

2021

THE INVENTORS



OF PERFORMANCE
AIR CONDITIONING



45
YEARS

Driving Your Classic Should be A Pleasure!

THE COOL LIFE

Four Decades Of Leadership



As I write this in the late fall of 2020, I feel the need to look back at the year and call it what it is: "A Year of Challenges." The year has brought us face-to-face with challenges that will certainly be recognized historically as the Great Pandemic. Worldwide, literally no one escaped its impact. There may be different opinions on causes or cures, but the fact is that thousands of citizens have suffered from this virus. As COVID 19 swept through the world, it also brought challenges that businesses could not ignore. To continue to operate safely here, we made changes throughout our company, beginning with working two shifts per day to reduce the number of people on the production floor at any one time, having temperature checks when employees enter our buildings and expanding spacing between employees throughout the day. Some of our staff are even working from home, when possible, to ensure minimum risks. Through it all, we've worked hard to keep our eye on the ball while trying to provide the service and product quality that our customers have come to expect. Thanks to our entire team for their cooperation and support.

We are always eager to comply with government oversight of our industry, even when we may not agree completely with each new law. We understand that it is our responsibility to comply. Accordingly, we have always been proactive in addressing these issues and bringing solutions to the market early. We upgraded our products to use HFC 134a refrigerant before ANY air conditioning systems manufacturer in the United States, including the OEM car builders! In fact, we were testing our own systems, upgraded to HFC-134a, in the Sanden wind-tunnel in 1990! OEMs began using 134a in the 1992 models. It is this dedication to the advancement of cutting-edge technology that allowed us to design and supply the OEM HVAC system for the 2016 through 2021 Ford GT supercar. We designed and developed these systems completely in-house, and more of that new technology is headed your way soon. I am proud that we are compliant, and also that we provide our dealers and allies in the performance aftermarket industry the technical assistance necessary to navigate into any new environmental issues we may face.

Ultimately, we are a manufacturer of climate control systems for a mobile world. We have, since the beginning, developed and built our products with a continually expanding engineering effort, staffed by a growing group of specialized engineers recruited and trained by Vintage Air, to ensure that we constantly improve our products to work more effectively and reliably with each new evolution. Many of the technical gains have come as a result of building those OEM systems, because automakers require the most current technology and systems. Throughout the development of these systems, Vintage Air and our OEM customers are transferring technology and methods both ways. We share unique know-how in hardware and software design, and in return, we gain access to the world's most advanced facilities and methods for testing vehicle performance and reliability. It's a mutually beneficial relationship. The net result is that our customers also benefit from these projects through improved performance, quality and reliability - continuous improvement! And along the way, every product is tested and validated on our in-house testing equipment and in our own daily-driven cars and test mules before they are released to our customers. When a new Vintage Air product is offered to the market, it is ready to perform.

Some recent releases for this year include "Installation-friendly," bolt-in replacement control panels for Camaros, Novas and C-10 trucks. They have an OEM look and improved feel and operation. The newly released 1967-79 F-100/Bronco SureFit systems are a great example of our dedication to continuous improvement and smart implementation of our technology in everything we do. Our new cast-pump LT and LS Front Runners, with integral water pumps are in production - exciting additional coverage in our engine accessories program. Adding to our existing in-house manufacturing processes at Vintage Air is our new on-site Powder Coat Facility, greatly improving our product durability and appearance. And last but not least, we have jumped in with both feet to address the nagging issues of keeping the engines of our hot rods cool in "All" driving conditions, specifically in heavy summer traffic. We have now created new "Brushless-Motor" 17-inch and 19-inch electric fan packages to vastly improve reliability and reduce electrical system loads. I installed them many months ago on my '39 Ford Sedan and my '40 Ford Coupe and have driven these two cars across the U.S. and Canada in all weather conditions to evaluate their performance. The results have proven that these are the LoPro and Monster cooling fans that I have been working towards for many years.

As we move forward, and due to your demand, the range of SureFit applications we offer now reaches into later-model cars and trucks. But we remain, as we always have, "hot rodders at heart," because the heart of hot rodding is to always make it better! We are proud of our capable staff and, as you can see by reading the staff stories at the bottom of these pages, we have made a 45-year 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 and is why we have so many 20-year, 15-year and 10-year team members among our Vintage Air ranks.

Vintage Air quality is American-made quality, built by more than 160 American craftsmen, right here in our 50,000-square-foot Texas plant. Over the past forty-five years you have all helped make Vintage Air a success! 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, appearing to be "John" or similar, written in a cursive style.





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.

