As I write this in the late fall of 2020, I feel the need to look back at the year and call it what it is: “A Year of Challenges.” The year has brought us face-to-face with challenges that will certainly be recognized historically as the Great Pandemic. Worldwide, literally no one escaped its impact. There may be different opinions on causes or cures, but the fact is that thousands of citizens have suffered from this virus. As COVID 19 swept through the world, it also brought challenges that businesses could not ignore. To continue to operate safely here, we made changes throughout our company, beginning with working two shifts per day to reduce the number of people on the production floor at any one time, having temperature checks when employees enter our buildings and expanding spacing between employees throughout the day. Some of our staff are even working from home, when possible, to ensure minimal risks.

Through it all, we’ve worked hard to keep our eye on the ball while trying to provide the service and product quality that our customers have come to expect. Thanks to our entire team for their cooperation and support.

We are always eager to comply with government oversight of our industry, even when we may not agree completely with each new law. We understand that it is our responsibility to comply. Accordingly, we have always been proactive in addressing these issues and bringing solutions to the market early. We upgraded our products to use HFC 134a refrigerant before ANY air conditioning systems manufacturer in the United States, including the OEM car builders! In fact, we were testing our own systems, upgraded to HFC-134a, in the Sanden wind-tunnel in 1990! OEMs began using 134a in the 1992 models. It is this dedication to the advancement of cutting-edge technology that allowed us to design and supply the OEM HVAC system for the 2016 through 2021 Ford GT supercar. We designed and developed these systems completely in-house, and more of that new technology is headed your way soon. I am proud that we are compliant, and also that we provide our dealers and allies in the performance aftermarket industry the technical assistance necessary to navigate into any new environmental issues we may face.

Ultimately, we are a manufacturer of climate control systems for a mobile world. We have, since the beginning, developed and built our products with a continually expanding engineering effort, staffed by a growing group of specialized engineers recruited and trained by Vintage Air, to ensure that we constantly improve our products to work more effectively and reliably with each new evolution. Many of the technical gains have come as a result of building those OEM systems, because automakers require the most current technology and systems. Throughout the development of these systems, Vintage Air and our OEM customers are transferring technology and methods both ways. We share unique know-how in hardware and software design, and in return, we gain access to the world’s most advanced facilities and methods for testing vehicle performance and reliability. It’s a mutually beneficial relationship. The net result is that our customers also benefit from these projects through improved performance, quality and reliability - continuous improvement! And along the way, every product is tested and validated on our in-house testing equipment and in our own daily-driven cars and test mules before they are released to our customers. When a new Vintage Air product is offered to the market, it is ready to perform.

Some recent releases for this year include “Installation-friendly,” bolt-in replacement control panels for Camaros, Novas and C-10 trucks. They have an OEM look and improved feel and operation. The newly released 1967-79 F-100/Bronco SureFit systems are a great example of our dedication to continuous improvement and smart implementation of our technology in everything we do. Our new cast-pump LT and LS Front Runners, with integral water pumps are in production - exciting additional coverage in our engine accessories program. Adding to our existing in-house manufacturing processes at Vintage Air is our new on-site Powder Coat Facility, greatly improving our product durability and appearance. And last but not least, we have jumped in with both feet to address the nagging issues of keeping the engines of our hot rods cool in “All” driving conditions, specifically in heavy summer traffic. We have now created new “Brushless-Motor” 17-inch and 19-inch electric fan packages to vastly improve reliability and reduce electrical system loads. I installed them many months ago on my ’39 Ford Sedan and my ’40 Ford Coupe and have driven these two cars across the U.S. and Canada in all weather conditions to evaluate their performance. The results have proven that these are the LoPro and Monster cooling fans that I have been working towards for many years.

As we move forward, and due to your demand, the range of SureFit applications we offer now reaches into later-model cars and trucks. But we remain, as we always have, “hot rodders at heart,” because the heart of hot rodding is to always make it better! We are proud of our capable staff and, as you can see by reading the staff stories at the bottom of these pages, we have made a 45-year 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 and is why we have so many 20-year, 15-year and 10-year team members among our Vintage Air ranks.

Vintage Air quality is American-made quality, built by more than 180 American craftsmen, right here in our 50,000-square-foot Texas plant. Over the past forty-five years you have all helped make Vintage Air a success! Thank you for your continued confidence in Vintage Air, and I hope to see you on the road.

Stay cool!
NEW!

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DISTRIBUTOR TRAINING

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.
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 helpful to understand the layout of a complete system and how each component contributes to the overall performance. 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: Basic Functions
We’ll begin under the hood with the engine-mounted compressor. As the heart of the system, the compressor takes low-pressure, super-heated refrigerant in gas state and compresses it into a high-pressure, super-heated vapor. This vapor is loaded with heat it has absorbed from air blown over the evaporator coil inside the vehicle’s cabin. (It is important to remember that an air conditioning system does not “make cool air,” it just absorbs heat from an interior space and releases it to the exterior.) 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 more dense, requiring less space. The more efficiently the refrigerant is condensed (sub-cooled), 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 mostly liquid with some gas bubbles, then flows into the receiver/drier, where the liquid falls to the bottom of the drier tank and the bubbles rise to the top. 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 thermal expansion valve (TXV)).

The TXV is a refrigerant metering device that controls the flow of refrigerant into the evaporator coil. Based on feedback from a temperature-sensing bulb attached to the tube exiting the evaporator (suction line) the TXV varies the size of its internal orifice. This continuous metering action ensures that the evaporator always sees the proper flow of refrigerant at all times. The orifice is largest when cooling demand is highest and gets smaller as the cooling demand is reduced. As the liquid refrigerant passes through the TXV orifice (a restriction), the pressure of the refrigerant drops dramatically. This drop in pressure causes the liquid refrigerant to absorb heat from its surroundings, boiling the refrigerant, which causes it to expand into a low-pressure (now super-heated) gas, which then returns back to the compressor to start the cycle all over again (see drawing above). Another very important fact to mention at this point is that, along with the refrigerant, compressor lubrication oil is also always flowing through the system. This oil is always in liquid state and the volume of oil in the system is very important. Too much oil will lead to poor system performance and even system damage, while not enough oil (or not enough oil in circulation) will lead to compressor failure. We’ll talk more about this in the next section.

Basic Components: Selecting a Condenser
The most difficult challenge in building an efficient system is fitting a large enough condenser in a place where the air is cool enough and can flow across it well enough to remove the heat and adequately condense the refrigerant. 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 in turn, reduces 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 liquid refrigerant and also trapping the oil, preventing it from properly circulating back to the compressor. 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 around 1992, 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 of condenser was the correct solution, and Vintage Air pioneered that technology for the performance aftermarket.

Our own SuperFlow® condensers, introduced back in 1991 and continuously improved since, 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 vir-
tually 100% contact between the refrigerant and 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 comparably sized conventional copper tube-and-fin-type condensers that were standard equipment on most cars and trucks up until very recently. This means we can get more capacity with less space - a good thing for smaller vintage cars and trucks!

The condenser has to have good airflow and must be mounted properly. It should be matched to a compressor that is properly sized for the rest of the system. We have tailored our systems with a combination of components optimized to deliver the best performance for each application. We always recommend using the largest parallel flow condenser possible. The condenser should cover as much of the radiator core as possible.

Airflow to the condenser is as important as size: the more the better. Ambient air temperature (outside air temp) is more important to an air conditioning 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. So, we position the condenser in front of the radiator, or in the coolest air stream possible, to keep the ambient air flowing over the condenser below the century mark or as near as possible. More time and consideration should be spent on selecting the condenser than on any other component of your system.

Basic Compressor Facts

The next and 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, although we do see a few engine swaps that retain the original General Motors/Frigidaire (DAG and R4), or the Ford Nippondenso compressors. There are even a few York/Tecumsehs still operating 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 popular because they operate smoothly and with a minimum amount of torque because the load is not distributed over multiple short-stroke cylinders. At operating speeds of 1800 to 2400 RPM, it is the most efficient pump on the market, and it can be operated at continuous crankshaft speeds of 8000 RPM if needed. It has also proven to be the most reliable compressor on the market. These characteristics make the Sanden an almost ideal performance compressor.

Displacement sizes for Sanden units are identified by the numbers on the label of the case. The numbering system is interpreted as follows: SDH14, commonly referred to as the 508 = 5 cylinder/8.4 cubic inch (138cc); SD7B10 = 7 cylinder/ 6.1 cubic inch (100cc); SD7H15, commonly referred to as the 709 = 7 cylinder/ 9.4 cubic inch (155cc).

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 brother, 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 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 part costs are high.

**Continued**

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**WE WROTE THE BOOK ON AIR CONDITIONING**

Jack Chisenhall, along with Norm Davis, literally 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.
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, refrigerant 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/C 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 a secondary control is used, 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: 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 what most aftermarket systems are using. However, we will use that as our standard-size condenser. A compressor of 6 to 9.5 cubic inches of displacement per revolution is ideal for a classic car or truck with our standard-size condenser and an average-sized aftermarket evaporator. 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 psig) 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 pressure cutoffs, and 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.

Compressor Mounting
As we mentioned earlier, the way the compressor fits into your available space and how it mounts to your engine are serious considerations. Today most aftermarket compressor brackets are designed to mount Sanden 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.

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 also allow enough belt contact on all pulleys that are driving or driven by that belt. This area is called the “arc of contact.” 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 68-73 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 60-67.

Selecting the Right Evaporator

The evaporator unit, which mounts inside the car, is so called 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 seventies, 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 an evaporator unit compact enough 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 where component size was reduced, capacity also diminished. However, through over forty years of continuous improvement, testing and development, we have overcome most of the early limitations. Through use of our in-house calorimeter test chamber (think of a dynamometer for A/C systems), fleet of system test vehicles, and powerful virtual modeling and simulation software, our team of systems engineers can ensure that each of our products will deliver performance far beyond the early aftermarket systems and outperform all others on the market today. Our proven Gen II and revolutionary Gen IV systems can perform as well as any OEM system today. See page 11 for further explanation of the benefits of our proven 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, be careful to not block off any air outlets on the evaporator case to avoid excessive air restriction 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 76 thru 84. Your drier should always be positioned to produce a “liquid seal” at the pick-up tube (this will be vertical for most driers). 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 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 96-97)

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.

The Inventors Of Performance Air Conditioning

Once again, Vintage Air’s OEM development division partnered with Ford Motor Company to design and supply the climate control systems for the next generation Ford GT. The GT system incorporates the proven technology and performance available to hot rodders with all of our SureFit and Custom Fit systems.
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 1992 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, when trying to restore a vintage car’s air conditioning system, there is no alternative to upgrading the entire system to use 134a refrigerant. Yes, some vintage OEM systems can be modified to run on 134a with replacement condenser, drier, hoses and fittings, 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.

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.

Continuous Improvement

Over more than four decades, we have continually improved and reinvented our products to better serve our customers’ needs. In 1992, 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 comparably 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 we continued to enjoy their “vintage” Vintage Air systems, 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.

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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

At 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 vents 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.

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 1992 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, when trying to restore a vintage car’s air conditioning system, there is no alternative to upgrading the entire system to use 134a refrigerant. Yes, some vintage OEM systems can be modified to run on 134a with replacement condenser, drier, hoses and fittings, 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 more than four decades, we have continually improved and reinvented our products to better serve our customers’ needs. In 1992, 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 comparably 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 we became more valuable every day. Owners of
these cars were becoming reluctant to cut or damage the original sheet metal on their now valu-
able classics. We knew there was a need for "bolt-in" air conditioning systems that would require lit-
tle to no 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 12-44.

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 reengineered 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 best-selling and most trusted climate control systems for over twenty years!

Our next challenge in 2000 was to engineer a better way to mount and drive all the engine accessory systems, such as the alternator, the power steering pump, and of course, the air conditioning compressor. Fitting a modern V8 engine into a vintage vehicle’s small engine compartment has always been a problem. We felt a super-compact drive package was needed. Also, conventional mounting bracket systems available at the time usually attached to the modern V8 engine’s cylinder heads, making modifications like varying deck heights and performance intake systems problematic. Finally, and maybe most important, engine harmonics and 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 and race car drive-components as well as 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 high performance 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 60-67).

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 systems, using the Gen IV control system, incorporated everything we had learned over thirty-six years. We created an entirely new evaporator case with amazing capacity and airflow 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 systems. We even build our own coils in-house. To operate the new systems, our in-house engineers developed a new, digital system, controlled by a microprocessor, which eliminated all vacuum requirements, all cables, and the conventional capillary tube thermostat. With the Gen IV control system, your control panel can now be mounted almost anywhere you want in the vehicle, with only a slim wiring harness to route! On many of our SureFit Systems, this technology even allows you to adapt your car’s original dash controls to our fly-by-wire electronics. Owners of these Gen IV-based systems tell us that they honestly feel that their Vintage Air SureFit is as good as the climate systems in their OEM late model vehicles. That’s not surprising, because this generation of Vintage Air technology went on to become the basis of the climate control system we designed, built and supplied exclusively to Ford Motor Company for the Ford GT!

And there are many other small, almost unnoticeable advancements too. We hold patents for our deceptively simple-looking “Electronic Cable Converters” included in many SureFit kits (page 13). These little devices allow you to retain the original look and feel of your OEM control panel by eliminating the original push-pull cables and replacing them with a simple and reliable electronic interface to the Gen IV control system. Combined with our exclusive “learning” software, virtually any OEM control panel can be converted to interface with the Gen IV system.

And speaking of SureFit kits, we have continued to add to our expansive line of “bolt-in,” make-and-model specific, climate control systems for vintage cars and trucks (See pages 12-44). Each one of our SureFit kits is engineered using as many as five or six examples of each make and model vehicle (see below). Most people don’t realize that every car model produced in Detroit has had many small and large design changes throughout its manufacturing cycle. We document and allow for these variances to make each kit as close to “no-cut and no-drill” installations as possible.

Throughout the past forty-three 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 over four decades of knowledge and experience, plus the skill and craftsmanship of over 160 American workers with each system.

SUREFIT R&D PROGRAM

As mentioned above, every SureFit kit we develop requires an amazing amount of hands-on work. To make our SureFit kits “bolt-in,” we must allow for all the factory changes that have been incorporated into the OEM production run. We use many examples of each model to ensure that our kits are as easy to install as possible.
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 make 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 aged 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 precise 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 its maximum, 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!
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 the earliest 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, but 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.

Over 40 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!
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 45), 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, the firewall/engine area of your car or truck is cleared 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 provide 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 with perfectly tucked giant wheel and tire combo that lets it glide down the road with style and speed. And 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
- High-volume dehumidified defrost
- Separate high-capacity aluminum plate & fin cooling coil
- Copper/brass 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**
- 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
  - No molded center vent allows use of 4 individual louver locations
- 565702 1957 Chevy 4-Vent Evaporator Kit
  - No molded center vent allows use of 4 individual louver locations

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

**NOTE:** ’55-’57 kits require OEM, deluxe 4-lever control panel. (Not included)
OEM '55-'56 Chevy deluxe control with supplied Electronic Cable Converters™ installed from our Gen IV kit.

Tri-Five Fan Shrouds
We offer new direct replacement radiator shrouds for classic Chevys. We also recommend using our 18” heavy-duty fan blade.

37155-VCF - $98.00 - 1955-57 Chevrolet Fan Shroud V8.

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

37555-ACR - $98.00 - 1955-57 Chevrolet Fan Shroud V8 with radiator moved to 6 cyl. position.

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 additional fittings and refrigerant hose may be required. See cross flow condenser kit on page 90.
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 86 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.
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.
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 86 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).

**Optional System Components**

**30266-CCA $189.00**
1963-67 Corvette condenser fan kit. Fan kit includes: 14.0” SPAL electric pusher type fan, wiring harness, mounting brackets, hardware kit and male trinary safety switch with connector.

