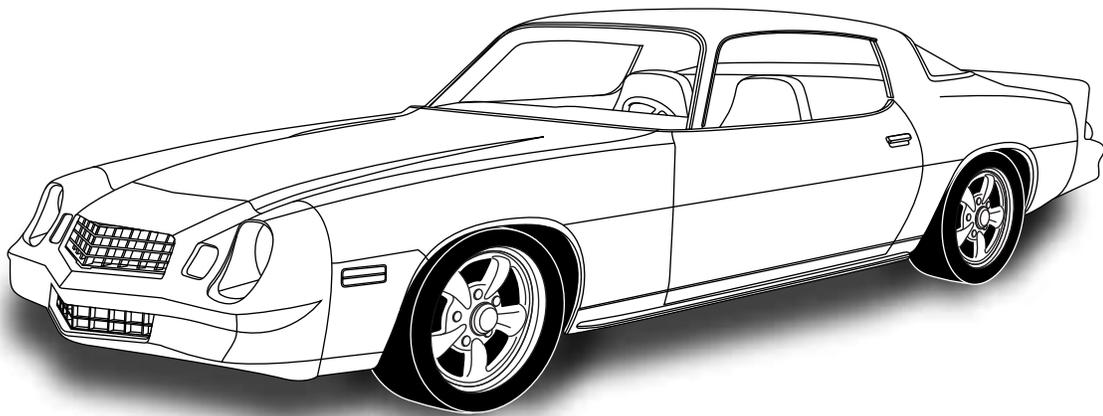




an ISO 9001:2008 Registered Company

1978-81 Chevrolet Camaro

Condenser Kit *with Drier*
(021179)



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Table of Contents

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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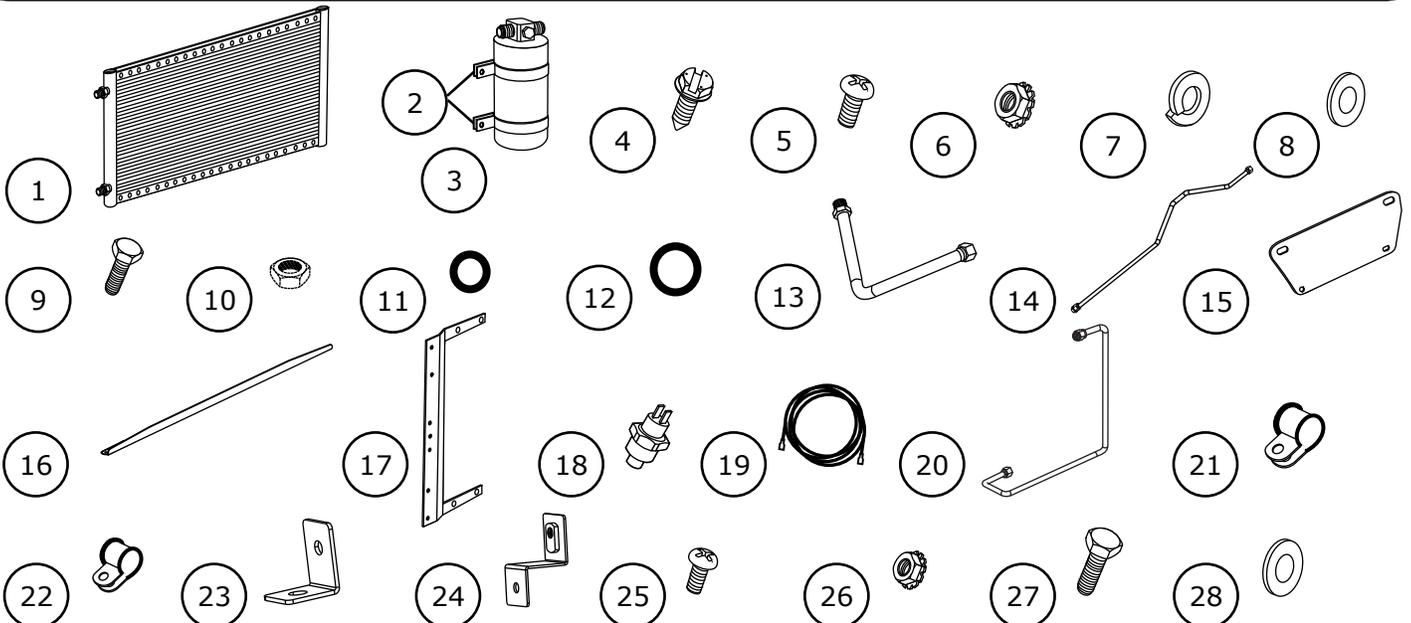


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Packing List: Condenser Kit (021179)

No.	Qty.	Part No.	Description
1.	1	03767-VUC	Condenser, 14" x 24" Parallel Flow
2.	2	07113-VUB	Drier Clamp
3.	1	07321-VUC	Drier
4.	2	18247-VUB	Screw, #10 x 1/2", Sheet Metal
5.	8	18249-VUB	Screw, 10-24 x 3/8", Pan Head
6.	8	18260-VUB	Nut, 10-24, with Star Washer
7.	4	18610-VUB	Lock Washer, 5/16"
8.	4	18611-VUB	Washer, 5/16" Flat
9.	4	183009-DSR	Bolt, 5/16-18 x 1 1/4"
10.	4	18148-VUB	Nut, 5/16-18
11.	3	33857-VUF	O-ring, #6
12.	1	33858-VUF	O-ring, #8
13.	1	091680	Hardline, #8 Condenser/Core
14.	1	091679	Hardline, #6 Drier/Core
15.	1	644027	Bracket, Condenser, Top
16.	1	644075	Bracket, Condenser, Bottom
17.	1	65998-VUB	Bracket, Drier
18.	1	11079-VUS	Binary Switch, Male
19.	1	23127-VUW	Compressor Lead
20.	1	091675	Hardline, #6 Condenser/Drier
21.	1	31603-VUD	Adel Clamp, #4
22.	2	31600-VUD	Adel Clamp, #2
23.	1	644022	Bracket, #6 Hardline
24.	1	644025	Bracket, Hardline Assembly
25.	2	18250-VUB	Screw, 10-32 x 1/2", Pan Head
26.	2	18251-VUB	Nut, 10-32, with Star Washer
27.	1	18287-VUB	Bolt, 1/4-20 x 1/2", Hex
28.	1	18125-VUB	Washer, 1/4" Flat

