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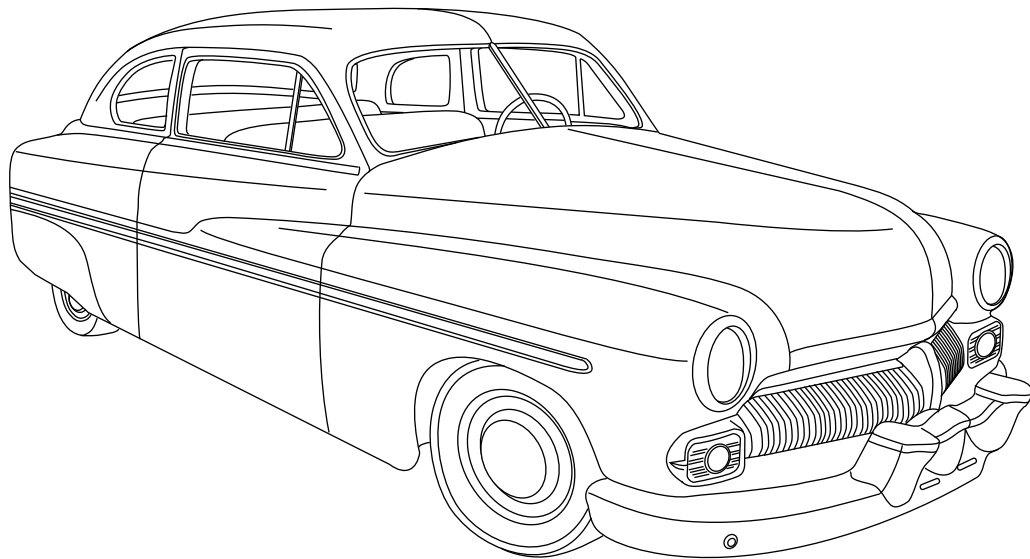
INSTALLATION INSTRUCTIONS FOR

MONSTER

TRUNK UNIT

(685000-VUY)

COOL ONLY



18865 Goll St. San Antonio, TX 78266

Phone: 800-862-6658

Sales: sales@vintageair.com

Tech Support: tech@vintageair.com

www.vintageair.com



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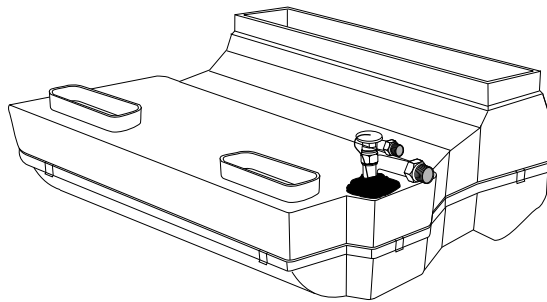
**MONSTER TRUNK UNIT
EVAPORATOR KIT PACKING LIST**

**EVAPORATOR KIT
685000-VUY**

No.	QTY.	PART No.	DESCRIPTION
1.	1	749000-VUE	MONSTER TRUNK EVAP. COOL SUB-CASE
2.	1	775000-PUN	ACCESSORY KIT

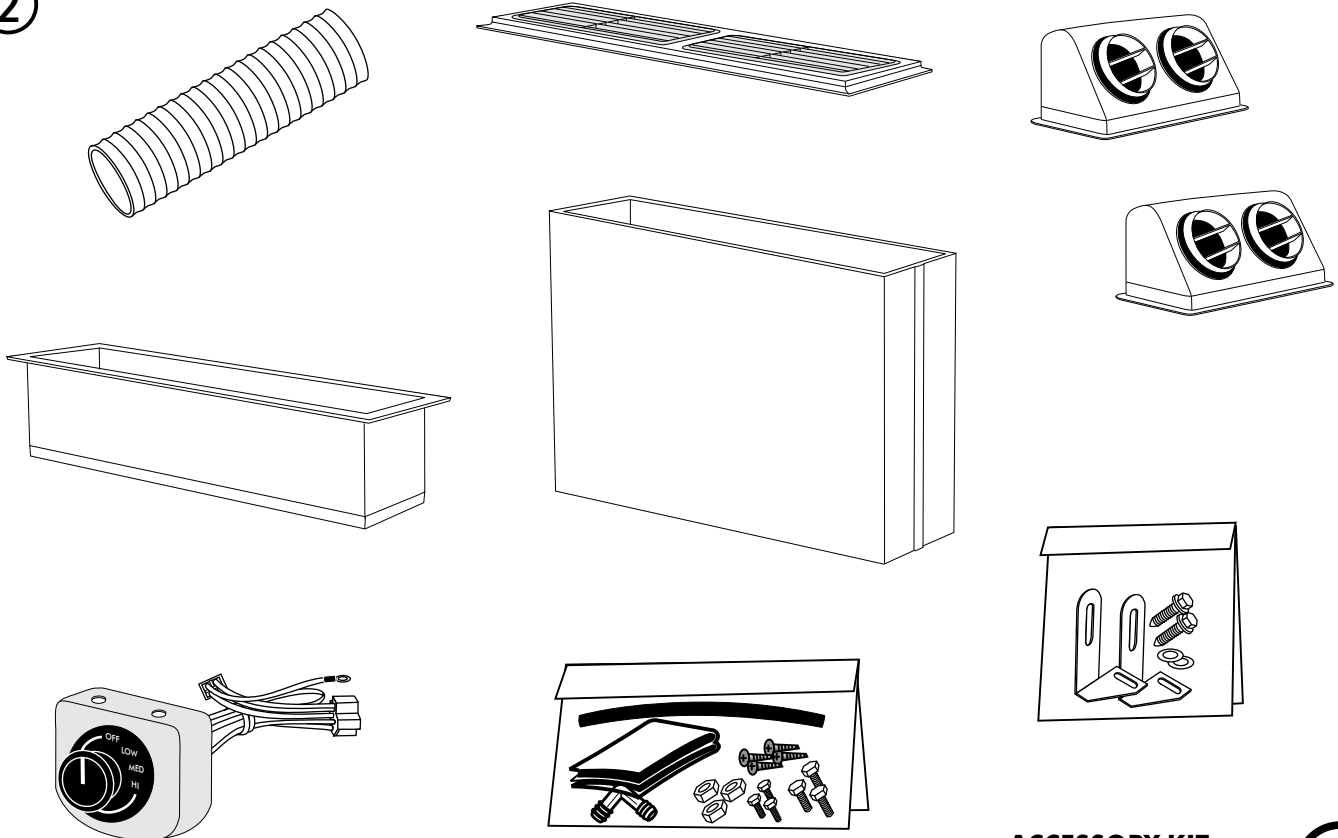
**** BEFORE BEGINNING INSTALLATION, OPEN ALL PACKAGES AND CHECK CONTENTS OF SHIPMENT. PLEASE REPORT ANY SHORTAGES DIRECTLY TO VINTAGE AIR WITHIN 15 DAYS. AFTER 15 DAYS, VINTAGE AIR WILL NOT BE RESPONSIBLE FOR MISSING OR DAMAGED ITEMS.**

