

The Most Trusted Name In Performance Air Conditioning

2018



# PERFORMANCE In Motion

**42**  
YEARS



# THE COOL LIFE

Four Decades Of Leadership



**W**e've all heard the expression, "overnight success," yet, most of us know true success doesn't happen in a single day. In fact, it is my belief that true success requires a long-term, ongoing commitment to your goals. Looking back over the past 40 plus years since we founded Vintage Air, my theory seems to be supported by the thousands of customers we have earned, and the many friends we have made on our journey. The hot-rodding community has evolved over the past four decades as well. The cars have become more sophisticated, and the average build quality has become simply astounding. At the same time, many new enthusiasts, some with less "grey beard" knowledge, have joined our ranks and want to learn all they can to participate in this great automotive hobby.

Looking through this catalog, long-time customers will see many new products and many upgraded products. Our engineers are continuously testing and evaluating each of our products and we regularly make improvements to assure the very best performance from our entire line. With our Front Runner™ engine drive systems we literally invented the all-in-one, spring-tensioned block-mount engine drive concept back in 1998. The original truss-type Chevrolet engine brackets have proven to be the strongest accessory platform in the industry, yet we have redesigned them for even better alternator support, and we now have upgraded them with a next-generation 170-amp alternator to handle the electrical demands of fuel injection, electronic engine management and serious sound systems. Also, in an effort to make the air conditioning installation process go more smoothly for DIY customers, we have created a new E-Z Clip refrigerant hose kit that allows you to completely plumb the refrigerant lines on our systems at home and "crimp" the fitting connections with a simple clip-and clamp system. The E-Z Clip refrigerant hoses are also smaller in diameter to ease routing in tight-fitting installations.

In the last decade Vintage Air has made a focused effort to continue to improve quality in a comprehensive way. Our first hurdle was to transform our manufacturing operations into a certified "International Standards Organization" ISO operation. This took two years to integrate but it offered the platform to improve the quality of our personnel, our facility, equipment and our methods. Because of Vintage Air's quality products, we are known today as a world class automotive air conditioning manufacturer by knowledgeable automotive enthusiasts and the world's auto manufacturers alike. As you can see by reading the staff stories at the bottom of these pages, we have made a commitment to attract and retain the highest quality, skilled individuals we can find to build our systems and components. That commitment, I believe, sets Vintage Air apart by providing the level of products and service that you, our customers, have come to expect.

Another part of our four-decade customer commitment is to control the quality of each component of our systems and products. To achieve that, we now manufacture more of our products than ever in house, on two fully automated, 6-axis, Toyoda 24/7 milling stations and our many new pieces of equipment throughout our facility. You can see a great video of some operations on our website! In addition, we now manufacture our own heating and cooling coils in our in-house coil department, which allows us to design, build and test every coil we sell for absolute quality control and customer confidence. All these innovations are part of our Continuous Improvement philosophy, a philosophy rooted in our "Performance First" pledge. Quality is at the core of what we do, and it begins with the great people who put in the hours and are the backbone of Vintage Air.

Vintage Air quality is American-made quality, built by more than 150 American craftsmen, right here in our Texas plant. You, our customers, and our whole team, have all helped make Vintage Air a success, but it didn't happen overnight!

Thank you for your continued confidence in Vintage Air, and I hope to see you on the road.

Stay cool!

A handwritten signature in black ink, likely belonging to the author of the text.



## LIFETIME ACHIEVEMENT AWARD

Jack Chisenhall was presented with the 2011 Robert E. Petersen Lifetime Achievement Award. Presented here by Petersen Automotive Museum Director, Buddy Pepp, along with Tammy Chisenhall, Travis Weeks of Hot Rod & Restoration Magazine and Car Crazy's Barry Meguiar at the 2011 HR&R Show.



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**NEW!**



Vintage Air is owned and operated by experienced street rodders who have been involved in the sport for over forty years. We offer you the most comprehensive line of high-performance air conditioning components available. Every Vintage Air product incorporates the very latest technology, and offers you the greatest efficiency and reliability available.

Our goal is to help you cool your specialty vehicle in a more-informed way with specially designed parts for street rods, classics and performance cars. We want to build what you really need to get the job done right! Therefore, we are always interested in your air conditioning questions and we welcome technical inquiries. Feel free to call one of our sales techs today.

Also, be sure to come by our display at events or, if you see one of us on a cruise or at an event, please stop us to discuss your needs.



*The terms: ComPac, FrontRunner, Gen II, Gen IV, Gen IV Magnum, Mark IV, SlimLine, ShortPac, Space Saver, Mini Space Saver, Super Cooler, SureFit, ProLine, Steel-eez, and TiteFit, Electronic Cable Connector, are trade names of Vintage Air Inc.*

Cover Photos: Stephen Kim, Wheel Hub Magazine  
 Vehicles Courtesy: Will Lewis, Customs & Rods of Andice, Dooley & Sons, Hill's Rod Rods.

## DISTRIBUTOR TRAINING

How do we attract such a top quality group of distributors? Having proven products and great sales support helps. But we also know that our relationship is a partnership. Each year at our distributor meeting we prepare our dealers with hands-on technical experience and complete product knowledge to assure you a great buying and ownership experience.



# THE BASICS

## Air Conditioning Theory

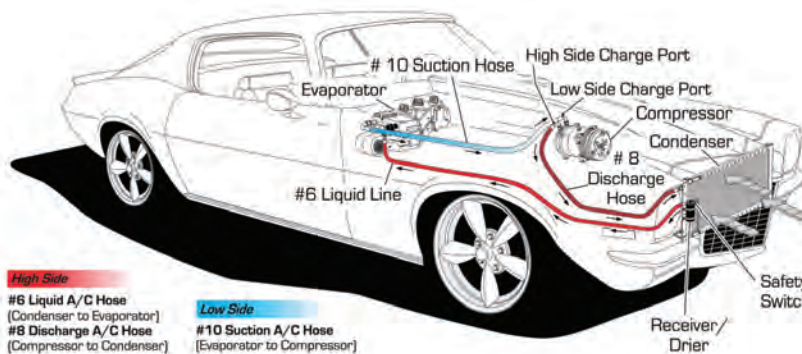


Installing a climate control system in your vehicle may seem like a daunting challenge. But like many projects we car guys get into, when taken one step at a time, the component installation process is easy to manage by an experienced auto enthusiast. This introductory chapter will provide an overview of the basics of performance air conditioning and factors affecting the selection of the main components needed to air condition any vehicle. You may choose to contract with a professional shop for your installation, but it is always good to have an understanding of the functions and components of these systems. If you really want more in-depth knowledge about the theories and technology involved in a modern climate control system, we recommend ordering the book "How To Air Condition Your Hot Rod", written by our own Jack Chisenhall and Norm Davis, available directly from Vintage Air. See Page 5.

### Air Conditioning Systems Simplified: The Basic Functions

We'll begin under the hood with the engine-mounted compressor. It pumps refrigerant, in gas form, into the high-pressure gas discharge line. This gas is loaded with heat it has absorbed from air blown by the system's fan over the evaporator coil inside the vehicle's cabin. (It is important to remember that an air conditioning system doesn't "make cool air", it just removes ambient heat from the space you want to be cooled). Next, as the heated high-pressure gas flows on through the condenser, the heat is carried off by air flowing through the condenser, normally mounted in front of the vehicle's radiator. The refrigerant then condenses into a liquid which becomes heavier, requiring less space. The more efficiently the refrigerant is condensed, the less room it uses in the system. This allows the refrigerant to lower the pressure in the high-pressure side of the system. The refrigerant, now gas and liquid, then flows into the receiver/drier, where the liquid falls to the bottom of the drier tank. The pick-up tube in the drier almost reaches the bottom of the tank. The open end of the tube is always below the liquid level in the receiver/drier if the system is fully charged. This provides pure liquid refrigerant to the liquid line (between the drier pick-up tube and the expansion valve). The expansion valve is an orifice that

contracts or expands in size according to the temperature of the evaporator coil. By changing size, the expansion valve meters the refrigerant according to the demands of the evaporator. The orifice is largest when warm, and gets smaller as the evaporator becomes colder. This orifice provides a pressure drop with the resulting drop in refrigerant tempera-



ture. The high pressure liquid pours into the larger opening of the evaporator, and the low pressure liquid droplets begin to pick up heat, which expands the refrigerant to a low pressure (super heated) gas, which then returns back to the compressor to start the cycle all over again (See drawing above).

### Basic Components: Selecting A Condenser

The most difficult challenge in building an efficient system is getting a condenser large enough, in a place where the air is cool enough, and can flow across it well enough, to remove the heat and condense the refrigerant adequately. The condenser has to provide a low resistance path for the condensed liquid to

flow so pressure build-up on the system's refrigerant can be avoided. (Excessive pressure here tends to reduce heat loss which tries to reduce condensation.)

The old vertical vs. horizontal tubes confusion in the condenser comes into play here. On a tube and fin condenser, the tubes must run horizontally. On a parallel flow condenser, the tanks run vertically, but tubes must run horizontal as well. Why? Because lubrication oil flows with the refrigerant in the system and will settle in the lower loops of the condenser, thereby obstructing the flow of liquified refrigerant. We have seen this single factor increase the internal pressure of the high-pressure part of the air conditioner by 50%, reducing its ability to work properly.

With the conversion from R-12 to HFC-134a, refrigerants in automotive air conditioning systems (See Page 8 for more on this), we would have had to increase the surface contact area of conventional tube and fin condensers by about 20% to maintain proper efficiency, but unfortunately many classic car and truck applications just won't allow that size increase. A new type condenser was the correct solution and Vintage Air pioneered that technology for the performance aftermarket.

Our own design SuperFlow™ condensers (see next page), introduced back in 1991, provided that increase in capacity without additional external size! By using flat tubes manifolded together so that the refrigerant flows through multiple tubes on each pass, we get virtually 100% contact of the refrigerant with the condenser tube walls. This design also offers very low restriction in the pathway through the condenser. The SuperFlow condensers actually deliver up to 40% more efficiency than a comparable sized conventional copper tube-and-fin type condenser. This means we can get more capacity with less space, a good thing for smaller vintage cars and trucks!



### RESEARCH AND DEVELOPMENT

Testing and developing better products is what keeps Vintage Air at the leading edge of climate control technology. Yes, we test our systems on the street in actual driving situations. But sometimes you just can't test the extreme limits with accurately measured results without such high-tech equipment as this extreme environment computerized wind tunnel.

The condenser has to have good air flow and must be mounted properly. It must be matched to a compressor of approximately nine (9) cubic inches or slightly less, using a standard aftermarket evaporator. Using this as a basic minimum standard, we have tailored each of our systems with a combination of components optimized to deliver the best performance. We always recommend using the largest parallel flow condenser possible. The condenser should cover as much of the radiator core as possible.

Air flow to the condenser is as important as size: the more the better. Ambient air temperature (outside air temp) is more important to an air conditioner condens-



SuperFlow Condensers shown in vertical and horizontal styles. These MUST BE INSTALLED WITH SIDE TANKS IN VERTICAL POSITION ONLY.

er than it is to the engine cooling radiator because when the refrigerant is exposed to temperatures above approximately 100°F, the chemical expands at a very rapid and disproportionate rate, affecting system performance. Water/antifreeze expands more proportionately at much greater temperatures than refrigerant because of the higher boiling point. So, we position the condenser in front of the radiator, or in the coolest air stream possible, to keep the ambient air flowing over the condenser below or as near the century mark as possible. More time and consideration should be spent on selecting the condenser than on any other component of your system.

### Basic Compressor Facts

The next most critical part of an air conditioning system in terms of providing optimum performance and trouble-free service is matching the compressor to the other system components.

The type of compressor most commonly used now in aftermarket systems is the axial type by Sanden. We do see a few engine swaps that retain the original General Motors/Frigidaire (DAG and R4), or the Ford Nippondenso compressors. And yes, a very few York/Tecumsehs are still on some restored classics. The Sanden compressor is a compact cylindrical unit about 8-1/2 inches long and about 5 inches in diameter. It is easy to spot with its barrel shape, aluminum color and small overall size. It has five or seven cylinders running lengthwise, thus the name "axial" compressor. Even though it is commonly referred to as a "rotary," it is not. The Sandens



Sanden SD-7B10 Compressor

are so popular because they operate smoothly, with a minimum amount of torque required to operate, because the load is distributed over multiple short-stroke cylinders. The Sanden compressor has another characteristic which we like, especially for street rods: its short stroke, low-displacement-per-cylinder configuration tends to make it less efficient at low RPM ranges (1200 and below), the same speed at which our engine-driven radiator fans are least efficient. This puts less heat load on the condenser and consequently on the radiator at idle speeds. On the average classic car requiring a smaller sized condenser, that is a blessing. Above 1200 RPM, efficiency rapidly increases; at operating speeds of 1800 to 2400 RPM it is about the most efficient pump on the market. It can be operated at continuous crank speeds of 6000 RPM. These characteristics make the Sanden an almost ideal performance compressor.

Displacement sizes for Sanden units are identified by the numbers on the label on

the case. The numbering system is interpreted as follows: SD 508 = 5 cylinder/8.4 cubic inch, SD 7 = 7 cylinder/6.1 cubic inch.

### Other Compressor Types: York

The York compressor was OEM equipment on most American cars in the fifties, sixties, and early seventies. The York is a rarity these days, but can be identified by its large square shape. The York compressor is much like a lawn mower engine, being a two cylinder, reciprocating pump. The reciprocating motion causes it to vibrate more than modern Sanden compressors. The York also has higher torque requirements for peak pumping, and they don't like higher RPM operating speeds.

### Other Compressor Types: GM/Frigidaire

The GM/Frigidaire A-6 (long type) compressor shares the same basic design as the Sanden, with one additional cylinder. It has the same characteristics, except that it is very large, both in capacity and external dimensions. It is about 12.5 inches long and 5 inches in diameter, with over 12 cubic inches of displacement per revolution. We mention this compressor only lightly because the only place we would recommend using it would be in a high-value pure restoration project or in an extremely large vehicle with a high-capacity evaporator, or even two evaporators. Using the GM/A-6 compressor has been a painful and costly experience for many restorers and rodders.

The GM/Frigidaire R-4 is the short (7 1/2-inch) and fat (7-inch dia.) compressor found on later GM vehicles. It has just under 10 cubic inches of displacement per revolution, with four cylinders radiating from its crankshaft. It has basically the same characteristics as the A-6 compressor, except it seems to fit in smaller spaces and is much lighter due to its mostly aluminum construction. The R-4 is larger in capacity than we like in an average classic car installation. However, it would be a better choice than its bigger brother, the A-6. Rebuilt GM R-4 compressors are not recommended.

The GM/Frigidaire DA-6 compressor is slightly larger than a Sanden compressor and will work okay on many engine swap installations

Continued

### WE WROTE THE BOOK ON AIR CONDITIONING

Jack Chisenhall, along with Norm Davis, wrote the book on street rod and performance automotive air conditioning systems. It's everything you need to know to understand how air conditioning works in your car with plenty of tech info on installations, component selection and do's & don'ts. Available at book stores nationwide, through your Vintage Air distributor or directly from Vintage Air.



# THE BASICS

## Air Conditioning Theory



where the OEM engine drive is being retained. It is an axial type compressor with just under ten cubic inches of displacement. Custom mounting for this compressor is more difficult on non-OEM applications and new replacement parts costs are high.

### Variable Displacement Compressors

These types of compressors are not recommended for A/C systems that use a receiver/drier and a thermal expansion valve (TXV). Variable compressors increase and decrease piston stroke (and consequently, refrigeration flow) based on A/C system demand to modulate the performance of the evaporator. That makes the compressor the primary control point in a variable displacement air conditioning system.

In a cycling-clutch, expansion valve system, the thermal expansion valve increases and decreases refrigerant flow based on A/A system demand to modulate the performance of the evaporator, making the TXV the primary control point for the system. All A/C systems require a primary control point. And if using a secondary control, it must be subservient to the primary control.

Using a variable displacement compressor in a clutch-cycling thermal expansion valve system results in two primary control points, and is like a business with two presidents: it is doomed to failure. The variable compressor and the expansion valve's control activities contradict and "chase" each other, resulting in a system that never works optimally. Plus, this combination may lead to oil starvation and compressor failure.

There are some OEM systems which use a combination of modulation devices, however they are the result of long-term development programs and, as they say, "don't try this at home!"

### Other Compressor Types: Ford Nippondenso

The Ford Nippondenso compressor is an axial compressor with about 9.5 cubic inches of displacement. It's fine on applications where the OEM engine drive is retained on your engine swap. But mounting is more difficult on non-OEM applications, and new replacement parts costs are high. We don't recommend rebuilt compressors of this model.

### Compressor Capacity Is Critical

Capacity is critical in selecting a compressor. Why? The weak link in most aftermarket air conditioning systems is the condenser's ability to handle the demands of the other air conditioning system components. These demands are to condense the refrigerant enough to keep the compressor head pressure and corresponding refrigerant temperature within acceptable operating limits (approx. twice the ambient temperature of the day, plus fifteen percent) and to supply the evaporator with adequate refrigerant. Generally speaking, if a compressor has too much capacity, the result will be excessive high-side pressure and temperature, compressor damage and excessive load on the engine. If a compressor has too little capacity, the system will suffer inadequate evaporator performance. Our basic minimum given in the condenser part of this article is larger than most aftermarket systems are using; however, we will use that as our standard size condenser. A compressor of 8 or 8.5 cubic inches of displacement per revolution is ideal for a classic car or truck with our standard size condenser and an average size aftermarket evaporator (approx. 200 cubic inches of coil mass). We would always lean toward a smaller compressor before going to a larger one.

### Cheap Insurance: Safety Switches

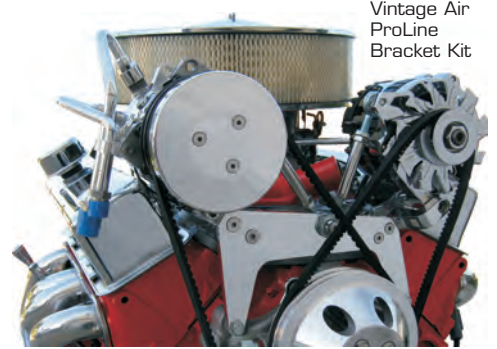
We should stop here and mention system protection switches. A "high pressure safety switch" disengages the compressor clutch on the compressor if internal pressure exceeds safe limits (406 psi) and then re-engages the compressor clutch when the pressure is back down within acceptable limits. A "low pressure switch" disengages the compressor clutch if there is excessive refrigerant loss (below 30 PSI). A "Binary Switch" incorporates both of these protections into one switch. A "Trinary Switch" incorporates both high and low pressure cutoffs, plus adds an "electric fan engagement signal" (at 254 PSI) feature to help bring internal temperatures down. These switches are great insurance on any system, and should **ALWAYS** be incorporated. See Page 81 and 83 for safety switches.



Trinary Safety Switch

### Compressor Mounting

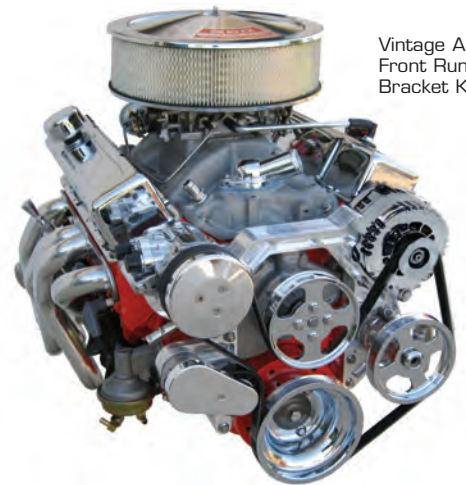
As we mentioned earlier, the way the compressor fits into your available space and how it mounts to your engine is a serious consideration. Today most aftermarket compressor brackets are designed to mount Sanden type compressors and to fit within the limited engine compartments of classic vehicles. The



Vintage Air ProLine Bracket Kit

axial compressors are easiest to mount, because of their alternator style mounting. Adapters are available to retrofit the Sanden onto older York type compressor brackets. See Page 71.

Because the compact Sanden compressors operate so smoothly, they require fewer mounting brackets as well. Generally, engineering a bracket for air conditioning compressors follows the same principles as any other bracket design and fabrication: the simpler the better. There are a few things, however, that



Vintage Air Front Runner Bracket Kit

are common with all engine brackets. First, you must have a way to adjust the tension of



### MANAGEMENT TEAM

Our Executive Vice President, Rick Love, has an extensive engineering background and is involved with every area of operations and marketing. Rick finished building a '32 coupe and drives his new '72 Camaro to work regularly. He recently fulfilled a lifelong dream by making his Bonneville licensing run at 184 MPH in George Poteet's '32 Roadster.

the driving belt. Sliding the compressor, or using an idler pulley mounted on an adjustable eccentric are the simplest ways to adjust belt tension. On the driving belt, there is always a tight side and a slack side. The tensioner must always be installed on the slack side of the driving belt. This increases the bearing life of the idler by putting less load on it and reduces "belt flop," which is always greatest on the slack run side of the belt. Second, the bracket should also allow enough belt contact on all pulleys that are driving or driven by that belt. This area is called the "arc of contact." And finally, the entire mounting system must be as rigid as possible to eliminate "rotational harmonics." Even tiny movements of the drive components can eventually cause metal fatigue and bracket failure. See Pages 66-71 for a complete selection of our engine-specific mounting brackets. And for the ultimate engine accessory drive systems, check out our street and track-tested Front Runner Engine Drives on Pages 58-65.

### Selecting The Right Evaporator

The evaporator unit, which mounts inside the car, is called that because it absorbs heat from the warm air inside the cab which evaporates the refrigerant running through the evaporator coil. That heat is carried off with the refrigerant to be given off to the cool air flowing across the condenser at the front of the car. Whether the system is a built-in, behind-the-dash unit, or a below-the-dash style

Gen II ComPac



unit, the job is the same.

Since the rebirth of street rodding in the '70s, the goal of most car owners has been to conceal as much of the air conditioning system as possible purely for appearance considerations. Our challenge has always been to build a compact enough evaporator unit to fit behind the dash in smaller, early model classic cars, trucks and street rods. When component size was reduced, compensation for efficiency

became necessary. Blower motors can turn faster and evaporator coils can be fed better, but in most cases when component size was reduced, capacity also diminished. However, after thirty-six years of engineering and testing, we have overcome most of the early limitations. Through our incorporation of computer modeled "virtual" flow testing, servo motor-driven air doors (a Vintage Air first), and super

Gen IV Magnum



efficient cooling and heating coils, we can now deliver performance far beyond the earliest aftermarket systems. Our proven Gen II and our revolutionary Gen IV systems can perform as well as any OEM system today. See Page 11 for further explanation of the benefits of our revolutionary Gen IV technology.

### Installing The Evaporator

When installing the evaporator, it must be set in the car with the drain pan and tubes down so the condensation will drain. The dash air outlet louvers should be positioned so they blow on the driver and passengers directly, under or through the dash when possible. The louvers should be as close to the evaporator as possible. Other locations usually produce disappointing results. In all cases you must not block-off any air outlets on the evaporator case to avoid internal air turbulence and reduced performance. If used, the thermostat capillary tube should be inserted at least 4 inches into the evaporator coil fins. The blower should always recirculate the inside cabin air. Introducing outside air is not necessary and will cause the system to work much harder to maintain comfortable temperatures. Where your refrigerant hoses must pass through sheet metal, use either a refrigerant hose grommet or a bulkhead fitting. See Pages 75 thru 82. Your drier should always be positioned to produce a "liquid seal" at the pick-up tube (this will be vertical for most driers). We

also recommend mounting the drier inside the passenger area whenever possible. Where your suction line and liquid line run parallel, they can be tied together. The difference in temperature will actually help the refrigerant in each line do its job.

### Insulation Is A Must

An air conditioner has to remove heat faster than it is added into the cabin of the vehicle, so it is important to reduce the heat entering the vehicle. Just like reducing weight on a race car so the engine can do more, we reduce heat load in a car by insulating thoroughly, sealing doors and windows, and even tinting the glass. This should be a mandatory step when adding an air conditioning system to any vehicle and will ultimately determine how well the system performs. (See Page 94-95)



This information should give you a basic understanding of automotive air conditioning and aid you in selecting the proper components for your particular needs. We encourage you to call one of our distributors or our technical staff with any questions you may have about air conditioning your classic car or truck, street rod or other special vehicle.



The Inventors Of Performance Air Conditioning

### OEM SUPPORT PROJECTS

Once again Vintage Air's OEM development division partnered with Ford Motor Company to design and supply the climate control systems for the next generation Ford GT. The GT system incorporates the proven technology and performance available to hot rodders with all of our SureFit and Custom Fit systems.



# TECHNOLOGY

## Performance Is Always First



To say “things change” would be an understatement. When we began, over forty years ago, our challenge was convincing rodders that they even needed air conditioning! Then, our main goal was to produce a compact reliable air conditioning system that would deliver enough cool air to satisfy basic expectations. But we don't need to tell you that the level of technology, sophistication and performance of special interest cars has surpassed anything we foresaw back then. As suspension and engine technology improved, the expectations and comfort demands of today's car enthusiasts increased as well.

To stay on the leading edge, Vintage Air has continually improved our systems every year since the beginning. Today we make much more than just cold air. And the owners of today's specialty vehicles want to enjoy their driving experience in almost any weather conditions or environment.

So, how have we evolved the simple air conditioner into a modern, full-function climate control system? This section is an overview of that progression.



*Vintage Air Displayed Our First Air Conditioners For The Hot Rod Enthusiasts In 1976*

### Meeting A Great Challenge

At the time Vintage Air was founded in 1976, the cooling goals of aftermarket auto air conditioning systems were fairly easily achieved because the commonly used refrigerant, CFC-12 allowed even smaller systems to produce very low vent temps. As you probably know, the old industry standard refrigerant, more commonly known as “R-12”, is no longer being produced. In fact it hasn't been produced or sold in the U.S. for many years now based on the fact that the chlorine component (in chloro-fluro carbon 12) has been identified as the primary offender in ozone depletion theory, affecting legislation in this country and virtually every other industrialized nation in the world. The refrigerant then selected by all automakers worldwide to replace CFC-12 was HFC-134a. The primary difference is the use of hydrogen in place of the chlorine atoms. Hydrogen is relatively benign to the atmosphere and HFC-134a is less harmful. The OEMs switched, but response to this legislation by many aftermarket A/C manufacturers was to try dubious, even dangerous, substitute refrigerants to avoid the expense and engineering required to “do it right.” People even hoarded supplies of R-12 for a while, driving the price beyond the reach of most car owners.

### Doing The Right Thing

Vintage Air is proud to say that we began research and development on the (then new) HFC-134a very early in 1982 and, in fact, we designed and produced our own production 134a systems a full five years before federal laws finally mandated its use.

All this means that you will be installing a 134a refrigerant system in any vehicle in the U.S., regardless of the system's brand or manufacturer. It also means that there is no option, when trying to restore a vintage car's air conditioning system, to upgrading the entire system to use 134a refrigerant. Yes, some vintage OEM systems can be modified to run on 134a with replacement hoses and fittings, condenser, drier, and some hard to find evaporator parts. But the truth is it will be a lot cheaper to remove all those tired old air conditioning components from your vintage car and install one of our complete SureFit or Universal systems with all new, state-of-the-art components designed to work together from the start. Check out our bolt-in, SureFit systems beginning on Page 12.



*Re-engineering Our Systems To Perform Well With The 134a Refrigerant Required Many Months Of R&D. This Photo Shows Some Of The Testing For These New Systems.*

### Upgrading A Vintage Air R-12 System

What if you have an early Vintage Air system that still runs R-12? First of all, congratulations on installing a system that has served you so well for over twenty years! We still hear from customers that continue to enjoy their “vintage” Vintage Air systems. But if you need to service the system, it's time to upgrade.

Many of the original Vintage Air system components may be retained from an R-12 system if they are in good working order. The evaporator unit, controls, and engine brackets may be reused. But the 134a conversion will require upgrades to the condenser (see condenser information in the “Basics” section), replacement fittings and hoses to “barrier type,” a new drier/receiver, and usually a new compressor. Each application will vary, so please call one of our technicians to discuss your specific project.

### Take Responsibility

Regardless of your position on the debate about climate change and ozone layer depletion, the simple fact is the change is now law, and we believe anything we can do to limit pollutants is always a plus. We must also go on record saying ALL refrigerants, including HFC-134a, should be dealt with responsibly, using proper control procedures and recycling machines for each type of refrigerant you handle.



### Continuous Improvement

Over almost four decades, we have continuously improved and reinvented our products to better serve our customers' needs. In 1982 as part of the move to 134a refrigerants, we developed the SuperFlow micro-tube condenser technology to improve the efficiency of our new systems. Heat exchange was improved by 40% over comparable sized, conventional tube-and-fin condensers.

In the mideighties, we realized that many of the “old cars” we were all building and modifying were starting to become “classic cars,” and were becoming

## RESEARCH AND DEVELOPMENT

*This is the other side of the wall in the extreme-environment dyno-room we use to give our systems a thorough workout. In this chamber we have run cars such as Rick's '39 Ford coupe through 120+ degree weather and down to -50 degrees to test the capacity and endurance of Vintage Air components.*





more valuable every day. Owners of these cars were becoming reluctant to cut or damage the original sheet metal on their, now valuable, classics. We knew there was a need for "bolt-in" type air conditioning systems that would not require any (or minimal) cutting, drilling or modifications to these vintage cars and trucks. And so we designed the first of our series of SureFit "bolt-in" climate control systems for the ever popular '57 Chevy, and then '55-'56 Chevys.

SureFit Kits Were The First Make-and-Model Specific Climate Control Systems



Gen IV SureFit Shown

Today, the SureFit systems are a major part of our product line, which now covers most muscle cars, classics and vintage pickups. See Pages 12-41.

In 1999, we completely redesigned our most popular systems using state-of-the-art computer modeling applications to improve their performance and reliability. These new Gen II™ units incorporated unique features such as electronic servo-actuated air doors for enhanced air flow and defroster functions. We used "virtual" modeling and actual wind tunnel testing to improve overall cooling and heating capacity. We also re-engineered our control panels to utilize the new electronic functions of the Gen II systems. Despite being disparaged at the time by some competitors in the market, our Gen II technology systems have proven to be the largest selling and most trusted climate control systems for over fourteen years!

Our next challenge in 2000 was to engineer a better way to mount and drive all the engine accessory systems such as the alternator, the power steering pump, and of course, the air conditioning compressor. Fitting a modern V8 engine into a vintage vehicle's small engine compartment has always been a problem. We felt a super-compact drive package was needed. Also, conventional mounting bracket systems available at the time usually attached to the modern V8 engine's cylinder heads, making modifications like varying deck heights and performance

intake systems problematic. And finally, and maybe most important, rotational harmonics from misaligned brackets and pulleys on high performance engines can cause metal fatigue and drive failure in short order. So a stronger design was needed.

From our studies of OEM drives, race car drive-components and our own experience at Bonneville, we created the first high-performance, all-inclusive, block mounted engine drives that we now call the Front Runner Systems. The Front Runners are the most compact mounting packages available anywhere. We have tested these drives under some of the most grueling punishment we can deliver: thousands of road miles, thousands of autocross laps, and component destruction tests in our R&D facilities. Front Runners were the first, and they're still the best. (See Pages 58-64).

And we never rest. In 2001, we once again started from scratch to design the next evolution (a revolution, actually) of Vintage Air's climate control systems. These all-new Gen IV Systems incorporate everything we have learned over thirty-six years. We created an entirely new evaporator case with amazing capacity and air flow delivery plus easier mounting in later model cars. We went back to an idea we pioneered many years ago of using separate cooling and heating coils, combined with our advanced electronic controlled air blend doors, to improve performance in the new Gen IV systems. We even built our own in-house CuproBrazing™ facility to manufacture our coils. To operate the new Gen IV systems, our in-house engineers developed solid-state electronic controls which eliminate all vacuum requirements,



all cables, and the conventional capillary tube thermostat. Now the Gen IV system controls can be mounted almost anywhere you want in the vehicle, with only a slim wiring harness to route! On many of our Gen IV SureFit Systems, this technology even allows you to adapt your car's original

dash controls to our fly-by-wire electronics. Owners of these new Gen IV systems tell us that they honestly feel the Gen IV is as good as the climate systems in their OEM late model vehicles.

And there are many other small, almost unnoticeable advancements too. We hold patents for our deceptively simple looking "Electronic Cable Converters" included in many SureFit kits (Page 13). These little devices replicate the mechanical movements of conventional cable levers into an electronic function which "learns" the "stroke" of a vintage car's original cables in order to control the Gen IV SureFit systems.

And speaking of SureFit kits, we have continued to add to our expansive line of "bolt-in," make-and-model specific, climate control systems for vintage cars and trucks (See Pages 12-41). Each one of our SureFit kits is engineered using as many as five or six examples of each make and model vehicle (see below). Most people don't realize that every car model produced in Detroit has had many small and large design changes throughout its manufacturing cycle. We document and allow for these variances to make each kit as close to "no-cut and no-drill" installations as possible.



Throughout the past thirty-seven years, our products have received many patents and industry awards for technology, and we have pioneered many important advancements in the mobile air conditioning field. We strive to make updating or adding a modern climate control system for your special vehicle as simple as possible. Remember, when you choose Vintage Air, you are getting almost four decades of knowledge and experience, plus the skills of over 120 American workers with each system.

**Just ask anyone who owns a Vintage Air system. At Vintage Air, Performance Is ALWAYS First!**

## SUREFIT R&D PROGRAM

As mentioned above, every SureFit kit we develop requires an amazing amount of hands-on work. To make our SureFit kits "Bolt-In," we must allow for all the factory changes that have been incorporated into the OEM production run. We use many examples of each model to assure that our kits are as easy to install as possible.



# GEN II™ & GEN IV™

## What You Need To Know



**Because our exclusive GEN II™ and GEN IV™ technology incorporates so many revolutionary ideas and features, we get some frequently asked questions from our customers. And we have heard of some unfortunate misinformation coming from other “air conditioning sellers.”**

**First, EVERY Vintage Air system and component is engineered and manufactured in-house at our plant in Texas.** Before Vintage Air, there were no compact performance aftermarket air conditioning systems available for street rods and classic cars and trucks. We built our earliest units to be small enough to fit into thirties-era cars and to perform well enough with the technology known at the time. Over the thirty-five years since, we have revolutionized the mobile air conditioning industry with many innovations and patented technologies which, frankly, now makes the conventional systems sold by others obsolete. So when you buy a Vintage Air system, you know that it represents literally thousands of hours of research, engineering and real-world testing BEFORE we ever place them on the market.

### So what makes the Gen II & IV systems different?

All of our products and systems are created with industry-standard Pro Engineering CAD/CAM “virtual” design programs. Rather than trial and error or just repackaging age old product designs, we continually refine our existing systems and develop all new systems to be true climate control, such as you would find in the finest production automobiles. In fact, we actually engineer and produce the climate control systems for some of the world’s finest OEM supercar makers!

### What is the benefit of using servo motors?

Servo motors are not simply on-off electric switches found in conventional aftermarket A/C systems. They are variable position, solid-state devices used reliably on high-end OEM systems for years. Servo motors incorporated into properly designed systems can deliver much greater air door travel. This has allowed us to design our Gen II & Gen IV evaporator units with tremendous air volume increases. Conventional vacuum-operated air doors simply do not open far enough to flow as much air as these systems.

Servos are not cheap. Nor are they just a bolt-in change. That’s why other companies have only reluctantly begun offering them, and why they tried for years to discourage customers from wanting a servo system. When combined with our exclusive solid-state circuit board controls, the Gen II & IV servos can give you the most infinite adjustments for “Just Right Temperatures” in any weather or location.

### Can evaporator case design make that much difference?

All you have to do is see the “virtual-flow” and wind tunnel testing we perform in our engineering department stations to understand. We can test, refine, and re-test the most minor case design changes or components until we are satisfied that the system is delivering everything it has got, before we even build a prototype! Then we install the prototype system in one of our R&D hot rods and drive it thousands of miles before you ever buy the system for your own hot rod. Just like professional race teams, we know winning is in the smallest details!

## Which system is right for your special vehicle?



This '32 Sedan and other “smaller” cars have limited under dash space. Our Gen II Compac or Mini systems are ideal.



Early model trucks also have limited under dash space and are ideal for our Gen II Compac or our Gen II Mini system.



Big cars and wagons need the superior capacity of our Gen IV systems. We hear nothing but praise about the Gen IV from the owners of these big cruisers.



Cars we refer to as “late model” like this '69 Camaro need a bigger capacity. Our Gen IV systems are made for this! Call today to discuss your specific installation.

**Call one of our sales technicians today to discuss your specific project!**

## From Compact Design To Maximum Capacity, Vintage Air Has You Covered

Gen II ComPac



Gen IV Magnum



## Building One Of The Popular Classics? Your Choice Is Easy. See Page 13.



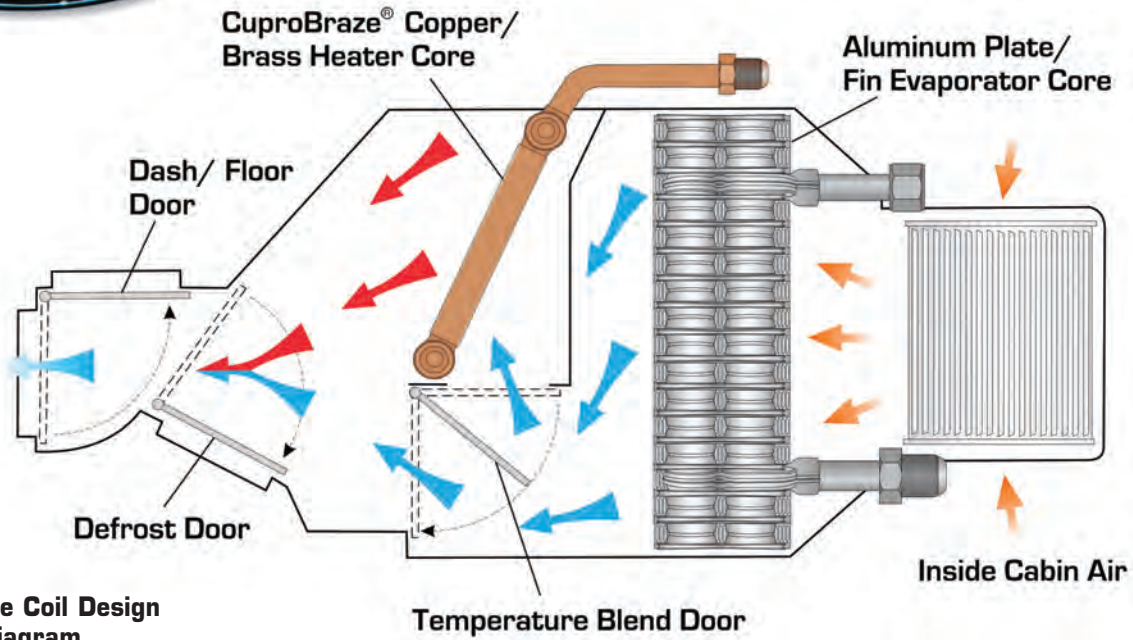
*Hot Rod & Resto Award Winning Technology!*

Vintage Air  
**SUREFIT™**  
Systems



## MANAGEMENT TEAM

Wayne Potter, our National Sales Manager, served on our sales team for many years and has been around hot rods his entire life. With his extensive automotive background he is qualified to aid our distributor network in satisfying each customer’s needs. In his spare time he enjoys his Chevy trucks and a current 1968 C-10 building project - fitted with a Vintage Air SureFit system.



## Gen IV Separate Coil Design And Air Flow Diagram

### Do the Gen II & Gen IV systems deliver better defrost too?

One of the important design ideas we learned with our in-house CAD engineering program was how to design for optimum dehumidified defrost mode. Clearing the fog from your windows on a mild, yet humid, day is a snap with the new Gen II & IV systems.

### What's with the separate coils vs. a single combined coil?

One of earliest goals of our systems was compact size for early model street rods. We developed our single "combined" cooling and heating coils to achieve minimum unit size. Over the years we have refined the designs of these Gen II systems as discussed above until they have become the industry leader for compact systems. The Gen II combined coil design has performed extremely well for over thirty years and has had no failures when properly installed with adequate engine coolant. The separate cooling and heating coils used in our Gen IV systems require a larger evaporator case, making them a perfect choice for larger and "later" model cars. Using separate larger coils does provide more cooling and heating capacity. We are continuing to develop additional Gen IV system applications in our SureFit line for vehicles that will accommodate the larger units.

### What Else Is different about Gen IV technology?

In addition to separate coils and a temperature blend air door, the Gen IV System also incorporates a microprocessor (or ECU). This "Electronic Brain" not only controls the door servos, it also allows us to monitor the internal A/C coil temperature with a thermistor, eliminating the need for a traditional thermostat and capillary tube. Eliminating the thermostat gives you complete system operation with just three controls, similar to standard OEM systems. Our Gen IV Magnum and most of our SureFit™ Systems also feature variable blower speeds, air blend and temperature control.

### Are the controls easy to install and understand?

Easier than ever! While the new electronic controls and servos are state-of-the-art, the Gen II & IV systems are actually easier to install than old conventional type systems. No cables to route through the firewall because the heater valve is also servo controlled. No linkages to adjust because the controls are solid-state circuit boards. Our patented Cable Converters make adapting your original controls a snap (See Page 13). And, you can mount the Universal system control panel almost anywhere in the car. Simply plug and play!

