The Most Trusted Name In Performance Air Conditioning

2018

In Motion

Performance

42 YEARS
THE COOL LIFE
Four Decades Of Leadership

We’ve all heard the expression, “overnight success,” yet, most of us know true success doesn’t happen in a single day. In fact, it is my belief that true success requires a long-term, ongoing commitment to your goals. Looking back over the past 40 plus years since we founded Vintage Air, my theory seems to be supported by the thousands of customers we have earned, and the many friends we have made on our journey. The hot-rod community has evolved over the past four decades as well. The cars have become more sophisticated, and the average build quality has become simply astounding. At the same time, many new enthusiasts, some with less “grey beard” knowledge, have joined our ranks and want to learn all they can to participate in this great automotive hobby.

Looking through this catalog, long-time customers will see many new products and many upgraded products. Our engineers are continuously testing and evaluating each of our products and we regularly make improvements to assure the very best performance from our entire line. With our Front Runner™ engine drive systems we literally invented the all-in-one, spring-tensioned block-mount engine drive concept back in 1998. The original truss-type Chevrolet engine brackets have proven to be the strongest accessory platform in the industry, yet we have redesigned them for even better alternator support, and we now have upgraded them with a next-generation 170-amp alternator to handle the electrical demands of fuel injection, electronic engine management and serious sound systems. Also, in an effort to make the air conditioning installation process go more smoothly for DIY customers, we have created a new E-Z Clip refrigerant hose kit that allows you to completely plumb the refrigerant lines on our systems at home and “crimp” the fitting connections with a simple clip-and-clamp system. The E-Z Clip refrigerant hoses are also smaller in diameter to ease routing in tight-fitting installations.

In the last decade Vintage Air has made a focused effort to continue to improve quality in a comprehensive way. Our first hurdle was to transform our manufacturing operations into a certified “International Standards Organization” ISO operation. This took two years to integrate but it offered the platform to improve the quality of our personnel, our facility, equipment and our methods. Because of Vintage Air’s quality products, we are known today as a world class automotive air conditioning manufacturer by knowledgeable automotive enthusiasts and the world’s auto manufacturers alike. As you can see by reading the staff stories at the bottom of these pages, we have made a commitment to attract and retain the highest quality, skilled individuals we can find to build our systems and components. That commitment, I believe, sets Vintage Air apart by providing the level of products and service that you, our customers, have come to expect.

Another part of our four-decade customer commitment is to control the quality of each component of our systems and products. To achieve that, we now manufacture more of our products than ever in house, on two fully automated, 6-axis, Toyoda 24/7 milling stations and our many new pieces of equipment throughout our facility. You can see a great video of some operations on our website! In addition, we now manufacture our own heating and cooling coils in our in-house coil department, which allows us to design, build and test every coil we sell for absolute quality control and customer confidence. All these innovations are part of our Continuous Improvement philosophy, a philosophy rooted in our “Performance First” pledge. Quality is at the core of what we do, and it begins with the great people who put in the hours and are the backbone of Vintage Air.

Vintage Air quality is American-made quality, built by more than 150 American craftsmen, right here in our Texas plant. You, our customers, and our whole team, have all helped make Vintage Air a success, but it didn’t happen overnight!

Thank you for your continued confidence in Vintage Air, and I hope to see you on the road.

Stay cool!

LIFETIME ACHIEVEMENT AWARD
Jack Chisenhall was presented with the 2011 Robert E. Petersen Lifetime Achievement Award. Presented here by Petersen Automotive Museum Director, Buddy Pepp, along with Tammy Chisenhall, Travis Weeks of Hot Rod & Restoration Magazine and Car Crazy’s Barry Meguiar at the 2011 HR&R Show.
How do we attract such a top quality group of distributors? Having proven products and great sales support helps. But we also know that our relationship is a partnership. Each year at our distributor meeting we prepare our dealers with hands-on technical experience and complete product knowledge to assure you a great buying and ownership experience.
THE BASICS
Air Conditioning Theory

Installing a climate control system in your vehicle may seem like a daunting challenge. But like many projects we car guys get into, when taken one step at a time, the component installation process is easy to manage by an experienced auto enthusiast. This introductory chapter will provide an overview of the basics of performance air conditioning and factors affecting the selection of the main components needed to air condition any vehicle. You may choose to contract with a professional shop for your installation, but it is always good to have an understanding of the functions and components of these systems. If you really want more in-depth knowledge about the theories and technology involved in a modern climate control system, we recommend ordering the book "How To Air Condition Your Hot Rod", written by our own Jack Chisenhall and Norm Davis, available directly from Vintage Air. See Page 5.

Air Conditioning Systems
Simplified: The Basic Functions

We’ll begin under the hood with the engine-mounted compressor. It pumps refrigerant, in gas form, into the high-pressure gas discharge line. This gas is loaded with heat as it has absorbed from air blown by the system’s fan over the evaporator coil inside the vehicle's cabin. (It is important to remember that an air conditioning system doesn’t “make cool air”, it just removes ambient heat from the space you want to be cooled). Next, as the heated high-pressure gas flows on through the condenser, the heat is carried off by air flowing through the condenser, normally mounted in front of the vehicle’s radiator. The refrigerant then condenses into a liquid which becomes heavier, requiring less space. The more efficiently the refrigerant is condensed, the less room it uses in the system. This allows the refrigerant to lower the pressure in the high-pressure side of the system. The refrigerant, now gas and liquid, then flows into the receiver/drier, where the liquid falls to the bottom of the drier tank. The pick-up tube in the drier almost reaches the bottom of the tank. The open end of the tube is always below the liquid level in the receiver/drier if the system is fully charged. This provides pure liquid refrigerant to the liquid line (between the drier pick-up tube and the expansion valve). The expansion valve is an orifice that contracts or expands in size according to the temperature of the evaporator coil. By changing size, the expansion valve meters the refrigerant according to the demands of the evaporator. The orifice is largest when warm, and gets smaller as the evaporator becomes colder. This orifice provides a pressure drop with the resulting drop in refrigerant temperature.

The high pressure liquid pours into the larger opening of the evaporator, and the low pressure liquid droplets begin to pick up heat, which expands the refrigerant to a low pressure (super heated) gas, which then returns back to the compressor to start the cycle all over again (See drawing above).

Basic Components: Selecting A Condenser

The most difficult challenge in building an efficient system is getting a condenser large enough, in a place where the air is cool enough, and can flow across it well enough, to remove the heat and condense the refrigerant adequately. The condenser has to provide a low resistance path for the condensed liquid to flow so pressure build-up on the system's refrigerant can be avoided. (Excessive pressure here tends to reduce heat loss which tries to reduce condensation.)

The old vertical vs. horizontal tubes confusion in the condenser comes into play here. On a tube and fin condenser, the tubes must run horizontally. On a parallel flow condenser, the tanks run vertically, but tubes must run horizontally as well. Why? Because lubrication oil flows with the refrigerant in the system and will settle in the lower loops of the condenser, thereby obstructing the flow of liquified refrigerant. We have seen this single factor increase the internal pressure of the high-pressure part of the air conditioner by 50%, reducing its ability to work properly.

With the conversion from R-12 to HFC-134a, refrigerants in automotive air conditioning systems (See Page 8 for more on this), we would have had to increase the surface contact area of conventional tube and fin condensers by about 20% to maintain proper efficiency, but unfortunately many classic car and truck applications just won’t allow that size increase. A new type condenser was the correct solution and Vintage Air pioneered that technology for the performance aftermarket.

Our own design SuperFlow™ condensers (see next page), introduced back in 1991, provided that increase in capacity without additional external size! By using flat tubes manifolded together so that the refrigerant flows through multiple tubes on each pass, we get virtually 100% contact of the refrigerant with the condenser tube walls. This design also offers very low restriction in the pathway through the condenser. The SuperFlow condensers actually deliver up to 40% more efficiency than a comparable sized conventional copper tube-and-fin type condenser. This means we can get more capacity with less space, a good thing for smaller vintage cars and trucks!

RESEARCH AND DEVELOPMENT

Testing and developing better products is what keeps Vintage Air at the leading edge of climate control technology. Yes, we test our systems on the street in actual driving situations. But sometimes you just can’t test the extreme limits with accurately measured results without such high-tech equipment as this extreme environment computerized wind tunnel.

See Page 5.
The condenser has to have good air flow and must be mounted properly. It must be matched to a compressor of approximately nine (9) cubic inches or slightly less, using a standard aftermarket evaporator. Using this as a basic minimum standard, we have tailored each of our systems with a combination of components optimized to deliver the best performance. We always recommend using the largest parallel flow condenser possible. The condenser should cover as much of the radiator core as possible.

Air flow to the condenser is as important as size: the more the better. Ambient air temperature (outside air temp) is more important to an air conditioner condenser than it is to the engine cooling radiator because when the refrigerant is exposed to temperatures above approximately 100°F, the chemical expands at a very rapid and disproportionate rate, affecting system performance. Water/antifreeze expands more proportionately at much greater temperatures than refrigerant because of the higher boiling point. Water/antifreeze expands at a very rapid and disproportionate rate, affecting system performance. Water/antifreeze expands more proportionately at much greater temperatures than refrigerant because of the higher boiling point.

Basic Compressor Facts

The next most critical part of an air conditioning system in terms of providing optimum performance and trouble-free service is matching the compressor to the other system components.

The type of compressor most commonly used now in aftermarket systems is the axial type by Sanden. We do see a few engine swaps that retain the original General Motors/Frigidaire (DAG and R4), or the Ford Nippondenso compressors. And yes, a very few York/Tecumsehs are still on some restored classics. The Sanden compressor is a compact cylindrical unit about 8-1/2 inches long and about 5 inches in diameter. It is easy to spot with its barrel shape, aluminum color and small overall size. It has five or seven cylinders running lengthwise, thus the name “axial” compressor. Even though it is commonly referred to as a “rotary,” it is not. The Sandens are so popular because they operate smoothly, with a minimum amount of torque required to operate, because the load is distributed over multiple short-stroke cylinders. The Sanden compressor has another characteristic which we like, especially for street rods: its short stroke, low-displacement-per-cylinder configuration tends to make it less efficient at low RPM ranges (1200 and below), the same speed at which our engine-driven radiator fans are least efficient. This puts less heat load on the condenser and consequently on the radiator at idle speeds. On the average classic car requiring a smaller sized condenser, that is a blessing. Above 1200 RPM, efficiency rapidly increases; at operating speeds of 1800 to 2400 RPM it is about the most efficient pump on the market. It can be operated at continuous crank speeds of 6000 RPM. These characteristics make the Sanden an almost ideal performance compressor.

Displacement sizes for Sanden units are as follows: SD 508 = 5 cylinder/8.4 cubic inch, SD 7 = 7 cylinder/6.1 cubic inch.

Other Compressor Types: York

The York compressor was OEM equipment on most American cars in the fifties, sixties, and early seventies. The York is a rarity these days, but can be identified by its large square shape. The York compressor is much like a lawn mower engine, being a two cylinder, reciprocating pump. The reciprocating motion causes it to vibrate more than modern Sanden compressors. The York also has higher torque requirements for peak pumping, and they don’t like higher RPM operating speeds.

Other Compressor Types: GM/Frigidaire

The GM/Frigidaire A-6 (long type) compressor shares the same basic design as the Sanden, with one additional cylinder. It has the same characteristics, except that it is very large, both in capacity and external dimensions. It is about 12.5 inches long and 5 inches in diameter, with over 12 cubic inches of displacement per revolution. We mention this compressor only lightly because the only place we would recommend using it would be in a high-value pure restoration project or in an extremely large vehicle with a high-capacity evaporator, or even two evaporators. Using the GM/A-6 compressor has been a painful and costly experience for many restorers and rodders.

The GM/Frigidaire R-4 is the short (7 1/2-inch) and fat (7-inch dia.) compressor found on later GM vehicles. It has just under 10 cubic inches of displacement per revolution, with four cylinders radiating from its crankshaft. It has basically the same characteristics as the A-6 compressor, except it seems to fit in smaller spaces and is much lighter due to its mostly aluminum construction. The R-4 is larger in capacity than we like in an average classic car installation. However, it would be a better choice than its bigger brothers, the A-6. Rebuilt GM R-4 compressors are not recommended.

The GM/Frigidaire DA-6 compressor is slightly larger than a Sanden compressor and will work okay on many engine swap installations.

WE WROTE THE BOOK ON AIR CONDITIONING

Jack Chisenhall, along with Norm Davis, wrote the book on street rod and performance automotive air conditioning systems. It’s everything you need to know to understand how air conditioning works in your car with plenty of tech into on installations, component selection and do’s & don’ts. Available at book stores nationwide, through your Vintage Air distributor or directly from Vintage Air.
THE BASICS
Air Conditioning Theory

where the OEM engine drive is being retained. It is an axial type compressor with just under ten cubic inches of displacement. Custom mounting for this compressor is more difficult on non-OEM applications and new replacement parts costs are high.

Variable Displacement Compressors

These types of compressors are not recommended for A/C systems that use a receiver/drier and a thermal expansion valve (TXV). Variable compressors increase and decrease piston stroke (and consequently, refrigeration flow) based on A/C system demand to modulate the performance of the evaporator. That makes the compressor the primary control point in a variable displacement air conditioning system.

In a cycling-clutch, expansion valve system, the thermal expansion valve increases and decreases refrigerant flow based on A/A system demand to modulate the performance of the evaporator, making the TXV the primary control point for the system. All A/C systems require a primary control point. And if using a secondary control, it must be subservient to the primary control.

Using a variable displacement compressor in a clutch-cycling thermal expansion valve system results in two primary control points, and is like a business with two presidents: it is doomed to failure. The variable compressor and the expansion valve’s control activities contradict and “chase” each other, resulting in a system that never works optimally. Plus, this combination may lead to oil starvation and compressor failure.

There are some OEM systems which use a combination of modulation devices, however they are the result of long-term development programs and, as they say, “don’t try this at home!”

Other Compressor Types:

Ford Nippondenso

The Ford Nippondenso compressor is an axial compressor with about 9.5 cubic inches of displacement. It’s fine on applications where the OEM engine drive is retained on your engine swap. But mounting is more difficult on non-OEM applications, and new replacement parts costs are high. We don’t recommend rebuilt compressors of this model.

Compressor Capacity Is Critical

Capacity is critical in selecting a compressor. Why? The weak link in most aftermarket air conditioning systems is the condenser’s ability to handle the demands of the other air conditioning system components. These demands are to condense the refrigerant enough to keep the compressor head pressure and corresponding refrigerant temperature within acceptable operating limits (approx. twice the ambient temperature of the day, plus fifteen percent) and to supply the evaporator with adequate refrigerant. Generally speaking, if a compressor has too much capacity, the result will be excessive high-side pressure and temperature, compressor damage and excessive load on the engine. If a compressor has too little capacity, the system will suffer inadequate evaporator performance. Our basic minimum given in the condenser part of this article is larger than most aftermarket systems are using: However, we will use that as our standard size condenser. A compressor of 8 or 8.5 cubic inches of displacement per revolution is ideal for a classic car or truck with our standard size condenser and an average size aftermarket evaporator (approx. 200 cubic inches of coil mass). We would always lean toward a smaller compressor before going to a larger one.

Cheap Insurance: Safety Switches

We should stop here and mention system protection switches. A “high pressure safety switch” disengages the compressor clutch on the compressor if internal pressure exceeds safe limits (406 psi) and then re-engages the compressor clutch when the pressure is back down within acceptable limits. A “low pressure switch” disengages the compressor clutch if there is excessive refrigerant loss (below 30 PSI). A “Binary Switch” incorporates both of these protections into one switch. A “Trinary Switch” incorporates both high and low pressure cutoffs, plus adds an “electric fan engagement signal” (at 254 PSI) feature to help bring internal temperatures down. These switches are great insurance on any system, and should ALWAYS be incorporated. See Page 81 and 83 for safety switches.

Compressor Mounting

As we mentioned earlier, the way the compressor fits into your available space and how it mounts to your engine is a serious consideration. Today most aftermarket compressor brackets are designed to mount Sanden type compressors and to fit within the limited engine compartments of classic vehicles. The axial compressors are easiest to mount, because of their alternator style mounting. Adapters are available to retrofit the Sanden onto older York type compressor brackets. See Page 71.

Because the compact Sanden compressors operate so smoothly, they require fewer mounting brackets as well. Generally, engineering a bracket for air conditioning compressors follows the same principles as any other bracket design and fabrication: the simpler the better. There are a few things, however, that are common with all engine brackets. First, you must have a way to adjust the tension of...
the driving belt. Sliding the compressor, or using an idler pulley mounted on an adjustable eccentric are the simplest ways to adjust belt tension. On the driving belt, there is always a tight side and a slack side. The tensioner must always be installed on the slack side of the driving belt. This increases the bearing life of the idler by putting less load on it and reduces "belt flop," which is always greatest on the slack run side of the belt. Second, the bracket should always allow enough belt contact on all pulleys that are driving or driven by that belt. This area is called the "arc of contact." And finally, the entire mounting system must be as rigid as possible to eliminate "rotational harmonics." Even tiny movements of the drive components can eventually cause metal fatigue and bracket failure. See Pages 66-71 for a complete selection of our engine-specific mounting brackets. And for the ultimate engine accessory drive systems, check out our street and track-tested Front Runner Engine Drives on Pages 58-65.

Selecting The Right Evaporator

The evaporator unit, which mounts inside the car, is called that because it absorbs heat from the warm air inside the cab which evaporates the refrigerant running through the evaporator coil. That heat is carried off with the refrigerant to be given off to the cool air flowing across the condenser at the front of the car. Whether the system is a built-in, behind-the-dash unit, or a below-the-dash style unit, the job is the same.

Since the rebirth of street rodding in the '70s, the goal of most car owners has been to conceal as much of the air conditioning system as possible purely for appearance considerations. Our challenge has always been to build a compact enough evaporator unit to fit behind the dash in smaller, early model classic cars, trucks and street rods. When component size was reduced, compensation for efficiency became necessary. Blower motors can turn faster and evaporator coils can be fed better, but in most cases when component size was reduced, capacity also diminished. However, after thirty-six years of engineering and testing, we have overcome most of the early limitations. Through our incorporation of computer modeled "virtual" flow testing, servo motor-driven air doors (a Vintage Air first), and super efficient cooling and heating coils, we can now deliver performance far beyond the earliest aftermarket systems. Our proven Gen II and our revolutionary Gen IV systems can perform as well as any OEM system today. See Page 11 for further explanation of the benefits of our revolutionary Gen IV technology.

Installing The Evaporator

When installing the evaporator, it must be set in the car with the drain pan and tubes down so the condensation will drain. The dash air outlet louvers should be positioned so they blow on the driver and passengers directly, under or through the dash when possible. The louvers should be as close to the evaporator as possible. Other locations usually produce disappointing results. In all cases you must not block-off any air outlets on the evaporator case to avoid internal air turbulence and reduced performance. If used, the thermostat capillary tube should be inserted at least 4 inches into the evaporator coil fins. The blower should always recirculate the inside cabin air. Introducing outside air is not necessary and will cause the system to work much harder to maintain comfortable temperatures. Where your refrigerant hoses must pass through sheet metal, use either a refrigerant hose grommet or a bulkhead fitting. See Pages 75 thru 82. Your drier should always be positioned to produce a "liquid seal" at the pick-up tube (this will be vertical for most dryers). We also recommend mounting the drier inside the passenger area whenever possible. Where your suction line and liquid line run parallel, they can be tied together. The difference in temperature will actually help the refrigerant in each line do its job.

Insulation Is A Must

An air conditioner has to remove heat faster than it is added into the cabin of the vehicle, so it is important to reduce the heat entering the vehicle. Just like reducing weight on a race car so the engine can do more, we reduce heat load in a car by insulating thoroughly, sealing doors and windows, and even tinting the glass. This should be a mandatory step when adding an air conditioning system to any vehicle and will ultimately determine how well the system performs. (See Page 94-95)

Insulation Is A Must

This information should give you a basic understanding of automotive air conditioning and aid you in selecting the proper components for your particular needs. We encourage you to call one of our distributors or our technical staff with any questions you may have about air conditioning your classic car or truck, street rod or other special vehicle.
To say “things change” would be an understatement. When we began, over forty years ago, our challenge was convincing rodders that they even needed air conditioning! Then, our main goal was to produce a compact reliable air conditioning system that would deliver enough cool air to satisfy basic expectations. But we don’t need to tell you that the level of technology, sophistication and performance of special interest cars has surpassed anything we foresaw back then. As suspension and engine technology improved, the expectations and comfort demands of today’s car enthusiasts increased as well. To stay on the leading edge, Vintage Air has continually improved our systems every year since the beginning. Today we make much more than just cold air. And the owners of today’s specialty vehicles want to enjoy their driving experience in almost any weather conditions or environment.

So, how have we evolved the simple air conditioner into a modern, full-function climate control system? This section is an overview of that progression.

Doing The Right Thing

Vintage Air is proud to say that we began research and development on the (then new) HFC-134a very early in 1982 and, in fact, we designed and produced our own production 134a systems a full five years before federal laws finally mandated its use. All this means that you will be installing a 134a refrigerant system in any vehicle in the U.S., regardless of the system’s brand or manufacturer. It also means that there is no option, when trying to restore a vintage car's air conditioning system, to upgrading the entire system to use 134a refrigerant. Yes, some vintage OEM systems can be modified to run on 134a with replacement hoses and fittings, condenser, drier, and some hard to find evaporator parts. But the truth is it will be a lot cheaper to remove all those tired old air conditioning components from your vintage car and install one of our complete SureFit or Universal systems with all new, state-of-the-art components designed to work together from the start. Check out our bolt-in, SureFit systems beginning on Page 12.

Continuous Improvement

Over almost four decades, we have continuously improved and reinvented our products to better serve our customers’ needs. In 1982 as part of the move to 134a refrigerants, we developed the SuperFlow micro-tube condenser technology to improve the efficiency of our new systems. Heat exchange was improved by 40% over comparable sized, conventional tube-and-fin condensers.

In the mid-eighties, we realized that many of the “old cars” we were all building and modifying were starting to become “classic cars,” and were becoming

Upgrading A Vintage Air R-12 System

What if you have an early Vintage Air system that still runs R-12? First of all, congratulations on installing a system that has served you so well for over twenty years! We still hear from customers that continue to enjoy their “vintage” Vintage Air systems. But if you need to service the system, it’s time to upgrade.

Many of the original Vintage Air system components may be retained from an R-12 system if they are in good working order. The evaporator, unit, controls, and engine brackets may be reused. But the 134a conversion will require upgrades to the condenser (see condenser information in the “Basics” section), replacement fittings and hoses to “barrier type,” a new drier/receiver, and usually a new compressor. Each application will vary, so please call one of our technicians to discuss your specific project.

Take Responsibility

Regardless of your position on the debate about climate change and ozone layer depletion, the simple fact is the change is now law, and we believe anything we can do to limit pollutants is always a plus. We must also go on record saying ALL refrigerants, including HFC-134a, should be dealt with responsibly, using proper control procedures and recycling machines for each type of refrigerant you handle.

Meeting A Great Challenge

As the time Vintage Air was founded in 1976, the cooling goals of aftermarket auto air conditioning systems were fairly easily achieved because the commonly used refrigerant, CFC-12 allowed even smaller systems to produce very low vent temps. As you probably know, the old industry standard refrigerant, more commonly known as “R-12,” is no longer being produced. In fact it hasn’t been produced or sold in the U.S. for many years now based on the fact that the chlorine component (in chloro-fluro carbon 12) has been identified as the primary offender in ozone depletion theory, affecting legislation in this country and virtually every other industrialized nation in the world. The refrigerant then selected by all automakers worldwide to replace CFC-12 was HFC-134a. The primary difference is the use of hydrogen in place of the chlorine atoms. Hydrogen is relatively benign to the atmosphere and HFC-134a is less harmful. The OEMs switched, but response to this legislation by many aftermarket A/C manufacturers was to try dubious, even dangerous, substitute refrigerants to avoid the expense and engineering required to “do it right.” People even hoarded supplies of R-12 for a while, driving the price beyond the reach of most car owners.

RESEARCH AND DEVELOPMENT

This is the other side of the wall in the extreme-environment dyno room we use to give our systems a thorough workout. In this chamber we have run cars such as Rick’s ’39 Ford coupe through 120+ degree weather and down to -50 degrees to test the capacity and endurance of Vintage Air components.
more valuable every day. Owners of these cars were becoming reluctant to cut or damage the original sheet metal on their, now valuable, classics. We knew there was a need for "bolt-in" type air conditioning systems that would not require any (or minimal) cutting, drilling or modifications to these vintage cars and trucks. And so we designed the first of our series of SureFit "bolt-in" climate control systems for the ever popular '57 Chevy, and then '55-56 Chevys.

Today, the SureFit systems are a major part of our product line, which now covers most muscle cars, classics and vintage pickups. See Pages 12-41.

In 1999, we completely redesigned our most popular systems using state-of-the-art computer modeling applications to improve their performance and reliability. These new Gen II units incorporated unique features such as electronic servo-actuated air doors for enhanced air flow and defroster functions. We used "virtual" modeling and actual wind tunnel testing to improve overall cooling and heating capacity. We also re-engineered our control panels to utilize the new electronic functions of the Gen II systems. Despite being disparaged at the time by some competitors in the market, our Gen II technology systems have proven to be the largest selling and most trusted climate control systems for over fourteen years!

