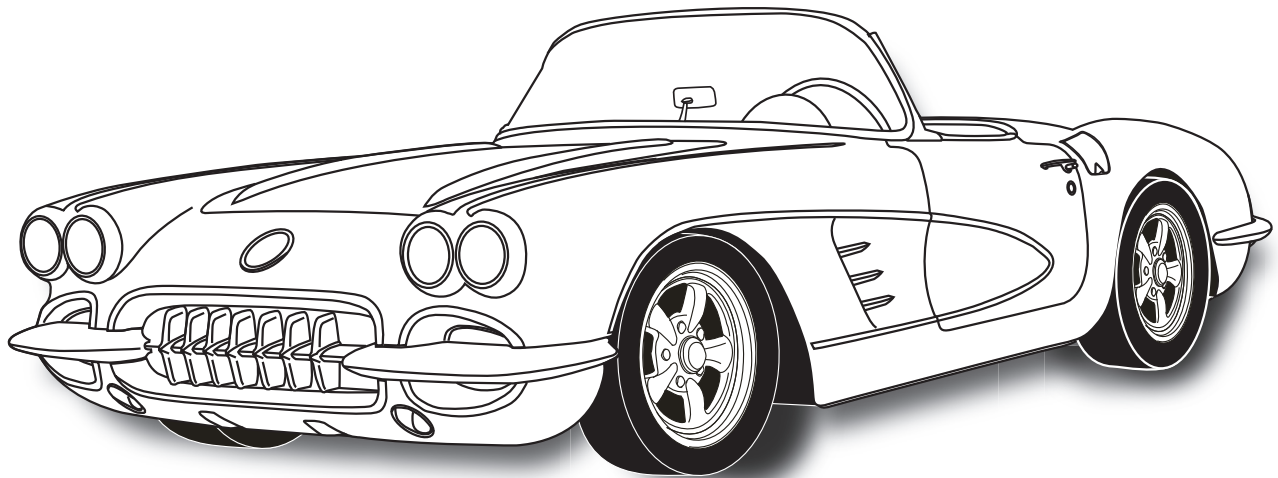




an ISO 9001:2015 Registered Company

1958-62 Chevrolet Corvette

Condenser Kit *with* Drier
(021158)



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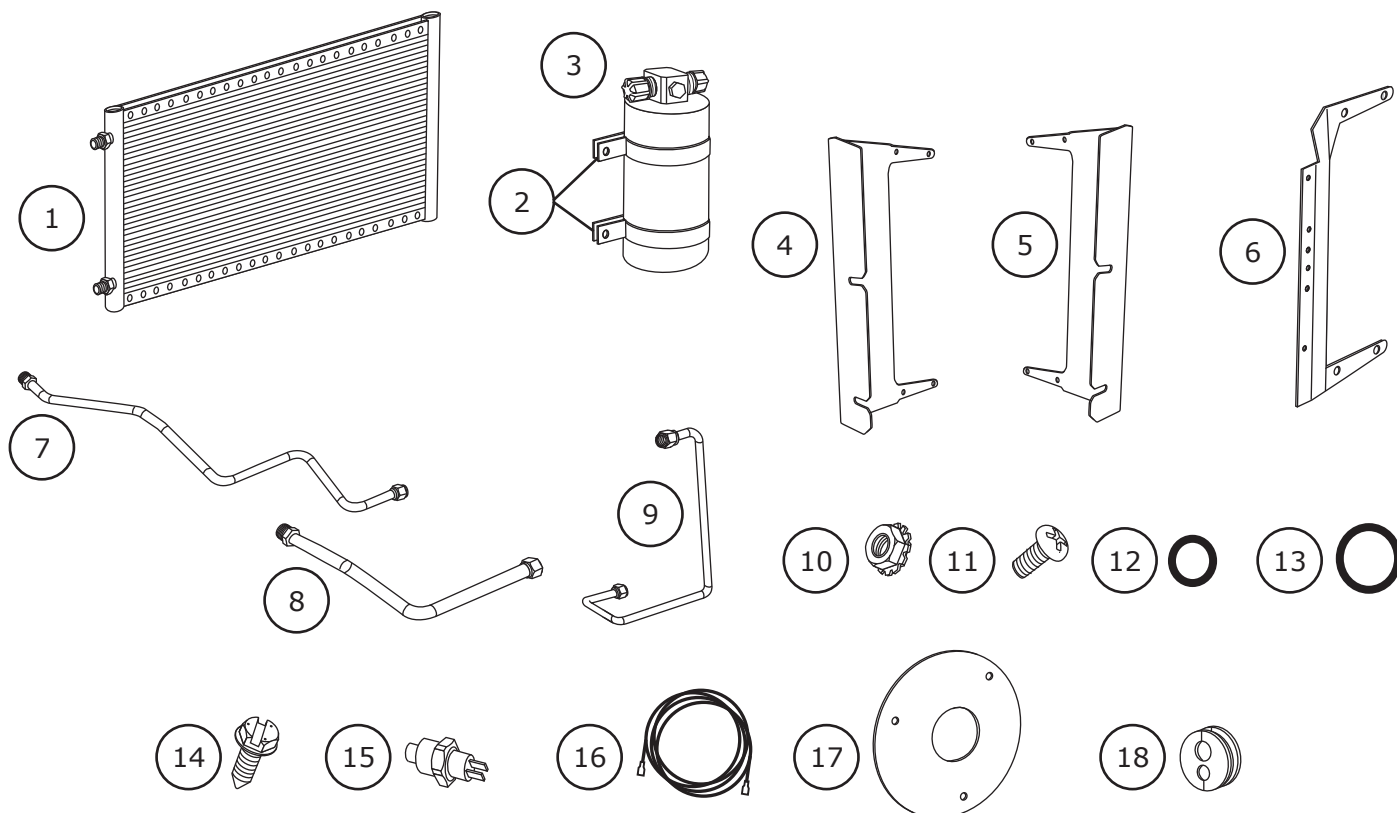


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Packing List: Condenser Kit (021158)

No.	Qty.	Part No.	Description
1.	1	03765-VUC	Condenser, 14" x 20", Parallel Flow
2.	2	07113-VUB	Drier Clamp
3.	1	07321-VUC	Drier
4.	1	644057	Bracket, Condenser, Driver Side
5.	1	644058	Bracket, Condenser, Passenger Side
6.	1	644051	Bracket, Drier
7.	1	091158	Hardline, #6 Drier/Core
8.	1	091159	Hardline, #8 Condenser
9.	1	35130-VCG	Hardline, #6 Condenser/Drier
10.	12	18260-VUB	Nut with Star Washer, 10-24
11.	12	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.	5	18247-VUB	Screw, #10 x 1/2", Sheet Metal
15.	1	11079-VUS	Binary Switch, Male
16.	1	23135-VUW	Compressor Lead
17.	1	644060	Core Support Cover
18.	1	33134-VUI	Grommet, 2-Hole

**** 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.**





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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.

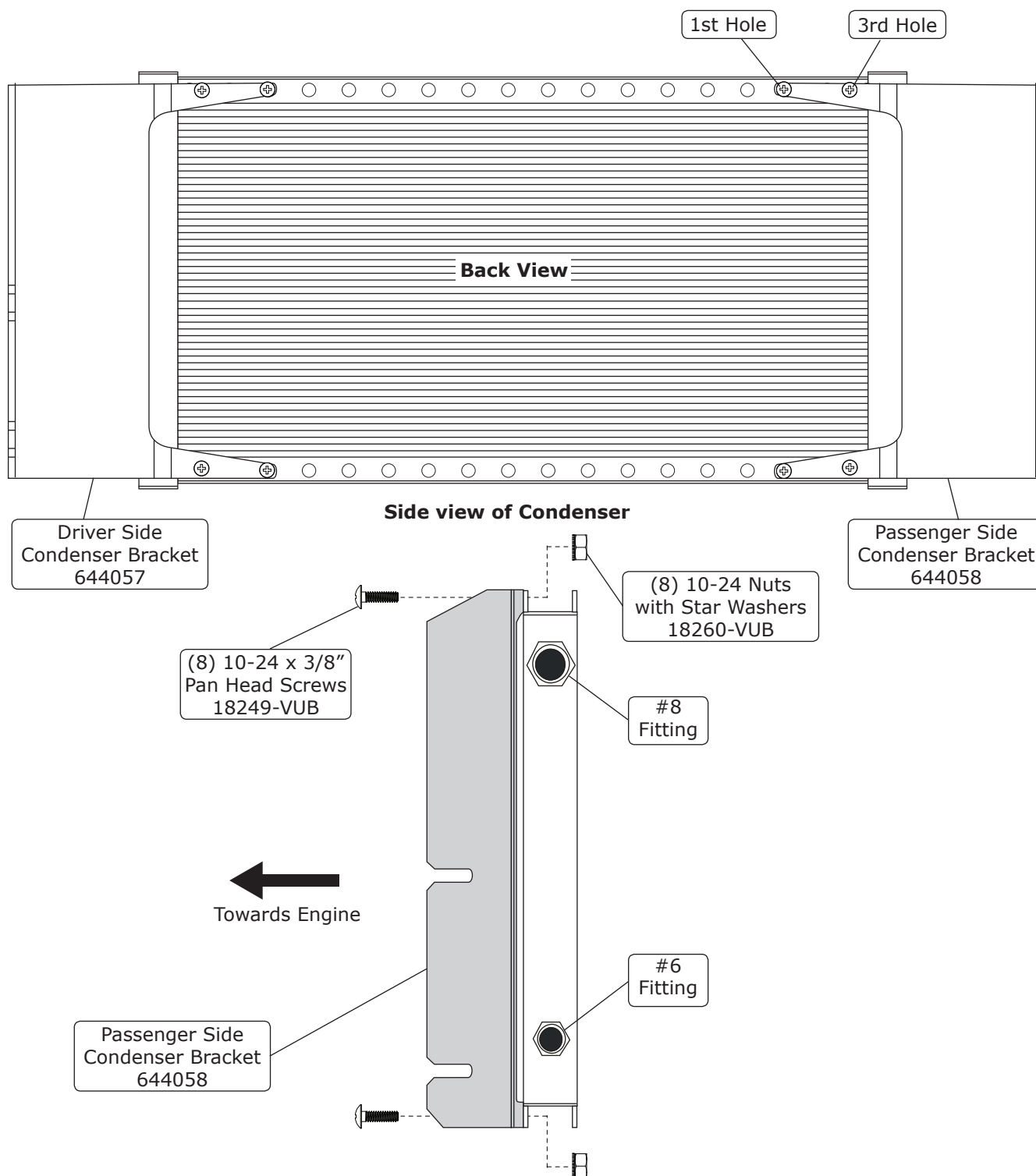


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Condenser Mounting Bracket Installation

NOTE: Mark the hinge location onto the hood, then remove hood and hood prop.

1. Install the drier mounting brackets onto the condenser using (8) 10-24 x 3/8" pan head screws and (8) 10-24 nuts with star washers as shown below. **NOTE: The brackets mount through the 1st and 3rd holes on the back side of the condenser.**

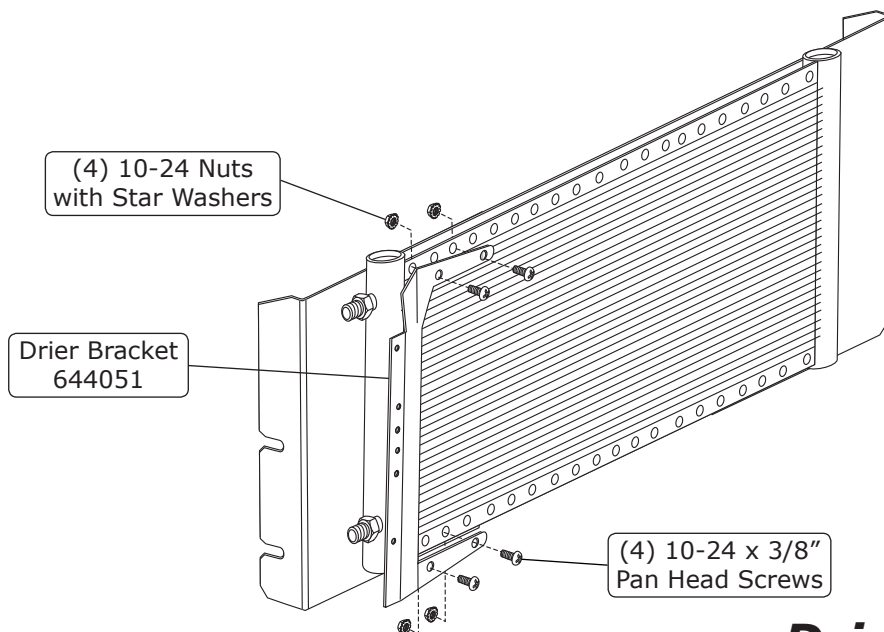




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Drier Mounting Bracket Installation

1. 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 as shown below. **NOTE: The bracket mounts through the 1st and 3rd holes in the condenser.**