4-9	Performance Air Conditioning Basics
10-11	About the Gen II and Gen IV System Technology
12-13	About the SureFit™ Vehicle-Specific Systems
14-15	'55-'57 Chevrolet SureFit™ Systems
16-17	'58-'82 Corvette SureFit™ Systems
18-19	'67-'81 Camaro & '67-'68 Firebird SureFit™ Systems
20-21	'64-'72 Chevelle, El Camino, and Monte Carlo SureFit™ Systems
22-23	'62-'72 Nova SureFit™ Systems
24-25	'59-'66 Chevy Impala SureFit™ Systems
26	'64-'67 GTO / LeMans / Tempest SureFit™ Systems
27	'68-'72 GTO / LeMans / Tempest SureFit™ Systems
28	'67-'81 Firebird SureFit™ Systems
29	'68-'72 Olds Cutlass/442 SureFit™ Systems
30-31	'64 ^{1/2} -'70 Mustang / Falcon / Ranchero / Cougar SureFit™ Systems
32	'66-'70 Dodge Coronet / Super Bee / Charger SureFit™ Systems
33	'66-'70 Plymouth Belvedere / Satellite / GTX / Roadrunner SureFit™
34	'70-'74 Barracuda / Cuda / Challenger SureFit™ Systems
35	'47-'55 Chevy/GMC Trucks Gen IV SureFit™ Systems
36	'55-'59 Chevy Trucks SureFit™ Systems
37	'60-'66 Chevrolet / GMC Trucks SureFit™ Systems
38	'67-'72 Chevrolet / GMC Trucks SureFit™ Systems
39	'73-'87 Chevrolet / GMC Trucks SureFit™ Systems
40	'53-'56 Ford F-100 Trucks Gen II SureFit™ Systems
41	'61-'66 Ford F-100 Trucks Gen IV SureFit™ Systems
42	'67-'72 Ford F-100 Trucks Gen IV SureFit™ Systems
42	'73-'79 Ford F-100 Trucks / Bronco Gen IV SureFit™ Systems
43	'66-'77 Bronco SureFit™ Systems
44	'68-'83 FJ40 Landcruiser Gen IV / '49-'59 Studebaker Truck "Climatizer" System
45	Builder's Systems - How to Order
46-47	Gen IV Magnum Universal System / Controls
48-49	Gen II Universal Systems
50	Gen II Controls
51	Vacuum ShortPack / Trunk Mount Systems
52	Mark IV Under Dash Systems / Heritage Under Dash Systems
53	Slimline Under Dash Systems / Gen II Heater / Compac Heater Systems
54-55	Under Dash Louver Pods
56	Standard Louvers
57-58	ProLine Upgrade Louvers
59	Defrost Ducts / Knobs / Accessories & Parts
60-67	Front Runner™ Engine Drive Systems
68-73	ProLine™ / Steel-eez™ Engine Brackets / Flathead Ford Brackets
74-75	Compressors / Clutch Covers
76	TiteFit™ Line Kits / GM Compressor O-ring Adapter Fittings
77	Refrigerant Hose Kits
78	Refrigerant Hose / Fittings: O-Ring & Beadlock
79	Heater Line Fitting / Crimping Tools
80	E-Z Clip Refrigerant Hose / Fittings / Bulkhead
81	ProLine Refrigerant Braided Line / Fittings
82	Stainless Steel Refrigerant Line Kits / Fittings / Weld-In Ports
83	U-Bend-Em Refrigerant Lines / Safety Switches
84	ProLine™ and StreamLine™ Bulkhead Plates
84	Driers
85	Alternators / Water Pumps
86	Engine Pulleys
87	Fan Clutches / Moon Reservoirs / Coolant Parts
88-89	A/C System Replacement Parts
90-91	Condensers
92	Fan Shrouds
93	Cooling Fans / SPAL and Maradyne / Electric Fan Wiring Kits
94-95	CustomFit & Monster Brushless Cooling Fans
96-97	Insulation / Dynamat / Lizard Skin / Cool It
97	Steering Column Boots
98	Distributor Training Program
99	Vintage Air Distributor Locator
100-101	Compressor Dimensions / Installation Wiring Diagrams
102	Build Your System - Build Sheet
103	Terms and Policies

NEW!

NEW!

NEW!

NEW!
NEW!

NEW!

NEW!

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 helpful to understand the layout of a complete system and how each component contributes to the overall performance. 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.

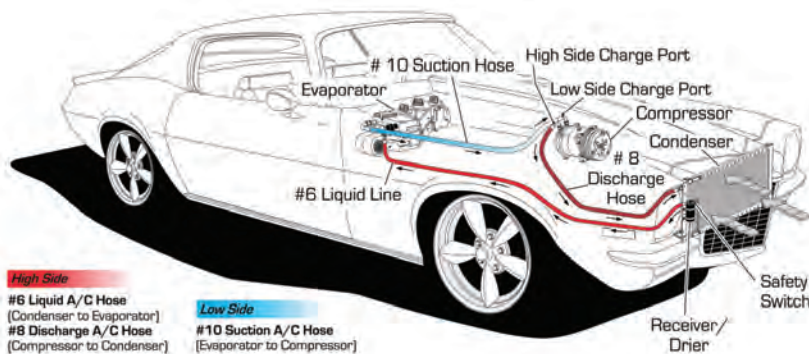
Air Conditioning Systems Simplified: Basic Functions

We'll begin under the hood with the engine-mounted compressor. As the heart of the system, the compressor takes low-pressure, super-heated refrigerant in gas state and compresses it into a high-pressure, super-heated vapor. This vapor is loaded with heat it has absorbed from air blown over the evaporator coil inside the vehicle's cabin. (It is important to remember that an air conditioning system does not "make cool air," it just absorbs heat from an interior space and releases it to the exterior.) 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 more dense, requiring less space. The

more efficiently the refrigerant is condensed (sub-cooled), 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 mostly liquid with some gas bubbles, then flows into the receiver/drier, where the liquid falls to the bottom of the drier tank and the bubbles rise to the top. 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 thermal expansion valve (TXV)).



The TXV is a refrigerant metering device that controls the flow of refrigerant into the evaporator coil. Based on feedback from a temperature-sensing bulb attached to the tube exiting the evaporator (suction line) the TXV varies the size of its internal orifice. This continuous metering action ensures that the evaporator always sees the proper flow of refrigerant at all times. The orifice is largest when



cooling demand is highest and gets smaller as the cooling demand is reduced. As the liquid refrigerant passes through the TXV orifice (a restriction), the pressure of the refrigerant drops dramatically. This drop in pressure causes the liquid refrigerant to absorb heat from its surroundings, boiling the refrigerant, which causes it to expand into a low-pressure (now super-heated) gas, which then returns back to the compressor to start the cycle all over again (see drawing above). Another very important fact to mention at this point is that, along with the refrigerant, compressor lubrication oil is also always flowing through the system. This oil is always in liquid state and the volume of oil in the system is very important. Too much oil will lead to poor system performance and even system dam-

age, while not enough oil (or not enough oil in circulation) will lead to compressor failure. We'll talk more about this in the next section.

