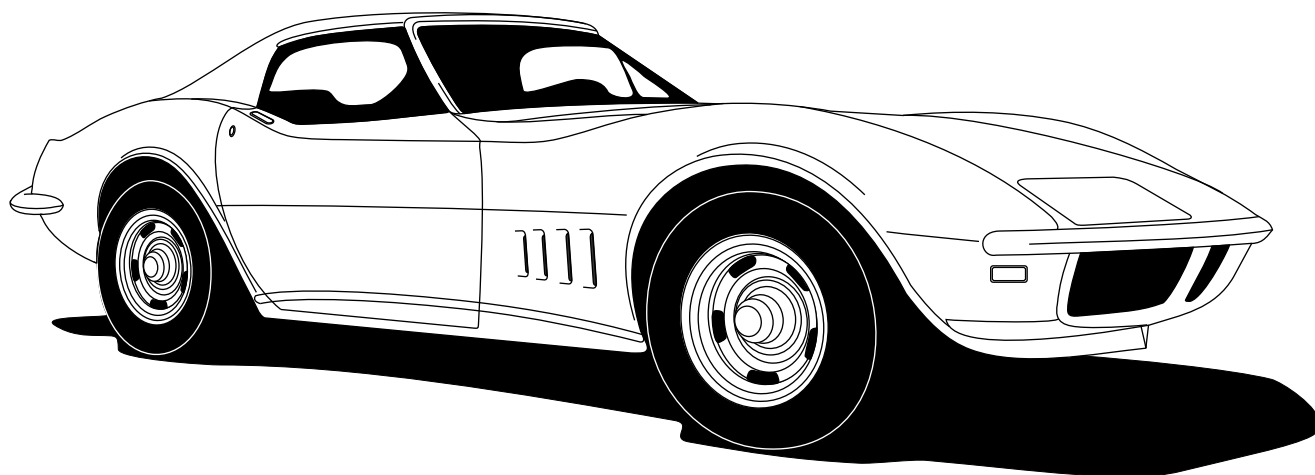




an ISO 9001:2008 Registered Company

1973-76 Chevrolet Corvette

Condenser Kit *with* Drier
(021073)



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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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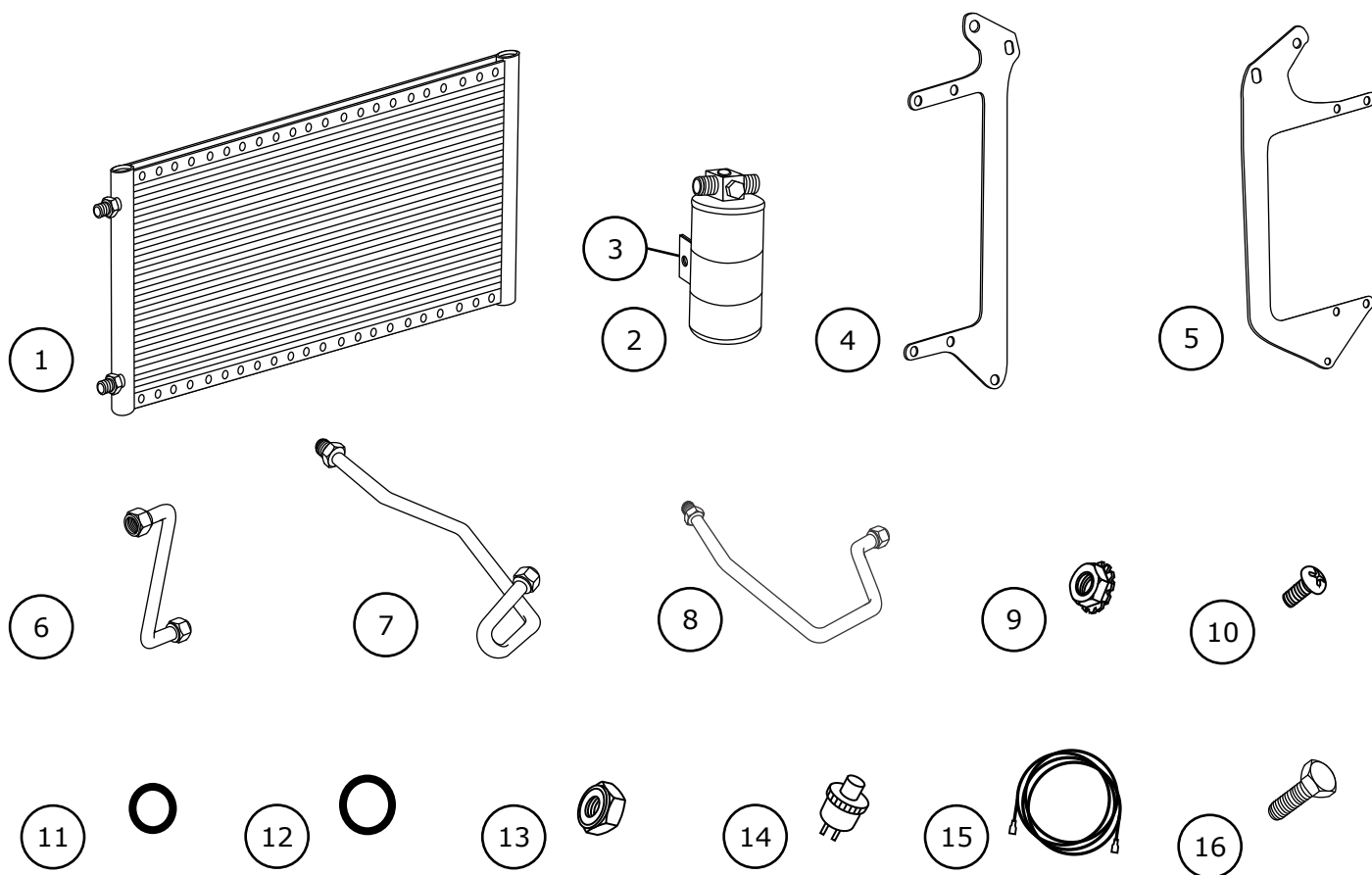


