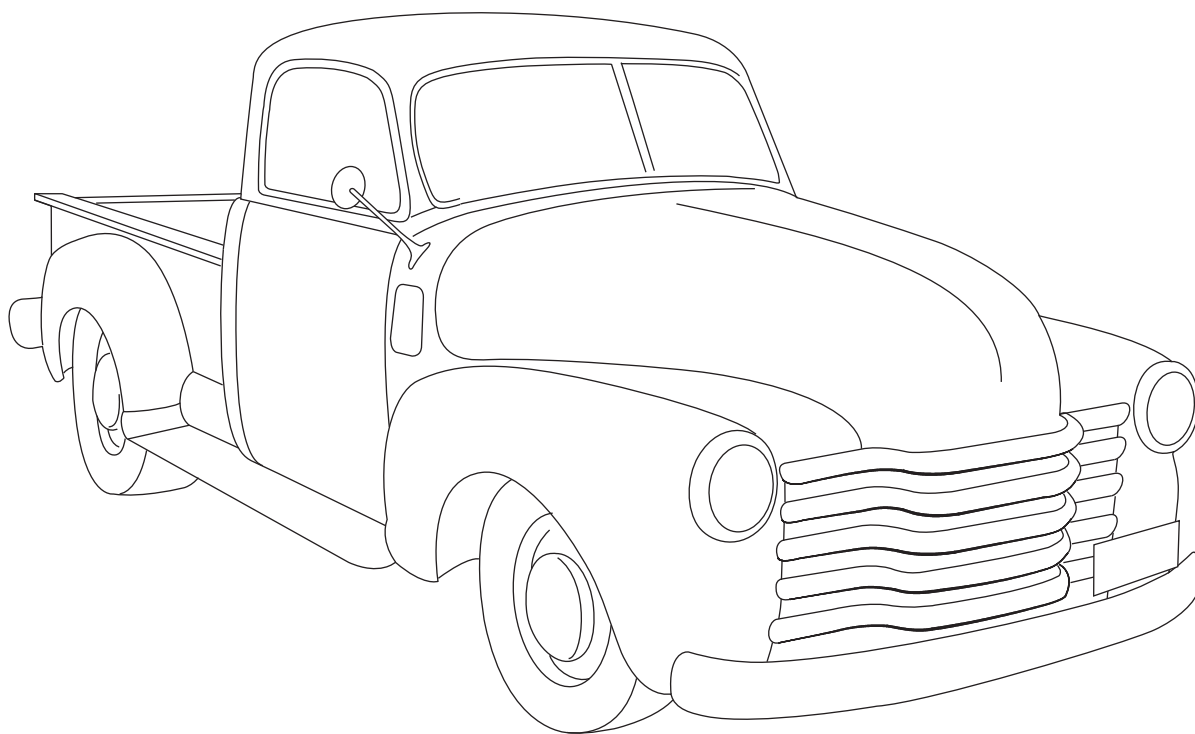




1947-55 Chevrolet Pickup

Condenser Kit *with* Drier
(021550)



18865 Goll St. San Antonio, TX 78266

Phone: 800-862-6658

Sales: sales@vintageair.com

Tech Support: tech@vintageair.com

www.vintageair.com



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Table of Contents

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

Parts Disclaimer: Please Read

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. Packing list located on last page of instructions.



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):

