



1988-98 Chevrolet Pickup

Condenser Kit
(026100)



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Packing List: Condenser Kit (026100)

No.	Qty.	Part No.	Description
1.	1	037030-OVR	Condenser, 16" x 28", Parallel Flow
2.	2	649683	Bracket, Condenser
3.	1	649689	Bracket, Hardline
4.	1	091130	Hardline, #6 Condenser/Drier
5.	1	091131	Hardline, #8 Compressor/Condenser
6.	6	186011	Washer, 9/32", Flat
7.	2	186021	Locknut, M6-1.0
8.	4	185001	Bolt, M6 x 1 x 25mm, Hex
9.	4	182465	Screw, #12 x 1/2", Self-Tapping
10.	4	18250-VUB	Screw, 10-32 x 1/2", Pan Head
11.	5	18251-VUB	Nut with Star Washer, 10-32
12.	1	182530	Screw, 10-32 x 1.25", Hex
13.	1	31600-VUD	Adel Clamp, 3/8" I.D.
14.	1	31603-VUD	Adel Clamp, 1/2" I.D.
15.	1	071130	Drier Clamp
16.	1	07321-VUC	Drier
17.	1	11079-VUS	Binary Switch, Male
18.	1	41117-VUP	Refrigerant Oil
19.	2	33857-VUF	O-ring, #6
20.	2	33858-VUF	O-ring, #8
21.	1	23135-VUW	Compressor Lead

**** 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.



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Core Support Measurements

This kit was developed based on the measurements below, which were taken from a 1988 Chevrolet 3500 truck, 1994 Chevrolet 1500 truck, and a 1996 Chevrolet 1500 truck, all with factory air (See Figure 1, below). All three trucks were equipped with a 350 (5.7L) V8 engine.

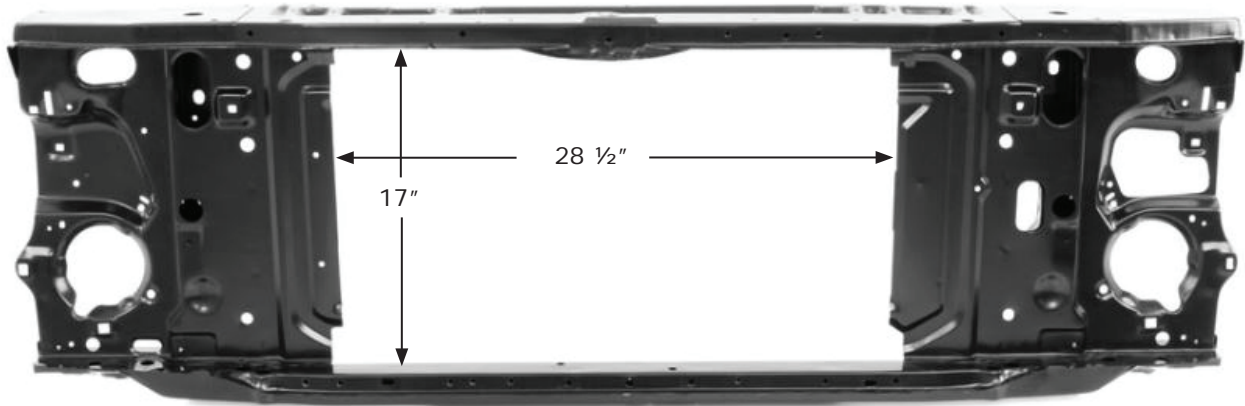


Figure 1



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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. Retain OEM bolts, washers and nuts, as some hardware will be reused.

