2000-2001 Jeep Wrangler TJ 4.0 LITER

Installation instructions
Kit Information

After 1994 every vehicle was designed for R134a refrigerant. The Jeep kit you are about to install is not any different. This is a brand new a/c kit that is capable of a vent temperature of 39-47 degrees. The kit is not designed for sealer, dye, or Freon substitutes. If these substances are used we are not responsible for the performance of the a/c system.

This kit was created with the customer in mind. It is the simplest kit on the market to install, and it can be done without any special tools. The kit will fit into the Jeep just as the factory designed it too. Follow the directions and you will have cold air conditioning in less than a day. Before beginning the installation please read the directions provided, and view the enclosed CD to get familiar with the kit and installation process. Before beginning the installation go through the checklist on the following page. If any parts are not included contact us immediately.

We would like to thank you again for your business, and we would like to assure you that we are here if you need technical assistance.
# Parts Checklist

2000-2001 Wrangler 4.0 liter

- COMPRESSOR
  - PN: 15-5002
- EVAPORATOR
  - PN: 96-7345F
- CONDENSER
  - PN: 93-7879
- ACCUMULATOR DRIER W/ SUCTION Lines Connected
  - PN: 62-8270T
- LIQUID LINE
  - PN: 79-5536
- DISCHARGE LINE
  - PN: 79-5537
- SUCTION LINE
  - PN: 79-5535
- HIGH LOW PRESSURE SWITCH (attached to 79-5537)
  - PN: 915-2292
- CYCLING SWITCH (attached to 62-8270T)
  - PN: 915-2293
- A/C CONTROL HEAD
  - PN: 915-2281
- ACCUMULATOR STRAP
  - PN: 915-2302
- ACCUMULATOR SUPPORT BRACKET
  - PN: 915-2303
- MOUNT KIT with BELT
  - PN: 8028
- INSTALLATION CD
  - PN: CD13
- HARDWARE BAG KIT
  - PN: 920-1003

Kit includes:
- 915-2313 oil tube
- 915-2305 hose hold down
- 915-2299 relay
- 915-2312 vacuum tube
- 10 amp fuse
- 4 X 1/4” x 1” bolts with washers flat and lock
- 2 X 1/4” speed nuts and 2 X 1/4” nuts
- 2 X M8 Condenser bolts with washers

Checked by____________________________

*This checklist serves as a reference of all the parts included with this kit.

# STEP ONE
Removing the Radiator

1. REMOVE THE POSITIVE AND NEGATIVE BATTERY CABLES and REMOVE THE BATTERY FROM THE VEHICLE
2. Drain the radiator
3. Remove the upper and lower radiator hose
4. Remove the overflow tank and power steering reservoir, located on the fan shroud
5. Remove the four bolts that mount the shroud to the radiator, slide the shroud back to the motor, REMEMBER TO SLIDE THE SHROUD BACK OVER THE FAN PRIOR TO INSTALLING THE RADIATOR
6. Remove the four upper bolts from the radiator core support, loosen the lower two bolts
7. Slide the radiator up and out

STEP TWO
Install the Compressor

1. Remove the belt and Power steering pump.
2. The compressor mount kit will have a new belt to install as well as directions for mounting the compressor. Please refer to mount kit directions for compressor installation.
3. After the compressor is mounted, do not install the belt or power-steering pump. You will have to connect the hoses and wire the compressor first.
4. The wire on the compressor will not match the wire on the harness. The harness wire plug will have two wires, the compressor has one. The plug on the harness must be cut off, and connected with universal connectors. The wire that is solid black is to be grounded to the Phillips screw on the compressor behind the clutch, the compressor wire and other harness wire are to be connected together.
5. The fittings on the compressor will point straight up.

