



an ISO 9001:2008 Registered Company

SLIMLINE

HEAT/COOL

11301-VUX-A

11401-VUX-A

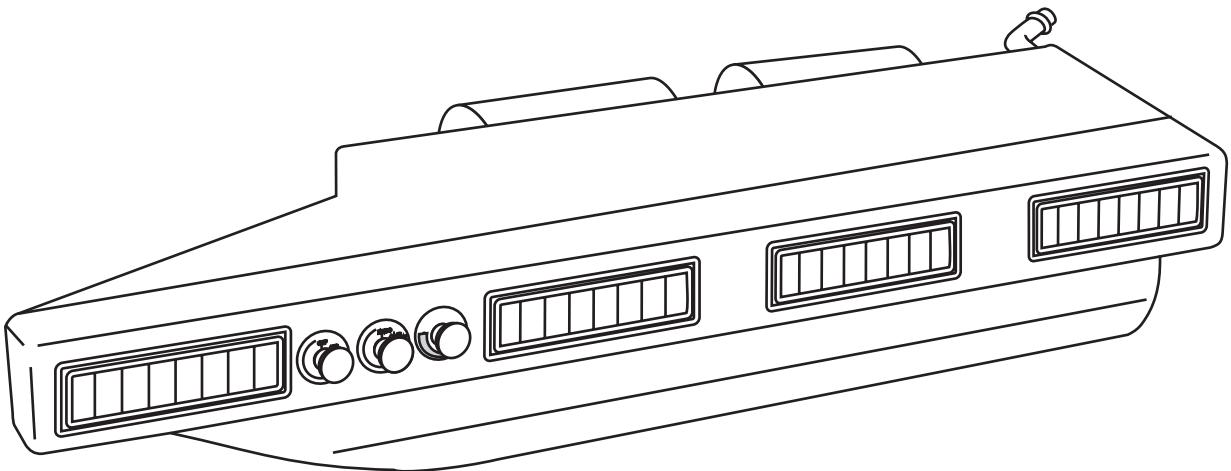




Table of Contents

PAGES

1. COVER
2. TABLE OF CONTENTS
3. PACKING LIST
4. INFORMATION PAGE
5. INSTALLATION
6. INSTALLATION CONTINUED
7. HOSE ROUTING
8. O-RING/FITTING INSTRUCTIONS
9. HEATER HOSE INSTALLATION
10. WIRING DIAGRAM
11. THERMOSTAT ADJUSTMENT
12. EVAPORATOR KIT PACKING LIST

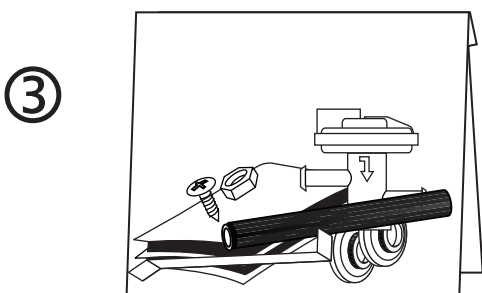
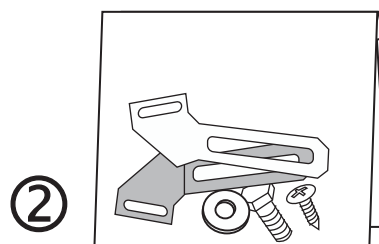
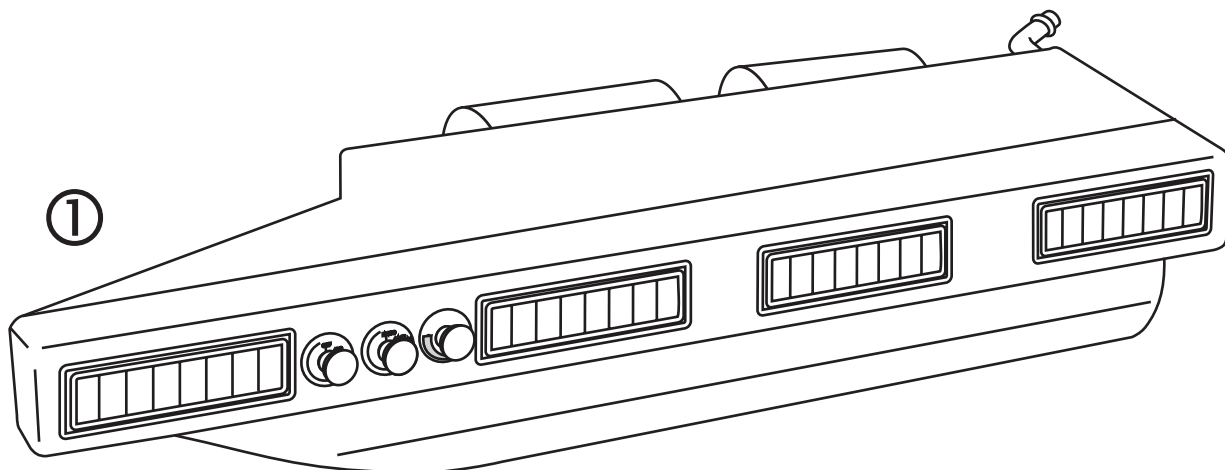