Perform the Following:

1. Disconnect the battery.
2. Evacuate the A/C system (if equipped).
3. Drain the radiator.

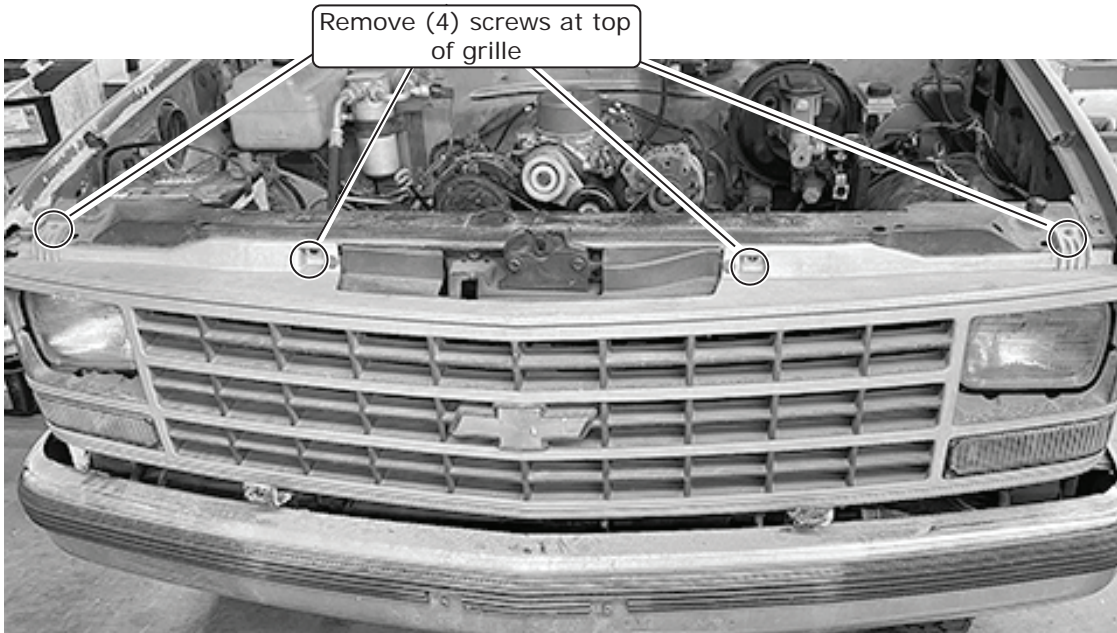
Grille Removal

1. Remove the (2) screws from each turn signal housing (See Photo 1, below), then remove the housing.
2. Unplug the bulbs for the forward-facing turn signals.
3. Once the forward-facing turn signals are removed, reach in and unplug the bulb for the side marker light.
4. Remove the (4) screws at the top of the grille (See Photo 2, below).



Remove (2) screws from each turn signal housing

Photo 1



Remove (4) screws at top of grille

Photo 2



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Grille Removal (Cont.)

5. Remove the (3) screws inside the grille (See Photos 3, 4 and 5, below), then remove the grille.



Photo 3

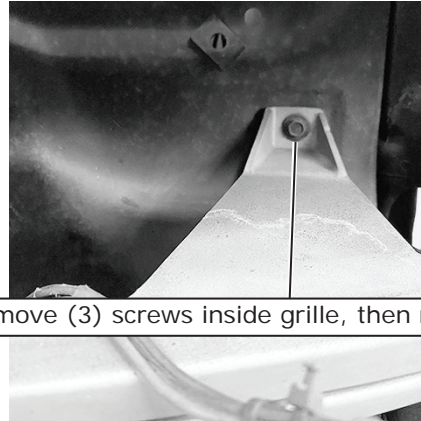


Photo 4

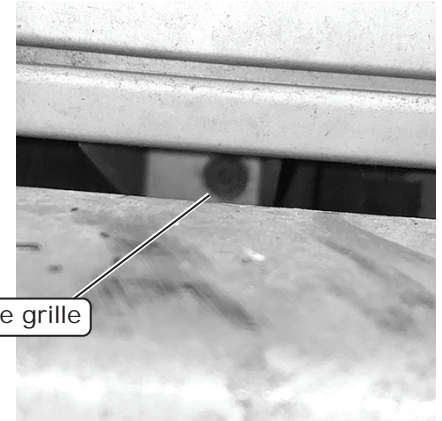
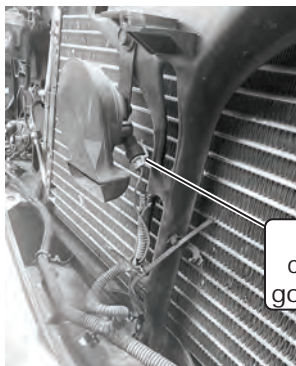


