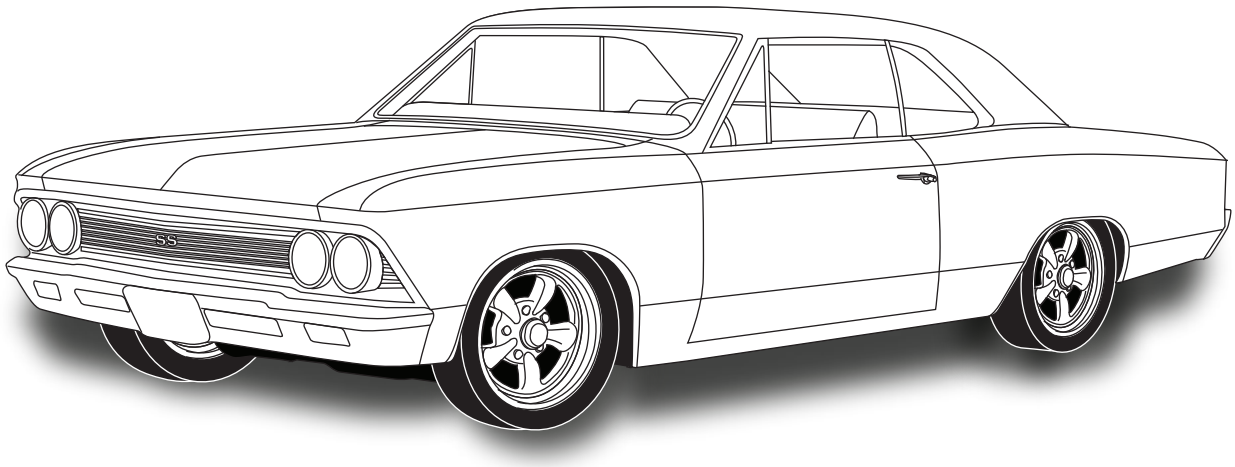
an ISO 9001:2008 Registered Company

1964-67 Chevrolet Chevelle

Condenser Kit *with* Drier
(021166)



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Thank you for purchasing this condenser kit from Vintage Air. When installing these components as part of a complete SureFit™ system, Vintage Air recommends working from front to back on the vehicle, installing the condenser kit, hose kit, and compressor first, followed by the wiring, evaporator, and finally the control panel.

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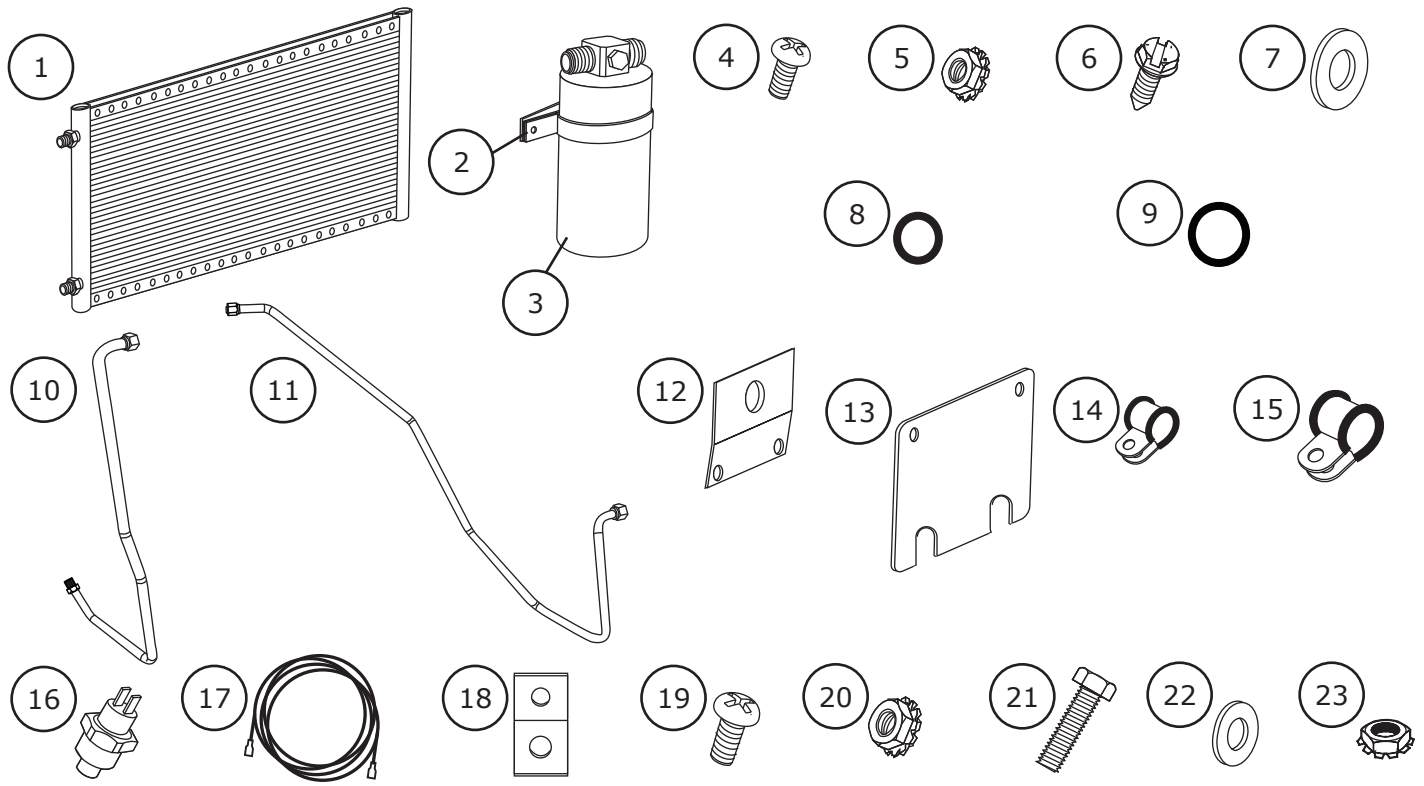
Packing List: Condenser Kit (021166)

