



an ISO 9001:2015 Registered Company

1977-82 Chevrolet Corvette

Condenser Kit *with* Drier
(021074)



18865 Goll St. San Antonio, TX 78266
Phone: 800-862-6658
Sales: sales@vintageair.com
Tech Support: tech@vintageair.com
www.vintageair.com



www.vintageair.com

Table of Contents

Cover.....	1
Table of Contents.....	2
Packing List/Parts Disclaimer.....	3
Information Page.....	4
Core Support Measurements.....	5
Condenser Dimensions, Bracket Installation.....	6
Condenser Installation, Lubricating O-rings.....	7
Drier and Binary Switch Installation.....	8
Final Steps.....	9
Packing List.....	10

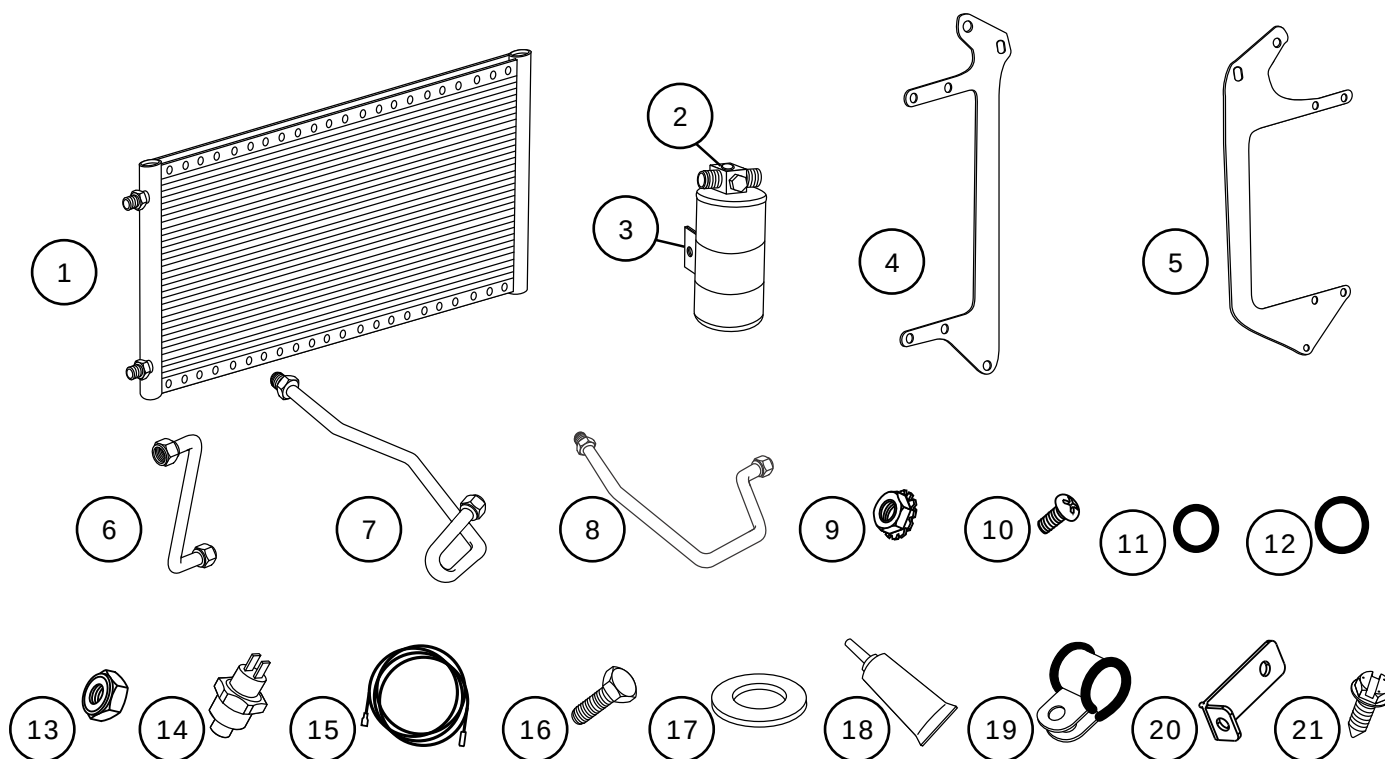


www.vintageair.com

Packing List: Condenser Kit (021074)

