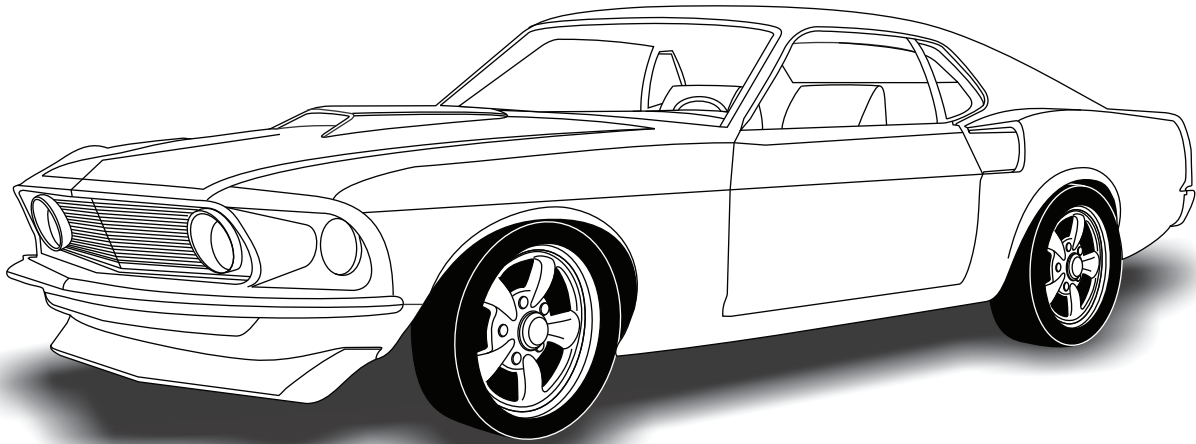




an ISO 9001:2008 Registered Company

1969-70 Ford Mustang

Condenser Kit *with* Drier
(011069)



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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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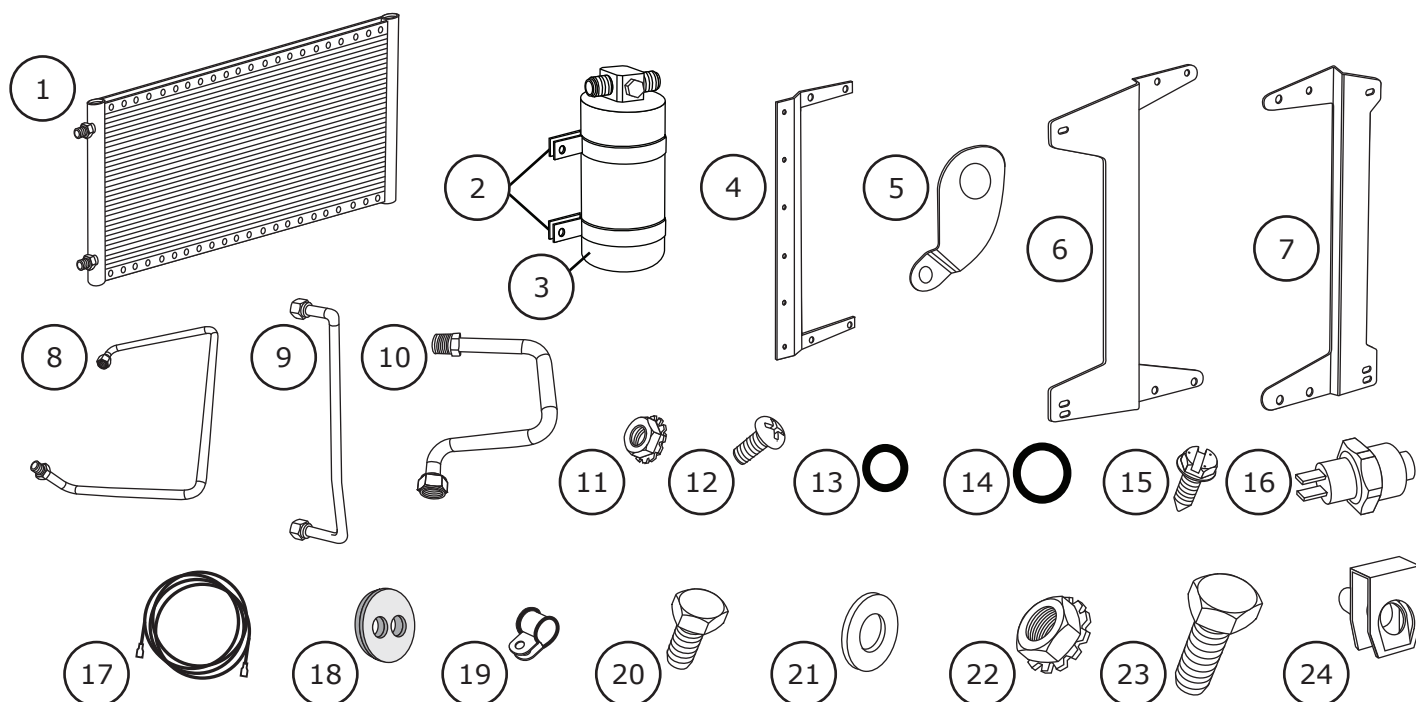


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Packing List: Condenser Kit (011069)