①



**749000-VUE
MONSTER TRUNK
EVAP. COOL
SUB-CASE**

②



**ACCESSORY KIT
775000-PUN**



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. (1 lb., 12 oz.) 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 remained 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.



INSTALLATION INSTRUCTIONS

EVERY STREET ROD IS A LITTLE DIFFERENT DEPENDING ON:

1. TYPE OF CAR, ENGINE, AND LOCATION OF ENGINE.
2. TYPE OF AIR CONDITIONING EQUIPMENT USED.
3. OWNER'S MODIFICATIONS.

THERE ARE MANY OTHER FACTORS THAT GO INTO MAKING EACH AIR CONDITIONING INSTALLATION DIFFERENT. TYPICALLY ALL THESE DECISIONS ARE MADE BEFORE ANY CONSIDERATION IS GIVEN TO INSTALLING AN AIR CONDITIONING SYSTEM.

MOUNTING: THIS IS A UNIVERSAL UNIT, PRODUCED TO FIT YOUR SPECIAL NEEDS. IT IS DESIGNED TO HAVE THE ABILITY TO COOL YOUR CAR WITH THE VERSATILITY OF BEING MOUNTED ALMOST ANYWHERE. HOWEVER, PLEASE KEEP THESE POINTS IN MIND WHEN INSTALLING YOUR VINTAGE AIR EVAPORATOR KIT:

*INSULATE CAR FOR MAXIMUM PERFORMANCE.

*MAKE CERTAIN THERE ARE NO OBSTRUCTIONS UNDER THE FLOOR OF TRUNK WHERE EVAPORATOR WILL BE INSTALLED.
NOTE: TEST FIT MODULE IN TRUNK TO BE CERTAIN BEFORE YOU CUT HOLES IN REAR DECK.

*USE ALL BRACKETS TO ENSURE SOLID MOUNTING.

*MAKE SURE EVAPORATOR IS LEVEL TO ENSURE PROPER DRAINAGE OF CONDENSATE.

LOUVER/RETURN AIR GRILLE INSTALLATION

- USE RETURN AIR GRILLE TEMPLATE FOR RETURN AIR PLENUM INSTALLATION (TEMPLATE ON PAGE 9).
- CENTER TEMPLATE ON THE REAR DECK WHERE YOU WANT THE RETURN AIR GRILLE PLENUM. MAKING SURE THERE ARE NO WIRES OR OBSTRUCTIONS UNDER THE REAR DECK, MARK AROUND THE TEMPLATE AND THE CUT HOLE IN REAR DECK. SEE TEMPLATE INSTRUCTIONS IN FIGURE 1a BELOW.
- FOR THE SIDE LOUVER ASSEMBLIES, USE THE TEMPLATE PROVIDED (SEE PAGE 10). MARK AND CUT HOLES. SEE LOUVER INSTALLATION PAGE 6.

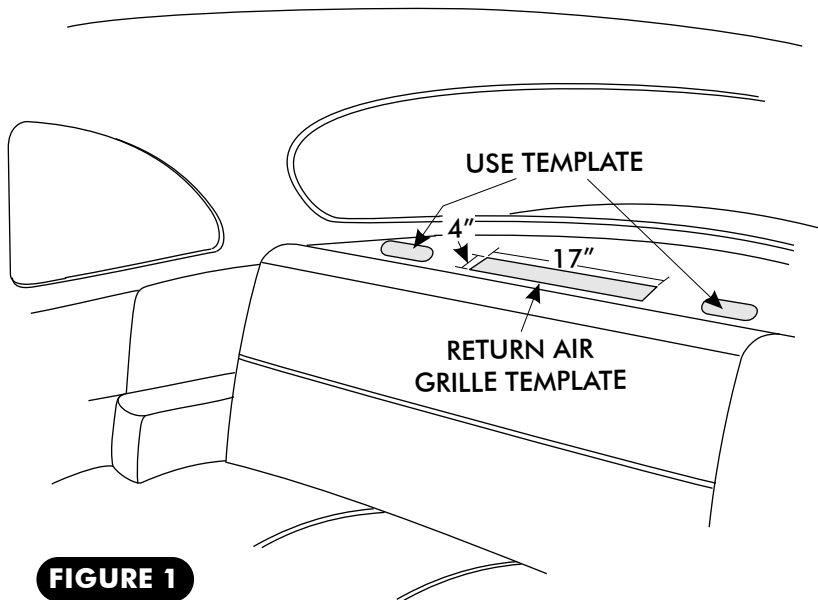


FIGURE 1

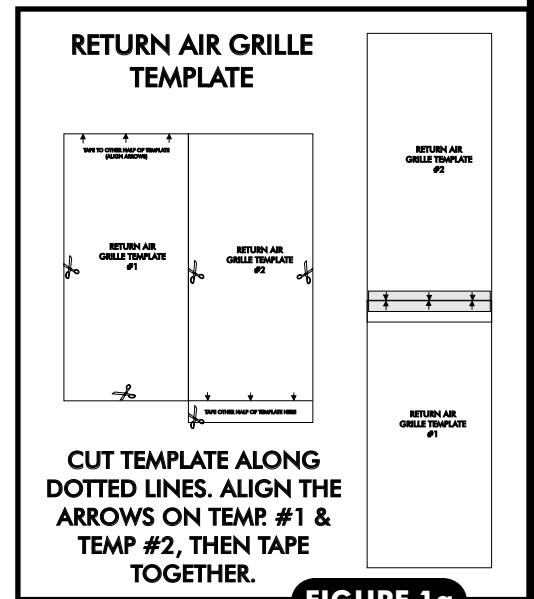


FIGURE 1a



LOUVER INSTALLATION

- WITH LOUVER AND RETURN AIR HOLES CUT IN REAR DECK, ALIGN THE RETURN AIR BEZEL TOP AND MARK MOUNTING HOLES.
- USING A 1/8" DRILL BIT, DRILL PILOT HOLES IN REAR DECK.
- PLACE RETURN AIR BEZEL BOTTOM UNDER REAR DECK AND ALIGN WITH RETURN AIR BEZEL TOP (FROM ABOVE REAR DECK) AND SECURE WITH FOUR # 8 SCREWS.
- ALIGN SIDE LOUVERS AND MARK MOUNTING HOLES. DRILL PILOT HOLES WITH 1/8" DRILL BIT AND SECURE WITH #8 SCREWS. SEE FIGURE 5 BELOW.