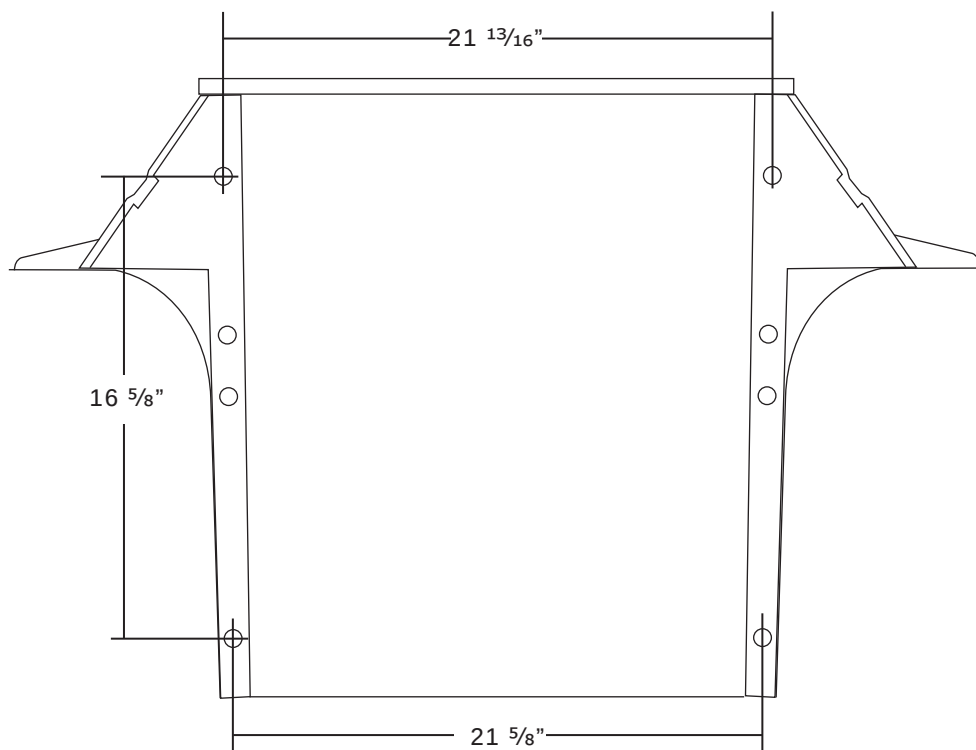
Heater hose may be purchased from Vintage Air (Part#31800-VUD) or your local parts retailer. Routing and required length will vary based on installer preference.



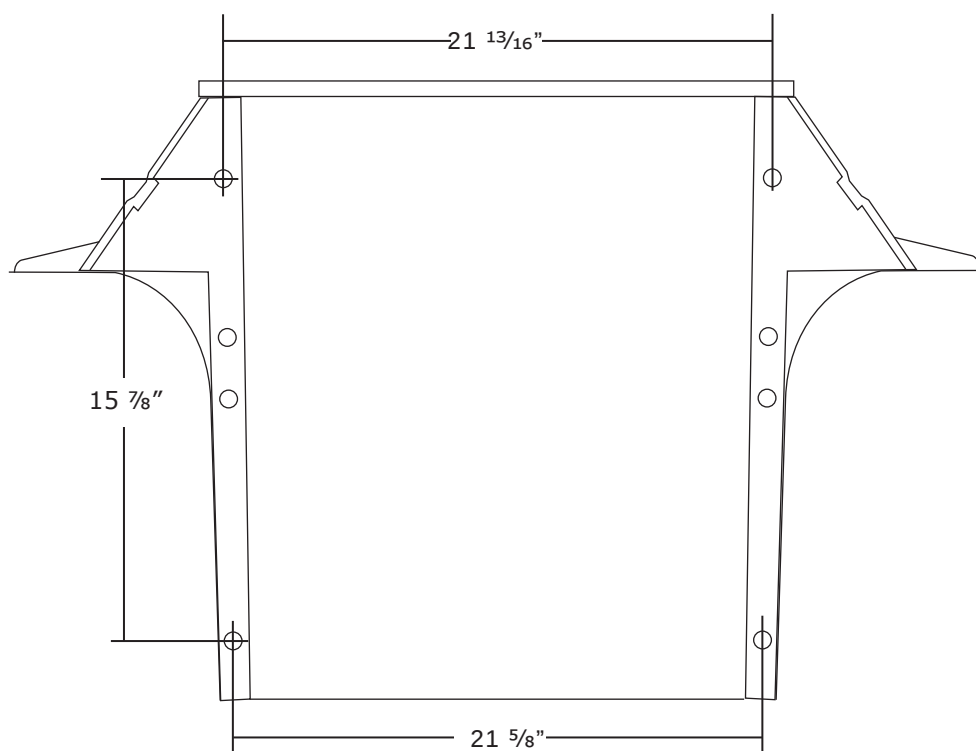
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Core Support Measurements

Chevrolet Dimensions



GMC Dimensions





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Engine Compartment Disassembly

NOTE: Before starting the installation, check the function of the vehicle (horn, lights, etc.) for proper operation, and study the instructions, illustrations, & diagrams.