No.	Qty.	Part No.	Description
1.	1	03765-VUC	Condenser, 14" x 20", Super Flow
2.	1	07321-VUC	Drier
3.	2	07113-VUB	Drier Clamp
4.	1	65998-VUB	Bracket, Drier
5.	1	642073	Bracket, Hardline Support
6.	1	642070	Bracket, Driver Side Mounting
7.	1	642069	Bracket, Passenger Side Mounting
8.	1	081095	Hardline, #6 Drier/Core
9.	1	08164-PFL	Hardline, #6 Drier/Condenser
10.	1	081096	Hardline, #8 Condenser
11.	12	18260-VUB	Nut, 10-24, with Star Washer
12.	12	18249-VUB	Screw, 10-24 x 3/8", Pan Head
13.	3	33857-VUF	O-ring, #6
14.	1	33858-VUF	O-ring, #8
15.	3	18247-VUB	Screw, #10 x 1/2", Sheet Metal
16.	1	11079-VUS	Binary Switch, Male
17.	1	23135-VUW	Compressor Lead
18.	1	33134-VUI	Grommet
19.	1	31600-VUD	Adel Clamp, #2
20.	1	18287-VUB	Hex Bolt, 1/4-20 x 1/2"
21.	5	18125-VUB	Washer, 1/4", Flat
22.	1	18152-VUB	Nut with Star Washer, 1/4-20
23.	4	18290-VUB	Hex Bolt, 1/4-20 x 1"
24.	4	18978-VUB	U-nut, 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):

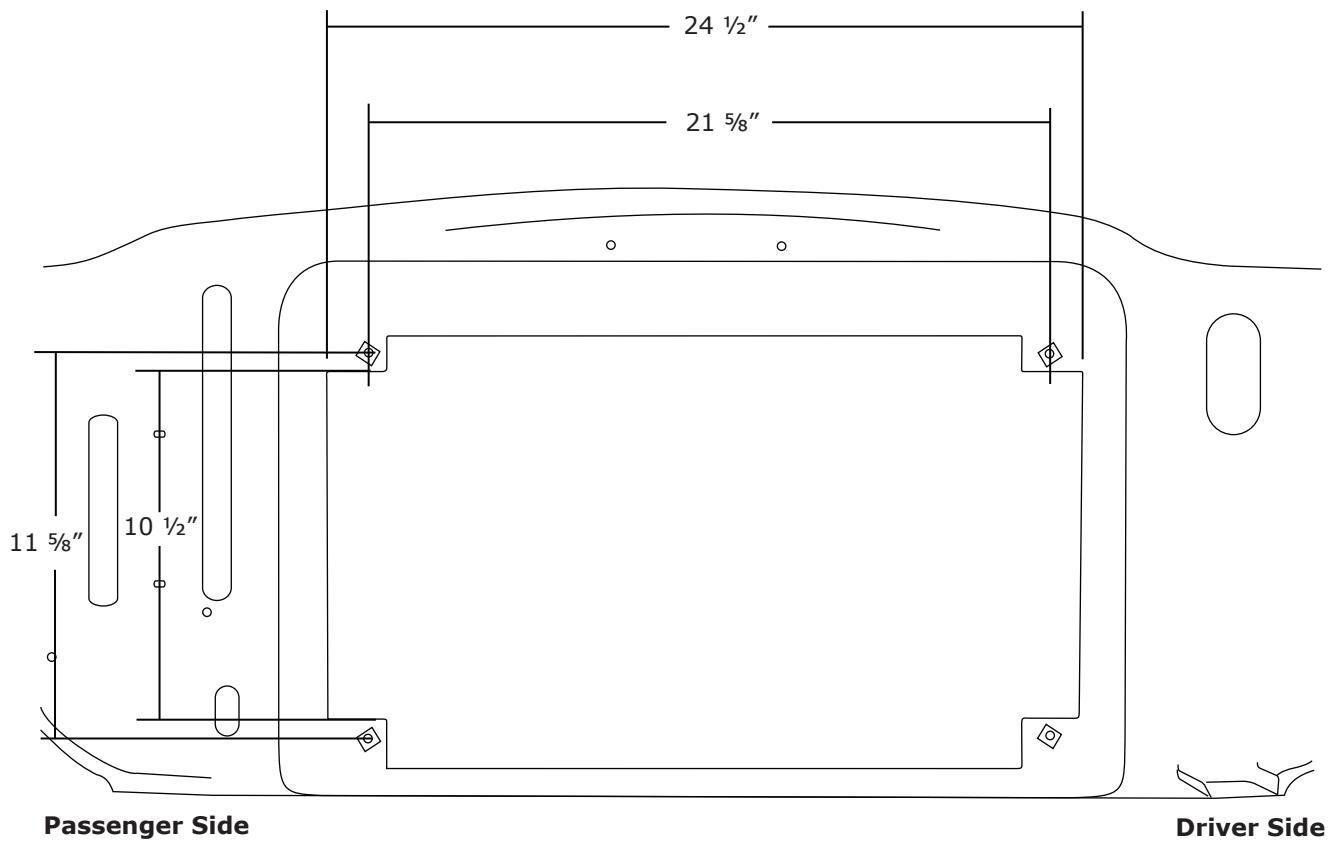
Heater hose may be purchased from Vintage Air (Part# 31800-VUD) or your local parts retailer. Routing and required length will vary based on installer preference.



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Core Support Measurements

This kit was developed based on the measurements below, which were taken from a 1969 Ford Mustang with factory air.

