

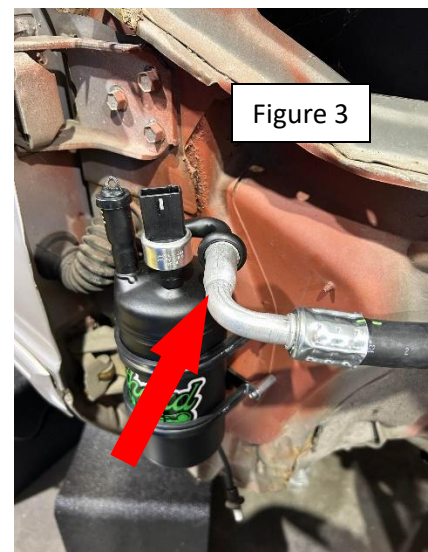
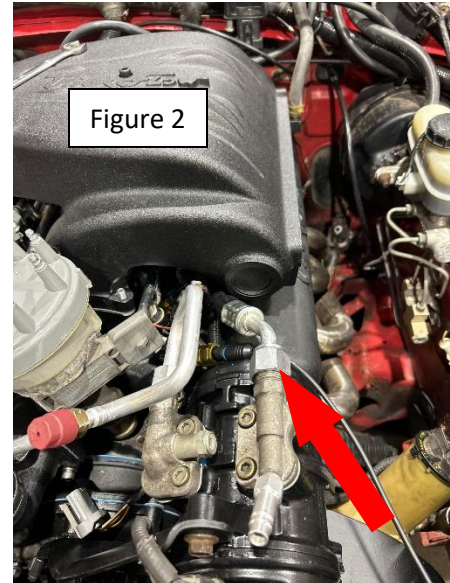
Pushrod SBF A/C Line Kit

Instructions

- Put your vehicle on a level surface in park with e-brake set.
- 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.
- 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.**
- **YOU WILL NEED TO MAKE A 2-1/2" OPENING WHERE THE BRAKE LINE PASS THROUGH THE FENDER BEHIND STRUT TOWER FOR THREE LINES TO PASS THROUGH.**

- There is an instructional video for mounting the accumulator on **YouTube**. Just search for **Fathead Garage Accumulator Mount**.

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 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 vertically 2" – 3" apart in the relative location (Figure 1). Connect thicker #10 suction hose to larger threaded fitting on compressor (Figure 2) and route it under the upper intake manifold to make a 90 degree turn towards the passenger fender (along firewall). This line will then be routed to the accumulator bottle and must be attached to male springlock connection on the accumulator (Figure 3).



- Connect the factory hose (contains high side service port) to the smaller threaded fitting on the compressor. Connect opposite end to the top fitting on the condenser, push in until the springlock connection clicks (Figure 4).
- Connect small hose with size 6 markings with two 90-degree fittings in close succession to the bottom fitting on the condenser (Figure 4). 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 spring lock 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.**
- Connect last hose by attaching large threaded fitting (Figure 6) to threaded attachment on fire wall and route back through the fender and connect to the female springlock fitting (Figure 7). Again, make sure the springlock clicks to assure the fitting is fully seated.
- Once installed, you will most likely need to extend the factory low-pressure cycling switch wires to reach the new connector on the top of the accumulator. Simply cut off the factory low-pressure cycle switch connector, and extend the wires to reach the new included connector. Wire orientation on the new switch does not matter.

