an ISO 9001:2015 Registered Company

1962-67 Chevrolet Nova

Condenser Kit *with* Drier (022665)

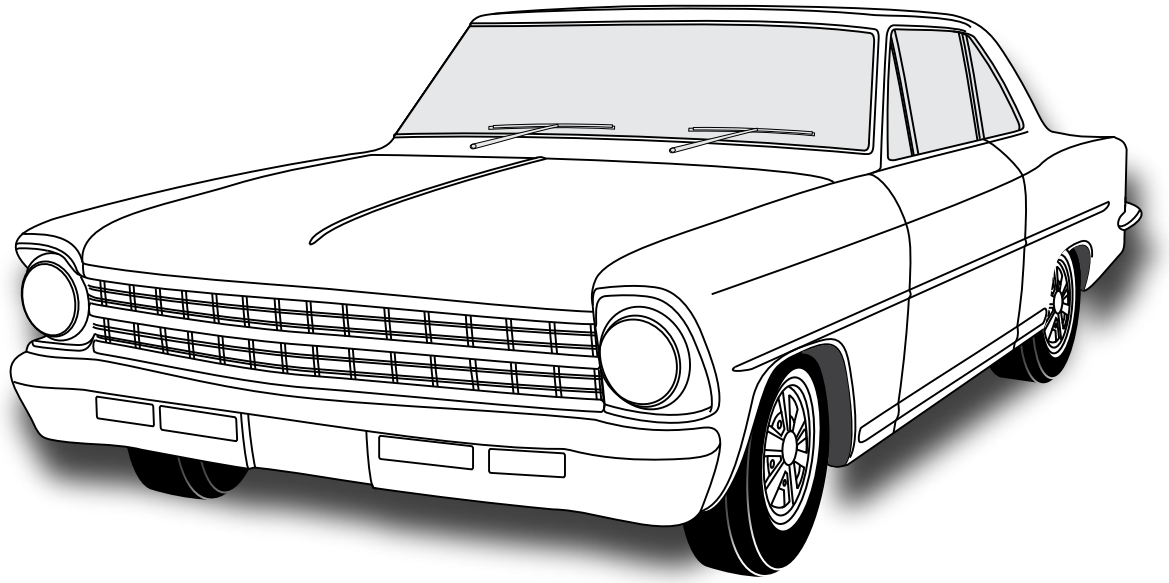

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Table of Contents

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Packing List: Condenser Kit (022665)

No.	Qty.	Part No.	Description
1.	1	03764-VUC	Condenser, 14” x 18”, Super Flow
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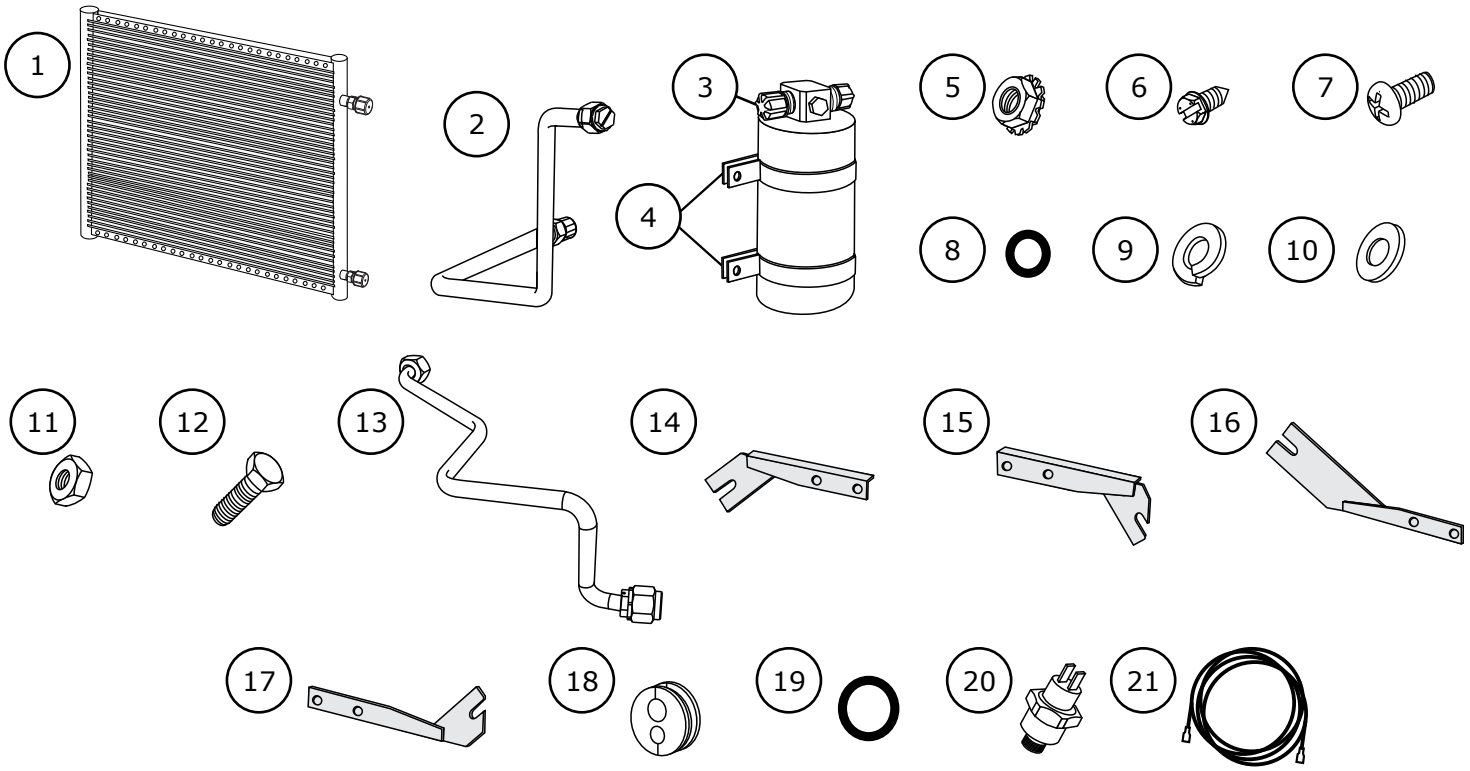
3.	1	07321-VUC	Drier
4.	2	07113-VUB	Drier Clamp
5.	8	18260-VUB	Nut with Star Washer, 10-24
6.	2	18247-VUB	Screw, #10 x 1/2”, Sheet Metal
7.	8	18249-VUB	Screw, 10-24 x 3/8”, Pan Head
8.	2	33857-VUF	O-Ring, #6
9.	2	18610-VUB	Lockwasher, 5/16”
10.	8	18125-VUB	Flat Washer, 1/4”
11.	4	18148-VUB	Nut, 5/16”, Hex
12.	4	18308-VUB	Bolt, 5/16” x 1”, Hex
13.	1	091964	Hardline, #6 Condenser/Drier
14.	1	644676-PCA	Bracket, Condenser Top, Passenger Side
15.	1	644678-PCA	Bracket, Condenser Top, Driver Side
16.	1	644677-PCA	Bracket, Condenser Bottom, Passenger Side
17.	1	644679-PCA	Bracket, Condenser Bottom, Driver Side
18.	1	33134-VUI	Grommet, 2-Hole
19.	1	33858-VUF	O-Ring, #8
20.	1	11079-VUS	Binary Switch, Male
21.	1	23135-VUW	Compressor Lead