**735002 2 $240.00**
1966-70 Corvette with factory air; 427-454 3-Groove Water Pump Pulley (5/8” Shaft Pilot Hole)

**735003 2 $240.00**
1971-74 Corvette with factory air; 427-454 3-Groove Water Pump Pulley (3/4” Shaft Pilot Hole)

**WARNING:** This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to [www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov).

**WARNING:** This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to [www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov).
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 parallel flow heater coil
- Mounts behind the dash
- Uses your factory system controls with our patented Electronic Cable Converters™
- 1967-69 kits includes new control panel face plate
- 1970-81 kits include replacement electronic control panel
- 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

On 1967-68 and 1969 applications, our patented Electronic Cable Converters™ easily replace your stock cables to convert your OEM control panel to our fully electronic Gen IV technology.

NOTE: ‘67-69 Control panel not included! Photo shows the Cable Converters used to adapt YOUR panel to the system.

WARNING: This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov

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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 Camaro factory air dash

1967-68 Repro Astro outer vents

1969 Factory Air repro center vent

1969 Replacement electronic control panel kit (shown left)

1969 Replacement control panel plate for use with ProLine 3-Knob control-page 47.

1969 Factory Air repro center vent kit

1967/68 Factory Air repro center vent kit

1967/68 Replacement control panel plate for use with ProLine 3-Knob control-page 47.

1967-68 Replacement control panel plate

1969 Factory Air stamped firewall blockoff plate ('70-'81 Camaro)

627903 2 - $88.00

1967-69 Camaro, '64-'72 Chevelle & '68-'74 Nova

627902 2 - $88.00 - Non-Air stamped firewall blockoff plate.

473046 2 - $199.00

1969 Replacement electronic control panel kit (shown left)

473045 2 - $60.00

1969 Replacement control panel plate for use with ProLine 3-Knob control-page 47.

473047 2 - $199.00

1967-68 Replacement electronic control panel kit

473046 - $65.95

Includes single 2.5" hose adapter.

473047 - $65.95

Includes dual 2.5" hose adapter.

1967-68 Replacement control panel plate

1969 Factory Air repro center vent kit

1967-68 Factory Air repro center vent kit

1967-68 Factory Air repro center vent kit

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 86 for Chevy pulleys.

2. We recommend using our heavy-duty an-blade and shroud.

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

Optional System Components

1967-68 Camaro factory air dash

1969 Camaro factory air dash

1970 Camaro factory air dash

MARKETING 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, which 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!

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 mode
- Separate high-capacity aluminum plate & fin cooling coil
- Copper/brass parallel flow heater coil
- Mounts behind the dash
- Uses your factory system controls with our patented Electronic Cable Converters (64-67)
- New electronic control panel included (68-72)
- 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. SureFit systems may interfere with some OEM radios or in-dash speakers.
3. WARNING: This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov
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Complete Kits - Gen IV SureFit
- $1500.00

964464 1964-65 Chevelle Complete Kit (factory air)
961085 1964-65 Chevelle Complete Kit (non-factory air)
964465 1966-67 Chevelle Complete Kit (factory air)
961066 1966-67 Chevelle Complete Kit (non-factory air)
964471 1968-69 Chevelle Complete Kit (factory air)
961068 1968-69 Chevelle Complete Kit (non-factory air)
965071 1970-72 Chevelle Complete Kit (factory air)
961071 1970-72 Chevelle Complete Kit (non-factory air)
965081 1970-72 Monte Carlo Complete Kit (factory air)
961081 1970-72 Monte Carlo Complete Kit (non-factory air)

Evaporator Kits - Gen IV SureFit
- $850.00

564464 1964-65 Chevelle Evaporator Kit (factory air)
561065 1964-65 Chevelle Evaporator Kit (non-factory air)
564466 1966-67 Chevelle Evaporator Kit (factory air)
561066 1966-67 Chevelle Evaporator Kit (non-factory air)
564471 1968-69 Chevelle Evaporator Kit (factory air)
561068 1968-69 Chevelle Evaporator Kit (non-factory air)
565071 1970-72 Chevelle Evaporator Kit (factory air)
561071 1970-72 Chevelle Evaporator Kit (non-factory air)
565081 1970-72 Monte Carlo Complete Kit (factory air)
561081 1970-72 Monte Carlo Complete Kit (non-factory air)
EL CAMINO and MONTE CARLO

CHEVELLE 1964 Thru 1972

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

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

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.

Astro Louver Balls 2 - $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

493062 2 - $89.95 pair
1966/67 repro Astro outer vents

627902 2 - $88.00
- Non-air stamped firewall blockoff plate. ’67-’69 Camaro, ’64-’72 Chevelle & ’68-’74 Nova.

FACTORY TOUR

Our plastics crew produces all the precision molded cases and components which are used in the manufacture of Vintage Air systems. (L-R) Amador Campos, Scott Calame, Jose Bazan, Anthony Votion, Dylan Adcock, Adonica Martinez, Bhong Simbulan-Supervisor, Elior Cajutor, Ernesto Cudia, JR Del Rosario, Mark Gutierrez, Edson Niebres, Paquitos Quiros, Andrew Seller, Marcy Cuevas, Rebeca Tamayo and Vivian Perez.
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 mode
- Separate high-capacity aluminum plate & fin cooling coil
- Copper/brass parallel flow heater coil
- Mounts behind the dash
- Uses your factory system controls with our patented Electronic Cable Converters (66-74)
- 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)

WARNING: This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov

WARNING: This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov

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 kits include our exclusive, Electronic Cable Converters™ to adapt your car’s control panel.

**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 86 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.

**Optional System Components**

- **473046 - $199.00**  2 - 1966-74 Nova Vintage Air replacement electronic control panel - shown at right
- **473045 - $60.00**  2 - 1969-74 Nova adapter panel to mount Vintage Air ProLine 3-knob controls - shown at far right
- **473271 - $248.00**  2 - 1966-67 Nova Vintage Air replacement Machined finish electronic control panel - shown at top left
- **473272 - $258.00**  2 - 1966-67 Nova Vintage Air replacement black anodized finish electronic control panel - shown at lower left

**NEW!**

- **627902 - $88.00**  2 - Non-air stamped firewall blockoff plate (’67-’69 Camaro, ’64-’72 Chevelle & ’68-’74 Nova)

**INDUSTRY RECOGNITION**

Our founder, Jack Chisenhall, was recently inducted into the Darryl 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.
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 86 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.

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 parallel flow heater coil
- Mounts behind the dash
- Uses your factory 4-lever Deluxe controls with our patented Electronic Cable Converters (59-64) (2-Lever kits include 3-Knob underdash control pod)
- Includes new electronic control panel (65-66)
- Flat steel firewall cover panel
- Replacement molded glove box (reduced capacity)

Evaporator Kits - Gen IV SureFit 3 - $850.00 (Page 13)
561055 1959-60 Impala Evaporator Kit (2-lever controls)
561056 1959-60 Impala Evaporator Kit (4-lever controls)
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)
564054 1965-66 Impala Complete Kit (factory air)
561054 1965-66 Impala Complete Kit (non-factory air)

Complete Kits - Gen IV SureFit 3 - $1500.00
961055 1959-60 Impala Complete Kit (2-lever controls)
961056 1959-60 Impala Complete Kit (4-lever controls)
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)
964054 1965-66 Impala Complete Kit (factory air)
961054 1965-66 Impala Complete Kit (non-factory air)

WARNING: This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov
FACTORY TOUR

Our Quality Assurance team hand inspect every component and system to ensure quality and accuracy. Each system is thoroughly tested before it's shipped to our customer. (L-R) Erika Murnahan, Will Buen, Ernest Rosales, and John Pesina, Ryan Hecox-Manager.

NEW - 1965-66 Impala Kits!

1959 Impala dash with included under-dash louver pods

1963 Impala dash with SureFit kit (note: SureFit installations in factory air equipped Impalas use the original in-dash A/C louvers.)

1966 Impala dash with included under-dash louver pods

1955-66 Impala electronic replacement control panel fits into your OEM factory cast bezel

961062
1961-62
Non-Air
Kit Shown

961064
1965-66
Non-Air
Kit Shown

IMPALA
Full Size 1961 Thru 1966

NEW - 1965-66 Impala Kits!

1959 Impala dash with included under-dash louver pods

1963 Impala dash with SureFit kit (note: SureFit installations in factory air equipped Impalas use the original in-dash A/C louvers.)

1966 Impala dash with included under-dash louver pods

961062
1961-62
Non-Air
Kit Shown

961064
1965-66
Non-Air
Kit Shown

1955-66 Impala electronic replacement control panel fits into your OEM factory cast bezel
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)

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
- $1500.00
964467 1964-67 GTO Complete Kit (factory air)
961067 1964-67 GTO Complete Kit (non-factory air)

Evaporator Kits - Gen IV SureFit
- $850.00 (Page 13)
564467 1964-67 GTO Evaporator Kit (factory air)
561067 1964-67 GTO 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 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

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.
**Complete Kits - Gen IV SureFit**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Price</th>
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<tr>
<td>964482</td>
<td>1968 GTO Evaporator Kit (factory air)</td>
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<td>961082</td>
<td>1968 GTO Complete Kit (non-factory air)</td>
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<td>964484</td>
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<tr>
<td>961084</td>
<td>1970-72 GTO Complete Kit (non-factory air)</td>
<td>$1500.00</td>
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**Evaporator Kits - Gen IV SureFit**

<table>
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<td>$850.00</td>
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**TOTALLY COOLED GALLERY**

This Rad Rides By Troy-built ’36 won the prestigious Ridler Award for owners Ross and Beth Myers in 2007. Every inch of the car was given the Troy magic touch. It features a unique Hilborn-injected Shelby 427, high-tech suspension with a quick change rear, hand made gauges, and, of course, a full Vintage Air climate control system.
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.
Cutlass factory-air dash with SureFit kit (note: SureFit installations in factory-air equipped cars use the original in-dash A/C louvers)

**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 74.

**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 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**

<table>
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<th>Code</th>
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<td>961074</td>
<td>1969 Cutlass Complete Kit (non-factory air)</td>
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<td>964171</td>
<td>1970-72 Cutlass Complete Kit (factory air)</td>
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<tr>
<td>961076</td>
<td>1970-72 Cutlass Complete Kit (non-factory air)</td>
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**Evaporator Kits - Gen IV SureFit**

<table>
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<td>561061</td>
<td>1968 Cutlass Evaporator Kit (non-factory air)</td>
<td>$850.00</td>
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<td>564069</td>
<td>1968-69 Cutlass Evaporator Kit (factory air)</td>
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<td>1969 Cutlass Evaporator Kit (non-factory air)</td>
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<tr>
<td>561076</td>
<td>1970-72 Cutlass Evaporator Kit (non-factory air)</td>
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</table>

**WARNING:** This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to [www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov).

**TOTALLY COOLED GALLERY**

Like most of our great team, Mark Hungerford is a real rodder. His latest ride is this clean ’71 Cutlass Coupe. And of course it now keeps him cool in summer and warm in winter with a new Gen IV SureFit system!
**Complete Kits - Gen IV SureFit**

- **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**

- **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 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)

---

**WARNING:** This product can expose you to chemicals including Styrene, which is known to the state of California to cause cancer. For more information, go to [www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov).

**WARNING:** This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to [www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov).

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**TOTALLY COOLED GALLERY**

Early Mustangs have always been a great platform 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.
3. SureFit systems may interfere with some OEM radios or in-dash speakers.

**Optional System Components**

**Reproduction 1967 & 1968 Mustang Control Panel & Louver Set**
- 492057 - $399.00 - 1967 Mustang, pair
- 492058 - $399.00 - 1968 Mustang, pair

Shown at right with passenger side louver

**Reproduction 1967 & 1968 Cougar Control Panel & Louver Set**
- 492064 - $399.00 - 1967 Cougar, pair (not shown)
- 492065 - $399.00 - 1968 Cougar, pair (not shown)

The Cable Converters are included with the SureFit kits.

**951168 1967-68 Non-Air Kit Shown**

**954170 1969-70 Non-Air Kit Shown**

**TOTALLY COOLED GALLERY**

The Ring Brothers, Mike and Jim, are among the top builders in the industry. Setting the high bar for today's custom muscle cars, their use of modern technology and attention to detail are second to none. The Ring Brothers choose Vintage Air for their climate control needs. If you see them at a show near you, stop and take a look at their latest projects. Trust us, you won't be disappointed!
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.

**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 mode
- Separate high capacity aluminum plate & fin cooling coil
- Copper/brass 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)

**NOTES:**
1. Some installations may require additional engine pulleys not included with kits. See page 86 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.

**Evaporator Kits - Gen IV SureFit**
- Complete Kits - Gen IV SureFit 3 - $1500.00
  - 971067 1966-67 Coronet/Charger Complete Kit (factory air)
  - 971066 1966-67 Coronet/Charger Complete Kit (non-factory air)
  - 971063 1968 Coronet/Super Bee/Charger Complete Kit (factory air)
  - 971062 1968 Coronet/Super Bee/Charger Complete Kit (non-factory air)
  - 971065 1969-70 Coronet/Super Bee/Charger Complete Kit (factory air)
  - 971064 1969-70 Coronet/Super Bee/Charger Complete Kit (non-factory air)

- Evaporator Kits - Gen IV SureFit 5 - $850.00
  - 571067 1966-67 Coronet/Charger Evaporator (factory air)
  - 571066 1966-67 Coronet/Charger Evaporator (non-factory air)
  - 571063 1968 Coronet/Super Bee/Charger Evaporator (factory air)
  - 571062 1968 Coronet/Super Bee/Charger Evaporator (non-factory air)
  - 571065 1969-70 Coronet/Super Bee/Charger Evaporator (factory air)
  - 571064 1969-70 Coronet/Super Bee/Charger Evaporator (non-factory air)

**NOTES:**
1. Some installations may require additional engine pulleys not included with kits. See page 86 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.

**Factory air ‘68 Charger dash with SureFit kit.**

**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**  
$850.00

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
</tr>
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<tbody>
<tr>
<td>971061</td>
<td>1966-67 Belvedere/Satellite/GTX Complete Kit (factory air)</td>
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<tr>
<td>971060</td>
<td>1966-67 Belvedere/Satellite/GTX Complete Kit (non-factory air)</td>
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<tr>
<td>971063</td>
<td>1968 Road Runner/Satellite/GTX Complete Kit (factory air)</td>
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<tr>
<td>971062</td>
<td>1968 Road Runner/Satellite/GTX Complete Kit (non-factory air)</td>
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<tr>
<td>971065</td>
<td>1969 Road Runner/1969-70 Satellite/GTX Complete Kit (factory air)</td>
</tr>
<tr>
<td>971064</td>
<td>1969 Road Runner/1969-70 Satellite/GTX Complete Kit (non-factory air)</td>
</tr>
<tr>
<td>971069</td>
<td>1970 Road Runner Complete Kit (factory air)</td>
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<tr>
<td>971068</td>
<td>1970 Road Runner Complete Kit (non-factory air)</td>
</tr>
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</table>

**Complete Kits - Gen IV SureFit**  
$1500.00

<table>
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<tr>
<td>971061</td>
<td>1966-67 Belvedere/Satellite/GTX Complete Kit (factory air)</td>
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<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>
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</tr>
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<td>971068</td>
<td>1970 Road Runner Complete Kit (non-factory air)</td>
</tr>
</tbody>
</table>

**NOTES:**
1. Some installations may require additional engine pulleys not included with kits. See page 86 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 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)

**WARNING:** This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to [www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov).
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.

**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 parallel flow heater coil
- Mounts behind the dash
- New electronic control panel kit included
- Flat steel firewall cover panel

**Evaporator Kits - Gen IV SureFit**
- **974074-EDZ** 1970-74 Barracuda/Cuda/Challenger Complete Kit (factory air car, standard gauges)
- **974073-EDZ** 1970-74 Barracuda/Cuda/Challenger Complete Kit (factory air car, Rallye gauges)
- **971074-EDZ** 1970-74 Barracuda/Cuda/Challenger Complete Kit (non-factory air)

**NOTES:**
1. Some installations may require additional engine pulleys not included with kits. See page 86 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.