### What about high horsepower engines?

Gen II & IV systems do not rely on engine vacuum to operate. All functions are controlled with electronic servos so your climate control will not be affected even when you're powering up a mountain pass!

### Why is the warranty three years?

Since the day we sold our first system back in 1976, we have always gone the "extra mile" to satisfy our customers' needs. Ask any Vintage Air owner. The fact is, when installed as directed, Vintage Air systems have less than one tenth of one percent chance of failure! We could offer a longer warranty but our three decades of experience tell us that in the very rare times that a part has failed, it fails in the first few months of operation. There are thousands more Vintage Air systems on the road today than all other brands combined, and reliability is one of the key reasons.

### Forty years says it all!

We are proud to have remained the most trusted name in climate controls since 1976. Air conditioning is not the most expensive part of your project. But ease of installation and long term performance and reliability can make the difference between adversity and adventure!

## TOTALLY COOLED GALLERY

This Rad Rides By Troy built '36 won the prestigious Ridler Award for owners Ross and Beth Myers in 2007. Every inch of the car was given the Troy magic touch. It features a unique Hilborn injected Shelby 427, high-tech suspension with a quick change rear, hand made gauges and, of course, a full Vintage Air climate control system.



# SUREFIT SYSTEMS™

## Model Specific Systems For Classics



**If you're planning to air condition one of the popular "late model" muscle cars or pickups, one of our SureFit kits is the simple and easy choice.**

While most "early model" street rods require a somewhat custom configured air conditioning package (See Page 43), later cars, from the sixties and up, usually maintain most of the factory sheet metal and body features, which allows us to engineer "vehicle specific" complete systems, which we call our SureFit series kits. The ever-increasing value of these "late model" cars and trucks, particularly Corvettes, "pony cars," and muscle cars of the '60s, further encourages us to engineer these kits to be installed using as many of the factory-drilled holes and brackets as possible to maintain the vehicle's value. In some cases, very minor adjustments or an extra hole may be required. This is because all auto manufacturers made changes to their vehicle assembly

The under-hood components are designed to mount to stock engine bolt points (although we can accommodate many custom engine swaps). In most cases, the condenser



assembly mounts to stock core support mount points. Again, because of production design changes, you may need to modify some mounting points slightly. Each SureFit kit features many components designed by our engineers specifically for each vehicle application. Components such as pre-formed aluminum lines, condenser mounted drier, engine brackets and a replacement glove box insert give these systems a clean, finished looking installation. The best news is, because our entire SureFit evaporator/heater case is mounted inside the car behind the dash, this clears the firewall/engine area of your car or truck of those big, ugly factory A/C housings! Each SureFit kit contains a vehicle-specific firewall cover panel to seal off the opening left from the removal of the OEM system, and provides refrigerant line and heater hose routing. They are also easily adapted to a smooth or filled firewall.

The Vintage Air SureFit kits are the best value and the most completely engineered air conditioning systems you can install in your classic car or truck. Add the fact that Vintage Air has been the most respected name in performance aftermarket climate control systems for forty years, and the choice is obvious!



designs during production runs. But we always try to minimize any required vehicle alterations. SureFit kits also offer the most complete and straightforward installations available anywhere. Our award-winning instruction booklets and carefully engineered system packages should make your SureFit installation job simple, fun and very cool!

Our SureFit kits are designed to place the evaporator case and air duct hoses behind the dash for a factory-clean look. In most cases, the SureFit system will be controlled by your stock dash controls using our exclusive patented "Cable Converters". In some applications, a new "factory" look control panel is included with the kit. Some early truck kits must use additional switches.

All SureFit systems provide full OEM-style operations including air conditioning, floor or vent exit heating and a powerful dehumidified defroster. To retain a true factory look, the A/C air exits through the factory dash louvers, if originally equipped in your car's dash.

### IN-HOUSE ENGINEERING

*Vintage Air is constantly improving and reinventing performance climate control technology. Most of our product design and engineering is done on our computers using Pro Engineer CAD modeling software. This allows us to "virtually" test thousands of ideas and performance criteria before ever building a prototype system. We don't sell any product until it has been proven to perform.*



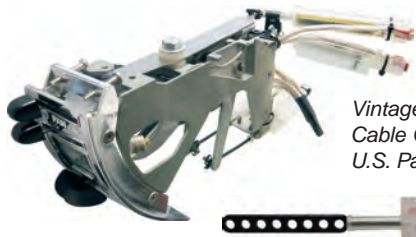


# SUREFIT SYSTEMS™

## Model Specific Systems For Classics

### Why Are Some Kits Gen II And Some Kits Gen IV?

As you look through the following pages, please note that some of our SureFit kits incorporate our exclusive Gen IV Technology, while some others feature our proven Gen II Technology. And a few applications are still available with the conventional cable/vacuum controlled modes. We are on a continuing drive to create new applications and to evolve all of our kits to the Gen IV or Gen II electronic control functions. Space limitations most often dictate the use of the smaller Gen II evaporators, yet we still achieve the high level of performance expected. And finally, some customers just prefer the familiarity of conventional cable-operated systems.



Vintage Air  
Cable Converters  
U.S. Patented #7,971,445B2

### What Are Cable Converters?

Converting the conventional mechanical movements of levers and cables found in most early OEM air conditioning systems into a controllable electronic impulse is an engineering challenge. But our great team of engineers has developed and patented the coolest little solution to the problem you can imagine. Not only do these bolt-in sliding units mimic the action of the original cable control functions, they actually “learn” the travel of the original levers and adjust the fully-closed to fully-open requirements of each SureFit system, with no other adjusting necessary!

### A “Complete Kit” Or An “Evaporator” Kit?

You will see two separate part number categories on the following application pages. “Evaporator” kits include: evaporator and bracket, louvers (when required), duct hose, wiring harness, new controls or Cable Converters, hardware and installation manual. Essentially all the components and accessories for the inside of the vehicle.

The “Complete Kit” is just as it sounds and includes: everything above, plus all under-hood components such as compressor, engine brackets, condenser with brackets, pre-formed refrigerant lines, drier, fittings, hardware and installation manual. We recommend ordering a complete kit for reliability and optimum performance.

*Note: Due to the age and options of vehicles, some installations may require additional parts.*

### Why replace your worn out OEM air conditioning system with a new Vintage Air “SureFit” system?

#### Consider these benefits:

1. SureFits cost about the same as replacing only an original compressor/evaporator on most cars.
2. Gen IV systems incorporate modern technology. No balky control cables or sticking vacuum doors
3. You get a full 3-year warranty and a system designed to outperform your original system. Uses R-12 or environmentally friendly HFC 134a refrigerant.
4. SureFit systems retain the factory look inside your vehicle, yet improve the under hood appearance by eliminating the heavy factory equipment.
5. Optional ProLine Series components are compatible with most SureFit systems.
6. Some 1960s and many 1970s cars cannot be calibrated to work optimally with 134a refrigerant.



## Application Guide

Vintage Air Manufactures These Vehicle Specific Systems		Gen IV Electronic System	Gen II Electronic System	Cable or Cable/Vacuum System	Use factory Controls (Control Panel Not Included)	Vintage Air Replacement Controls (Included)
Chevy	1955-57 Tri-Five Cars	■			■	
	1958-62 Corvette	■				■
	1963-67 Corvette	■				■
	1968-76 Corvette	■			■	
	1967-69 Camaro	■			■	
	1970-81 Camaro	■				■
	1964-65 Chevelle	■			■	
	1966-67 Chevelle/El Camino	■			■	
	1968-72 Chevelle/El Camino	■				■
	1962-65 Chevy II/ Nova	■				■
	1966-72 Nova	■			■	
	1959-60 Impala	■			■	
	1961-64 Impala	■			■	
	Pontiac	1964-67 GTO	■			■
1967-68 Firebird		■			■	
1969 Firebird		■			■	
1970-81 Firebird	■				■	
Oldsmobile	1968-72 Cutlass	■			■	
Mopar	1966-67 Coronet/Charger	■			■	
	1966-67 Belvedere/Satellite/GTX	■			■	
	1968 Coronet/Super Bee/Charger	■			■	
	1968 Road Runner/Satellite/GTX	■			■	
	1969-70 Coronet/Super Bee/Charger	■			■	
	1969-70 Road Runner/Satellite/GTX	■			■	
	1970-74 Barracuda/Cuda	■			■	
	1970-74 Challenger	■			■	
Ford	1964-65 Falcon/Ranchero	■			■	
	1964 1/2-66 Mustang	■			■	
	1967-68 Mustang	■			■	
1969-70 Mustang	■			■		
Mercury	1967-68 Cougar (with factory a/c)	■			■	
Chevy/GMC Trucks	1947-55 Trucks First Series Chevy Truck	■			■	
	1947-53 GMC Trucks	■			■	
	1955-59 Chevy Trucks	■			■	
	1960-63 Chevy Trucks	■			■	
	1964-66 Chevy Trucks	■			■	
	1967-72 Chevy/GMC Trucks	■			■	
	1973-87 Chevy/GMC Trucks	■			■	
Ford Trucks	1953-56 Ford Trucks		■		■	
	1961-66 Ford Trucks	■			■	
Coming Soon	1967-72 Ford Trucks	■			■	
	1966-77 Bronco	■			■	
Landcruiser	1968-83 Landcruiser	■			■	
Studebaker	1949-59 Studebaker Truck		■		■	

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### FACTORY TOUR

Our purchasing department controls the flow of raw materials for daily manufacturing. Buyers (L-R) Mike Anguiano and Stephen Walton are responsible for all out-sourced parts and their expected arrival. Assuring we always have raw materials on hand ensures the shortest turnaround possible from the time you place your order to the time it leaves our manufacturing facility.





**Hot Rod & Resto  
Award Winning  
Technology!**



961057  
1957 Center Vent  
Kit Shown

Exclusive molded high-volume center plenum vent shown.

Optional 4-duct plenum is also available.

### Complete Kits - Gen IV SureFit

**96155-PCU** 1955-56 Chevy Complete Kit, Center Vent

**96156-PCU** 1955-56 Chevy 4-Vent Complete Kit  
(No molded center vent allows use of 4 individual lower locations)

**965701** 1957 Chevy Complete Kit, Center Vent

**965702** 1957 Chevy 4-Vent Complete Kit  
(No molded center vent allows use of 4 individual lower locations)

### Evaporator Kits - Gen IV SureFit (Page 13)

**56155-PCZ** 1955-56 Chevy Evaporator Kit, Center Vent

**56156-PCZ** 1955-56 Chevy 4-Vent Evaporator Kit  
(No molded center vent allows use of 4 individual lower locations)

**565701** 1957 Chevy Evaporator Kit, Center Vent

**565702** 1957 Chevy 4-Vent Evaporator Kit  
(No molded center vent allows use of 4 individual lower locations)

**NOTE:** Above kits require OEM, deluxe 4-lever control panel.  
(Not included)

### Gen IV SureFit™ System Features:

- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
- Infinite "just right temperature" air blending.
- Infinite blower fan speed adjustment (3-speed fan on '57).
- High-volume dehumidified defrost.
- Separate high-capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBraz™ parallel flow heater coil.
- Mounts behind the dash.
- Uses your factory system controls with our patented Electronic Cable Converters and new lens.
- Flat steel firewall cover panel (Stamped OEM style on '57).
- Replacement molded glove box (reduced capacity).



1955-56 Chevy installation with center plenum.



Control panel with new lens



### TOTALLY COOLED GALLERY

Long time racer and rod builder, Burns Waggener joined us again on the Street Rodder tour in 2016. His '55 runs an Art Morrison chassis, perfectly tucked giant wheel & tire combo runs down the road with style and speed. And on this car, he made sure it was cool and comfortable for any climate conditions with a full Gen IV SureFit system.



**NOTE:** Control panels not included! Photos show the Cable Converters used to adapt YOUR OEM deluxe panel to the system.



OEM '55-'56 Chevy deluxe control with supplied Electronic Cable Converters™ installed from our Gen IV kit.



OEM '57 Chevy deluxe control with the supplied Electronic Cable Converters™ installed from our Gen IV kit.



**NOTES:**

1. Standard Sure fit condenser kits designed for original style core support and vertical flow radiators. Condenser hard lines route through core support (specify "V-8 - Radiator mounted behind core support, or 6-cylinder - Radiator mounted in front of core support) position. If using cross flow radiator, condenser must be matched to core size and addition fittings and refrigerant hose may be required. See cross flow condenser kit on Page 88.
2. Tri-Five Chevy kit designed for original "non a/c" firewall and dash.
3. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant. See Page 85 for Chevy pulleys.
4. If you are retaining the original 265 or 283 V8 engine in your car, you may need to upgrade the harmonic balancer and pulleys. You will need to upgrade from the generator to an alternator.
5. SureFit systems may interfere with some OEM radios or in-dash speakers.

## Optional System Components



**64112-VCB**  
'57 Chevy firewall cover plate without holes. Stamped steel. Included with 1957 kit.



**371255** -Tri-Five Chevy Dual Cool™ fan package designed for 6 cyl. radiator position as shown.

**Notes:**

1. Tri-Five Chevy Dual Cool fan kit includes heavy duty fan wiring harness.
2. Radiator core support must be in forward 6 cyl position.
3. All electric fans require a trinary safety switch.



**492056** - 55-57 Chevy ProLine chrome louver assembly (pair). Louvers included. Shown installed at right.



**492055** - 55-57 Chevy ProLine brushed aluminum louver bezels (pair). Louvers not included. Fits most standard round louvers and ProLine round louvers.



1957 Chevy installation with center plenum.

We offer new direct replacement radiator shrouds for classic Chevys. We also recommend using our 18" heavy-duty fan blade.

**37155-VCF** - 1955-57 Chevrolet Fan Shroud V8.

**32057-VCF** - 1955-57 Chevrolet Fan Shroud V8 with 6 cyl. core support.

**37555-ACR** -1955-57 Chevrolet Fan Shroud V8 with radiator moved to 6 cyl. position.



**32007-VUF** - Optional 1955-57 Chevy Electric SPAL fan package with mounts. For use with SuperFlow condenser. V8 radiator position only (1955).

## TOTALLY COOLED GALLERY

This beautiful '55 Chevy wagon was built by long time rodder and owner of Advanced Plating, Steve Tracy. It features a complete SureFit Gen IV system to provide comfort and reliability on those long cross country cruises and just day to day commuting in the Nashville area.



# CORVETTE

1958 Thru 1976

Vintage Air  
**SUREFIT™**  
Systems



961059  
1958-60  
Non-Air  
Kit Shown



**Hot Rod & Resto  
Award Winning  
Technology!**

### Complete Kits - Gen IV SureFit

- 961059** 1958-60 Corvette Complete Kit
- 961060** 1961-62 Corvette Complete Kit
- 964163** 1963-65 Corvette Complete Kit (factory air)
- 961162** 1963-65 Corvette Complete Kit (non-factory air)
- 964165** 1966 Corvette Complete Kit (factory air)
- 961163** 1966 Corvette Complete Kit (non-factory air)
- 964166** 1967 Corvette Complete Kit (factory air)
- 961165** 1967 Corvette Complete Kit (non-factory air)
- 964168** 1968 Corvette Complete Kit (factory air)
- 964173** 1969-73 Corvette Complete Kit (factory air)
- 964174** 1974-76 Corvette Complete Kit (factory air)
- 961174** 1968-76 Corvette Complete Kit (non-factory air)

### Evaporator Kits - Gen IV SureFit (Page 13)

- 561059** 1958-60 Corvette Evaporator Kit
- 561060** 1961-62 Corvette Evaporator Kit
- 564163** 1963-65 Corvette Evaporator Kit (factory air)
- 561163** 1963-65 Corvette Evaporator Kit (non-factory air)
- 564163** 1966 Corvette Evaporator Kit (factory air) **561163** 1966 Corvette Evaporator Kit (non-factory)
- 564166** 1967 Corvette Evaporator Kit (factory air) **561165** 1967 Corvette Evaporator Kit (non-factory air)
- 564168** 1968 Corvette Evaporator Kit (factory air) **564173-PCZ** 1969-73 Corvette Evaporator Kit (factory air)
- 564174** 1974-76 Corvette Evaporator Kit (factory air)
- 561174-PCZ** 1968-76 Corvette Evaporator Kit (non-factory air)

### Gen IV SureFit™ System Features:

- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
- Infinite "just right temperature" air blending.
- Infinite blower fan speed adjustment.
- High-volume dehumidified defrost.
- Separate high-capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBraz™ parallel flow heater coil.
- Mounts behind the dash.
- Uses your factory system controls with our patented Electronic Cable Converters (68-76).
- New rotary controls included (58-67).
- Flat steel firewall cover panel.
- Replacement molded glove box (reduced capacity).

**NOTE:** '58-'62 Corvette Gen IV SureFit system may interfere with aftermarket windshield wiper kits.



Vintage Air Cools  
The RideTech 48 Hour  
Corvette Project



### TOTALLY COOLED GALLERY

Long time customer and all around motor head Billy Dawson builds some of the finest resto-mod classic Corvettes in the country. This beautiful '61, owned by Robert Maxwell, features his own custom C-6 chassis, a detailed LS engine and a full SureFit Gen IV air conditioning kit.







961162 1963-65 Non-Air Kit Shown



964174 1974-76 Factory-Air Kit Shown



1968-76 Non-air Corvette kits include this OEM style, metal, dual louver assembly shown at right.



Our exclusive Electronic Cable Converters™ easily replace your stock cables to convert your OEM control panel to the Gen IV technology. '68-'76 dial-type controls shown at left.

**NOTE:** '68-'72 Control panel not included! Photo shows the Cable Converters used to adapt YOUR panel to our system.

**NOTES:**

1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant. See Page 85 for Chevy pulleys.
2. We recommend using our heavy-duty fan blade and shroud for best performance.
- 30266-CCA** 1963-67 Corvette Electric Fan Kit  
**302686-CCA** 1968-76 Corvette Electric Fan Kit  
Includes: Electric Fan, Mounting Brackets, Wiring Harness and Male Trinary Switch.
3. SureFit systems may interfere with some OEM radios or in-dash speakers.
4. 1961-62 Corvette driver's side coolant expansion may need to be relocated. Tank relocation kit **154730**
5. 1963 Corvette alternator must be relocated to driver's side (bracket **148100** available separately).

**Optional System Components**



**30266-CCA**  
1963-67 Corvette condenser fan kit. Fan kit includes: 14.0" SPAL electric pusher type fan, wiring harness, mounting brackets, hardware kit and male trinary safety switch with connector.

**735002**  
1966-70 Corvette with factory air; 427-454 3-Groove Water Pump Pulley. 5/8" Shaft Pilot Hole.

**735003**  
1971-74 Corvette with factory air; 427-454 3-Groove Water Pump Pulley. 3/4" Shaft Pilot Hole.



1958-62 Corvette Dash



1963-67 Corvette Dash



1968-76 Corvette Dash

**TOTALLY COOLED GALLERY**

After owning this '64 Vette for over forty years, Paul Wolf decided to give it a total update. RPL Customs put a Street Shop chassis under it, an LS7 and a TKO600 trans, and a set of Schott 18's and 20's for a fantastic look. The air conditioning is one of our Gen IV SureFit systems, of course!





**Hot Rod & Resto  
Award Winning  
Technology!**

964190  
1967-68  
Factory-Air  
Kit Shown

### Complete Kits - Gen IV SureFit

<b>964190</b>	1967-68 Camaro Complete Kit (factory air)
<b>961190</b>	1967-68 Camaro Complete Kit (non-factory air) <small>(The above applications also fit 1967-68 Firebirds)</small>
<b>964169</b>	1969 Camaro Complete Kit (factory air)
<b>961169</b>	1969 Camaro Complete Kit (non-factory air)
<b>965070</b>	1970-73 Camaro Complete Kit (factory air)
<b>961170</b>	1970-73 Camaro Complete Kit (non-factory air)
<b>965073</b>	1974-77 Camaro Complete Kit (factory air)
<b>961173</b>	1974-77 Camaro Complete Kit (non-factory air)
<b>965078</b>	1978 Camaro Complete Kit (factory air)
<b>961178</b>	1978 Camaro Complete Kit (non-factory air)
<b>965080</b>	1979-81 Camaro Complete Kit (factory air)
<b>961180</b>	1979-81 Camaro Complete Kit (non-factory air)

### Evaporator Kits - Gen IV SureFit (Page 13)

<b>564190</b>	1967-68 Camaro Evaporator Kit (factory air)
<b>561190</b>	1967-68 Camaro Evaporator (non-factory air) <small>(The above applications also fit 1967-68 Firebirds)</small>
<b>564169</b>	1969 Camaro Evaporator Kit (factory air)
<b>561169</b>	1969 Camaro Evaporator Kit (non-factory air)
<b>565073</b>	1970-78 Camaro Evaporator Kit (factory air)
<b>561173</b>	1970-78 Camaro Evaporator Kit (non-factory air)
<b>565080</b>	1979-81 Camaro Evaporator Kit (factory air)
<b>561180</b>	1979-81 Camaro Evaporator Kit (non-factory air)

### Gen IV SureFit™ System Features:

- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
- Infinite "just right temperature" air blending.
- Infinite blower fan speed adjustment.
- High-volume dehumidified defrost.
- Separate high-capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBraz™ parallel flow heater coil.
- Mounts behind the dash.
- Uses your factory system controls with our patented Electronic Cable Converters™.
- Includes new control panel placard.
- Flat steel firewall cover panel mounts to engine side of firewall.
- Replacement molded glove box redesigned for easy installation. (reduced capacity).
- Heater and refrigerant hoses route through kick panel for cleaner firewall and increased engine clearance.
- New dual center louver assembly (non-air car) for increased air flow
- New condenser assembly with integral drier bracket and hard lines.
- Improved installation manual with photos.

### TOTALLY COOLED GALLERY

*Detroit Speed does it again with this killer ground-up Camaro build for Angelo Vespie. This state-of-the-art car features a complete Gen IV SureFit system and an LS Front Runner engine accessory drive system. This car helped DSE win the first SEMA Builder's Award in 2015.*





965080 1979-81 Non-Air Kit Shown



On '67-'68 and '69 applications, our patented Electronic Cable Converters™ easily replace your stock cables to convert your OEM control panel to our fully electronic Gen IV technology.

**NOTE:** '67-'69 Control panel not included! Photo shows the Cable Converters used to adapt YOUR panel to the system.



1970-81 Systems include an all-new replacement electronic control panel.

**NOTES:**

1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant. See Page 85 for Chevy pulleys.
2. We recommend using our heavy-duty fan blade and shroud.
3. SureFit systems may interfere with some OEM radios or in-dash speakers.



**Optional System Components**



**49306-VCL pair**  
1967/68 Repro Astro outer vents



**49308-VCL** - 1969 Factory Air repro center vent.



**493067-LCA**  
1967/68 Factory Air repro center vent kit. Includes single 2.5" hose adapter.

**627902** - Non-Air stamped firewall blockoff plate. '67-'69 Camaro, '64-'72 Chevelle & '68-'74 Nova



**Note:** Fits '70-'81 Camaro with minor firewall flange modifications.

**NEW!**



**Upgrade Your GM Factory Ball Louvers**  
These machined aluminum ball louvers fit into your stock bezels or our replacement chrome bezels. Clear or black anodized finish.

**Astro Louver Balls**

- 499239** Penta Astro Vent Louver Machined (left)
- 499240** Penta Astro Vent Louver Black
- 499236** Trident Astro Vent Louver Machined (center)
- 499237** Trident Astro Vent Louver Black
- 499233** Planar Astro Vent Louver Machined (right)
- 499234** Planar Astro Vent Louver Black

**627903**

Factory Air stamped firewall blockoff plate. '70-'81 Camaro



1967-68 Camaro factory air dash.



1969 Camaro factory air dash.



1970 Camaro factory air dash.

**MANAGEMENT TEAM**

Mark Colwell is our purchasing manager. His knowledge of inventory management and MRP processes helps ensure that a steady stream of raw materials flows into our manufacturing facility at all times. Mark spends his spare time cruising in his classic Camaro Z/28 or riding his Harley Street Glide.



# CHEVELLE

1964 Thru 1972

Vintage Air  
**SUREFIT™**  
Systems



## And EL CAMINO



961065  
1964-69  
Non-Air  
Kit Shown



*Hot Rod & Resto  
Award Winning  
Technology!*

### Complete Kits - Gen IV SureFit

<b>964464</b>	1964-65 Chevelle Complete Kit (factory air)
<b>961065</b>	1964-65 Chevelle Complete Kit (non-factory air)
<b>964465</b>	1966-67 Chevelle Complete Kit (factory air)
<b>961066</b>	1966-67 Chevelle Complete Kit (non-factory air)
<b>964471</b>	1968-69 Chevelle Complete Kit (factory air)
<b>961068</b>	1968-69 Chevelle Complete Kit (non-factory air)
<b>965071</b>	1970-72 Chevelle Complete Kit (factory air)
<b>961071</b>	1970-72 Chevelle Complete Kit (non-factory air)

### Evaporator Kits - Gen IV SureFit (Page 13)

<b>564464</b>	1964-65 Chevelle Evaporator Kit (factory air)
<b>561065</b>	1964-65 Chevelle Evaporator Kit (non-factory air)
<b>564466</b>	1966-67 Chevelle Evaporator Kit (factory air)
<b>561066</b>	1966-67 Chevelle Evaporator Kit (non-factory air)
<b>564471</b>	1968-69 Chevelle Evaporator Kit (factory air)
<b>561068</b>	1968-69 Chevelle Evaporator Kit (non-factory air)
<b>565071</b>	1970-72 Chevelle Evaporator Kit (factory air)
<b>561071</b>	1970-72 Chevelle Evaporator Kit (non-factory air)

### Gen IV SureFit™ System Features:

- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
- Infinite "just right temperature" air blending.
- Infinite blower fan speed adjustment.
- High-volume dehumidified defrost mode.
- Separate high-capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBrazed™ parallel flow heater coil.
- Mounts behind the dash.
- Uses your factory system controls with our patented Electronic Cable Converters (64-67).
- New electronic control panel included (68-72).
- Flat steel firewall cover panel.
- Replacement molded glove box (reduced capacity).



1964-65 Chevelle non-factory air dash.

### TOTALLY COOLED GALLERY

The Ring Brothers continue to blow our minds with their amazing custom Detroit muscle cars. This '66 Chevelle, they call Recoil, boasts a 1000 HP twin-turbo charged LS, a unique "steel tube" interior, many body mods, and a complete Gen IV system. The LS engine runs a Front Runner drive system too!





**And EL CAMINO**



965071 1970-72 Factory-Air Kit Shown



Our exclusive "Electronic Cable Converters" are included in the 1964-67 kits to adapt your original control panel to the SureFit system.



Replacement control panel is included in 1968-72 Chevelle SureFit kits.



**NOTES:**

1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant. See Page 85 for Chevy pulleys.
2. SureFit systems may interfere with some OEM radios or in-dash speakers.

**Optional System Components**

**NEW!**



**Upgrade Your GM Factory Ball Louvers**  
These machined aluminum ball louvers fit into your stock bezels or our replacement chrome bezels. Clear or black anodized finish.

**Astro Louver Balls each**

- 499239** Penta Astro Vent Louver Machined (left)
- 499240** Penta Astro Vent Louver Black
- 499236** Trident Astro Vent Louver Machined (center)
- 499237** Trident Astro Vent Louver Black
- 499233** Planar Astro Vent Louver Machined (right)
- 499234** Planar Astro Vent Louver Black



**493062 pair**  
1966/67 repro Astro outer vents



**627902** - Non-air stamped firewall blockoff plate. '67-'69 Camaro, '64-'72 Chevelle & '68-'74 Nova.



1969 Chevelle factory air dash.



1970-72 Chevelle factory air dash.



1966-67 Chevelle non-factory air dash with our 493062 replica in-dash louvers above.

**FACTORY TOUR**

Our plastics crew produce all the precision molded cases and components which are used in the manufacture of Vintage Air systems. Back row L-R: Elijior Cajutol, Ronnie Menchaca, Elmer Chavez, Mark Gutierrez, Mason Snook, Edson Neibres, Scott Calame and Antonio Lopez. Front L to R: Amador Campos, Will Buen, Anthony Votion-Lead, Virgilio Del Rosario, Dominator Simbulan-Supervisor and Paquito Quiros.



# CHEVY II / NOVA

1962 Thru 1972

Vintage Air  
**SUREFIT™**  
Systems



**Hot Rod & Resto  
Award Winning  
Technology!**

961164  
1962-65  
Non-Air  
Kit Shown

### Complete Kits - Gen IV SureFit

<b>961164</b>	1962-65 Nova Complete Kit
<b>961166</b>	1966-67 Nova Complete Kit
<b>965069</b>	1968 Nova Complete Kit (factory air)
<b>961069</b>	1968 Nova Complete Kit (non-factory air)
<b>965072</b>	1969-72 Nova Complete Kit (factory air)
<b>961072</b>	1969-72 Nova Complete Kit (non-factory air)

### Evaporator Kits - Gen IV SureFit (Page 13)

<b>561164</b>	1962-65 Nova Evaporator Kit
<b>561166</b>	1966-67 Nova Evaporator Kit
<b>565069</b>	1968 Nova Evaporator Kit (factory air)
<b>561069</b>	1968 Nova Evaporator Kit (non-factory air)
<b>565072</b>	1969-72 Nova Evaporator Kit (factory air)
<b>561072</b>	1969-72 Nova Evaporator Kit (non-factory air)

### Gen IV SureFit™ System Features:

- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
- Infinite "just right temperature" air blending.
- Infinite blower fan speed adjustment (3-speed on 68-72 with factory air controls).
- High-volume dehumidified defrost mode.
- Separate high-capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBraz™ parallel flow heater coil.
- Mounts behind the dash.
- Uses your factory system controls with our patented Electronic Cable Converters (66-72).
- New in-dash rotary controls, with 3 OEM style fluted aluminum knobs, included (62-65).
- Flat steel firewall cover panel.
- Replacement molded glove box (reduced capacity).

### TOTALLY COOLED GALLERY

Randy Johnson at D&Z Customs built this beautiful '66 Nova for his wife, Tobie. It features a serious LS 1, full Heidt's Pro-G suspension, Wilwood brakes and huge Forgeline 18 inch wheels. The body remains 90% original, including the paint! To keep his customer cool and comfortable, Randy installed a complete Gen IV SureFit system too!





961166 1966-67 Non-Air Kit Shown



965072 1969-72 Factory-Air Kit Shown

**NOTES:**

1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant. See Page 85 for Chevy pulleys.
2. We recommend using our heavy duty fan blade and **32069-VCF** (1966-67 Nova) shroud.
3. SureFit systems may interfere with some OEM radios or in-dash speakers.



1966-67 kits include our exclusive, Electronic Cable Converters™ to adapt your car's control panel.

**NOTE:** '66-67 Control panel not included! Photo shows the Cable Converters used to adapt YOUR panel to the system.

**Optional System Components**



**627902**  
Non-air stamped firewall blockoff plate.  
'67-'69 Camaro, '64-'72 Chevelle  
& '68-'74 Nova.



1962-65 Chevy II dash using our rotary controls.



1966-67 Nova dash using factory controls.



1969-72 Nova factory air dash.



1969-72 Nova non-factory air dash.

**INDUSTRY RECOGNITION**

Our founder, Jack Chisenhall, was recently inducted into the Daryl Starbird "National Rod & Custom Hall Of Fame" for his, and Vintage Air's contributions to the rod and custom field as an outstanding manufacturer since 1976.

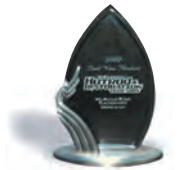


# IMPALA

1959 Thru 1960 Full Size



961056  
1959-60  
4-Lever  
Non-Air  
Kit Shown



**Hot Rod & Resto  
Award Winning  
Technology!**

### Complete Kits - SureFit

- 961055** 1959-60 Impala Complete Kit (2-lever controls)
- 961056** 1959-60 Impala Complete Kit (4-lever controls)

### Evaporator Kits - SureFit (Page 13)

- 561055** 1959-60 Impala Evaporator Kit (2-lever controls)
- 561056** 1959-60 Impala Evaporator Kit (4-lever controls)

### NOTES:

1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant. See Page 85 for Chevy pulleys.
2. We recommend using our heavy-duty fan blade and a fan shroud.
3. SureFit systems may interfere with some OEM radios or in-dash speakers.

### Gen IV SureFit™ System Features:

- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
- Infinite "just right temperature" air blending.
- Infinite blower fan speed adjustment.
- High volume dehumidified defrost.
- Separate high capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBraz™ parallel flow heater coil.
- Mounts behind the dash.
- Uses your factory 4-lever Deluxe controls with our patented Electronic Cable Converters (2-Lever kits include 3-Knob underdash control pod).
- Flat steel firewall cover panel.
- Replacement molded glove box (reduced capacity).



1959 Impala dash with included under-dash louvers.

### TOTALLY COOLED GALLERY

This pearl green '59 El Camino, owned by John Chisenhall, served as a rolling test bed for our 1959-'60 Chevy system. In addition to being one of our previous catalog cover cars, it now serves as the push-car for Jack Chisenhall's restored, historic "Texas Longhorn II" fuel dragster.







**Hot Rod & Resto  
Award Winning  
Technology!**



**NOTE:** Control panel not included! Photo shows the Cable Converters used to adapt YOUR panel to the system.



961062  
1961-62  
Non-Air  
Kit Shown

- Complete Kits - Gen IV SureFit**
- 964062** 1961-62 Impala Complete Kit (factory air)
  - 961062** 1961-62 Impala Complete Kit (non-factory air)
  - 964063** 1963 Impala Complete Kit (factory air)
  - 961063** 1963 Impala Complete Kit (non-factory air)
  - 964064** 1964 Impala Complete Kit (factory air)
  - 961064** 1964 Impala Complete Kit (non-factory air)

- Evaporator Kits - Gen IV SureFit** (Page 13)
- 564062** 1961-62 Impala Evaporator Kit (factory air)
  - 561062** 1961-62 Impala Evaporator (non-factory air)
  - 564063** 1963 Impala Evaporator Kit (factory air)
  - 561063** 1963 Impala Evaporator Kit (non-factory air)
  - 564064** 1964 Impala Evaporator Kit (factory air)
  - 561064** 1964 Impala Evaporator Kit (non-factory air)

- Gen IV SureFit™ System Features:**
- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
  - Infinite "just right temperature" air blending.
  - Infinite blower fan speed adjustment.
  - High-volume dehumidified defrost.
  - Separate high-capacity aluminum plate & fin cooling coil.
  - Copper/brass CuproBraz™ parallel flow heater coil.
  - Mounts behind the dash.
  - Uses your factory system controls with our patented Electronic Cable Converters.
  - Flat steel firewall cover panel.
  - Replacement molded glove box (reduced capacity).



This 1962 Impala dash shows the included louver pod painted to match the dash for a great looking interior.



1963 Impala dash with SureFit kit. (Note: SureFit installations in factory air equipped Impalas use the original in-dash A/C louvers.)

**FACTORY TOUR**

Our new Quality Assurance Manager Ryan Hecox (far right) and QA Techs (L-R) Chase Atwell, John Pesina and Ernest Rosales hand inspect every component and system to ensure quality and accuracy. Each system is thoroughly tested before it's shipped to our customer. Only a true manufacturer can control the quality of its product this closely.





**Tempest And LeMans V8**



**Hot Rod & Resto  
Award Winning  
Technology!**

961067  
1964-67  
Non-Air  
Kit Shown

**NOTES:**

1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant.

2. SureFit systems may interfere with some OEM radios or in-dash speakers.

**Complete Kits - Gen IV SureFit**

- 964467** 1964-67 GTO Complete Kit (factory air)
- 961067** 1964-67 GTO Complete Kit (non-factory air)

**Evaporator Kits - Gen IV SureFit** (Page 13)

- 564467** 1964-67 GTO Evaporator Kit (factory air)
- 561067** 1964-67 GTO Evaporator Kit (non-factory air)

**Gen IV SureFit™ System Features:**

- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
- Infinite "just right temperature" air blending.
- Infinite blower fan speed adjustment.
- High volume dehumidified defrost.
- Separate high capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBraz™ parallel flow heater coil.
- Mounts behind the dash.
- Uses your factory system controls with our patented Electronic Cable Converters.
- Flat steel firewall cover panel.
- Replacement molded glove box (reduced capacity).



1964 GTO non-factory air dash with SureFit kit for non-a/c cars.



1966 GTO factory-air dash with SureFit kit. (Note: SureFit installations in factory air equipped GTO use the original in-dash A/C louvers.)

**TOTALLY COOLED GALLERY**

Though the Pontiac name is gone from the GM lineup, fans of that great performance brand are still collecting and restoring them. Al Bullis built this beautiful '65 GTO coupe to handle and ride like a new car, and added a complete SureFit climate control system to assure year 'round comfort and fun cruising.





**NEW!**

Vintage Air  
**SUREFIT™**  
Systems

**FIREBIRD**  
1967 Thru 1981



**Replacement control panel included in 1970-81 Firebird kits.**

**NOTES:**

1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant.

2. SureFit systems may interfere with some OEM radios or in-dash speakers.

964468  
1969  
Factory-Air  
Kit Shown



1967-68 Firebird-factory air dash with SureFit kit.



1969 Firebird-factory air dash with SureFit kit.



1970-81 Firebird-factory air dash with SureFit kit.

**Complete Kits - Gen IV SureFit**

- 964190** 1967-68 Firebird Complete Kit (factory air)
- 961190** 1967-68 Firebird Complete Kit (non-factory air)
- 964468** 1969 Firebird Complete Kit (factory air)
- 961168** 1969 Firebird Complete Kit (non-factory air)
- 964080** 1970-81 Firebird Complete Kit (factory air)
- 961080** 1970-81 Firebird Complete Kit (non-factory air)

**Evaporator Kits - Gen IV SureFit** (Page 13)

- 564190** 1967-68 Firebird Evaporator Kit (factory air)
- 561190** 1967-68 Firebird Evaporator Kit (non-factory air)
- 564468** 1969 Firebird Evaporator Kit (factory air)
- 561168** 1969 Firebird Evaporator Kit (non-factory air)
- 564150** 1970-81 Firebird Evaporator Kit (factory air)
- 561150** 1970-81 Firebird Evaporator Kit (non-factory air)

**Optional System Components**

**Pontiac Crankshaft Pulleys For Air Conditioning Belt**

See page 85 for details and applications

**1970-81 Firebird OEM Look In-Dash Louver Kit**

Complete kit includes two aluminum factory style louvers, hose adapters and cutting template for non-air cars.

**623241** Louver kit with chrome bezel

**623242** Louver kit with black anodized bezel



**MANAGEMENT TEAM**

Our company controller, Rick Kotara, has over 30 years of manufacturing finance experience, and has guided Vintage Air through the expansion of our plant and equipment. Because we develop and build all of our own systems, we need a financial planner who understands the complexities of modern manufacturing and distribution.



# 442 CUTLASS

1968 Thru 1972



964171  
1970-72  
Factory-Air  
Kit Shown



**Hot Rod & Resto  
Award Winning  
Technology!**



Replacement control panel is included in 1968-69 Cutlass SureFit kits.



Replacement control panel is included in 1970-72 Cutlass SureFit kits.

## Gen IV SureFit™ System Features:

- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
- Infinite "just right temperature" air blending.
- High-volume dehumidified defrost.
- Separate high-capacity aluminum plate&fin cooling coil.
- Copper/brass CuproBraz™ parallel flow heater coil.
- Mounts behind the dash.
- New Control Panel Included.
- Flat steel firewall cover panel.
- Replacement molded glove box (reduced capacity).

### Complete Kits - Gen IV SureFit

- 961061** 1968 Cutlass Complete Kit (non-factory air)
- 964069** 1968-69 Cutlass Complete Kit (factory air)
- 961074** 1969 Cutlass Complete Kit (non-factory air)
- 964171** 1970-72 Cutlass Complete Kit (factory air)
- 961076** 1970-72 Cutlass Complete Kit (non-factory air)

### Evaporator Kits - Gen IV SureFit (Page 13)

- 561061** 1968 Cutlass Evaporator Kit (non-factory air)
- 564069** 1968-69 Cutlass Evaporator Kit (factory air)
- 561070** 1969 Cutlass Evaporator Kit (non-factory air)
- 564171** 1970-72 Cutlass Evaporator Kit (factory air)
- 561076** 1970-72 Cutlass Evaporator Kit (non-factory air)

### NOTES:

1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant.
2. SureFit systems may interfere with some OEM radios or in-dash speakers.
3. 1968 442 with cowl induction hood will require use of our rear exit compressor. See page 72.



Cutlass factory-air dash with SureFit kit. (Note: SureFit installations in factory-air equipped cars use the original in-dash A/C louvers.)

## TOTALLY COOLED GALLERY

Like most of our great team, Mark Hungerford is real rodder. His latest ride is this clean '71 Cutlass Coupe. And of course it will soon keep him cool in summer and warm in winter, with a new Gen IV SureFit system!