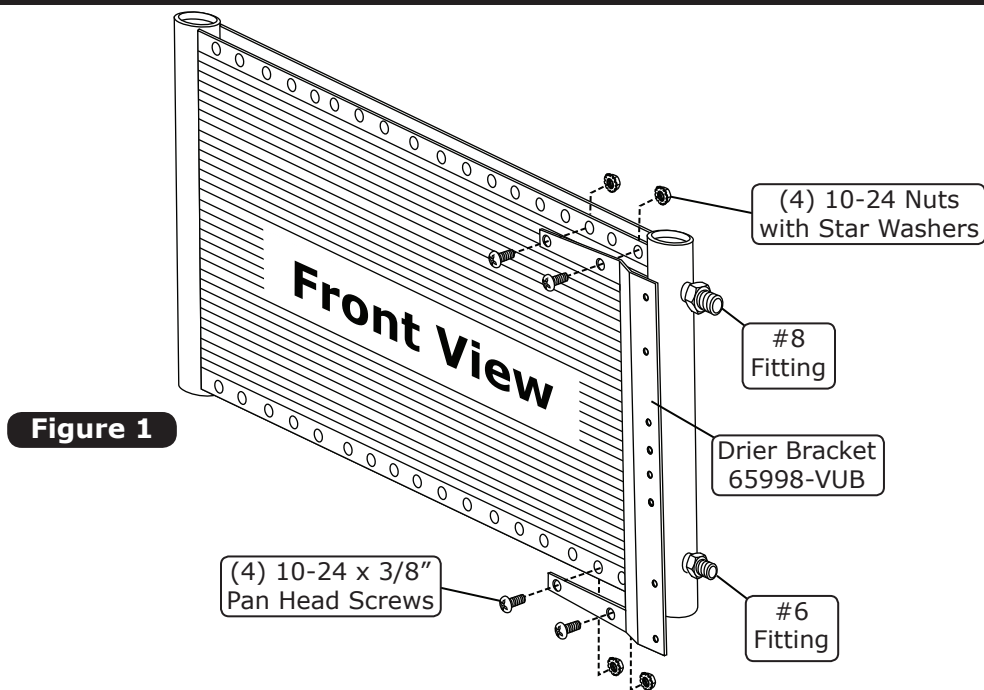




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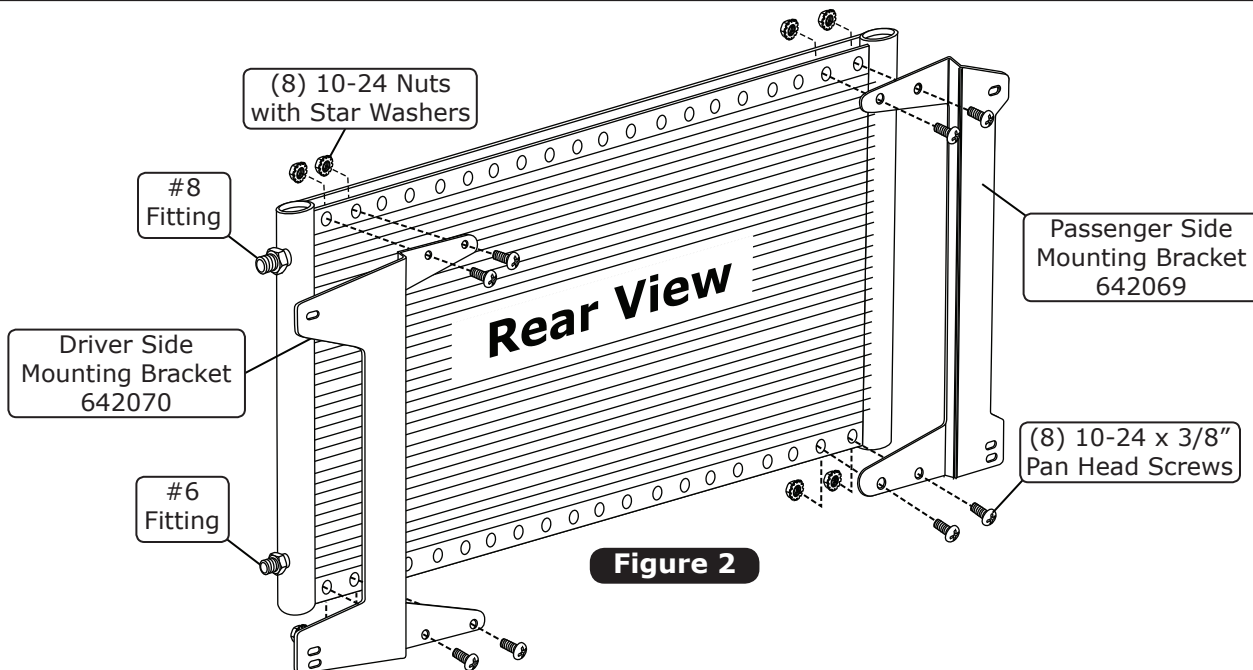
Drier Bracket Installation

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 1, below). **NOTE: The bracket mounts to the outside of the flange through the 1st & 3rd holes from the right side of the condenser (Front View).**



Mounting Bracket Installation

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





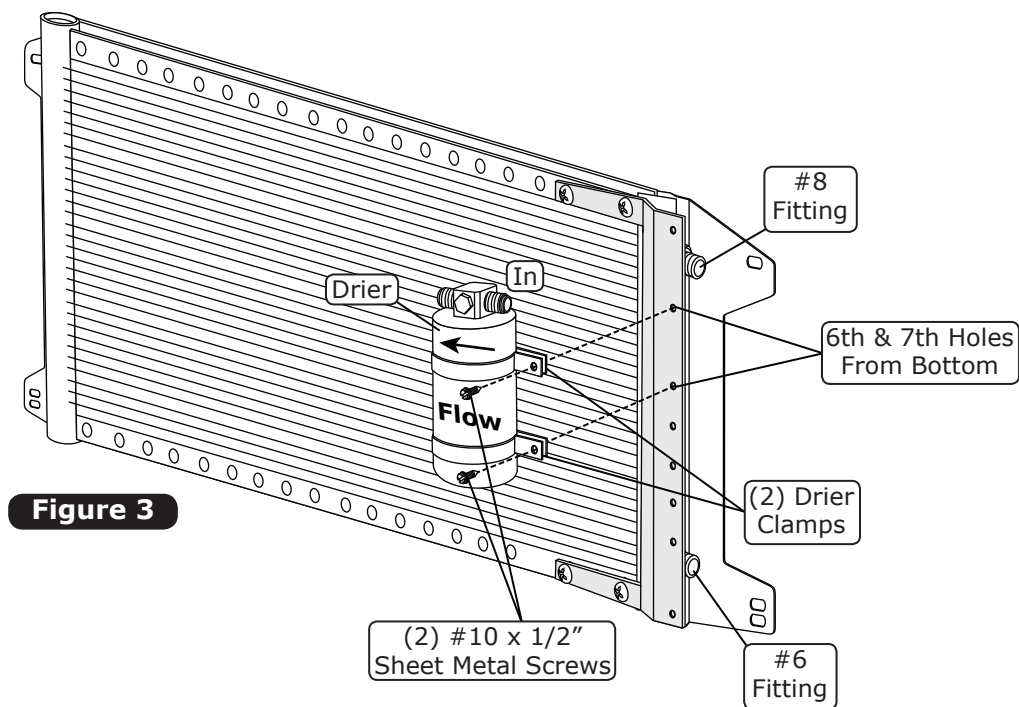
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Drier Installation