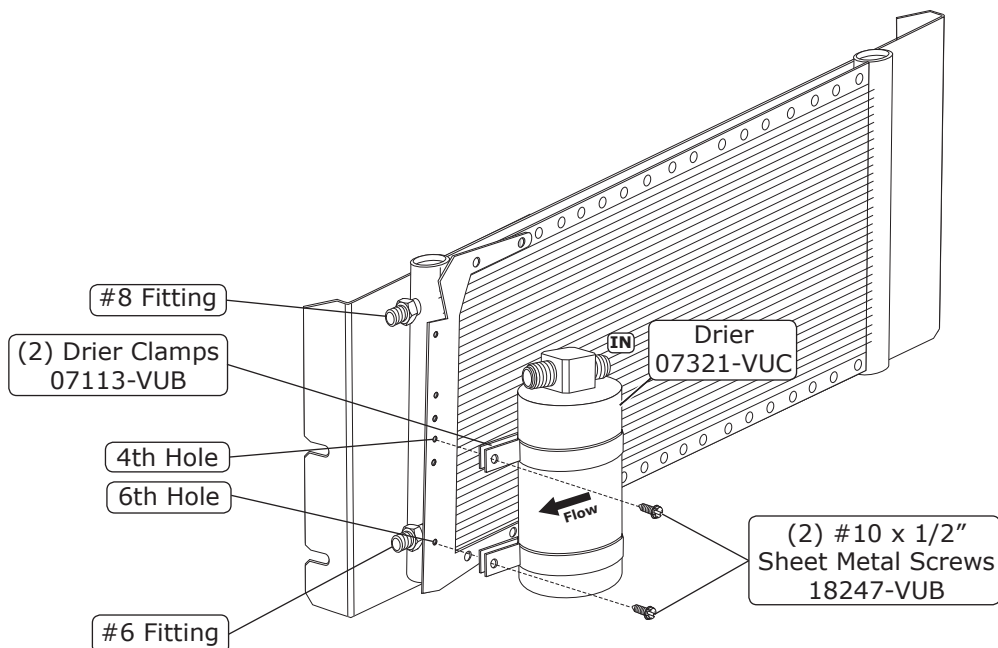


Drier Installation

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 as shown.
2. Using (2) #10 x 1/2" sheet metal screws, install the drier onto the bracket in the 4th and 6th holes from the top. **NOTE: Refrigerant flow through drier is IN from condenser, OUT to evaporator.**

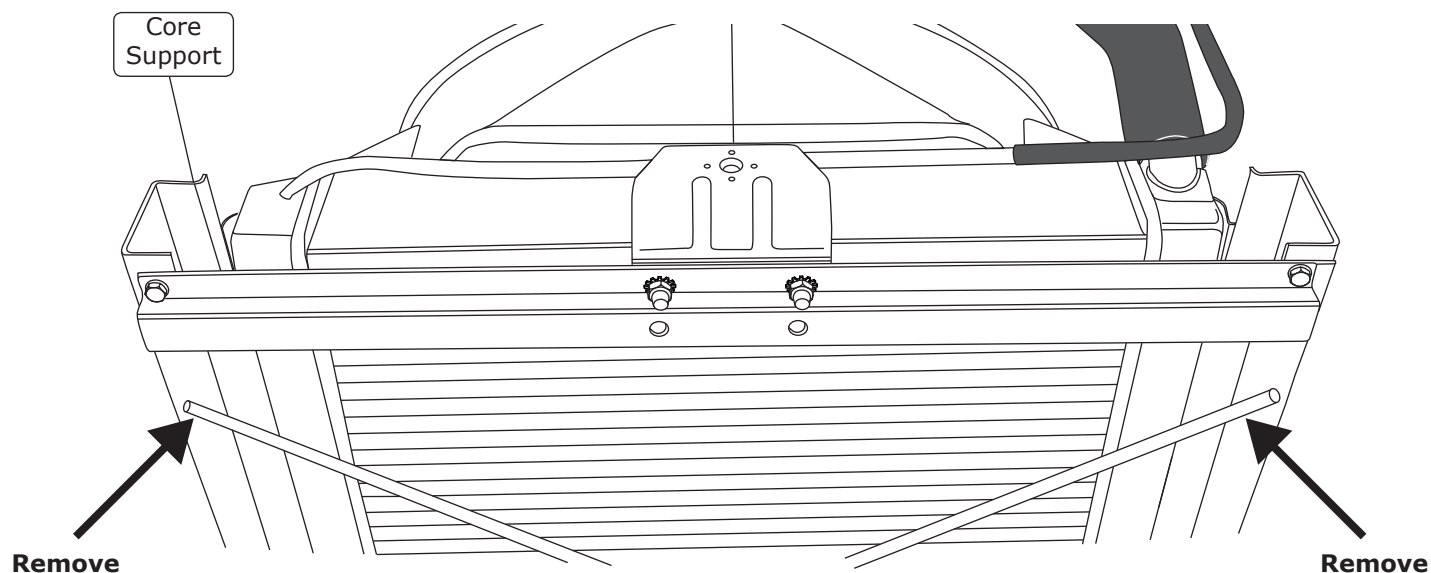




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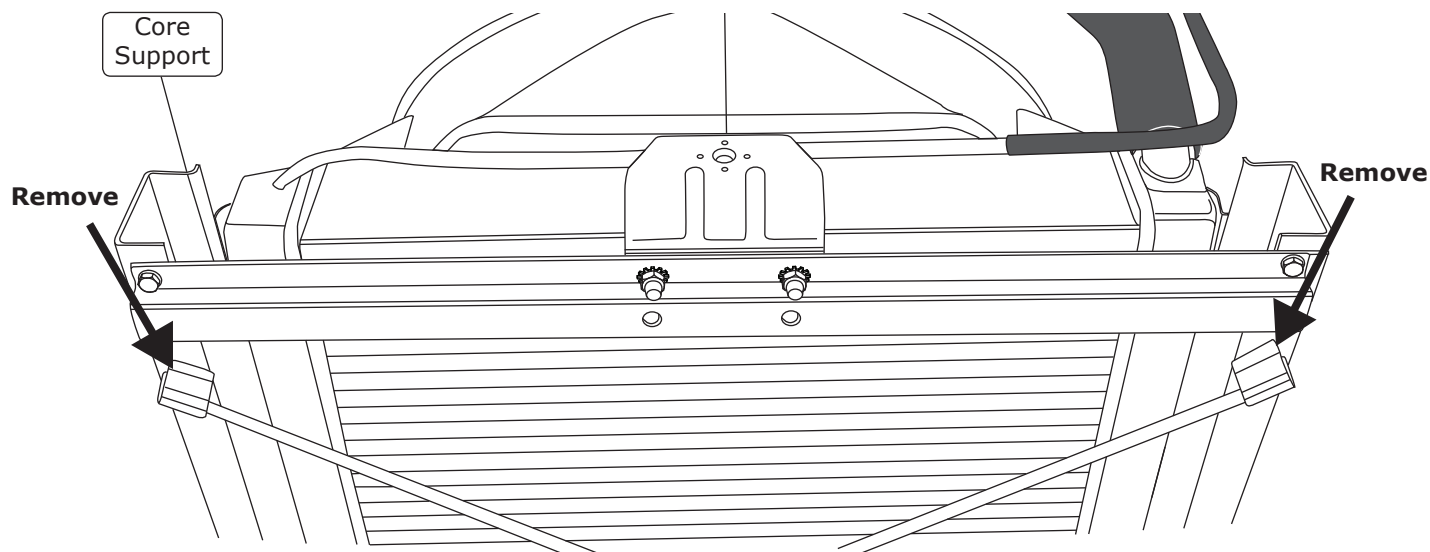
Core Support Modification (1958-59 Vehicles)

