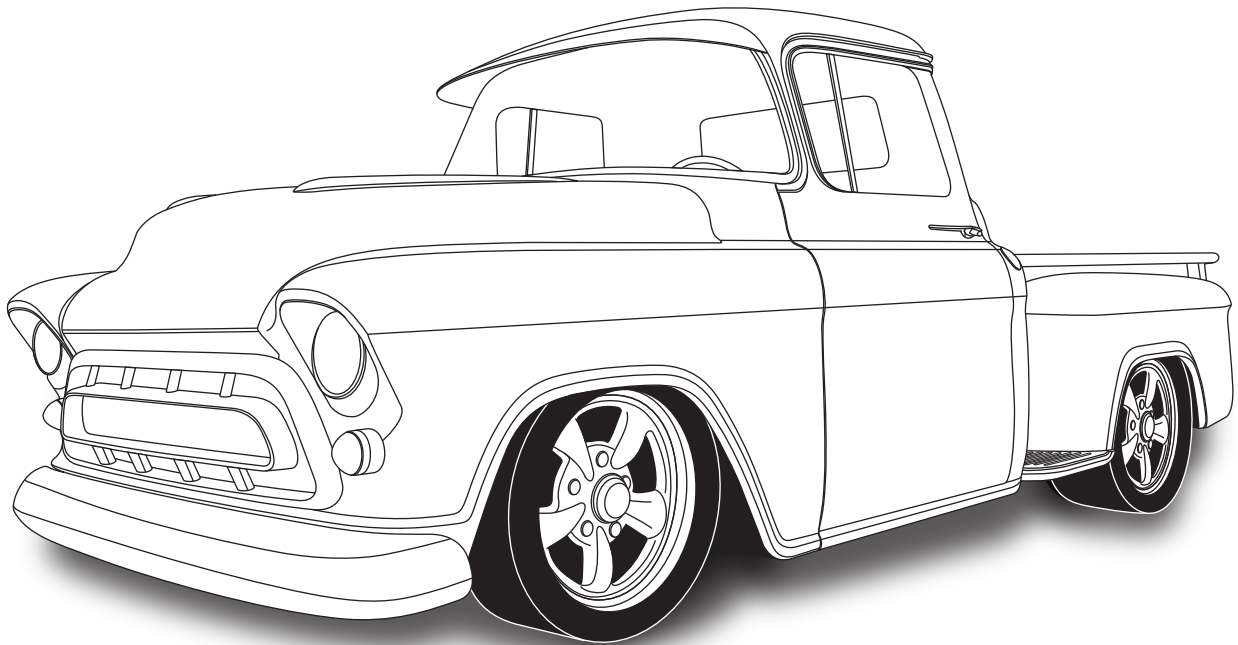




an ISO 9001:2008 Registered Company

1955-57 Chevrolet Pickup

Condenser with Drier
021557



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Phone: 210-654-7171
Fax: 210-654-3113
www.vintageair.com



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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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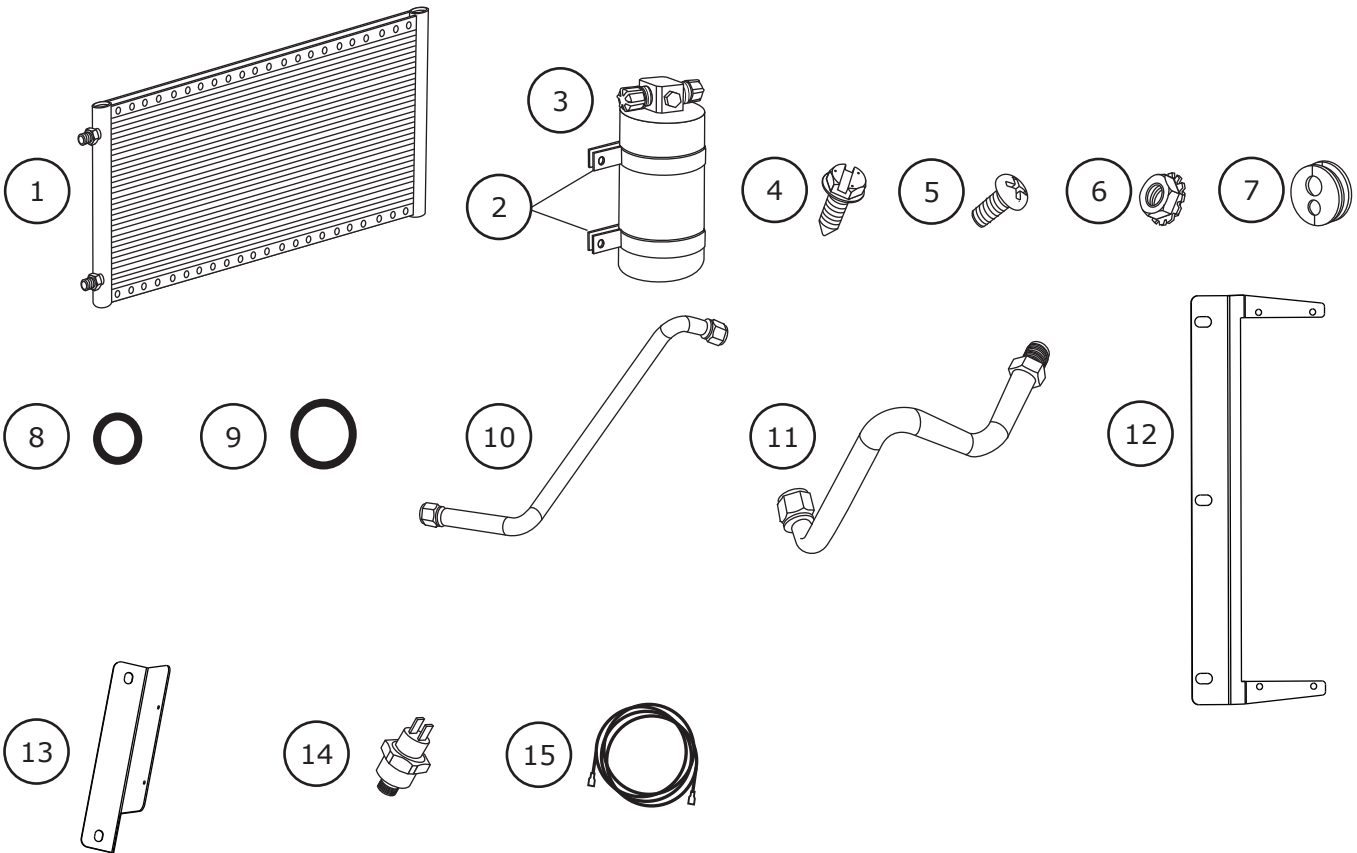


