

1973-76 CORVETTE

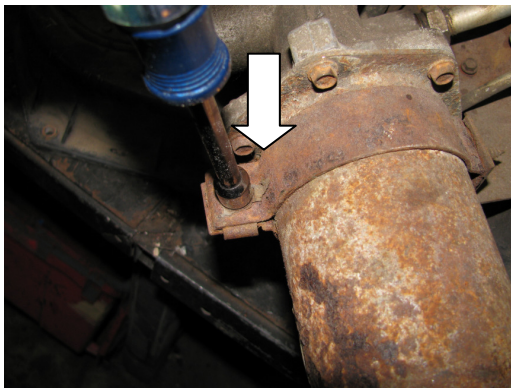
VIR Eliminator Kit (#15-212)

REMOVE ORIGINAL VIR

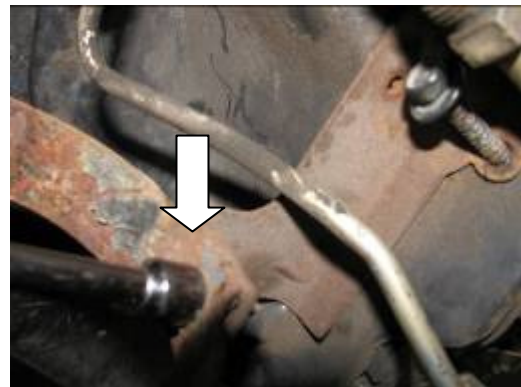
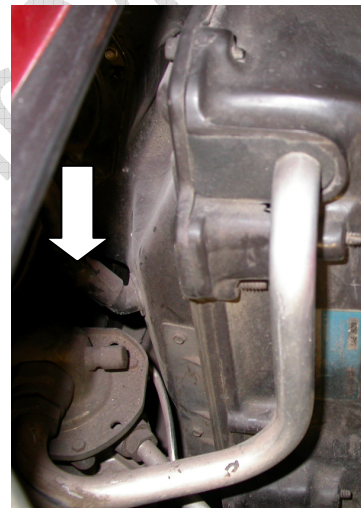
Loosen all three evaporator fittings from the VIR and disconnect the suction hose and liquid line. IF THE ORIGINAL HOSES & LIQUID LINES ARE STILL ON THE CAR, REMOVE THEM BEFORE STARTING.

Remove the VIR from the evaporator at the firewall. (see photo) This valve will no longer be used with this system.

Start by removing the screw on the clamp around the lower section of the VIR and unscrewing the evaporator suction fitting (large tube), evaporator oil-return fitting (long skinny aluminum tube), the evaporator inlet fitting and the steel liquid line. Removal may require gently pulling fittings from the side of the VIR until clear.



Once the valve is removed, remove the VIR support clamp as shown to the right. This clamp will no longer be used.



Remove old o-rings from all three evaporator fittings, and make sure all fittings and threads are clean and free of debris. Install new o-rings and lubricate using the oil tube provided.



Remove all three caps from the orifice valve and install on the oil return fitting as shown, positioning the larger opening to face the evaporator inlet fitting as shown below.

Thread the fittings into the valve and tighten.*



* SPECIAL NOTE – O-ring hose connections should be tightened to approximately 10-15 pounds of torque. This is generally finger-tight, plus 1/4 turn, but be sure to do a thorough leak test when completed to insure the system is leak free and tighten as needed. Over tightening will result in split o-rings that will result in a leaking hose connection.

Install new o-rings on all fittings in the VIR eliminator kit and lubricate using the oil tube provided.

