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**2000-2001 Jeep Wrangler TJ 4.0 LITER**

**Installation instructions**

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# **Important information about your system, and warranty**

- **DO NOT ADD ANY OIL TO ANY PART OF THE SYSTEM.**
- **DO NOT OVERCHARGE THE SYSTEM**

This is a brand new a/c kit that is capable of a vent temperature of 39-47 degrees. The kit is not designed for sealer, dye, or Freon substitutes. If these substances are used we are not responsible for the performance of the a/c system.

This kit was created with the customer in mind. It is the simplest kit on the market to install, and it can be done without any special tools. The kit will fit into the Jeep just as the factory designed it too. Follow the directions and you will have cold air conditioning in less than a day. Before beginning the installation please read the directions provided, to get familiar with the kit and installation process. Upon arrival please go through the checklist on page 4. If any parts are not included contact us immediately. We are not responsible for any missing parts after 4 business days.

The Jeep Air team would like to thank you for your recent purchase of a complete a/c kit. There are a few steps that must be followed in order for your a/c system to operate properly.

- The **HIGH SIDE** gauge reading should not exceed 250 PSI. We **MUST** have the **HIGH SIDE** gauge reading if you need any assistance in correcting a potential problem.
- If you purchased the a/c compressor from **Jeep Air**, **DO NOT ADD ANY OIL, DYE, LEAK SEALANTS, OR OTHER ADDITIVES TO ANY PART OF THE SYSTEM.** If oil is required, **Jeep Air will provide an additional sheet with directions on filling the system with oil.**
- There should be adequate airflow from the radiator fan, and a sufficient amount of room between the condenser and radiator. Make sure the **CONDENSER HAS A TUNNEL EFFECT OF AIRFLOW THAT FLOWS THROUGH THE CONDENSER AND RADIATOR.** Foam can be put in between condenser and the radiator edges to achieve a proper airflow effect. There should be  $\frac{1}{4}$ " to 1" gap in between the radiator and condenser. **EFFECTS OF INADEQUATE AIRFLOW:** the compressor may act like it is "locking up"; warm air only from the vents, overheating of the engine, high head pressure, air blows cold at idle and blows warm while driving, and more.

→ If a problem exists after checking all these conditions you may call or email for technical assistance. IF YOU DO NOT HAVE THE HIGH SIDE GAUGE READING WE WILL NOT BE ABLE TO ASSIST YOU IN FIXING THE PROBLEM.

Jeep Air highly recommends the system be evacuated and charged by a professional A/C shop in your local area if you've never done this type of work before. Though evacuating and charging is not difficult, specialty tools are required to perform the job. For the person with do-it-yourself capabilities, we've provided supplemental instructions so you can charge the system yourself with access to the right tools.

If you have a problem with the system we ask you to call before diagnosing or changing any parts. We can fix problems easier if the system is not tampered with. If you have a warranty claim you need to call or email prior to shipping any parts back. **OUR POLICY IS TO GET THE OLD PART BACK PRIOR TO SHIPPING ANY NEW PARTS OUT UNLESS A REPLACEMENT IS PURCHASED FROM US.**

Warranty Returns can be handled in two ways:

1. Ship the warrantied part back to us for inspection. Once the part is approved for warranty you will be shipped a replacement part. (For further clarification on why a part would not be approved for warranty please see below)
2. If you need a replacement part immediately, you can provide us with a credit card and you will be charged for a replacement part and one will be shipped out. Once the warrantied part is shipped back to us, inspected and approved for warranty you will be issued a refund on your credit card.

Reasons why a part would not be approved for a warranty claim:

- Cracked compressors from improper installation
- Compressor with broken valves from overcharging of oil or refrigerant
- Burned up clutches from too high of head pressure

If the technical department is unable to determine any defect with the part. If no defect is found, the part will be returned to the customer and a proper diagnosis will need to be done to find the real issue. If a part is not approved for a warranty claim we will do our best to offer you a replacement product at a fair discounted price.

