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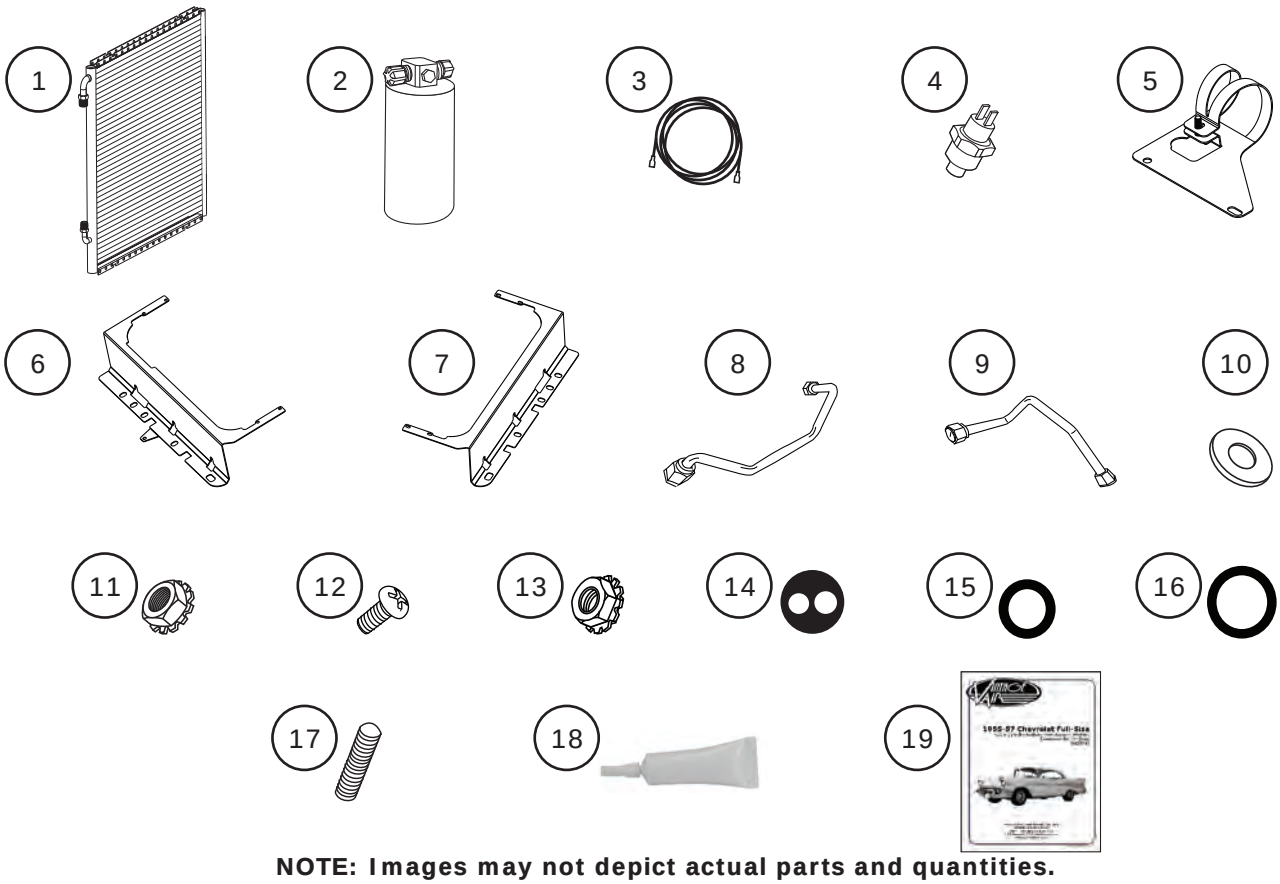
Packing List: 1955-57 Chevrolet Full-Size with 6-Cylinder Position Condenser Kit with Chrome Drier (025710)

No.	Qty.	Part No.	Description	
1.	1	037036	Condenser, 17" x 19", Parallel Flow	
2.	1	01311-VUQ	Drier, Chrome	
3.	1	23135-VUW	Compressor Lead	
4.	1	11079-VUS	Binary Switch, Male	
5.	1	646906	Bracket, Drier	
6.	1	647183	Bracket, Condenser, Passenger Side	
7.	1	647184	Bracket, Condenser, Driver Side	
8.	1	091616	Hardline, #6 Condenser/Drier	
9.	1	091617	Hardline, #8 Condenser/Compressor	
10.	1	18125-VUB	Washer, 1/4", Flat	
11.	1	18152-VUB	Nut with Star Washer, 1/4-20	
12.	8	18249-VUB	Screw, 10-24 x 3/8"	
13.	8	18260-VUB	Nut with Star Washer, 10-24	
14.	1	33134-VUI	Grommet, 2-Hole	
15.	2	33857-VUF	O-ring, #6	
16.	1	33858-VUF	O-ring, #8	
17.	4	180881	Stud, 5/16-18 x 1", Full Threaded	
18.	1	41117-VUP	Refrigerant Oil	
19.	1	905720	Instructions, Condenser Kit 025708	

Checked By: _____

Packed By: _____

Date: _____



NOTE: Images may not depict actual parts and quantities.
Refer to packing list for actual parts and quantities.

1955-57 Chevrolet Full-Size

with 6-Cylinder Radiator Core Support Position Condenser Kit *with* Drier (025708)

18865 Goll St. San Antonio, TX 78266
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Sales: sales@vintageair.com
Tech Support: tech@vintageair.com
www.vintageair.com

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Table of Contents

Important notice- Please read

This kit is designed to cover 1955-57 Chevrolet Full-size cars. Some steps on installation may be different depending on the year or core support. Study these instructions carefully before starting the installation.