Photo 5

Remove (3) screws inside grille, then remove grille

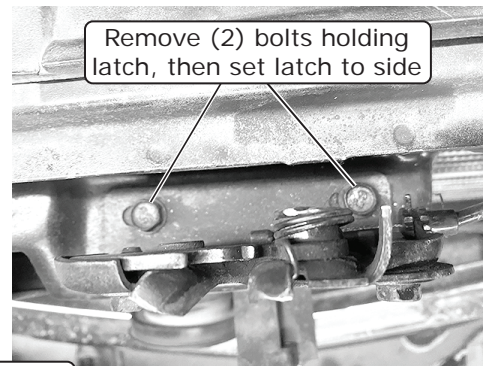
Hood Latch & Grille Support Removal

1. Unplug the connection going to the horn (See Photo 1, below).
2. On the back of the hood latch, remove the (2) bolts holding the latch, then set the latch to the side (See Photo 2, below).
3. On the front support, remove the (2) bolts at the top and the bolt at the bottom, then remove the support (See Photo 3, below).



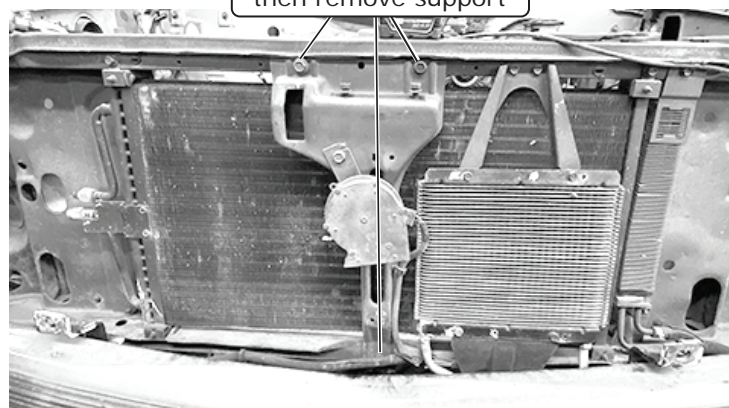
Unplug connection going to horn

Photo 1



Remove (2) bolts holding latch, then set latch to side

Photo 2



Remove (2) bolts at top and bolt at bottom, then remove support

Photo 3



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OEM Condenser Removal

1. Remove the (2) hardlines going to the stock condenser (See Photo 1, below).
2. If equipped, remove the (2) bolts at the top of the engine oil cooler and set it to the side (See Photo 2, below).
3. Remove the (2) screws on the top of the stock condenser, then remove it (See Photo 2, below).
4. Lastly, remove the (2) rubber isolators that sit under the stock condenser (See Photo 3, below).