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Packing List: Condenser Kit (021073)

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	091077	Hardline, #6 Drier/Core
8.	1	091075	Hardline, #8 Condenser/Core
9.	8	18260-VUB	Nut, 10-24, with Star Washer
10.	8	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
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"

**** 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.

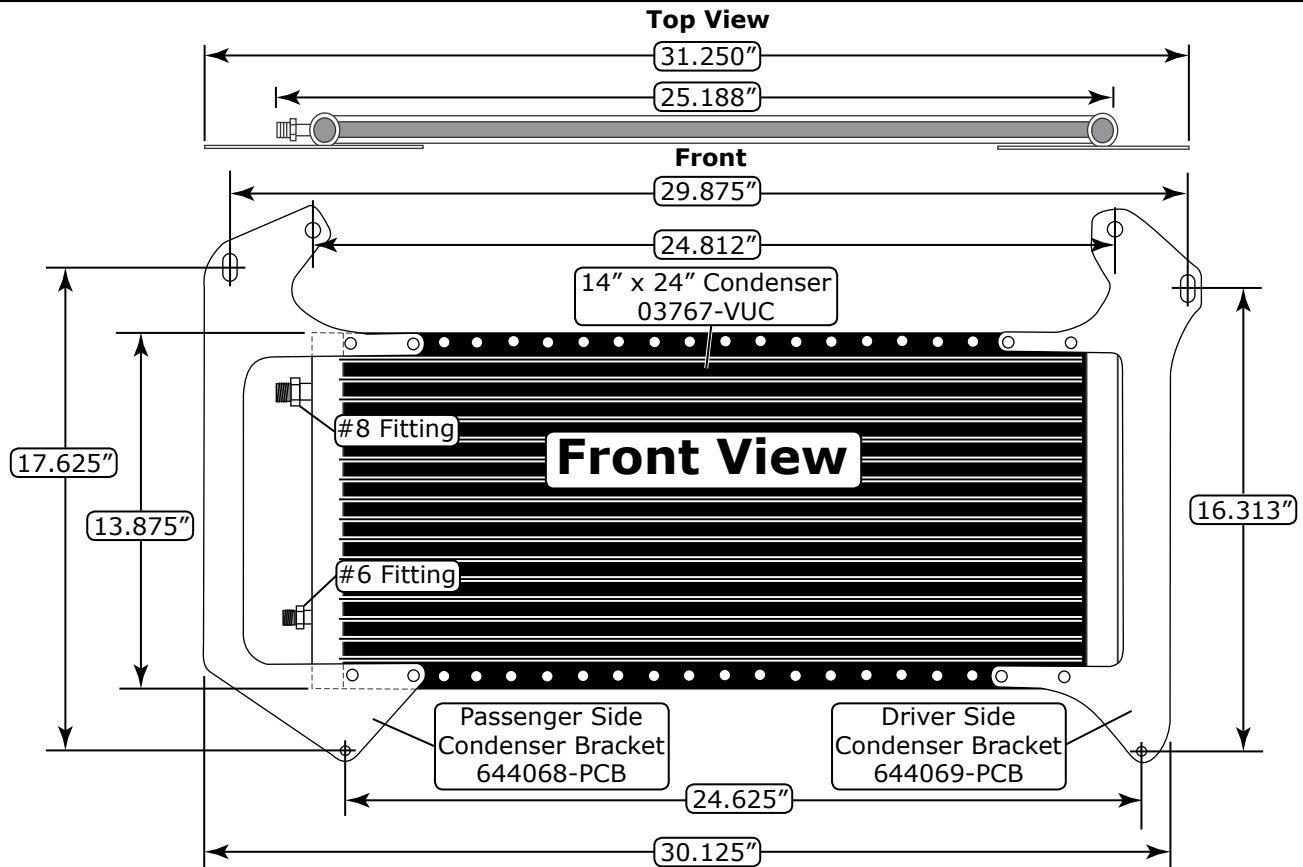
Heater Hose (Not Included With This Kit):

