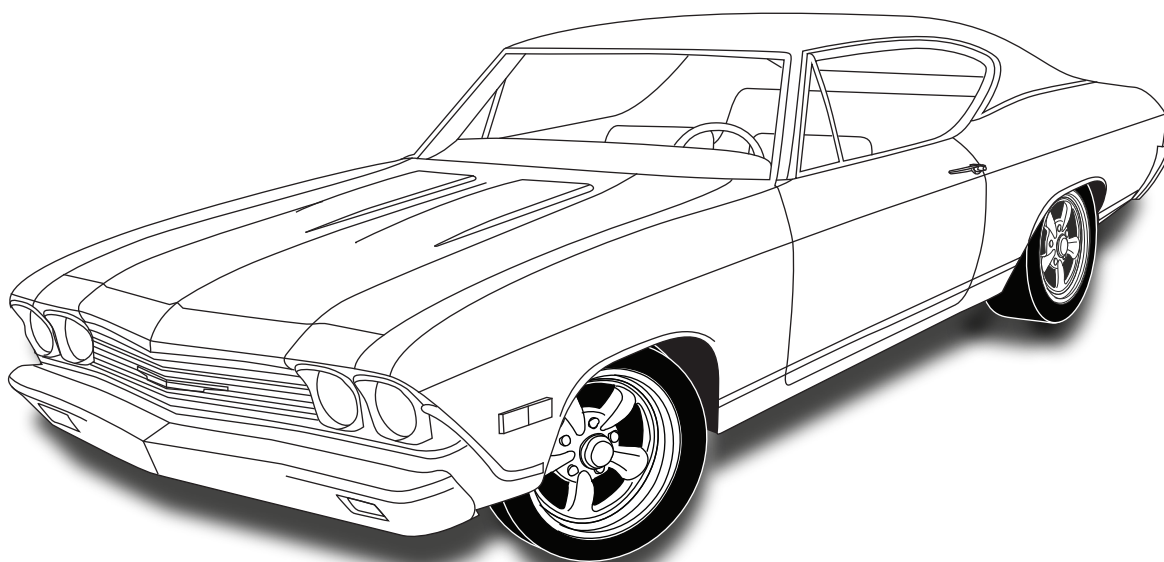




1968-69 Chevrolet Chevelle

Condenser Kit *with* Drier
(021167)



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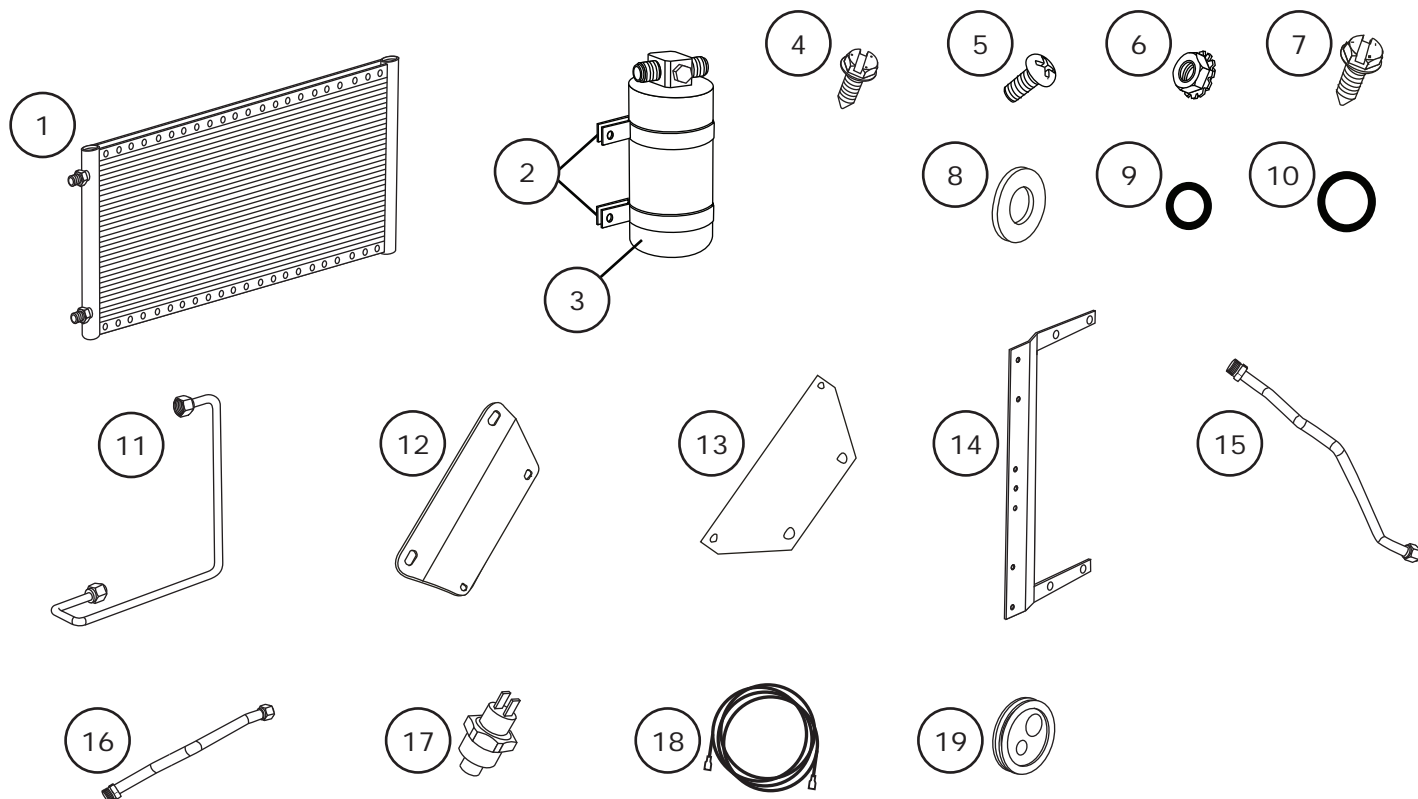


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Packing List: Condenser Kit (021167)

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, 10-24, with Star Washer
7.	1	18266-VUB	Screw, #14 x 3/4", Sheet Metal
8.	1	18611-VUB	Washer, 5/16", Flat
9.	3	33857-VUF	O-ring, #6
10.	1	33858-VUF	O-ring, #8
11.	1	35368-VCG	Hardline, #6 Drier/Condenser
12.	1	644074	Bracket, Top Mounting
13.	1	644071-FCB	Bracket, Bottom Mounting
14.	1	65998-VUB	Bracket, 14 3/4", Universal Drier
15.	1	091175	Hardline, #6 Drier/Core
16.	1	091177	Hardline, #8 Condenser/Compressor
17.	1	11079-VUS	Binary Switch, Male
18.	1	23135-VUW	Compressor Lead
19.	1	33134-VUI	Grommet, 3/8" x 1/2", 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.**