**** 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. (28.8 oz.) or 816 grams 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:

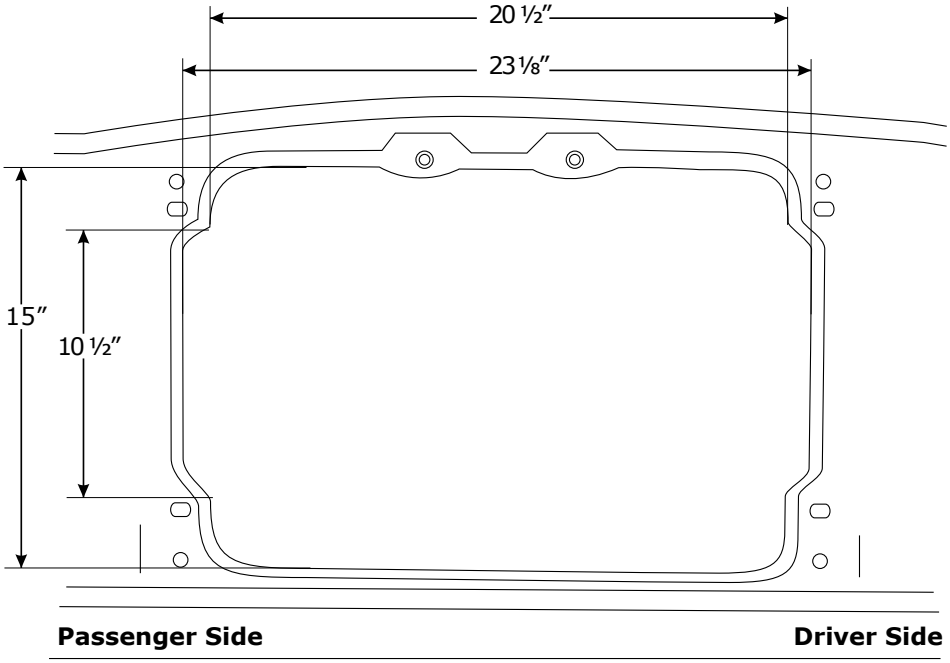
To ensure a watertight seal between the passenger compartment and the vehicle exterior, for all bolts passing through the cowl and/or firewall, Vintage Air recommends coating the threads with silicone prior to installation.

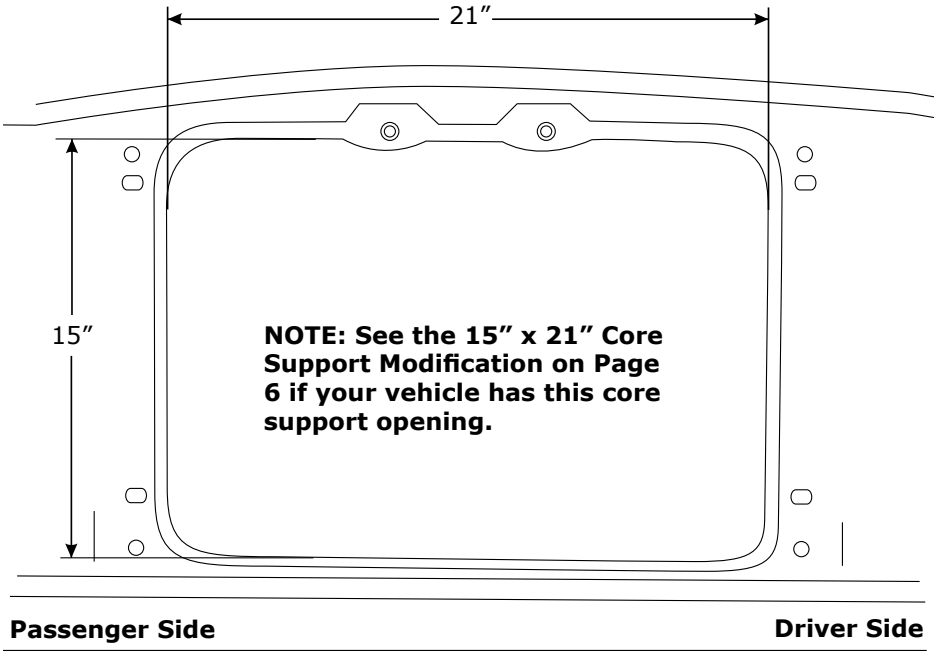
Heater Hose (Not Included With This Kit):