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.



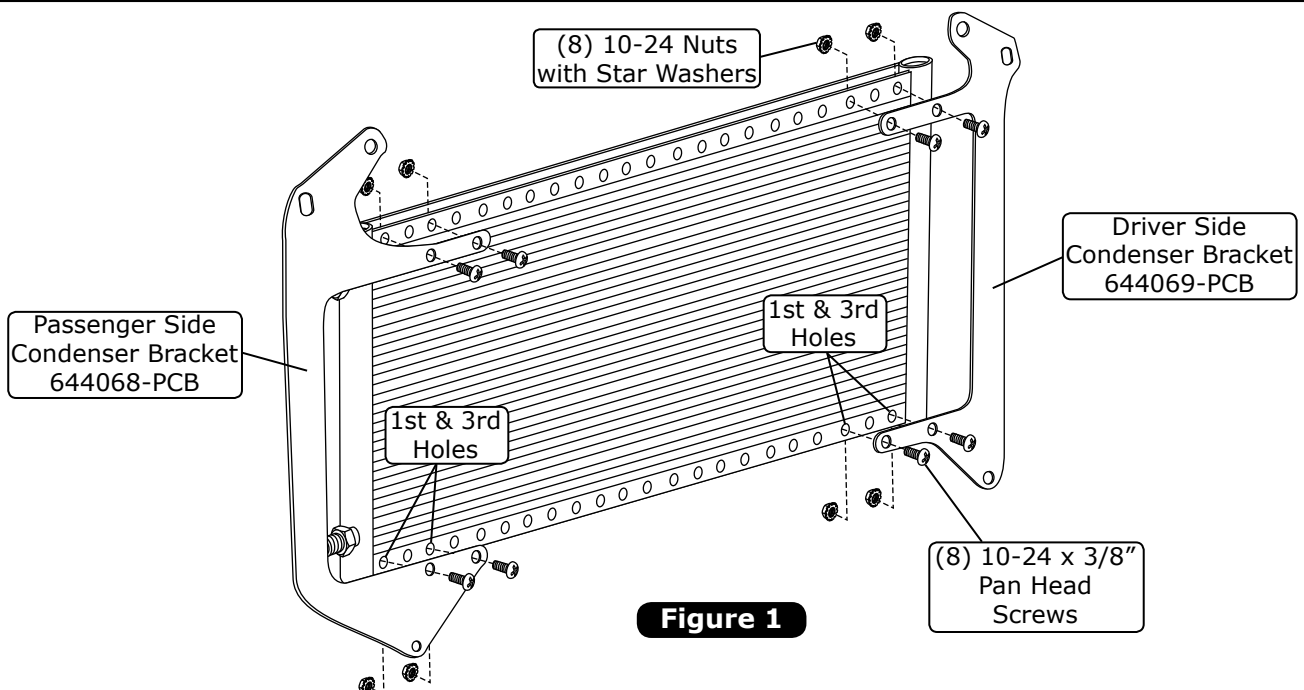
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Condenser Dimensions



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.

