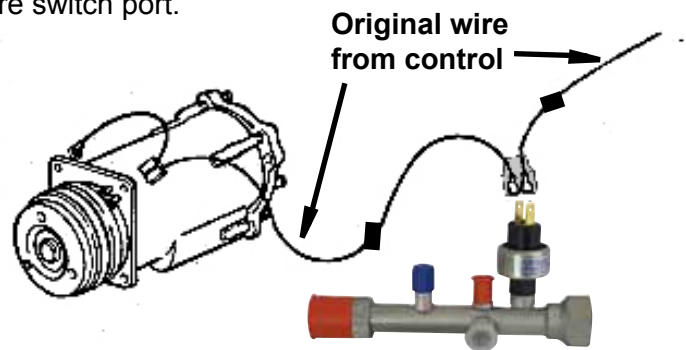


## INSTALLATION INSTRUCTIONS

- 1) A qualified technician should evacuate and reclaim existing refrigerant from system.
- 2) Remove original POA Valve from system.
- 3) Lubricate the large O-rings, supplied, with refrigerant oil. Replace the O-rings on the evaporator and suction fitting with these.
- 4) Attach the update body to the evaporator, and suction fitting In place of the POA Valve.
- 5) Using the two small O-rings seals (lubricated), attach the expansion valve equalizer tube, and the evaporator oil bleed line to the update body.
- 6) The thick O-ring (yellow) should be slipped onto the pressure switch port next to the large female nut of the update body.
- 7) Screw the pressure switch snugly onto pressure switch port.

## WIRING MODIFICATIONS

1) Using wire crimper, and strippers, attach the wires from rubber boot connector, at the pressure switch to the middle of the power wire going to the clutch. Pull slightly on each crimp to test the crimp. It does not matter which electrical terminal is the inlet or outlet of the switch.



2) Attach the rubber boot to switch and make sure terminals on switch go into connectors in boot verses beside. If not inserted properly it may cause intermittent clutch operation. Also check for clearance of electrical wires near hood hinge, some vehicles may require removing the rubber boot and using the 90 degree electrical terminals.

**EVACUATION AND CHARGING**, should be performed by a qualified technician.

- 1) Due to the Low Pressure Protection of the pressure switch, it will be necessary to use a jumper wire across the two terminals of the boot connector, while adding the first two pounds of refrigerant.  
(tip: a bent paper clip works well)
- 2) **If using 134a refrigerant**, the amount required is usually 10 to 15% less than the original R-12 charge. and the sight glass may not be clear when properly charged.
- 3) Pressure switch adjustment:  
**FOR 134A Refrigerant - no adjustment necessary**, Clutch should cycle OFF at 22psi and ON about 42psi of low side pressure. (+,-3 PSI)

**R-12 ONLY !!!** It may be necessary to adjust the screw between the male electrical terminals of the pressure switch, 1/4 to 1/2 turn clockwise, so the clutch cycles OFF AT 27-30 psi. of low side pressure.

- 3) Leak test System after charging.



U.S. Patent  
 #5,918,476

50-2551A

**Benefits:**

- 1 Converts POA System to a Cycling Clutch System as found on most Late Model Vehicles.
- 2 Eliminates aggravating Sticking Internal Piston.
- 3 Saves Gas Milage and decreases length of load on the engine.
- 4 Easier Diagnosis of Expansion Valve Failure
- 5 Easy To Install
- 6 Comptable with all Automotive Refrigerants.
- 7 Available for most GM and Ford versions of POA / STV Valves, and some foreign vehicles.

**ADD an A at end of part # for R134a service port.**

**Cadillac**

1966-1973 Cadillac..... 50-2552

**PONTIAC**

1967-1969 Firebird *except TransAM* 50-2551  
 1969 8 Cyl TransAm..... 50-2552  
 1971-1973.5 Grand Prix..... 50-2551  
 1965-1972 Tempest/LeMan. 50-2551  
 1973-1976 Tempest/LeMan. 50-2552  
 1971-1973.5 Ventura *w/POA*..... 50-2551  
 1974 Ventura II-Ventura..... 50-2552

**BUICK**

1965.5-1970 Lasabre, Wildcat, Electra (POA)..... 50-2552  
 1965.5-1970 Riviera..... 50-2551  
 1965.5-1970 Skylark..... 50-2551  
 1971-1972 All Full Size..... 50-2552  
 1973-1974 Apollo..... 50-2551

