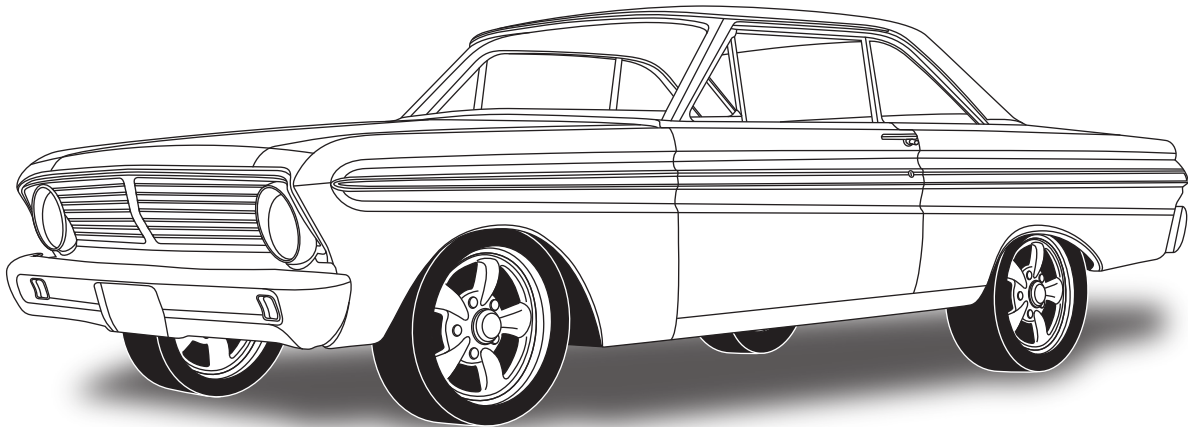




an ISO 9001:2008 Registered Company

1964-65 Ford Falcon, Ranchero

Condenser Kit *with* Drier
(014150)



18865 Goll St. San Antonio, TX 78266
Phone: 210-654-7171
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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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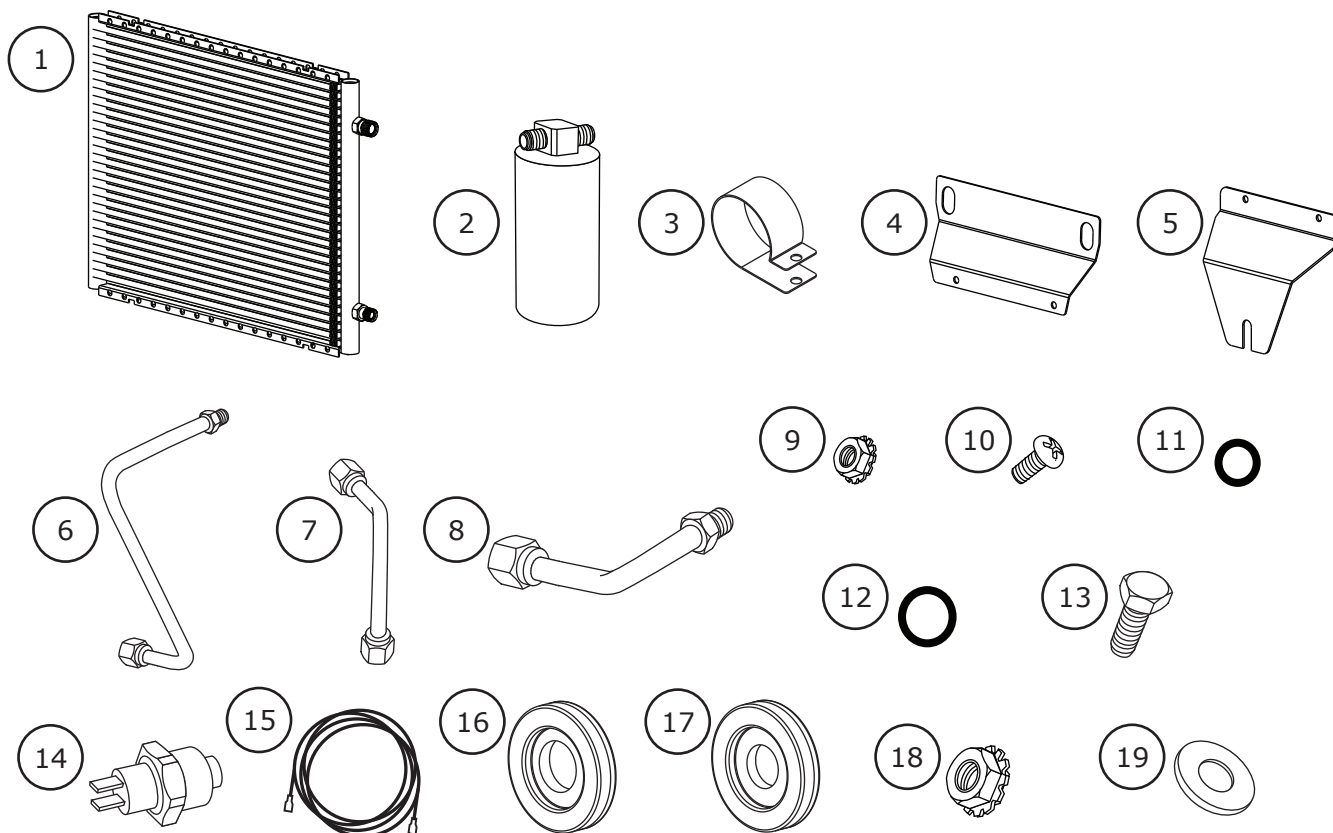


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Packing List: Condenser Kit (014150)

