Installation Instructions for 1964 1/2 - 66 Ford Mustang (55066-VFZ-A)
1964 1/2 - 66 MUSTANG

IMPORTANT NOTICE-PLEASE READ

FOR MAXIMUM SYSTEM PERFORMANCE
VINTAGE AIR RECOMMENDS THE FOLLOWING:

32065-VFF - V/8 FAN SHROUD
32064-VFF - 6 CYL. FAN SHROUD
70064-VFR - RADIATOR

SERVICE INFO:
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.

REFRIGERANT CAPACITIES
134a SYSTEM
CHARGE WITH 1.8 LBS. OF REFRIGERANT

R-12 SYSTEM
CHARGE WITH 2.0 LBS. OF REFRIGERANT

LUBRICANT CAPACITIES
NEW COMPRESSOR - NO ADDITIONAL OIL NEEDED
USED COMPRESSOR - CONSULT VINTAGE AIR
INSTALLATION INSTRUCTIONS FOR 1964 1/2 - 66 FORD MUSTANG

NOTE
BEFORE STARTING THE AIR CONDITIONING INSTALLATION, CHECK FOR PROPER OPERATION OF ALL COMPONENTS (RADIO, LIGHTS, WIPERS, ETC.). STUDY THE INSTRUCTIONS, ILLUSTRATIONS AND DIAGRAMS. FOR EASE OF INSTALLATION CHECK OFF (✓) EACH PROCEDURE PRIOR TO MOVING ON TO NEXT STEP.

ENGINE COMPARTMENT (SEE FIGURE 1)
☐ 1. DISCONNECT AND REMOVE BATTERY (RETAINT).
☐ 2. REMOVE HOOD LATCH ASSEMBLY (RETAINT).
☐ 3. LOOSEN LOWER HOOD LATCH BRACE BOLT.
☐ 4. REMOVE BOTH HORNERS (RETAINT).
☐ 5. REMOVE RADIATOR ONLY IF INSTALLING A FAN SHROUD (RETAINT).
☐ 6. REMOVE CONDENSER ASSEMBLY (DISCARD).

Figure 1

PASSenger COMPARTMENT (SEE FIGURE 2)
☐ 1. REMOVE GLOVE BOX DOOR (RETAINT).
☐ 2. REMOVE GLOVE BOX (DISCARD).
☐ 3. REMOVE OEM HEATER CONTROLS (RETAINT).
☐ 4. REMOVE OEM HEATER (DISCARD).
☐ 5. REMOVE DASH SPEAKER GRILLE (RETAINT).
☐ 6. REMOVE OEM DEFROST DUCTS (DISCARD).
☐ 7. REMOVE SEATS (NOT SHOWN) IF EQUIPPED WITH CONSOLE (RETAINT).
☐ 8. REMOVE CONSOLE IF EQUIPPED (RETAINT).

Figure 2
COMPRESSOR & BRACKETS
☐ REFER TO INSTRUCTIONS INCLUDED WITH THE A/C BRACKET AND USE THE HARDWARE INCLUDED WITH THE BRACKET FOR MOUNTING THE A/C COMPRESSOR.
☐ INSTALL COMPRESSOR ON BRACKET AND ORIENT THE SUCTION AND DISCHARGE PORTS AS SHOWN IN FIGURE 24 & 25, PG. 10 FOR STRAIGHT 6 CYL. AND FIGURE 26 & 27, PG. 11 FOR V8 ENGINES.

PULLEYS
☐ THE BELTS AND PULLEYS ARE IN THE SAME ORDER AS ORIGINAL.
☐ CHECK ALIGNMENT OF PULLEYS.
☐ IN MOST INSTANCES THE BELT LENGTHS WILL REMAIN THE SAME AS ORIGINAL. SEE FIGURE 3.

CONDENSER INSTALLATION
☐ DRILL TWO (2) 1 ¼" HOLES THRU THE RADIATOR SUPPORT BELOW THE BATTERY TRAY. SEE FIGURE 5, PG. 3.
☐ INSTALL THE APPROPRIATE RUBBER GROMMETS (SUPPLIED) AND PASS THE #6 AND #8 HOSES THRU THE GROMMETS. #8 HOSE WILL ROUTE THRU THE PASSENGER SIDE GROMMET. SEE FIGURE 5, PG. 3.