No.	Qty.	Part No.	Description
1.	1	03767-VUC	Condenser, 14" x 24", Parallel Flow
2.	1	07321-VUC	Drier
3.	1	65980-VCB	Bracket, Drier
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	091122	Hardline, #6 Drier/Core
8.	1	091121	Hardline, #8 Condenser/Core
9.	9	18260-VUB	Nut with Star Washer, 10-24
10.	9	18249-VUB	Screw, 10-24 x 3/8", Pan Head
11.	3	33857-VUF	O-ring, #6
12.	1	33858-VUF	O-ring, #8
13.	1	18151-VUB	Nut, 5/16-18, Nylon
14.	1	11079-VUS	Binary Switch, Male
15.	1	23135-VUW	Compressor Lead
16.	1	183009-DSR	Bolt, 5/16-18 x 1 1/4", Hex
17.	1	18125-VUB	Washer, 5/16", Flat
18.	1	41117-VUP	Refrigerant Oil
19.	1	31603-VUD	Adel Clamp, #4
20.	1	644184	Bracket, #8 Hardline Support
21.	1	18247-VUB	Screw, #10 x 1/2", Hex Sheet Metal

**** 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.**



www.vintageair.com

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.



www.vintageair.com

Core Support Measurements

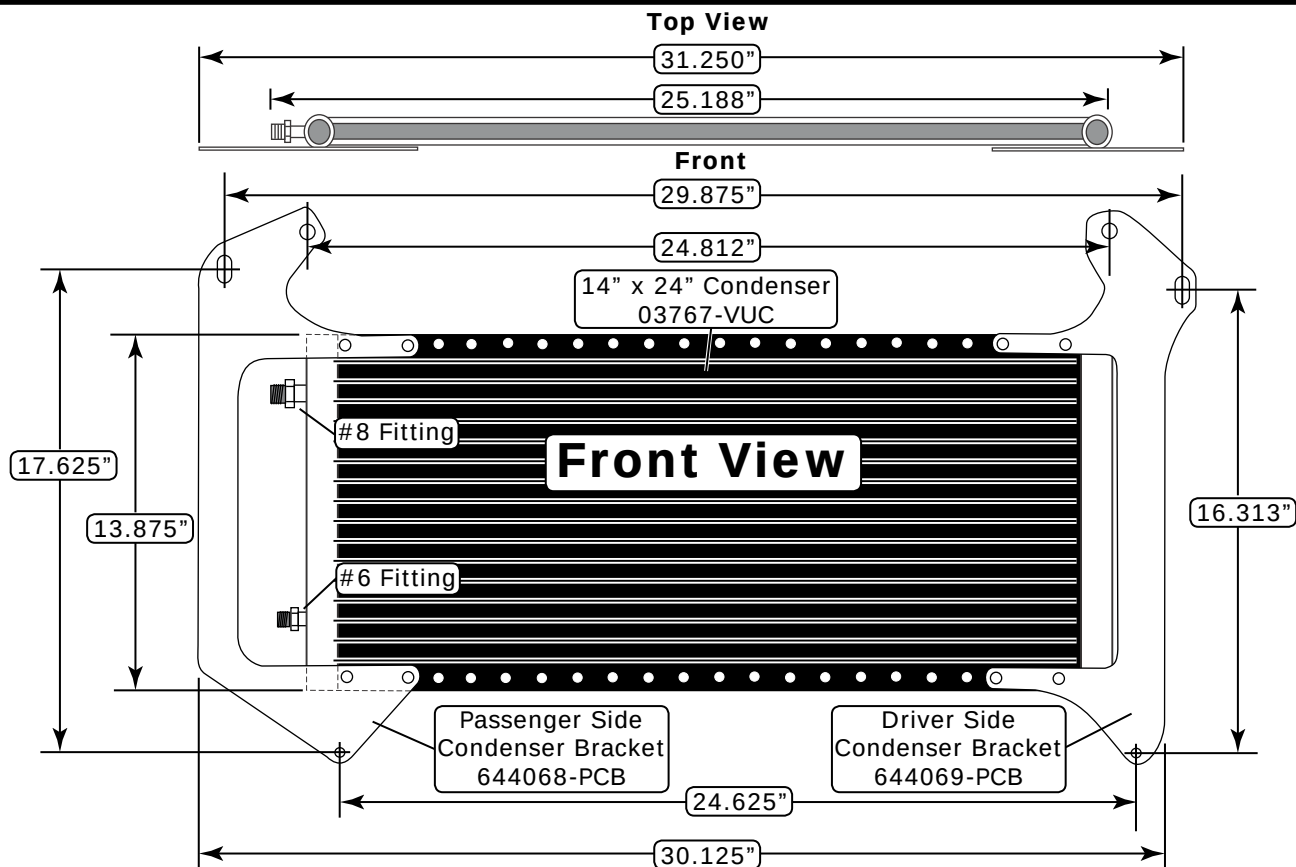
This kit was developed based on the measurements below, which were taken from a 1982 Chevrolet Corvette with factory air.