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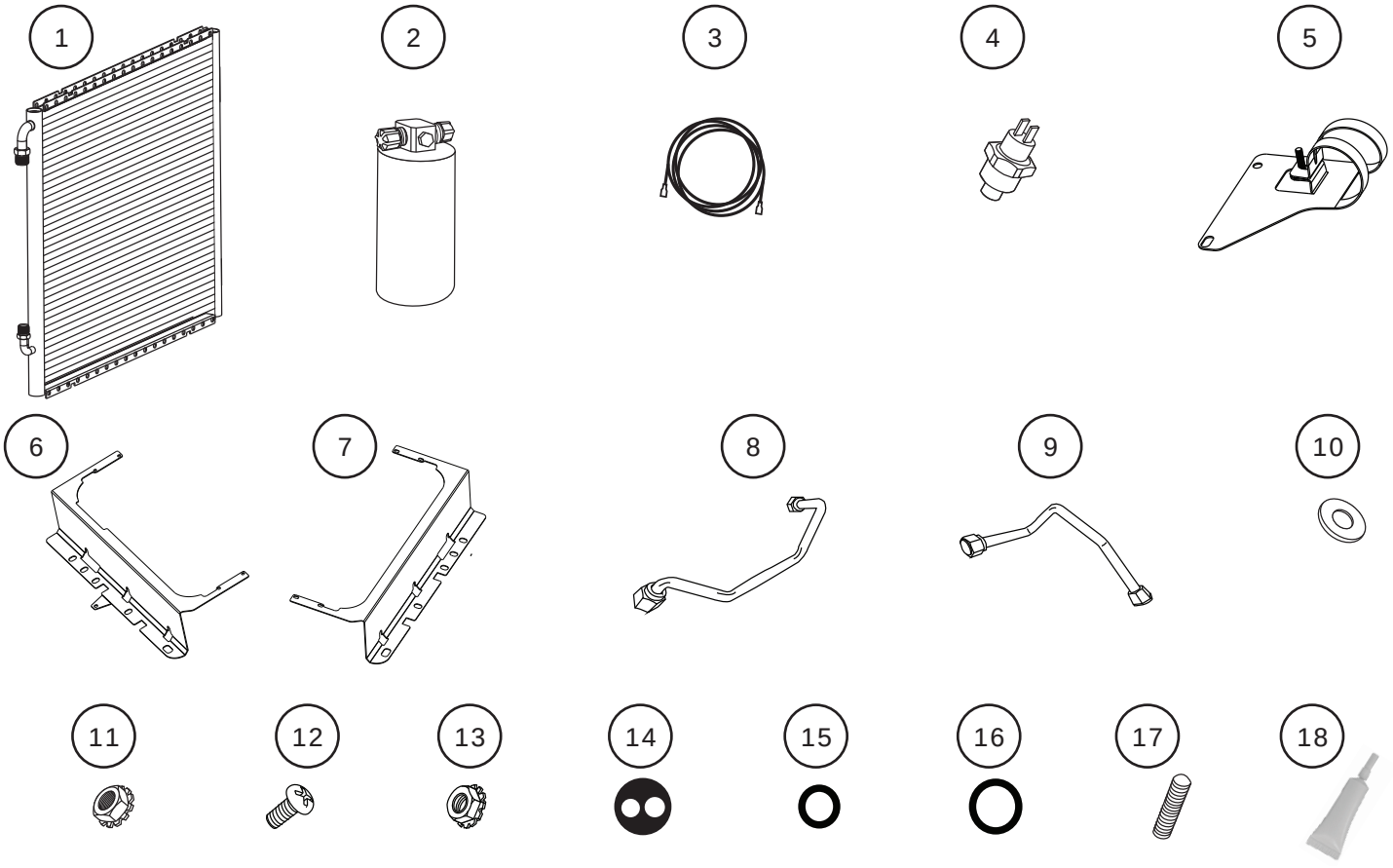
Packing List: Condenser Kit (025708)

No.	Qty.	Part No.	Description
1.	1	037036	Condenser, 17” x 19”, Parallel Flow
2.	1	07321-VUC	Drier
3.	1	23135-VUW	Compressor Lead
4.	1	11079-VUS	Binary Switch, Male
5.	1	646906	Bracket, Drier
6.	1	647183	Bracket, Passenger-side
7.	1	647184	Bracket, Driver-side
8.	1	091616	Hardline, #6 Condenser/Drier
9.	1	091617	Hardline, #8 Condenser/Compressor
10.	1	18125-VUB	Washer, 1/4” USS, Flat
11.	1	18152-VUB	Nut with Star Washer, 1/4-20, Hex
12.	8	18249-VUB	Screw, 10-24 x 3/8”, Pan Head
13.	8	18260-VUB	Nut with Star Washer, 10-24
14.	1	33134-VUI	Grommet, 2-Hole
15.	2	33857-VUF	O-ring, #6
16.	1	33858-VUF	O-ring, #8
17.	4	180881	Stud, 5/16-18 x 1”, Full-Threaded
18.	1	41117-VUP	Refrigerant Oil

**** Before beginning installation, open all packages and check contents of shipment. Please report any shortages directly to Vintage Air within 15 days. After 15 days, Vintage Air will not be responsible for missing or damaged items.**



NOTE: Images may not depict actual parts and quantities. Refer to packing list for actual parts and quantities.

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Important Notice—Please Read

For Maximum System Performance, Vintage Air Recommends the Following:

NOTE: Vintage Air systems are designed to operate with R134a refrigerant only. Use of any other refrigerant could damage your A/C system and/or vehicle, and possibly cause a fire, in addition to potentially voiding the warranties of the A/C system and its components.

Refrigerant Capacities:

Vintage Air System: 1.8 lbs. (28.8 oz.) or 816 grams of **R134a**, charged by weight with a quality charging station or scale. **NOTE: Use of the proper type and amount of refrigerant is critical to system operation and performance.**

Other Systems: Consult manufacturer's guidelines.

Lubricant Capacities:

New Vintage Air-Supplied Sanden Compressor: No additional oil needed (Compressor is shipped with proper oil charge).

All Other Compressors: Consult manufacturer (Some compressors are shipped dry and will need oil added).

Safety Switches

Your Vintage Air system is equipped with a binary pressure safety switch. A binary switch disengages the compressor clutch in cases of extreme low pressure conditions (refrigerant loss) or excessively high head pressure (406 PSI) to prevent compressor damage or hose rupture. A trinary switch combines Hi/Lo pressure protection with an electric fan operation signal at 254 PSI, and should be substituted for use with electric fans. Compressor safety switches are extremely important since an A/C system relies on refrigerant to circulate lubricant.

Service Info:

Protect Your Investment: Prior to assembly, it is critical that the compressor, evaporator, A/C hoses and fittings, hardlines, condenser and receiver/drier remain capped. Removing caps prior to assembly will allow moisture, insects and debris into the components, possibly leading to reduced performance and/or premature failure of your A/C system. This is especially important with the receiver/drier.

Additionally, when caps are removed for assembly, **BE CAREFUL!** Some components are shipped under pressure with dry nitrogen.

Evacuate the System for 35-45 Minutes: Ensure that system components (Drier, compressor, evaporator and condenser) are at a temperature of at least 85°F. On a cool day, the components can be heated with a heat gun ***or*** by running the engine with the heater on before evacuating. Leak check and charge to specifications.