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 Nova with factory air and a 1964 Chevrolet Nova without factory air.





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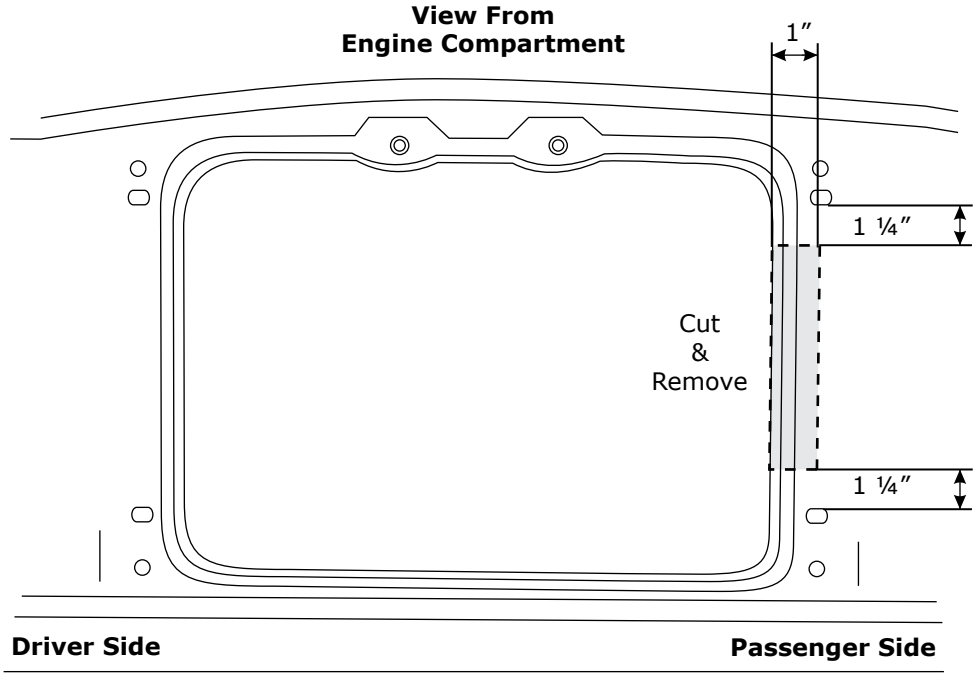
15” x 21” Core Support Modification

1. Modify the core support as shown below for hardline clearance.

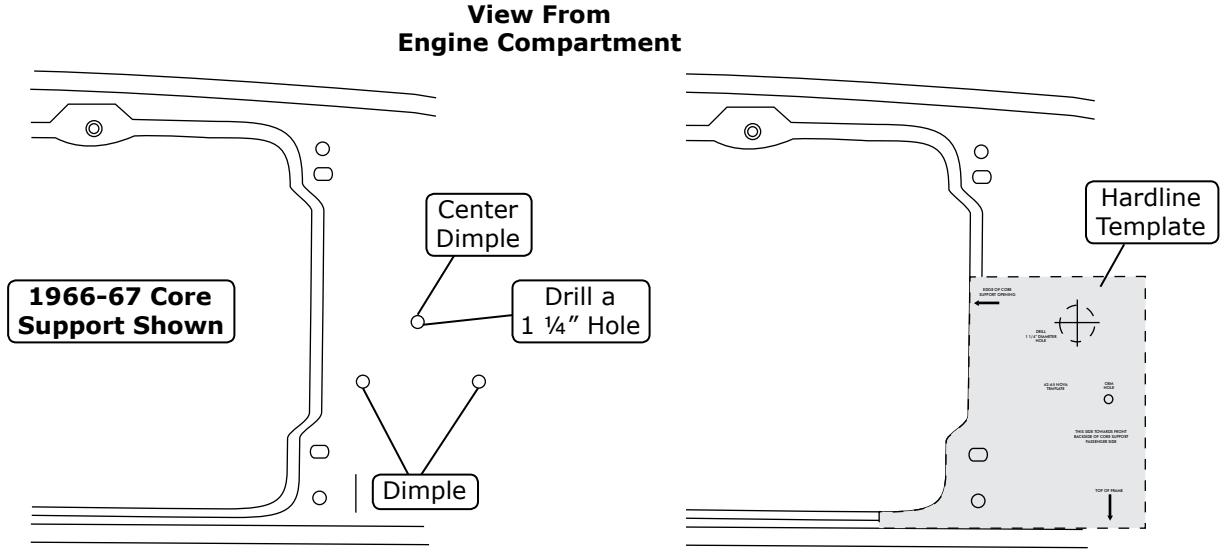


Core Support Modification

1. On a vehicle without factory air core support, there are (3) dimples positioned as shown below. Locate the center dimple, and drill a 1 ¼” hole into the core support.