Jeep Air will not refund your account if you purchase another part in replacement of the defective part.

We are available for support Monday through Friday. Please note when planning the installation we do observe all major holidays and are closed the last two weeks of December.

**1-800-223-7167**

**[sales@jeepair.com](mailto:sales@jeepair.com)**

# Parts Checklist

## 2000-2001 Wrangler 4.0 liter

<input type="checkbox"/> COMPRESSOR	PN: 91-4000
<input type="checkbox"/> EVAPORATOR	PN: 96-7345F
<input type="checkbox"/> CONDENSER	PN: 93-7879
<input type="checkbox"/> ACCUMULATOR DRIER W/ SUCTION Line Connected	PN: 62-8270T
<input type="checkbox"/> LIQUID LINE	PN: 79-5536
<input type="checkbox"/> DISCHARGE LINE	PN: 79-5537
<input type="checkbox"/> SUCTION LINE	PN: 79-5535
<input type="checkbox"/> HIGH LOW PRESSURE SWITCH (attached to 79-5537)	PN: 915-2292
<input type="checkbox"/> CYCLING SWITCH (attached to 62-8270T)	PN: 915-2293
<input type="checkbox"/> A/C CONTROL HEAD	PN: 915-2281
<input type="checkbox"/> RECIRCULATION DOOR	PN: 915-2300
<input type="checkbox"/> RECIRCULATION DOOR ACTUATOR	PN: 915-2301
<input type="checkbox"/> ACCUMULATOR STRAP	PN: 915-2302
<input type="checkbox"/> ACCUMULATOR SUPPORT BRACKET	PN: 915-2303
<input type="checkbox"/> MOUNT KIT with BELT	PN: 8028
<input type="checkbox"/> HARDWARE BAG KIT	PN: 920-1003
<input type="checkbox"/> *EXTRA SPRING AND ORING KIT*	PN: 920-1018

Kit includes:  
915-2313 oil tube  
915-2299 relay  
915-2312 vacuum tube  
10 amp fuse  
4 X 1/4" x 1" bolts with washers flat and lock  
2 X 1/4" speed nuts and 2 X 1/4" nuts  
2 X M8 Condenser bolts with washers

Checked by \_\_\_\_\_

\*This checklist serves as a reference of all the parts included with this kit.

\*The 920-1018 includes extra springs and orings if you lose any from the springlock fittings\*

## **STEP ONE**

### **Removing the Radiator**

- 1. REMOVE THE POSITIVE AND NEGATIVE BATTERY CABLES and REMOVE THE BATTERY FROM THE VEHICLE**
- 2. Drain the radiator**
- 3. Remove the upper and lower radiator hose**
- 4. Remove the overflow tank and power steering reservoir, located on the fan shroud**
- 5. Remove the four bolts that mount the shroud to the radiator, slide the shroud back to the motor, REMEMBER TO SLIDE THE SHROUD BACK OVER THE FAN PRIOR TO INSTALLING THE RADIATOR**
- 6. Remove the four upper bolts from the radiator core support, loosen the lower two bolts**
- 7. Slide the radiator up and out**

## **STEP TWO**

### **Install the Compressor**

- 1. Remove the belt and Power steering pump.**
- 2. The compressor mount kit will have a new belt to install as well as directions for mounting the compressor. Please refer to mount kit directions for compressor installation and additional photos.**  
**\*\*Note: May be necessary to use flat washer and shims along with 7/8" idler spacer. If you have a gap and fail to use the shims/spacers you will crack the ear on the compressor. \*\***

3. After the compressor is mounted, do not install the belt or power-steering pump. You will have to connect the hoses and wire the compressor first.
4. The wire on the compressor will not match the wire on the harness. The harness wire plug will have two wires, the compressor has one. The plug on the harness must be cut off, and connected with universal connectors. The wire that is solid black is to be grounded to the Phillips screw on the compressor behind the clutch, the compressor wire and other harness wire are to be connected together.
5. The fittings on the compressor will point straight up.