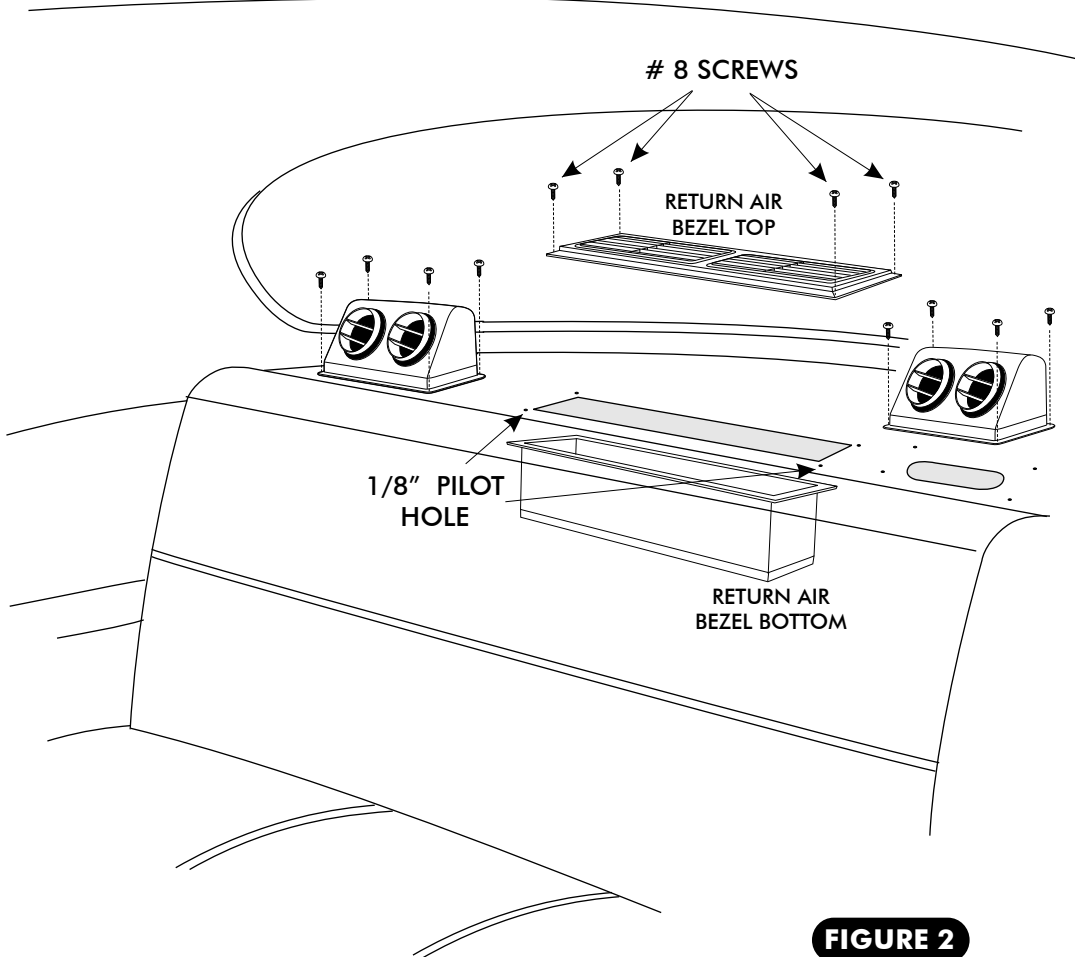


FIGURE 2



EVAPORATOR INSTALLATION

- PLACE EVAPORATOR IN TRUNK AND ALIGN WITH THE RETURN AIR PLENUM IN REAR DECK. EVAPORATOR PLENUM SHOULD FIT INSIDE RETURN AIR PLENUM. TRIM HEIGHT OF EVAPORATOR PLENUM IF NEEDED.
- ONCE IN PLACE AND CERTAIN THERE ARE NO OBSTRUCTIONS UNDER THE FLOOR OF TRUNK, MARK THE MOUNTING HOLES THROUGH BRACKETS. SEE FIGURE 2, BELOW.
- WITH THE EVAPORATOR OUT OF THE WAY, USE A 1/8" DRILL BIT AND DRILL PILOT HOLES IN FLOOR OF TRUNK.
- ALIGN THE EVAPORATOR WITH HOLES IN TRUNK AND SECURE WITH (2) #10 x 1" SHEET METAL SCREWS AND WASHERS PROVIDED.
- SECURE PLENUMS TO EVAPORATOR SUB CASE USING 8 x 1/2" SCREWS. SEE FIGURE 3, BELOW.

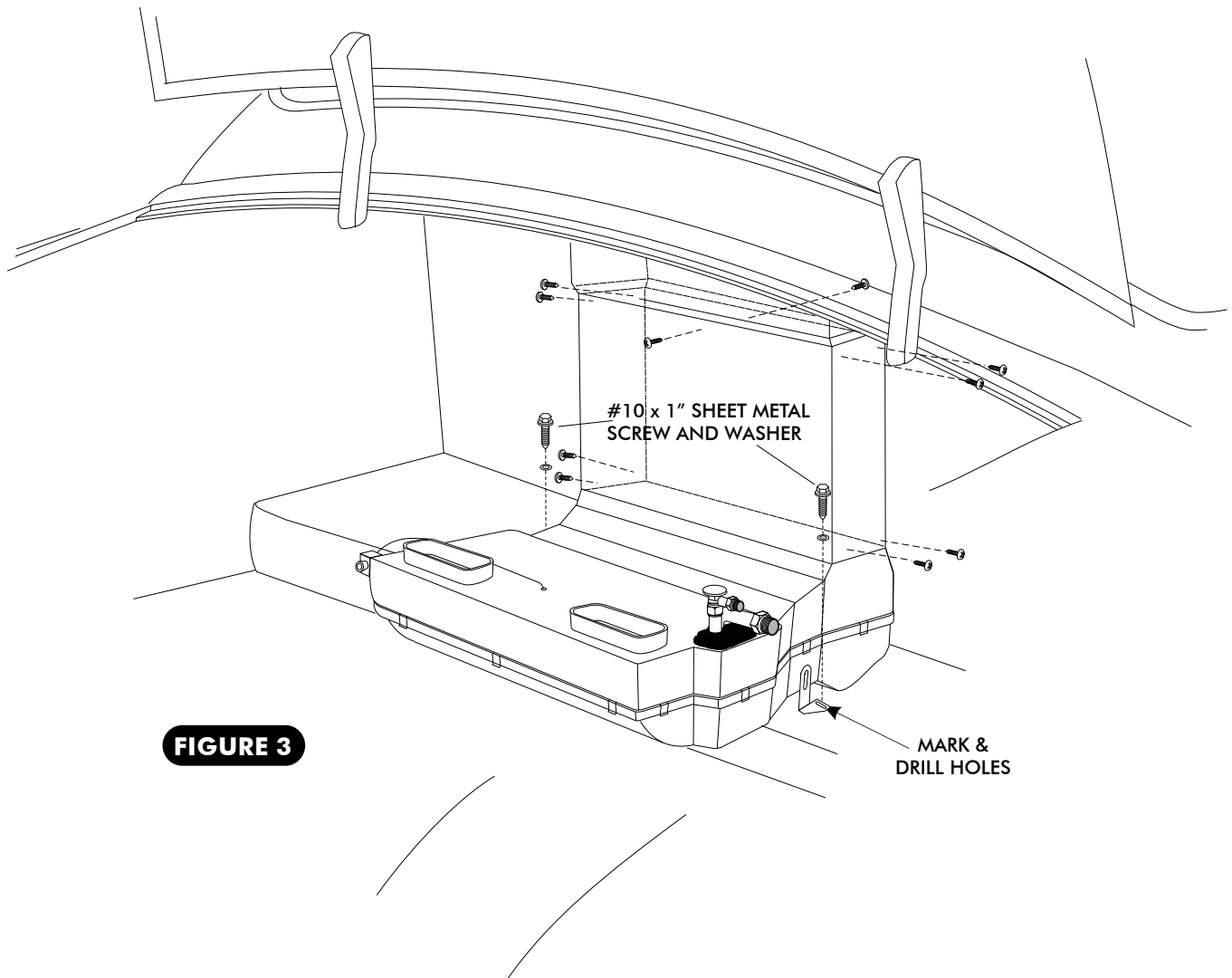


FIGURE 3



A/C HOSE ROUTING

PLANNING YOUR HOSE ROUTING:

- MOUNT ALL MAJOR AIR CONDITIONING COMPONENTS: EVAPORATOR, COMPRESSOR, CONDENSER AND DRIER. **NOTE: THE EVAPORATOR MUST BE MOUNTED IN PLACE TO ROUTE HOSES.**
- AT THIS TIME YOU MUST DETERMINE THE ROUTING OF YOUR A/C HOSES. SEE FIGURE 5, BELOW. ALSO, YOU MUST DECIDE HOW YOU WILL SECURE THE HOSES IN PLACE (CLAMPS, BRACKETS, ETC.). MAKE SURE HOSES THAT PASS THROUGH THE FENDER WELL, FIREWALL, OR NEXT TO SHARP EDGES ARE PROTECTED.

NOTE: WHEN DETERMINING THE HOSE ROUTING, KEEP IN MIND IF YOU PASS HOSES THROUGH THE SIDE PANEL OR FLOOR OF THE TRUNK, THEY MUST BE CLEAR OF OBSTRUCTIONS BEFORE YOU YOU DRILL HOLES.

- ONCE YOU HAVE DECIDED ON THE HOSE ROUTING AND THE PROPER FITTINGS, TEST FIT ALL HOSES.
- WHEN YOU ARE READY FOR FINAL HOSE INSTALLATION, YOU MUST LUBRICATE O-RINGS AND TIGHTEN ALL FITTINGS. SEE FIGURE 4, BELOW.

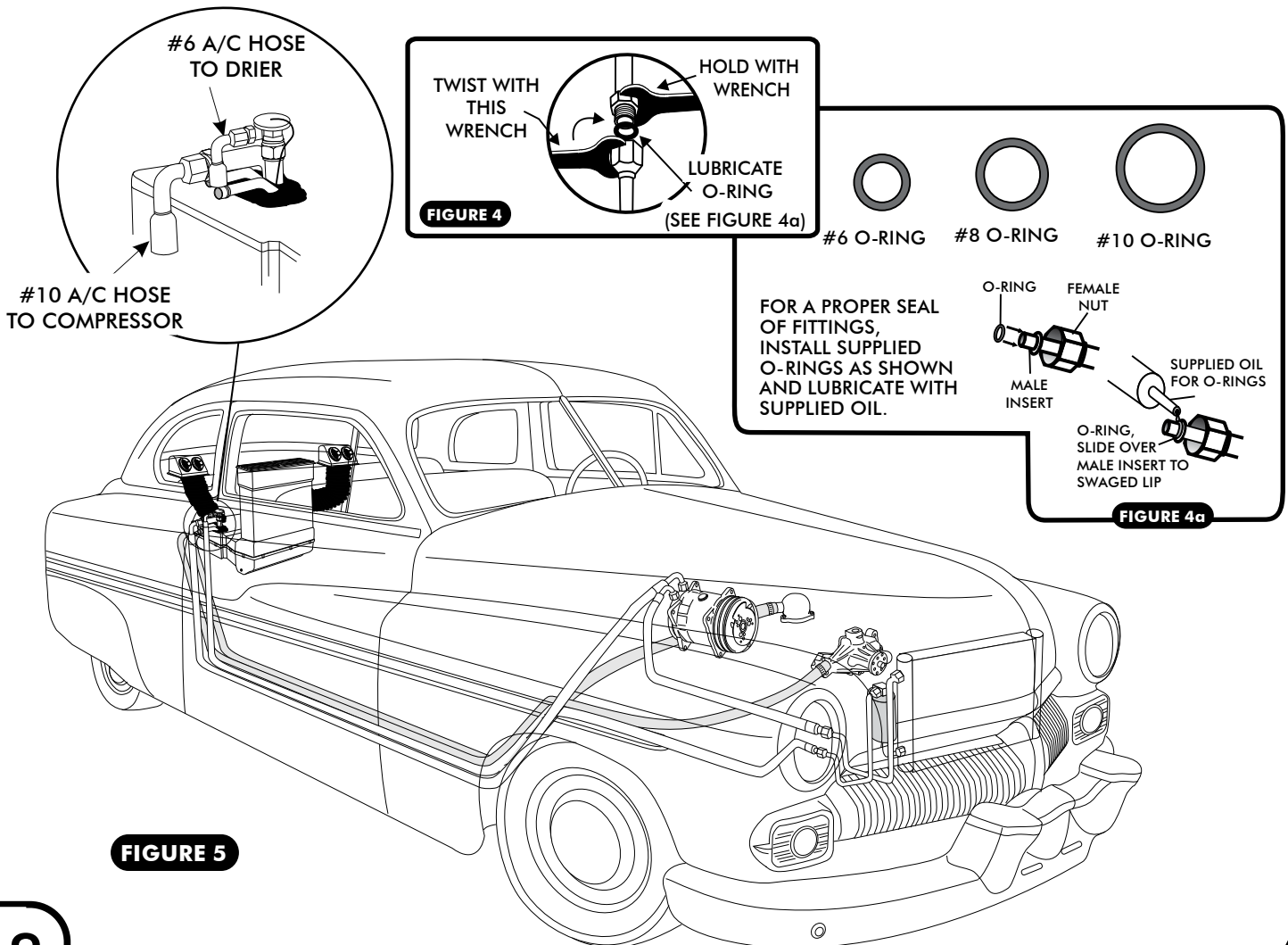
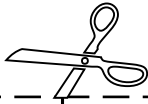