No.	Qty.	Part No.	Description
1.	1	03767-VUC	Condenser, 14” x 24”, Parallel Flow
2.	1	65980-VCB	Drier Clamp
3.	1	07321-VUC	Drier
4.	6	18249-VUB	Screw, 10-24 x 3/8”, Pan Head
5.	6	18260-VUB	Nut, 10-24, with Star Washer
6.	1	18266-VUB	Screw, #14 x 3/4”, Sheet Metal
7.	1	18611-VUB	Washer, 5/16”, Flat
8.	2	33857-VUF	O-ring, #6
9.	1	33858-VUF	O-ring, #8
10.	1	091167	Hardline, #8 Condenser/Compressor
11.	1	091166	Hardline, #6 Drier/Condenser
12.	2	64197-VCB	Bracket, Top Mounting
13.	1	643057	Bracket, Bottom Mounting
14.	2	31600-VUD	Adel Clamp, #2
15.	1	31603-VUD	Adel Clamp, #4
16.	1	11079-VUS	Binary Switch, Male
17.	1	23135-VUW	Compressor Lead
18.	1	64359-VCB	Bracket, Hardline
19.	2	18250-VUB	Screw, 10-32 x 1/2”, Pan Head
20.	2	18251-VUB	Nut, 10-32, with Star Washer
21.	1	18290-VUB	Hex Bolt, 1/4-20 x 1”
22.	2	18125-VUB	Washer, 1/4” x 3/4”, Flat
23.	1	18152-VUB	Nut, 1/4-20, with Star Washer

**** Before beginning installation, open all packages and check contents of shipment. Please report any shortages directly to Vintage Air within 15 days. After 15 days, Vintage Air will not be responsible for missing or damaged items.**



NOTE: Images may not depict actual parts and quantities. Refer to packing list for actual parts and quantities.

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Important Notice—Please Read

For Maximum System Performance, Vintage Air Recommends the Following:

NOTE: Vintage Air systems are designed to operate with R134a refrigerant only. Use of any other refrigerant could damage your A/C system and/or vehicle, and possibly cause a fire, in addition to potentially voiding the warranties of the A/C system and its components.

Refrigerant Capacities:

Vintage Air System: 1.8 lbs. (1 lb., 12 oz.) of **R134a**, charged by weight with a quality charging station or scale. **NOTE: Use of the proper type and amount of refrigerant is critical to system operation and performance.**

Other Systems: Consult manufacturer's guidelines.

Lubricant Capacities:

New Vintage Air-supplied Sanden Compressor: No additional oil needed (Compressor is shipped with proper oil charge).

All Other Compressors: Consult manufacturer (Some compressors are shipped dry and will need oil added).

Safety Switches

Your Vintage Air system is equipped with a binary pressure safety switch. A binary switch disengages the compressor clutch in cases of extreme low pressure conditions (Refrigerant Loss) or excessively high head pressure (406 PSI) to prevent compressor damage or hose rupture. A trinary switch combines Hi/Lo pressure protection with an electric fan operation signal at 254 PSI, and should be substituted for use with electric fans. Compressor safety switches are extremely important since an A/C system relies on refrigerant to circulate lubricant.

Service Info:

Protect Your Investment: Prior to assembly, it is critical that the compressor, evaporator, A/C hoses and fittings, hardlines, condenser and receiver/drier remained capped. Removing caps prior to assembly will allow moisture, insects and debris into the components, possibly leading to reduced performance and/or premature failure of your A/C system. This is especially important with the receiver/drier.

Additionally, when caps are removed for assembly, **BE CAREFUL!** Some components are shipped under pressure with dry nitrogen.

Evacuate the System for 35-45 Minutes: Ensure that system components (Drier, compressor, evaporator and condenser) are at a temperature of at least 85° F. On a cool day, the components can be heated with a heat gun ***or*** by running the engine with the heater on before evacuating. Leak check and charge to specifications.

Bolts Passing Through Cowl and/or Firewall:

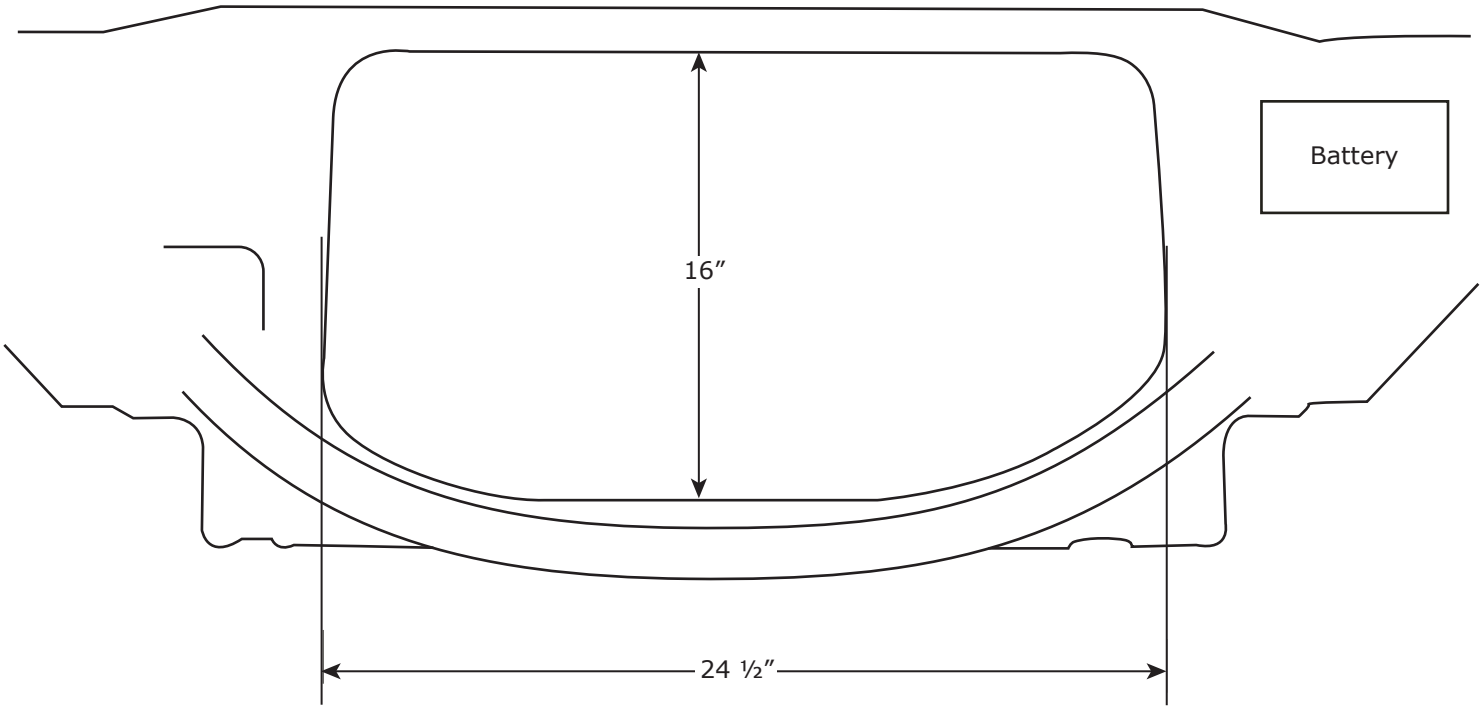
To ensure a watertight seal between the passenger compartment and the vehicle exterior, for all bolts passing through the cowl and/or firewall, Vintage Air recommends coating the threads with silicone prior to installation.

Heater Hose (Not Included With This Kit):

Heater hose may be purchased from Vintage Air (Part# 31800-VUD) or your local parts retailer. Routing and required length will vary based on installer preference.

Core Support Measurements

This kit was developed based on the measurements below, which were taken from a 1967 Chevrolet Chevelle with Factory Air core support.



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Mounting Bracket Installation

1. Install the top mounting brackets onto the condenser using (4) 10-24 x 3/8" pan head screws and (4) 10-24 nuts with star washers (See Figure 1, below). **NOTE: The brackets mount to the outside of the flange through the 7th & 8th and 12th & 13th holes from the left side of the condenser.**

2. Install the bottom mounting bracket onto the condenser using (2) 10-24 x 3/8" pan head screws and (2) 10-24 nuts with star washers (See Figure 1a, below). **NOTE: The bracket mounts on the outside of the flange through the 7th & 11th holes from the right side of the condenser (Rear View).**