EVAPORATOR KIT
11301-VUX-A
11401-VUX-A

EVAPORATOR KIT PACKING LIST

No.	QTY.	PART No.	DESCRIPTION
1.	1	55328-VUE-A	EVAPORATOR SUBCASE H/C w/ STD LOUVERS
		55428-VUE-A	EVAPORATOR SUBCASE H/C w/ BLK LOUVERS
2.	1	64143-VUE	EVAPORATOR MOUNTING BRKT. KIT
3.	1	63300-VUE	INSTALLATION KIT

**** 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.



IMPORTANT NOTICE-PLEASE READ

FOR MAXIMUM SYSTEM PERFORMANCE VINTAGE AIR RECOMMENDS THE FOLLOWING:

THIS KIT DOES NOT CONTAIN HEATER HOSE. YOU MUST PURCHASE 8 FEET OF 5/8" DIA. HEATER HOSE FROM VINTAGE AIR(31800-VUD) OR FROM YOUR LOCAL PARTS RETAILER.

SAFETY SWITCHES:

A COMPRESSOR SAFETY SWITCH MUST BE INSTALLED ON EVERY A/C SYSTEM. A BINARY SWITCH DISENGAGES THE COMPRESSOR CLUTCH IN CASES OF EXTREME LOW PRESSURE (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. COMPRESSOR SAFETY SWITCHES ARE EXTREMELY IMPORTANT SINCE AN A/C SYSTEM RELIES ON REFRIGERANT TO CARRY LUBRICATION THROUGH THE SYSTEM.

SERVICE INFO:

ATTENTION: SYSTEM COMPONENTS: THE COMPRESSOR, EVAPORATOR, CONDENSER & DRIER ARE CAPPED. CAPS MAY BE UNDER PRESSURE WITH DRY NITROGEN; BE CAREFUL REMOVING CAPS. DO NOT REMOVE CAPS PRIOR TO INSTALLATION. REMOVING CAPS PRIOR TO INSTALLATION WILL CAUSE COMPONENTS TO COLLECT MOISTURE AND LEAD TO PREMATURE FAILURE AND REDUCED PERFORMANCE.

EVACUATE THE SYSTEM FOR 35-45 MINUTES WITH SYSTEM COMPONENTS (DRIER, COMPRESSOR, EVAPORATOR AND CONDENSER) 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.

VINTAGE AIR SYSTEMS ARE DESIGNED TO OPERATE WITH R134a REFRIGERANT ONLY! USE OF ANY OTHER REFRIGERANTS IS A FIRE HAZARD AND COULD DAMAGE EITHER YOUR AIR CONDITIONING SYSTEM OR YOUR VEHICLE.

USE OF ANY OTHER REFRIGERANTS WILL VOID ALL WARRANTIES OF THE AIR CONDITIONING SYSTEM AND COMPONENTS. USE OF THE PROPER TYPE AND AMOUNT OF REFRIGERANT IS CRITICAL TO PROPER SYSTEM OPERATION. VINTAGE AIR RECOMMENDS OUR SYSTEMS BE CHARGED BY WEIGHT WITH A QUALITY CHARGING STATION OR SCALE.

REFRIGERANT CAPACITIES FOR VINTAGE AIR SYSTEMS (FOR OTHER SYSTEMS, CONSULT MANUFACTURER GUIDELINES)

134a SYSTEM

CHARGE WITH 1.8 lbs.
(1lbs. 12ozs) OF REFRIGERANT

LUBRICANT CAPACITIES: NEW COMPRESSOR - NO ADDITIONAL OIL NEEDED
USED COMPRESSOR - CONSULT VINTAGE AIR



INSTALLATION

- ATTACH EVAPORATOR BRACKETS TO EVAPORATOR (SEE FIGURE 1).
- POSITION EVAPORATOR WITH BRACKETS UNDER DASH. MARK AND DRILL (2) 9/32" DIAMETER HOLES UNDER THE LIP OF THE DASH.
- ATTACH THE FRONT BRACKETS TO THE DASH WITH 1/4" x 1" BOLTS, WASHERS AND NUTS PROVIDED (SEE FIGURE 2).
- ATTACH REAR EVAPORATOR BRACKETS (USING (2) #8 x 1/2" SHEET METAL SCREWS) TO THE COWL OR FIREWALL.
- ATTACH THE DRAIN HOSE (SEE FIGURE 2) AND DRILL A 9/16" DIAMETER HOLE IN FIREWALL 1" BELOW THE BOTTOM OF THE EVAPORATOR.

