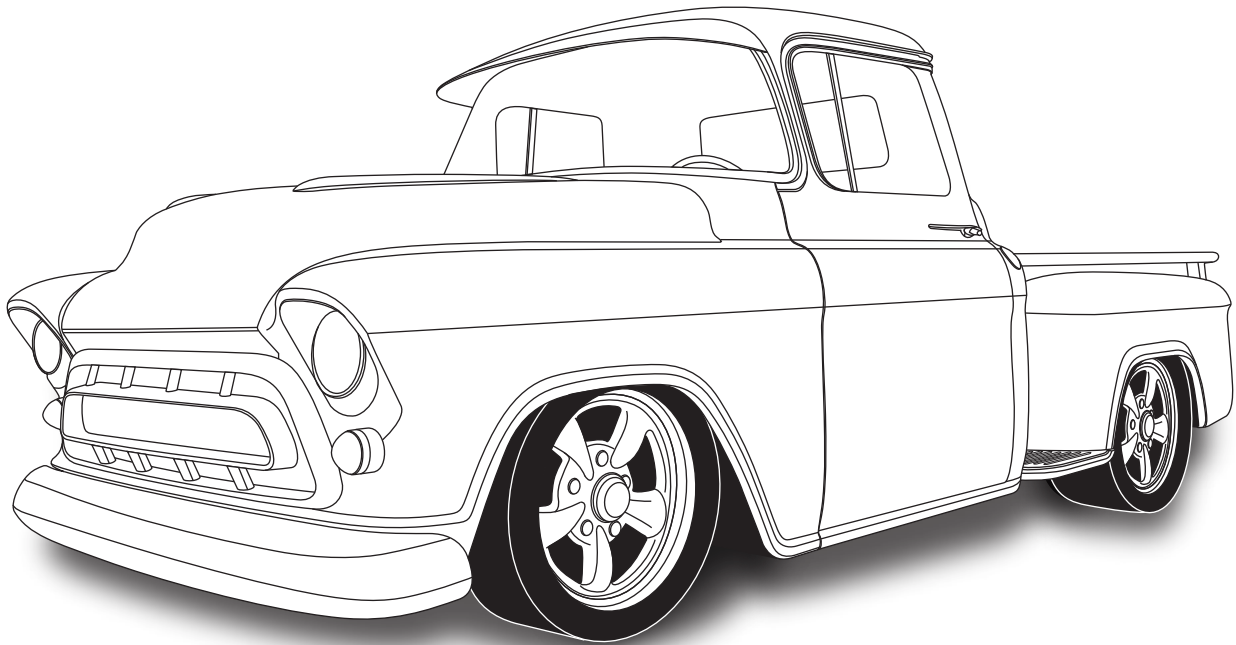




1958-59 Chevrolet Pickup

**Condenser with Drier
(021558)**



18865 Goll St. San Antonio, TX 78266
Phone: 800-862-6658
Sales: sales@vintageair.com
Tech Support: tech@vintageair.com
www.vintageair.com



www.vintageair.com

Table of Contents

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

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.



www.vintageair.com

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.



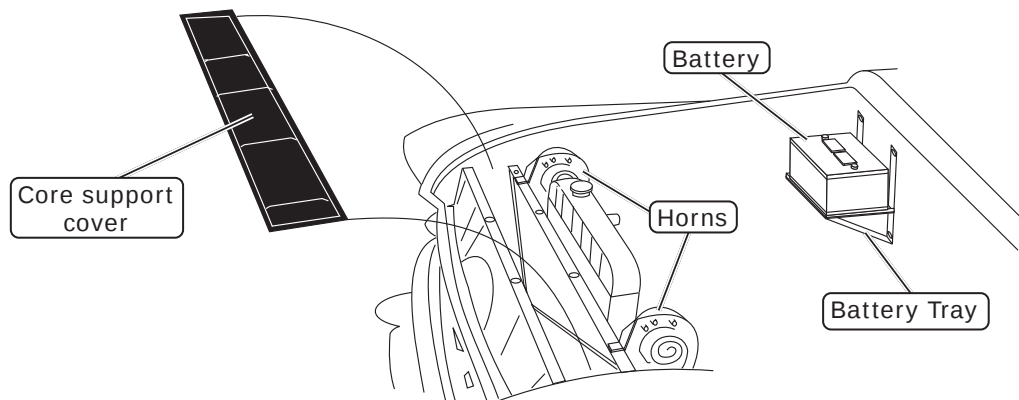
www.vintageair.com

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.