No.	Qty.	Part No.	Description
1.	1	03764-VUC	Condenser, 14" x 18" Parallel Flow
2.	1	07321-VUC	Drier
3.	1	65980-VCB	Bracket, Drier
4.	1	648237	Bracket, Condenser, Upper
5.	1	648238	Bracket, Condenser, Lower
6.	1	084150	Hardline, #6 Condenser/Core
7.	1	084151	Hardline, #6 Core/Drier
8.	1	084152	Hardline, #8 Condenser/Core
9.	4	18260-VUB	Nut, 10-24, with Star Washer
10.	4	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	182871	Hex Bolt, 1/4-20 x 3/4"
14.	1	11079-VUS	Binary Switch, Male
15.	1	23135-VUW	Compressor Lead
16.	1	33133-VUI	Grommet, 1 1/4" x 1" with 1/2" Hole
17.	1	33135-VUI	Grommet, 1 1/4" x 1" with 3/8" Hole
18.	1	18152-VUB	Nut, 1/4-20, with Star Washer
19.	2	18125-VUB	Washer, Flat

**** 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):

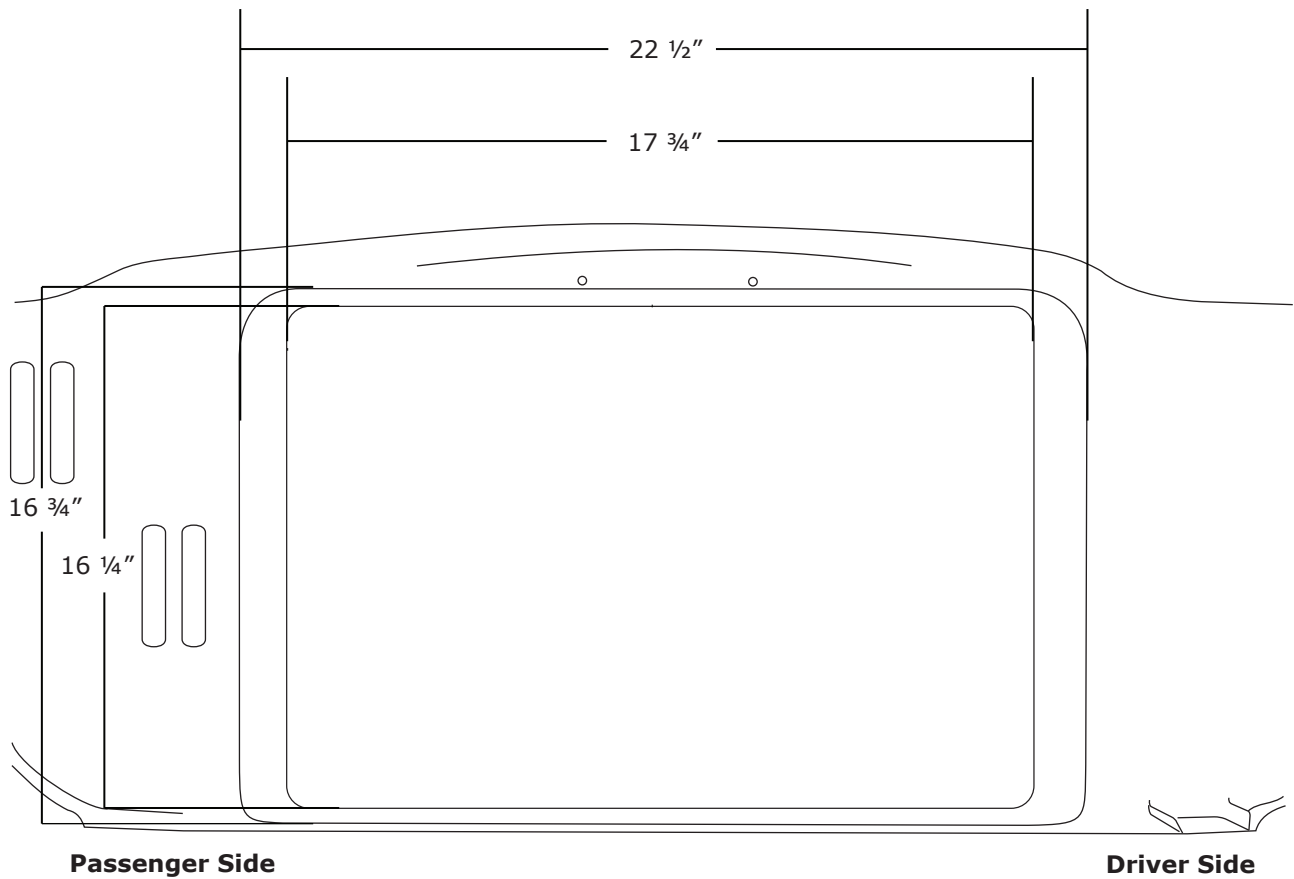
Heater hose may be purchased from Vintage Air (Part# 31800-VUD) or your local parts retailer. Routing and required length will vary based on installer preference.



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Core Support Measurements

This kit was developed based on the measurements below, which were taken from a 1964 Ford Falcon Sprint with V8.