**Hot Rod & Resto  
Award Winning  
Technology!**

971074  
1970-74  
Non-Air  
Kit Shown

**Complete Kits - Gen IV SureFit**

- 974074-EDU** 1970-74 Barracuda/Cuda/Challenger Complete Kit (factory air car, standard gauges)
- 974073-EDU** 1970-74 Barracuda/Cuda/Challenger Complete Kit (factory air car, Rallye gauges)
- 971074-EDU** 1970-74 Barracuda/Cuda/Challenger Complete Kit (non-factory air)

**Evaporator Kits - Gen IV SureFit** (Page 13)

- 574074-EDZ** 1970-74 Barracuda/Cuda/Challenger Evaporator Kit (factory air car, standard gauges)
- 574073-EDZ** 1970-74 Barracuda/Cuda/Challenger Evaporator Kit (factory air car, Rallye gauges)
- 571074-EDZ** 1970-74 Barracuda/Cuda/Challenger Evaporator Kit (non-factory air)

**NOTES:**

1. Some installations may require additional engine pulleys not included with kits. See Page 85 for Mopar pulleys. You must provide V-belts, heater hose and refrigerant.
2. SureFit systems may interfere with some OEM radios or in-dash speakers.



Non-factory air Challenger dash with standard gauge package shown.

**Gen IV SureFit™ System Features:**

- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
- Infinite "just right temperature" air blending.
- Infinite blower fan speed adjustment.
- High-volume dehumidified defrost.
- Separate high-capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBraze™ parallel flow heater coil.
- Mounts behind the dash.
- New electronic control panel kit included.
- Flat steel firewall cover panel.

**TOTALLY COOLED GALLERY**

Zach Ingram's Z Rods & Customs built this trend setting '70 Cuda for Casey Hornik using an Art Morrison Max G chassis and a Moran Motorsports 572 Hemi. This amazing car won the inaugural Triple Crown of Rodding award and features a complete Gen IV SureFit system.



# DODGE

Coronet/Super Bee/Charger 1966 Thru 1970



Vintage Air  
**SUREFIT**  
Systems



971063  
1968  
Factory-Air  
Kit Shown



Replacement control panel is included  
in 1968-70 B-Body SureFit kits.

### Complete Kits - Gen IV SureFit

- 971067** 1966-67 Coronet/Charger Complete Kit (factory air)
- 971066** 1966-67 Coronet/Charger Complete Kit (non-factory air)
- 971063** 1968 Coronet/Super Bee/Charger Complete Kit (factory air)
- 971062** 1968 Coronet/Super Bee/Charger Complete Kit (non-factory air)
- 971065** 1969-70 Coronet/Super Bee/Charger Complete Kit (factory air)
- 971064** 1969-70 Coronet/Super Bee/Charger Complete Kit (non-factory air)

### Evaporator Kits - Gen IV SureFit (Page 13)

- 571067** 1966-67 Coronet/Charger Evaporator (factory air)
- 571066** 1966-67 Coronet/Charger Evaporator (non-factory air)
- 571063** 1968 Coronet/Super Bee/Charger Evaporator (factory air)
- 571062** 1968 Coronet/Super Bee/Charger Evaporator (non-factory air)
- 571065** 1969-70 Coronet/Super Bee/Charger Evaporator (factory air)
- 571064** 1969-70 Coronet/Super Bee/Charger Evaporator (non-factory air)

### NOTES:

1. Some installations may require additional engine pulleys not included with kits. See page 85 for Mopar pulleys. You must provide V-belts, heater hose and refrigerant.
2. SureFit systems may interfere with some OEM radios or in-dash speakers.



Factory air '68 Charger dash with SureFit kit.

### Gen IV SureFit™ System Features:

- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
- Infinite "just right temperature" air blending.
- Infinite blower fan speed adjustment.
- High volume dehumidified defrost mode.
- Separate high capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBraz™ parallel flow heater coil.
- Mounts behind the dash.
- New electronic control panel kit included.
- Flat steel firewall cover panel.
- Replacement molded glove box (reduced capacity).

### TOTALLY COOLED GALLERY

Vic Buraglio's 1969 Charger was built by Troy Gudgel of BBT Fabrications to recall fond memories of Vic's first Charger, driven on his and wife Bonnie's honeymoon. It features a Gen III 426 Hemi, Fast fuel injection, Bowler T56 six speed, and a full Vintage Air Gen IV SureFit climate control system.





# PLYMOUTH

Belvedere/Satellite/GTX/Road Runner 1966 Thru 1970



971062  
1968  
Non-Air  
Kit Shown



Replacement control panel is included in 1966-67 Belvedere, Satellite And GTX SureFit kits.

### Complete Kits - Gen IV SureFit

- 971061** 1966-67 Belvedere/Satellite/GTX Complete Kit (factory air)
- 971060** 1966-67 Belvedere/Satellite/GTX Complete Kit (non-factory air)
- 971063** 1968 Road Runner/Satellite/GTX Complete Kit (factory air)
- 971062** 1968 Road Runner/Satellite/GTX Complete Kit (non-factory air)
- 971065** 1969-70 Road Runner/Satellite/GTX Complete Kit (factory air)
- 971064** 1969-70 Road Runner/Satellite/GTX Complete Kit (non-factory air)

### Evaporator Kits - Gen IV SureFit (Page 13)

- 571061** 1966-67 Belvedere/Satellite/GTX Evaporator Kit (factory air)
- 571060** 1966-67 Belvedere/Satellite/GTX Evaporator Kit (non-factory air)
- 571063** 1968 Road Runner/Satellite/GTX Evaporator Kit (factory air)
- 571062** 1968 Road Runner/Satellite/GTX Evaporator Kit (non-factory air)
- 571065** 1969-70 Road Runner/Satellite/GTX Evaporator Kit (factory air)
- 571064** 1969-70 Road Runner/Satellite/GTX Evaporator Kit (non-factory air)

### NOTES:

1. Some installations may require additional engine pulleys not included with kits. See page 85 for Mopar pulleys. You must provide V-belts, heater hose and refrigerant.
2. SureFit systems may interfere with some OEM radios or in-dash speakers.

### Gen IV SureFit™ System Features:

- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
- Infinite "just right temperature" air blending.
- Infinite blower fan speed adjustment.
- High-volume dehumidified defrost.
- Separate high-capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBraz™ parallel flow heater coil.
- Mounts behind the dash.
- New electronic control panel kit included.
- Flat steel firewall cover panel.
- Replacement molded glove box (reduced capacity).



Non-factory air '68 Road Runner dash with SureFit kit.

## ENGINEERING AND DEVELOPMENT

One of the most important departments at Vintage Air, this team is constantly working to improve Vintage Air products and customer satisfaction. (L-R) Bebe Blanquiz, Kyong Windle, Hugo Ramos, Dan Woehr, Tommy Harris, Gary Boenish, Jeffrey Lambert, Billy Graf, Jimmy Werner, Tim O'Brien, J.D. Murillo, VP of Manufacturing and Engineering, Ryan Zwicker, Daniel Manautou, and Curtis Yarbrough.



# MUSTANG

1964-1/2 Thru 1970

Vintage Air  
**SUREFIT™**  
Systems



## Cougar 1967-68 & Falcon 1964-65



**Hot Rod & Resto  
Award Winning  
Technology!**



1964-1/2 - 70 kits include our exclusive Electronic Cable Converters™ to adapt your car's original control panel.

954164  
1964-1/2 - 66  
Non-Air  
Kit Shown

### Complete Kits - Gen IV SureFit

- 954164** 1964-1/2-66 Mustang Complete Kit
- 954168** 1967-68 Mustang Complete Kit (factory air)
- 951168** 1967-68 Mustang Complete Kit (non-factory air)
- 954170** 1969-70 Mustang Complete Kit (factory air)
- 951170** 1969-70 Mustang Complete Kit (non-factory air)
- 951171** 1967-68 Cougar Complete Kit (factory air)
- 951169** 1967-68 Cougar Complete Kit (non-factory air)
- 954150** 1964-65 Falcon Complete Kit

### Evaporator Kits - Gen IV SureFit (Page 13)

- 554164** 1964-1/2-66 Mustang Evaporator Kit
- 554168** 1967-68 Mustang/Cougar Evaporator Kit (factory air)
- 551168** 1967-68 Mustang/Cougar Evaporator Kit (non-factory air)
- 554170** 1969-70 Mustang Evaporator Kit (factory air)
- 551170** 1969-70 Mustang Evaporator Kit (non-factory air)
- 554168** 1967-68 Cougar Evaporator Kit (factory air)
- 554150** 1964-65 Falcon Evaporator Kit

### Gen IV SureFit™ System Features:

- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
- Infinite "just right temperature" air blending.
- Infinite blower fan speed adjustment.
- High-volume dehumidified defrost.
- Separate high-capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBraz™ parallel flow heater coil.
- Mounts behind the dash.
- Uses your factory system controls with our patented Electronic Cable Converters.
- Flat steel firewall cover panel.
- Replacement molded glove box (reduced capacity).



### TOTALLY COOLED GALLERY

Early Mustangs have always been great platforms for resto-mod upgrades and make fun daily drivers. This '65 owned by Clarence Williams shows the perfect stance and attention to detail anyone would be proud to own. Vintage Air Gen IV SureFit makes it fun in any climate conditions.







## Cougar 1967-68 & Falcon 1964-65



951168 1967-68 Non-Air Kit Shown



954170 1969-70 Non-Air Kit Shown

### Optional System Components

#### Reproduction 1967 & 1968 Mustang Control Panel & Louver Set

**492057** - 1967 Mustang, pair

**492058** - 1968 Mustang, pair

Shown at right with passenger side louver.

#### Reproduction 1967 & 1968 Cougar Control Panel & Louver Set

**492064** - 1967 Cougar, pair (not shown)

**492065** - 1968 Cougar, pair (not shown)



1967 Mustang Controls



1968 Mustang Controls

**Control Panels not included with kits.**

The Cable Converters are included with the SureFit kits.

#### NOTES:

1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant. See Page 85 for Ford pulleys.

2. We recommend using our heavy-duty fan blade and shroud.

**32064-VFF** - 1964 1/2-66 Mustang 6 cyl. Fan Shroud

**32065-VFF** - 1964 1/2-66 Mustang V8 Fan Shroud

**32067-VFF** - 1967-68 Mustang Fan Shroud

3. SureFit systems may interfere with some OEM radios or in-dash speakers.



1965 Falcon dash factory controls.



1966 Mustang dash using factory controls.



1967 Mustang non-air dash factory controls.



1970 Mustang non-air dash factory controls.

### TOTALLY COOLED GALLERY

Ring Brothers, Mike and Jim, are among the top builders in the industry. Setting the high bar for today's custom muscle cars, their use of modern technology and attention to detail are second to none. The Ring Brothers choose Vintage Air for their climate control needs. If you see them at a show near you, stop and take a look at their latest projects. Trust us, you won't be disappointed!



# CHEVY TRUCK

Advanced Design 1947 Thru 1955\* Series I

Vintage Air  
**SUREFIT**  
Systems



And GMC 1947 Thru 1953

**NEW!**  
Now Featuring  
Our Gen IV  
Technology



941852 1947-49 Non-Air Kit Shown

### Gen IV SureFit™ System Features:

- Fly-By-Wire fully electronic servo controls with no cables or capillary tube to route.
- Infinite "just right temperature" air blending.
- Infinite blower fan speed adjustment.
- High-volume dehumidified defrost.
- Separate high-capacity aluminum plate and fin cooling coil.
- Copper/brass CuproBraze™ parallel flow heater coil.
- Mounts behind the dash.
- Kit includes 3-knob controls.
- Flat steel firewall cover panel.
- Replacement molded glove box (reduced capacity).

**NOTE: \***

These kits fit Series I early season 1955 "Advanced Design" Chevy Trucks. Chevrolet ended the Advanced Design" model trucks in mid-1955.

### Complete Kits - Gen IV SureFit

- 941852** 1947-49 Chevy Complete Kit V8 Swap
- 941855** 1947-49 Chevy Complete Kit with Standard 6-Cyl Bracket
- 941858** 1947-49 Chevy Complete Kit with **Deluxe** 6-Cyl Bracket
- 941853** 1950-53 Chevy Complete Kit V8 Swap
- 941856** 1950-53 Chevy Complete Kit with Standard 6-Cyl Bracket
- 941859** 1950-53 Chevy Complete Kit with **Deluxe** 6-Cyl Bracket
- 941854** 1954-55 Chevy Complete Kit V8 Swap
- 941857** 1954-55 Chevy Complete Kit with Standard 6-Cyl Bracket
- 941860** 1954-55 Chevy Complete Kit with **Deluxe** 6-Cyl Bracket

**NOTE:** Deluxe 6 Cylinder bracket part number 142401 shown page 69 (includes new double groove harmonic balancer).

### Evaporator Kits - Gen IV SureFit (Page 13)

- 754561** 1947-49 Chevy Evaporator Kit (V8 or 6-Cylinder)
- 754562** 1950-53 Chevy Evaporator Kit (V8 or 6-Cylinder)
- 754563** 1954-55 Chevy Evaporator Kit (V8 or 6-Cylinder)

**NOTE:**

1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant. See page 85 for Chevy pulleys.



Vintage Air SureFit system evaporators install completely inside the cab for a clean, original looking engine compartment. Firewall plate mounts to original holes.



1948-55 Chevy truck dash with SureFit kit.

**NOTES:**

2. We recommend using our heavy-duty fan blade and a fan shroud. **32042-VFF** - 1947-54 Chevy Truck Fan Shroud (V8)
3. SureFit systems may interfere with some OEM radios or in-dash speakers.

### TOTALLY COOLED GALLERY

Graig Morrison's sleeper Chevy AD shop truck features a complete Art Morrison Enterprises GT Sport chassis, and a hot Chevy small block engine. Graig keeps cool with a complete Gen IV SureFit climate control and a Front Runner engine drive system for total reliability.





941156 1955-57 Non-Air Kit With Deluxe Controls Shown

### Complete Kits - SureFit

- 941155** 1955-57 Chevy Complete Kit with Standard Controls
- 941156** 1955-57 Chevy Complete Kit with **Deluxe** Controls
- 941157** 1958-59 Chevy Complete Kit with Standard Controls
- 941158** 1958-59 Chevy Complete Kit with **Deluxe** Controls

### Evaporator Kits - SureFit (Page 13)

- 751155** 1955-59 Chevy Evaporator Kit with Standard Controls
- 751156** 1955-59 Chevy Evaporator Kit with **Deluxe** Controls
- 751155** 1958-59 Chevy Evaporator Kit with Standard Controls
- 751156** 1958-59 Chevy Evaporator Kit with **Deluxe** Controls

### NOTES:

1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant. See Page 85 for Chevy pulleys.
2. We recommend using our heavy duty fan blade and a fan shroud. **32055-LCF** 1955-59 Chevy Truck Fan Shroud (V8)
3. SureFit systems may interfere with some OEM radios or in-dash speakers.
4. OEM glove box door travel will be limited to 90 degrees.

### Optional System Components:

**492059** - Billet louver bezel contoured for '55-'59 Chevy Truck dash. Fits most standard round louvers and ProLine round louvers with up to 2.73" diameter bezel size. (shown at right).

### Gen IV SureFit™ System Features:

- Fly-By-Wire fully electronic servo controls with no cables or capillary tube to route.
- Infinite "just right temperature" air blending
- Infinite blower fan speed adjustment
- High volume dehumidified defrost mode
- Separate high capacity aluminum plate and fin cooling coil
- Copper/brass CuproBrazed™ parallel flow heater coil
- Mounts behind the dash
- Deluxe Kit includes new ProLine 3-lever panel
- Standard Kit includes 3-knob controls
- Flat steel firewall cover panel
- Replacement molded glove box (reduced capacity)

### NOTE: \*

These kits fit later-season 1955 "new design" Chevy Trucks through 1959 models. Chevrolet ended the "Advanced Design" model trucks in mid-1955.



1955-59 Chevy Truck dash with SureFit kit and deluxe replacement control panel.



1955-59 Chevy Truck dash with SureFit kit and standard rotary replacement control panel.



## TOTALLY COOLED GALLERY

This slick 1957 Chevy truck was built for Gary Brown by Mike Goldman Customs. It features a GM ZL1 454 aluminum engine with Imagine Injection system and a Front Runner drive system, a complete custom C2 Corvette interior, and a Vintage Air Gen IV system. Their hard work paid off with a 2014 Goodguys Truck of the Year Award.



# CHEVY TRUCK

1960 Thru 1966

Vintage Air  
**SUREFIT**  
Systems



See notes below



New Control Panel Included  
With '60-'63 Kit



**Hot Rod & Resto  
Award Winning  
Technology!**

941164  
1964-66  
Non-Air  
Kit Shown

### Gen IV SureFit™ System Features:

- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
- Infinite "just right temperature" air blending.
- Infinite blower fan speed adjustment.
- High volume dehumidified defrost.
- Separate high capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBrazed™ parallel flow heater coil.
- Mounts behind the dash.
- Uses your factory system controls with our patented Electronic Cable Converters for OEM deluxe control panel or rotary controls to replace OEM rotary switches (1964-66).
- New in-dash control panel included (1960-63).
- Flat steel firewall cover panel.
- Replacement molded glove box (reduced capacity).

#### Complete Kits - SureFit (For non-factory air trucks)

- 941160** 1960-63 Chevy Truck Complete Kit
- 941164** 1964-66 Chevy Truck w/OEM Deluxe Controls Complete Kit
- 941165** 1964-66 Chevy Truck w/Rotary Controls Complete Kit

#### Evaporator Kits - SureFit (For non-factory air trucks) (Page 13)

- 751163** 1960-63 Chevy Truck Evaporator Kit
- 751164** 1964-66 Chevy Truck w/OEM Deluxe Controls Evaporator Kit
- 751165** 1964-66 Chevy Truck w/Rotary Controls Evaporator Kit

(Note: 60-63 kits include a new control panel - at upper right)

#### NOTES:

1. The supplied firewall fill-plate is designed for non-air trucks. OEM air equipped trucks will require a larger cover plate (not currently available).
2. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant. See Page 85 for Chevy pulleys.
3. SureFit systems may interfere with some OEM radios or in-dash speakers.



1964-66 Chevy dash shown with rotary controls

### FACTORY TOUR

Nashville star, James Otto transformed his Grampa's C-10 into a full-force canyon carver! After receiving help from several great specialists, he asked Tri-Works Hot Rods to take it to the final finishout. A 6.0L Chevy & Bowler T56 deliver the power to the RideTech suspension. James stays cool and relaxed with a complete Gen IV magnum system too!





## And GMC Truck



944170  
1967-72  
Factory-Air  
Kit Shown



### Gen IV SureFit™ System Features:

- Fly-By-Wire fully electronic servo controls with no cables or capillary tube to route.
- Infinite "just right temperature" air blending.
- Infinite blower fan speed adjustment.
- High volume dehumidified defrost.
- Separate high capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBraz™ parallel flow heater coil.
- Mounts behind the dash.
- Uses your factory system controls with our patented Electronic Cable Converters.
- Flat steel firewall cover panel.
- Replacement molded glove box (reduced capacity).

### Complete Kits - SureFit

- 944170** 1967-72 Chevy Truck Complete Kit (factory air truck)
- 941170** 1967-72 Chevy Truck Complete Kit (non-factory air)
- 941171** 1967-72 Chevy Truck Complete Kit (non-factory air using factory air control panel)

### Evaporator Kits - SureFit (Page 13)

- 754170** 1967-72 Chevy Truck Evaporator Kit (factory air truck)
- 751170** 1967-72 Chevy Truck Evaporator Kit (non-factory air)
- 751171** 1967-72 Chevy Truck Evaporator Kit (non-factory air with factory air control panel)

(Non-factory air system requires the use of OEM factory air controls or our replacement controls above, which are not included with non-air application kits)

### NOTES:

1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant. See page 85 for Chevy pulleys.
2. SureFit systems may interfere with some OEM radios or in-dash speakers.



1967-72 Chevy Truck dash with SureFit kit.

### Optional System Components

**49767-LCE** - Replacement 67-72 control panel for factory-air trucks.



**49766-LCI** - Replacement 67-72 heater control panel for non-factory air trucks.



**49770-LCI** - Center louver (Included with non-air kits.)



**498827** - OEM style A/C louver kit. Includes all items listed below.

**49775-LCI** - Driver side OEM style A/C louver housing only with felt.

**49776-LCI** - Passenger side OEM style A/C louver housing only with felt.

**49769-LCI** - Replacement louver ball only.



**498827** Kit is a complete pair as shown above

**495561** - Chevy louver ball retainer 2.5" hose adapter.

**495560** - Chevy louver ball retainer.



**NEW!**

Upgrade Your GM  
Factory Ball Louvers  
See Page 19 For Details

### INDUSTRY INVOLVEMENT

One of the greatest things about traveling to as many shows as we do each year is the opportunity to personally meet our customers. By displaying our products and discussing the experiences and ideas of our customers we can make our product better. And sometimes we actually get to go out and see some cars!



# CHEVY TRUCK

1973 Thru 1987



## And GMC Truck



*Hot Rod & Resto  
Award Winning  
Technology!*



New Vintage Air replacement control panel included with 1973-87 Chevy/GMC Truck SureFit systems.

944181  
1981-87 Factory-Air  
Kit Shown

### Complete Kits - SureFit

- 944175** 1973-80 Chevy Truck Complete Kit (factory air)
- 941175** 1973-80 Chevy Truck Complete Kit (non-factory air)
- 944181** 1981-87 Chevy Truck Complete Kit (factory air)
- 941181** 1981-87 Chevy Truck Complete Kit (non-factory air)

### Evaporator Kits - SureFit (Page 13)

- 754175** 1973-80 Chevy Truck Evaporator Kit (factory air)
- 751175** 1973-80 Chevy Truck Evaporator Kit (non-factory air)
- 754181** 1981-87 Chevy Truck Evaporator Kit (factory air)
- 751181** 1981-87 Chevy Truck Evaporator Kit (non-factory air)

### NOTES:

1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant. See Page 85 for Chevy pulleys.
2. SureFit systems may interfere with some OEM radios or in-dash speakers.

### Gen IV SureFit™ System Features:

- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
- Infinite "just right temperature" air blending.
- Infinite blower fan speed adjustment.
- High-volume dehumidified defrost.
- Separate high-capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBraz™ parallel flow heater coil
- Mounts behind the dash.
- New control panel included.
- Flat steel firewall cover panel.



1973-87 Chevy truck dash with SureFit kit.

### BUSINESS MANAGEMENT TEAM

Our Accounting Department staff is responsible for processing all day to day business transactions which include accounts payable, accounts receivable and other financial transactions. (L-R) Hope Cloud, Daniel Palacios and Lynn Limmer.





Allows the use of your original cowl vent.

74056-LFU-A  
1956  
Non-Air  
Kit Shown

**Complete Kits - Gen II SureFit**

- 74053-LFU-A** 1953-55 F-100 Complete Kit
- 74056-LFU-A** 1956 F-100 Complete Kit

**Evaporator Kits - Gen II SureFit** (Page 13)

- 75453-LFZ-A** 1953-55 F-100 Evaporator Kit
- 75456-LFZ-A** 1956 F-100 Evaporator Kit

**Gen II SureFit™ System Features:**

- Under dash panel with built-in 4-lever controls.
- Electronic servo motor operation.
- Multi-speed blower fan speed adjustment.
- Dehumidified defrost.
- Floor exit heat/air.
- Mounts behind the dash.
- Compatible with our upgrade ProLine controls (See Page 48 for more info).
- Firewall plate for refrigerant and heater lines.
- Compatible with Ford or Chevy engines.
- Replacement molded glove box (reduced capacity).

**Optional System Components:**



**63156-LFE** - Defrost duct - For both sides order two.



'53 F-100 dash shown with optional ProLine panel and louvers.



Under dash panel with louver package shown is available with or without control panel installed.

**NOTES:**

1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant.
2. SureFit systems may interfere with some OEM radios or in-dash speakers.

**TOTALLY COOLED GALLERY**

Our long time Arizona distributor, SoCal, uses this neat little F-100 for shop duties. It runs a Ford Racing 460 with a stout B&M C-6 transmission, a Walton Fabrications frame with Heidi's IFS, and of course, a full Vintage Air SureFit climate control to tame those brutal Arizona summers!



# FORD TRUCK

1961-66

Vintage Air  
**SUREFIT**  
Systems



1961-66 under dash panel and lower package shown.

## Gen IV SureFit™ System Features:

- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
- Infinite "just right temperature" air blending.
- Infinite blower fan speed adjustment.
- High volume dehumidified defrost.
- Separate high capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBraze™ parallel flow heater coil.
- Mounts behind the dash.
- New in-dash rotary controls.
- Flat steel firewall cover panel.
- Replacement molded glove box (reduced capacity).

### NOTES:

1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hose and refrigerant.
2. SureFit systems may interfere with some OEM radios or in-dash speakers.

### Complete Kits - Gen IV SureFit

- |               |  |
|---------------|--|
| <b>951153</b> | 1961-64 F-100 Complete Kit with 6 Cylinder |
| <b>951150</b> | 1961-64 F-100 Complete Kit with V-8        |
| <b>951154</b> | 1965 F-100 Complete Kit with 6 Cylinder    |
| <b>951151</b> | 1965 F-100 Complete Kit with V-8           |
| <b>951155</b> | 1966 F-100 Complete Kit with 6 Cylinder    |
| <b>951152</b> | 1966 F-100 Complete Kit with V-8           |

### Evaporator Kits - Gen IV SureFit (Page 13)

- |               |                              |
|---------------|------------------------------|
| <b>754150</b> | 1961-64 F-100 Evaporator Kit |
| <b>754151</b> | 1965 F-100 Evaporator Kit    |
| <b>754151</b> | 1966 F-100 Evaporator Kit    |

### Optional System Components:

- |               |  |
|---------------|--|
| <b>370164</b> | - Fan shroud for '61-'65 F-100 (V8)          |
| <b>370165</b> | - Fan shroud for '61-'65 F-100 (6-Cylinder)  |
| <b>370167</b> | - Fan shroud for '66 F-100 (V8 & 6-Cylinder) |

# FORD TRUCK **NEW!**

1967-72



### Complete Kits - Gen IV SureFit

- |               |   |
|---------------|---|
| <b>951156</b> | 1967 F-100 Complete Kit with V-8        |
| <b>951158</b> | 1967 F-100 Complete Kit with 6 Cylinder |
| <b>951157</b> | 1968-72 F-100 Complete Kit with V-8     |
| <b>951159</b> | 1968-72 Complete Kit with 6 Cylinder    |

### Evaporator Kits - Gen IV SureFit (Page 13)

- |               |                              |
|---------------|------------------------------|
| <b>754152</b> | 1967 F-100 Evaporator Kit    |
| <b>754153</b> | 1968-72 F-100 Evaporator Kit |



1967-72 factory look panel and lower package shown.

## TOTALLY COOLED GALLERY

Respected custom painter and all around rodding veteran, Danny Zoller's shop truck runs a complete Vintage Air system. This rare truck features a factory deluxe bucket seat interior, a healthy 390 FE and many other cool touches.







941150  
1966-77  
Non-Air  
Kit Shown



**NOTE:**

Bronco 4-vent systems include plenum, flex hose for individual louver placement and four individual louvers as shown.



**Optional System Components**



**497005** ProLine fluted black anodized knob.

**497006** ProLine aluminum knob.

**Complete Kits - SureFit**

- 941150** Gen IV 1966-77 Bronco Complete Kit
- 941151** Gen IV 1966-77 Bronco 4-Vent Complete Kit

**Evaporator Kits - SureFit** (Page 13)

- 751150** Gen IV 1966-77 Bronco Evaporator Kit
- 751151** Gen IV 1966-77 Bronco 4-Vent Evaporator Kit

**Gen IV SureFit™ System Features:**

- Fly-By-Wire fully electronic servo motor controls with no cables or capillary tube to route.
- Infinite "just right temperature" air blending.
- Infinite blower fan speed adjustment.
- High volume dehumidified defrost.
- Separate high capacity aluminum plate & fin cooling coil.
- Copper/brass CuproBraz™ parallel flow heater coil.
- Mounts behind the dash.
- New in-dash rotary controls.
- Flat steel firewall cover panel.
- Replacement molded glove box (reduced capacity).



Ford Bronco dash with SureFit system with full width plenum, controls and Vintage Air louvers. 4-vent kit also available.

**NOTES:**

1. Some installations may require additional engine pulleys not included with kits. You must provide pulleys, V-belts, heater hoses and refrigerant.
2. Bronco Note: Contact your sales rep for specific Bronco chas-sis/engine combinations.
3. We recommend using our heavy-duty fan blade and shroud  
**32066-LFF** - 1966-77 Bronco 6 cyl. Fan Shroud  
**32067-LFF** - 1966-77 Bronco V8 Fan Shroud
4. SureFit systems may interfere with some OEM radios or in-dash speakers.

**INDUSTRY RECOGNITION**

The Mobile Air Conditioning Society (MACS) recently honored our founder, Jack Chisenhall, with their Industry Pioneer Award for "...contributions to innovation and development in the motor vehicle air conditioning industry." Jack has been an active member of MACS for almost forty years.



# LAND CRUISER / STUDEBAKER

FJ-40 1968 Thru 1983

1949 Thru 1959 C Cab



Vintage Air  
**SUREFIT™**  
Systems

**NEW  
GEN IV  
DESIGN!**

941200  
1968-83  
Non-Air  
Kit Shown

## SureFit™ System Features:

- In dash Rotary controls.
- Variable air blending.
- Variable speed blower fan speed adjustment.
- Dehumidified defrost.
- Mounts behind the dash.
- Firewall plate for refrigerant & heater lines.



941201 Big Blower Evaporator Unit Shown

### Complete Kits - SureFit

- 941200** 1968-83 FJ-40 Land Cruiser Complete Kit  
**941201** 1968-83 FJ-40 Land Cruiser Big Blower Complete Kit

### Evaporator Kits - SureFit (Page 13)

- 751200** 1968-83 FJ-40 Land Cruiser Evaporator Kit  
**751201** 1968-83 FJ-40 Land Cruiser Big Blower Evaporator Kit

### NOTES:

1. Retains OEM glove box.
2. Kit is for U.S. spec FJ-40 Land Cruisers: May not fit some international models.
3. Requires minimum 50 amp alternator.



U.S. spec Toyota FJ-40 Land Cruiser dash using factory controls and Vintage Air louvers.

### Optional System Components

#### FJ Crankshaft and Water Pump Pulleys For Air Conditioning Belt

See page 85 for details and applications



# STUDEBAKER TRUCK

1949 Thru 1959 C-Cab

CLIMATIZER II™



941001 1949-59  
Non-Air Kit Shown



### Optional System Components

- 701049** - 1949-59 Studebaker C-Cab truck radiator.

## Custom Fit System Features:

- Control switches mount into original Climatizer control panel position.
- Electronic servo motor operation.
- Multi-speed blower fan speed adjustment.
- Dehumidified defrost mode fed by plenum shown.
- Floor exit heat and air.
- Mounts under the dash.
- Firewall plate for refrigerant & heater lines.



Studebaker C-Cab dash with Climatizer System.

### Complete Kit - Custom Fit

- 941001** 1949-59 Studebaker C-Cab Complete Kit

### Evaporator Kit - Custom Fit (Page 13)

- 681001** 1949-59 Studebaker C-Cab Evaporator Kit

### NOTE: This is a "Custom Fit" design kit.

This kit was engineered to fit the 1949-59 C-Cab trucks, but may require some minor modifications to the firewall or under-hood sheet metal. The compressor bracket, crankshaft pulley and refrigerant lines are designed to fit the original Studebaker engine. You can order the "Evaporator Only" kit if you have a non-stock engine installed.

## RESEARCH AND DEVELOPMENT

Landis Chisenhall is learning the hot rod industry and the art of rod building from the ground up. Landis has been working on his road warrior '36 Ford 3-Window coupe for several years. It features a modified C-6 drivetrain and he has already had it on the race track, in the pouring rain, no less! Oh, it has a full Vintage Air system in it, too.





## HOW TO ORDER Your Custom System. A Little Homework Is Needed

### Step One:

First, we urge you to take the time to read the "Basics" and "Technology" sections at the front of this catalog. Air conditioning is not difficult to install, but it is a system with components which must be carefully selected and matched to perform to its maximum potential. Our Authorized Distributors have the knowledge to assist you in finalizing your order, or feel free to call us directly with any technical questions you may have.

### Step Two:

Turn to the order form on Page 102 of this catalog. It has been designed to help you assemble the specifications of your vehicle, engine type, and other details necessary to order properly. Having this information assembled before you call to order helps our dealer get you the right components for your vehicle.

### Step Three:

Based on the specifications for your vehicle, you can probably determine which evaporator is best suited to your car. Just note the series number printed directly under the unit photo. Then specify "Heat & Cool" or "Heat, Cool & Defrost" model. (Example: Page 46 shows our GEN II Super Cooler, series number 61005.) That number provides a starting point to building your system package. Remember, always select the largest possible evaporator unit for best results.

### Step Four:

Decide which type of standard or optional ProLine controls you want (See Page 48 for Gen II, or 45 for Gen IV). Note your selection by name and number.

### Step Five:

Decide which type of louvers you want. Choose from the standard louvers on page 53, or upgrade to ProLine louvers shown on page 55. Note by name and number.

### Step Six:

Note any additional custom features, optional ProLine accessories, and other items such as engine cooling fan, fan shroud, compressor safety switch (binary or trinary), etc. (Your compressor mounting brackets will be determined by your engine specs.) Other upgrade brackets are available on Pages 65-71.

### Step Seven:

Go to our website and find your closest Authorized Distributor from our worldwide listings, or call us today for more information.

### Step Eight:

Pick up your phone and start "Living The Cool Life" with your new Vintage Air system!

## GEN II AND GEN IV CLIMATE CONTROL SYSTEMS

### Selecting An Evaporator General Guidelines

Vintage Air recommends the following evaporator kits for universal applications.

Evaporators		Gen II MINI	Gen II Compac	Gen II Super	Gen IV Magnum	See Page
Chevy	28-35 Coupes	■	■			47
	28-35 Sedans		■			47
	36-48 Coupes	■	■			47
	36-48 Sedans		■	■	■	44-47
Ford	28-34 Coupes	■	■			47
	28-34 Sedans		■			47
	35-48 Coupes	■	■			47
Mopar	35-48 Sedans			■		46
	28-34 Coupes/Sedans	■	■			47
	35-41 Coupes/Sedans		■	■		46-47
Cars after 1948	46-52 Coupes/Sedans		■	■	■	44-47
	53 and Up Coupes/Sedans				■	44
				■	■	44 & 46
Chevy	28-34 Trucks	■	■			47
	34-46 Trucks	■	■			47
	Ford	28-34 Trucks	■	■		47
Ford	35-52 Trucks	■	■			47
	53-56 Trucks	■	■			47
	57-60 Trucks	■	■			47
	60 and Up Trucks	■	■			47

Note: Universal evaporators are not limited to the specific vehicles listed. These are just recommendations, it's up to the customer to measure or use a Mock-Up unit to make sure the evaporator fits their specific application. For maximum cooling efficiency we always recommend the largest unit that will fit in the space allowed. The purpose of this chart is to give you an idea as to what evaporator is best suited for any vehicle with similar interior volume size.



Turn To Page 101 For Our "Build Your System" Worksheet

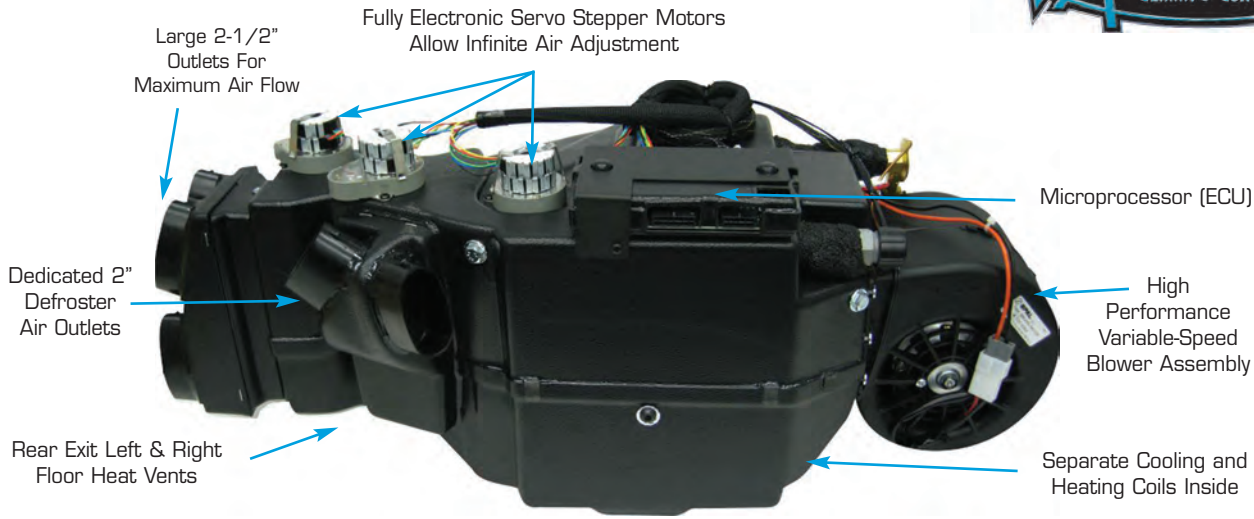
## FACTORY TOUR

Another in-house manufacturing department is our fully equipped sheet metal facility. CNC Machining Centers and plasma cutting machines are used to give you the finest finishes on all the metal components that we manufacture. (L-R) Valentine Contreras, Eric Hernandez, Kevin Howie and Sheet Metal Supervisor Joe Sosa.



# GEN IV MAGNUM™

## Universal Fit Systems



**671400-VUZ** - Gen IV Magnum - Heat, Cool & Defrost Model.

**GEN-IV TECHNOLOGY DELIVERS OEM QUALITY CLIMATE CONTROL!**  
 Enjoy true OEM-style bi-level, infinitely adjustable, comfort in your classic car.  
 This Gen IV Magnum system can handle even the largest sedan or wagon.

**671400-VUZ Gen IV Magnum Includes:**

Evaporator unit, mounting brackets, wiring harness, electric servo heater control valve, duct hoses, and drain kit.

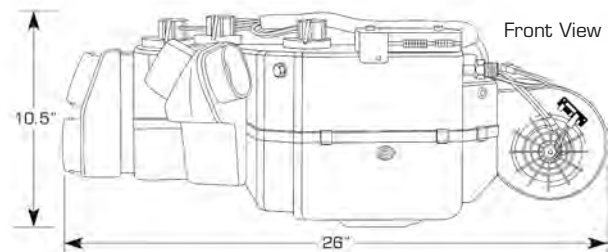
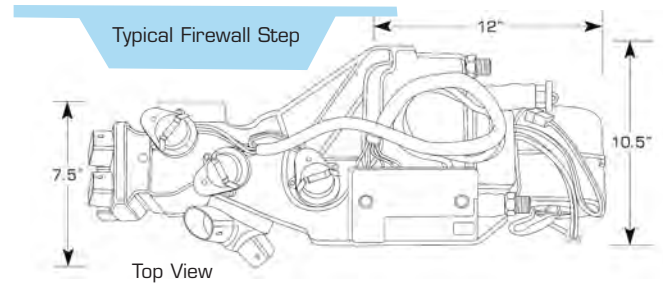
**Controls** are ordered separately. See next page.

**Under hood components** such as compressor, brackets, condenser, hose kit, drier, and optional upgrades are ordered separately from other sections in this catalog. See index on Page 3.

**Gen IV Magnum Features:**

- Fully electronic operation means no cables or vacuum controls!
- Microprocessor controlled coil temperature monitor means no capillary tube to install!
- Separate high-capacity heat and cool coils.
- Aluminum plate/fin A/C coil, the most efficient evaporator design available.
- Copper/brass CuproBrazed™ parallel-flow heater coil.
- In full A/C mode, air bypasses heater core resulting in less restriction and increased airflow.
- Servo blend air door for instant temperature adjustment.
- Infinite dash/floor air blend.
- Infinite defrost / floor air blend with dedicated defrost.
- Variable speed blower motor.
- Positive shut off solenoid-operated heater control valve in max A/C mode.
- Multiple control panel options.

Notice the unique shape of the Gen IV Magnum allows fitments in vehicles with higher transmission tunnels and stepped firewalls, such as cars of the '50s and later.



**Gen IV Magnum Mock-Up Unit**



**671450**  
 Gen IV Magnum unit light weight mock-up shell makes positioning easier. Comes with jack nuts in place and brackets as shown.

**TOTALLY COOLED GALLERY**

Vintage Air has pioneered air conditioning applications in some of the most unusual and exotic vehicles ever built. This Steve Moal built sports car, the "Gatto" incorporates a Gen IV Magnum system into the beautifully designed interior.





# GEN IV CONTROLS

## Universal Fit Systems

### Base 3-Knob Gen IV Control Panel



**492050** - Super compact, under dash-mount 3-knob control panel delivers valuable control at your fingertips. Individual switches can be removed from pod and mounted directly into your dash for increased design options and flexibility. 5.25" x 1.25".

(Individual rotary switches can be removed from pod and mounted directly into your dash. Custom knob options are shown on Page 57.)

### Upgrade 3-Lever Gen IV ProLine™ Rectangular Panel



Machined aluminum slide control panel with polished bezel and knobs, matte finish mylar face. Available all black anodized satin finish. Panels include mylar face for horizontal and vertical configurations, and our exclusive variable soft-white LED illumination. 4.30" x 2.17" x .875" deep.