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Packing List: Condenser Kit (021557)

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 with Star Washer, 10-24
7.	1	33134-VUI	Grommet
8.	2	33857-VUF	O-ring, #6
9.	1	33858-VUF	O-ring, #8
10.	1	095019	Hardline, #6 Condenser/Drier
11.	1	095020	Hardline, #8 Condenser/Compressor
12.	2	643087	Bracket, Condenser
13.	1	643088	Bracket, Drier
14.	1	11079-VUS	Binary Switch, Male
15.	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. (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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Engine Compartment Disassembly

NOTE: Before starting the installation, check the function of the vehicle (horn, lights, etc.) for proper operation, and study the instructions, illustrations, & diagrams.

Perform the Following:

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

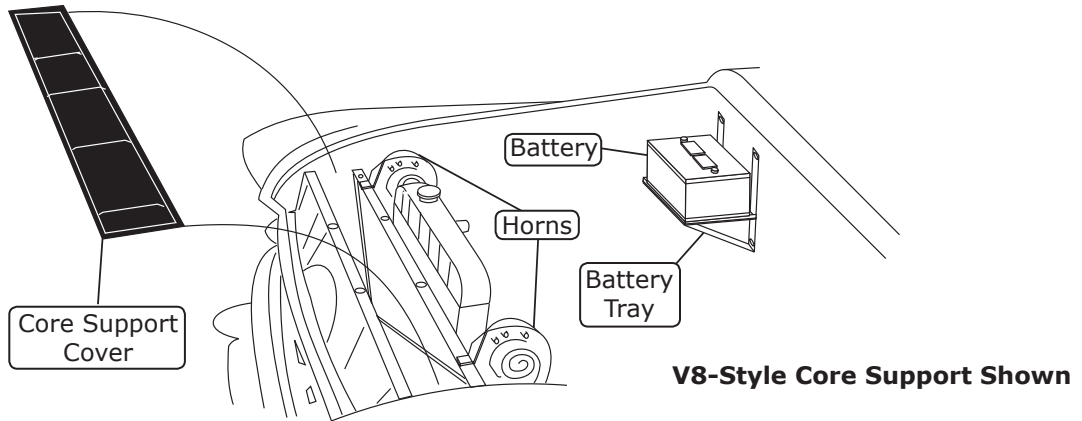


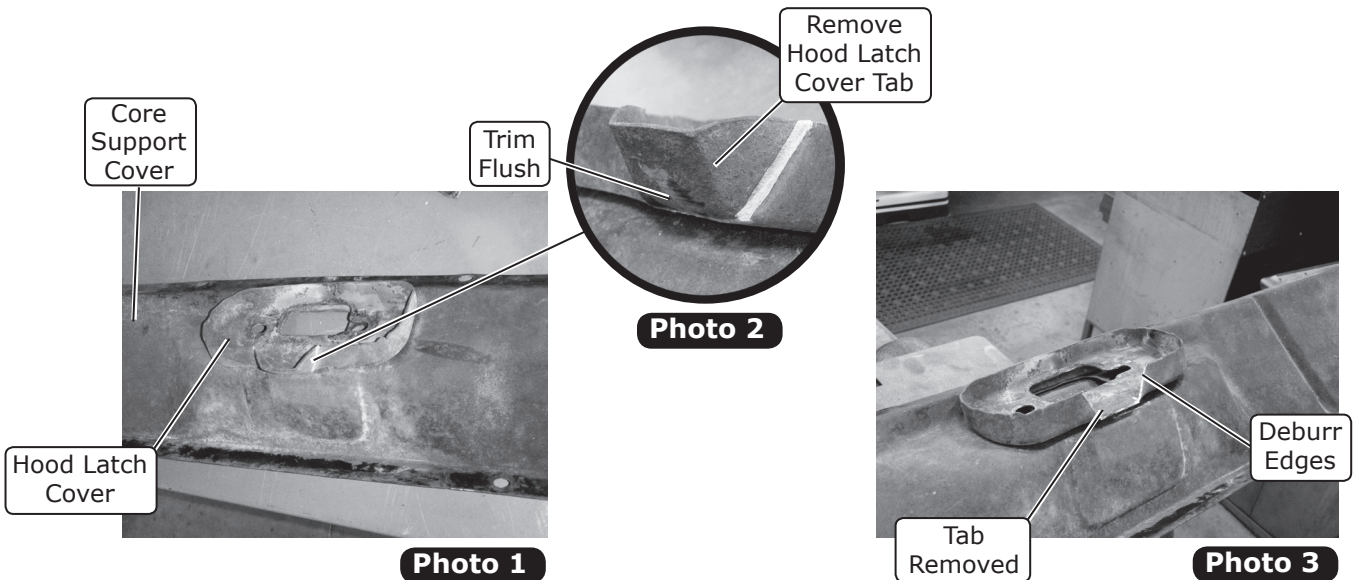