**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. (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 remain 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):

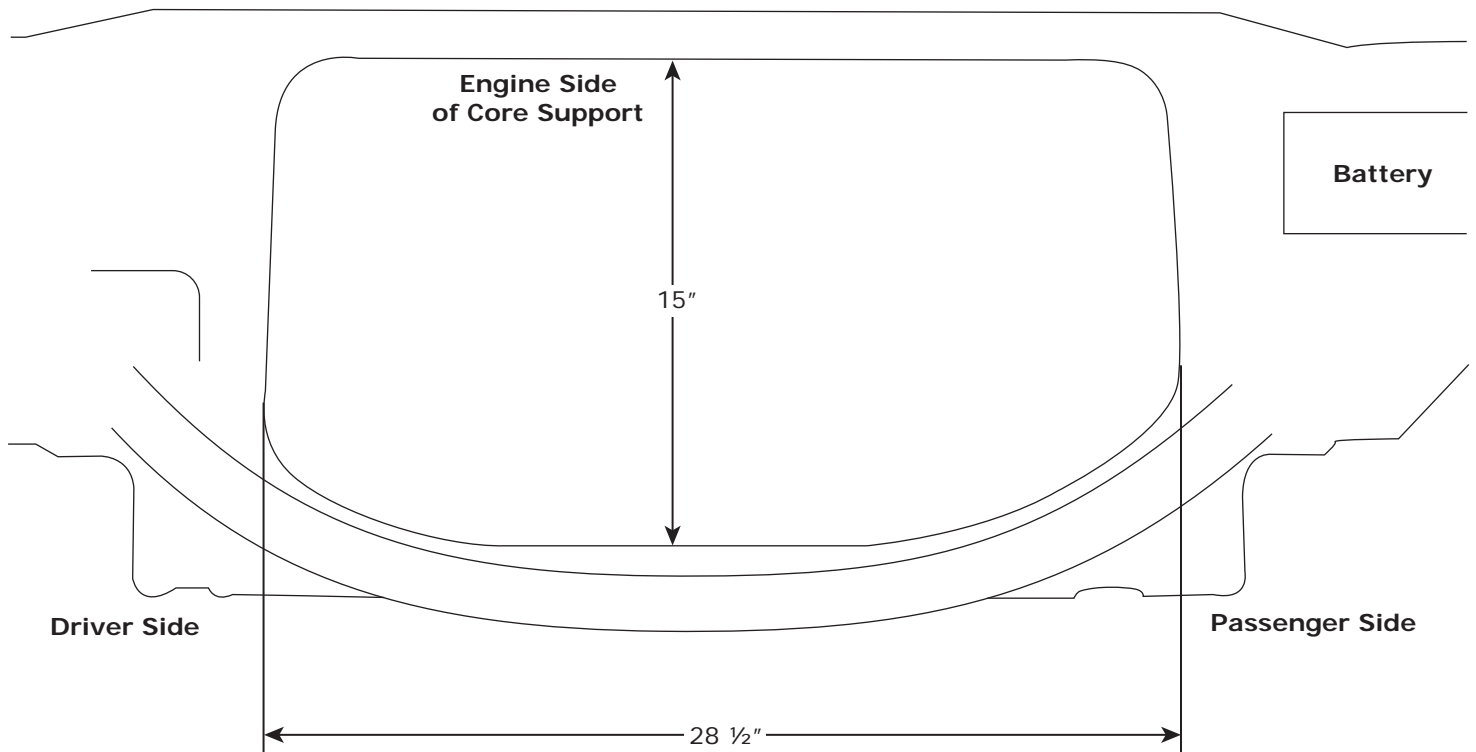
Heater hose may be purchased from Vintage Air (Part#31800-VUD) or your local parts retailer. Routing and required length will vary based on installer preference.



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Core Support Measurements

This kit was developed based on the measurements below, which were taken from a 1968 Chevrolet Chevelle with Factory Air core support.

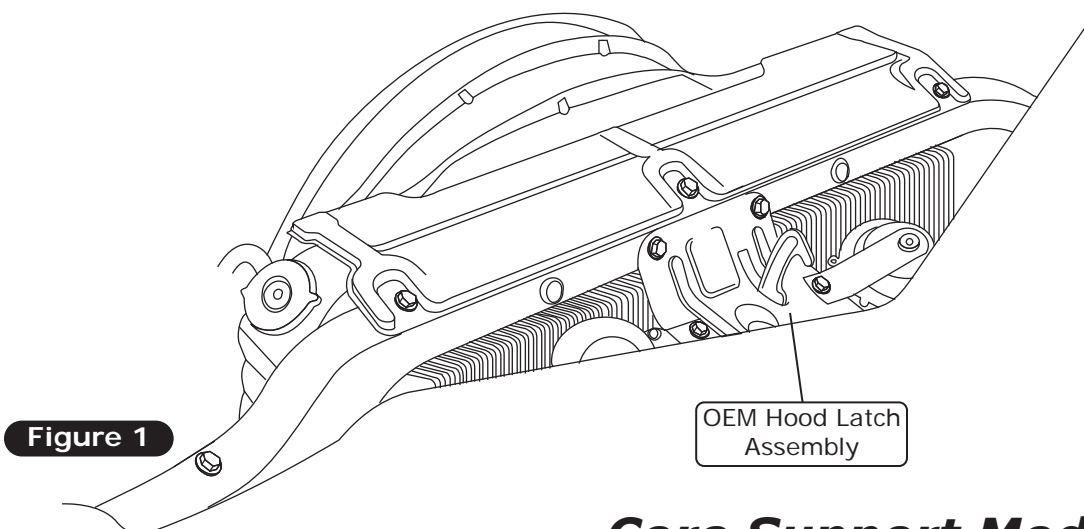




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Radiator and Hood Latch Assembly Removal

1. Drain radiator.
2. Remove upper and lower radiator hoses.
3. Remove radiator.
4. Remove the OEM hood latch assembly (See Figure 1, below).

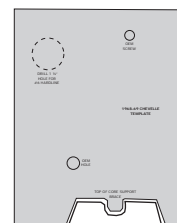


Core Support Modification

NOTE: Before starting the modification, the battery and battery tray must be removed.

