



This is a quick overview of my Classic Air upgrade AC install in my 1970 Challenger RT 383 convertible.

All components are new from Classic Air except the evaporator in the heater box. I had the evaporator flushed prior to install.

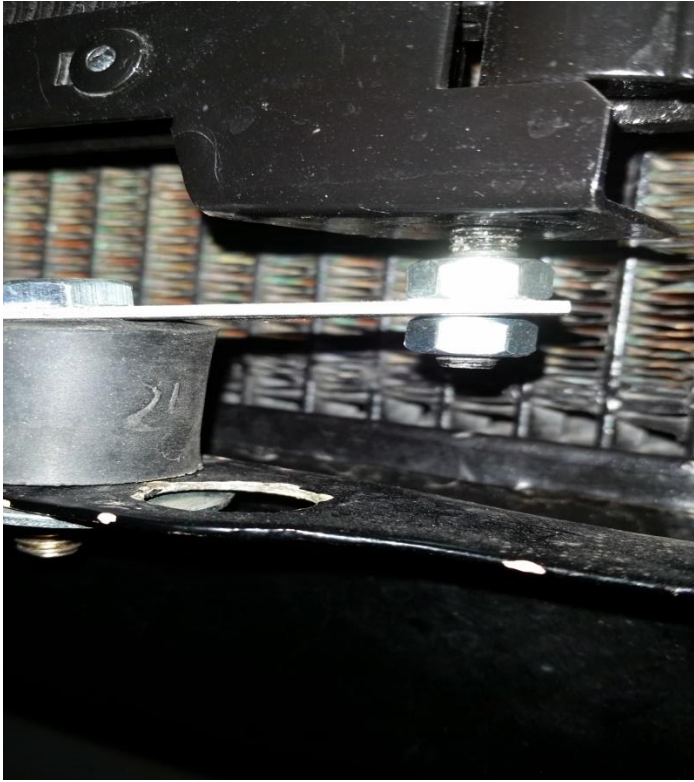
The engine had Billet pulleys of normal ratio, Unisteer rack and pinion system, aftermarket chrome alternator and bracket, Mopar Performance aluminum water pump housing and flow cooler water pump.

INSTALL:

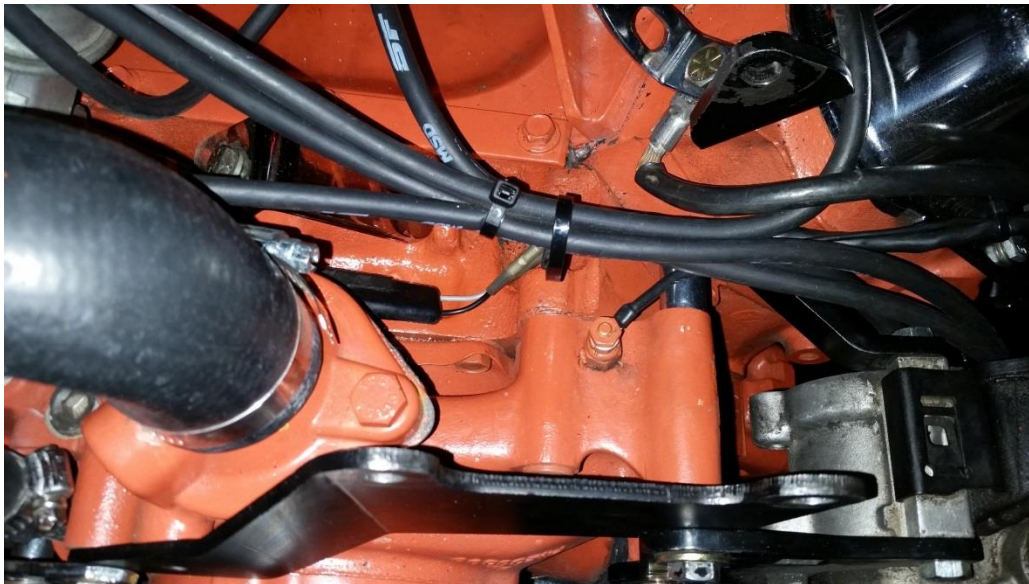
1. Put in the condenser ( I had the radiator out of the car at the time so this was just put in behind the radiator):



2. Bottom bracket grommets were supplied by Classic Air ( I added bracket to offset to original hole:



3. Bolted Compressor bracket to water pump and moved unisteer power pump back aprox. 1 inch to align pulleys and setup for belt configuration:



4. Modified back AC bracket to be able to move AC compressor to compensate for differences in non-OEM water pump and align pulleys:



5. Installed compressor and alternator. I used a 3 foot metal doll rod to align pulleys. I also used a straight edge and I had a laser pointer (that was aligned straight) that worked well to get exact alignment.



Due to Unisteer pump and non-stock billet pulleys, I had to spend some time finding the optimum belt configuration and alignment.

6. I cut the hoses to length and crimped ends after mock up.
7. Connected all hoses with lubricated O rings that were provided.
8. Connected expansion capillary tubing and thermostat tubing to connection using hose clamps as suggested alternative to provided clamp. Wrapped tubing with heat tape provided.



9. I used original size fan belt for power steering pump to water pump. AC compressor to alternator was measured using string and proper sized fan belt was procured.
10. Drier was hooked up last right before professional AC shop evacuated and charged system.



Final assembly working Classic Air System:

