



1971-76 Chevrolet Impala / Caprice

**Condenser Kit *with* Drier
(061203)**



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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.



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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):

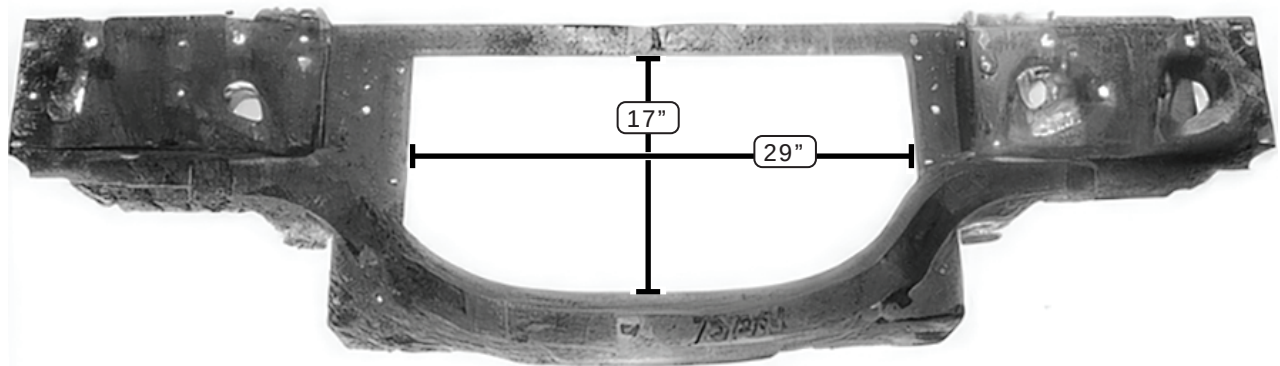
Heater hose may be purchased from Vintage Air (Part#31800-VUD) or your local parts retailer. Routing and required length will vary based on installer preference.



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Core Support Measurements

The measurements shown below are for reference only.





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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, photos & diagrams.

Perform the following:

1. Evacuate the A/C system (if necessary).
2. Disconnect the battery (See Photo 1, below).
3. Drain the radiator (See Photo 1, below).
4. Disconnect the transmission cooler lines from the radiator (See Photo 2, below).
5. Remove the OEM fan shroud (retain) (See Photo 3, below).
6. Remove the upper and lower radiator hoses.
7. Remove the radiator (See Photo 4, below).
8. Disconnect the A/C hoses from the condenser (See Photos 5 and 6, below).

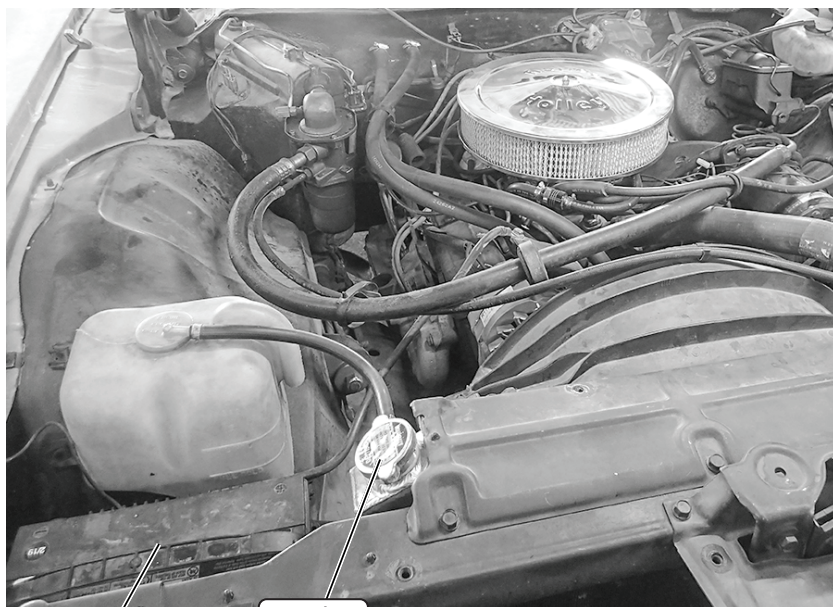
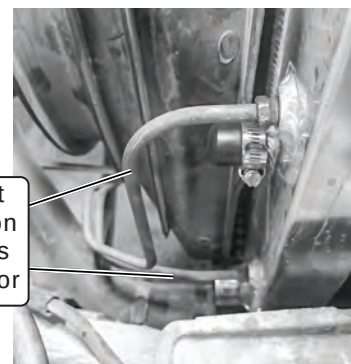