Our next challenge in 2000 was to engineer a compact mounting package. The Front Runner Systems. The Front Runners are the most compact mounting packages available anywhere. We have tested these drives under some of the most grueling punishment we can deliver: thousands of road miles, thousands of autocross laps, and component destruction tests in our R&D facilities. Front Runners were the first, and they're still the best. (See Pages 58-64).

And we never rest. In 2001, we once again started from scratch to design the next evolution (a revolution, actually) of Vintage Air’s climate control systems. These all-new Gen IV Systems incorporate everything we have learned over thirty-six years. We created an entirely new evaporator case with amazing capacity and air flow delivery plus easier mounting in later model cars. We went back to an idea we pioneered many years ago of using separate cooling and heating coils, combined with our advanced electronic controlled air blend doors, to improve performance in the new Gen IV systems. We even built our own in-house CuproBrass® facility to manufacture our coils. To operate the new Gen IV systems, our in-house engineers developed solid-state electronic controls which eliminate all vacuum requirements, all cables, and the conventional capillary tube thermostat. Now the Gen IV system controls can be mounted almost anywhere you want in the vehicle, with only a slim wiring harness to route! On many of our Gen IV SureFit Systems, this technology even allows you to adapt your car’s original intake systems problematic. And finally, and maybe most important, rotational harmonics from misaligned brackets and pulleys on high performance engines can cause metal fatigue and drive failure in short order. So a stronger design was needed.

From our studies of OEM drives, race car drive systems and our own experience at Bonneville, we created the first high-performance, all-inclusive, block mounted engine drives that we now call the Front Runner Systems. The Front Runners are the most compact mounting packages available anywhere. We have tested these drives under some of the most grueling punishment we can deliver: thousands of road miles, thousands of autocross laps, and component destruction tests in our R&D facilities. Front Runners were the first, and they’re still the best. (See Pages 58-64).

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Throughout the past thirty-seven years, our products have received many patents and industry awards for technology, and we have pioneered many important advancements in the mobile air conditioning field. We strive to make updating or adding a modern climate control system for your special vehicle as simple as possible. Remember, when you choose Vintage Air, you are getting almost four decades of knowledge and experience, plus the skills of over 120 American workers with each system.

Just ask anyone who owns a Vintage Air system. At Vintage Air, Performance Is ALWAYS First!
What You Need To Know

Because our exclusive GEN II™ and GEN IV™ technology incorporates so many revolutionary ideas and features, we get some frequently asked questions from our customers. And we have heard of some unfortunate misinformation coming from other “air conditioning sellers.”

First, EVERY Vintage Air system and component is engineered and manufactured in-house at our plant in Texas. Before Vintage Air, there were no compact performance aftermarket air conditioning systems available for street rods and classic cars and trucks. We built our earliest units to be small enough to fit into thirties-era cars and to perform well enough with the technology known at the time. Over the thirty-five years since, we have revolutionized the mobile air conditioning industry with many innovations and patented technologies which, frankly, now makes the conventional systems sold by others obsolete. So when you buy a Vintage Air system, you know that it represents literally thousands of hours of research, engineering and real-world testing BEFORE we ever place them on the market.

So what makes the Gen II & IV systems different?
All of our products and systems are created with industry-standard Pro Engineering CAD/CAM “virtual” design programs. Rather than trial and error or just repackaging age old product designs, we continually refine our existing systems and develop all new systems to be true climate control, such as you would find in the finest production automobiles. In fact, we actually engineer and produce the climate control systems for some of the world’s finest OEM supercar makers!

What is the benefit of using servo motors?
Servo motors are not simply on-off electric switches found in conventional aftermarket A/C systems. They are variable position, solid-state devices used reliably on high-end OEM systems for years. Servo motors incorporated into properly designed systems can deliver much greater air door travel. This has allowed us to design our Gen II & Gen IV evaporator units with tremendous air volume increases. Conventional vacuum-operated air doors simply do not open far enough to flow as much air as these systems.

Servos are not cheap. Nor are they just a bolt-in change. That’s why other companies have only reluctantly begun offering them, and why they tried for years to discourage customers from wanting a servo system. When combined with our exclusive solid-state circuit board controls, the Gen II & IV servos can give you the most infinite adjustments for “Just Right Temperatures” in any weather or location.

Can evaporator case design make that much difference?
All you have to do is see the “virtual-flow” and wind tunnel testing we perform in our engineering department stations to understand. We can test, refine, and re-test the most minor case design changes or components until we are satisfied that the system is delivering everything it has got, before we even build a prototype! Then we install the prototype system in one of our R&D hot rods and drive it thousands of miles before you ever buy the system for your own hot rod. Just like professional race teams, we know winning is in the smallest details!

Which system is right for your special vehicle?

This '32 Sedan and other “smaller” cars have limited under dash space. Our Gen II Compac or Mini systems are ideal.

Big cars and wagons need the superior capacity of our Gen IV systems. We hear nothing but praise about the Gen IV from the owners of these big cruisers.

Early model trucks also have limited under dash space and are ideal for our Gen II Compac or our Gen II Mini system.

Cars we refer to as “late model” like this '69 Camaro need a bigger capacity. Our Gen IV systems are made for this! Call today to discuss your specific installation.

Call one of our sales technicians today to discuss your specific project!

First, EVERY Vintage Air system and component is engineered and manufactured in-house at our plant in Texas. Before Vintage Air, there were no compact performance aftermarket air conditioning systems available for street rods and classic cars and trucks. We built our earliest units to be small enough to fit into thirties-era cars and to perform well enough with the technology known at the time. Over the thirty-five years since, we have revolutionized the mobile air conditioning industry with many innovations and patented technologies which, frankly, now makes the conventional systems sold by others obsolete. So when you buy a Vintage Air system, you know that it represents literally thousands of hours of research, engineering and real-world testing BEFORE we ever place them on the market.

So what makes the Gen II & IV systems different?
All of our products and systems are created with industry-standard Pro Engineering CAD/CAM “virtual” design programs. Rather than trial and error or just repackaging age old product designs, we continually refine our existing systems and develop all new systems to be true climate control, such as you would find in the finest production automobiles. In fact, we actually engineer and produce the climate control systems for some of the world’s finest OEM supercar makers!

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Do the Gen II & Gen IV systems deliver better defrost too?
One of the important design ideas we learned with our in-house CAD engineering program was how to design for optimum dehumidified defrost mode. Clearing the fog from your windows on a mild, yet humid, day is a snap with the new Gen II & IV systems.

What's with the separate coils vs. a single combined coil?
One of early goals of our systems was compact size for early model street rods. We developed our single “combined” cooling and heating coils to achieve minimum unit size. Over the years we have refined the designs of these Gen II systems as discussed above until they have become the industry leader for compact systems. The Gen II combined coil design has performed extremely well for over thirty years and has had no failures when properly installed with adequate engine coolant. The separate cooling and heating coils used in our Gen IV systems require a larger evaporator case, making them a perfect choice for larger and “later” model cars. Using separate larger coils does provide more cooling and heating capacity. We are continuing to develop additional Gen IV system applications in our SureFit line for vehicles that will accommodate the larger units.

What Else Is different about Gen IV technology?
In addition to separate coils and a temperature blend air door, the Gen IV System also incorporates a microprocessor (or ECU). This “Electronic Brain” not only controls the door servos, it also allows us to monitor the internal A/C coil temperature with a thermistor, eliminating the need for a traditional thermostat and capillary tube. Eliminating the thermostat gives you complete system operation with just three controls, similar to standard OEM systems. Our Gen IV Magnum and most of our SureFit™ Systems also feature variable blower speeds, air blend and temperature control.

Are the controls easy to install and understand?
Easier than ever! While the new electronic controls and servos are state-of-the-art, the Gen II & IV systems are actually easier to install than old conventional type systems. No cables to route through the firewall because the heater valve is also servo controlled. No linkages to adjust because the controls are solid-state circuit boards. Our patented Cable Converters make adapting your original controls a snap (See Page 13). And, you can mount the Universal system control panel almost anywhere in the car. Simply plug and play!

What about high horsepower engines?
Gen II & IV systems do not rely on engine vacuum to operate. All functions are controlled with electronic servos so your climate control will not be affected even when you’re powering up a mountain pass!

Why is the warranty three years?
Since the day we sold our first system back in 1976, we have always gone the “extra mile” to satisfy our customers’ needs. Ask any Vintage Air owner. The fact is, when installed as directed, Vintage Air systems have less than one tenth of one percent chance of failure! We could offer a longer warranty but our three decades of experience tell us that in the very rare times that a part has failed, it fails in the first few months of operation. There are thousands more Vintage Air systems on the road today than all other brands combined, and reliability is one of the key reasons.

Forty years says it all!
We are proud to have remained the most trusted name in climate controls since 1976. Air conditioning is not the most expensive part of your project. But ease of installation and long term performance and reliability can make the difference between adversity and adventure!
IN-HOUSE ENGINEERING

Vintage Air is constantly improving and reinventing performance climate control technology. Most of our product design and engineering is done on our computers using Pro Engineer CAD modeling software. This allows us to “virtually” test thousands of ideas and performance criteria before ever building a prototype system. We don’t sell any product until it has been proven to perform.

If you’re planning to air condition one of the popular “late model” muscle cars or pickups, one of our SureFit kits is the simple and easy choice.

While most “early model” street rods require a somewhat custom configured air conditioning package (See Page 43), later cars, from the sixties and up, usually maintain most of the factory sheet metal and body features, which allows us to engineer “vehicle specific” complete systems, which we call our SureFit series kits. The ever-increasing value of these “late model” cars and trucks, particularly Corvettes, “pony cars,” and muscle cars of the ’60s, further encourages us to engineer these kits to be installed using as many of the factory-drilled holes and brackets as possible to maintain the vehicle’s value. In some cases, very minor adjustments or an extra hole may be required. This is because all auto manufacturers made changes to their vehicle assembly designs during production runs. But we always try to minimize any required vehicle alterations. SureFit kits also offer the most complete and straightforward installations available anywhere. Our award-winning instruction booklets and carefully engineered system packages should make your SureFit installation job simple, fun and very cool!

Our SureFit kits are designed to place the evaporator case and air duct hoses behind the dash for a factory-clean look. In most cases, the SureFit system will be controlled by your stock dash controls using our exclusive patented “Cable Converters”. In some applications, a new “factory” look control panel is included with the kit. Some early truck kits must use additional switches.

All SureFit systems provide full OEM-style operations including air conditioning, floor or vent exit heating and a powerful dehumidified defroster. To retain a true factory look, the A/C air exits through the factory dash louvers, if originally equipped in your car’s dash.

The under-hood components are designed to mount to stock engine bolt points (although we can accommodate many custom engine swaps). In most cases, the condenser assembly mounts to stock core support mount points. Again, because of production design changes, you may need to modify some mounting points slightly. Each SureFit kit features many components designed by our engineers specifically for each vehicle application. Components such as pre-formed aluminum lines, condenser mounted drier, engine brackets and a replacement glove box insert give these systems a clean, finished looking installation. The best news is, because our entire SureFit evaporator/heater case is mounted inside the car behind the dash, this clears the firewall/engine area of your car or truck of those big, ugly factory A/C housings! Each SureFit kit contains a vehicle-specific firewall cover panel to seal off the opening left from the removal of the OEM system, and provides refrigerant line and heater hose routing. They are also easily adapted to a smooth or filled firewall.

The Vintage Air SureFit kits are the best value and the most completely engineered air conditioning systems you can install in your classic car or truck. Add the fact that Vintage Air has been the most respected name in performance aftermarket climate control systems for forty years, and the choice is obvious!
Why Are Some Kits Gen II And Some Kits Gen IV?
As you look through the following pages, please note that some of our SureFit kits incorporate our exclusive Gen IV Technology, while some others feature our proven Gen II Technology. And a few applications are still available with the conventional cable/vacuum controlled modes. We are on a continuing drive to create new applications and to evolve all of our kits to the Gen IV or Gen II electronic control functions. Space limitations most often dictate the use of the smaller Gen II evaporators, yet we still achieve the high level of performance expected. And finally, some customers just prefer the familiarity of conventional cable-operated systems.

What Are Cable Converters?
Converting the conventional mechanical movements of levers and cables found in most early OEM air conditioning systems into a controllable electronic impulse is an engineering challenge. But our great team of engineers has developed and patented the coolest little solution to the problem you can imagine. Not only do these bolt-in sliding units mimic the action of the original cable control functions, they actually “learn” the travel of the original levers and adjust the fully-closed to fully-open requirements of each SureFit system, with no other adjusting necessary!

A “Complete Kit” Or An “Evaporator” Kit?
You will see two separate part number categories on the following application pages. “Evaporator” kits include: evaporator and bracket, louvers (when required), duct hose, wiring harness, new controls or Cable Converters, hardware and installation manual. Essentially all the components and accessories for the inside of the vehicle.

The “Complete Kit” is just as it sounds and includes: everything above, plus all under-hood components such as compressor, engine brackets, condenser with brackets, pre-formed refrigerant lines, drier, fittings, hardware and installation manual. We recommend ordering a complete kit for reliability and optimum performance.

Note: Due to the age and options of vehicles, some installations may require additional parts.
Long time racer and rod builder, Burns Waggener joined us again on the Street Rodder tour in 2016. His ’55 runs an Art Morrison chassis, perfectly tucked giant wheel & tire combo runs down the road with style and speed. And on this car, he made sure it was cool and comfortable for any climate conditions with a full Gen IV SureFit system.

Gen IV SureFit™ System Features:
- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
- Infinite "just right temperature" air blending.
- Infinite blower fan speed adjustment (3-speed fan on ’57).
- High-volume dehumidified defrost.
- Separate high-capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBraze™ parallel flow heater coil.
- Mounts behind the dash.
- Uses your factory system controls with our patented Electronic Cable Converters and new lens.
- Flat steel firewall cover panel (Stamped OEM style on ’57).
- Replacement molded glove box (reduced capacity).

**Evaporator Kits - Gen IV SureFit - $835.00 (Page 13)**
- **56155-PCZ** 1955-56 Chevy Evaporator Kit, Center Vent (No molded center vent allows use of 4 individual louver locations)
- **56156-PCZ** 1955-56 Chevy 4-Vent Evaporator Kit (No molded center vent allows use of 4 individual louver locations)
- **565701** 1957 Chevy Evaporator Kit, Center Vent
- **565702** 1957 Chevy 4-Vent Evaporator Kit (No molded center vent allows use of 4 individual louver locations)

**Complete Kits - Gen IV SureFit - $1480.00**
- **96155-PCU** 1955-56 Chevy Complete Kit, Center Vent
- **96156-PCU** 1955-56 Chevy 4-Vent Complete Kit (No molded center vent allows use of 4 individual louver locations)
- **965701** 1957 Chevy Complete Kit, Center Vent
- **965702** 1957 Chevy 4-Vent Complete Kit (No molded center vent allows use of 4 individual louver locations)

**NOTE:** Above kits require OEM, deluxe 4-lever control panel. (Not included)
NOTES:
1. Standard SureFit condenser kits designed for original style core support and vertical flow radiators. Condenser hard lines route through core support (specify “V-8 – Radiator mounted behind core support, or 6- cylinder – Radiator mounted in front of core support) position. If using cross flow radiator, condenser must be matched to core size and addition fittings and refrigerant hose may be required. See cross flow condenser kit on Page 88.
2. Tri-Five Chevy kit designed for original “non a/c” firewall and dash.
3. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant. See Page 85 for Chevy pulleys.
4. If you are retaining the original 265 or 283 V8 engine in your car, you may need to upgrade the harmonic balancer and pulleys. You will need to upgrade from the generator to an alternator.
5. SureFit systems may interfere with some OEM radios or in-dash speakers.

Optional System Components

64112-VFB - $59.00
‘57 Chevy firewall cover plate without holes. Stamped steel. Included with 1957 kit.

492056 - $150.00 - 55-57 Chevy ProLine chrome louver assembly (pair). Louvers included. Shown installed at right.

492055 - $175.00 - 55-57 Chevy ProLine brushed aluminum louver bezels (pair). Louvers not included. Fits most standard round louvers and ProLine round louvers.

371255 - $370.00 - Tri-Five Chevy Dual Cool™ fan package designed for 6 cyl. radiator position as shown.
Notes:
1. Tri-Five Chevy Dual Cool fan kit includes heavy duty fan wiring harness.
2. Radiator core support must be in forward 6 cyl position.
3. All electric fans require a trinary safety switch.

37155-VCF - $85.00 - 1955-57 Chevrolet Fan Shroud V8.

32057-VCF - $98.00 - 1955-57 Chevrolet Fan Shroud V8 with 6 cyl. core support.

375555-ACR - $98.00 - 1955-57 Chevrolet Fan Shroud V8 with radiator moved to 6 cyl. position.

32007-VUF - $189.00 - Optional 1955-57 Chevy Electric SPAL fan package with mounts. For use with SuperFlow condenser. VB radiator position only (1955).

TOTALLY COOLED GALLERY

This beautiful ‘55 Chevy wagon was built by long time rodder and owner of Advanced Plating, Steve Tracy. It features a complete SureFit Gen IV system to provide comfort and reliability on those long cross country cruises and just day to day commuting in the Nashville area.
CORVETTE
1958 Thru 1976

Long time customer and all around motor head Billy Dawson builds some of the finest resto-mod classic Corvettes in the country. This beautiful '61, owned by Robert Maxwell, features his own custom C-6 chassis, a detailed LS engine and a full SureFit Gen IV air conditioning kit.

Gen IV SureFit™ System Features:
- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
- Infinite "just right temperature" air blending.
- Infinite blower fan speed adjustment.
- High-volume dehumidified defrost.
- Separate high-capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBraze™ parallel flow heater coil.
- Mounts behind the dash.
- Uses your factory system controls with our patented Electronic Cable Converters (68-76).
- New rotary controls included (58-67).
- Flat steel firewall cover panel.
- Replacement molded glove box (reduced capacity).

NOTE: '58-'62 Corvette Gen IV SureFit system may interfere with aftermarket windshield wiper kits.
After owning this '64 Vette for over forty years, Paul Wolf decided to give it a total update. RPL Customs put a Street Shop chassis under it, an LS7 and a TKO600 trans, and a set of Schott 18’s and 20’s for a fantastic look. The air conditioning is one of our Gen IV SureFit systems, of course!

**NOTES:**

1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant. See Page 85 for Chevy pulleys.
2. We recommend using our heavy-duty fan blade and shroud for best performance.
3. SureFit systems may interfere with some OEM radios or in-dash speakers.
4. 1961-62 Corvette driver’s side coolant expansion may need to be relocated. Tank relocation kit 154730 - $49.95
5. 1963 Corvette alternator must be relocated to driver’s side (bracket 148100 - $90.00 available separately).
**Gen IV SureFit™ System Features:**

- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
- Infinite “just right temperature” air blending.
- Infinite blower fan speed adjustment.
- High-volume dehumidified defrost.
- Separate high-capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBraze™ parallel flow heater coil.
- Mounts behind the dash.
- Uses your factory system controls with our patented Electronic Cable Converters™.
- Includes new control panel placard.
- Flat steel firewall cover panel mounts to engine side of firewall.
- Replacement molded glove box redesigned for easy installation. (reduced capacity).
- Heater and refrigerant hoses route through kick panel for cleaner firewall and increased engine clearance.
- New dual center louver assembly (non-air car) for increased air flow
- New condenser assembly with integral drier bracket and hard lines.
- Improved installation manual with photos.

**Evaporator Kits - Gen IV SureFit - $835.00**

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<tr>
<td>564169</td>
<td>1969 Camaro Complete Kit (factory air)</td>
</tr>
<tr>
<td>561169</td>
<td>1969 Camaro Complete Kit (non-factory air)</td>
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<tr>
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<td>1970-73 Camaro Complete Kit (factory air)</td>
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<td>1970-73 Camaro Complete Kit (non-factory air)</td>
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**TOTALLY COOLED GALLERY**

Detroit Speed does it again with this killer ground-up Camaro build for Angelo Vespie. This state-of-the-art car features a complete Gen IV SureFit system and an LS Front Runner engine accessory drive system. This car helped DSE win the first SEMA Builder’s Award in 2015.
1967-68 and '69 applications, our patented Electronic Cable Converters™ easily replace your stock cables to convert your OEM control panel to our fully electronic Gen IV technology.

**NOTES:**
1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant. See Page 85 for Chevy pulleys.
2. We recommend using our heavy-duty fan blade and shroud.
3. SureFit systems may interfere with some OEM radios or in-dash speakers.

**Optional System Components**

- **49306-VCL - $89.95 pair**
  1967/68 Repro Astro outer vents

- **49308-VCL - $99.95**
  1969 Factory Air repro center vent.

- **493067-LCA - $65.95**
  1967/68 Factory Air repro center vent kit. Includes single 2.5” hose adapter.

- **627902 - $85.00**
  Non-Air stamped firewall blockoff plate. 67-69 Camaro, '64 - '72 Chevelle & '68 - '74 Nova

- **627903 - $85.00**
  Factory Air stamped firewall blockoff plate. '70 - '81 Camaro

- **965080 1979-81 Non-Air Kit Shown**

NEW!

**Upgrade Your GM Factory Ball Louvers**
These machined aluminum ball louvers fit into your stock bezels or our replacement chrome bezels. Clear or black anodized finish.

**Astro Louver Balls - $89.00 each**
- **499239** Penta Astro Vent Louver Machined (left)
- **499240** Penta Astro Vent Louver Black
- **499236** Trident Astro Vent Louver Machined (center)
- **499237** Trident Astro Vent Louver Black
- **499233** Planar Astro Vent Louver Machined (right)
- **499234** Planar Astro Vent Louver Black

1967-68 Camaro factory air dash.

1969 Camaro factory air dash.

1970 Camaro factory air dash.

**MANAGEMENT TEAM**
Mark Colwell is our purchasing manager. His knowledge of inventory management and MRP processes helps ensure that a steady stream of raw materials flows into our manufacturing facility at all times. Mark spends his spare time cruising in his classic Camaro Z/28 or riding his Harley Street Glide.
The Ring Brothers continue to blow our minds with their amazing custom Detroit muscle cars. This ‘66 Chevelle, they call Recoil, boasts a 1000 HP twin-turbo charged LS, a unique “steel tube” interior, many body mods, and a complete Gen IV system. The LS engine runs a Front Runner drive system too!
And EL CAMINO

1964 Thru 1972

493062 - $89.95 pair
1966/67 repro Astro outer vents

Replacement control panel is included in 1968-72 Chevelle SureFit kits.

Our exclusive “Electronic Cable Converters” are included in the 1964-67 kits to adapt your original control panel to the SureFit system.

FACTORY TOUR

Our plastics crew produce all the precision molded cases and components which are used in the manufacture of Vintage Air systems.


NOTES:
1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant. See Page 85 for Chevy pulleys.
2. SureFit systems may interfere with some OEM radios or in-dash speakers.

Optional System Components

NEW!

Upgrade Your GM Factory Ball Louvers
These machined aluminum ball louvers fit into your stock bezels or our replacement chrome bezels. Clear or black anodized finish.

499239 Penta Astro Vent Louver Machined (left)
499240 Penta Astro Vent Louver Black
499236 Trident Astro Vent Louver Machined (center)
499237 Trident Astro Vent Louver Black
499233 Planar Astro Vent Louver Machined (right)
499234 Planar Astro Vent Louver Black

493062 - $89.95 pair
1966/67 repro Astro outer vents

627902 - $85.00 - Non-air stamped firewall blockoff plate. ’67-’69 Camaro, ’64-’72 Chevelle & ’68-’74 Nova.

965071 1970-72 Factory-Air Kit Shown

1969 Chevelle factory air dash.
1970-72 Chevelle factory air dash.
1966-67 Chevelle non-factory air dash with our 493062 replica in-dash louvers above.

NOTES:
1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant. See Page 85 for Chevy pulleys.
2. SureFit systems may interfere with some OEM radios or in-dash speakers.
Complete Kits - Gen IV SureFit - $1480.00
961164 1962-65 Nova Complete Kit
961166 1966-67 Nova Complete Kit
965069 1968 Nova Complete Kit (factory air)
961069 1968 Nova Complete Kit (non-factory air)
965072 1969-72 Nova Complete Kit (factory air)
961072 1969-72 Nova Complete Kit (non-factory air)

Evaporator Kits - Gen IV SureFit - $835.00
561164 1962-65 Nova Evaporator Kit
561166 1966-67 Nova Evaporator Kit
565069 1968 Nova Evaporator Kit (factory air)
561069 1968 Nova Evaporator Kit (non-factory air)
565072 1969-72 Nova Evaporator Kit (factory air)
561072 1969-72 Nova Evaporator Kit (non-factory air)

Gen IV SureFit™ System Features:
- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
- Infinite “just right temperature” air blending.
- Infinite blower fan speed adjustment (3-speed on 68-72 with factory air controls).
- High-volume dehumidified defrost mode.
- Separate high-capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBraze™ parallel flow heater coil.
- Mounts behind the dash.
- Uses your factory system controls with our patented Electronic Cable Converters (66-72).
- New in-dash rotary controls, with 3 OEM style fluted aluminum knobs, included (62-65).
- Flat steel firewall cover panel.
- Replacement molded glove box (reduced capacity).

TOTALLY COOLED GALLERY
Randy Johnson at D&Z Customs built this beautiful ’66 Nova for his wife, Tobie. It features a serious LS 1, full Heidt’s Pro-G suspension, Wilwood brakes and huge Forgeline 18 inch wheels. The body remains 90% original, including the paint! To keep his customer cool and comfortable, Randy installed a complete Gen IV SureFit system too!
1966-67 Nova dash using factory controls.