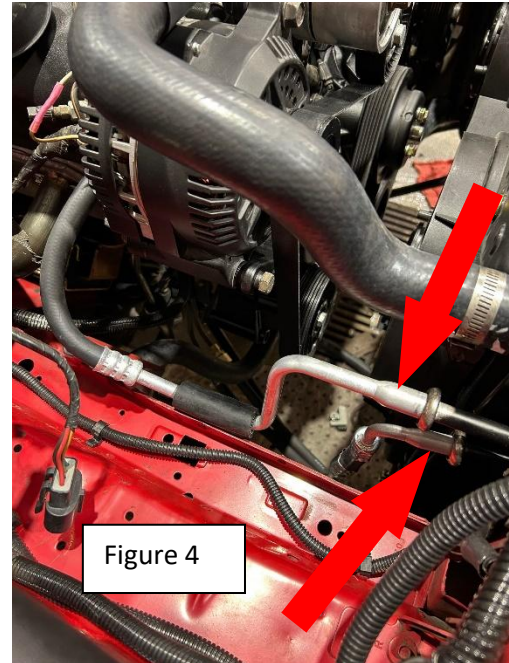


Figure 4

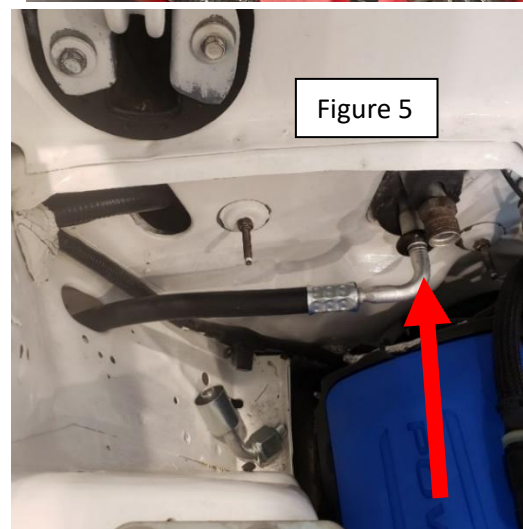


Figure 5

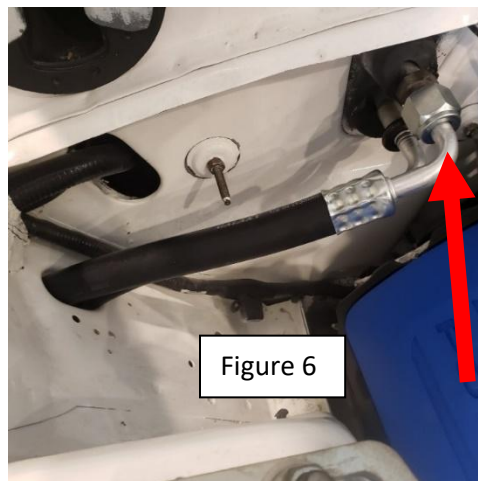


Figure 6



Figure 7

Holley

- **Ignition Switched 12V** – This wire should be connected to a fused battery voltage source. It provides power for the entire A/C control system.
- **A/C “ON” Signal** – You will need to remove the air conditioning control panel and locate the (usually) purple wire and splice the A/C “ON” Signal wire into that wire for circuit power. It will be in the connector for what condition you want (A/C, max A/C, defrost, etc.). Give yourself enough room in case you want to revert to factory. This circuit should see voltage with A/C, A/C MAX, Defrost, or Blend and will “activate” the circuit to turn on the A/C compressor. The power for this wire comes through your factory fuse box via Fuse #6 & #9. If you are having troubles with the compressor turning on, this is a good place to check.
- **IAC Kick** – This wire should be connected to your Holley A/C Kick Relay Input. This ground input will allow for the Idle Air Control motor to automatically make an increase in IAC %, which is necessary to avoid a momentary drop in idle speed when the A/C compressor turns on. It will also be the signal that the Holley will use to turn on the electric fan(s).
- **A/C Shutdown** – This wire should be connected to your Holley A/C Shutdown Relay Output. This output will provide a ground at a defined throttle position. If desired, this throttle position can be changed using the Holley software.
- **Ground** – You will need to ground the black wire with the eyelet. Clean off any paint or corrosion before attaching this wire to a good ground.
- After finishing the wiring, go into your Holley ECU configuration and setup your electric cooling fan(s) to turn on when the A/C is commanded ON. Also, setup your A/C Shutdown by configuring the TPS level that you desire the A/C to disengage. And finally, adjust your IAC Kick percentage in order to bump the idle when the A/C is engaged.

Everything will be labeled, but if my instructions are not clear enough or you have an issue, please reach out and contact me via Facebook Messenger or e-mail (fatheadgarage618@gmail.com).