**** 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.



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Drier Bracket Installation

1. On a workbench, install the drier mounting bracket 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 bracket mounts through the 1st and 3rd holes from the left side of the condenser.**

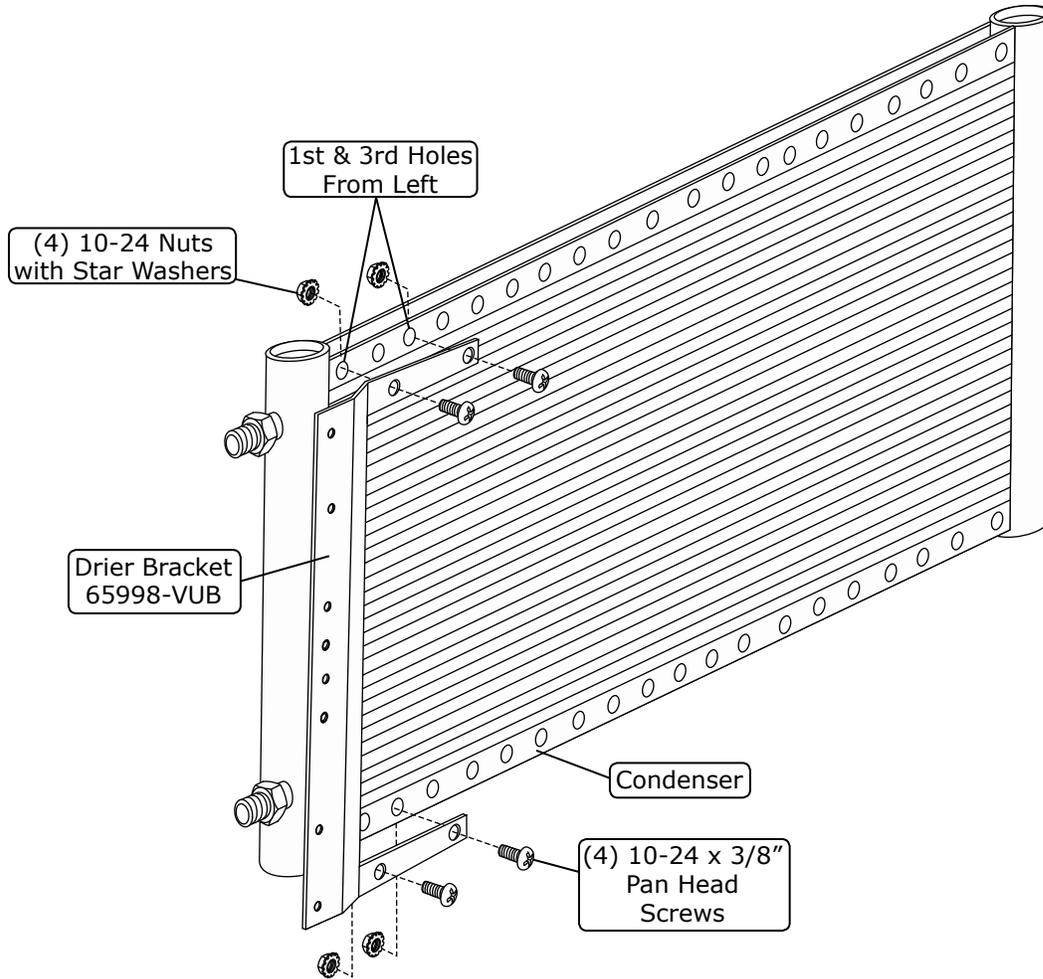


Figure 1



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Top Bracket Installation

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

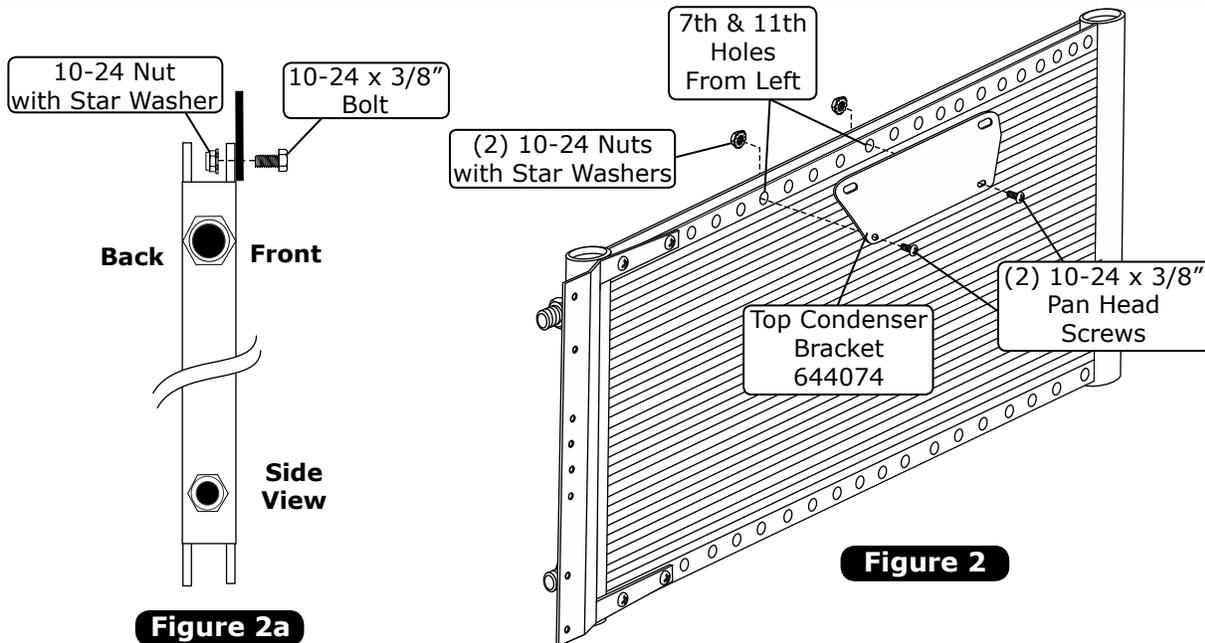


Figure 2

Drier 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. Install the drier clamps onto the drier.
2. Secure the drier to the drier bracket using (2) #10 x 1/2" sheet metal screws through the 3rd and 6th holes from the bottom of the bracket as shown in Figure 3, below. **NOTE: Refrigerant flow through the drier is IN from condenser, OUT to evaporator.**