FIGURE 3

FIGURE 4
CONDENSER INSTALLATION (CONTINUED)

- Locate the #8 discharge hose (13/32" I.D. hose that routes from the top outlet on condenser to the discharge port on the air compressor). Lubricate the #8 O'ring (see Figure 6) and install it on the #8 90° female fitting. See Figure 5. Insert the fitting into the inlet of the condenser (top fitting).
- Lubricate the #6 O'ring (see Figure 6) and install it on the 90° fitting that connects to the drier outlet. Attach the fitting. With hoses connected to the condenser, bolt the condenser in place. The upper condenser bracket is secured between the hood latch and the radiator core support. Tighten the lower OEM bolt.
- Lubricate the #8 O'ring. Install the O'ring on the fitting and attach it to the discharge port.

**Note:** Route hoses according to the diagram for your particular engine size - straight 6-cyl. or V-8 (see pg. 10 or pg. 11).

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**Figure 5**

- #8 discharge line
- #8 90° female
- #6 hardline
- Drier
- Condenser assembly
- #6 90° female
- Battery tray
- #6 liquid hose
- Drill 1 1/4" holes
- Rubber grommets (supplied with hose kit)

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For a proper seal of fittings, install supplied o'rings as shown and lubricate o'rings and fitting threads with supplied oil.

**Figure 6**

- #6 O'ring
- #8 O'ring
- #10 O'ring

Supplied oil for o'rings and threads.
OEM HEATER CONTROL MODIFICATIONS AND INSTALLATION

☐ REMOVE THE OEM BLOWER SWITCH AND REPLACE WITH NEW BLOWER SWITCH (SUPPLIED).
☐ USE THE NEW SWITCH AS A TEMPLATE TO LOCATE THE 1/8” HOLE TO BE DRILLED.
       AFTER THE HOLE IS DRILLED, ATTACH THE NEW SWITCH USING THE OEM SCREW AND A #6 SHEETMETAL SCREW (SUPPLIED), SEE FIGURE 7.
☐ REMOVE OEM KNOB AND ATTACH TO NEW SWITCH.

TO PREPARE FOR CABLE INSTALLATION

☐ DRILL 3/32” HOLE IN CONTROL LEVERS FOR EASE OF CABLE INSTALLATION.
       LAY YOUR CONTROLS & EVAPORATOR OUT ON YOUR WORK BENCH AND ATTACH CABLES AS FOLLOWS:

   "HEAT" LEVER CABLE TO THE HEAT/AC DOOR (27”).

   "TEMP" LEVER CABLE TO THE HEATER CONTROL VALVE (30”).

   "DEF" LEVER CABLE TO THE DEFROST PLENUM DOOR (19 ⅛”).

☐ ADJUST CABLES ON BOTH ENDS FOR PROPER OPERATION. ON EVAPORATOR END, MARK CABLES FOR EASY INSTALLATION IN SAME POSITION WHEN THE EVAPORATOR IS MOUNTED IN THE CAR. REMOVE CABLES FROM EVAPORATOR, LEAVING THEM ON THE CONTROL PANEL.
☐ INSTALL CONTROL PANEL (WITH CABLES ATTACHED) INTO THE DASH.

NOTE:
DRILL 3/32” HOLE IN LEVERS FOR EASE OF CABLE INSTALLATION.
EVAPORATOR INSTALLATION

☐ BEFORE THE UNIT IS INSTALLED, ATTACH THE FRESH AIR COVER (SUPPLIED) OVER THE OEM HOLE LOCATED UNDER THE DASH USING SHEETMETAL SCREWS. SEE FIGURE 9.

![Figure 9]

NOTE: RUN BEAD OF SILICONE ALONG FLANGE TO PREVENT WATER LEAKS.


![Figure 10]

RUN A BEAD OF SILICONE ALONG FIREWALL FOR A COMPLETE SEAL

☐ PLACE THE EVAPORATOR ON THE PASSENGER SIDE FLOOR BOARD WITH FAN MOTOR TOWARDS PASSENGER SIDE DOOR. SEE FIGURE 12.

![Figure 11]
EVAPORATOR INSTALLATION (CONTINUED)

☐ RAISE THE UNIT UP UNDER DASH.
☐ PASS THE HEATER TUBES THRU THE OEM FIREWALL HOLES.
☐ THE BACK OF THE EVAPORATOR IS SUPPORTED BY A BOLT THRU THE BULKHEAD. USE THE PROTRUDING BOLT AS A STUD, AND HANG THE REAR EVAPORATOR BRACKET ON IT. INSTALL THE ¼" COARSE NUT PROVIDED.
☐ THE BLOWER MOTOR HOUSING IS SUPPORTED BY ATTACHING THE BRACKET TO THE OEM HOLE ON THE UNDER LIP OF THE DASH NEXT TO THE GLOVE BOX OPENING. SECURE THIS BRACKET USING A ¼" BOLT & NUT (SUPPLIED). SEE FIGURE 12.