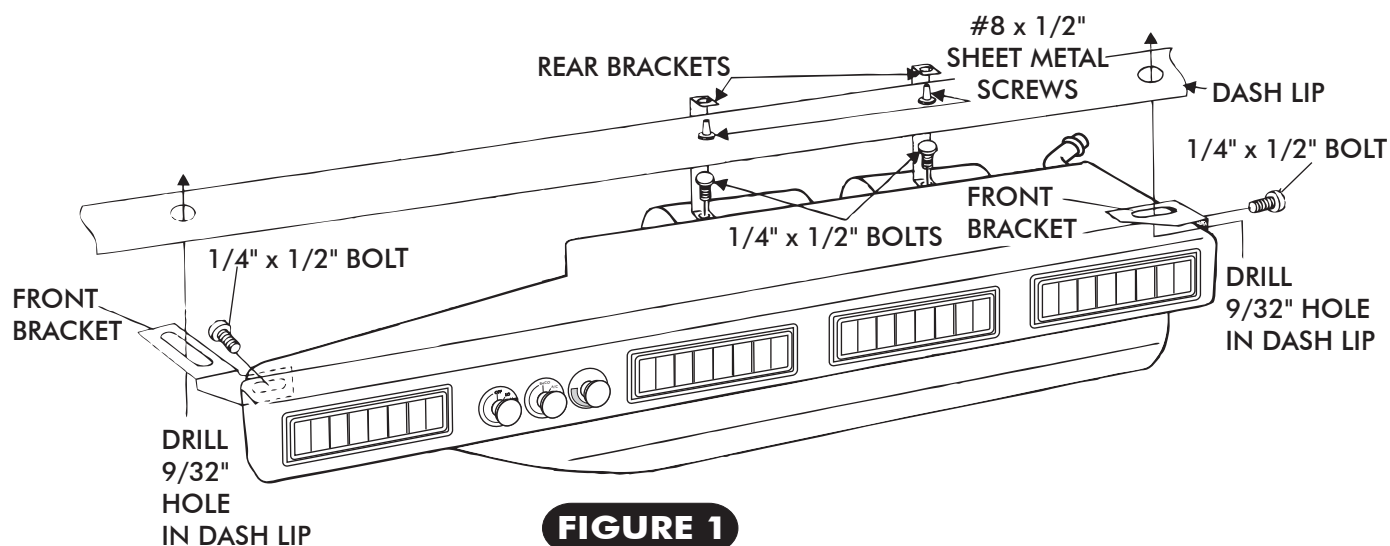


FIGURE 1

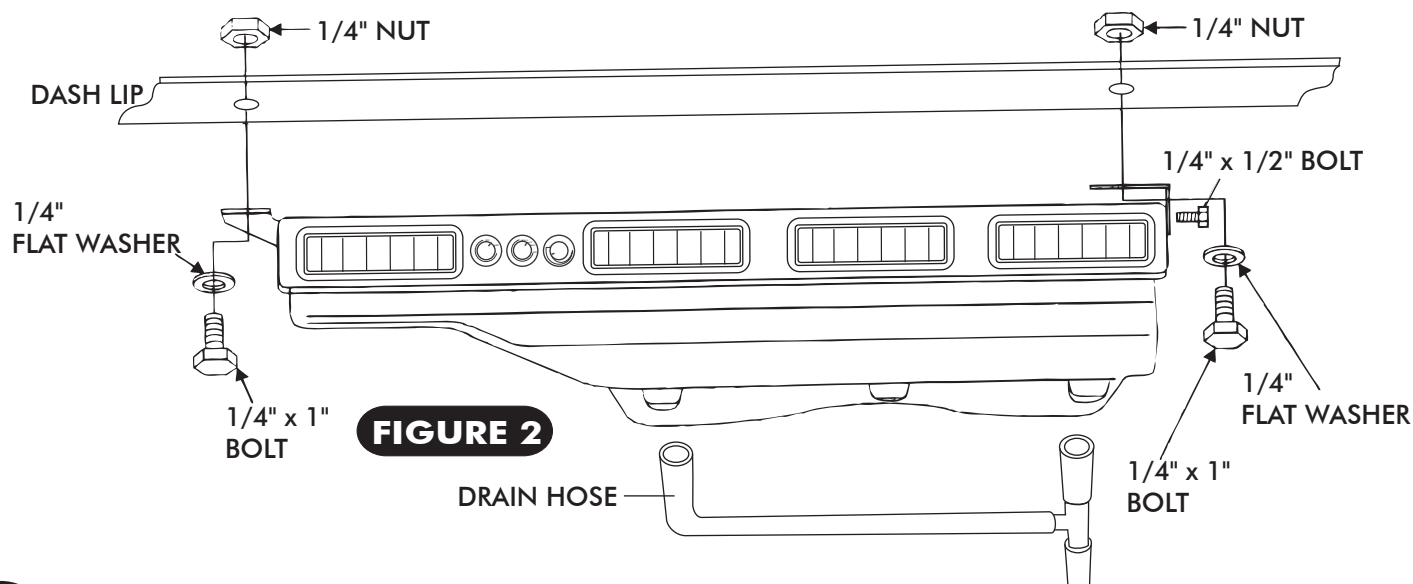


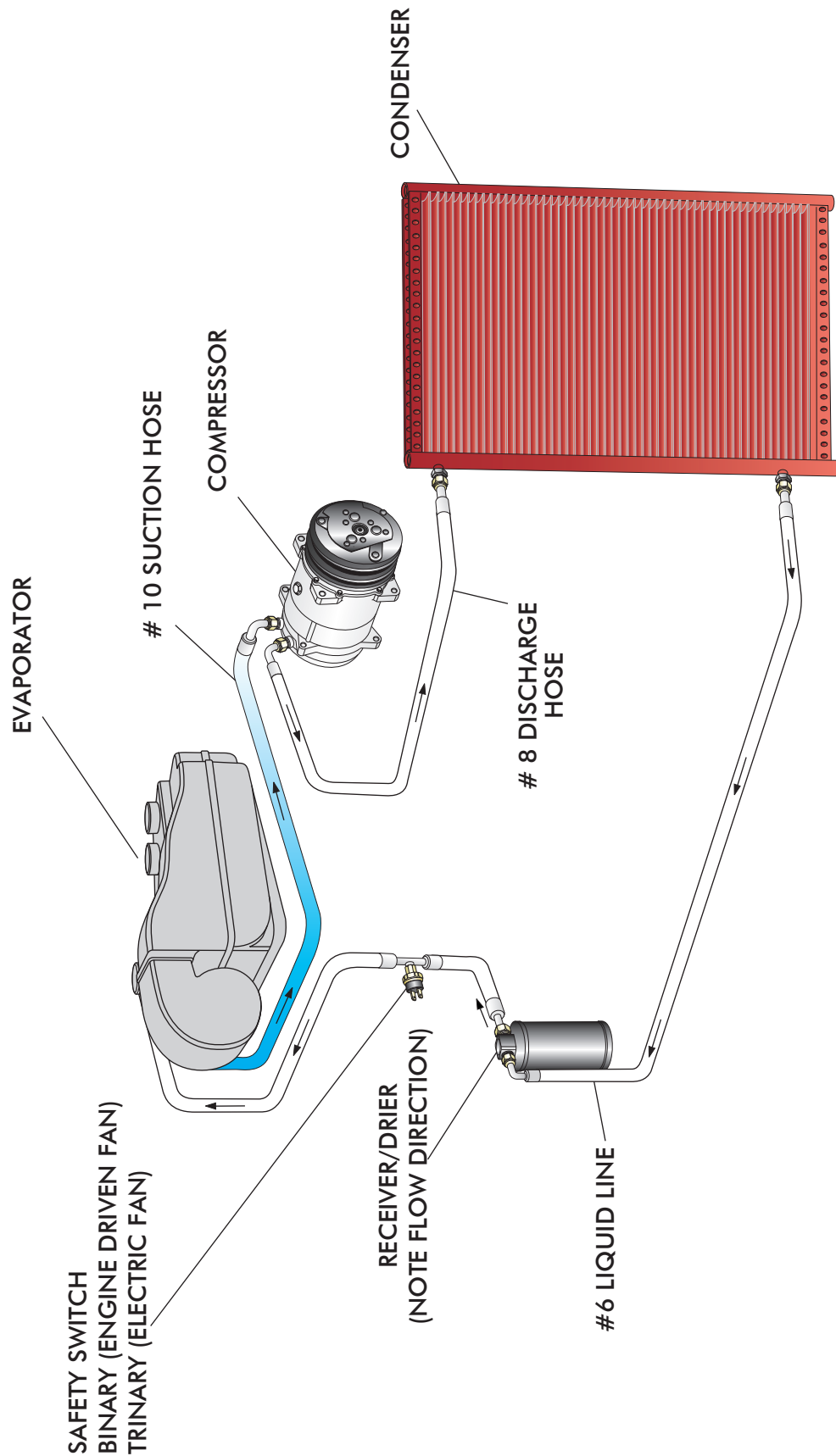
FIGURE 2



- PUSH THE 5/16" I.D. HOSE ONTO THE 90° #6 FITTING. (SEE HOSE ROUTING ILLUSTRATION ON PG. 7). INSTALL THE FITTING ONTO THE EXPANSION VALVE (FINGER TIGHT). PUSH THE 1/2" I.D. HOSE ONTO THE STRAIGHT #10 FITTING, AND INSTALL THE FITTING ONTO THE #10 LINE ON THE EVAPORATOR. (SEE HOSE ROUTING ILLUSTRATION PG. 7).
 - AT THIS TIME, TRY TO DETERMINE WHERE YOU WANT YOUR LINES TO GO THRU THE FIREWALL. MOVE THE HOSES TO THAT POINT. HOLD THE FITTINGS UP TO THEIR RESPECTIVE HOSES, AND DETERMINE IF THE HOSES WILL CONFORM TO THE LOCATION FOR THE BULKHEAD FITTINGS OR OPTIONAL BULK-HEAD PLATE (VINTAGE AIR PART# 34215-VUQ OR 34217-VUQ). THE 1/2" HOSE IS HARD TO BEND AT A SHARP ANGLE, AND THE FITTINGS TAKE UP A CERTAIN AMOUNT OF SPACE. BEFORE YOU DRILL HOLES IN YOUR FIREWALL, MAKE SURE THAT YOU CAN MAKE THE HOSES FIT WHERE YOU HAVE PLANNED. THE ENGINE COMPARTMENT APPEARANCE IS A CONSIDERATION WHEN CHOOSING THIS LOCATION.