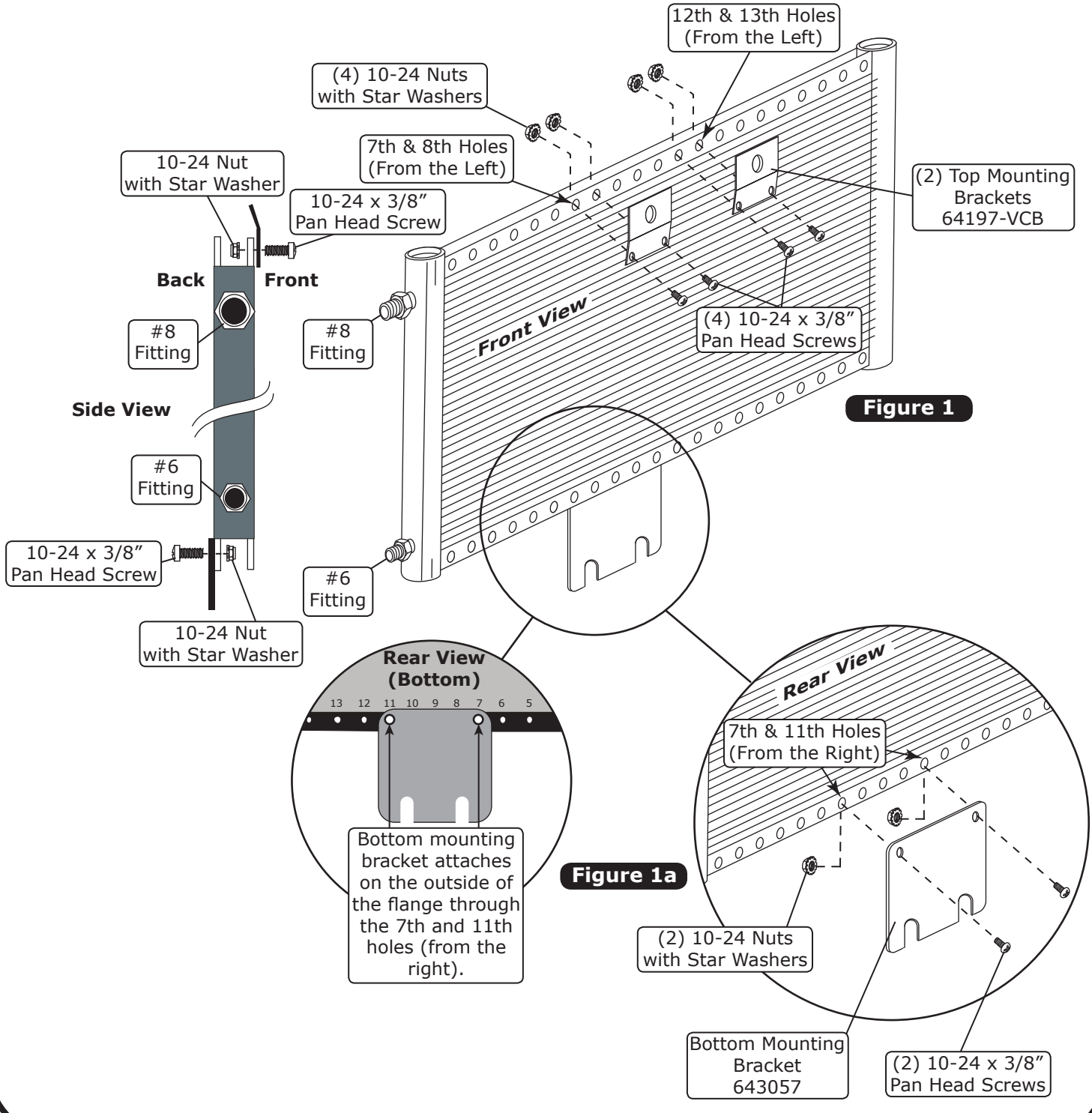

Figure 1

Figure 1a

Radiator and Hood Latch Assembly Removal

1. Drain radiator.
2. Remove upper and lower radiator hoses.
3. Remove radiator.
4. Remove the OEM hood latch assembly (See Figure 2, below).

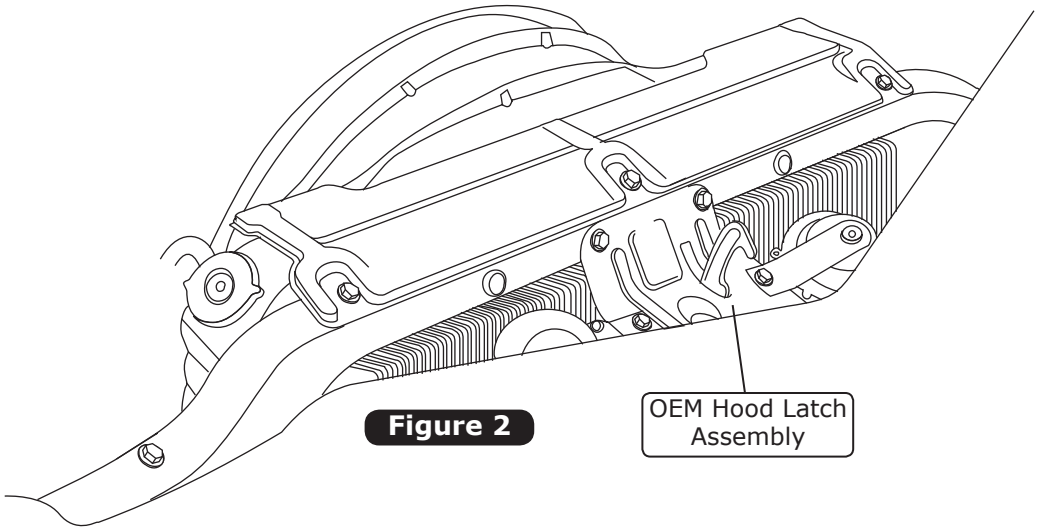

Figure 2

Condenser Installation

1. Lower the condenser into the vehicle from the engine side of the core support (See Figure 3, below). **NOTE: The top mounting brackets mount on the front side of the core support (See Figure 4, Page 8).**

