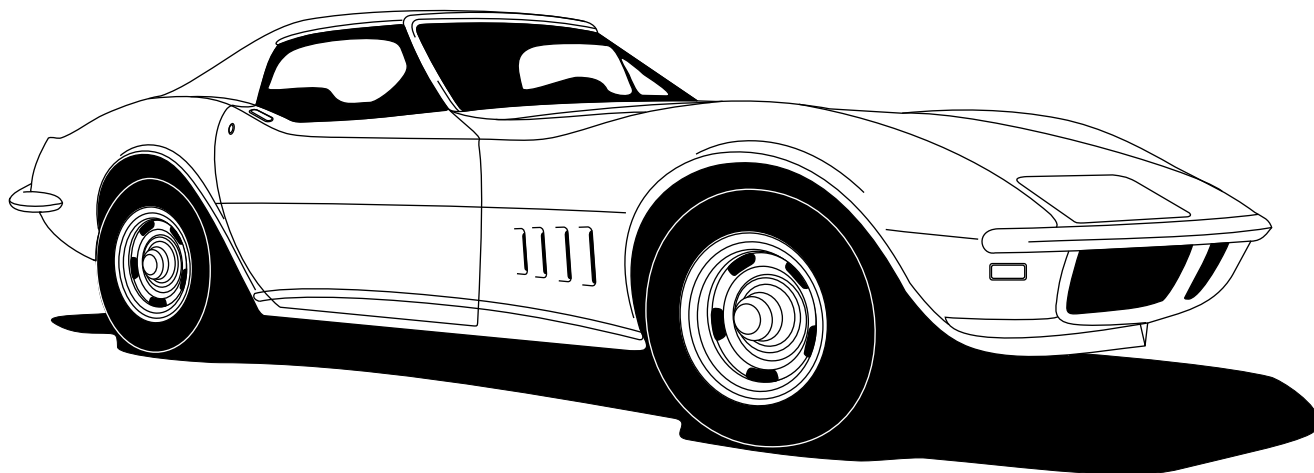




an ISO 9001:2008 Registered Company

1969-72 Chevrolet Corvette

Condenser Kit *with* Drier
(021069-CCA)



18865 Goll St. San Antonio, TX 78266
Phone: 210-654-7171
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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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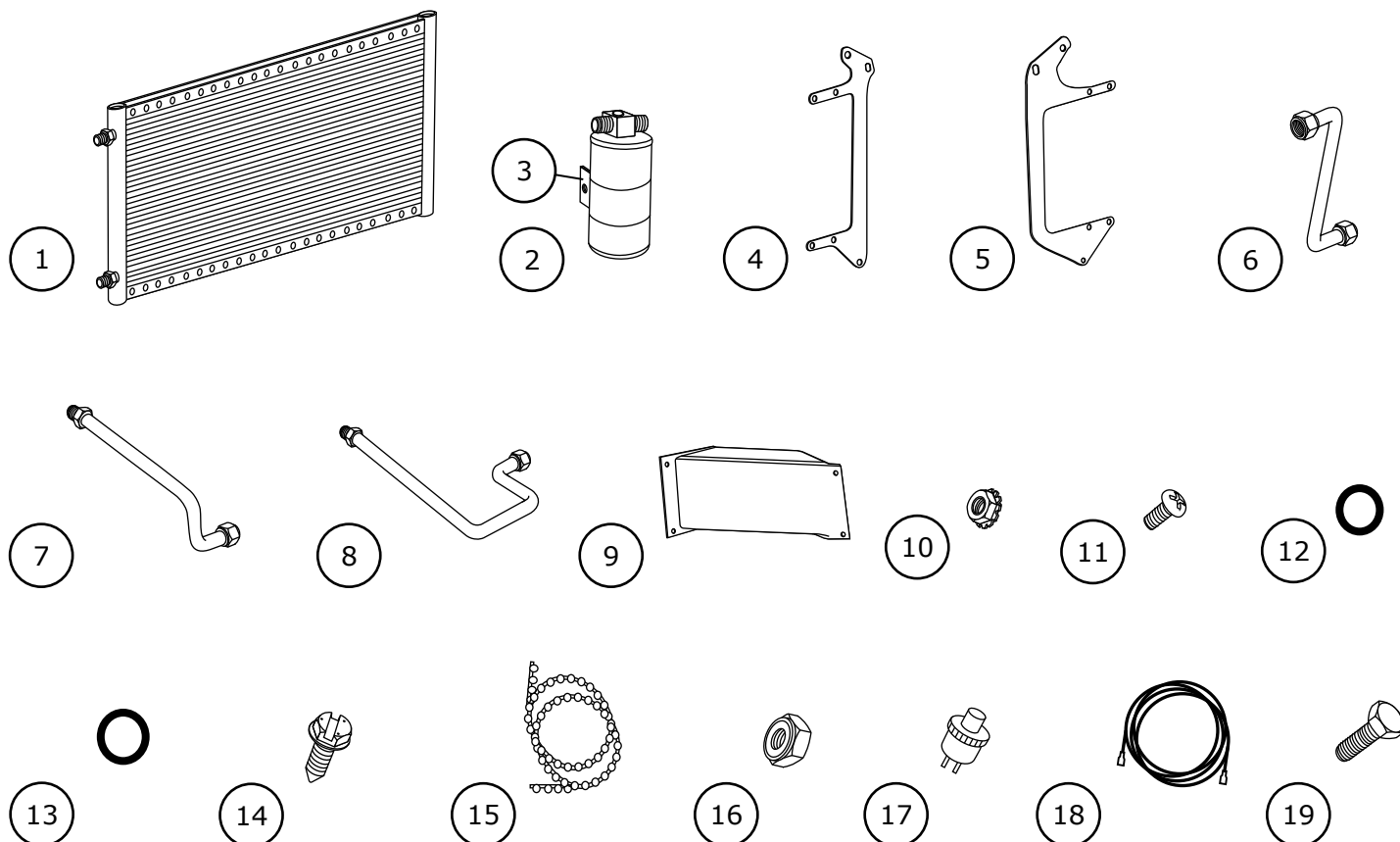


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Packing List: Condenser Kit (021069-CCA)