**491230** Polished bezel and knobs (shown).

**491231** All black anodized face and knobs.

**Includes Mylar face decals for horizontal or vertical mounting!**

### Upgrade 3-Knob ProLine™ Gen IV ProLine™ Oval Panels



**491214-RVA**

Vertical polished face and knobs.

**491226-RVA**

Vertical anodized face and knobs.



**491210-RUA**

Horizontal polished face and knobs.

**491223-RUA**

Horizontal anodized face and knobs.



Aluminum Knobs  
Are LED Back-Lit!  
Looks Cool!

### Upgrade 3-Lever Gen IV ProLine™ Ellipse Panel



We are pleased to offer this new "Ellipse" panel design for Gen IV systems. Slightly smaller size allows easy positioning in most dash boards or consoles. Available in polished aluminum or black anodized finish. **Soft LED lighting through center knob plus a blue compressor engagement light.** Just 3.5" wide x 1.5" tall.

**491240** Polished finish.

**491241** Black anodized Finish.

**NEW!**



Panel Illuminated  
By Back-Lit  
Center Knob

### Vintage Air Gen IV Control Panel Dashboard Gallery



491210-RUA Gen IV 3-Knob Controls (Installed into a custom console), and 499194 Double Vane Louvers



491223-RUA Gen IV 3-Knob ProLine Panel (black anodized) (Installed into a custom console), and 49356-VUL Black Louvers

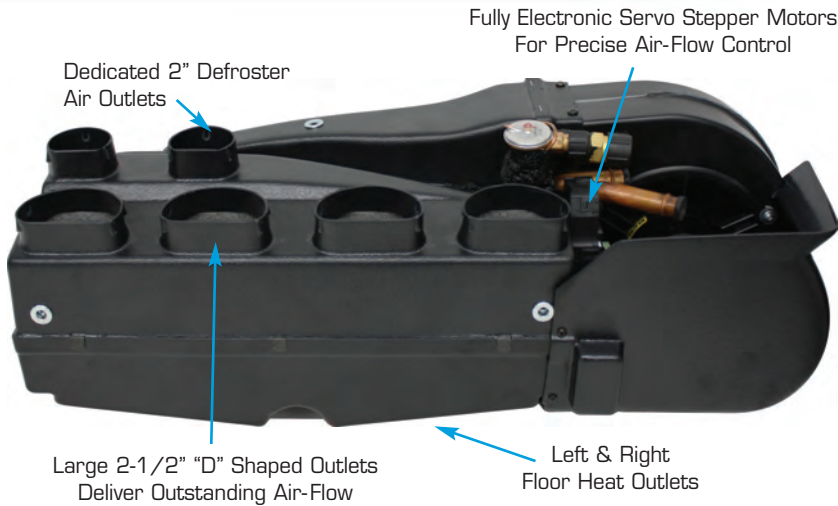
### OUR ANNUAL OPEN HOUSE

Vintage Air has always been an active part of the local hot rodding community. Each year friends from the Texas area look forward to our open house. We host a parking lot full of hot rods and customs, a Nitro Fest, tasty bar-b-que, and a swingin' band! It's a tough job but somebody's got to do it! See more on Page 97.



# GEN II SUPER™

## Universal Fit Systems



**61005-VUX-A** - Gen II Super - Heat & Cool  
**61005-VUZ-A** - Gen II Super - Heat, Cool & Defrost

Amazing performance is achieved with the Gen II Super's "D" shaped air outlets. As an added benefit, you can position all 4 louvers wherever you need them in or under your dash. The Super is an ideal system for larger sedans and wagons. Features true bi-level operation for cooling and heating modes and a more-powerful dedicated dehumidified defroster.

**61005, 68000, 66005 Gen II Systems Include:**

Evaporator unit, mounting brackets, wiring harness, electronic servo heater control valve, duct hoses, drain kit. Defrost kit option includes ducts and hoses.

**Controls** are ordered separately. See page 48.

**Under hood components** such as compressor, brackets, condenser, hose kit, drier, and optional upgrades are ordered separately from other sections in this catalog. See index on page 3.

**Optional Components**

**605004-VUA** - for Gen II Super 180° duct adapter for Super center vent. Turns air flow down for under-dash louver use.

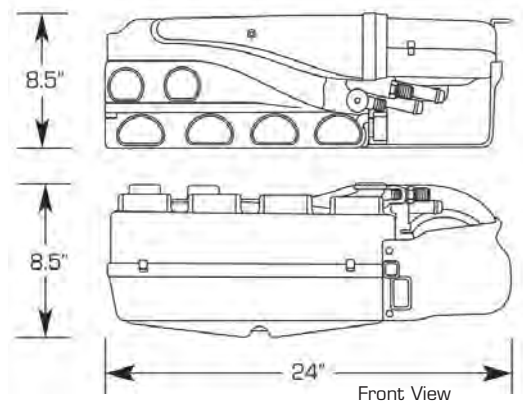
**623013-VUA** - for Gen II Super Smooth diverter duct for Super directs heater air to left side of car when evaporator is mounted to extreme right side. Accepts 2" hose.



**610050-VUA**  
 Gen II Super unit light weight mock-up shell makes positioning easier. Comes with jack nuts in place and brackets as shown.

- Gen II Universal Features:**
- High torque gear-drive servo motors control all airflow doors for increased travel, greater airflow, superior door sealing, and immediate response to control input.
  - No reliance on engine vacuum. Important with high performance engines!
  - Our own engineered heating/cooling coils increase cooling capacity and heating capacity over other conventional designs.
  - CAD designed and virtual modeled evaporator case design allows significant airflow volume increases over conventional designs.
  - Superior air capacity and control of dedicated dehumidified defroster.
  - Blower fan motor is isolated on rubber mounts for quiet running and longer life.
  - Multiple control panel options.
  - Heavy-duty wiring harness with circuit breakers and relays.
  - Servo operated, adjustable heater control valve for variable temp adjustment.

GEN II Super Top View



See page 48 for a complete display of Gen II control panel options.

**MANAGEMENT TEAM**

Mike Martinez is our Production Manager. He has served well in many positions of responsibility over his 23 years with Vintage Air. Cross-training for all areas is a part of assuring that each of our managers understands the challenges of total quality manufacturing. Mike splits his driving between his '56 Chevy and an Arlen Ness Harley!



# GEN II COMPAC™ & MINI™

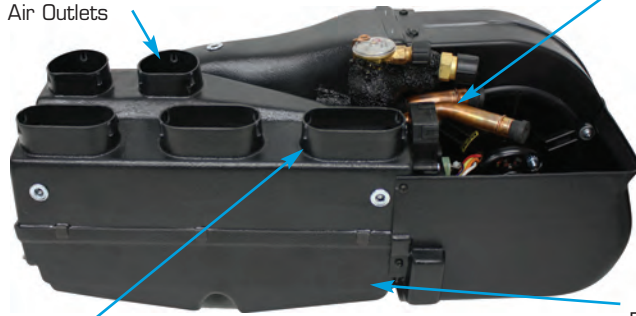
## Universal Fit Systems



Dedicated 2" Defroster Air Outlets

Fully Electronic Servo Stepper Motors For Precise Airflow Control

Large 2-1/2" Outlets For Optimum Airflow



Dedicated 2" Defroster Air Outlets

Patents Pending



Large 2-1/2" Outlets For Optimum Air Flow

Left & Right Floor Heat Outlets

**68000-VUX-A** - Gen II ComPac - Heat & Cool

**66005-VUX-A** - Gen II Mini - Heat & Cool

**68000-VUZ-A** - Gen II ComPac - Heat, Cool & Defrost

**66005-VUZ-A** - Gen II Mini - Heat, Cool & Defrost

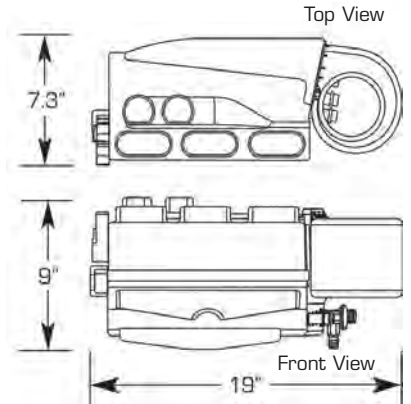
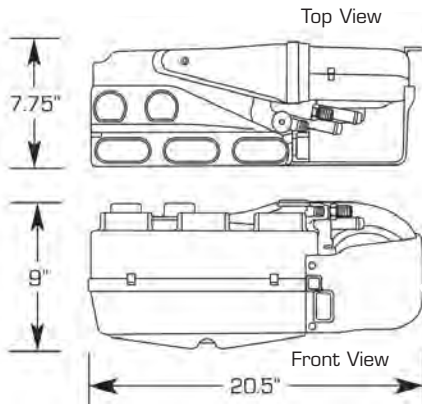
Our proven Gen II servo motor control technology makes this mid-sized package work better than many other's full-size systems! Three outlet vents allow you to position your louvers wherever you need them. The Gen II ComPac is an ideal system for coupes, classic trucks and smaller sedans.

Gen II technology is even incorporated into our smallest full feature heat & cool system. Exclusive CAD designed case delivers surprising capacity in an easy to fit package. The Gen II Mini is an ideal system for early model trucks and smaller hot rods.

### GEN II ComPac

Controls are ordered separately. See page 48.

### GEN II Mini



### Optional Components

#### 60500-VUA

for Gen II ComPac & Mini 180° duct adapter for center vent. Turns air flow down for under-dash louver use.

**623000-VUA** for Gen II ComPac & Mini smooth diverter duct directs heater air to left side of car when evaporator is mounted to extreme right side. Accepts 2" hose.

**623010-VUA** for Gen II ComPac & Mini duct extension.



Gen II ComPac Mock-Up Unit



Gen II Mini Mock-Up Unit

**680000-VUA** Gen II ComPac

**660050-VUA** Gen II Mini

Gen II unit light weight mock-up shells make positioning easier. Comes with jack nuts in place and brackets as shown.

## TOTALLY COOLED GALLERY

Our friend, the late Pete Chapouris, built the California Kid coupe which was the featured star of a TV movie by the same name starring Martin Sheen. It has the classic hot rod look with the best Pete&Jake's chassis updates of the present, and a complete Vintage Air system that is still working like new!



# GEN II CONTROLS

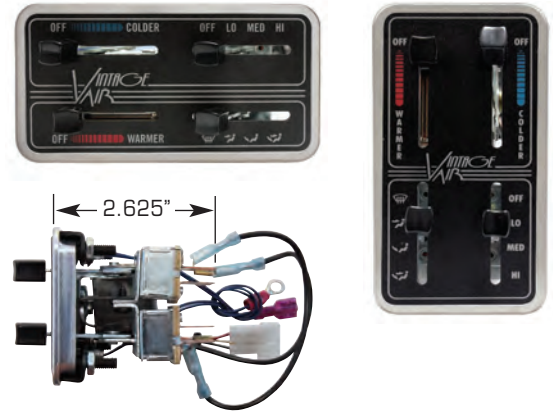
## Gen II Universal Systems

### Base Model 4-Lever Gen II Controls

The Gen II delivers infinite louver air temperature regulation and bi-level operation of A/C and heat. This standard machined panel with a mylar face operates our exclusive servo actuated heater valve which allows the introduction of small amounts of heat to regulate air temperature. Simple plug-in connections, no vacuum lines, and fewer wires to route.

**49110-SHQ** - 4-Lever Fingertip Panel.  
4.63" wide x 2.44" tall x 2.625" deep. Internally lighted.

**49110-SVQ** - 4-Lever Vertical Fingertip Panel 2.44" wide x 4.63" tall x 2.625" deep. Internally lighted.



**49110-SHQ** 4-Lever Fingertip Panel side view

### Base Model Rotary Knob Gen II Controls

The same control functions as our well-known slider panels, but these use rotary knobs to control all functions. These control switches can be used directly in your dash without the pods for a true custom look.



**49205-RHA** - Gen II 4-Knob Under Dash Pod With Louver (For Gen II systems with servo heater valve). 1.2" wide x 2.375" tall x 2.625" deep.



**49200-RHA** - Gen II 4-Knob Under Dash Pod, (For Gen II systems with servo heater valve). 7.125" wide x 1.875" tall x 2.625" deep.

## Upgrade Gen II Panels

### Gen II Machined Face Panels

Aluminum slide control panels put just-right temperatures at your fingertips. Available in horizontal or vertical design. Internally lighted.

**48103-SHQ** - 4-Lever Machined Horizontal Panel. 4.69" wide x 2.5" tall x 2.625" deep.

**48102-SVQ** - 4-Lever Machined Vertical Panel. 2.5" wide x 4.69" tall x 2.625" deep.



### Gen II Streamline™ Oval Panels

This Gen II control panel features same styling and dimensions as the original Vintage Air design! Engraved, polished or black anodized panel. Internally lighted through the soft-glow aluminum knobs. 5.5" wide x 2.5" tall x 2.625" deep.

**48104-RHQ** - Streamline Gen II ProLine Panel, All Polished. (Center)

**481005** - Streamline Gen II ProLine Panel, Black Anodized. Machined Accents. (Right)

**481006** - Streamline Phantom Black Gen II ProLine Panel. All Black Anodized. (Far right)



### 4-Knob Gen II Streamline™ Panels

Our latest Streamline design fits in very compact dashes or console positions. Controls all functions of any Gen II system. Engraved aluminum panel is available in fully polished or black anodized finish. Internally lighted though the soft glow aluminum knobs.

**491200-RUA** - 4-Knob Streamline Panel Polished Face and Knobs. 5.318" wide x 1" tall x 2.625" deep.

**491229** - 4-Knob Streamline Panel Black Anodized Face and Knobs. 5.318" wide x 1" tall x 2.625" deep.



## FACTORY TOUR

Our receiving department monitors all incoming materials and current inventory so that all components conform to ISO:9001 standards. (L to R) Andrew Boenisch, David Limon, and Joe Gutierrez, inspect all incoming materials and makes sure the parts get distributed to the correct departments throughout our manufacturing facility.







# SPECIAL APPLICATIONS

## Vacuum Universal Systems

### Vacuum Control Systems

Come complete with:

- Evaporator
- Rotary Control Pod with Wiring Harness
- Mounting Brackets
- A/C Duct Hose
- Drain Kit
- Heater Control Valve
- Defrost Option Includes Hoses and Ducts

### Upgrade To ProLine Control Panels

For these Vintage Air vacuum type systems.

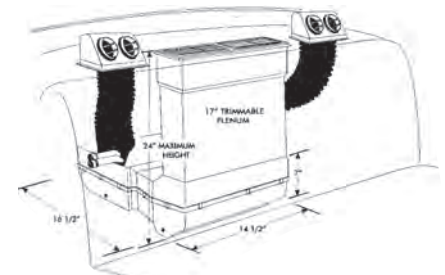


**49500-VSQ**  
Streamline ProLine Panel 5.5" wide x 2.5" tall. Back-lighted knobs.



**49120-VUG**  
Brushed aluminum ProLine Panel. Internally lighted. 4.5" wide x 2" tall.

Add electronic servo heater valve to any system. See Page 86



### ShortPac System

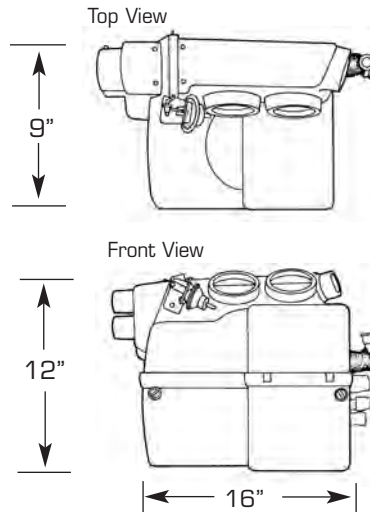
Included With Kit

**05000-VUX-A** - Vacuum ShortPac - Heat & Cool

**05000-VUZ-A** - Vacuum ShortPac - Heat, Cool & Defrost

### FITS WHERE OTHER SYSTEMS WON'T

The ShortPac's exclusive cube shaped evaporator allows installation of air conditioning where a conventional horizontal evaporator will not fit.



### Trunk Mount System



Included With Kit



**63200-VUY-A** - Cool Only  
**63200-VUX-A** - Heat & Cool

### ANOTHER UNIQUE SOLUTION

When under-dash space is limited, this unit is for you. Installs easily and features four full-flow flex hoses with louvers to deliver cool air where you need it. Case is 12" deep.



### Vacuum Storage Tank Recommended

Allows continuous supply of vacuum for various functions. Built-in mounting brackets. Molded black plastic. **31200-VUS** Tank 5" Dia.

### Monster Trunk System

**685000-VUY** - Cool Only

### BIG POWER OUT BACK!

This trunk-mounted system delivers more volume than our standard trunk system and is great for larger cars. Molded dual louvers mount to back seat package tray. Switch pod mounts under the dash. May be used as part of a dual air system too.



Included With Kit

### ENGINEERING MANAGEMENT

VP Of Manufacturing and Engineering, Ryan Zwicker, was instrumental in the development of the new Vintage Air GEN IV technology. Having in-house mechanical and electrical engineering allows us to continually improve our current products and to explore the future of performance air conditioning like no other company can!



# UNDER DASH SYSTEMS

## Universal Systems

### The Real Steel Mark IV Is Back!

Vintage Air has created an exact reproduction of the most popular under dash air conditioner ever made. The Mark IV features an all steel case built from the original tooling. The timeless look of chrome and real steel combined with Vintage Air's proven performance makes the new Mark IV a great choice for your period-perfect ride. Includes mounting brackets and drain line.

**672001-VHY** - Mark IV - Cool-Only System.



**All Steel Case!  
Original Mark IV Tooling!**



### NEW! - Heritage Under Dash Systems

Our all new, award winning, under-dash A/C systems were designed to deliver Vintage Air's proven performance while complementing almost every style of classic car or truck. These units are available in heat and cool, or cool-only configurations and feature high-output blower fans and an electronic servo heater valve on heat & cool units.

The Heritage is designed in a classic style that is perfect for customs, hot rods and classics. The four face material choices are: Real brushed aluminum, Mother of pearl nitrocellulose, Real engine-turned aluminum, and Black anodized, engine turned aluminum. The case is precision injection-molded for light weight and compact fitment. Just 16.25" wide x 5.25" Tall x 12" deep.

Engine compressor and alternator brackets are available for most popular American V8 and 6 engines.

■ **2015 SEMA Best New Product Award**

■ **Three 2015 Global Media Awards**



**674003** - Cool Only - Brushed Aluminum Face

**674013** - Heat & Cool - Brushed Aluminum Face



**674001** - Cool Only - Mother Of Pearl Face

**674011** - Heat & Cool - Mother Of Pearl Face



**674002** - Cool Only - Engine Turned Aluminum Face

**674012** - Heat & Cool - Engine Turned Aluminum Face



**674005** - Cool Only - Black Anodized Engine Turned Aluminum Face

**674014** - Heat & Cool - Black Anodized Engine Turned Aluminum Face

### TOTALLY COOLED GALLERY

Automotive photographer Josh Mishler built this big red Buick to cruise the country in style. You may be surprised to learn that this big sedan is cooled by one of our exclusive Mark IV under dash systems shown at the top of this page. Simple installation and real steel construction make the Mark IV a great choice for mild customs and classic trucks.



# UNDER DASH & HEATING SYSTEMS

## Universal Systems

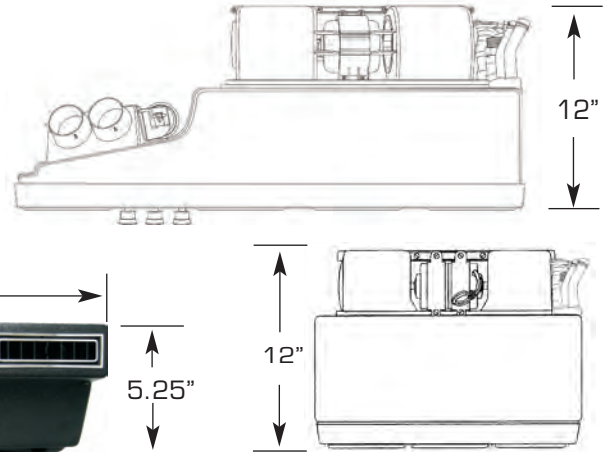
**Slimline Systems** - All new evaporator coil configurations! This new and improved coil design moves the heater lines to the passenger side along with the A/C lines for easier installation. These value priced systems have been engineered to provide excellent cooling capacity and air delivery in a compact under dash package. Both units feature built-in controls and louvers.

- 11301-VUY-A** - Cool Only (passenger side fittings)
- 11301-VUX-A** - Heat & Cool (passenger side fittings)
- 11300-VUZ-A** - Heat, Cool, Defrost

- 11401-VUY-A** - Cool Only (passenger side side fittings), with black louvers
- 11401-VUX-A** - Heat & Cool (passenger side side fittings), with black louvers
- 11400-VUZ-A** - Heat, Cool, Defrost, with black louvers



**New Evaporator Coil Configuration!**  
Both Heat And A/C Lines Now Located On Passenger Side For Easier Installation.



### Mini Slimline System

A simple solution to A/C installation. This system has been engineered to provide great cooling capacity and air delivery in a smaller vehicle cab.

- 10301-VUY-A** - Cool only, (passenger side fittings)
- 10301-VUX-A** - Heat & Cool, (passenger side fittings)

- 10401-VUY-A** - Cool only, (passenger side fittings), with black louvers
- 10401-VUX-A** - Heat & Cool, (passenger side fittings), with black louvers



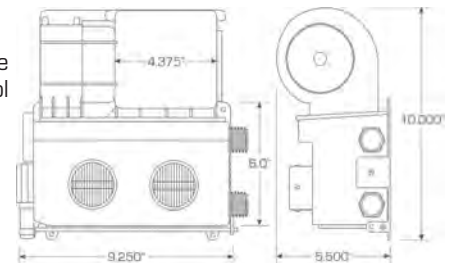
**CONTROLS** Uses standard under dash control pod.

### Gen II Heater

**506101** - Heater with defrost and servo door control

New design provides superior performance from servo motor-controlled air door, improved case design and our exclusive electronic servo-actuated heater control valve. New 3-knob control operates temp, fan speed and heat/defrost balance. Includes universal defrost ducts.

- Also may be used with optional dash louvers **49344-VUL** (all black) or **49044-VUL** (chrome ball).
- For a custom look use our ProLine Aluminum 3-knob controls. **491610** (polished) or **491613** (black anodized). 4.125" x 1.25" x 1.00" deep



### ComPac Heater

**50515-VUH** - Compac Heater A simple, reliable, heat source.



## TOTALLY COOLED GALLERY

Moal Coachbuilders have become an icon in hand built, one-off customs and rods. Combining European racecar styling and the finest metal work anywhere, their cars have been featured in shows from Pebble Beach to Amilia Island. The roadster features a Vintage Air heater for cool weather cruising.



# LOUVERS

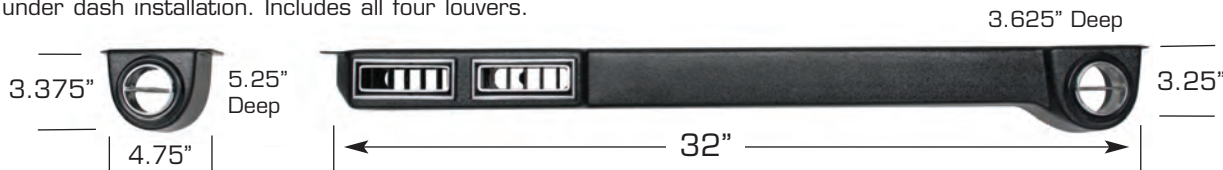
## Under Dash Panels With Louvers

These Pods  
Include Louvers



### Universal Under Dash Louver Panel

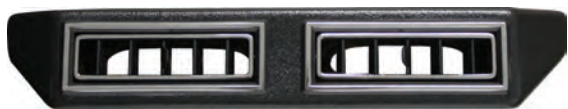
**492000-VUA** - 2-piece louver set works well with any flat under dash installation. Includes all four louvers.



**49059-VUL**  
Under dash louver for 2.5" hose.  
**49359-VUL**  
(All Black)



**49050-VUL**  
Under dash louver for 2.5" hose.  
**49350-VUL**  
(All Black)



**63016-VUL**  
Double louver assembly 11.375" x 2.5". For 2.5" hose.  
**63316-VUL** (All black)

**63017-VUL**  
Double louver assembly 11.375" x 2.5". For 2" hose.  
**63317-VUL** (All black)

**630190**  
Double louver assembly 11.375" x 2.5". With Single 2.5" Hose inlet.  
**633190** (All black)



**49051-VUL**  
Left kick panel louver for 2.5" hose.

**49361-VUL**  
(All black) for 2.5" hose.

**49251-VUL**  
Left kick panel louver for 3" hose.

**49151-VUL**  
Right kick panel louver for 2.5" hose.

**49351-VUL**  
(All black) for 2.5" hose.

**49252-VUL**  
Right kick panel louver for 3" hose.

### Under Dash Control & Louver Panels

**492008** - Clean and easy panel system for '32 Ford-style dash applications. Contour molded control panel mounts center louver and 4-knob Gen II rotary controls into a single neat package. Rotary switches and louver included. Standard textured finish.



### Under Dash Center Louver Panels

Application-specific under dash center louver and housing panels for use with in-dash controls. Louver included.



**49132-VFL**  
1928-32 Ford

**49332-VFL**  
(All black)



**49137-VFL**  
1937 Ford and 1930-35 Chevy

**49337-VFL**  
(All black)



**49134-VFL**  
1933-34 Ford

**49334-VFL**  
(All black)



**49135-VFL**  
1935-36 Ford

**49335-VFL**  
(All black)



**49100-VFL**  
Flat Universal

**49300-VFL**  
(All black)

**Note: Standard Louvers Come With Chrome Trim Accents Unless Noted As (All Black)**



### FACTORY TOUR

Gen IV Assembly team (L-R) Jesse Sosa-Department Lead, Ramon De La Torre, Steven Bohan, Francisco Dominguez, Ventura Trevino, Genaro Simbulan, Javier Fuentes, Jerry Sisneroz and Carmen Medina-Sanchez, build the many Gen IV Evaporator sub cases that go out to customers every day.

**Note: Standard Louvers Come With Chrome Trim Accents Unless Noted As (All Black)**

# LOUVERS

## Under Dash Louvers / Standard Series Louvers

### Universal Under Dash Louver Panel



- 49054-VUL**  
Under dash pod with louver. For 2.5" hose.
- 49354-VUL**  
Under dash pod with louver. (All black).
- 49154-VUL**  
Under dash pod with all chrome louver.
- 49051-VUI**  
Under dash louver pod only. Punched 2.5" hole for louvers with up to 2.875" outside diameter.

### Universal Kick Panel Louver Panel



- 490500**  
Through kick-panel louver pod. Pod mounts through the back side of kick panel. (Sold individually).  
Includes **49053-VUL** louver and installation template.

### Universal Under Dash Louver Panels



- 472213**  
Control panel and 2.5" holes for 2.5" ball louver under dash pod. Space for 3- or 4-knob controls (not included), 12" x 3" Standard textured finish.



- 47210-SHA**  
Gen II under dash pod w/louver for 4- Lever Gen II system controls using our servo heater control valve. Standard textured finish.



- 472030-PFE**  
'32 Ford Gen II under dash bare pod. Stamped for 49063-VUG louver and 491200-RUA controls (not included). Standard textured finish.



- 47211-SHA**  
Gen II under dash pod for 4-lever panel (For Gen II systems with servo heater valve). Standard textured finish.

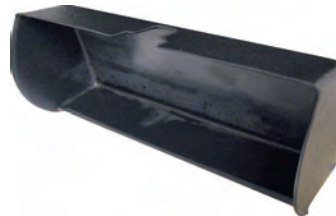
### Custom 1940 Ford Ashtray Louver



- 49040-VUL**  
Replaces stock '40 Ford ashtrays. Pair, for 2.5" duct hose. 2.2" Wide x 2.35" Tall



For illustration only. '40 Ford dash not included.



- 49111-VUI**  
'40 Ford shallow replacement glove box. ABS plastic. Allows additional room for A/C system and hoses. 2.25" deep.

### Flex Hose Stock & Hose Adapters

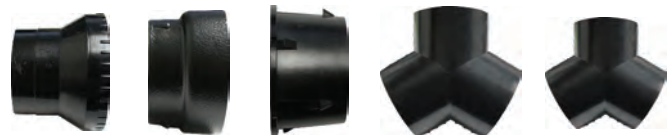


#### By The Foot & Bulk

Sold in fully stretched measurements.

- 06200-VUE** - 2" Duct hose (by the foot)
- 06250-VUE** - 2.5" Duct hose (by the foot)
- 06300-VUE** - 3" Duct hose (by the foot)

- 317105** - 2" Duct hose
- 317110** - 2" Duct hose
- 318005** - 2.5" Duct hose
- 318010** - 2.5" Duct hose



#### Hose Adapters (Left to right)

- 62415-VUE** - 2" to 2.5" hose adapter
- 49870-VCI** - 2.5" to 3" hose adapter
- 62419-VUE** - 2" glue-on hose adapter
- 49592-VUI** - 2.5" Y connector
- 495920** - 2" Y connector

### MARKETING TEAM

*Cory Cheever is our Marketing Communications Specialist. His love of cars began at a young age growing up in his dad's shop working on Hot Rods and Muscle cars. His passion for cars has brought him to Vintage Air to share his Graphic design and Marketing skills. When he's not working, he enjoys going to car shows and creating automotive art in his home studio.*



# LOUVERS

## Standard Series Louvers

**NOTE:** All louvers are sold individually.



### Standard Series Through Dash Louvers



**49066-VUL**  
90° angle flow louvers. 3.88" x 1.57".  
With chrome trim.

**49366-VUL**  
(All black)



**49067-VUL**  
90° angle flow louvers. 4.75" x 1.57".  
With chrome trim.

**49367-VUL**  
(All black)



**49052-VUL**  
For 2.5" hose. 5.25" x 2.5".  
With chrome trim.

**49352-VUL**  
(All black)



**49327-VUL**  
For 2.5" hose. 3.875" x 2".  
(All black).



**49057-VUL**  
For 2.5" hose. 4.75" x 1.562".  
With chrome trim.

**49325-VUL**  
(All black)



**49056-VUL**  
For 2.5" hose. 3.875" x 1.562".  
With chrome trim.

**49356-VUL**  
(All black)

**49156-VUL**  
For 2" hose. 3.875" x 1.562".  
With chrome trim.

**49326-VUL**  
(All black)

**Note: Standard Louvers Come With Chrome Trim Accents Unless Noted As (All Black)**



**490535**  
Double Vane louver. (All chrome).  
Thru-dash mount. 2.70" bezel diameter.  
For 2.5" hose.



**490538**  
Tri-Bar louver. (All chrome).  
Thru-dash mount. 2.70" bezel diameter.  
For 2.5" hose.



**499194**  
Adjustable Double Vane louver.  
Chrome bezel. Thru-dash mount.  
2.70" diameter.

**499193**  
(All black)  
Note: Louvers open, close & rotate 360°



Thru-dash mount. 2.70" bezel diameter. For 2.5" hose.

**49053-VUL**  
Chrome ball/black bezel

**49353-VUL**  
(All black).

**49153-VUL**  
(All chrome).

**49049-VUL**  
Chrome ball/black bezel  
For 3" hose.



**499195**  
SlimLine adjustable double vane louver.  
Thru-dash mount. 3" bezel diameter.  
Note: Louvers open, close & rotate 360°  
(All black)

**Note: Requires 2.625" hole size.**



**Professional Quality  
Roto Broach Hole Saw  
421002**

The right way to cut louver mounting holes in metals, plastics, or wood trim. Includes pilot and arbor. 2.5" diameter, 3/8" drill shank size.

**Note: All round louvers require 2.5" hole unless otherwise noted.**

### CUSTOMER SERVICE TEAM

Our sales team members, like most all of the Vintage Air crew, are long-time car guys and are ready to help you choose the right system for your project. (Back row L-R) Aarron Russell, Art Cavazos, Chris Valerio, National Sales Manager-Wayne Potter, Ronnie Palacios, Jason Martinez and Tony Banuelos. (Front Row L-R) Ken Edelstein, Javier Martinez, Andy Draper and Roy Arreguin.



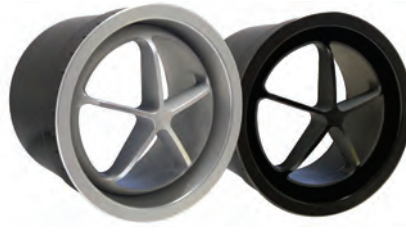
**NOTE:** All louvers are sold individually.

**Note:** All round louvers require 2.5" hole unless otherwise noted.

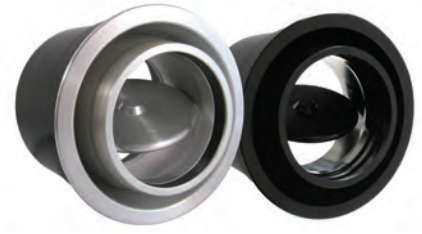
[See More ProLine](#) ▶



**ProLine Penta Louvers**  
**499120** - Clear Anodized Louver.  
**499121** - Black Anodized Louver.(2.73" Bezel diameter)



**ProLine LoPro Penta Louvers**  
**499160** - Clear Anodized Louver.  
**499161** - Black Anodized Louver.(2.73" Bezel diameter)



**ProLine Rotary Vane Louvers**  
**499119** - Clear Anodized Louver.  
**499112** - Black Anodized Louver.(2.73" Bezel diameter)  
**Barrel Rotates To Open & Close**



**ProLine Trident Louvers**  
**499124** - Clear Anodized Louver.  
**499125** - Black Anodized Louver.(2.73" Bezel diameter)

**NEW!**



**ProLine Continental Louvers**  
**499255** - Clear Anodized Louver.  
**499256** - Black Anodized Louver.(2.875" Bezel diameter)

**NEW!**



**ProLine GT-3 Louvers**  
**499257** - Clear Anodized Louver.  
**499258** - Black Anodized Louver.(2.73" Bezel diameter)



**ProLine Challenger Slider Series Louvers**  
**499178** - Clear Anodized Louver.  
**499179** - Black Anodized Louver.(2.73" Bezel diameter)



**ProLine Trident Slider Series Louvers**  
**499184** - Clear Anodized Louver.  
**499185** - Black Anodized Louver.(2.73" Bezel diameter)



**ProLine Penta Slider Series Louvers**  
**499176** - Clear Anodized Louver.  
**499177** - Black Anodized Louver.(2.73" Bezel diameter)

**All Slider Series Louvers Open & Close With Push/Pull Action**



**ProLine Seven Slider Series Louvers**  
**499180** - Clear Anodized Louver.  
**499181** - Black Anodized Louver.(2.73" Bezel diameter)



**ProLine Twist Slider Series Louvers**  
**499182** - Clear Anodized Louver.  
**499183** - Black Anodized Louver.(2.73" Bezel diameter)



**ProLine Sol Slider Series Louvers**  
**499174** - Clear Anodized Louver.  
**499175** - Black Anodized Louver.(2.73" Bezel diameter)

## FACTORY TOUR

As our systems become increasingly controlled by our own electronic technology designs, our Electronics Technicians Armin Osterheld and Lydia Villareal assure precise function and reliability by continually testing the ever-expanding number of electronic components in all of our products.



# LOUVERS

## ProLine Series Upgrade Louvers

NEW DESIGNS!  
**ProLine Series**  
 Upgrade Louvers

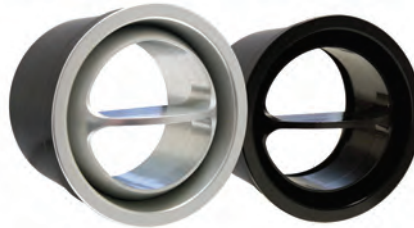
**NOTE:** All louvers are sold individually.

**Note:** All round louvers require 2.5" hole unless otherwise noted.



**Slyder Series Louvers**  
**499215**

Clear Anodized Louver.  
**499216**  
 Black Anodized Louver  
 (2.73" Bezel diameter)



**ProLine Planar Louvers**  
**499210**

Clear Anodized Louver.  
**499211**  
 Black Anodized Louver.  
 (2.73" Bezel diameter)

ProLine Series  
 Upgrade Louvers



**ProLine Venturi Louvers**  
**49212-VUQ**

All Aluminum Machined  
 Bezel And Ball.  
 (2.875" Bezel diameter)



**ProLine StreamLine Round Louvers**  
 Injection Molded Inner Ball.

**49054-VUQ**  
 Polished Aluminum Bezel.  
**490541**  
 Black Anodized Aluminum Bezel.  
 (2.73" Bezel diameter)



**ProLine Round Louvers**  
**49053-VUQ**

Black Injection Molded Ball  
 With Machined Aluminum  
 Bezel.  
 (2.901" Bezel diameter)



**ProLine Saturn Planar Louvers**  
**499164**

Clear Anodized Louver.  
**499165**  
 Black Anodized Louver.  
**499159**  
 Black Anodized Ball With  
 Polished Bezel.  
 (2.73" Bezel diameter)



**ProLine Oval Louvers**  
**491902**

Chrome Plated  
 Die Cast Housing With  
 Injection Molded  
 Directional Vanes.  
 (4.00" x 1.60" Face size)



**49058-VUQ**

Rectangle louver  
 with billet trim.  
 (4.25" x 2" Face size)



**49062-VUQ**

Streamline louver. Polished aluminum trim.  
 (4" x 1.75" Face size)

**490621**

Black anodized trim with black vanes (shown).



**49063-VUQ**

Streamline louver. Polished aluminum  
 trim (shown). (4.875" x 1.75" Face size)

**490622**

Black anodized trim with black vanes.



**494150**

90 Degree louver  
 duct for louvers  
**49063-VUQ** or  
**490622** (at left).  
 3.00" x 3.00"



**49202-VUQ**

Brushed aluminum rectangle louver.  
 (6"x 1.25" Face size)



**49203-VUQ**

Brushed aluminum rectangle louver.  
 (4"x 1.25" Face size)



### THE LEGEND ROLLS ON!

Long time Vintage Air friend and hot rodding icon, Tom Medley (a.k.a Stroker McGurk) experienced a devastating garage fire. His beloved '40 Ford was thought a total loss. But with the help of individual donations and Tom's many hot rod industry friends, Randy Clark and his team at Hot Rods & Custom Stuff got Stroker's '40 back on the road again! Sadly, Tom Stroker McGurk left us and will be missed by all. Tom's '40 is now in the care of Jack Chishhall.





# SYSTEM ACCESSORIES

## Upgrades And Parts

### Defrost Ducts & Trim



#### 63100-VUQ

Defrost duct trim. Machined aluminum (Pair)  
6.5" x 0.625". Fits only 633810-VUA below.

#### 49161-LHA

Defrost duct trim. Paintable molded plastic (Pair)  
6.5" x 0.625". Fits only 633810-VUA below.

Standard with Gen II kits



#### 633810-VUA

Injection molded universal defrost ducts with  
dual mounting options and integrated air  
diverters. For 2" hose. (Pair) 6.25" x 2.75" deep.



#### 63380-VCE

Compact universal defrost ducts. (Pair)  
6.5" x 2.5".



#### 63375-VUE

Universal defrost ducts. (Pair) 6.5" x 3.25" x 4.5" deep.

Standard with Gen IV kits



#### 634074-PMA

Mopar and universal defrost ducts.  
For 2" hose. (Pair) 12.25" x 1.75" x 2.125" deep.

### Rotary Control Panel Mode Decals

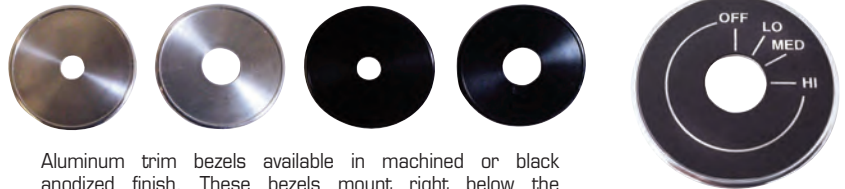


#### Mode Decals

- 20559-VUP** Mode decal (L to R)
- 20558-VUP** Fan decal.
- 20572-VUP** Heat decal.
- 20571-VUP** Temp decal.
- 20570-VUP** Air Flow Selector decal.

- 484003** Gen II Heat decal.
- 205550** Gen IV Fan decal.
- 205551** Gen IV Mode decal.
- 205552** Gen IV Temp decal.

### Accent Bezels For Rotary Switches



Aluminum trim bezels available in machined or black  
anodized finish. These bezels mount right below the  
"Mode decals" for a custom look. 1.5" outside diameter.

- 484177** - Machined, large 7/16" hole.
- 484178** - Machined, small .266" hole.
- 484179** - Black anodized, large 7/16" hole.
- 484180** - Black anodized, small .266" hole.

Shown With Sample  
Mode Decal Installed

### Rotary & Slide Control Panel Knobs



- 49300-VUQ** - Round aluminum knob (left to right).
- 49457-VUI** - Round standard knob.
- 49219-VUI** - Round standard knob for heater  
potentiometer w/set screw.
- 491006-KUR** - Standard slider knob for Gen II heater control.
- 49455-VUI** - ProLine panel black slider knobs.
- 49301-VUI** - ProLine panel chrome knobs.
- 492007** - Gen II StreamLine heater slide knob.
- 497003** - ProLine fluted aluminum knob with set screw.  
(Must be reamed to fit Gen II switches).
- 497008** - 1950s Chevy-style knob.
- 494553** - Mark IV Under Dash Knob.