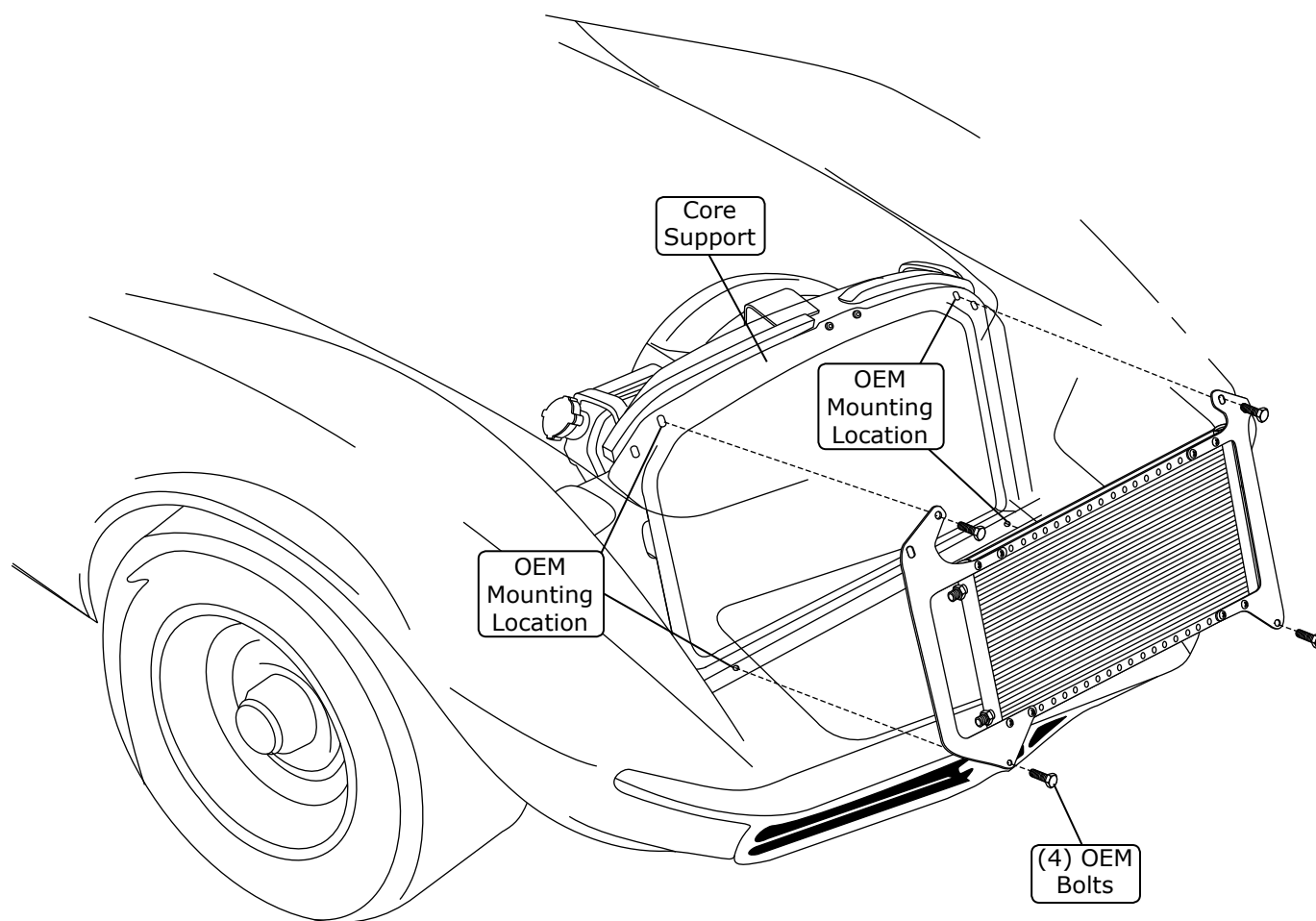


Figure 2



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#6 Condenser/Drier Hardline Installation

1. Lubricate a #6 O-ring, and install the #6 condenser/drier as shown in Figures 3 & 4, below. **NOTE: Do not fully tighten the #6 hardline at this time. Hand tighten only.**