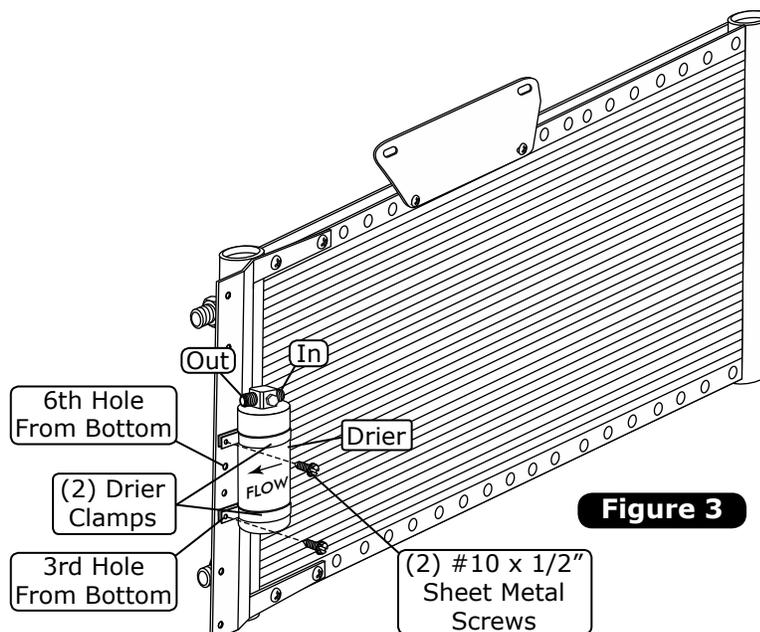


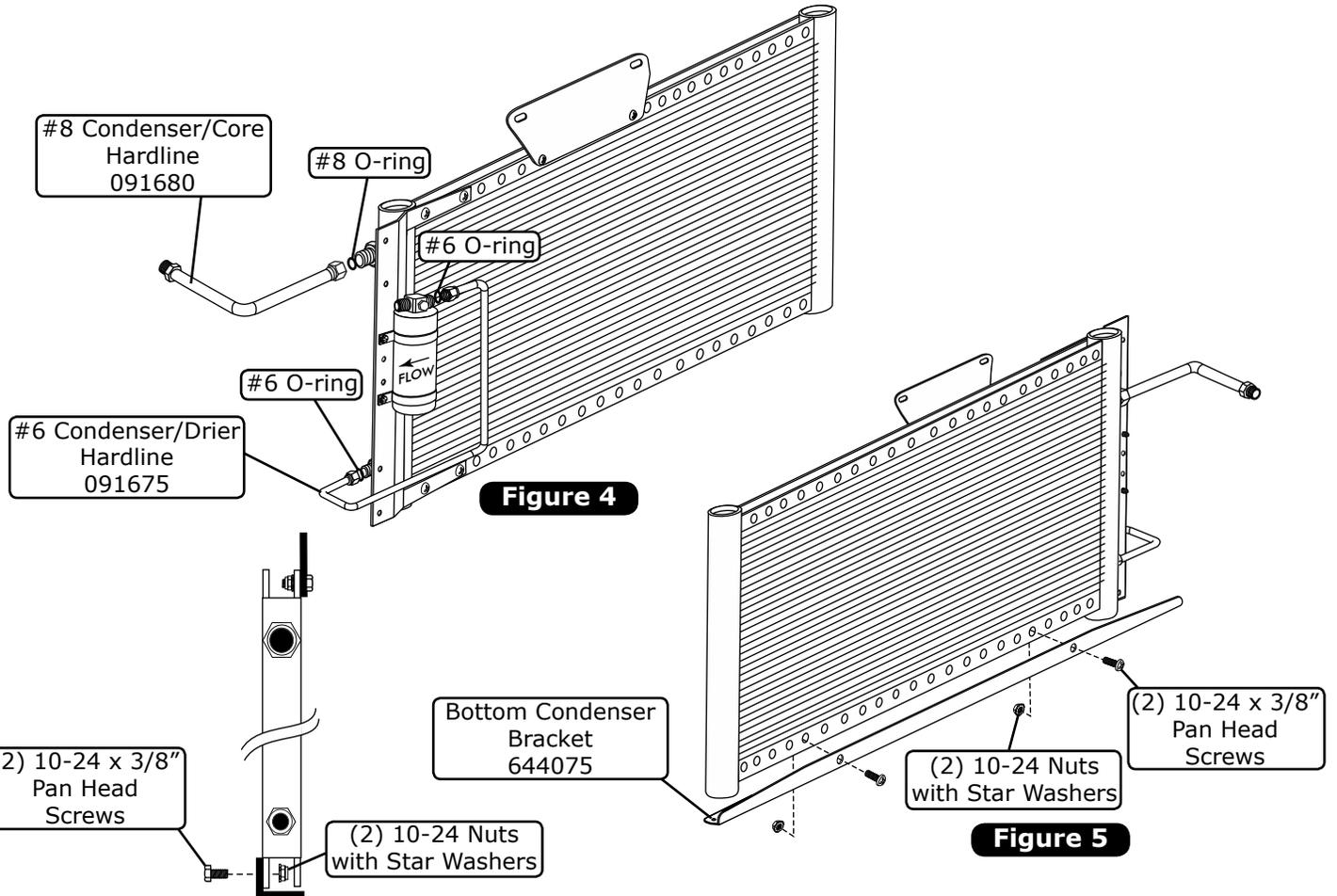
Figure 3



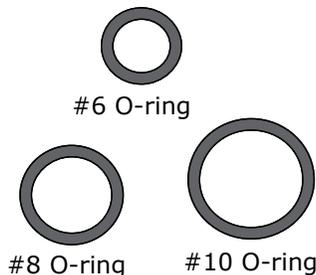
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Hardline and Bottom Bracket Installation