No.	Qty.	Part No.	Description
1.	1	03767-VUC	Condenser, 14" x 24" Parallel Flow
2.	1	07321-VUC	Drier
3.	1	65980-VCB	Drier Clamp
4.	1	644069-PCB	Bracket, Condenser, Driver Side
5.	1	644068-PCB	Bracket, Condenser, Passenger Side
6.	1	091068-CFL	Hardline, #6 Condenser/Drier
7.	1	091069-CCL	Hardline, #6 Drier/Core
8.	1	091071-CCD	Hardline, #8 Condenser/Core
9.	1	620069-CCE	Cover, Hardline
10.	8	18260-VUB	Nut, 10-24, with Star Washer
11.	8	18249-VUB	Screw, 10-24 x 3/8", Pan Head
12.	3	33857-VUF	O-ring, #6
13.	1	33858-VUF	O-ring, #8
14.	4	18247-VUB	Screw, #10 x 1/2", Sheet Metal
15.	2	33143-VUI	Grommet, Caterpillar
16.	1	18151-VUB	Nut, 5/16-18
17.	1	11079-VUS	Binary Switch, Male
18.	1	23135-VUW	Compressor Lead
19.	1	183009-DSR	Bolt, 5/16-18 x 1 1/4"

**** 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.

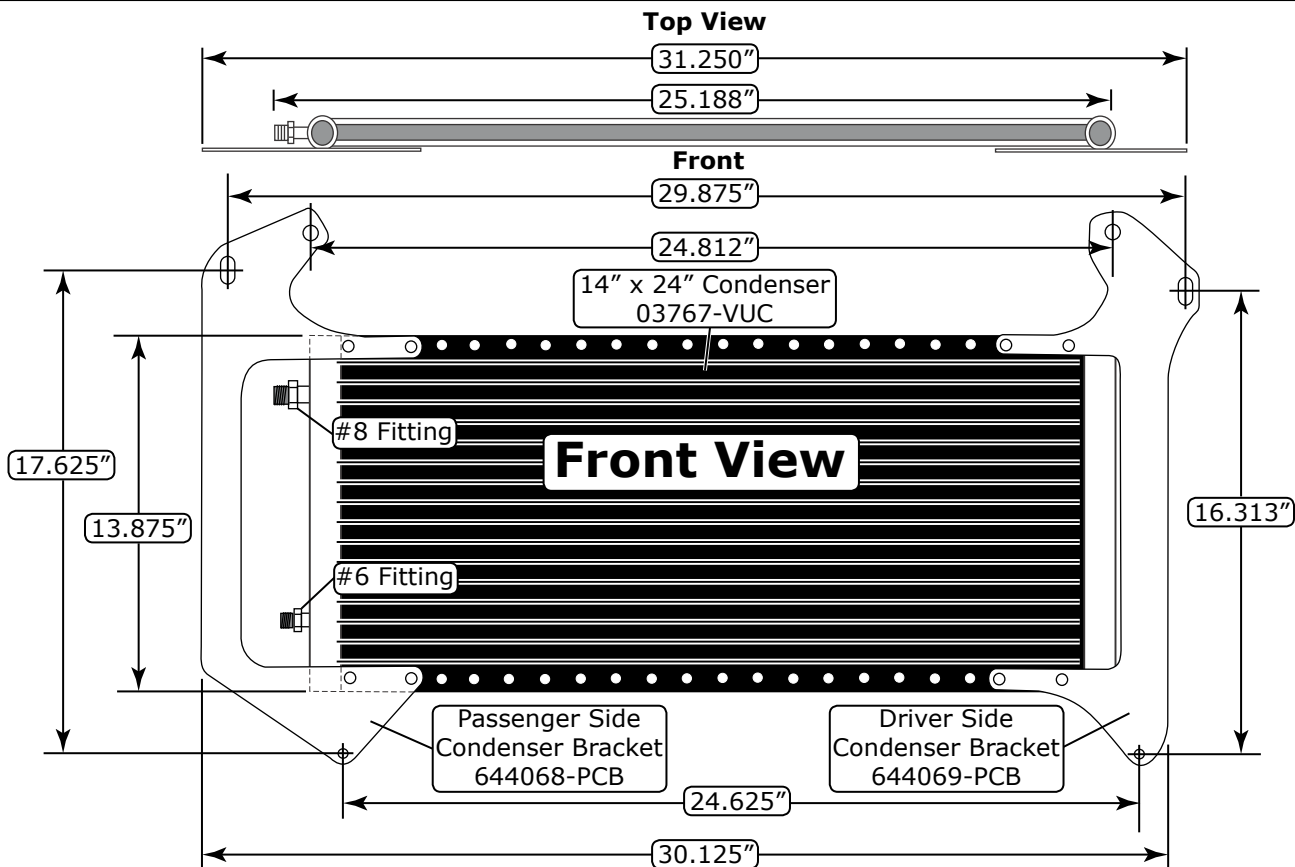
Heater Hose (Not Included With This Kit):

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.



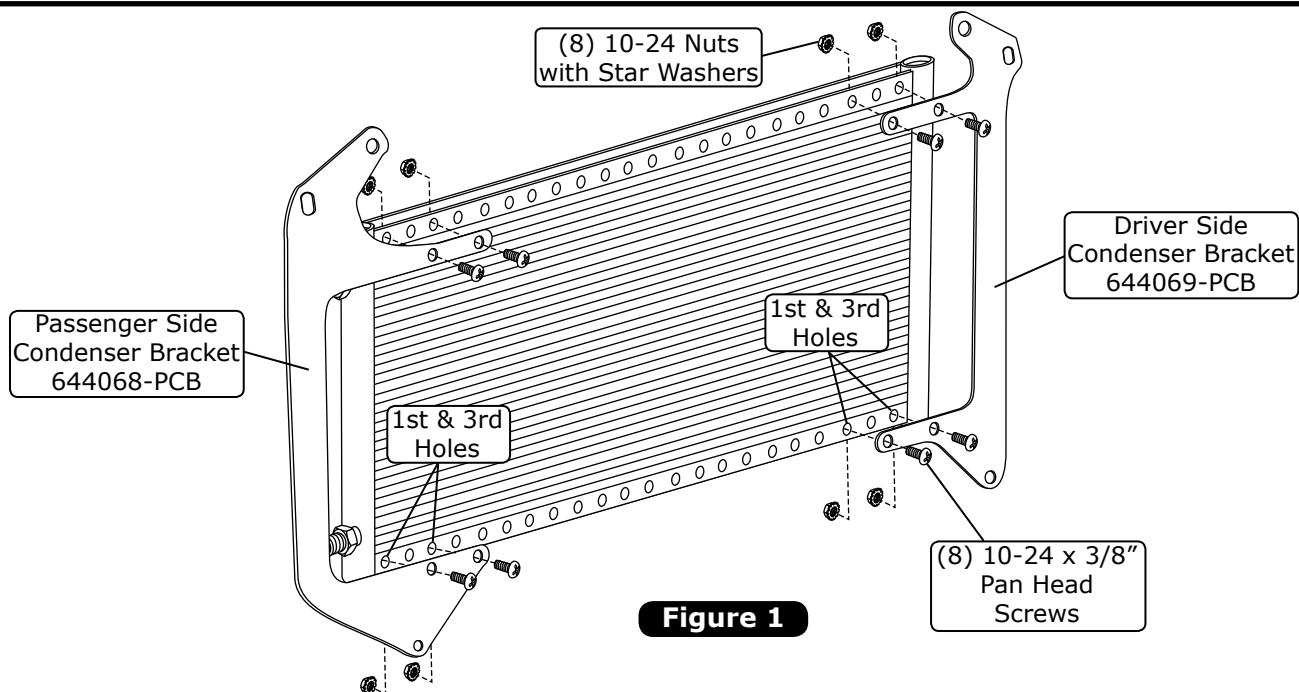
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Condenser Dimensions