FIGURE 5

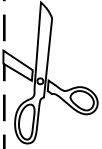
FIGURE 4a



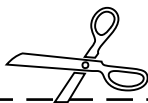
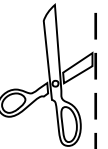
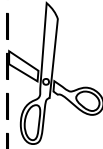
TAPE TO OTHER HALF OF TEMPLATE
(ALIGN ARROWS)



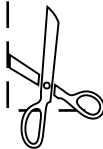
RETURN AIR
GRILLE TEMPLATE
#1



RETURN AIR
GRILLE TEMPLATE
#2



TAPE OTHER HALF OF TEMPLATE HERE





FINAL STEPS

- INSTALL CONTROL PANEL AND WIRE ACCORDING TO WIRING DIAGRAM ON PAGE 11.
- SELECT A SUITABLE LOCATION FOR THE CONTROL PANEL. CONSIDER THE LENGTH OF THE WIRING HARNESS. THE PANEL MAY BE MOUNTED UNDER THE DASH, OR THE SWITCH CAN BE REMOVED AND INSTALLED IN DASH. SEE FIGURE 6.
- REINSTALL ALL PREVIOUSLY REMOVED ITEMS (BATTERY BOX, BATTERY & INTERIOR PANELS, ETC.).

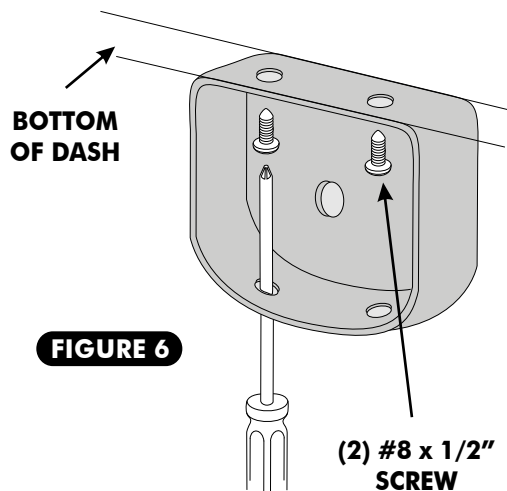
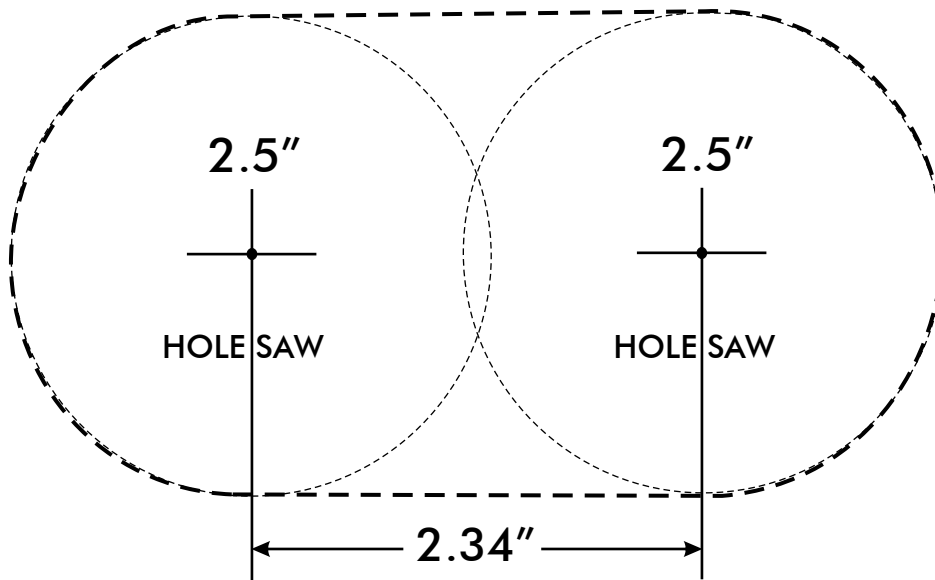
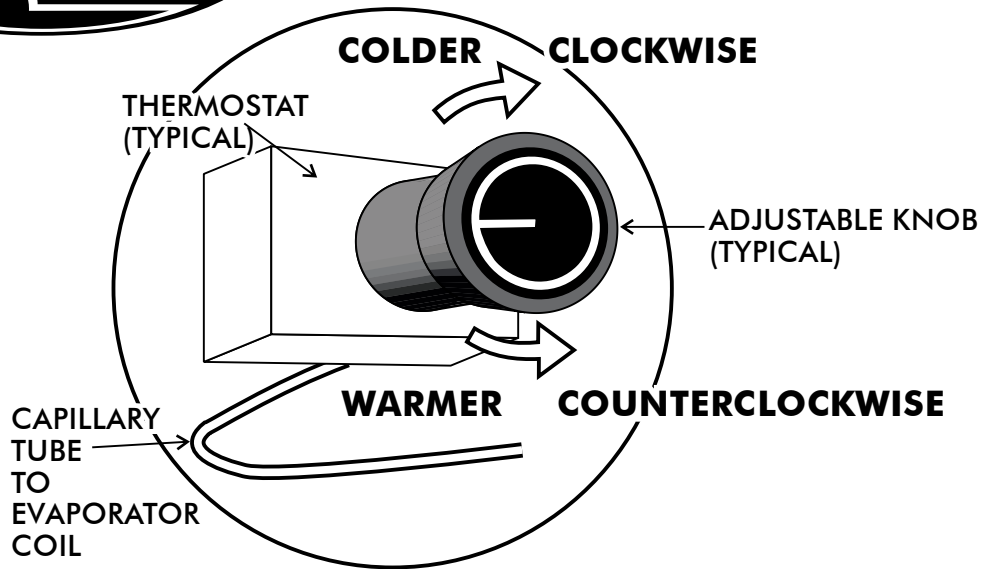