1962-65 Chevy II dash using our rotary controls.

1969-72 Nova factory air dash.

1969-72 Nova non-factory air dash.

NOTES:
1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant. See Page 85 for Chevy pulleys.
2. We recommend using our heavy duty fan blade and 32069-VCF (1966-67 Nova) shroud. $226.00
3. SureFit systems may interfere with some OEM radios or in-dash speakers.

INDUSTRY RECOGNITION
Our founder, Jack Chisenhall, was recently inducted into the Daryl Starbird “National Rod & Custom Hall Of Fame” for his, and Vintage Air’s contributions to the rod and custom field as an outstanding manufacturer since 1976.
**Complete Kits - SureFit** - $1480.00
961055 1959-60 Impala Complete Kit (2-lever controls)
961056 1959-60 Impala Complete Kit (4-lever controls)

**Evaporator Kits - SureFit** - $835.00 (Page 13)
561055 1959-60 Impala Evaporator Kit (2-lever controls)
561056 1959-60 Impala Evaporator Kit (4-lever controls)

**Gen IV SureFit™ System Features:**
- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
- Infinite “just right temperature” air blending.
- Infinite blower fan speed adjustment.
- High volume dehumidified defrost.
- Separate high capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBraze™ parallel flow heater coil.
- Mounts behind the dash.
- Uses your factory 4-lever Deluxe controls with our patented Electronic Cable Converters
  (2-Lever kits include 3-Knob underdash control pod).
- Flat steel firewall cover panel.
- Replacement molded glove box (reduced capacity).

**NOTES:**
1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant. See Page 85 for Chevy pulleys.
2. We recommend using our heavy-duty fan blade and a fan shroud.
3. SureFit systems may interfere with some OEM radios or in-dash speakers.

**TOTALLY COOLED GALLERY**
This pearl green ’59 El Camino, owned by John Chisenhall, served as a rolling test bed for our 1959 -’60 Chevy system. In addition to being one of our previous catalog cover cars, it now serves as the push-car for Jack Chisenhall’s restored, historic “Texas Longhorn II” fuel dragster.
FACTORY TOUR

Our new Quality Assurance Manager Ryan Hecox (far right) and QA Techs (L-R) Chase Atwell, John Pesina and Ernest Rosales hand inspect every component and system to ensure quality and accuracy. Each system is thoroughly tested before it’s shipped to our customer. Only a true manufacturer can control the quality of its product this closely.

Complete Kits - Gen IV SureFit - $1480.00
964062 1961-62 Impala Complete Kit (factory air)
961062 1961-62 Impala Complete Kit (non-factory air)
964063 1963 Impala Complete Kit (factory air)
961063 1963 Impala Complete Kit (non-factory air)
964064 1964 Impala Complete Kit (factory air)
961064 1964 Impala Complete Kit (non-factory air)

Evaporator Kits - Gen IV SureFit - $835.00
564062 1961-62 Impala Evaporator Kit (factory air)
561062 1961-62 Impala Evaporator Kit (non-factory air)
564063 1963 Impala Evaporator Kit (factory air)
561063 1963 Impala Evaporator Kit (non-factory air)
564064 1964 Impala Evaporator Kit (factory air)
561064 1964 Impala Evaporator Kit (non-factory air)

Gen IV SureFit™ System Features:
- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
- Infinite “just right temperature” air blending.
- Infinite blower fan speed adjustment.
- High-volume dehumidified defrost.
- Separate high-capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBraze™ parallel flow heater coil.
- Mounts behind the dash.
- Uses your factory system controls with our patented Electronic Cable Converters.
- Flat steel firewall cover panel.
- Replacement molded glove box (reduced capacity).

NOTE: Control panel not included! Photo shows the Cable Converters used to adapt your panel to the system.

This 1962 Impala dash shows the included louver pod painted to match the dash for a great looking interior.

1963 Impala dash with SureFit kit. (Note: SureFit installations in factory air equipped Impalas use the original in-dash A/C louvers.)
**Gen IV SureFit™ System Features:**
- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
- Infinite “just right temperature” air blending.
- Infinite blower fan speed adjustment.
- High volume dehumidified defrost.
- Separate high capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBraze™ parallel flow heater coil.
- Mounts behind the dash.
- Uses your factory system controls with our patented Electronic Cable Converters.
- Flat steel firewall cover panel.
- Replacement molded glove box (reduced capacity).

### Complete Kits - Gen IV SureFit - $1480.00
- 964467 1964-67 GTO Complete Kit (factory air)
- 961067 1964-67 GTO Complete Kit (non-factory air)

### Evaporator Kits - Gen IV SureFit - $835.00
- 564467 1964-67 GTO Evaporator Kit (factory air)
- 561067 1964-67 GTO Evaporator Kit (non-factory air)

**NOTES:**
1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant.
2. SureFit systems may interfere with some OEM radios or in-dash speakers.

---

1964 GTO non-factory air dash with SureFit kit for non-a/c cars.

1966 GTO factory-air dash with SureFit kit. (Note: SureFit installations in factory air equipped GTO use the original in-dash A/C louvers.)

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**TOTALLY COOLED GALLERY**

Though the Pontiac name is gone from the GM lineup, fans of that great performance brand are still collecting and restoring them. Al Bullis built this beautiful 65 GTO coupe to handle and ride like a new car, and added a complete SureFit climate control system to assure year-round comfort and fun cruising.
NOTES:
1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant.
2. SureFit systems may interfere with some OEM radios or in-dash speakers.

**Complete Kits - Gen IV SureFit - $1480.00**

- 964190 1967-68 Firebird Complete Kit (factory air)
- 961190 1967-68 Firebird Complete Kit (non-factory air)
- 964468 1969 Firebird Complete Kit (factory air)
- 961168 1969 Firebird Complete Kit (non-factory air)
- 964080 1970-81 Firebird Complete Kit (factory air)
- 961080 1970-81 Firebird Complete Kit (non-factory air)

**Evaporator Kits - Gen IV SureFit - $835.00**

- 564190 1967-68 Firebird Evaporator Kit (factory air)
- 561190 1967-68 Firebird Evaporator Kit (non-factory air)
- 564468 1969 Firebird Evaporator Kit (factory air)
- 561168 1969 Firebird Evaporator Kit (non-factory air)
- 564150 1970-81 Firebird Evaporator Kit (factory air)
- 561150 1970-81 Firebird Evaporator Kit (non-factory air)

**Pontiac Crankshaft Pulleys For Air Conditioning Belt**

See page 85 for details and applications

**1970-81 Firebird OEM Look In-Dash Louver Kit**

Complete kit includes two aluminum factory style louvers, hose adapters and cutting template for non-air cars.

- 623241 - $139.00 Louver kit with chrome bezel
- 623242 - $139.00 Louver kit with black anodized bezel

**MANAGEMENT TEAM**

Our company controller, Rick Kotara, has over 30 years of manufacturing finance experience, and has guided Vintage Air through the expansion of our plant and equipment. Because we develop and build all of our own systems, we need a financial planner who understands the complexities of modern manufacturing and distribution.
**Gen IV SureFit™ System Features:**
- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
- Infinite “just right temperature” air blending.
- High-volume dehumidified defrost.
- Separate high-capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBraze™ parallel flow heater coil.
- Mounts behind the dash.
- New Control Panel Included.
- Flat steel firewall cover panel.
- Replacement molded glove box (reduced capacity).

**Complete Kits - Gen IV SureFit - $1480.00**
- 961061 - 1968 Cutlass Complete Kit (non-factory air)
- 964069 - 1968-69 Cutlass Complete Kit (factory air)
- 961074 - 1969 Cutlass Complete Kit (non-factory air)
- 964171 - 1970-72 Cutlass Complete Kit (factory air)
- 961076 - 1970-72 Cutlass Complete Kit (non-factory air)

**Evaporator Kits - Gen IV SureFit - $835.00**
- 561061 - 1968 Cutlass Evaporator Kit (non-factory air)
- 564069 - 1968-69 Cutlass Evaporator Kit (factory air)
- 561070 - 1969 Cutlass Evaporator Kit (non-factory air)
- 564171 - 1970-72 Cutlass Evaporator Kit (factory air)
- 561076 - 1970-72 Cutlass Evaporator Kit (non-factory air)

**NOTES:**
1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant.
2. SureFit systems may interfere with some OEM radios or in-dash speakers.
3. 1968 442 with cowl induction hood will require use of our rear exit compressor. See page 72.

**Totally Cooléd Gallery**
Like most of our great team, Mark Hungerford is real rodder. His latest ride is this clean ’71 Cutlass Coupe. And of course it will soon keep him cool in summer and warm in winter, with a new Gen IV SureFit system!
Non-factory air Challenger dash with standard gauge package shown.

**Complete Kits - Gen IV SureFit - $1480.00**

974074-EDU 1970-74 Barracuda/Cuda/Challenger Complete Kit (factory air car; standard gauges)
974073-EDU 1970-74 Barracuda/Cuda/Challenger Complete Kit (factory air car; Rallye gauges)
971074-EDU 1970-74 Barracuda/Cuda/Challenger Complete Kit (non-factory air)

**Evaporator Kits - Gen IV SureFit - $835.00**

574074-EDZ 1970-74 Barracuda/Cuda/Challenger Evaporator Kit (factory air car; standard gauges)
574073-EDZ 1970-74 Barracuda/Cuda/Challenger Evaporator Kit (factory air car; Rallye gauges)
571074-EDZ 1970-74 Barracuda/Cuda/Challenger Evaporator Kit (non-factory air)

**NOTES:**

1. Some installations may require additional engine pulleys not included with kits. See Page 85 for Mopar pulleys. You must provide V-belts, heater hose and refrigerant.
2. SureFit systems may interfere with some OEM radios or in-dash speakers.

**Gen IV SureFit™ System Features:**

- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
- Infinite “just right temperature” air blending.
- Infinite blower fan speed adjustment.
- High-volume dehumidified defrost.
- Separate high-capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBraze™ parallel flow heater coil.
- Mounts behind the dash.
- New electronic control panel kit included.
- Flat steel firewall cover panel.

**TOTALLY COOLED GALLERY**

Zach Ingram’s Z Rods & Customs built this trend setting ’70 Cuda for Casey Hornik using an Art Morrison Max G chassis and a Moran Motorsports 572 Hemi. This amazing car won the inaugural Triple Crown of Rodding award and features a complete Gen IV SureFit system.
TOTALLY COOLED GALLERY

Vic Buraglio’s 1969 Charger was built by Troy Gudgel of BBT Fabrications to recall fond memories of Vic’s first Charger, driven on his and wife Bonnie’s honeymoon. It features a Gen III 426 Hemi, Fast fuel injection, Bowler T56 six speed, and a full Vintage Air Gen IV SureFit climate control system.
Evaporator Kits - Gen IV SureFit - $835.00

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>571061</td>
<td>1966-67 Belvedere/Satellite/GTX Evaporator Kit (factory air)</td>
</tr>
<tr>
<td>571060</td>
<td>1966-67 Belvedere/Satellite/GTX Evaporator Kit (non-factory air)</td>
</tr>
<tr>
<td>571063</td>
<td>1968 Road Runner/Satellite/GTX Evaporator Kit (factory air)</td>
</tr>
<tr>
<td>571062</td>
<td>1968 Road Runner/Satellite/GTX Evaporator Kit (non-factory air)</td>
</tr>
<tr>
<td>571065</td>
<td>1969-70 Road Runner/Satellite/GTX Evaporator Kit (factory air)</td>
</tr>
<tr>
<td>571064</td>
<td>1969-70 Road Runner/Satellite/GTX Evaporator Kit (non-factory air)</td>
</tr>
</tbody>
</table>

Complete Kits - Gen IV SureFit - $1480.00

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>971061</td>
<td>1966-67 Belvedere/Satellite/GTX Complete Kit (factory air)</td>
</tr>
<tr>
<td>971060</td>
<td>1966-67 Belvedere/Satellite/GTX Complete Kit (non-factory air)</td>
</tr>
<tr>
<td>971063</td>
<td>1968 Road Runner/Satellite/GTX Complete Kit (factory air)</td>
</tr>
<tr>
<td>971062</td>
<td>1968 Road Runner/Satellite/GTX Complete Kit (non-factory air)</td>
</tr>
<tr>
<td>971065</td>
<td>1969-70 Road Runner/Satellite/GTX Complete Kit (factory air)</td>
</tr>
<tr>
<td>971064</td>
<td>1969-70 Road Runner/Satellite/GTX Complete Kit (non-factory air)</td>
</tr>
</tbody>
</table>

NOTES:

1. Some installations may require additional engine pulleys not included with kits. See page 85 for Mopar pulleys. You must provide V-belts, heater hose and refrigerant.

2. SureFit systems may interfere with some OEM radios or in-dash speakers.

Gen IV SureFit™ System Features:
- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
- Infinite “just right temperature” air blending.
- Infinite blower fan speed adjustment.
- High-volume dehumidified defrost.
- Separate high-capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBraze™ parallel flow heater coil.
- Mounts behind the dash.
- New electronic control panel kit included.
- Flat steel firewall cover panel.
- Replacement molded glove box (reduced capacity).
**Complete Kits - Gen IV SureFit - $1480.00**

- 954164 1964-1/2 - 66 Mustang Complete Kit
- 954168 1967-68 Mustang Complete Kit (factory air)
- 951168 1967-68 Mustang Complete Kit (non-factory air)
- 954170 1969-70 Mustang Complete Kit (factory air)
- 951170 1969-70 Mustang Complete Kit (non-factory air)
- 951171 1967-68 Cougar Complete Kit (factory air)
- 951169 1967-68 Cougar Complete Kit (non-factory air)
- 954150 1964-65 Falcon Complete Kit

**Evaporator Kits - Gen IV SureFit - $835.00**

- 554164 1964-1/2 - 66 Mustang Evaporator Kit
- 554168 1967-68 Mustang/Cougar Evaporator Kit (factory air)
- 551168 1967-68 Mustang/Cougar Evaporator Kit (non-factory air)
- 554170 1969-70 Mustang Evaporator Kit (factory air)
- 551170 1969-70 Mustang Evaporator Kit (non-factory air)
- 554168 1967-68 Cougar Evaporator Kit (factory air)
- 554150 1964-65 Falcon Evaporator Kit

**Gen IV SureFit™ System Features:**
- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
- Infinite “just right temperature” air blending.
- Infinite blower fan speed adjustment.
- High-volume dehumidified defrost.
- Separate high-capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBraze™ parallel flow heater coil.
- Mounts behind the dash.
- Uses your factory system controls with our patented Electronic Cable Converters.
- Flat steel firewall cover panel.
- Replacement molded glove box (reduced capacity).

**TOTALLY COOLED GALLERY**

Early Mustangs have always been great platforms for resto-mod upgrades and make fun daily drivers. This '65 owned by Clarence Williams shows the perfect stance and attention to detail anyone would be proud to own. Vintage Air Gen IV SureFit makes it fun in any climate conditions.
**NOTES:**

1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant. See Page 85 for Ford pulleys.

2. We recommend using our heavy-duty fan blade and shroud.
   - 32064-VFF - $85.00 - 1964½-66 Mustang 6 cyl. Fan Shroud
   - 32065-VFF - $98.00 - 1964½-66 Mustang V8 Fan Shroud
   - 32067-VFF - $98.00 - 1967-68 Mustang Fan Shroud

3. SureFit systems may interfere with some OEM radios or in-dash speakers.

Vintage Air SureFit system evaporators install completely inside the cab for a clean, original looking engine compartment. Firewall plate mounts to original holes.

1948-55 Chevy truck dash with SureFit kit.

NOTES:
2. We recommend using our heavy-duty fan blade and a fan shroud. 32042-VFF - $58.00 - 1947-54 Chevy Truck Fan Shroud (V8)
3. SureFit systems may interfere with some OEM radios or in-dash speakers.

1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant. See page 85 for Chevy pulleys.

**Gen IV SureFit™ System Features:**
- Fly-By-Wire fully electronic servo controls with no cables or capillary tube to route.
- Infinite “just right temperature” air blending.
- Infinite blower fan speed adjustment.
- High-volume dehumidified defrost.
- Separate high-capacity aluminum plate and fin cooling coil.
- Copper/brass CuproBraze™ parallel flow heater coil.
- Mounts behind the dash.
- Kit includes 3-knob controls.
- Flat steel firewall cover panel.
- Replacement molded glove box (reduced capacity).

**TOTALY COOLED GALLERY**
Graig Morrison’s sleeper Chevy AD shop truck features a complete Art Morrison Enterprises GT Sport chassis, and a hot Chevy small block engine. Graig keeps cool with a complete Gen IV SureFit climate control and a Front Runner engine drive system for total reliability.
**Gen IV SureFit™ System Features:**
- Fly-By-Wire fully electronic servo controls with no cables or capillary tube to route.
- Infinite “just right temperature” air blending
- Infinite blower fan speed adjustment
- High volume dehumidified defrost mode
- Separate high capacity aluminum plate and fin cooling coil
- Copper/brass CuproBraze™ parallel flow heater coil
- Mounts behind the dash
- Deluxe Kit includes new ProLine 3-lever panel
- Standard Kit includes 3-knob controls
- Flat steel firewall cover panel
- Replacement molded glove box (reduced capacity)

**NOTES:**
These kits fit later-season 1955 “new design” Chevy Trucks through 1959 models. Chevrolet ended the “Advanced Design” model trucks in mid-1955.

---

**Complete Kits - SureFit - $1480.00 (Deluxe $1595.00)**
- 941155 1955-57 Chevy Complete Kit with Standard Controls
- 941156 1955-57 Chevy Complete Kit with Deluxe Controls
- 941157 1958-59 Chevy Complete Kit with Standard Controls
- 941158 1958-59 Chevy Complete Kit with Deluxe Controls

**Evaporator Kits - SureFit - $835.00 (Deluxe $950.00)**
- 751155 1955-59 Chevy Evaporator Kit with Standard Controls
- 751156 1955-59 Chevy Evaporator Kit with Deluxe Controls
- 751157 1958-59 Chevy Evaporator Kit with Standard Controls
- 751158 1958-59 Chevy Evaporator Kit with Deluxe Controls

**NOTES:**
1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant. See Page 85 for Chevy pulleys.
2. We recommend using our heavy duty fan blade and a fan shroud. 32055-LCF - $195.00 1955-59 Chevy Truck Fan Shroud (V8)
3. SureFit systems may interfere with some OEM radios or in-dash speakers.
4. OEM glove box door travel will be limited to 90 degrees.

**Optional System Components**
- 492059 - $175.00 pair - Billet louver bezel contoured for ’55-’59 Chevy Truck dash. Fits most standard round louvers and ProLine round louvers with up to 2.73” diameter bezel size. (shown at right).

---

**TOTALLY COOLED GALLERY**

This slick 1957 Chevy truck was built for Gary Brown by Mike Goldman Customs. It features a GM 2L1 454 aluminum engine with Imagine Injection system and a Front Runner drive system, a complete custom C2 Corvette interior, and a Vintage Air Gen IV system. Their hard work paid off with a 2014 Goodguys Truck of the Year Award.
Nashville star, James Otto transformed his Grampa’s C-10 into a full-force canyon carver! After receiving help from several great specialists, he asked Tri-Works Hot Rods to take it to the final finishout. A 6.0L Chevy & Bowler T56 deliver the power to the RideTech suspension. James stays cool and relaxed with a complete Gen IV magnum system too!

**FACTORY TOUR**

NOTES:

1. The supplied firewall fill-plate is designed for non-air trucks. OEM air equipped trucks will require a larger cover plate (not currently available).
2. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant. See Page 85 for Chevy pulleys.
3. SureFit systems may interfere with some OEM radios or in-dash speakers.

1964-66 Chevy dash shown with rotary controls
**Industry Involvement**

One of the greatest things about traveling to as many shows as we do each year is the opportunity to personally meet our customers. By displaying our products and discussing the experiences and ideas of our customers we can make our product better. And sometimes we actually get to go out and see some cars!

---

**Chevy Truck**

1967 Thru 1972

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**Gen IV SureFit™ System Features:**

- Fly-By-Wire fully electronic servo controls with no cables or capillary tube to route.
- Infinite "just right temperature" air blending.
- Infinite blower fan speed adjustment.
- High volume dehumidified defrost.
- Separate high capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBraze™ parallel flow heater coil.
- Mounts behind the dash.
- Uses your factory system controls with our patented Electronic Cable Converters.
- Flat steel firewall cover panel.
- Replacement molded glove box (reduced capacity).

---

**Complete Kits - SureFit - $1480.00**

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>944170</td>
<td>1967-72 Chevy Truck Complete Kit (factory air truck)</td>
</tr>
<tr>
<td>941170</td>
<td>1967-72 Chevy Truck Complete Kit (non-factory air)</td>
</tr>
<tr>
<td>941171</td>
<td>1967-72 Chevy Truck Complete Kit (non-factory air using factory air control panel)</td>
</tr>
</tbody>
</table>

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**Evaporator Kits - SureFit - $835.00** *(Page 13)*

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>754170</td>
<td>1967-72 Chevy Truck Evaporator Kit (factory air truck)</td>
</tr>
<tr>
<td>751170</td>
<td>1967-72 Chevy Truck Evaporator Kit (non-factory air)</td>
</tr>
<tr>
<td>751171</td>
<td>1967-72 Chevy Truck Evaporator Kit (non-factory air with factory air control panel)</td>
</tr>
</tbody>
</table>

*(Non-factory air system requires the use of OEM factory air controls or our replacement controls above, which are not included with non-air application kits)*

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**Optional System Components**

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>49767-LCE</td>
<td>$175.00 - Replacement 67-72 control panel for factory-air trucks.</td>
</tr>
<tr>
<td>49766-LCI</td>
<td>$195.00 - Replacement 67-72 heater control panel for non-factory air trucks.</td>
</tr>
<tr>
<td>49770-LCI</td>
<td>$44.00 - Center louver <em>(Included with non-air kits.)</em></td>
</tr>
</tbody>
</table>

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**Upgrade Your GM Factory Ball Louvers**

See Page 19 For Details

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**NOTES:**

1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant. See page 85 for Chevy pulleys.

2. SureFit systems may interfere with some OEM radios or in-dash speakers.

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1967-72 Chevy Truck dash with SureFit kit.

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**498827 - $109.00** - OEM style A/C louver kit. Includes all items listed below.

**49775-LCI - $26.00** - Driver side OEM style A/C louver housing only with felt.

**49776-LCI - $26.00** - Passenger side OEM style A/C louver housing only with felt.

**49769-LCI - $12.00** - Replacement louver ball only.

**495561 - $9.75** - Chevy louver ball retainer 2.5” hose adapter.

**495560 - $16.95** - Chevy louver ball retainer.
Complete Kits - SureFit - $1480.00

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>944175</td>
<td>1973-80 Chevy Truck Complete Kit (factory air)</td>
</tr>
<tr>
<td>941175</td>
<td>1973-80 Chevy Truck Complete Kit (non-factory air)</td>
</tr>
<tr>
<td>944181</td>
<td>1981-87 Chevy Truck Complete Kit (factory air)</td>
</tr>
<tr>
<td>941181</td>
<td>1981-87 Chevy Truck Complete Kit (non-factory air)</td>
</tr>
</tbody>
</table>

Evaporator Kits - SureFit - $835.00 (Page 13)

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>754175</td>
<td>1973-80 Chevy Truck Evaporator Kit (factory air)</td>
</tr>
<tr>
<td>751175</td>
<td>1973-80 Chevy Truck Evaporator Kit (non-factory air)</td>
</tr>
<tr>
<td>754181</td>
<td>1981-87 Chevy Truck Evaporator Kit (factory air)</td>
</tr>
<tr>
<td>751181</td>
<td>1981-87 Chevy Truck Evaporator Kit (non-factory air)</td>
</tr>
</tbody>
</table>

NOTES:
1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant. See Page 85 for Chevy pulleys.
2. SureFit systems may interfere with some OEM radios or in-dash speakers.

Gen IV SureFit™ System Features:
- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to routed.
- Infinite "just right temperature" air blending.
- Infinite blower fan speed adjustment.
- High-volume dehumidified defrost.
- Separate high-capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBraze™ parallel flow heater coil
- Mounts behind the dash.
- New control panel included.
- Flat steel firewall cover panel.

New Vintage Air replacement control panel included with 1973-87 Chevy/GMC Truck SureFit systems.

1973-87 Chevy truck dash with SureFit kit.

BUSINESS MANAGEMENT TEAM
Our Accounting Department staff is responsible for processing all day to day business transactions which include accounts payable, accounts receivable and other financial transactions. (L-R) Hope Cloud, Daniel Palacios and Lynn Limmer.
**Gen II SureFit™ System Features:**
- Under dash panel with built-in 4-lever controls.
- Electronic servo motor operation.
- Multi-speed blower fan speed adjustment.
- Dehumidified defrost.
- Floor exit heat/air.
- Mounts behind the dash.
- Compatible with our upgrade ProLine controls (See Page 48 for more info).
- Firewall plate for refrigerant and heater lines.
- Compatible with Ford or Chevy engines.
- Replacement molded glove box (reduced capacity).

**Optional System Components**

63156-LFE - $12.00 ea. Defrost duct - For both sides order two.

**NOTES:**
1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant.
2. SureFit systems may interfere with some OEM radios or in-dash speakers.

**TOTALLY COOLED GALLERY**

Our long time Arizona distributor, SoCal, uses this neat little F-100 for shop duties. It runs a Ford Racing 460 with a stout B&M C-6 transmission, a Walton Fabrications frame with Heidi’s IFS, and of course, a full Vintage Air SureFit climate control to tame those brutal Arizona summers!
1961-66 under dash panel and louver package shown.