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 1, below). **NOTE: The brackets mount to the outside of the flange through the 1st and 3rd holes on each side of the condenser.**





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Condenser Installation

1. If the vehicle is equipped with factory air, remove the OEM condenser and lines (retain mounting hardware).
2. Install the condenser assembly onto the front side of the core support, and secure using OEM bolts through the OEM holes as shown in Figure 2, below.

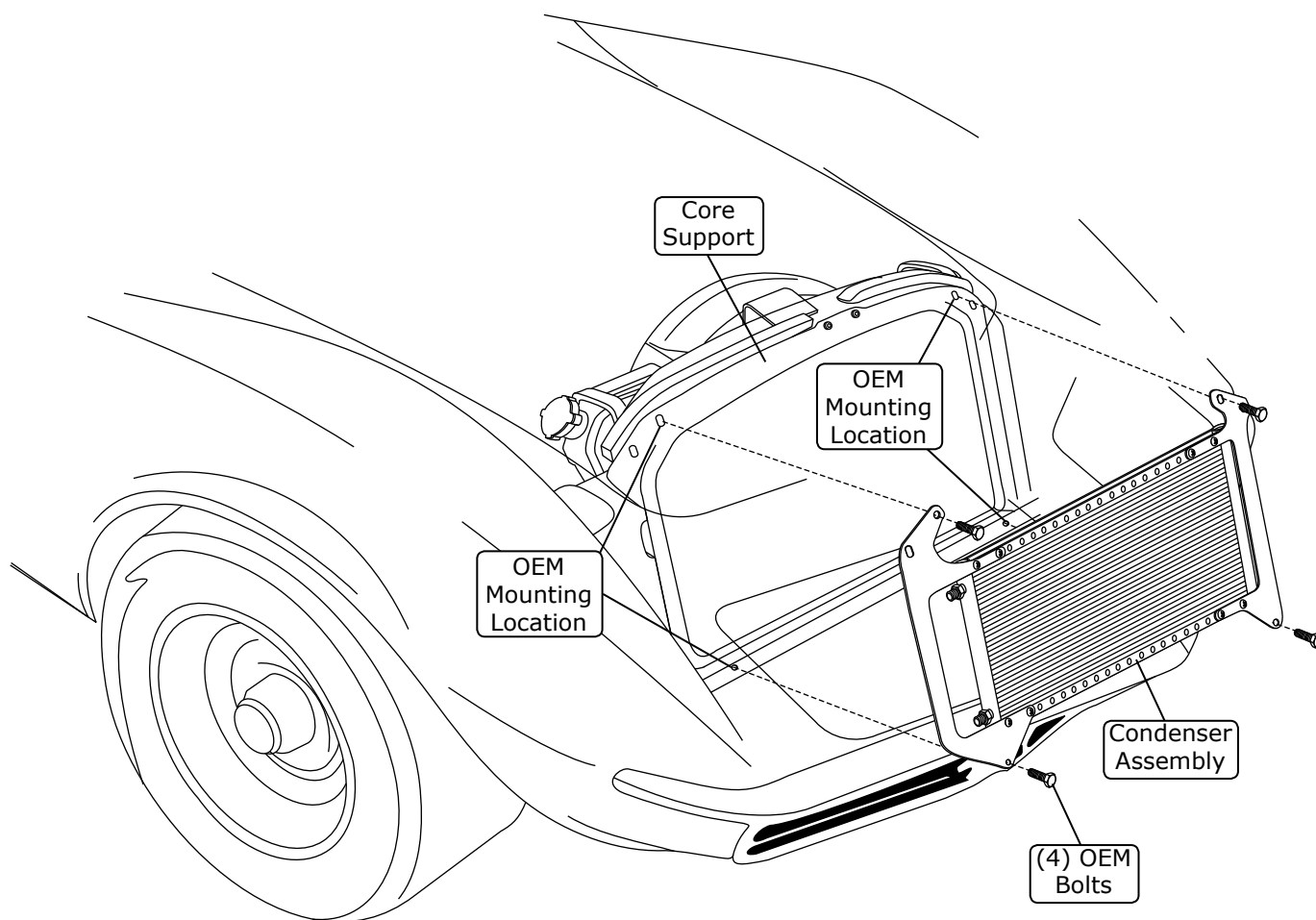


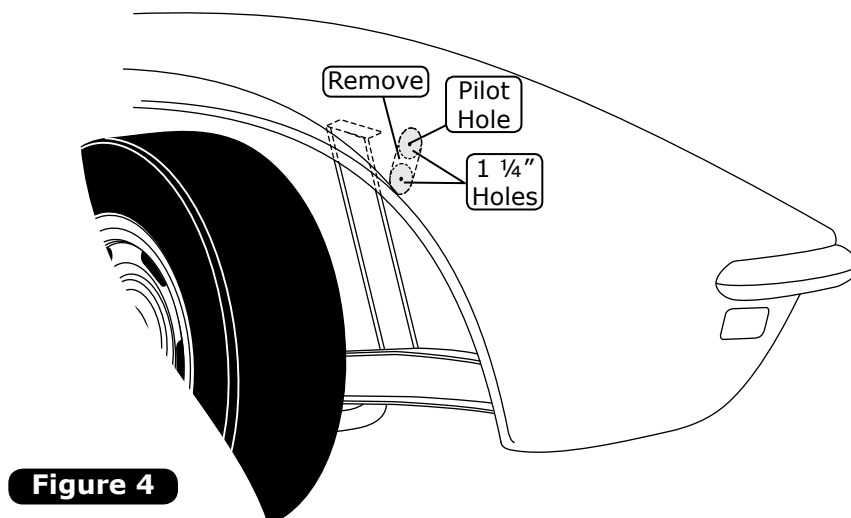
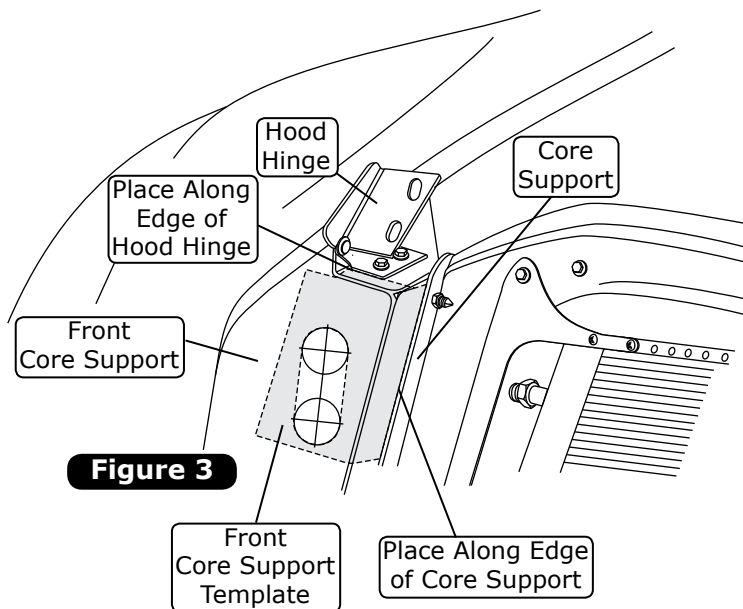
Figure 2



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Front Core Support Modification (Factory Non-Air Cars Only)

1. Cut out the front core support template on Page 12.
2. Position the template as shown (as noted on template). Place the top edge along the hood hinge, and fold the template over, aligning the edge of the template with the edge of the core support as shown in Figure 3, below.
3. Once the template is in place and secure, use a center punch to mark the centers of the (2) circles on the template.
4. Remove the template and use a 1/8" drill bit to drill (2) pilot holes through the core support.
5. From under the fenderwell, use a 1 1/4" hole saw, aligning the drill bit with the pilot holes, to cut out the (2) holes as shown in Figure 4, below.
6. Once the holes are made, use a straight edge to mark a straight line from the edge of one hole to the other as shown in Figure 4, below.