 - WHEN YOU HAVE DECIDED WHERE YOU WANT TO PLACE YOUR BULKHEAD FITTINGS, MARK THESE POINTS WITH A GREASE PENCIL, AND MAKE A TEMPLATE FROM THE INSIDE, LOCATING WHERE THE HOLES WILL BE CUT WITH THIS TEMPLATE, LOCATE THE SAME POINTS ON THE OUTSIDE OF THE FIREWALL. MARK THESE POINTS WITH A GREASE PENCIL.
 - DETERMINE THE BEST LOCATION FOR THE DRIER THAT WILL ALLOW ADEQUATE ROOM FOR THE HOSE AND FITTINGS THAT CONNECT THE DRIER TO THE BULKHEAD FITTING.
 - MOUNT THE DRIER. (KEEP THE DRIER CAPPED AS MUCH AS POSSIBLE. IF YOU MUST SCREW THE FITTING TO THE DRIER, TAPE IT CLOSED).
- NOTE: THE DRIER IS USUALLY MOUNTED WHERE YOU HAVE ROOM FOR IT. JUST REMEMBER TO MOUNT IT IN THE COOLEST SPOT POSSIBLE AND VERTICALLY SO THE SIGHT GLASS IS DIRECTLY ON TOP. (NOT NEXT TO THE EXHAUST MANIFOLD). IT CAN BE MOUNTED INSIDE THE VEHICLE AS WELL.**
- AT THIS POINT, CUT HOLES FOR BULKHEAD FITTINGS, AND INSTALL THEM.
 - USING THE HOSE ROUTING ILLUSTRATION AS A GUIDE, ROUTE REMAINING A/C LINES, AND CUT TO LENGTH.