www.vintageair.com

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.**

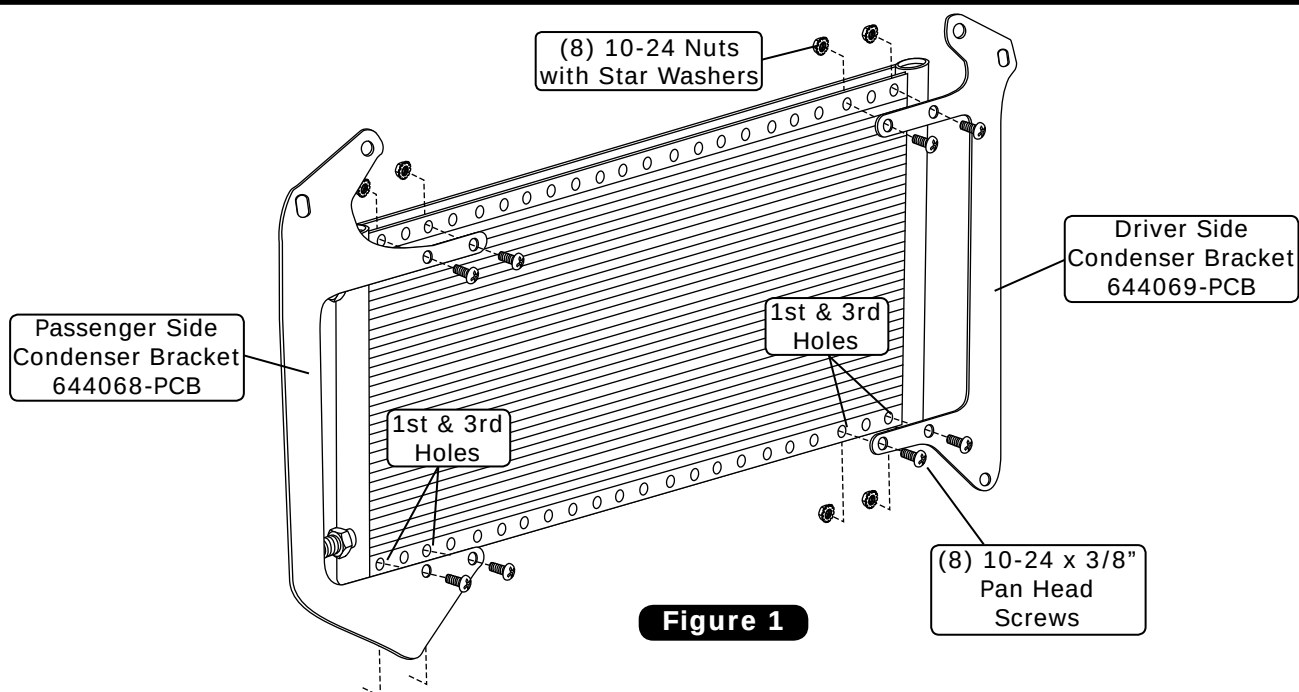


Figure 1



www.vintageair.com

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.