FIGURE 6

- FILL RADIATOR WITH AT LEAST A 50/50 MIXTURE OF APPROVED ANTIFREEZE AND WATER. IT IS THE OWNER'S RESPONSIBILITY TO KEEP THE FREEZE PROTECTION AT THE PROPER LEVEL FOR THE CLIMATE IN WHICH THE VEHICLE IS OPERATED. FAILURE TO FOLLOW ANTIFREEZE RECOMMENDATIONS WILL CAUSE HEATER CORE TO CORRODE PREMATURELY AND POSSIBLY BURST IN A/C MODE AND/OR FREEZING WEATHER, VOIDING YOUR WARRANTY.
- DOUBLE CHECK ALL FITTINGS, BRACKETS AND BELTS FOR TIGHTNESS.
- VINTAGE AIR RECOMMENDS THAT ALL A/C SYSTEMS BE SERVICED BY A CERTIFIED AUTOMOTIVE AIR CONDITIONING TECHNICIAN.
- EVACUATE THE SYSTEM FOR A MINIMUM OF 45 MINUTES PRIOR TO CHARGING, AND LEAK CHECK PRIOR TO SERVICING.
- CHARGE THE SYSTEM TO THE CAPACITIES STATED ON THE INFORMATION PAGE (PAGE 4) OF THIS INSTRUCTION MANUAL.

**LOUVER
TEMPLATE**





AIR CONDITIONING ADJUSTMENTS:

- THE AIR CONDITIONER THERMOSTAT CONTROLS COIL TEMPERATURE. IT IS SHIPPED ADJUSTED FULLY COLD (CLOCKWISE), AND IN THE MAJORITY OF CASES THE A/C WILL OPERATE CORRECTLY AS SHIPPED.
- TURNING THE KNOB ON THE THERMOSTAT TO THE RIGHT (CLOCKWISE) MAKES THE SYSTEM OPERATE COLDER. IF THE THERMOSTAT IS SET TOO COLD, THE EVAPORATOR 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 AND THE A/C SYSTEM WILL NOT GET AS COOL AS IT COULD.

ADJUSTING A/C THERMOSTAT

1.) SYMPTOM: THE A/C WORKS WELL AT FIRST THEN QUILTS COOLING. THE AIR FLOW FROM THE VENTS IS LOW AND THE COMPRESSOR CYCLES INFREQUENTLY.

SOLUTION: THE THERMOSTAT IS SET TOO COLD AND THE EVAPORATOR IS "ICING UP" AND RESTRICTING AIR FLOW. ALLOW THE ICE TO MELT AND SET THE THERMOSTAT WARMER (COUNTERCLOCKWISE) 10% 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 SET TOO WARM. SET THE THERMOSTAT COLDER (CLOCKWISE) 10% OF A TURN EACH ADJUSTMENT UNTIL THE COMPRESSOR CLUTCH CYCLES INFREQUENTLY. 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 AROUND THE HEATER HOSES AT THE FIREWALL. THEY SHOULD BE COLD WHEN THE A/C IS ON. IF THE HOSES ARE HOT...