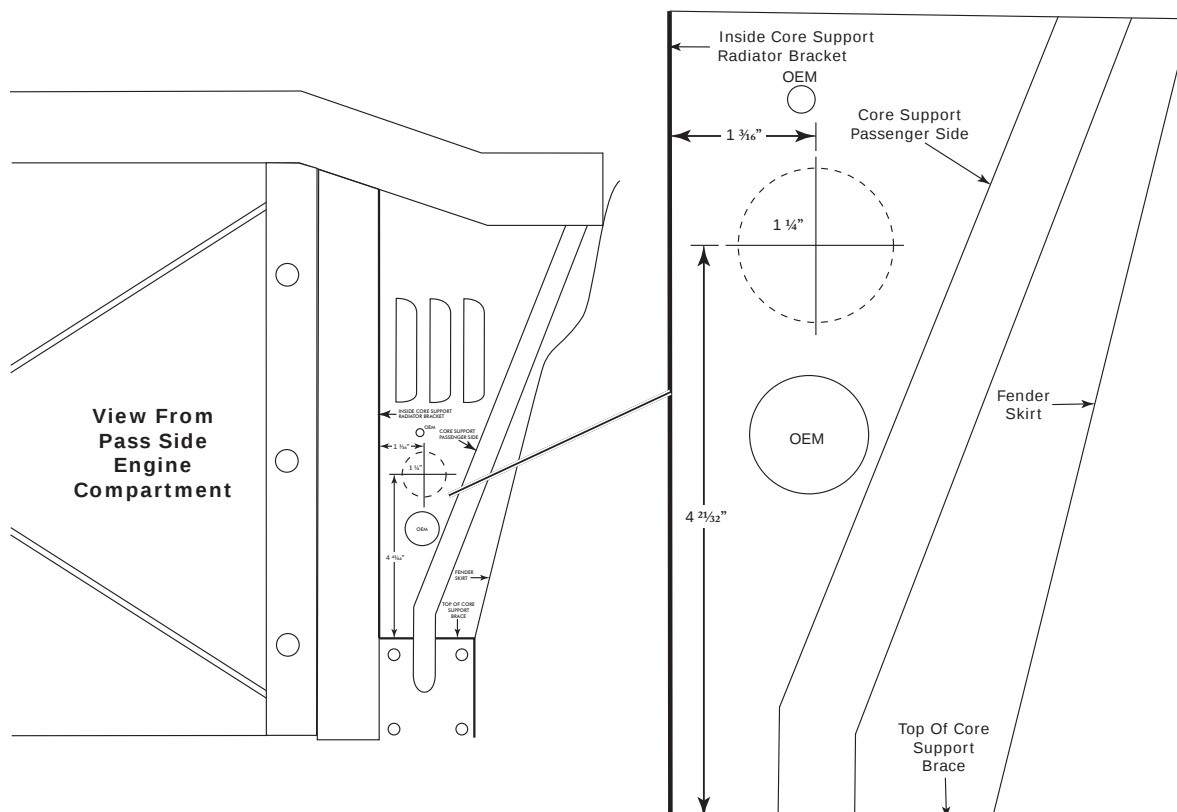
Perform the following:

1. Remove the core support cover.
2. Remove the OEM fan and fan shroud.
3. Drain and remove the radiator.



Core Support Modification

1. Drill a 1 1/4" hole through the passenger side of the core support on the engine side using the measurements shown below.
2. Install the 2-hole grommet into the 1 1/4" hole.





www.vintageair.com

Condenser Mounting Bracket Installation

1. Install the condenser mounting brackets onto the back of 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 through the 2nd & 4th holes on the condenser.**