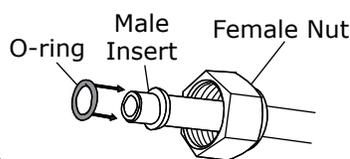
1. Lubricate (2) #6 O-rings, and install the #6 condenser/drier hardline as shown in Figures 4 & 6, below. Tighten fittings as shown in Figure 6, below.
2. Lubricate a #8 O-ring, and install the #8 condenser/core hardline as shown in Figures 4 & 6, below. Tighten fittings as shown in Figure 6, below.
3. Using (2) 10-24 x 3/8" pan head screws and (2) 10-24 nuts with star washers, install the bottom condenser mounting bracket onto the back side of condenser as shown in Figures 5 & 5a, below. **NOTE: The bracket mounts to the outside of the flange. The bracket mounts through the 5th and 18th holes from the left side of the condenser.**



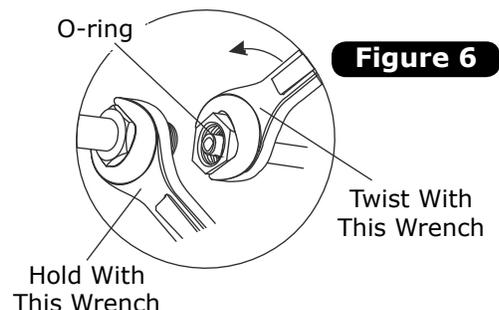
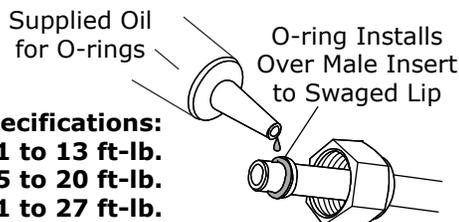
Lubricating O-rings



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.





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Hood Latch Assembly

1. Remove the (2) OEM hood latch bolts from the hood latch assembly (See Figure 7, below).

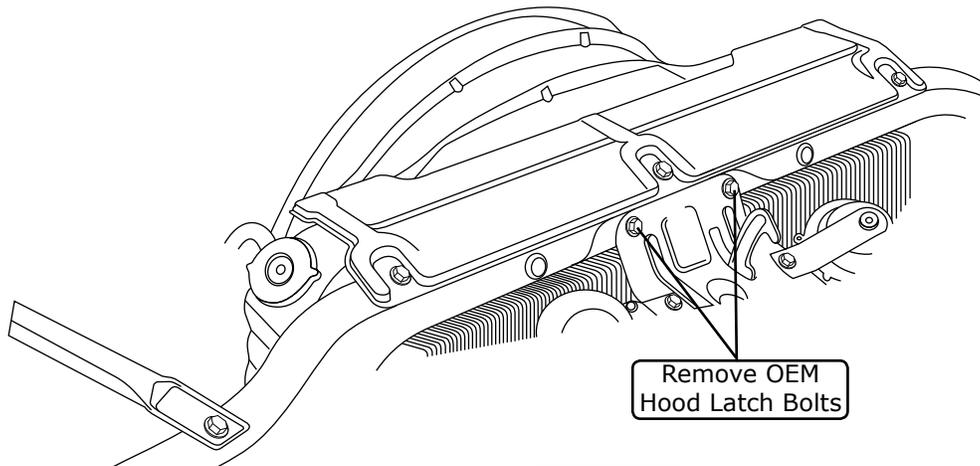


Figure 7

Radiator Removal

1. Drain radiator, and remove upper and lower radiator hoses.
2. Remove the core support cover (See Figure 8, below).
3. Remove radiator and fan shroud (See Figure 8, below).

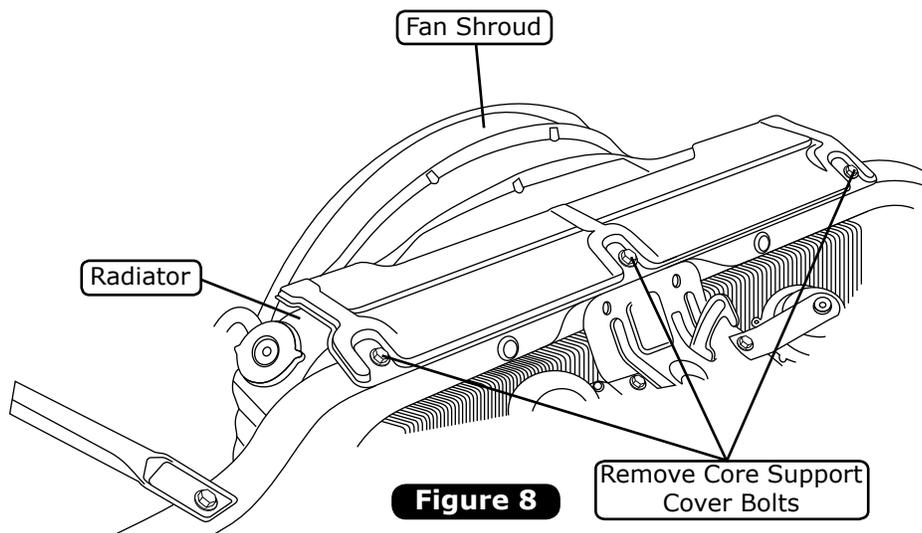


Figure 8



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Condenser Installation

1. Lower the condenser/hardline assembly onto the engine side of the core support (See Figure 9, below). **NOTE: Models without factory air require removal of the passenger side radiator baffle.**