### Upgrade Custom Rotary Switch Knobs



#### StreamLine Knobs

- 49302-VUQ** StreamLine knob, plain.
- 49303-VUQ** StreamLine fan knob (F).
- 49304-VUQ** StreamLine mode knob (M).
- 49305-VUQ** StreamLine temp knob (T).

#### Pearl Bullet Knobs

- 48700-RUK** Red pearl bullet knob.
- 48701-RUK** Blue pearl bullet knob.
- 48702-RUK** Green pearl bullet knob.
- 48703-RUK** Gold pearl bullet knob.

## TOTALLY COOLED GALLERY

Cadzzilla is probably the most recognizable custom in history. Designed by former Ford stylist Larry Erickson and Jack Chisenhall, Cadzzilla was built by Boyd Coddington's shop for blues legend Billy F. Gibbons. The Vintage Air climate control system continues to keep the big caddy cool and comfortable today.

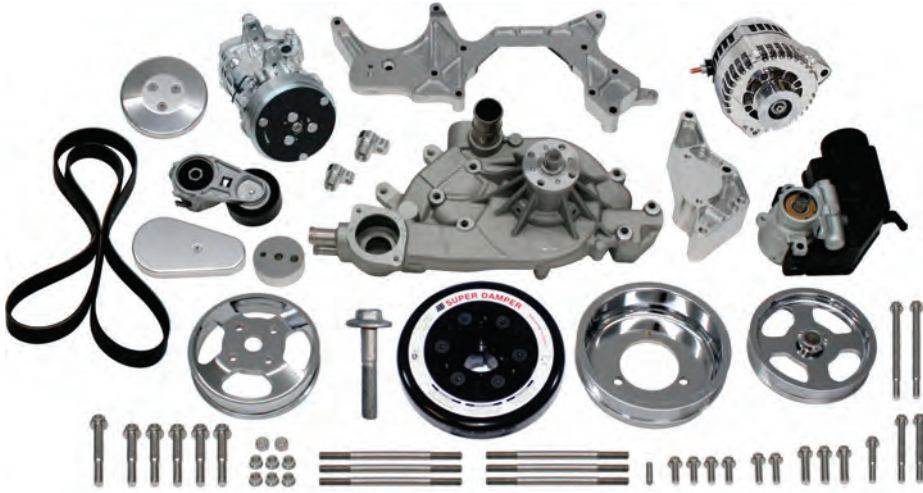


# FRONT RUNNER

The Original All-In-One Engine Accessory Drive



174014 LS Drive Shown



***One of the most misunderstood and underappreciated components in any automotive drive train is the engine accessory drive system. The accessory drive system often operates at rotating speeds even higher than the engine's crankshaft. No matter how well-built or powerful your engine may be, the engine accessory drive is its life support system.***



***The Strongest Drive System You Can Buy!***

Back in 1994, we set out to test the performance of our air conditioning systems in the most demanding way we knew. That project was the "Cool 200" Studebaker. The goal was simply to run the long course at Bonneville at over 200 mph AND make all the runs with a standard Vintage Air system delivering reliable, cool comfort the whole time. As it turned out, the air conditioning system was the easy part. Building an engine accessory drive system to survive 1000 horsepower at 249 MPH became the real challenge.

At that time, no off-the-shelf products, including the OEMs, could handle the job. So we first turned to racing component suppliers for advice. NASCAR engines routinely run near that power load and for long, hard miles. But race cars are not usually air conditioned. And free-running water and oil pumps don't produce the kinds of harmonic vibration a cycling air conditioner compressor can introduce into the drive system. We knew we had to engineer our own solution, and that was the birth of the Front Runner engine drive systems.

The performance industry standard has always been to hang the accessories such as alternator, power steering pump and air conditioner compressor from the engine's existing mount holes wherever possible using simple flat steel brackets. These brackets do provide mounting for the components, but often looked less than attractive. In fact, we manufacture steel bracket kits, and they offer a low-cost method of installing the engine drive components. But these conventional brackets can limit the choices of intake systems, exhaust options, and make deck-height machining problematic. And today, the introduction of modern engines such as the GM LS Series and the Ford Coyote modular engines requires an integrated mounting approach.



## MANAGEMENT TEAM

*Troy Koll is our Director Of Operations. Troy assumes overall responsibility for many manufacturing functions to ensure that Vintage Air can accurately manufacture and ship all of the many products and components in a timely and efficient manner.*

# FRONT RUNNER

## The Strongest Drive System Available



We produced the first Front Runner system for testing in 1998. We then installed them into our own hot rods and ran them for thousands of miles from coast to coast, proving our ideas and tweaking them until they were perfect. Only then did we offer them to the public. Over the past 18 years, the Front Runner has proven to be one of our most successful products.

While the term "Front Runner" has been used to describe drive systems offered by other companies, no other system is equal. The Front Runner was engineered from the start for maximum Performance First! These are not appearance or dress-up components. They are the essence of "form following function." Performance First is not just a slogan, it is our whole way of life at Vintage Air!



## FRONT RUNNER™

### Engine Accessory Drive - GM/Chevy LS



**New!**  
**Low Profile LS**

In response to requests for an "Extra Clearance" LS Front Runner system, we now offer our new Low Profile kits. These feature a newly redesigned main truss-type bracket which provides additional space for aftermarket intake systems and larger throttle bodies. This new system includes an Edelbrock water pump with replaceable cartridge and NPT tapped heater hose inlets for increased chassis and suspension clearance flexibility. See page 60 for all the features and details of our Front Runner systems for LS engines.



Additional Clearance For Custom Intake Systems And Larger Throttle Bodies.

#### Bright LS Chevy Low Profile Front Runner™ Drive System

(Machine Finish Bracket with Polished Compressor and Alternator, Chrome Pulleys, Polished Clutch and Tensioner Covers)

**174027** - With Power Steering (includes DSE pump)

#### Bright And Chrome LS Chevy Low Profile Front Runner™ Drive System

(Machine Finish Bracket with Chrome Compressor and Alternator, Chrome Pulleys, Clutch and Tensioner Covers)

**174028** - With Power Steering (includes DSE pump)

#### Black LS Chevy Low Profile Front Runner™ Drive System

(Black Anodized Bracket with Natural Finish Compressor and Alternator, Black Hardcoat Pulleys, Black Anodized Clutch and Tensioner Covers)

**174029** - With Power Steering (includes DSE pump)

#### Black And Chrome LS Chevy Low Profile Front Runner™ Drive System

(Black Anodized Bracket with Chrome Compressor and Alternator, Black Hardcoat Pulleys, Black Anodized Clutch and Tensioner Covers)

**172030** - With Power Steering (includes DSE pump)

See More Applications Next Page ▶

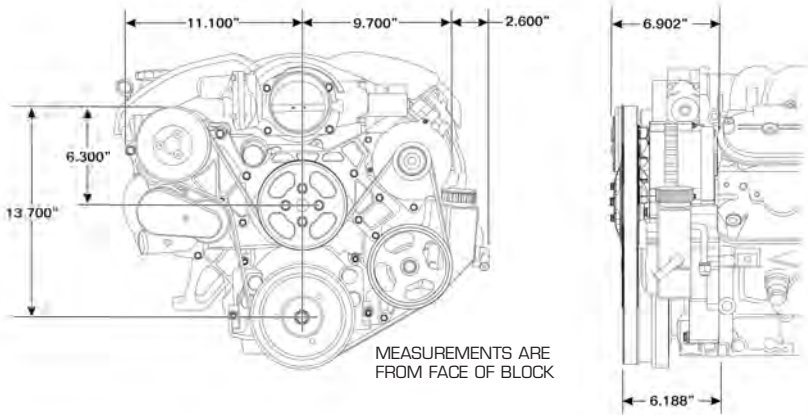
### WHY THE "A COOL 200" PROJECT?

Honest...it was only for research and development. We didn't have any fun at all! Okay, we had fun. But seriously, this car and its achievements, both at Bonneville and driving from L.A. to Detroit, were all about improving our air conditioning systems. The demands from an experiment like the Project 200 Studebaker revealed many advancement opportunities for our products.



# FRONT RUNNER™

## Engine Accessory Drive - GM/Chevy LS



**New! -170 Amp  
Internal Fan  
Alternator Included.  
120 Amps At Idle!**

Bright Finish  
Shown

**NOTE:** 170 amp alternator may interfere with 1997-2004 OEM Driver's side LS1 and LS6 Corvette electronic throttle actuator module.

### NOTES:

1. Chevy Front Runners systems are designed for OEM timing covers only. They will not work with aftermarket timing covers.
2. Some large bore aftermarket throttle bodies may not clear the included water pump.

### GM/Chevy LS Front Runner Drive System Includes:

- Main Truss Mounting Bracket
- ATI Harmonic Balancer
- Power Steering Pump Bracket
- Hi-Perf Aluminum Water Pump
- ARP Polished Stainless Hardware
- Sanden SD-7B10 Compressor With O-Ring Adapter Blocks
- 170 Amp Single Wire "Hairpin" Internal Fan Alternator
- Compressor Clutch Cover
- Tensioner Cover Kit
- Crankshaft Pulley
- Water Pump Pulley
- Power Steering Pump Pulley (With Power Steering Kit)
- Dayco Perf Serpentine Drive Belt
- Dayco OEM Tensioner
- Detroit Speed Aluminum Power Steering Pump With Integral Reservoir



Black Finish  
Shown

Ask our tech reps about Front Runner kits for dry sump LS7 applications.

L92 Spacer Kit. For engines with variable valve timing.

**176005**

See Page 65 For Optional Power Steering Parts, Thermostat Housing, and Front Runner Accessories.

### Bright LS Chevy Front Runner™ Drive System

(Machine Finish Bracket with Polished Compressor and Alternator, Chrome Pulleys, Polished Clutch and Tensioner Covers)

- 174014** - With Power Steering (includes pump)
- 174016** - With Power Steering (less power steering pump)
- 175015** - Non-Power Steering

### Bright And Chrome LS Chevy Front Runner™ Drive System

(Machine Finish Bracket with Chrome Compressor and Alternator, Chrome Pulleys, Clutch and Tensioner Covers)

- 174002** - With Power Steering (includes pump)
- 174003** - With Power Steering (less power steering pump)
- 174006** - Non-Power Steering

### Black LS Chevy Front Runner™ Drive System

(Black Anodized Bracket with Natural Finish Compressor and Alternator, Black Hardcoat Pulleys, Black Anodized Clutch and Tensioner Covers)

- 174011** - With Power Steering (includes pump)
- 174017** - With Power Steering (less power steering pump)
- 175011** - Non-Power Steering

### Black And Chrome LS Chevy Front Runner™ Drive System

(Black Anodized Bracket with Chrome Compressor and Alternator, Black Hardcoat Pulleys, Black Anodized Clutch and Tensioner Covers)

- 172014** - With Power Steering (includes pump)
- 172016** - With Power Steering (less power steering pump)
- 172018** - Non-Power Steering

### Bright LS7 Chevy Front Runner™ Drive System

(Machine Finish Bracket with Polished Compressor and Alternator, Chrome Pulleys, Polished Clutch and Tensioner Covers)

- 174012** - With Power Steering (includes pump)
- 174019** - With Power Steering (less power steering pump)
- 175012** - Non-Power Steering

### Bright And Chrome LS7 Chevy Front Runner™ Drive System

(Machine Finish Bracket with Chrome Compressor and Alternator, Chrome Pulleys, Clutch and Tensioner Covers)

- 174001** - With Power Steering (includes pump)
- 174004** - With Power Steering (less power steering pump)
- 174005** - Non-Power Steering

### Black LS7 Chevy Front Runner™ Drive System

(Black Anodized Bracket with Natural Finish Compressor and Alternator, Black Hardcoat Pulleys, Black Anodized Clutch and Tensioner Covers)

- 174013** - With Power Steering (includes pump)
- 174018** - With Power Steering (less power steering pump)
- 175013** - Non-Power Steering

### Black And Chrome LS7 Chevy Front Runner™ Drive System

(Black Anodized Bracket with Chrome Compressor and Alternator, Black Hardcoat Pulleys, Black Anodized Clutch and Tensioner Covers)

- 172015** - With Power Steering (includes pump)
- 172017** - With Power Steering (less power steering pump)
- 172019** - Non-Power Steering

Front Runner Is A Trade Name Of Vintage Air Inc.

## INDUSTRY RECOGNITION

We built the "Cool 200" project just to prove the durability and performance of our air conditioning systems. We didn't expect all of the enthusiastic support from our hot rod industry friends. We even got some encouragement from the top! Here, Jack meets with legends Wally Parks and Ak Miller. These guys were certainly no strangers to the speed record books.





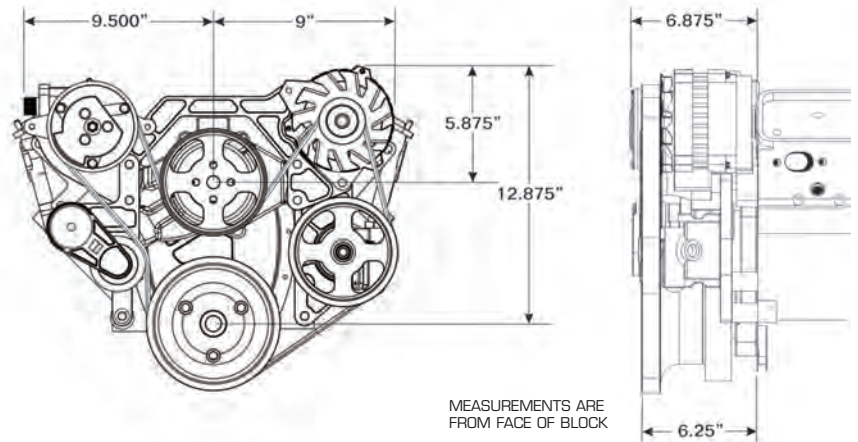
# FRONT RUNNER™

## Engine Accessory Drive - Small Block Chevy

Bright Finish  
Shown



**New! -170 Amp  
Internal Fan  
Alternator Included.  
120 Amps At Idle!**



MEASUREMENTS ARE  
FROM FACE OF BLOCK

**NOTE:** Chevy Front Runners systems are designed for OEM timing covers only. They will not work with aftermarket timing covers.

*The Original High-Performance Engine Drive Systems*

### Small Block Chevy Front Runner Drive System Includes:

- Main Truss Mounting Bracket
- Tensioner Bracket
- Power Steering Bracket (Or Power Steering-Delete Bracket)
- Stewart Hi-Perf Aluminum Water Pump
- ARP Polished Stainless Hardware
- Sanden SD-7B10 Compressor With O-Ring Adapter Blocks
- 170 Amp Single Wire "Hairpin" Internal Fan Alternator
- Compressor Clutch Cover
- Tensioner Cover Kit
- Crankshaft Pulley
- Water Pump Pulley
- Power Steering Pulley (With Power Steering Kit)
- Dayco Perf Serpentine Drive Belt
- Dayco OEM Tensioner
- Detroit Speed Aluminum Power Steering Pump With Integral Reservoir
- Extended 45° Heater Hose Nipple

### Bright Small Block Chevy Front Runner™ Drive System

(Machine Finish Bracket with Polished Compressor and Alternator, Chrome Pulleys, Polished Clutch and Tensioner Covers)

- 174015** - With Power Steering (includes pump)
- 174020-SCA** - With Power Steering (less power steering pump)
- 175020-SCA** - Non-Power Steering

### Bright And Chrome Small Block Chevy Front Runner™ Drive System

(Machine Finish Bracket with Chrome Compressor and Alternator, Chrome Pulleys, Clutch and Tensioner Covers)

- 174021** - With Power Steering (includes pump)
- 174022** - With Power Steering (less power steering pump)
- 174023** - Non-Power Steering

### Black Small Block Chevy Front Runner™ Drive System

(Black Anodized Bracket with Natural Finish Compressor and Alternator, Black Hardcoat Pulleys, Black Anodized Clutch and Tensioner Covers)

- 174008** - With Power Steering (includes pump)
- 174010-SCA** - With Power Steering (less power steering pump)
- 175010-SCA** - Non-Power Steering

### Black And Chrome Small Block Chevy Front Runner™ Drive System

(Black Anodized Bracket with Chrome Compressor and Alternator, Black Hardcoat Pulleys, Black Anodized Clutch and Tensioner Covers)

- 174024** - With Power Steering (includes pump)
- 174025** - With Power Steering (less power steering pump)
- 174026** - Non-Power Steering



Black Anodized  
Finish Shown

### Notes:

1. On Chevy ZZ4, and some other crate engines, composite timing cover must be modified or timing cover may be replaced with steel timing cover (GM part # 10243967 or equivalent) for standard short water pump clearance.
2. Not compatible with any LT1 engine.



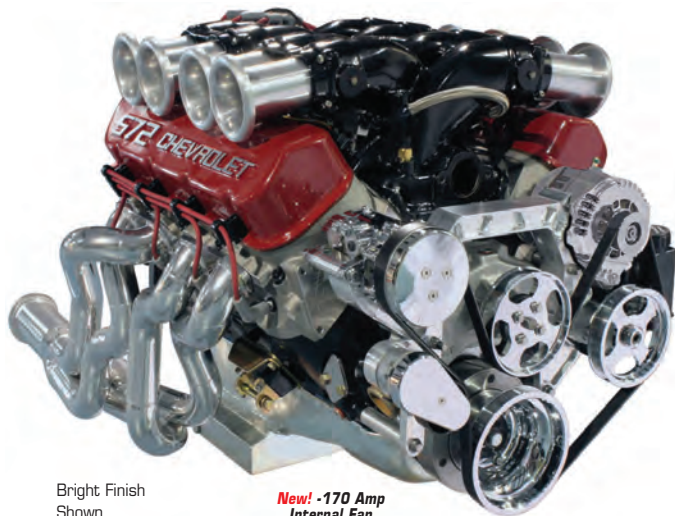
### BUSINESS MANAGEMENT TEAM

Denise Packard is our long time office manager. Denise has extensive experience in banking and business management. She is one of many great folks on the Vintage Air team who are helping us remain the leader in performance air conditioning.



# FRONT RUNNER™

## Engine Accessory Drive - Big Block Chevy



Bright Finish Shown

**New!** -170 Amp Internal Fan Alternator Included. 120 Amps At Idle!

### Big Block Chevy Front Runner Drive System Includes:

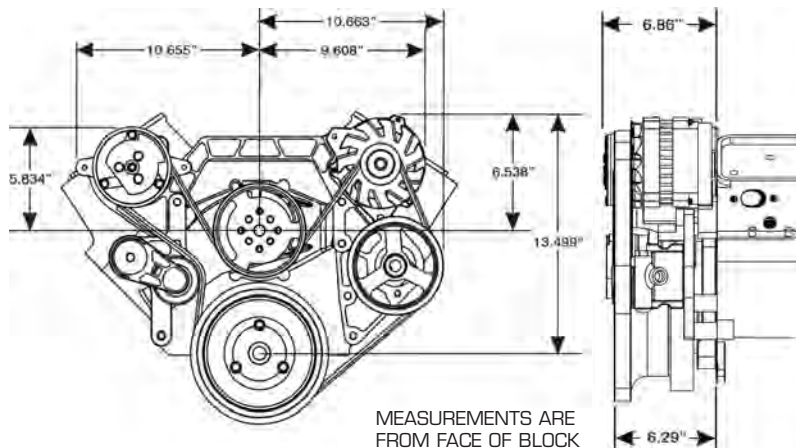
- Main Truss Mounting Bracket
- Tensioner Bracket
- Power Steering Bracket
- Stewart Hi-Perf Aluminum Water Pump
- ARP Polished Stainless Hardware
- Sanden SD-7B10 Compressor With O-Ring Adapter Blocks
- 170 Amp Single Wire "Hairpin" Internal Fan Alternator
- Compressor Clutch Cover
- Tensioner Cover Kit
- Crankshaft Pulley
- Water Pump Pulley
- Power Steering Pulley (With Power Steering Kit)
- Dayco Perf Serpentine Drive Belt
- Dayco OEM Tensioner
- Detroit Speed Aluminum Power Steering Pump With Integral Reservoir
- Stainless Water Pump Bi-pass Hose Nipple

**NOTE:** Chevy Front Runners systems are designed for OEM timing covers only. They will not work with aftermarket timing covers.

### NEW!



OEM-Style Water Pump Bypass Design



MEASUREMENTS ARE FROM FACE OF BLOCK

**New Main Truss design with OEM style water pump bypass and new compressor orientation for more versatile hose routing options.**

#### Bright Big Block Chevy Front Runner™ Drive System

(Machine Finish Bracket with Polished Compressor and Alternator, Chrome Pulleys, Polished Clutch and Tensioner Covers)

- 174058 - With Power Steering (includes pump)
- 174060-BCA - With Power Steering (less power steering pump)
- 175060-BCA - Non-Power Steering

#### Bright And Chrome Big Block Chevy Front Runner™ Drive System

(Machine Finish Bracket with Chrome Compressor and Alternator, Chrome Pulleys, Clutch and Tensioner Covers)

- 172020 - With Power Steering (includes pump)
- 172021 - With Power Steering (less power steering pump)
- 172022 - Non-Power Steering

#### Black Big Block Chevy Front Runner™ Drive System

(Black Anodized Bracket with Natural Finish Compressor and Alternator, Black Hardcoat Pulleys, Black Anodized Clutch and Tensioner Covers)

- 174048 - With Power Steering (includes pump)
- 174050-BCA - With Power Steering (less power steering pump)
- 175050-BCA - Non-Power Steering

#### Black And Chrome Big Block Chevy Front Runner™ Drive System

(Black Anodized Bracket with Chrome Compressor and Alternator, Black Hardcoat Pulleys, Black Anodized Clutch and Tensioner Covers)

- 172023 - With Power Steering (includes pump)
- 172024 - With Power Steering (less power steering pump)
- 172025 - Non-Power Steering

#### Notes:

1. Chevy Front Runners systems are designed for OEM timing covers only. System may not work with some aftermarket timing covers.
2. Some composite timing covers may require modification for standard short water pump included with Front Runner.

Front Runner Is A Trade Name Of Vintage Air Inc.

Front Runner Accessories Page 65

### CUSTOMER SERVICE TEAM

Ronnie Palacios is the Vintage Air Project Vehicle Coordinator as well as a member of our sales team. Being involved in the autobody restoration industry, he has a wealth of automotive knowledge to offer. Ronnie has been building cool cars and trucks for many years. His latest project is this low and clean long-roof '59 Impala.



Windsor  
289  
302  
351

**Patented Design**

U.S. Patent  
#7,194,994B1

# FRONT RUNNER™

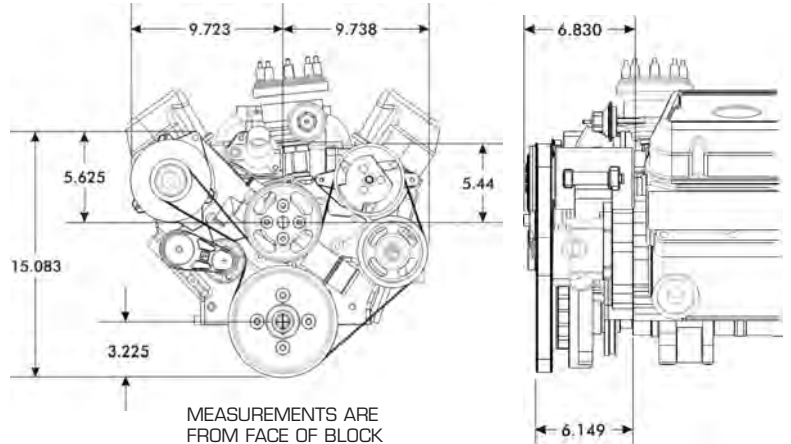
Engine Accessory Drive - Small Block Ford



Bright Finish Shown

**New! -170 Amp Internal Fan Alternator Included. 120 Amps At Idle!**

Optional Dipstick Shown



**Small Block Ford Front Runner Drive System Includes:**

- Patented One-Piece Forged Aluminum Timing Cover With Integral Accessory Mounts
- ARP Stainless 12 Point Bolt and Hardware Kit
- Sanden SD-7B10 Compressor With Formed Aluminum Hardlines (Exit Passenger Side)
- 170 Amp Single Wire "Hairpin" Internal Fan Alternator
- Dayco OEM Tensioner
- Timing Cover Gasket Set
- Dayco Perf Serpentine Drive Belt
- Detroit Speed Aluminum Power Steering Pump With Integral Reservoir
- Compressor Clutch Cover
- Tensioner Cover Kit
- 4 Bolt Crankshaft Pulley
- Stewart Hi-Perf Aluminum Water Pump
- Water Pump Pulley
- Power Steering Pump Pulley (If Power Steering System)

*The Original High-Performance Engine Drive Systems*

**Bright Small Block Ford Front Runner™ Drive System**

(Polished Front Cover/Bracket with Polished Compressor and Alternator, Chrome Pulleys, Polished Clutch and Tensioner Covers)

- 174100** - With Power Steering (includes pump)
- 174103-SFA** - With Power Steering (less power steering pump)
- 175103-SFA** - Non-Power Steering

**Bright And Chrome Small Block Ford Front Runner™ Drive System**

(Polished Front Cover/Bracket with Chrome Compressor and Alternator, Chrome Pulleys, Clutch and Tensioner Covers)

- 176017** - With Power Steering (includes pump)
- 176018** - With Power Steering (less power steering pump)
- 176019** - Non-Power Steering

**Black Small Block Ford Front Runner™ Drive System**

(Natural Finish Front Cover/Bracket with Natural Finish Compressor and Alternator, Black Hardcoat Pulleys, Black Anodized Clutch and Tensioner Covers)

- 174101** - With Power Steering (includes pump)
- 174102-SFA** - With Power Steering (less power steering pump)
- 175102-SFA** - Non-Power Steering

**Black And Chrome Small Block Ford Front Runner™ Drive System**

(Natural Finish Front Cover/Bracket with Chrome Compressor and Alternator, Black Hardcoat Pulleys, Black Anodized Clutch and Tensioner Covers)

- 176020** - With Power Steering (includes pump)
- 176021** - With Power Steering (less power steering pump)
- 176022** - Non-Power Steering

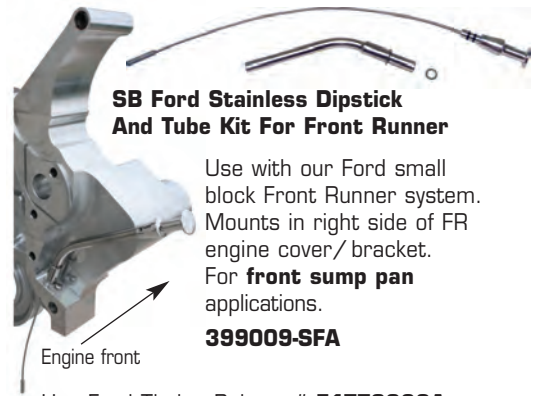
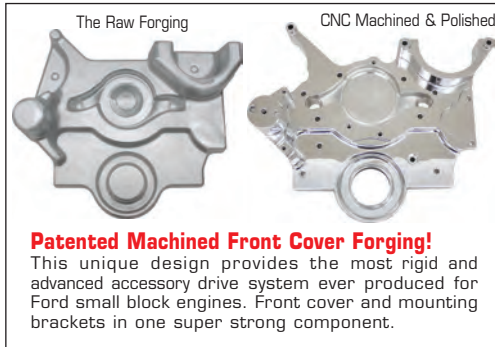
**Notes:**

1. Requires electric fuel pump.
2. Requires 4-bolt harmonic balancer. If using Ford 6.573" diameter Motorsports balancer, 1" thick spacer #199002-HFA is required.
3. If using front sump oil pan, must purchase Stainless Steel Dipstick Kit shown at left - (sold separately).



Black Finish Shown

Optional Dipstick Shown



Front Runner Accessories Page 65

**RESEARCH AND DEVELOPMENT**

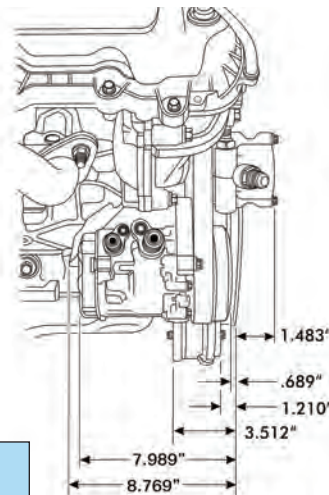
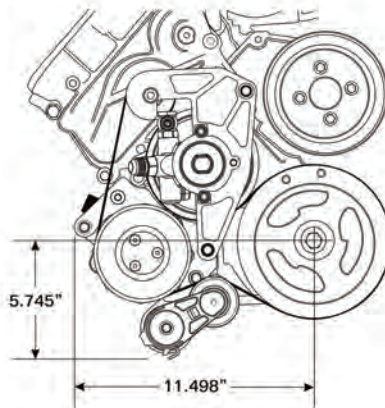
We don't build too many compressor bracket sets for 700 cubic inch Dart Racing/World Products engines. But the knowledge we gain from engineering such unusual and extreme applications translates directly into the products we make for the "average" street rod or classic car. Just when we think we've seen everything, some hot rodder will come up with something totally wild!



# FRONT RUNNER™

Engine Accessory Drive - Ford Coyote 5.0L

*The Original High-Performance Engine Drive Systems*



**Ford Coyote Front Runner™ Drive System**  
**174020 With Power Steering**  
**Kit includes:** All Items Listed Below Left  
**174007 Without Power Steering **NEW!****  
**Kit includes:** All Items Below Except Power Steering Bracket, Pump, Tensioner and Pulley.

\* MEASUREMENTS ARE FROM FACE OF STOCK CRANKSHAFT PULLEY

This modern powerful engine is sure to be a popular choice for hot rodders and custom truck builders around the world. We took a simple, yet elegant design approach to this new Front Runner bracket system. This system retains the factory Ford alternator and water pump drive located on the left (driver) side of the OEM engine drive. We then add our own precision-machined compressor cradle and power steering pump mount to the right (passenger) side for a compact and super strong assembly. The power steering reservoir (not included) is remote mounted to the vehicle.

## Ford Coyote 5.0L Front Runner Drive System Includes:

- Precision-Machined Compressor Bracket
- Sanden SD-7B10 Natural Finish Compressor
- Black Compressor Clutch Cover
- Detroit Speed Aluminum Power Steering Pump For Remote Reservoir
- Precision Machined Power Steering Pump Bracket
- Power Steering Pulley
- Dayco Perf Serpentine Drive Belt
- Dayco OEM Tensioner
- Idler Pulley
- ARP Stainless 12-Point Hardware Kit
- Detailed Installation Book



Rear view of Front Runner compressor mounting bracket

**Note:** This kit is not compatible with timing covers machined for Ford Racing supercharger, including the "Aluminator" crate engines.

**NOTE: Our Front Runner is compatible with these timing cover designs on Coyote engines. Ford offers many different designs, so please confirm yours**



Original Timing Cover



Revision 1-Timing Cover with different boss on cover



Revision 2-Timing Cover with different boss on cover

**Note:** Ford Motorsports recommends a heater control valve bypass to maintain continuous coolant flow through the right bank of Coyote engines.



**344470**  
Coyote bypass fitting

Front Runner Is A Trade Name Of Vintage Air Inc.

## FACTORY TOUR

The Technical Documentation team is tasked with producing all of the technical writing, graphic design, photography and videography that goes into each of our customer instructions, tech videos and factory work instructions. (L to R) Manager Ralph De La Garza, Devin Dickens and Roger McKissack.







# FRONT RUNNER™

## Replacement Parts & Accessories



### Power Steering Pumps

**851001**  
Aluminum TC pump with plastic reservoir. Shaft diameter .662" (3.0-3.5 GPM).

**851002**  
Aluminum TC pump without reservoir. Shaft diameter .662" (3.0-3.5 GPM).



**Front Runner Replacement Compressor**  
Sanden SD-7B10 Model 7176 for Front Runner™  
**046768-MTR** - Standard Finish (Drilled)  
**046769-MTQ** - Polished Finish (Drilled)  
**046770** - Chrome Finish (Drilled)

### Power Steering Accessories

**Flow Control Valve**  
**852001**

For Mustang II Rack & Pinion (Reduces flow to 2.0 GPM)



**Banjo Fitting**  
**852010**

For DSE Hose Kit (High pressure Outlet)



**Banjo Fitting**  
**852011**

For -6AN Fitting

**DSE Hose Kit**

**852008** - 1965-81 GM except Corvette  
**852009** - Mustang II  
**852012** - Ford Fox Body (1979-2004) (Fox body rack & pinion has external hardlines)



**DSE Steering Hardline**  
**852000**

TiteFit Hardline Nickel Plated Steel



Pump Not Included - Shown For Reference Only

**Compressor Block Fittings**  
**342310**

Front Runner TiteFit Line Kit

**342311**  
Front Runner TiteFit Line Kit, fully polished as shown



**ProLine LS Swivel Water Neck**  
**706002** - Polished

**706006** - Black Anodized  
Polished aluminum designed specifically for our Front Runner applications. (Fits LS 1 or 2 type water pumps only)



**707101**  
Stant Thermostat for LS swivel water neck at right (Stant #14948).



186 Degree



**Steel Heater Hose Nipples 1/2" NPT**

**501002-SUR** - Stainless Standard. (1-3/16" Length)  
**50101-SUR** - Stainless Long (2-7/8" Length)  
**501012** - Stainless 45° Angled (Included with BBC kit)  
**501011** - Extended 45° Angled (Included with SBC kit)



**Front Runner Replacement Waterpumps**

**72111-SCR** Small Block Chevy  
**72213-BCR** Big Block Chevy  
**721000-SFR** Small Block Ford  
**721010** LS Chevy/GM (standard)  
**721013** Edelbrock LS (Cartridge)

**Compressor Clutch Cover**  
**04407-MCA** - Machined Finish  
**04408-MCP** - Polished Finish  
**044095** - Chrome Finish  
**044093** - Black Anodized Finish



**Belt Tensioner Cover**  
**39803-CUA** - Machined Finish  
**39804-CUP** - Polished Finish  
**398002** - Chrome Finish  
**044091** - Black Anodized Finish

### INDUSTRY RECOGNITION

The Front Runner wins "People's Choice" Award at 2003 Hot Rod & Restoration Show. The new Front Runner engine drive system has become one of the hottest products we have ever introduced. It seems that people everywhere recognize the best solution to serpentine belt problems when they see it.

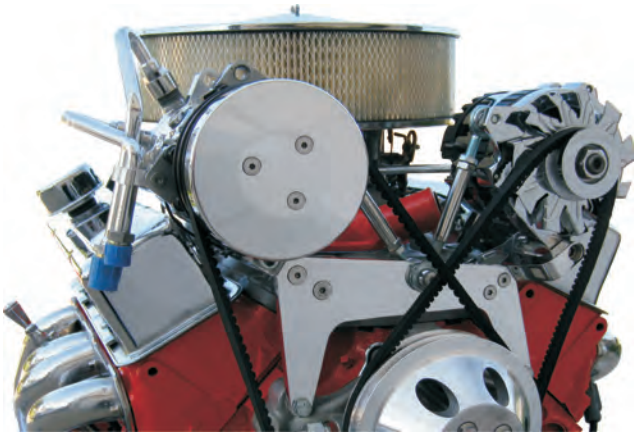


# BRACKETS

## Small Block Chevy Applications



### Vintage Air Exclusive Design!



Shown with optional TiteFit lines and clutch cover (sold separately)

### Vintage Air ProLine™ Bracket, Compressor/Alternator

- Polished 3/8" machined aluminum for ultimate appearance and durability.
- Fits all small block Chevy engines without drilling and tapping holes into heads.
- Now fits with most air-gap type intake manifolds (short pump version).
- Will work with most valve covers up to 3-3/8" tall.
- Exclusive true turnbuckle type stainless adjusters.
- Accepts one-wire 12SI or CS130 type alternator (See Page 84 for alternators).
- Includes all hardware to mount compressor and alternator.

#### 172170-SCQ

For Small Block Chevy - short water pump, Non-Vortec

#### 17227-VCQ

For Small Block Chevy - long water pump

(Will not fit with "Air Gap" type manifolds or LT type alternator)

#### 16500-VUQ

Replacement turnbuckle stainless steel adjuster 3/8" x 3/8" thread.

Adjusts from 4-1/2" to 6-1/2"



### Vintage Air Steel-eez™ Chevy Small Block Engine Brackets

**Pullys shown not included in bracket kits. See page 85 for Chevy steel pullys.**

#### Steel-eez Top-Mount Brackets, Compressor/Alternator

Mounts for compressor and alternator. Fits Chevy cylinder heads without bolt holes. Bolts to water pump and intake manifold. Clears most tall valve covers.

##### SHORT WATER PUMP

- 15112-VCB** - Compressor Only (passenger side)
- 15801-VCB** - Alternator Only (driver side)
- 15111-VCB** - Compressor Only (driver side)
- 15803-VCB** - Alternator Only (passenger side)

##### LONG WATER PUMP

- 15122-VCB** - Compressor Only (passenger side)
- 15804-VCB** - Alternator Only (driver side)
- 15121-VCB** - Compressor Only (driver side)
- 15806-VCB** - Alternator Only (passenger side)



#### Steel-eez Extra-Clearance Top-Mount Brackets

Mount for compressor and alternator when using tri-power or dual quad carbs. Bolts to water pump and intake. No head bolt holes required. Clears most tall valve covers. Moves compressor and alternator forward to clear intake oil filler. Similar to top mount photo at left.

##### SHORT PUMP

- 15109-VCB** - Compressor Only (passenger side)
- 15800-VCB** - Alternator Only (driver side)

##### LONG PUMP

- 15119-VCB** - Compressor Only (passenger side)
- 15807-VCB** - Alternator Only (driver side)



#### Steel-eez Side-Mount Brackets, Compressor/Alternator

Mounts compressor and alternator. Designed for low hood clearance applications. Will fit Chevy cylinder heads without bolt holes. Bolts to water pump and exhaust manifold.

##### SHORT PUMP

- 15410-VCB** - Compressor Only (driver side)
- 15126-SCA** - Compressor Only (passenger side)
- 15826-SCA** - Alternator Only (driver side w/OEM manifolds)
- 15827-SCA** - Alternator Only (driver side w/headers)
- 15811-VCB** - Alternator Only (passenger side)

##### LONG PUMP

- 15311-VCB** - Compressor Only (passenger side)
- 15123-VCB** - Compressor Only (driver side)
- 15839-VCB** - Alternator Only (driver side)



### CUSTOMER SERVICE TEAM

Our Office/Customer Service staff is the first point of contact for phone and walk-in customers, but this team also works behind the scenes performing numerous other clerical duties that ensure the smooth operation of our manufacturing facility. (L-R) Betty Frey, Yvonne Brooks (Administrative Supervisor), and Gloria Vidales.



# BRACKETS

## Small & Big Block Chevy Applications - SBC Water Pump Riser

Pullys shown not included in bracket kits.  
See page 85 for Chevy steel pullys.

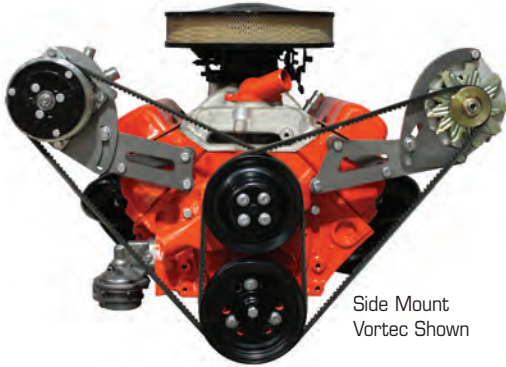


### 1964-67 Chevelle Mid-Mount Small-Block Brackets, Alternator/Power Steering

**148000** - Small block, short pump alternator and power steering pump brackets.

**149000** - Small block, short pump power steering pump bracket.

(Note: Requires double groove power steering pump pulley if used with Vintage Air compressor and alternator brackets. Originally designed for 64-67 Chevelle, but may fit other Chevy small block applications.)



### "Vortec" Small Block, Side-Mount Brackets, Compressor/Alternator

(For '87 and newer SBC with center bolt valve covers)

#### SHORT PUMP

**15145-VCB**

Compressor (passenger side), short pump

**15146-VCB**

Alternator (driver side), short pump

#### LONG PUMP

**15155-VCB**

Compressor (passenger side), long pump

**15156-VCB**

Alternator (driver side), long pump

Side Mount  
Vortec Shown



### "Vortec" Small Block, Top-Mount Brackets, Compressor/Alternator

(For '87 and newer SBC with center bolt valve covers, similar to Tune Port shown below)

#### SHORT PUMP

**15141-VCB**

Compressor (passenger side), short pump

**15142-VCB**

Alternator (driver side), short pump

(Note: Will not fit aluminum "Fast Burn" GM heads)

#### LONG PUMP

**15151-VCB**

Compressor (passenger side), long pump

**15152-VCB**

Alternator (driver side), long pump

(Note: Will not fit aluminum "Fast Burn" GM heads)

### Tune Port Brackets, Compressor/Alternator Non-Vortec

Designed to fit tuned port systems. Brackets bolt to heads and water pump. Most applications require drilling and tapping one hole in passenger side head.