1. For proper hood clearance, remove the "X" braces from the radiator core support as shown below.



Core Support Modification (1960-62 Vehicles)

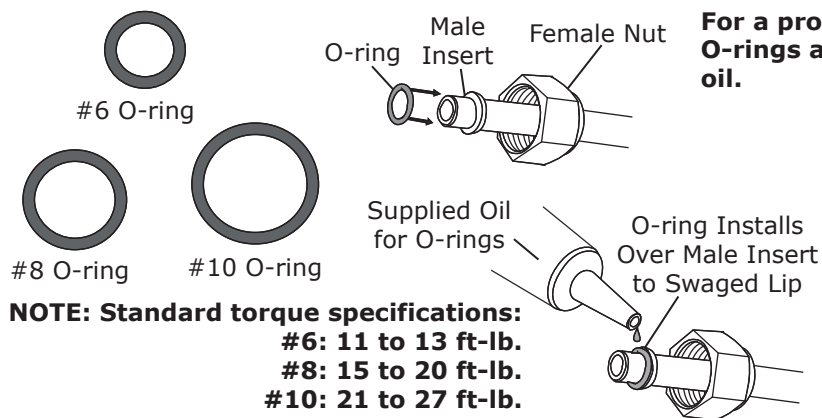
1. For proper hood clearance, remove the "X" braces from the radiator core support as shown below.