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. Install the drier clamps onto the drier as shown in Figure 3, below.
2. Secure the drier to the drier bracket using (2) #10 x 1/2" sheet metal screws in the 6th and 7th holes from the bottom as shown in Figure 3, below. **NOTE: Refrigerant flow through the drier is IN from condenser, OUT to evaporator.**

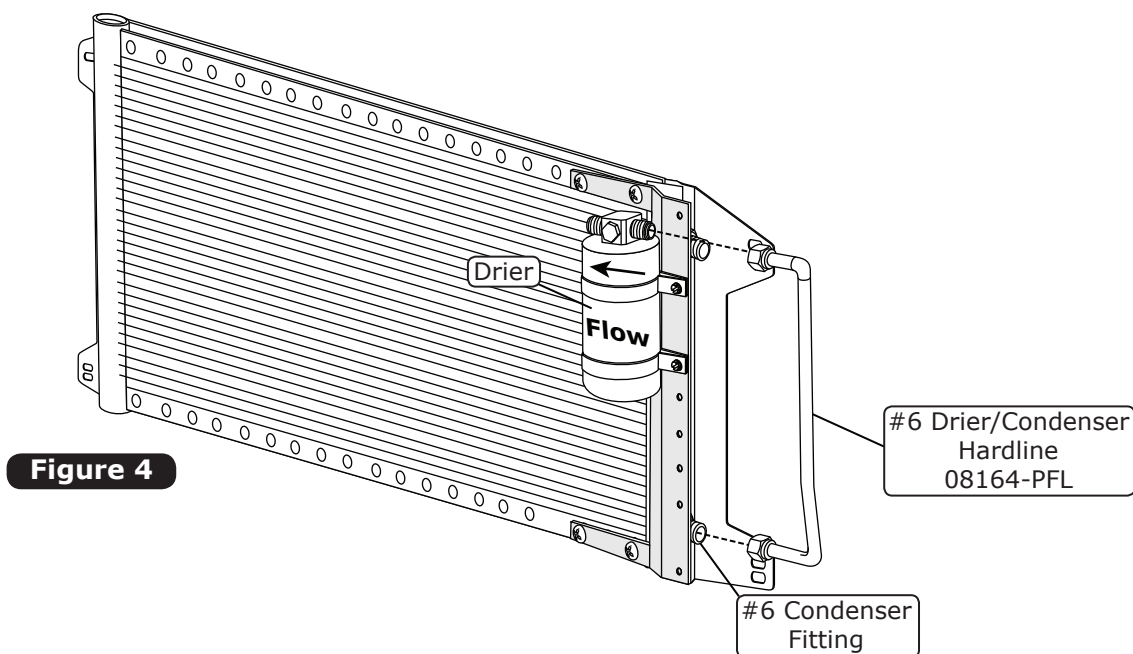




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Hardline Installation

1. Lubricate (2) #6 O-rings, and install (1) onto each end of the #6 drier/condenser hardline as shown in Figure 5, below.
2. Install the #6 drier/condenser hardline onto the #6 condenser fitting, and then onto the drier (See Figure 4, below). Tighten fittings as shown in Figure 5, below.



Lubricating O-rings

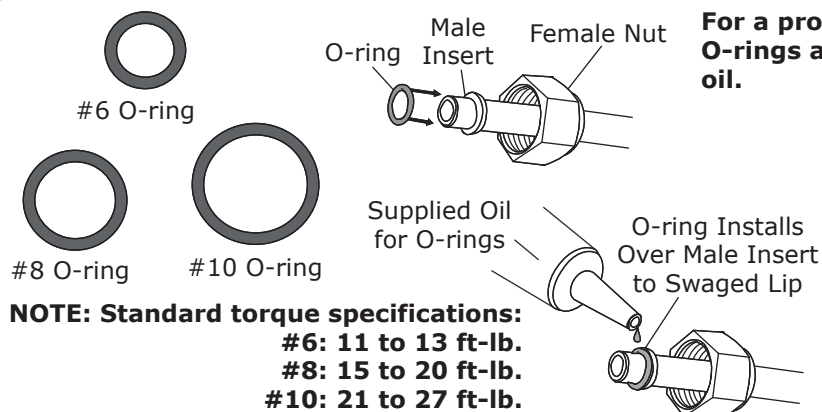


Figure 5



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Radiator Removal

1. Drain radiator.
2. Remove upper and lower radiator hoses.
3. Remove radiator.

Core Support Modification

Vehicles with Factory Air:

1. Install the hardline support bracket onto the engine side of the core support as shown in Figure 6a, below.
NOTE: 1969 models will use the OEM bolt to secure the hardline support bracket to the core support. 1970 models will use a 1/4-20 x 1/2" bolt, flat washer and nut with star washer.
2. Insert the grommet into the hardline support bracket as shown in Figure 6a, below.

Vehicles without Factory Air:

Option 1:

1. Weld the knock-out plate to the core support as shown in Figure 7a, below.
2. Using the template provided on Page 12, drill a 1 1/4" hole through the core support.
3. Insert the grommet into the 1 1/4" hole as shown in Figure 7b, below.

Option 2:

1. Knock out the plate on the core support, and install the hardline support bracket on the engine side of the core support as shown in Figure 6a, below. **NOTE: 1969 models will use the OEM bolt to secure the hardline support bracket to the core support. 1970 models will use a 1/4-20 x 1/2" bolt, flat washer and nut with star washer.**
2. Insert the grommet into the hardline support bracket as shown in Figure 6a, below.

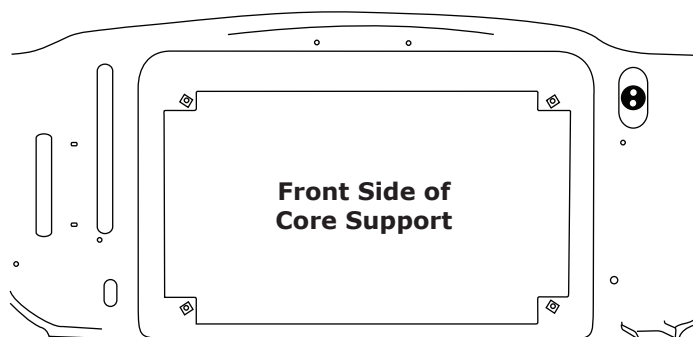


Figure 6

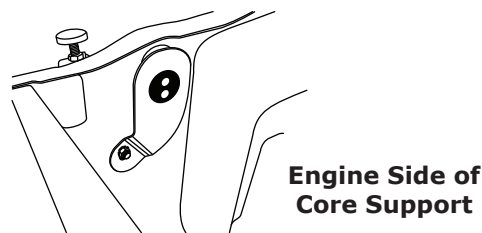


Figure 6a

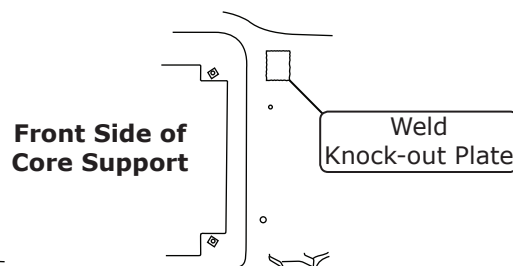


Figure 7a

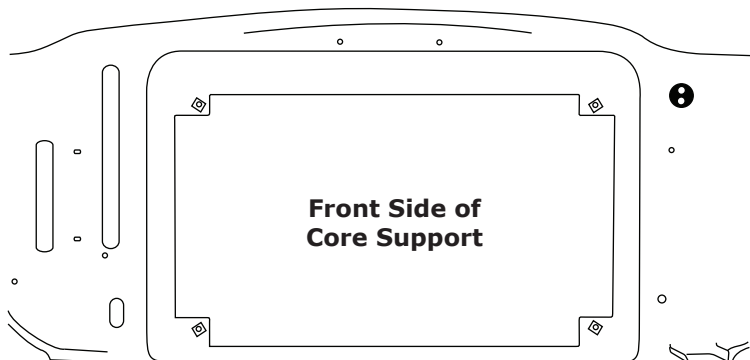


Figure 7

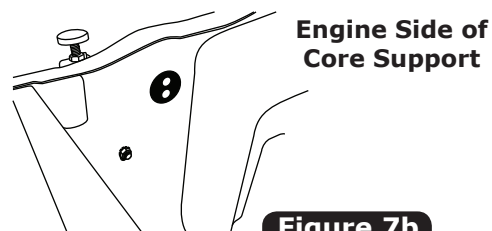


Figure 7b



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Condenser and Fan Shroud Installation

1. Install (4) 1/4" U-nuts onto the core support as shown in Figure 8, below.
2. Install the condenser assembly between the radiator and the core support as shown in Figure 8, below.
3. Secure the condenser to the core support using (4) 1/4-20 x 1" hex bolts and (4) 1/4" flat washers as shown in Figure 9, below.
4. Reinstall the fan shroud using the OEM hardware as shown in Figure 9, below.