**Complete Kits - Gen IV SureFit**
- **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**
- **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. This product can expose you to chemicals including Styrene, which is known to the state of California to cause cancer. For more information, go to www.P65Warnings.ca.gov
2. This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov
**NOTE:** These kits fit Series I early season 1955 “Advanced Design” Chevy Trucks. Chevrolet ended the Advanced Design model trucks in mid-1955.

**TOTALLY 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 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)

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**Evaporator Kits - SureFit**
- $850.00 (Deluxe $965.00)
- 751155 1955-59 Chevy Evaporator Kit with Standard Controls
- 751156 1955-59 Chevy Evaporator Kit with Deluxe Controls

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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 88 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.
4. OEM glove box door travel will be limited to 90 degrees.

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**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).

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**TOTALLY COOLED GALLERY**
This slick 1957 Chevy truck was built for Gary Brown by Mike Goldman Customs. It features a GM ZL1 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!

**Complete Kits - SureFit**
- **941160** 1960-63 Chevy Truck Complete Kit
- **941164** 1964-66 Chevy Truck w/OEM Deluxe Controls Complete Kit
- **941165** 1964-66 Chevy Truck w/Rotary Controls Complete Kit

**Evaporator Kits - SureFit**
- **751163** 1960-63 Chevy Truck Evaporator Kit
- **751164** 1964-66 Chevy Truck w/OEM Deluxe Controls Evaporator Kit
- **751165** 1964-66 Chevy Truck w/Rotary Controls Evaporator Kit

(Note: 60-63 kits include a new control panel - at upper right)

**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 86 for Chevy pulleys.
3. SureFit systems may interfere with some OEM radios or in-dash speakers.

**WARNING:** This product can expose you to chemicals including Styrene, which is known to the state of California to cause cancer. For more information, go to [www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov)

**WARNING:** This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to [www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov)

**WARNING:** This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to [www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov)

**NEW!**
ProLine Control Panels For 1964-66 Chevy Trucks
- **473275** - $249.00 - Chrome bezel, billet replacement control panel.
- **473276** - $259.00 - Black anodized bezel, billet replacement control panel.

**TOTALLY COOLED GALLERY**
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!
The 1967 to 72 Chevy and GMC trucks have become one of the most popular “hot rods” in America. Our Gen IV Magnum system makes them great daily drivers too. This C-10 was built by Holley Performance to showcase their products and features a complete Gen IV SureFit kit. Engine brackets are available for 6 cyl., Small block and big block Chevy, and LSX swaps.

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 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)

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 - SureFit 3 - $1500.00
944170 1967-72 Chevy Truck Complete Kit (factory air truck)
941170 1967-72 Chevy Truck Complete Kit (non-factory air)
941171 1967-72 Chevy Truck Complete Kit (non-factory air using factory air control panel)

Evaporator Kits - SureFit 3 - $850.00 [Page 13]
754170 1967-72 Chevy Truck Evaporator Kit (factory air truck)
751170 1967-72 Chevy Truck Evaporator Kit (non-factory air)
751171 1967-72 Chevy Truck Evaporator Kit (non-factory air with factory air control panel)

(Optional System Components)
49770-LCI - $195.00 2 - Replacement 67-72 control panel for factory-air trucks.
49766-LCI - $195.00 2 - Replacement 67-72 heater control panel for non-factory air trucks.

NEW! Billet Control Panels
Fits both factory-air & non-air 1967-72 truck dash opening
473080 - $249.00 2 - Machined Bezel 67-72 billet heater control panel
473081 - $259.00 2 - Anodized Black Bezel 67-72 billet heater control panel

49770-LCI - $44.00 2 - Center louver (Included with non-air kits).
498827 - $109.00 2 - OEM style A/C louver kit (includes all items listed below)
49775-LCI - $26.00 2 - Driver side OEM style A/C louver housing only with felt
49776-LCI - $26.00 2 - Passenger side OEM style A/C louver housing only with felt
49769-LCI - $12.00 2 - Replacement lower ball only
495561 - $9.75 2 - Chevy louver ball retainer 2.5” hose adapter
495560 - $16.95 2 - Chevy louver ball retainer

1967-72 Chevy Truck dash with SureFit kit

498827 Kit is a complete pair as shown above

NEW!
Upgrade your GM Factory Ball Louvers
See Page 21 For Details

TOTALLY COOLED GALLERY
The 1967 to 72 Chevy and GMC trucks have become one of the most popular “hot rods” in America. Our Gen IV Magnum system makes them great daily drivers too. This C-10 was built by Holley Performance to showcase their products and features a complete Gen IV SureFit kit. Engine brackets are available for 6 cyl., Small block and big block Chevy, and LSX swaps.
Complete Kits - SureFit 3 - $1500.00
944175 1973-80 Chevy Truck Complete Kit (factory air)
941175 1973-80 Chevy Truck Complete Kit (non-factory air)
944181 1981-87 Chevy Truck Complete Kit (factory air)
941181 1981-87 Chevy Truck Complete Kit (non-factory air)

Evaporator Kits - SureFit 3 - $850.00 (Page 13)
754175 1973-80 Chevy Truck Evaporator Kit (factory air)
751175 1973-80 Chevy Truck Evaporator Kit (non-factory air)
754181 1981-87 Chevy Truck Evaporator Kit (factory air)
751181 1981-87 Chevy Truck 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. See Page B8 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 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 parallel flow heater coil
- Mounts behind the dash
- New control panel included
- Flat steel firewall cover panel

WARNING: This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov

WARNING: This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov

TOTALLY COOLED GALLERY
Hill’s Hot Rods in Lubbock Texas is making a name for themselves with amazing Square Body GM rides like this. A 1973 GMC Jimmy running a complete No Limit chassis, an LSX 427 engine with our Front Runner drive system, and a Gen IV SureFit climate control too! Look for it on the Autocross circuit - this truck was built to beat the clock.

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

**1953-56**

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**Complete Kits - Gen II SureFit**

- **74053-LFU-A** 1953-55 F-100 Complete Kit
- **74056-LFU-A** 1956 F-100 Complete Kit

**Evaporator Kits - Gen II SureFit**

- **75453-LFZ-A** 1953-55 F-100 Evaporator Kit
- **75456-LFZ-A** 1956 F-100 Evaporator Kit

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**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 50 for more info)
- Firewall plate for refrigerant and heater lines
- Compatible with Ford or Chevy engines
- Replacement molded glove box (reduced capacity)

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**Optional System Components**

- **63156-LFE** 1 - $12.00 ea. Defrost duct - for both sides order two.

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

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**WARNING:** This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to [www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov)

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**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!
**Evaporator Kits - Gen IV SureFit**

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

**Complete Kits - Gen IV SureFit**

- **951153**: 1961-64 F-100 Complete Kit with 6 Cylinder
- **951150**: 1961-64 F-100 Complete Kit with V-8
- **951154**: 1965 F-100 Complete Kit with 6 Cylinder
- **951151**: 1965 F-100 Complete Kit with V-8
- **951155**: 1966 F-100 Complete Kit with 6 Cylinder
- **951152**: 1966 F-100 Complete Kit with V-8

**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 parallel flow heater coil
- Mounts behind the dash
- New rotary controls mount in under dash louver panel
- 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.

**Optional System Components**

**Fan Shrouds**

- **370164**: 1961-65 F-100 (V8) - $85.00
- **370165**: 1961-65 F-100 (6-Cylinder) - $85.00
- **370167**: 1966 F-100 (6-Cylinder) - $85.00

**WARNING:** This product can expose you to chemicals including Styrene, which is known to the state of California to cause cancer. For more information, go to www.P65Warnings.ca.gov

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**TOTALLY COOLED GALLERY**

Respected custom painter and all around rodding veteran, Danny Zoeller’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.
Evaporator Kits - Gen IV SureFit 3 - $850.00 (Page 13)
751152 1967 F-100 Evaporator Kit
751153 1968-72 F-100 Evaporator Kit

Complete Kits - Gen IV SureFit 3 - $1575.00 (V8 $1500.00)
951156 1967 F-100 Complete Kit with V-8
951158 1967 F-100 Complete Kit with 6 Cylinder
951157 1968-72 F-100 Complete Kit with V-8
951159 1968-72 Complete Kit with 6 Cylinder

Evaporator Kits - Gen IV SureFit 3 - $850.00 (Page 13)
754160 1973-79 F-100/78-79 Bronco Evaporator Kit (factory air)
751160 1973-79 F-100/78-79 Bronco Evaporator Kit (non-air)

Complete Kits - Gen IV SureFit 3 - $1575.00 (V8 $1500.00)
954160 1973-79 F-100/78-79 Bronco Complete Kit with V-8 (factory air)
954161 1973-79 F-100/78-79 Bronco Complete Kit with 6 Cylinder (factory air)
951160 1973-79 F-100/78-79 Bronco Complete Kit with V-8 (non-air)
951161 1973-79 F-100/78-79 Bronco Complete Kit with 6 Cylinder (non-air)

WARNING: This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov

WARNING: This product can expose you to chemicals including Styrene, which is known to the state of California to cause cancer. For more information, go to www.P65Warnings.ca.gov

1968-72 factory panel with cable conversion kit and under dash louver package shown
1967 only 3-Knob control 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 parallel flow heater coil
- Mounts behind the dash
- Flat steel firewall cover panel
- Replacement molded glove box (reduced capacity)

1973-79 factory-look replacement panel included

Lonnie Ford knows how to slam a ride! His ’75 F-100 has all the tricks, including a warmed-up small block Ford with a Front Runner drive system and a complete Vintage Air climate control package. You can check it out at the next Lone Star Throwdown show, along with hundreds of other Vintage Air cooled trucks and cars!

FORD TRUCK
1967-72 / 1973-79 NEW!

1978-79 BRONCO

FORD TRUCK
1973-79 & 1978-79 BRONCO

NEW!
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 parallel flow heater coil
- Mounts behind the dash
- 1967 kit includes new in-dash rotary control panel
- 1968-72 kit includes replacement control placard and Cable Converters for OEM control module
- Flat steel firewall cover panel
- Replacement molded glove box (reduced capacity)

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

INDUSTRY RECOGNITION
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.

WARNING: This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov
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, and 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, and feel free to call us directly with any technical questions you may have.

Step Two:
Turn to the 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 48 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 50 for Gen II, or 47 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 56, or upgrade to ProLine louvers shown on page 57-58. 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 68-73.

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!

WARNING: This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm. More information, go to www.P65Warnings.ca.gov

WARNING: This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov
GEN IV MAGNUM™
Universal Fit Systems

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.

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/fins A/C coil, the most efficient evaporator design available
- Copper/brass 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

Gen IV Magnum Mock-Up Unit
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)

671400-VUZ - $710.00
- Gen IV Magnum - Heat, Cool & Defrost Model.

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.

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.

WARNING: This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov

TOTALLY COOLED GALLERY
Mustang Mania founders, Terry and Beverly Bryant, own this sleek 1960 Ford Galaxie built by Walton Customs. The SEMA award-winning big Ford features a 5.0L Coyote engine, Roadster Shop Revo chassis, and a complete Vintage Air Gen IV system.
**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-Lever 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 - $208.00** Vertical anodized face and knobs.

**Upgrade 3-Knob 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.

**Retrofit Your Gen II Panel To GEN IV 3-Knob ProLine™ Oval Panels**

- If you are upgrading your a/c system from Gen II to Gen IV, these panels will cover the dash-cut required by the old 4-knob oval panel. A Great, simple solution!

- 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 5.318” wide x 1” tall x 1.25 deep.

- **491248 - $209.00** Polished finish.
- **491252 - $219.00** Black anodized Finish.

**NOTE:** Requires replacing your Gen II evaporator unit to a new Gen IV evaporator unit.

**WARNING:** This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to [www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov).
**MANAGEMENT TEAM**

Mike Martinez is our Production Manager. He has served well in many positions of responsibility over his 26 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!
Our proven Gen II servo motor control technology makes this mid-sized package work better than many others’ 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.

**Gen II ComPac**

- **68000-VUX-A** - $430.00  
  - Gen II ComPac - Heat & Cool
- **68000-VUZ-A** - $490.00  
  - Gen II ComPac - Heat, Cool & Defrost

Optional Components

- **60500-VUA** - $15.95  
  - for Gen II ComPac & Mini  
  - 180° duct adapter for center vent. Turns air flow down for under-dash louver use.
- **623000-VUA** - $12.95  
  - for Gen II ComPac & Mini smooth diverter duct. Directs heater air to left side of car when evaporator is mounted to extreme right side. Accepts 2" hose.
- **623010-VUA** - $29.95  
  - for Gen II ComPac & Mini duct extension.

**Gen II Mini**

- **66005-VUX-A** - $430.00  
  - Gen II Mini - Heat & Cool
- **66005-VUZ-A** - $490.00  
  - Gen II Mini - 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.

### Optional Components

- **623000-VUA** - $12.95  
  - Gen II Mini - Heat & Cool  
  - for Gen II Mini  
  - smooth diverter duct.
- **623010-VUA** - $29.95  
  - Gen II Mini - Heat, Cool & Defrost  
  - for Gen II Mini  
  - duct extension.

**WARNING:** This product can expose you to chemicals including lead, which is known to the state of California to cause cancer.

For more information, go to [www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov)

**WARNING:** This product can expose you to chemicals including Styrene, which is known to the state of California to cause cancer.

For more information, go to [www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov)

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**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!
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.

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.
49200-RHA - $50.00 - Gen II 4-Knob Under Dash Pod for Gen II systems with servo heater valve) 7.125” wide x 1.875” 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 the 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)
481005 - $169.00 - Streamline Gen II ProLine Panel, Black Anodized. Machined Accents. (Right)
481006 - $169.00 - Streamline Phantom Black Gen II ProLine Panel. All Black Anodized. (Far right)

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 though 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.

WARNING: This product can expose you to chemicals including lead and lead compounds, which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov

FACTORY TOUR
Our receiving department monitors all incoming materials and current inventory so that all components conform to ISO9001 standards. (L-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!

SPECIAL APPLICATIONS
Vacuum Universal Systems

Vacuum Control Systems
Come complete with:
- Evaporator
- Rotary Control Pod with Wiring Harness
- Mounting Brackets
- A/C Duct Hose
- Drain Kit
- Heater Control Valve
- Defrost Option Includes Hoses and Ducts

Upgrade to ProLine Control Panels
For these Vintage Air vacuum type systems.

49120-VUQ - $129.00
Brushed aluminum ProLine Panel.
Internally lighted. 4.5" wide x 2" tall.

49500-VSQ - $159.00
Streamline ProLine Panel 5.5" wide x 2.5" tall. Back-lighted knobs.

SPECIAL APPLICATIONS
Vacuum Universal Systems

FITS WHERE OTHER SYSTEMS WON'T
The ShortPac’s exclusive cube shaped evaporator allows installation of air conditioning where a conventional horizontal evaporator will not fit.

Trunk Mount System

63200-VUYA - $400.00 - Cool Only
63200-VUXA - $455.00 - Heat & Cool

ANOTHER UNIQUE SOLUTION
When under-dash space is limited, this unit is for you. Installs easily and features four full-flow flex hoses with louvers to deliver cool air where you need it. Case is 12" deep.

Vacuum Storage Tank Recommended
Allows continuous supply of vacuum for various functions. Built-in mounting brackets. Molded black plastic. 31200-VUS Tank 5" Dia.