1. Cut out the template provided on Page 14. Place the template on the engine side of the core support as shown in Figure 2, below.
2. Using a 1 1/4" hole saw, drill a hole through the core support.

Engine Side
of Core Support



Driver Side

Passenger Side

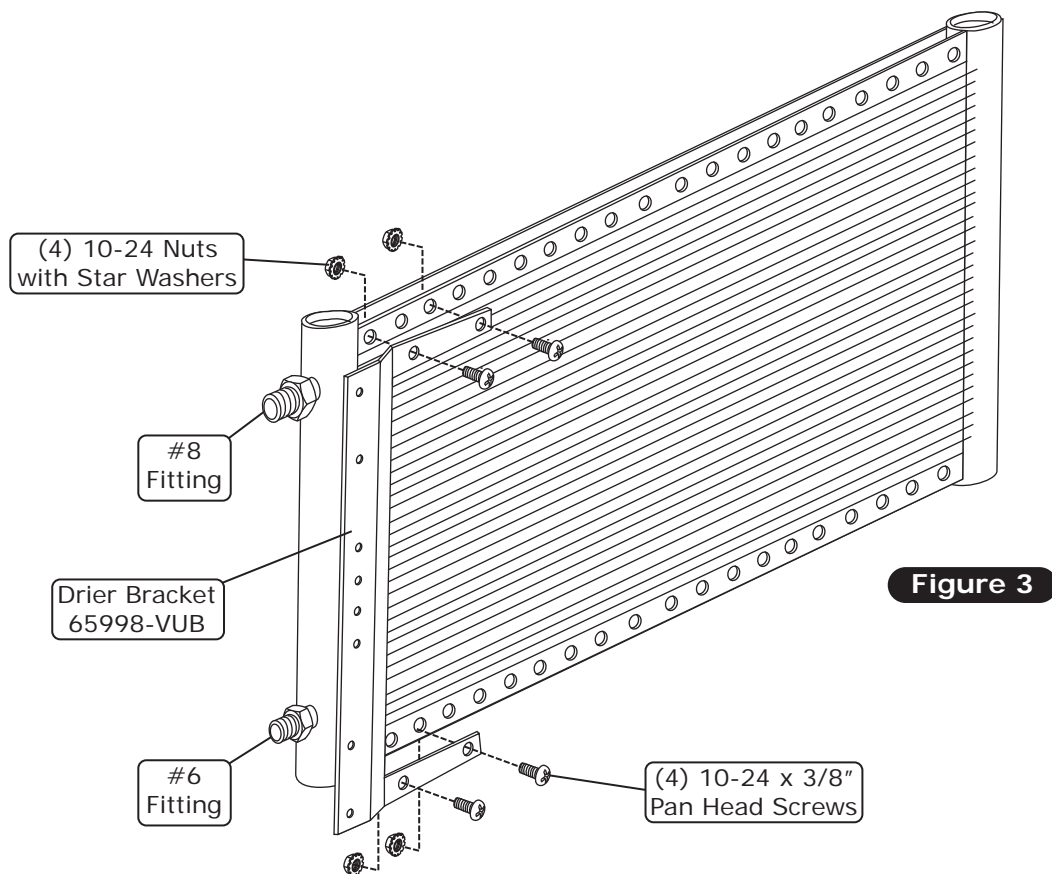
Figure 2



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Drier Bracket Installation

1. On a workbench, install the drier bracket onto the condenser using (4) 10-24 x 3/8" pan head screws and (4) 10-24 nuts with star washers (See Figure 3, below). **NOTE: The drier bracket mounts through the 1st and 3rd holes from the left side of the condenser.**