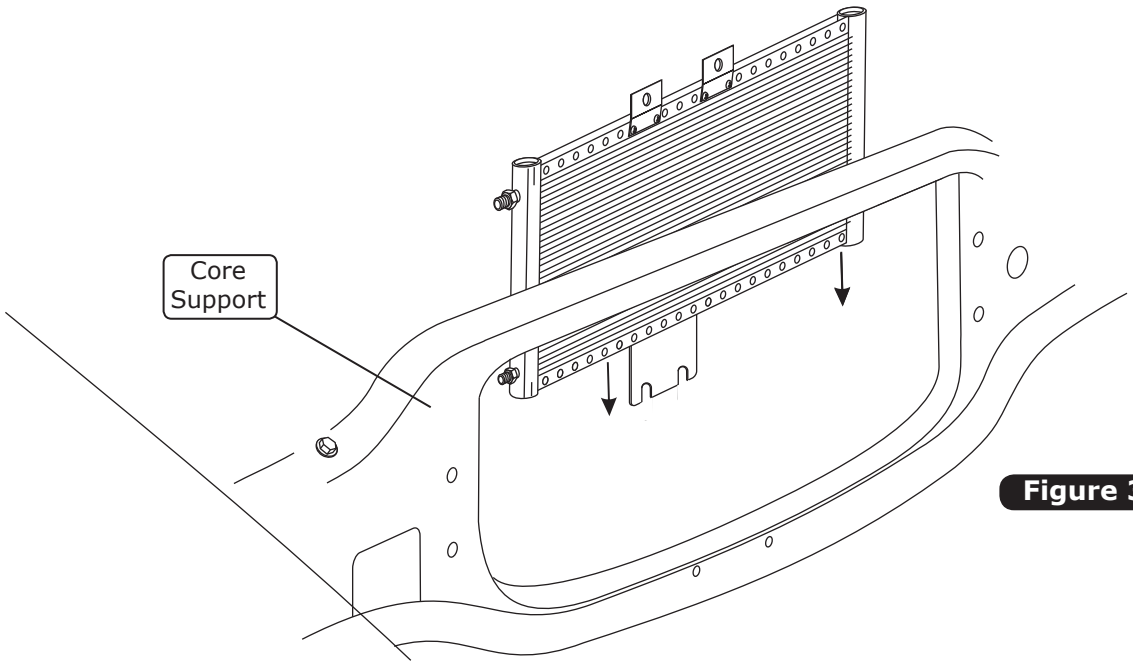

Figure 3

Condenser Installation (Cont.)

1. Secure the bottom passenger side of the condenser to the core support using the OEM bolt.
2. Using the driver side mounting hole as a guide, drill a 3/16” hole in the core support.
3. Secure the condenser to the core support using a #14 x 3/4” sheet metal screw and a 5/16” flat washer (See Figure 4, below).
4. Reinstall the hood latch assembly using the OEM bolts. Install the OEM bolts through the hood latch assembly, top mounting brackets and core support (See Figure 5, below).

