



upgrading the entire system to use 134a. That's not a bad thing and in fact is relatively easy and a lot cheaper than restoring tired old components too. Check out one of our bolt-in, no-cut, SureFit systems beginning on page 32.

Vintage Air Led The Way

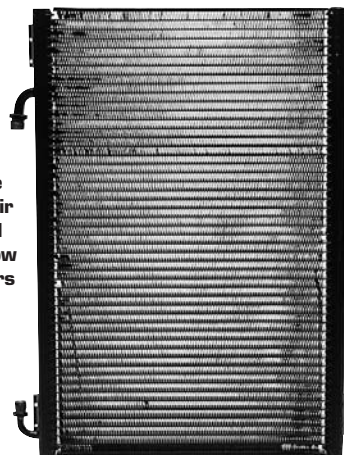
HFC-134a systems are the industry standard today and are about as trouble-free as they can get. It has been over twenty years since we began our quest to fully develop high quality, high performance air conditioning systems for use with HFC-134a. It has been two decades since the first Vintage Air HFC-134a system was installed for testing in Rick Love's 1939 Ford coupe. We have developed and tested hundreds of such systems in virtually every kind of application and have sold thousands to satisfied customers around the world.

Do You Need To Upgrade?

Okay, you say, I'm convinced, but I have a CFC-12 system in my car now, it works fine. How does all this affect me? Basically, until you have a problem with your CFC-12 system, don't worry about it. As long as it is working properly and is not leaking refrigerant into the atmosphere you don't need to do a thing. However, by Federal law, if that CFC-12 system has a leak, you must repair it before it can be recharged and finding an affordable supply of CFC-12 might be impossible. If a professional air conditioning technician is caught charging a leaky system he can be levied a fine that would probably put him out of business! On the other hand, if you have a CFC-12 air conditioning system that has problems you should "retrofit" the system to HFC-134a.

What's Involved In The Conversion?

Some cars typical of '32 through '39's with standard 12" x 22" size condenser in front of the radiator or remote mounted condensers (under the car) may require extra attention. Most will probably require a cross flow style micro tube condenser like our Super Flow (see page 74) to increase cooling capacity without an increase in size. This will add a few hundred dollars to the cost of the upgrade. If your car is one that provides plenty of space for a large condenser you may not need to change it so the cost of the upgrade is quite reasonable.



Exclusive Vintage Air Designed Super Flow Condensers

Note: The tanks are designed to be vertical only! - Never run a parallel flow condenser on its side.



What Kind Of Air Conditioning Components Are On The Car Now?

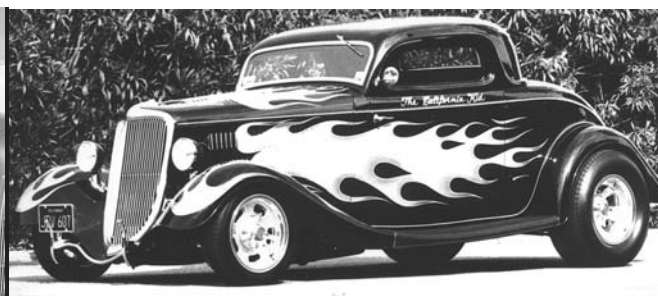
Upgrading requires following the compressor manufacturers guidelines. If you already have a recently manufactured Vintage Air system with a Sanden compressor the upgrade could be very painless. If you bought a Vintage Air complete system in the last fifteen years, you will already have barrier hose and a Sanden compressor that are HFC capable. (Some earlier systems also included these components, but you need to check with Vintage Air to verify codes and information.) These, along with an HFC-134a capable condenser (again, check with Vintage Air for details), will get you a very inexpensive upgrade. A quick call to one of our tech reps will get you the components you'll need to complete the conversion. Any quality air conditioning shop can install these parts if you need and charge and test the system properly.

What Else Is Different About HFC-134a Systems?

The refrigerant: HFC-134a is not compatible with the old mineral oil lubricants. You must use a PAG (Poly Alkaline Glycol) oil instead. HFC-134a also has a different pressure/temperature curve so that within the high pressure side of the system there will be more pressure at a given temperature. To keep the pressures down to acceptable levels you must get rid of more heat. In the end this means larger or more efficient condensers.

Improved Condensers

As just stated, the condenser will need to shed more heat. If there is no more room to increase the physical size of the



TOTALLY COOLED GALLERY

The Pete & Jake's built California Kid is one of the most recognizable street rods ever. Though not built for a movie, it was the featured star of a TV movie by the same name which starred Martin Sheen. This coupe had the hot rod look of the past with the chassis updates and conveniences of the present; Including a complete Vintage Air system, that is still working like new!