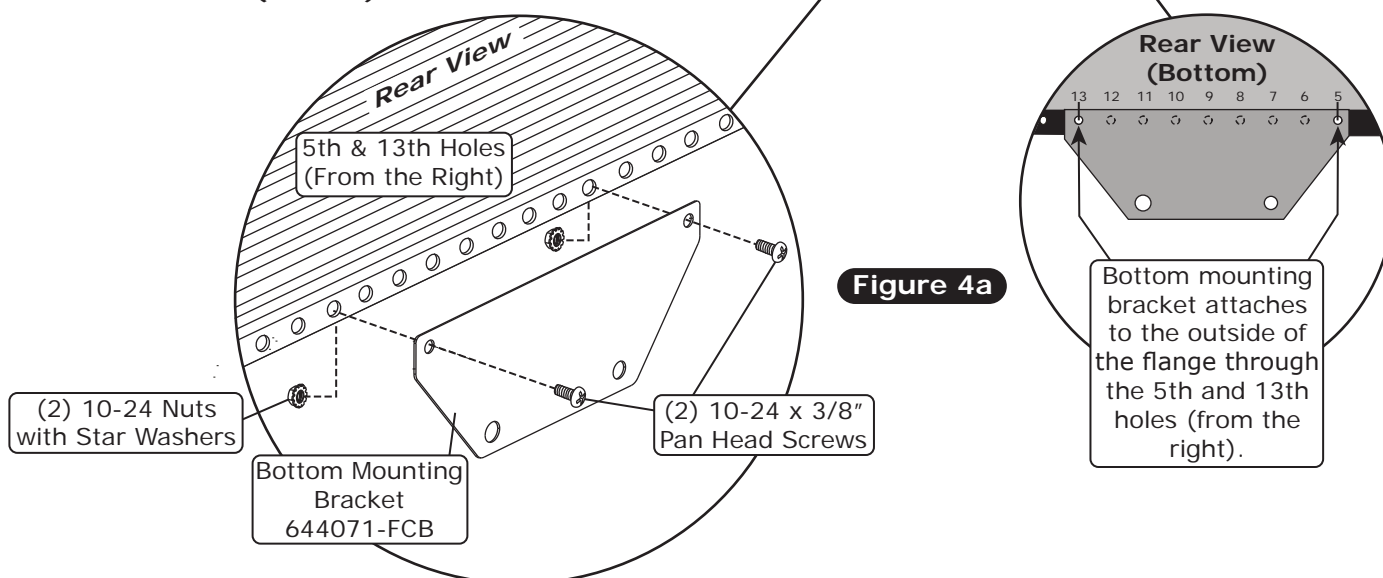
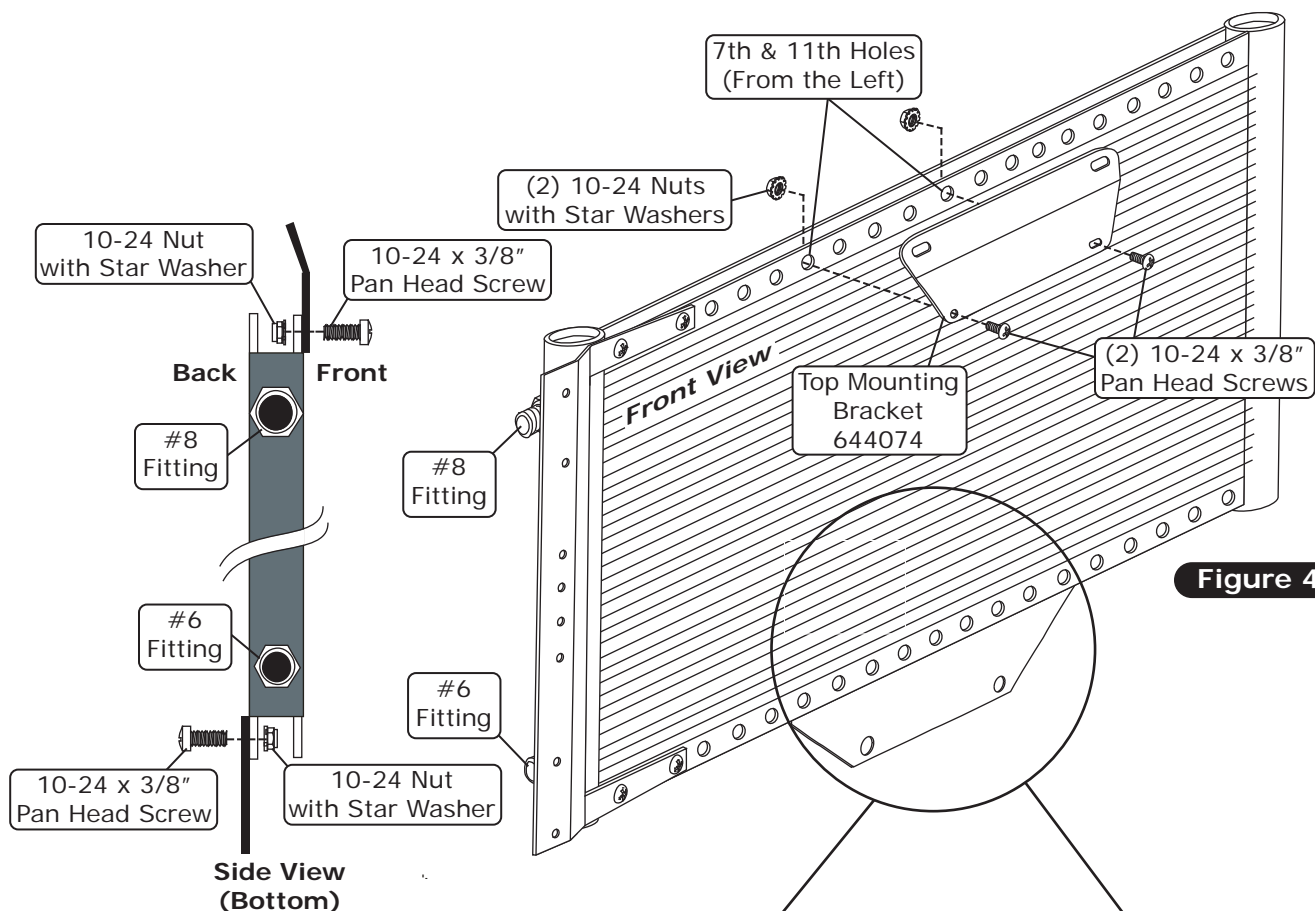




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Mounting Bracket Installation

1. Install the top mounting bracket onto the condenser using (2) 10-24 x 3/8" pan head screws and (2) 10-24 nuts with star washers (See Figure 4, below). **NOTE: The bracket mounts to the outside of the flange through the 7th & 11th holes from the left side of the condenser.**
2. Install the bottom mounting bracket onto the condenser using (2) 10-24 x 3/8" pan head screws and (2) 10-24 nuts with star washers (See Figure 4a, below). **NOTE: The bracket mounts to the outside of the flange through the 5th & 13th holes from the right side of the condenser (Rear View).**





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Drier and #6 Drier/Condenser Hardline 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 in Figure 5, below.
2. Secure the drier to the drier bracket using (2) #10 x 1/2" sheet metal screws in the 4th and 6th holes from the top as shown in Figure 5, below. **NOTE: Refrigerant flow through drier is IN from condenser, OUT to evaporator.**
3. Lubricate (2) #6 O-rings, and install (1) onto each end of the #6 drier/condenser hardline as shown in Figure 6, below.
4. Install the #6 drier/condenser hardline onto the #6 condenser fitting, and then onto the drier (See Figure 5, below). Tighten fittings as shown in Figure 6, below.

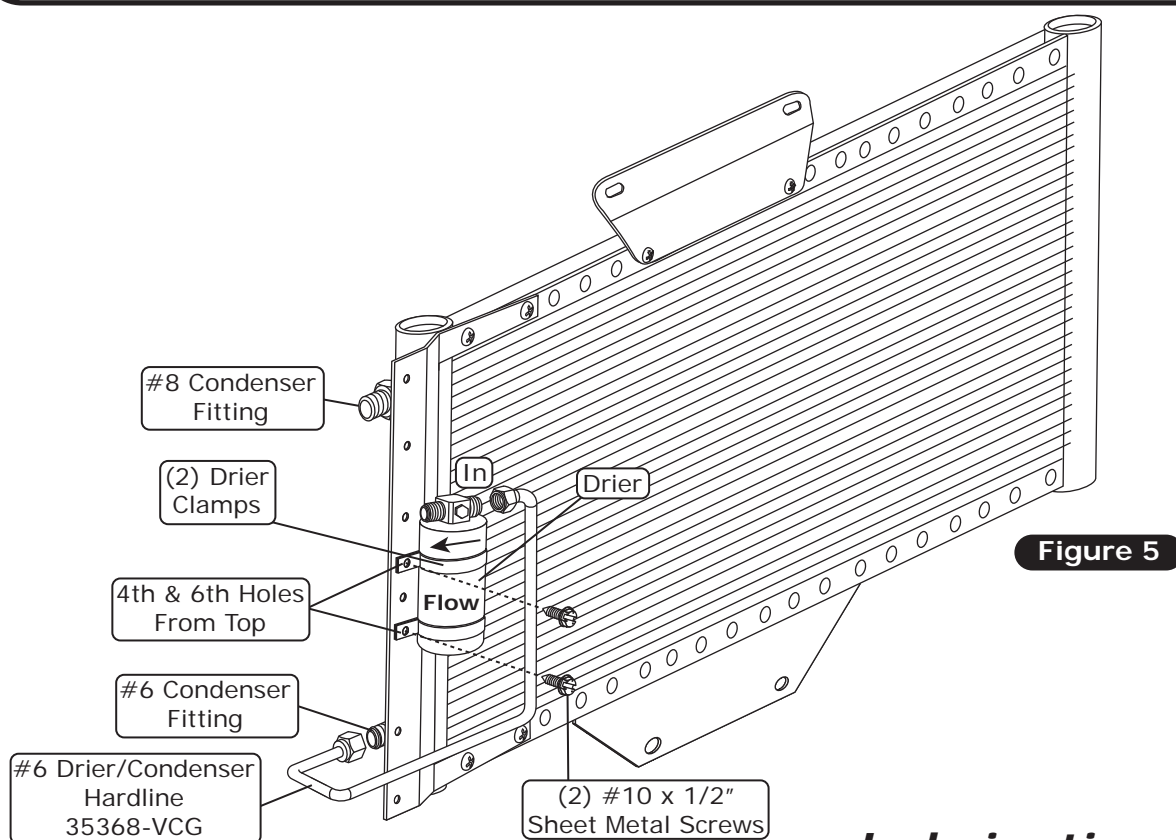
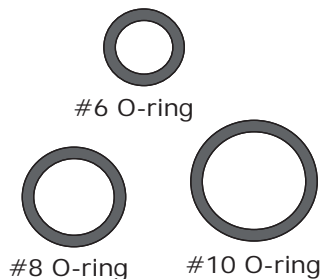