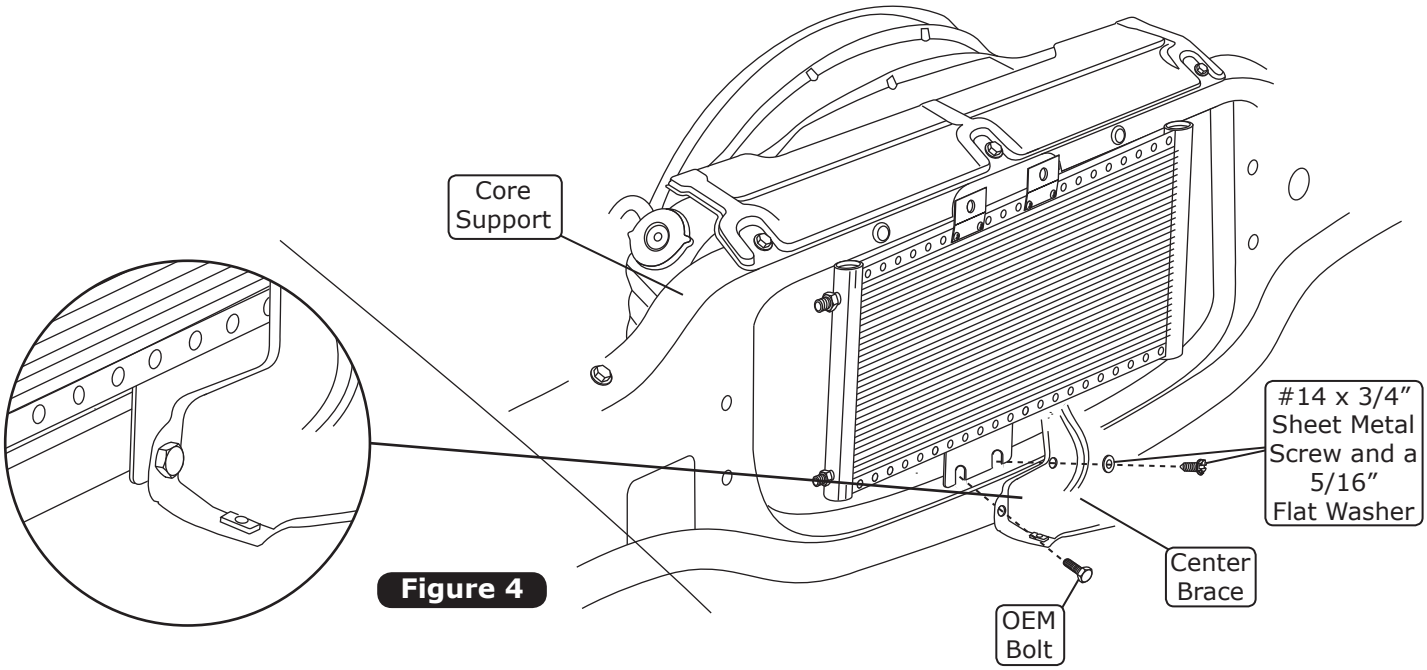

Figure 4

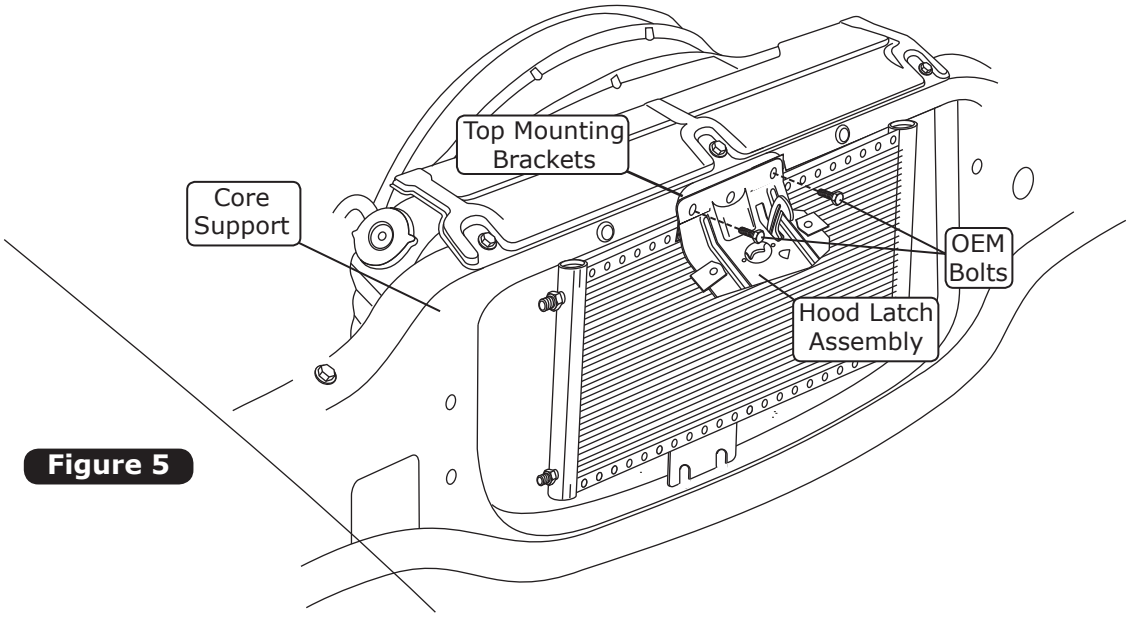

Figure 5

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Drier and Binary Switch Installation

NOTE: Do not remove the caps from the drier. The drier contains a desiccant that will quickly absorb moisture from the air, causing it to lose effectiveness. For this reason, Vintage Air recommends that the drier remains capped until the installer is ready to evacuate the system.

Perform the Following:

1. Mount the drier on the passenger side inner fenderwell.
2. Vehicles with factory air will use the lower 5/16" OEM existing factory hole (See Figure 6, below). Vehicles without factory air will use the lower OEM dimple as a guide and drill a 5/16" hole (See Figure 6, below).
3. Install the drier/drier clamp assembly onto the inner fenderwell using a 1/4-20 x 1" bolt, (2) flat washers (Use (1) on each side of the inner fenderwell) and a 1/4-20 nut with star washer. **NOTE: Refrigerant flow through drier is IN from condenser, OUT to evaporator.**
4. Install the binary switch onto the drier as shown in Figure 6, below.

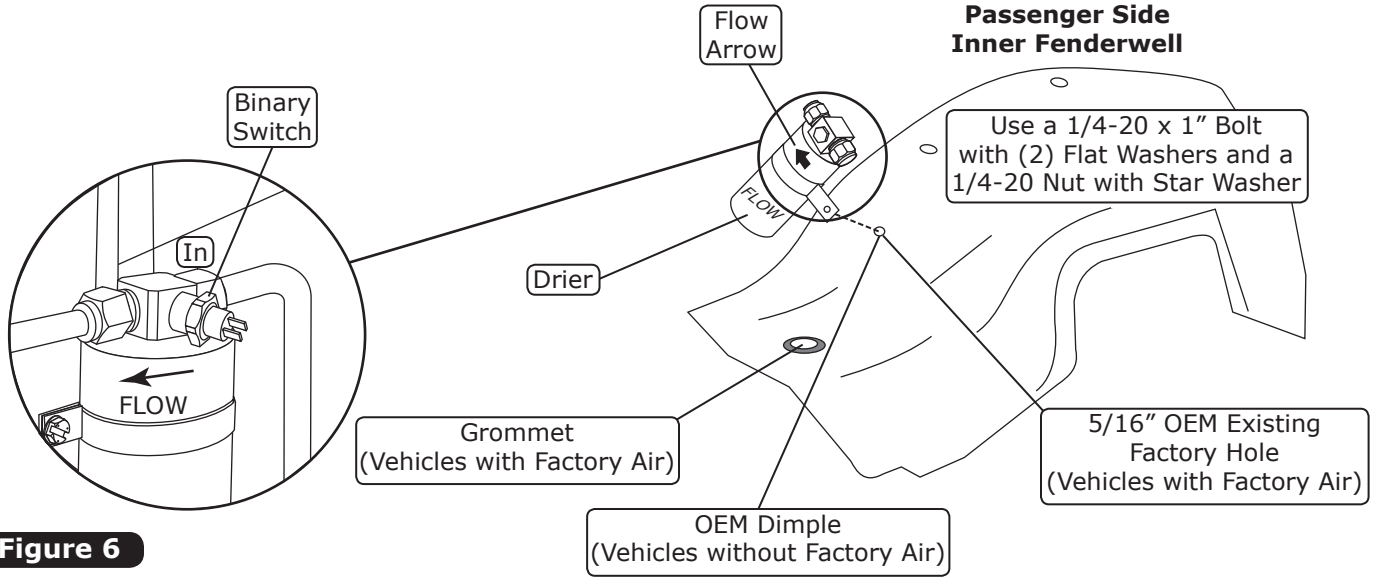
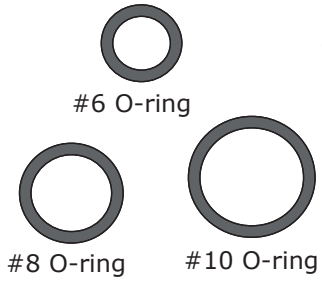
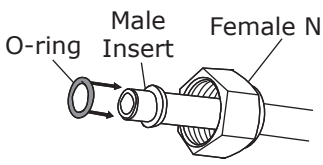
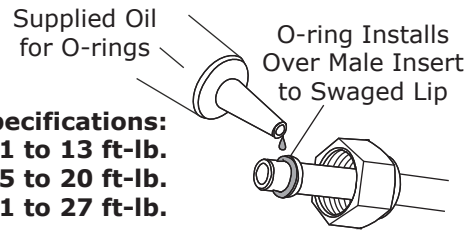