Figure 1

Core Support Cover Modification (6-Cylinder Models Only)

NOTE: To ensure the condenser will fit properly, on models with a 6-cylinder core support, it will be necessary to modify the core support cover.

Perform the Following:

1. Locate the hood latch cover on the underside of the core support cover (See Photo 1, below).
2. Remove the hood latch cover tab (See Photos 2 and 3, below). **NOTE: Trim the hood latch cover tab flush with the surface, and deburr the edges.**





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Diagonal Brace Modification

1. Remove the (4) rivets holding the diagonal brace to the core support (See Figure 2, below). Discard the diagonal brace.

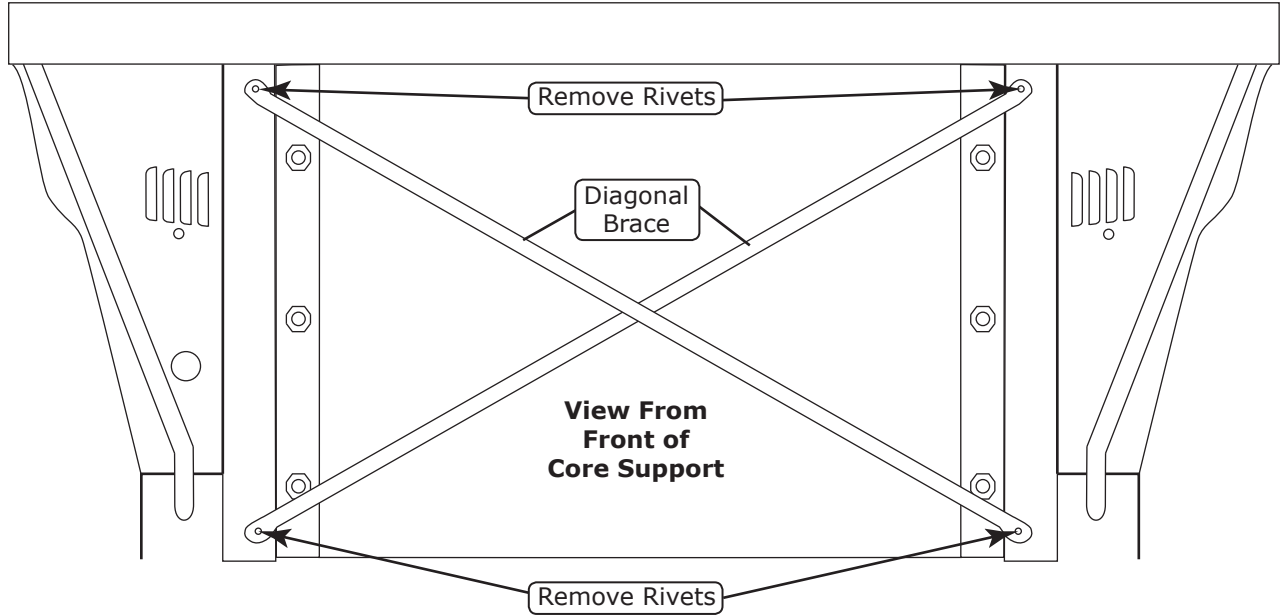


Figure 2

Core Support Modification

1. Drill a 1 1/4" hole through the passenger side of the core support using the measurements shown in Figure 3, below.
2. Install the supplied grommet into the 1 1/4" hole.