7. Cut along the edge as shown, and remove the center portion between the (2) holes (See Figure 4, below).





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Rear Core Support Modification (Factory Non-Air Cars Only)

1. Cut out the rear core support template on Page 12.
2. Position the template as shown (as noted on template). Place the top edge of the template along the top edge of the inner fenderwell, and fold the template around the inner fenderwell, aligning the edge of the template with the edge of the core support as shown in Figure 5, below.
3. Once the template is in place and secure, use a center punch to mark the centers of the (2) circles on the template.
4. Remove the template and use a 1/8" drill bit to drill (2) pilot holes through the fenderwell.
5. From under the fenderwell, use a 1 1/4" hole saw, aligning the drill bit with the pilot holes, to cut out the (2) holes as shown in Figure 6, below.
6. Once the holes are made, use a straight edge to mark a straight line from the edge of one hole to the other as shown in Figure 6, below.
7. Cut along the edge as shown, and remove the center portion between the (2) holes (See Figure 6, below).

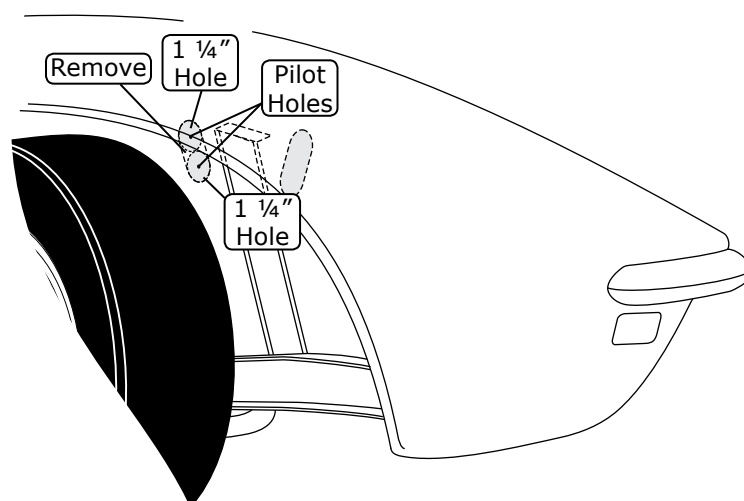
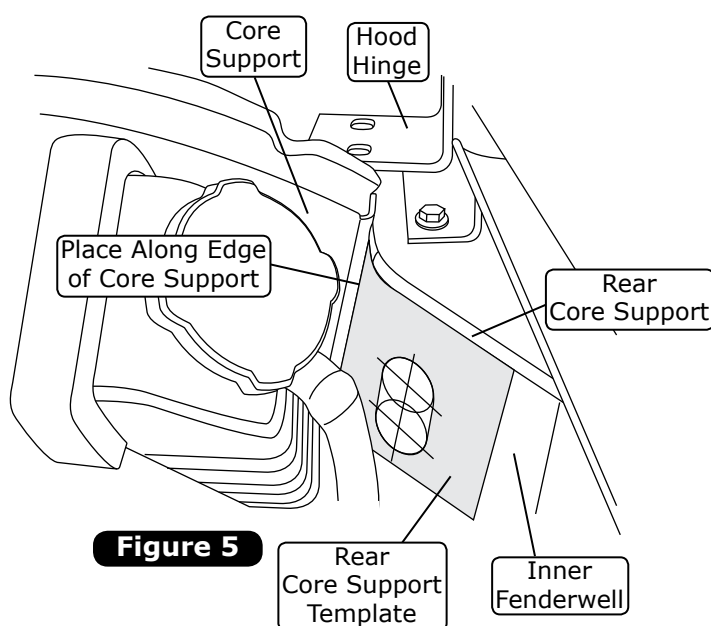


Figure 6



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#6 Condenser/Drier Hardline Installation

1. Install the caterpillar grommet around the front and rear holes in the inner fenderwell as shown in Figures 7 & 8, below.
2. Lubricate a #6 O-ring, and install the #6 condenser/drier hardline as shown in Figures 7 & 9, below. **NOTE: Do not fully tighten the #6 hardline at this time. Hand tighten only.**