**Gen IV SureFit™ System Features:**
- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
- Infinite "just right temperature" air blending.
- Infinite blower fan speed adjustment.
- High volume dehumidified defrost.
- Separate high capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBraze™ parallel flow heater coil.
- Mounts behind the dash.
- New in-dash rotary controls.
- Flat steel firewall cover panel.
- Replacement molded glove box (reduced capacity).

**NOTES:**
1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant.
2. SureFit systems may interfere with some OEM radios or in-dash speakers.

**FORD TRUCK 1961-66**

**Evaporator Kits - Gen IV SureFit - $835.00**

- 754150: 1961-64 F-100 Evaporator Kit
- 754151: 1965 F-100 Evaporator Kit
- 754152: 1966 F-100 Evaporator Kit

**Complete Kits - Gen IV SureFit - $1555.00 (V8 $1480.00)**

- 951153: 1961-64 F-100 Complete Kit with 6 Cylinder
- 951155: 1966 F-100 Complete Kit with 6 Cylinder
- 951150: 1961-64 F-100 Complete Kit with V-8
- 951151: 1965 F-100 Complete Kit with V-8

**Optional System Components**

- 370164 - $85.00: Fan shroud for '61-'65 F-100 (V8)
- 370165 - $85.00: Fan shroud for '61-'65 F-100 (6-Cylinder)
- 370167 - $85.00: Fan shroud for '66 F-100 (V8 & 6-Cylinder)

**FORD TRUCK 1967-72**

**Evaporator Kits - Gen IV SureFit - $835.00**

- 754152: 1967 F-100 Evaporator Kit
- 754153: 1968-72 F-100 Evaporator Kit

**Complete Kits - Gen IV SureFit - $1555.00 (V8 $1480.00)**

- 951156: 1967 F-100 Complete Kit with V-8
- 951157: 1968-72 F-100 Complete Kit with V-8
- 951158: 1967 F-100 Complete Kit with 6 Cylinder
- 951159: 1968-72 Complete Kit with 6 Cylinder

**NOTES:**
1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant.
2. SureFit systems may interfere with some OEM radios or in-dash speakers.

**TOTALLY COOLED GALLERY**

Respected custom painter and all around rodding veteran, Danny Zoller’s shop truck runs a complete Vintage Air system. This rare truck features a factory deluxe bucket seat interior, a healthy 390 FE and many other cool touches.
The Mobile Air Conditioning Society (MACS) recently honored our founder, Jack Chisenhall, with their Industry Pioneer Award for "...contributions to innovation and development in the motor vehicle air conditioning industry." Jack has been an active member of MACS for almost forty years.

**INDUSTRY RECOGNITION**

**FORD BRONCO**

1966 Thru 1977

**Indy Road & Race Award Winner Technique**

**941150**

1966-77 Non-Air Kit Shown

**NOTE:**
Bronco 4-vent systems include plenum, flex hose for individual louver placement and four individual louvers as shown.

**Complete Kits - SureFit - $1480.00**

941150 Gen IV 1966-77 Bronco Complete Kit
941151 Gen IV 1966-77 Bronco 4-Vent Complete Kit

**Evaporator Kits - SureFit - $835.00** (Page 13)

751150 Gen IV 1966-77 Bronco Evaporator Kit
751151 Gen IV 1966-77 Bronco 4-Vent Evaporator Kit

**Gen IV SureFit™ System Features:**

- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
- Infinite “just right temperature” air blending.
- Infinite blower fan speed adjustment.
- High volume dehumidified defrost.
- Separate high capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBraze™ parallel flow heater coil.
- Mounts behind the dash.
- New in-dash rotary controls.
- Flat steel firewall cover panel.
- Replacement molded glove box (reduced capacity).

**NOTES:**
1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hoses and refrigerant.
2. Bronco Note: Contact your sales rep for specific Bronco chassis/engine combinations.
3. We recommend using our heavy-duty fan blade and shroud
   32066-LFF - $98.00 - 1966-77 Bronco 6 cyl. Fan Shroud
   32067-LFF - $98.00 - 1966-77 Bronco V8 Fan Shroud
4. SureFit systems may interfere with some OEM radios or in-dash speakers.
RESEARCH AND DEVELOPMENT

Landis Chisenhall is learning the hot rod industry and the art of rod building from the ground up. Landis has been working on his road warrior ‘36 Ford 3-Window coupe for several years. It features a modified C-6 drivetrain and he has already had it on the race track, in the pouring rain, no less! Oh, it has a full Vintage Air system in it, too.
HOW TO ORDER Your Custom System. A Little Homework Is Needed

Step One:
First, we urge you to take the time to read the “Basics” and “Technology” sections at the front of this catalog. Air conditioning is not difficult to install, but it is a system with components which must be carefully selected and matched to perform to its maximum potential. Our Authorized Distributors have the knowledge to assist you in finalizing your order, or feel free to call us directly with any technical questions you may have.

Step Two:
Turn to the order form on Page 102 of this catalog. It has been designed to help you assemble the specifications of your vehicle, engine type, and other details necessary to order properly. Having this information assembled before you call to order helps our dealer get you the right components for your vehicle.

Step Three:
Based on the specifications for your vehicle, you can probably determine which evaporator is best suited to your car. Just note the series number printed directly under the unit photo. Then specify “Heat & Cool” or “Heat, Cool & Defrost” model. (Example: Page 46 shows our GEN II Super Cooler; series number 61005.) That number provides a starting point to building your system package. Remember, always select the largest possible evaporator unit for best results.

Step Four:
Decide which type of standard or optional ProLine controls you want. (See Page 48 for Gen II, or 45 for Gen IV). Note your selection by name and number.

Step Five:
Decide which type of louvers you want. Choose from the standard louvers on page 53, or upgrade to ProLine louvers shown on page 55. Note by name and number.

Step Six:
Note any additional custom features, optional ProLine accessories, and other items such as engine cooling fan, fan shroud, compressor safety switch (binary or trinary), etc. (Your compressor mounting brackets will be determined by your engine specs.) Other upgrade brackets are available on Pages 65-71.

Step Seven:
Go to our website and find your closest Authorized Distributor from our worldwide listings, or call us at 1-800-862-6658 today for more information.

Step Eight:
Pick up your phone and start “Living The Cool Life” with your new Vintage Air system!

Turn To Page 101 For Our “Build Your System” Worksheet
TOTALLY COOLED GALLERY

Vintage Air has pioneered air conditioning applications in some of the most unusual and exotic vehicles ever built. This Steve McAll built sports car, the “Gatto” incorporates a Gen IV Magnum system into the beautifully designed interior.

**Gen IV Magnum Features:**
- Fully electronic operation means no cables or vacuum controls!
- Microprocessor controlled coil temperature monitor means no capillary tube to install!
- Separate high-capacity heat and cool coils.
- Aluminum plate/fin A/C coil, the most efficient evaporator design available.
- Copper/brass CuproBraze™ parallel-flow heater coil.
- In full A/C mode, air bypasses heater core resulting in less restriction and increased airflow.
- Servo blend air door for instant temperature adjustment.
- Infinite dash/floor air blend.
- Infinite defrost / floor air blend with dedicated defrost.
- Variable speed blower motor.
- Positive shut off solenoid-operated heater control valve in max A/C mode.
- Multiple control panel options.

**671400-VUZ - $699.00**
Gen IV Magnum - Heat, Cool & Defrost Model.

**GEN-IV TECHNOLOGY DELIVERS OEM QUALITY CLIMATE CONTROL!**
Enjoy true OEM-style bi-level, infinitely adjustable, comfort in your classic car. This Gen IV Magnum system can handle even the largest sedan or wagon.

Notice the unique shape of the Gen IV Magnum allows fitments in vehicles with higher transmission tunnels and stepped firewalls, such as cars of the ’50s and later.

**671400-VUZ Gen IV Magnum Includes:**
Evaporator unit, mounting brackets, wiring harness, electric servo heater control valve, duct hoses, and drain kit.

**Controls** are ordered separately. See next page.

**Under hood components** such as compressor; brackets, condenser; hose kit, drier, and optional upgrades are ordered separately from other sections in this catalog. See index on Page 3.

**671450 - $59.95**
Gen IV Magnum unit light weight mock-up shell makes positioning easier. Comes with jack nuts in place and brackets as shown.

**Typical Firewall Step**

**Top View**

**Front View**

**Notice**
Base 3-Knob Gen IV Control Panel

492050 - $49.95 - Super compact, under dash-mount 3-knob control panel delivers valuable control at your fingertips. Individual switches can be removed from pod and mounted directly into your dash for increased design options and flexibility. 5.25” x 1.25”.

(Individual rotary switches can be removed from pod and mounted directly into your dash. Custom knob options are shown on Page 57.)

Upgrade 3-Leaver Gen IV ProLine™ Rectangular Panel

Machined aluminum slide control panel with polished bezel and knobs, matte finish mylar face. Available all black anodized satin finish. Panels include mylar face for horizontal and vertical configurations, and our exclusive variable soft-white LED illumination. 4.30” x 2.17” x .875” deep.

491230 - $199.00 Polished bezel and knobs (shown).
491231 - $209.00 All black anodized face and knobs.

Includes Mylar face decals for horizontal or vertical mounting!

Upgrade 3-Knob ProLine™ Gen IV ProLine™ Oval Panels

Machined aluminum rotary control panel features a polished face and knobs with engraved icons. Also available in black anodized satin finish. Panels include our exclusive soft-white LED lighting in each knob. Panels measure 4.125” x 1.25” x 1.25 deep.

491214-RVA - $199.00 Vertical polished face and knobs.
491226-RVA - $209.00 Vertical anodized face and knobs.

Panel Illuminated By Back-Lit Center Knob

Aluminum Knobs Are LED Back-Lit Looks Cool!

Upgrade 3-Leaver Gen IV ProLine™ Ellipse Panel

We are pleased to offer this new “Ellipse” panel design for Gen IV systems. Slightly smaller size allows easy positioning in most dash boards or consoles. Available in polished aluminum or black anodized finish. Soft LED lighting through center knob plus a blue compressor engagement light. Just 3.5” wide x 1.5” tall.

491240 - $199.00 Polished finish.
491241 - $209.00 Black anodized Finish.

Vintage Air Gen IV Control Panel Dashboard Gallery

491210-RUA Gen IV 3-Knob Controls (Installed into a custom console), and 4999134 Double Vane Louvers

491223-RUA Gen IV 3-Knob ProLine Panel (black anodized) (Installed into a custom console), and 49356-VUL Black Louvers

OUR ANNUAL OPEN HOUSE

Vintage Air has always been an active part of the local hot rodding community. Each year friends from the Texas area look forward to our open house. We host a parking lot full of hot rods and customs, a Nitro Fest, tasty bar-b-que, and a swingin’ band! It’s a tough job but somebody’s got to do it! See more on Page 97.
**MANAGEMENT TEAM**

Mike Martinez is our Production Manager. He has served well in many positions of responsibility over his 23 years with Vintage Air. Cross-training for all areas is a part of assuring that each of our managers understands the challenges of total quality manufacturing. Mike splits his driving between his '56 Chevy and an Arlen Ness Harley!

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**GEN II SUPER**

Universal Fit Systems

**Gen II Universal Features:**
- High torque gear-drive servo motors control all airflow doors for increased travel, greater airflow, superior door sealing, and immediate response to control input.
- No reliance on engine vacuum. Important with high performance engines!
- Our own engineered heating/cooling coils increase cooling capacity and heating capacity over other conventional designs.
- CAD designed and virtual modeled evaporator case design allows significant airflow volume increases over conventional designs.
- Superior air capacity and control of dedicated dehumidified defroster.
- Blower fan motor is isolated on rubber mounts for quiet running and longer life.
- Multiple control panel options.
- Heavy-duty wiring harness with circuit breakers and relays.
- Servo operated, adjustable heater control valve for variable temp adjustment.

---

**61005-VUX-A - $470.00** - Gen II Super - Heat & Cool
**61005-VUZ-A - $490.00** - Gen II Super - Heat, Cool & Defrost

Amazing performance is achieved with the Gen II Super’s “D" shaped air outlets. As an added benefit, you can position all 4 louvers wherever you need them in or under your dash. The Super is an ideal system for larger sedans and wagons. Features true bi-level operation for cooling and heating modes and a more-powerful dedicated dehumidified defroster.

**61005, 68000, 66005 Gen II Systems Include:**
Evaporator unit, mounting brackets, wiring harness, electronic servo heater control valve, duct hoses, drain kit. Defrost kit option includes ducts and hoses.

**Controls** are ordered separately. See page 48.

**Under hood components** such as compressor, brackets, condenser, hose kit, drier, and optional upgrades are ordered separately from other sections in this catalog. See index on page 3.

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**Optional Components**

**605004-VUA - $15.95** - for Gen II Super 180° duct adapter for Super center vent. Turns air flow down for under-dash louver use.

**623013-VUA - $12.95** - for Gen II Super Smooth diverter duct for Super directs heater air to left side of car when evaporator is mounted to extreme right side. Accepts 2” hose.

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**610050-VUA - $49.95**

Gen II Super unit light weight mock-up shell makes positioning easier. Comes with jack nuts in place and brackets as shown.

See page 48 for a complete display of Gen II control panel options.
Our proven Gen II servo motor control technology makes this mid-sized package work better than many other’s full-size systems! Three outlet vents allow you to position your louvers wherever you need them. The Gen II ComPac is an ideal system for coupes, classic trucks and smaller sedans.

68000-VUX-A - $410.00 - Gen II ComPac - Heat & Cool
68000-VUZ-A - $470.00 - Gen II ComPac - Heat, Cool & Defrost

Gen II technology is even incorporated into our smallest full feature heat & cool system. Exclusive CAD designed case delivers surprising capacity in an easy to fit package. The Gen II Mini is an ideal system for early model trucks and smaller hot rods.

66005-VUX-A - $410.00 - Gen II Mini - Heat & Cool
66005-VUZ-A - $470.00 - Gen II Mini - Heat, Cool & Defrost

TOTALLY COOLED GALLERY
Our friend, the late Pete Chapouris, built the California Kid coupe which was the featured star of a TV movie by the same name starring Martin Sheen. It has the classic hot rod look with the best Pete & Jake’s chassis updates of the present, and a complete Vintage Air system that is still working like new!
**GEN II CONTROLS**

**Gen II Universal Systems**

**Base Model 4-Lever Gen II Controls**
The Gen II delivers infinite louver air temperature regulation and bi-level operation of A/C and heat. This standard machined panel with a mylar face operates our exclusive servo actuated heater valve which allows the introduction of small amounts of heat to regulate air temperature. Simple plug-in connections, no vacuum lines, and fewer wires to route.

- **49110-SHQ** - $75.00 - 4-Lever Fingertip Panel. 4.63" wide x 2.44" tall x 2.625" deep. Internally lighted.
- **49110-SVQ** - $75.00 - 4-Lever Vertical Fingertip Panel. 2.44" wide x 4.63" tall x 2.625" deep. Internally lighted.

**Base Model Rotary Knob Gen II Controls**
The same control functions as our well-known slider panels, but these use rotary knobs to control all functions. These control switches can be used directly in your dash without the pods for a true custom look.

- **49200-RHA** - $50.00 - Gen II 4-Knob Under Dash Pod. (For Gen II systems with servo heater valve). 7.125" wide x 1.675" tall x 2.625" deep.
- **49205-RHA** - $60.00 - Gen II 4-Knob Under Dash Pod With Louver. (For Gen II systems with servo heater valve). 12" wide x 2.375" tall x 2.625" deep.

**Upgrade Gen II Panels**

**Gen II Machined Face Panels**
Aluminum slide control panels put just-right temperatures at your fingertips. Available in horizontal or vertical design. Internally lighted.

- **48103-SHQ** - $129.00 - 4-Lever Machined Horizontal Panel. 4.69" wide x 2.5" tall x 2.625" deep.
- **48102-SVQ** - $129.00 - 4-Lever Machined Vertical Panel. 2.5" wide x 4.69" tall x 2.625" deep.

**Gen II Streamline™ Oval Panels**
This Gen II control panel features same styling and dimensions as the original Vintage Air design! Engraved, polished or black anodized panel. Internally lighted through the soft-glow aluminum knobs. 5.5" wide x 2.5" tall x 2.625" deep.

- **48104-RHQ** - $159.00 - Streamline Gen II ProLine Panel, All Polished. (Center)
- **48105** - $169.00 - Streamline Gen II ProLine Panel, Black Anodized. Machined Accents. (Right)
- **48106** - $169.00 - Streamline Phantom Black Gen II ProLine Panel. All Black Anodized. (Far right)

**NEW!**
Phantom Black All Anodized

**4-Knob Gen II Streamline™ Panels**
Our latest Streamline design fits in very compact dashes or console positions. Controls all functions of any Gen II system. Engraved aluminum panel is available in fully polished or black anodized finish. Internally lighted through the soft glow aluminum knobs.

- **491200-RUA** - $159.00 - 4-Knob Streamline Panel Polished Face and Knobs. 5.318" wide x 1" tall x 2.625" deep.
- **491229** - $169.00 - 4-Knob Streamline Panel Black Anodized Face and Knobs. 5.318" wide x 1" tall x 2.625" deep.

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**FACTORY TOUR**

Our receiving department monitors all incoming materials and current inventory so that all components conform to ISO 9001 standards. (L to R) Andrew Boenisch, David Limon, and Joe Gutierrez, inspect all incoming materials and makes sure the parts get distributed to the correct departments throughout our manufacturing facility.
ENGINEERING MANAGEMENT

VP Of Manufacturing and Engineering, Ryan Zwicker, was instrumental in the development of the new Vintage Air GEN IV technology. Having in-house mechanical and electrical engineering allows us to continually improve our current products and to explore the future of performance air conditioning like no other company can!
The Real Steel Mark IV Is Back!
Vintage Air has created an exact reproduction of the most
popular under dash air conditioner ever made. The Mark IV
features an all steel case built from the original tooling.
The timeless look of chrome and real steel combined with
Vintage Air’s proven performance makes the new Mark IV
a great choice for your period-perfect ride. Includes mounting
brackets and drain line.

672001-VHY - $299.00 - Mark IV - Cool-Only System.

NEW! - Heritage Under Dash Systems
Our all new, award winning, under-dash A/C systems
were designed to deliver Vintage Air’s proven performance
while complementing almost every style of classic car or
truck. These units are available in heat and cool, or cool-
only configurations and feature high-output blower fans
and an electronic servo heater valve on heat & cool units.

The Heritage is designed in a classic style that is perfect
for customs, hot rods and classics. The four face materi-
al choices are: Real brushed aluminum, Mother of pearl
nitrocellulose, Real engine-turned aluminum, and Black
anodized, engine turned aluminum. The case is precision
injection-molded for light weight and compact fitment.
Just 16.25” wide x 5.25” Tall x 12” deep.

Engine compressor and alternator brackets are available
for most popular American V8 and 6 engines.

- 2015 SEMA Best New Product Award
- Three 2015 Global Media Awards

Automotive photographer Josh Mishler built this big red Buick
to cruise the country in style. You may be surprised to learn that
this big sedan is cooled by one of our exclusive Mark IV under
dash systems shown at the top of this page. Simple installation
and real steel construction make the Mark IV a great choice for
mild customs and classic trucks.
**Slimline Systems** - All new evaporator coil configurations! This new and improved coil design moves the heater lines to the passenger side along with the A/C lines for easier installation. These value priced systems have been engineered to provide excellent cooling capacity and air delivery in a compact under dash package. Both units feature built-in controls and louvers.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>11301-VUY-A</td>
<td>Cool Only (passenger side fittings)</td>
<td>$305.00</td>
</tr>
<tr>
<td>11301-VUX-A</td>
<td>Heat &amp; Cool (passenger side fittings)</td>
<td>$330.00</td>
</tr>
<tr>
<td>11300-VUZ-A</td>
<td>Heat, Cool, Defrost</td>
<td>$360.00</td>
</tr>
<tr>
<td>11401-VUY-A</td>
<td>Cool Only (passenger side fittings), with black louvers</td>
<td>$305.00</td>
</tr>
<tr>
<td>11401-VUX-A</td>
<td>Heat &amp; Cool (passenger side fittings), with black louvers</td>
<td>$330.00</td>
</tr>
<tr>
<td>11400-VUZ-A</td>
<td>Heat, Cool, Defrost, with black louvers</td>
<td>$360.00</td>
</tr>
</tbody>
</table>

**Mini Slimline System**

A simple solution to A/C installation. This system has been engineered to provide great cooling capacity and air delivery in a smaller vehicle cab.

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>10301-VUY-A</td>
<td>Cool only, (passenger side fittings)</td>
<td>$299.00</td>
</tr>
<tr>
<td>10301-VUX-A</td>
<td>Heat &amp; Cool, (passenger side fittings)</td>
<td>$325.00</td>
</tr>
<tr>
<td>10401-VUY-A</td>
<td>Cool only, (passenger side fittings), with black louvers</td>
<td>$299.00</td>
</tr>
<tr>
<td>10401-VUX-A</td>
<td>Heat &amp; Cool, (passenger side fittings), with black louvers</td>
<td>$325.00</td>
</tr>
</tbody>
</table>

**Gen II Heater**

506101 - $229.00 - Heater with defrost and servo door control

New design provides superior performance from servo motor-controlled air door, improved case design and our exclusive electronic servo-actuated heater control valve. New 3-knob control operates temp, fan speed and heat/defrost balance. Includes universal defrost ducts.

- Also may be used with optional dash louvers 49344-VUL - $28.00 pr. (all black)
or 49044-VUL - $28.00 pr. (chrome ball).
- For a custom look use our ProLine Aluminum 3-knob controls. 491610 - $155.00 (polished)or 491613 - $165.00 (black anodized). 4.125" x 1.25" x 1.00" deep

**ComPac Heater**

50515-VUH - $165.00 - Compac Heater

A simple, reliable heat source.

---

**TOTALLY COOLED GALLERY**

Moal Coachbuilders have become an icon in hand built, one-off customs and rods. Combining European racecar styling and the finest metal work anywhere, their cars have been featured in shows from Pebble Beach to Amelia Island. The roadster features a Vintage Air heater for cool weather cruising.
Under Dash Panels With Louvers

Universal Under Dash Louver Panel
492000-VUA - $49.95 - 2-piece louver set works well with any flat under dash installation. Includes all four louvers.

Under Dash Control & Louver Panels
492008 - $60.00 - Clean and easy panel system for '32 Ford-style dash applications. Contour molded control panel mounts center louver and 4-knob Gen II rotary controls into a single neat package. Rotary switches and louver included. Standard textured finish.

Under Dash Center Louver Panels
Application-specific under dash center louver and housing panels for use with in-dash controls. Louver included.

Note: Standard Louvers Come With Chrome Trim Accents Unless Noted As (All Black)

FACTORY TOUR
Gen IV Assembly team (L-R) Jesse Sosa-Department Lead, Ramon De La Torre, Steven Bohan, Francisco Dominguez, Ventura Trevino, Genaro Simbulan, Javier Fuentes, Jerry Sisneroz and Carmen Medina-Sanchez, build the many Gen IV Evaporator sub cases that go out to customers every day.
LOUVERS
Under Dash Louvers / Standard Series Louvers

MARKETING TEAM
Cory Cheever is our Marketing Communications Specialist. His love of cars began at a young age growing up in his dad’s shop working on Hot Rods and Muscle cars. His passion for cars has brought him to Vintage air to share his Graphic design and Marketing skills. When he’s not working, he enjoys going to car shows and creating automotive art in his home studio.

LOUVERS

Universal Under Dash Louver Panel
49054-VUL - $14.00
Under dash pod with louver. For 2.5” hose.
49354-VUL - $14.00
Under dash pod with louver. (All black).
49154-VUL - $14.00
Under dash pod with all chrome louver.
49051-VUI - $9.95
Under dash louver pod only. Punched 2.5” hole for louvers with up to 2.875” outside diameter.

Universal Kick Panel Louver Panel
49050 - $17.00
Through kick-panel louver pod. Pod mounts through the back side of kick panel. (Sold individually).
Includes 49053-VUL louver and installation template.

Universal Under Dash Louver Panels
472213 - $17.95
Control panel and 2.5” holes for 2.5” ball louver under dash pod. Space for 3-or 4-knob controls (not included), 12” x 3” Standard textured finish.

47210-SHA - $24.95
Gen II under dash pod w/louver for 4-Lever Gen II system controls using our servo heater control valve. Standard textured finish.

472030-PFE - $24.95

47211-SHA - $15.95
Gen II under dash pod for 4-lever panel (For Gen II systems with servo heater valve). Standard textured finish.

Custom 1940 Ford Ashtray Louver
49040-VUL - $35.00
Replaces stock ’40 Ford ashtrays. Pair, for 2.5” duct hose. 2.2” Wide x 2.35” Tall

For illustration only. ’40 Ford dash not included.

Universal Under Dash Louver Panel

Flex Hose Stock & Hose Adapters

By The Foot & Bulk
Sold in fully stretched measurements.