#### SHORT PUMP

**15110-VCB**

Compressor only (passenger side)

**15802-VCB**

Alternator only (driver side)

#### LONG PUMP

**15120-VCB**

Compressor only (passenger side)

**15808-VCB**

Alternator only (driver side)



### Small Block Chevy Water Pump Riser Kit With Brackets

Water pump riser raises fan 5" on small blocks for extra fan clearance. For V8 and V6.

**Kit includes:** Compressor & alternator brackets and all required mounting hardware.

#### 19212-VCB

Small Block Chevy water pump riser

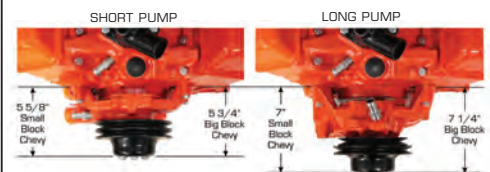
Must use '63-'75 Chevy 6-Cyl.

250 cu. in. water pump.



### Chevy Long & Short Water Pump Dimensions

To get the correct bracket kit for your Chevy engine, we must know which water pump style your engine uses. These photos will help you identify between short-and long-style pumps.



Small Block Chevy shown

## FACTORY TOUR

Vintage Air is proud of our line of engine brackets and hose kits for most popular American engines. This is the team that makes our brackets and our condensers: (L to R), Christian Martinez, Hector Rosado, Stephen Banuelos, Jose Hernandez-Supervisor, Julian Gallegos and David Gallegos.



# BRACKETS

## Small & Big Block Chevy Applications

What's a Long Pump or Short Pump Chevy Engine App? See Page 67

Note: 348/409 "W" Head Chevy brackets. See Page 71



### Big Block Chevy Top-Mount Brackets, Compressor/Alternator

Bolts to heads and water pump. Compressor bracket comes complete with idler assembly. Brackets may be used individually or as a matched pair. Will clear tall valve covers.

#### SHORT PUMP

##### 15132-VCB

Compressor only (passenger side)

##### 15331-VCB

Alternator only (driver side)

#### LONG PUMP

##### 15131-VCB

Compressor only (passenger side)

##### 15332-VCB

Alternator only (driver side)



### Big Block Chevy Side-Mount Brackets, Compressor/Alternator

Designed for low hood-clearance applications. Bolts to heads and water pump. Brackets may be used individually or as a matched pair.

#### SHORT PUMP

##### 15134-VCB

Compressor only (passenger side)

##### 15820-VCB

Alternator only (driver side)

##### 15133-VCB

Compressor only (driver side)

##### 15821-VCB

Alternator only (passenger side)

#### LONG PUMP

##### 151371-BCA

Compressor only (passenger side)

##### 15838-VCB

Alternator only (driver side)

##### 151370-BCA

Compressor only (driver side)



### Small & Big Block Chevy, Low-Mount Compressor Bracket

Bolts to fuel pump mounting flange. May be driven off crank and fan pulleys or crank pulley only. Requires use of remote fuel pump.

#### SHORT PUMP

##### 15540-VCB

Small block, low compressor bracket

##### 15136-VCB

Big block, low compressor bracket

#### LONG PUMP

##### 15541-VCB

Small block, low compressor bracket



### Small & Big Block Chevy, Low-Mount Alternator Bracket

Allows mounting of alternator down low on either the driver or passenger side of small or big block Chevy engines. Designed with a built-in belt adjuster. (Passenger side mounting requires remote fuel pump.)

#### SHORT PUMP

##### 15830-VCB

Small block, short pump (driver side)

##### 15832-VCB

Small block, short pump (passenger side)

##### 15836-VCB

Big block, short pump (driver side)

#### LONG PUMP

##### 15834-VCB

Small block, long pump (driver side)

##### 15837-VCB

Big block, long pump (driver side)



### Small & Big Block Chevy, Low-Mount Power Steering Bracket

Chevrolet non-metric power steering pumps with attached reservoir on small or big block Chevy engines. Works with A/C and alternator brackets. Designed with built-in belt adjuster.

#### SHORT PUMP

##### 15814-VCB

Small block with short pump\*

##### 15815-VCB

Big block with short pump\*

(\* Will not work on Chevilles, '70 and later Camaros, or '76 and later Novas)

#### LONG PUMP

##### 15816-VCB

Small block with long pump

(Requires double-groove power steering pump pulley)

Pulleys shown not included in bracket kits. See page 85 for Chevy steel pulleys.



## TOTALLY COOLED GALLERY

We, again this year, helped construct the "RideTech 48 Hour Camaro" project. This cool Camaro features a complete Vintage Air LS Front Runner and Gen IV climate control system. Our forty-plus year commitment to performance made Vintage Air an easy choice for the all-star build team.



# BRACKETS

## Big Block Chevy Applications - GM - LS



142401 Shown  
With Included  
Double Groove Pulley



### Steel-eez Chevy 6-Cylinder Brackets, Compressor/Alternator

Designed to mount compressor and alternator. Fits on driver side. Uses stock pulleys. Uses stock intake and exhaust manifolds.

#### 15273-VCB

216 and 235 Chevy 1954-earlier driver-side top-mount alternator bracket / bottom-mount compressor bracket.

#### 142401

235-261 Chevy 1955-62 blocks (shown at left) driver-side top-mount alternator bracket / bottom-mount compressor bracket.

#### Includes new double-groove 6-cyl harmonic balancer

(Note: May not clear some factory air cleaner assemblies).

#### 142400

270 Compressor/Alternator bracket kit. Includes new double-groove 6-cyl harmonic balancer.

#### 15284-VCB

235 Chevy 1955-62 driver-side top-mount alternator bracket / bottom-mount compressor bracket.

#### 146036

230/250/292 Chevy 1963-84 driver-side top-mount alternator and bottom mount compressor combination bracket.

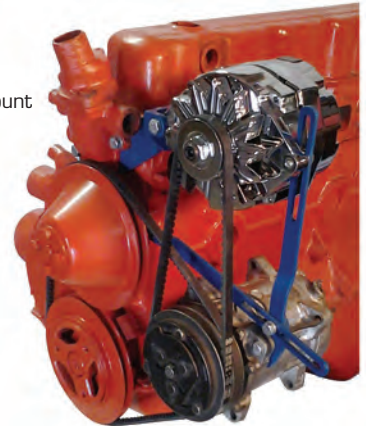
(Note: Not designed for power steering applications).

#### 15249-VCB

250 Chevy 1963-84 right side mount. (Note: Will not fit with HEI distributor).

#### 15250-VCB

250 Chevy 1978-84 passenger side bottom mount compressor bracket kit. Includes add-on crankshaft pulley. (Note: Will work with power steering and HEI distributor).



146036  
Shown

### OEM LS Drive System Adapter High-Mount Brackets



This bracket system is designed to install a Sanden compressor onto the original engine accessory drive on GM LS Series engines.

#### 141806

Corvette LSX A/C Bracket Kit for engines with Corvette, Cadillac CTS-V & Pontiac G8 accessory drive (crank pulley and water pump).

#### 141807

F- Body/GTO LSX A/C Bracket Kit for engines with F- Body/GTO accessory drive (crank pulley and water pump).

#### 141808

Chevy Truck LS A/C Bracket Kit for engines with truck or 2010-2015 Camaro accessory drive (crank pulley and water pump).

(NOTE: For use with 04709-VMA compressor.)



### Camaro/Firebird LS Series Low-Mount Bracket



This compressor bracket system is designed to replace the factory A/C compressor with an aftermarket Sanden compressor. A/C compressor is driven off the factory inner four grooves of the LS1 Camaro harmonic balancer. Bracket kit includes: Steel mounting brackets, mounting hardware, automatic belt tensioner, Dayco four-rib drive belt and illustrated instructions for easy installation.

#### 141809

Camaro / Firebird compressor mount bracket kit (top left photo). Crank center line to outer edge of compressor is 11.75".

#### 141810

GM Truck / Escalade LS compressor mount bracket kit (lower left photo). Crank center line to outer edge of compressor is 11.75".

#### 141811

Corvette LS compressor mount bracket kit. Crank center line to outer edge of compressor is 11.75".

(Not shown, similar to 141809 above.)

(NOTE: For use with 04709-VMA compressor.)



**NEW!**



#### 141813

This low mount LSA bracket is designed mount 7B10 compressor when using a Corvette balancer.

### OEM GM Truck LS Drive System Adapter High-Mount Brackets



#### 141812

Chevy Truck LS A/C Bracket Kit for engines with truck or 2010-2015 Camaro accessory drive (crank pulley and water pump).

(NOTE: For use with 04670-MTA compressor.)

Mounts Sanden SD-7B10 compressor high and tight on passenger side for frame and suspension clearance in some classic and muscle car engine swaps.

## TOTALLY COOLED GALLERY

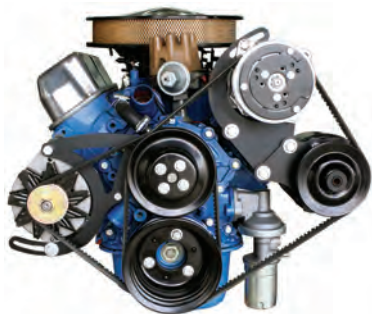
Well known car show promotor, David Cohen, has owned this slick Pontiac for over 23 years and it still runs the original Vintage Air system he installed back in the '90's! The big cruiser now has over 300 thousand miles on the clock and Dave assures us it is cool (and warm in this photo) in any climate conditions.



# BRACKETS

## Ford OHV - Flat Head Applications

Pulleys shown not included in bracket kits.  
See page 85 for optional pulleys.



**131107** Small Block Ford compressor bracket with **131108** power steering bracket and **131112** alternator bracket. (NOTE: Pass. side water pump inlet)



**131105** Small block Ford compressor bracket



**131111** Y-Block bracket



**131004** Flathead bracket

### Ford Mount Brackets, Compressor/Alternator

Simple and economical solutions to get your Ford-powered classic air conditioned with ease. Steel plate brackets to mount compressor, alternator and power steering on some applications.

**15111-VFB**

170-200 Six cylinder compressor bracket. Passenger-side.

**131138**

223 Six cylinder compressor/alternator bracket with crankshaft pulley. Passenger-side.

**131119**

240-300 Six cylinder 1965-66 compressor bracket with crankshaft pulley. Passenger-side.

**131109**

292-312" Y-Block V8 (T-Bird only). For 507 compressor, use VA #04807-VUA. Passenger-side.

**131111**

272-312 Y-Block comp/alt bracket. Uses rear exit compressor. Passenger-side.

(Note: Requires 3-groove crankshaft pulley or 2-groove add-on pulley, 730004 shown on Page 85).

**131105**

289, 302, 351 Windsor driver-side top-mount compressor bracket.

**131107**

289, 302, 351 Windsor driver-side mid-mount compressor bracket. (Fits pass. side water pump inlet and 3-bolt balancer)

**131108**

289, 302 & 351 Windsor driver-side power steering bracket. (Fits pass. side water pump inlet and 3-bolt balancer)

**131112**

289, 302 & 351 Windsor passenger-side alternator bracket. (Fits pass. side water pump inlet and 3-bolt balancer)

**15110-VFB**

260 Windsor V8 and pre-'69 289 V8 compressor bracket. Driver-side.

**131351**

351 Ford Cleveland V8. Driver-side.

**131110**

289, 302 Windsor V8 1964-68 with idler pulley (single-groove water pump pulley). Driver-side.

**131005**

332, 352, 360, 390, 406, 410, 427, 428 FE V8 compressor bracket ('65-up). Driver-side.

**15118-VFB**

460 V8 1975-80 with or without power steering, air pump, 4 Bolt balancer. Driver-side.

### Ford Flathead Applications

#### Compressor/Alternator Mounting Brackets

For use with GM alternator and Sanden compressor. May be used with multiple carburetion. Offset water neck available for '49-53 engines. Single wide-groove compressor and alternator available for all installations. (Will not fit with tri-power or Super Dual set-up).

**131002**

1937-1948 Flathead comp/alternator for use with single wide-groove compressor pulley.

**131003**

1949 Flathead comp/alternator for use with single wide-groove compressor pulley.

**131004**

1950-53 Flathead comp/alternator\* for use with double standard-groove pulley.

(Note: Requires offset water necks - 2 per bracket)

**70654-VUQ**

Polished aluminum offset water neck.

**739001**

Chrome GM wide-groove alternator pulley.

**Note:** Must use electric fan with these brackets.

### Vintage Air ProLine Flathead Bracket System, Compressor/Alternator

Vintage Air, with Casey and Jim Cook of Jimco flathead builders developed this stylish and versatile kit. Mounts both compressor and GM 12SI alternator on a brushed or polished aluminum bracket. Mounts to original generator bolt flange and clears most multi-carb setups.

For 1937-48, '59 A-B engines. Uses single wide-belt compressor and alternator pulleys.

**172008**

Machined finish bracket kit

**172009**

Polished finish bracket kit



One piece aluminum mounting bracket



### TOTALLY COOLED GALLERY

Imagine driving 'cross country 500 miles a day for seven days, stopping daily to run flat-out on some of America's most demanding race tracks each day, 3400 miles in all! That's what Jimi Day did with his LS powered AMX in the One Lap Of America event. It features our LS Front Runner drive system and a Gen IV Magnum climate control system. Performance First!



**Pulleys shown not included in bracket kits.  
See page 85 for optional pulleys.**



**161002** Big Block Mopar bracket



**162774-SDA** Small Block Mopar bracket



**15500-VCB** Cadillac 472/500



**141805** Sanden / R4 multi-groove conversion bracket. (1988-95 Chevy Truck Small Block With Stock Height Valve Covers)

### Mopar Engine Applications

#### Mount Brackets, Compressor/Alternator

Simple and economical solutions to get your Mopar-powered classic air conditioned with ease. Steel plate brackets to mount compressor (Passenger-side), alternator and power steering on some apps.

**161004**

Mopar 318-360 V8 engines, 1966 to 1969 top-mount compressor and alternator bracket. (Will not fit Poly engine)

**162774-SDA**

Mopar 318, 340, 360 V8 with power steering, without smog pump 1970 to 1978 compressor and alternator bracket.

**161002**

Mopar 383/440 compressor and alternator (with power steering only).

**166009**

1966-70 Mopar 383/440 water pump tensioner kit.

**161010 NEW!**

Federal power steering pump bracket kit.

**151007 NEW!**

1955-58 Chrysler 331, 354 Hemi and 301, 331, 354 Poly. Mounts compressor and alternator. Includes crank pulley kit. Driver-side. (**Note:** Requires O42916 alternator and O4807 compressor.)

#### Other Mount Brackets, Compressor/Alternator

Simple and economical solutions to get your classic engine powered car air conditioned with ease. Steel plate brackets to mount compressor, alternator and power steering on some apps.

**151102**

Buick 401/425 Nailhead (1963-65 Riviera only). Passenger-side.

**151101**

Buick 401/425 Nailhead compressor and alternator. Passenger-side.

**15110-VBB**

Buick 231 V-6 engine compressor only bracket. (Front distributor only) Passenger-side.

**15499-VCB**

Cadillac 425 Cu. In. with stock manifold.

**15500-VCB**

Cadillac 472/500 Cu. In. with Edelbrock manifold.

**15501-VCB**

Cadillac 472/500 Cu. In. with stock manifold.

**15812-VCB**

Chevy 348/409 Alternator (driver side).

**15409-VCB**

Chevy 348/409 compressor (passenger side).

**141008**

Oldsmobile 1968 & Up 350-455 (factory air car, passenger side).

**141009**

Oldsmobile 1968 & Up 350-455 (non- air car, driver side).

**141001-PPA**

Pontiac 1964-79 Pontiac 326-455 V8 (passenger side).

**151590-SSA**

Studebaker 259/304 Cu. V8 without power steering. Passenger-side.

**151593-SSA**

Studebaker 259/304 Cu. V8 with power steering. Passenger-side.

**158217**

Toyota FJ-40 Landcruiser with original 6 cylinder.

**158209**

Toyota FJ-40 Landcruiser with GM alternator bracket.



**151015**

U-Weld Fabricator's bracket for mounting Sanden SD508 or SD709 compressor.

**Requires welding and fabrication by customer to complete.**



**15815-VUB**

Upgrade adapter Plate. Sanden compressor to York compressor bracket.

### FACTORY TOUR

Our tubing shop team creates the vehicle-specific hard lines for our SureFit kits. Our CNC benders ensure that every line is manufactured to the print for a factory installed look - another Vintage Air advantage! (L to R) Oscar Gonzales, Team Leader-Chris Castellano, Antonio Garcia and Luis Lezama



# COMPRESSORS

Sanden - All New - Not Rebuilt



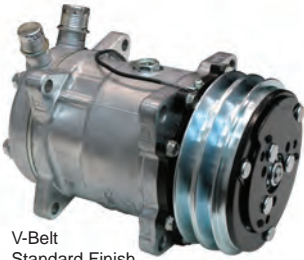
We Only Use Genuine Sanden Compressors



## Sanden SD 508 Compressor

The SD 508 compressor is recommended for any Vintage Air system. It pumps 8.4 cubic inches per revolution with a maximum 6000 sustained RPM range. Available in standard finish or polished as shown. Fits all Vintage Air brackets (see Pages 66-71).

V-Belt or Serpentine Pulley Available



V-Belt  
Standard Finish

### 04808-VUA

Double V-groove pulley, standard finish

### 04808-VUQ

Double V-groove pulley, polished finish

### 048085

Double V-groove pulley, chrome finish



Multi-Groove  
Polished Finish

### 04808-VMA

7-Groove serpentine pulley, standard finish

### 04808-VMQ

7-Groove serpentine pulley, polished finish

### 048086

7-Groove serpentine pulley, chrome finish

## Sanden SD 508 Rear Exit Compressor

Excellent solution to low hood clearance issues. SD 508 compressor with rear exit #8 and #10 male O-ring fittings. Compatible with standard female O-ring fittings on Page 74. For 90-degree TiteFit fittings, see Page 72.



V-Belt  
Standard Finish

### 047000-SUR

Double V-groove pulley, rear exit, standard finish

### 047001-SUQ

Double V-groove pulley rear exit, polished finish

### 047005

Double V-groove pulley, rear exit, chrome finish



Multi-Groove  
Polished Finish

### 047002-MUR

exit, standard finish

### 047003-MUQ

7-Groove serpentine pulley, rear exit, polished finish

### 047006

7-Groove serpentine pulley, rear exit, chrome finish

## Sanden SD 709 Compressor

The SD 709 compressor is recommended for any Vintage Air system. It pumps 9.5 cubic inches per revolution with a maximum 6000 sustained RPM range. Available in standard finish or polished as shown. Fits all Vintage Air brackets (see Pages 66-71).



V-Belt  
Standard Finish

### 04709-VUA

Double V-groove pulley, standard finish

### 04709-VUQ

Double V-groove pulley, polished finish

### 047090

Double V-groove pulley, chrome finish



Multi-Groove  
Polished Finish

### 04709-VMA

7-Groove serpentine pulley, standard finish

### 04709-VMQ

7-Groove serpentine pulley, polished finish

### 047010

7-Groove serpentine pulley, chrome finish

### 046700-KUR

8-Groove serpentine pulley, standard finish, cylinder 9.5 c.i.

### 046701-KUQ

7-Groove serpentine pulley, polished finish

## Sanden SD 709 Rear Exit Compressor

Excellent solution to low hood clearance issues. SD709 Compressor with rear exit #8 and #10 male O-ring fittings. Compatible with standard female O-ring fittings on Page 74. For 90-degree TiteFit fittings, see Page 74.



Multi-Groove  
Polished Finish

### 047007

7-Groove serpentine pulley, rear exit, standard finish

### 047008

7-Groove serpentine pulley, rear exit, polished finish

### 047009

7-Groove serpentine pulley, rear exit, chrome finish

## Belt Fitment

Proper belt seating is critical for compressor operation and belt life. Belt should contact and drive sides of the pulley groove (not the bottom channel of pulley).



17/32" Belt = 17 Series Belt Size

## FACTORY TOUR

If you've been a Vintage Air customer for awhile, you'll recognize this big guy, at right, as our master tooling maker. Bebe Blanquiz has been creating the precision tooling for over 30 years. He is now joined by Marc Gutierrez to keep up with all the customer demand for new products.







## Specialty Applications

# COMPRESSORS

## Sanden - Accessory Options

Sanden USA's quality management system is ISO/TS 16949:2002 certified

### Single Wide-Groove Sanden SD 508

The SD 508 compressor is recommended for any Vintage Air system. Fits all Vintage Air brackets (see Pages 66-71).



Single V-Belt  
Standard Finish

#### 04808-SWA

Single wide-groove pulley, standard finish (3/4" Belt)

#### 04808-SWQ

Single wide-groove pulley, polished finish (3/4" Belt)

#### Note:

The single wide-groove pulley measures 5/8" wide at outer-groove edge.

You must use a 3/4" wide belt for proper belt contact and grip.

### Sanden Direct GM Truck/SUV Replacement Compressor

Bolts into accessory drive mounts on most GM engines from 1996 to 2000. Chevy and GMC 4.3 six and 5.0, 5.7 V8's. Also Cadillac Escalade 5.7 and Olds Bravada 4.3 engines.



Multi-Groove  
Standard Finish

#### 046440-MTR

6-Groove serpentine pulley, standard finish

#### 046441-MTQ

6-Groove serpentine pulley, polished finish

### Sanden SD-7B10 Compressor Front Runner Drive Replacement Units

Compact but high-performance compressor used on our award-winning Front Runner™ Accessory Drive systems. It pumps 6.1 cubic inches per revolution with a maximum 9000 sustained RPM range. Use only with our pulleys engineered specifically for this compressor, (Model SD-7B10).



V-Belt  
Standard Finish

#### 046702

Double V-groove pulley, standard finish

#### 046703

Double V-groove pulley, polished finish

#### 046704

Double V-groove pulley, chrome finish



Multi-Groove  
Polished Finish

#### 04670-MTA

6-groove serpentine pulley, standard finish

#### 04670-MTQ

6-groove serpentine pulley, polished finish

#### 046705

6-groove serpentine pulley, chrome finish

## Optional Components

### Aluminum Compressor Clutch Covers

Smooth custom look keeps compressor clutch clean.

#### 04400-VUQ

Machined clutch cover, Model 508 compressor, V-groove and multi-groove

#### 04401-VUQ

Polished clutch cover, Model 508 compressor, V-groove and multi-groove

#### 044094

Chrome clutch cover, Model 508 compressor, V-groove and multi-groove

#### 044096

Machined clutch cover, model 709 compressor, V-groove and multi-groove

#### 044098

Polished clutch cover, model 709 compressor, V-groove and multi-groove

#### 044097

Chrome clutch cover, model 709 compressor, V-groove and multi-groove

#### 044099

Black anodized clutch cover, model 709 compressor, V-groove and multi-groove

#### 04407-MCA

Brushed Front Runner, model SD-7B10 multi-groove compressor clutch cover

#### 04408-MCP

Polished Front Runner, model SD-7B10 multi-groove compressor clutch cover

#### 044095

Chrome Front Runner, model SD-7B10 multi-groove compressor clutch cover

#### 044093

Black anodized Front Runner, model SD-7B10 multi-groove compressor clutch cover



#### Notes:

1. Always use a compressor safety switch. See Page 81 and 83.
2. Compressors are available with a V-belt or serpentine pulley.
3. Compressor dimension drawings. See Page 100.

### Replacement Compressor O-Rings

#### 338604

SD-7B10 #8 O-Ring

#### 338605

SD-7B10 #10 O-Ring



### Compressor/Evaporator Shipping Caps

If you should need to ship your compressor to us for service or replacement, these caps will keep the compressor refrigerant from leaking into the packaging.

#### 317008-VUR

#6 compressor pressure cap

#### 317009-VUR

#8 compressor pressure cap

#### 317010-VUR

#10 compressor pressure cap

## FACTORY TOUR

The team in charge of manufacturing the SureFit and Universal Street Rod systems is led by Supervisor Juan Gallegos (Left). The skilled team members are (L-R) Veronica Yanez, Roger Gutierrez, Robert De La Torre, Miquel Escareno, Mike T. Martinez, Helinda Flores, Thomas Hooper, Roger Gutierrez Jr., Gustavo Martinez.



# COMPRESSORS

## TiteFit Lines / OEM Adapter Blocks

### TiteFit Aluminum Hardline Kits

Creates compact and professional looking refrigerant line routing down and close to engine. Kits with ProLine TiteFit nuts built onto line (-VUQ numbers) come fully polished and include machined aluminum line clamps.

#### For Use With Vintage Air ProLine Compressor Bracket

##### 35135-VUQ-A

TiteFit line kit, rear-routed suction line, for 134a

##### 35135-VUQ-A

TiteFit line kit, rear-routed suction line, for 134a (polished)

##### 35136-VUQ-A

TiteFit line kit, front-routed suction line, for 134a

##### 35136-VUQ-A

TiteFit line kit, front-routed suction line, for 134a (polished)

##### 38110-VUQ

Double line clamp with bracket and hardware

(Included with all "-VUQ" TiteFit kit part numbers)

#### For Use With Steel-eez® Compressor Brackets

##### 35137-VUQ-A

TiteFit line kit for vehicles using top-mount steel compressor bracket, 134a

##### 35137-VUQ-A

TiteFit line kit for vehicles using top-mount steel compressor bracket, 134a (polished)

##### 38112-VUQ

Double line clamp with bracket and hardware

(Included with all "-VUQ" TiteFit kit part numbers)

### 90 Degree TiteFit Fittings (Shown Left To Right)

#### 366100

#6 TiteFit 90° A/C fitting

#### 366101

#8 TiteFit 90° A/C fitting

#### 366102

#10 TiteFit 90° A/C fitting



**Patented Designs!**



#### 35135-VUQ-A

Rear-routed suction line. Fits ProLine compressor bracket

#### 35136-VUQ-A

Front-routed suction line. Fits ProLine compressor bracket



#### 35137-VUQ-A

For vehicles using top-mount steel compressor bracket



### Running an OEM Compressor?

#### OEM Compressor Refrigerant Line O-ring Adapters (Shown Left To Right)

**34108-VUG** - GM A-6 and R4 early-style compressor adapter block kit with bolt and O-rings

**33602-VUI** - GM A-6 and R4 offset flange pad seal washer kit

**33600-VUI** - GM A-6 and R4 seal washer for non-O-ring compressor

**341080** - GM A-6 and R4 complete kit (all 3 above parts)

**045008-VUR** - SD-7B10 Sanden #8 O-ring adapter

**045010-VUR** - SD-7B10 Sanden #10 O-ring adapter

**045011** - SD-7B10 Sanden #8 O-ring for adapter (polished)

**045012** - SD-7B10 Sanden #10 O-ring for adapter (polished)

**184136** - SD-7B10 Sanden Polished 12 point 8mm-1.25 bolt (no washer required)

**338604** - SD-7B10 Sanden #8 replacement O-ring

**338605** - SD-7B10 Sanden #10 replacement O-ring

**045023** - Billet machined GM horizontal compressor rear adapter block flat face

**045024** - GM vertical compressor rear adaptor block flat face

**045017** - Ford-style compressor block

**045018** - Ford-style compressor block

**045020** - Chrysler HEMI # 8 - 90 Degree compressor block

**045021** - Chrysler HEMI # 10 compressor block

**045022** - Chrysler HEMI # 8 compressor block



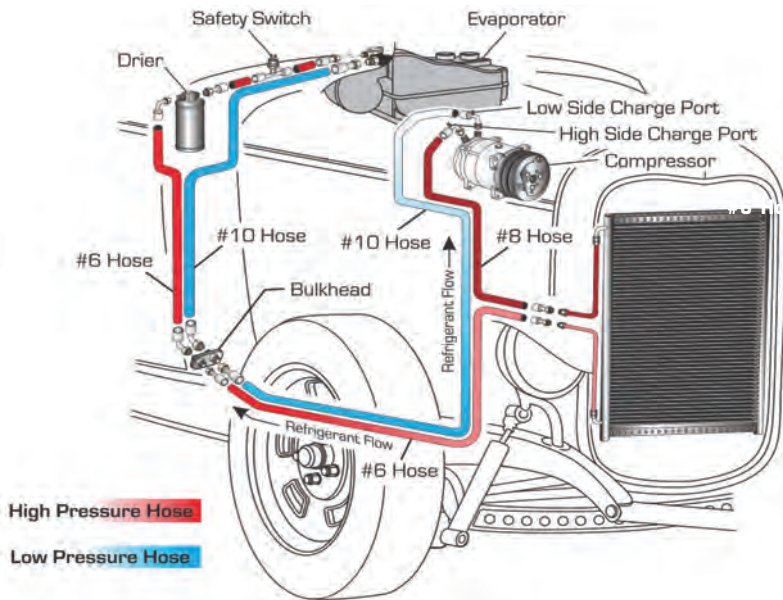
### RESEARCH AND DEVELOPMENT

You're looking at a set of high mileage cars! The two '39s are our main test vehicles for most of the climate control systems and Front Runners we manufacture. The two have covered over 200,000 miles in R&D service (and a little fun too). George Packard's '32 five window has seen many tour miles too.



# REFRIGERANT LINES

## Traditional Flexible Line Kits



14-Fitting Kit Shown

### Beadlock Fitting Refrigerant Hose Kits

All Vintage Air line kits use barrier type refrigerant hose for use with HFC-134a and R-12 refrigerants. Includes adequate hose length to connect most universal systems, 14 or 10 assorted O-ring fittings, and refrigerant oil. All hose kits include fittings with service ports. Includes: 6ft. of #6, 4ft. of #8, 5ft. of #10 barrier hose. Standard or extra-length kits available.

#### 14-Fitting Beadlock Hose Kits

**31700-VBD**

Hose kit w/drier (for 134a beadlock)

**31703-VBD**

Hose kit w/o drier (for 134a beadlock)

**315070-VUA**

Beadlock kit w/o individual bulkhead fittings

#### 10-Fitting Beadlock Hose Kits

**547004**

Hose kit w/drier (for 134a beadlock)

**547003**

Hose kit w/o drier (for 134a beadlock)

#### 14-Fitting Extended-Length Beadlock Hose Kits

10ft. of #6, 6ft. of #8 and 9ft. of #10 Barrier Hose

**547000**

Hose kit w/drier (for 134a beadlock)

**547001**

Hose kit w/o drier (for 134a beadlock)

#### Notes:

14-fitting kits include 135° compressor fittings with service ports and firewall bulkhead fittings.

10-fitting kits include 90° compressor fittings with service ports and firewall grommets.

### NEW! E-Z Clip Refrigerant Hose Kit

Our E-Z Clip Refrigerant Hose system is now available as a universal kit. The E-Z Clip refrigerant hose is easy to assemble. The entire process: fabricating, routing and crimping can be done in your own garage. The unique smaller-diameter hose allows for tighter radius bends, which makes for a much cleaner install in tight package areas. Kit includes adequate hose length to connect most complete systems, 9 of the most commonly used, nickel-plated steel o-ring fittings, cages and clips.

**Includes:** 10ft. of #6, 6ft. of #8, 9ft. of #10 E-Z Clip hose.

**547002**

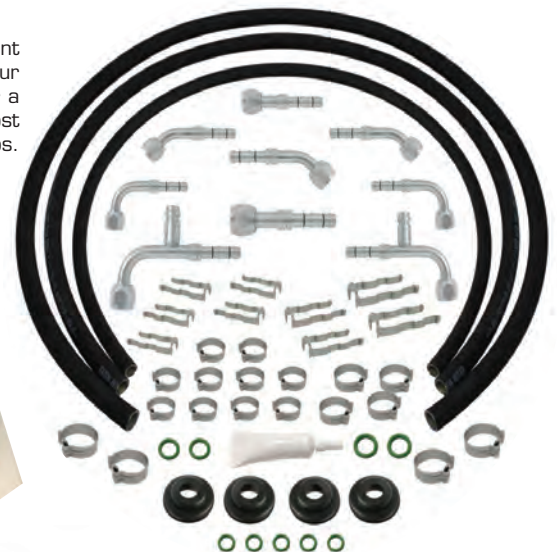
E-Z Clip Universal Hose Kit

**Note:** Crimping pliers not included (sold separately below).



**420000-VUR**

E-Z Clip connecting pliers



### TOTALLY COOLED GALLERY

Yeah, we can cool that! The Ring Brothers got on the dare-to-be-different track with this wild '72 Pantera, and naturally, they chose to install a complete Gen IV Magnum climate control system to keep it cool. This exotic has a serious LS engine with a Front Runner engine drive system, and they plumbed the A/C system with our new E-Z Clip refrigerant hose kit seen above.




# FITTINGS

## O-Ring / Beadlock And Heater



### Standard Vintage Air Refrigerant Hose

Hose - Sold By The Inch	#6 Hose	#8 Hose	#10 Hose
Our Barrier Refrigerant Hose For HFC-134a or R-12 Systems, Sold By The Inch. (Specify Length) 	<b>31854-VUD</b> 5/16" I.D. - 3/4" O.D. Liquid Hose: Condenser to Drier to Evaporator	<b>31855-VUD</b> 13/32" I.D. - 29/32" O.D. Discharge Hose: Compressor to Condenser	<b>31856-VUD</b> 1/2" I.D. - 1" O.D. Suction Hose: Evaporator to Compressor

### Fittings For Standard Vintage Air Hose

Beadlock O-Ring Fittings with 134a Service Ports				
Fittings	#6 Hose Fitting	#8 Hose Fitting	#10 Hose Fitting	
Straight With Port	<b>35511-VUG</b>	<b>35512-VUG</b>	<b>35513-VUG</b>	
45 Degree With Port	<b>35521-VUG</b>	<b>35522-VUG</b>	<b>35523-VUG</b>	
90 Degree With Port	<b>35531-VUG</b>	<b>35532-VUG</b>	<b>35533-VUG</b>	
#8 135 Degree With Port #10	N/A	<b>35542-VUG</b> RH Port	<b>35543-VUG</b> LH Port	
In-Line With Service Port	<b>35825-VUG</b>	<b>35826-VUG</b>	<b>35827-VUG</b>	
Beadlock O-Ring Fittings				
Fittings	#6 Hose Fitting	#8 Hose Fitting	#10 Hose Fitting	
Straight	<b>35811-VUG</b>	<b>35812-VUG</b>	<b>35813-VUG</b>	
45 Degree	<b>35821-VUG</b>	<b>35822-VUG</b>	<b>35823-VUG</b>	
90 Degree	<b>35831-VUG</b>	<b>35832-VUG</b>	<b>35833-VUG</b>	
135 Degree	<b>35841-VUG</b>	<b>35842-VUG</b>	<b>35843-VUG</b>	
Beadlock In Line Safety Switch Port	<b>34829-VUG</b>	N/A	N/A	

### Fittings For Dual Air - Standard Vintage Air Hose

Beadlock Male T-Fittings	
#6	<b>358280</b>
#10	<b>358282</b>

### A/C O-Rings For Vintage Air Fittings

- 331016** #6 O-ring, ten piece pack
- 331008** #8 O-ring, ten piece pack
- 331010** #10 O-ring, ten piece pack



**331009 Shop Kit** Ten piece pack of #6, #8, #10, O-Rings with refrigerant oil tube.

**41117-VUP** O-ring refrigerant lube oil for fitting and line assembly.



### Vintage Air Bulkhead Fittings

Bulkhead Beadlock Male Fittings			
Fitting	#6 Hose Fitting	#8 Hose Fitting	#10 Hose Fitting
Straight	<b>35861-VUG</b>	<b>35862-VUG</b>	<b>35863-VUG</b>
90 Degree	<b>35881-VUG</b>	<b>35882-VUG</b>	<b>35883-VUG</b>

### Bulkhead Heater Fittings

O-Ring Bulkhead Heater Fittings For 5/8" Hose	
Fittings	#10 Hose Fitting
Straight	<b>34215-VUG</b>
90 Degree	<b>34236-VUG</b>

### Extended Bulkhead Heater Fittings

O-Ring Bulkhead Heater Fittings For 5/8" Hose	
Fittings	#10 Hose Fitting
90 Degree Bulkhead Heater Fitting	<b>121018</b>
90 Degree Bulkhead Heater Fitting	<b>121019</b>

## TOTALLY COOLED GALLERY




The skilled team from Rutterz Rodz in Bristol, TN, built this 1967 Nova. This street machine is powered by a 572 Big Block, featuring a Vintage Air Front Runner. This beauty has a great stance, some huge wheels and of course one of our Gen IV SureFit systems to keep the cruisin' cool and comfortable.






# FITTINGS

## O-Ring / Beadlock And Heater

### Vintage Air Standard Heater Fittings

O-Ring Fittings For 5/8" Hose		#10 Hose Fitting
Fittings		
	Straight	<b>121004</b>
	45 Degree	<b>121034</b>
	90 Degree	<b>121018</b>

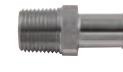
Beadlock Fittings		#10 Hose Fitting
Fittings		
	Straight	<b>354100</b>
	45 Degree	<b>354200</b>
	90 Degree	<b>354300</b>



**36033-MPA**  
Manifold Heater Fitting (stainless)  
Straight 1/2" NPT to #10 Male O-ring



**36032-MPA**  
Manifold Heater Fitting (stainless)  
Straight 3/8" NPT to #10 Male O-ring



**341081**  
Heater Fitting (aluminum)  
Straight 1/2" NPT to 5/8" Hose



**341082**  
Heater Fitting (aluminum)  
Straight 3/8" NPT to 5/8" Hose

### Molded Heater Hoses

**099000**

90 degree hose 5/8" - A= 4" x B= 6" long

**099003**

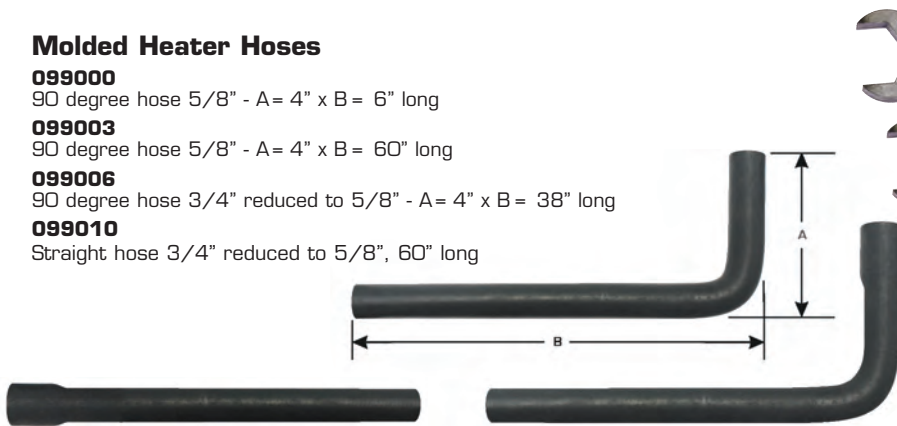
90 degree hose 5/8" - A= 4" x B= 60" long

**099006**

90 degree hose 3/4" reduced to 5/8" - A= 4" x B= 38" long

**099010**

Straight hose 3/4" reduced to 5/8", 60" long



**646917**

Steel 1/4" thick laser cut non-hardened fitting wrench 1-1/16" x 3/4".

**646918**

Steel 1/4" thick laser cut non-hardened fitting wrench 7/8" x 5/8".



### Pro Quality Crimp Tools For Refrigerant Lines



**424007**

Hydra Crimp Kit.  
Portable hand held hydraulic crimper.  
Beadlock A/C Hose Crimper, 134a.



**424005**

Standard Aluminum Beadlock A/C Hose Crimper, 134a



**42400-VUG**

Commercial Steel Heavy-Duty Beadlock A/C Hose Crimper, 134a

### Standard Heater Hose Kits

Choose straight or 90° firewall bulkhead fittings. Includes: 10 feet of 5/8" heater hose, 2 standard male O-ring 90 degree bulkhead fittings (or 2 standard straight bulkhead fittings), 2 female O-ring 90 degree fittings and 8 hose clamps.

**31400-VUD**

90° bulkhead fitting heater hose kit

**31401-VUD**

Straight bulkhead fitting heater hose kit

**31800-VUD**

Heater hose, 5/8" (sold per inch)

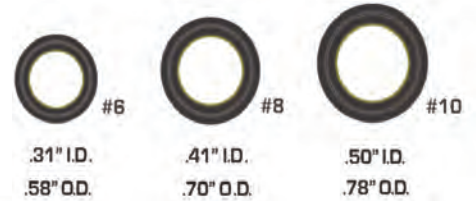
### INDUSTRY INVOLVEMENT

Vintage Air supports many industry promotional programs. One of our favorites is the NSRA 29 Below program. We believe the street rodding hobby needs all the young minds and energy it can get. If you are a young rodder and you are planning on attending a national event soon, be sure to register for this exciting (and rewarding) program.



# REFRIGERANT LINES

## E-Z Clip System



### E-Z Clip Lines & Fittings

This new refrigerant hose and fitting program is the way to go! Now you can complete the entire line fabrication, routing and crimping in your own garage. The unique E-Z Clip fittings are easy to make up, and the smaller diameter hose allows for tighter turns and neater routing than before.

- Reduced size and superior flexibility allows for installation in tight quarters, and takes less area.
- Easy assembly in the field or garage with clip tool (pliers).
- Maximum resistance to moisture ingress.
- Light-weight, rugged hose material.
- Nickel-plated steel fittings.