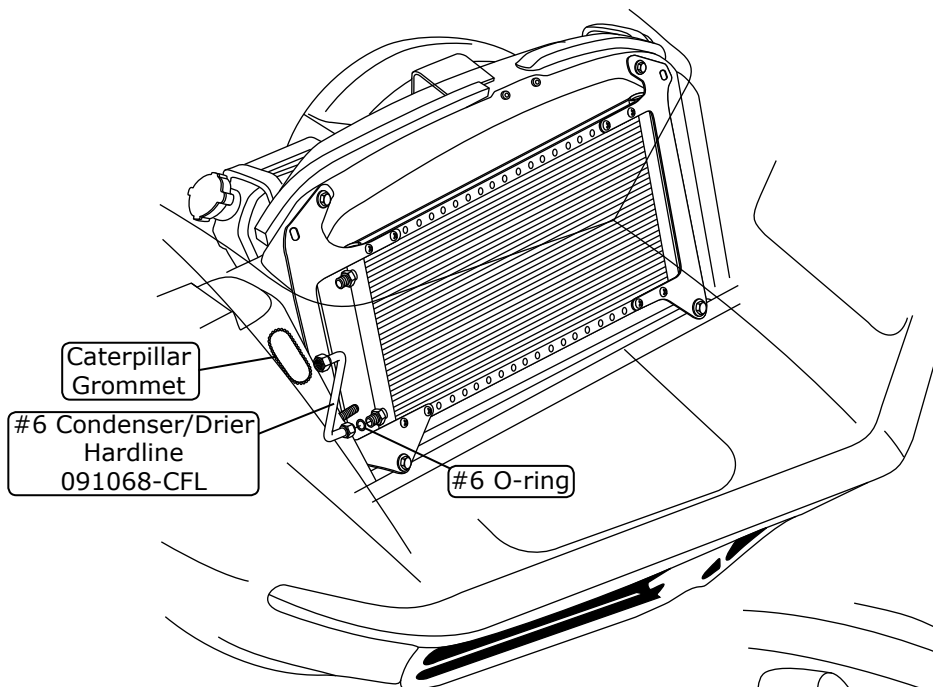


Figure 7

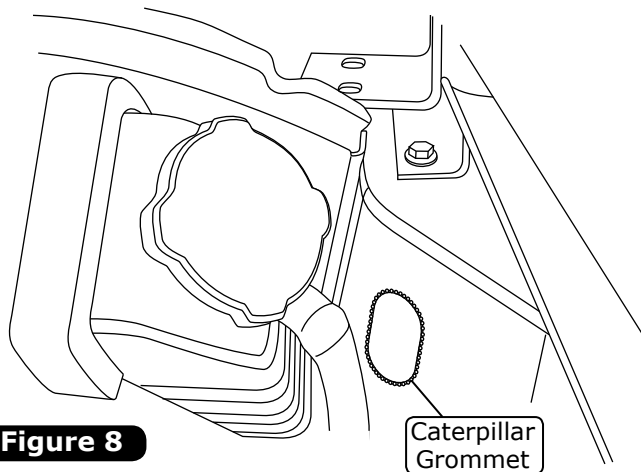
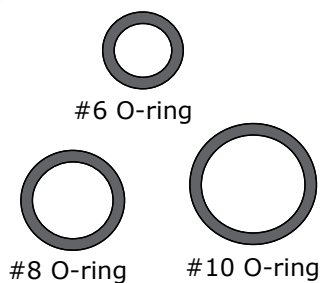


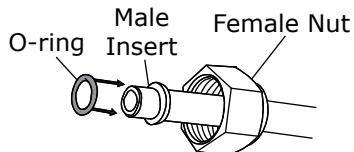
Figure 8

Caterpillar Grommet

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.

Supplied Oil for O-rings

O-ring Installs Over Male Insert to Swaged Lip

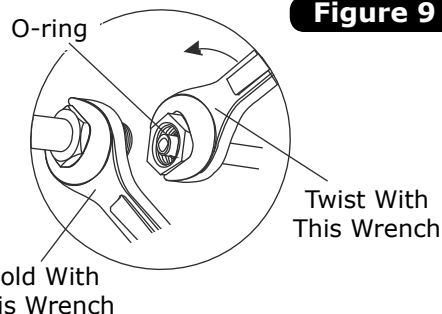
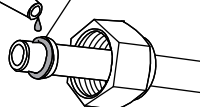


Figure 9



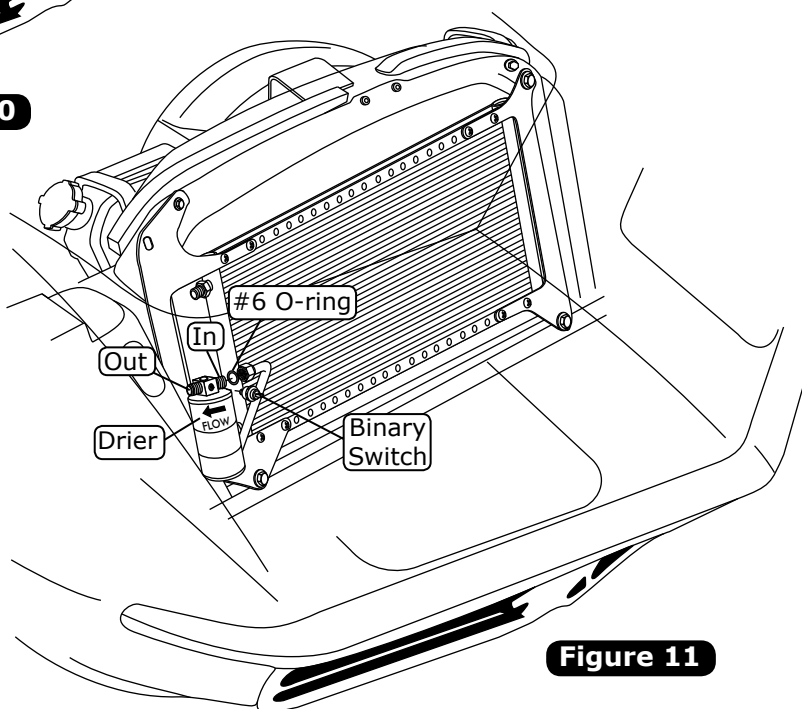
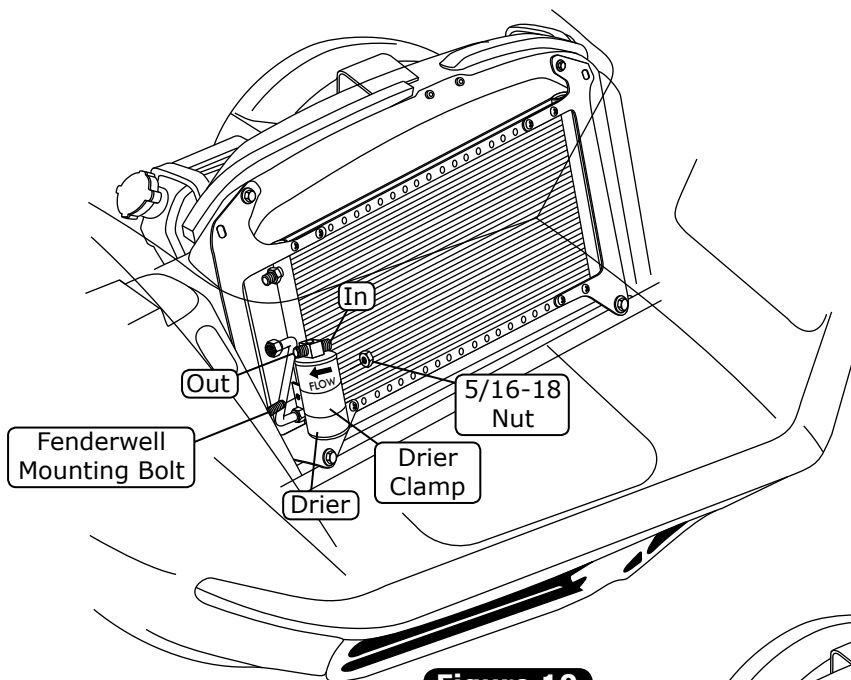
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Drier & Binary Switch Installation