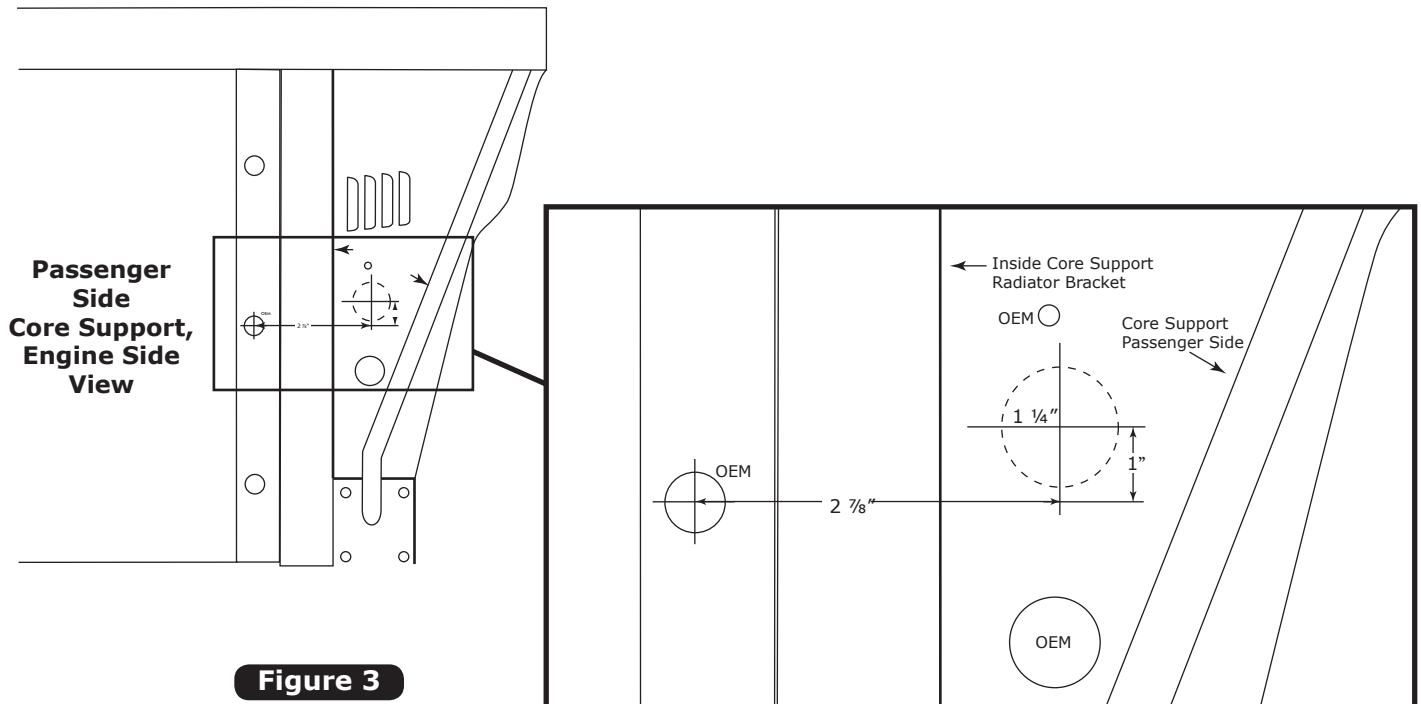


Figure 3



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Condenser 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 (See Figure 4, below). **NOTE: The brackets mount through the 1st & 3rd holes on the condenser.**