NOTE
IF YOU HAVE A FACTORY CONSOLE - TEMPORARILY INSTALL IT NOW, BEFORE ATTACHING THE FRONT EVAPORATOR BRACKET TO THE COWL. RAISE THE EVAPORATOR 1/8" ABOVE THE CONSOLE AND PROCEED TO NEXT STEP.

☐ THE FRONT OF THE EVAPORATOR IS SUPPORTED BY ATTACHING THE BRACKET ON THE FRONT OF THE UNIT TO UNDERSIDE OF THE COWL USING A #8 x ½" SHEET METAL SCREW (BE CERTAIN THE UNIT IS LEVEL - LEFT TO RIGHT). SEE FIGURE 14. WITH UNIT IN PLACE, USE THIS BRACKET AS A TEMPLATE TO LOCATE THE 1/8" HOLE TO BE DRILLED FOR THE #8 SHEET METAL SCREW.
☐ THE DEFROST PLENUM IS SUPPORTED BY A #8 SCREW THRU THE BRACKET AND INTO THE FIREWALL. SEE FIGURE 12.

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**FIGURE 12**

RUN A BEAD OF SILICONE ALONG BULKHEAD FLANGE FOR A COMPLETE SEAL

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**FIGURE 13**

#8 S-SHEETMETAL SCREW

#8 SHEETMETAL SCREW
**EVAPORATOR INSTALLATION (CONTINUED)**

- FROM THE ENGINE SIDE OF THE FIREWALL COVER CAP, PASS THE #6 135° AND THE #10 STRAIGHT FITTING THRU THE GROMMETS.
  
  **NOTE:** LUBRICATION WITH LIQUID DISH SOAP SO IT SLIDES EASILY THRU THE GROMMETS.

- THE #10 HOSE HAS AN I.D. OF ⅜" AND RUNS FROM THE SUCTION PORT ON THE AIR COMPRRESSOR TO THE #10 LINE ON THE EVAPORATOR.

- THE #6 LINE HAS AN I.D. OF 5/16" AND RUNS FROM THE DRIER OULET TO THE EXPANSION VALVE LOCATED ON THE EVAPORATOR. SEE FIGURE 14.
  
  **NOTE:** ROUTE HOSES ACCORDING TO THE DIAGRAM FOR YOUR PARTICULAR ENGINE SIZE - STRAIGHT 6 CYL. OR V8 SEE PG. 10 OR 11.

- LUBRICATION A #10 O'RING (SEE FIGURE 6, PG. 3) AND INSTALL IT ON THE FITTING THAT CONNECTS TO THE SUCTION PORT ON THE COMPRESSOR.
  
  ATTACH THE FITTING USING TWO WRENCHES (SEE FIGURE 15).

- LUBRICATION A #10 O'RING (SEE FIGURE 6, PG. 3) AND INSTALL IT ON THE STRAIGHT FITTING THAT CONNECTS TO THE #10 EVAPORATOR LINE. ATTACH FITTING USING TWO WRENCHES (SEE FIGURE 15).

- WRAP THE METAL PART OF FITTING AS SHOWN IN FIGURE 16 WITH PRESS TAPE.

- LUBRICATION THE #6 O'RING (SEE FIGURE 6, PG. 3) AND INSTALL IT ON THE 135° FITTING THAT ATTACHES TO THE EXPANSION VALVE (SEE FIGURE 14). ATTACH THE FITTING TO THE VALVE USING TWO WRENCHES (SEE FIGURE 15). WRAP EXPOSED METAL FITTING WITH PRESS TAPE AS SHOWN IN FIGURE 16 BELOW. SLIDE THE FIREWALL COVER CAP UP TO THE FIREWALL COVER FLANGE AND SEAL AS SHOWN IN FIGURE 12, PG. 6.

- INSTALL THE COMPRESSOR SAFETY SWITCH ON THE PROVIDED PORT IN THE #6 LIQUID HOSE. SEE FIGURE 18.