2. If the core support does not have the dimples as shown, use the template provided on Page 11.

3. Align the template as shown below, and drill a 1 ¼” hole into the core support.



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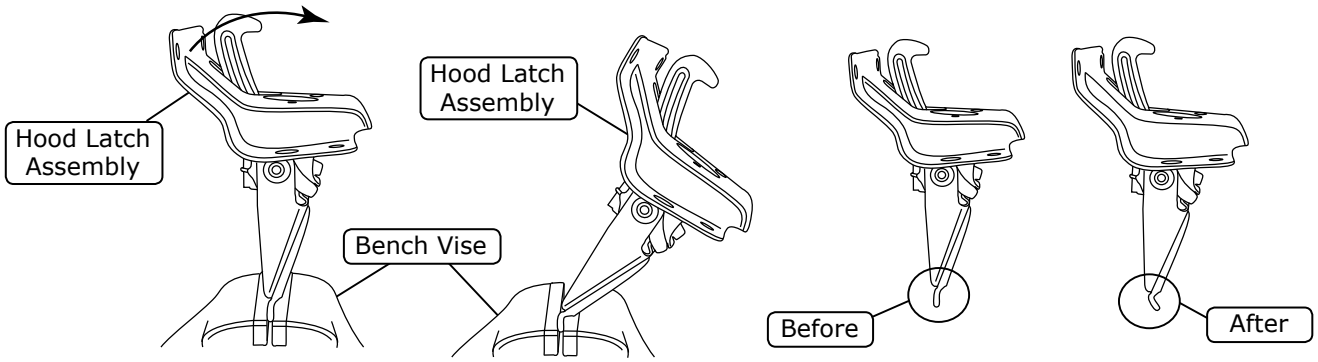
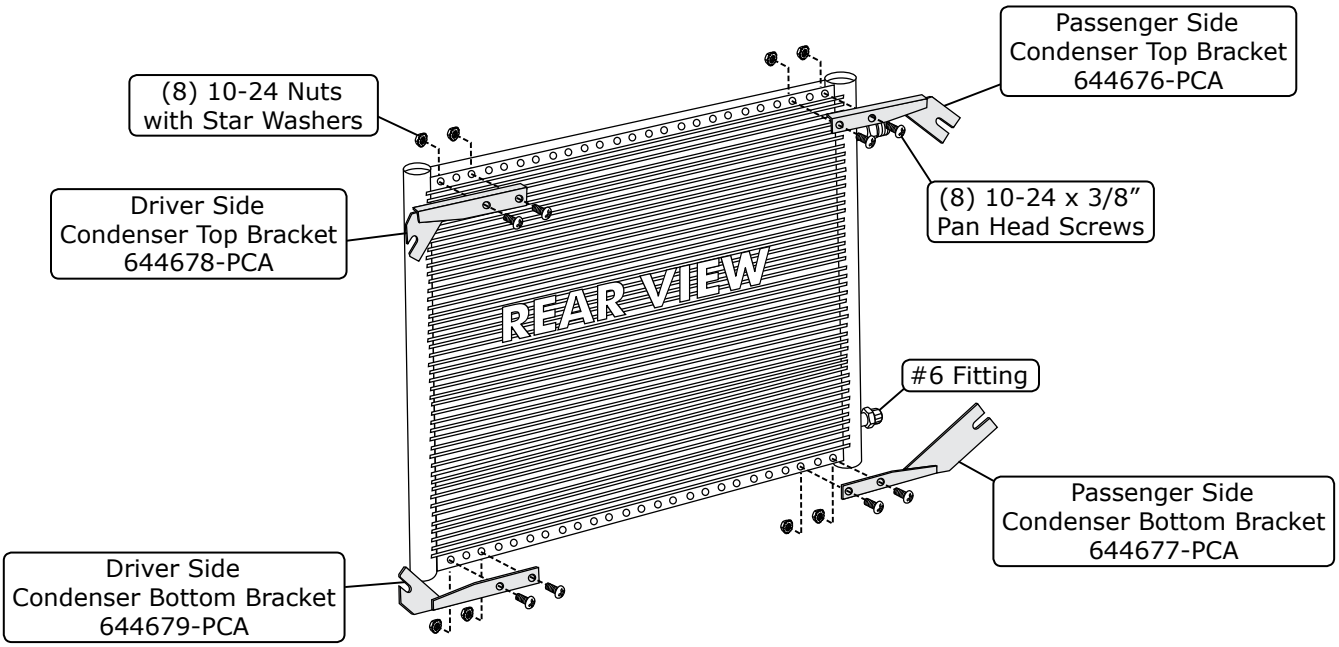
Hood Latch Modification (1966 Vehicles Only)

1. Remove the hood latch assembly from the grille/core support.
2. Place the hood latch assembly in a bench vise as shown below.
3. Placing your hands on the top of hood latch assembly, pull forward as shown (Approximately 30°).