Photo 1



Disconnect
transmission
cooler lines
from radiator

Photo 2

Remove
OEM fan
shroud

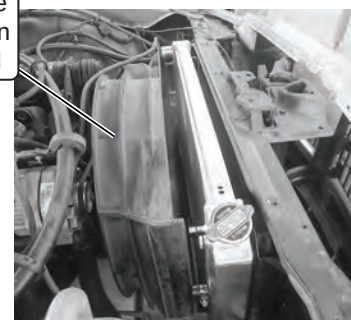


Photo 3

Remove
radiator

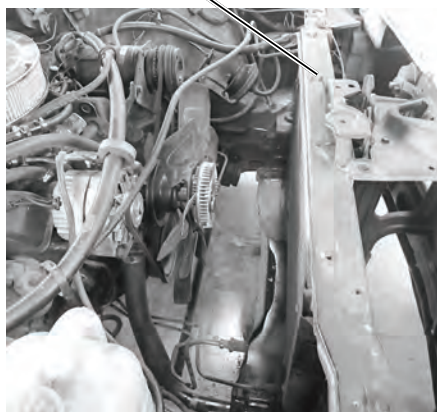


Photo 4

Disconnect A/C
hoses from
condenser

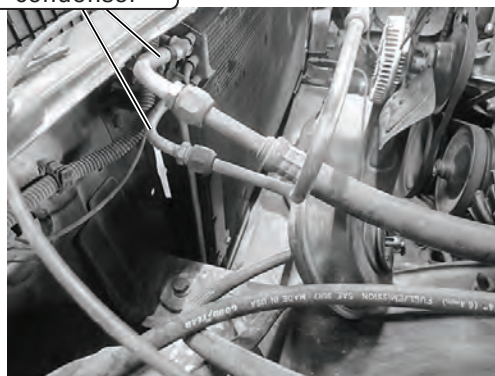
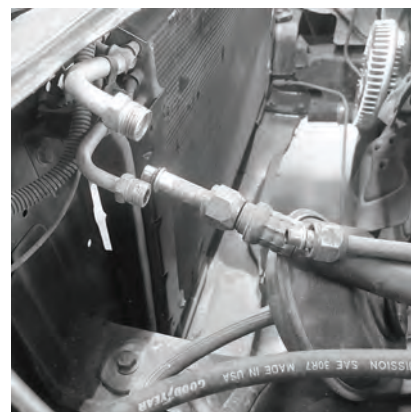


Photo 5



A/C hoses
disconnected

Photo 6



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Engine Compartment Disassembly (Cont.)

9. Remove the OEM condenser assembly (See Photos 7, 8 and 9, below).
10. Remove the OEM condenser mounts from the core support (See Photos 10 and 11, below). **NOTE: OEM isolator bushings are bolted from under the core support.**

Remove OEM
condenser
assembly

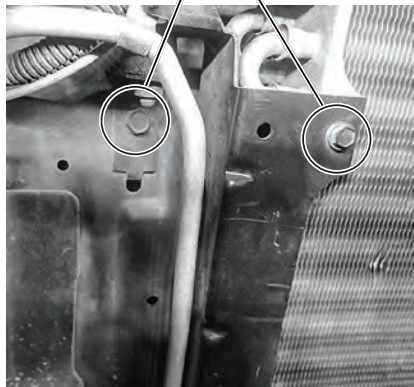


Photo 7

Remove OEM
condenser
assembly



Photo 8

Remove OEM
condenser
assembly



Photo 9

Remove OEM
condenser
mounts fro
core support

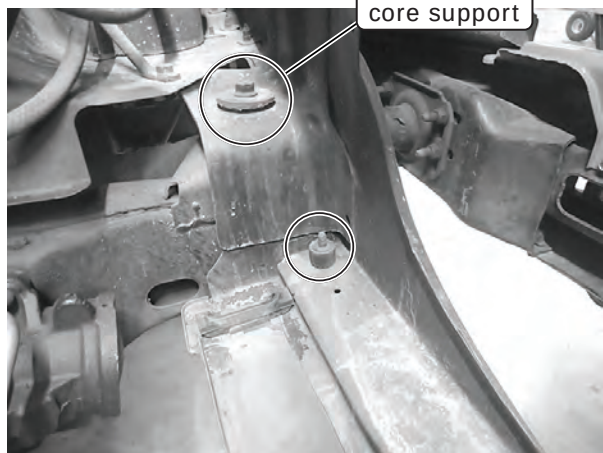


Photo 10

Remove OEM
condenser
mounts from
core support

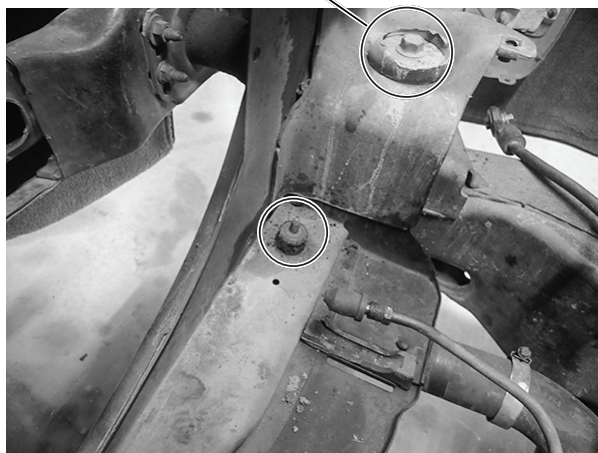


Photo 11



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Core Support Preparation

1. Locate the (4) 5/16-18 vibration isolating mounts (See Photo 1, below).
2. Install (2) 5/16-18 vibration isolating mounts at the bottom of the core support in the OEM locations (See Photos 1 and 2, below). Secure them using (2) 1/4" USS flat washers and (2) 5/16-18 locknuts underneath the core support.
3. Install (2) 5/16-18 vibration isolating mounts into the core support at the top as shown in Photos 3 and 4, below.