Basic Components: Selecting a Condenser

The most difficult challenge in building an efficient system is fitting a large enough condenser in a place where the air is cool enough and can flow across it well enough to remove the heat and adequately condense the refrigerant. 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 in turn, reduces 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 horizontally 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 and also trapping the oil, preventing it from properly circulating back to the compressor. 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 around 1992, 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 of condenser was the correct solution, and Vintage Air pioneered that technology for the performance aftermarket.

Our own SuperFlow™ condensers, introduced back in 1991 and continuously improved since, 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 vir-

With the conversion from R-12 to HFC-134a refrigerants in automotive air conditioning systems around 1992, 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 of condenser was the correct solution, and Vintage Air pioneered that technology for the performance aftermarket.

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.



tually 100% contact between the refrigerant and 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 comparably sized conventional copper tube-and-fin-type condensers that were standard equipment on most cars and trucks up until very recently. This means we can get more capacity with less space - a good thing for smaller vintage cars and trucks!

The condenser has to have good airflow and must be mounted properly. It should be matched to a compressor that is properly sized for the rest of the system. We have tailored our systems with a combination of components optimized to deliver the best per-



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

formance for each application. We always recommend using the largest parallel flow condenser possible. The condenser should cover as much of the radiator core as possible.

Airflow 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 condenser 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 the century mark or as near 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 and 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, although we do see a few engine swaps that retain the original General Motors/Frigidaire (DAG and R4), or the Ford Nippondenso compressors. There are even a few York/Tecumsehs still operating 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 are popular because they operate smoothly and with a minimum amount of torque because the load is distributed over multiple short-stroke cylinders. At operating speeds of 1800 to 2400 RPM, it is the most efficient pump on the market, and it can be operated at continuous crankshaft speeds of 6000 RPM if needed.



Sanden SD-7B10 Compressor

It has also proven to be the most reliable compressor on the market. These characteristics make the Sanden an almost ideal performance compressor.

Displacement sizes for Sanden units are identified by the numbers on the label of the case. The numbering system is interpreted as follows: SD5H14, commonly referred to as the 508 = 5 cylinder/ 8.4 cubic inch (138cc); SD7B10 = 7 cylinder/ 6.1 cubic inch (100cc); SD7H15, commonly referred to as the 709 = 7 cylinder/ 9.4 cubic inch (155cc).

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 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 part costs are high.

Continued

WE WROTE THE BOOK ON AIR CONDITIONING

Jack Chisenhall, along with Norm Davis, literally 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



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/C 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 a secondary control is used, 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: 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 what most aftermarket systems are using. However, we will use that as our standard-size condenser. A compressor of 6 to 9.5 cubic inches of displacement per revolution is ideal for a classic car or truck with our standard-size condenser and an average-sized aftermarket evaporator. 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 pressure cutoffs, and 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.



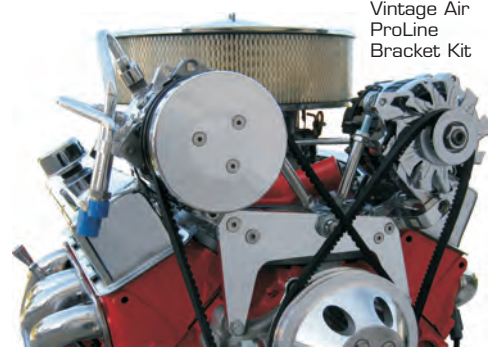
Trinary Safety Switch

Compressor Mounting

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

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 are common with all engine brackets. First, you must have a way to adjust the tension of the driving belt. Sliding the compressor, or



Vintage Air ProLine Bracket Kit

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." Finally, the entire mounting system must be as rigid as possible to eliminate "rotational harmonics."



Vintage Air Front Runner Bracket Kit



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.

Even tiny movements of the drive components can eventually cause metal fatigue and bracket failure. See pages 68-73 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 60-67.

Selecting the Right Evaporator

The evaporator unit, which mounts inside the car, is so called 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 unit, the job is the same.

Since the rebirth of street rodding in the seventies, the goal of most car owners has been to conceal as much of the air conditioning system as possible, purely for appearance considera-

Gen II Mini



tions. Our challenge has always been to build an evaporator unit compact enough to fit behind the dash in smaller, early model classic cars, trucks and street rods. When component size was reduced, compensation for efficiency became

Gen II ComPac



necessary. Blower motors can turn faster and evaporator coils can be fed better, but in most cases where component size was reduced, capacity also diminished. However, through over forty years of continuous improvement, testing and development, we have overcome most of the early limitations. Through use of our in-house calorimeter test chamber (think of a dynamometer for A/C systems), fleet of system test vehi-

cles, and powerful virtual modeling and simulation software, our team of systems engineers can ensure that each of our products will deliver performance far beyond the early aftermarket systems and outperform all others on the market today. Our proven Gen II and revolutionary Gen IV systems can perform as well as any OEM system today. See page 11 for further explanation of the benefits of our proven Gen IV technology.

Gen IV Magnum



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, be careful to not block off any air outlets on the evaporator case to avoid excessive air restriction 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 76 thru 84. 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 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 96-97)



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-fluoro 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 1992 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, when trying to restore a vintage car's air conditioning system, there is no alternative to upgrading the entire system to use 134a refrigerant. Yes, some vintage OEM systems can be modified to run on 134a with replacement condenser, drier, hoses and fittings, 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 (then new) 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.



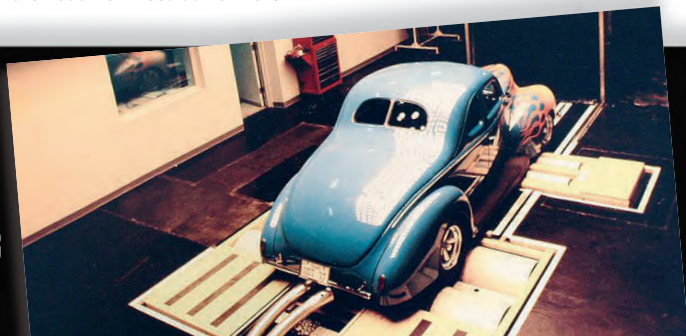
Continuous Improvement

Over more than four decades, we have continuously improved and reinvented our products to better serve our customers' needs. In 1992, 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 comparably sized, conventional tube-and-fin condensers.

In the mid-eighties, we realized that many of the “old cars” we were all building and modifying were starting to become “classic cars,” and were becoming more valuable every day. Owners of

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 weather of up to 120 degrees down to -50 degrees to test the capacity and endurance of Vintage Air components.



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" air conditioning systems that would require little to no 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. Today, the SureFit systems are a major part of our product line, which now

intake systems problematic. Finally, and maybe most important, engine harmonics and 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 and race car drive-components as well as 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 60-67).

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 systems, using the Gen IV control system, incorporated everything we had learned over thirty-six years. We created an entirely new evaporator case with amazing capacity and airflow 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 systems. We even build

SureFit Systems, this technology even allows you to adapt your car's original dash controls to our fly-by-wire electronics. Owners of these Gen IV-based systems tell us that they honestly feel that their Vintage Air SureFit is as good as the climate systems in their OEM late model vehicles. That's not surprising, because this generation of Vintage Air technology went on to become the basis of the climate control system we designed, built and supplied exclusively to Ford Motor Company for the Ford GT!

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 allow you to retain the original look and feel of your OEM control panel by

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



Gen IV SureFit Shown

covers most muscle cars, classics and vintage pickups. See pages 12-44.

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 best-selling and most trusted climate control systems for over twenty 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



our own coils in-house. To operate the new systems, our in-house engineers developed a new, digital system, controlled by a microprocessor, which eliminated all vacuum requirements, all cables, and the conventional capillary tube thermostat. With the Gen IV control system, your control panel can now be mounted almost anywhere you want in the vehicle, with only a slim harness to route! On many of our

eliminating the original push-pull cables and replacing them with a simple and reliable electronic interface to the Gen IV control system. Combined with our exclusive "learning" software, virtually any OEM control panel can be converted to interface with the Gen IV system.

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 12-44). 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 forty-three 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 over four decades of knowledge and experience, plus the skill and craftsmanship of over 160 American workers with each system.

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 ensure 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 make 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 precise 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 its maximum, 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 '40 Coupe 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 '70 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 12.



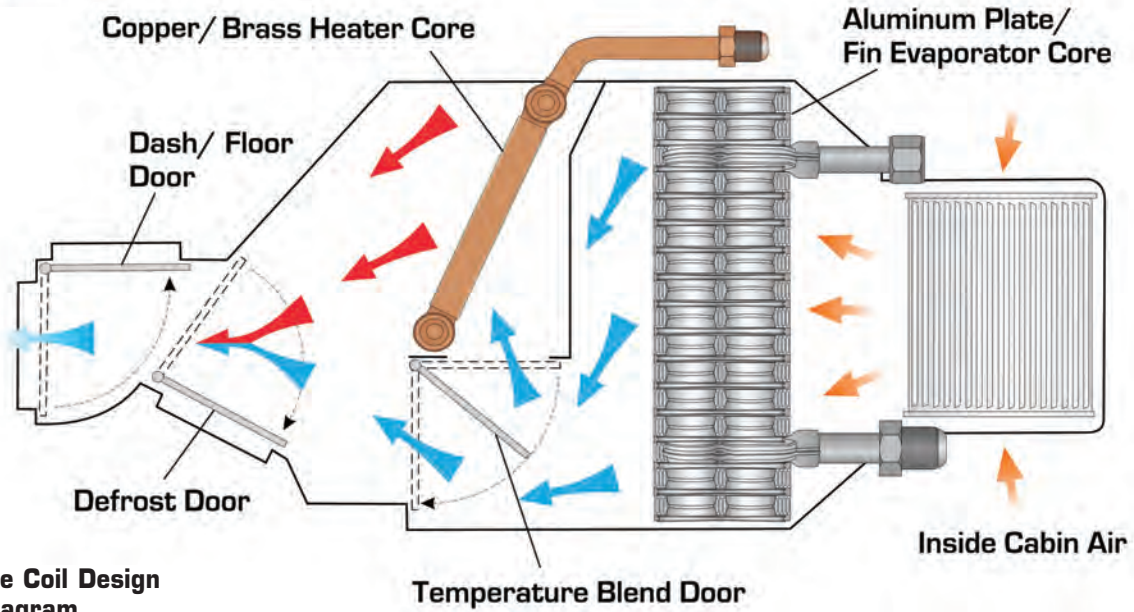
Hot Rod & Resto Award Winning Technology!

Vehicle-Specific SureFit Package



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 the 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, but 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.

Over 40 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!

IN-HOUSE ENGINEERING

Allison Chisenhall Harding and Brandon Harding are both members of Vintage Air's Engineering team. As graduates of Johns Hopkins University and Lehigh University, with experience in the defense industry, they are working to take our manufacturing processes and product designs to the next level. They are also learning the hot rod industry with their 1957 Corvette that has been modified with a Corvette Correction chassis and an upgraded powertrain.