Monster Trunk System

685000-VUY - $470.00 - Cool Only

BIG POWER OUT BACK!
This trunk-mounted system delivers more volume than our standard trunk system and is great for larger cars. Molded dual louvers mount to back seat package tray. Switch pod mounts under the dash. May also be used as part of a dual air system.
**The Real Steel Mark IV Under Dash System**

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 - $310.00 - 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 either 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 material 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**

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**TOTALLY COOLED GALLERY**

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 3 - 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.

11301-VUY-A - $315.00 - Cool Only (passenger side fittings)
11301-VUX-A - $340.00 - Heat & Cool (passenger side fittings)
11300-VUZ-A - $380.00 - Heat, Cool, Defrost

11401-VUY-A - $315.00 - Cool Only (passenger side side fittings), with black louvers
11401-VUX-A - $340.00 - Heat & Cool (passenger side side fittings), with black louvers
11400-VUZ-A - $380.00 - Heat, Cool, Defrost, with black louvers

New Evaporator Coil Configuration!

Mini Slimline Systems 3
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.

10301-VUY-A - $310.00 - Cool Only, (passenger side fittings)
10301-VUX-A - $335.00 - Heat & Cool, shown (passenger side fittings)

10401-VUY-A - $310.00 - Cool Only, (passenger side fittings), with black louvers
10401-VUX-A - $335.00 - Heat & Cool, (passenger side fittings), with black louvers

Gen II Heaters 3
506101 - $240.00 - 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 3
50515-VUH - $175.00 - Compac Heater
A simple, reliable heat source

TOTALLY COOLED GALLERY
Anyone who follows the exciting autocross solo events knows the legacy of Detroit Speed’s amazing stable of competition cars. Their latest street driven Gen III Camaro is just shy of being a full-on race car! It might not need an air conditioner, but this new car features a complete Gen II Heater system for those chilly morning warm-up runs around the circuits.
LOUVERS
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.

49059-VUL - $14.00 - Under dash louver for 2.5" hose
49359-VUL - $14.00 - (All black)

63016-VUL - $24.00 - Double louver assembly 11.375" x 2.5". For 2.5" hose
63316-VUL - $24.00 - (All black)

63017-VUL - $24.00 - Double louver assembly 11.375" x 2.5". For 2" hose
63317-VUL - $24.00 - (All black)

630190 - $24.00 - Double louver assembly 11.375" x 2.5". With single 2.5" hose inlet
633190 - $24.00 - (All black)

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.

49132-VFL - $18.00 - 1928-32 Ford
49332-VFL - $18.00 - (All black)

49137-VFL - $18.00 - 1937 Ford and 1930-35 Chevy
49337-VFL - $18.00 - (All black)

49134-VFL - $18.00 - 1933-34 Ford
49334-VFL - $18.00 - (All black)

49050-VUL - $14.00 - Under dash louver for 2.5" hose
49350-VUL - $14.00 - (All black)

49250-VUL - $14.00 - Under dash louver for 3" hose
49350-VUL - $14.00 - (All black)

Note: Standard Louvers Come with Chrome Trim Accents Unless Noted as (All black)

FACTORY TOUR
The Gen IV Team (L-R) Francisco Dominguez, Sanela Carroll, Carem Medina, Ventura Trevino, Steve Bohen, Jesse Sosa-Supervisor, Javier Fuentes, John Vela and Ramon DelaTorre. These folks perform the intricate assembly of all our Gen IV evaporator units.
Note: Standard Louvers Come with Chrome Trim Accents Unless Noted as (all black)

**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**

- **490500 - $17.00**
  - Through kick-panel louver pod. Pod mounts through the back side of kick panel. Sold individually.
  - Includes **49053-VUL - $2**
    - 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.

**Hose Adapters**

1 | Hose Adapters 1 (Left to right)
---|---
62415-VUE | $3.25 - 2” to 2.5” hose adapter
624220 | $3.50 - 2.5” oval glue-on hose adapter
49870-VCI | $9.75 - 2.5” to 3” hose adapter
62419-VUE | $3.00 - 2” glue-on hose adapter
49592-VUI | $6.00 - 2.5” Y connector
495920 | $9.95 - 2” Y connector

**By-The-Foot & Bulk Flex Hose Stock**

- **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
- **31805 - $6.00 5ft** - 2.5” Duct hose
- **318010 - $12.00 10ft** - 2.5” Duct hose

**WARNING:** This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov.

**MARKETING TEAM**

Marx Henry is our Marketing Manager. He has extensive background in the automotive aftermarket industry. Marx handles a variety of duties including trade shows, distributor training and seminars. An avid street rod enthusiast, he has been involved with several C-10 projects and is now building a S3 Chevy pickup.

**WARNING:** This product can expose you to chemicals including Styrene, which is known to the state of California to cause cancer. For more information, go to www.P65Warnings.ca.gov.
Our sales team members, like most of the Vintage Air crew, are long-time car guys and are ready to help you choose the right system for your project. (L-R) Tony Banuelos, Jason Martinez, Aarron Russell, Oscar Gonzales, Josh Santos, Roy Arrequin, Art Cavazos, Javier Martinez, Ronnie Palacios, Ken Edelstein and Wayne Potter-Sale Manager.
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.
LOUVERS

ProLine Series Upgrade Louvers

NEW DESIGNS!

Slyder Series Louvers
499215 - $139.00
Clear Anodized Louver
499216 - $139.00
Black Anodized Louver
(2.73” bezel diameter)

ProLine Planar Louvers
499210 - $79.00
Clear Anodized Louver
499211 - $89.00
Black Anodized Louver
(2.73” bezel diameter)

ProLine Venturi Louvers
49212-VUQ - $69.95
All Aluminum Machined
Bezel And Ball
(2.875” Bezel diameter)

ProLine StreamLine Round Louvers
49054-VUQ - $49.95
Polished Aluminum Bezel
490541 - $55.00
Black Anodized Aluminum Bezel
(2.875” bezel diameter)

Slyder Series Louvers
2

ProLine Round Louvers
49053-VUQ - $35.00
Black Injection Molded
Ball With Machined
Aluminum Bezel
(2.901” bezel diameter)

ProLine Saturn Planar Louvers
499164 - $85.00
Clear Anodized Louver
499165 - $85.00
Black Anodized Louver
499159 - $85.00
Black Anodized Ball with
Polished Bezel.
(2.73” Bezel diameter)

ProLine Streamline Louvers
2

49062-VUQ - $50.00
Streamline louver. Polished aluminum trim.
(4” x 1.75” Face size)
490621 - $55.00
Black anodized trim with black vanes (shown).

49063-VUQ - $50.00
Streamline louver. Polished aluminum trim (shown).
(4.875” x 1.75” face size)
490622 - $55.00
Black anodized trim with black vanes

494150 - $15.00
90 Degree louver duct for louvers
49063-VUQ or
490622 [at left]
3.00” x 3.00”

49202-VUQ - $119.00
Brushed aluminum rectangle louver
(8”x 1.25” Face size)

499215 - $139.00
Clear Anodized Louver
499216 - $139.00
Black Anodized Louver
(2.73” bezel diameter)

WARNING: This product can expose you to chemicals including Styrene, which is known to
the state of California to cause cancer. For more information, go to www.P65Warnings.ca.gov

WARNING: This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state
of California to cause cancer and birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov

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

Slyder Series Louvers

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of California to cause cancer and birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov

THE LEGEND ROLLS ON!

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 Chisenhall.
### System Accessories

#### 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. Painted 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 diveters. For 2” hose. (pair) 6.25” x 2.75” deep.

- **63380-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.

#### Rotary Control Panel Mode Decals

- **Mode Decals - $3.00 ea.**
  - 20559-VUP Mode decal (L to R)
  - 20558-VUP Fan decal
  - 20572-VUP Heat decal
  - 20571-VUP Temp decal
  - 20570-VUP Air Flow Selector decal

- **Accent Bezels For Rotary Switches**

- **Rotary & Slide Control Panel Knobs**

- **Upgrade Custom Rotary Switch Knobs**

#### 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) Lynn Limmer, Daniel Palacios and Gabrielle Ebner.
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.

The Original High-Performance Engine Drive Systems

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 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 at max power 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 been to hang accessories such as the 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. In fact, we manufacture steel bracket kits, and they offer a lower-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 modern engines such as the GM LS Series and the Ford Coyote modular engines requires an integrated mounting approach.

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 engineering 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. It is 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 20+ 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!
GM/Chevy LS Front Runner Drive System Includes:
- Compressor Clutch Cover
- 170 Amp “Hairpin”
- Sanden SD-7B10 Compressor
- ARP Polished Stainless Hardware
- Hi-Perf Aluminum Water Pump
- Power Steering Pump Bracket
- Main Truss Mounting Bracket
- ATI Harmonic Balancer
- Power Steering Pump Bracket
- HiPerf Aluminum Water Pump
- ARP Polished Stainless Hardware
- Sanden 5D-7810 Compressor with O-Ring Adapter Blocks
- 170 Amp “Hairpin”
- Internal Fan Alternator
- Compressor Clutch Cover

**NOTES:**
1. GM LS 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.
3. 170 amp alternator may interfere with 1997-2004 OEM Driver’s side LS1 and LS6 Corvette electronic throttle actuator module.

**New! Low Profile LS Drives**
Low Profile kits feature a redesigned main bracket which provides additional space for aftermarket intake systems and larger throttle bodies. This system includes an Edelbrock water pump with replaceable cartridge and NPT tapped heater hose inlets for increased chassis and suspension clearance flexibility.

**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.
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.

**INDUSTRY RECOGNITION**

**No Throttle Wedge Spacer Required**

**The heart of the system:** USA made, precision cast A356-T6 alloy, water pump housing with integrated compressor, alternator and power steering pump mounting points.

- Low profile casting designed to clear OEM and most aftermarket throttle bodies, eliminating need for wedge spacers.
- Passages engineered for optimal coolant flow
- Every housing 100% pressure tested
- No modification required to install OEM timing solenoid and related hardware
- Housing tapped for M12 boss for OEM temperature sender
- Includes 6061-T6 billet aluminum water pump cartridge with high performance stamped steel impeller, OEM spec seal, ball roller bearings and steel hub
- Genuine Sanden compressor with machined billet, one-piece compressor O-ring adapter block
- Thermostat housing bore design for LS2 style thermostat
- Casting NPT tapped for side or bottom exit heater hose outlets, moved inboard for increased frame and suspension clearance
- Reduced diameter ATI harmonic balancer for additional clearance below system
- Detroit Speed aluminum body power steering pump
- Mechman 170 amp alternator (140 amp at idle) - 320 amp option available
- Precision machined 6061-T6 billet pulleys
- ARP 12-point stainless steel bolt and hardware kit
- OEM type belt tensioner with cover
- Genuine Gates serpentine drive belt
- Remote-reservoir power steering pump option available

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**Engine Accessory Drive - GM - LS/LT1**

**NEW - Integrated Pump LT1 and LS Front Runners!**
Some of the hottest new crate OEM installs are the newest GM LS and LT1 engines. These new Front Runner units offer additional intake/throttle body clearance obtained by lowering the water pump 1” and tightening accessory mounting positions.

This is our elegant solution for custom air conditioning, alternator and power steering mounting.
Chevy Small & Big Block Front Runner Drive Systems Include:

- Main Truss Mounting Bracket
- Tensioner Bracket
- Power Steering Bracket
- Stewart Hi-Perf Aluminum Water Pump
- ARP Polished Stainless Hardware
- Sanden SD-7810 Compressor with O-Ring Adapter Blocks
- 170 Amp "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 (SBC)
- Stainless Water Pump Bypass Hose Nipple (SBC)

**Bright and Chrome Small Block Chevy Front Runner™ Drive System**

- Machine Finish Bracket with Chrome Compressor and Alternator, Chrome Pulleys, Polished Stainless Hardware
- ARP Polished Stainless Hardware
- Sanden SD-7810 Compressor with O-Ring Adapter Blocks
- 170 Amp "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 (SBC)
- Stainless Water Pump Bypass Hose Nipple (SBC)

**Bright Big Block Chevy Front Runner™ Drive System**

- Machine Finish Bracket with Chrome Compressor and Alternator, Chrome Pulleys, Polished Stainless Hardware
- ARP Polished Stainless Hardware
- Sanden SD-7810 Compressor with O-Ring Adapter Blocks
- 170 Amp "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 (SBC)
- Stainless Water Pump Bypass Hose Nipple (SBC)

**Black and Chrome Big Block Chevy Front Runner™ Drive System**

- Black Anodized Bracket with Chrome Compressor and Alternator, Chrome Pulleys, Polished Stainless Hardware
- ARP Polished Stainless Hardware
- Sanden SD-7810 Compressor with O-Ring Adapter Blocks
- 170 Amp "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 (SBC)
- Stainless Water Pump Bypass Hose Nipple (SBC)

**Black Big Block Chevy Front Runner™ Drive System**

- Black Anodized Bracket with Natural Finish Compressor and Alternator, Black Hardcoat Pulleys, Black Anodized Clutch and Tensioner Covers
- ARP Polished Stainless Hardware
- Sanden SD-7810 Compressor with O-Ring Adapter Blocks
- 170 Amp "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 (SBC)
- Stainless Water Pump Bypass Hose Nipple (SBC)

**Black and Chrome Big Block Chevy Front Runner™ Drive System**

- Black Anodized Bracket with Chrome Compressor and Alternator, Black Hardcoat Pulleys, Black Anodized Clutch and Tensioner Covers
- ARP Polished Stainless Hardware
- Sanden SD-7810 Compressor with O-Ring Adapter Blocks
- 170 Amp "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 (SBC)
- Stainless Water Pump Bypass Hose Nipple (SBC)

**Notes:**

1. Chevy Front Runner systems are designed for **OEM timing covers** only. System may not work with some aftermarket timing covers.
2. Some composite timing covers may require modification for standard short water pump included with Front Runner.
3. On Chevy SBC ZZ4 and some other crate engines, composite timing cover must be modified or replaced with steel timing cover (GM part # 12543967 or equivalent) for standard short water pump clearance.
4. 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!

**Patented Design**

U.S. Patent #7,194,994B1

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**Small Block Ford Front Runner Drive System Includes:**

- Patented One-Piece Forged Aluminum Timing Cover With Integral Accessory Mounts
- ARP Stainless 12 Point Bolt and Hardware Kit
- Sanden SD-7B10 Compressor With Formed Aluminum Hardlines (Exit Passenger Side)
- 170 Amp “Hairpin” Internal Fan Alternator
- Dayco GEM Tensioner
- Timing Cover Gasket Set
- Dayco Perforated Serpentine Drive Belt
- Detroit Speed Aluminum Power Steering Pump With Integral Reservoir
- Compressor Clutch Cover
- Tensioner Cover Kit
- 4 Bolt Crankshaft Pulley
- Stewart HiPerf Aluminum Water Pump
- Water Pump Pulley
- Power Steering Pump Pulley (If Power Steering System)

**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 bottom right - (sold separately).

---

**Front Runner Engine Accessory Drive - Small Block Ford**

**Bright Small Block Ford Front Runner™ Drive System**

3

- 174100 - $2670.00 - With Power Steering (includes pump)
- 174103-SFA - $2505.00 - With Power Steering (less power steering pump)
- 175103-SFA - $2405.00 - Non-Power Steering

**Bright and Chrome Small Block Ford Front Runner™ Drive System**

3

- 176017 - $2710.00 - With Power Steering (includes pump)
- 176018 - $2605.00 - With Power Steering (less power steering pump)
- 176019 - $2505.00 - Non-Power Steering

**Black Small Block Ford Front Runner™ Drive System**

3

- 174101 - $2645.00 - With Power Steering (includes pump)
- 174102-SFA - $2480.00 - With Power Steering (less power steering pump)
- 175102-SFA - $2380.00 - Non-Power Steering

**Black and Chrome Small Block Ford Front Runner™ Drive System**

3

- 176017 - $2705.00 - With Power Steering (includes pump)
- 176021 - $2630.00 - With Power Steering (less power steering pump)
- 176022 - $2530.00 - Non-Power Steering

---

**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 very 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 added 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
- New 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
5/8" Heater hose H-pipe crossover

Ford Coyote Front Runner™ Drive System
174020 With Power Steering - $1430.00
Kit includes: All items listed below left

174007 Without Power Steering - $980.00 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.

WARNING: This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov

WARNING: This product can expose you to chemicals including lead compounds, which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov
Power Steering Pumps

851001 - $250.00
Aluminum TC pump with plastic reservoir. Shaft diameter .6647” +/- .0002” (3.0-3.5 GPM).