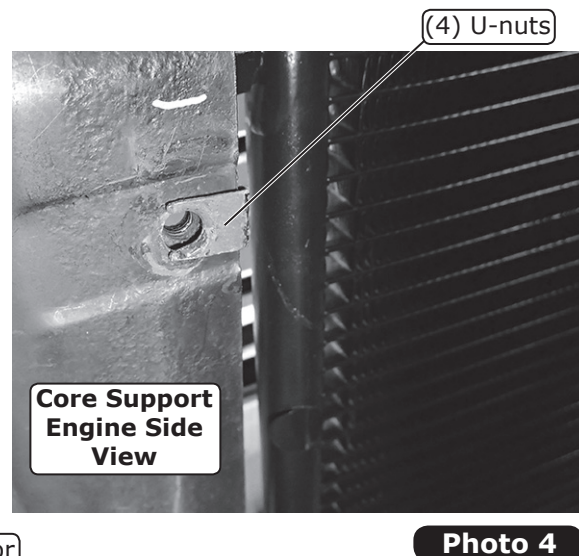
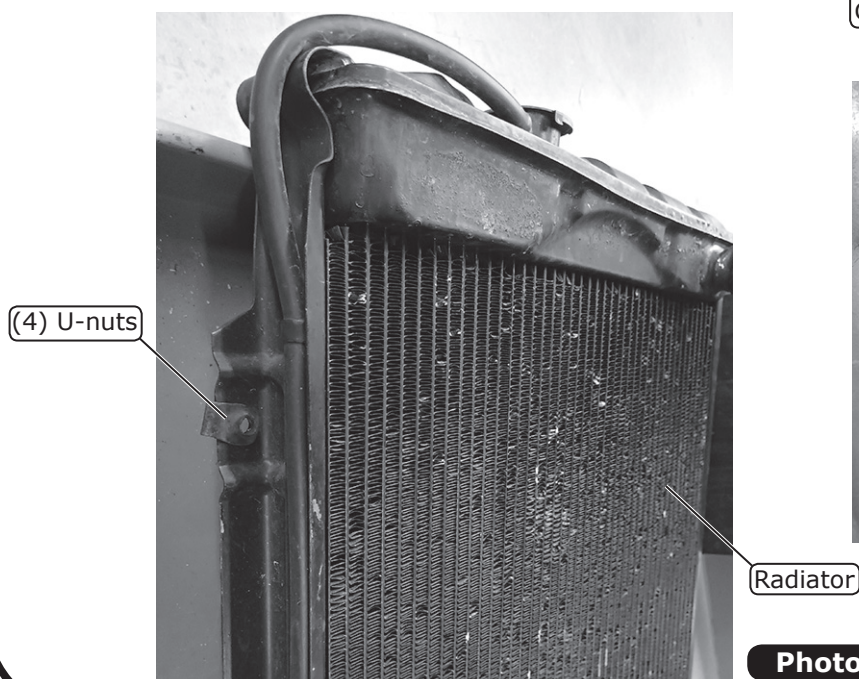
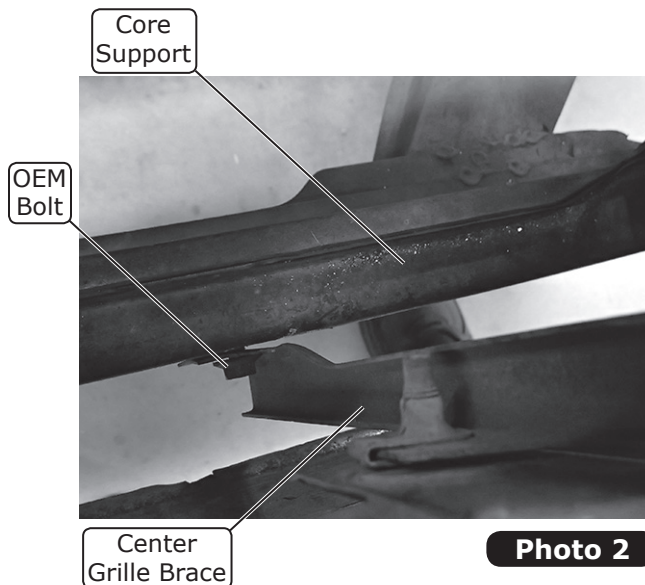
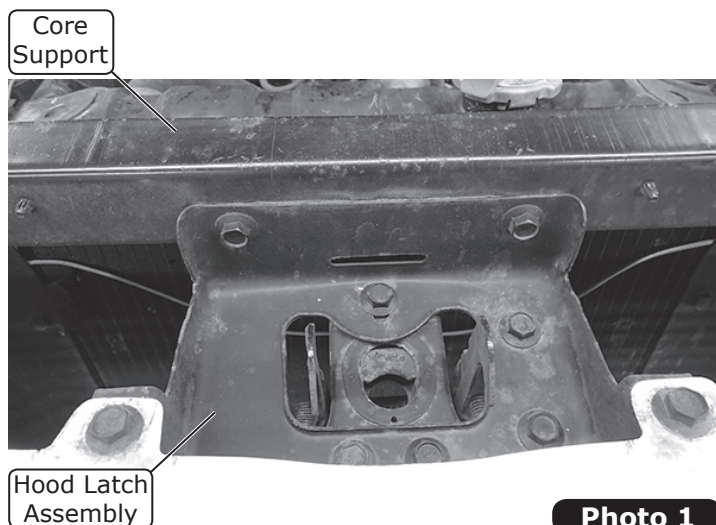
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Engine Compartment Disassembly

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. Disconnect battery.
2. Remove battery (retain).
3. Drain radiator.
4. Remove radiator (retain).
5. Remove OEM fan and fan shroud (retain).
6. Remove hood latch assembly (See Photo 1, below) (retain).
7. Loosen the OEM bolt that secures the center grille brace to the bottom of the core support (See Photo 2, below).
8. Remove (4) OEM U-nuts from the radiator (See Photo 3, below), and reinstall onto the core support so the OEM bolts will thread in from the engine side (See Photo 4, below).





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Core Support Modification

1. Lay out the dimensions for (2) 1 1/4" holes on the driver side of the core support to accommodate the #6 and #8 condenser hardlines.
 - A. From the top of the core support, on the engine side, scribe a point 5 1/2" down on the factory-flared opening, centered between the two bends (approximately 7/8" from each bend) (See Photo 5, below).
 - B. From the top of the core support, on the engine side, scribe a point 8 1/8" down on the factory-flared opening, centered between the two bends (approximately 7/8" from each bend) (See Photo 5, below).
2. Using a 1 1/4" hole saw, drill (2) holes in the core support (See Photo 6, below). Deburr and treat the bare metal. Install a grommet with 1/2" hole into the upper hole. In the lower hole, install a grommet with 3/8" hole.

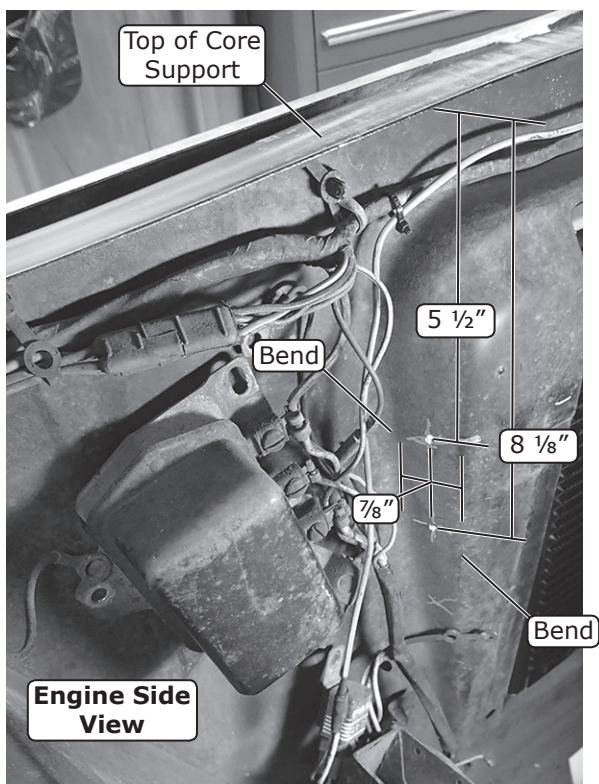


Photo 5

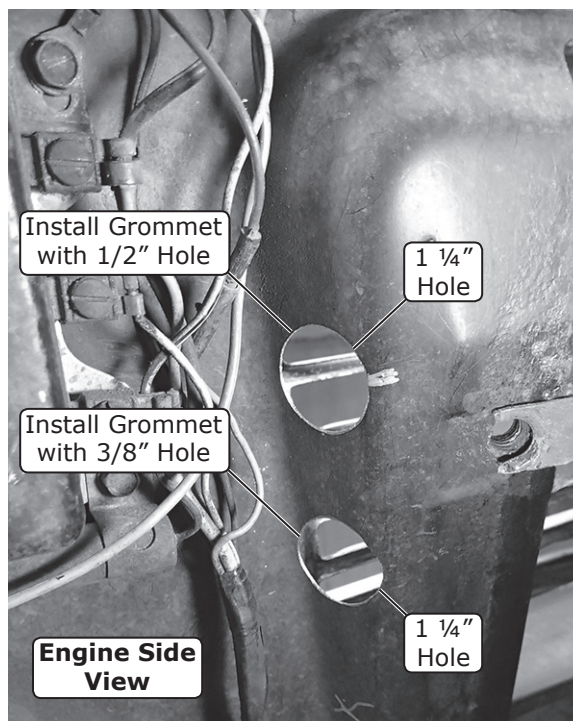


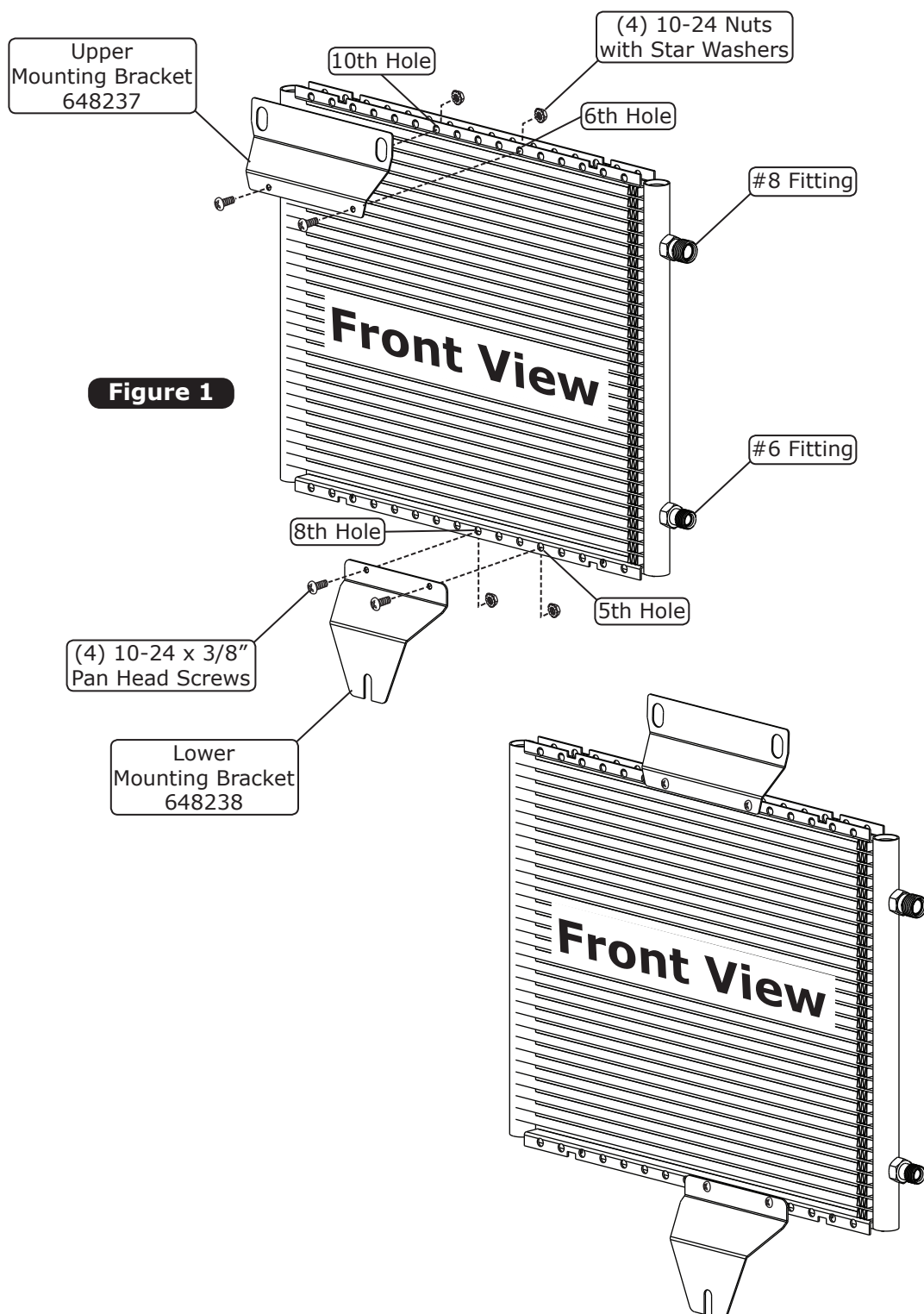
Photo 6



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Condenser Mounting Bracket Installation

1. On a workbench, install the upper and lower mounting brackets onto the condenser using (4) 10-24 x 3/8" pan head screws and (4) 10-24 nuts with star washers. The upper bracket mounts through the 6th and 10th holes from the right (driver) side on the front flange of the condenser (See Figure 1, below). The lower bracket mounts through the 5th and 8th holes from the right (driver) side, also on the front flange (See Figure 1, below).

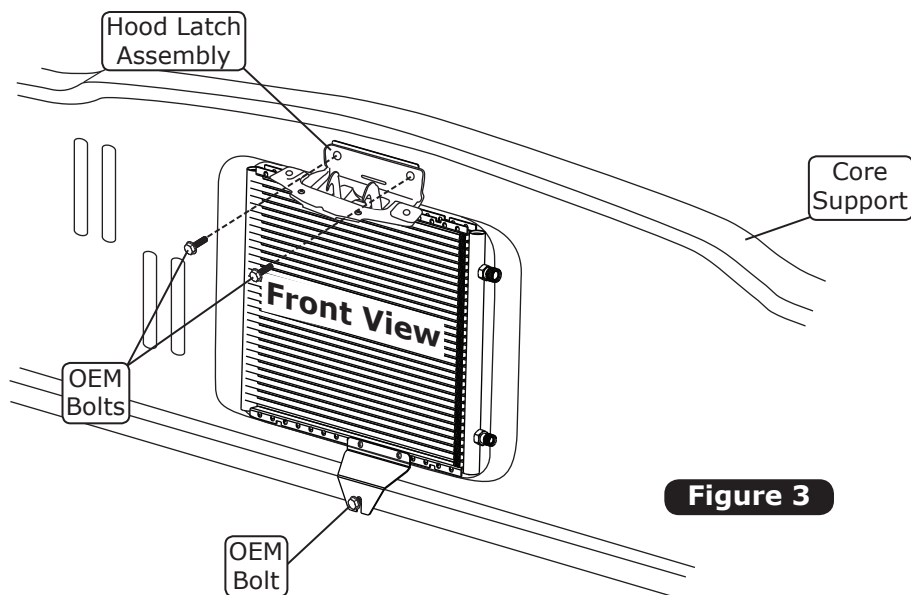
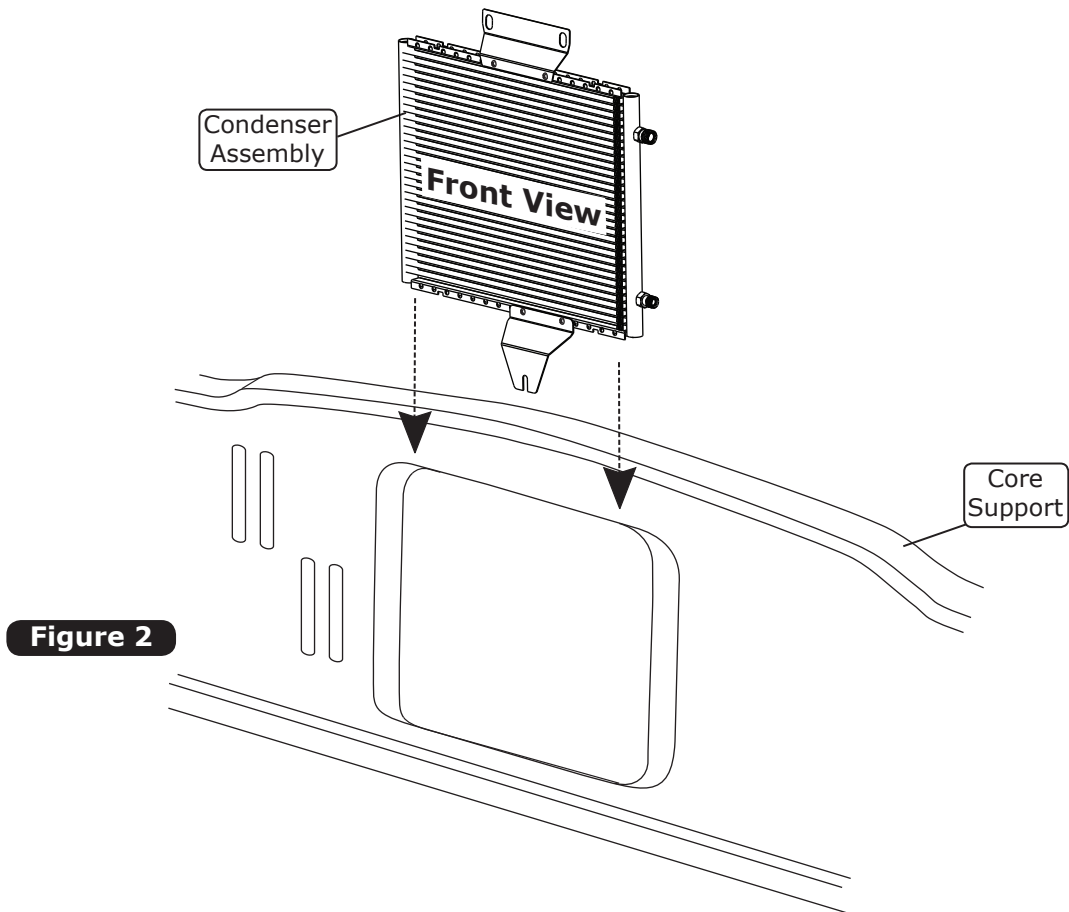




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Condenser Installation

1. Carefully lower the condenser assembly into the vehicle in front of the core support (See Figure 2, below). Slide the lower mounting bracket slot behind the grille support onto the previously loosened OEM bolt (See Photo 2, Page 6, and Figure 3, below). Align the upper mounting bracket with the hood latch assembly, sandwiching the upper mounting bracket between the core support and the hood latch assembly (See Figure 3, below). Once the condenser is in place, reinstall all bolts removed in Step 6, Page 6. Tighten all bolts.



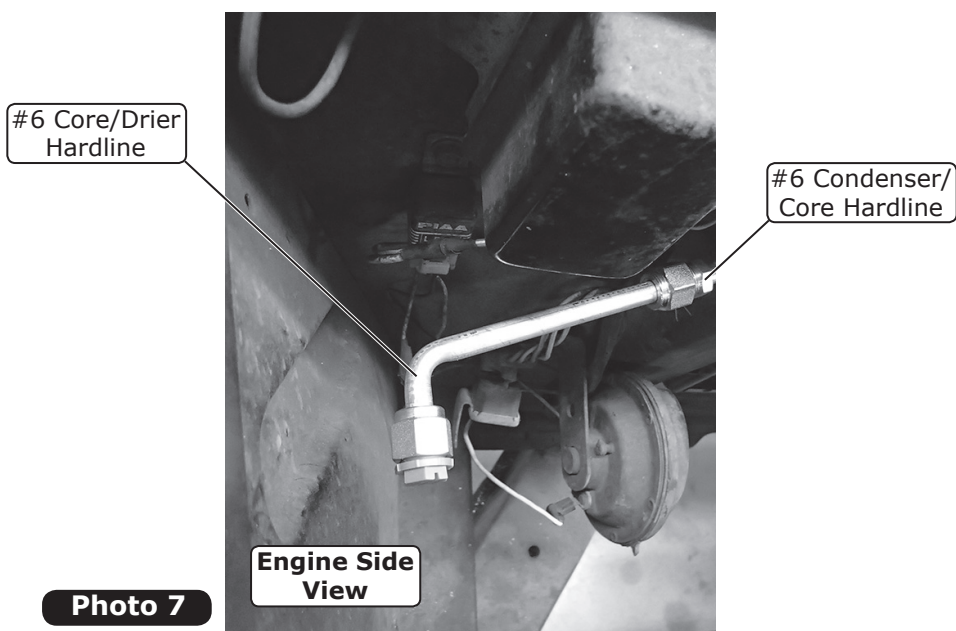
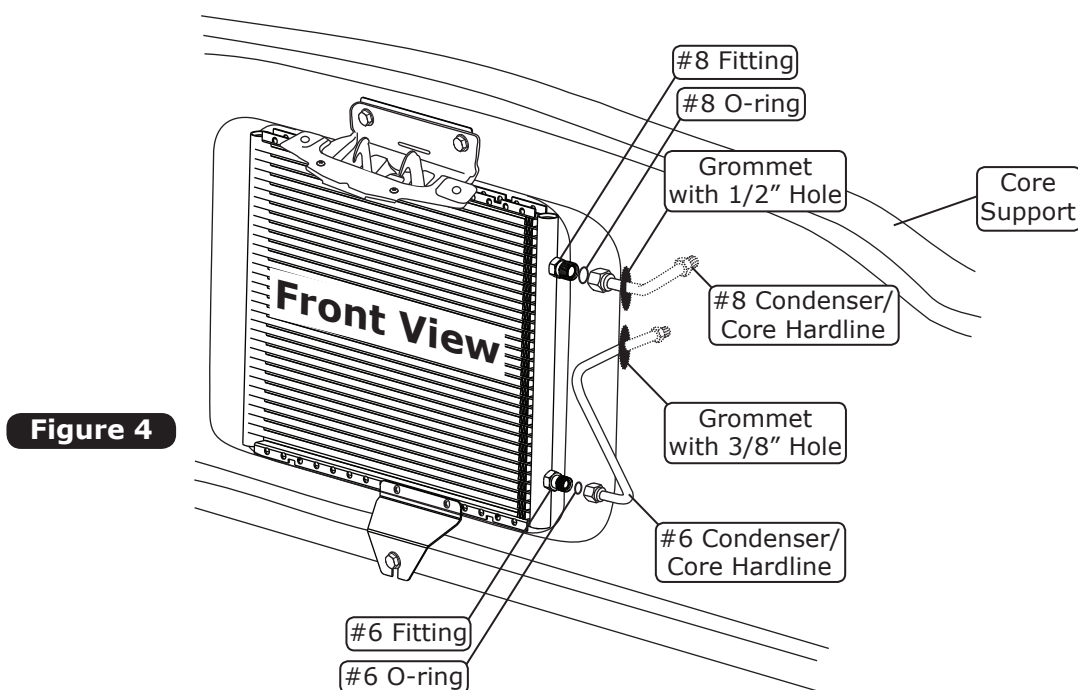


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Hardline Installation

NOTE: Do not fully tighten hardlines until drier is installed (See Page 11).