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 45), 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, the firewall/engine area of your car or truck is cleared 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 provide 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.





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 while improving 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.
7. Kits for “Factory-Air” cars do not include louvers. Kit connects to your existing A/C vents in the dash.

Vintage Air SUREFIT™ 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					Page 14
	1958-67 Corvette					Page 16
	1968-76 Corvette					Page 16
	1977-82 Corvette					Page 16
	1967-69 Camaro					Page 18
	1970-81 Camaro					Page 18
	1964-67 Chevelle/El Camino					Page 20
	1968-72 Chevelle/El Camino					Page 20
	1962-65 Chevy II/Nova					Page 22
	1966-74 Nova					Page 22
	1970-72 Monte Carlo					Page 20
	1959-60 Impala/El Camino					Page 24
NEW!	1961-66 Impala					Page 25
Pontiac	1964-67 GTO					Page 26
	1968-72 GTO					Page 27
	1967-68 Firebird <small>(Gen III Control System)</small>					Page 28
	1969 Firebird					Page 28
	1970-81 Firebird					Page 28
Oldsmobile	1968-72 Cutlass					Page 29
Mopar	1966-67 Coronet/Charger					Page 32
	1966-67 Belvedere/Satellite/GTX					Page 33
	1968-70 Coronet/Super Bee/Charger					Page 32
	1968-70 Road Runner/Satellite/GTX					Page 33
	1970-74 Cuda/Challenger					Page 34
Ford	1964-65 Falcon/Ranchero					Page 30
	1964 1/2-70 Mustang					Page 30
	1967-68 Cougar					Page 30
Chevy/GMC Trucks	1947-55 Trucks <small>First Series Chevy Truck</small>					Page 35
	1947-53 GMC Trucks					Page 35
	1955-59 Chevy Trucks					Page 36
	1960-63 Chevy Trucks					Page 37
	1964-66 Chevy Trucks					Page 37
	1967-72 Chevy/GMC Trucks					Page 38
	1973-87 Chevy/GMC Trucks					Page 39
Ford Trucks	1953-56 Ford Trucks					Page 40
	1961-66 Ford Trucks					Page 41
	1967 Ford Trucks					Page 42
	1968-72 Ford Trucks					Page 42
NEW!	1973-79 Ford Trucks					Page 42
	1966-77 Bronco					Page 43
NEW!	1978-79 Bronco					Page 42
Landcruiser	1968-83 Landcruiser					Page 44
Studebaker	1949-59 Studebaker Truck					Page 44

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, ensuring 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.





965701
1957 Center Vent
Kit Shown



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

Exclusive molded high- volume center plenum vent shown

Optional 4-duct plenum is also available

NOTE: '55- '57 kits require OEM, deluxe 4-lever control panel. (Not included)

Complete Kits - Gen IV SureFit 3

- 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 3 (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)

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 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)



1957 Chevy installation with center plenum.



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 with perfectly tucked giant wheel and tire combo that lets it glide down the road with style and speed. And he made sure it was cool and comfortable for any climate conditions with a full Gen IV SureFit 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.



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

NOTES:

1. Standard SureFit 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 additional fittings and refrigerant hose may be required. See cross flow condenser kit on page 90.
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 86 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 2
'57 Chevy firewall cover plate without holes. Stamped steel. Included with 1957 kit.



492056 2 -55-57 Chevy ProLine chrome louver assembly (pair). Louvers included. Shown installed at left.

492055 2 -55-57 Chevy ProLine brushed aluminum louver bezels (pair). Louvers not included. Fits most standard round louvers and ProLine round louvers.



371255 3 -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.



Tri-Five Fan Shrouds

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

37155-VCF 1 - 1955-57 Chevrolet Fan Shroud V8.

32057-VCF 1 - 1955-57 Chevrolet Fan Shroud V8 with 6 cyl. core support.

375555-ACR 1 -1955-57 Chevrolet Fan Shroud V8 with radiator moved to 6 cyl. position.



32007-VUF 2 - Optional 1955-'57 Chevy Electric SPAL fan package with mounts. For use with SuperFlow condenser. V8 radiator position only (1955).

NEW! - See page 95 for our all new 19 inch, 850 watt, brushless Monster Fan kit!

- 1 **WARNING:** This product can expose you to chemicals including Styrene, which is known to the state of California to cause cancer.
- 2 **WARNING:** This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm.
- 3 **WARNING:** This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm.

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 for those long cross country cruises and day-to-day commuting in the Nashville area.



CORVETTE

1958 Thru 1982

Vintage Air
SureFit™
Systems



961059
1958-60
Non-Air
Kit Shown



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

Complete Kits - Gen IV SureFit 3

- 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)
- 964175** 1977 Corvette Complete Kit (factory air)
- 964176** 1978-82 Corvette Complete Kit (factory air)

Evaporator Kits - Gen IV SureFit 3 (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)
- 564175** 1977 Corvette Evaporator Kit (factory air)
- 564176** 1978-82 Corvette Evaporator Kit (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 parallel flow heater coil
- Mounts behind the dash
- New rotary controls included (58-67)
- **New** replacement control panel (68-82)
- 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



NEW!

1968-82 Corvette systems now include a new bolt-in LED backlit, replacement control panel. Panel provides variable blower speed operation, temperature blend, and floor/dash/defrost air delivery selection. (68-76 panel shown at left)

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



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 86 for Chevy pulleys.
2. We recommend using our heavy-duty fan blade and shroud for best performance.
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 3**
5. 1963 Corvette alternator must be relocated to driver's side (bracket **148100 3** available separately).