722050 - $110.00
Remote mount aluminum reservoir.

851002 - $295.00
Aluminum TC pump without reservoir. Shaft diameter .6647” +/- .0002” (3.0-3.5 GPM).

Power Steering Accessories

Flow Control Valve
852001 - $31.00
For Mustang II Rack & Pinion [reduces flow to 2.0 GPM]

DSE Hose Kit
852008 - $199.00 - 1965-81 GM except Corvette
852009 - $199.00 - Mustang II
852012 - $199.00 - Ford Fox Body (1979-2004)
852014 - $199.00 - GM 1982-98
(Fox body rack & pinion has external hardlines)

Banjo Fitting Kit
852010 - $39.00
6-piece kit for DSE Hose (high pressure outlet) includes washers

Banjo Fitting Kit
852011 - $31.00
6-piece kit includes washers for -BAN Fitting

182011 - $3.50
Crush washers (2 required)

DSE Steering Hardline
852000 - $85.00
TiteFit Hardline Nickel 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
All fittings below are -1/2" NPT to 5/8" Hose
501002-SUR - $16.00 - Stainless Standard. (1 3/16" Length)
501011-SUR - $18.00 - 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)

Banjo Fitting Kit
852010 - $39.00
6-piece kit for DSE Hose (high pressure outlet) includes washers

Banjo Fitting Kit
852011 - $31.00
6-piece kit includes washers for -BAN Fitting

182011 - $3.50
Crush washers (2 required)

DSE Steering Hardline
852000 - $85.00
TiteFit Hardline Nickel Plated Steel

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501011-SUR - $18.00 - 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)

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

Steel Heater Hose Nipples
All fittings below are -1/2" NPT to 5/8" Hose
501002-SUR - $16.00 - Stainless Standard. (1 3/16" Length)
501011-SUR - $18.00 - 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)

Internal Fan P101 Front Runner Alternators
Internal Fan P101 Front Runner Alternators

New! 320 Amp design for GM Front Runner System
042930 - $499.00 - Natural Finish Mechman
042931 - $550.00 - Polished Mechman
042934 - $550.00 - Polished Mechman
042935 - $580.00 - Chrome Mechman

220013 - $25.00 - 4-Gauge Wire Cable Kit for Internal Fan Alternators

External Fan Alternators For Original Design
Front Runners - See page 85

Front Runner Replacement Compressor
Sanden SD-7176 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)

Business Management Team
Our Human Resources Manager, Ashley Weir has over ten years experience in HR, specialising in manufacturing facilities. Ashley particularly enjoys the one-on-one relationships with each of our team and staff. When not working she enjoys cruising on her family’s “hot rod”, a 2012 Harley Street Glide!
Vintage Air Exclusive Design!

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 85 for alternators)
- Includes all hardware to mount compressor and alternator

172170-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 7/8” x 7/8” 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 - $99.00 - Compressor Only (passenger side)
15801-VCB - $99.00 - Alternator Only (driver side)
15111-VCB - $99.00 - Compressor Only (driver side)
15803-VCB - $99.00 - Alternator Only (passenger side)

LONG WATER PUMP
15122-VCB - $99.00 - Compressor Only (passenger side)
15804-VCB - $99.00 - Alternator Only (driver side)
15121-VCB - $99.00 - Compressor Only (driver side)
15806-VCB - $99.00 - 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)
15800-VCB - $99.00 - Alternator Only (driver side)

LONG PUMP
15119-VCB - $99.00 - Compressor Only (passenger side)
15807-VCB - $99.00 - Alternator Only (driver side)

Steel-eez Side-Mount Brackets, Compressor/Alternator

SHORT PUMP
15410-VCB - $99.00 - Compressor Only (driver side)
15126-SCA - $99.00 - Compressor Only (passenger side)
15826-SCA - $99.00 - Alternator Only (driver side w/OEM manifold)
15127-SCA - $99.00 - Compressor Only (passenger side w/headers)
15827-SCA - $99.00 - Alternator Only (driver side w/headers)
15811-SCA - $99.00 - Alternator Only (passenger side)

LONG PUMP
15123-VCB - $99.00 - Compressor Only (driver side)
15110 - $99.00 - Compressor Only (driver side w/headers)
15311-VCB - $99.00 - Compressor Only (passenger side)
158105 - $99.00 - Compressor Only (passenger side) head-mounted
(Will work on 1969-86 cast heads by drilling/tapping one hole for upper mounting point)
15839-VCB - $99.00 - Alternator Only (driver side)

WARNING: This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov

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.
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-R) Julian Gallegos, Hector Rosado, Rafael Miranda, Jose Hernandez - department lead, Ricky Grace, Christian Martinez and Francisco Dominguez.

| 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, Top-Mount Brackets, Compressor/Alternator  
(For ’87 and newer SBC with center bolt valve covers, similar to Tune Port shown below)

<table>
<thead>
<tr>
<th>SHORT PUMP</th>
<th>LONG PUMP</th>
</tr>
</thead>
<tbody>
<tr>
<td>15141-VCB - $99.00</td>
<td>15151-VCB - $99.00</td>
</tr>
<tr>
<td>15142-VCB - $99.00</td>
<td>15152-VCB - $99.00</td>
</tr>
<tr>
<td>Compressor (passenger side), short pump</td>
<td>Compressor (passenger side), long pump</td>
</tr>
<tr>
<td>Alternator (driver side), short pump</td>
<td>Alternator (driver side), long pump</td>
</tr>
</tbody>
</table>
(Note: Will not fit aluminum “Fast Burn” GM heads)

“Vortec” Small Block, Side-Mount Brackets, Compressor/Alternator
(For ’87 and newer SBC with center bolt valve covers)

<table>
<thead>
<tr>
<th>SHORT PUMP</th>
<th>LONG PUMP</th>
</tr>
</thead>
<tbody>
<tr>
<td>15145-VCB - $99.00</td>
<td>15155-VCB - $99.00</td>
</tr>
<tr>
<td>15146-VCB - $99.00</td>
<td>15156-VCB - $99.00</td>
</tr>
<tr>
<td>Compressor (passenger side), short pump</td>
<td>Compressor (passenger side), long pump</td>
</tr>
<tr>
<td>Alternator (driver side), short pump</td>
<td>Alternator (driver side), long pump</td>
</tr>
</tbody>
</table>

Tune Port Top Mount Brackets, Compressor/Alternator (Non-Vortec)
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.

<table>
<thead>
<tr>
<th>SHORT PUMP</th>
<th>LONG PUMP</th>
</tr>
</thead>
<tbody>
<tr>
<td>15110-VCB - $99.00</td>
<td>15120-VCB - $99.00</td>
</tr>
<tr>
<td>15802-VCB - $99.00</td>
<td>15808-VCB - $99.00</td>
</tr>
<tr>
<td>Compressor only (passenger side)</td>
<td>Compressor only (passenger side)</td>
</tr>
<tr>
<td>Alternator only (driver side)</td>
<td>Alternator only (driver side)</td>
</tr>
</tbody>
</table>

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

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.

- '32 Ford Shroud
- Small Block Chevy shown

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

Pulleys shown not included in bracket kits. See page 86 for Chevy steel pulleys.

- 19212-VCB - $299.00
- Small Block Chevy water pump riser
- (must use ’63-75 Chevy 6-Cyl. 250 cu. in. water pump)
We helped construct the first “RideTech 48 Hour” 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.

**Totally Cooled Gallery**

**Small & Big Block Chevy Applications**

**Big Block Chevy Top-Mount Brackets, Compressor/Alternator**

- **Short Pump**
  - 15132-VCB - $99.00
    - Compressor Only (passenger side)
  - 15331-VCB - $99.00
    - Alternator Only (driver side)

- **Long Pump**
  - 15131-VCB - $99.00
    - Compressor Only (passenger side)
  - 15332-VCB - $99.00
    - Alternator Only (driver side)

**Big Block Chevy Side-Mount Brackets, Compressor/Alternator**

- **Short Pump**
  - 15134-VCB - $99.00
    - Compressor Only (passenger side)
  - 15820-VCB - $99.00
    - Alternator Only (driver side)
  - 15133-VCB - $99.00
    - Compressor Only (driver side)
  - 15821-VCB - $99.00
    - Alternator Only (passenger side)

- **Long Pump**
  - 151371-BCA - $99.00
    - Compressor Only (passenger side)
  - 15838-VCB - $99.00
    - Alternator Only (driver side)
  - 151370-BCA - $99.00
    - Compressor Only (driver side)

**Small & Big Block Chevy, Low-Mount Compressor Bracket**

- **Short Pump**
  - 15540-VCB - $99.00
    - Small Block, low compressor bracket
  - 15136-VCB - $99.00
    - Big Block, low compressor bracket

- **Long Pump**
  - 15541-VCB - $99.00
    - Small Block, low compressor bracket

**Small & Big Block Chevy, Low-Mount Alternator Bracket**

- **Short Pump**
  - 15814-VCB - $80.00
    - Small Block with short pump
  - 15815-VCB - $80.00
    - Big Block with short pump

- **Long Pump**
  - 15816-VCB - $80.00
    - Small Block with long pump

**WARNING:** This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov.

**Big Block Chevy Top-Mount Brackets, Compressor/Alternator**

- **Short Pump**
  - 15540-VCB - $99.00
    - Small Block, low compressor bracket
  - 15136-VCB - $99.00
    - Big Block, low compressor bracket

- **Long Pump**
  - 15541-VCB - $99.00
    - Small Block, low compressor bracket

**Small & Big Block Chevy, Low-Mount Power Steering Bracket**

- **Short Pump**
  - 15820-VCB - $80.00
    - Small Block, short pump
  - 15821-VCB - $80.00
    - Alternator Only (passenger side)

- **Long Pump**
  - 15838-VCB - $99.00
    - Alternator Only (driver side)

**What’s a Long Pump or Short Pump Chevy Engine App? See page 69**

**Note:** 348/409 "W" Head Chevy brackets. See page 73
Well-known car show promoter, 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 '90s! 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.**
  - **142401 - $495.00**
  - 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 - $495.00**
  - 270 Compressor/Alternator bracket kit
  - **Includes new double-groove 6-cyl harmonic balancer**

- **152830 - $149.00**
  - 235 Chevy 1955-62 driver-side top-mount alternator bracket/bottom-mount compressor bracket

- **146037 - $149.00**
  - 230/250 Chevy 1963-84 driver-side top-mount alternator and bottom mount compressor combination bracket
  - **Note:** Not designed for power steering applications

- **15249-VCB - $159.00**
  - 250 Chevy 1963-84 right side mount
  - **Note:** Will not fit with HEI distributor

- **152500 - $185.00**
  - **Note:** Works 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. All brackets below include new tensioner.

- **141826 - $247.00**
  - Corvette LSX A/C Bracket Kit for engines with Corvette, Cadillac CTS-V & Pontiac GB accessory drive (crank pulley and water pump)

- **141827 - $247.00**
  - F-Body/GTO LSX A/C Bracket Kit for engines with F-Body/GTO accessory drive (crank pulley and water pump)

- **141828 - $247.00**
  - 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 04709-VMA compressor

- **141829 - $180.00**
  - Camaro/Firebird LSX A/C Bracket Kit for engines with F-Body/GTO accessory drive (crank pulley and water pump)
  - **Note:** For use with 04709-VMA compressor

**OEM GM Truck LS Drive System Adapter**

- **141812 - $230.00**
  - 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

- **141810 - $180.00**
  - GM Truck/Esclade LS compressor mount bracket kit (lower left photo). Crank center line to outer edge of compressor is 11.75"
  - **Note:** For use with 04670-MTA compressor

- **141813 - $249.00**
  - Low mount, LSA bracket designed to mount 7B10 compressor when using Corvette balancer

- **141814 - $249.00**
  - Low mount, truck and 2010-15 Camaro

**BRACKETS**

**Steel-eez Bracket Systems**

- **142401 Shown with Included Double Groove Pulley**

**NEW!**

- **146037 Shown**

- **141810 - $180.00**
  - F-Body/GTO LSX A/C Bracket Kit for engines with F-Body/GTO accessory drive (crank pulley and water pump)
  - **Note:** For use with 04709-VMA compressor

- **141812 - $230.00**
  - 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

- **141813 - $249.00**
  - Low mount, LSA bracket designed to mount 7B10 compressor when using Corvette balancer

- **141814 - $249.00**
  - Low mount, truck and 2010-15 Camaro

- **141815 - $249.00**
  - Low mount, F-body and GTO

**Totally COOLED Gallery**

Pulleys shown not included in bracket kits. See page 86 for Chevy steel pulleys.
Imagine driving cross-country, 500 miles a day for seven days, stopping 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/Power Steering**

- **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.

**131107** Small Block Ford compressor bracket with **131108** power steering bracket and **131112** alternator bracket.

**131111** Y-Block bracket

**131004** Flathead bracket

**137002** 420/460 Ford compressor bracket with **137012** power steering bracket and **137023** alternator bracket.

**172009** Aluminum polished finish flathead bracket

**Ford Flathead Compressor/Alternator Mounting Brackets**


**131002** - $199.00

1937-1948 Flathead comp/alternator for use with single wide-groove compressor pulley

**131003** - $199.00

1949 Flathead comp/alternator for use with single wide-groove compressor pulley

**131004** - $199.00

1950-53 Flathead comp/alternator for use with double standard-groove pulley

**70654-VUQ** - $59.00

Polished aluminum offset water neck

**739001** - $44.00

Chrome GM wide-groove alternator pulley

**172008** - $229.00

Aluminum machined finish flathead bracket

**172009** - $299.00

Aluminum polished finish flathead bracket (at right)


Note: Must use electric fan with these brackets.

Pulleys shown not included in bracket kits. See page 86 for optional pulleys.

**BRACKETS**

Ford OHV - Flat Head Applications
**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.

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

**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**
TRW power steering pump bracket kit

**151007 - $350.00**
1955-58 Chrysler 331, 354 Hemis 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**
Buick 401/425 Nailhead (1963-65 Riviera only) (passenger-side)

**151101 - $230.00**
Buick 401/425 Nailhead compressor and alternator (passenger-side)

**15110-VBB - $99.00**
Buick 231 V6 engine compressor only bracket (front distributor only) (passenger-side) [NOTE: Street rod application - will not work with OEM power steering]

**15499-VCB - $109.00**
Chevy 348, 409 (with stock manifold)

**15500-VCB - $109.00**
Chevy 348, 409 with Edelbrock manifold

**15501-VCB - $109.00**
Chevy 348/409 with stock manifold (passenger-side)

**15812-VCB - $89.00**
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 - $109.00**
Oldsmobile 1968 & Up 350-455 (non-air car, driver side)

**141026 - $109.00**
Oldsmobile 1977-79 403 compressor (passenger side)

**141001-PPA - $99.00**
Pontiac 1964-81 Pontiac 301-455 (passenger side)

**151590-SSA - $190.00**
Studebaker 259/304 V8 without power steering (passenger-side)

**151593-SSA - $289.00**
Studebaker 259/304 V8 with power steering, (passenger-side)

**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-R) Chris Castellano-Lead, Oscar Gonzales, Roland Hernandez, Antonio Garcia.
**COMPRESSORS**

Sanden - All New - Not Rebuilt

We Only Use Genuine Sanden Compressors

---

**Sanden SD 508 Compressor**

The SD 508 compressor is recommended for any Vintage Air system. It pumps 8.4 cubic inches per revolution with a maximum 6000 sustained RPM range. Available in standard finish or polished as shown. Fits all Vintage Air brackets (see pages 68-73).