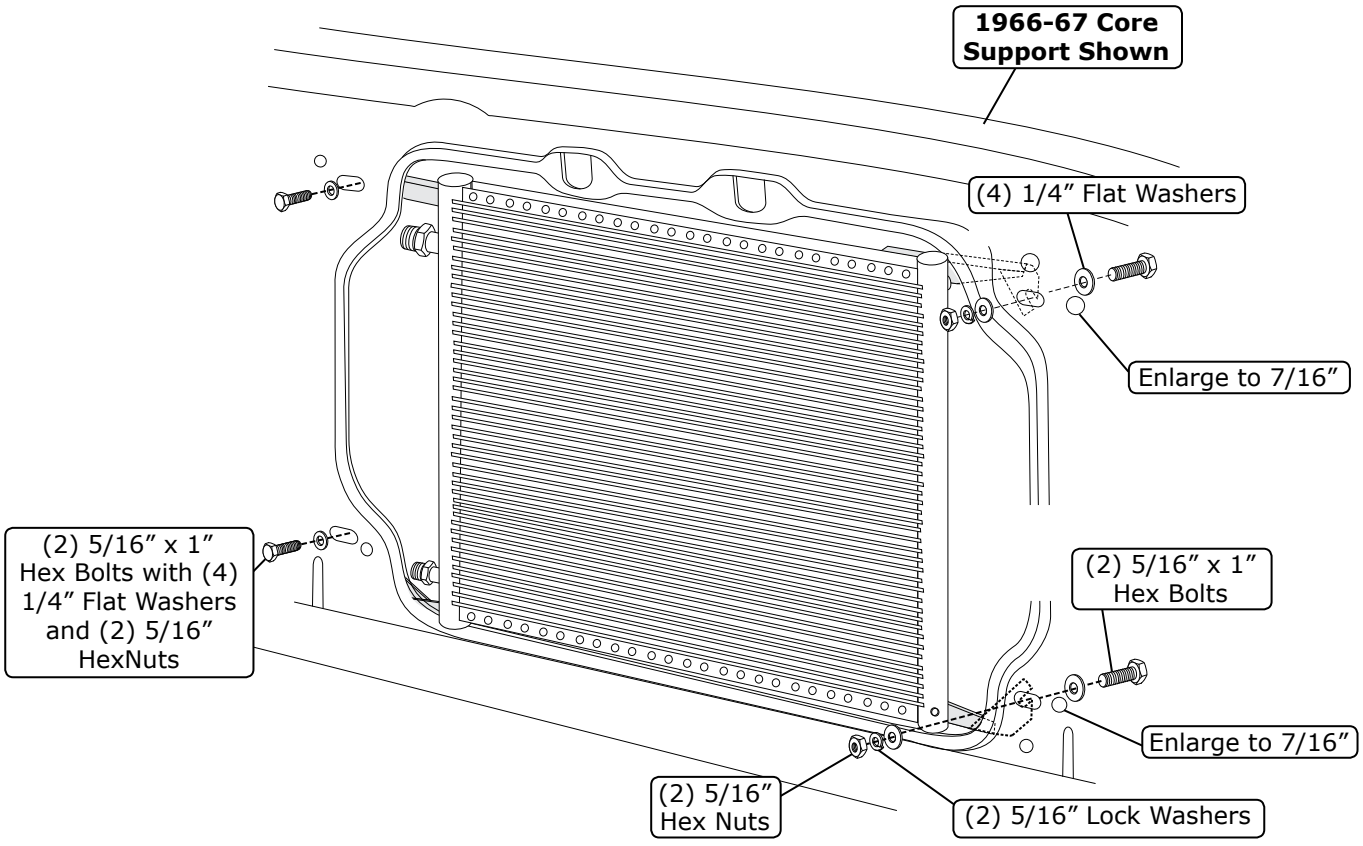
Mounting Bracket Installation

1. Install the condenser mounting brackets onto the condenser using (8) 10-24 x 3/8" pan head screws and (8) 10-24 nuts with star washers.



Condenser Installation

1. Drain the radiator.
2. Remove the fan, belts and upper and lower radiator hoses.
3. Remove the radiator.
4. Remove the OEM condenser and lines (if equipped with factory air). Remove the OEM grommet from the core support.
5. Using a 7/16” drill bit, enlarge the (2) driver side OEM radiator mounting holes as shown below.
6. Install the condenser on the back side of the core support as shown.
7. Align the condenser mounting brackets with the OEM slots in the core support.
8. With the condenser brackets aligned, secure the driver side of the condenser to the core support using (2) 5/16” x 1” hex bolts, (4) 1/4” flat washers, (2) 5/16” lock washers and (2) 5/16” hex nuts.
9. Temporarily attach the passenger side of the condenser to the core support using (2) 5/16” x 1” hex bolts, (2) 1/4” flat washers and (2) 5/16” hex nuts. **NOTE: The OEM bolts will be used later to install the radiator.**



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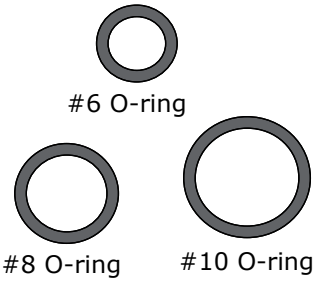
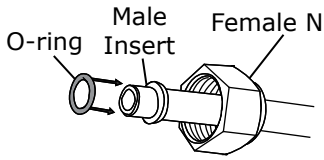
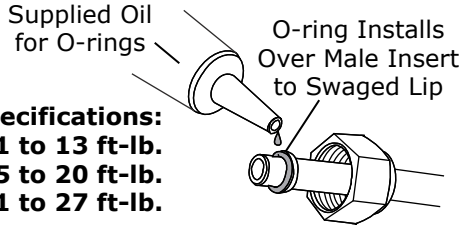
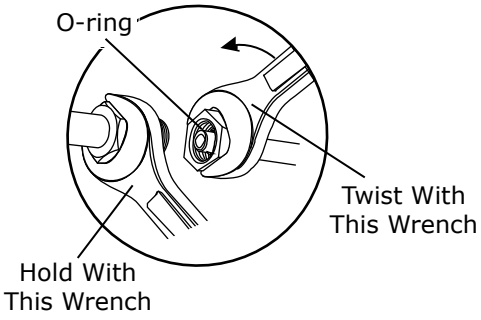
Lubricating O-rings