Optional System Components



30266-CCA 3
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 2
1966-70 Corvette with factory air, 427-454 3-Groove Water Pump Pulley (5/8" Shaft Pilot Hole)



735003 2
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

2 **WARNING:** This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm.

3 **WARNING:** This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm.

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!





964190 1967-68 Factory-Air Kit Shown



On 1967-'68 and 1969 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.



Complete Kits - Gen IV SureFit 3

964190	1967-68 Camaro Complete Kit (factory air)
961190	1967-68 Camaro Complete Kit (non-factory air) <small>(The above applications also fit 1967-68 Firebirds)</small>
964191	1969 Camaro Complete Kit (factory air)
961191	1969 Camaro Complete Kit (non-factory air)
965070	1970-73 Camaro Complete Kit (factory air)
961170	1970-73 Camaro Complete Kit (non-factory air)
965073	1974-77 Camaro Complete Kit (factory air)
961173	1974-77 Camaro Complete Kit (non-factory air)
965078	1978 Camaro Complete Kit (factory air)
961178	1978 Camaro Complete Kit (non-factory air)
965080	1979-81 Camaro Complete Kit (factory air)
961180	1979-81 Camaro Complete Kit (non-factory air)

Evaporator Kits - Gen IV SureFit 3 (Page 13)

564190	1967-68 Camaro Evaporator Kit (factory air)
561190	1967-68 Camaro Evaporator (non-factory air) <small>(The above applications also fit 1967-68 Firebirds)</small>
564191	1969 Camaro Evaporator Kit (factory air)
561191	1969 Camaro Evaporator Kit (non-factory air)
565073	1970-78 Camaro Evaporator Kit (factory air)
561173	1970-78 Camaro Evaporator Kit (non-factory air)
565080	1979-81 Camaro Evaporator Kit (factory air)
561180	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 parallel flow heater coil
- Mounts behind the dash
- Uses your factory system controls with our patented Electronic Cable Converters™
- 1967-69 kits includes new control panel face plate
- 1970-81 kits include replacement electronic control panel
- 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



WARNING: This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm.



WARNING: This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm.

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

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 86 for Chevy pulleys.
2. We recommend using our heavy-duty an blade and shroud.
3. SureFit systems may interfere with some OEM radios or in-dash speakers.

Optional System Components



473047 2
1967-68 Replacement electronic control panel kit



473060 2
1967-68 Replacement control panel plate for use with ProLine 3-Knob control-page 47.



473046 2
1969 Replacement electronic control panel kit (shown left)

473045 2
1969 Replacement control panel plate for use with ProLine 3-Knob control-page 47. (shown at right)



627903 2 Factory Air stamped firewall blockoff plate ('70-'81 Camaro)



627902 2 - 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.



49306-VCL 2
1967/68 Repro Astro outer vents
NOTE: See custom vents on page 21



49308-VCL 2 1969 Factory Air repro center vent



493067-LCA 2 Includes single 2.5" hose adapter. 1967/68 Factory Air repro center vent kit
493068 2 Includes dual 2.5" hose adapter. 1967/68 Factory Air repro center vent kit



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.





EL CAMINO and MONTE CARLO



961065
1964-65
Chevelle
Non-Air
Kit Shown



1964-65 Chevelle non-factory air dash.

Complete Kits - Gen IV SureFit 3

964464	1964-65 Chevelle Complete Kit (factory air)
961065	1964-65 Chevelle Complete Kit (non-factory air)
964465	1966-67 Chevelle Complete Kit (factory air)
961066	1966-67 Chevelle Complete Kit (non-factory air)
964471	1968-69 Chevelle Complete Kit (factory air)
961068	1968-69 Chevelle Complete Kit (non-factory air)
965071	1970-72 Chevelle Complete Kit (factory air)
961071	1970-72 Chevelle Complete Kit (non-factory air)
965081	1970-72 Monte Carlo Complete Kit (factory air)
961081	1970-72 Monte Carlo Complete Kit (non-factory air)

Evaporator Kits - Gen IV SureFit 3 (Page 13)

564464	1964-65 Chevelle Evaporator Kit (factory air)
561065	1964-65 Chevelle Evaporator Kit (non-factory air)
564466	1966-67 Chevelle Evaporator Kit (factory air)
561066	1966-67 Chevelle Evaporator Kit (non-factory air)
564471	1968-69 Chevelle Evaporator Kit (factory air)
561068	1968-69 Chevelle Evaporator Kit (non-factory air)
565071	1970-72 Chevelle Evaporator Kit (factory air)
561071	1970-72 Chevelle Evaporator Kit (non-factory air)
565081	1970-72 Monte Carlo Complete Kit (factory air)
561081	1970-72 Monte Carlo Complete 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 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)

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.

2 **WARNING:** This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm.

3 **WARNING:** This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm.

TOTALLY COOLED GALLERY

The Ring Brothers continue to blow our minds with their amazing, custom Detroit muscle cars. This '66 Chevelle, which 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!





EL CAMINO and MONTE CARLO



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.



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 2

- 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 2 1966/67 repro Astro outer vents



627902 2 - 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 produces all the precision molded cases and components which are used in the manufacture of Vintage Air systems. (L-R) Amador Campos, Scott Calame, Jose Bazan, Anthony Votion, Dylan Adcock, Adonica Martinez, Bhong Simbulan-Supervisor, Eilor Cajutor, Ernesto Cudia, JR Del Rosario, Mark Gutierrez, Edson Niebres, Paquito Quiros, Andrew Seiler, Marcy Cuevas, Rebeca Tamayo and Vivian Perez.