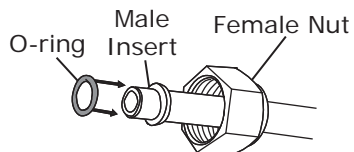
Figure 5

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 refrigerant oil.

Refrigerant Oil for O-rings

O-ring installs over male insert to swaged lip

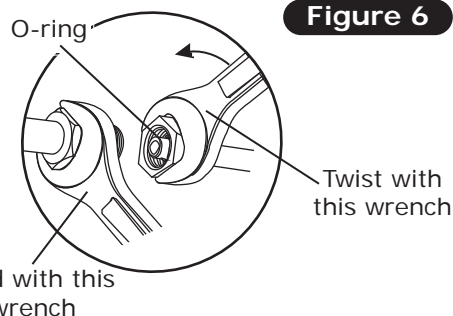


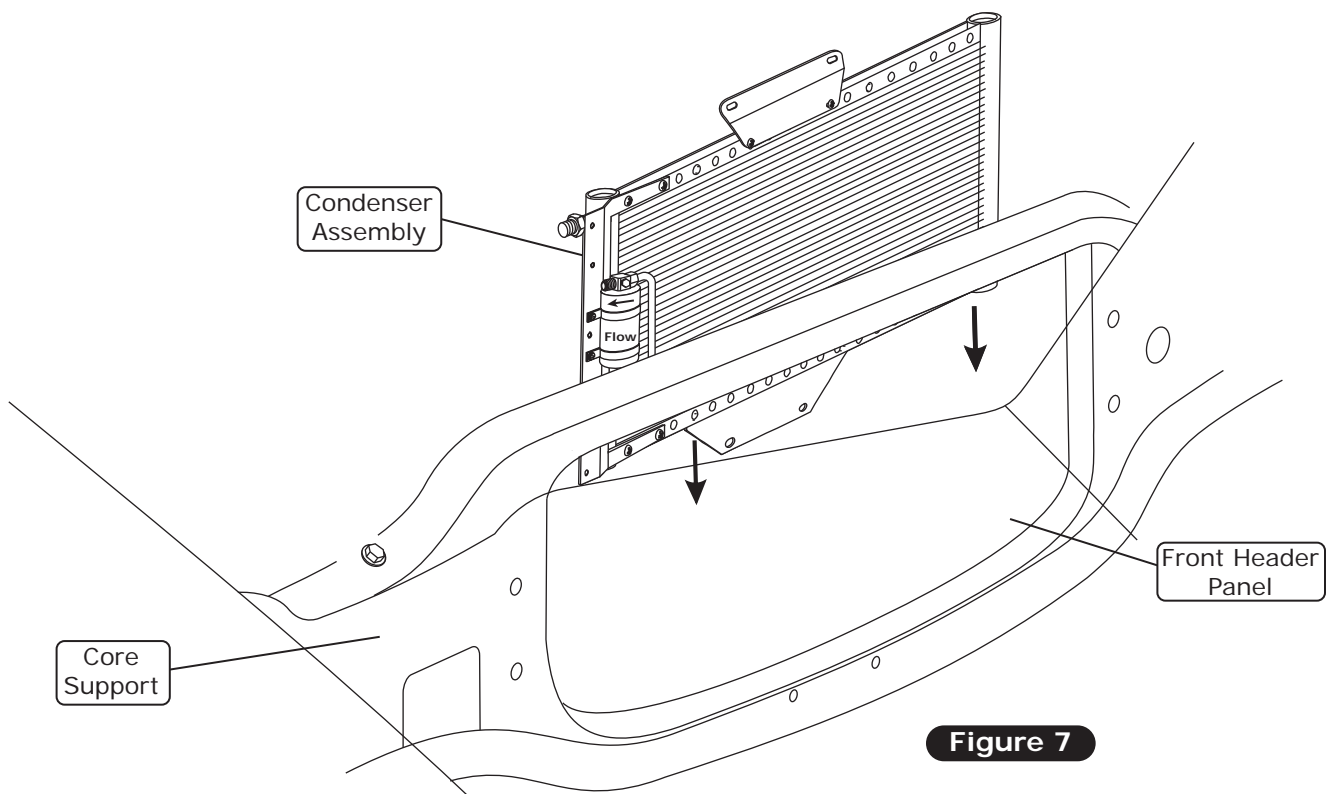
Figure 6



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Condenser Installation

1. Lower the condenser assembly into the vehicle from the engine side of the core support (See Figure 7, below).
NOTE: The top mounting bracket mounts on the front side of the core support (See Figure 8, Page 11).