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

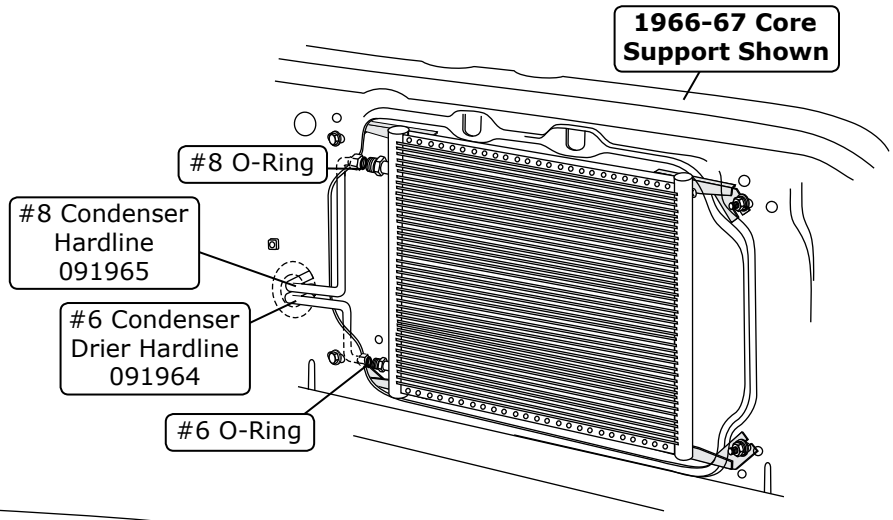


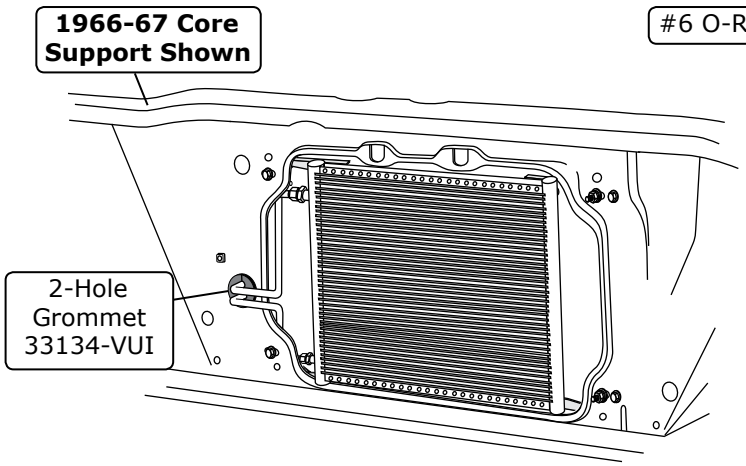


NOTE: Standard torque specifications:
#6: 11 to 13 ft-lb.
#8: 15 to 20 ft-lb.
#10: 21 to 27 ft-lb.

Hardline Installation

1. In vehicles with factory air, from the engine compartment side of the core support, under the battery box, route the #6 and #8 hardlines through the OEM hole in the core support.
2. In vehicles without factory air, from the engine compartment side of the core suport, under the battery box, route the #6 and #8 hardlines through the 1 ¼" hole in the core support.
3. With the hardlines routed through the core support, lubricate a #6 and #8 O-ring (See Lubricating O-rings, above), and install the hardlines onto the condenser. (See illustration, below, and Lubricating O-rings, above).
4. With the hardlines in place, install the 2-Hole grommet as shown below.