5/16-18 Vibration
Isolating Mount
182897

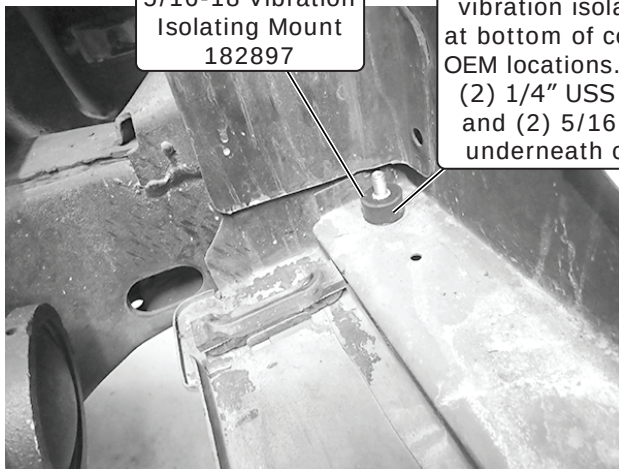


Photo 1

Install (2) 5/16-18
vibration isolating mounts
at bottom of core support in
OEM locations. Secure using
(2) 1/4" USS flat washers
and (2) 5/16-18 locknuts
underneath core support

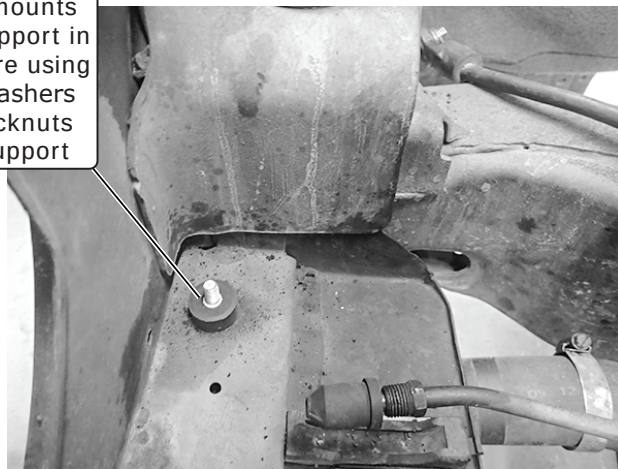