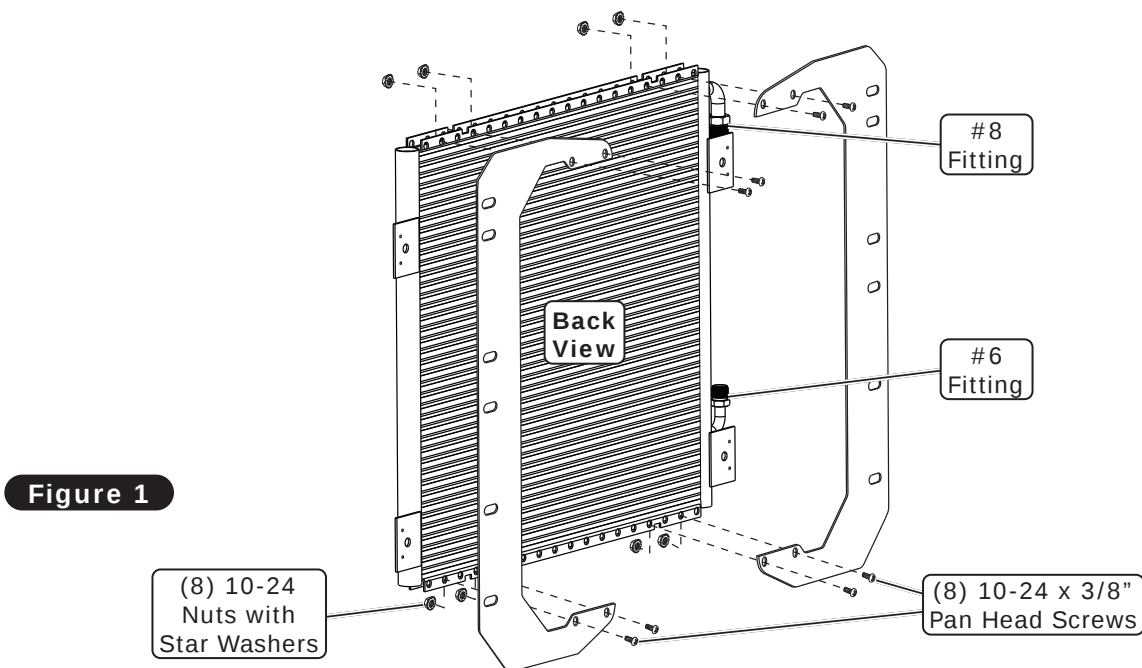


Figure 1

Drier Bracket Installation

1. 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: Bracket mounts through the 1st and 3rd holes on the condenser.**