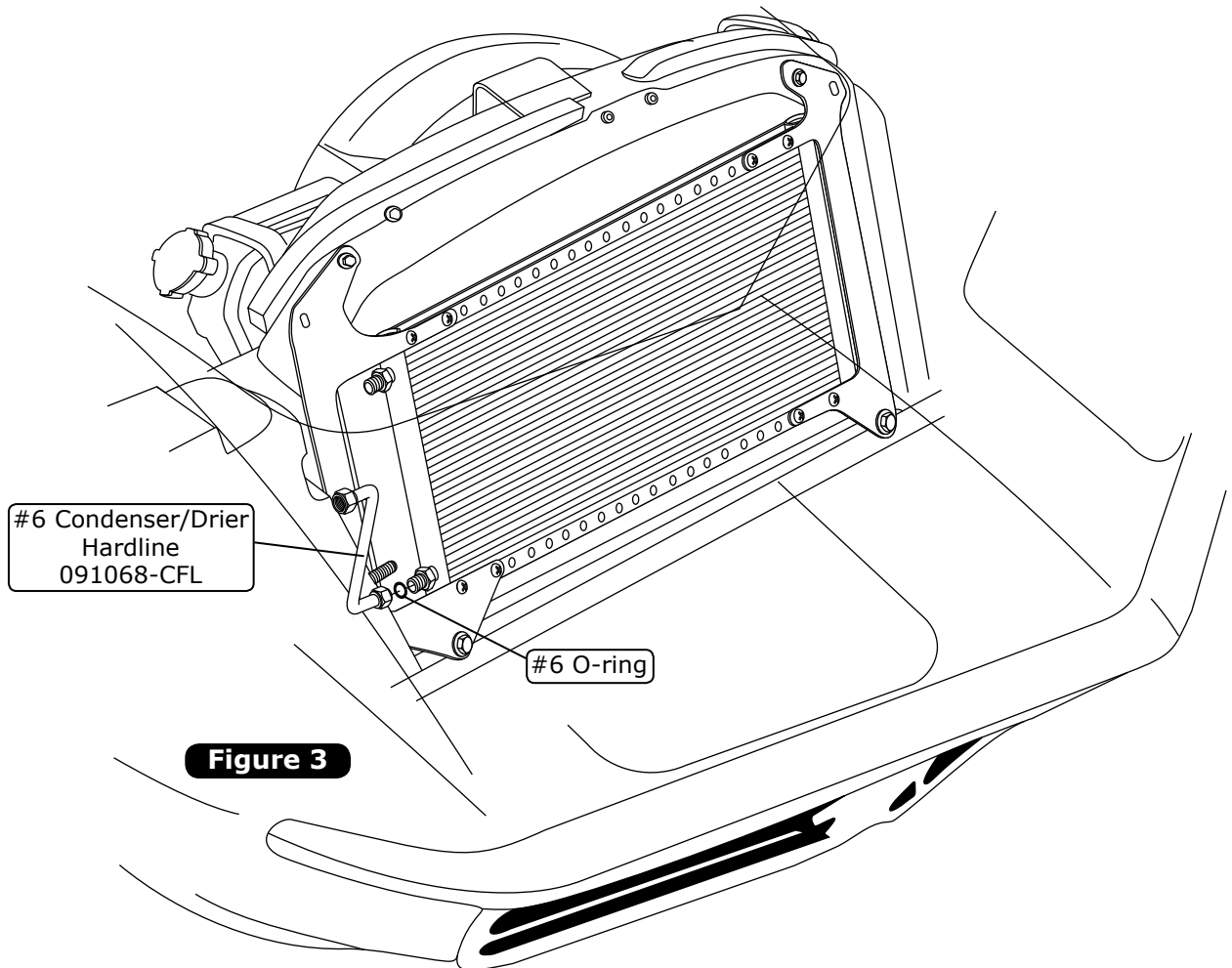
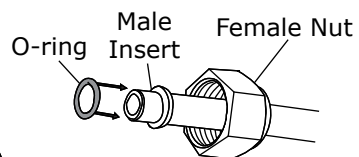
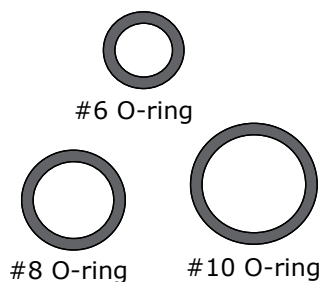