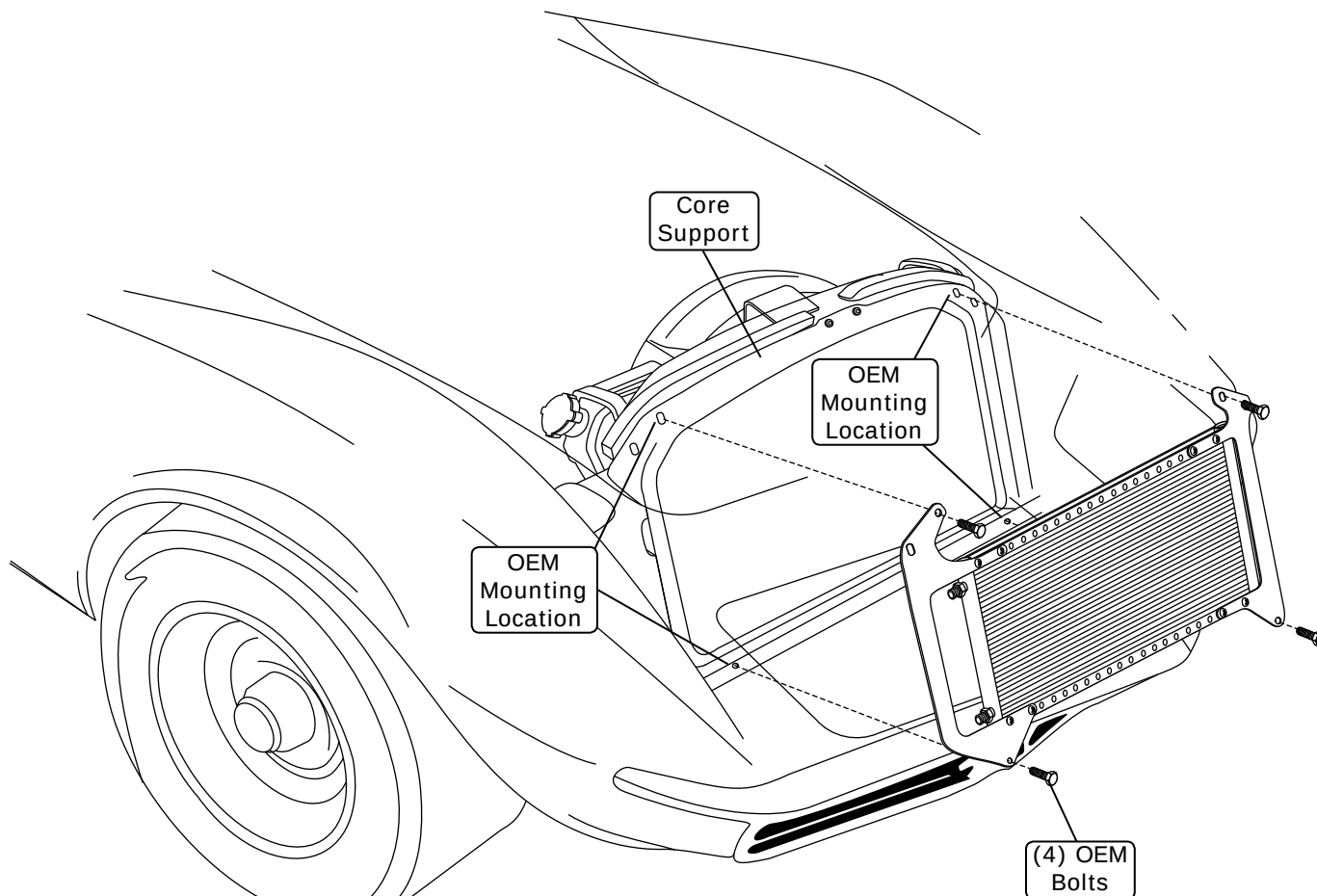
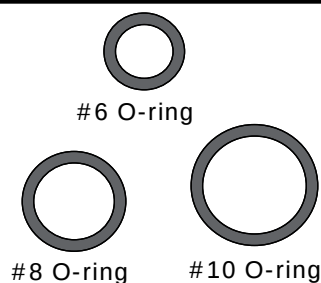