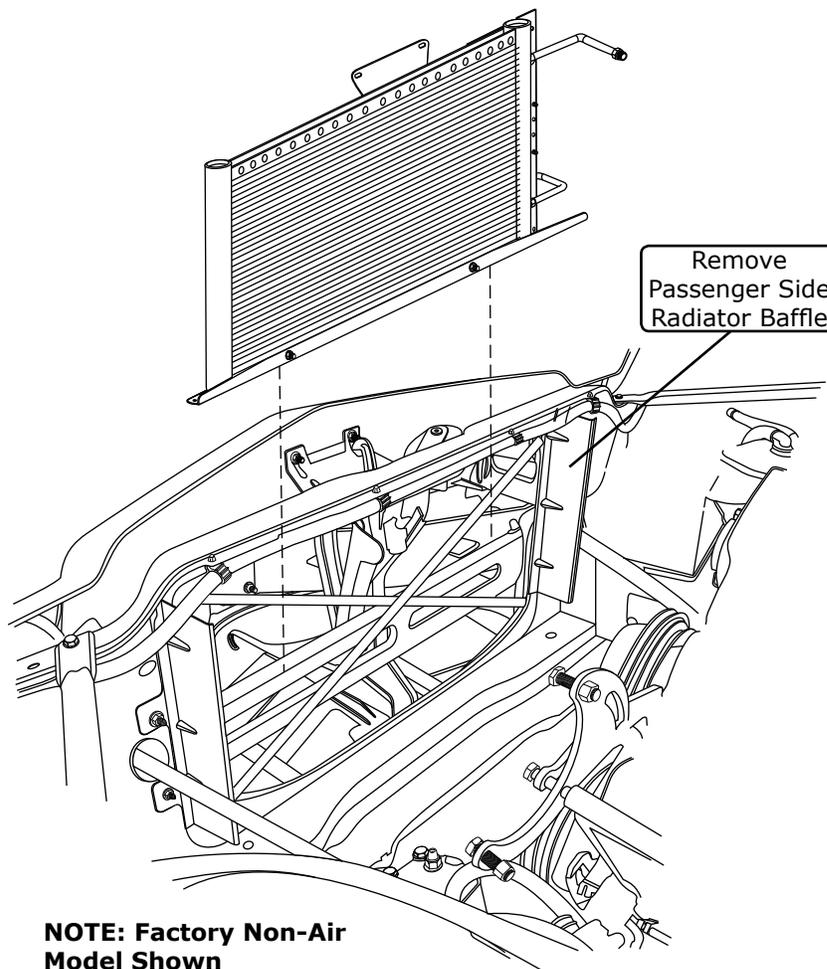


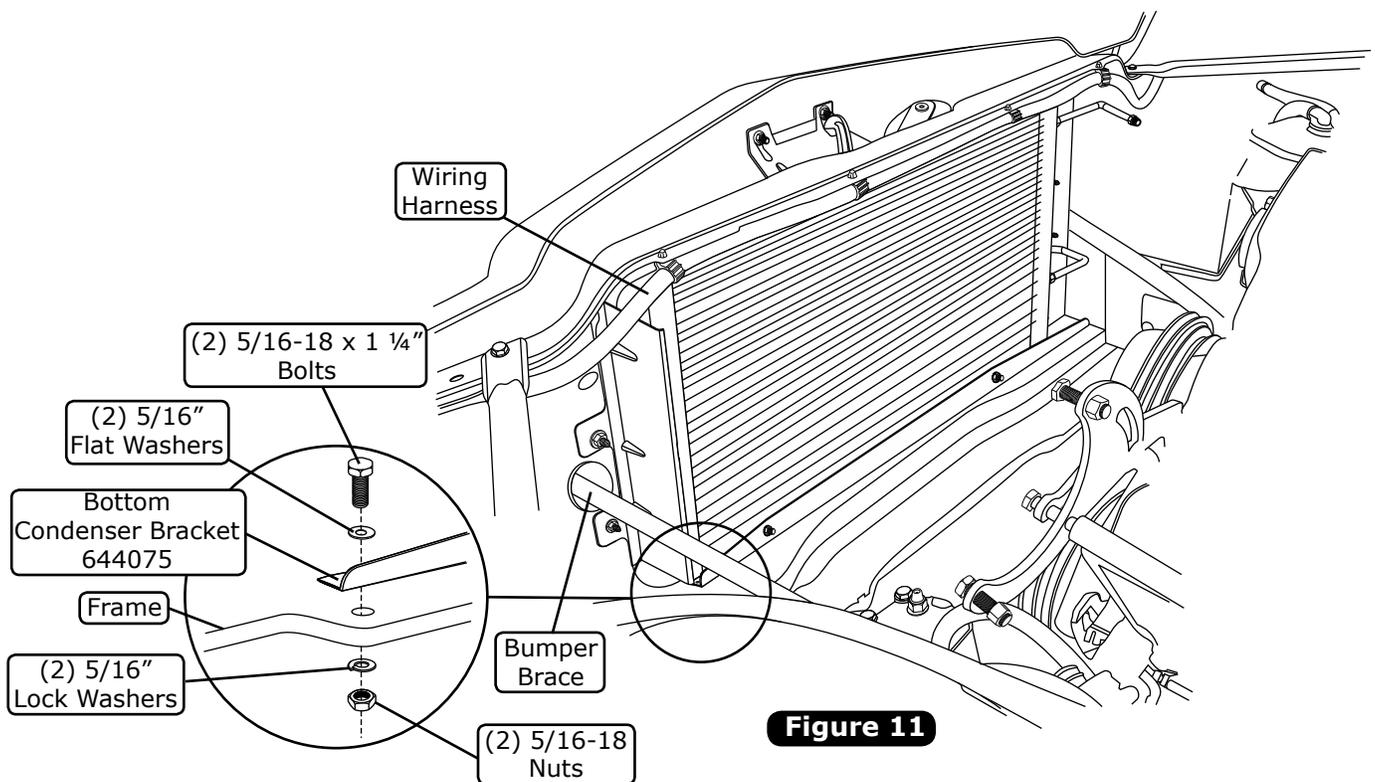