**CHEVROLET**

1966-All Factory Air..... 50-2551  
 1967-1973 Full Size..... 50-2552  
 1967-1970 Camaro..... 50-2551  
 1971-1973 Camaro..... 50-2552  
 1966-1973 Chevelle, Chevy II, Nova, El Camino..... 50-2551  
 1967-1972 Corvette..... 50-2551  
 1970-1973 Monte Carlo..... 50-2551  
 1970-1971 Vega..... 50-2552

**CHEVY - GMC TRUCK**

1967-1972..... 50-2551

**FORD**

1974-1976 Mustang/Fairmount 50-2551  
 1973-1975 Full Size..... 50-2551  
 1976-1978 Full Size  
     *Before* 1/2/76..... 50-2551  
     *From* 1/2/76 to 6/1/76..... 50-2553  
     *After* 6/1/76..... 50-2558  
 1975 Granada..... 50-2554  
 1972-1976 Torino  
     *Before* 1/2/76..... 50-2551  
     *From* 1/2/76..... 50-2553  
 1977-1978 Torino  
     *w/ accumulator*..... 50-2557  
     *w/o accumulator*..... 50-2558  
 1979 LTD II  
     *Before* 2/1/79..... 50-2562  
     *After* 2/1/79..... 50-2559  
 1974-1976 Pinto..... 50-2551  
 1972-1973 Thunderbird  
     *Before* 4-15-73..... 50-2551  
     *After* 4-45-73..... 50-2552  
 1974-1976  
     *Before* 6-1-76..... 50-2552  
     *From* 6/1/76..... 50-2558  
 1977-1978  
     *w/ accumulator*..... 50-2557  
     *w/o accumulator*..... 50-2558  
 1979  
     *Before* 2/1/79..... 50-2559  
     *From* 2/1/79..... 50-2562

**ROLLS - ROYCE**

1977-80..... 50-2564

**Oldsmobile Cars**

1965.5-1973 *All except below*..... 50-2552  
 1973 Custom Cruiser..... 50-2551  
 1973-1975.5 F/85 Cutlass... 50-2551  
 1973-1973.5 Omega..... 50-2552  
 1973.5-1974 Omega..... 50-2551  
 1966-1970 Toronado..... 50-2551  
 1971-1972 Toronado..... 50-2552

**Lincoln**

1970-1972 Lincoln..... 50-2551  
 1973 Mark IV  
     *Before* 4/15/73..... 50-2551  
     *After* 4/15/73..... 50-2552  
 1973 Lincoln..... 50-2552  
 1974-1975 Mark IV..... 50-2552  
 1974-1975 Lincoln..... 50-2551  
 1976 Mark IV  
     *Before* 6/1/76..... 50-2552  
     *After* 6/1/76..... 50-2551  
 1976 Lincoln  
     *Before* 6/1/76..... 50-2553  
     *After* 6/1/76..... 50-2558  
 1977-1978 Lincoln, Mark IV 50-2558  
 1979 Lincoln, Mark IV..... 50-2559  
 1977-1980 Versailles..... 50-2547

**Mercury**

1974-1976 Bobcat..... 50-2551  
 1978-1980 Bobcat..... 50-2547  
 1979 Capri..... 52-2547  
 1980-1981 Capri..... 50-2560  
 1974-1975 Cougar..... 50-2551  
 1976 Cougar  
     *w/ accumulator*..... 50-2553  
     *w/o accumulator*..... 50-2558  
 1977 Cougar..... 50-2557  
 1978 Cougar  
     *w/ accumulator*..... 50-2557  
     *w/o accumulator*..... 50-2558  
 1979 Cougar  
     *Before* 2/1/79..... 50-2562  
     *After* 2/1/79..... 50-2559  
 1980-81 XR7..... 50-2560  
 1973-1975 Meteor..... 50-2551  
 1976 Meteor  
     *Before* 6/1/76..... 50-2553  
     *From* 6/1/76..... 50-2558  
 1977-1978 Meteor..... 50-2558  
 1979 Meteor  
     *Before* 10/2/78..... 50-2562  
     *From* 10/2/78..... 50-2561  
 1975 Monarch, Zephyr..... 50-2554  
 1976-1977 Monarch, Zephyr 50-2547  
 1978-1979 Zephyr..... 50-2560  
 1978-1979 Monarch..... 50-2547  
 1980-1981 Zephyr..... 50-2560  
 1980 Monarch..... 50-2547  
 1972-1976 Montego..... 50-2551