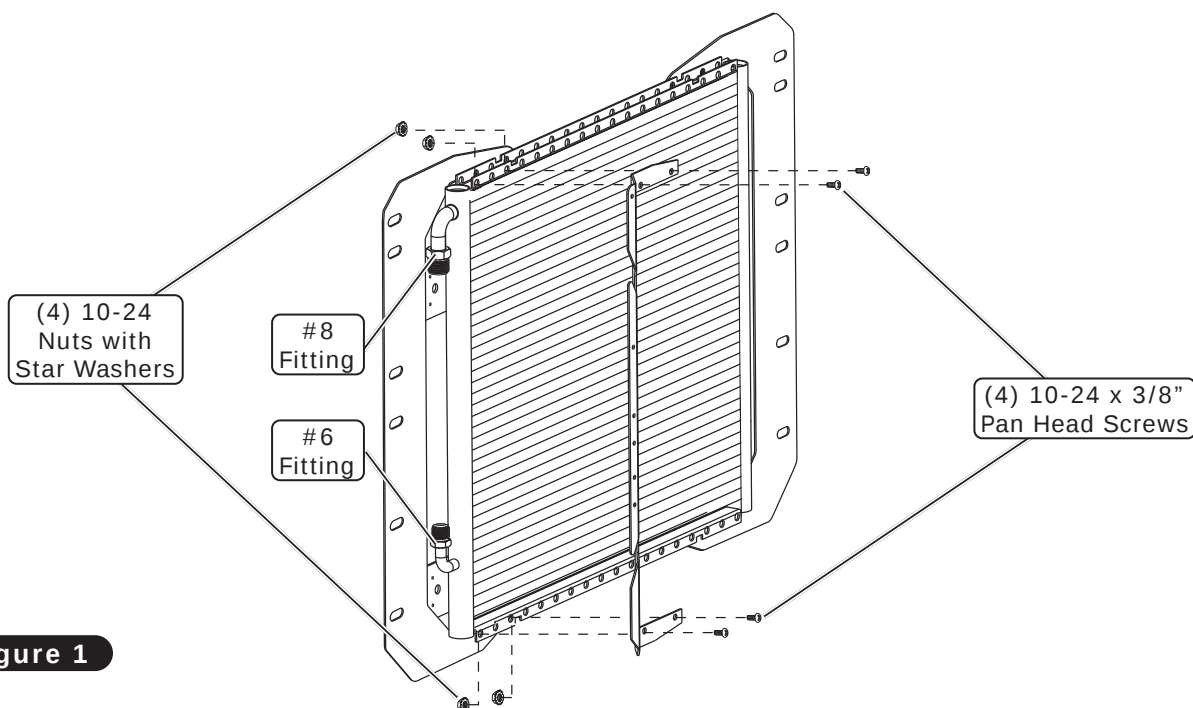


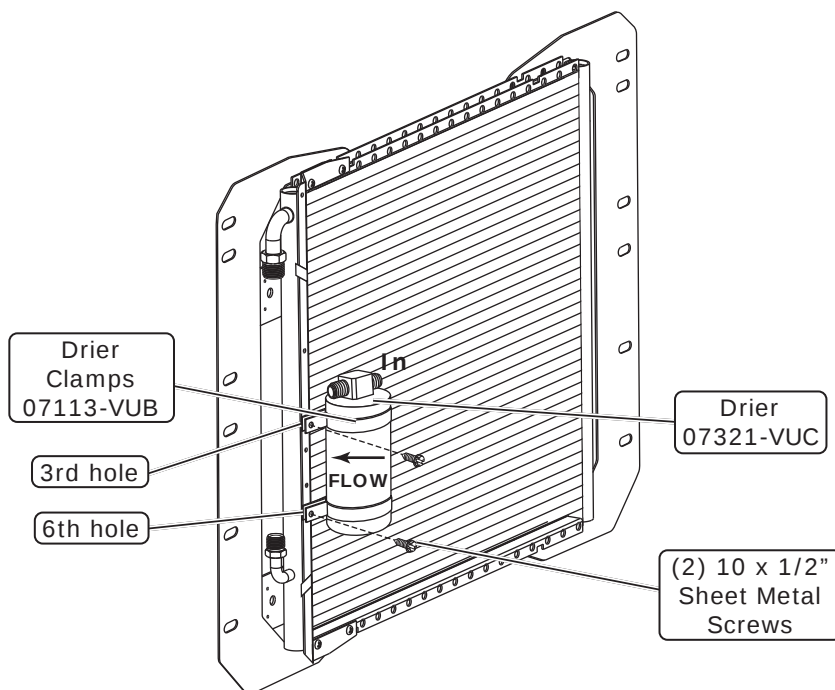
Figure 1



www.vintageair.com

Drier Installation

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



#6 Condenser/Drier Hardline Installation

1. Lubricate (2) #6 O-rings (See Lubricating O-rings, Page 8), and install the #6 condenser/drier hardline as shown in Figure 1, below. Tighten the fittings.