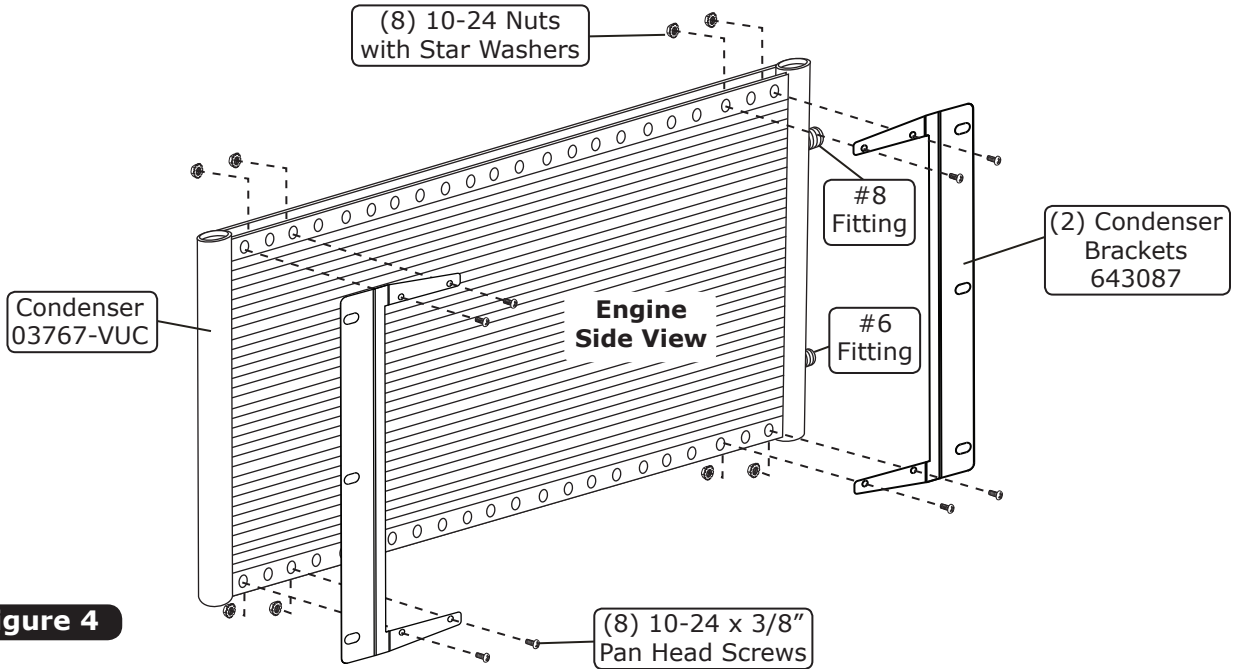


Figure 4

Drier and Bracket Assembly

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 as shown in Figure 5, below.
2. Using (2) #10 x 1/2" sheet metal screws, install the drier onto the drier bracket as shown in Figure 5, below. **NOTE: Refrigerant flow through the drier is IN from condenser, OUT to evaporator.**

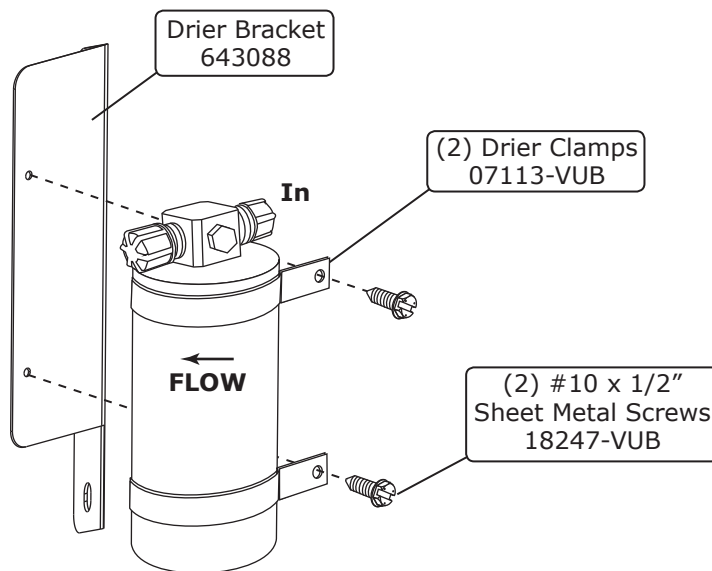


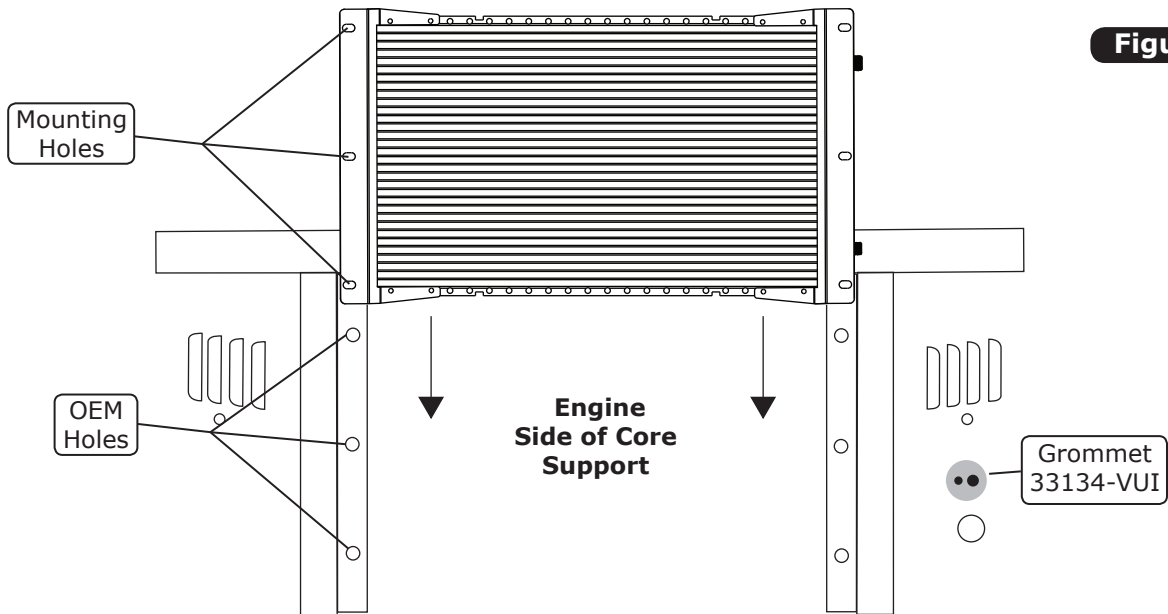
Figure 5



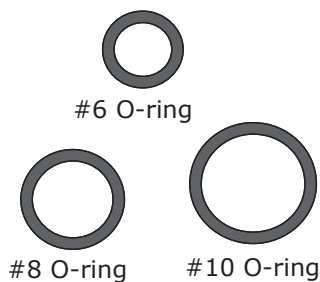
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Condenser Installation

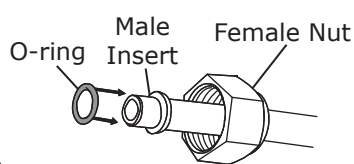
1. Install the condenser assembly onto the engine side of the core support using the OEM bolts through the OEM holes as shown in Figure 6, below.