Photo 2

Install (2) 5/16-18
vibration isolating mounts
into core support at the top

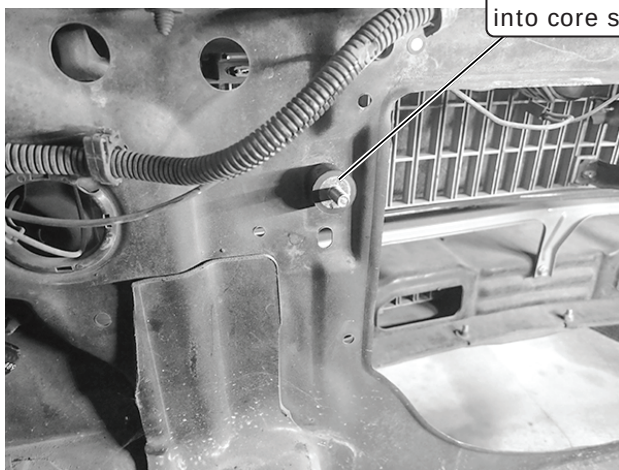


Photo 3

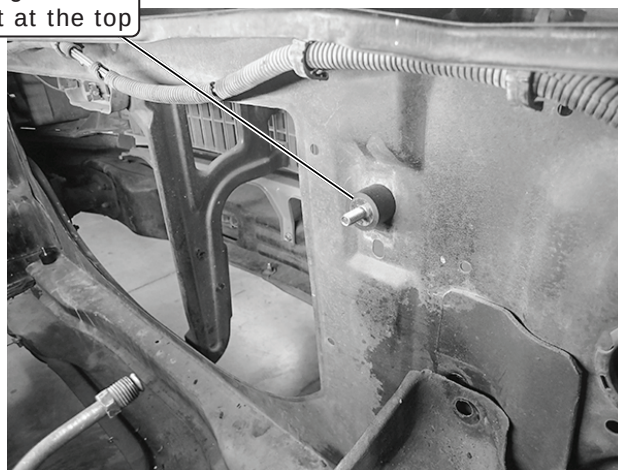


Photo 4

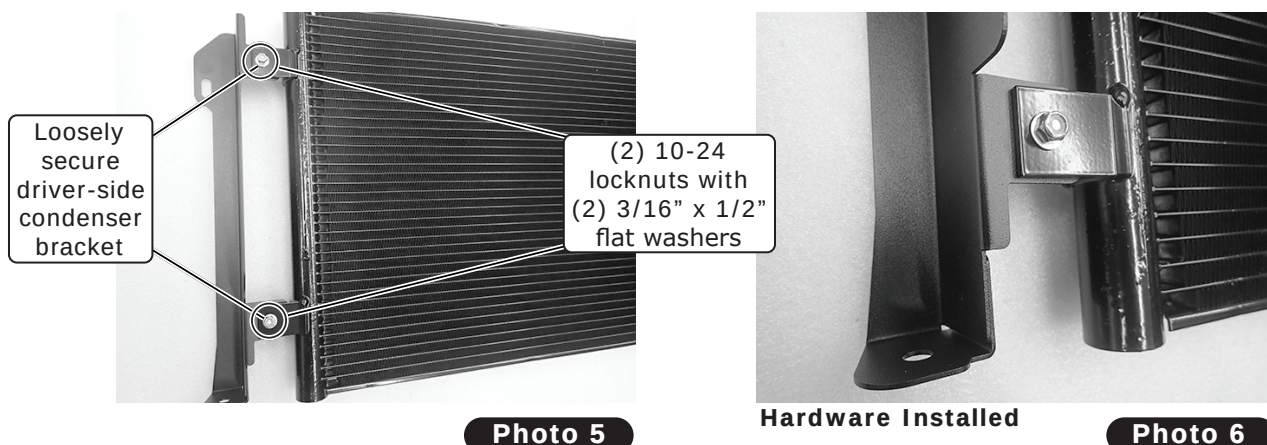
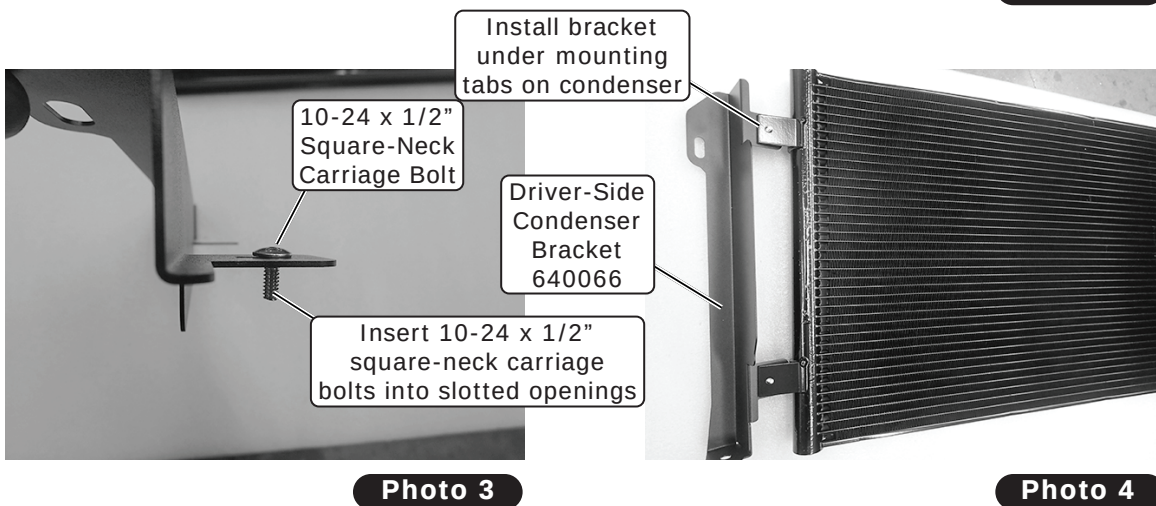
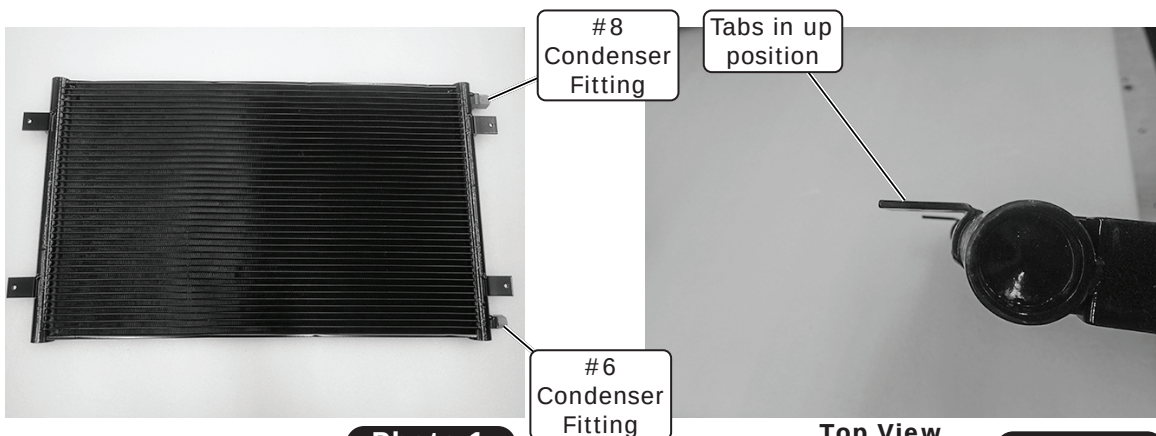