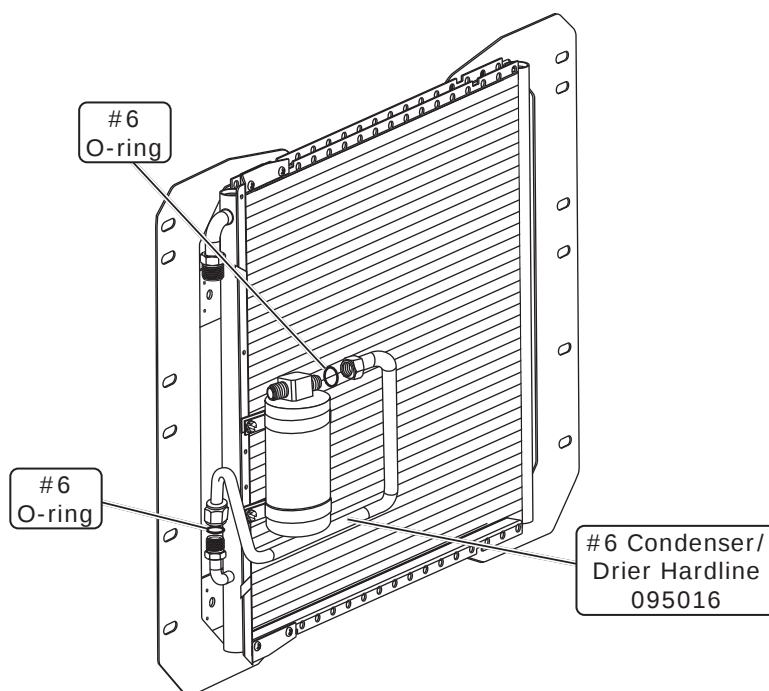


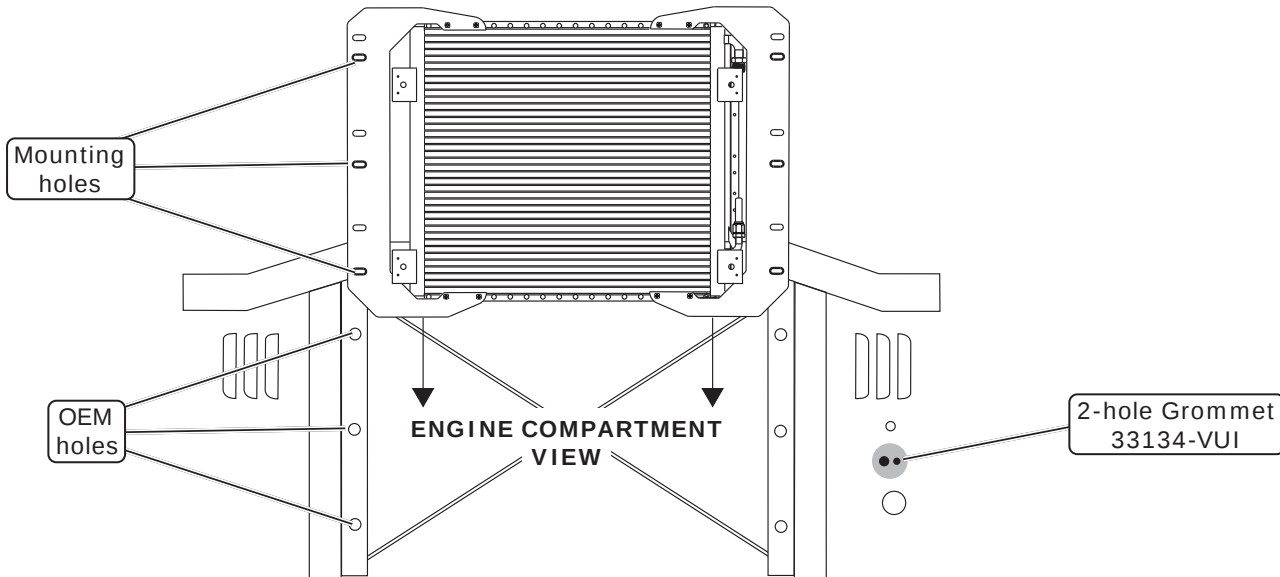
Figure 1



www.vintageair.com

Condenser Installation

1. Install the condenser/drier assembly between the radiator and engine side of the core support, using the OEM bolts and OEM holes as shown, below. **NOTE: Condenser mounts using the 2nd, 4th and 6th holes from the top of the condenser brackets.**



#6 and #8 Hardline Installation

1. Lubricate a #6 O-ring (See Lubricating O-rings, Page 8), and install the #6 drier/core hardline as shown in Figure 1, below. Tighten the fittings as shown in Lubricating O-rings, Page 8.
2. Lubricate a #8 O-ring (See Lubricating O-rings, Page 8), and install the #8 condenser/compressor hardline as shown in Figure 1, below. Tighten the fittings as shown in Lubricating O-rings, Page 8.