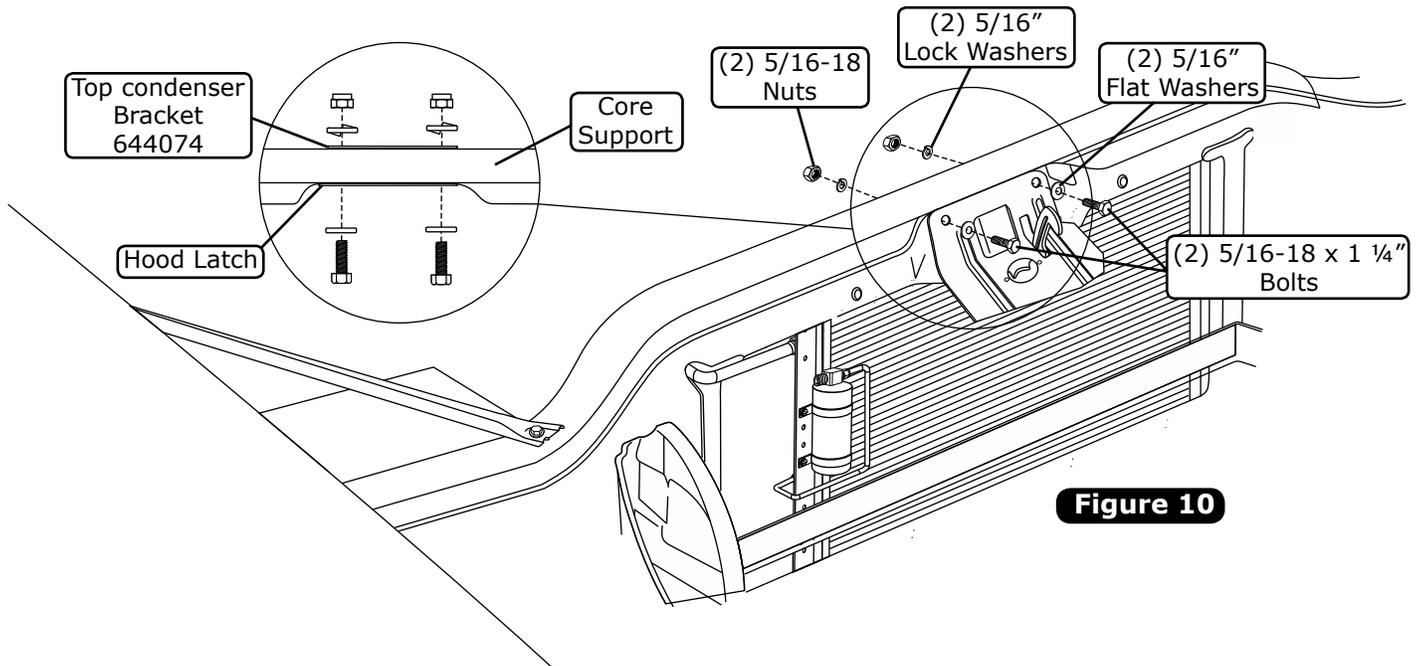
Figure 9



