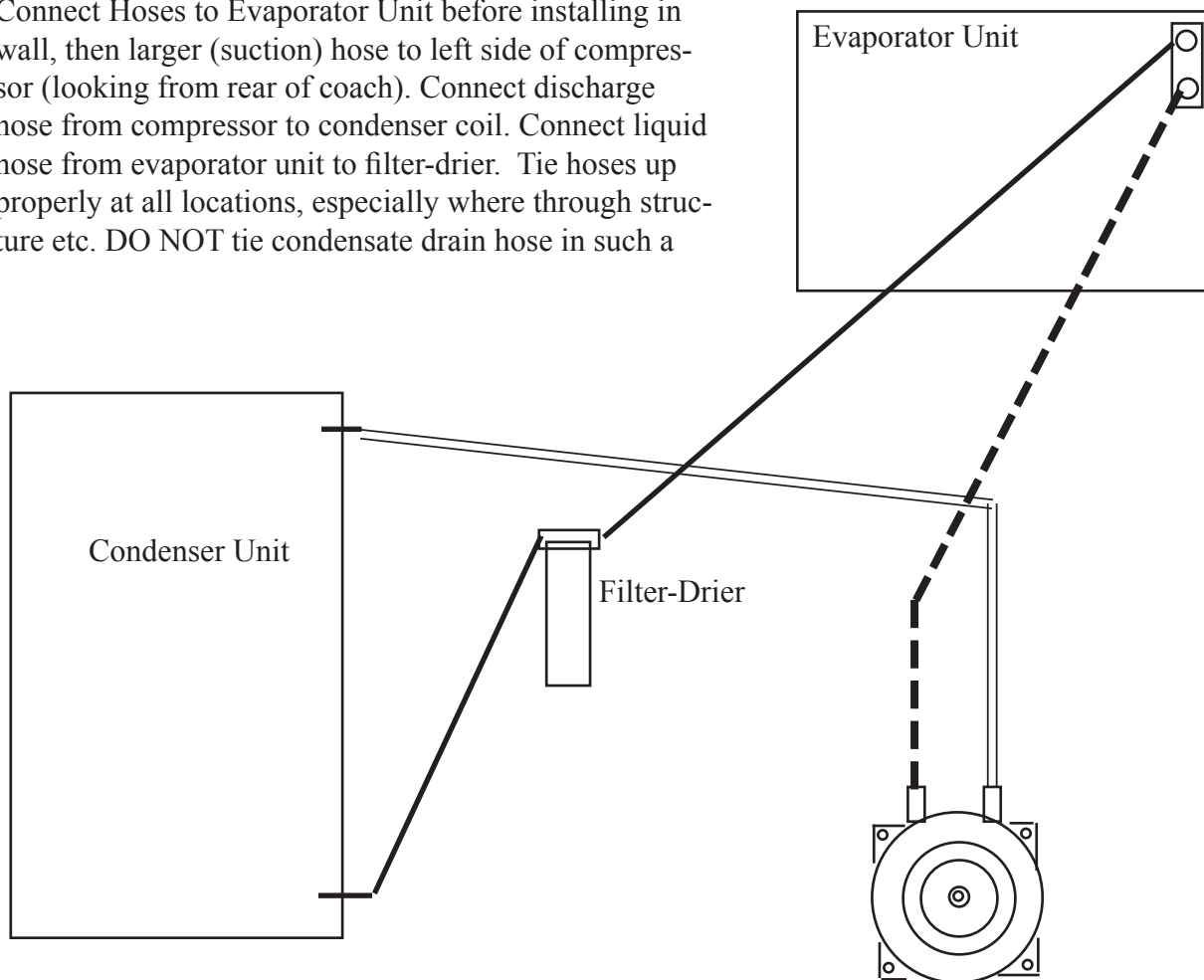
REAR ELECTRICAL PANEL:



New Relays shown mounted in top of rear junction box.

HOSE CONNECTIONS:

Connect Hoses to Evaporator Unit before installing in wall, then larger (suction) hose to left 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. Tie hoses up properly at all locations, especially where through structure etc. DO NOT tie condensate drain hose in such a



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., 3 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.