Perform the following:

1. Remove battery cover under passenger side floorboard, and disconnect the battery. **NOTE: Ensure battery remains disconnected during entire installation process.**
2. Drain the radiator.
3. Remove the OEM fan (retain).
4. Remove the radiator (retain).
5. Remove the radiator petcock valve (See Photo 1, below) from the bottom of the radiator (retain).
NOTE: The petcock valve is removed so that it does not damage the condenser coil when the radiator is reinstalled.
6. Remove the upper radiator support panel with hood latch assembly as shown in Photo 2, below (retain).
7. Remove the "X" support rods from the core support (if equipped) (discard). **NOTE: If the vehicle is equipped with "X" support rods as illustrated in Figure 1, below, these must be removed from the core support in order to make room for the condenser.**



Radiator Petcock Valve

Photo 1



Photo 2

Upper Radiator Support Panel with Hood Latch Assembly

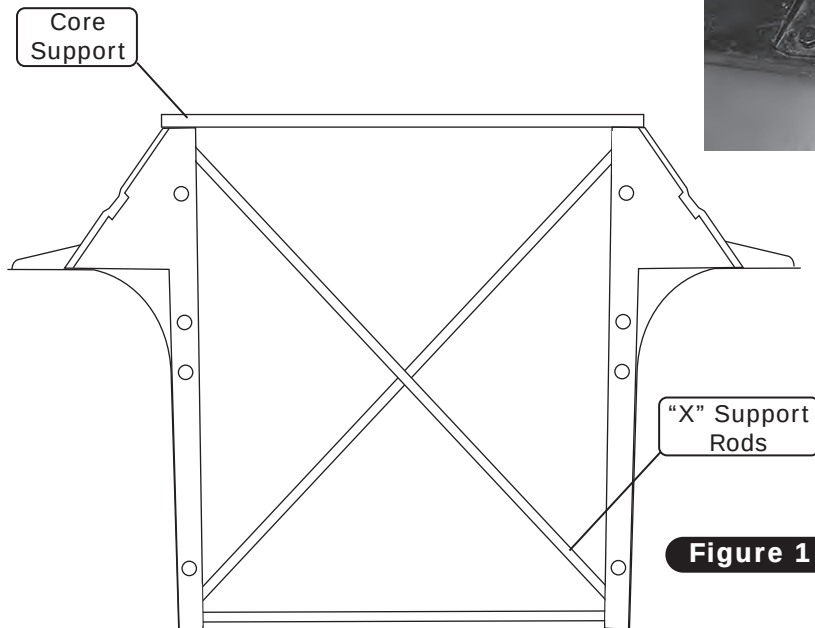


Figure 1

For Reference Only



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Condenser Mounting Bracket Installation

NOTE: Before installing the condenser mounting brackets, owners with 3/4 or 1-ton pickup trucks need to contact Vintage Air for additional information.

1. Install the supplied rubber bumper into the passenger side condenser bracket as shown in Figure 1, below.
2. Using (8) 10-24 x 3/8" pan head screws and (8) 10-24 nuts with star washers, secure the passenger and driver side condenser brackets to the condenser as shown in Figure 1, below. **NOTE: Slotted holes are used to connect the bracket to the condenser. To ensure proper spacing of the brackets, before tightening, place the condenser assembly on the radiator, and adjust as needed so that the core support/radiator mounting holes match the condenser mounting holes. Then, tighten the nuts with star washers.**