- LUBRICATION THE HEATER HOSES AND CONNECT THEM TO THE HEATER TUBES EXITING THE OEM HOLES IN THE FIREWALL. SEE FIGURE 14 AND FIGURE 17.
EVAPORATOR INSTALLATION (CONTINUED)

☐ THE HEATER CONTROL VALVE MUST BE IN THE LINE COMING FROM THE INTAKE MANIFOLD AND MUST BE ORIENTED AS SHOWN IN FIGURE 19 AND HOSE ROUTING FIGURE (PG. 10 OR 11).
☐ INSTALL THE HEATER CONTROL VALVE AND CLAMP THE CABLE IN THE SAME POSITION AS IT WAS IN YOUR INITIAL CONTROL PANEL/CABLE ADJUSTMENT SECTION.
☐ WITH YOUR CONTROL PANEL IN PLACE, REINSTALL CABLES TO PREMARKED LOCATIONS ON EVAPORATOR. SEE FIGURE 8, PG. 4.

![Diagram of evaporator installation](image1)

VENT INSTALLATION

- Install the driver side, center and passenger side vents using sheetmetal screws (supplied). See Figure 21. Remove vents to drill holes when installing the center vent.
- Note: If equipped with center console - install center vents as shown in Figure 22.
- Install both the driver side and passenger side defrost vents into the OEM holes. See Figure 21 & 23. The defrost vents are held in place by the dash speaker grille.

DUCT HOSE ROUTING & INSTALLATION

- Stretch duct hose out to maximum length and cut to sizes indicated below.
- Route all duct hoses as shown in Figures 21 & 23 and attach to the appropriate vent outlets on unit.
- With unit in place, recheck your hose lengths. Insure that the hose is pulled tightly with a minimum of kinks and sharp bends in the hose. This will insure maximum air flow.

DUCT HOSE LENGTHS:

- Driver side vent: 2 1/2" x 39"
- Driver side center vent: 2" x 9"
- Passenger side center vent: 2" x 8"
- Passenger side vent: 2 1/2" x 30"
- Driver side defrost vent: 2" x 39"
- Passenger side defrost vent: 2" x 25"

CAUTION: You must route hose as shown. While looking thru the glove box and speaker holes turn the wipers on and check for clearance thru the full range of motion.

2 1/2" x 30" passenger side defrost duct hose - route from evaporator outlet, behind then under radio and back up at side of the radio to the vent.
AIR CONDITIONING ADJUSTMENTS:

- The air conditioner thermostat controls coil temperature, it is shipped adjusted fully cold (clockwise), 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" - the evaporator coil is restricted with ice and cold air flow will be reduced.

- Turning the knob to the left (counter clockwise) 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 quits 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 (counter clockwise) 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.
FINAL STEPS

☐ INSTALL NEW GLOVE BOX (SUPPLIED) USING OEM SCREWS.
   USE OEM MOUNTING HOLES IN DASH.
   SEE FIGURE 28.

☐ FILL RADIATOR WITH AT LEAST A 50/50 MIXTURE OF
   APPROVED ANTIFREEZE AND WATER. IT IS THE OWNERS
   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 AC MODE AND/OR FREEZING WEATHER,
   VOIDING YOUR WARRANTY.

☐ CHECK COMPLETE ASSEMBLY FOR PROPER OPERATION.

☐ VINTAGE AIR RECOMMENDS THAT ALL AC SYSTEMS BE SERVICED
   BY A CERTIFIED AUTOMOTIVE AIR CONDITIONING TECHNICIAN
   ONLY. SEE INSIDE COVER FOR SERVICE INFORMATION.

OPERATION OF CONTROLS

- FAN SPEED - OFF, HI
- COMpressor LEVER
  - A/C
  - ECONO
  - HEAT
- WATER VALVE LEVER
  - COLD
  - HOT
- DEFROST LEVER
  - OFF
- ALL OFF

FAN SPEED - CHOOSE FAN SPEED
A/C - ALL LEVERS UP
      CHOOSE FAN SPEED
HEAT - LEVERS 1 & 2 DOWN/ 3 UP
      CHOOSE FAN SPEED
DEFROST - ALL LEVERS DOWN
      CHOOSE FAN SPEED
OFF - FAN SPEED OFF,
     LEVERS 1, 2 & 3 - UP
     CHOOSE FAN SPEED
Lay template over factory heater hose holes. Mark and drill a 3/8" hole for heater control cable and install supplied grommet.
**63269-VFE**

**DRAIN KIT PARTS LIST**

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**49064-VFI**

**WIRING KIT PARTS LIST**

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**49430-VFH**

**CABLE KIT PARTS LIST**

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### 1964 1/2 - 66 MUSTANG

#### PACKING LIST

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