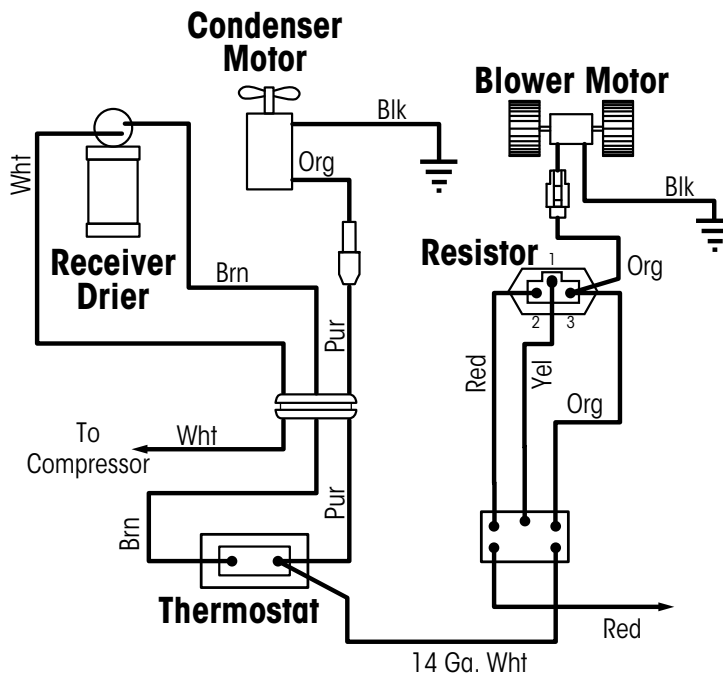


FINAL ASSEMBLY AND CHECK

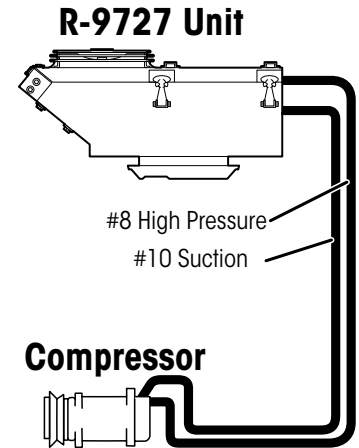
1. Evacuate the system, test for leaks and charge with refrigerant.
The unit requires 4 to 6 pounds depending on hose length.
2. Connect the battery.
3. Turn the ignition switch to the "on" position, turn the thermostat to the coldest point and the fan switch to "high"
 - a. The clutch should click on and be engaged. If not, see Step 8.
 - b. The condenser fan and evaporator blower should be turning at high speed.
4. Turn the fan switch to medium and low positions and check that the evaporator blower slows down.
5. Turn the thermostat off and clutch should disengage.
6. Start engine and run at 1500-2000 rpm. Turn unit on "full cold", "high fan". Check sight glass on receiver-drier for bubbles, Add 6 to 8 ounces more R-12 after the sight glass just clears.
7. Check thermostat to be sure clutch cycles on and off.
8. If clutch does not engage the system may not have been charged to high enough pressure to actuate the Binary™ switch. Place a jumper wire across the switch and run system until it is fully charged then remove jumper wire.

ELECTRICAL SCHEMATIC

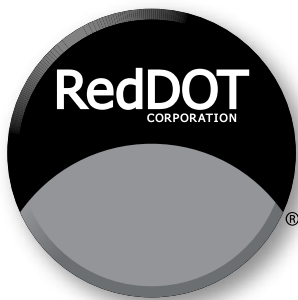


WARNING: Unit warranty void if fused power source not used.

PLUMBING SCHEMATIC



NOTE: #12 suction line recommended for increased efficiency.



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