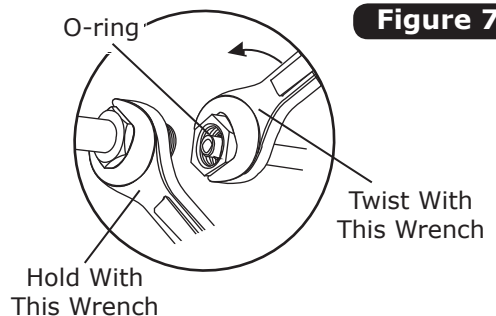
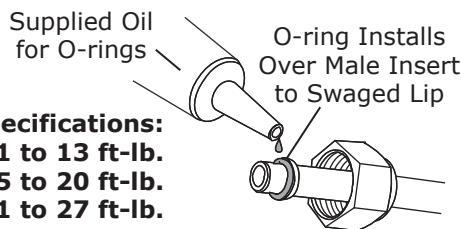
Lubricating O-rings



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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Hardline Installation

1. Lubricate a #6 O-ring (See Figure 7, Page 8), and install the #6 condenser/drier hardline as shown in Figure 8, below. Tighten the fittings as shown in Figure 7, Page 8.
2. Lubricate a #8 O-ring (See Figure 7, Page 8), and install the #8 condenser/compressor hardline as shown in Figure 8, below. Tighten the fittings as shown in Figure 7, Page 8.

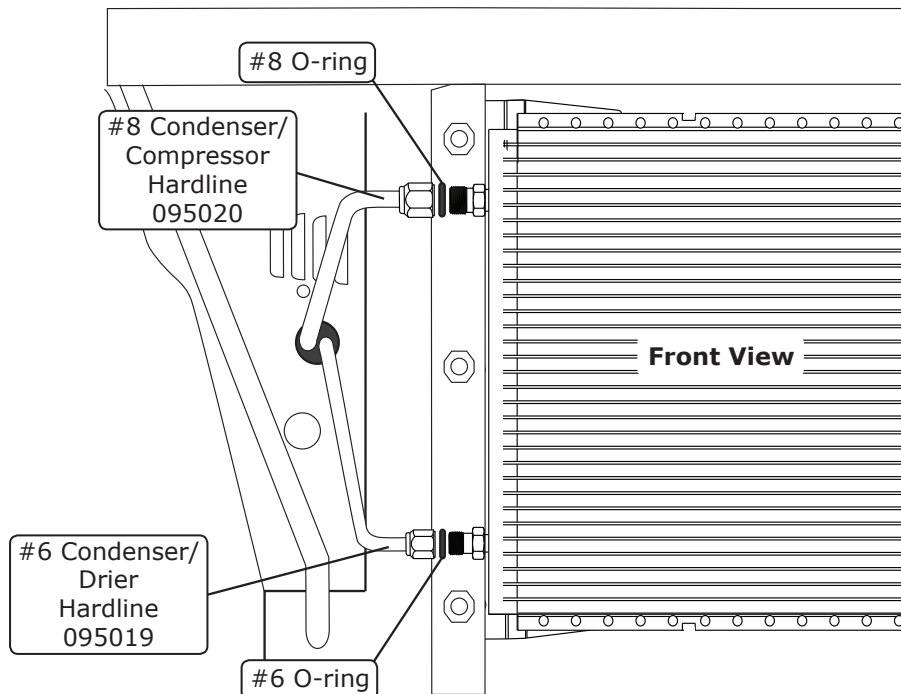


Figure 8

Drier Assembly Installation

1. Install the drier/bracket assembly onto the condenser bracket using OEM bolts through the drier bracket and condenser, and into the core support as shown in Figure 9, below. **NOTE: Do not tighten the bolts. Leave the bolts loose until the #6 hardline coming through the core support is aligned with the drier port.**

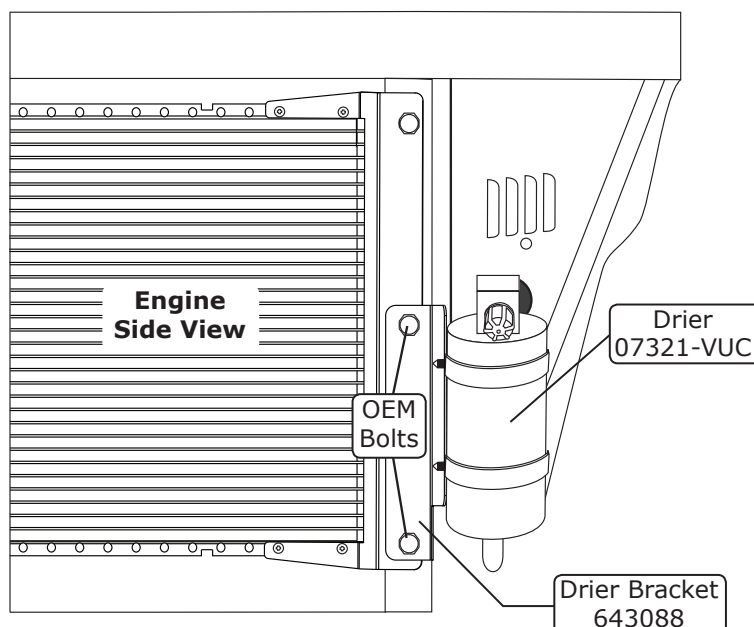


Figure 9



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Hardline Installation (Cont.)