Figure 3

Lubricating O-rings



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

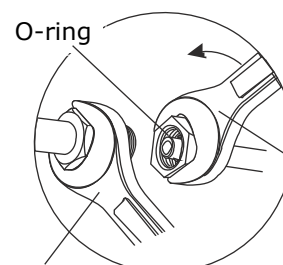


Figure 4

Twist With This Wrench

Hold With This Wrench

NOTE: Standard torque specifications:

#6: 11 to 13 ft-lb.

#8: 15 to 20 ft-lb.

#10: 21 to 27 ft-lb.



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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 5, 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 5, 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 4, Page 7, and Figure 6, 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 6, below.

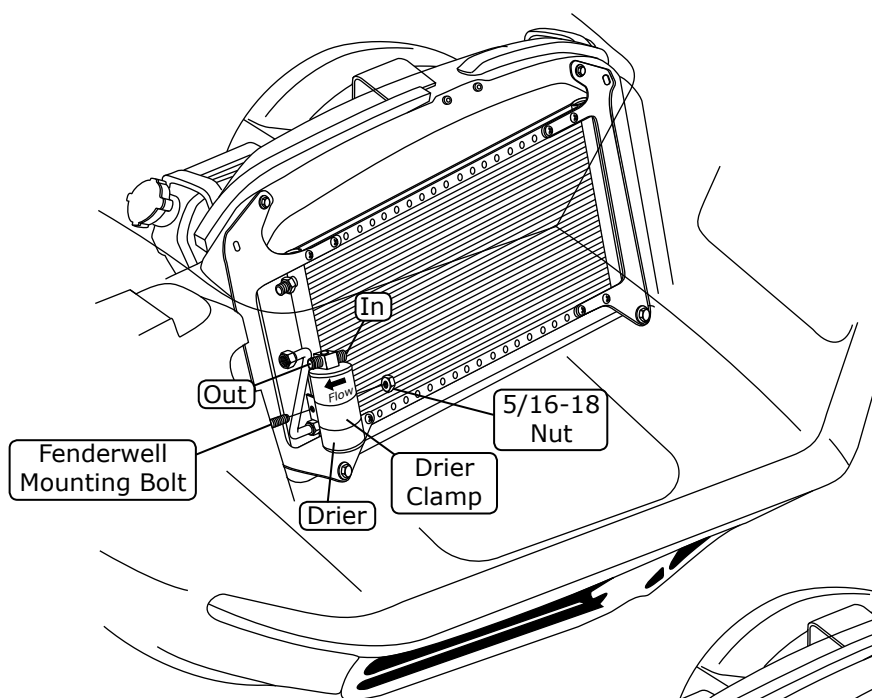


Figure 5

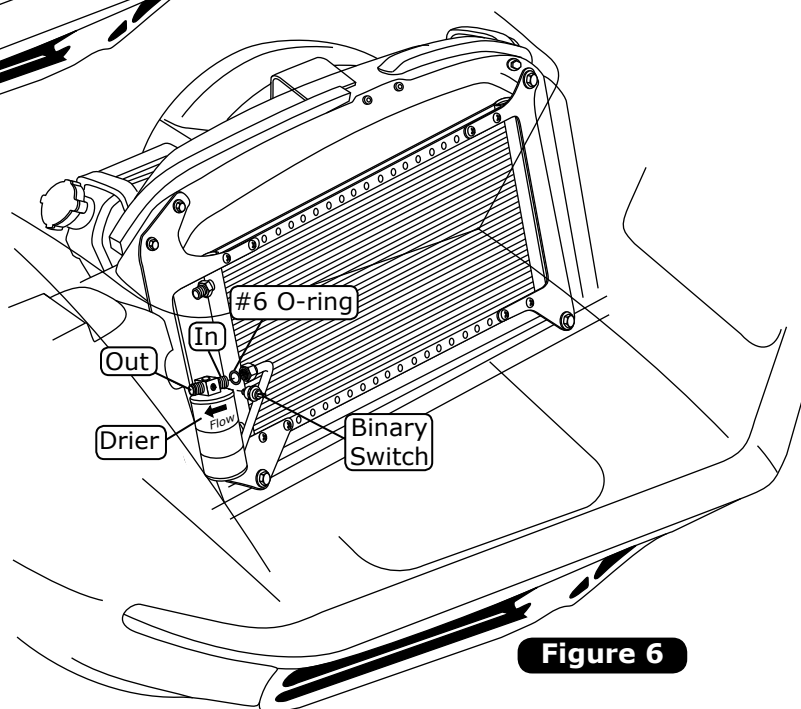


Figure 6



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Final Steps

1. Lubricate a #8 O-ring and install the #8 condenser/core hardline as shown in Figure 4, Page 7, and Figure 7, 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 4, Page 7, and Figure 7, 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 4, Page 7.