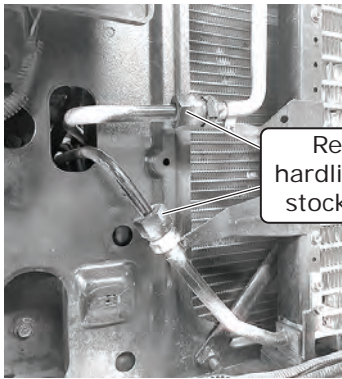


Photo 1

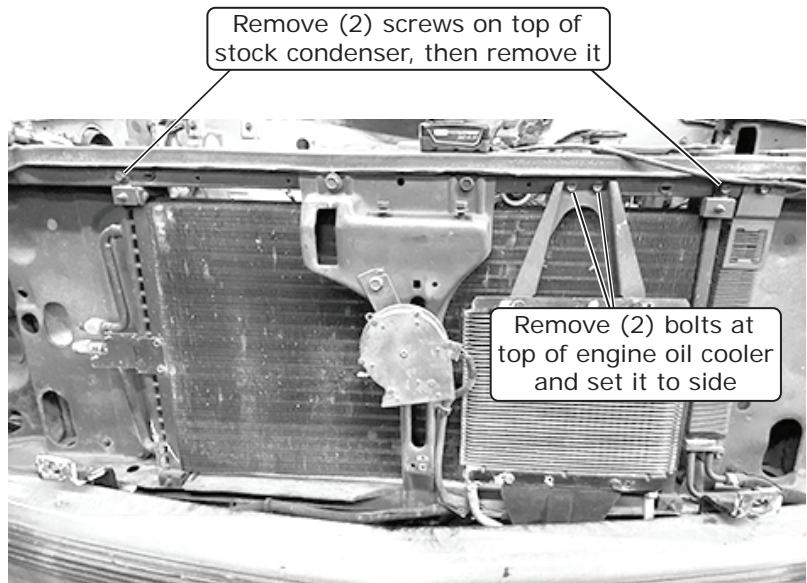


Photo 2

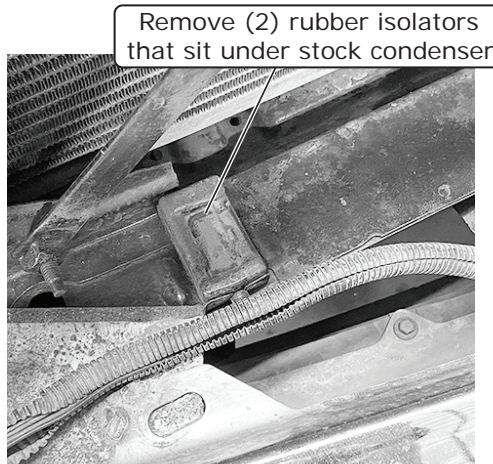


Photo 3



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Condenser Installation

1. Place the condenser on a flat working surface with the mounting surfaces facing up. The inlet and outlet of the condenser should be on the right-hand side.
2. Use (4) 10-32 x 1/2" pan head screws and (4) 10-32 nuts with star washers to attach the driver- and passenger-side condenser brackets to the condenser (See Photo 1, below).
3. Lubricate a #8 O-ring (See Lubricating O-rings, Page 11) and install it onto the #8 compressor/condenser hardline. Connect the hardline to the #8 port on the condenser (See Photo 2, below).
4. Lubricate a #6 O-ring (See Lubricating O-rings, Page 11) and install it onto the #6 condenser/drier hardline. Connect the hardline to the #6 port on the condenser (See Photo 2, below).
5. Position the condenser in place of the stock one, placing the hardlines through the stock opening (See Photo 3, below).