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Bracket Installation

Perform the following on a workbench:

1. Position the condenser as shown with the mounting tabs in the up position (See Photos 1 and 2, below).
2. Locate the driver-side condenser bracket and insert (2) 10-24 x 1/2" square-neck carriage bolts into the slotted openings (See Photo 3, below). Install the bracket under the mounting tabs on the condenser (See Photo 4, below).
3. Using (2) 10-24 locknuts with (2) 3/16" x 1/2" flat washers, loosely secure the driver-side condenser bracket (See Photos 5 and 6, below).





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Bracket Installation (Cont.)

4. Locate the passenger-side condenser bracket (See Photo 7, below) and insert (2) 10-24 x 1/2" square-neck carriage bolts into the slotted openings (See Photo 8, below). Install the bracket under the mounting tabs on the condenser and loosely secure it using (2) 10-24 locknuts with (2) 3/16" x 1/2" flat washers (See Photos 8 and 9, below).

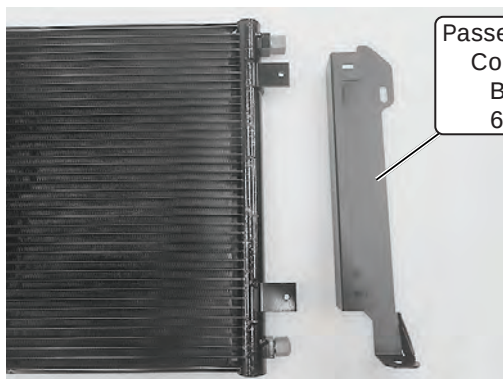


Photo 7

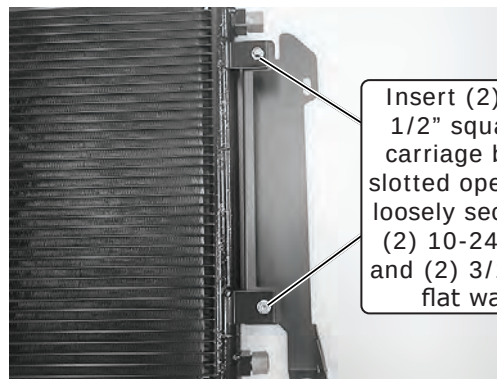


Photo 8



Hardware Installed

Photo 9

Condenser Installation

1. Install the condenser onto the lower and upper vibration isolating mounts and secure them using (4) 1/4" USS flat washers and (4) 5/16-18 locknuts (See Photos 1 and 2, below).

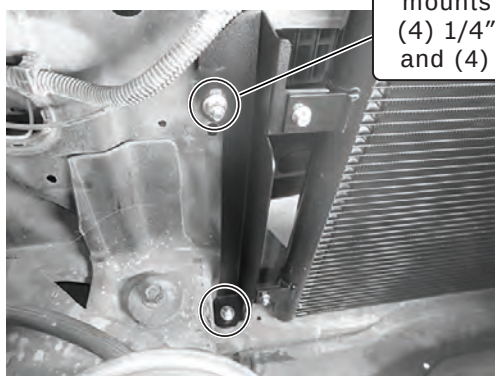


Photo 1

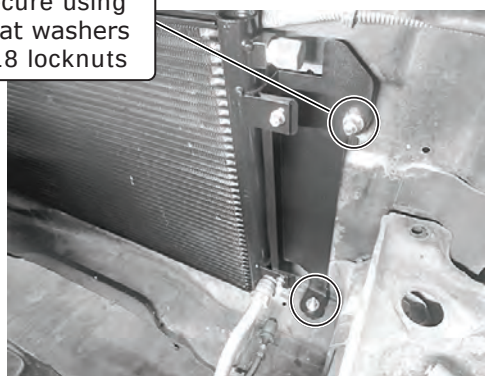
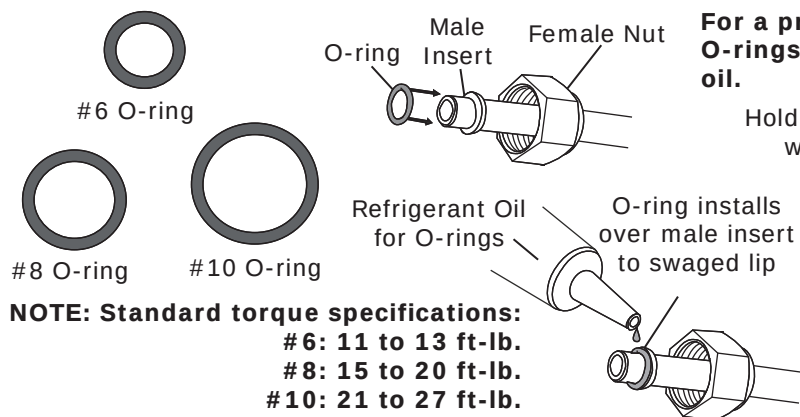