Bolts Passing Through Cowl and/or Firewall:

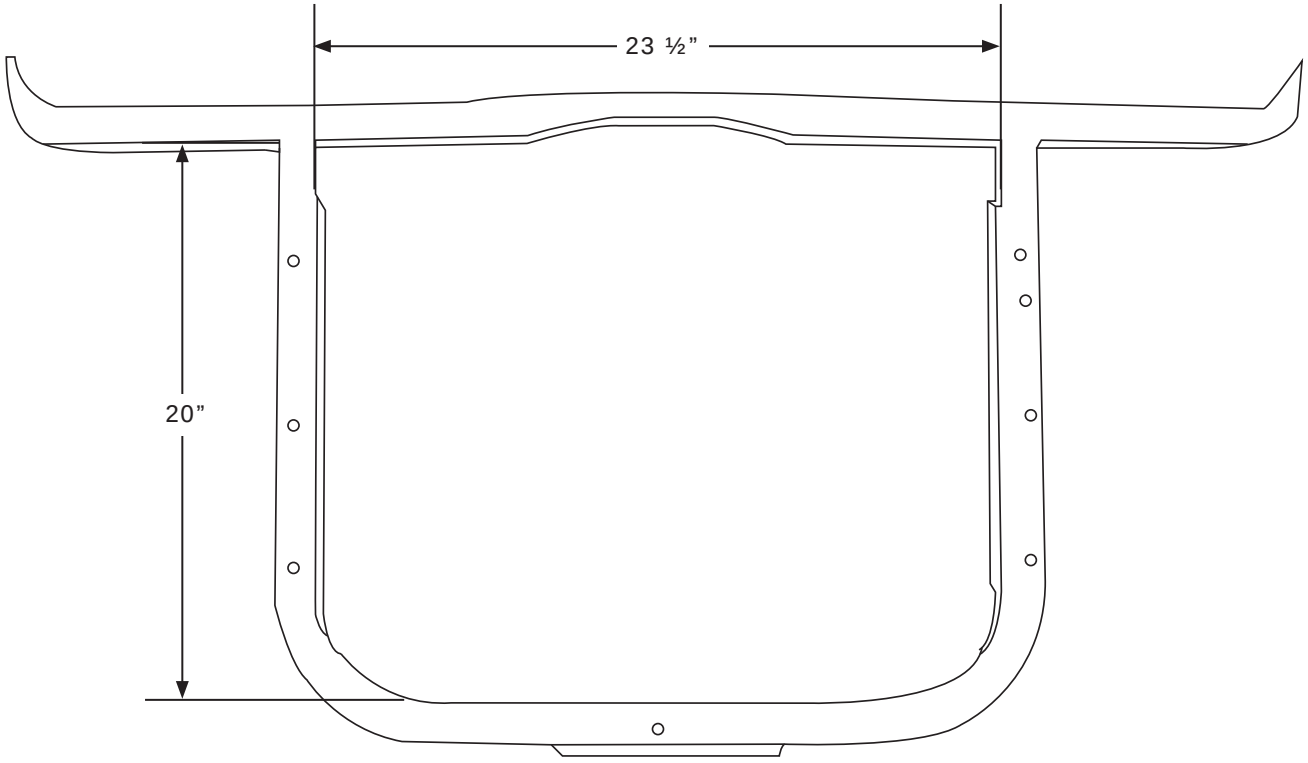
To ensure a watertight seal between the passenger compartment and the vehicle exterior, for all bolts passing through the cowl and/or firewall, Vintage Air recommends coating the threads with silicone prior to installation.

Heater Hose (not included with this kit):

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

Core Support Measurements

This kit was developed based on the measurements below, which were taken from a 1957 Chevrolet Bel Air 6-Cylinder.



Engine Compartment Disassembly

NOTE: Before starting the installation, check the function of the vehicle (horn, lights, etc.) for proper operation, and study the instructions, illustrations, & diagrams. Some photos are from a 1957 Chevrolet Bel Air V8 and are shown for representation purposes only.

Perform the Following:

1. Disconnect the battery (1957 only).
2. Remove the battery (retain) (1957 only).
3. Remove the battery tray by removing (2) bolts from the core support and (2) bolts from under the inner fender (retain) (See Photos 1 & 2, below) (1957 only).
4. Remove the driver-/passenger-side horns by removing the bolt/bolts securing the horn to the core support (retain) (See Photo 3, below).
5. Loosen the passenger side core support panel by removing (1) bolt under the splash apron and (5) mounting bolts from the front of the panel. **NOTE: The core support panel does not need to be removed on 1956 and 1957. The condenser assembly will be installed on the front of the radiator and core support.**

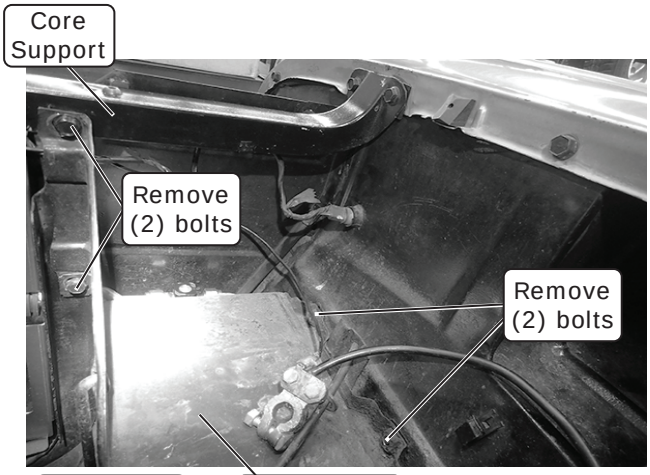
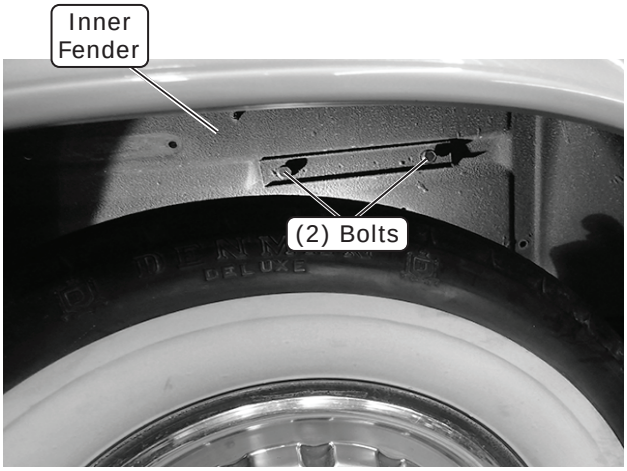