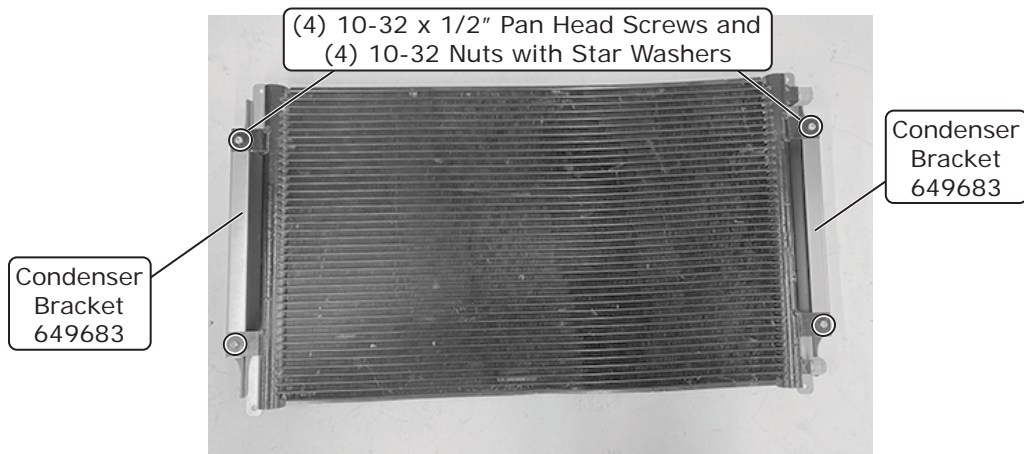


Photo 1

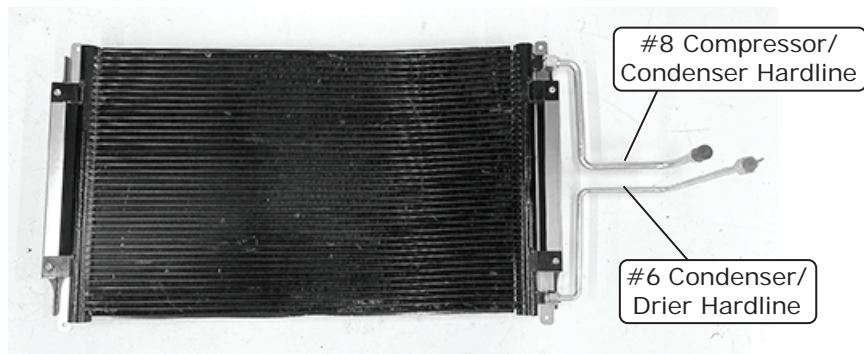


Photo 2

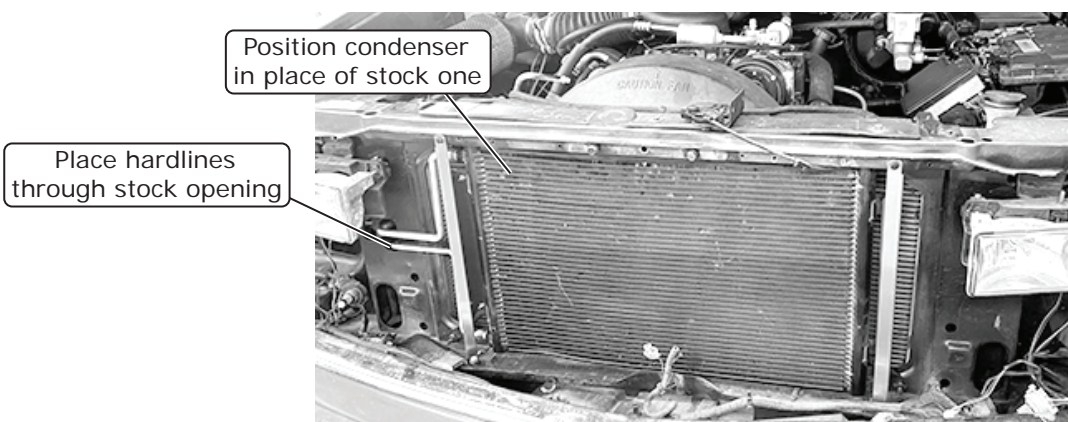


Photo 3



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Condenser Installation (Cont.)

6. Next, reuse the stock mounting hardware at the top of the brackets to mount it to the core support. If the OEM hardware is missing, (2) M6 x 1 x 25mm hex bolts and (2) 9/32" flat washers are provided (See Photos 4 and 5, below).
7. Use (2) M6 x 1 x 25mm hex bolts, (4) 9/32" flat washers, and (2) M6-1.0 locknuts to secure the bottom of the condenser in place (See Photos 6 and 7, below).
8. Using a 3/8" I.D. and a 1/2" I.D. Adel clamp, loosely attach the #6 and #8 hardlines to the hardline bracket using a 10-32 x 1.25 hex screw and a 10-32 nut with star washer (See Photo 8, below). Secure the bracket to the outside of the core support using (2) #12 x 1/2" self-tapping screws (See Photo 8, below). **NOTE: Ensure the screws do not penetrate the radiator. Also, ensure the inner corner of the hardlines are not rubbing against the inner wall of the opening (See Photo 9, below).**
9. Be sure the hardlines are parallel with the ground to ensure they line up with the drier, then fully tighten Adel clamp hardware.