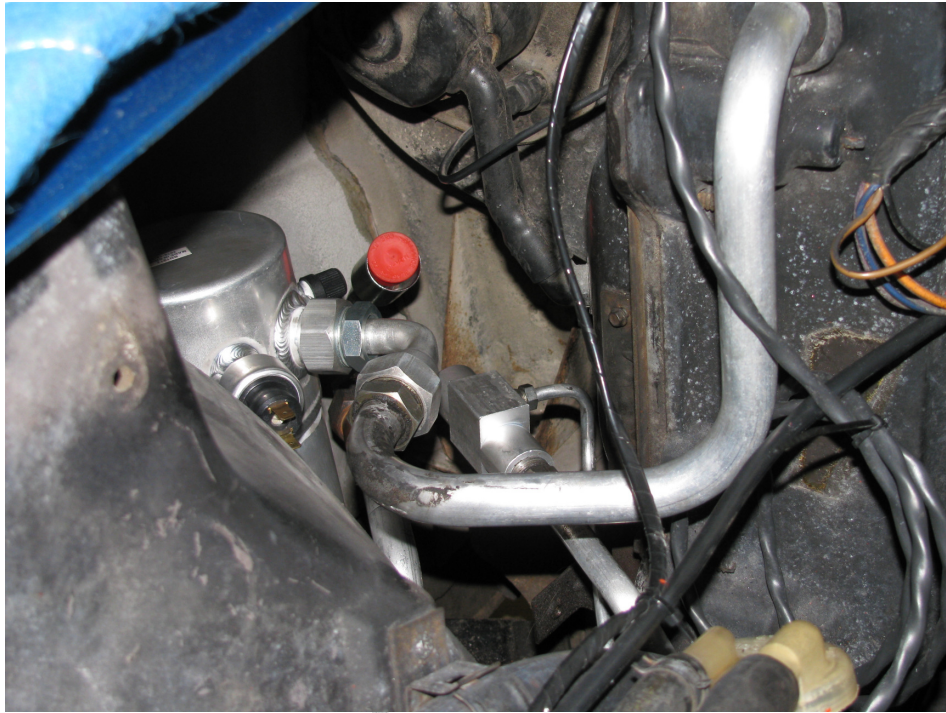
Assemble the accumulator as shown in the photo at right, leaving all fittings loose in order to maneuver the assembly into position. Do not remove caps until ready to connect fittings.



NOTE – It is important to keep the accumulator's exposure to the atmosphere as minimal as possible. Do not remove the plastic caps until ready to connect hoses.

Install the completed assembly as shown below, positioning the accumulator so it is up against the fender-well and in position where it will not interfere with the

reservoir. Install the mount clamp around the accumulator and mark location for mounting screw. Drill hole for nut & bolt assembly or screw and secure in place. Tighten* all fittings to 10-15 pounds of torque, leaving the outlet fitting capped until ready to install suction hose. **SOME OF THESE PROCEDURES MIGHT BE MORE EASILY PERFORMED FROM UNDERNEATH THE CAR.**



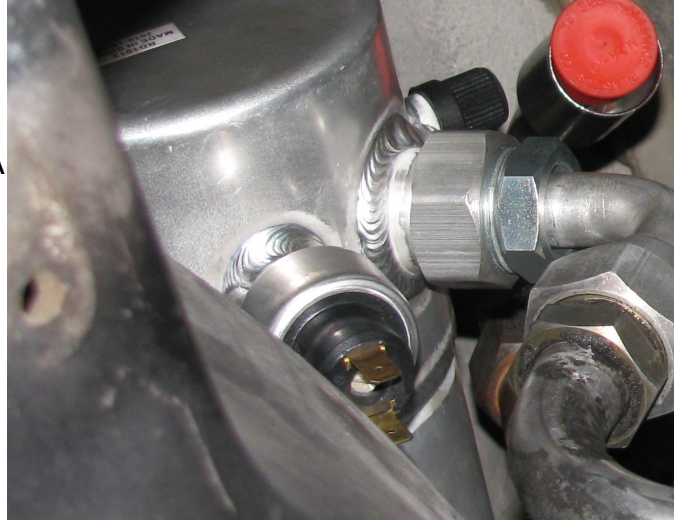
INSTALLING CYCLING SWITCH

The clutch cycling switch will be installed on the port to the left of the evaporator outlet connection as shown.

1. Remove the cap from the port to the left of the evaporator outlet connection.

2.

Connect the wiring harness supplied in the kit to the cycling switch and route as desired to splice into the power wire leading to the clutch. Trim the harness and/or the clutch power wire as desired and splice the harness into the clutch power wire using the butt connectors provided.



REINSTALLING LIQUID LINE

Install a new o-ring to end of the liquid fitting you originally disconnected and lubricate using the provided oil tube, and then connect to the orifice block valve. Tighten* connection.

REINSTALLING SUCTION HOSE

Install a new o-ring to the end of the suction hose you originally disconnected and attach to the fitting you installed into the bottom of the accumulator. Tighten* connection.

CONVERTING TO 134a?

If converting to 134a, Review "GM Converting to 134a" sheet.

CHARGING THE SYSTEM SHOULD BE PERFORMED BY A QUALIFIED AND CERTIFIED AIR CONDITIONING TECHNICIAN.