06200-VUE - $1.20 ft - 2” Duct hose (by the foot)
06250-VUE - $1.20 ft - 2.5” Duct hose (by the foot)
06300-VUE - $1.50 ft - 3” Duct hose (by the foot)
317105 - $6.00 5ft - 2” Duct hose
317110 - $12.00 10ft - 2” Duct hose
318005 - $6.00 5ft - 2.5” Duct hose
318010 - $12.00 10ft - 2.5” Duct hose

Hose Adapters (Left to right)
62415-VUE - $3.25 - 2” to 2.5” hose adapter
49870-VCI - $9.75 - 2.5” to 3” hose adapter
62419-VUE - $1.00 - 2” glue-on hose adapter
49592-VUI - $4.95 - 2.5” Y connector
495920 - $9.95 - 2” Y connector

MARKETING TEAM
Cory Cheever is our Marketing Communications Specialist. His love of cars began at a young age growing up in his dad’s shop working on Hot Rods and Muscle cars. His passion for cars has brought him to Vintage air to share his Graphic design and Marketing skills. When he’s not working, he enjoys going to car shows and creating automotive art in his home studio.

Note: Standard Louvers Come With Chrome Trim Accents Unless Noted As (All Black)
Our sales team members, like most all of the Vintage Air crew, are long-time car guys and are ready to help you choose the right system for your project. (Back row L-R) Aaron Russell, Art Cavazos, Chris Valerio, National Sales Manager-Wayne Potter, Ronnie Palacios, Jason Martinez and Tony Banuelos. (Front Row L-R) Ken Edelstein, Javier Martinez, Andy Draper and Roy Arreguin.
ProLine Penta Louvers
499120 - $95.00 - Clear Anodized Louver.
499121 - $95.00 - Black Anodized Louver.
(2.73” Bezel diameter)

ProLine Tridant Louvers
499124 - $95.00 - Clear Anodized Louver.
499125 - $95.00 - Black Anodized Louver.
(2.73” Bezel diameter)

ProLine Challenger Slyder Series Louvers
499178 - $139.00 - Clear Anodized Louver.
499179 - $139.00 - Black Anodized Louver.
(2.73” Bezel diameter)

ProLine Seven Slyder Series Louvers
499180 - $139.00 - Clear Anodized Louver.
499181 - $139.00 - Black Anodized Louver.
(2.73” Bezel diameter)

ProLine Rotary Vane Louvers
499119 - $139.00 - Clear Anodized Louver.
499112 - $139.00 - Black Anodized Louver.
(2.73” Bezel diameter)

ProLine GT-3 Louvers
499257 - $95.00 - Clear Anodized Louver.
499258 - $95.00 - Black Anodized Louver.
(2.73” Bezel diameter)

ProLine ProLine Penta Louvers
499160 - $95.00 - Clear Anodized Louver.
499161 - $95.00 - Black Anodized Louver.
(2.73” Bezel diameter)

ProLine Continental Louvers
499255 - $95.00 - Clear Anodized Louver.
499256 - $95.00 - Black Anodized Louver.
(2.875” Bezel diameter)

ProLine Tridant Slyder Series Louvers
499184 - $139.00 - Clear Anodized Louver.
499185 - $139.00 - Black Anodized Louver.
(2.73” Bezel diameter)

ProLine Penta Slyder Series Louvers
499176 - $139.00 - Clear Anodized Louver.
499177 - $139.00 - Black Anodized Louver.
(2.73” Bezel diameter)

ProLine Twist Slyder Series Louvers
499182 - $139.00 - Clear Anodized Louver.
499183 - $139.00 - Black Anodized Louver.
(2.73” Bezel diameter)

ProLine Sol Slyder Series Louvers
499174 - $139.00 - Clear Anodized Louver.
499175 - $139.00 - Black Anodized Louver.
(2.73” Bezel diameter)

NOTE: All round louvers require 2.5” hole unless otherwise noted.

As our systems become increasingly controlled by our own electronic technology designs, our Electronics Technicians Armin Osterheld and Lydia Villareal assure precise function and reliability by continually testing the ever-expanding number of electronic components in all of our products.

FACTORY TOUR
Long time Vintage Air friend and hot rodding icon, Tom Medley (a.k.a. Stroker McGurk) experienced a devastating garage fire. His beloved '40 Ford was thought a total loss. But with the help of individual donations and Tom's many hot rod industry friends, Randy Clark and his team at Hot Rods & Custom Stuff got Strokers' '40 back on the road again! Sadly, Tom Stroker McGurk left us and will be missed by all. Tom’s ‘40 is now in the care of Jack Chisnhall.
Defrost Ducts & Trim

**63100-VUG - $29.95**
Defrost duct trim. Machined aluminum (Pair). 6.5” x 0.625”. Fits only 633810-VUA below.

**49161-LHA - $13.95**
Defrost duct trim. Paintable molded plastic (Pair). 6.5” x 0.625”. Fits only 633810-VUA below.

**633810-VUA - $12.00**
Injection molded universal defrost ducts with dual mounting options and integrated air diverters. For 2” hose. (Pair) 6.25” x 2.75” deep.

**63880-VCE - $19.95**
Compact universal defrost ducts. (Pair) 6.5” x 2.5”.

**63375-VUE - $19.95**
Universal defrost ducts. (Pair) 6.5” x 3.25” x 4.5” deep.

**634074-PMA - $26.00**
Mopar and universal defrost ducts. For 2” hose. (Pair) 12.25” x 1.75” x 2.125” deep.

---

**System Accessories**

**Upgrades And Parts**

**Rotary Control Panel Mode Decals**

<table>
<thead>
<tr>
<th>Mode Decals</th>
<th>$3.00 ea.</th>
</tr>
</thead>
<tbody>
<tr>
<td>20559-VUP</td>
<td>Mode decal (L to R)</td>
</tr>
<tr>
<td>20558-VUP</td>
<td>Fan decal.</td>
</tr>
<tr>
<td>20572-VUP</td>
<td>Heat decal.</td>
</tr>
<tr>
<td>20571-VUP</td>
<td>Temp decal.</td>
</tr>
<tr>
<td>20570-VUP</td>
<td>Air Flow Selector decal.</td>
</tr>
</tbody>
</table>

**Accent Bezels For Rotary Switches**

Aluminum trim bezels available in machined or black anodized finish. These bezels mount right below the “Mode decals” for a custom look. 1.5” outside diameter.

<table>
<thead>
<tr>
<th>Decal Type</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>484177 - Mached, large 7/16” hole</td>
<td>$12.00</td>
</tr>
<tr>
<td>484178 - Machined, small .266” hole</td>
<td>$12.00</td>
</tr>
<tr>
<td>484179 - Black anodized, large 7/16” hole</td>
<td>$15.00</td>
</tr>
<tr>
<td>484180 - Black anodized, small .266” hole</td>
<td>$15.00</td>
</tr>
</tbody>
</table>

**Rotary & Slide Control Panel Knobs**

<table>
<thead>
<tr>
<th>Knob Type</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Round aluminum knob (left to right).</td>
<td>$8.50</td>
</tr>
<tr>
<td>Round standard knob.</td>
<td>$1.50</td>
</tr>
<tr>
<td>Round standard knob for heater potentiometer w/set screw.</td>
<td>$2.99</td>
</tr>
<tr>
<td>Standard slider knob for Gen II heater control.</td>
<td>$0.65</td>
</tr>
<tr>
<td>ProLine panel black slider knobs.</td>
<td>$1.85</td>
</tr>
<tr>
<td>ProLine panel chrome knobs.</td>
<td>$3.00</td>
</tr>
<tr>
<td>Gen II StreamLine heater slide knob.</td>
<td>$9.95</td>
</tr>
<tr>
<td>ProLine fluted aluminum knob with set screw. (Must be reamed to fit Gen II switches).</td>
<td>$18.50</td>
</tr>
<tr>
<td>1950s Chevy-style knob.</td>
<td>$9.95</td>
</tr>
<tr>
<td>Mark IV Under Dash Knob.</td>
<td>$7.95</td>
</tr>
</tbody>
</table>

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**Upgrade Custom Rotary Switch Knobs**

<table>
<thead>
<tr>
<th>Knob Type</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>StreamLine knobs - $14.95 ea.</td>
<td>$14.95</td>
</tr>
<tr>
<td>49302-VUG</td>
<td>StreamLine knob, plain.</td>
</tr>
<tr>
<td>49303-VUG</td>
<td>StreamLine fan knob (F).</td>
</tr>
<tr>
<td>49304-VUG</td>
<td>StreamLine mode knob (M).</td>
</tr>
<tr>
<td>49305-VUG</td>
<td>StreamLine temp knob (T).</td>
</tr>
</tbody>
</table>

**Pearl Bullet Knobs - $12.00 ea.**

<table>
<thead>
<tr>
<th>Pearl Type</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>48700-RUK</td>
<td>Red pearl bullet knob.</td>
</tr>
<tr>
<td>48701-RUK</td>
<td>Blue pearl bullet knob.</td>
</tr>
<tr>
<td>48702-RUK</td>
<td>Green pearl bullet knob.</td>
</tr>
<tr>
<td>48703-RUK</td>
<td>Gold pearl bullet knob.</td>
</tr>
</tbody>
</table>

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**Totally Cooled Gallery**

Cadzzilla is probably the most recognizable custom in history. Designed by former Ford stylist Larry Erickson and Jack Chisenhall, Cadzzilla was built by Boyd Coddington’s shop for blues legend Billy F. Gibbons. The Vintage Air climate control system continues to keep the big caddie cool and comfortable today.
The Original All-In-One Engine Accessory Drive

174014 LS Drive Shown

One of the most misunderstood and underappreciated components in any automotive drive train is the engine accessory drive system. The accessory drive system often operates at rotating speeds even higher than the engine's crankshaft. No matter how well-built or powerful your engine may be, the engine accessory drive is its life support system.

Back in 1994, we set out to test the performance of our air conditioning systems in the most demanding way we knew. That project was the “Cool 200” Studebaker. The goal was simply to run the long course at Bonneville at over 200 mph AND make all the runs with a standard Vintage Air system delivering reliable, cool comfort the whole time. As it turned out, the air conditioning system was the easy part. Building an engine accessory drive system to survive 1000 horsepower at 249 MPH became the real challenge.

At that time, no off-the-shelf products, including the OEMs, could handle the job. So we first turned to racing component suppliers for advice. NASCAR engines routinely run near that power load and for long, hard miles. But race cars are not usually air conditioned. And free-running water and oil pumps don't produce the kinds of harmonic vibration a cycling air conditioner compressor can introduce into the drive system. We knew we had to engineer our own solution, and that was the birth of the Front Runner engine drive systems.

The performance industry standard has always been to hang the accessories such as alternator, power steering pump and air conditioner compressor from the engine's existing mount holes wherever possible using simple flat steel brackets. These brackets do provide mounting for the components, but often looked less than attractive. In fact, we manufacture steel bracket kits, and they offer a low-cost method of installing the engine drive components. But these conventional brackets can limit the choices of intake systems, exhaust options, and make deck-height machining problematic. And today, the introduction of modern engines such as the GM LS Series and the Ford Coyote modular engines requires an integrated mounting approach.

 MANAGEMENT TEAM

Troy Koll is our Director Of Operations. Troy assumes overall responsibility for many manufacturing functions to ensure that Vintage Air can accurately manufacture and ship all of the many products and components in a timely and efficient manner.
That is what the Front Runner drive systems are all about. By eliminating all mounting points beyond the engine block itself and designing a super-compact component package, we now overcome any intake, exhaust or cylinder head option problems. By specifying a more compact compressor and alternator, plus standardizing to a high-performance water pump, we create the smallest drive package ever available. The bonus to you is making your engine swap much easier because of improved clearances all around. And the final, and most important benefit, is that Front Runner brackets are designed to become an integral part of your engine’s block. A solid, totally rigid platform that virtually eliminates the kind of harmonic vibration that can destroy a conventional engine drive bracket.

We produced the first Front Runner system for testing in 1998. We then installed them into our own hot rods and ran them for thousands of miles from coast to coast, proving our ideas and tweaking them until they were perfect. Only then did we offer them to the public. Over the past 18 years, the Front Runner has proven to be one of our most successful products.

While the term “Front Runner” has been used to describe drive systems offered by other companies, no other system is equal. The Front Runner was engineered from the start for maximum Performance First! These are not appearance or dress-up components. They are the essence of “form following function.” Performance First is not just a slogan, it is our whole way of life at Vintage Air!

In response to requests for an “Extra Clearance” LS Front Runner system, we now offer our new Low Profile kits. These feature a newly redesigned main truss-type bracket which provides additional space for aftermarket intake systems and larger throttle bodies. This new system includes an Edelbrock water pump with replaceable cartridge and NPT tapped heater hose inlets for increased chassis and suspension clearance flexibility. See page 60 for all the features and details of our Front Runner systems for LS engines.

Bright LS Chevy Low Profile Front Runner™ Drive System
(Machine Finish Bracket with Polished Compressor and Alternator, Chrome Pulleys, Polished Clutch and Tensioner Covers)
174027 - S3085.00 - With Power Steering (includes DSE pump)

Bright And Chrome LS Chevy Low Profile Front Runner™ Drive System
(Machine Finish Bracket with Chrome Compressor and Alternator, Chrome Pulleys, Clutch and Tensioner Covers)
174028 - S3185.00 - With Power Steering (includes DSE pump)

Black LS Chevy Low Profile Front Runner™ Drive System
(Black Anodized Bracket with Natural Finish Compressor and Alternator, Black Hardcoat Pulleys, Black Anodized Clutch and Tensioner Covers)
174029 - S2985.00 - With Power Steering (includes DSE pump)

Black And Chrome LS Chevy Low Profile Front Runner™ Drive System
(Black Anodized Bracket with Chrome Compressor and Alternator, Black Hardcoat Pulleys, Black Anodized Clutch and Tensioner Covers)
172030 - S3135.00 - With Power Steering (includes DSE pump)

WHY THE “A COOL 200” PROJECT?
Honest...it was only for research and development. We didn’t have any fun at all! Okay, we had fun. But seriously, this car and its achievements, both at Bonneville and driving from L.A. to Detroit, were all about improving our air conditioning systems. The demands from an experiment like the Project 200 Studebaker revealed many advancement opportunities for our products.

WHY THE “A COOL 200” PROJECT?
INDUSTRY RECOGNITION

We built the “Cool 200” project just to prove the durability and performance of our air conditioning systems. We didn’t expect all of the enthusiastic support from our hot rod industry friends. We even got some encouragement from the top! Here, Jack meets with legends Wally Parks and Ak Miller. These guys were certainly no strangers to the speed record books.

### GM/Chevy LS Front Runner Drive System Includes:

- Main Truss Mounting Bracket
- ATI Harmonic Balancer
- Power Steering Pump Bracket
- HiPerf Aluminum Water Pump
- ARP Polished Stainless Hardware
- Sanden SD-7B10 Compressor
- With O-Ring Adapter Blocks
- 170 Amp Single Wire “Hairpin” Internal Fan Alternator
- Compressor Clutch Cover
  - Tensioner Cover Kit
  - Crankshaft Pulley
  - Water Pump Pulley
  - Power Steering Pump Pulley
  - (With Power Steering Kit)
  - Dayco Perf Serpentine Drive Belt
  - Dayco OEM Tensioner
  - Detroit Speed Aluminum Power Steering Pump With Integral Reservoir

### Front Runner Is A Trade Name Of Vintage Air Inc.

**NOTES:**

1. Chevy Front Runners systems are designed for OEM timing covers only. They will not work with aftermarket timing covers.
2. Some large bore aftermarket throttle bodies may not clear the included water pump.

**Engine Accessory Drive - GM/Chevy LS**

**Front Runner Drive System**

<table>
<thead>
<tr>
<th>System Description</th>
<th>Part Number</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bright LS Chevy Front Runner™ Drive System</td>
<td>174014</td>
<td>$2895.00</td>
</tr>
<tr>
<td>- With Power Steering (includes pump)</td>
<td>174016</td>
<td>$2750.00</td>
</tr>
<tr>
<td>- Without Power Steering</td>
<td>175015</td>
<td>$2675.00</td>
</tr>
<tr>
<td>Bright And Chrome LS Chevy Front Runner™ Drive System</td>
<td>174002</td>
<td>$2995.00</td>
</tr>
<tr>
<td>- With Power Steering (includes pump)</td>
<td>174003</td>
<td>$2850.00</td>
</tr>
<tr>
<td>- Without Power Steering</td>
<td>174008</td>
<td>$2775.00</td>
</tr>
<tr>
<td>Black LS Chevy Front Runner™ Drive System</td>
<td>174011</td>
<td>$2795.00</td>
</tr>
<tr>
<td>- With Power Steering (includes pump)</td>
<td>174017</td>
<td>$2650.00</td>
</tr>
<tr>
<td>- Without Power Steering</td>
<td>175011</td>
<td>$2575.00</td>
</tr>
<tr>
<td>Black And Chrome LS Chevy Front Runner™ Drive System</td>
<td>172014</td>
<td>$2845.00</td>
</tr>
<tr>
<td>- With Power Steering (includes pump)</td>
<td>172016</td>
<td>$2800.00</td>
</tr>
<tr>
<td>- Without Power Steering</td>
<td>172018</td>
<td>$2725.00</td>
</tr>
<tr>
<td>Bright LS7 Chevy Front Runner™ Drive System</td>
<td>174012</td>
<td>$2895.00</td>
</tr>
<tr>
<td>- With Power Steering (includes pump)</td>
<td>174019</td>
<td>$2750.00</td>
</tr>
<tr>
<td>- Without Power Steering</td>
<td>175012</td>
<td>$2675.00</td>
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<tr>
<td>Bright And Chrome LS7 Chevy Front Runner™ Drive System</td>
<td>174001</td>
<td>$2885.00</td>
</tr>
<tr>
<td>- With Power Steering (includes pump)</td>
<td>174004</td>
<td>$2850.00</td>
</tr>
<tr>
<td>- Without Power Steering</td>
<td>174005</td>
<td>$2775.00</td>
</tr>
<tr>
<td>Black LS7 Chevy Front Runner™ Drive System</td>
<td>174013</td>
<td>$2895.00</td>
</tr>
<tr>
<td>- With Power Steering (includes pump)</td>
<td>174018</td>
<td>$2650.00</td>
</tr>
<tr>
<td>- Without Power Steering</td>
<td>175013</td>
<td>$2575.00</td>
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<tr>
<td>Black And Chrome LS7 Chevy Front Runner™ Drive System</td>
<td>172015</td>
<td>$2845.00</td>
</tr>
<tr>
<td>- With Power Steering (includes pump)</td>
<td>172017</td>
<td>$2800.00</td>
</tr>
<tr>
<td>- Without Power Steering</td>
<td>172019</td>
<td>$2725.00</td>
</tr>
</tbody>
</table>

**GM/Chevy LS Front Runner Drive System**

**Bright Finish Shown**

**Black Finish Shown**

**L92 Spacer Kit. For engines with variable valve timing.**

176005 - $195.00

See Page 65 For Optional Power Steering Parts, Thermostat Housing, and Front Runner Accessories.
BUSINESS MANAGEMENT TEAM
Denise Packard is our long time office manager. Denise has extensive experience in banking and business management. She is one of many great folks on the Vintage Air team who are helping us remain the leader in performance air conditioning.

Small Block Chevy Front Runner Drive System Includes:
- Main Truss Mounting Bracket
- Tensioner Bracket
- Power Steering Bracket
- (Or Power Steering-Delete Bracket)
- Stewart Hi-Perf Aluminum Water Pump
- ARP Polished Stainless Hardware
- Sanden SD-7810 Compressor With D-Ring Adapter Blocks
- 170 Amp Single Wire “Hairpin” Internal Fan Alternator
- Compressor Clutch Cover
- Tensioner Cover Kit
- Crankshaft Pulley
- Water Pump Pulley
- Power Steering Pulley
- (With Power Steering Kit)
- Dayco Perf Serpentine Drive Belt
- Dayco OEM Tensioner
- Detroit Speed Aluminum Power Steering Pump With Integral Reservoir
- Extended 45° Heater Hose Nipple

NOTE: Chevy Front Runners systems are designed for OEM timing covers only. They will not work with aftermarket timing covers.

Notes:
1. On Chevy ZZ4, and some other crate engines, composite timing cover must be modified or timing cover may be replaced with steel timing cover (GM part # 10243967 or equivalent) for standard short water pump clearance.
2. Not compatible with any LT1 engine.
CUSTOMER SERVICE TEAM

Ronnie Palacios is the Vintage Air Project Vehicle Coordinator as well as a member of our sales team. Being involved in the autobody restoration industry, he has a wealth of automotive knowledge to offer. Ronnie has been building cool cars and trucks for many years. His latest project is this low and clean long-roof ‘59 Impala.
We don’t build too many compressor bracket sets for 700 cubic inch Dart Racing/World Products engines. But the knowledge we gain from engineering such unusual and extreme applications translates directly into the products we make for the “average” street rod or classic car. Just when we think we’ve seen everything, some hot rodder will come up with something totally wild!

**Bright Small Block Ford Front Runner™ Drive System**
- With Power Steering (includes pump)
- With Power Steering (less power steering pump)
- Non-Power Steering

**Bright And Chrome Small Block Ford Front Runner™ Drive System**
- With Power Steering (includes pump)
- With Power Steering (less power steering pump)
- Non-Power Steering

**Black Small Block Ford Front Runner™ Drive System**
- With Power Steering (includes pump)
- With Power Steering (less power steering pump)
- Non-Power Steering

**Black And Chrome Small Block Ford Front Runner™ Drive System**
- With Power Steering (includes pump)
- With Power Steering (less power steering pump)
- Non-Power Steering

*Notes:*
1. Requires electric fuel pump.
2. Requires 4-bolt harmonic balancer. If using Ford 6.573” diameter Motorsports balancer, 1” thick spacer #199002-HFA is required.
3. If using front sump oil pan, must purchase Stainless Steel Dipstick Kit shown at left (sold separately).

**Optional Dipstick Shown**
- Black Finish Shown
- Bright Finish Shown

**Patented Machined Front Cover Forging!**
This unique design provides the most rigid and advanced accessory drive system ever produced for Ford small block engines. Front cover and mounting brackets in one super strong component.

**RESEARCH AND DEVELOPMENT**
We don’t build too many compressor bracket sets for 700 cubic inch Dart Racing/World Products engines. But the knowledge we gain from engineering such unusual and extreme applications translates directly into the products we make for the “average” street rod or classic car. Just when we think we’ve seen everything, some hot rodder will come up with something totally wild!
This modern powerful engine is sure to be a popular choice for hot rodders and custom truck builders around the world. We took a simple, yet elegant design approach to this new Front Runner bracket system. This system retains the factory Ford alternator and water pump drive located on the left (driver) side of the OEM engine drive. We then add our own precision-machined compressor cradle and power steering pump mount to the right (passenger) side for a compact and super strong assembly. The power steering reservoir (not included) is remote mounted to the vehicle.

**Ford Coyote 5.0L Front Runner Drive System Includes:**
- Precision-Machined Compressor Bracket
- Sanden SD-7B10 Natural Finish Compressor
- Black Compressor Clutch Cover
- Detroit Speed Aluminum Power Steering Pump For Remote Reservoir
- Precision Machined Power Steering Pump Bracket
- Power Steering Pulley
- Dayco Perf Serpentine Drive Belt
- Dayco OEM Tensioner
- Idler Pulley
- ARP Stainless 12-Point Hardware Kit
- Detailed Installation Book

**Note:** Ford Motorsports recommends a heater control valve bypass to maintain continuous coolant flow through the right bank of Coyote engines.

344470 - $25.00 Coyote bypass fitting

**Note:** Ford Coyote Front Runner™ Drive System

174020 With Power Steering - $1395.00

Kit includes: All Items Listed Below Left

174007 Without Power Steering - $949.00 NEW!

Kit includes: All Items Below Except Power Steering Bracket, Pump, Tensioner and Pulley.

**NOTE:** This kit is not compatible with timing covers machined for Ford Racing supercharger, including the "Aluminator" crate engines.

**NOTE:** Our Front Runner is compatible with these timing cover designs on Coyote engines. Ford offers many different designs, so please confirm yours.

Original Timing Cover

Revision 1-Timing Cover with different boss on cover

Revision 2-Timing Cover with different boss on cover

Front Runner Is A Trade Name Of Vintage Air Inc.
INDUSTRY RECOGNITION

The Front Runner wins “People’s Choice” Award at 2003 Hot Rod & Restoration Show. The new Front Runner engine drive system has become one of the hottest products we have ever introduced. It seems that people everywhere recognize the best solution to serpentine belt problems when they see it.

Power Steering Pumps

851001 - $245.00
Aluminum TC pump with plastic reservoir. Shaft diameter .662" (3.0-3.5 GPM).

851002 - $245.00
Aluminum TC pump without reservoir. Shaft diameter .662" (3.0-3.5 GPM).