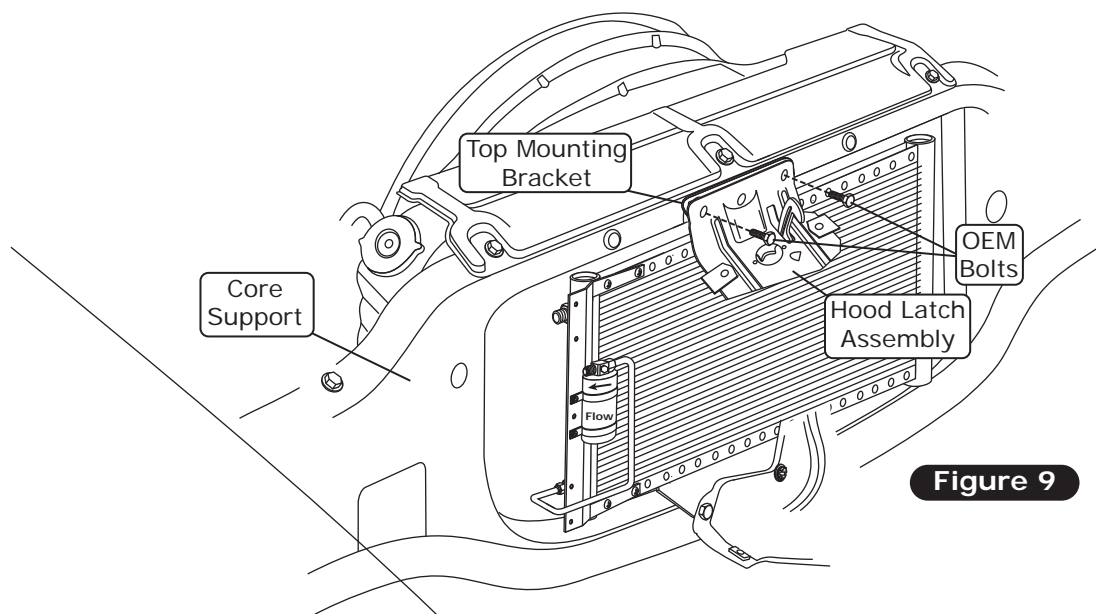
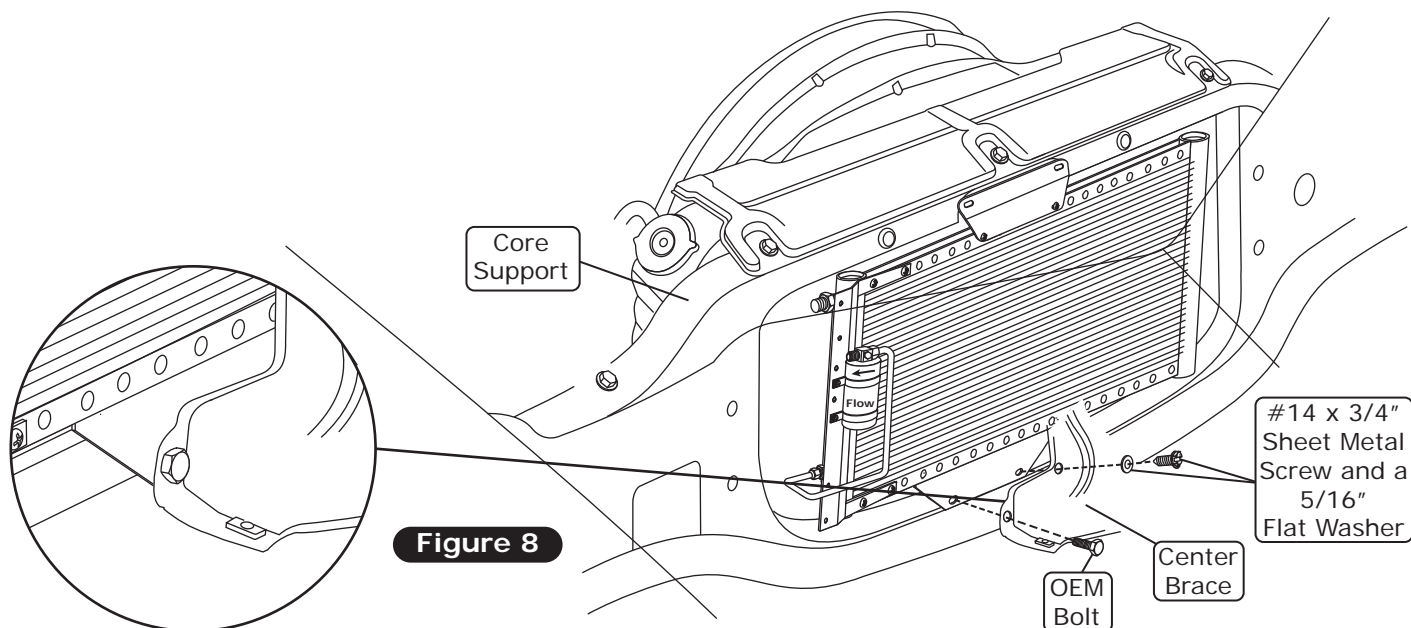




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Condenser Installation (Cont.)

2. Secure the bottom passenger side of the condenser to the core support using the OEM bolt.
3. Using the driver side mounting hole as a guide, drill a 3/16" hole in the core support.
4. Secure the condenser to the core support using a #14 x 3/4" sheet metal screw and a 5/16" flat washer (See Figure 8, below).
5. Reinstall the hood latch assembly using the OEM bolts. Install the OEM bolts through the hood latch assembly, top mounting bracket and core support (See Figure 9, below).