Photo 2



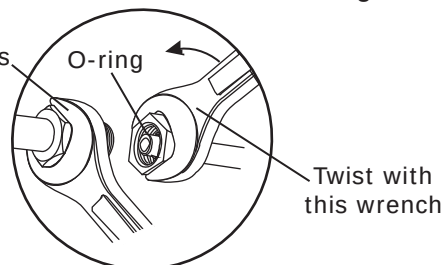
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Lubricating O-rings & Fitting Torque Specs



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

Hold with this wrench



The use of a backup wrench is recommended to reduce the chance of damaging the fittings/hardline.

Hardline Installation

1. Using a properly lubricated #6 O-ring (See Lubricating O-rings & Fitting Torque Specs, above), loosely install the #6 hardline onto the condenser #6 fitting (See Photo 1, below).
2. Using a properly lubricated #8 O-ring (See Lubricating O-rings & Fitting Torque Specs, above), loosely install the #8 hardline onto the condenser #8 fitting (See Photo 2, below).
3. Install a 3/8" and 1/2" I.D. Adel clamp onto the hardlines, and secure them using a 10-32 x 1/2" pan head screw and 10-32 nut with star washer (See Photos 3 and 4, below).

Loosely install #6 hardline onto condenser #6 fitting

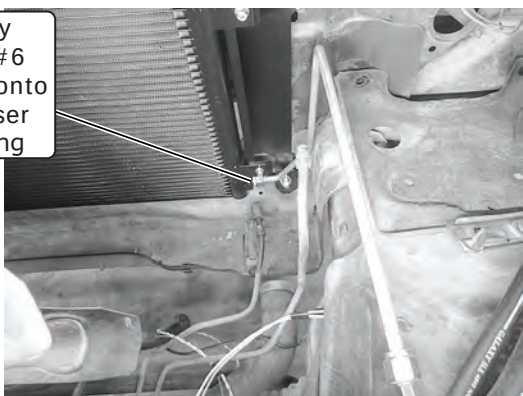


Photo 1

Loosely install #8 hardline onto condenser #8 fitting

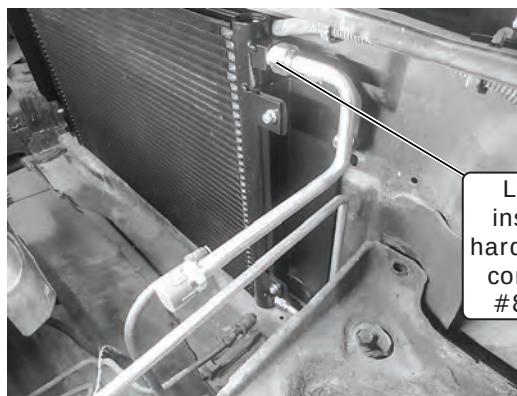
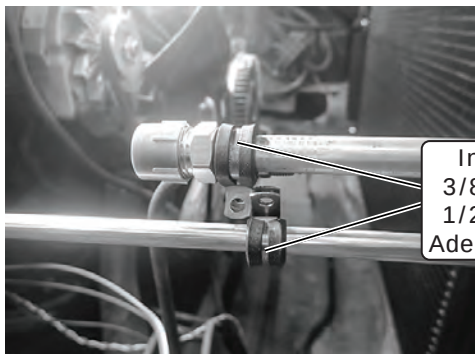


Photo 2

Secure them using 10-32 x 1/2" pan head screw and 10-32 nut with star washer



Install 3/8" and 1/2" I.D. Adel clamp

Photo 3

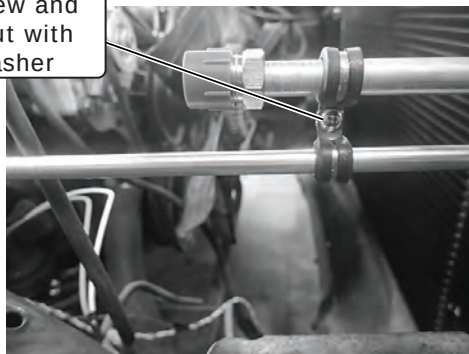


Photo 4



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Binary Switch Installation

NOTE: Refrigerant flow through the drier is IN from the condenser, OUT to the evaporator.