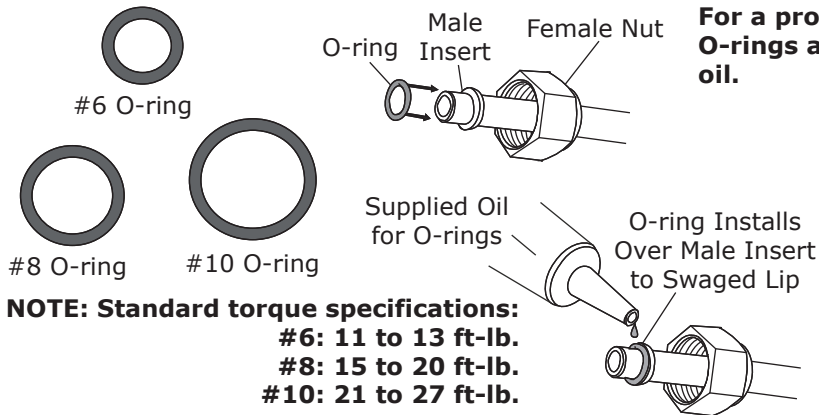
1. Locate the (2) #6 hardlines and (1) #8 hardline. Lubricate and install a #8 O-ring onto the #8 condenser/core hardline as shown in Figure 5, Page 11. Insert the male end of the #8 condenser/core hardline through the upper grommet (with 1/2" hole) in the core support, and thread the female end onto the #8 condenser fitting as shown in Figure 4, below.
2. Lubricate and install a #6 O-ring onto the #6 condenser/core hardline as shown in Figure 5, Page 11. Insert the male end of the #6 condenser/core hardline through the lower grommet (with 3/8" hole) in the core support, and thread the female end onto the #6 condenser fitting as shown in Figure 4, below. **NOTE: The #6 condenser fitting may be easier to access from under the back side of the bumper.**
3. Lubricate and install #6 O-ring on both ends of the #6 core/drier hardline as shown in Figure 5, Page 11. Attach the #6 core/drier hardline to the #6 condenser/core hardline as shown in Photo 7, below.



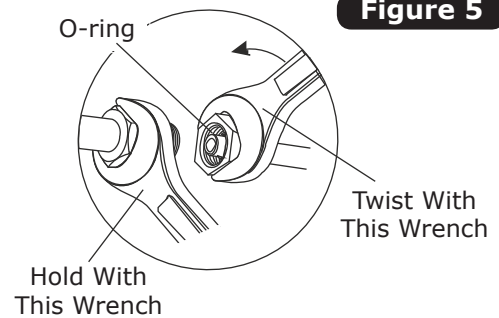


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Lubricating O-rings



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

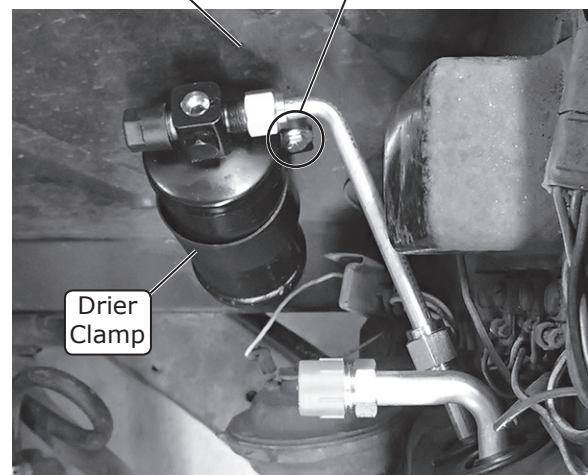
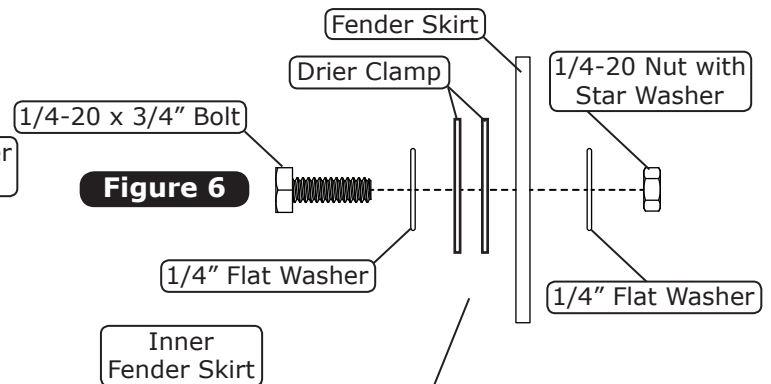
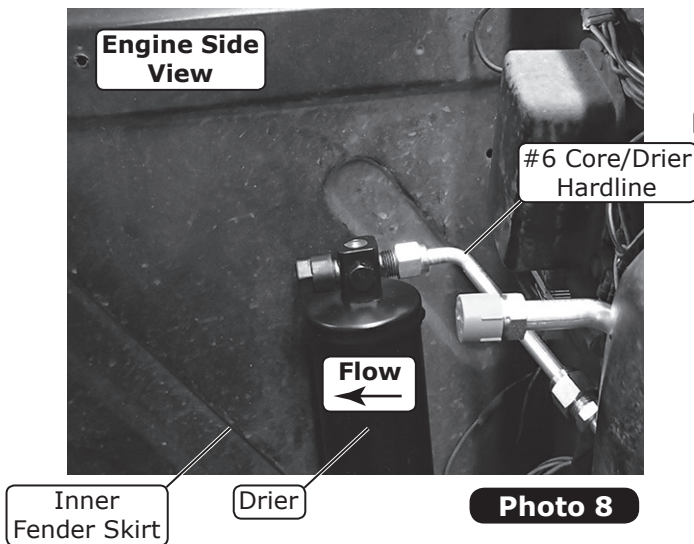


Drier Installation

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. The drier will be mounted onto the driver side inner fender skirt, on the engine side of the core support. Attach the #6 drier/core hardline to the drier (See Photo 8, below). **NOTE: Refrigerant flow through drier is IN from condenser, OUT to evaporator.**
2. Install the drier clamp onto the drier. Using the clamp as a guide, drill a 1/4" hole through inner fender skirt (See Photo 9, below). Secure the drier to the fender skirt using a 1/4-20 x 3/4" bolt, (2) 1/4" flat washers and a 1/4-20 nut with star washer (See Figure 6 and Photo 9, below). Tighten all hardlines.





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Binary Switch Installation and Final Steps

1. Install the binary switch onto the drier as shown in Figure 7 and Photo 10, below.
2. Reinstall and/or reconnect all remaining items removed or disconnected in Steps 1-5 of the Engine Compartment Disassembly instructions on Page 6. This concludes the condenser kit portion of your installation.