Photo 1



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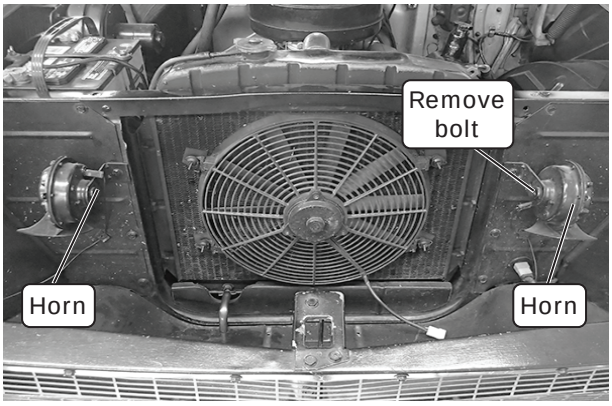

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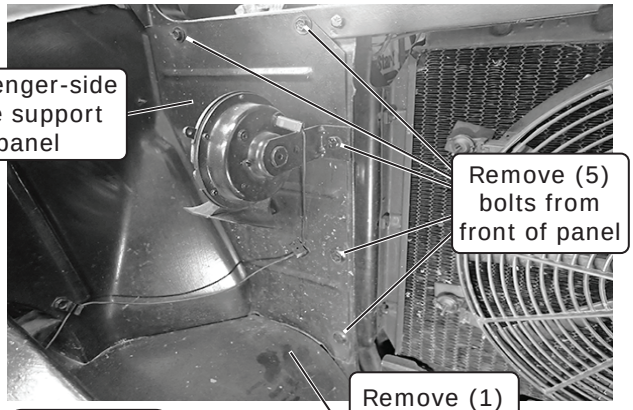

Photo 4

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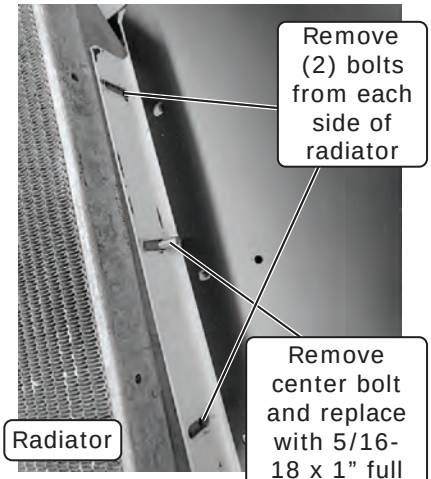
Core Support Panel Modification

1. Remove the center bolts from each side of the radiator. Install a 5/16-18 x 1" full threaded stud in the center bolt hole on each side of the core support. Remove the (4) remaining bolts securing the radiator to the core support ((2) on each side of the radiator) (See Photo 1, below).
2. Install the passenger-side condenser bracket using the OEM bolts as shown in Photo 2, below.
3. Using the break off tab, mark the core support panel (See Photo 3, below).
4. Drill the 1/4" hole into the passenger-side core support panel (See Photo 4, below). **NOTE: For 1955 vehicles, the core support panel may need to be removed due to grille clearance.**
5. Break off the tab and enlarge the previously drilled 1/4" hole to 1 ¼" using a step drill or hole saw (See Photos 5 and 6, below).
6. Clean and deburr the 1 ¼" hole (See Photo 7, below).
7. Loosely install the core support panel if removed.



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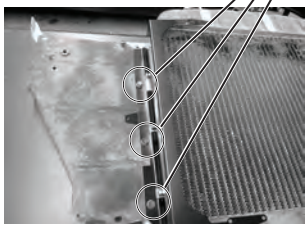

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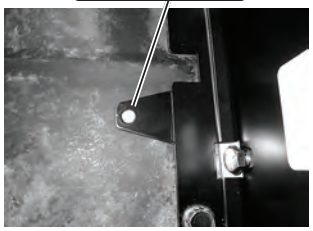

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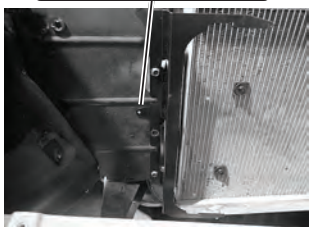

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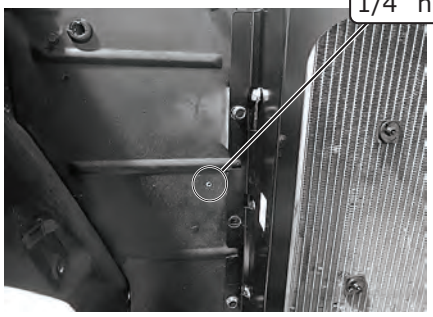

Photo 5


Photo 6

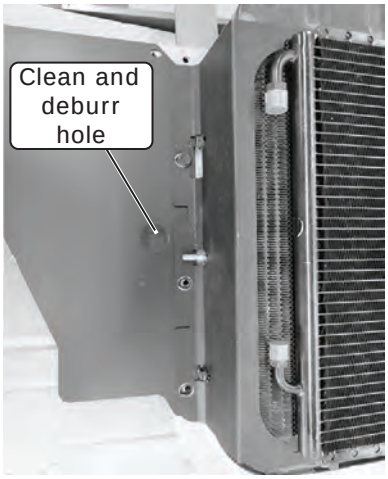

Photo 7

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Condenser Mounting Bracket Installation

1. On a workbench, place the condenser front side down, and install the passenger-side condenser bracket onto the upper and lower rear flanges of the condenser using (4) 10-24 x 3/8″ screws and (4) 10-24 nuts with star washers as shown in Photo 1, below. **NOTE: The bracket mounts to the 1st & 3rd holes on the condenser flange (See Photo 2, below).**
2. Install the driver-side condenser bracket onto the upper and lower rear flanges on the condenser using (4) 10-24 x 3/8" screws and (4) 10-24 nuts with star washers as shown in Photo 3, below. **NOTE: The bracket mounts to the 1st & 3rd holes on the condenser flange (See Photo 3, below).**