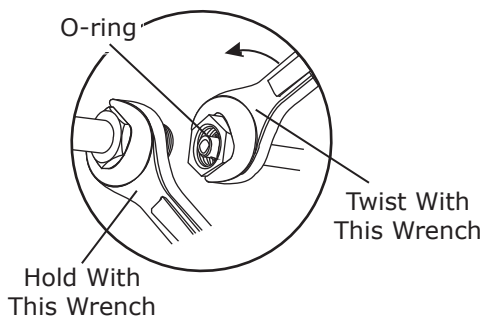


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Lubricating O-rings

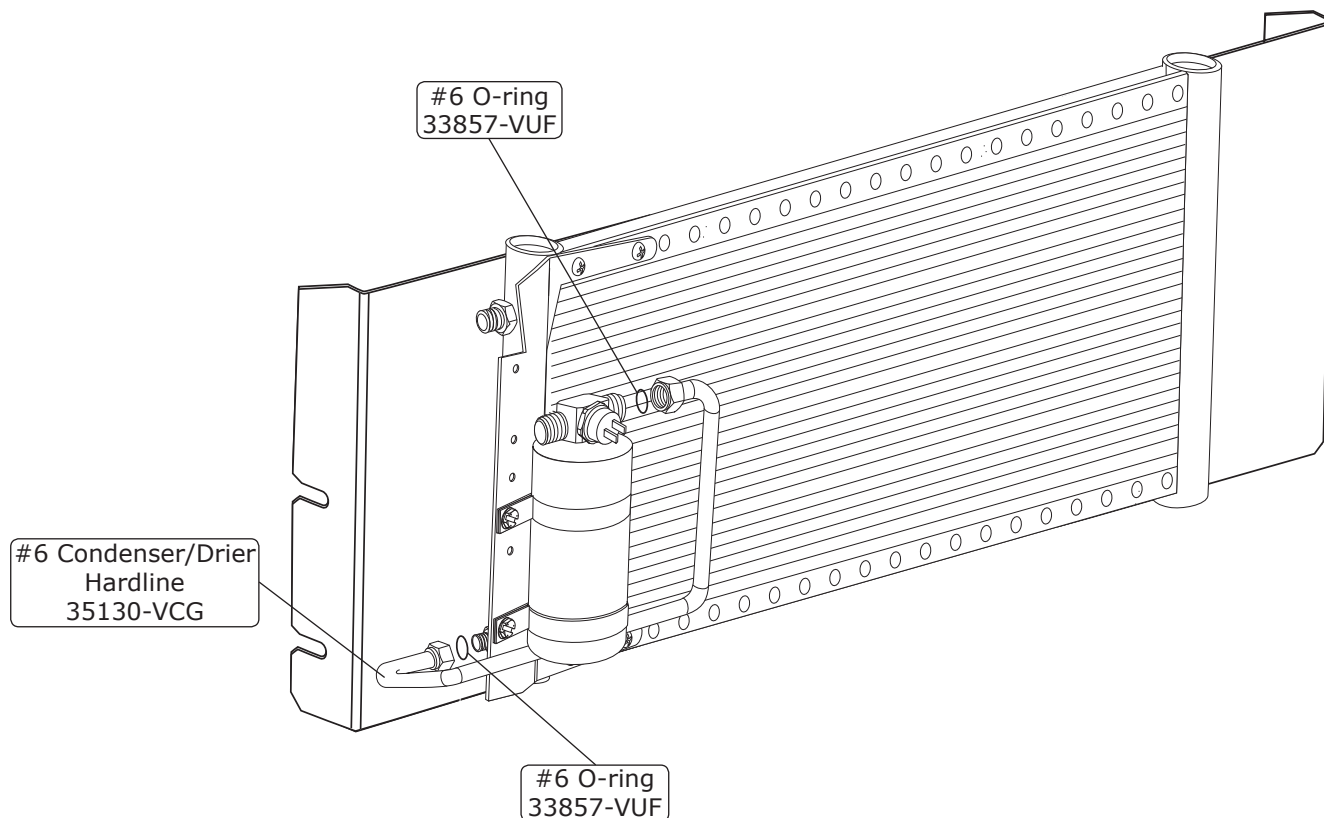


For a proper seal of fittings: Install supplied O-rings as shown, and lubricate with supplied oil.



#6 Condenser/Drier Hardline Installation

1. Lubricate (2) #6 O-ring (See Lubricating O-rings, above), and install the #6 condenser/drier hardline as shown below.

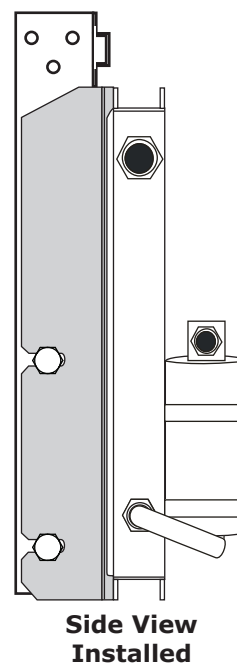
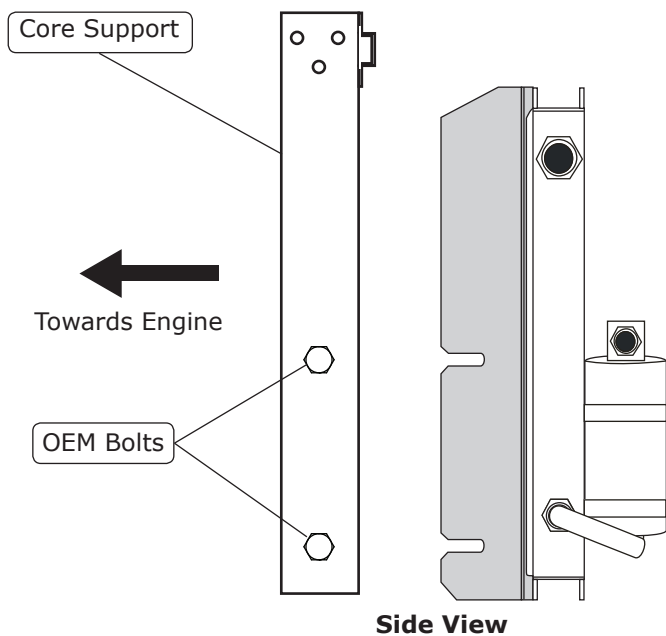