Figure 2.1



Figure 2.2

## **STEP THREE**

### **Condenser Installation**

1. Install J-nuts into lower core support
2. Set the condenser on the core support, hang it to the top by the tabs
3. Install the top two bolts, be sure to put washers on the bolts and lock washers on the bottom DON'T TIGHTEN THE BOLTS

4. Install the bottom two bolts and washers Tighten lower bolts
5. Tighten Top Two bolts



Figure 3.1



Figure 3.3

The condenser is commonly aluminum (silver) and not painted



Figure 3.2



Figure 3.4

## STEP FOUR

### Radiator Installation

- 1) Slide the shroud over the engine fan
- 2) Install the radiator, rest the lower brackets on the lower two bolts (loose in the core support)
- 3) Install all radiator bolts, don't tighten until all bolts are started
- 4) Place shroud up to radiator, insert the bolts, tighten all bolts after they are started
- 5) Install upper and lower radiator hoses

- 6) Install the power steering reservoir and the radiator overflow tank**
- 7) Again make sure the drain, located on the bottom of the radiator, is tight**
- 8) The radiator can be filled now, or you can wait until the installation is finished.**
- 9) BE SURE TO ONLY USE PINK OR OE JEEP ANTIFREEZE, MIXING ANTIFREEZE MAY LEAD TO A FUTURE LEAK.**

## **STEP FIVE**

### **REMOVING CONTROL HEAD**

- 1. Remove the ashtray, and the Philips head screws located behind the opening**
- 2. Remove the defrost grill (no screws) pull straight up**
- 3. Remove the two Philips head screws holding the top center vent panel**
- 4. Remove the center vent panel**
- 5. Remove the four screws holding the control head**
- 6. Remove the electrical plugs and the cable; unplug the vacuum lines at the connection located behind the dash. See fig. 5-2**



Figure 5.1



Figure 5.1a

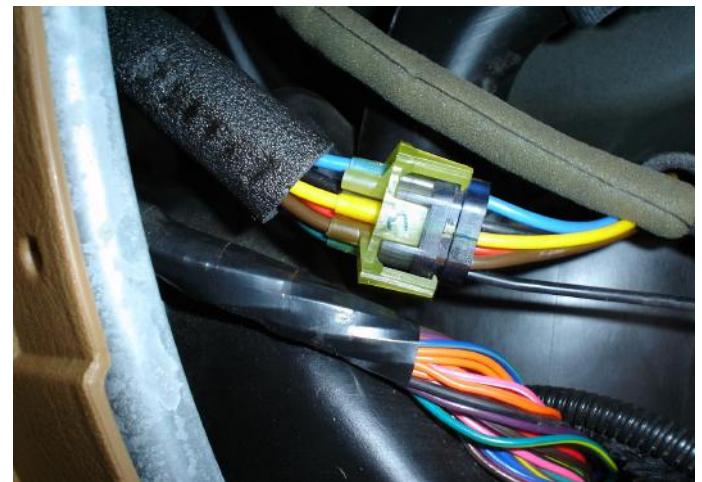


Figure 5.2

## **STEP SIX**

### **Dashboard removal**

1. Remove three torx bits from each side of the dash, six total (T-30) Fig. 6-1
2. Remove four 6mm nuts from top of dash Fig.6-2
3. Remove the cover on the bottom of the plenum (over transmission tunnel, in front of console) Fig.6-3



Figure 6.1a



Figure 6.1b

Remove Six torx bolts



Remove all four  
6mm nuts  
(Only one pictured)

Figure 6.2



Cover on bottom  
of plenum, two  
screws to remove  
Console

Cover  
location

Figure 6.3

4. Remove the glove box by pulling the tab on passenger side of glove box toward center of vehicle. Let glove box drop, and lift off hinges.
5. Remove two nuts through glove box opening
6. Remove lower panel under steering column by removing two screws and pulling back on top of panel. Lift off hinges Fig. 6.4
7. Remove reinforcement plate behind lower panel by removing four screws Fig. 6.5
8. Remove two nuts securing steering column. Let steering column hang loose.