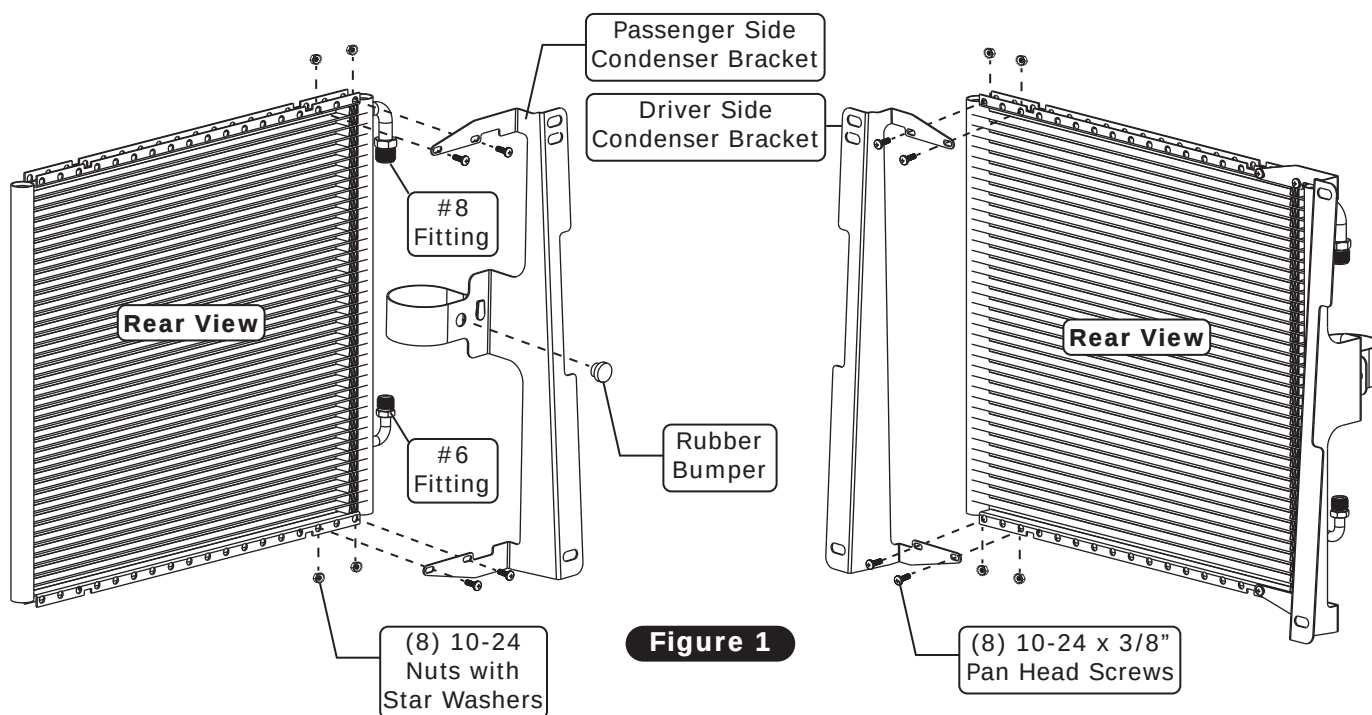
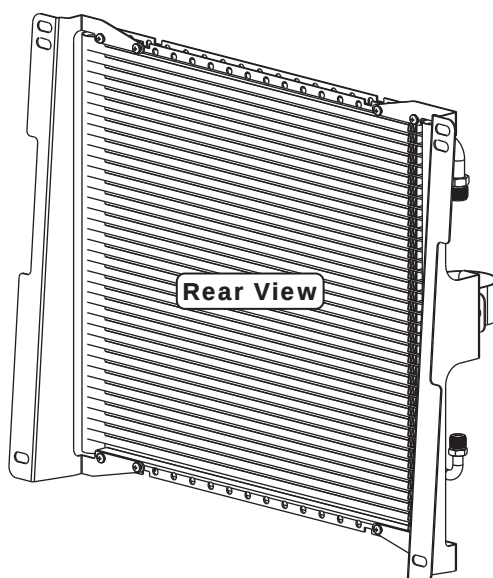


Figure 1





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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. Lubricate (2) #6 O-rings as shown in Lubricating O-rings, below, and install onto the #6 condenser/drier hardline.
2. To set the proper height of the drier, connect drier to condenser using the #6 condenser/drier hardline as shown in Figure 1, below. **NOTE: Be sure the "IN" connection on the drier is pointed to the driver side as shown in Figure 1, below. Refrigerant flow through drier is IN from condenser, OUT to evaporator.**
3. Secure the drier to the passenger side condenser bracket using a flat washer and 1/4-20 nut with star washer as shown in Figure 1, below. **NOTE:** Ensure drier is held parallel to the condenser while tightening the nut.