CHEVY II / NOVA

1962 Thru 1974

Vintage Air
SUREFIT™
Systems



961164
1962-65
Non-Air
Kit Shown



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

Complete Kits - Gen IV SureFit 3

961164	1962-65 Nova Complete Kit
961166	1966-67 Nova Complete Kit
965069	1968 Nova Complete Kit (factory air)
961069	1968 Nova Complete Kit (non-factory air)
965072	1969-72 Nova Complete Kit (factory air)
961072	1969-72 Nova Complete Kit (non-factory air)
965077	1973-74 Nova Complete Kit (factory air)
961077	1973-74 Nova Complete Kit (non-factory air)

Evaporator Kits - Gen IV SureFit 3 (Page 13)

561164	1962-65 Nova Evaporator Kit
561166	1966-67 Nova Evaporator Kit
565069	1968 Nova Evaporator Kit (factory air)
561069	1968 Nova Evaporator Kit (non-factory air)
565072	1969-74 Nova Evaporator Kit (factory air)
561072	1969-74 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
- High-volume dehumidified defrost mode
- Separate high-capacity aluminum plate & fin cooling coil
- Copper/brass parallel flow heater coil
- Mounts behind the dash
- Uses your factory system controls with our patented Electronic Cable Converters (66-74)
- 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)



WARNING: This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm.



WARNING: This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm.

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 86 for Chevy pulleys.
2. We recommend using our heavy duty fan blade and **32069-VCF** (1966-67 Nova) shroud.
3. SureFit systems² 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

473046 2 - 1969-74 Nova Vintage Air replacement electronic control panel - shown at right

473045 2 - 1969-74 Nova adapter panel to mount Vintage Air ProLine 3-knob controls -shown at far right



627902 2 - Non-air stamped firewall blockoff plate ('67-'69 Camaro, '64-'72 Chevelle & '68-'74 Nova)



NEW!

473271 2 - 1966-67 Nova Vintage Air replacement Machined finish electronic control panel - shown at top left



473272 2 - 1966-67 Nova Vintage Air replacement black anodized finish electronic control panel - shown at lower left



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 Darryl 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

Full Size 1961 Thru 1966



and '59-'60 EL CAMINO



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



NOTE: Control panel not included in '59-64 kts! Photo shows the Cable Converters used to adapt YOUR panel to the system.

Complete Kits - Gen IV SureFit 3

- 961055** 1959-60 Impala Complete Kit (2-lever controls)
- 961056** 1959-60 Impala Complete Kit (4-lever controls)
- 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)
- 964054** 1965-66 Impala Complete Kit (factory air)
- 961054** 1965-66 Impala Complete Kit (non-factory air)

NEW!

Evaporator Kits - Gen IV SureFit 3 (Page 13)

- 561055** 1959-60 Impala Evaporator Kit (2-lever controls)
- 561056** 1959-60 Impala Evaporator Kit (4-lever controls)
- 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)
- 564054** 1965-66 Impala Complete Kit (factory air)
- 561054** 1965-66 Impala Complete Kit (non-factory air)

NEW!

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 parallel flow heater coil
- Mounts behind the dash
- Uses your factory 4-lever Deluxe controls with our patented Electronic Cable Converters (59-64) (2-Lever kits include 3-Knob underdash control pod)
- Includes new electronic control panel (65-66)
- 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. See page 86 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.

3 **WARNING:** This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm.

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.





NEW - 1965-66 Impala Kits!



961062
1961-62
Non-Air
Kit Shown



1965-66 Impala electronic replacement control panel fits into your OEM factory cast bezel



961054
1965-66
Non-Air
Kit Shown



1959 Impala dash with included under-dash louver pods



This 1961-62 Impala dash shows the included louver pods painted to match the dash



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



1966 Impala dash with included under-dash louver pods

FACTORY TOUR

Our Quality Assurance team hand inspect every component and system to ensure quality and accuracy. Each system is thoroughly tested before it's shipped to our customer. (L-R) Erika Murnahan, Will Buen, Ernest Rosales, and John Pesina, Ryan Hecox-Manager.





Tempest and LeMans V8



961067
1964-67
Non-Air
Kit Shown



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

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 3

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

Evaporator Kits - Gen IV SureFit 3

- 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 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.





Tempest and LeMans V8



964482
1968 Factory Air
Car Kit Shown



1968 GTO system includes this all-new replacement electronic control panel.



1969-72 GTO system includes this all-new replacement electronic control panel.

Complete Kits - Gen IV SureFit 3

- 964482** 1968 GTO Evaporator Kit (factory air)
- 961082** 1968 GTO Complete Kit (non-factory air)
- 964483** 1969 GTO Complete Kit (factory air)
- 961083** 1969 GTO Complete Kit (non-factory air)
- 964484** 1970-72 GTO Complete Kit (factory air)
- 961084** 1970-72 GTO Complete Kit (non-factory air)

Evaporator Kits - Gen IV SureFit 3

- 564482** 1968 GTO Evaporator Kit (factory air)
- 561082** 1968 GTO Evaporator Kit (non-factory air)
- 564483** 1969 GTO Evaporator Kit (factory air)
- 561083** 1969 GTO Evaporator Kit (non-factory air)
- 564484** 1970-72 GTO Evaporator Kit (factory air)
- 561084** 1970-72 GTO Evaporator Kit (non-factory air)



1968 GTO non-factory air dash with SureFit kit



1972 GTO factory air dash with SureFit kit

3 **WARNING:** This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm.

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.



FIREBIRD

1967 Thru 1981

Vintage Air
SUREFIT[™]
Systems



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

Complete Kits - Gen IV SureFit 3

- 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 3

- 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

473047 2
1967-68 Replacement electronic control panel kit.



1970-81 Firebird OEM Look In-Dash Louver Kit 2
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



Pontiac Crankshaft Pulleys for Air Conditioning Belt 2
See page 86 for details and applications

⚠ WARNING: This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm.



