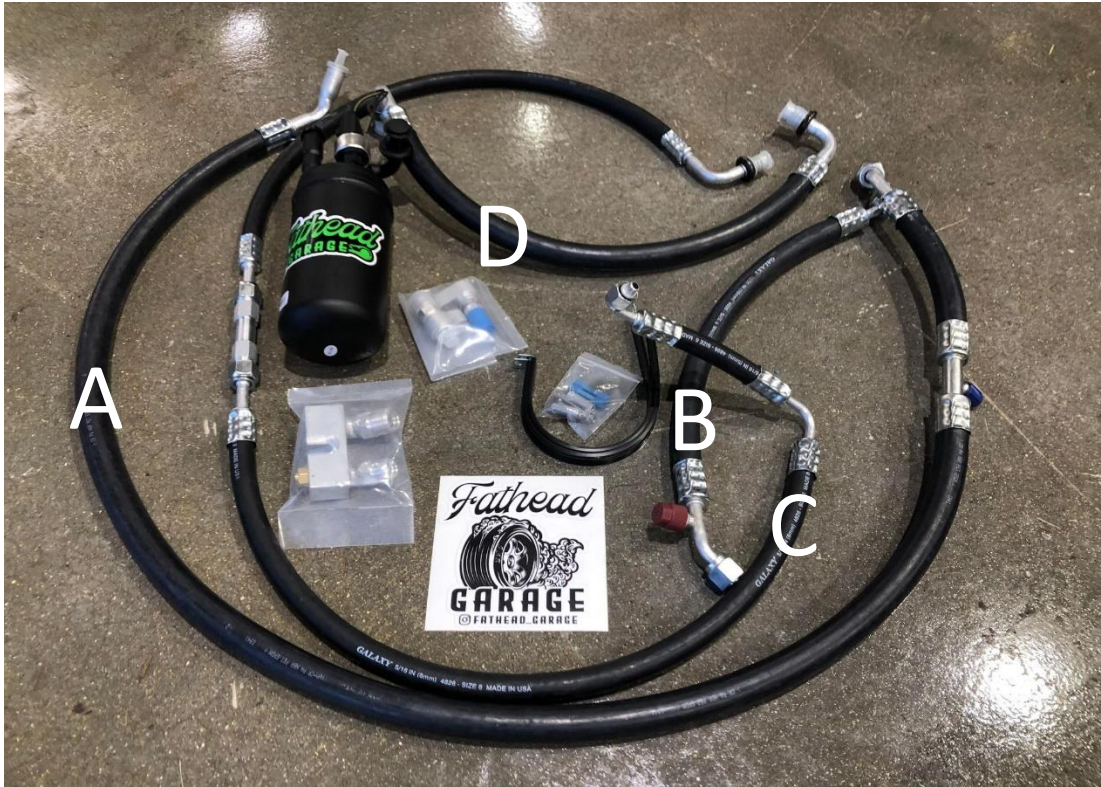


New Edge Coyote Swap A/C Line Kit

Instructions



1. Put your vehicle on a level surface in park with e-brake set.
2. Jack the front vehicle up using the frame rail or the center of the K-member. Depending on the jack you have, place both A-arms on jack stands.
3. Open hood and remove front passenger wheel. Remove passenger side wheel well plastic splash guards
Note: You may have to trim a small portion of the front of splash guard to better route the two hoses that get routed above it but so far it hasn't been an issue for most.
4. Mount the accumulator bottle in aft part of fender well near the door mounts (Figure 1). You will need to drill two small holes for the screws to engage easier. You can



Figure 1

accomplish this with a 3/32" drill bit on a 90-degree drill adapter that you can pick up from a Lowes or Home Depot which will be needed unless you pull the fender off. The two holes need to be spaced at least vertically 2" – 3" apart.

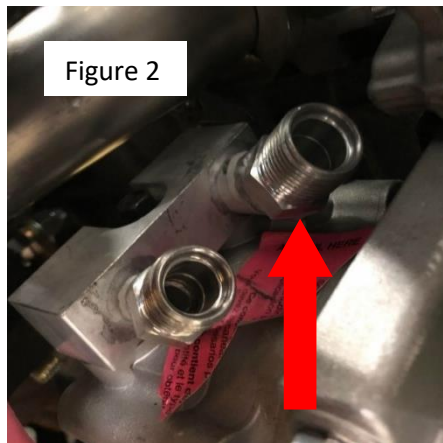
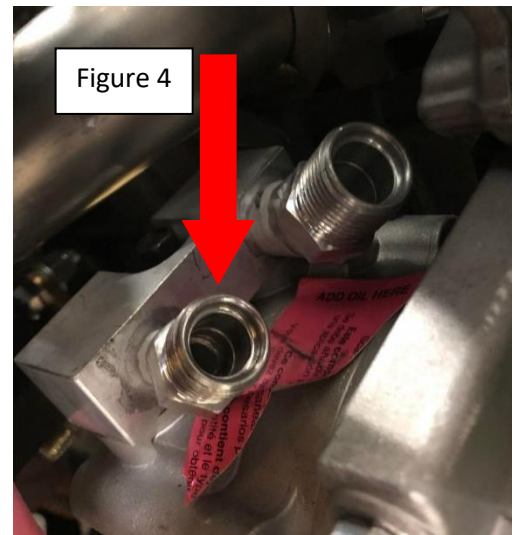