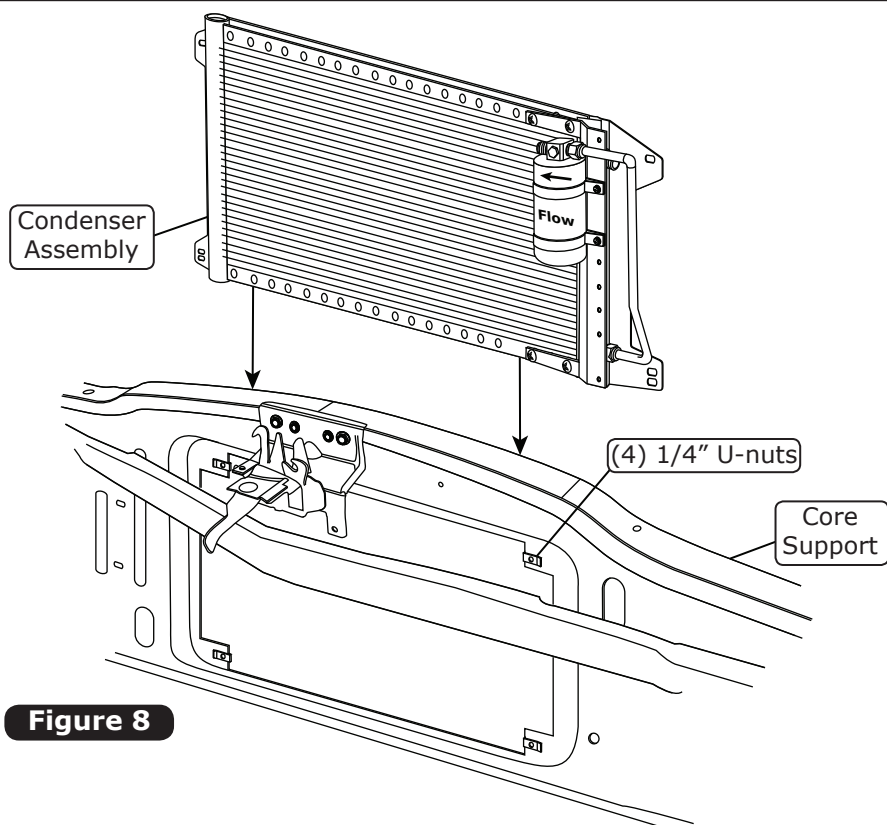


Figure 8

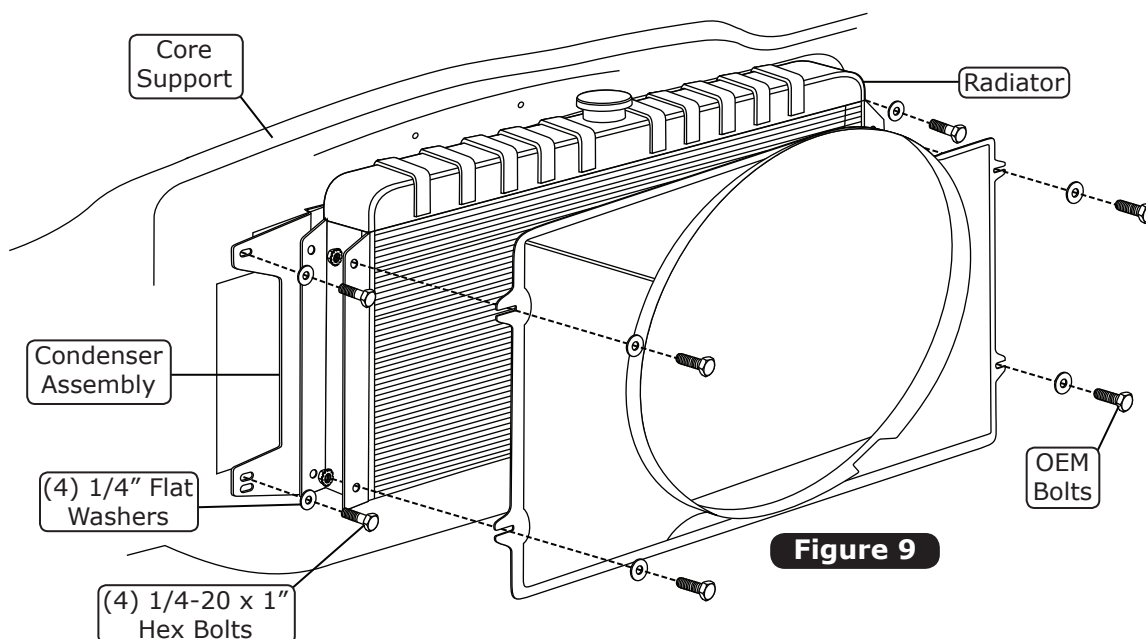


Figure 9



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Hardline Installation (Cont.)

1. Lubricate a #6 and #8 O-ring, and install them onto the #6 drier/core hardline and #8 condenser hardline as shown in Figure 5, Page 8.
2. Install the #6 drier/core hardline and the #8 condenser hardline as shown in Figure 10, below. Tighten fittings as shown in Figure 5, Page 8.
3. Secure the #6 drier/core hardline onto the core support with a #2 Adel clamp and a #10 x 1/2" sheet metal screw as shown in Figure 10, below.

