

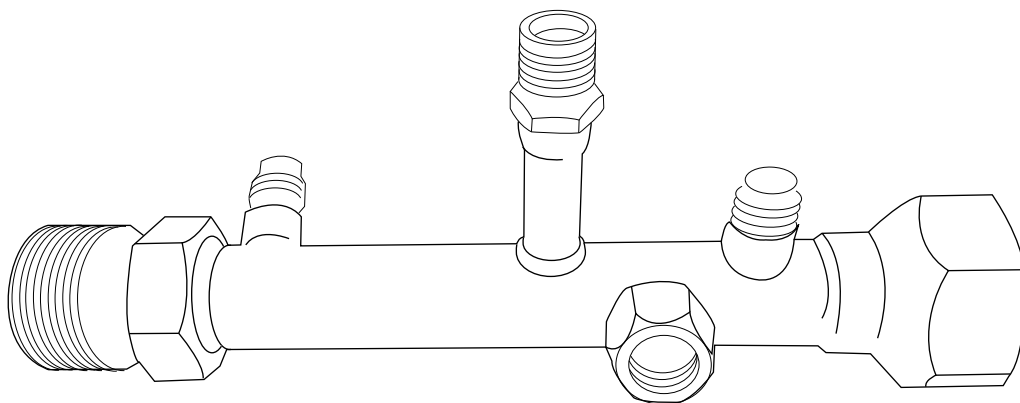


# ***Installation Manual***

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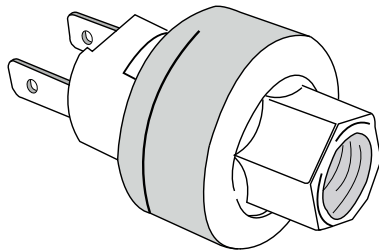
## ***GM POA Valve Eliminator Kit***

***Part # 15-402 / 15-403***

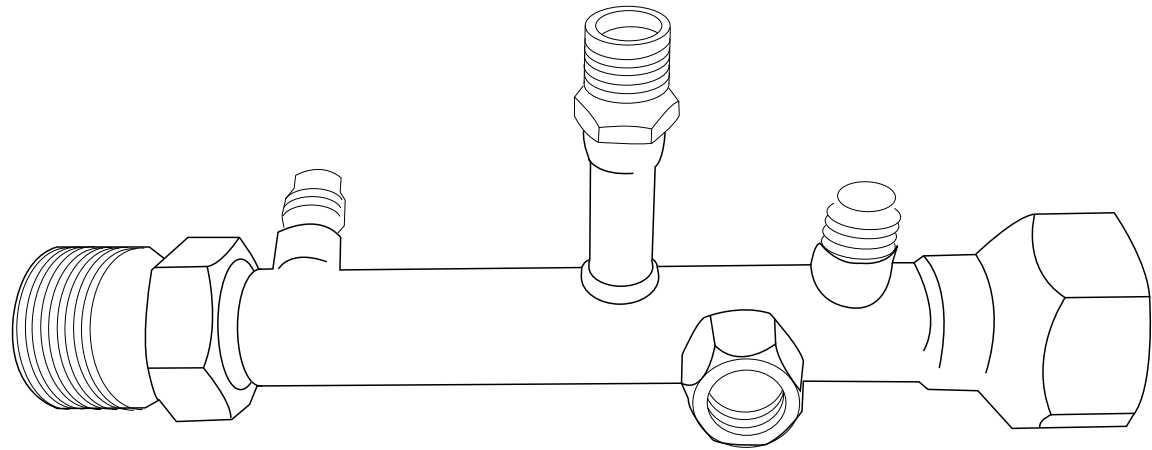




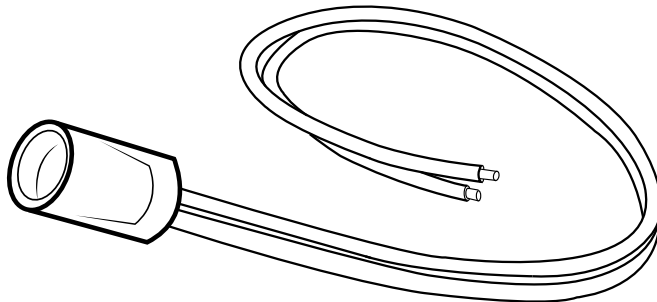
THESE ARE THE PARTS FOR YOUR POA ELIMINATOR KIT



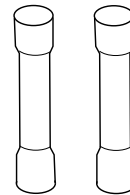
Clutch Cycling Switch  
PN# 16-200



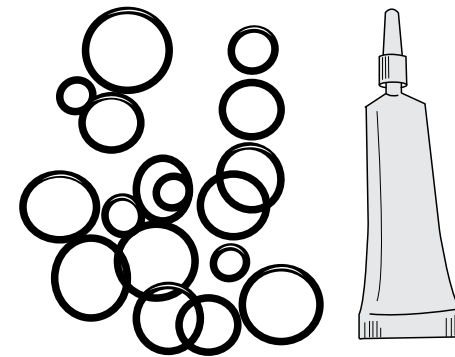
POA Eliminator Valve  
PN# 15-402-1 / 15-403-1