1. Lubricate the binary switch O-ring (See Lubricating O-rings & Fitting Torque Specs, Page 10), and install it onto the drier (See Photos 1 and 2, below). **NOTE: The binary switch and the drier each come with an O-ring. Only use the binary switch O-ring.**

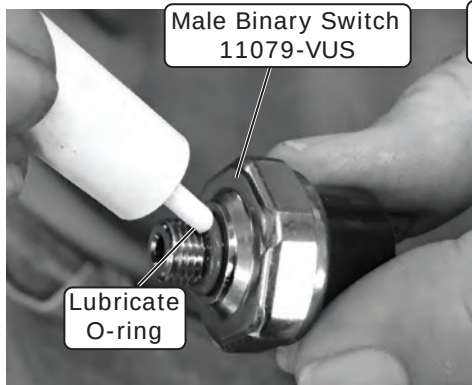


Photo 1

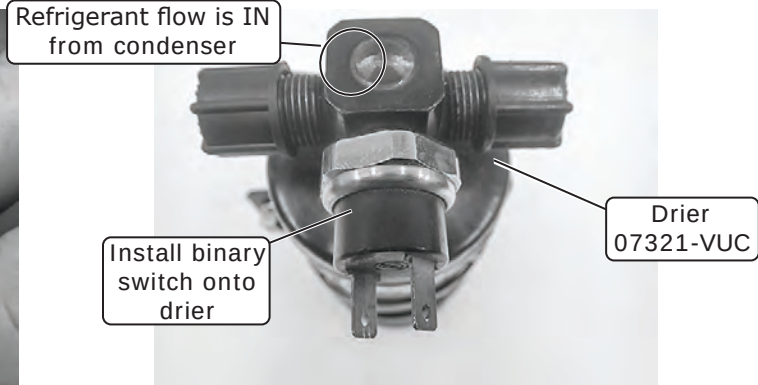


Photo 2

Drier Installation

NOTE: Drier contains a desiccant that will quickly absorb moisture from the atmosphere and can lose effectiveness in less than 30 minutes. Remove caps and plugs only long enough to install safety switch and hardlines onto a sealed condenser assembly. Do not uncap again until ready to connect hoses and evacuate system before charging. Refrigerant flow through drier is IN from condenser, OUT to evaporator.

Perform the following:

1. Loosely install the drier into the drier clamp (See Photo 1, below). **NOTE: Refrigerant flow through drier is IN from condenser, OUT to evaporator (See Photo 1, below).**
2. With a properly lubricated #6 O-ring (See Lubricating O-rings & Fitting Torque Specs, Page 10) install the #6 condenser hardline onto the drier (See Photo 2, below).

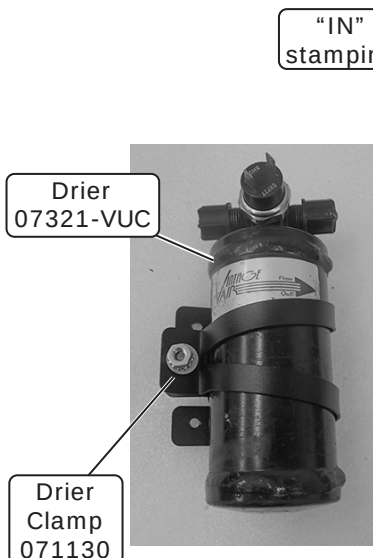


Photo 1



NOTE: Refrigerant flow through drier is IN from condenser, OUT to evaporator

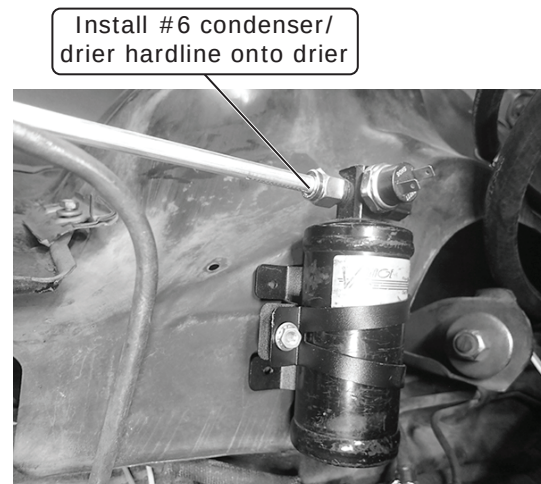


Photo 2



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Drier Installation (Cont.)

3. Position the drier clamp onto the inner fender and mark the mounting holes as shown in Photo 3, below. Remove the drier (recap) and drill the mounting holes using a .193 drillbit (See Photo 3, below).
4. Reinstall the drier and clamp using (2) 10-32 x 1/2" pan head screws and (2) 10-32 nuts with star washers (See Photo 4, below). Tighten the drier clamp hardware.
5. Tighten the condenser hardlines at this time. Use a backup wrench to avoid damaging the condenser fittings.