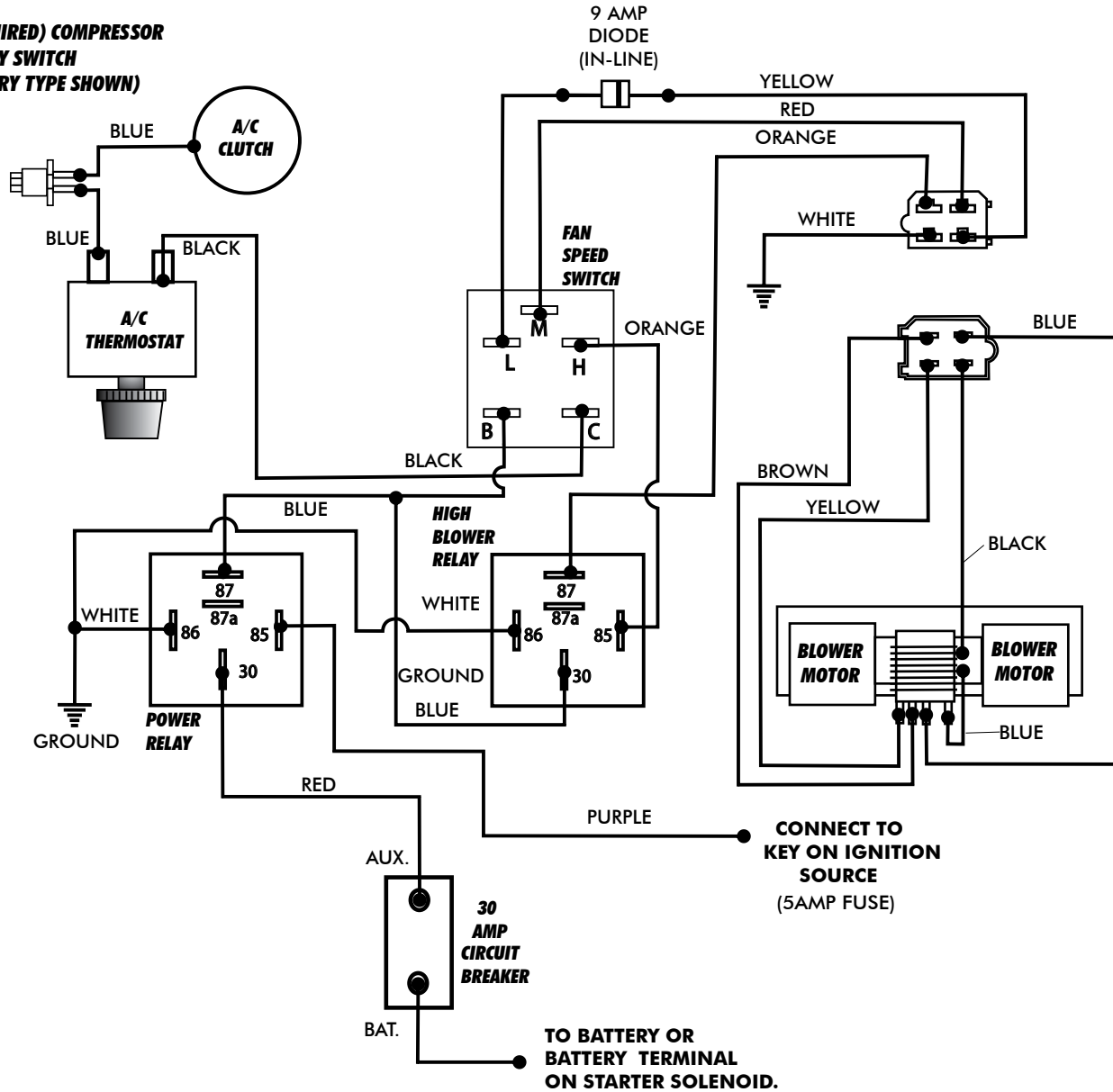
- A) - THE HEATER CONTROL VALVE MAY BE INSTALLED BACKWARDS. CHECK THE FLOW DIRECTION ARROW ON THE VALVE AGAINST THE ILLUSTRATION IN YOUR INSTALLATION INSTRUCTIONS.
- B) - CABLE OPERATED: THE VALVE MAY BE MISADJUSTED.
- C) - HEATER CONTROL VALVE IS INSTALLED IN WRONG HEATER HOSE.



MONSTER TRUNK UNIT COOL ONLY

WIRING DIAGRAM COOL ONLY

**(REQUIRED) COMPRESSOR
SAFETY SWITCH
(BINARY TYPE SHOWN)**





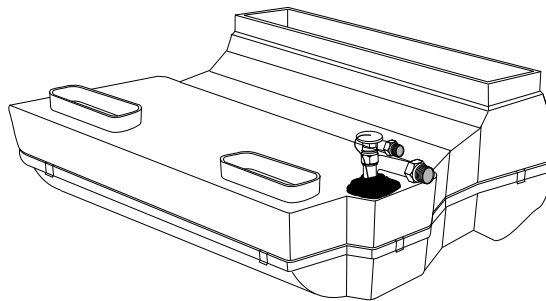
**MONSTER TRUNK UNIT
EVAPORATOR KIT PACKING LIST**

**EVAPORATOR KIT
685000-VUY**

No.	QTY.	PART No.	DESCRIPTION
1.	1	749000-VUE	MONSTER TRUNK EVAP. COOL SUB CASE
2.	1	775000-PUN	ACCESSORY KIT

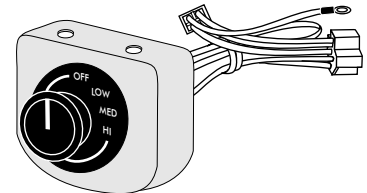
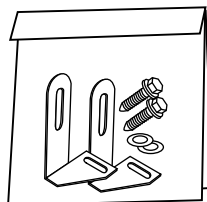
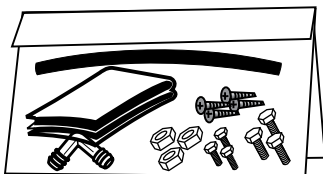
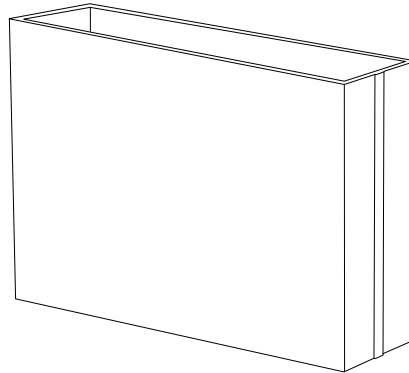
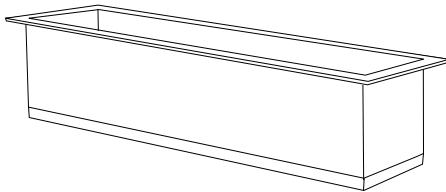
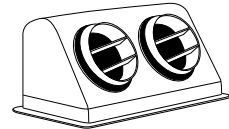
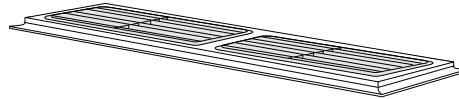
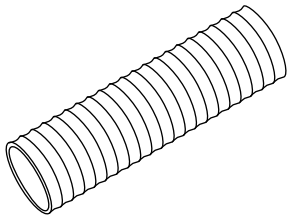
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**749000-VUE
MONSTER TRUNK
EVAP. COOL
SUB CASE**

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**ACCESSORY KIT
775000-PUN**