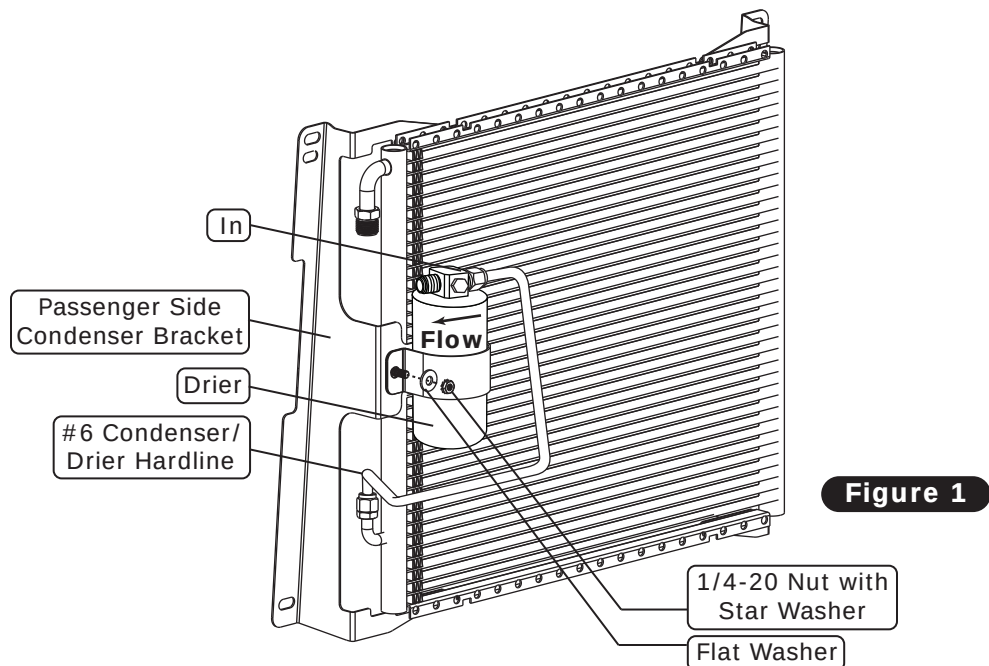
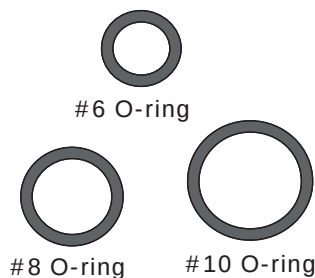
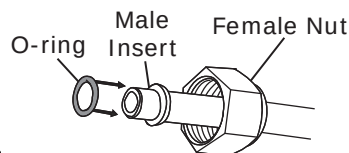


Figure 1

Lubricating O-rings

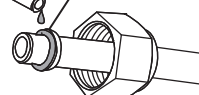


NOTE: Standard torque specifications:
 #6: 11 to 13 ft-lb.
 #8: 15 to 20 ft-lb.
 #10: 21 to 27 ft-lb.