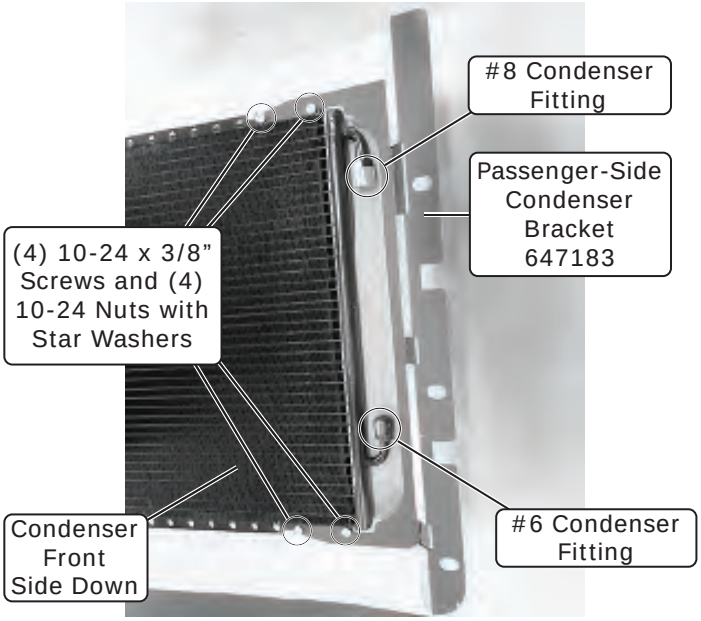

Photo 1 **Rear View**

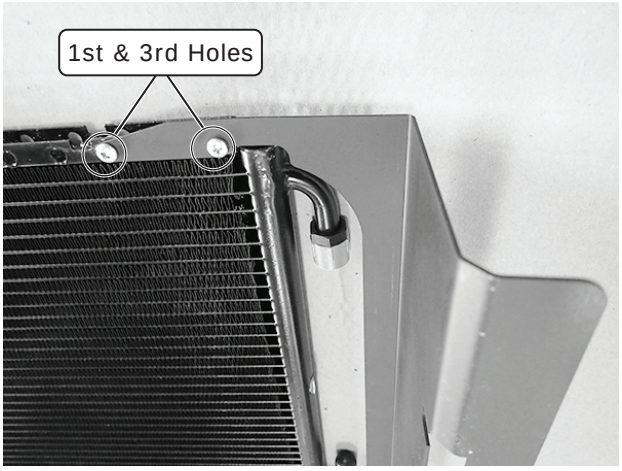

Photo 2 **Rear View**

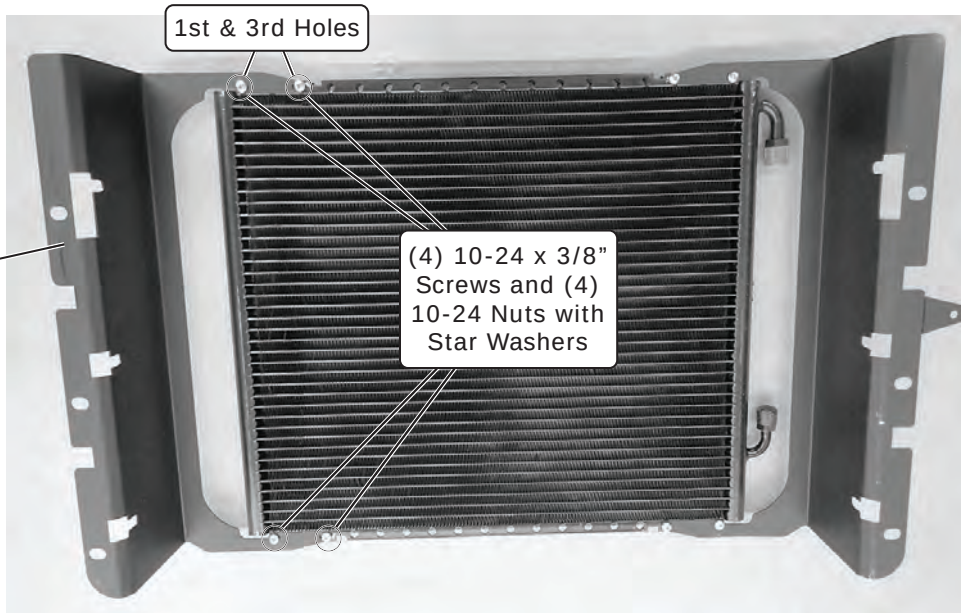

Photo 3 **Rear View**

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Drier & Drier Bracket Installation

NOTE: Do not remove the caps from the drier until connections are to be made. The drier contains a desiccant that will quickly absorb moisture from the air, causing it to lose effectiveness. For this reason, Vintage Air recommends that the drier remains capped.

Perform the following:

1. Insert the drier into the drier bracket, then secure it using a 1/4" flat washer and a 1/4-20 nut with star washer (See Photo 1, below). **NOTE: Do not fully tighten the nut at this time.**
2. From the engine side, install the drier assembly onto the passenger side of the core support (See Photo 2, below). Slide the drier assembly in between the core support and the passenger side core support panel. Align the (2) drier bracket holes with the (2) lower core support bracket mounting holes (See Figure 1, below). Use (2) full threaded studs to hold the drier bracket in place (See Photo 3, below).
3. Adjust the drier in the clamp so that it does not sit on the bottom of the apron. Leave a gap between the bottom of the drier and the apron (approximately 3/16"), then tighten the nut on the drier clamp just enough to keep the drier in place (See Figure 2, below). **NOTE: Do not fully tighten the drier nut at this time. Final adjustment of the drier is done after the #6 condenser/drier hardline is installed.**