Clutch Cycling Switch  
Harness  
PN# 16-201



Butt-End Connectors



O-Rings and Lubricant Oil  
PN# 05-400

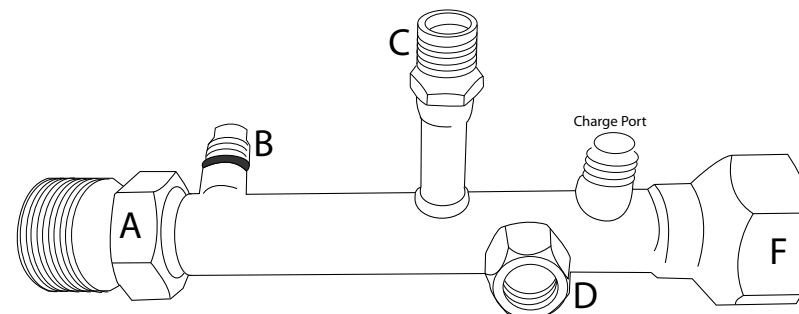


## POA REMOVAL

- If the system is assembled with all or partial charge of refrigerant, have refrigerant reclaimed by a qualified auto air-conditioning technician before starting.
- If the POA valve is still on the vehicle, remove the valve by disconnecting the suction hose, the expansion valve's equalization port and the evaporator's oil-return line from the valve. Remove any mounting hardware that secures the valve in place, and remove the POA valve from the evaporator.
- Remove the old o-rings from the evaporator suction and oil-return line fittings, suction hose fitting and the expansion valve's equalization fitting, clean all four connections to remove any oil and contaminants from the fittings.

## NEW POA VALVE INSTALLATION

- Lubricate two of the largest #12 o-rings using the provided oil tube and install on the evaporator & suction hose fittings. (On Vehicle)
- Lubricate two of the smallest #4 o-rings and install on the expansion valve's equalization port and the evaporator's oil-return line fitting. (On Vehicle)



(Figure 1)

- Attach the valve end (F) to the evaporator and loosely tighten so that the valve can be rotated to insure that the expansion valve equalization port (D) is correctly positioned. Tighten the evaporator fitting that connects to valve end (F).
- Route the suction hose to the valve and attach to valve end (A) and tighten
- Route the evaporator's oil-return line to the (C) port and tighten.
- Route the expansion valve's equalization capillary tube to the valve end (D), attach and tighten.
- Lubricate one of the medium sized #6 o-rings using the provided oil tube and install at the base of the (B) port on the valve. This o-ring should be positioned behind the threads.

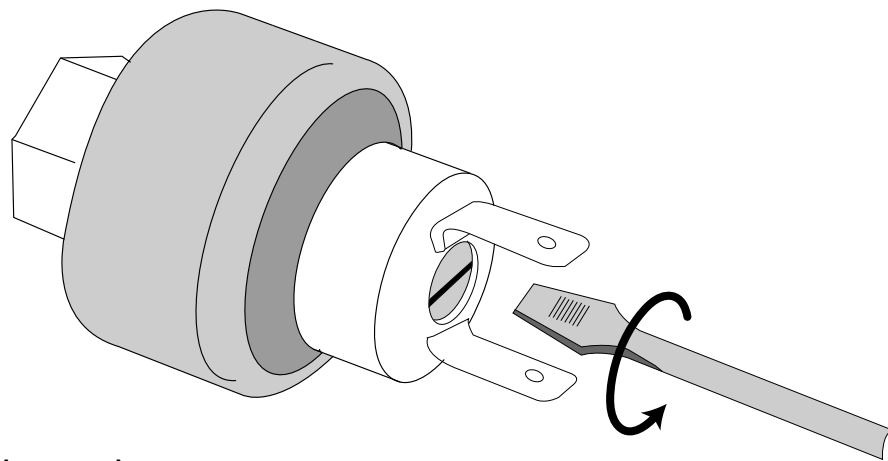


## POA INSTALLATION CONT.

- Screw the cycling switch to the (B) port and tighten. (Charge port location - Figure1 - Can be used if necessary for clearance issues)
- **Use the O-ring provided with the switch. Apply oil and extra pressure for the switch to squeeze past the O-ring and begin to hand tighten. Care must be taken not to cross-thread.**
- Attach the harness grommet boot to the cycling switch and insure proper connection w/both male spade terminals on the switch sliding properly into the female spade terminal openings in the grommet boot.
- In the car's original wiring harness, locate the power wire that leads to the compressor. Splice the connections into the power wire and crimp into place using the butt connectors.
- Have the system evacuated, leak-checked and charged by a qualified auto air-conditioning technician.

## CYCLING SWITCH ADJUSTMENT

- To adjust for R134a, install gauges and run the vehicle with the A/C on. Allow time for the system to cool down the interior.
- Remove the rubber boot from the switch and use a jumper wire on the connectors within the boot, to keep the compressor running.
- The adjustment screw is located between the terminals on the switch. The screw must be turned APPROXIMATELY 3/4 of a turn COUNTER CLOCK-WISE. This will bring the cycle-off pressure down to 21 psi, which is needed for R134a. **(Figure 2)**
- Verify this setting by reinstalling the boot and observing the low side gauge reading when the compressor cycles off. Repeat as needed to obtain the proper pressure setting.



(Figure 2)

If you have technical questions, please call Classic Auto Air's Original Air Group toll-free at 866-435-7801. 9:30am -6pm EST

**PLEASE NOTE! IN ORDER TO PROTECT NEWLY INSTALLED PARTS, IT'S CRITICAL THAT THE CONDENSER, LIQUID LINE AND EVAPORATOR ARE CLEAN AND FREE OF CONTAMINATION. DAMAGE TO COMPONENTS AS A RESULT OF CONTAMINATION WILL NOT BE COVERED UNDER WARRANTY.**