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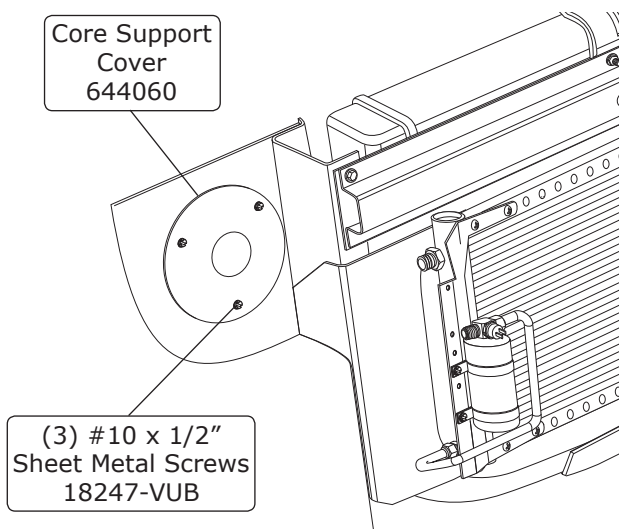
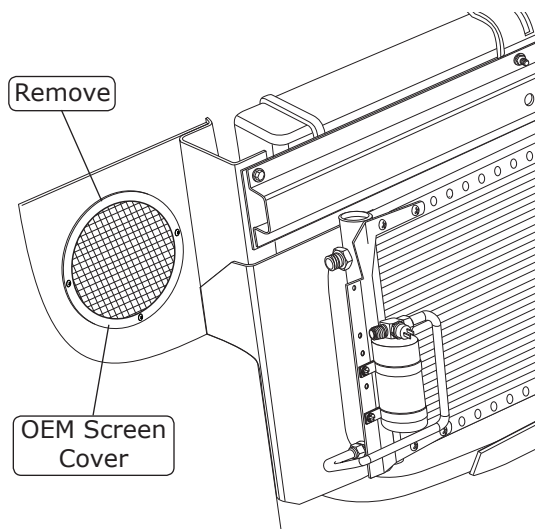
Condenser Installation

1. Install the condenser onto the core support between the inner fender & the core support as shown below.



Core Support Cover Installation

1. Remove the OEM screen cover and install the core support cover using (3) #10 x 1/2" sheet metal screws as shown.

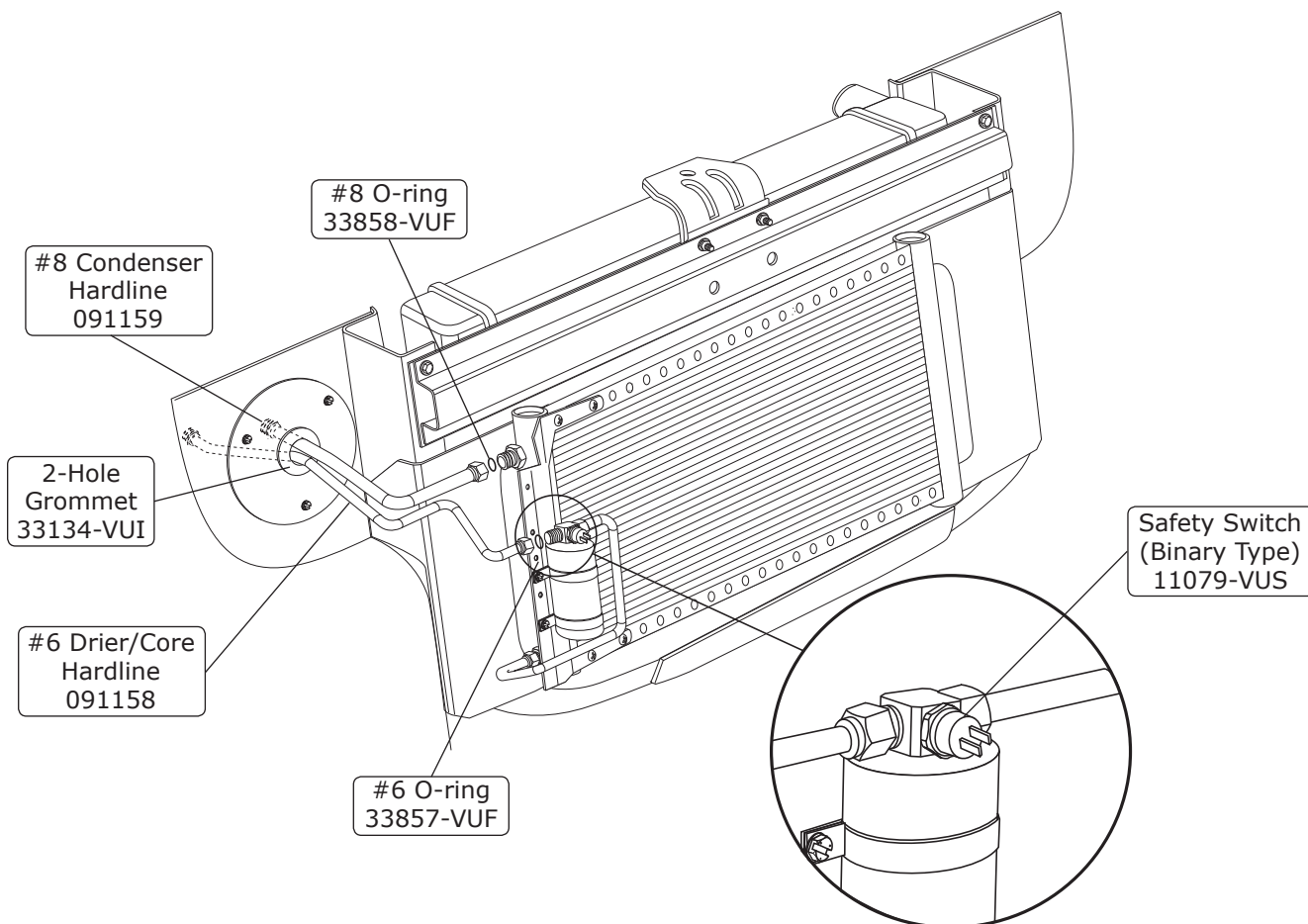




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#6 and #8 Hardline Installation

1. Lubricate a #6 O-ring (See Lubricating O-rings, Page 8), and install the #6 drier/core hardline as shown below. Lubricate a #8 O-ring (See Lubricating O-rings, Page 8) and install the #8 condenser hardline as shown below.
2. Install the 2-hole grommet and safety switch as shown below.
3. Reinstall the hood and hood prop.