If OEM hardware is missing, (2) M6 x 1 x 25mm hex bolts and (2) 9/32" flat washers are provided

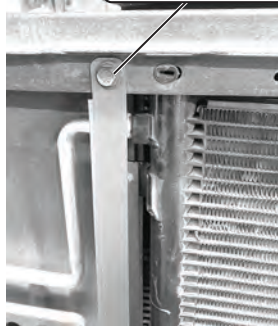
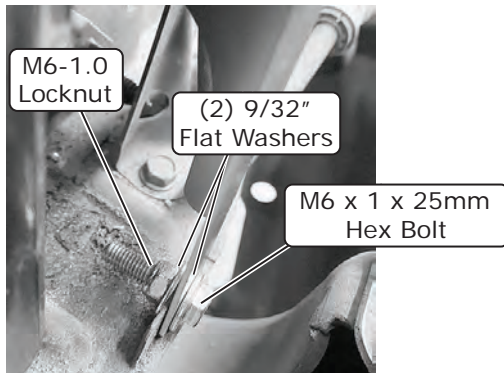


Photo 4



Photo 5



M6-1.0 Locknut

(2) 9/32" Flat Washers

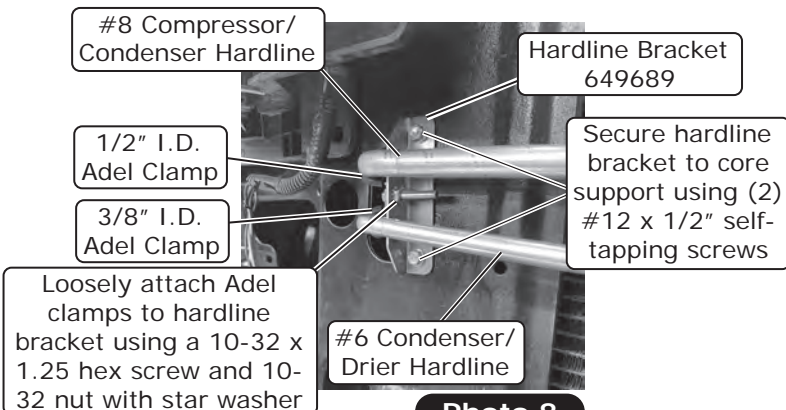
M6 x 1 x 25mm Hex Bolt

Photo 6



Secure bottom of condenser in place

Photo 7



#8 Compressor/Condenser Hardline

Hardline Bracket 649689

1/2" I.D. Adel Clamp

3/8" I.D. Adel Clamp

Secure hardline bracket to core support using (2) #12 x 1/2" self-tapping screws

#6 Condenser/Drier Hardline

Loosely attach Adel clamps to hardline bracket using a 10-32 x 1.25 hex screw and 10-32 nut with star washer

Photo 8



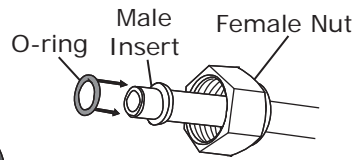
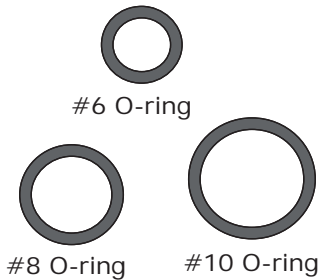
Ensure inner corner of hardlines are not rubbing against inner wall of opening

Photo 9

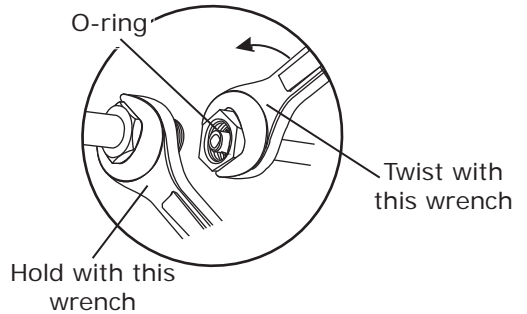
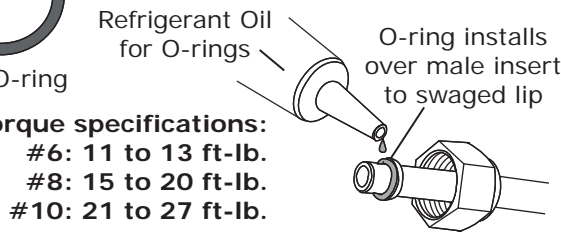