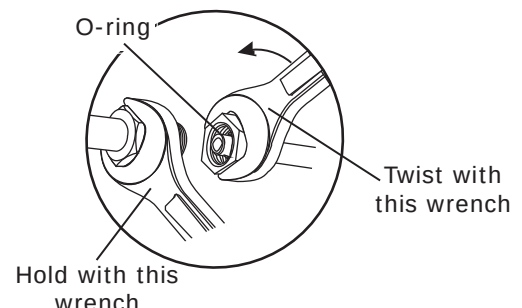


Refrigerant Oil
for O-rings

O-ring installs
over male insert
to swaged lip



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





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Condenser Installation

1. Carefully install the condenser/bracket assembly into the engine side of the core support. **NOTE: The condenser / bracket assembly should rest against the engine side of the core support without needing to be held.**
2. Slowly and carefully install the radiator behind the condenser as shown in Figure 1, below.
3. Install the fan shroud behind the radiator (if applicable).
4. Using a line-up tool (for example, a #2 Phillips screwdriver), align the condenser, radiator and fan shroud with the top mounting hole of the core support. While temporarily leaving the line-up tool in the top hole, reinstall (4) OEM radiator mounting bolts (do not reinstall the center radiator mounting bolts).
5. Reinstall the petcock valve onto the radiator.