Final Steps

1. Reinstall and/or reconnect all remaining items removed or disconnected in the engine compartment. This concludes the condenser kit portion of your installation.

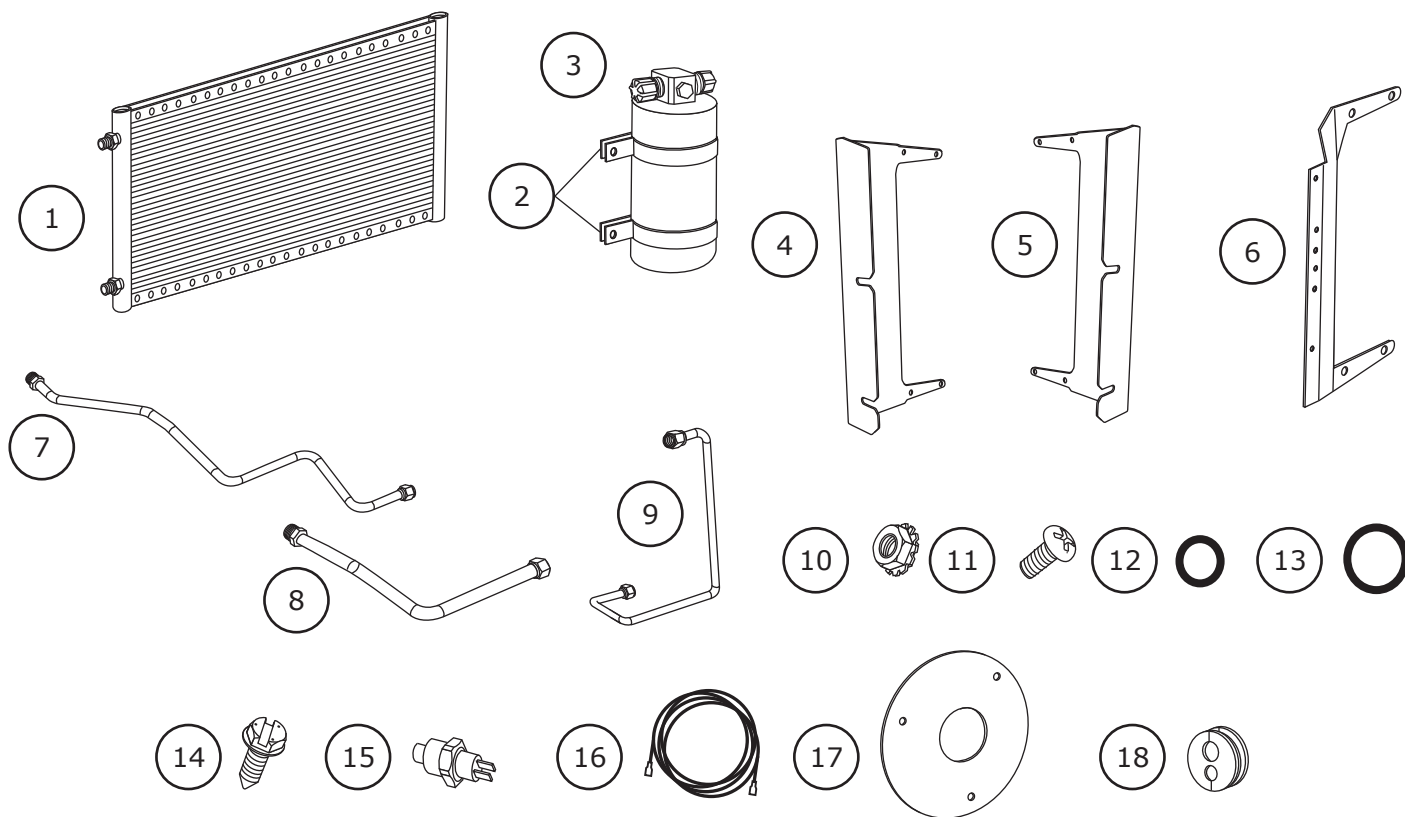


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15.	1	11079-VUS	Binary Switch, Male	_____
16.	1	23135-VUW	Compressor Lead	_____
17.	1	644060	Core Support Cover	_____
18.	1	33134-VUI	Grommet, 2-Hole	_____

Checked By: _____
Packed By: _____
Date: _____



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