Each fitting connection is made with the proper fitting, one cage, and two cage clips. Order one cage and two clips for each fitting (not included).



Simply slip two clips over the hose end, insert the fitting, and press the cage over the hose and into the recessed groove on the fitting. Then move the cage clips over the cage and close the clips with the connecting pliers (#420000-VUR, below right).

### NEW! E-Z Clip Refrigerant Hose Kit



**547002**  
E-Z Clip Universal  
Hose Kit

See Page 75  
for more kit  
information.



### Airport A/C Bulkhead Kits for E-Z Clip Hose











Kit includes: Bulkhead plus adapter fitting to connect standard 5/8" rubber heater hose (for heater control valve installation). Requires 2.5" hole.

#### 388902



Thread-in bulkhead kit

#### 361403 -

E-Z Clip #10 hose to 5/8" heater hose adapter only. (Gen II apps require two adapters)

Hose Sold By The Foot:	#6 Hose	#8 Hose	#10 Hose
 A/C Hose	318600-VUR	318800-VUR	318000-VUR
Fittings			
	#6 Hose Fittings	#8 Hose Fittings	#10 Hose Fittings
 Straight Splice w/ 134a Service Port	347560-VUR	347580-VUR	347500-VUR
 Straight	347160-VUR	347180-VUR	347100-VUR
 Straight w/ 134a Service Port	347161-VUR	347181-VUR	347101-VUR
 Straight w/ Switch Port	347561-VUR	N/A	N/A
 45 Degree	347260-VUR	347280-VUR	347200-VUR
 90 Degree	347360-VUR	347380-VUR	347300-VUR
 90 Degree w/ 134a Service Port	347361-VUR	347381-VUR	347301-VUR
 Cage	347960-VUR	347980-VUR	347900-VUR
 Clip	347962-VUR	347982-VUR	347902-VUR

### EZ-Clip Dual Air T-Fittings

EZ-Clip Dual Air T-Fittings	
 #6 347660	 #10 347600

### EZ-Clip Assembly Tools

**420000-VUR**  
Clip Connecting Pliers

**420001-VUR**  
Hose Cutter



358282

### TOTALLY COOLED GALLERY

Kyle Tucker, of Detroit Speed, is a regular contributor to our distributor training programs. Detroit Speed is also one of our most successful distributors. With a long and well earned reputation as an engineer, designer and racer, Kyle won the coveted SEMA Battle Of The Builders Award in 2015 and just completed this amazing Willys for the 2017 SEMA competition.



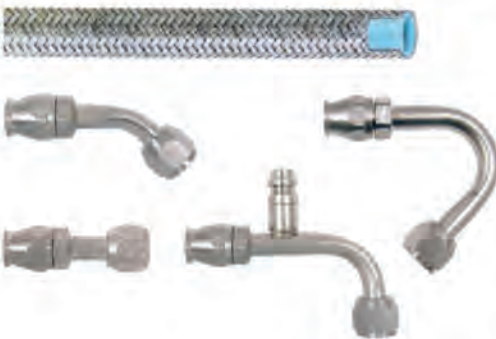
# REFRIGERANT LINES











## ProLine Braided Lines / Fittings

### ProLine Braided Line Components

Braided stainless steel hose designed specifically for high performance automotive applications. Reusable nickel plated steel fittings assemble in your home garage with hand wrenches and a quality vise - no crimping required. Fittings sold individually to suit custom applications.

- Designed specifically for A/C applications
- Nylon tube covered with fine braid stainless steel
- Nickel plated reusable steel fittings (Replace brass ferrule every time fitting is reused)
- Charge ports available on fittings
- Female O-ring pilot terminal ends for precise connection with existing A/C components
- O-ring seal between the hose and fitting nipple increases fitting and hose assembly integrity



Hose Sold By The Foot	#6 Hose	#8 Hose	#10 Hose
 A/C Hose	36906-VUR <small>.325" I.D. - .440" O.D.</small>	36908-VUR <small>.425" I.D. - .540" O.D.</small>	36910-VUR <small>.525" I.D. - .640" O.D.</small>
Fittings			
	36445-VUR	36547-VUR	36647-VUR
	36440-VUR	36540-VUR	36640-VUR
	36443-VUR	36544-VUR	36644-VUR
	36441-VUR	36541-VUR	36641-VUR
	36442-VUR	36542-VUR	36642-VUR
	36444-VUR	36545-VUR	36645-VUR
	N/A	36543-VUR	36643-VUR
	N/A	36546-VUR	36646-VUR
	36006-VUR	36008-VUR	36610-VUR



**420004**  
Economy cutting tool for cutting braided line.

### THE FAMILY THAT RACES TOGETHER...

At right is Jack and Tammy Chisenhall in the impound area at the Bonneville Salt Flats after the Project "A Cool 200" Stude's last run. Tammy was totally supportive of the record breaking runs but says she was "plenty nervous" while Jack was out there at 219+ miles per hour! The Studebaker is now set up as full-on road racer.



# REFRIGERANT LINES

Stainless Steel Line Kits / Parts



**Stainless TiteFit Nuts Included!**

## Vintage Air Stainless Steel A/C Line Kit

Includes straight stainless steel tubing (72" of #6, 36" of #8, and 72" of #10 tubing), tube ends with stainless TiteFit™ nuts, one foot each of stainless Aeroquip #10 & #8 line with straight fittings and a ProLine A/C bulkhead plate.

### 31202-VUQ

ProLine line kit R-12/134a with 2-way bulkhead

### 31203-VUQ

ProLine line kit R-12/134a with 4-way bulkhead

### 31201-VUQ

ProLine line kit R-12/134a without bulkhead

### 36701-VUR

Silver solder for S/S lines (30")

[See below for individual stainless parts and fittings.](#)



## Vintage Air Stainless Steel Heater Line Kit

Includes stainless steel tubing (60" of 1/2" #10 tubing), 2 tube ends with nuts, 2 tube ends with barbs, rubber hose for flex areas and 1 heater bulkhead plate.

### 31100-VUQ

ProLine heater line kit

### 31101-VUQ

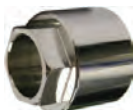
ProLine heater kit without bulkhead fittings

## Stainless Hardline Parts



### 36090-MPA

**Stainless O-ring Weld-on Line Ends**  
Stainless 5/8" barb tube end (heater)



### Stainless TiteFit™ Nut

#6 - **36140-MPA**  
#8 - **36240-MPA**  
#10 - **36340-MPA**



### Stainless Male Weld-on O-ring Nut

#6 - **36154-MPA**  
#8 - **36255-MPA**  
#10 - **36356-MPA**



#6 - **36400-MPA**  
#8 - **36500-MPA**  
#10 - **36600-MPA**



### 36032-MPA

Stainless #10 male O-ring to 3/8" NPT adapter (heater)



### 36033-MPA

Stainless #10 male O-ring to 1/2" NPT adapter (heater)

## Weld-In Service Port Fittings



### 34902-VUG

Weld-in aluminum charge port assembly cap and Schrader valve included for low side #10 line



### 34907-VUG

Weld-in steel charge port assembly cap and Schrader valve included for low side #10 line



### 34903-VUG

Weld-in aluminum charge port assembly cap and Schrader valve included for high side #6 or #8 line



### 34906-VUG

Weld-in steel charge port assembly cap and Schrader valve included for high side #6 or #8 line

## Stainless Tubing Stock



### 06300-VUG

5/16", #6, .035" wall (ordered per foot) 5/16" O.D.

### 06301-VUG

3/8", #8 .035" (ordered per foot) 3/8" O.D.

### 06302-VUG

1/2", #10 .035" (ordered per foot) 1/2" O.D.

## Firewall Grommets



### 33134-VUI

Double-hole rubber firewall grommet for #6 & #8 hardlines. 1.562" O.D., drill hole size 1.25"



### 33137-VUI

#8 rubber firewall grommet 1.25" O.D., inner hole size .625" Drill hole size 1.25"



## TOTALLY COOLED GALLERY

Yes, there is a Vintage Air system for almost every application you can dream up! This hot little (and we mean little) Crosley wagon is the latest project of multi-Champion and Top Fuel legend, Dick LaHaie. It features our Gen II ComPac system with ProLine controls and louvers.



# REFRIGERANT LINES

## U-Bend'Em Lines / Safety Switches



Neatly routed hardlines give your installation a professional look.

### "U-Bend-Em" Universal Length Aluminum Heater Lines

**Straight** sections of aluminum heater line with swaged #10 female O-ring on one end and a 5/8" heater hose barb on the opposite end. You form to desired shape using proper tubing bender.



<b>12412-VBH</b> #10 fittings, 12" long.	<b>12424-VBH</b> #10 fittings, 24" long.	<b>12436-VBH</b> #10 fittings, 36" long.
<b>12418-VBH</b> #10 fittings, 18" long.	<b>12430-VBH</b> #10 fittings, 30" long.	<b>12448-VBH</b> #10 fittings, 48" long.

#### Outside Dimensions:

#6 Tubing = 3/8" O.D. #8 Tubing = 1/2" O.D. #10 Tubing = 5/8" O.D.

### Universal Lengths Of Aluminum Refrigerant Line To Be Formed As Needed - Fittings Installed

**Straight** sections of aluminum refrigerant line with swaged O-ring ends (female-female or male-female) installed on tubes. You form to desired shape using proper tubing bender.



Female-Female Fittings



Male-Female Fittings

Female-Female	Male-Female		
<b>125741</b> #6 fittings, 12" long	<b>12512-VCL</b> #6 fittings, 12" long	<b>12513-VCD</b> #8 fittings, 12" long	<b>12514-VCS</b> #10 fittings, 12" long
<b>125742</b> #6 fittings, 18" long	<b>12518-VCL</b> #6 fittings, 18" long	<b>12519-VCD</b> #8 fittings, 18" long	<b>12520-VCS</b> #10 fittings, 18" long
<b>125743</b> #6 fittings, 24" long	<b>12524-VCL</b> #6 fittings, 24" long	<b>12525-VCD</b> #8 fittings, 24" long	<b>12526-VCS</b> #10 fittings, 24" long
<b>125744</b> #6 fittings, 30" long	<b>12530-VCL</b> #6 fittings, 30" long	<b>12531-VCD</b> #8 fittings, 30" long	<b>12532-VCS</b> #10 fittings, 30" long
<b>125745</b> #6 fittings, 36" long	<b>12536-VCL</b> #6 fittings, 36" long	<b>12537-VCD</b> #8 fittings, 36" long	<b>12538-VCS</b> #10 fittings, 36" long
<b>125746</b> #6 fittings, 48" long	<b>12548-VCL</b> #6 fittings, 48" long	<b>12549-VCD</b> #8 fittings, 48" long	<b>12550-VCS</b> #10 fittings, 48" long
<b>125747</b> #6 fittings, 60" long	<b>12560-VCL</b> #6 fittings, 60" long	<b>12561-VCD</b> #8 fittings, 60" long	<b>12562-VCS</b> #10 fittings, 60" long
<b>125748</b> #6 fittings, 72" long	<b>12572-VCL</b> #6 fittings, 72" long	<b>12573-VCD</b> #8 fittings, 72" long	<b>12574-VCS</b> #10 fittings, 72" long

### Inline Safety Switches

**ALWAYS Use A Safety Switch In Your A/C System!**

#### Trinary Switch Kit

Low pressure and high pressure compressor clutch cutoff functions PLUS electric fan engagement signal at 254 PSI. 30 PSI low pressure cutoff. 406 PSI high pressure cut off. Recommended for all electric fan installations.

#### 24678-VUS

Trinary switch kit for beadlock crimp

#### 11076-VUS

Replacement female thread trinary switch only



#### Binary Switch Kit

Combines high and low pressure functions into one switch. 30 PSI low pressure cutoff, 406 PSI high pressure cutoff.

#### 24679-VUS

Binary switch kit for beadlock crimp

#### 11078-VUS

Replacement female thread binary switch only. 7/16-20 thread



**Note:** Male safety switches listed on Page 83.

#### Threaded Adapter

For installing female threaded trinary or binary switches into our standard or chrome driers, (Driers on Page 83).

#### 18103-VUG

Adapter

(not compatible with ProLine driers)



3/8" -24  
Thread

#### Switch Fitting

Pressure switch fitting. 3/8" female O-ring x 3/8" male O-ring w/ female switch installation fitting.

#### 34098-VUG

Switch fitting



Drier-Mount Safety  
Switches On Page 83

### CUSTOMER SERVICE TEAM

Mark Hungerford is our technical services director. Mark is also totally into motorsports, especially NASCAR racing. Mark drives his well-built flat black '65 Chevy pickup with all the usual cool tricks including, of course, a Vintage Air Sure Fit Kit!



# PROLINE UPGRADES

## Bulkhead Plates



### StreamLine™ Polished Aluminum Plates

Lower profile, easier installation, just drill 4 individual holes.



**4-Way Square For A/C & Heater**  
(3" x 3" - Hose fittings start on Page 74)

**Polished Aluminum**  
**384600-MBA**  
4-way A/C-heater (6-10 male O-ring)  
**384800-MBA**  
4-way A/C-heater (8-10 male O-ring)



**Black Anodized**  
**389600**  
4-way A/C-heater (6-10 male O-ring)  
**389800**  
4-way A/C-heater (8-10 male O-ring)



**4-Way Diamond For A/C & Heater**  
(2.75" x 4.375" - Hose fittings start on Page 74)

**Polished Aluminum**  
**388600-MBA**  
4-way A/C-heater (6-10 male O-ring)  
**388800-MBA**  
4-way A/C-heater (8-10 male O-ring)



**Black Anodized**  
**389601**  
4-way A/C-heater (6-10 male O-ring)  
**389801**  
4-way A/C-heater (8-10 male O-ring)



**2-Way For A/C & Heater O-Ring Lines**  
(1.25" x 2.75" - Hose fittings start on Page 74)

**Polished Aluminum**  
**382600-MBA**  
2-way A/C (6-10 male O-ring)  
**382800-MBA**  
2-way A/C (8-10 male O-ring)  
**382680-MBA**  
2-way A/C (6-8 male O-ring)  
**382000-MBA**  
2-way heater (10-10 male O-ring)



**Black Anodized**  
**389602**  
2-way A/C (6-10 male O-ring)  
**389802**  
2-way A/C (8-10 male O-ring)  
**389603**  
2-way A/C (6-8 male O-ring)  
**389803**  
2-way heater (10-10 male O-ring)



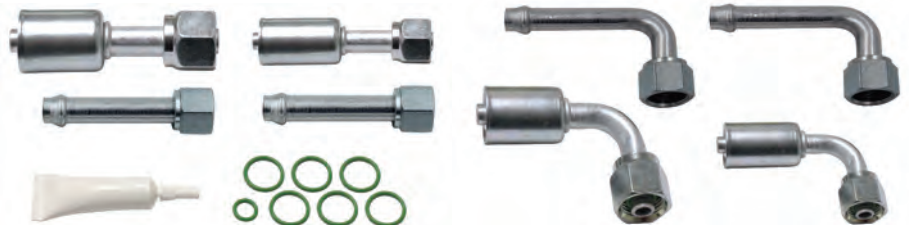
**4-Way In-Line For A/C & Heater**  
(1.25" x 5.75" - Hose fittings start on Page 74)

**Polished Aluminum**  
**386600-MBA**  
4-way A/C-heater (6-10 male O-ring)

**Black Anodized**  
**389804**  
4-way A/C-heater (6-10 male O-ring)

### 4-Way Bulkhead Fitting Kit

**35704-VUD**  
Beadlock Type. Includes: 4 straight fittings, 4-90° fittings and refrigerant oil.



### CUSTOMER SERVICE TEAM

Shane Chisenhall and Ramon Barrientes specialize in assisting customers with any technical issues or questions they may have. Both have extensive experience with our manufacturing operations and system installations. Shane crew chiefs on his family's restored, historic CKC fuel funny car, and Ramon owns a hot rodded '55 Chevy.



### Driers/Receivers



#### Chrome Drier

Features a built in mounting bracket and compact size. Includes chrome mounting bracket and hardware. 2.5" x 6".

#### 07310-VUG

Chrome drier with bracket

#### 01311-VUG

Replacement chrome drier without bracket



#### Chrome Drier With Safety Switch

Includes chrome mounting bracket. Includes chrome mounting bracket and hardware. No adapter needed. 2.5" x 6".

#### 07308-VUG

Chrome drier with binary switch

#### 07309-VUG

Chrome drier with trinary switch



#### Standard Drier

Economical choice, painted black. Threaded port for trinary or binary switch installation. Comes sealed and pre-charged with nitrogen. Brackets sold separately - see below. 2.5" x 6".

#### 07321-VUC

Standard drier

#### 18103-VUG

Adapter required to install female trinary or binary switch.



#### Standard Drier With Safety Switch

Economical choice, painted black. No adapter needed. Includes 07113-VUB bracket as shown below. 2.5" x 6".

#### 07322-VUC

Painted drier with binary switch and mounting hardware

#### 07323-VUC

Painted drier with trinary switch and mounting hardware

#### Male Thread Safety Switches

#### 11079-VUS

Replacement male thread binary switch with O-ring. (3/8"-24 male thread)

#### 11086-VUS

Replacement trinary switch with O-ring. (3/8"-24 male thread)



#### Polished Aluminum Drier

Features a unique design which allows changing the drier without removing any fittings. Completely rebuildable. Includes hardware for integral mounting bracket. 2.5"x 7", (Inlet on left side).

#### 07330-VUG

Polished drier

#### 07331-VUG

Replacement drier



#### Drier Mounting Brackets

#### 65980-VCB

Single **wide** steel bracket for standard driers above.



#### 07113-VUB

Standard **narrow** galvanized steel drier clamp (two required). Shown far right.



#### Heavy Duty Drier Mounting Bracket

#### 071130

Double-strap heavy duty drier mount with welded stud, washers and nut.

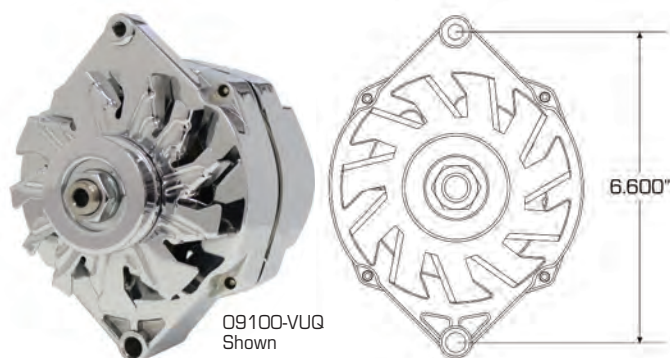
### FACTORY TOUR

CNC/Machine Shop (L to R) CNC Machinists Omar Hernandez and Steven Meyers, Supervisor Andrew Rivera and CNC Tech Robert Barrientes. Our Front Runner components, upgrade brackets and controls are all manufactured in house on our Toyoda & Haas 4 Axis Machining Centers.



# PROLINE UPGRADES

## Alternators / Water Pumps



09100-VUQ  
Shown



04292-MBP  
Shown

### Alternators, Single Wire

Built by Powermaster. GM12si series fit all Vintage Air brackets. Available in standard finish, chrome and all black acrylic urethane finish. GM '63-'88 original application, Ford '65-'85 original application.

#### 09100-VUA

100 Amp GM standard finish

#### 09100-VUQ

100 Amp GM all chrome finish

#### 09140-VUA

140 Amp GM standard finish

#### 09140-VUQ

140 Amp GM all chrome finish

#### 09200-VUQ

100 Amp Ford all chrome finish

#### 09240-VUQ

140 Amp Ford all chrome finish

#### 73900-ACP

Double-groove GM steel alternator pulley

#### 739001

Single groove chrome GM wide-groove alternator pulley.

#### 739002

Single groove zinc plated GM wide-groove alternator pulley.

### Stewart Hi-Flow Water Pumps,

#### NASCAR's Choice for Cup Racers!

For small block Chevy, run cooler, twice the pressure, 41% more flow, uses less engine power, and five times the strength of standard cast-iron pumps.

#### 72211-SCP

Small block Chevy, short pump

#### 72231-BCP

Big block Chevy, short pump

#### 72212-LCP

Small Block Chevy, long pump

#### 72232-CCP

Big Block Chevy, long pump



### Alternators, Single & 3-Wire 140 Amp

CS130 series (late 80's - early 90's Chevy V8 engines)

Polished, chromed or standard finish.

Fit our ProLine compressor/alternator bracket on Page 66 and ORIGINAL design Vintage Air Front Runner systems only. (Will not fit Steel-eez or standard steel brackets).

### V-Belt ProLine Bracket Applications

#### 042903

Single wire, V-belt, standard finish

#### 042904

Single wire, V-belt, polished finish

#### 042905

3-wire, V-belt, standard finish

#### 042906

3-wire, V-belt, polished finish

### Original Design Front Runner Applications

#### 04290-MBA

Single wire, serpentine, standard finish

#### 04291-MBC

Single wire, serpentine, chrome finish

#### 04292-MBP

Single wire, serpentine, polished finish

#### 042901

3-wire, serpentine, standard finish

#### 042902

3-wire, serpentine, polished finish

## FACTORY TOUR

Our shipping department ensures that all Vintage Air systems and components are assembled, inspected and carefully packaged before being shipped out to our customers. (L-R) Michael Briones, Hector Reyes-Lead, Michael Rivera and Jeremy Mirone.



**Note:** We recommend purchasing pulleys as a pair for best reliability and performance.

# PROLINE UPGRADES

## Engine Drive Pulleys

### Hard To Find OEM-Style Steel & Aluminum Pulleys

Easy solution for installing air conditioning on your classic V8 engine.



#### Small Block Chevy (Short Pump)

**22503-VCA**

Water pump pulley (double groove).



**22506-VCA**

Crankshaft pulley (double groove).



**22507-VCA**

Add-on crankshaft pulley (Shown at bottom left, single groove pulley designed to bolt onto 22506-VCA to make 3 grooves total).



#### Small Block Chevy (Long Pump)

**733022**

Water pump pulley (double groove).



**733023**

Crankshaft pulley (triple groove).



#### Small Block Chevy - Short or Long Pump

**22502-VCA**

Key-Way Type Mount  
Power steering (double groove).

### Now Available!

#### Ford 289-302 Small Block Billet Pulleys

Billet Aluminum black **Hard Coated** pulleys to install air conditioning on your classic Ford SB engine.

**730014**

Water pump pulley (double groove).

**730016**

Crankshaft pulley (double groove)

(NOTE: Drilled For 3-bolt balancer. 3" overall depth).



#### Ford Y-Block Crankshaft Pulley

**730004**

272-312 Y-Block **machined** aluminum 2-groove add-on crankshaft pulley.



### Now Available!

#### Toyota FJ Landcruiser Hart Coat billet pulleys

**732109**

Double groove water pump pulley.

**732104**

Add-on single groove crankshaft pulley.



#### ProLine™ Machined Aluminum Chevy Pulleys

Our ProLine **machined** aluminum adds the finishing touch to your engine.

#### Small Block Chevy (Short Pump)

**22301-VCQ**

Alternator pulley (single groove)  
(Not shown)

**22303-VCQ**

Water pump pulley (double groove)

**22304-VCQ**

Crankshaft pulley (double groove)

**22305-VCQ**

Crankshaft pulley (triple groove)



#### Big Block Chevy (Short Pump)

**22301-VCQ**

Alternator pulley (single groove)  
(Not shown)

**22400-VCQ**

Water pump pulley (double groove)

**22401-VCQ**

Crankshaft pulley (double groove)

**22402-VCQ**

Crankshaft pulley (triple groove)



#### Mopar V8 Pulleys

Hard to find OEM-style pulleys to install air conditioning on your classic Mopar engine.

**735006 Steel**

Water pump pulley 318-360 Mopar (single groove).

**735007 Steel**

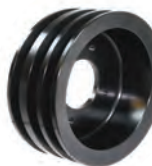
Crankshaft pulley 318-360 Mopar (double groove).

**735011 Billet Hardcoat**

Water pump pulley 383-440 Mopar (double groove).

**735014 Billet Hardcoat**

Crankshaft pulley 383-440 Mopar (4-groove).



#### Pontiac V8 Crankshaft Aluminum Pulleys

**730006**

Crankshaft pulley 326-455 Pontiac, 1968-70, 3-groove, 4-bolt, black **hardcoated**.

**730007**

Crankshaft pulley 326-455 Pontiac, 1971-79, 3-groove, 4-bolt, black **hardcoated**.

**730008**

Crankshaft pulley 326-400 Pontiac, 1964-67, 3-groove, 6-bolt, black **hardcoated**.

## STREET RODDER ROAD TOURS

For over 30 years Vintage Air staffers have participated in great cruise events such as the Hot Rod Magazine Power Tour, Rod & Custom Americruise and Street Rodder Tours. We know it is a great chance for us to get out and "Live The Cool Life" with our friends, and to meet our customers on the road.



# PARTS & ACCESSORIES

Upgrade Your Installation



Std. 2.875"  
Turns 75%  
of pump speed.

Monster, 3.375"  
Turns 90%  
of pump speed.

### Fan Clutches

- 32000-VUF**  
Conventional fan clutch
- 32001-VUF**  
Monster-duty fan clutch
- 32002-RUR**  
Reverse rotation H/D fan clutch



### Clutch Fan Blades

- 32517-VUF**  
17" x 2" fan
- 32518-VUF**  
18" x 2" fan
- 32117-HSR**  
17" x 2" reverse rotation fan
- 32118-HSR**  
18" x 2" reverse rotation fan



### Direct Mount Fan Blades

- 32917-VUF**  
17.25" x 2" steel fan
- 32918-VUF**  
18.25" x 2" steel fan
- 32116-HSR**  
17" x 2" reverse rotation
- 32119-HSR**  
18" x 2" reverse rotation
- 32115-HSR**  
19" x 2" reverse rotation



1.25"

### Water Neck Riser

New design with 1/2" NPT thread port. Aluminum water neck riser allows installation of a sending unit or connection of a pressure-side heater line or hose when you are unable to use existing manifold outlets. Fitting sold separately. Designed for SB & BB Chevy.

#### 706001-VCG

Water neck riser (top)

#### 706003

Water neck riser with 1/2" NPT front side port location and rear corner port locations.

#### 706004

Water neck with single center 1/2" NPT port.



See Page 77 For Heater Hose Fittings



### SuperStat Thermostat

Allows engine temp to stabilize faster. Precisely controls amount of coolant flow, which means system cycles less often than conventional thermostats. Stainless spring.

#### 70700-VUT

160° thermostat

#### 70705-VUT

180° thermostat

#### 70710-VUT

195° thermostat



### Radiator Caps

#### 70007-VUR

Chrome 7 lb.

#### 70015-VUR

Chrome 15 lb.



Upgrade Your  
Older System To  
Electronic Control

### Servo Heater Valve Re-fit Kit

Now you can retrofit your current Vintage Air A/C or heater system with our Gen II style adjustable electronic servo-controlled heater water valve kit. Includes servo valve, control switch and wiring kit.

#### 50507-VUA

Valve kit with control knob and pod.

## Moon Equipment Accessories

### Moon Direct-Mount Temp Gauge

Liquid filled gauge needs no wires, no senders or cables. Installs in block, water neck, heads or radiator for an accurate temp reading directly from your coolant flow!

#### 49800-VUI

1.5" diameter gauge, (water neck not included).

#### 49802-VUI

2.25" diameter gauge, (water neck not included).



### Moon Recovery Tanks/Reservoirs

#### 708007

1.5 quart tank/reservoir

#### 708008

2 quart tank/reservoir

#### 708001

2-1/4" x 13" tank/reservoir for coolant overflow

#### 708000

2-1/4" x 5" master cylinder reservoir (Left)

#### 708009

Brackets (pair) for small diameter tanks/reservoirs

**Note:** 15", 16", 17", 18", and 19" tanks also available special order only.



## BUSINESS MANAGEMENT TEAM

Pat Shumaker PHR, oversees the daily operations of our human resources department. With over 130 full time employees at our facility, Pat is there to manage the insurance, payroll and training needs of our entire team.





# REPLACEMENT PARTS

## Application Specific

### U.S. Patented Design



**112002-SUA**  
SureFit system Cable Converter unit



**11413-RUA**  
Gen II rotary pot (switch) for servo heater valve.



**11212-SUA**  
Gen II slide pot (switch) for servo heater valve



**11458-VUS**  
Rotary switch (fan/mode).

**114600**  
Rotary switch (Gen II heater mode)  
**246018-0**  
Gen IV rotary potentiometer switch w/nut .266" shaft dia.



**11430-VUS**  
Lever switch fan/mode)



**46103-VUH**  
Vacuum heater control valve. (Normally closed -vacuum to open)



**46105-VUH**  
Cable heater control (pull to open)



**461172**  
Gen II servo heater control valve replacement kit



**11400-VUS**  
Micro switch for cable-operated SureFit systems



**461171**  
Gen IV servo heater control valve.



**33076-VUI**  
Expansion valve kit for HFC-134a or R-12 systems (Includes valve, press tape and O-ring)



**44500-VUJ**  
30 amp. relay



**11542-VUS**  
Vacuum solenoid



**11428-RUA**  
Push/Pull fan switch for all systems with 28" heater valve cable (use pull-open heater control valve 46105-VUH)



**23160-VUW**  
30 amp. circuit breaker with weather boot

**49003-VUP**  
Press tape



**20557-VUP**  
Soft-light replacement bulb for ProLine control panel



**41119-VUP**  
Pag oil, 8.45 fl.oz.



**204102-DAR**  
ABS cold-weld glue



**11206-VUS**  
Replacement servo motor for Gen II systems



**Gen II Mini Shown**

**11219-VUS**  
Gen II Mini heat, cool and defrost PC board assembly (shown).

**11218-VUS**  
Gen II Mini heat, cool only PC board assembly

**11209-VUS**  
Gen II Super/ Gen-II ComPac, heat, cool and defrost PC board assembly

**11208-VUS**  
Gen II Super/ Gen-II ComPac, heat, cool only PC board assembly (All come with wiring harness, a plugs and ABS board box)

### Evaporator Drain Parts



**31050-VUD** 1/2" ID drain hose/per inch

**65595-VUE**  
1/2" Straight drain

**65597-VUE**  
1/2" 90° drain

**65598-VUE**  
1/2" 90° drain elbow

**65599-VUE**  
1/2" drain tee



**11088-VUT**  
(Lever for Gen II control panel)

**11090-VUT**  
(Lever 42") Vacuum Lever Control

**11092-VUT**  
(Rotary 48")

**11013-VUE**  
(Rotary 18") Evaporator thermostat



**40151-VUG**  
Blower motor for Vintage Air systems only (3-speed, single 2" shaft)

**40152-VUG**  
Blower motor for Vintage Air systems only (3-speed, single 1" shaft)

## TOTALLY COOLED GALLERY

Gary Whorton's beautiful blue 1969 Mach 1 Ford Mustang is powered by a 428 Cobra Jet with a Richmond 6-Speed. This Pro-Touring style Mustang features big Budnik wheels and our latest 1969 -70 Mustang Gen IV SureFit climate control system.



# CONDENSERS

Vintage Air SuperFlow™

Dimensions Do Not Include Fitting Ports



**03701-OVA**  
Condenser

## Horizontal SuperFlow Condensers

Perfect for late-model cars with more grill area.  
With male O-ring fittings. Top #8, bottom #6.

### 03701-OVA

Condenser with brackets, 12" tall x 20" wide x .83" thick

### 037033

Condenser with brackets, 12" tall x 24" wide x .83" thick

### 03260-VUC

Condenser with brackets, 14" tall x 18" wide x .83" thick

### 03261-VUC

Condenser with brackets, 14" tall x 20" wide x .83" thick

### 03262-VUC

Condenser with brackets, 14" tall x 22" wide x .83" thick

### 03263-VUC

Condenser with brackets, 14" tall x 24" wide x .83" thick

### 03770-VUC

Unpainted condenser w/o brackets, 14" tall x 25.5" wide x .83" thick

### 037034

Condenser with brackets, 16" tall x 18" wide x .83" thick

### 037035

Condenser with brackets, 14" tall x 25" wide x 1.00" thick  
(90 degree outlets, 27.75" overall width with fittings and brackets)

## Vintage Air Designed SuperFlow™ Micro Tube Condensers

This SuperFlow condenser design was pioneered by Vintage Air to provide leading-edge technology and superior performance with today's 134a refrigerants. The importance of this unique new micro tube design and its improved refrigerant flow cannot be overemphasized. By providing increased refrigerant contact with the micro tube walls and multiple passes per circuit for low restriction pathway, SuperFlow condensers **provide up to 40% more capacity** than comparably sized old-style tube-and-fin condensers.



## Monster SuperFlow Condenser For Dual Air Or High-Capacity Systems

### 037030-OVR

Condenser with straight outlets, 16" tall x 27" wide x 1" thick, 29.5" overall length with fittings and brackets.



**037035** Condenser

### NOTE:

Never run a parallel-flow condenser on its side.  
The side tanks are designed to be vertical only!

We Can Provide Radiators From:  
Walker, Be Cool, US Radiator, Griffin

**Note:** Please allow 4-5 weeks for all radiator deliveries.  
No returns on custom radiators or special orders.



Radiator Not Included

## Tri-Five Chevy Condenser For Crossflow Radiator

**03455-VCC**  
SuperFlow condenser kit for use with many aftermarket 1955-57 Chevy crossflow aluminum radiators. (Universal fit with other crossflow radiator packages). See Page 15 for our new dual fan kit which is compatible with this condenser / radiator combination. Includes 03770-VUC condenser, brackets and hard-lines, as shown.

## INTERNATIONAL GEARHEAD SCENE

People worldwide are developing a passion for vintage American cars. We're proud to say Vintage Air is becoming recognized globally for its quality and customer service. Our own John Chisenhall has handled much of our distributor relations in Latin America for many years. He is shown here with his pearl green '59 El Camino.





# CONDENSERS

## Application Specific / Remote Mount



Dimensions Do Not Include Fitting Ports

### '32 Ford Vertical SuperFlow Condensers (For hardlines, see kits below)

The only condenser anywhere designed for street rods that will fit the tight spots and still deliver big condenser performance! Also may fit many other pre-'48 cars]

#### 03332-VUC

Painted condenser with brackets, #8 fitting at top and #6 at bottom, 20.75" tall x 14" wide x .75" thick.

#### 037032

Unpainted condenser with brackets, #8 fitting at top and #6 at bottom, 20.75" tall x 14" wide x .75" thick.

#### 03032-OFV

Kit includes condenser, side exit hardlines (As shown below), & brackets..



#### Hardlines, Side Exit (Left)

##### 35344-VFG

#6 line '32-'37 Ford

##### 35045-VFG

#8 line '32-'37 Ford

#### Hardlines, Bottom Exit (Right)

##### 35342-VUG

#6 line '32-'37 Ford

##### 35043-VUG

#8 line '32-'37 Ford



#### Universal Condenser Mounting Brackets

##### 03115-VUB

Universal mounting straps with bolts



##### 03113-VUB

Universal SuperFlow condenser mounting straps with bolts



### Universal Vertical SuperFlow Condensers (For hardlines, see kits below)

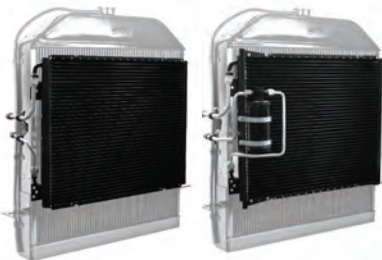
#### 03769-VUC

Painted condenser with brackets, #8 fitting at top, #6 at bottom, 17" tall x 19" wide x .75" thick. (Left)

#### 031001-VUA

Unpainted condenser with brackets, #8 fitting at top, #6 at bottom, 17" tall x 19" wide x .75" thick.

**May be used in many applications including Tri-Five Chevys with the original style vertical-flow radiator design.**



### '39-'40 Ford Deluxe SuperFlow Condenser and Hardline Packages

#### 03040-VFC

Includes: 03768-VUC SuperFlow condenser with side exit hard lines, without drier (Shown far left).

#### 03140-VFC

Includes: 03768-VUC SuperFlow condenser with side exit hard lines and standard drier (Shown at left).

#### Hardlines, Side Exit

##### 35178-VFG

#6 line for '39-'40 Ford SuperFlow Condenser

##### 35177-VFG

#8 line for '39-'40 Ford SuperFlow Condenser

#### Hardlines, Side Exit For Built-in Drier

##### 35175-VFG

#6 condenser to drier line for '39-'40 Ford SuperFlow w/drier

##### 35176-VFG

#6 drier to engine compartment line for '39-'40 Ford SuperFlow w/drier

##### 35177-VFG

#8 line for '39-'40 Ford SuperFlow w/drier



### Remote-Mount Condenser and Fan Kit

Allows you to install A/C in your car when there is no room to mount a condenser in front of your radiator. Installation will require a trinary function safety switch (Page 81) and an extra long hose kit. Must be mounted in a location allowing adequate airflow to enter and exit condenser. These remote condensers include high-performance fan and ABS shroud. 14" wide x 20" long x 4" thick.

#### 03143-VUC

Remote condenser 14" x 20" with 14" SPAL fan

#### 03500-OVA

Remote condenser 12" x 20" with 12" skewed blade fan (not shown)

Not recommended as a primary condenser. Ask your dealer about specific recommendations.

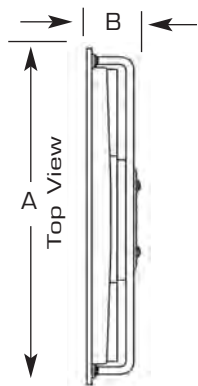
## DISTRIBUTOR TRAINING

During our distributor training sessions we explain the basics of air conditioning and components. We also go into detail about our entire product line including the GEN II and GEN IV systems. We believe that a well-informed and technically trained dealer network is one of the best ways to ensure continuing customer satisfaction.



# COOLING FANS

## Electric Engine Cooling



### Vintage Air LoPro™ Electric Fan and Shroud Combination

Electric fan with shroud. Tubular fan mounting bracket with 15.25" skewed fan blade. Only 2.75" clearance necessary. Mount vertically or horizontally.

**NOTE:** Fan is designed to be a "puller" only. Cannot be used as a "pusher" type fan.

Part Number	A	B	D	CFM
<b>280471</b>	18.25"	2.62"	20.75"	2700+
(Can be trimmed down to):	17.25"		19.25"	
<b>280473</b>	21.75"	2.62"	20.00"	2700+
(Can be trimmed down to):	19.75"		19.00"	

(Requires HD wiring kit 23102-VUW below)



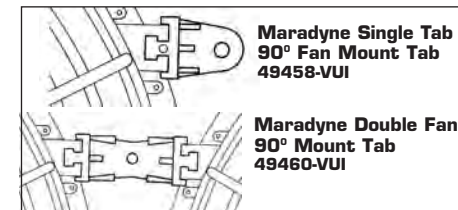
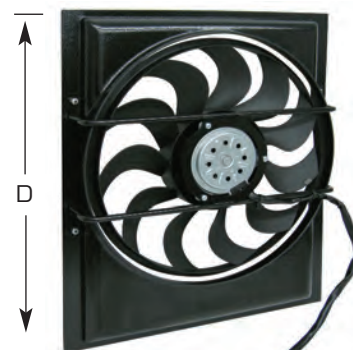
### Skewed Blade Electric Fans

Reversible high-volume skewed blade fans deliver maximum cooling efficiency. Brackets included.

Part Number	A	B	C	CFM
<b>32610-VUF</b>	11.20"	2.480"	1.20"	950
<b>32612-VUF</b>	13.23"	2.480"	1.20"	1155
<b>32614-VUF</b>	15.04"	2.75"	1.20"	1555
<b>32616-VUF</b>	16.30"	2.870"	1.20"	1810
<b>32716-VUF</b>	6.30"HD.	3.190"	1.20"	2170

(Heavy Duty Unit)

**Note:**  
All electric fans require proper wiring kit with a relay.  
See below for wiring kits and electric fan accessories.



### Electric Fan Wiring Harnesses & Thermostats

Designed by our engineers for proper operation of most electric fan installations. Includes inline relay to protect fan switch from excessive amp loads.



#### Electric Fan Wiring Kit

Recommended for ALL electric fan installations. Allows direct current to fan without placing load on your fan switch. Prevents current feedback when fan is not engaged.

#### 23101-VUW

Standard duty wiring kit with 30 amp relay

#### 23102-VUW

Heavy Duty wiring kit with 70 amp relay  
**Required for ALL LoPro and dual fan kits**

#### Electric Fan Thermostat Kit w/Wiring

Includes thermostat, adapter bushings, standard duty wiring harness.

#### 24190-VUT

190° switch kit

#### 24205-VUT

205° switch kit

#### 241900

190° switch kit with heavy duty wiring (70 amp relay)

#### 242050

205° switch kit with heavy duty wiring (70 amp relay)

#### Electric Fan Set-Point Temp Switch

Recommended for ALL electric fan installations. Specially bored out to allow proper coolant flow around thermostat.

#### 11190-VUS

190° switch - Black  
(On @ 192° off @ 182°)

#### 11205-VUR

205° switch - Red  
(On @ 205° off @ 195°)

#### 34303-VUG

3/8" X 1/2" adapter

#### Adjustable Fan Thermostat

Automatic fan control at your desired temperature setting (180°-240°). Probe installs into radiator drain with included pos-a-seal fitting. Use separately or with A/C trinary function safety switch. VA fan wiring kit recommended.