 - AT THIS TIME, YOU SHOULD HAVE THE REFRIGERATION HOSES CUT TO THEIR PROPER LENGTH. **PAY CLOSE ATTENTION TO THE ORIENTATION OF ANY HOSE WITH TWO ANGLED FITTINGS.** ANY HOSE WITH TWO ANGLED FITTINGS MUST BE MARKED FROM THE HOSE TO THE FITTINGS TO ASSURE THEY WILL REMAIN IN THIS POSITION AFTER CRIMPING. THE RUBBER HOSE IS ONLY CAPABLE OF A MINIMAL AMOUNT OF TWIST TO AID ALIGNMENT.
 - REMOVE HOSES AND CRIMP ENDS. IF YOU DO NOT HAVE ACCESS TO THE PROPER EQUIPMENT, VINTAGE AIR RECOMMENDS TAKING THEM TO A QUALIFIED A/C SERVICE CENTER FOR CRIMPING. (SEE CRIMPING INSTRUCTIONS SUPPLIED WITH THE HOSE KIT).
 - WITH THE EVAPORATOR TRIAL FIT COMPLETE, REMOVE THE UNIT AND LOWER INTO THE VEHICLE.
 - AFTER CRIMPING HOSES, LOCATE THE #6 A/C HOSE WITH THE 90° FITTING. LUBRICATE A #6 O-RING AND THE THREADS ON THE FITTING, AND INSTALL ON THE EXPANSION VALVE. TIGHTEN CAREFULLY. REFER TO FIGURES 3 & 3A, PAGE 8.
 - LOCATE THE #10 A/C HOSE WITH THE STRAIGHT FITTING. LUBRICATE A #10 O-RING AND THE THREADS ON THE FITTING, AND INSTALL ON THE #10 LINE OF THE EVAPORATOR. TIGHTEN CAREFULLY. REFER TO FIGURES 3 & 3A, PAGE 8.
 - WRAP THE #10 FITTING WITH PRESS TAPE, AND COVER ALL EXPOSED METAL SURFACES. (DO NOT WRAP THE #6 HOSE, FITTING, OR THE HEATER CORE TUBES). SEE FIGURE 3, PAGE 8.