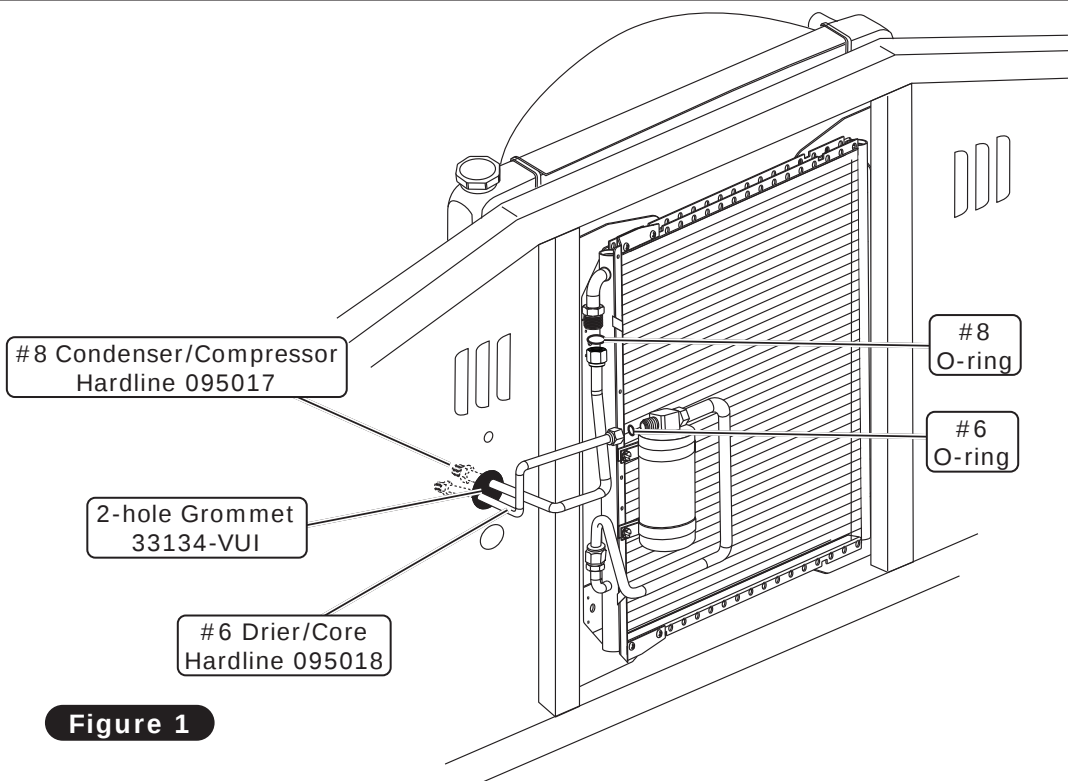
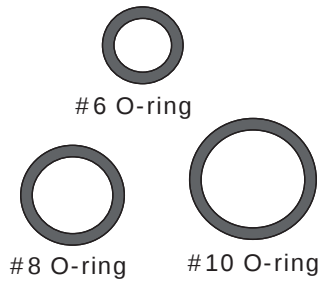


Figure 1



www.vintageair.com

Lubricating O-rings

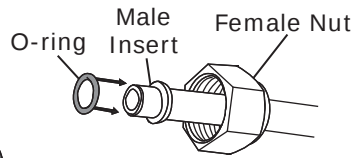


NOTE: Standard torque specifications:

#6: 11 to 13 ft-lb.

#8: 15 to 20 ft-lb.

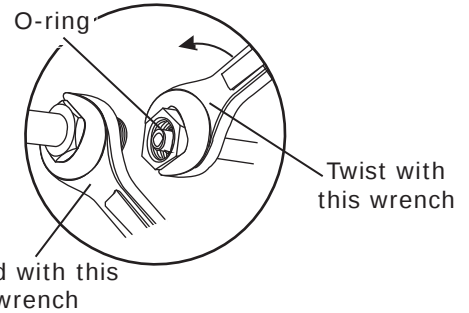
#10: 21 to 27 ft-lb.



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





www.vintageair.com

Packing List: Condenser Kit (021558)

O-rings / Refrigerant Oil

	Qty		Part No	Description
	2	☐	18247-VUB	Screw, #10 x 1/2", Sheet Metal
	12	☐	18249-VUB	Screw, 10-24 x 3/8", Pan Head
	12	☐	18260-VUB	Nut with Star Washer, 10-24
	1	☐	33134-VUI	Grommet, 2-Hole

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
	2	☐	07113-VUB	Drier Clamp
	1	☐	644090	Bracket, Drier
	2	☐	644091	Bracket, Condenser

Packed By: _____

Hardlines / Hoses

	Qty		Part No	Description
	1	☐	095016	Hardline, #6, Condenser/Drier
	1	☐	095017	Hardline, #8, Condenser/Compressor
	1	☐	095018	Hardline, #6, Drier/Core

Packed By: _____

Condenser / Drier

	Qty		Part No	Description
	1	☐	03768-VUC	Condenser, 17" x 19", Super 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.**