



Genuine Vintage Air Barrier Type Hose Kit

condenser, a more efficient type of condenser must be used. Be very careful here folks, as there are many people still trying to sell CFC-12 condensers (especially for '32 through '39 street rods) for use with HFC-134a systems. Although claimed to be compatible, they are just not as efficient. That condenser was designed many years ago for CFC-12 applications and we can tell you from long experience it just will not work optimally with HFC-134a applications. There are however, many street rods with larger sized condensers that should work fine with HFC-134a.

The condenser is very "car-specific," so be sure you get your information from someone with experience and thorough testing to make qualified recommendations to you. See page 74.

Driers

The drier desiccant (water remover) for HFC-134a is different than that used in CFC-12 systems. It must be replaced.



If the new drier is not marked for refrigerant type, don't buy it!

See page 65.

Hose Quality

The hose used with the HFC-134a is different than the older hose. It is called a "barrier hose" for the special barrier preventing water from entering or refrigerant from leaking through the hose material. It also has a nitrile rubber inner tube with a neoprene cover. Vintage Air has been using this hose for many years now. Almost all hose currently available is barrier type. Make sure. Call us if you have an older Vintage Air system and are unsure of your hose type. See page 66.

Fitting Types

Both the earlier barb-type and the current bead-lock fittings will work on HFC-134a. However, the beadlock type fittings are the preferred fittings for any 134a system. All line fittings must be O-ring type, not flare type. Proper crimp collars and crimping machine must be used or the hose fittings can be damaged. Good service shops will have these crimping machines. Never use hydraulic hose collars or crimping machines as these will almost certainly cause a failure. Do not use worm-gear clamps on any of these fittings.

Evaporator Efficiency

Most evaporators will work fine with HFC-134a after being fitted with an expansion valve calibrated for the new refrigerant. They work well because, regardless of claims to the contrary, HFC-134a is a more efficient refrigerant, heat transfer is better and exiting air temperature from the HFC-134a systems is often colder than CFC-12 systems. On the other hand, this efficiency can be a problem if you have a pressure-valve controlled system. Such systems include older (1960's) G.M., Ford, and Chrysler OE units. Because the system is controlled by low side pressure and HFC-134a produces lower low-side pressures at a given temperature, these old



A Typical Vintage Air Heat & Cool Vacuum Controlled System



The State Of The Art Gen-IV All Electronic Servo System

TOTALLY COOLED GALLERY

Each year Vintage Air leads our own group on the Street Rodder Road Tours. We always have a great bunch of friendly folks who enjoy getting out on the roads with their hot rods. We're also proud to provide the climate control systems for most of the cars Street Rodder builds for the tours each year, including the 2009 Tour Chevy coupe.