TYPICAL HOSE ROUTING DIAGRAM



DIRECTION OF REFRIGERANT FLOW INDICATED BY ARROWS



O-RING/FITTING INSTRUCTIONS

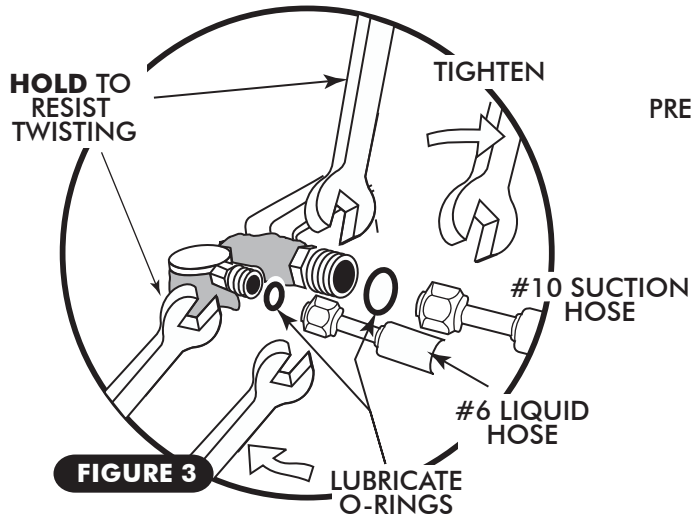
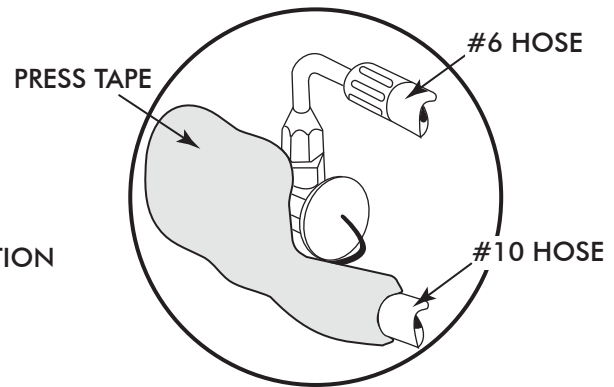
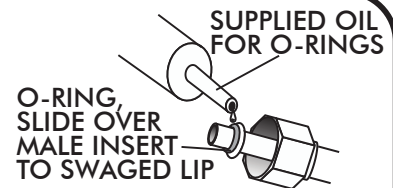


FIGURE 3



FOR A PROPER SEAL OF FITTINGS INSTALL SUPPLIED O-RINGS AS SHOWN AND LUBRICATE WITH SUPPLIED OIL.



#6 O-RING

#8 O-RING

#10 O-RING

FIGURE 3A

- ROUTE HEATER HOSES (REFER TO HEATER HOSE ROUTING INSTRUCTIONS, PG. 9).
- MAKE ELECTRICAL AND/OR VACUUM CONNECTIONS, ACCORDING TO THE DIAGRAM FURNISHED ON PG. 10.
- NOTE: THE RED 12GA. WIRE WITH THE 30 AMP CIRCUIT BREAKER SHOULD BE CONNECTED TO A 12 VOLT POWER SOURCE OF AT LEAST 12GA. WIRE. CONNECT MOLDED PLUG WITH THE (RED, YELLOW, ORANGE) WIRES TO THE CORRESPONDING PLUG FROM THE BLOWER MOTOR. THE SINGLE BLACK WIRE FROM THE BLOWER MOTOR MUST BE GROUNDED. THE BLUE CLUTCH WIRE RUNS FROM THE THERMOSTAT TO THE COMPRESSOR SAFETY SWITCH AND FROM THE SAFETY SWITCH TO THE COMPRESSOR.