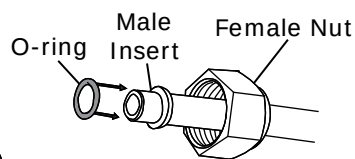
Figure 2

Lubricating O-Rings



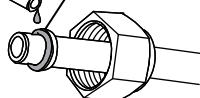
NOTE: Standard torque specifications:

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

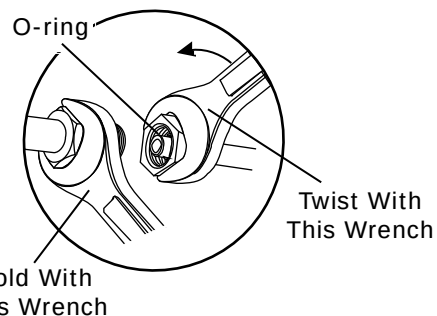


Supplied Oil
for O-rings

O-ring Installs
Over Male Insert
to Swaged Lip



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





www.vintageair.com

Drier and 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. Lubricate the O-ring on the binary switch (See Photo 1, below).
2. Thread the binary switch onto the drier (See Photo 2, below). **NOTE: The binary switch and the drier each come with an O-ring, only use the binary switch O-ring.**
3. Install the drier clamp onto the drier (See Photo 3, below).
4. Remove the front fenderwell mounting bolt that goes through the core support as shown in Figure 3, below. **NOTE: For ease of removal and installation of the fenderwell mounting bolt, it may be necessary to remove the passenger side front tire.** Replace it with a 5/16-18 x 1 1/4" hex bolt and 5/16" flat washer.
5. Install the drier onto the 5/16-18 x 1 1/4" hex bolt, and secure it using a 5/16-18 nylon nut (See Figure 3, below). **NOTE: Refrigerant flow through the drier is IN from condenser, OUT to evaporator. Do not fully tighten the drier bracket nut at this time. Hand tighten only.**
6. Lubricate and install (2) #6 O-rings onto the #6 condenser/drier hardline (See Lubricating O-rings, Page 6). Install the hardline onto the #6 fitting of the condenser and then onto the drier (See Photo 4, below).