Mark mounting holes and drill using a .193 drillbit

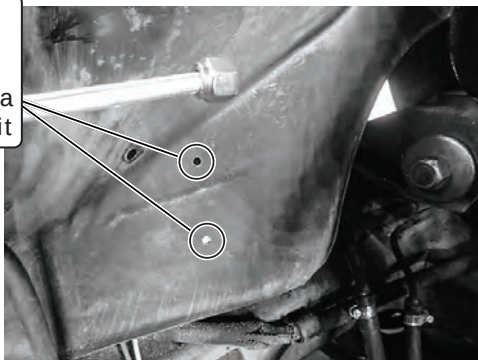


Photo 3

Reinstall drier and clamp using (2) 10-32 x 1/2" pan head screws and (2) 10-32 nuts with star washers

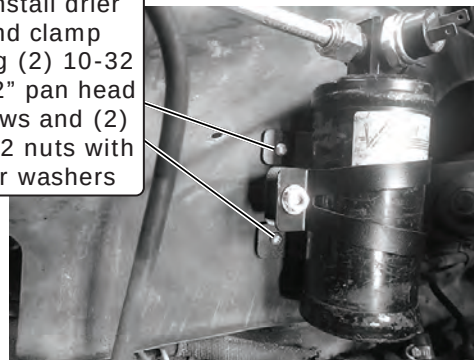


Photo 4

Final Steps

NOTE: A butt splice and heat shrink are included to connect the compressor lead and the main wiring harness to the binary switch boot.

1. Install the binary switch boot (See Photo 1, below).
2. Reinstall and/or reconnect all remaining items removed or disconnected in the engine compartment disassembly instructions. This concludes the condenser kit portion of your installation. **NOTE: If proceeding to the evaporator installation portion of the install, do not reinstall and/or reconnect all items removed or disconnected.**

Install binary switch boot

Binary Switch Boot 110790

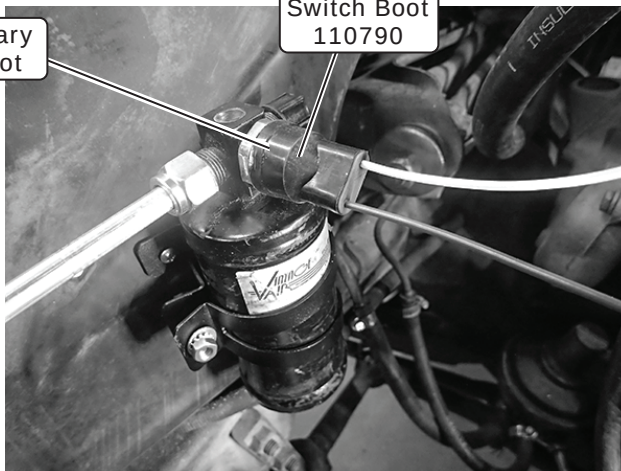


Photo 1

Packing List: 1971-76 Impala/Caprice Condenser Kit with Chrome Drier (061204)

Brackets

	Qty		Part No	Description
	1	☐	11079-VUS	Binary Switch, Male
	1	☐	110790	Boot, Binary Switch
	4	☐	18123-VUB	Washer, 3/16" x 1/2", Flat
	6	☐	18125-VUB	Washer, 1/4" USS, Flat
	4	☐	18145-VUB	Locknut, 10-24
	6	☐	18151-VUB	Locknut, 5/16-18
	3	☐	18250-VUB	Screw, 10-32 x 1/2", Pan Head
	3	☐	18251-VUB	Nut with Star Washer, 10-32
	4	☐	182545	Bolt, 10-24 x 1/2", Square-Neck Carriage
	4	☐	182897	Vibration Isolating Mount, 5/16-18
	4	☐	21301-VUP	Tie Wrap, 4"
	2	☐	226004	Butt Splice, 22-16 AWG
	2	☐	226012	Heat Shrink, 1/4" Diameter
	1	☐	23135-VUW	Compressor Lead
	1	☐	31600-VUD	Adel Clamp, 3/8" I.D.
	1	☐	31603-VUD	Adel Clamp, 1/2" I.D.
	1	☐	331009	O-ring Assortment with Lubricant
	1	☐	902223	Instruction, Condenser Kit

Packed By: _____

	Qty		Part No	Description
	1	☐	071132	Drier Clamp, Chrome
	1	☐	640066	Bracket, Condenser, Driver-Side
	1	☐	640067	Bracket, Condenser, Passenger-Side

Packed By: _____

Hardlines/Hoses

	Qty		Part No	Description
	1	☐	091656	Hardline, #6 Condenser/Drier
	1	☐	091657	Hardline, #8 Condenser/Compressor

Packed By: _____

Condenser/Drier

	Qty		Part No	Description
	1	☐	037030-OVR	Condenser, 16" x 28"
	1	☐	01311-VUQ	Drier, Chrome

Packed By: _____

Inspected By: _____
Date: _____