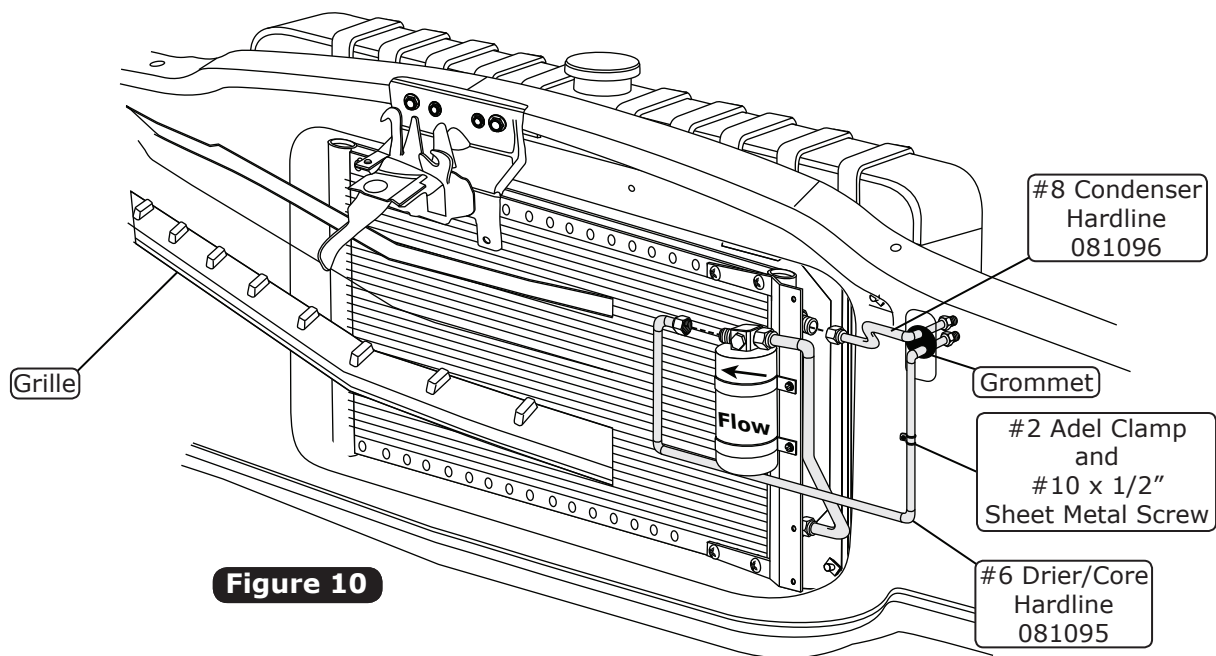


Figure 10

Binary Switch Installation

1. Install the binary switch onto the drier as shown in Figure 11, below.

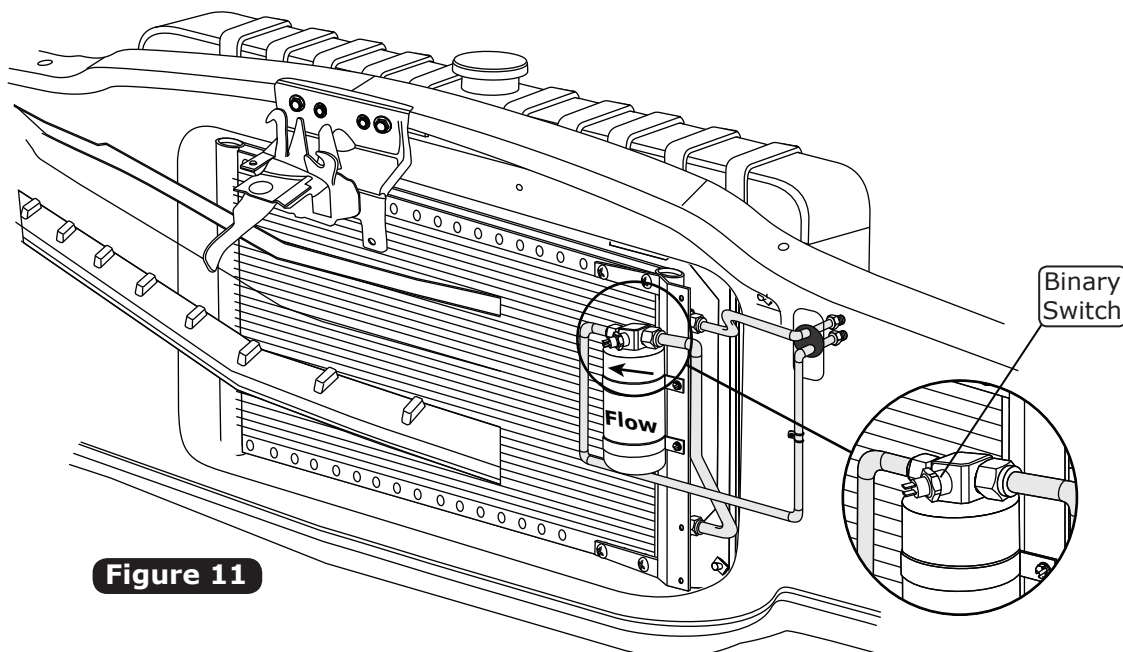
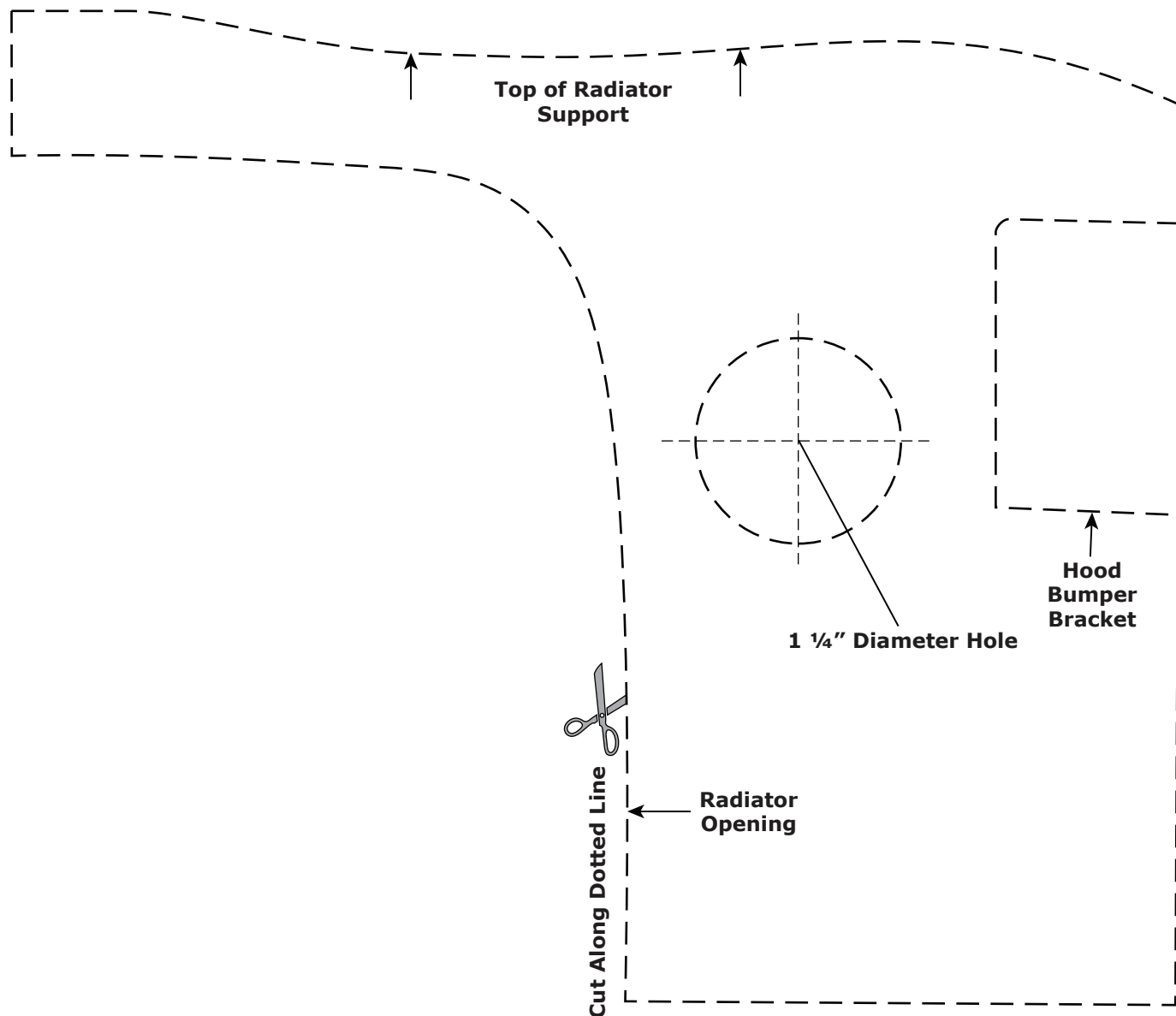