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. Remove the front fenderwell mounting bolt that goes through the core support as shown in Figure 10, below. Replace it with a 5/16-18 x 1 1/4" hex bolt and flat washer.
2. Install the drier clamp onto the drier.
3. Install the drier onto the fenderwell bolt, and secure using a 5/16-18 nut (See Figure 10, below). **NOTE: Refrigerant flow through the drier is IN from condenser, OUT to evaporator. Do not fully tighten the drier mounting bracket nut at this time. Hand tighten only.**
4. Lubricate a #6 O-ring, and connect the #6 condenser/drier hardline to the drier as shown in Figure 9, Page 9, and Figure 11, below. **NOTE: Do not fully tighten the #6 hardline at this time. Hand tighten only.**
5. Install the binary switch onto the drier as shown in Figure 11, below.





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Final Steps

1. Lubricate a #8 O-ring and install the #8 condenser/core hardline as shown in Figure 9, Page 9, and Figure 12, below. **NOTE: Do not fully tighten the #8 hardline at this time. Hand tighten only.**
2. Lubricate a #6 O-ring and install the #6 drier/core hardline as shown in Figure 9, Page 9, and Figure 12, below. **NOTE: Do not fully tighten the #6 hardline at this time. Hand tighten only.**
3. Once all hardlines are properly attached, tighten the drier mounting bracket nut and all hardline connections as shown in Figure 9, Page 9.
4. **For Factory Non-Air Cars Only:** Once the hardlines are installed, install the hardline cover using (4) #10 x 1/2" sheet metal screws as shown in Figure 13, below.