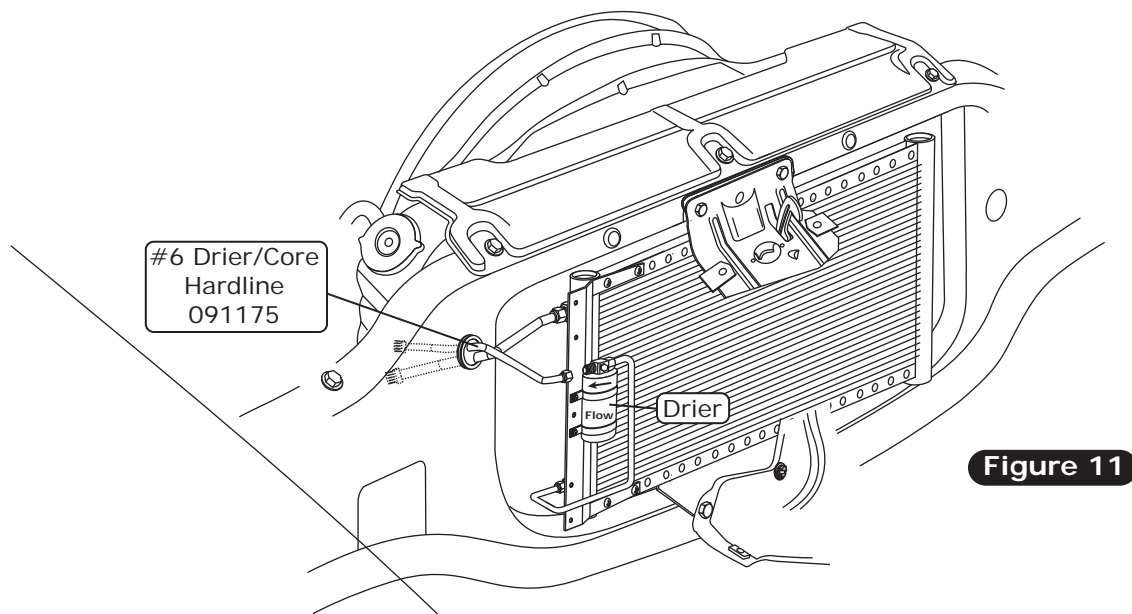
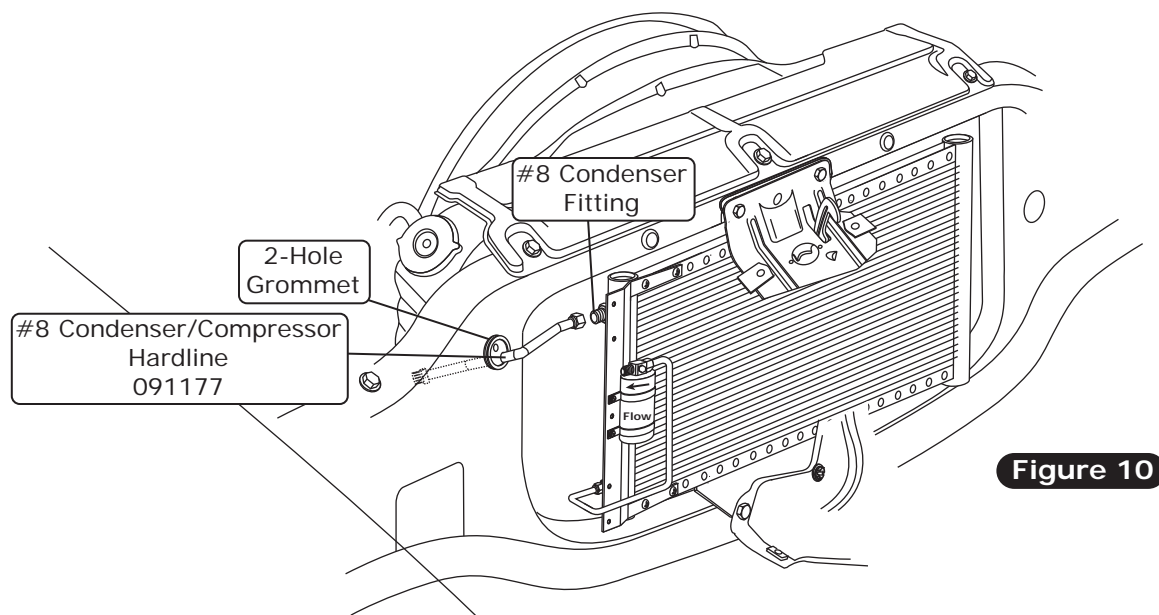




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Hardline Installation

1. Install the 2-hole grommet into the 1 1/4" hole on the core support (See Figure 10, below).
2. Lubricate (1) #8 O-ring, and install it onto the #8 condenser/compressor hardline as shown in Figure 6, Page 9.
3. Install the #8 condenser/compressor hardline onto the #8 condenser fitting as shown in Figure 10, below. Tighten fittings as shown in Figure 6, Page 9.
4. Lubricate a #6 O-ring, and install it onto the #6 drier/core hardline as shown in Figure 6, Page 9.
5. Install the #6 drier/core hardline onto the drier (See Figure 11, below). Tighten fittings as shown in Figure 6, Page 9.





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Binary Switch Installation

1. Install the binary switch onto the drier as shown in Figure 12, below.

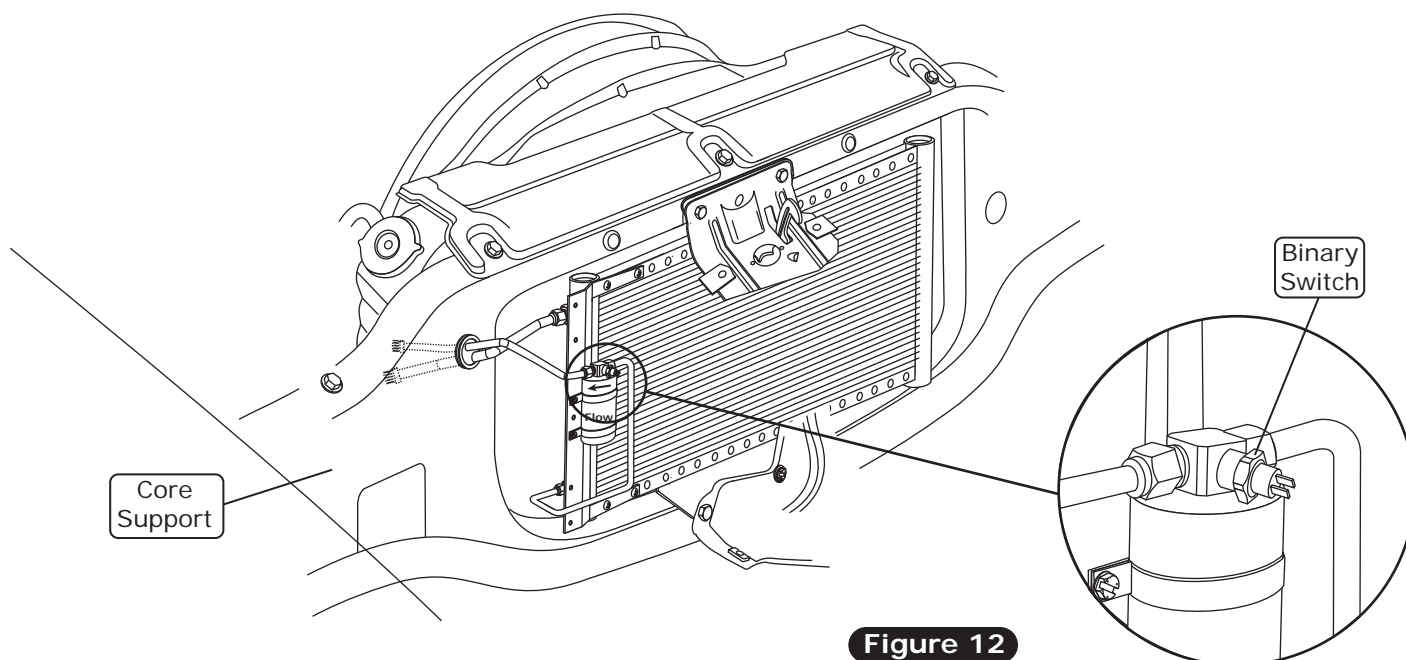
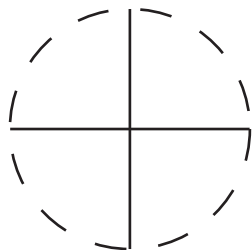