V-Belt or Serpentine Pulley Available

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>04808-VUA</td>
<td>Double V-groove pulley, standard finish</td>
<td>$199.00</td>
</tr>
<tr>
<td>04808-VUQ</td>
<td>Double V-groove pulley, polished finish</td>
<td>$249.00</td>
</tr>
<tr>
<td>048085</td>
<td>Double V-groove pulley, chrome finish</td>
<td>$309.00</td>
</tr>
</tbody>
</table>

**Sanden SD 508 Rear Exit Compressor**

Excellent solution to low hood clearance issues. SD 508 compressor with rear exit #8 and #10 male O-ring fittings. Compatible with standard female O-ring fittings on page 79. For 90-degree TiteFit fittings, see page 76.

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>047000-SUR</td>
<td>Double V-groove pulley, rear exit, standard finish</td>
<td>$199.00</td>
</tr>
<tr>
<td>047001-SUQ</td>
<td>Double V-groove pulley, rear exit, polished finish</td>
<td>$249.00</td>
</tr>
<tr>
<td>047005</td>
<td>Double V-groove pulley, rear exit, chrome finish</td>
<td>$309.00</td>
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</table>

**Sanden SD 709 Compressor**

The SD 709 compressor is recommended for any Vintage Air system. It pumps 9.5 cubic inches per revolution with a maximum 6000 sustained RPM range. Available in standard finish or polished as shown. Fits all Vintage Air brackets (see pages 68-73).

V-Belt or Serpentine Pulley Available

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>04709-VUA</td>
<td>Double V-groove pulley, standard finish</td>
<td>$209.00</td>
</tr>
<tr>
<td>04709-VUQ</td>
<td>Double V-groove pulley, polished finish</td>
<td>$259.00</td>
</tr>
<tr>
<td>047090</td>
<td>Double V-groove pulley, chrome finish</td>
<td>$325.00</td>
</tr>
</tbody>
</table>

**Sanden SD 709 Rear Exit Compressor**

Excellent solution to low hood clearance issues. SD 709 compressor with rear exit #8 and #10 male O-ring fittings. Compatible with standard female O-ring fittings on page 79. For 90-degree TiteFit fittings, see page 76.

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Description</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>04707</td>
<td>7-Groove serpentine pulley, rear exit, standard finish</td>
<td>$209.00</td>
</tr>
<tr>
<td>047008</td>
<td>7-Groove serpentine pulley, rear exit, polished finish</td>
<td>$259.00</td>
</tr>
<tr>
<td>047009</td>
<td>7-Groove serpentine pulley, rear exit, chrome finish</td>
<td>$325.00</td>
</tr>
</tbody>
</table>

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**TOTALLY COOLED GALLERY**

Vintage Air has pioneered air conditioning applications is some of the most unusual and exotic vehicles ever built. This Steve Moal-built sports car, the “Gatto”, incorporates a Gen IV Magnum system into the beautifully designed interior.
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) Roger Gutierrez, Miquel Escareno, Robert De la Torre, Veronica Yanez, Juan Mallen, Mike Martinez Sr., Jerry Sianez, Leishla Nieves-Agosto, Gustavo Martinez, Roger Gutierrez Jr. and Thomas Hooper.

**FACTORY TOUR**

**COMPRESSORS**

Sanden - Accessory Options

Sanden USA’s quality management system is ISO/TS 16949:2002 certified

**Single Wide-Groove Sanden SD 508**

The SD 508 compressor is recommended for any Vintage Air system. Fits all Vintage Air brackets [see pages 68-73].

- **04808-SWA** - **$249.00**
  - Single wide-groove pulley, standard finish (3/4” Belt)
- **04808-SWG** - **$289.00**
  - Single wide-groove pulley, polished finish (3/4” Belt)
- **048080** - **$369.00**
  - Single wide-groove pulley, chrome finish (3/4” Belt)

**Sanden SD-7B10 Compressor**

Compact but high-performance compressor used on our award-winning Front Runner™ Accessory Drive systems. It pumps 6.1 cubic inches per revolution with a maximum 9000 sustained RPM range. Use only with our pulleys engineered specifically for this compressor, (Model SD-7B10).

- **046702** - **$239.00**
  - Double V-groove pulley, standard finish
- **046703** - **$275.00**
  - Double V-groove pulley, polished finish
- **046704** - **$319.00**
  - Double V-groove pulley, chrome finish

**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 V8’s. Also Cadillac Escalade 5.7 and Olds Bravada 4.3 engines.

- **04644-MTR** - **$289.00**
  - 6-Groove serpentine pulley, standard finish
- **046441-MTQ** - **$339.00**
  - 6-Groove serpentine pulley, polished finish

**Optional Components**

**Aluminum Compressor Clutch Covers**

- **04400-VUQ** - **$55.00**
  - for SD 508 compressor
  - Machined clutch cover, V-groove and multi-groove
- **04401-VUQ** - **$59.00**
  - for SD 508 compressor
  - Polished clutch cover, V-groove and multi-groove
- **044094** - **$59.00**
  - for SD 7B10 compressor
  - Chrome clutch cover, V-groove and multi-groove
- **044096** - **$50.00**
  - for SD 7B10 compressor
  - Machined clutch cover, V-groove and multi-groove
- **044098** - **$55.00**
  - for SD 7B10 compressor
  - Polished clutch cover, V-groove and multi-groove
- **044097** - **$59.00**
  - for SD 7B10 compressor
  - Chrome clutch cover, V-groove and multi-groove
- **044099** - **$55.00**
  - for SD 7B10 compressor
  - Black anodized clutch cover, V-groove and multi-groove
- **04407-MCA** - **$38.95**
  - for SD-7B10 compressor
  - Brushed Front Runner, multi-groove compressor clutch cover
- **04408-MCP** - **$49.95**
  - for SD-7B10 compressor
  - Polished Front Runner, multi-groove compressor clutch cover
- **044095** - **$59.00**
  - for SD-7B10 compressor
  - Chrome Front Runner, multi-groove compressor clutch cover
- **044093** - **$49.95**
  - for SD-7B10 compressor
  - Black anodized Front Runner, multi-groove compressor clutch cover

**Compressor/Evaporator Shipping Caps**

If you should need to ship your compressor to us for service or replacement, these caps will keep the compressor refrigerant from leaking into the packaging.

- **317008-VUR** - **$0.69**
  - #6 pressure cap
- **317009-VUR** - **$0.79**
  - #8 pressure cap
- **317010-VUR** - **$0.99**
  - #10 pressure cap

**Replacement Compressor O-Rings**

- **338604** - **$1.00**
  - SD-7B10 #8 O-Ring
- **338605** - **$1.00**
  - SD-7B10 #10 O-Ring

**Notes:**

1. Always use a compressor safety switch. See page 83.
2. Compressors are available with a V-belt or serpentine pulley.
3. Compressor dimension drawings. See page 100.

**WARNING:** This product can expose you to chemicals including Styrene, which is known to the state of California to cause cancer. For more information, go to www.P65Warnings.ca.gov

**WARNING:** This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov
**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 [-VUG 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-VUQ-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-VUQ-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-ez® Compressor Brackets**
- **35137-VUG-A - $49.95**
  TiteFit line kit for vehicles using top-mount steel compressor bracket, 134a
- **35137-VUQ-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**

<table>
<thead>
<tr>
<th>Product Code</th>
<th>Price</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>366100</td>
<td>$40.00</td>
<td>#6 TiteFit 90° A/C fitting</td>
</tr>
<tr>
<td>366101</td>
<td>$40.00</td>
<td>#8 TiteFit 90° A/C fitting</td>
</tr>
<tr>
<td>366102</td>
<td>$40.00</td>
<td>#10 TiteFit 90° A/C fitting</td>
</tr>
</tbody>
</table>

**SD-7B10 Compressor Refrigerant Line O-ring Adapter Kit**
- Includes SD-7B10 Sanden #8 and #10 O-ring adapters, O-rings, and bolts
- **045003 - $40.00** - Adapter block kit machined
- **045004 - $50.00** - Adapter block kit polished

**O-ring Adapters For OEM Compressors**

**OEM Compressor Refrigerant Line O-ring Adapters**
- **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)
- **338604 - $1.00** - SD-7B10 Sanden #8 replacement O-ring
- **338605 - $1.00** - SD-7B10 Sanden #10 replacement O-ring
- **045024 - $55.00** - GM vertical compressor rear adapter block flat face
- **045017 - $55.00** - Ford-style compressor block
- **045018 - $65.00** - Ford-style compressor block
- **045021 - $39.50** - Chrysler HEMI # 10 compressor block with O-ring
- **045022 - $39.50** - Chrysler HEMI # 8 compressor block with O-ring
- **338617 - $1.00** - # 10 compressor block O-ring only
- **338618 - $1.00** - # 8 compressor block O-ring only

**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!

### Standard Vintage Air Refrigerant Hose

<table>
<thead>
<tr>
<th>Hose</th>
<th>Sold by the inch</th>
</tr>
</thead>
<tbody>
<tr>
<td>#6</td>
<td>31854-VUD - $0.21 in. 5/16” I.D. - 3/4” O.D. Liquid Hose: Condenser to Drier to Evaporator</td>
</tr>
<tr>
<td>#8</td>
<td>31855-VUD - $0.25 in. 13/32” I.D. - 29/32” O.D. Discharge Hose: Compressor to Condenser</td>
</tr>
<tr>
<td>#10</td>
<td>31856-VUD - $0.29 in. 1/2” I.D. - 1” O.D. Suction Hose: Evaporator to Compressor</td>
</tr>
</tbody>
</table>

### Fittings For Standard Vintage Air Hose

<table>
<thead>
<tr>
<th>Beadlock O-Ring Fittings with 134a Service Ports</th>
<th>#6 Hose Fitting</th>
<th>#8 Hose Fitting</th>
<th>#10 Hose Fitting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Straight with Port</td>
<td>35511-VUG $15.00</td>
<td>35512-VUG $15.00</td>
<td>35513-VUG $15.00</td>
</tr>
<tr>
<td>45 Degree with Port</td>
<td>35521-VUG $15.00</td>
<td>35522-VUG $15.00</td>
<td>35523-VUG $15.00</td>
</tr>
<tr>
<td>90 Degree with Port</td>
<td>35531-VUG $15.00</td>
<td>35532-VUG $15.00</td>
<td>35533-VUG $15.00</td>
</tr>
<tr>
<td>#8 with Port</td>
<td>N/A</td>
<td>35542-VUG $15.00</td>
<td>35543-VUG $15.00</td>
</tr>
<tr>
<td>135 Degree with Port</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>In-Line with Service Port</td>
<td>35825-VUG $15.00</td>
<td>35826-VUG $15.00</td>
<td>35827-VUG $15.00</td>
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</tbody>
</table>

### Fittings For Dual Air - Standard Vintage Air Hose

<table>
<thead>
<tr>
<th>Beadlock Male T-Fittings</th>
<th>#6</th>
<th>#8</th>
<th>#10</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>358280</td>
<td>$12.50</td>
<td>358282</td>
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</table>

### Vintage Air Bulkhead Fittings

<table>
<thead>
<tr>
<th>Bulkhead Beadlock Male Fittings</th>
<th>#6 Hose Fitting</th>
<th>#8 Hose Fitting</th>
<th>#10 Hose Fitting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Straight</td>
<td>35861-VUG $9.75</td>
<td>35862-VUG $9.75</td>
<td>35863-VUG $10.75</td>
</tr>
<tr>
<td>90 Degree</td>
<td>35881-VUG $9.75</td>
<td>35882-VUG $9.75</td>
<td>35883-VUG $10.75</td>
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</tbody>
</table>

### Extended Bulkhead Fittings

<table>
<thead>
<tr>
<th>O-Ring Bulkhead Heater Fittings for 5/8” Hose</th>
<th>#6 Hose Fitting</th>
<th>#8 Hose Fitting</th>
<th>#10 Hose Fitting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Straight</td>
<td>34215-VUG $12.50</td>
<td>34236-VUG $14.50</td>
<td>34257-VUG $16.50</td>
</tr>
<tr>
<td>90 Degree</td>
<td></td>
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</tr>
</tbody>
</table>

### A/C O-Rings For Vintage Air Fittings

<table>
<thead>
<tr>
<th>A/C O-Rings</th>
<th>#6 O-ring, ten piece pack</th>
<th>#8 O-ring, ten piece pack</th>
<th>#10 O-ring, ten piece pack</th>
</tr>
</thead>
<tbody>
<tr>
<td>331016</td>
<td>$1.00</td>
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<td></td>
</tr>
<tr>
<td>331008</td>
<td>$1.00</td>
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<tr>
<td>331010</td>
<td>$1.00</td>
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</tr>
<tr>
<td>331009</td>
<td>$4.00</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Shop Kit

<table>
<thead>
<tr>
<th>Shop Kit</th>
<th>Ten piece pack of #6, #8, #10, O-Rings with refrigerant oil tube</th>
</tr>
</thead>
<tbody>
<tr>
<td>41117-VUP</td>
<td>$1.00</td>
</tr>
</tbody>
</table>

### O-Ring Refrigerant Lube Oil

<table>
<thead>
<tr>
<th>O-Ring Refrigerant Lube Oil</th>
<th>For fitting and line assembly</th>
</tr>
</thead>
<tbody>
<tr>
<td>41117-VUP</td>
<td>$1.00</td>
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</tbody>
</table>

### A/C O-Rings For Vintage Air Fittings

<table>
<thead>
<tr>
<th>A/C O-Rings</th>
<th>#6 O-ring, ten piece pack</th>
<th>#8 O-ring, ten piece pack</th>
<th>#10 O-ring, ten piece pack</th>
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</thead>
<tbody>
<tr>
<td>331016</td>
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<tr>
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</table>

### O-Ring Refrigerant Lube Oil

<table>
<thead>
<tr>
<th>O-Ring Refrigerant Lube Oil</th>
<th>For fitting and line assembly</th>
</tr>
</thead>
<tbody>
<tr>
<td>41117-VUP</td>
<td>$1.00</td>
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</table>
### Vintage Air Standard Heater Fittings

<table>
<thead>
<tr>
<th>O-Ring Fittings For 5/8&quot; Hose</th>
<th>Fittings</th>
<th>#10 Hose Fitting</th>
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<tbody>
<tr>
<td>Straight</td>
<td></td>
<td>$7.00</td>
</tr>
<tr>
<td>45 Degree</td>
<td></td>
<td>$7.00</td>
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<tr>
<td>90 Degree</td>
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<td>$7.00</td>
</tr>
<tr>
<td>135 Degree</td>
<td></td>
<td>$7.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Beadlock Fittings</th>
<th>Fittings</th>
<th>#10 Hose Fitting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Straight</td>
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<td>$7.00</td>
</tr>
<tr>
<td>90 Degree</td>
<td></td>
<td>$7.00</td>
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</tbody>
</table>

### Manifold Heater Fittings

<table>
<thead>
<tr>
<th>Manifold Heater Fittings</th>
<th>Part Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>36033-MPA</td>
<td>$21.95</td>
<td>Stainless manifold fitting 1/2&quot; NPT to #10 Male O-ring</td>
</tr>
<tr>
<td>36032-MPA</td>
<td>$21.95</td>
<td>Stainless manifold fitting 3/8&quot; NPT to #10 Male O-ring</td>
</tr>
<tr>
<td>341081</td>
<td>$10.00</td>
<td>Aluminum manifold fitting 1/2&quot; NPT to 5/8&quot; Hose</td>
</tr>
<tr>
<td>341082</td>
<td>$10.00</td>
<td>Aluminum manifold fitting 3/8&quot; NPT to 5/8&quot; Hose</td>
</tr>
</tbody>
</table>