1. Lubricate a #6 O-ring (See Figure 7, Page 8), and install the #6 condenser/drier hardline coming through the core support onto the drier port as shown in Figure 10, below. **NOTE: Tighten the OEM bolts securing the drier bracket at this time.**

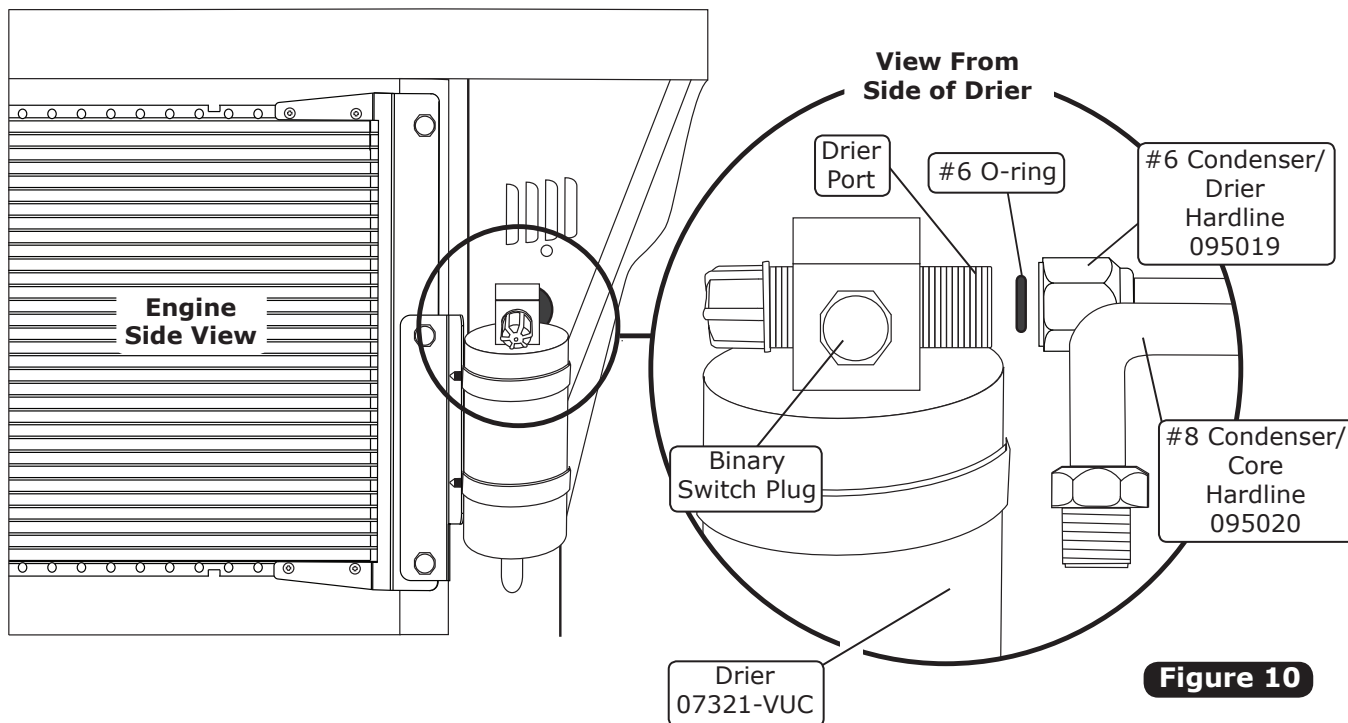


Figure 10

Binary Switch Installation & Final Steps

1. Remove the plug on the drier, and install the binary switch as shown in Figure 10, above, and Figure 11, below.
2. Reinstall and/or reconnect all remaining items removed or disconnected in the Engine Compartment Disassembly instructions on Page 5. This concludes the condenser kit portion of your installation.