Figure 2

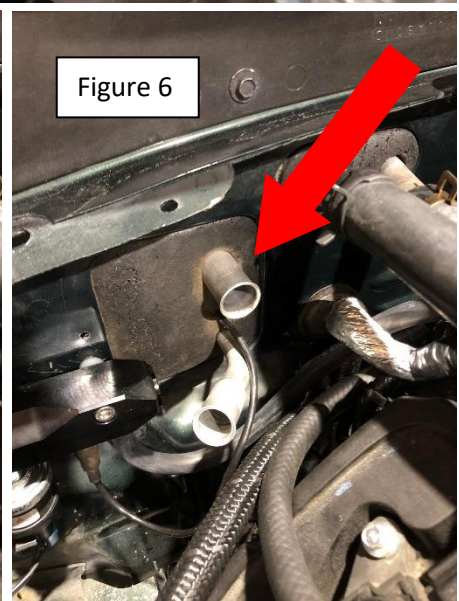
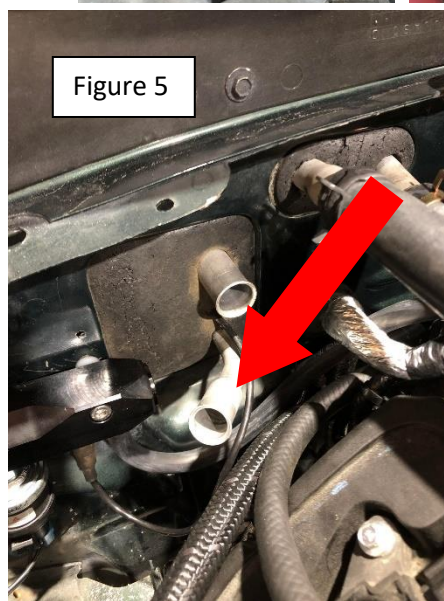
5. CAREFULLY....Connect thicker #10 suction hose (A - contains the low side service port) to the large fitting on compressor adapter (Figure 2). These threads can be difficult to get started so I suggest starting them off the vehicle, along with the #8 hose (B – with the high side fittings),

before mounting the adapter on the compressor. Route the hose to make a 180 degree turn up under the frame rail and up as if the plastic fender liner were still installed. This line will then be routed to the accumulator bottle and must be attached to horizontal male springlock fitting on the accumulator (Figure 3).



6. Connect the short hose (B - #8 markings and the high side service port) to the compressor adapter (Figure 4). Connect the corresponding condenser adapter fitting to the other end of the hose. Don't install on the condenser yet.

7. Mount the other condenser fitting on the end of the #6 hose (C). Route the rest of line under frame rail and up as if the plastic fender liner were still installed and through the fender behind strut tower and connect to the LOWER springlock fitting on firewall for the evaporator (Figure 5). **Make sure fitting for the silver inline orifice tube fittings are tight. I ship them loose; they need a final torque.**



8. Connect the remaining short #10 hose (D) to the vertical female spring lock on the accumulator and the UPPER female springlock on the evaporator (Figure 6).
9. Now you can proceed with installing the lower condenser fitting followed by the upper condenser fitting. **NOTE: I have seen some aftermarket condensers have shorter than factory threaded studs for the condenser connections. You may need to remove the aftermarket studs and install longer studs if there are not enough threads available to properly secure the condenser adapter fittings. You may also need to slightly file down one or both of the condenser fittings since the tolerances are so close between the two condenser fittings.**
10. Double check that all of your spring lock fittings are secure and your threaded fittings are tight. Don't forget the orifice tube section.
11. The final step is to replace your factory pressure switch connector with the connector provided. There are heat shrink butt connectors provided to make a good connection.
12. If you have any questions, contact me via Facebook Messenger, or e-mail me at fatheadgarage618@gmail.com.