### Line Fitting Wrenches

<table>
<thead>
<tr>
<th>Line Fitting Wrenches</th>
<th>Part Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>646917</td>
<td>$5.00</td>
<td>Steel 1/4&quot; thick laser cut non-hardened fitting wrench 1 1/16&quot; x 3/4&quot;</td>
</tr>
<tr>
<td>646918</td>
<td>$5.00</td>
<td>Steel 1/4&quot; thick laser cut non-hardened fitting wrench 7/8&quot; x 5/8&quot;</td>
</tr>
</tbody>
</table>

### Molded Heater Hoses

<table>
<thead>
<tr>
<th>Molded Heater Hoses</th>
<th>Part Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>099000 - $15.95</td>
<td>5/8&quot; 90 degree hose A = 4&quot; x B = 6&quot; long</td>
<td></td>
</tr>
<tr>
<td>099003 - $29.95</td>
<td>5/8&quot; 90 degree hose A = 4&quot; x B = 60&quot; long</td>
<td></td>
</tr>
<tr>
<td>099006 - $29.95</td>
<td>3/4&quot; 90 degree hose 3/4&quot; reduced to 5/8&quot; A = 4&quot; x B = 38&quot; long</td>
<td></td>
</tr>
<tr>
<td>099010 - $29.95</td>
<td>Straight hose 3/4&quot; reduced to 5/8&quot;, 60&quot; long</td>
<td></td>
</tr>
</tbody>
</table>

### Pro Quality Crimp Tools for Refrigerant Lines

<table>
<thead>
<tr>
<th>Pro Quality Crimp Tools</th>
<th>Part Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>424007 - $579.00</td>
<td>Hydra Crimp Kit</td>
<td></td>
</tr>
<tr>
<td>424005 - $209.00</td>
<td>Standard Aluminum Beadlock A/C Hose Crimper, 134a</td>
<td></td>
</tr>
<tr>
<td>42400-VUG - $450.00</td>
<td>Commercial Steel Heavy-Duty Beadlock A/C Hose Crimper, 134a</td>
<td></td>
</tr>
</tbody>
</table>

**WARNING:** This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov

**WARNING:** This product can expose you to chemicals including Carbon Black (airborne, unbound particles of respirable size), which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov

### 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 ingestion
- 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

547002 - $360.00
E-Z Clip Universal Hose Kit
See page 77 for more kit information.

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

Kit includes bulkhead plus adapter fitting to connect standard 5/8” rubber heater hose (for heater control valve installation). Requires 2.5” hole.

388902 - $160.00
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)
361404 - $20.00
E-Z Clip #10 hose to 3/4” heater hose adapter only

EZ-Clip Dual Air T-Fittings

EZ-Clip Assembly Tools

EZ Clip Port Caps

317092 - $3.00
EZ Clip low side charge port cap
317092 - $3.00
EZ Clip high side charge port cap

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

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**WARNING:** This product can expose you to chemicals including lead and lead compounds, which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to [www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov).
Stainless Steel Line Kits / Parts

Weld-In Service Port Fittings

- 30907-VUG - $5.00
Weld-in steel charge port assembly cap and Schrader valve included for low side #10 line

- 30908-VUG - $5.00
Weld-in steel charge port assembly cap and Schrader valve included for high side #6 or #8 line

Stainless Tubing Stock

- 06300-VUG - $8.25
5/16", #6, .035"wall (ordered per foot) 5/16" O.D.

- 06301-VUG - $8.50
3/8", #9, .035" (ordered per foot) 3/8" O.D.

- 06302-VUG - $9.50
1/2", #10, .035" (ordered per foot) 1/2" O.D.

Stainless Hardline Parts

- 36090-MPA - $12.95
Stainless O-ring Weld-on Line Ends
Stainless 5/8" barb tube end (heater)

- 36091-MPA - $11.00
#6 - 36400-MPA

- 36092-MPA - $11.00
#8 - 36500-MPA

- 36093-MPA - $13.00
#10 - 36600-MPA

Vintage Air Stainless Steel A/C Line Kit
Includes straight stainless steel tubing (72" of #6, 36" of #8, and 72" of #10 tubing), tube ends with stainless TiteFit™ nuts, one foot each of stainless Aeroquip #10 & #8 line with straight fittings, and a ProLine A/C bulkhead plate.

3100-VUI - $119.00
ProLine heater kit (includes all necessary hardware and fittings)

3150-VUI - $129.00
ProLine heater kit with bulkhead fittings

36701-VUR - $85.00
Silver solder for S/S lines (30")

Stainless TiteFit™ Nuts Included!

[industry participation]

The employees and management of Vintage Air are active in the street rod, classic car, and truck industry. Our team often presents classes and technical programs at various industry shows and meetings such as this one held for Vintage Air distributors at SoCal Speed Shop in Arizona.
**U-Bend-Em** Universal Length Aluminum Heater Lines

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.

<table>
<thead>
<tr>
<th>#10 fittings, 18&quot; long.</th>
<th>125743 - $12.50</th>
</tr>
</thead>
<tbody>
<tr>
<td>#6 fittings, 18&quot; long.</td>
<td>125745 - $15.50</td>
</tr>
<tr>
<td>#6 fittings, 36&quot; long.</td>
<td>125746 - $17.50</td>
</tr>
<tr>
<td>#6 fittings, 48&quot; long.</td>
<td>125747 - $20.00</td>
</tr>
<tr>
<td>#6 fittings, 72&quot; long.</td>
<td>125748 - $21.50</td>
</tr>
</tbody>
</table>

**Outside Dimensions:**
- #6 Tubing = 3/8" O.D.
- #8 Tubing = 1/2" O.D.
- #10 Tubing = 5/8" O.D.

**Female-Female Fittings**

<table>
<thead>
<tr>
<th>#6 fittings, 72&quot; long</th>
<th>125748 - $21.50</th>
</tr>
</thead>
<tbody>
<tr>
<td>#8 fittings, 60&quot; long</td>
<td>12560-VCL - $20.00</td>
</tr>
<tr>
<td>#8 fittings, 48&quot; long</td>
<td>12548-VCL - $17.50</td>
</tr>
<tr>
<td>#8 fittings, 36&quot; long</td>
<td>12536-VCL - $15.50</td>
</tr>
<tr>
<td>#8 fittings, 24&quot; long</td>
<td>12524-VCL - $12.50</td>
</tr>
<tr>
<td>#8 fittings, 12&quot; long</td>
<td>12512-VCL - $9.50</td>
</tr>
<tr>
<td>#8 fittings, 6&quot; long</td>
<td>12508-VCL - $6.50</td>
</tr>
</tbody>
</table>

**Male-Female Fittings**

<table>
<thead>
<tr>
<th>#6 fittings, 72&quot; long</th>
<th>125748 - $21.50</th>
</tr>
</thead>
<tbody>
<tr>
<td>#6 fittings, 60&quot; long</td>
<td>12560-VCD - $20.00</td>
</tr>
<tr>
<td>#6 fittings, 48&quot; long</td>
<td>12548-VCD - $17.50</td>
</tr>
<tr>
<td>#6 fittings, 36&quot; long</td>
<td>12536-VCD - $15.50</td>
</tr>
<tr>
<td>#6 fittings, 24&quot; long</td>
<td>12524-VCD - $12.50</td>
</tr>
<tr>
<td>#6 fittings, 12&quot; long</td>
<td>12512-VCD - $9.50</td>
</tr>
<tr>
<td>#6 fittings, 6&quot; long</td>
<td>12508-VCD - $6.50</td>
</tr>
</tbody>
</table>

**Threaded Adapter** 3

For installing female threaded trinary or binary switches into our standard or chrome driers (driers on page B3)

**18103-VUG - $8.95**

Adapter (not compatible with polished aluminum driers)

**Switch Fitting** 3

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

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**WARNING:** This product can expose you to chemicals including lead compounds, which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov

**Inline Safety Switches**

**Trinary Switch Kit** 3

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.

**24679-VUS - $35.00**

Trinary switch kit for beadlock crimp

**11076-VUS - $35.50**

Replacement female thread trinary switch only

**Binary Switch Kit** 3

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

**24678-VUS - $35.00**

Binary switch kit for beadlock crimp

**11078-VUS - $17.95**

Replacement female thread binary switch only 7/16-20 thread

**110790 - $4.95**

Binary switch boot with pigtail harness

**Note:** Male thread safety switches listed on page 84.
**SYSTEM UPGRADES**

**Bulkhead Plates & Driers**

**StreamLine Aluminum Bulkhead Plates**

*4-Way Square for A/C & Heater* 2

(3" x 3" - Hose fittings start on page 78)

- 384600-MBA - $65.00
- 4-way A/C-heater (6-10 male O-ring) polished
- 389600 - $69.00
- 4-way A/C-heater (6-10 male O-ring) black anodized

- 384800-MBA - $65.00
- 4-way A/C-heater (8-10 male O-ring) polished
- 389800 - $69.00
- 4-way A/C-heater (8-10 male O-ring) black anodized

*4-Way Diamond for A/C & Heater* 2

(2.75" x 4.375" - Hose fittings start on page 78)

- 388600-MBA - $65.00
- 4-way A/C-heater (6-10 male O-ring) polished
- 389601 - $69.00
- 4-way A/C-heater (6-10 male O-ring) black anodized

- 388800-MBA - $65.00
- 4-way A/C-heater (8-10 male O-ring) polished
- 389801 - $69.00
- 4-way A/C-heater (8-10 male O-ring) black anodized

*2-Way for A/C & Heater O-Ring Lines* 2

(1.25" x 2.75" - Hose fittings start on page 78)

- 382600-MBA - $41.00
- 2-way A/C (8-10 male O-ring) polished
- 389602 - $44.00
- 2-way A/C (6-10 male O-ring) black anodized

- 382800-MBA - $41.00
- 2-way A/C (8-10 male O-ring) polished
- 389802 - $44.00
- 2-way A/C (6-10 male O-ring) black anodized

- 383600-MBA - $41.00
- 2-way A/C (6-8 male O-ring) polished
- 389603 - $44.00
- 2-way A/C (6-8 male O-ring) black anodized

- 383200-MBA - $41.00
- 2-way heater (10-10 male O-ring) polished
- 389803 - $44.00
- 2-way heater (10-10 male O-ring) black anodized

*4-Way In-Line for A/C & Heater* 2

(1.25" x 5.75" - Hose fittings start on page 78)

- 386600-MBA - $65.00
- 4-way A/C-heater (6-10 male O-ring) polished
- 389600 - $69.00
- 4-way A/C-heater (6-10 male O-ring) black anodized

- 388600-MBA - $65.00
- 4-way A/C-heater (8-10 male O-ring) polished
- 389800 - $69.00
- 4-way A/C-heater (8-10 male O-ring) black anodized

*4-Way Bulkhead Fitting Kit* 2

- 35704-VUD - $35.00
- Beadlock Type. Includes: four straight fittings, 4 90° fittings and refrigerant oil.

---

**Driers/Receivers**

**Chrome Drier** 2

Features built-in mounting bracket and compact size. Includes hardware. 2.5" x 6".

- 07310-VUQ - $69.00
- Chrome drier with bracket as shown

- 01311-VUQ - $39.00
- Replacement chrome drier without bracket

**Chrome Drier with Safety Switch** 2

Built-in mounting bracket. Includes hardware. No switch adapter needed. 2.5" x 6".

- 07308-VUG - $75.00
- Chrome drier with binary switch

- 07309-VUG - $94.00
- Chrome drier with trinary switch

- 01311-VUG - $39.00
- Replacement chrome drier without bracket

**Standard Drier** 2

Economical choice, painted black. Threaded port for trinary or binary switch installation. Comes sealed and precharged 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

**Safety Switches** 2 • 3/8"-24 Male Thread

- 11079-VUS - $13.60
- Replacement binary switch with O-ring

- 11086-VUS - $35.50
- Replacement trinary switch with O-ring

**Standard Drier with Safety Switch** 2

Economical choice, painted black. No adapter needed. Includes 07113-VUB bracket. 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

**Polished Aluminum Drier** 2

Features a unique rebuildable design which allows changing of drier without removing any fittings. 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

**Chrome Drier with Safety Switch**

Built-in mounting bracket. Includes hardware. No switch adapter needed. 2.5" x 6".

- 07308-VUG - $75.00
- Chrome drier with binary switch

- 07309-VUG - $94.00
- Chrome drier with trinary switch

- 01311-VUG - $39.00
- Replacement chrome drier without bracket

**Standard Drier with Safety Switch** 2

Economical choice, painted black. No adapter needed. Includes 07113-VUB bracket. 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

**Polished Aluminum Drier** 2

Features a unique rebuildable design which allows changing of drier without removing any fittings. 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** 2

- 65508-VCB - $9.00
- Single wide steel bracket for standard driers above

- 07113-VUB - $51.10
- Standard narrow galvanized steel drier clamp (two required)

- 071130 - $12.00
- Heavy Duty Double-strap drier mount with welded stud, washers, and nut

- 071132 - $40.00
- Heavy Duty Double-strap drier mount as above, chrome

---

**TECHNICAL SERVICES TEAM**

These guys specialize in assisting customers with any technical issues or questions they may have. They have extensive experience with our manufacturing operations and system installations. (L-R) Don Bochichio, John B. Wright, and Shane Chisenhall.
The tech services team has now grown so much we needed two pages to show them all! Each of them experienced in all areas of installation and operation of our systems and just a phone call away. (L-R) Mark Hungerford, Don Peterson and Justin Devries.

Alternators, Single Wire
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 - $115.00
100 Amp GM standard finish

09100-VUG - $160.00
100 Amp GM chrome finish

09140-VUA - $170.00
140 Amp GM standard finish

09140-VUG - $260.00
140 Amp GM chrome finish

Ford Type Alternators, Single Wire
092000 - $120.00
100 Amp Ford standard finish

09200-VUG - $180.00
100 Amp Ford chrome finish

09240-VUG - $240.00
140 Amp Ford 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

Stewart Hi-Flow Water Pumps
NASCAR's Choice for Cup Racers!
For small and big block Chevy. Standard rotation. Cast Iron. Runs cooler; twice the pressure, 41% more flow, uses less engine power than OEM pumps. NOT FOR Front Runner apps.

09100-VUA - $109.95
Small block Chevy, short pump

09240-VUG - $116.95
Big block Chevy, short pump

09240-VUG - $109.95
Small Block Chevy, long pump

09240-VUG - $116.95
Big Block Chevy, long pump

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

042906 - $259.00
3-wire, V-belt, standard 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

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WARNING: This product can expose you to chemicals including lead and lead compounds, which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov
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) Josh Ondike, Alejandro Camarillo, Sean Simbulan, Roland Contreras, Hector Reyes – Supervisor, Jeremy Mirone, Stephen Nail and Abe Vazquez.
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.
REPLACEMENT PARTS
Application Specific

11413-RUA - $4.95 3
Gen II rotary pot (switch) for servo heater valve

49219-VUI - $2.99
Replacement black knob

11458-VUS - $11.25 3
Rotary switch for Gen II vacuum systems (fan/mode)

114600 - $11.25 3
Rotary switch (Gen II heater mode)

246018-0 - $29.95 3
Gen IV rotary potentiometer switch w/nut (.266” shaft dia.)