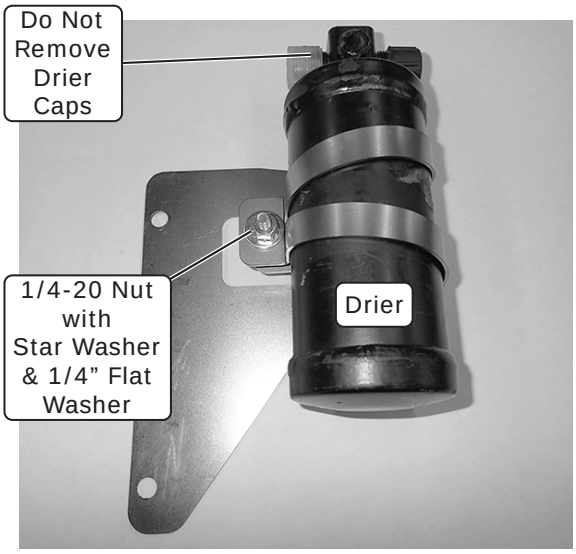
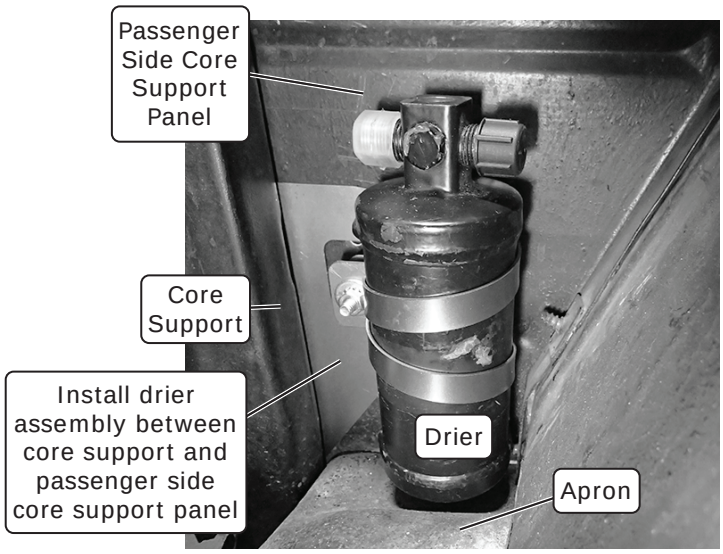


Photo 1



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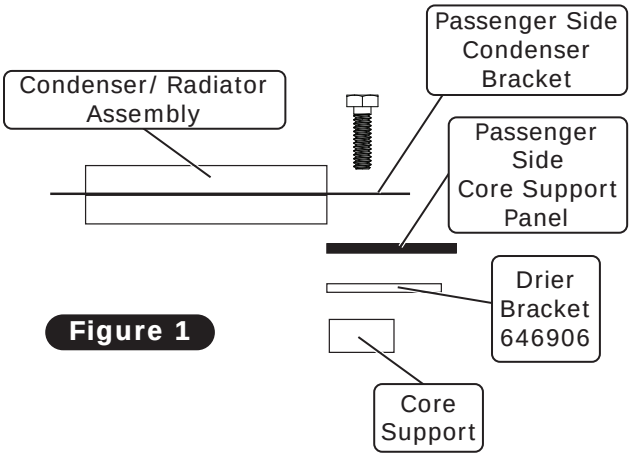
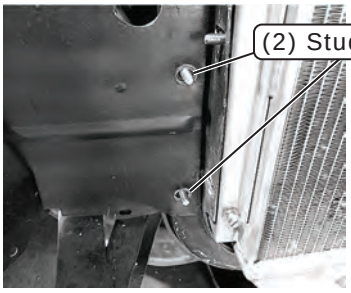


Figure 1



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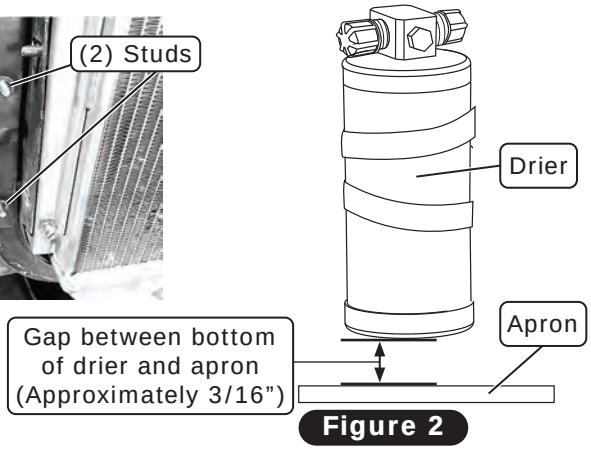

Figure 2

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Condenser Assembly Installation

1. Install the condenser assembly onto the front of the radiator and core support while pulling slightly outward on the condenser brackets to clear the studs. Loosely install (4) OEM bolts into the upper and lower radiator holes ((2) on each side of the radiator) (See Photo 1, below).
2. Install (4) OEM bolts through the condenser brackets, the side panels and into the core support. Install (3) bolts on the driver side of the core support and (1) bolt into the top hole on the passenger side (See Photos 2 & 3, below). Align and adjust the radiator as needed and tighten the bolts at this time.