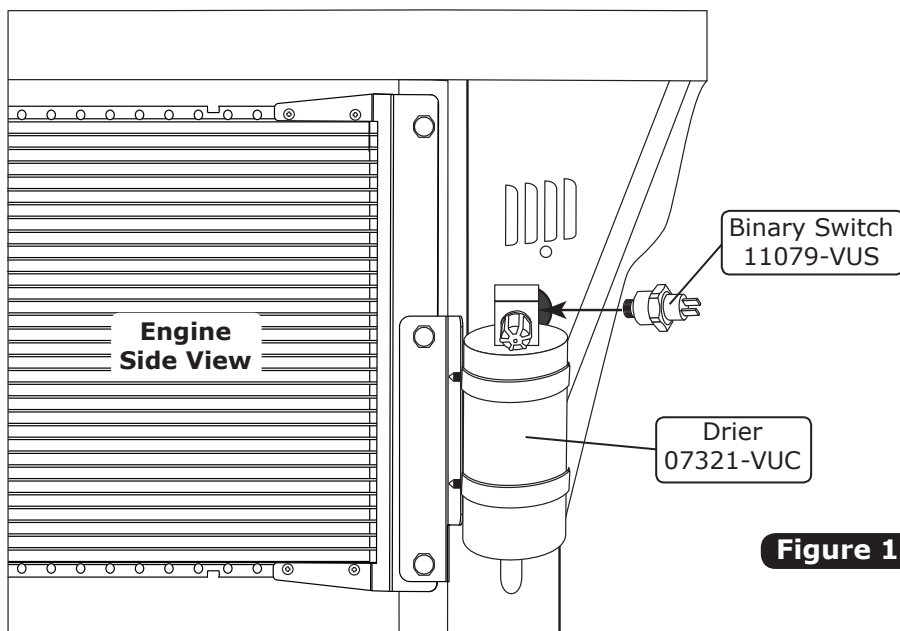


Figure 11

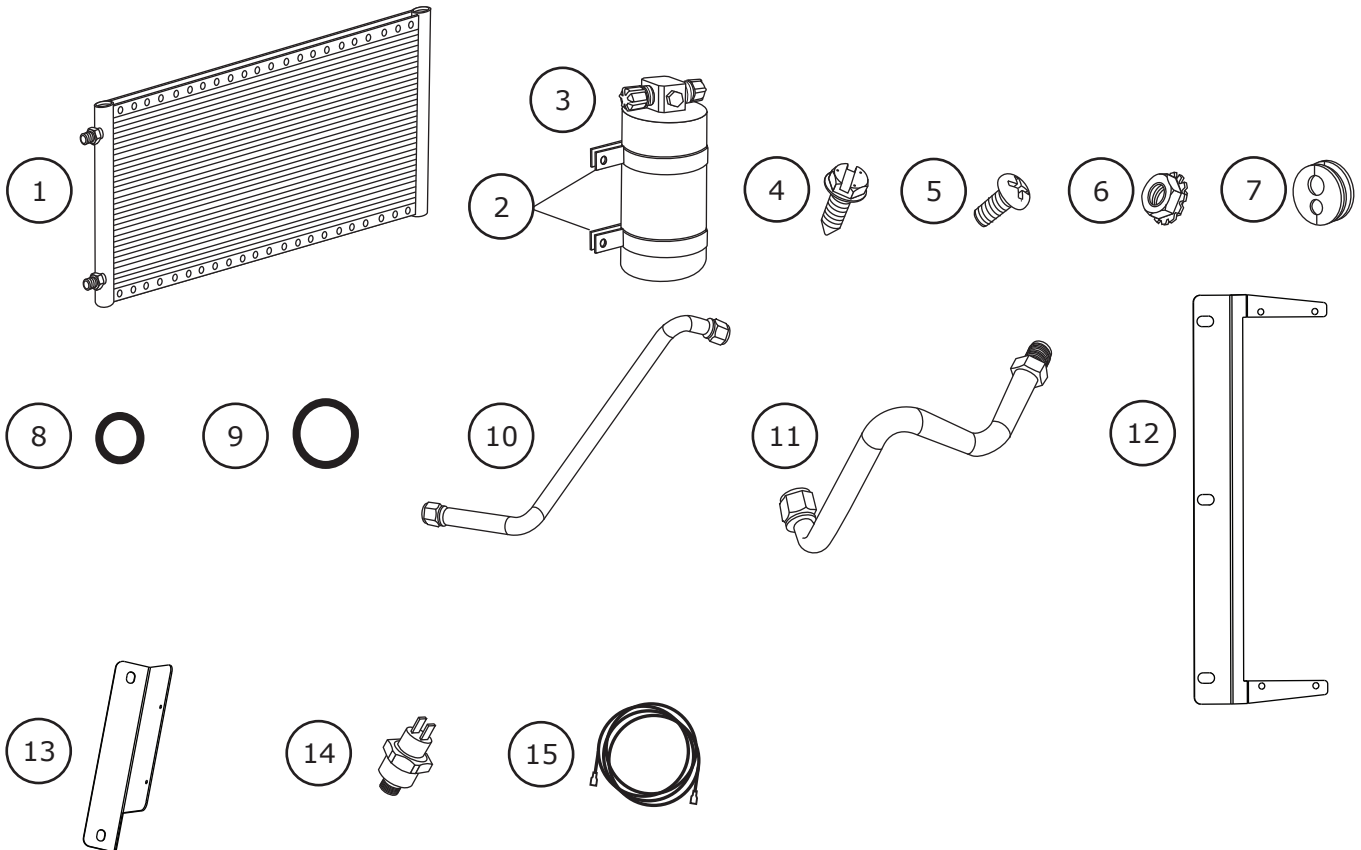


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Checked By: _____
 Packed By: _____
 Date: _____



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