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Condenser Installation (Cont.)

1. Secure the top of the condenser to the engine side of the core support using (2) 5/16-18 x 1 1/4" hex bolts, (2) 5/16" flat washers, (2) 5/16" lock washers, and (2) 5/16-18 nuts as shown in Figure 10, below.
2. Secure the bottom condenser bracket to the core support using (2) 5/16-18 x 1 1/4" hex bolts, (2) 5/16" flat washers, (2) 5/16" lock washers, and (2) 5/16-18 nuts as shown in Figure 11, below.





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#6 Drier/Core Hardline Installation

1. Lubricate a #6 O-ring, and install the #6 drier/core hardline as shown in Figure 6, Page 7, and Figure 12, below. Tighten fittings as shown in Figure 6, Page 7.

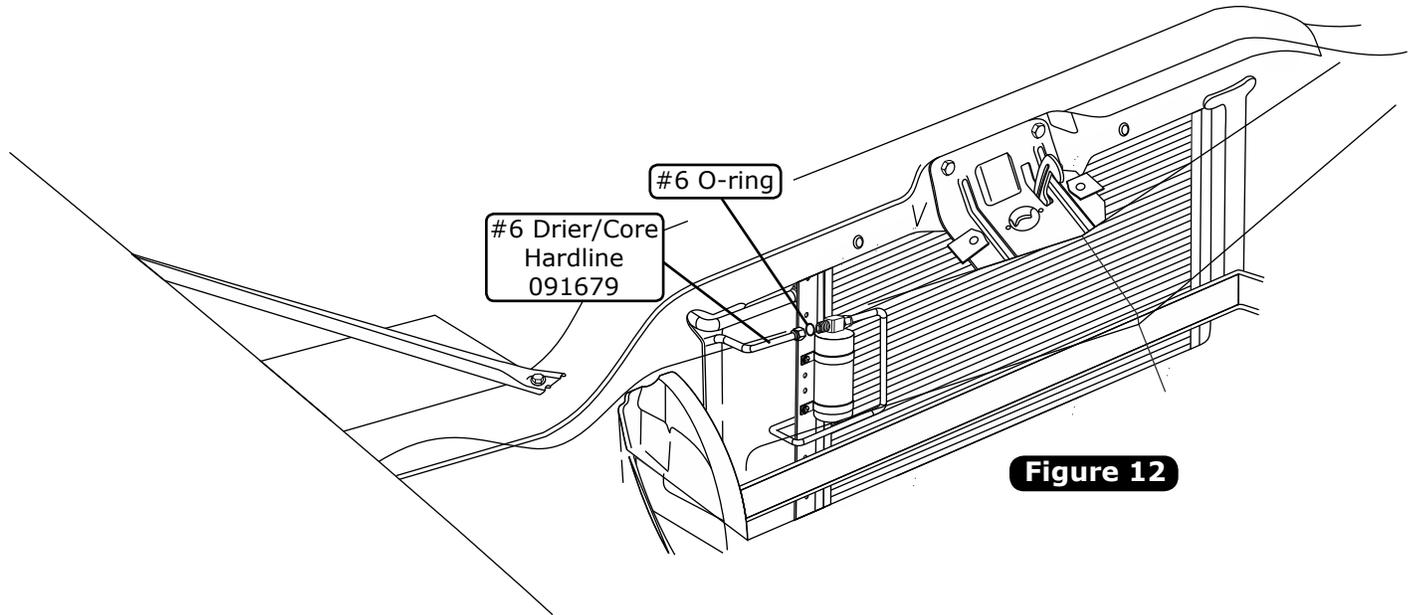


Figure 12

Safety Switch Installation

1. Install the binary switch onto the drier as shown in Figure 13, below.

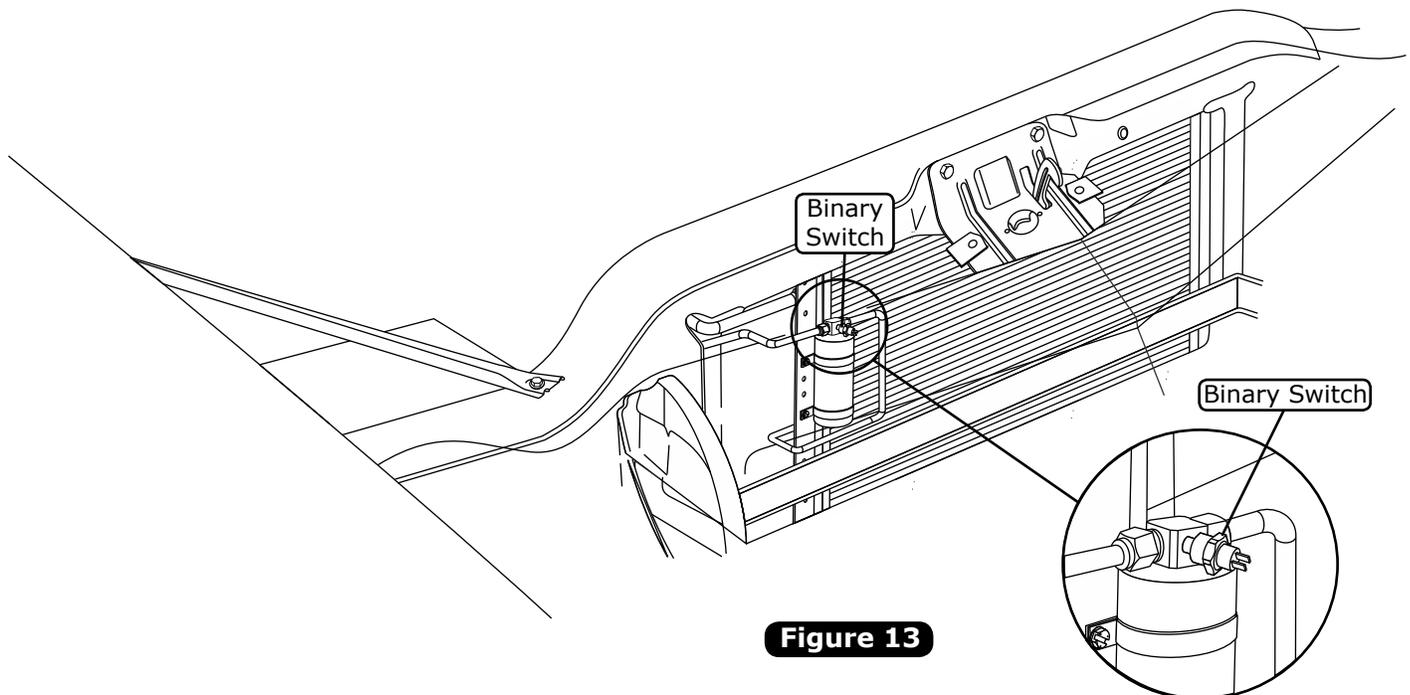


Figure 13



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Final Steps

1. Reinstall the OEM fan shroud, radiator, and radiator core support cover (See Figure 14, below).
2. Using a 1/4-20 x 1/2" bolt and 1/4" flat washer, attach the hardline assembly bracket to the core support as shown in Figure 15, below. **NOTE: The bolt will be installed through the OEM hole in the core support and into the weld nut on the bracket.**
3. Install a #2 Adel clamp onto the #6 drier/core hardline, and a #4 Adel clamp onto the #8 condenser/core hardline. Attach the clamps to the hardline assembly bracket using a 10-32 x 1/2" pan head screw and a 10-32 nut with star washer (See Figure 15, below).
4. Attach the #6 hardline bracket to the engine side of the core support using the OEM bolt that holds the ground wire near the back side of the headlight.
5. Install a #2 Adel clamp onto the #6 drier/core hardline, and secure it to the #6 hardline bracket using a 10-32 x 1/2" pan head screw and 10-32 nut with star washer (See Figure 15, below).