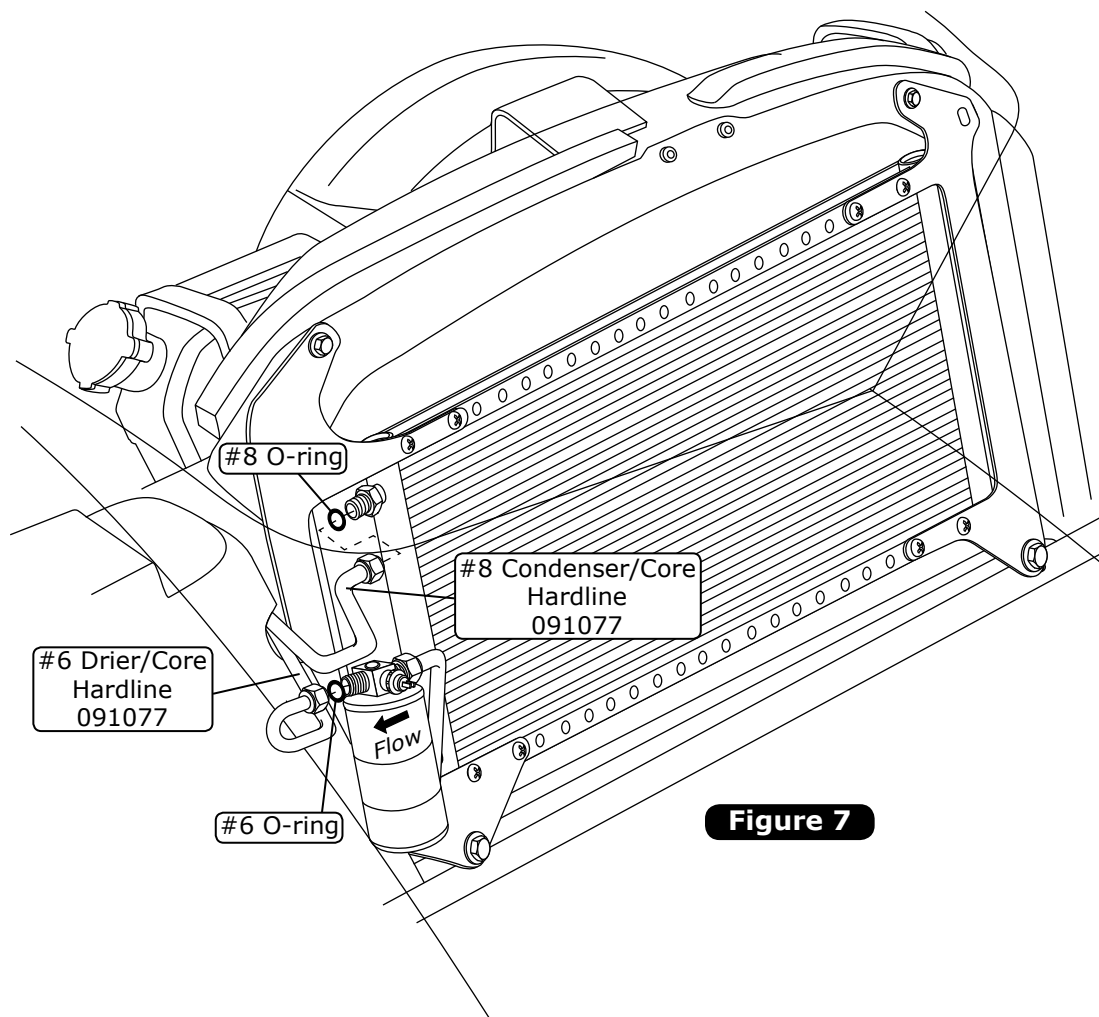


Figure 7

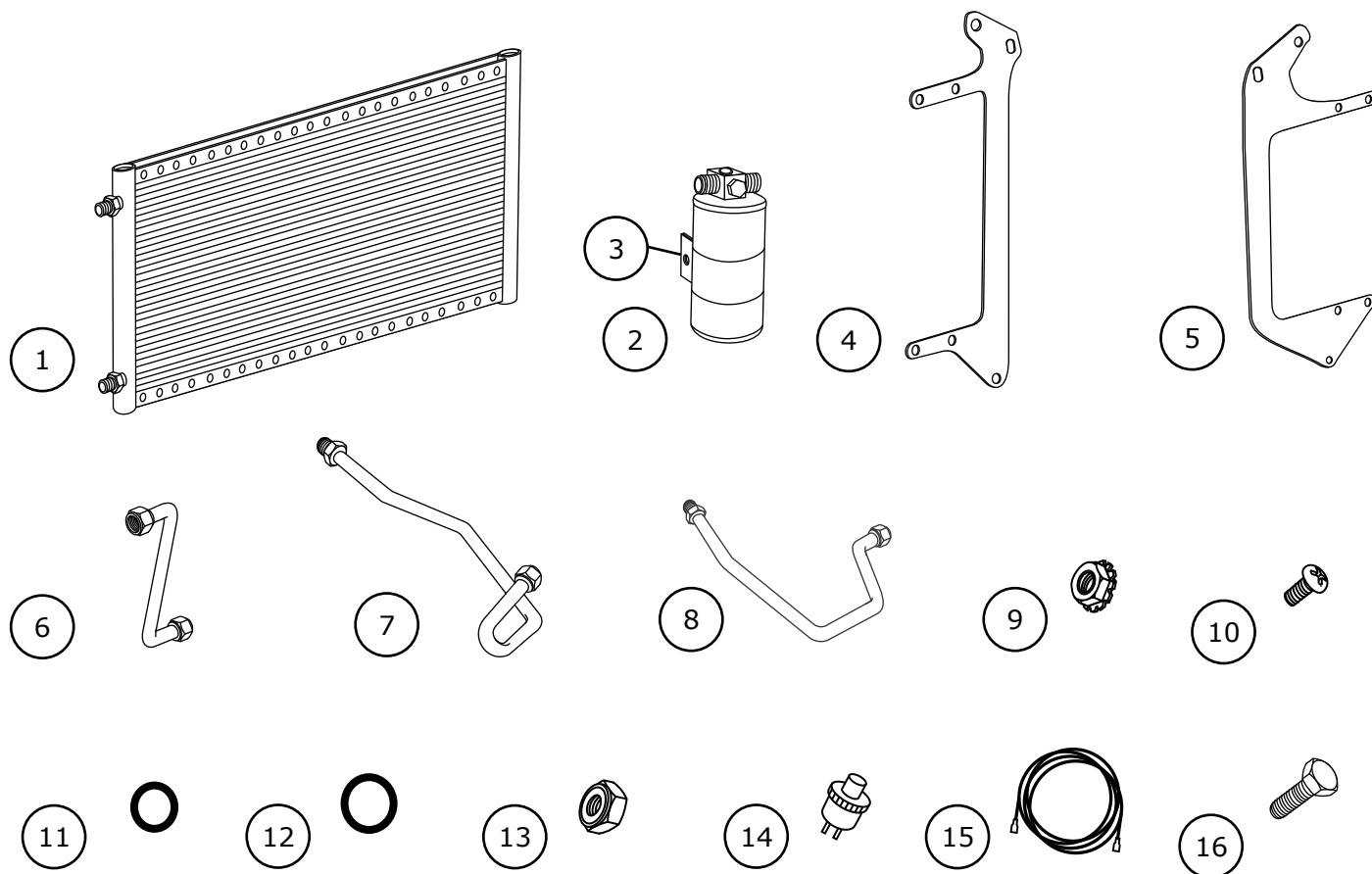


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15.	1	23135-VUW	Compressor Lead	_____
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Checked By: _____
Packed By: _____
Date: _____



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Refer to packing list for actual parts and quantities.**