Figure 6.4



Figure 6.5

**9. Disconnect wire harness from dash to heater**

**10. Remove fuse panel by removing two screws at top of panel. Fig. 6.6**

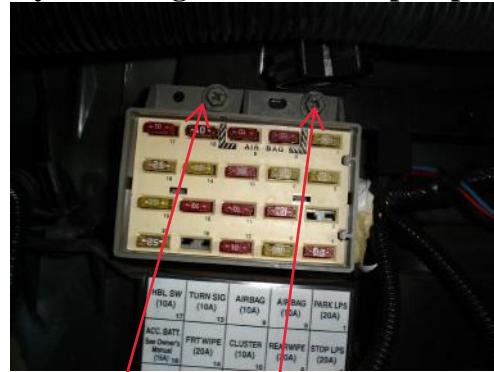


Figure 6.6

Remove

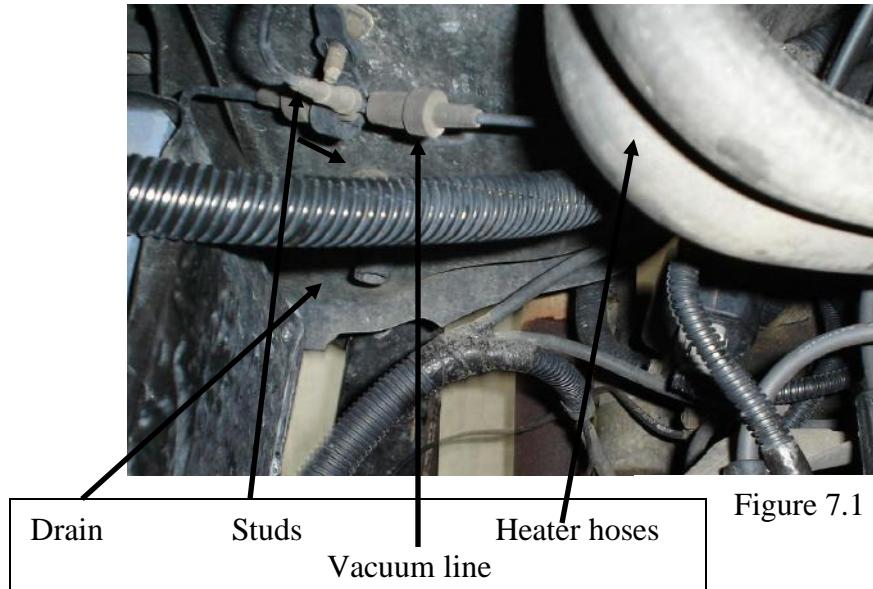
**11. Remove bolt securing heater case to fuse panel bracket**

**12. Remove heater floor dump by removing two screws from front of dump door pulling out on the floor dump.**

# **STEP SEVEN**

## **Dashboard Removal Under Hood**

- 1. Disconnect Heater hose and vacuum line**
- 2. Remove five nuts from heater case mounting studs on firewall. One is located under the blower motor. There are two nuts on one stud above the drain.**
- 3. On the inside of vehicle, lift up the dash to clear the studs across the top of the dash. Pull back on passenger side of dash and let it rest on the front seat.**
- 4. Remove heater case from vehicle through passenger door.**



## **STEP EIGHT**

### **Separating the Evaporator case**

1. Put the case on a table or bench for easier working conditions. Remove the 15 screws holding the case halves together; remove the two clips holding the case together, and the three screws securing blower motor to the case.
2. Remove the firewall gasket at the blower motor and heater core tubes.  
Remove the blower motor
3. Separate the evaporator halves.
4. Remove the air inlet cover on the bottom of case, four screws