Power Steering Accessories

Flow Control Valve
852001 - $26.00
For Mustang II Rack & Pinion (Reduces flow to 2.0 GPM)

DSE Hose Kit
852008 - $150.00 - 1965-81 GM except Corvette
852009 - $155.00 - Mustang II
852012 - $155.00 - Ford Fox Body (Fox body rack & pinion has external hardlines)

Banjo Fitting
852010 - $28.00
For DSE Hose Kit
(Internal Fan Design with 4AN Fitting)

DSE Steering Hardline
852000 - $79.00
TiteFit Hardline Nickle Plated Steel

Compressor Block Fittings
342310 - $39.95
Front Runner TiteFit Line Kit
342311 - $49.95
Front Runner TiteFit Line Kit, fully polished as shown

ProLine LS Swivel Water Neck
706002 - Polished - $125.00
706006 - Black Anodized - $125.00
Polished aluminum designed specifically for our Front Runner applications.
(Fits LS 1 or 2 type water pumps only)

707101 - $19.95
Stant Thermostat for LS swivel water neck at right (Stant #14948)

Steel Heater Hose Nipples
1/2" NPT
501002-SUR - $13.95 - Stainless Standard. (1-3/16" Length)
50101-SUR - $16.95 - Stainless Long (2-7/8" Length)
501012 - $39.00 - Stainless 45 Angled (Included with BBC kit)
501011 - $17.95 - Extended 45 Angled (Included with SBC kit)

Compressor Clutch Cover
04407-MCA - $38.95 - Machined Finish
04408-MCP - $49.95 - Polished Finish
04408-5 - $59.00 - Chrome Finish
04408-93 - $49.95 - Black Anodized Finish

Belt Tensioner Cover
39803-CUA - $35.95 - Machined Finish
39804-CUP - $45.95 - Polished Finish
398002 - $49.95 - Chrome Finish
044091 - $49.95 - Black Anodized Finish

Front Runner Replacement Parts & Accessories

Front Runner Replacement Compressor
Sanden SD-710 Model 7176 for Front Runner™
046768-MTR - $239.00 - Standard Finish (Drilled)
046768-MTG - $275.00 - Polished Finish (Drilled)
046770 - $319.00 - Chrome Finish (Drilled)

Front Runner Replacement Waterpumps
72111-SCR - $199.00 - Small Block Chevy
72113-BCR - $199.00 - Big Block Chevy
721000-SFR - $169.00 - Small Block Ford
721010 - $199.00 - LS Chevy/GM (standard)
721013 - $159.00 - Edelbrock LS (Cartridge)

External Fan Alternators For Original Design
Front Runners - See page 84

Internal Fan Front Runner Alternators
170 Amp single wire “Hairpin” design with internal fan
042907 - $440.00 - Standard Finish Mechman
042908 - $475.00 - Polished Mechman
042909 - $490.00 - Chrome Mechman

170 Amp single wire for Ford Front Runner System
042914 - $440.00 - Standard Finish Mechman
042915 - $475.00 - Polished Mechman
042917 - $490.00 - Chrome Mechman

220013 - $25.00 - 4-Gauge Wire Cable Kit
For Internal Fan Alternator

Flow Control Valve
852001 - $26.00
For Mustang II Rack & Pinion (Reduces flow to 2.0 GPM)

DSE Hose Kit
852008 - $150.00 - 1965-81 GM except Corvette
852009 - $155.00 - Mustang II
852012 - $155.00 - Ford Fox Body (Fox body rack & pinion has external hardlines)

Banjo Fitting
852010 - $28.00
For DSE Hose Kit
(Internal Fan Design with 4AN Fitting)

DSE Steering Hardline
852000 - $79.00
TiteFit Hardline Nickle Plated Steel

Compressor Block Fittings
342310 - $39.95
Front Runner TiteFit Line Kit
342311 - $49.95
Front Runner TiteFit Line Kit, fully polished as shown

ProLine LS Swivel Water Neck
706002 - Polished - $125.00
706006 - Black Anodized - $125.00
Polished aluminum designed specifically for our Front Runner applications.
(Fits LS 1 or 2 type water pumps only)

707101 - $19.95
Stant Thermostat for LS swivel water neck at right (Stant #14948)

Steel Heater Hose Nipples
1/2" NPT
501002-SUR - $13.95 - Stainless Standard. (1-3/16" Length)
50101-SUR - $16.95 - Stainless Long (2-7/8" Length)
501012 - $39.00 - Stainless 45 Angled (Included with BBC kit)
501011 - $17.95 - Extended 45 Angled (Included with SBC kit)
**Vintage Air ProLine™ Bracket, Compressor/Alternator**

- Polished 3/8” machined aluminum for ultimate appearance and durability.
- Fits all small block Chevy engines without drilling and tapping holes into heads.
- Now fits with most air-gap type intake manifolds (short pump version).
- Will work with most valve covers up to 3-3/8” tall.
- Exclusive true turnbuckle type stainless adjusters.
- Accepts one-wire 12SI or CS130 type alternator (See Page 84 for alternators).
- Includes all hardware to mount compressor and alternator.

17217-SCQ - $239.00
For Small Block Chevy - short water pump, Non-Vortec

17227-VCQ - $299.00
For Small Block Chevy - long water pump
(Will not fit with “Air Gap” type manifolds or LT type alternator)

16500-VUQ - $49.00
Replacement turnbuckle stainless steel adjuster 3/8” x 3/8” thread.
Adjusts from 4-1/2” to 6-1/2”

**Vintage Air Steel-eez™ Chevy Small Block Engine Brackets**

**Steel-eez Top-Mount Brackets, Compressor/Alternator**
Mounts for compressor and alternator. Fits Chevy cylinder heads without bolt holes. Bolts to water pump and intake manifold. Clears most tall valve covers.

**SHORT WATER PUMP**
- 15112-VCB - $91.00 - Compressor Only (passenger side)
- 15501-VCB - $91.00 - Alternator Only (driver side)
- 15111-VCB - $91.00 - Compressor Only (driver side)
- 15503-VCB - $91.00 - Alternator Only (passenger side)

**LONG WATER PUMP**
- 15122-VCB - $91.00 - Compressor Only (passenger side)
- 15504-VCB - $91.00 - Alternator Only (driver side)
- 15121-VCB - $91.00 - Compressor Only (driver side)
- 15506-VCB - $91.00 - Alternator Only (passenger side)

**Steel-eez Extra-Clearance Top-Mount Brackets**
Mount for compressor and alternator when using tri-power or dual quad carbs. Bolts to water pump and intake. No head bolt holes required. Clears most tall valve covers. Moves compressor and alternator forward to clear intake oil filler. Similar to top mount photo at left.

**SHORT PUMP**
- 15109-VCB - $99.00 - Compressor Only (passenger side)
- 15500-VCB - $99.00 - Alternator Only (driver side)

**LONG PUMP**
- 15119-VCB - $99.00 - Compressor Only (passenger side)
- 15507-VCB - $99.00 - Alternator Only (driver side)

**Steel-eez Side-Mount Brackets, Compressor/Alternator**

**SHORT PUMP**
- 15410-VCB - $91.00 - Compressor Only (driver side)
- 15126-SCA - $91.00 - Compressor Only (passenger side)
- 15526-SCA - $90.00 - Alternator Only (driver side w/OEM manifolds)
- 15827-SCA - $90.00 - Alternator Only (driver side w/headers)
- 15111-VCB - $99.00 - Alternator Only (passenger side)

**LONG PUMP**
- 15311-VCB - $99.00 - Compressor Only (passenger side)
- 15123-VCB - $99.00 - Compressor Only (driver side)
- 15539-VCB - $99.00 - Alternator Only (driver side)

**CUSTOMER SERVICE TEAM**
Our Office/Customer Service staff is the first point of contact for phone and walk-in customers, but this team also works behind the scenes performing numerous other clerical duties that ensure the smooth operation of our manufacturing facility. (L-R) Betty Frey, Yvonne Brooks (Administrative Supervisor), and Gloria Vidales.
FACTORY TOUR

Vintage Air is proud of our line of engine brackets and hose kits for most popular American engines. This is the team that makes our brackets and our condensers: (L to R), Christian Martinez, Hector Rosado, Stephen Banuelos, Jose Hernandez-Supervisor, Julian Gallegos and David Gallegos.

BRACKETS

Small & Big Block Chevy Applications - SBC Water Pump Riser

1964-67 Chevelle Mid-Mount Small-Block Brackets, Alternator/Power Steering
148000 - 139.00 - Small block, short pump alternator and power steering pump brackets.
149000 - 80.00 - Small block, short pump power steering pump bracket.
(Note: Requires double groove power steering pump pulley if used with Vintage Air compressor and alternator brackets. Originally designed for 64-67 Chevelle, but may fit other Chevy small block applications.)

"Vortec" Small Block, Side-Mount Brackets, Compressor/Alternator
(For ’87 and newer SBC with center bolt valve covers)
SHORT PUMP
15145-VCB - $99.00
Compressor (passenger side), short pump
15146-VCB - $99.00
Alternator (driver side), short pump

"Vortec" Small Block, Top-Mount Brackets, Compressor/Alternator
(For ’87 and newer SBC with center bolt valve covers, similar to Tune Port shown below)
SHORT PUMP
15141-VCB - $99.00
Compressor (passenger side), short pump
15142-VCB - $99.00
Alternator (driver side), short pump
(Note: Will not fit aluminum “Fast Burn” GM heads)

Tune Port Brackets, Compressor/Alternator
Designed to fit tuned port systems. Brackets bolt to heads and water pump. Most applications require drilling and tapping one hole in passenger side head.
SHORT PUMP
15110-VCB - $99.00
Compressor only (passenger side)
15802-VCB - $99.00
Alternator only (driver side)

Small Block Chevy Water Pump Riser Kit With Brackets
Water pump riser raises fan 5” on small blocks for extra fan clearance. For V8 and V6.
Kit includes: Compressor & alternator brackets and all required mounting hardware.
19212-VCB - $299.00
Small Block Chevy water pump riser
Must use ’63-75 Chevy 6-Cyl. 250 cu. in. water pump.

Chevy Long & Short Water Pump Dimensions
To get the correct bracket kit for your Chevy engine, we must know which water pump style your engine uses. These photos will help you identify between short and long-style pumps.
**Small & Big Block Chevy Applications**

**Big Block Chevy Top-Mount Brackets, Compressor/Alternator**
Bolts to heads and water pump. Compressor bracket comes complete with idler assembly. Brackets may be used individually or as a matched pair. Will clear tall valve covers.

<table>
<thead>
<tr>
<th>Type</th>
<th>Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>SHORT PUMP</td>
<td>15132-VCB</td>
<td>$99.00</td>
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<tr>
<td></td>
<td>15331-VCB</td>
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<tr>
<td></td>
<td>15133-VCB</td>
<td>$99.00</td>
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<tr>
<td></td>
<td>15821-VCB</td>
<td>$99.00</td>
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<table>
<thead>
<tr>
<th>Type</th>
<th>Code</th>
<th>Price</th>
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<tr>
<td>LONG PUMP</td>
<td>15131-VCB</td>
<td>$99.00</td>
</tr>
<tr>
<td></td>
<td>15332-VCB</td>
<td>$99.00</td>
</tr>
</tbody>
</table>

**Big Block Chevy Side-Mount Brackets, Compressor/Alternator**
Designed for low hood-clearance applications. Bolts to heads and water pump. Brackets may be used individually or as a matched pair.

<table>
<thead>
<tr>
<th>Type</th>
<th>Code</th>
<th>Price</th>
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</thead>
<tbody>
<tr>
<td>SHORT PUMP</td>
<td>15134-VCB</td>
<td>$99.00</td>
</tr>
<tr>
<td></td>
<td>15820-VCB</td>
<td>$99.00</td>
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<tr>
<td></td>
<td>15133-VCB</td>
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<tr>
<td></td>
<td>15821-VCB</td>
<td>$99.00</td>
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<table>
<thead>
<tr>
<th>Type</th>
<th>Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>LONG PUMP</td>
<td>151371-BCA</td>
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<tr>
<td></td>
<td>15838-VCB</td>
<td>$99.00</td>
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</tbody>
</table>

**Small & Big Block Chevy, Low-Mount Compressor Bracket**
Bolts to fuel pump mounting flange. May be driven off crank and fan pulleys or crank pulley only. Requires use of remote fuel pump.

<table>
<thead>
<tr>
<th>Type</th>
<th>Code</th>
<th>Price</th>
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<tbody>
<tr>
<td>SHORT PUMP</td>
<td>15540-VCB</td>
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<td>15136-VCB</td>
<td>$91.00</td>
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<table>
<thead>
<tr>
<th>Type</th>
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<th>Price</th>
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</thead>
<tbody>
<tr>
<td>LONG PUMP</td>
<td>15541-VCB</td>
<td>$89.00</td>
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</table>

**Small & Big Block Chevy, Low-Mount Alternator Bracket**
Allows mounting of alternator down low on either the driver or passenger side of small or big block Chevy engines. Designed with a built-in belt adjuster. (Passenger side mounting requires remote fuel pump.)

<table>
<thead>
<tr>
<th>Type</th>
<th>Code</th>
<th>Price</th>
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<tbody>
<tr>
<td>SHORT PUMP</td>
<td>15830-VCB</td>
<td>$70.00</td>
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<td>15832-VCB</td>
<td>$70.00</td>
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<tr>
<td></td>
<td>15836-VCB</td>
<td>$70.00</td>
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<thead>
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<th>Type</th>
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<th>Price</th>
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</thead>
<tbody>
<tr>
<td>LONG PUMP</td>
<td>15834-VCB</td>
<td>$70.00</td>
</tr>
<tr>
<td></td>
<td>15837-VCB</td>
<td>$70.00</td>
</tr>
</tbody>
</table>

**Small & Big Block Chevy, Low-Mount Power Steering Bracket**
Chevrolet non-metric power steering pumps with attached reservoir on small or big block Chevy engines. Works with A/C and alternator brackets. Designed with built-in belt adjuster.

<table>
<thead>
<tr>
<th>Type</th>
<th>Code</th>
<th>Price</th>
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<tbody>
<tr>
<td>SHORT PUMP</td>
<td>15814-VCB</td>
<td>$80.00</td>
</tr>
<tr>
<td></td>
<td>15815-VCB</td>
<td>$80.00</td>
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<table>
<thead>
<tr>
<th>Type</th>
<th>Code</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>LONG PUMP</td>
<td>15816-VCB</td>
<td>$80.00</td>
</tr>
</tbody>
</table>

**What’s a Long Pump or Short Pump Chevy Engine App? See Page 67**

**Note:** 348/409 “W” Head Chevy brackets. See Page 71

**Totally Cooled Gallery**
We, again this year, helped construct the “RideTech 48 Hour Camaro” project. This cool Camaro features a complete Vintage Air LS Front Runner and Gen IV climate control system. Our forty-plus year commitment to performance made Vintage Air an easy choice for the all-star build team.

**Pulleys shown not included in bracket kits. See page 85 for Chevy steel pulleys.**
TOTALLY COOLED GALLERY

Well known car show promotor, David Cohen, has owned this slick Pontiac for over 23 years and it still runs the original Vintage Air system he installed back in the ’90’s! The big cruiser now has over 300 thousand miles on the clock and Dave assures us it is cool (and warm in this photo) in any climate conditions.

Steel-eez Chevy 6-Cylinder Brackets, Compressor/Alternator

Designed to mount compressor and alternator. Fits on driver side. Uses stock pulleys. Uses stock intake and exhaust manifolds.

- **15273-VCB - S149.00**
  216 and 235 Chevy 1935-earlier driver-side top-mount alternator bracket / bottom-mount compressor bracket.

- **12401 - S495.00**
  235/261 Chevy 1955-62 blocks (shown at left) driver-side top-mount alternator bracket / bottom mount compressor bracket.

  Includes new double-groove 6-cyl harmonic balancer
  *(Note: May not clear some factory air cleaner assemblies.)*

- **142400 - S495.00**
  270 Compressor/Alternator bracket kit. Includes new double-groove 6-cyl harmonic balancer.

- **15284-VCB - S139.00**

- **146036 - S149.00**

  *(Note: Not designed for power steering applications.)*

- **15249-VCB - S156.00**
  250 Chevy 1963-84 right side mount.

  *(Note: Will not fit with HEI distributor.)*

- **15250-VCB - S299.00**
  250 Chevy 1978-84 passenger side bottom mount compressor bracket kit.

  Includes add-on crankshaft pulley.

  *(Note: Will work with power steering and HEI distributor.)*

OEM LS Drive System Adapter High-Mount Brackets

This bracket system is designed to install a Sanden compressor onto the original engine accessory drive on GM LS Series engines.

- **141806 - S197.00**
  Corvette LSX A/C Bracket Kit for engines with Corvette, Cadillac CTS-V & Pontiac G8 accessory drive (crank pulley and water pump).

- **141807 - S197.00**
  F-Body/GTO LSX A/C Bracket Kit for engines with F-Body/GTO accessory drive (crank pulley and water pump).

- **141808 - S197.00**
  Chevy Truck LS A/C Bracket Kit for engines with truck or 2010-2015 Camaro accessory drive (crank pulley and water pump).

  *(Note: For use with 04708-VMA compressor.)*

Camaro/Firebird LS Series Low-Mount Bracket

This compressor bracket system is designed to replace the factory A/C compressor with an aftermarket Sanden compressor. A/C compressor is driven off the factory inner four grooves of the LS1 Camaro harmonic balancer. Bracket kit includes: Steel mounting brackets, mounting hardware, automatic belt tensioner, Dayco four-rib drive belt and illustrated instructions for easy installation.

- **141809 - S175.00**
  Camaro/Firebird compressor mount bracket kit (top left photo). Crank center line to outer edge of compressor is 11.75”.

- **141810 - S175.00**
  GM Truck/Escaладe LS compressor mount bracket kit (lower left photo). Crank center line to outer edge of compressor is 11.75”.

- **141811 - S175.00**
  Corvette LSX A/C Bracket Kit for engines with Corvette, Cadillac CTS-V & Pontiac G8 accessory drive (crank pulley and water pump).

- **141812 - S230.00**
  Chevy Truck LS A/C Bracket Kit for engines with truck or 2010-2015 Camaro accessory drive (crank pulley and water pump).

  *(Note: For use with 04670-MTA compressor.)*

  Mounts Sanden SD-7B10 compressor high and tight on passenger side for frame and suspension clearance in some classic and muscle car engine swaps.

NEW!

141813 - S249.00

This low mount LSA bracket is designed to mount 7B10 compressor when using a Corvette balancer.
Imagine driving ‘cross country 500 miles a day for seven days, stopping daily to run flat-out on some of America’s most demanding race tracks each day, 3400 miles in all! That’s what Jimi Day did with his LS powered AMX in the One Lap Of America event. It features our LS Front Runner drive system and a Gen IV Magnum climate control system. Performance First!

**Ford OHV - Flat Head Applications**

**Ford Mount Brackets, Compressor/Alternator**
Simple and economical solutions to get your Ford-powered classic air conditioned with ease. Steel plate brackets to mount compressor, alternator and power steering on some applications.

- **15111-VFB - $189.00**
- **131138 - $225.00**
- **131119 - $225.00**
- **131109 - $189.00**
  292-312” Y-Block V8 (T-Bird only). For 507 compressor; use VA #Q4807-VUA. Passenger-side. (Note: Requires 3-groove crankshaft pulley or 2-groove add-on pulley, 730004 shown on Page 85).
- **131111 - $150.00**

**131105 - $99.00**
289, 302, 351 Windsor driver-side top-mount compressor bracket.

**131106 - $99.00**
289, 302, 351 Windsor driver-side mid-mount compressor bracket. (Fits pass. side water pump inlet and 3-bolt balancer)

**131112 - $70.00**
289, 302 & 351 Windsor passenger-side alternator bracket. (Fits pass. side water pump inlet and 3-bolt balancer)

**15110-VFB - $99.00**
260 Windsor V8 and pre-69 289 V8 compressor bracket. Driver-side.

**131351 - $125.00**

**131005 - $109.00**

**15118-VFB - $275.00**
460 V8 1975-80 with or without power steering, air pump, 4 Bolt balancer. Driver-side.

**Ford Flathead Applications**

**Compressor/Alternator Mounting Brackets**
For use with GM alternator and Sanden compressor. May be used with multiple carburetion. Offset water neck available for ‘49-53 engines. Single wide-groove compressor and alternator available for all installations. (Will not fit with tri-power or Super Dual set-up).

**131002 - $199.00**
1337-1948 Flathead comp/alternator for use with single wide-groove compressor pulley.

**131003 - $199.00**
1949 Flathead alternator for use with single wide-groove compressor pulley.

**131004 - $199.00**
1950-53 Flathead comp/alternator for use with double standard-groove pulley. (Note: Requires offset water necks - 2 per bracket)

**70654-VUG - $59.00**
Polished aluminum offset water neck.

**739001 - $44.00**
Chrome GM wide-groove alternator pulley.

**Vintage Air ProLine Flathead Bracket System, Compressor/Alternator**
Vintage Air, with Casey and Jim Cook of Jimco flathead builders developed this stylish and versatile kit. Mounts both compressor and GM 12SI alternator on a brushed or polished aluminum bracket. Mounts to original generator bolt flange and clears most multi-carb setups. For 1937-48, 59 A-B engines. Uses single wide-belt compressor and alternator pulleys.

**172008 - $279.00**
Machined finish bracket kit.

**172009 - $299.00**
Polished finish bracket kit.
Mopar Engine Applications

Mount Brackets, Compressor/Alternator
Simple and economical solutions to get your Mopar-powered classic air conditioned with ease. Steel plate brackets to mount compressor (Passenger-side), alternator and power steering on some apps.

161004 - $103.00
Mopar 318-360 V8 engines, 1966 to 1969 top-mount compressor and alternator bracket. (Will not fit Poly engine)

162774-SDA - $125.00
Mopar 318, 340, 360 V8 with power steering, without smog pump 1970 to 1978 compressor and alternator bracket.

161002 - $249.00
Mopar 383/440 compressor and alternator (with power steering only).

166009 - $89.00
1966-70 Mopar 383/440 water pump tensioner kit.

161010 - $49.95 NEW!
Federal power steering pump bracket kit.

151007 - $350.00 NEW!
1955-58 Chrysler 331, 354 Hemi and 301, 331, 354 Poly. Mounts compressor and alternator. Includes crank pulley kit. Driver-side. (Note: Requires 042916 alternator and 04807 compressor.)

Other Mount Brackets, Compressor/Alternator
Simple and economical solutions to get your classic engine powered car air conditioned with ease. Steel plate brackets to mount compressor, alternator and power steering on some apps.

151102 - $245.00

151101 - $230.00

15110-VBB - $91.00
Buick 231 V6 engine compressor only bracket. [Front distributor only] Passenger-side.

15499-VCB - $109.00
Cadillac 425 Cu. In. with stock manifold.

15500-VCB - $109.00
Cadillac 472/500 Cu. In. with Edelbrock manifold.

15501-VCB - $109.00
Cadillac 472/500 Cu. In. with stock manifold.

15812-VCB - $99.00
Chevy 348/409 Alternator (driver side).

15409-VCB - $99.00
Chevy 348/409 compressor (passenger side).

141008 - $109.00
Oldsmobile 1968 & Up 350-455 (factory air car; passenger side).

141009 - $108.00
Oldsmobile 1968 & Up 350-455 (non-air car; driver side).

141001-PPA - $99.00

151590-SSA - $190.00

151593-SSA - $245.00

158217 - $149.50
Toyota FJ-40 Landcruiser with original 6 cylinder.

158209 - $149.50
Toyota FJ-40 Landcruiser with GM alternator bracket.

FACTORY TOUR
Our tubing shop team creates the vehicle-specific hard lines for our SureFit kits. Our CNC benders ensure that every line is manufactured to the print for a factory installed look - another Vintage Air advantage! (L to R) Oscar Gonzales, Team Leader-Chris Castellano, Antonio Garcia and Luis Lezama
FACTORY TOUR

If you’ve been a Vintage Air customer for awhile, you’ll recognize this big guy, at right, as our master tooling maker. Bebe Blanquiz has been creating the precision tooling for over 30 years. He is now joined by Marc Gutierrez to keep up with all the customer demand for new products.
The team in charge of manufacturing the SureFit and Universal Street Rod systems is led by Supervisor Juan Gallegos (Left). The skilled team members are (L-R) Veronica Yanez, Roger Gutierrez, Robert De La Torre, Miquel Escareno, Mike T. Martinez, Helinda Flores, Thomas Hooper, Roger Gutierrez Jr., Gustavo Martinez.

**FACTORY TOUR**

**Sanden Direct GM Truck/SUV Replacement Compressor**

Bolts into accessory drive mounts on most GM engines from 1996 to 2000. Chevy and GMC 4.3 six and 5.0, 5.7 V8s. Also Cadillac Escalade 5.7 and Olds Bravada 4.3 engines.

- **046440-MTR** - $289.00
  6-Groove serpentine pulley, standard finish
- **046441-MTG** - $339.00
  6-Groove serpentine pulley, polished finish

**Sanden USA's quality management system is ISO/TS 16949:2002 certified**
COMPRESSORS
TiteFit Lines / OEM Adapter Blocks

TiteFit Aluminum Hardline Kits
Creates compact and professional looking refrigerant line routing down and close to engine. Kits with ProLine TiteFit nuts built onto line (-VUQ numbers) come fully polished and include machined aluminum line clamps.

For Use With Vintage Air ProLine Compressor Bracket
35135-VUG-A - $49.95
TiteFit line kit, rear-routed suction line, for 134a
35135-VUG-A - $79.95
TiteFit line kit, rear-routed suction line, for 134a (polished)
35136-VUG-A - $49.95
TiteFit line kit, front-routed suction line, for 134a
35136-VUG-A - $79.95
TiteFit line kit, front-routed suction line, for 134a (polished)
38110-VUG - $15.00
Double line clamp with bracket and hardware
(Included with all “VUG” TiteFit kit part numbers)

For Use With Steel-eez® Compressor Brackets
35137-VUG-A - $49.95
TiteFit line kit for vehicles using top-mount steel compressor bracket, 134a
35137-VUG-A - $79.95
TiteFit line kit for vehicles using top-mount steel compressor bracket, 134a (polished)
38112-VUG - $17.95
Double line clamp with bracket and hardware
(Included with all “VUG” TiteFit kit part numbers)

90 Degree TiteFit Fittings (Shown Left To Right)
366100 - $40.00
#6 TiteFit 90° A/C fitting
366101 - $40.00
#8 TiteFit 90° A/C fitting
366102 - $40.00
#10 TiteFit 90° A/C fitting

Running an OEM Compressor?