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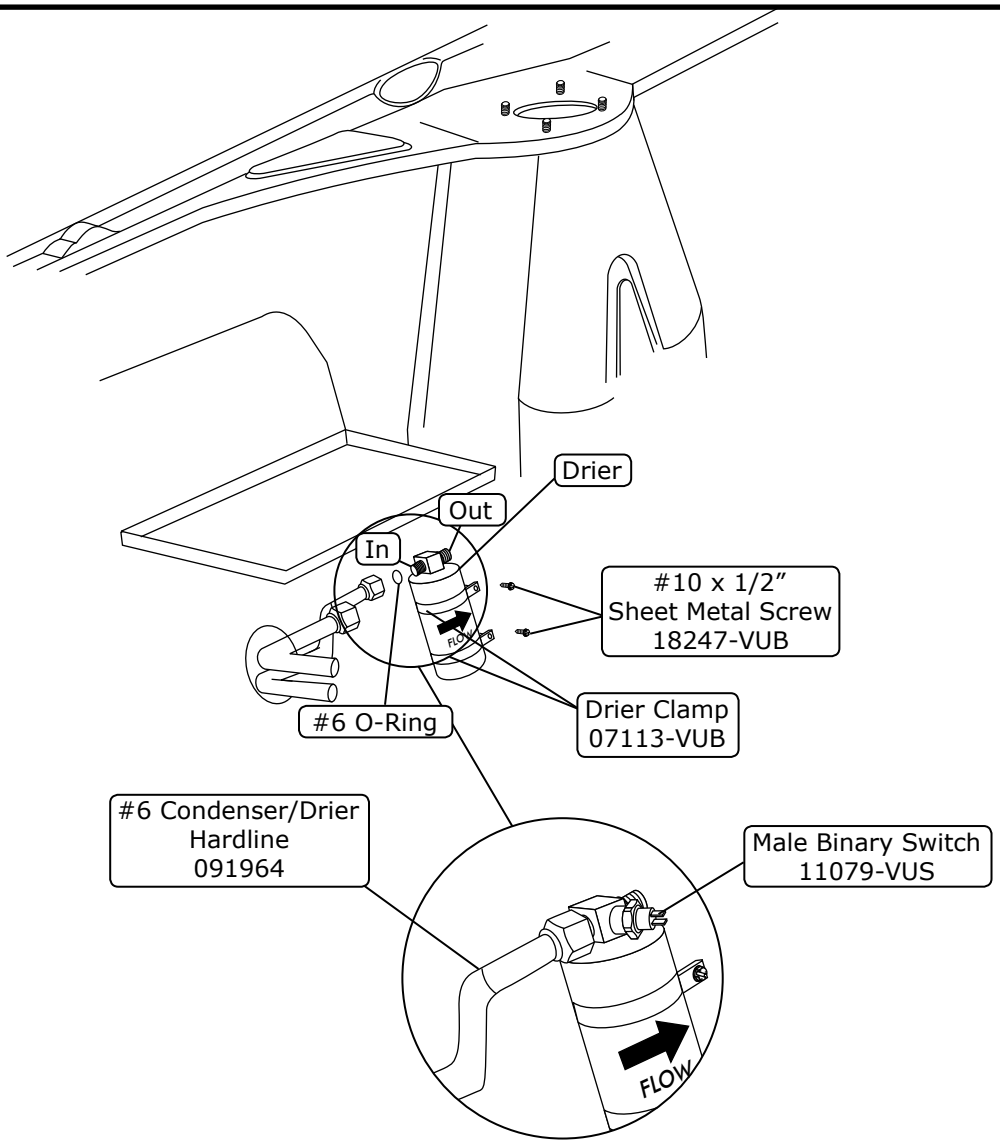
Drier and Safety Switch Installation

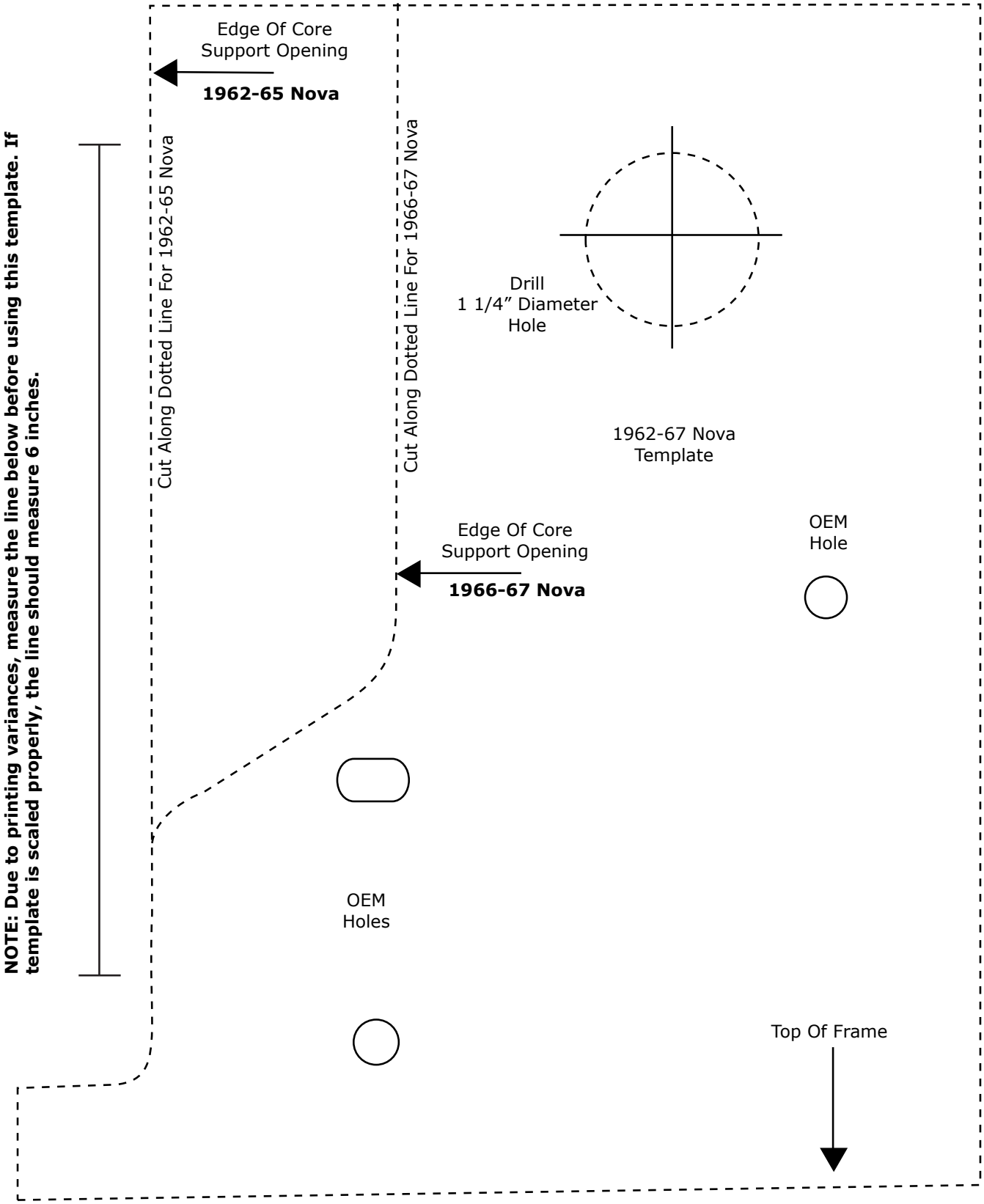
NOTE: Do not remove the caps from the drier. The drier contains a desiccant that will quickly absorb moisture from the air, causing it to lose effectiveness. For this reason, Vintage Air recommends that the drier remains capped until the installer is ready to evacuate the system.