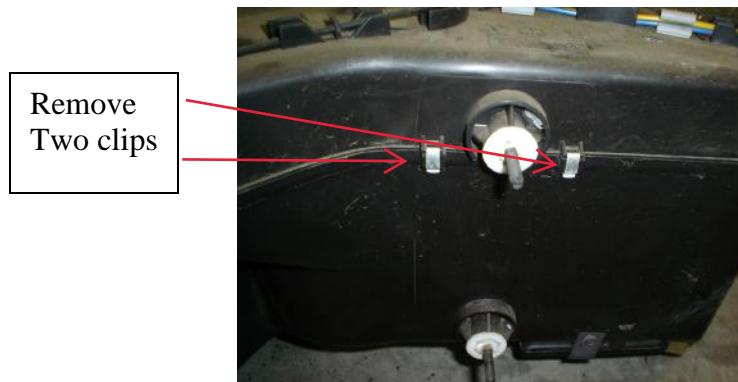


Figure 8.1



Figure 8.2

## **STEP NINE**

### **Installing Evaporator**

- 1. Place the evaporator into the case.**
- 2. Set the top half of the plenum back on**
- 3. Insert and tighten the fifteen screws, and two clips**
- 4. Install the blower motor, make sure the foam is in place**
- 5. Install the green vacuum line from plug to actuator, use the vacuum line included to make the connection**
- 6. Install the air inlet cover (four screws, see figure 8.2)**
- 7. MAKE SURE THE HEATER DOOR AND BLEND DOOR MOVE FREELY.**
- 8. ON 2000 AND 2001 MODELS A RECIRCULATION DOOR MUST BE INSTALLED.**

### **Installing the Fresh Air door**

- 1. Cut the opening in the case for the door. This can be done with a sharp razor knife by making four passes, or by a cut off wheel or plastic saw.**
- 2. Install the door into the opening**
- 3. Install the vacuum actuator**
- 4. Hook the actuator to the door**
- 5. Mount the actuator on the mounting clamp**
- 6. Figure 9.2 is for the supplied vacuum line. Connect it to the actuator that was just installed and out through the firewall, through the grommet.**



Figure 9.1a

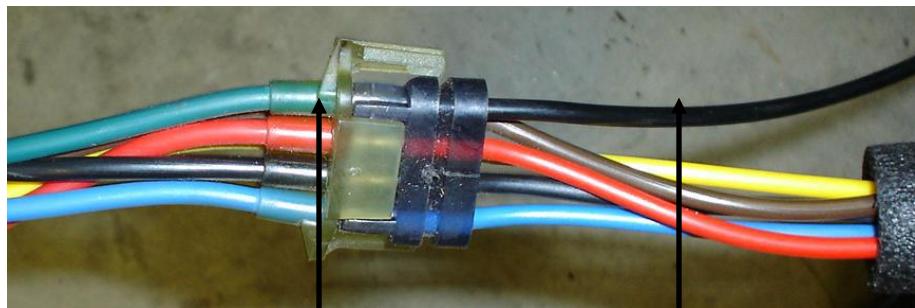


Figure 9.2

Green tube      Supplied vacuum tube



Figure 9.3



Figure 9.4



Figure 9.5



Figure 9.6

## **STEP TEN**

### **Attaching Rubber Grommet**

1. There is a rubber grommet that sits on the evaporator and heater hose lines. You will need to cut two holes in the grommet and place over the lines.
2. Remove caps over evaporator outlets
3. Push the rubber up against the evaporator tubes, remove and mark with a pen or marker where the lines sit.
4. Take a razor or a round pipe and cut out the two holes. If you use a pipe, place the grommet over a piece of wood and hit the pipe with a hammer. The holes do not need to be larger than  $\frac{1}{4}$ ".
5. Remove the support brace over the evaporator tubes, with the brace removed you can slide the grommet over the four tubes, place the caps back on the evaporator
6. Pull the vacuum tube through the grommet
7. Now you can reinstall the evaporator case into the vehicle. Follow the directions if needed.