Figure 6

Lubricating O-rings



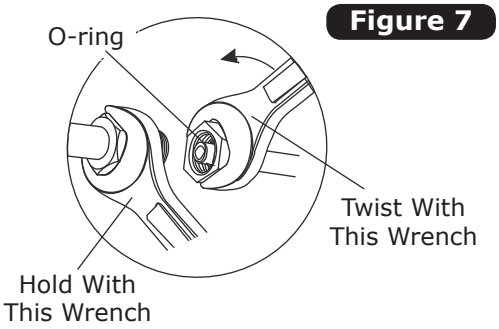




NOTE: Standard torque specifications:
#6: 11 to 13 ft-lb.
#8: 15 to 20 ft-lb.
#10: 21 to 27 ft-lb.

For a proper seal of fittings: Install supplied O-rings as shown, and lubricate with supplied oil.

Figure 7



Hardline Installation

1. Lubricate (2) #6 O-rings, and install (1) onto each end of the #6 drier/condenser hardline as shown in Figure 7, Page 9.
2. Install the #6 drier/condenser hardline onto the #6 condenser fitting, and then onto the drier (See Figure 8, below). Tighten fittings as shown in Figure 7, Page 9.
3. Lubricate (1) #8 O-ring, and install it onto the #8 condenser/core hardline as shown in Figure 7, Page 9.
4. Install the #8 condenser/core hardline onto the #8 condenser fitting as shown in Figure 9, below. Tighten fittings as shown in Figure 7, Page 9.
5. Secure hardlines as shown in Figure 9a, below.