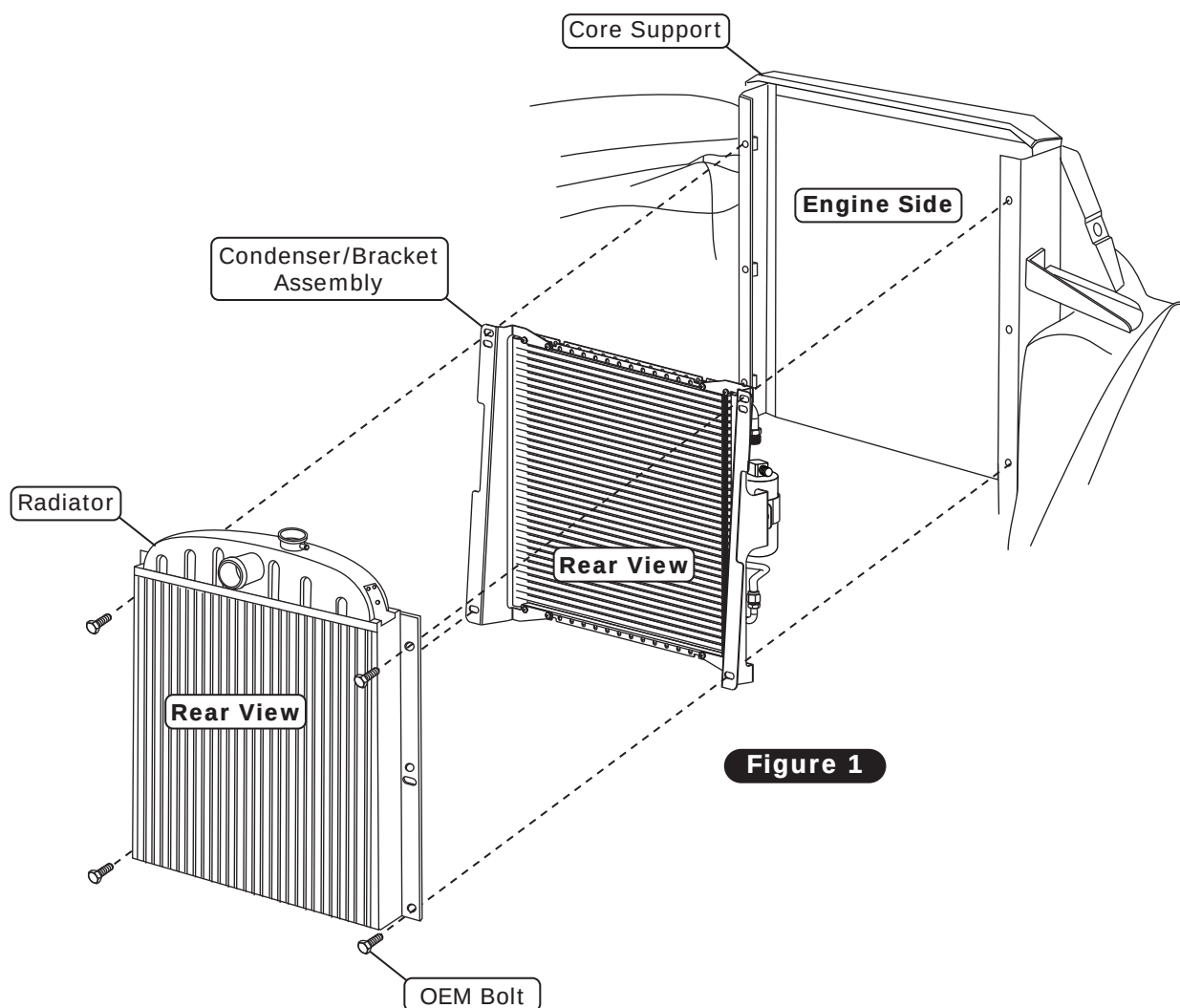


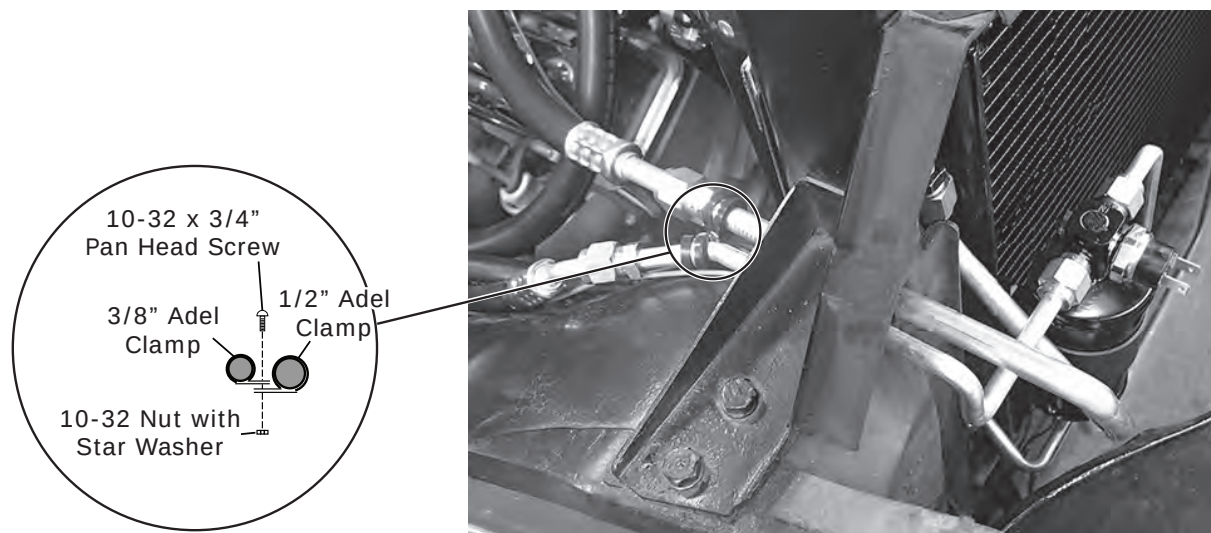
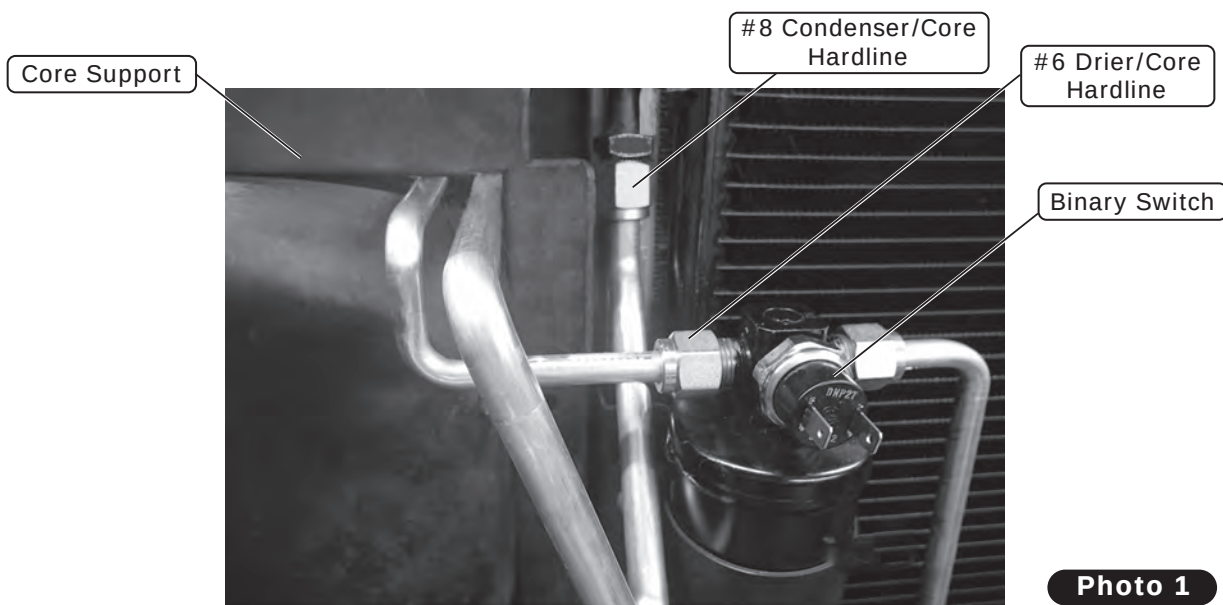
Figure 1