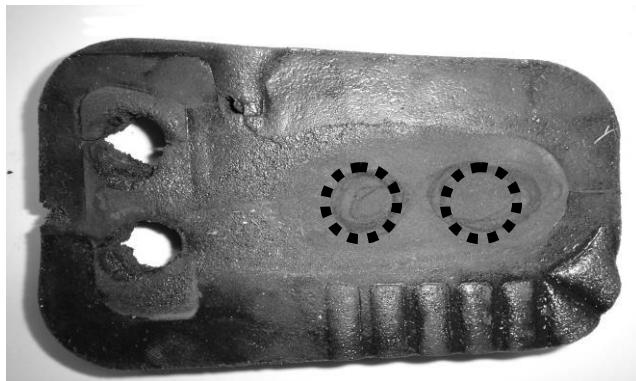


Figure 10.1



Figure 10.2



Figure 10.3



Figure 10.4

8. When reattaching the outside nuts to the studs leave two off, the two above the drain line.

## STEP ELEVEN

### **Under Hood Hook up**

1. Now that the Inside is back together we can hook up the rest of the parts under the hood. Starts by making sure all the nuts are attached on the outside of the firewall, except for the two above the drain
2. Hook up the Vacuum line and heater hoses
3. Attach the flat bracket to the two studs that do not have the nuts on them. Be sure the vacuum line does not get stuck between the bracket and firewall
4. Install the round strap for the accumulator drier. Do not tighten
5. Install the accumulator to the strap, and push the fittings from the accumulator to the fitting on the evaporator (large to large fitting) Be sure to put some oil on the fittings and to PUSH with equal pressure between the evaporator and the line to not put too much force on the evaporator. Push until you hear the fittings click. Once they are installed you will not be able to take them apart without a removal tool. \*\*Tech Tip: If you have difficulty with getting the fittings to lock together. Remove the oring closest to the base of the male springlock and push the fittings together with just two orings installed. You will not having any problems with leaks\*\*
6. Tighten the screw on the strap of accumulator to secure it
7. Plug the accumulator switch to the switch located on the firewall wiring harness  
\*\* All TJs were prewired for air conditioning from the factory. If you don't see the switch pigtails check along the firewall; sometimes the pigtails are tucked up\*\*