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Lubricating O-rings



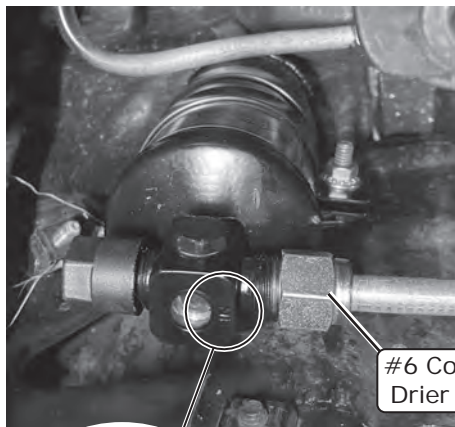
For a proper seal of fittings: Install supplied O-rings as shown and lubricate with refrigerant oil.



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

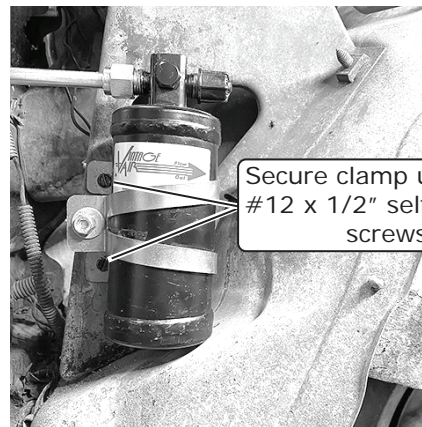
Drier Installation

1. Locate the drier clamp and loosen the nut, then insert the drier. **NOTE: Refrigerant flow through the drier is in from the condenser, out to the evaporator. Do not fully tighten drier clamp at this time.**
2. Lubricate a #6 O-ring (See Lubricating O-rings, above), and connect the #6 condenser/drier hardline coming from the condenser to the "IN" port of the drier (See Photo 1, below).
3. With the hardline connected to the drier, align the mounting holes of the clamp to the side of the battery tray support brace. Using a clamp to hold the drier clamp and drier assembly in place, secure it using (2) #12 x 1/2" self-tapping screws (See Photo 2, below).
4. The drier clamp can be fully tightened at this time.



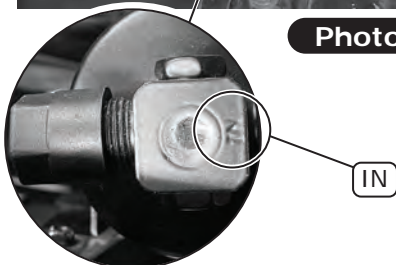
#6 Condenser/
Drier Hardline

Photo 1



Secure clamp using (2)
#12 x 1/2" self-tapping
screws

Photo 2



IN



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Binary Switch Installation

NOTE: Do not remove the caps from the drier. 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 until the installer is ready to evacuate the system.

1. Lubricate the O-ring (See Lubricating O-rings, Page 11) on the binary switch (See Photo 1, below). **NOTE: The binary switch and the drier each come with an O-ring. Only use the binary switch O-ring.**
2. Thread the binary switch onto the drier (See Photo 2, below).

Male Binary Switch
11079-VUS

Lubricate
O-ring



Photo 1

Drier
07321-VUC

Install male binary
switch on drier

IN

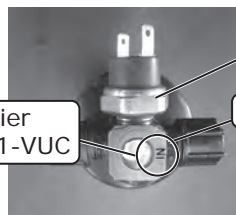


Photo 2

Final Steps

1. Reinstall and/or reconnect all remaining items removed or disconnected in these instructions. This concludes the condenser kit portion of your installation.