Figure 12



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Core Support Modification Template

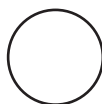
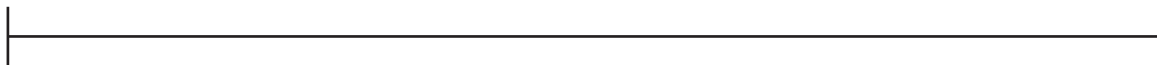


1 1/4" Diameter Hole



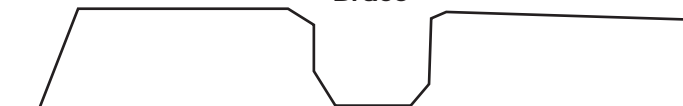
OEM
Screw

NOTE: Due to printing variances, measure the line below before using this template. If template is scaled properly, the line should measure 6 inches.



OEM
Hole

Top of Core Support
Brace



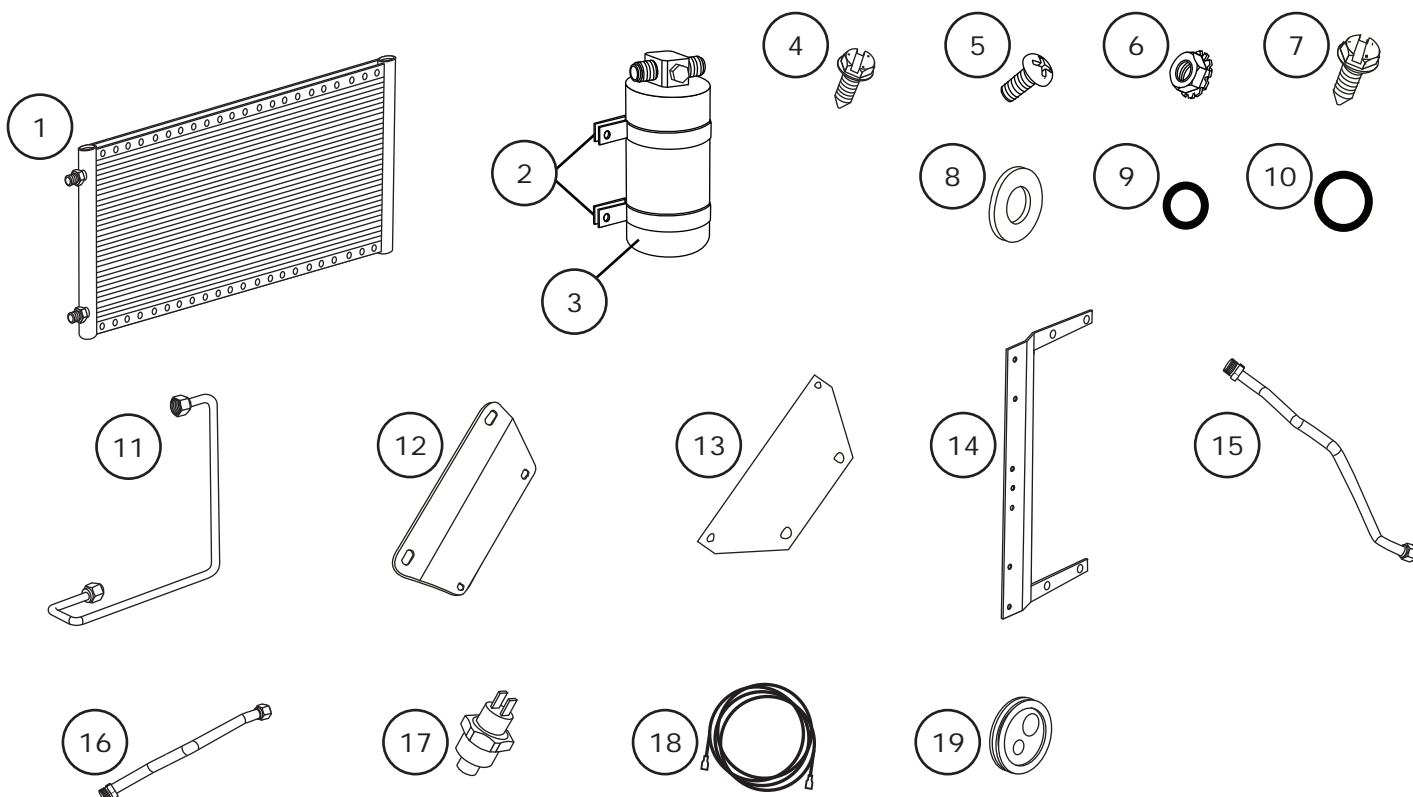


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Packing List: Condenser Kit (021167)

No.	Qty.	Part No.	Description	
1.	1	03767-VUC	Condenser, 14" X 24", Parallel Flow	_____
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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, 10-24, with Star Washer	_____
7.	1	18266-VUB	Screw, #14 x 3/4", Sheet Metal	_____
8.	1	18611-VUB	Washer, 5/16", Flat	_____
9.	3	33857-VUF	O-ring, #6	_____
10.	1	33858-VUF	O-ring, #8	_____
11.	1	35368-VCG	Hardline, #6 Drier/Condenser	_____
12.	1	644074	Bracket, Top Mounting	_____
13.	1	644071-FCB	Bracket, Bottom Mounting	_____
14.	1	65998-VUB	Bracket, 14 3/4", Universal Drier	_____
15.	1	091175	Hardline, #6 Drier/Core	_____
16.	1	091177	Hardline, #8 Condenser/Compressor	_____
17.	1	11079-VUS	Binary Switch, Male	_____
18.	1	23135-VUW	Compressor Lead	_____
19.	1	33134-VUI	Grommet, 3/8" x 1/2", 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.