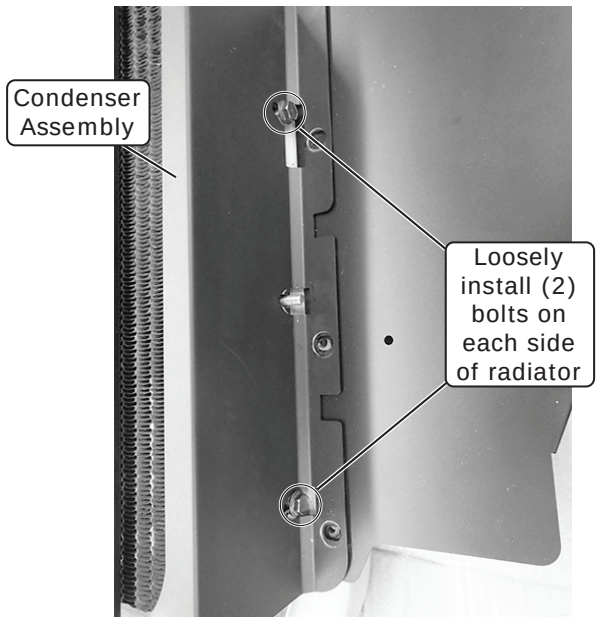

Photo 1

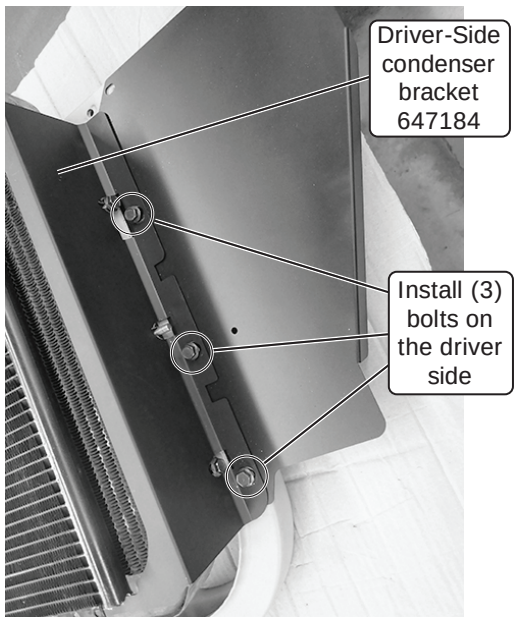

Photo 2

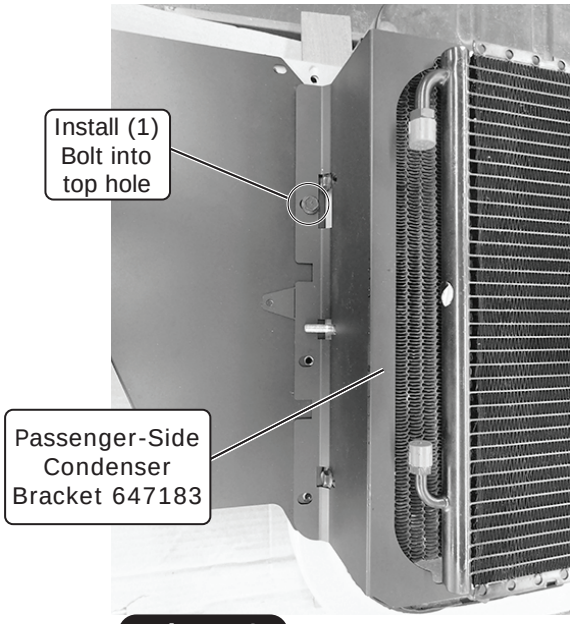

Photo 3

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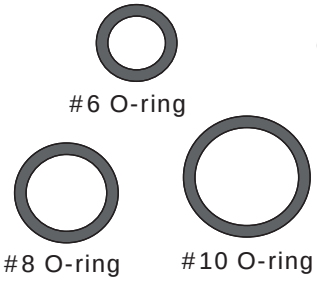
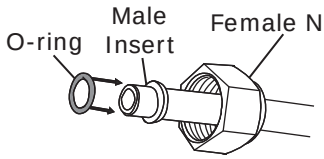
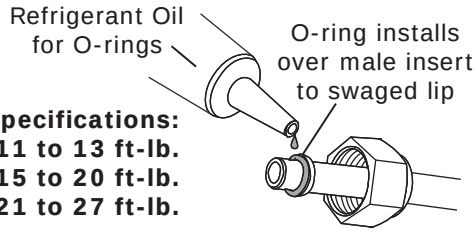
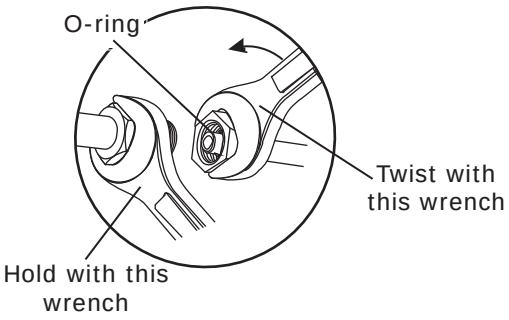
Lubricating O-rings





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





NOTE: Standard torque specifications:
#6: 11 to 13 ft-lb.
#8: 15 to 20 ft-lb.
#10: 21 to 27 ft-lb.

Hardline and Binary Switch Installation

1. Locate the #6 condenser/drier hardline, then route the short end of the hardline through the 1 ¼" hole in the passenger side core support panel as shown in Photo 1, below.
2. Locate the #8 condenser/compressor hardline, then route the male end of the hardline through the 1 ¼" hole in the core support panel next to the #6 condenser/drier hardline as shown in Photo 2, below.
3. Using a properly lubricated #6 O-ring, connect the female fitting on the short end of the #6 condenser/drier hardline to the IN fitting on the drier (See Photo 3, below). **NOTE: Refrigerent flow through the drier is IN from condenser, OUT to evaporator.**

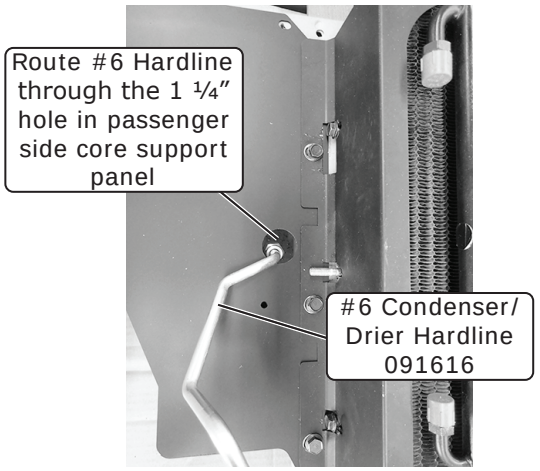


Photo 1

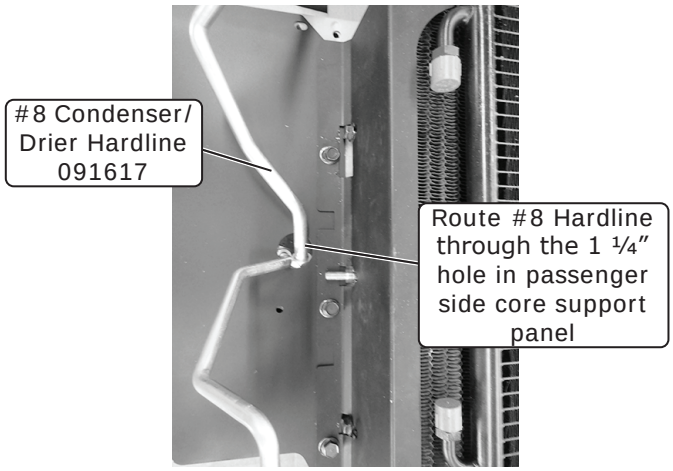


Photo 2

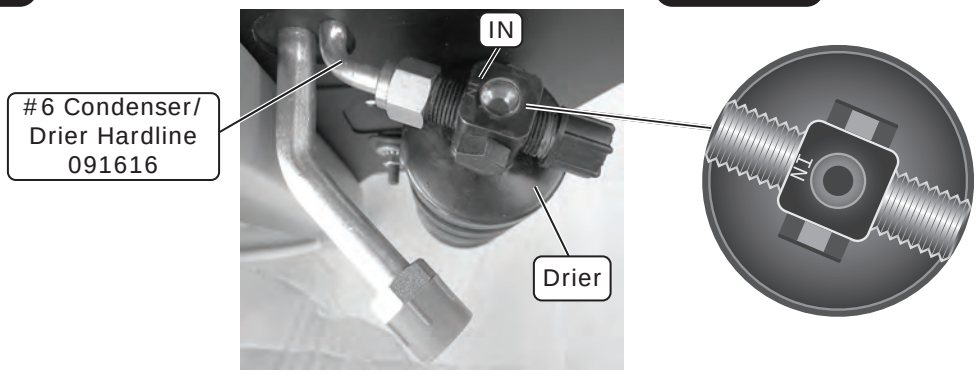


Photo 3

Hardline and Binary Switch Installation (Cont.)