OEM Compressor Refrigerant Line O-ring Adapters (Shown Left To Right)
34108-VUG - $28.00 - GM A-6 and R4 early-style compressor adapter block kit with bolt and O-rings
33602-VUI - $8.50 - GM A-6 and R4 offset flange pad seal washer kit
33600-VUI - $8.00 - GM A-6 and R4 seal washer for non-O-ring compressor
341080 - $43.00 - GM A-6 and R4 complete kit (all 3 above parts)

045008-VUR - $10.25 - SD-7B10 Sanden #8 O-ring adapter
045010-VUR - $14.95 - SD-7B10 Sanden #10 O-ring adapter
045011 - $14.95 - SD-7B10 Sanden #8 O-ring for adapter (polished)
045012 - $19.95 - SD-7B10 Sanden #10 O-ring for adapter (polished)
184136 - $3.00 - SD-7B10 Sanden Polished 12 point 8mm-1.25 bolt (no washer required)
338604 - $1.00 - SD-7B10 Sanden #8 replacement O-ring
338605 - $1.00 - SD-7B10 Sanden #10 replacement O-ring

045023 - $50.00 - Billet machined GM horizontal compressor rear adapter block flat face
045024 - $50.00 - GM vertical compressor rear adaptor block flat face
045017 - $50.00 - Ford-style compressor block
045018 - $60.00 - Ford-style compressor block
045020 - $42.50 - Chrysler HEMI #8 - 90 Degree compressor block
045021 - $32.50 - Chrysler HEMI #10 compressor block
045022 - $32.50 - Chrysler HEMI #8 compressor block

RESEARCH AND DEVELOPMENT
You're looking at a set of high mileage cars! The two '39s are our main test vehicles for most of the climate control systems and Front Runners we manufacture. The two have covered over 200,000 miles in R&D service (and a little fun too). George Packard’s ’32 five window has seen many tour miles too.
Yeah, we can cool that! The Ring Brothers got on the dare-to-be-different track with this wild ‘72 Pantera, and naturally, they chose to install a complete Gen IV Magnum climate control system to keep it cool. This exotic has a serious LS engine with a Front Runner engine drive system, and they plumbed the A/C system with our new E-Z Clip refrigerant hose kit seen above.
The skilled team from Rutterz Rodz in Bristol, TN, built this 1967 Nova. This street machine is powered by a 572 Big Block, featuring a Vintage Air Front Runner. This beauty has a great stance, some huge wheels and of course one of our Gen IV SureFit systems to keep the cruisin’ cool and comfortable.
INDUSTRY INVOLVEMENT

Vintage Air supports many industry promotional programs. One of our favorites is the NSRA 29 Below program. We believe the street rodding hobby needs all the young minds and energy it can get. If you are a young rodder and you are planning on attending a national event soon, be sure to register for this exciting (and rewarding) program.
**E-Z Clip Lines & Fittings**

This new refrigerant hose and fitting program is the way to go! Now you can complete the entire line fabrication, routing and crimping in your own garage. The unique E-Z Clip fittings are easy to make up, and the smaller diameter hose allows for tighter turns and neater routing than before.

- Reduced size and superior flexibility allows for installation in tight quarters, and takes less area.
- Easy assembly in the field or garage with clip tool (pliers).
- Maximum resistance to moisture ingress.
- Light-weight, rugged hose material.
- Nickel-plated steel fittings.

Each fitting connection is made with the proper fitting, one cage, and two cage clips. Order one cage and two clips for each fitting (not included).

Simply slip two clips over the hose end, insert the fitting, and press the cage over the hose and into the recessed groove on the fitting. Then move the cage clips over the cage and close the clips with the connecting pliers (#420000-VUR, below right).

**NEW! E-Z Clip Refrigerant Hose Kit**

<table>
<thead>
<tr>
<th>Hose Kit</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>318600-VUR</td>
<td>$4.25 ft.</td>
</tr>
<tr>
<td>318800-VUR</td>
<td>$5.05 ft.</td>
</tr>
<tr>
<td>318000-VUR</td>
<td>$5.75 ft.</td>
</tr>
</tbody>
</table>

**Hose Sold By The Foot**

### E-Z Clip Universal Hose Kit

<table>
<thead>
<tr>
<th>Hose</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>#6</td>
<td>$360.00</td>
</tr>
<tr>
<td>#8</td>
<td>$45.00</td>
</tr>
<tr>
<td>#10</td>
<td>$78.00</td>
</tr>
</tbody>
</table>

**Fittings**

<table>
<thead>
<tr>
<th>Fittings</th>
<th>#6 Fitting</th>
<th>#8 Fitting</th>
<th>#10 Fitting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Straight Splice w/ 134a Service Port</td>
<td>347550-VUR</td>
<td>$46.50</td>
<td>347500-VUR</td>
</tr>
<tr>
<td>Straight</td>
<td>347100-VUR</td>
<td>$19.10</td>
<td></td>
</tr>
<tr>
<td>Straight w/ 134a Service Port</td>
<td>347180-VUR</td>
<td>$18.00</td>
<td>347101-VUR</td>
</tr>
<tr>
<td>Straight w/ Switch Port</td>
<td>347561-VUR</td>
<td>$45.00</td>
<td>N/A</td>
</tr>
<tr>
<td>45 Degree</td>
<td>347260-VUR</td>
<td>$20.00</td>
<td>347200-VUR</td>
</tr>
<tr>
<td>90 Degree</td>
<td>347360-VUR</td>
<td>$16.50</td>
<td>347300-VUR</td>
</tr>
<tr>
<td>90 Degree w/ 134a Service Port</td>
<td>347361-VUR</td>
<td>$39.00</td>
<td>347301-VUR</td>
</tr>
<tr>
<td>Cage</td>
<td>347960-VUR</td>
<td>$1.05</td>
<td>347900-VUR</td>
</tr>
<tr>
<td>Clip</td>
<td>347862-VUR</td>
<td>$0.60</td>
<td>347892-VUR</td>
</tr>
</tbody>
</table>

**EZ-Clip Dual Air T-Fittings**

<table>
<thead>
<tr>
<th>Hose</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>#6</td>
<td>$70.00</td>
</tr>
<tr>
<td>#10</td>
<td>$70.00</td>
</tr>
</tbody>
</table>

**EZ-Clip Assembly Tools**

- 420000-VUR - $76.00 Clip Connecting Pliers
- 420001-VUR - $45.00 Hose Cutter

**Airport A/C Bulkhead Kits for E-Z Clip Hose**

- 547002 - $360.00 E-Z Clip Universal Hose Kit
- 388902 - $150.00 Thread-in bulkhead kit
- 361403 - $20.00 E-Z Clip #10 hose to 5/8” heater hose adapter only (Gen II apps require two adapters)

**TOTALLY COOLED GALLERY**

Kyle Tucker, of Detroit Speed, is a regular contributor to our distributor training programs. Detroit Speed is also one of our most successful distributors. With a long and well earned reputation as an engineer, designer and racer, Kyle won the coveted SEMA Battle Of The Builders Award in 2015 and just completed this amazing Willys for the 2017 SEMA competition.
At right is Jack and Tammy Chisenhall in the impound area at the Bonneville Salt Flats after the Project “A Cool 200” Stude’s last run. Tammy was totally supportive of the record breaking runs but says she was “plenty nervous” while Jack was out there at 219+ miles per hour! The Studebaker is now set up as full-on road racer.

---

**ProLine Braided Line Components**

Braided stainless steel hose designed specifically for high performance automotive applications. Reusable nickel plated steel fittings assemble in your home garage with hand wrenches and a quality vise - no crimping required. Fittings sold individually to suit custom applications.

- Designed specifically for A/C applications
- Nylon tube covered with fine braid stainless steel
- Nickel plated reusable steel fittings (Replace brass ferrule every time fitting is reused)
- Charge ports available on fittings
- Female O-ring pilot terminal ends for precise connection with existing A/C components
- O-ring seal between the hose and fitting nipple increases fitting and hose assembly integrity

---

**Hose Sold By The Foot**

<table>
<thead>
<tr>
<th>Hose</th>
<th>#6 Hose</th>
<th>#8 Hose</th>
<th>#10 Hose</th>
</tr>
</thead>
<tbody>
<tr>
<td>A/C Hose</td>
<td>$20.00 ft.</td>
<td>$22.00 ft.</td>
<td>$24.00 ft.</td>
</tr>
<tr>
<td>36906-VUR</td>
<td>36908-VUR</td>
<td>36910-VUR</td>
<td></td>
</tr>
<tr>
<td>325°10.0 - 447°0.0</td>
<td>425°10.0 - 547°0.0</td>
<td>525°10.0 - 647°0.0</td>
<td></td>
</tr>
</tbody>
</table>

**Fittings**

<table>
<thead>
<tr>
<th>Fittings</th>
<th>#6 Hose Fittings</th>
<th>#8 Hose Fittings</th>
<th>#10 Hose Fittings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Straight Hose to Hose w/ 134a Service Port</td>
<td>$36.00</td>
<td>$38.00</td>
<td>$40.00</td>
</tr>
<tr>
<td>36440-VUR</td>
<td>36450-VUR</td>
<td>36640-VUR</td>
<td></td>
</tr>
<tr>
<td>45 Degree</td>
<td>$38.00</td>
<td>$40.00</td>
<td>$42.00</td>
</tr>
<tr>
<td>36441-VUR</td>
<td>36441-VUR</td>
<td>36641-VUR</td>
<td></td>
</tr>
<tr>
<td>90 Degree</td>
<td>$38.00</td>
<td>$40.00</td>
<td>$42.00</td>
</tr>
<tr>
<td>36442-VUR</td>
<td>36452-VUR</td>
<td>36642-VUR</td>
<td></td>
</tr>
<tr>
<td>90 Degree w/ 134a Service Port</td>
<td>$51.00</td>
<td>$53.00</td>
<td>$55.00</td>
</tr>
<tr>
<td>36444-VUR</td>
<td>36544-VUR</td>
<td>36644-VUR</td>
<td></td>
</tr>
<tr>
<td>135 Degree</td>
<td>N/A</td>
<td>$41.00</td>
<td>$43.00</td>
</tr>
<tr>
<td>N/A</td>
<td>36543-VUR</td>
<td>36643-VUR</td>
<td></td>
</tr>
<tr>
<td>135 Degree w/ 134a Service Port</td>
<td>N/A</td>
<td>$51.00</td>
<td>$53.00</td>
</tr>
<tr>
<td>N/A</td>
<td>36546-VUR</td>
<td>36646-VUR</td>
<td></td>
</tr>
<tr>
<td>Sealing Ferules (One time use)</td>
<td>$5.00</td>
<td>$6.25</td>
<td>$7.00</td>
</tr>
<tr>
<td>36006-VUR</td>
<td>36008-VUR</td>
<td>36610-VUR</td>
<td></td>
</tr>
</tbody>
</table>

---

**REFRIGERANT LINES**

**ProLine Braided Lines / Fittings**

420004 - $34.00
Economy cutting tool for cutting braided line.

---

THE FAMILY THAT RACES TOGETHER...

At right is Jack and Tammy Chisenhall in the impound area at the Bonneville Salt Flats after the Project “A Cool 200” Stude’s last run. Tammy was totally supportive of the record breaking runs but says she was “plenty nervous” while Jack was out there at 219+ miles per hour! The Studebaker is now set up as full-on road racer.
Yes, there is a Vintage Air system for almost every application you can dream up! This hot little (and we mean little) Crosley wagon is the latest project of multi-Champion and Top Fuel legend, Dick LaHaie. It features our Gen II ComPac system with ProLine controls and louvers.
Mark Hungerford is our technical services director. Mark is also totally into motorsports, especially NASCAR racing. Mark drives his well-built flat black ’65 Chevy pickup with all the usual cool tricks including, of course, a Vintage Air Sure Fit Kit!

Neatly routed hardlines give your installation a professional look.

“U-Bend-Em” Universal Length Aluminum Heater Lines

Straight sections of aluminum heater line with swaged #10 female O-ring on one end and a 5/8” heater hose barb on the opposite end. You form to desired shape using proper tubing bender.

**Universal Lengths Of Aluminum Refrigerant Line To Be Formed As Needed - Fittings Installed**

- **Straight sections of aluminum refrigerant line with swaged O-ring ends (female-female or male-female) installed on tubes. You form to desired shape using proper tubing bender.**

---

**Inline Safety Switches**

**Trinary Switch Kit**

Low pressure and high pressure compressor clutch cutoff functions PLUS electric fan engagement signal at 254 PSI. 30 PSI low pressure cutoff. 406 PSI high pressure cut off. Recommended for all electric fan installations.

- **24678-VUS - $51.00**
  Trinary switch kit for beadlock crimp
- **11076-VUS - $35.50**
  Replacement female thread trinary switch only

**Binary Switch Kit**

Combines high and low pressure functions into one switch. 30 PSI low pressure cutoff, 406 PSI high pressure cutoff.

- **24679-VUS - $35.00**
  Binary switch kit for beadlock crimp
- **11078-VUS - $17.95**
  Replacement female thread binary switch only. 7/16-20 thread

**Note:** Male safety switches listed on Page 83.

---

**Threaded Adapter**

For installing female threaded trinary or binary switches into our standard or chrome driers. (Driers on Page 83).

- **18103-VUG - $8.95**
  Adapter
  (not compatible with ProLine driers)

**Switch Fitting**

Pressure switch fitting. 3/8” female O-ring x 3/8” male O-ring w/ female switch installation fitting.

- **34098-VUG - $14.55**
  Switch fitting

---

**CUSTOMER SERVICE TEAM**

Mark Hungerford is our technical services director. Mark is also totally into motorsports, especially NASCAR racing. Mark drives his well-built flat black ’65 Chevy pickup with all the usual cool tricks including, of course, a Vintage Air Sure Fit Kit!
PROLINE UPGRADES

Bulkhead Plates

StreamLine™ Polished Aluminum Plates
Lower profile, easier installation, just drill 4 individual holes.

4-Way Square For A/C & Heater
(3" x 3" - Hose fittings start on Page 74)

Polished Aluminum
384600-MBA - $65.00
4-way A/C-heater (6-10 male O-ring)
384800-MBA - $65.00
4-way A/C-heater (8-10 male O-ring)

Black Anodized
389600 - $69.00
4-way A/C-heater (6-10 male O-ring)
389800 - $69.00
4-way A/C-heater (8-10 male O-ring)

4-Way Diamond For A/C & Heater
(2.75" x 4.375" - Hose fittings start on Page 74)

Polished Aluminum
388600-MBA - $65.00
4-way A/C-heater (6-10 male O-ring)
388800-MBA - $65.00
4-way A/C-heater (8-10 male O-ring)

Black Anodized
389601 - $69.00
4-way A/C-heater (6-10 male O-ring)
389801 - $69.00
4-way A/C-heater (8-10 male O-ring)

4-Way Bulkhead Fitting Kit
35704-VUD - $35.00
Beadlock Type. Includes: 4 straight fittings, 4-90° fittings and refrigerant oil.

2-Way For A/C & Heater O-Ring Lines
(1.25" x 2.75" - Hose fittings start on Page 74)

Polished Aluminum
382600-MBA - $41.00
2-way A/C (6-10 male O-ring)
382800-MBA - $41.00
2-way A/C (8-10 male O-ring)
382608-MBA - $41.00
2-way A/C (6-8 male O-ring)
382000-MBA - $41.00
2-way heater (10-10 male O-ring)

Black Anodized
389602 - $44.00
2-way A/C (6-10 male O-ring)
389802 - $44.00
2-way A/C (8-10 male O-ring)
389603 - $44.00
2-way A/C (6-8 male O-ring)
389803 - $44.00
2-way heater (10-10 male O-ring)

4-Way In-Line For A/C & Heater
(1.25" x 5.75" - Hose fittings start on Page 74)

Polished Aluminum
388600-MBA - $65.00
4-way A/C-heater (6-10 male O-ring)

Black Anodized
389804 - $69.00
4-way A/C-heater (6-10 male O-ring)

CUSTOMER SERVICE TEAM
Shane Chisenhall and Ramon Barrientes specialize in assisting customers with any technical issues or questions they may have. Both have extensive experience with our manufacturing operations and system installations. Shane crew chiefs on his family’s restored, historic CKC fuel funny car, and Ramon owns a hot rodded ‘55 Chevy.
**Driers/Receivers**

**Chrome Drier**
Features a built in mounting bracket and compact size. Includes chrome mounting bracket and hardware.
2.5" x 6".

- 07310-VUQ - $69.00
  Chrome drier with bracket
- 01311-VUQ - $39.00
  Replacement chrome drier without bracket

**Chrome Drier With Safety Switch**
Includes chrome mounting bracket. Includes chrome mounting bracket and hardware. No adapter needed. 2.5" x 6".

- 07308-VUQ - $75.00
  Chrome drier with binary switch
- 07309-VUQ - $94.00
  Chrome drier with trinary switch

**Standard Drier**
Economical choice, painted black. Threaded port for trinary or binary switch installation. Comes sealed and pre-charged with nitrogen. Brackets sold separately - see below. 2.5" x 6".

- 07321-VUC - $30.00
  Standard drier
- 18103-VUG - $8.95
  Adapter required to install female trinary or binary switch.

**Standard Drier With Safety Switch**
Economical choice, painted black. No adapter needed. Includes 07113-VUB bracket as shown below. 2.5" x 6".

- 07322-VUC - $39.00
  Painted drier with binary switch and mounting hardware
- 07323-VUC - $59.00
  Painted drier with trinary switch and mounting hardware

**Male Thread Safety Switches**
11079-VUS - $13.60
Replacement male thread binary switch with O-ring. (3/8"-24 male thread)

11086-VUS - $35.50
Replacement trinary switch with O-ring. (3/8"-24 male thread)

**Polished Aluminum Drier**
Features a unique design which allows changing the drier without removing any fittings. Completely rebuildable. Includes hardware for integral mounting bracket. 2.5"x 7". (Inlet on left side).

- 07330-VUQ - $89.00
  Polished drier
- 07331-VUQ - $49.00
  Replacement drier

**Drier Mounting Brackets**
85980-VCB - $9.00
Single wide steel bracket for standard driers above.

- 07113-VUB - $1.10
  Standard narrow galvanized steel drier clamp (two required). Shown far right.

**Heavy Duty Drier Mounting Bracket**
07130 - $12.00
Double-strap heavy duty drier mount with welded stud, washers and nut.

---

**FACTORY TOUR**

CNC/Machine Shop (L to R) CNC Machinists Omar Hernandez and Steven Meyers, Supervisor-Andrew Rivera and CNC Tech Robert Barrientes. Our Front Runner components, upgrade brackets and controls are all manufactured in house on our Toyoda & Haas 4 Axis Machining Centers.
FACTORY TOUR

Our shipping department ensures that all Vintage Air systems and components are assembled, inspected and carefully packaged before being shipped out to our customers. (L-R) Michael Briones, Hector Reyes-Lead, Michael Rivera and Jeremy Mirone.

PROLINE UPGRADES

Alternators / Water Pumps

Alternators, Single Wire
Built by Powermaster. GM12si series fit all Vintage Air brackets. Available in standard finish, chrome and all black acrylic urethane finish. GM '63-’88 original application, Ford ‘65-’85 original application.

09100-VUA - $167.00
100 Amp GM standard finish
09100-VUG - $225.00
100 Amp GM all chrome finish
09140-VUA - $253.00
140 Amp GM standard finish
09140-VUG - $364.00
140 Amp GM all chrome finish
09200-VUG - $270.00
100 Amp Ford all chrome finish
09240-VUG - $435.00
140 Amp Ford all chrome finish

73900-ACP - $16.15
Double-groove GM steel alternator pulley
739001 - $44.00
Single groove chrome GM wide-groove alternator pulley
739002 - $26.00
Single groove zinc plated GM wide-groove alternator pulley.

Alternators, Single & 3-Wire 140 Amp
CS130 series (late 80’s - early 90’s Chevy V8 engines)
Polished, chromed or standard finish.

Fit our ProLine compressor/alternator bracket on Page 66 and ORIGINAL design Vintage Air Front Runner systems only.
(Will not fit Steel-eez or standard steel brackets).

V-Belt ProLine Bracket Applications
042903 - $245.00
Single wire, V-belt, standard finish
042904 - $259.00
Single wire, V-belt, polished finish
042905 - $245.00
3-wire, V-belt, standard finish
042906 - $259.00
3-wire, V-belt, polished finish

Original Design Front Runner Applications
04290-MBA - $245.00
Single wire, serpentine, standard finish
04291-MBC - $259.00
Single wire, serpentine, chrome finish
04292-MBP - $259.00
Single wire, serpentine, polished finish
042901 - $245.00
3-wire, serpentine, standard finish
042902 - $259.00
3-wire, serpentine, polished finish

Stewart Hi-Flow Water Pumps,
NASCAR’s Choice for Cup Racers!
For small block Chevy, run cooler, twice the pressure, 41% more flow, uses less engine power, and five times the strength of standard cast-iron pumps.

72211-SCP - $99.00
Small block Chevy, short pump
72231-BCP - $94.95
Big block Chevy, short pump

72212-LCP - $99.00
Small Block Chevy, long pump
72232-CCP - $89.95
Big Block Chevy, long pump

72211-SCP - $99.00
Small block Chevy, short pump
72231-BCP - $94.95
Big block Chevy, short pump

72212-LCP - $99.00
Small Block Chevy, long pump
72232-CCP - $89.95
Big Block Chevy, long pump

09100-VUA - Shown
04292-MBP - Shown

Alternators, Single Wire
Alternators, Single & 3-Wire 140 Amp
Stewart Hi-Flow Water Pumps,
STREET RODDER ROAD TOURS

For over 30 years Vintage Air staffers have participated in great cruise events such as the Hot Rod Magazine Power Tour, Rod & Custom Americruise and Street Rodder Tours. We know it is a great chance for us to get out and “Live The Cool Life” with our friends, and to meet our customers on the road.

NOTE: We recommend purchasing pulleys as a pair for best reliability and performance.

PROLINE UPGRADES

Engine Drive Pulleys

Hard To Find OEM-Style Steel & Aluminum Pulleys
Easy solution for installing air conditioning on your classic V8 engine.

Now Available!
Ford 289-302 Small Block Billet Pulleys
Billet Aluminum black Hard Coated pulleys to install air conditioning on your classic Ford SB engine.
730014 - $119.00
Water pump pulley (double groove).
730015 - $130.00
Crankshaft pulley (double groove)
(NOTE: Drilled For 3-bolt balancer: 3” overall depth).

Ford Y-Block Crankshaft Pulley
730004 - $150.00
272-312 Y-Block machined aluminum 2-groove add-on crankshaft pulley.

Now Available!
Toyota FJ Landcruiser Hart Coat billet pulleys
732109 - $130.00
Double groove water pump pulley.
732104 - $150.00
Add-on single groove crankshaft pulley.

Small Block Chevy (Short Pump)
22503-VCA - $85.00
Water pump pulley (double groove).
22506-VCA - $89.00
Crankshaft pulley (double groove).
22507-VCA - $82.00
Add-on crankshaft pulley (Shown at bottom left, single groove pulley designed to bolt onto 22506-VCA to make 3 grooves total).

Small Block Chevy (Long Pump)
733022 - $85.00
Water pump pulley (double groove).
733023 - $89.00
Crankshaft pulley (triple groove).

Small Block Chevy - Short or Long Pump
22502-VCA - $78.00
Key-Way Type Mount
Power steering (double groove).

ProLine™ Machined Aluminum Chevy Pulleys
Our ProLine machined aluminum adds the finishing touch to your engine.

Small Block Chevy (Short Pump)
22301-VCA - $35.00
Alternator pulley (single groove) (Not shown)
22303-VCA - $49.00
Water pump pulley (double groove)
22304-VCA - $49.00
Crankshaft pulley (double groove)
22305-VCA - $89.00
Crankshaft pulley (triple groove)

Big Block Chevy (Short Pump)
22301-VCA - $35.00
Alternator pulley (single groove) (Not shown)
22400-VCA - $89.00
Water pump pulley (double groove)
22401-VCA - $75.00
Crankshaft pulley (double groove)
22402-VCA - $89.00
Crankshaft pulley (triple groove)

Mopar V8 Pulleys
Hard to find OEM-style pulleys to install air conditioning on your classic Mopar engine.
735006 Steel - $75.00
Water pump pulley 318-360 Mopar (single groove).
735007 Steel - $95.00
Crankshaft pulley 318-360 Mopar (double groove).
735011 Billet Hardcoat - $99.00
Water pump pulley 383-440 Mopar (double groove).
735014 Billet Hardcoat - $179.00
Crankshaft pulley 383-440 Mopar (4-groove).

Pontiac V8 Crankshaft Aluminum Pulleys
730006 - $150.00
Crankshaft pulley 326-455 Pontiac, 1968-70, 3-groove, 4-bolt, black hardcoated.
730007 - $150.00
Crankshaft pulley 326-455 Pontiac, 1971-79, 3-groove, 4-bolt, black hardcoated.
730008 - $150.00
Crankshaft pulley 326-400 Pontiac, 1964-67, 3-groove, 6-bolt, black hardcoated.

Now Available!
Ford 289-302 Small Block Billet Pulleys
Billet Aluminum black Hard Coated pulleys to install air conditioning on your classic Ford SB engine.
730014 - $119.00
Water pump pulley (double groove).
730015 - $130.00
Crankshaft pulley (double groove)
(NOTE: Drilled For 3-bolt balancer: 3” overall depth).