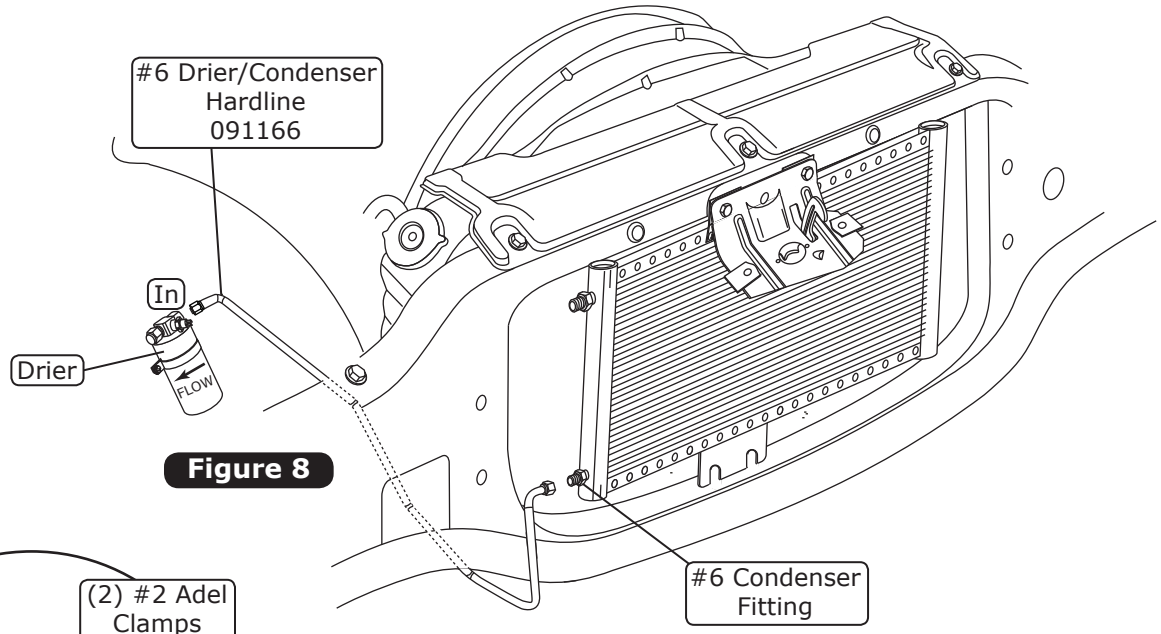


Figure 8

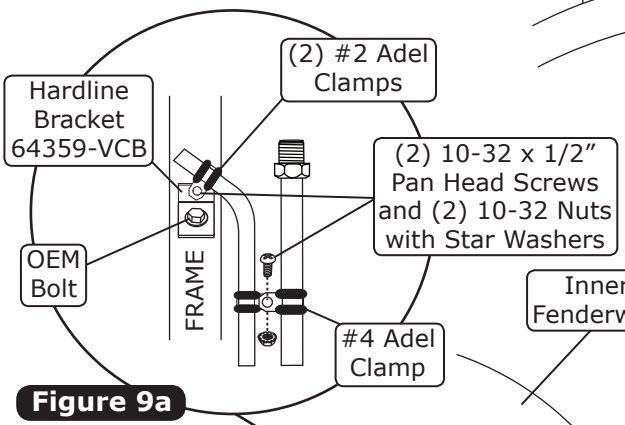


Figure 9a

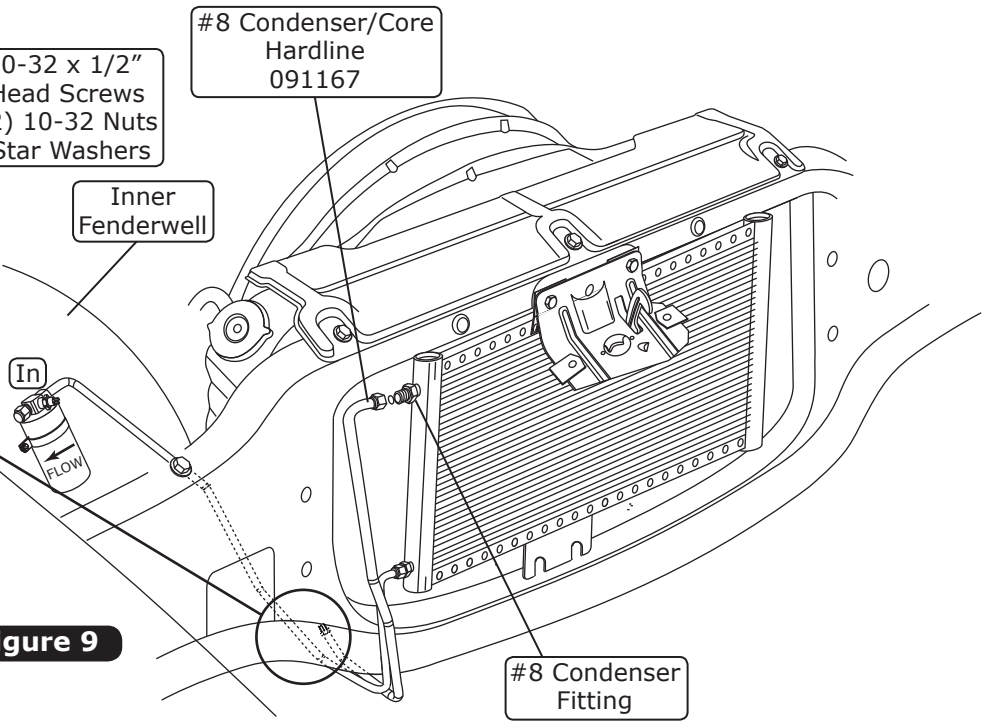


Figure 9

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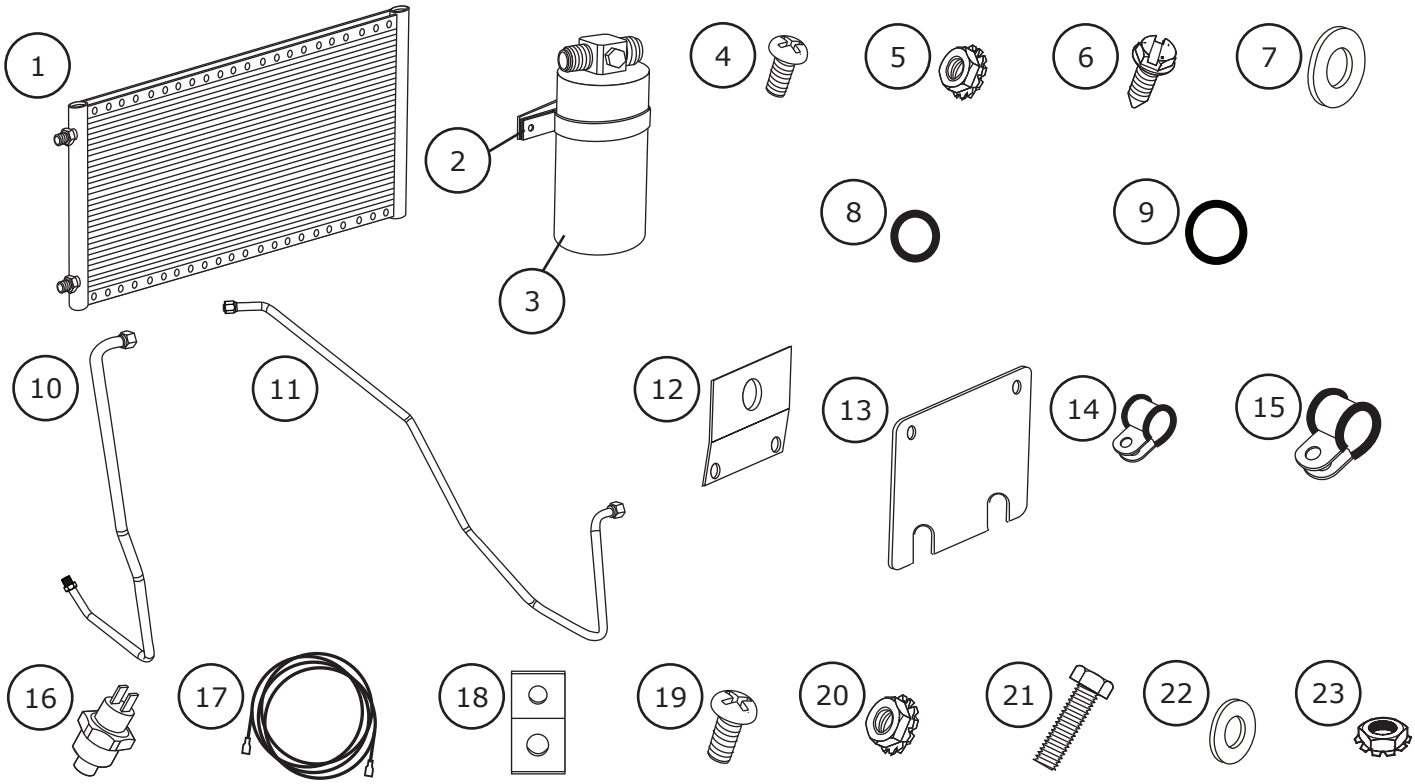
Checked By: _____

Packed By: _____

Date: _____



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