4. Using a properly lubricated #6 O-ring, connect the female fitting on the long end of the #6 condenser/drier hardline to the #6 fitting on the condenser (See Photo 4, below). Raise, lower, or clock the drier as needed to attain a suitable fit then tighten the nut on the drier clamp. Tighten both ends of the #6 condenser/drier hardline at this time.
5. Using a properly lubricated #8 O-ring, connect the female fitting on the #8 condenser/compressor hardline to the #8 fitting on the condenser (See Photo 5, below). **NOTE: The male end of the #8 condenser/compressor hardline will connect to the #8 condenser/compressor A/C hose.**
6. Locate the 2-hole grommet, and install it into the 1 ¼" hole in the passenger side core support panel (See Photo 6, below).
7. Install the male binary switch onto the drier using a properly lubricated O-ring (See Photo 7, below). **NOTE: The binary switch and the drier each come with an O-ring for the binary switch. Only (1) O-ring will be used.**

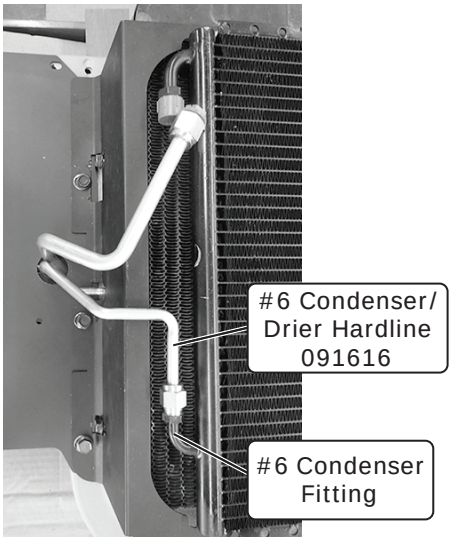


Photo 4

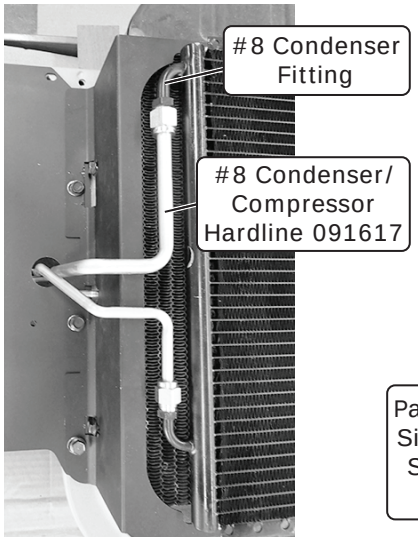


Photo 5

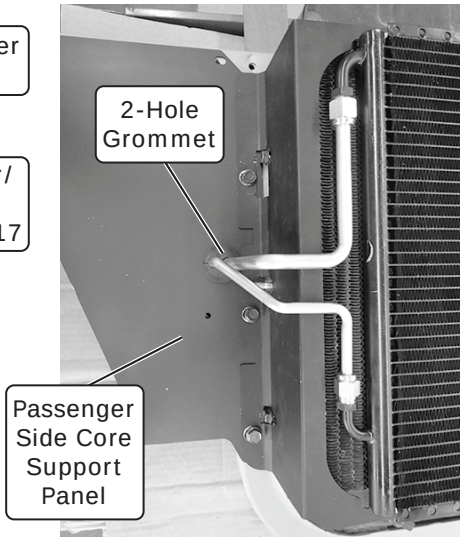


Photo 6

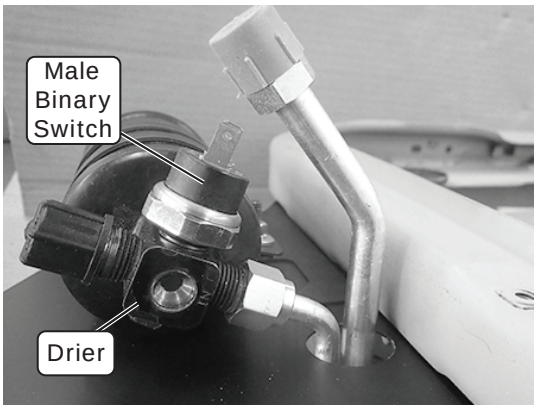


Photo 7

Final Steps

1. Remove the studs securing the radiator and drier bracket and replace them with OEM bolts.
2. Reinstall the battery tray using the OEM bolts (1957 Only).
3. Reinstall the passenger and driver side horns in their original locations using the OEM bolts.
4. Reinstall and/or reconnect all remaining items removed or disconnected in the Engine Compartment. This concludes the condenser kit portion of your installation.

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Packing List: Condenser Kit (025708)

No.	Qty.	Part No.	Description	
1.	1	037036	Condenser, 17” x 19”, Parallel Flow	_____
2.	1	07321-VUC	Drier	_____
3.	1	23135-VUW	Compressor Lead	_____
4.	1	11079-VUS	Binary Switch, Male	_____
5.	1	646906	Bracket, Drier	_____
6.	1	647183	Bracket, Passenger-side	_____
7.	1	647184	Bracket, Driver-side	_____
8.	1	091616	Hardline, #6 Condenser/Drier	_____
9.	1	091617	Hardline, #8 Condenser/Compressor	_____
10.	1	18125-VUB	Washer, 1/4” USS, Flat	_____
11.	1	18152-VUB	Nut with Star Washer, 1/4-20, Hex	_____
12.	8	18249-VUB	Screw, 10-24 x 3/8”, Pan Head	_____
13.	8	18260-VUB	Nut with Star Washer, 10-24	_____
14.	1	33134-VUI	Grommet, 2-Hole	_____
15.	2	33857-VUF	O-ring, #6	_____
16.	1	33858-VUF	O-ring, #8	_____
17.	4	180881	Stud, 5/16-18 x 1”, Full-Threaded	_____
18.	1	41117-VUP	Refrigerant Oil	_____

Checked By: _____
Packed By: _____
Date: _____