BE CAREFUL TO ENSURE THAT THIS WIRE IS NOT PINCHED OR IN A POSITION TO RUB ON A SHARP EDGE AS IT GOES THRU THE FIREWALL. AN OPTIONAL VACUUM RESERVOIR WITH CHECK VALVE WILL HELP SYSTEM WORK UNDER A VARIETY OF CONDITIONS. (VINTAGE AIR PART #31200-VUS VACUUM RESERVOIR).

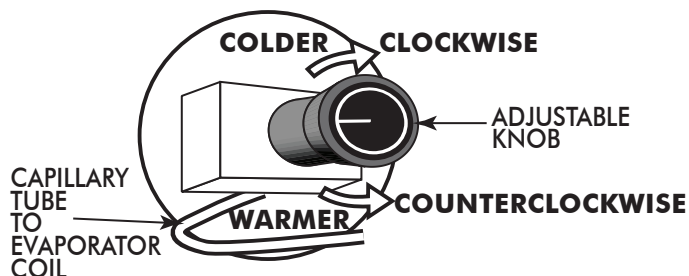


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- A detailed line drawing of a car's engine compartment showing the installation of a vacuum hose for a heater control valve. The diagram includes the following labels and components:
- EVAPORATOR UNIT:** Located at the top left, connected to the main vacuum line.
 - CLAMPS:** Indicated at two points where the vacuum hose is secured to the evaporator unit and the heater control valve.
 - HEATER CONTROL VALVE:** A cylindrical component mounted on the engine block, with the vacuum hose connected to its side.
 - GROMMETS:** Shown where the vacuum hose passes through the firewall to the engine compartment.
 - TO VACUUM SOLENOID:** A label pointing to the left side of the vacuum solenoid in the inset.
 - FROM MANIFOLD:** A label pointing to the right side of the vacuum solenoid in the inset.
 - TO HEATER CORE:** A label pointing to the bottom side of the vacuum solenoid in the inset.
- The main diagram shows the vacuum hose running from the evaporator unit, through the firewall using grommets, and then connecting to the heater control valve. An inset at the bottom left provides a close-up view of the vacuum solenoid, showing its three ports and the flow of vacuum from the manifold to the heater core and vacuum solenoid.





THERMOSTAT ADJUSTMENT



AIR CONDITIONING ADJUSTMENTS:

- THE AIR CONDITIONER THERMOSTAT CONTROLS COIL TEMPERATURE. THERMOSTATS ARE SHIPPED ADJUSTED FULLY COLD (CLOCKWISE). IN THE MAJORITY OF CASES, THE A/C WILL OPERATE CORRECTLY AS SHIPPED.
- TURNING THE KNOB TO THE RIGHT (CLOCKWISE) MAKES THE SYSTEM OPERATE COLDER. IF THE THERMOSTAT IS SET TOO COLD, THE EVAPORATOR COIL WILL "ICE UP," MEANING THE EVAPORATOR COIL IS RESTRICTED WITH ICE, AND COLD AIR FLOW WILL BE REDUCED.
- TURNING THE KNOB TO THE LEFT (COUNTERCLOCKWISE) MAKES THE SYSTEM OPERATE WARMER. THE COMPRESSOR CLUTCH WILL CYCLE OFF FREQUENTLY. THE EVAPORATOR COIL WILL NOT GET AS COLD AND THE AIR TEMPERATURE WILL NOT BE AS COLD.

ADJUSTING A/C THERMOSTAT:

- 1.) **SYMPTOM:** THE A/C WORKS WELL AT FIRST, THEN QUITS COOLING. THE AIRFLOW FROM THE VENTS IS LOW, AND THE COMPRESSOR CLUTCH CYCLES INFREQUENTLY.
SOLUTION: THE THERMOSTAT IS SET TOO COLD AND THE EVAPORATOR IS "ICING UP" AND RESTRICTING AIRFLOW. **ALLOW THE ICE TO MELT** AND SET THE THERMOSTAT WARMER (COUNTERCLOCKWISE) 1/8 OF A TURN EACH ADJUSTMENT UNTIL THE SYMPTOMS DIMINISH.
- 2.) **SYMPTOM:** A/C NEVER GETS COLD AND THE COMPRESSOR CLUTCH CYCLES FREQUENTLY.
SOLUTION: THE THERMOSTAT IS TOO WARM. SET THE THERMOSTAT COLDER (CLOCKWISE) 1/8 OF A TURN EACH ADJUSTMENT, UNTIL THE DESIRED AIR TEMPERATURE IS REACHED. **AVOID SETTING THE THERMOSTAT TOO COLD.**
- 3.) **SYMPTOM:** THE A/C NEVER GETS COLD, SOMETIMES EVEN BLOWS HOT, AND THE A/C COMPRESSOR CLUTCH INFREQUENTLY CYCLES OFF.
SOLUTION: THE HEATER MAY BE ON AT ALL TIMES. **CAREFULLY** FEEL THE HEATER HOSE BETWEEN THE **EVAPORATOR** AND THE **HEATER CONTROL VALVE**. THIS HOSE SHOULD NOT BE HOT IN THE **A/C MODE**. IF THE HOSES ARE HOT...
 - A)- THE HEATER CONTROL VALVE MAY BE INSTALLED BACKWARDS. CHECK THE FLOW DIRECTION ARROW ON THE VALVE AGAINST THE ILLUSTRATION IN YOUR INSTALLATION INSTRUCTIONS.
 - B)- IF CABLE OPERATED: THE VALVE MAY BE MISADJUSTED.
 - C)- IF VACUUM OPERATED: IT MAY BE GETTING VACUUM AT ALL TIMES (CHECK ELECTRIC SOLENOID).
 - D)- THE HEATER CONTROL VALVE MAY BE INSTALLED IN THE WRONG HOSE. IT MUST BE INSTALLED IN THE HOSE COMING FROM THE INTAKE MANIFOLD ENGINE COOLANT **PRESSURE PORT**.

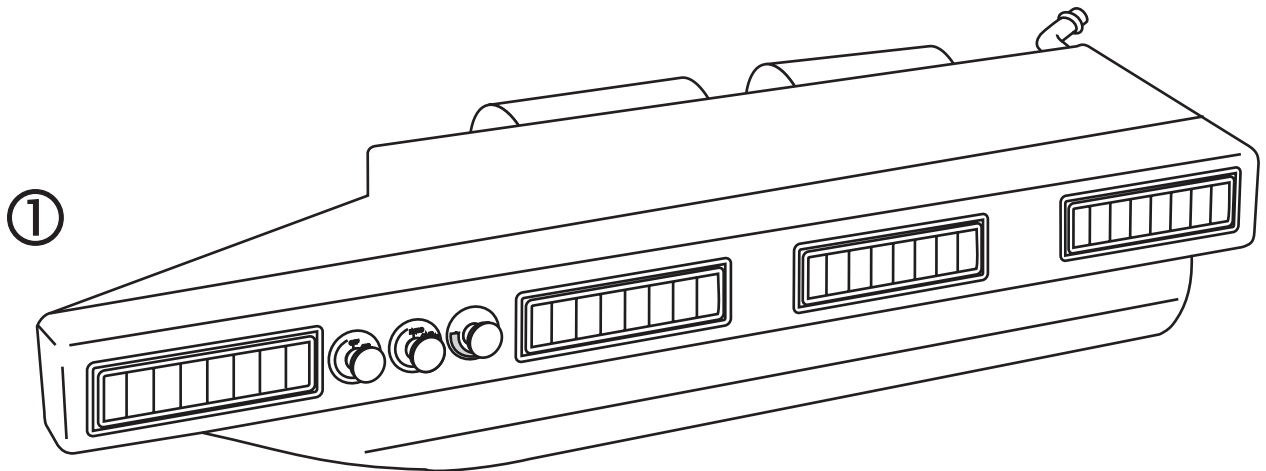


EVAPORATOR KIT
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11401-VUX-A

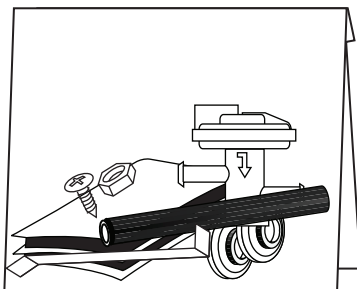
EVAPORATOR KIT PACKING LIST

No.	QTY.	PART No.	DESCRIPTION	
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		55428-VUE-A	EVAPORATOR SUBCASE H/C w/ BLK LOUVERS	_____
2.	1	64143-VUE	EVAPORATOR MOUNTING BRKT. KIT	_____
3.	1	63300-VUE	INSTALLATION KIT	_____

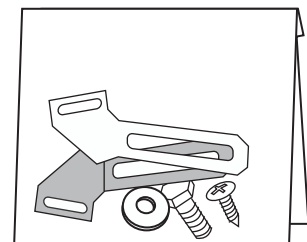
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