18157-VUB - $0.13 3
7/16” - 28 shaft nut

11428-RUA - $49.95 3
Push/Pull fan switch for all systems with 28” heater valve cable (use pull-open heater control valve 46105-VUH)

112002-SUA - $29.95 2
SureFit system “Cable Converter” slide pot unit

11212-SUA - $4.95 3
Gen II slide pot (switch) for servo heater valve

491006-KUR - $6.65
Replacement black knob

33076-VUI - $38.50 2
Expansion valve kit for HFC-134a or R-12 systems (includes valve, press tape and O-ring)

49003-VUP - $.20 Inch
Press sealing tape

11542-VUS - $15.50 3
Vacuum solenoid

11430-VUS - $12.25 3
Lever switch for Gen II vacuum systems (fan/mode)

11400-VUS - $9.98 3
Micro switch for cable-operated SureFit systems

11400-VUS - $9.98 3
7/16” - 28 shaft nut

11206-VUS - $22.00 2
Replacement servo motor for Gen II systems

49003-VUP - $.20 Inch
Press sealing tape

23160-VUW - $8.00 2
30 amp. circuit breaker with weather boot

23162-VUW - $12.00 2
40 amp. circuit breaker without weather boot

63155-VUE - $69.95 3
Blower motor assembly for Vintage Air Super and ComPac Gen II systems only. 3-speed fan

11219-VUS - $34.95 3
Gen II Mini heat, cool, and defrost PC board assembly (shown)

11218-VUS - $34.95 3
Gen II Mini heat and cool only, PC board assembly

11209-VUS - $34.95 3
Gen II Super/Gen-II ComPac, heat, cool and defrost PC board assembly

11208-VUS - $34.95 3
Gen II Super/Gen-II ComPac, heat and cool only, PC board assembly (all come with wiring harness, a plugs and ABS board box)

11088-VUT - $30.00 2
(Lever for Gen II control panel)

11090-VUT - $30.00 2
(Lever 42”) Vacuum Lever Control

11092-VUT - $30.00 2
(Rotary 48”)

11013-VUE - $30.00 2
(Rotary 18”) Evaporator thermostat

WARNING: This product can expose you to chemicals including Styrene, which is known to the state of California to cause cancer. For more information, go to www.P65Warnings.ca.gov

WARNING: This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov

TOTALLY COOLED GALLERY
The craftsmen at Goolsby Customs built this ’74 Plymouth Duster around a killer Hellcat engine to create some Mopar magic! All that power runs through a Bowler 156 six-speed in a Roadster Shop chassis. Classic instruments, M&M interior, Baer brakes, and a BASF paint job round out this amazing build. Oh, and a complete Gen IV Magnum system make driving it a real pleasure!
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.

**Evaporator Drain Parts**

- **31050-VUD - $0.03 per inch**
  - 1/8" ID drain hose/per inch
- **65595-VUE - $0.40**
  - 1/8" Straight drain
- **65597-VUE - $0.75**
  - 1/8" 90° drain
- **65598-VUE - $0.85**
  - 1/8" 90° drain elbow
- **65599-VUE - $0.80**
  - 1/8" drain tee

- **31606-VUA - $1.00**
  - Stainless steel heater hose clamp - for 5/8" hose

**Grommets**

- **33133-VUI - $1.00**
  - Rubber grommet inner hole size .500", 1.5" O.D. - drill hole size 1.25"
- **33134-VUI - $12.95**
  - Double-hole rubber grommet for #6 & #8 hardlines, 1.562" O.D. - drill hole size 1.25"
- **33135-VUI - $1.00**
  - Rubber grommet inner hole size .375", 1.5" O.D. - drill hole size 1.25"
- **33136-VUI - $1.00**
  - Rubber grommet inner hole size .6875", 1.25" O.D. - drill hole size 1.25"
- **33137-VUI - $1.00**
  - Rubber grommet inner hole size .625" (will expand to 1"), 1.75" O.D. - drill hole size 1.25"

**Grommets**

- **317090 - $2.00**
  - High side #8 Service Port Cap
- **317091 - $2.00**
  - Low side #10 Service Port Cap
  (Will not fit E-Z Clip or braided line ports.)

**WARNING:** This product can expose you to chemicals including lead and lead compounds, which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to [www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov).

**WARNING:** This product can expose you to chemicals including Carbon Black (airborne, unbound particles of respirable size), which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to [www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov).

**WARNING:** This product can expose you to chemicals including Diisonanyl Phthalate, which is known to the state of California to cause cancer. For more information, go to [www.P65Warnings.ca.gov](http://www.P65Warnings.ca.gov).

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**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 #6, bottom #6.

03701-OVA - $120.00
Condenser with brackets, 12” tall x 20” wide x .83” thick
037033 - $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
037700 - $149.00
Unpainted condenser with brackets, 14” tall x 25.5” wide x .83” thick
037710 - $149.00
Black painted condenser with brackets, 14” tall x 25.5” wide x .83” thick
037034 - $139.00
Condenser with brackets, 16” tall x 18” wide x .83” thick
037035 - $159.00
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!

Monster SuperFlow Condenser for Dual Air or High-Capacity Systems
037030-OVR - $179.00
Condenser with straight outlets, 1’6” tall x 2’7” 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 condenser, brackets and hardlines, as shown.

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.

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 most 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 2

Not recommended as a primary condenser. Ask your dealer about specific recommendations.

DISTRIBUTOR TRAINING

During our distributor training sessions, we explain the basics of air conditioning and components. We also go into detail about our entire product line, including the Gen II and Gen IV systems. We believe that a well-informed and technically trained dealer network is one of the best ways to ensure continuing customer satisfaction.
CUSTOMER SERVICE TEAM
Sales Supervisor Art Cavazos has worked in the automotive industry for eighteen years and at Vintage Air for another twenty. Art is a second-generation street rodder and is working on his current project, a '33 Ford pickup.

WARNING: This product can expose you to chemicals including Styrene, which is known to the state of California to cause cancer. For more information, go to www.P65Warnings.ca.gov

Optimum Engine-Driven Fan Cooling Requires a Well Fit Fan Shroud

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.
SPAL Series Electric Fans

SPAL is recognized worldwide as a leader in automotive engine cooling technologies. We offer the complete line of SPAL fans. The illustrations are for typical reference only. Your dealer will be happy to supply you with specific CFM recommendations and mounting information.

Note: These fans must use heavy duty wiring kit 23102-VUW shown below.

### Part Number | Fan Diameter | Motor Thickness | Fan Thickness | CFM
--- | --- | --- | --- | ---
32140-SHF | 14" Pusher | 3.390 | 1.000 | 1720
32141-SDF | 11" Dual Puller | 3.390 | 1.000 | 2170

Extreme Duty 16"

287015-VUR* - $249.00
16" Puller | 3.640 | 1.440 | 3000
287016-VUR* - $249.00
16" Puller | 3.390 | 1.000 | 2360
32160-SHF - $150.00
16" Puller | 3.390 | 1.000 | 2360
32161-SHF - $150.00
16" Pusher | 3.390 | 1.000 | 2360

SPAL single fans above do not include mounting brackets.

40137-VUB - $15.00
Fan mounting bracket kit for SPAL single fans.

Skewed Blade Electric Fans

Reversible, high-volume, skewed blade fans deliver maximum cooling efficiency. Brackets included.

Note: Fans require wiring/relay kit shown at right.

### Part Number | Fan Diameter | Motor Thickness | Fan Thickness | CFM
--- | --- | --- | --- | ---
32610-VUF | 15.04" | 2.540 | 0.400 | 1555
32612-VUF | 15.04" | 2.600 | 0.400 | 1720
32614-VUF | 15.04" | 2.750 | 0.400 | 1810
32616-VUF | 15.04" | 2.750 | 0.400 | 2170
32618-VUF | 15.04" | 2.750 | 0.400 | 2780
32620-VUF | 15.04" | 2.750 | 0.400 | 3000

### Adjustable Fan Thermostat

Automatic fan control at your desired temperature setting (180°-240°). Probe installs into radiator drain with included pos-a-seal fitting. Use separately or with A/C trinary function safety switch. VA fan wiring kit recommended.

24675-VUT - $35.00
Thermostat kit

23101-VUW - $39.95
Wiring kit (include thermostat, adapter bushings, standard duty wire harness. Recommended for ALL electric fan installations. Specifically bored out to allow proper coolant flow around thermostat.

### Electric Fan Wiring Harnesses & Thermostats

Designed by our engineers for proper operation of most electric fan installations. Includes inline relay protect fans switch from excessive amp loads.

#### Electric Fan Wiring Kit

Recommended for SPAL electric fan installations. Allows direct current to fan without placing load on your fan switch. Prevents current feedback when fan is not engaged.

23101-VUW - $39.95
Standard duty wiring kit with 40 amp relay

23102-VUW - $59.95
Heavy Duty wiring kit with 70 amp relay

Required for ALL LoPro and dual fan kits

#### Electric Fan Thermostat Kit w/Wiring

Includes thermostat, adapter bushings, standard duty wiring harness.

24190-VUT - $69.95
190° switch kit

24205-VUT - $69.95
205° switch kit

241900 - $99.95
190° switch kit with heavy duty wiring (70 amp relay)

242050 - $99.95
205° switch kit with heavy duty wiring (70 amp relay)

### Totally Cooled Gallery

Valentin Contreras, Jesse Juarez and Juan Mallen run our own in-house powdercoating operations. One reason Vintage Air can maintain the highest quality standards is bringing many of the machining and finishing processes in-house.

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**COOLING FANS**

Electric Engine Cooling
LoPro™ CustomFit Brushless Electric Fans

Our next generation engine cooling fans are a major step up in performance and reliability. This new brushless-motor technology delivers ultimate performance operation with extreme motor longevity. Pulse Width Modulation (PWM) control provides soft-start, demand-driven, variable fan speed to maintain consistent engine temperature in all driving conditions.

LoPro™ CustomFit™ fans feature:
- 500 watt SPAL brushless PWM motor
- 16” skewed blade fan assembly
- Vehicle-specific ABS shroud
- Powder coated mounting bracket
- 8-gauge power harness with 80 amp fuse

Fans above require PWM control kit (available separately) based on engine thermostat temperature customer plans to use (or other aftermarket engine controller).

LoPro™ ‘32 Ford 500 Watt CustomFit™ Fan Kit
Based on Walker Radiator (21-7/8” x 17-9/16”)
280474 - $550.00
Fan kit with Standard Control Kit- $725.00

LoPro™ ‘39/40 Ford 500 Watt CustomFit™ Fan Kit
Based on Walker Radiator (20” x 21-1/2”)
280476 - $550.00
Fan kit with Standard Control Kit- $725.00

Control Kits for Brushless Fans - Retail: $175.00

<table>
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<tr>
<th>Vair PN</th>
<th>Description</th>
<th>MIN ON (F)</th>
<th>MAX (F)</th>
<th>ENGINE THERMOSTAT</th>
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<tr>
<td>113014</td>
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<td>113018</td>
<td>CONTROL KIT, 850 W BRUSHLESS FAN, 160 T-STAT</td>
<td>165</td>
<td>185</td>
<td>160</td>
</tr>
</tbody>
</table>

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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.
**Monster™ CustomFit Brushless Electric Fans**

**Monster CustomFit™ fans feature:**
- 850 watt SPAL brushless PWM motor
- 19” skewed blade fan assembly
- Vehicle-specific ABS shroud
- Powder coated mounting bracket
- 6-gauge power harness with 80 amp MIDI-fuse

**NOTE:** While these fan kits were designed for specific applications, they may work for your vehicle - check dimensions below.

More applications available soon!

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**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.
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.

- **46135-VIP - $99.00**
  - 12 sq.ft. kit (4 sheets 12” x 36”)

**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.

- **461500-VIP - $65.00**
  - .125” thick, 12 sq.ft. kit
- **461501-VIP - $85.00**
  - .25” thick, 12 sq.ft. kit
- **461502-VIP - $109.00**
  - .5” thick, 12 sq.ft. kit

**Application Rollers**
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.

- **42020-TUP - $12.95**
  - Wood Roller
- **42021-TUP - $19.95**
  - Rubber Roller

**WARNING:** This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm. For more information, go to www.P65Warnings.ca.gov
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.

**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

**Clamp-On Heat 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 TCT, 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

**Firewall 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)

**Lizard Skin**
Lizard Skin recommends covering the entire interior first with their sound control product, followed by a layer of the ceramic heat insulation product for maximum results. See manufacturer’s recommendations for proper MIL thickness application on all products. Lizard Skin products spray on easily over your floor, doors, and roof, with their low-pressure spray gun kit listed below.

- 202006 - $95.00
  - One-gallon tub of ceramic heat insulation product
- 202007 - $175.00
  - Two-gallon tub of ceramic heat insulation product
- 202008 - $90.00
  - One-gallon tub of sound control product
- 202009 - $165.00
  - Two-gallon tub of sound control product
- 202010 - $90.00
  - Spray gun kit with stir paddle
- 202011 - $5.99
  - 4” foam roller
- 202012 - $430.00
  - Project kit: includes two gallon ceramic heat control, two gallons sound control, and complete gun applicator kit
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 hometown, 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.

To locate a distributor near you, see page 99 for directions on using our new online listing of active Vintage Air distributors and installers.

DISTRIBUTOR TRAINING
Your Local Air Conditioning Experts

TOTALLY COOLED GALLERY
Yes, there is a Vintage Air system for almost every application you can dream up! This 1985 VW Single-Cab pickup is the creation of Todd Budde at FabFitters. With a mid-engine, twin turbo, 3.3 Liter Subaru SVX, WRX 5-speed gearbox, and a-arm front suspension, this box can run with the supercars! Todd stays cool with a Gen IV Magnum system under the seats.
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 the first 3 numbers of your ZIP code or the name of your state and scroll down to your preferred distributor.

**TOTALLY COOLED GALLERY**

Detroit Firemen’s Fund, an organization of active and retired fire fighters, 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.
FACTORY TOUR

We have an entire in-house cooling coil manufacturing department. (L-R) Tariq Lambert, Javier Mercado, Adam Salas, Larry Casanova, Scott Magness, Edward Cardenas, Elijah Olmos, Isreal Saldana, Ernest Pulczinski and Manny Valdez – supervisor.
Typical Binary Switch Wiring

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

10 Volt
"Key On" ignition source

A/C Thermostat
Switch or Compressor Relay (Gen IV)

A/C Switch
Panel Switch "On"

A/C Compressor
Clutch

Binary Switch Part # 11078-VUS
High Pressure Cut-off - 406 psi
Low Pressure Cut-off - 30 psi

For more information about trinary switches visit: http://bit.ly/2KBy1c3 or www.vintageair.com

Typical Electric Fan Relay Wiring with Trinary Switch

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

12 Volt
Battery or Ignition Source

A/C Thermostat
Switch or Compressor Relay (Gen IV)

A/C Switch
Panel Switch "On"

12 Volt
"Key On" ignition source

AUX Circuit Breaker (40 Amp)

Electric
Fan Relay

Trinary Switch Part # 11076-VUS
High Pressure Cut-off - 406 psi
Low Pressure Cut-off - 30 psi
Electric Fan Engagement - 254 psi
Pressure for Fan Relay Ground

Optional Fan Temp Switch in Engine
Self Grounding or Separate Ground
Terminal Type (180° Part # 11190-VUS)

Optional Adjustable Fan in Radiator
Thermostat Switch (Part # 24675-VUT)

TOTALLY COOLED GALLERY

Popular host of C10Talk, Ronnie Wetch, built this massive crewcab he calls "Yellowstone" for touring and events. It features a big block Chevy, serious drop, and a tiny-house sized camper. Even the big more-door truck stays cool and comfortable with complete SureFit climate control system.
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.
NEW SALES TAX NOTICE: Sales tax laws have changed. We are now required to collect state and local taxes on all direct sales shipped to most states. Sales taxes may also be collected on drop-shipped orders. Regardless of which distributor you purchased your system or parts from, this is now law and we must comply.

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 engine model. Stock pulleys or aftermarket accessory drive systems, etc., along with intake and header info are important as well.

SHIPPING:
We normally ship via FedEx. All shipments are freight collect from receiver.

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

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 FedEx.

24 HOUR FAX: (210) 654-3113

Prices In Catalog are Subject to Change

See all of our products and special features on our website!
www.vintageair.com