Now Available!
Toyota FJ Landcruiser Hart Coat billet pulleys
732109 - $130.00
Double groove water pump pulley.
732104 - $150.00
Add-on single groove crankshaft pulley.

Toyota FJ Landcruiser Hart Coat billet pulleys
732109 - $130.00
Double groove water pump pulley.
732104 - $150.00
Add-on single groove crankshaft pulley.
BUSINESS MANAGEMENT TEAM

Pat Shumaker PHR, oversees the daily operations of our human resources department. With over 130 full-time employees at our facility, Pat is there to manage the insurance, payroll, and training needs of our entire team.
Evaporator Drain Parts

Refrigerant Expansion Valves

112002-SUA - $29.95
SureFit system Cable Converter unit

46103-VUH - $18.50
Vacuum heater control valve. (Normally closed - vacuum to open)

33076-VUI - $38.50
Expansion valve kit for HFC-134a or R-12 systems (Includes valve, press tape and O-ring)

49003-VUP - $5.20
Press tape

20557-VUP - $1.50
Soft-light replacement bulb for ProLine control panel

240002 - $5.00
Replacement light bulb kit for Gen II. Includes 3 bulbs, female spade terminal, ring terminal.

Blower Motor and Fan Parts

11458-VUS - $11.25
Rotary switch (fan/mode).

114600 - $11.25
Rotary switch (Gen II heater mode)

246018-0 - $29.95
Gen IV rotary potentiometer switch w/nut .266" shaft dia.

18157-VUB - $0.13
7/16" - 28 shaft nut

11400-VUS - $9.98
Micro switch for cable-operated SureFit systems

46119-VUP - $10.50
Pag oil, 8.45 fl.oz.

204102-DAR - $7.97
ABS cold-weld glue

Refrigerant Carrier Parts

11088-VUT - $30.00
(Lever for Gen II control panel)

11090-VUT - $30.00
(Lever 42") Vacuum Lever Control

11092-VUT - $30.00
(Rotary 48")

11013-VUE - $30.00
(Rotary 18") Evaporator thermostat

40151-VUG - $50.00
Blower motor for Vintage Air systems only (3-speed, single 2" shaft)

40152-VUG - $37.85
Blower motor for Vintage Air systems only (3-speed, single 1" shaft)

11430-VUS - $12.25
Lever switch fan/mode)

461171 - $28.00
Gen IV servo heater control valve.

461173 - $48.00
Gen IV servo heater control valve replacement kit (Gen IV systems up to 5/2014)

23160-VUW - $8.00
30 amp. circuit breaker with weather boot

23162-VUW - $12.00
40 amp. circuit breaker without weather boot

11409-VUS - $34.95
Gen II Mini heat, cool and defrost PC board assembly (shown).

11209-VUS - $34.95
Gen II Mini heat, cool only PC board assembly

11208-VUS - $34.95
Gen II Super/ Gen-II ComPac, heat, cool and defrost PC board assembly (All come with wiring harness, aplugs and ABS board box)

TOTALLY COOLED GALLERY

Gary Whorton’s beautiful blue 1969 Mach 1 Ford Mustang is powered by a 428 Cobra Jet with a Richmond 6-Speed. This Pro-Touring style Mustang features big Budnik wheels and our latest 1969-70 Mustang Gen IV SureFit climate control system.
**Horizontal SuperFlow Condensers**

Perfect for late-model cars with more grill area. With male O-ring fittings. Top #8, bottom #6.

- **03701-OVA** - $120.00
  Condenser with brackets, 12” tall x 20” wide x .83” thick
- **03702-OVA** - $139.00
  Condenser with brackets, 12” tall x 24” wide x .83” thick
- **03260-VUC** - $139.00
  Condenser with brackets, 14” tall x 18” wide x .83” thick
- **03261-VUC** - $139.00
  Condenser with brackets, 14” tall x 20” wide x .83” thick
- **03262-VUC** - $149.00
  Condenser with brackets, 14” tall x 22” wide x .83” thick
- **03263-VUC** - $149.00
  Condenser with brackets, 14” tall x 24” wide x .83” thick
- **03770-VUC** - $139.00
  Unpainted condenser w/o brackets, 14” tall x 25.5” wide x .83” thick
- **037034 - S139.00**
  Condenser with brackets, 16” tall x 18” wide x .83” thick
- **037035** - $149.00
  Condenser with brackets, 14” tall x 25” wide x 1.00” thick
  (90 degree outlets, 27.75” overall width with fittings and brackets)

**NOTE:**

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

---

**Vintage Air Designed SuperFlow™ Micro Tube Condensers**

This SuperFlow condenser design was pioneered by Vintage Air to provide leading-edge technology and superior performance with today's 134a refrigerants. The importance of this unique new micro tube design and its improved refrigerant flow cannot be overemphasized. By providing increased refrigerant contact with the micro tube walls and multiple passes per circuit for low restriction pathway, SuperFlow condensers provide up to 40% more capacity than comparably sized old-style tube-and-fin condensers.

---

**Monster SuperFlow Condenser For Dual Air Or High-Capacity Systems**

- **037030-OVR** - $179.00
  Condenser with straight outlets, 16” tall x 27” wide x 1” thick, 29.5” overall length with fittings and brackets.

---

**Tri-Five Chevy Condenser For Crossflow Radiator**

- **03455-VCC** - $219.00
  SuperFlow condenser kit for use with many aftermarket 1955-57 Chevy crossflow aluminum radiators. (Universal fit with other crossflow radiator packages). See Page 15 for our new dual fan kit which is compatible with this condenser /radiator combination. Includes 03770-VUC condensor, brackets and hard-lines, as shown.

---

**INTERNATIONAL GEARHEAD SCENE**

People worldwide are developing a passion for vintage American cars. We’re proud to say Vintage Air is becoming recognized globally for its quality and customer service. Our own John Chisenhall has handled much of our distributor relations in Latin America for many years. He is shown here with his pearl green 59 El Camino.
**Remote-Mount Condenser and Fan Kit**

Allows you to install A/C in your car when there is no room to mount a condenser in front of your radiator. Installation will require a triinary function safety switch (Page 81) and an extra long hose kit. Must be mounted in a location allowing adequate airflow to enter and exit condenser. These remote condensers include high-performance fan and ABS shroud. 14” wide x 20” long x 4” thick.

**03143-VUC - $259.00**
Remote condenser 14” x 20” with 14” SPAL fan

**03500-OVA - $259.00**
Remote condenser 12” x 20” with 12” skewed blade fan (not shown)
CUSTOMER SERVICE TEAM
Sales Supervisor, Art Cavazos, has worked in the automotive industry for over 18 years and at Vintage Air for 17. Art is a second generation street rodder and his current project is a '33 Ford Pickup.
SPAL Series Electric Fans
SPAL is recognized worldwide as a leader in automotive engine cooling technologies. We offer the complete line of SPAL fans to our customers to assure optimum cooling system performance. The illustrations are for typical reference only. Your dealer will be happy to supply you with specific CFM recommendations and mounting information.

SPAL Series Electric Fans

<table>
<thead>
<tr>
<th>Part Number</th>
<th>Fan Diameter</th>
<th>Motor Thickness</th>
<th>Fan Thickness</th>
<th>CFM</th>
</tr>
</thead>
<tbody>
<tr>
<td>32141-SHF - $150.00</td>
<td>14&quot; Puller</td>
<td>3.390</td>
<td>1.100</td>
<td>1720</td>
</tr>
<tr>
<td>32140-SHF - $150.00</td>
<td>14&quot; Pusher</td>
<td>3.390</td>
<td>1.100</td>
<td>1720</td>
</tr>
<tr>
<td>32161-SHF - $150.00</td>
<td>16&quot; Puller</td>
<td>3.390</td>
<td>1.100</td>
<td>2360</td>
</tr>
<tr>
<td>32160-SHF - $150.00</td>
<td>16&quot; Pusher</td>
<td>3.390</td>
<td>1.100</td>
<td>2360</td>
</tr>
<tr>
<td>Extreme Duty 16&quot;</td>
<td>287016-VUR* - $249.00</td>
<td>16&quot; Puller</td>
<td>3.640</td>
<td>1.440</td>
</tr>
<tr>
<td>32111-SDF* - $300.00</td>
<td>11&quot; Dual Puller</td>
<td>4.250</td>
<td>2.600</td>
<td>2780</td>
</tr>
</tbody>
</table>

(See below) (5 blade fan)

Above fans do not include mounting brackets.
40137-VUB - $15.00
Fan mounting bracket kit.

Notes:
1. These fans must use heavy duty wiring kit 23102-VUW. See Page 90.
2. Other smaller fan models available by special order only. Allow 4-6 weeks delivery.

SPAL Dual Fans
Designed as a primary cooling fan package. They can be mounted horizontally for use on 50s, 60s and 70s cars and trucks. Mounted vertically, they can be used on mid-to-late 30s street rods and trucks.

32111-SDF - $300.00
11" Dual Puller Fan Package

231360 - $24.95
Dual Fan "Y" Connector to integrate 32111-SDF fans into our fan harness kits on Page 90.

TOTALLY COOLED GALLERY
One of the earliest pro-built street rods to feature Vintage Air was built for our San Antonio friend Jamie Mussleman. This unique and very rare Model B-400 was featured in several magazines of the time. The car was built by Hot Rods by Boyd and displayed all of the detail and finish quality Boyd was known for.
These ABS molded shrouds are designed to be custom trimmed for your particular fitment. Excess material is molded into the outer edges to allow flexibility in mounting position. Fan opening is not cut out so that you may trim it for your application.

**Fan Should Be Positioned Half In, Half Out Of Shroud As Seen From Above**

**32031-VFF - $98.00**
- Fits: 1938-39, 48-49 Buick
- 1937-40 Chevy Pickup & Panel
- 1946 Chevy Pickup & Panel
- 1931 Ford
- 1940 Olds
- 1931-32, 36-37, 39-40 Pontiac
- 1932 Plymouth

**32031-VFF - Trim To Fit:**
- 1932-41 Chevy
- 1936 Chevy Pickup & Panel
- 1932 Ford
- 1933-36 Ford
- 1936 Olds
- 1936 Plymouth

**32034-VFF - $98.00**
- Fits: 1933-34 Ford w/18.25" engine-drive fan with most manufacturers engine mounts

**32037-VFF - $108.00**
- Fits: 1937-39 Ford Standard

**32041-VFF - $98.00**
- Fits: 1939-40 Ford Deluxe, '40 Standard

**32042-VFF - $98.00**
- Fits: 1942-51 Ford
- 1946-48 Chevy
- 1947-53 Chevy trucks
- 1941-48 Plymouth
- 1948 Dodge

**TOTALLY COOLED GALLERY**
Shoe Box Fords are really getting popular. This one is owned by Rocky Boler and built by Creative Rod & Kustom (Womelsdorf, PA.) Our Gen IV Magnum systems are perfect for these larger cars, and offer our famous “Just Right” temperatures in any driving conditions and any season. We also have compressor and alternator brackets for most popular Ford engines.
1989 was a good year for Vintage Air. We continued to grow and create new products for the street rod market. The National Street Rod Association gave us their Industry Appreciation Award in 89. We didn’t ease up after that award and we won’t coast after any others either.
Even with Vintage Air’s great performance, proper sealing and insulation are critical to the optimal performance of any climate control system in a classic vehicle. An air conditioner must be able to remove heat faster than it is added to the cabin, so it is imperative that good quality weather stripping, door seals and heat reflecting insulation are installed in your vehicle. It is also very important to locate and fill any holes, seams, or other openings in the firewall and floor that might allow hot air from the engine compartment to enter the interior. In short, you have to keep out as much heat as possible to allow the climate control system to operate efficiently.

Vintage Air offers two approaches to sound deadening and heat insulation. Dynamat Xtreme is an excellent sound deadener and heat reflective first layer of insulation on floors, door skins and headliners. For maximum heat block and reflection, install Dynaliner closed cell foam or Koolmat insulation as a second layer on top of the Dynamat Xtreme.

We are now also stocking Lizard Skin spray-on insulation and sound deadener. Heat reflection is accomplished with a ceramic substrate suspended in the spray mixture, and the sprayed installation provides a seamless coating. A second spray application with the sound deadener reduces vibration and noise to complete the system.

Dynamat Xtreme - Above
Dynamat Xtreme is the top-of-the-line product. It has the highest damping efficiency and doubles as a radiant energy reflector, as it has an aluminum outer facing. Xtreme can be used on any surface: firewall, floor, engine compartment, roof, trunk, or doors. It is ultra thin, lightweight and conforms easily to floor contour.

<table>
<thead>
<tr>
<th>Product Code</th>
<th>Price</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>46135-VIP</td>
<td>$99.00</td>
<td>12 sq.ft.kit (4 sheets 12” x 36”)</td>
</tr>
<tr>
<td>46137-VIP</td>
<td>$269.00</td>
<td>36 sq.ft.kit (9 sheets 18” x 32”)</td>
</tr>
</tbody>
</table>

Dynaliner - Far lower left
This is the perfect ultra-lightweight insulator to use on top of Dynamat. This durable, crush-and-tear-resistant material has the highest heat blocking properties available in a single layer synthetic foam-type material. Dynaliner isn’t affected by oil, and does not absorb water. Dynaliner provides acoustic isolation and excellent thermal insulation for roof, firewall, floor and doors. It can even be used under your hood.

<table>
<thead>
<tr>
<th>Product Code</th>
<th>Price</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>461501-VIP</td>
<td>$85.00</td>
<td>.25” thick, 12 sq.ft.kit</td>
</tr>
<tr>
<td>461502-VIP</td>
<td>$109.00</td>
<td>.5” thick, 12 sq.ft.kit</td>
</tr>
<tr>
<td>461500-VIP</td>
<td>$65.00</td>
<td>.125” thick, 12 sq.ft.kit</td>
</tr>
<tr>
<td>461501-VIP</td>
<td>$85.00</td>
<td>.25” thick, 12 sq.ft.kit</td>
</tr>
<tr>
<td>461502-VIP</td>
<td>$109.00</td>
<td>.5” thick, 12 sq.ft.kit</td>
</tr>
</tbody>
</table>

Application Rollers - Left
Applying Dynamat is simple with the right tools. Proper adhesion will guarantee long lasting results. The Economy Roller is perfect for simple applications. The Professional Roller is a must for do-it-yourselfers who desire the very best results.

<table>
<thead>
<tr>
<th>Product Code</th>
<th>Price</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>44124-TUP</td>
<td>$9.95</td>
<td>Wood Roller</td>
</tr>
<tr>
<td>44124-TUP</td>
<td>$14.95</td>
<td>Rubber Roller</td>
</tr>
</tbody>
</table>

FACTORY TOUR
Left to right: Mildred Marian, Christian Benavidez and Sanela Carroll handle all the meticulous details of assembling all Vintage Air control panels in the controls and wiring department. All control panels are assembled and tested for proper functionality prior to being delivered to the customer.
INDUSTRY RECOGNITION

In 2005, Goodguys selected our Front Runner accessory drive for Ford small block engines for their Best New Product award. Vintage Air engineers designed the unique forged, one-piece timing cover/mounting bracket concept to provide a rock solid base for mounting the compressor, alternator and power steering pump in a super compact package.

COOL IT®

Thermo-Sleeve
Thermo-Sleeve is a combination of high temperature fabric laminated to a highly reflective Mylar foil. It provides protection for hoses and wires from radiant heat. Thermo-Sleeve’s ultra lightweight construction provides more insulation than traditional bulky rubber-coated fiberglass and reflects more than 90% of radiant heat. It is fireproof and oil resistant.

209105 - $35.00
1-1/8” - 1-1/2” diameter x 3 foot

209106 - $40.00
1-5/8” - 2” diameter x 3 foot

Thermo-Shield
These flexible shields block more than 90% of damaging radiant heat from exhaust. The high-tech composite construction provides the ultimate in protection, incorporating T-C-T, Thermo Tec’s proprietary coating technology. Clamp-On Shields are available in 1’, 2’ and 3’ lengths for automotive and motorcycle applications. Kits come complete with all clamps and install in minutes.

209100 - $34.50
6 in. x 1 foot Kit

209101 - $49.00
6 in. x 2 foot Kit

209102 - $70.00
6 in. x 3 foot kit

209103 - $30.00
4 in. x 1 foot kit

209104 - $70.00
4 in. x 2 foot kit

FTP Sealing Boots Stop Heat Incursion
JJ’s Rods’ neat solution for sealing your heat sources in firewall/floorboards. Polished stainless steel flanges hold the molded rubber boots in place for an elegant look.

040011 - $69.95
Steering Boot for .75 to 2.25 inch diameter columns.

040010 - $39.95 Each
Brake/Clutch Pedal Boot
(For through-floor pedals)
Vintage Air is proud of our many authorized distributors worldwide! If you’ve spent any time in the street rod or specialty car hobby, you will recognize many of these businesses as leaders in construction and innovation in the street rod and custom car industry. That these fine companies have chosen to become Vintage Air dealers is testament to the performance and quality of our climate control systems. Professional car builders will not risk the reputation of their shop on unproven or unreliable components. That’s why more street rods, worldwide, are air conditioned by Vintage Air systems than all other brands combined.

But what if you’re buying and installing an A/C system yourself? That just makes all those experienced distributors even more important. Each year Vintage Air hosts an intensive distributor training program at our San Antonio manufacturing facility. This ensures that the people in our distributor network understand the operation, performance characteristics, and most importantly, the installation procedures on all of our systems.

These training sessions include over ten hours of classroom instruction on topics ranging from basic air conditioning theory to product familiarization, and even the future technology we are continuously incorporating into our new systems. As early as 1987, we recognized that sweeping changes were soon to be required in the automotive air conditioning field. We immediately began to create new products and to educate our distributors about the growing environmental issues concerning automotive A/C systems. We support efforts to safeguard our environment. We have now sold thousands of our environmentally friendly 134a systems, and they have proven to be very efficient and reliable.

After our distributors complete their in-class instruction, they each participate, “hands-on,” with an actual system installation in a street rod, sport truck or other classic car. From unpacking and reading through the instructions to assembling and mounting the components, these folks learn to do it all.

By the time each distributor leaves for his home town, he will have expert knowledge and hands-on experience to help you select the right system for your car and to help you get it installed and performing perfectly. Properly engineered climate control systems are not simple, but your local factory-trained distributor and our detailed instruction booklets will help make your installation easy and trouble-free.
Scenes from our annual Open House in San Antonio. Hundreds of cool cars and even more of our good friends gathering for food and conversation. Our team works hard to keep the cool flowing to all of our customers. This party gives them the chance to enjoy the fun too.

The show also includes our NitroFest featuring some of the fast and famous cars and racers from the past.

Detroit Firemen’s Fund, an organization of active and retired firefighters, along with the help of numerous volunteers, rebuilt this 1937 Seagrave Safety Sedan for use in civic functions and funerals of fallen Michigan firefighters. The giant vehicle was restored to its fine original looks and the interior now seats entire families for its new duties. The Seagrave features a complete Gen II Super air conditioner in front and a Monster Trunk-Mount system in the rear area.
Visit our newly redesigned website, www.vintageair.com, for the most current listings of active Vintage Air Distributors and installers. Click on the “Distributor” icon. On the next page you can search by country, state or zip code. See steps below.

**Step 1** - Click On “Distributors” On The Opening Page.

**Step 2** - Type In First 3 Numbers Of Your ZIP Code or The Name Of Your State And Scroll Down To Your Preferred Distributor.

**INDUSTRY RECOGNITION**
Goodguys presented Vintage Air’s new Gen IV Magnum with another Best New Product award for Interior Components in 2007. Our all new Gen IV Magnum was major step forward for larger car climate control systems because of the unique evaporator case design which allows the unit to mount back against the firewall on later model vehicles. The Gen IV is also our most powerful system!
Typical Binary Switch Wiring

Note: Binary Switch Connection for Part Number 11078-VUS Shown

For more information about trinary switch visit: Youtube.com/Vintage Air or www.vintageair.com

Typical Electric Fan Relay Wiring With Trinary Switch

Note: Trinary Switch Connection for Part Number 11076-VUS Shown

INDUSTRY RECOGNITION

We are proud that Vintage Air has been leading the industry in technology and dependability for over 40 years. Our hard work has earned us many awards from NSRA, Goodguys and SEMA since the beginning. The SRMA (now HRIA) presented us with this Outstanding Display Award in 1997.
FACTORY TOUR

In our continuing quest to maintain the highest quality components for our systems, we have now added an entire cooling coil manufacturing department. (L-R) Edward Cardenas, Larry Casanova, Scott Magness, Salvador Perez, Ernest Pulczinski, Alex Mendoza and Cuprobraze Lead-Manual Valdez.
**VINTAGE AIR ON THE ROAD**

After all these years it seems like we have driven a million miles in our various test cars. We design each system and product using the latest technology and manufacture all of our systems in our own plant. But the real proof of Vintage Air’s performance and reliability is on the cross-country tours we take every year.

---

**For SureFit Applications**

- **Evaporator:**
  - #
  - $

**Vehicle Information**

- **Year:** _____
- **Make:**
- **Model:**
- **Engine:**

- **Water Pump** (Chevrolet Only): Long or Short  [circle one]
- **Alternator Location:** Driver Side or Passenger Side  [circle one]
- **Headers:** Yes or No  [circle one]
- **Original Vehicle:** Factory Air or Non-Factory Air  [circle one]

**Radiators Position:** 6 Cyl. or V8 Position  [circle one]

* For 1955-57 Chevy Only

- 6 Cylinder Position = The radiator is positioned between the grill and the core support.
- V8 Position = The radiator is positioned between the core support and engine.

- **Electric Fan:** Yes or No  [circle one]

---

**For Street Rod & Universal Applications**

Below are the nine major components that comprise a complete air conditioning system. As you look through the catalog, use this page to build a system for your specific application.

<table>
<thead>
<tr>
<th>Component</th>
<th>#</th>
<th>$</th>
</tr>
</thead>
<tbody>
<tr>
<td>Evaporator:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Controls:</td>
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<tr>
<td>Louvers:</td>
<td>QTY: #</td>
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<td>Compressor:</td>
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<td>Compressor Bracket:</td>
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<tr>
<td>Hose Kit:</td>
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<tr>
<td>Safety Switch:</td>
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<td></td>
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<tr>
<td>Bulkhead:</td>
<td>[Optional]</td>
<td></td>
</tr>
<tr>
<td>Condenser:</td>
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*Note: Gen II Mini & ComPac systems require a minimum of 3 louvers, Gen II Super & Gen IV Magnum systems require a minimum of 4 louvers.*
Name __________________________________________ Date ____________
Street __________________________________________
City __________________________ State ________ Zip _________
Telephone, Home ( ) __________________ Work ( ) ____________

Orders without phone contact info will not be accepted.  
E-Mail Address ______________________________

Terms: (circle one) VISA MASTERCARD AMERICAN EXPRESS PREPAYMENT*

* Not: All prepaid orders will be shipped freight collect.

If this is a credit card order, please complete the following information:

Credit card # __________________________ Expiration date ____________
Name as it appears on the card __________________________ CVV Code# ______
Authorized signature __________________________

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We ship UPS. All merchandise is shipped freight collect. On credit card orders, freight charges will be added to your invoice. If paying by cashier's check or money order, please call for shipping cost and quote. All prices are subject to change without notice.

TX residents add 8.25% Sales tax

Freight charges* __________________________

Total __________________________

Mail orders to: Vintage Air, Inc.  
18865 Goll Street  
San Antonio, TX 78266

Fax orders to: Vintage Air, Inc.  
1-210-654-3113
TERMS:
Sales are cash, certified check, cashier's check, credit card or money order. No personal checks, please. Prices and product specifications are subject to change without notice. In case of substantial price increase, you will be notified before shipment. VISA, Mastercard and American Express orders are welcome. Telephone orders will require: Buyer's name, address, phone number, card number, and expiration date.

HOW TO ORDER:
Call your local authorized Vintage Air distributor or our information line. Have the part numbers and brief description ready before you call. Also have other information that could assist us in assuring that the parts will fit your car such as vehicle make, model, body style, engine make and model. Stock pulleys or aftermarket accessory drive systems, etc., along with intake and header info is important as well.

SHIPPING:
We normally ship via UPS. Parcel Post can be arranged if required. All shipments are freight collect.

BACK ORDERS:
Orders for items which may be out of stock will be held on back order and shipped as soon as available.

24 HOUR FAX: (210) 654-3113

RETURN PRODUCTS:
All sales are final. Please inspect the contents of your order immediately upon receipt of shipment. Products may be returned within twenty (20) days only with RGA number from Vintage Air Inc. There will be a minimum restocking charge of 15% for all authorized returned goods. All approved returns must be shipped freight prepaid - COD shipments will not be accepted. Products used or showing evidence of use, or alteration (including painting) may not be returned.

WARRANTIES:
There are no representations, warranties, or conditions expressed or implied, statutory or otherwise, except those herein contained. Warranties are for parts only - no labor costs are covered.
• Complete A/C systems warranted for 3 years from purchase date. This warranty does not cover any defect which is the result of improper installation, improper maintenance or modification of the unit or any of its components by purchaser. Normal wear of service items shall not be considered defects under this warranty.
• Radiators, Water Pumps, Alternators, warranted by the manufacturer.
• Electric cooling fans warranted by the manufacturer.
Vintage Air Inc. will not be liable for personal or property damage caused by misuse of any product we manufacture or sell. Our liability ends with the repair or replacement of the part, if found to be defective. All replacement parts shipped prepaid UPS Ground service.

Prices In Catalog Are Subject To Change