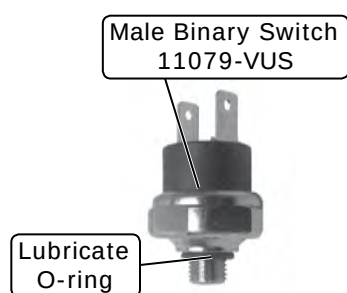


Photo 1

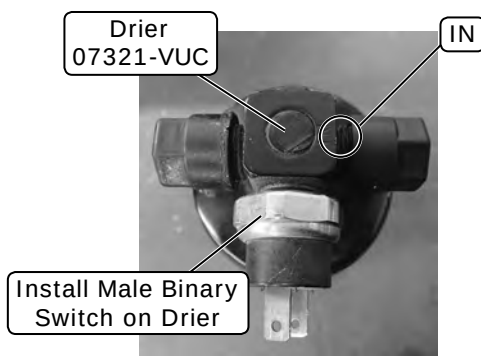


Photo 2



Photo 3

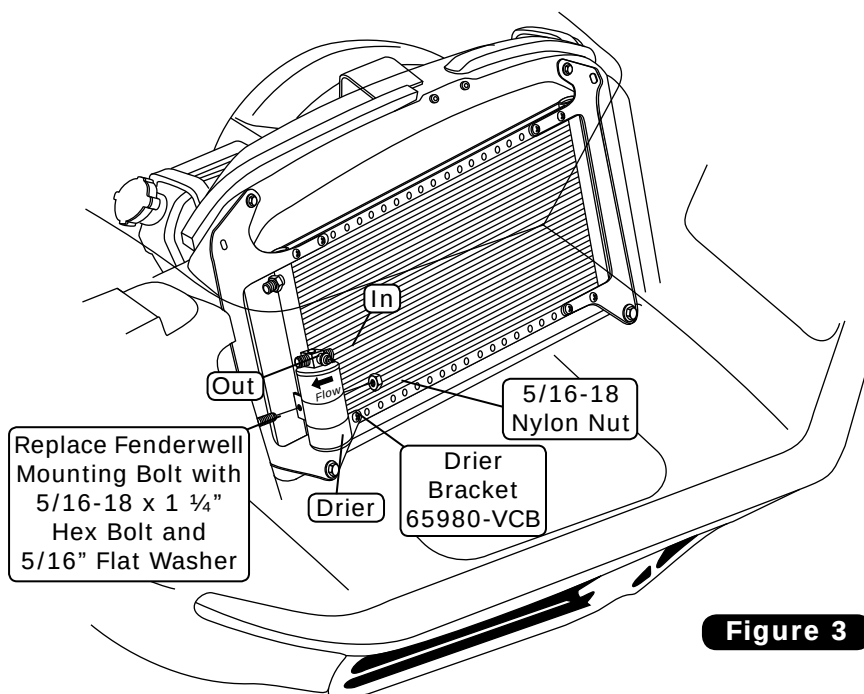


Figure 3

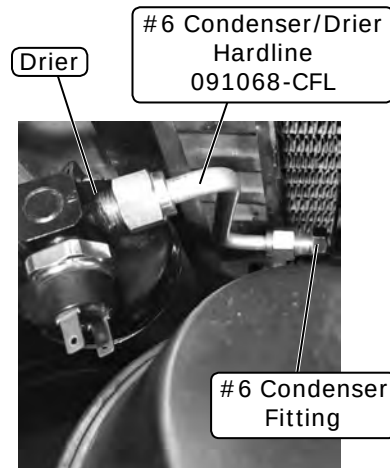


Photo 4



www.vintageair.com

Final Steps

1. Lubricate a #6 O-ring (See Lubricating O-rings, Page 6), and install the #6 drier/core hardline as shown in Figure 1 and Photo 1, below. **NOTE: Do not fully tighten the #6 hardline at this time. Hand tighten only.**
2. Lubricate a #8 O-ring (See Lubricating O-rings, Page 6), and install the #8 condenser/core hardline as shown in Figure 1 and Photo 2, below. **NOTE: Do not fully tighten the #8 hardline at this time. Hand tighten only.**
3. Once all hardlines are properly attached, tighten the drier mounting bracket nut and all hardline connections. **NOTE: Tighten hardline connections as shown in Lubricating O-rings, Page 6.**
4. Install the #4 Adel clamp onto the #8 condenser/core hardline. Loosely attach the #8 hardline support bracket to the Adel clamp with a 10-24 x 3/8" screw and 10-24 nut with star washer (See Photo 3, below).
5. Position the bracket, and using the hardline bracket as a template, drill a 1/8" hole. Secure the bracket using a #10 x 1/2" sheet metal screw (See Photo 4, below).