Figure 11.1



Figure 11.2

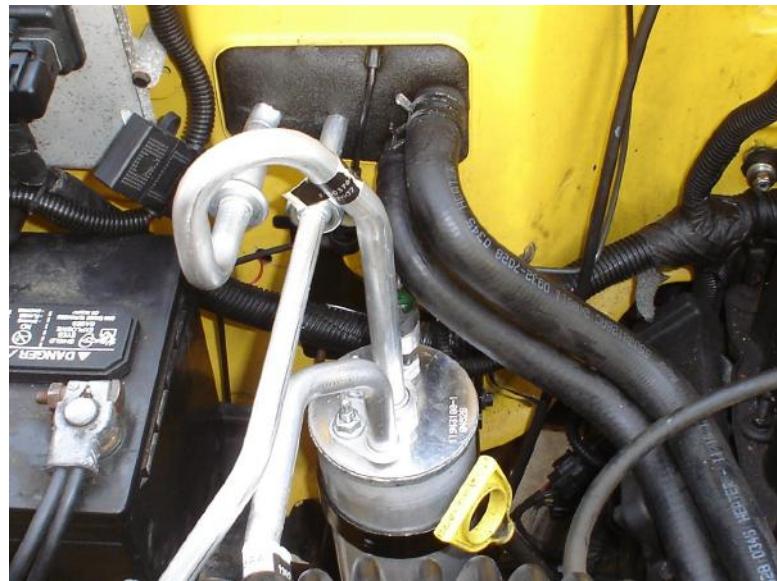


Figure 11.3



Figure 11.2

## **STEP TWELVE**

### **Attaching the Hoses**

- 1. Place the two O-rings (# 8 and 10) on the hoses that connect to the compressor**
- 2. Place the fittings on the compressor, but do not tighten until the other two sides are connected.**
- 3. Make sure O-rings are put on all fitting connections, if the fittings are hard to push on, dab a little pag oil on the o-rings.**
- 4. Attach smaller line from the compressor to the condenser, use the supplied M-8 1.25 x 25mm bolt with washers, and tighten the bolt.**
- 5. Connect the plug to the switch located on the high pressure hose (smaller hose). The plug should be close to the switches location on the hose.**
- 6. Connect the Liquid line to the evaporator. BE SURE THEY CLICK, BE SURE NOT TO BEND THE TUBE**
- 7. Connect the hose from the compressor to the accumulator then tighten the nut. (see figure 11.3) Sometimes the tubing on these lines gets manipulated in shipping, you can carefully put pressure on the aluminum tubing to fix the lines.**
- 8. Tighten the compressor fittings**
- 9. Reinstall the power steering pump and put the belt on. Refer to the mount kit directions for the instructions.**



Figure 12.1



Figure 12.2



Figure 12.3



Figure 12.4



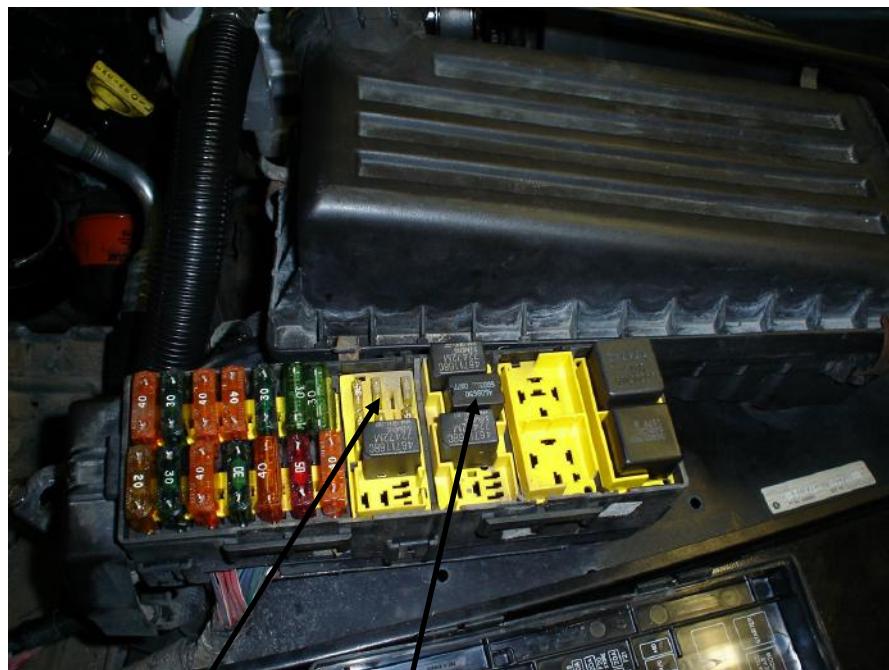
The above two pictures are to show how the hoses route. The hose clip shown in the photo was discontinued by Chrysler and is no longer available nor provided.

## **STEP THIRTEEN**

### **Finishing UP**

1. Put antifreeze back into the radiator. You may have to start the vehicle to get all the fluid back into the system.
2. Install the a/c relay into the fuse box, located under the hood on passenger side **Figure 15.1**
3. Insert an ATM MINI 10 amp fuse into panel. If it is already in its place disregard.
4. Install the battery and hook up the cables
5. Evacuate the a/c system for at least 45 minutes
6. Hook up the Compressor plug
7. Charge the system with 1.50 lbs of R134a Refrigerant. DO NOT ADD OIL, DYE, SEALERS, OR ANY ALTERNATIVE REFRIGERANTS.
8. Apply the sticker under the hood, and then write in the exact amount of freon used.

The system is designed for R134a; you will get the best performance by using it.



Insert Fuse

Insert relay

Figure 13.1