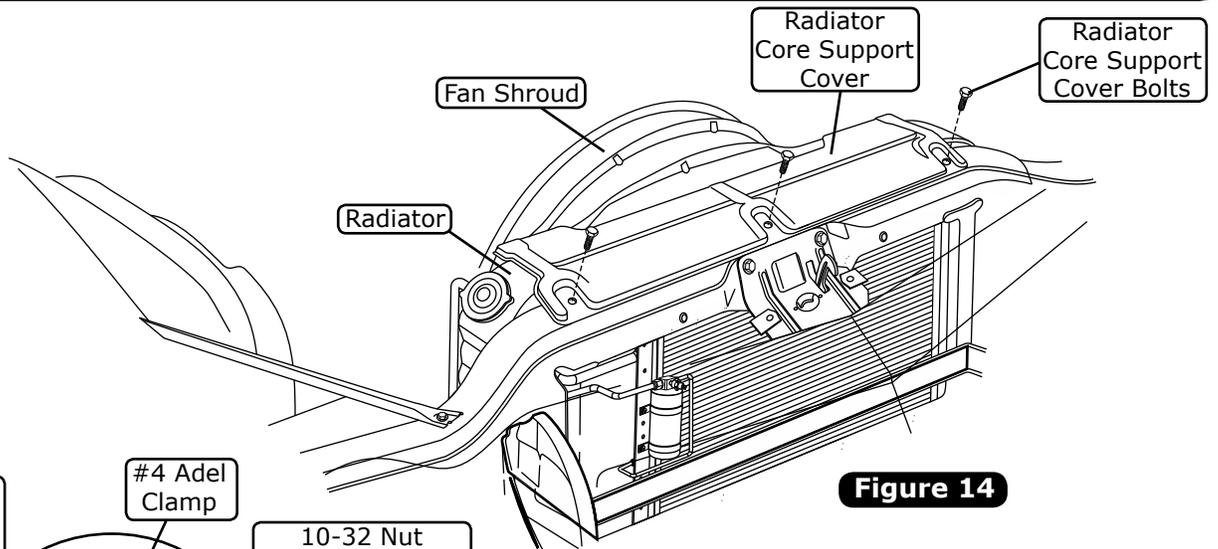


Figure 14

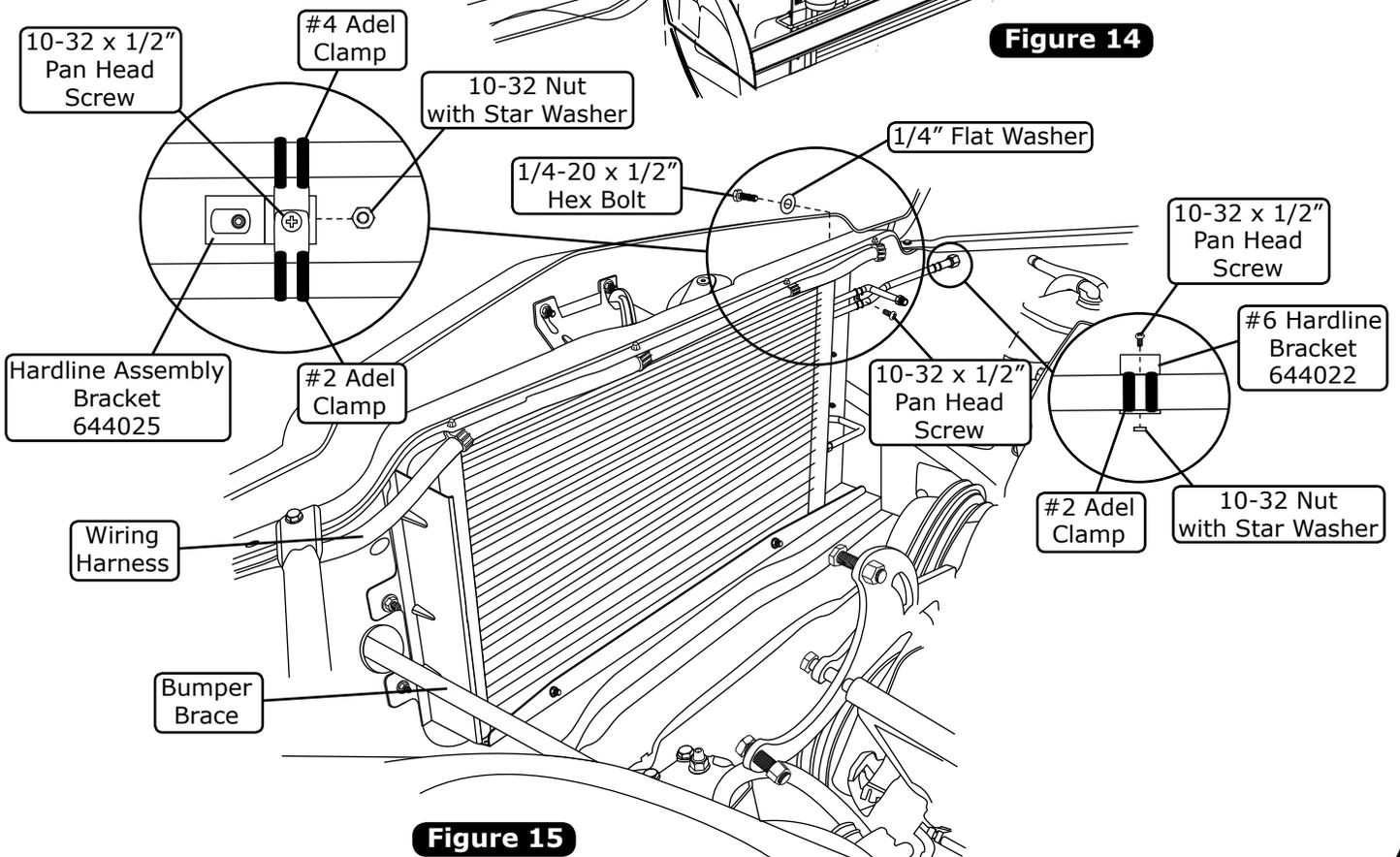


Figure 15

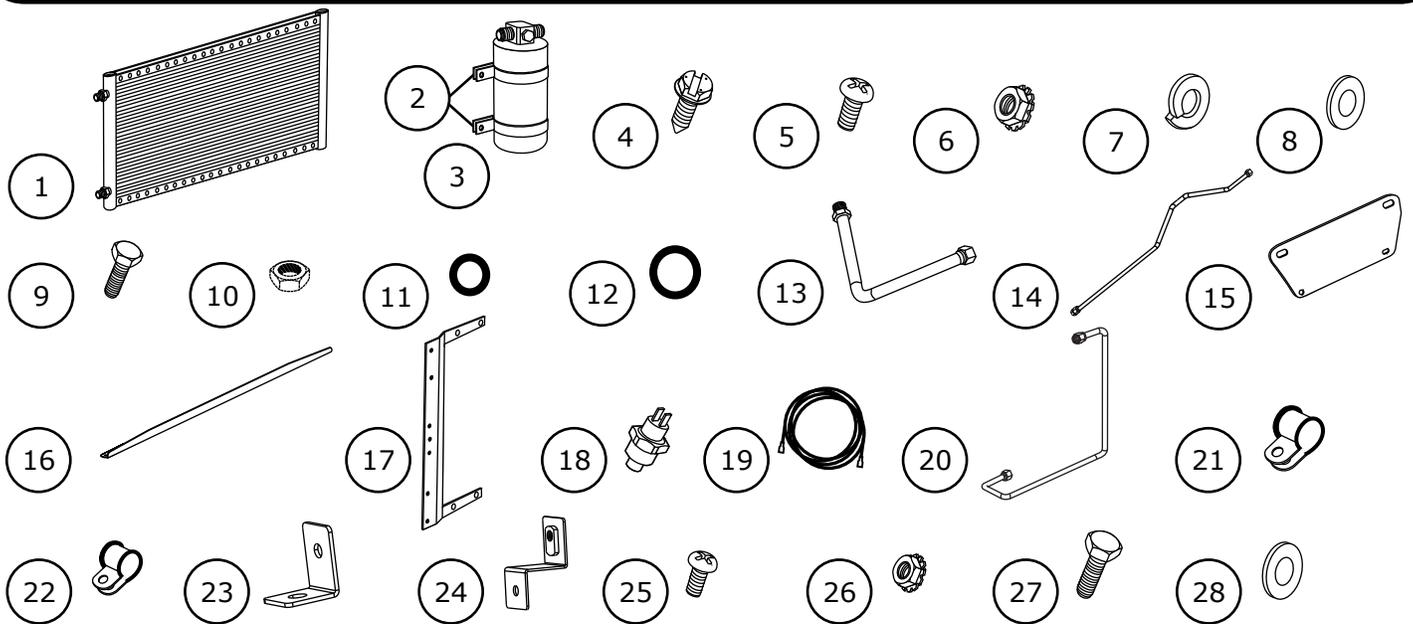


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Checked By: _____
 Packed By: _____
 Date: _____



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