Figure 2.1
Condenser Installation

1. Install J-nuts into lower core support
2. Set the condenser on the core support, hang it to the top by the tabs
3. Install the top two bolts, be sure to put washers on the bolts and lock washers on the bottom DON’T TIGHTEN THE BOLTS
4. Install the bottom two bolts and washers Tighten lower bolts
5. Tighten Top Two bolts
6. See CD for more images

STEP FOUR

Figure 3.1
Holes for mounting Condenser

Figure 3.2
Radiator Installation

1) Slide the shroud over the engine fan
2) Install the radiator, rest the lower brackets on the lower two bolts (loose in the core support)
3) Install all radiator bolts, don’t tighten until all bolts are started
4) Place shroud up to radiator, insert the bolts, tighten all bolts after they are started
5) Install upper and lower radiator hoses
6) Install the power steering reservoir and the radiator overflow tank
7) Again make sure the drain, located on the bottom of the radiator, is tight
8) The radiator can be filled now, or you can wait until the installation if finished.
9) BE SURE TO ONLY USE PINK OR OE JEEP ANTIFREEZE, MIXING ANTIFREEZE MAY LEAD TO A FUTURE LEAK.
STEP FIVE

REMOVING CONTROL HEAD

1. Remove the ashtray, and the Philips head screws located behind the opening
2. Remove the defrost grill (no screws) pull straight up
3. Remove the two Philips head screws holding the top center vent panel
4. Remove the center vent panel
5. Remove the four screws holding the control head
6. Remove the electrical plugs and the cable; unplug the vacuum lines at the connection located behind the dash. See fig. 5-2
STEP SIX

Dashboard removal

1. Remove three torx bits from each side of the dash, six total (T-30) Fig. 6-1
2. Remove four 6mm nuts from top of dash Fig.6-2 (Pictured on cd)
3. Remove the cover on the bottom of the plenum (over transmission tunnel, in front of console) Fig.6-3
4. Remove the glove box by pulling the tab on passenger side of glove box toward center of vehicle. Let glove box drop, and lift off hinges.
5. Remove two nuts through glove box opening
6. Remove lower panel under steering column by removing two screws and pulling back on top of panel. Lift off hinges Fig. 6.4
7. Remove reinforcement plate behind lower panel by removing four screws Fig. 6.5
8. Remove two nuts securing steering column. Let steering column hang loose.
9. Disconnect wire harness from dash to heater
10. Remove fuse panel by removing two screws at top of panel. Fig. 6.6

11. Remove bolt securing heater case to fuse panel bracket
12. Remove heater floor dump by removing two screws from front of dump door pulling out on the floor dump.
STEP SEVEN

Dashboard Removal Under Hood

1. Disconnect Heater hose and vacuum line
2. Remove five nuts from heater case mounting studs on firewall. One is located under the blower motor. There are two nuts on one stud above the drain.
3. On the inside of vehicle, lift up the dash to clear the studs across the top of the dash. Pull back on passenger side of dash and let it rest on the front seat.
4. Remove heater case from vehicle through passenger door.

Figure 7.1

Figure 7.2
STEP EIGHT

Separating the Evaporator case

1. Put the case on a table or bench for easier working conditions. Remove the 15 screws holding the case halves together; remove the two clips holding the case together, and the three screws securing blower motor to the case.

2. Remove the firewall gasket at the blower motor and heater core tubes. Remove the blower motor

3. Separate the evaporator halves.

4. Remove the air inlet cover on the bottom of case, four screws

Figure 8.1

Figure 8.2
STEP NINE

Installing Evaporator

1. Place the drain reservoir into the case; the hole goes toward the drain.
2. Place the evaporator into the case.
3. Set the top half of the plenum back on
4. Insert and tighten the fifteen screws, and two clips
5. Install the blower motor, make sure the foam is in place
6. Install the green vacuum line from plug to actuator, use the vacuum line included to make the connection
7. Install the air inlet cover (four screws, see figure 8.2)
8. MAKE SURE THE HEATER DOOR AND BLEND DOOR MOVE FREELY.
9. ON 2000 AND 2001 MODELS A RECIRCULATION DOOR MUST BE INSTALLED.