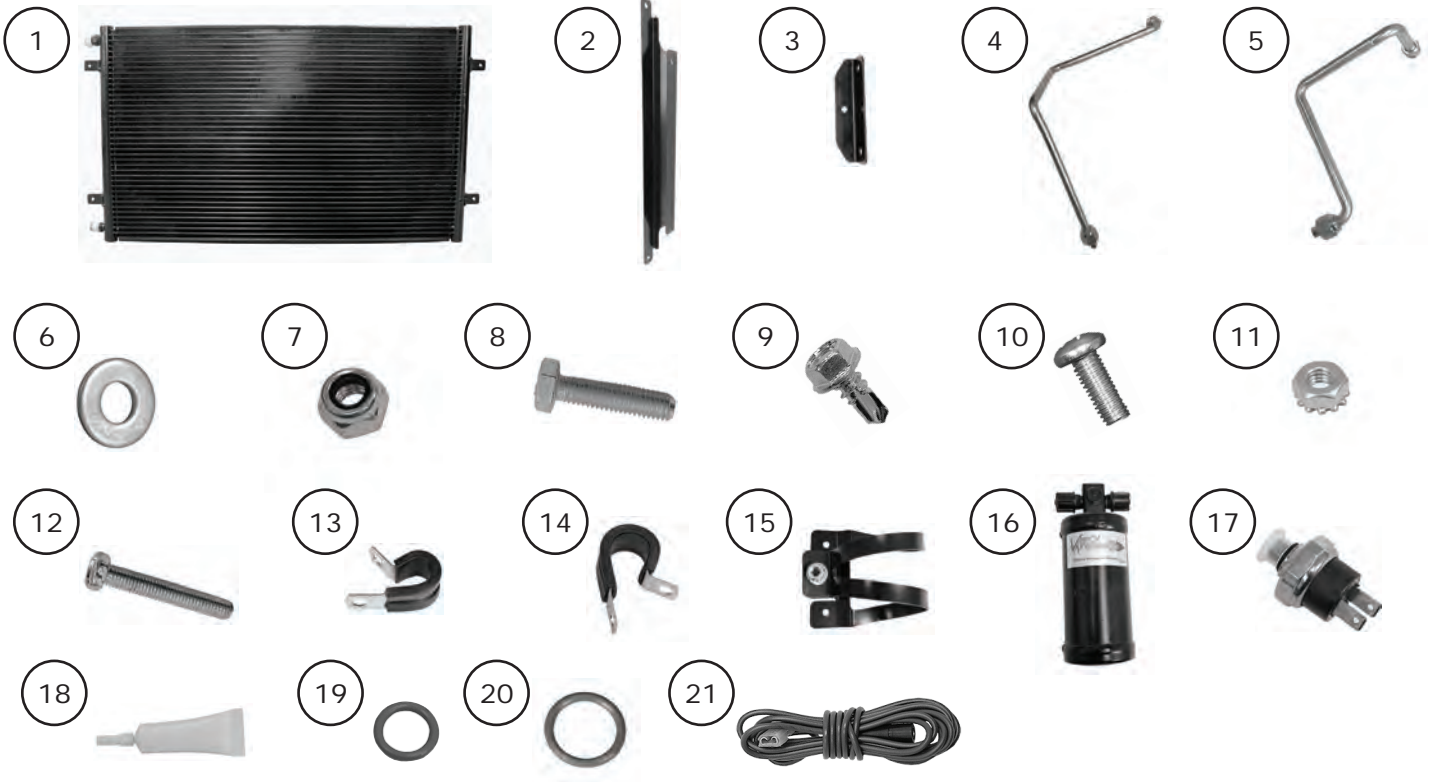


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19.	2	33857-VUF	O-ring, #6
20.	2	33858-VUF	O-ring, #8
21.	1	23135-VUW	Compressor Lead

Checked By: _____
 Packed By: _____
 Date: _____



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