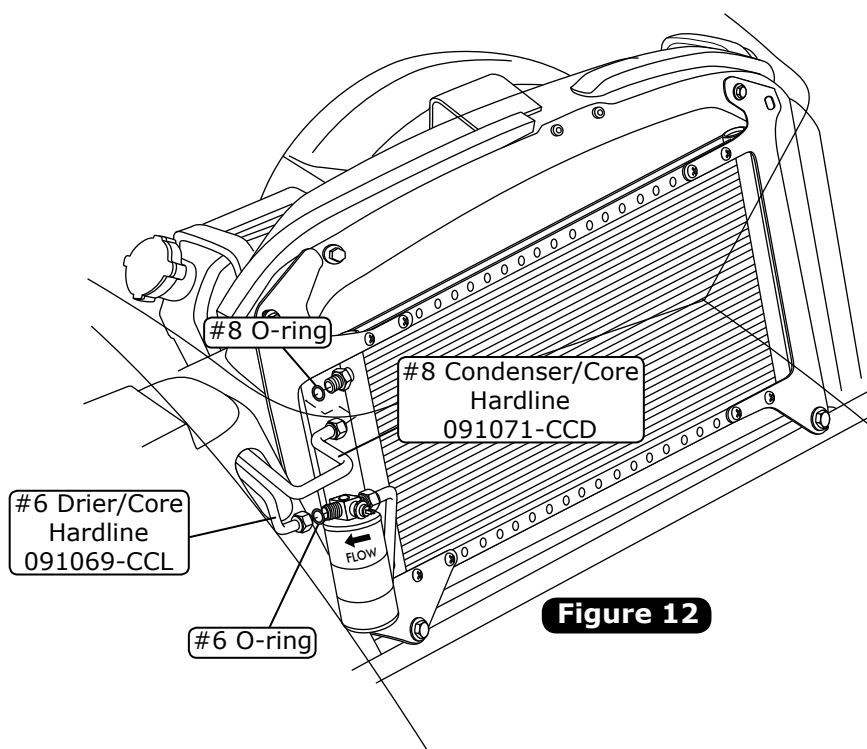


Figure 12

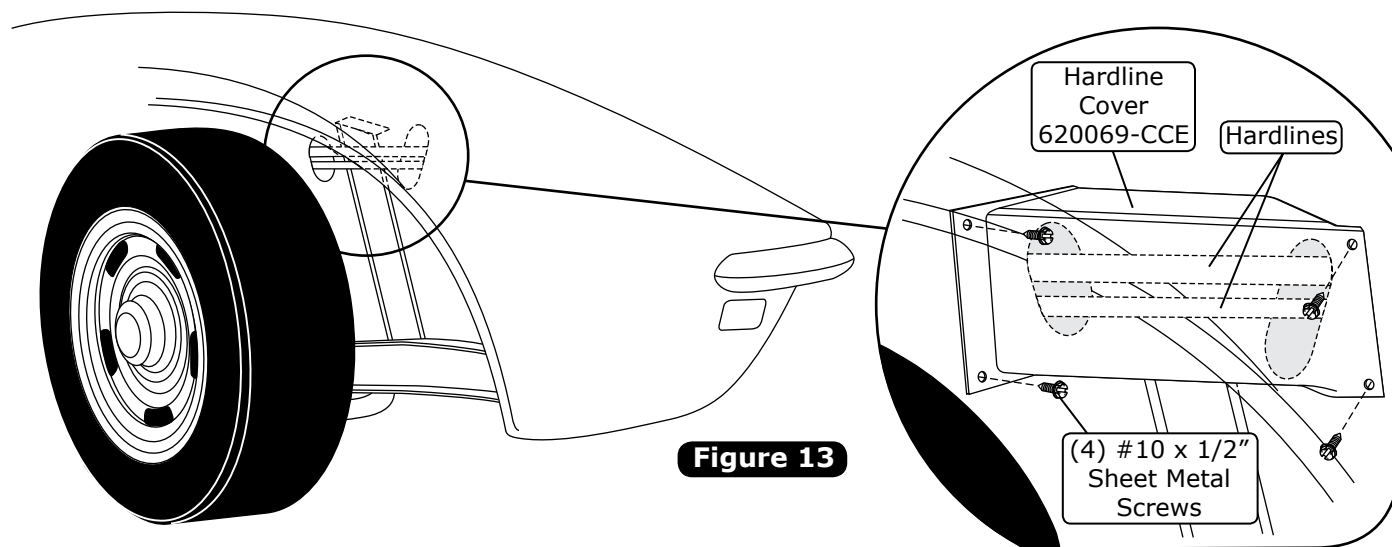
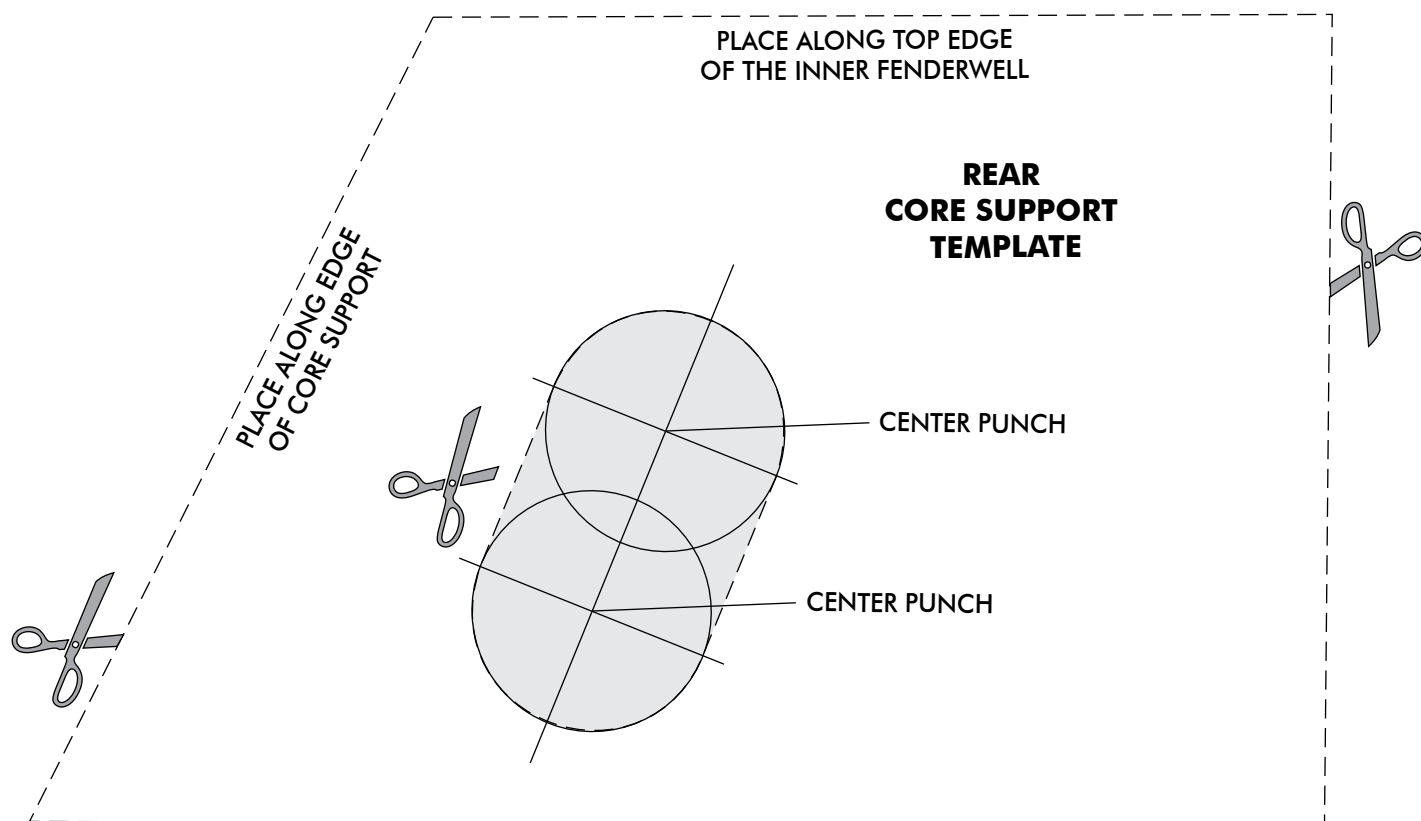
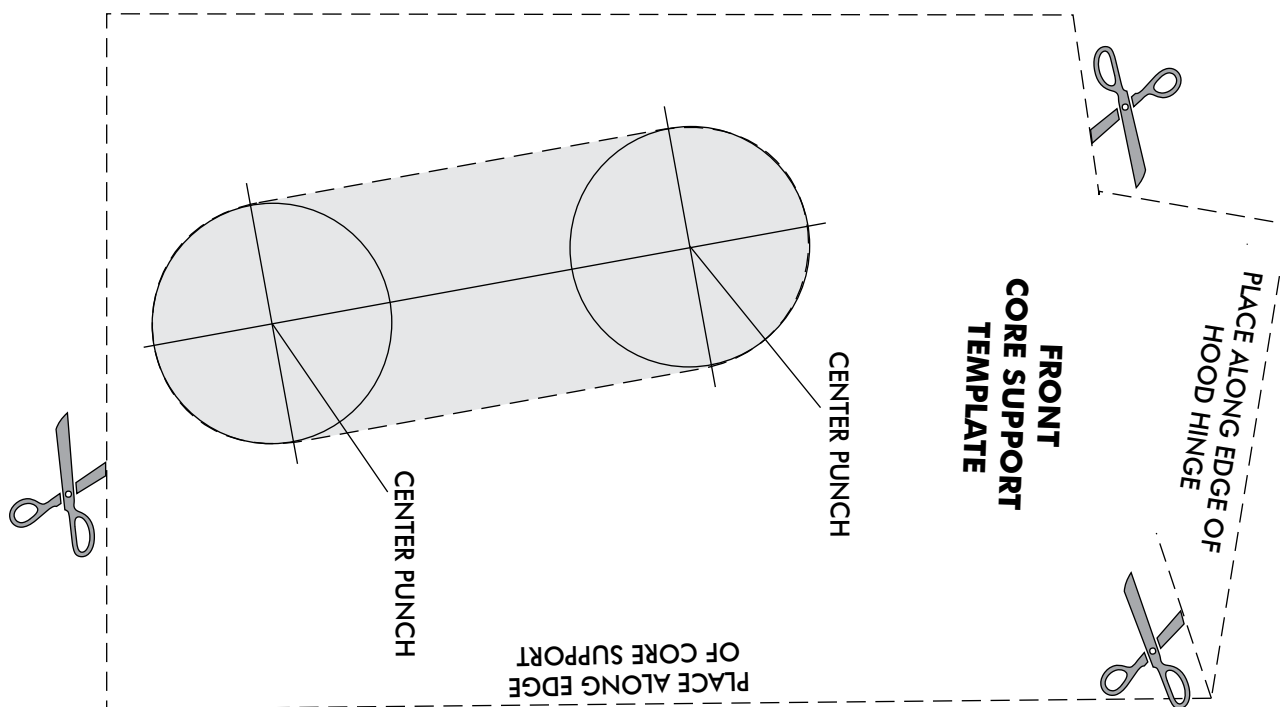