Installing the Fresh Air door

1. Cut the opening in the case for the door. This can be done with a sharp razor knife by making four passes, or by a cut of wheel or plastic saw.
2. Install the door into the opening
3. Install the vacuum actuator
4. Hook the actuator to the door
5. Mount the actuator on the mounting clamp
6. Figure 9.2 is for the supplied vacuum line. Connect it to the actuator that was just installed and out through the firewall, through the grommet.
STEP TEN

Attaching Rubber Grommet

1. There is a rubber grommet that sits on the evaporator and heater hose lines. You will need to cut two holes in the grommet and place over the lines.
2. Remove caps over evaporator outlets
3. Push the rubber up against the evaporator tubes, remove and mark with a pen or marker where the lines sit.
4. Take a razor or a round pipe and cut out the two holes. If you use a pipe, place the grommet over a piece of wood and hit the pipe with a hammer. The holes do not need to be larger then ¼”.
5. Remove the support brace over the evaporator tubes, with the brace removed you can slide the grommet over the four tubes, place the caps back on the evaporator
6. Pull the vacuum tube through the grommet
7. Now you can reinstall the evaporator case into the vehicle. Follow the directions if needed.

![Figure 10.1](image1.png)

![Figure 10.2](image2.png)
8. When reattaching the outside nuts to the studs leave two off, the two above the drain line.
STEP ELEVEN

Under Hood Hook up

1. Now that the Inside is back together we can hook up the rest of the parts under the hood. Starts by making sure all the nuts are attached on the outside of the firewall, except for the two above the drain
2. Hook up the Vacuum line and heater hoses
3. Attach the flat bracket to the two studs that do not have the nuts on them. Be sure the vacuum line does not get stuck between the bracket and firewall
4. Install the round strap for the accumulator drier. Do not tighten
5. Install the accumulator to the strap, and push the fittings from the accumulator to the fitting on the evaporator (large to large fitting) Be sure to PUSH HARD, they need to click
6. Tighten the screw on the strap of accumulator to secure it
7. Plug the accumulator switch to the switch located on the firewall wiring harness

Figure 11.1

Figure 11.2
8. Figure 11.1 and 11.2 are for the bracket setup only; the accumulator may not match the one with your kit.
STEP TWELVE

Attaching the Hoses

1. Place the two O-rings (# 8 and 10) on the hoses that connect to the compressor.
2. Place the fittings on the compressor, but do not tighten until the other two sides are connected.
3. Make sure O-rings are put on all fittings connections, if the fittings are hard to push on, dab a little pag oil on the o-rings.
4. Attach smaller line from the compressor to the condenser, use the supplied M-8 1.25 x 25mm bolt with washers, and tighten the bolt.
5. Connect the plug to the switch located on the Manifold. The plug should be close to the switches location on the hose.
6. Connect the Liquid line to the evaporator. BE SURE THEY CLICK, BE SURE NOT TO BEND THE TUBE
7. Connect the hose from the compressor to the accumulator then tighten the nut. (see figure 11.3)
8. Tighten the compressor fittings
9. Reinstall the power steering pump and put the belt on. Refer to the mount kit directions for the instructions.
STEP THIRTEEN

Finishing UP

1. Put antifreeze back into the radiator. You may have to start the vehicle to get all the fluid back into the system.
2. Install the a/c relay into the fuse box, located under the hood on passenger side Figure 15.1
3. Place the hose holder on the two hoses connecting to the compressor.
4. Insert an ATM MINI 20 amp fuse into panel. If it is already in its place disregard.
5. Install the battery and hook up the cables
6. Evacuate the a/c system for at least 45 minutes
7. Hook up the Compressor plug
8. Charge the system with 1.50 lbs of R134a Refrigerant. DO NOT ADD OIL, DYE, SEALERS, OR ANY ALTERNATIVE REFRIGERANTS.
9. Apply the sticker under the hood, and then write in the exact amount of freon used.

The system is designed for R134a; you will get the best performance by using it.