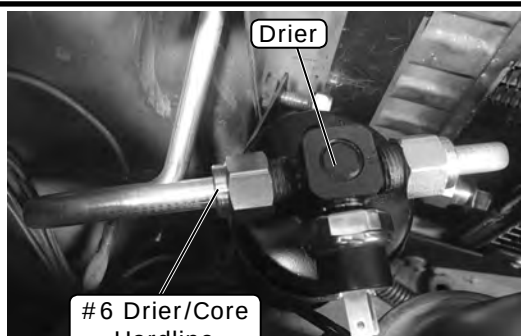


Photo 1

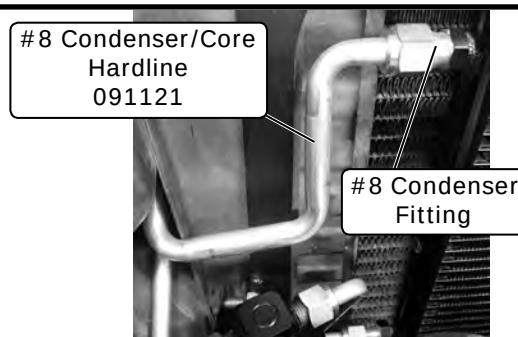


Photo 2

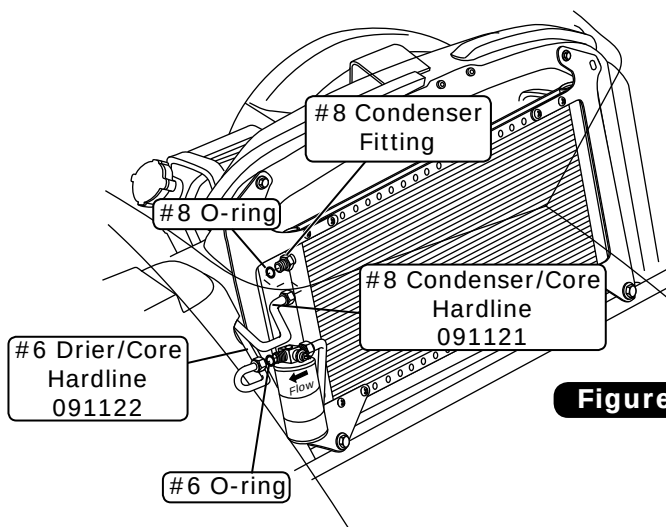


Figure 1

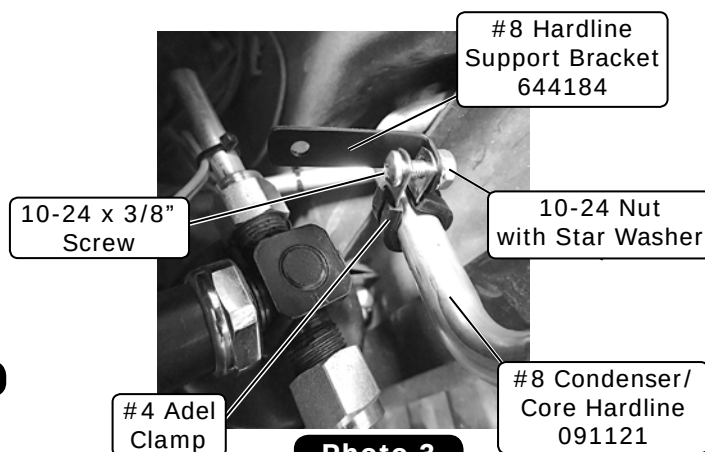


Photo 3

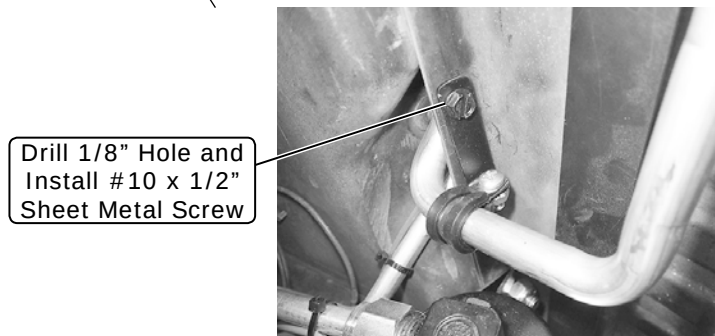


Photo 4

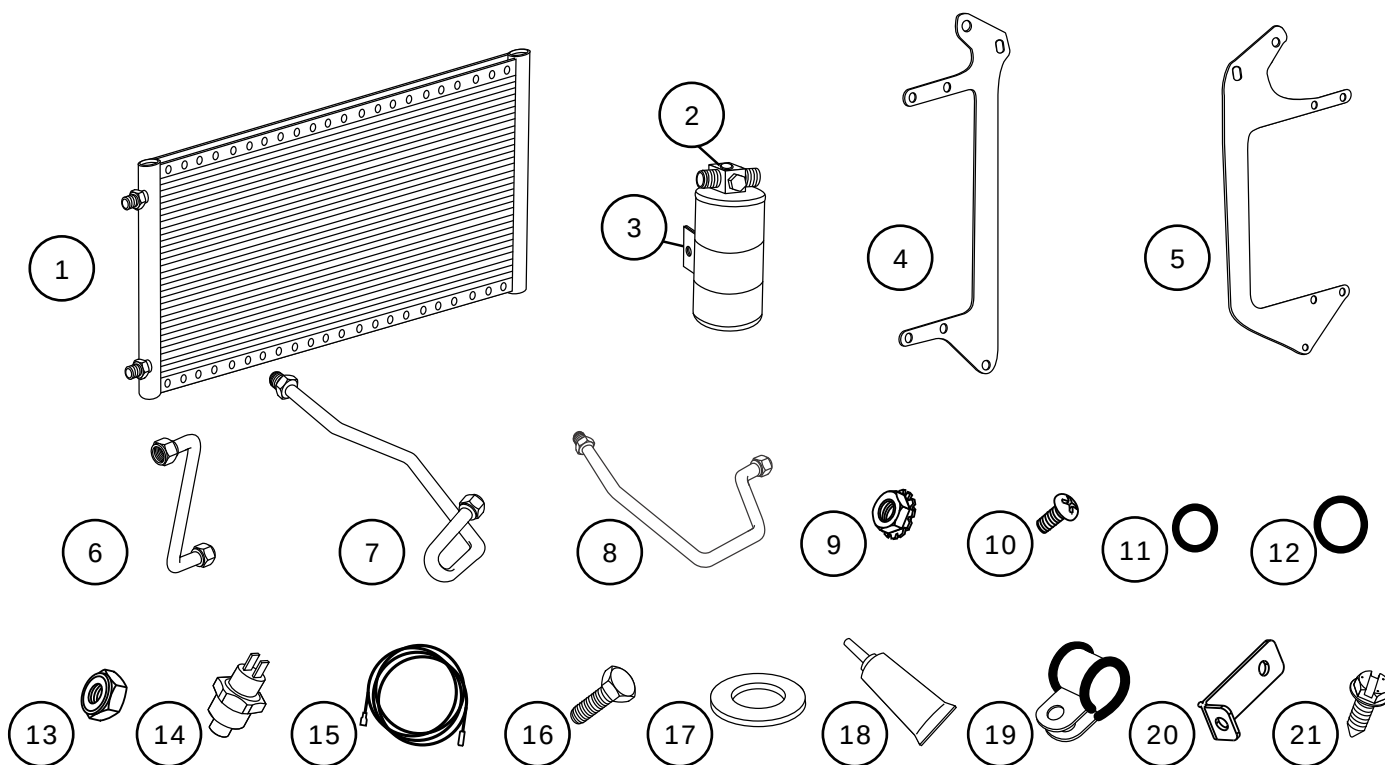


www.vintageair.com

Packing List: Condenser Kit (021074)

No.	Qty.	Part No.	Description
1.	1	03767-VUC	Condenser, 14" x 24", Parallel Flow
2.	1	07321-VUC	Drier
3.	1	65980-VCB	Bracket, Drier
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	091122	Hardline, #6 Drier/Core
8.	1	091121	Hardline, #8 Condenser/Core
9.	9	18260-VUB	Nut with Star Washer, 10-24
10.	9	18249-VUB	Screw, 10-24 x 3/8", Pan Head
11.	3	33857-VUF	O-ring, #6
12.	1	33858-VUF	O-ring, #8
13.	1	18151-VUB	Nut, 5/16-18, Nylon
14.	1	11079-VUS	Binary Switch, Male
15.	1	23135-VUW	Compressor Lead
16.	1	183009-DSR	Bolt, 5/16-18 x 1 1/4", Hex
17.	1	18125-VUB	Washer, 5/16", Flat
18.	1	41117-VUP	Refrigerant Oil
19.	1	31603-VUD	Adel Clamp, #4
20.	1	644184	Bracket, #8 Hardline Support
21.	1	18247-VUB	Screw, #10 x 1/2", Hex Sheet Metal

Checked By: _____
Packed By: _____
Date: _____



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