#### 24675-VUT

Thermostat kit

#### 23101-VUW

Thermostat wiring kit

**See Wiring Diagram, Page 99**

### CUSTOMER SERVICE TEAM

Sales Supervisor, Art Cavazos, has worked in the automotive industry for over 18 years and at Vintage Air for 17. Art is a second generation street rodder and his current project is a '33 Ford Pickup.



# COOLING FANS

## Electric Engine Cooling



### SPAL Series Electric Fans

SPAL is recognized worldwide as a leader in automotive engine cooling technologies. We offer the complete line of SPAL fans to our customers to assure optimum cooling system performance.

The illustrations are for typical reference only. Your dealer will be happy to supply you with specific CFM recommendations and mounting information.

### SPAL Series Electric Fans

Part Number	Fan Diameter	Motor Thickness	Fan Thickness	CFM
<b>32141-SHF</b>	14" Puller	3.390	1.100	1720
<b>32140-SHF</b>	14" Pusher	3.390	1.100	1720
<b>32161-SHF</b>	16" Puller	3.390	1.100	2360
<b>32160-SHF</b>	16" Pusher	3.390	1.100	2360
<b>Extreme Duty 16"</b>				
<b>287016-VUR*</b>	16" Puller	3.640	1.440	3000
<b>32111-SDF*</b>	11" Dual Puller (5 blade fan)	4.250	2.600	2780

Above fans do not include mounting brackets.

#### 40137-VUB

Fan mounting bracket kit.



#### Notes:

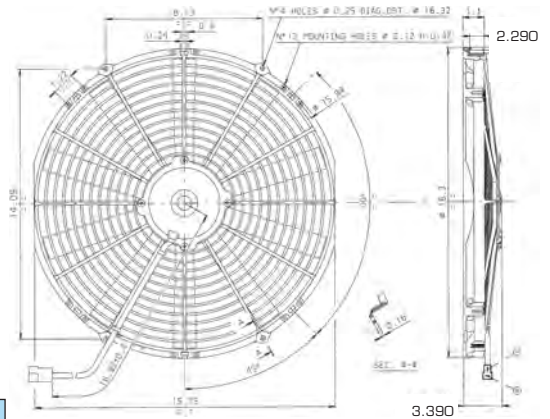
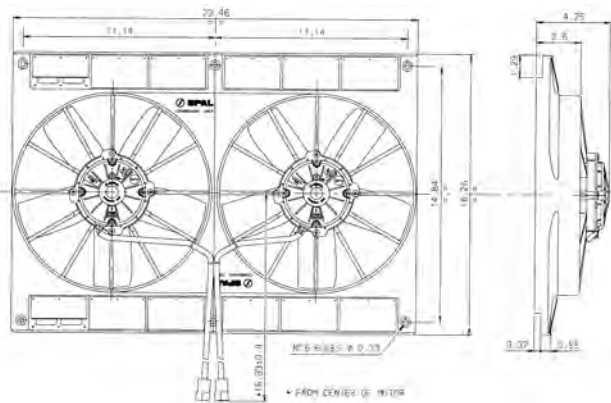
1. These fans must use heavy duty wiring kit 23102-VUW. See Page 90
2. Other smaller fan models available by special order only. Allow 4-6 weeks delivery.

### SPAL Dual Fans

Designed as a primary cooling fan package. They can be mounted horizontally for use on 50s, 60s and 70s cars and trucks. Mounted vertically, they can be used on mid-to-late 30s street rods and trucks.

#### 32111-SDF

11" Dual Puller Fan Package



#### 231360

Dual Fan "Y" Connector to integrate 32111-SDF fans into our fan harness kits on Page 90.



## TOTALLY COOLED GALLERY

One of the earliest pro-built street rods to feature Vintage Air was built for our San Antonio friend Jamie Mussleman. This unique and very rare Model B-400 was featured in several magazines of the time. The car was built by Hot Rods by Boyd and displayed all of the detail and finish quality Boyd was known for.



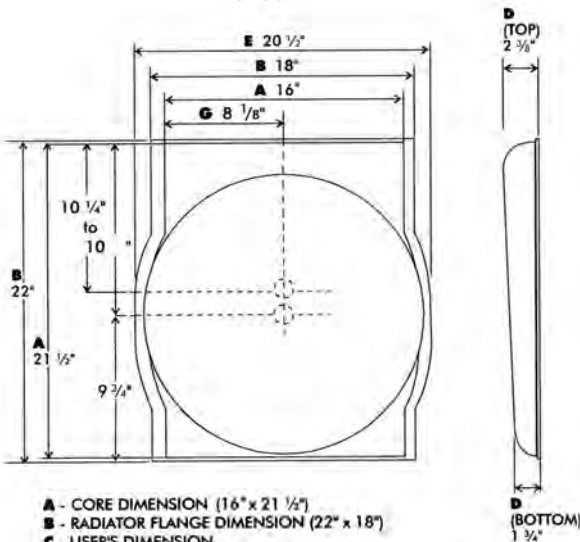
# FAN SHROUDS

## Application Specific

Optimum Engine-Driven Fan Cooling Requires A Well Fit Fan Shroud

These ABS molded shrouds are designed to be custom trimmed for your particular fitment. Excess material is molded into the outer edges to allow flexibility in mounting position. Fan opening is not cut out so that you may trim it for your application.

### 32031-VFF



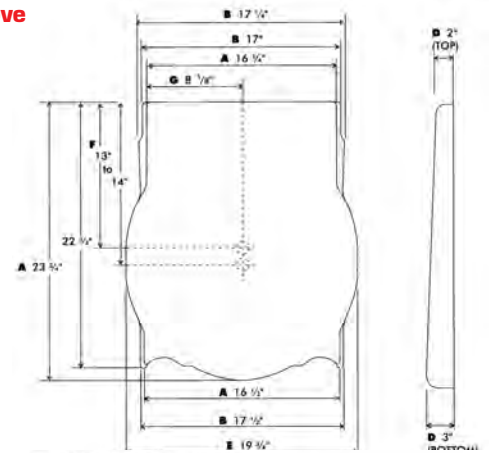
- A - CORE DIMENSION (16" x 21 1/2")
  - B - RADIATOR FLANGE DIMENSION (22" x 18")
  - C - USER'S DIMENSION
  - D - DEPTH (2 1/2"-1 3/4")
  - E - BULGE (20 1/2")
  - F - FAN OPENING AREA LOCATION (VERTICAL FROM TOPSIDE OF CORE. (EXAMPLE ONLY MEASUREMENT - 10 1/4" to 10 3/4"))
  - G - FAN OPENING LOCATON (HORIZONTAL) FROM LEFT SIDE OF CORE - 8-1/8".
- FLANGE MEASUREMENTS - TOP 1/8" SIDES 1/8" BOTTOM 1/8"

**Fan Should Be Positioned Half In, Half Out Of Shroud As Seen From Above**

**32031-VFF Fits:**  
 1936-38, 48-49 Buick  
 1937-40 Chevy Pickup & Panel  
 1946 Chevy Pickup & Panel  
 1931 Ford  
 1940 Olds  
 1931-32, 36-37, 39-40 Pontiac  
 1932 Plymouth

**32031-VFF - Trim To Fit:**  
 1932-41 Chevy  
 1936 Chevy Pickup & Panel  
 1932 Ford  
 1933-36 Ford  
 1936 Olds  
 1936 Plymouth

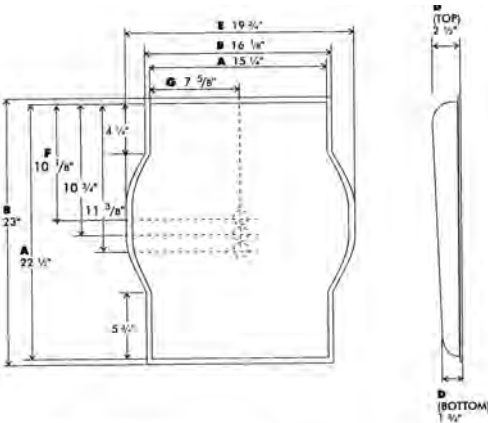
### 32034-VFF



- A - CORE DIMENSION (16 1/2" x 23 1/2")
- B - RADIATOR FLANGE DIMENSION (17 1/2" x 23 1/2")
- C - USER'S DIMENSION
- D - DEPTH (2"-3")
- E - BULGE (19 3/4")
- F - FAN OPENING AREA LOCATION (VERTICAL) FROM TOPSIDE OF CORE. (EXAMPLE ONLY MEASUREMENT - 13" to 14")
- G - FAN OPENING LOCATION (HORIZONTAL) FROM LEFT SIDE OF CORE - 8-1/8"

**32034-VFF Fits:**  
 1933-34 Ford w/18.25" engine-drive fan with most manufacturers engine mounts

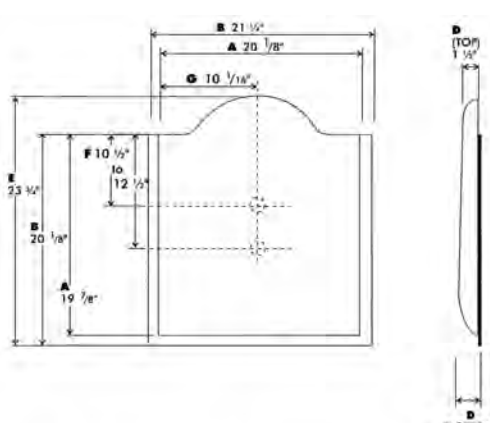
### 32037-VFF



- A - CORE DIMENSION (15 1/4" x 22 1/2")
- B - FLANGE DIMENSION (16 1/2" x 23")
- C - USER'S DIMENSION
- D - DEPTH (2 1/2"-1 3/4")
- E - BULGE (19 3/4")
- F - FAN OPENING AREA LOCATION (VERTICAL) FROM TOPSIDE OF CORE. (EXAMPLE ONLY MEASUREMENT - 10-1/8" to 11-3/8")
- G - FAN OPENING LOCATION (HORIZONTAL) FROM LEFT SIDE OF CORE - 7-5/8"

**32037-VFF**  
 Fits: 1937-39 Ford Standard

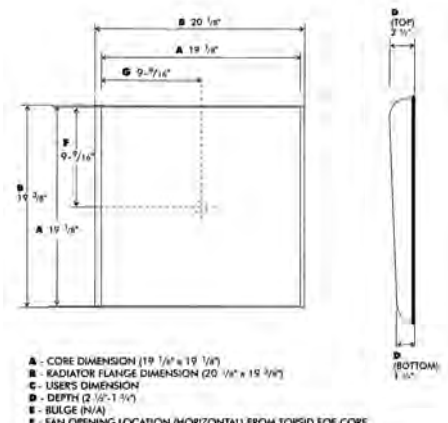
### 32041-VFF



- A - CORE DIMENSION (19 7/8" x 20 1/2")
- B - RADIATOR FLANGE DIMENSION (21 1/2" x 20 1/2")
- C - USER'S DIMENSION
- D - DEPTH (2"-1 1/2")
- E - BULGE (23 1/4")
- F - FAN OPENING AREA LOCATION (VERTICAL) FROM TOPSIDE OF CORE. (EXAMPLE ONLY MEASUREMENT - 10 1/2" - 12 1/2")
- G - FAN OPENING LOCATION (HORIZONTAL) FROM LEFT SIDE OF CORE - 10 1/16"

**32041-VFF**  
 Fits: 1939-40 Ford Deluxe, '40 Standard

### 32042-VFF



- A - CORE DIMENSION (19 1/2" x 19 1/2")
- B - RADIATOR FLANGE DIMENSION (20 1/2" x 19 1/2")
- C - USER'S DIMENSION
- D - DEPTH (2 1/2"-1 1/4")
- E - BULGE (19 1/4")
- F - FAN OPENING LOCATION (HORIZONTAL) FROM TOPSID EOF CORE. (EXAMPLE ONLY MEASUREMENT - 9-9/16")
- G - FAN OPENING LOCATION (VERTICAL) FROM LEFT SIDE OF CORE - 9-9/16"

**32042-VFF Fits:**  
 1942-51 Ford  
 1946-48 Chevy  
 1947-53 Chevy trucks  
 1941-48 Plymouth  
 1948 Dodge



## TOTALLY COOLED GALLERY

Shoe Box Fords are really getting popular. This one is owned by Rocky Boler and built by Creative Rod & Kustom (Womelsdorf, PA.) Our Gen IV Magnum systems are perfect for these larger cars, and offer our famous "Just Right temperatures in any driving conditions and any season. We also have compressor and alternator brackets for most popular Ford engines.



# FAN SHROUDS

## Universal Applications



**Fan Should Be Positioned Half In, Half Out Of Shroud As Seen From Above**

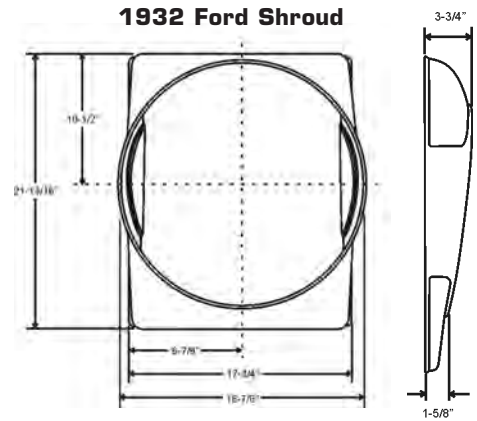
### 1932 Ford Fan Shroud

**372032**

For use with water pump riser **19212-VCB** (see Page 67) and our 17" engine-driven fan (see Page 82)

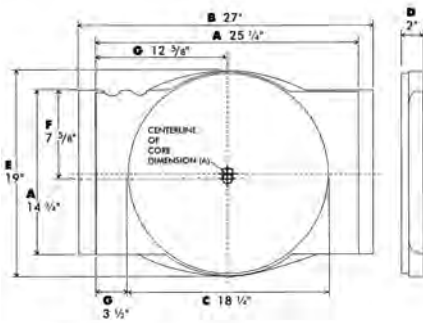
**372033**

Designed for TCI chassis motor mounting positioning (Fan hole is pre-cut as shown in photo of shroud at left)



### Universal 18" Shroud

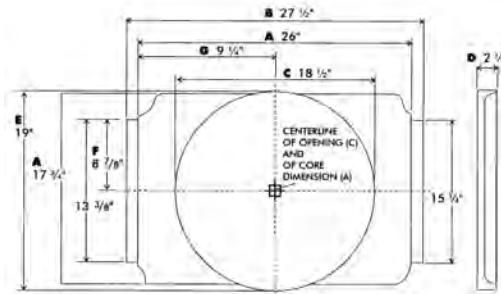
**37200-VUF** For electric fan



- A - CORE DIMENSION (14 1/2" x 25 1/2")
- B - RADIATOR FLANGE DIMENSION (14 1/2" x 27")
- C - FAN OPENING DIAMETER (18 1/2")
- D - DEPTH (2")
- E - BULGE (19")
- F - FAN OPENING LOCATION (VERTICAL) FROM TOP SIDE OF CORE - CENTERED
- G - FAN OPENING LOCATION FROM LEFT SIDE OF CORE (HORIZONTAL) - CENTERED

### Universal 18" Shroud

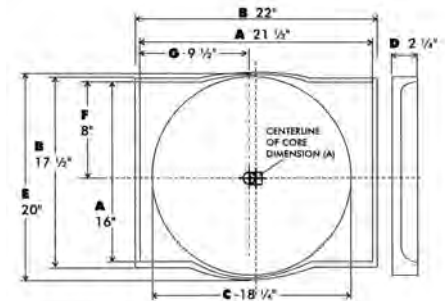
**37201-VUF** For electric fan



- A - CORE DIMENSION (17 1/2" x 26")
- B - FLANGE DIMENSION (17 1/2" x 27 1/2")
- C - FAN OPENING DIAMETER (18 1/2")
- D - DEPTH (2 1/2")
- E - BULGE (19")
- F - OPENING LOCATION (VERTICAL) FROM TOP SIDE OF CORE - CENTERED
- G - OPENING LOCATION FROM LEFT SIDE OF CORE (HORIZONTAL) - CENTERED

### Universal 18" Shroud

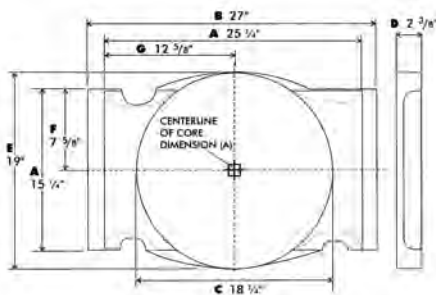
**37202-VUF** For electric fan



- A - CORE DIMENSION (16" x 21 1/2")
- B - RADIATOR FLANGE DIMENSION (17 1/2" x 22")
- C - FAN OPENING DIAMETER (18 1/2")
- D - DEPTH (2 1/2")
- E - BULGE (20")
- F - FAN OPENING LOCATION (VERTICAL) FROM TOP SIDE OF CORE - CENTERED
- G - FAN OPENING LOCATION FROM LEFT SIDE OF CORE (HORIZONTAL) - CENTERED

### Universal 18" Shroud

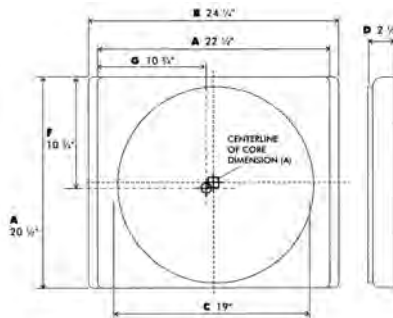
**37203-VUF** For electric fan



- A - CORE DIMENSION (15 1/2" x 25 1/2")
- B - RADIATOR FLANGE DIMENSION (15 1/2" x 27")
- C - FAN OPENING DIAMETER (18 1/2")
- D - DEPTH (2-3/8")
- E - BULGE
- F - FAN OPENING LOCATION (VERTICAL) FROM TOP SIDE OF CORE - CENTERED
- G - FAN OPENING LOCATION FROM LEFT SIDE OF CORE (HORIZONTAL) - CENTERED

### Universal Shroud

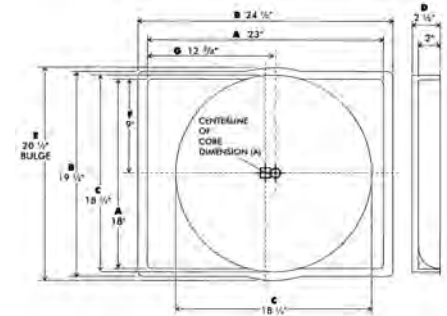
**37204-VUF** For engine fan



- A - CORE DIMENSION (20 1/2" x 22 1/2")
- B - FLANGE DIMENSION (20 1/2" x 24 1/2")
- C - FAN OPENING DIAMETER (19")
- D - DEPTH (2 1/2")
- E - BULGE (19 1/2")
- F - OPENING LOCATION (VERTICAL) FROM TOP SIDE OF CORE - OFFSET 1/2"
- G - OPENING LOCATION FROM LEFT SIDE OF CORE (HORIZONTAL) - OFFSET 1/2"

### '69 Camaro/Universal Shroud

**37269-VCF** For electric fan



- A - CORE DIMENSION (18" x 23")
- B - RADIATOR FLANGE DIMENSION (19 1/2" x 24 1/2")
- C - FAN OPENING DIAMETER (18 1/2")
- D - DEPTH (2 1/2")
- E - BULGE (20 1/2")
- F - FAN OPENING LOCATION (VERTICAL) FROM TOP OF CORE (CENTERED)
- G - FAN OPENING LOCATION FROM LEFT SIDE OF CORE (HORIZONTAL)

## INDUSTRY RECOGNITION

1989 was a good year for Vintage Air. We continued to grow and create new products for the street rod market. The National Street Rod Association gave us their Industry Appreciation Award in '89. We didn't ease up after that award and we won't coast after any others either.



# INSULATION

## Heat & Sound Control

Proper Insulation And Sealing Is A Must For Optimal Air Conditioner Performance!



Even with Vintage Air's great performance, proper sealing and insulation are critical to the optimal performance of any climate control system in a classic vehicle. An air conditioner must be able to remove heat faster than it is added to the cabin, so it is imperative that good quality weather stripping, door seals and heat reflecting insulation are installed in your vehicle. It is also very important to locate and fill any holes, seams, or other openings in the firewall and floor that might allow hot air from the engine compartment to enter the interior. In short, you have to keep out as much heat as possible to allow the climate control system to operate efficiently.

### Dynamat Xtreme - Above

Dynamat Xtreme is the top-of-the-line product. It has the highest damping efficiency and doubles as a radiant energy reflector, as it has an aluminum outer facing. Xtreme can be used on any surface: firewall, floor, engine compartment, roof, trunk, or doors. It is ultra thin, lightweight and conforms easily to floor contour.

#### 46135-VIP

12 sq.ft.kit (4 sheets 12" x 36")

#### 46137-VIP

36 sq.ft.kit (9 sheets 18" x 32")

### Dynaliner - Far lower left

This is the perfect ultra-lightweight insulator to use on top of Dynamat. This durable, crush-and-tear-resistant material has the highest heat blocking properties available in a single layer synthetic foam-type material. Dynaliner isn't affected by oil, and does not absorb water. Dynaliner provides acoustic isolation and excellent thermal insulation for roof, firewall, floor and doors. It can even be used under your hood.

#### 461500-VIP

.125" thick, 12 sq.ft.kit

#### 461501-VIP

.25" thick, 12 sq.ft.kit

#### 461502-VIP

.5" thick, 12 sq.ft.kit

### Application Rollers - Left

Applying Dynamat is simple with the right tools. Proper adhesion will guarantee long lasting results. The Economy Roller is perfect for simple applications. The Professional Roller is a must for do-it-yourselfers who desire the very best results.

#### 42020-TUP

Wood Roller

#### 42021-TUP

Rubber Roller



Vintage Air offers two approaches to sound deadening and heat insulation. Dynamat Xtreme is an excellent sound deadener and heat reflective first layer of insulation on floors, door skins and headliners. For maximum heat-block and reflection, install Dynaliner closed cell foam or Koolmat insulation as a second layer on top of the Dynamat Xtreme.

We are now also stocking Lizard Skin spray-on insulation and sound deadener. Heat reflection is accomplished with a ceramic substrate suspended in the spray mixture, and the sprayed installation provides a seamless coating. A second spray application with the sound deadener reduces vibration and noise to complete the system.



### FACTORY TOUR

Left to right: Mildred Marian, Christian Benavidez and Sanela Carroll handle all the meticulous details of assembling all Vintage Air control panels in the controls and wiring department. All control panels are assembled and tested for proper functionality prior to being delivered to the customer.



Lizard Skin recommends covering the entire interior first with their sound control product, followed by a layer of the ceramic heat insulation product for maximum results. See manufacturer's recommendations for proper MIL thickness on all products. Lizard Skin products spray on easily over your bare metal floor, doors and roof, with their low-pressure spray gun kit listed below.

- 202006** - One-gallon tub of ceramic heat insulation product
- 202007** - Two-gallon tub of ceramic heat insulation product
- 202008** - One-gallon tub of sound control product
- 202009** - Two-gallon tub of sound control product
- 202010** - Spray gun kit with stir paddle
- 202011** - 4" foam roller
- 202012** - Project kit: Includes two gallon ceramic heat control, two gallons sound control and complete gun applicator kit



**Thermo-Shield**

Radiant and conductive heat in the under-hood environment can destroy hoses and wiring by drying out or melting the rubber and plastic components. Thermo-Shield aluminized adhesive-backed tape is great for wrapping the hoses and wires you don't want to remove for insulating. Thermo-Shield reflects radiant heat up to 2000°F.

- 209107**  
1-1/2" wide x 15 foot roll

**Thermo-Sleeve**

Thermo-Sleeve is a combination of high temperature fabric laminated to a highly reflective Mylar foil. It provides protection for hoses and wires from radiant heat. Thermo-Sleeve's ultra lightweight construction provides more insulation than traditional bulky rubber-coated fiberglass and reflects more than 90% of radiant heat. It is fireproof and oil resistant.

- 209105**  
1-1/8" - 1-1/2" diameter x 3 foot
- 209106**  
1-5/8" - 2" diameter x 3 foot

**Clamp-On Heat Shield**

These flexible shields block more than 90% of damaging radiant heat from exhaust. The high-tech composite construction provides the ultimate in protection, incorporating T-C-T, Thermo Tec's proprietary coating technology. Clamp-On Shields are available in 1', 2' and 3' lengths for automotive and motorcycle applications. Kits come complete with all clamps and install in minutes.



- 209100**  
6 in. x 1 foot Kit
- 209101**  
6 in. x 2 foot Kit
- 209102**  
6 in. x 3foot kit
- 209103**  
4 in. x 1 foot kit
- 209104**  
4 in. x 2 foot kit

**Firewall Sealing Boots Stop Heat Incursion**

JJ's Rods' neat solution for sealing your heat sources in firewall/floorboards. Polished stainless steel flanges hold the molded rubber boots in place for an elegant look.

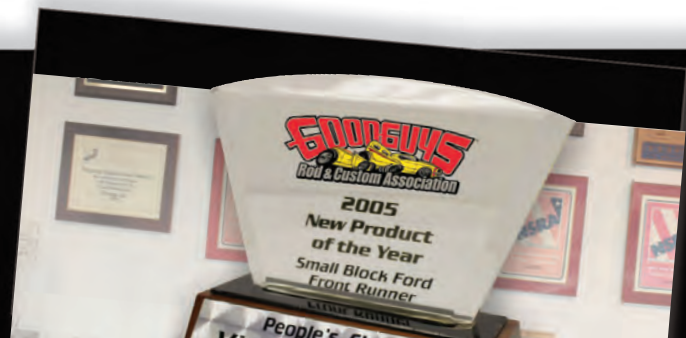


- 040011**  
Steering Boot for .75 to 2.25 inch diameter columns.

- 040010**  
Brake/Clutch Pedal Boot  
(For through-floor pedals)

**INDUSTRY RECOGNITION**

In 2005, Goodguys selected our Front Runner accessory drive for Ford small block engines for their Best New Product award. Vintage Air engineers designed the unique forged, one-piece timing cover/mounting bracket concept to provide a rock solid base for mounting the compressor, alternator and power steering pump in a super compact package.



# DISTRIBUTOR TRAINING

Your Local Air Conditioning Experts



To locate a distributor near you, see Page 98 for directions on using our new online listing of active Vintage Air distributors and installers.



Vintage Air is proud of our many authorized distributors worldwide! If you've spent any time in the street rod or specialty car hobby, you will recognize many of these businesses as leaders in construction and innovation in the street rod and custom car industry. That these fine companies have chosen to become Vintage Air dealers is testament to the performance and quality of our climate control systems. Professional car builders will not risk the reputation of their shop on unproven or unreliable compo-



nents. That's why more street rods, worldwide, are air conditioned by Vintage Air systems than all other brands combined.

But what if you're buying and installing an A/C system yourself? That just makes all those experienced distributors even more important. Each year Vintage Air hosts an intensive distributor training program at our San Antonio manufacturing facility. This

ensures that the people in our distributor network understand the operation, performance characteristics, and most importantly, the installation procedures on all of our systems.

These training sessions include over ten hours of classroom instruction on topics ranging from basic air conditioning theory to product familiarization, and even the future technology we are continuously incorporating into our new systems. As early as 1987, we recognized that sweeping changes were soon to be required in the automotive air conditioning field. We immediately began to create new

products and to educate our distributors about the growing environmental issues concerning automotive A/C systems. We support efforts to safeguard our environment. We have now sold thousands of our environmentally friendly 134a systems, and they have proven to be very efficient and reliable.

After our distributors complete their in-class instruction, they each participate, "hands-on," with an actual system installation in a street rod, sport truck or other classic car. From unpacking and reading through the instructions to assembling and mounting the components, these folks learn to do it all.

By the time each distributor leaves for his home town, he will have expert knowledge and hands-on experience to help you select the right system for your car and to help you get it installed and performing perfectly. Properly engineered climate control systems are not simple, but your local factory-trained distributor and our detailed instruction booklets will help make your installation easy and trouble-free.



## INDUSTRY PARTICIPATION

The employees and management of Vintage Air are active in the street rod, classic car and truck industry. Our team often presents classes and technical programs at various industry shows and meetings such as this one help for Vintage Air distributors at SoCal Speed Shop in Arizona.





## The Entire Vintage Air Team Gathers For Some Good Times At Our San Antonio Headquarters



Scenes from our annual Open House in San Antonio. Hundreds of cool cars and even more of our good friends gathering for food and conversation. Our team works hard to keep the cool flowing to all of our customers. This party gives them the chance to enjoy the fun too.

The show also includes our NitroFest featuring some of the fast and famous cars and racers from the past.



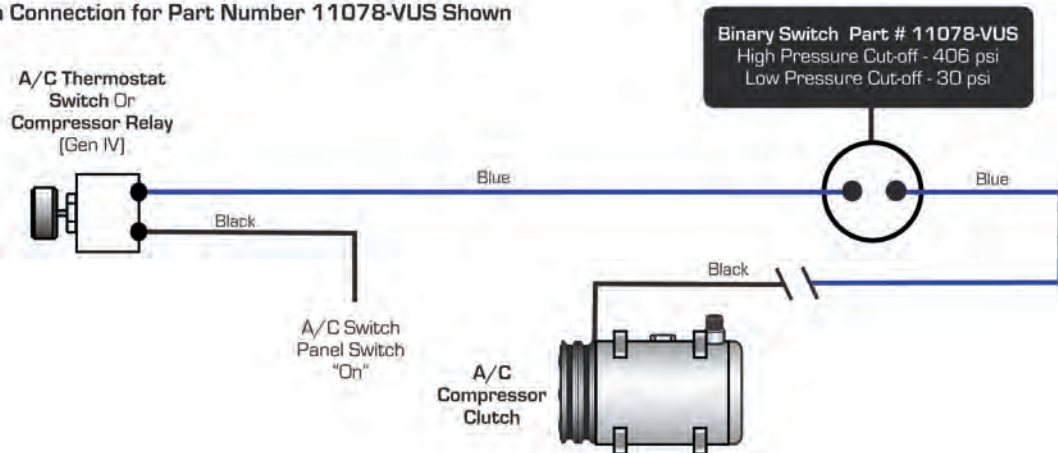
### TOTALLY COOLED GALLERY

Detroit Firemen's Fund, an organization of active and retired fire fighters, along with the help of numerous volunteers, rebuilt this 1937 Seagrave Safety Sedan for use in civic functions and funerals of fallen Michigan firefighters. The giant vehicle was restored to its fine original looks and the interior now seats entire families for its new duties. The Seagrave features a complete Gen II Super air conditioner in front and a Monster Trunk-Mount system in the rear area.



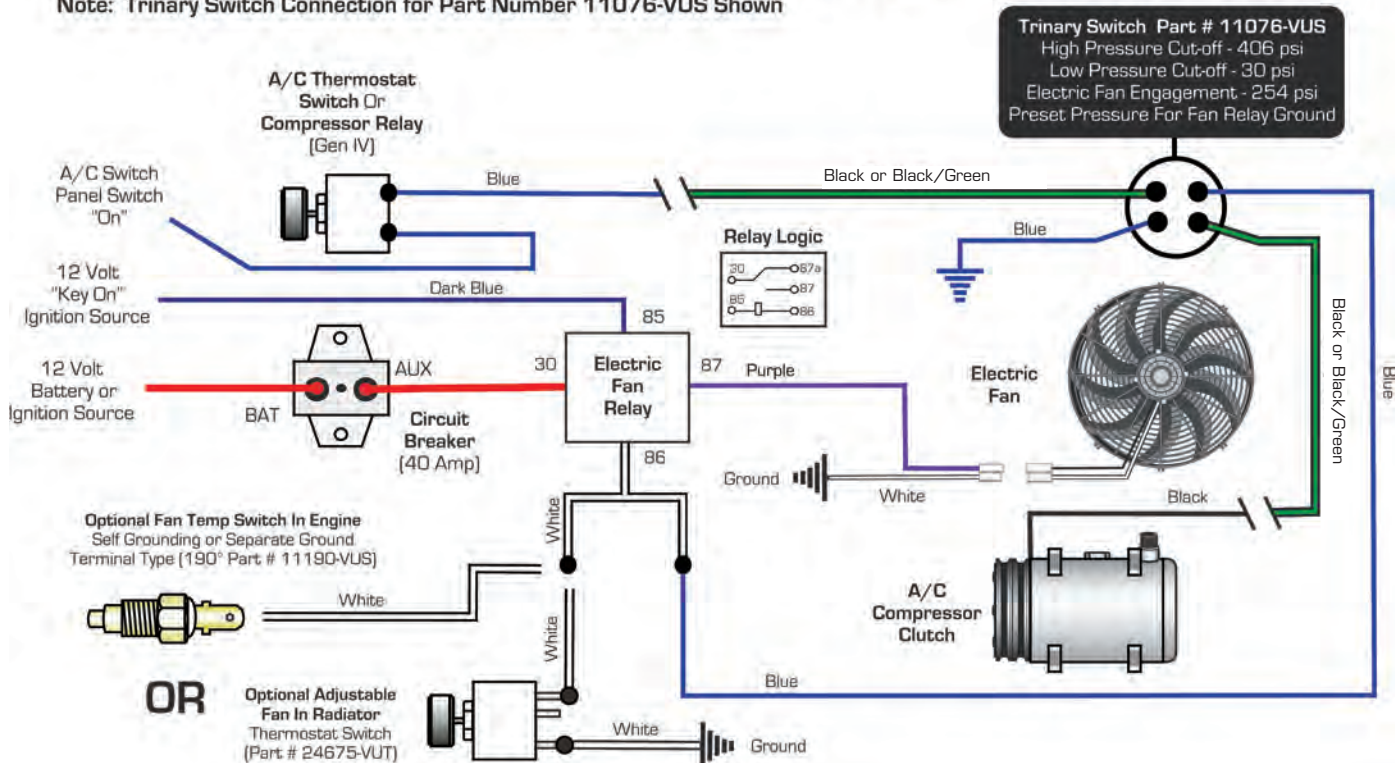
### Typical Binary Switch Wiring

Note: Binary Switch Connection for Part Number 11078-VUS Shown



### Typical Electric Fan Relay Wiring With Trinary Switch

Note: Trinary Switch Connection for Part Number 11076-VUS Shown



### INDUSTRY RECOGNITION

We are proud that Vintage Air has been leading the industry in technology and dependability for over 40 years. Our hard work has earned us many awards from NSRA, Goodguys and SEMA since the beginning. The SRMA (now HRIA) presented us with this Outstanding Display Award in 1997.



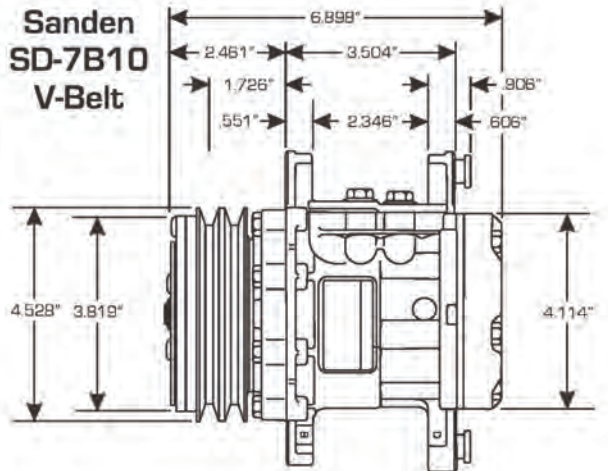
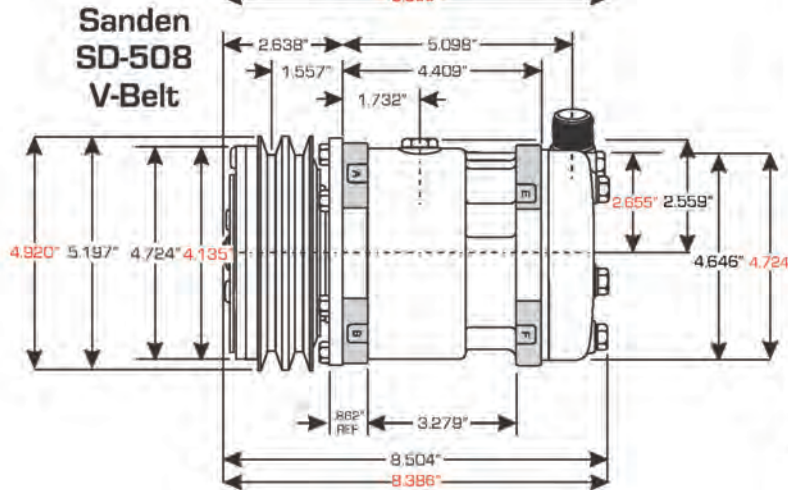
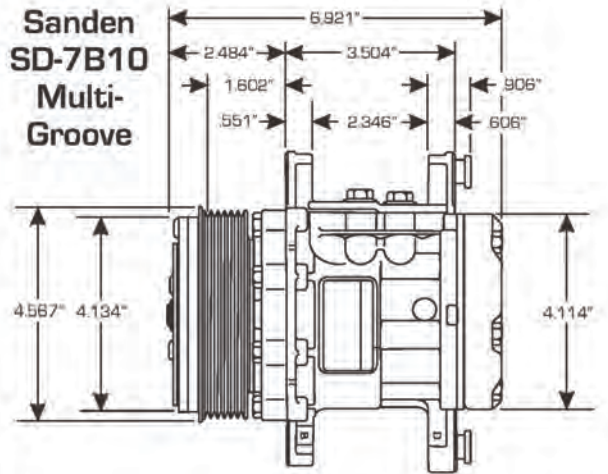
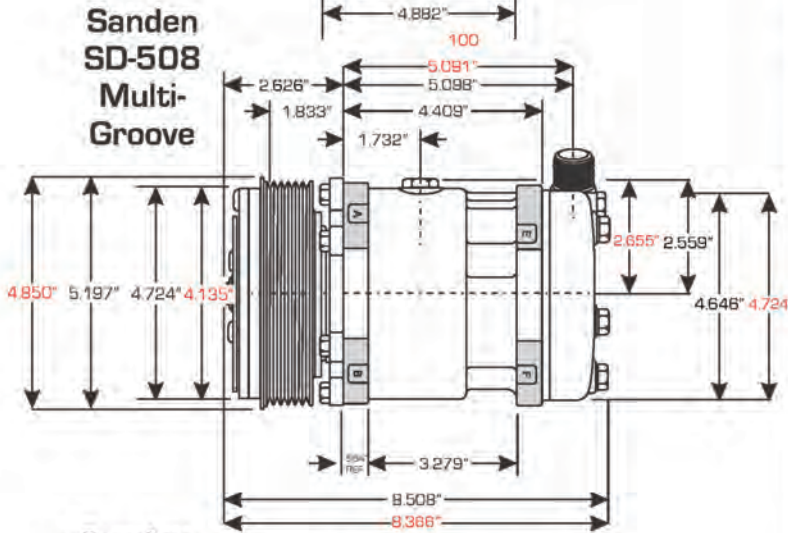
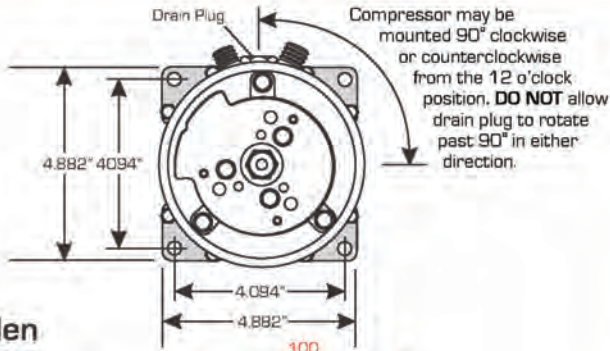
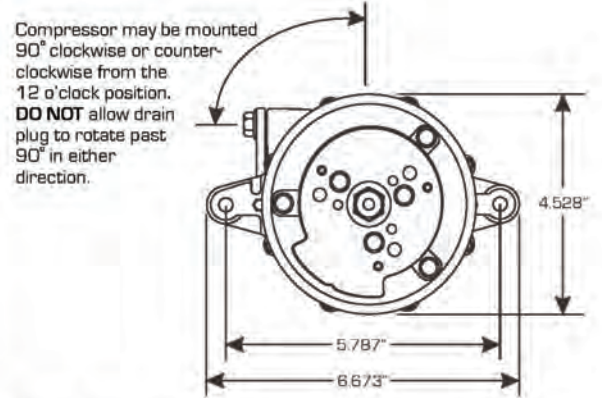
# COMPRESSOR DIMENSIONS

Sanden SD508 / SD-7B10 Compressors



## Sanden SD-508 & Sanden SD-7B10 Dimensions SD-709 Measurements are Referenced in Red

**Note:** These dimensions are for reference only. **DO NOT** fabricate brackets prior to ordering compressor!



### FACTORY TOUR

In our continuing quest to maintain the highest quality components for our systems, we have now added an entire cooling coil manufacturing department. (L-R) Edward Cardenas, Larry Casanova, Scott Magness, Salvador Perez, Ernest Pulczynski, Alaex Mendoza and Cuprobraze Lead-Manual Valdez.

Learn more about replacement engine cooling parts on our website.