Perform the Following:

1. Lubricate a #6 O-ring (See Lubricating O-rings, Page 9) and install the #6 condenser/drier hardline onto the drier as shown below. **NOTE: Refrigerant flow through drier is IN from condenser, OUT to evaporator.**
2. Place the drier onto the fenderwell with the drier clamps. Secure it using (2) #10 x 1/2" sheet metal screws as shown below.
3. Tigthen the fittings as shown in Lubricating O-rings, Page 9.
4. Install the male binary switch onto the drier as shown. **NOTE: If using an electric fan, Vintage Air recommends replacing the binary safety switch with a trinary safety switch for proper system operation (Part #11086-VUS). Switches must be replaced prior to charging the system.**



Hardline Template



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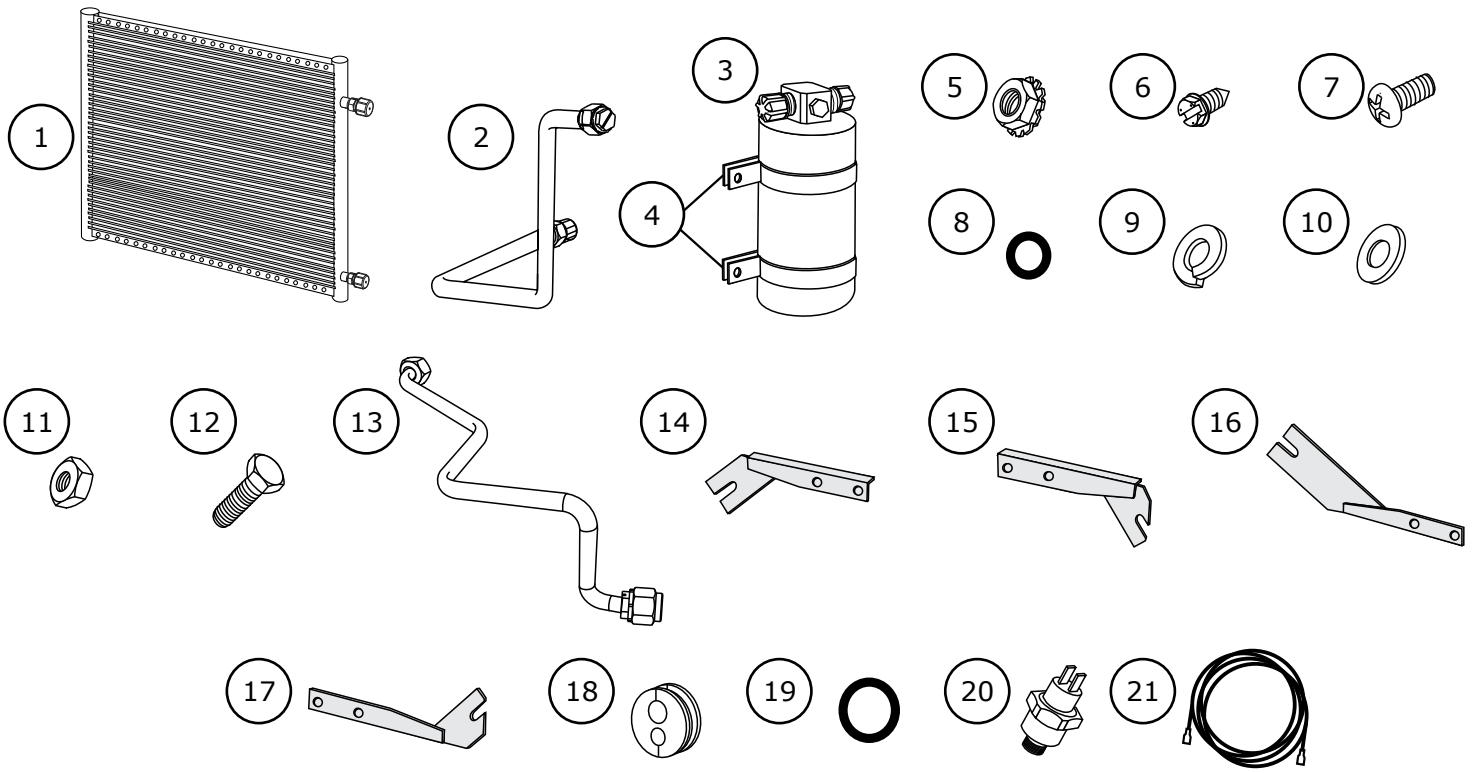
Checked By: _____
Packed By: _____
Date: _____



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