Figure 11



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Core Support Modification Template



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



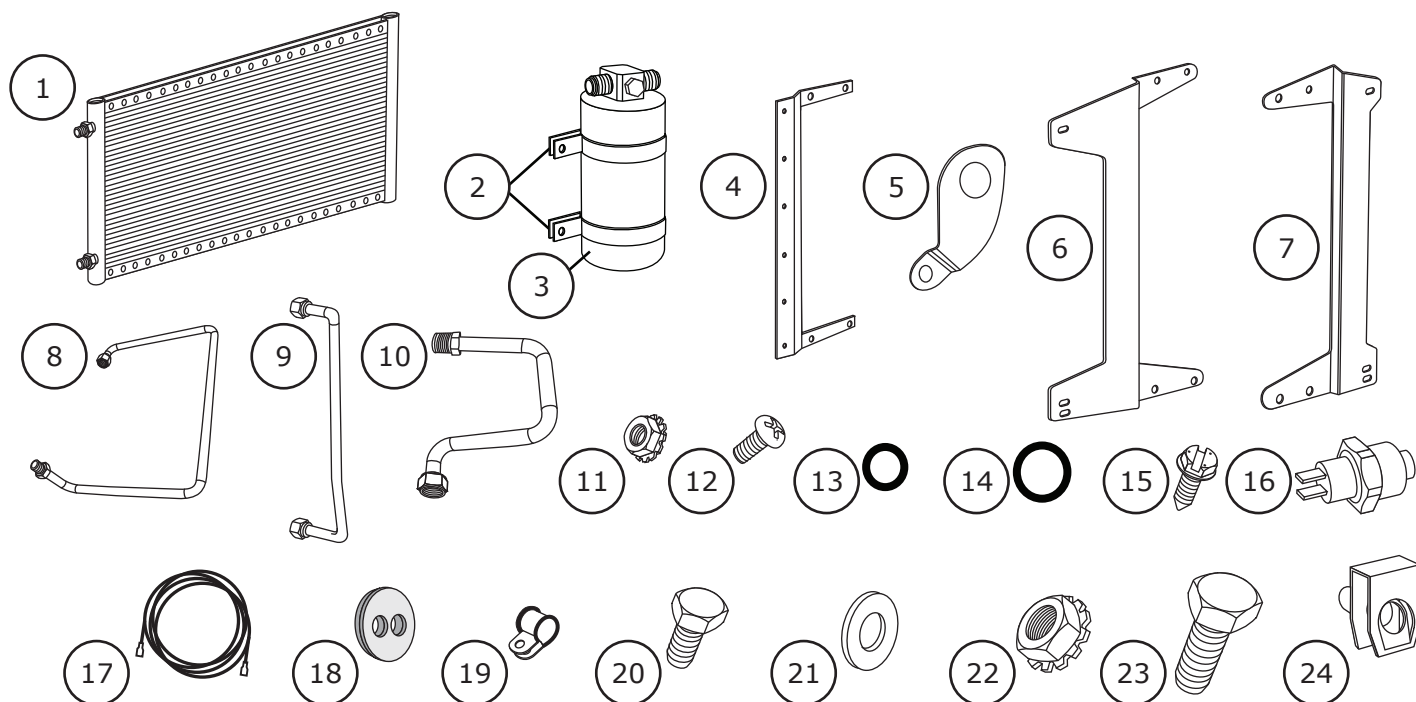


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10.	1	081096	Hardline, #8 Condenser	_____
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18.	1	33134-VUI	Grommet	_____
19.	1	31600-VUD	Adel Clamp, #2	_____
20.	1	18287-VUB	Hex Bolt, 1/4-20 x 1/2"	_____
21.	5	18125-VUB	Washer, 1/4", Flat	_____
22.	1	18152-VUB	Nut with Star Washer, 1/4-20	_____
23.	4	18290-VUB	Hex Bolt, 1/4-20 x 1"	_____
24.	4	18978-VUB	U-nut, 1/4"	_____

Checked By: _____
Packed By: _____
Date: _____



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