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Hardline and Binary Switch Installation

1. Lubricate a #6 and #8 O-ring as shown in Lubricating O-rings, Page 7, and install them onto the #6 drier/core hardline and the #8 condenser/core hardline.
2. Install the #6 drier/core hardline onto the drier and through the core support as shown in Photo 1, below.
3. Install the #8 condenser/core hardline onto the condenser and through the core support as shown in Photo 1, below.
4. Install the binary switch onto the drier as shown in Photo 1, below.
5. Secure hardlines on engine side of core support with a 3/8" and 1/2" Adel clamp by connecting the two clamps together with a 10-32 x 3/4" pan head screw and 10-32 nut with star washer as shown in Photo 2, below.
6. With the hardlines installed and secured, reinstall and/or reconnect all remaining items removed or disconnected in Steps 1-6 of the Engine Compartment Disassembly instructions on Page 5. **NOTE: Do not install the upper radiator support panel with hood latch assembly until the binary switch has been wired.** This concludes the condenser kit portion of your installation.





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Packing List: Condenser Kit (021550)

O-rings / Refrigerant Oil

	Qty		Part No	Description
	1	☐	11079-VUS	Binary Switch, Male
	1	☐	18125-VUB	Washer, 1/4" USS, Flat
	1	☐	18152-VUB	Nut with Star Washer, 1/4-20, Hex
	8	☐	18249-VUB	Screw, 10-24 x 3/8", Pan Head
	1	☐	18251-VUB	Nut with Star Washer, 10-32
	1	☐	18258-VUB	Screw, 10-32 x 3/4"
	8	☐	18260-VUB	Nut with Star Washer, 10-24
	1	☐	23135-VUW	Compressor Lead
	1	☐	31600-VUD	Adel Clamp, 3/8" I.D.
	1	☐	31603-VUD	Adel Clamp, 1/2" I.D.
	1	☐	331733	Rubber Bumper

Packed By: _____

	Qty		Part No	Description
	4	☐	33857-VUF	O-ring, #6
	3	☐	33858-VUF	O-ring, #8
	1	☐	41117-VUP	Refrigerant Oil

Packed By: _____

Brackets

	Qty		Part No	Description
	1	☐	645704	Bracket, Condenser, Driver-Side
	1	☐	645705	Bracket, Condenser, Passenger-Side

Packed By: _____

Hardlines

	Qty		Part No	Description
	1	☐	094750	Hardline, #6, Drier/Core
	1	☐	094751	Hardline, #8, Condenser/Core
	1	☐	095016	Hardline, #6, Condenser/Drier

Packed By: _____

Condenser / Drier

	Qty		Part No	Description
	1	☐	037036	Condenser, 17" x 19", Parallel Flow
	1	☐	07321-VUC	Drier

Packed By: _____

Inspected By: _____
Date: _____

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