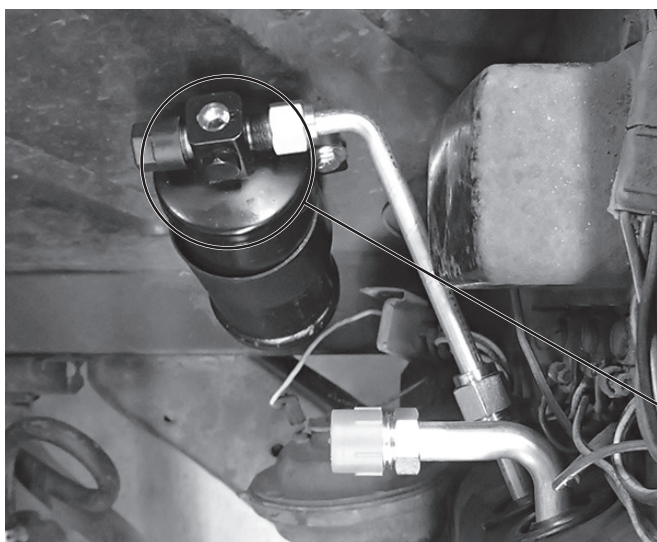


Photo 10

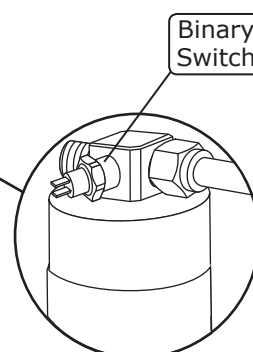


Figure 7

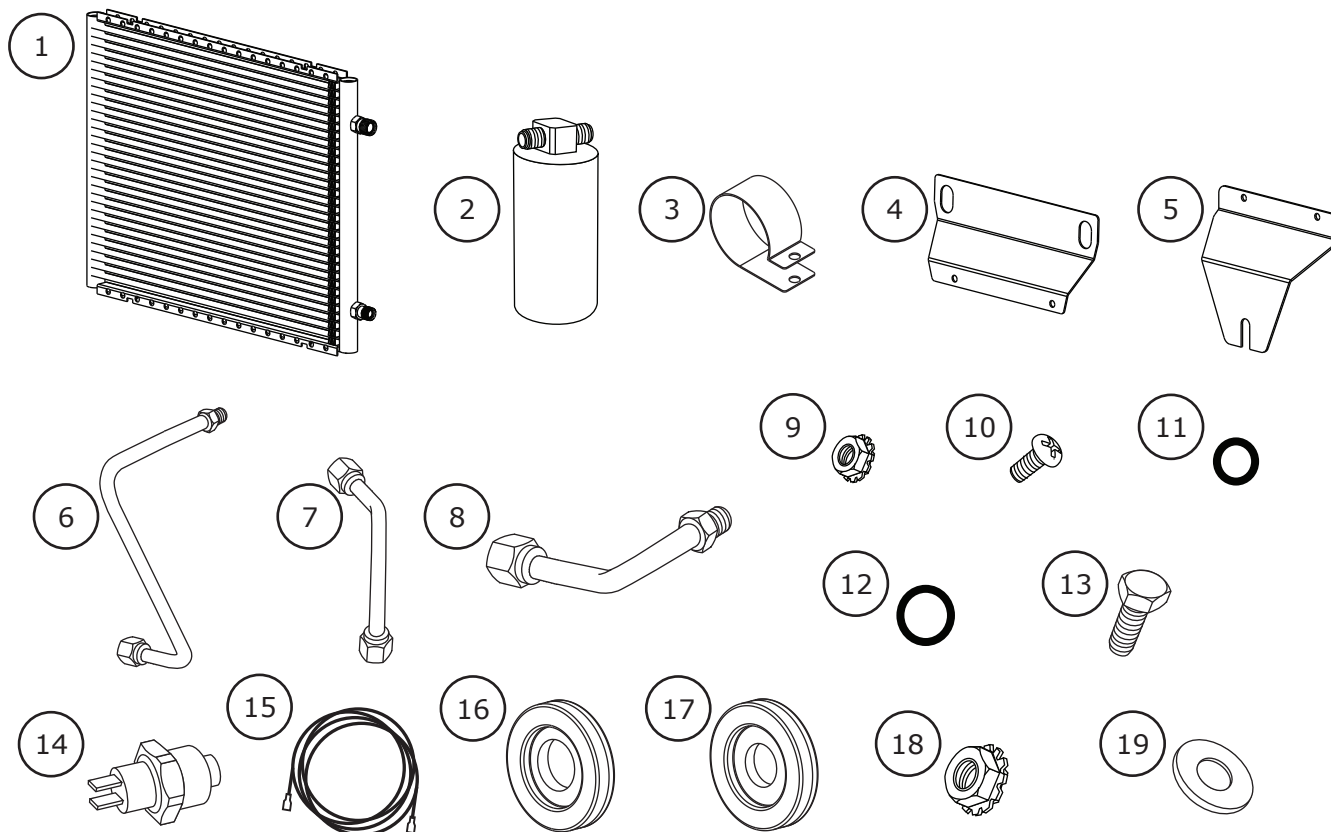


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8.	1	084152	Hardline, #8 Condenser/Core	_____
9.	4	18260-VUB	Nut, 10-24, with Star Washer	_____
10.	4	18249-VUB	Screw, 10-24 x 3/8", Pan Head	_____
11.	3	33857-VUF	O-ring, #6	_____
12.	1	33858-VUF	O-ring, #8	_____
13.	1	182871	Hex Bolt, 1/4-20 x 3/4"	_____
14.	1	11079-VUS	Binary Switch, Male	_____
15.	1	23135-VUW	Compressor Lead	_____
16.	1	33133-VUI	Grommet, 1 1/4" x 1" with 1/2" Hole	_____
17.	1	33135-VUI	Grommet, 1 1/4" x 1" with 3/8" Hole	_____
18.	1	18152-VUB	Nut, 1/4-20, with Star Washer	_____
19.	2	18125-VUB	Washer, Flat	_____

Checked By: _____
Packed By: _____
Date: _____



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