Figure 13



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Core Support Template





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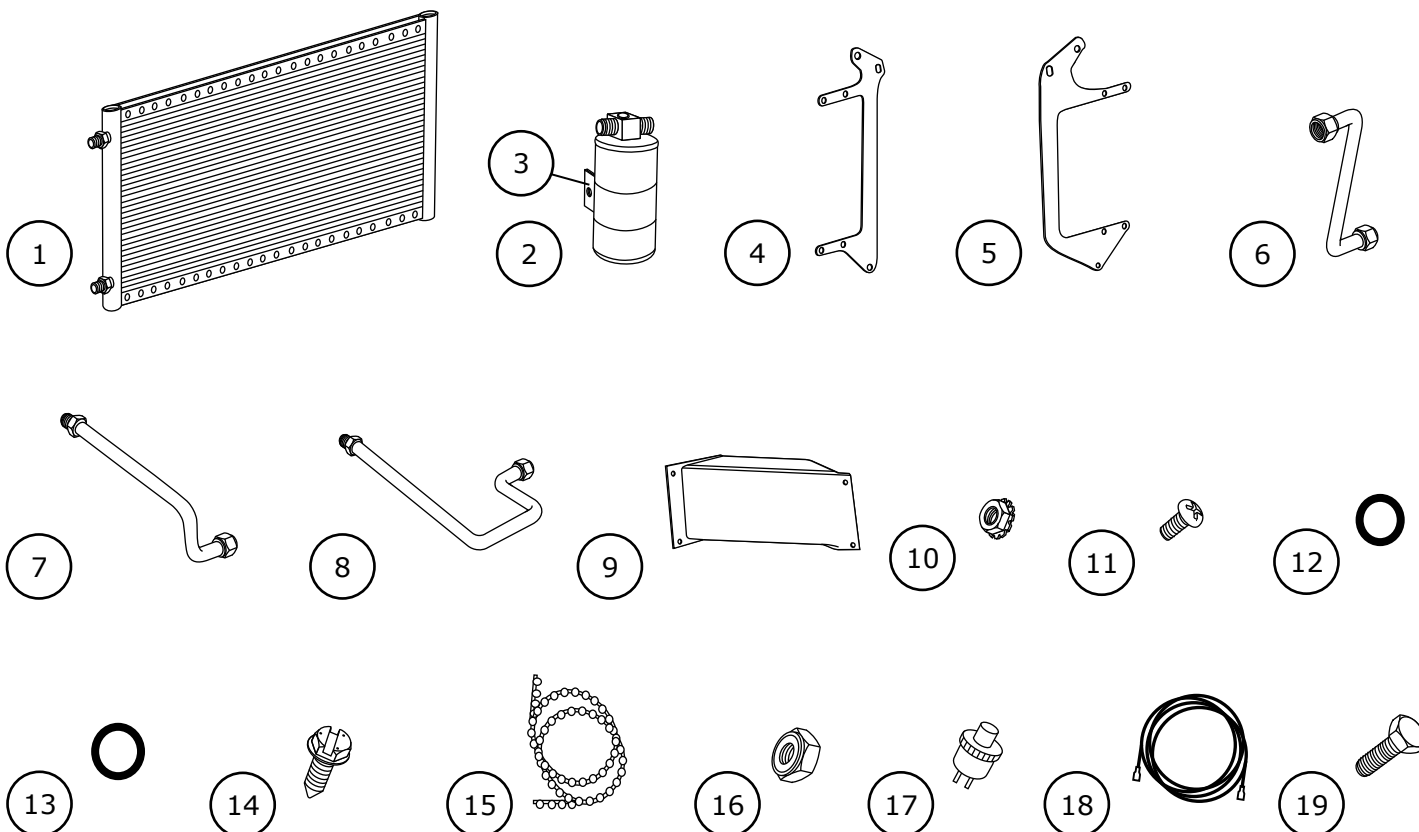
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3.	1	65980-VCB	Drier Clamp	_____
4.	1	644069-PCB	Bracket, Condenser, Driver Side	_____
5.	1	644068-PCB	Bracket, Condenser, Passenger Side	_____
6.	1	091068-CFL	Hardline, #6 Condenser/Drier	_____
7.	1	091069-CCL	Hardline, #6 Drier/Core	_____
8.	1	091071-CCD	Hardline, #8 Condenser/Core	_____
9.	1	620069-CCE	Cover, Hardline	_____
10.	8	18260-VUB	Nut, 10-24, with Star Washer	_____
11.	8	18249-VUB	Screw, 10-24 x 3/8", Pan Head	_____
12.	3	33857-VUF	O-ring, #6	_____
13.	1	33858-VUF	O-ring, #8	_____
14.	4	18247-VUB	Screw, #10 x 1/2", Sheet Metal	_____
15.	2	33143-VUI	Grommet, Caterpillar	_____
16.	1	18151-VUB	Nut, 5/16-18	_____
17.	1	11079-VUS	Binary Switch, Male	_____
18.	1	23135-VUW	Compressor Lead	_____
19.	1	183009-DSR	Bolt, 5/16-18 x 1 1/4"	_____

Checked By: _____

Packed By: _____

Date: _____



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