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

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.





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 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 3

- 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 3

- 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)

3 **WARNING:** This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm.

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 74.



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 a real rodder. His latest ride is this clean '71 Cutlass Coupe. And of course it now keeps him cool in summer and warm in winter with a new Gen IV SureFit system!



MUSTANG

1964 1/2 Thru 1970

Vintage Air
SUREFIT™
Systems



Cougar 1967-68 and 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 3

- 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 3

- 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 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)

1 **WARNING:** This product can expose you to chemicals including Styrene, which is known to the state of California to cause cancer.

3 **WARNING:** This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm.

TOTALLY COOLED GALLERY

Early Mustangs have always been a great platform 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 and 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 3

- 492057** - 1967 Mustang, pair
 - 492058** - 1968 Mustang, pair
- Shown at right with passenger side louver

Reproduction 1967 & 1968 Cougar Control Panel & Louver Set 3

- 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 1** - 1964 1/2-66 Mustang 6 cyl. Fan Shroud
 - 32065-VFF 1** - 1964 1/2-66 Mustang V8 Fan Shroud
 - 32067-VFF 1** - 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

The 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!



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 3

- 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 3

- 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 86 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 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



Vintage Air
SUREFIT™
Systems



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 3

- 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 Road Runner/1969-70 Satellite/GTX Complete Kit (factory air)
- 971064** 1969 Road Runner/1969-70 Satellite/GTX Complete Kit (non-factory air)
- 971069** 1970 Road Runner Complete Kit (factory air)
- 971068** 1970 Road Runner Complete Kit (non-factory air)

Evaporator Kits - Gen IV SureFit 3

- 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 86 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 '68 Road Runner dash with SureFit kit.

3 **WARNING:** This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm.

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 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)

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) Ryan Zwicker-V.P. Manufacturing and Engineering, Daniel Manautou, Ruebin Weir, Curtis Yarbrough, Hugo Ramos, Billy Graf, Dan Woehr, Bebe Blanquiz, Marc Gutierrez, Gary Boenisch, Lee Cloud, Kim Cleveland, Jeffrey Lambert, Ricky Windle.



BARRACUDA

1970 Thru 1974

Vintage Air
SureFit™
Systems



and Challenger



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

971074
1970-74
Non-Air
Kit Shown

Complete Kits - Gen IV SureFit 3

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 3

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 86 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 parallel flow heater coil
- Mounts behind the dash
- New electronic control panel kit included
- Flat steel firewall cover panel



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

1 **WARNING:** This product can expose you to chemicals including Styrene, which is known to the state of California to cause cancer.

3 **WARNING:** This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm.

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.





and GMC 1947 Thru 1953



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 CuproBraz™ 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.



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.

Complete Kits - Gen IV SureFit 3

- 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 71 (includes new double groove harmonic balancer) 1955-62 original engines only.

Evaporator Kits - Gen IV SureFit 3 -

- 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 86 for Chevy pulleys.

NOTES:

2. We recommend using our heavy-duty fan blade and a fan shroud. **32042-VFF 1** - 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.



CHEVY TRUCK

1955* Thru 1959



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 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)

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

Complete Kits - SureFit 3

- 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 3

- 751155** 1955-59 Chevy Evaporator Kit with Standard Controls
- 751156** 1955-59 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 86 for Chevy pulleys.
2. We recommend using our heavy duty fan blade and a fan shroud.
32055-LCF 1 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.

NOTE: *

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



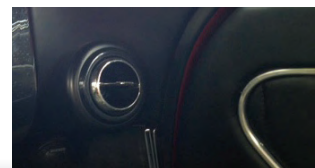
1955-59 Chevy Truck dash with SureFit kit and deluxe replacement control panel



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

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).



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.



941164 - 1964-66
Non-Air Kit Shown



New Control Panel Included
With '60-'63 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 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)

See notes below

Complete Kits - SureFit 3

- 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 3

- 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 86 for Chevy pulleys.
3. SureFit systems may interfere with some OEM radios or in-dash speakers.

- 1** **WARNING:** This product can expose you to chemicals including Styrene, which is known to the state of California to cause cancer.
- 2** **WARNING:** This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm.
- 3** **WARNING:** This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm.



1964-66 Chevy dash shown with rotary controls

Optional System Components



NEW!

ProLine Control Panels For 1964-66 Chevy Trucks

473275 - Chrome bezel, billet replacement control panel.

473276 - Black anodized bezel, billet replacement control panel.

TOTALLY COOLED GALLERY

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!



CHEVY TRUCK

1967 Thru 1972

Vintage Air
SUREFIT™
Systems



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 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 3

- 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)

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.

Evaporator Kits - SureFit 3

- 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)



1967-72 Chevy Truck dash with SureFit kit

(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)

Optional System Components

- 49767-LC E 2 - Replacement** 67-72 control panel for factory-air trucks.
- 49766-LC I 2 - Replacement** 67-72 heater control panel for non-factory air trucks.

NEW! Billet Control Panels

Fits both factory-air & non-air 1967-72 truck dash opening

- 473080 2 - Machined Bezel** 67-72 billet heater control panel

- 473081 2 - Anodized Black Bezel** 67-72 billet heater control panel



- 49770-LC I 2 - Center louver** (Included with non-air kits).

- 498827 2 - OEM style A/C louver kit** (Includes all items listed below)

- 49775-LC I 2 - Driver side OEM style A/C louver housing only with felt**

- 49776-LC I** - Passenger side OEM style A/C louver housing only with felt

- 49769-LC I 2 - Replacement louver ball only**

- 495561 2 - Chevy louver ball retainer 2.5" hose adapter**

- 495560 2 - Chevy louver ball retainer**



498827 Kit is a complete pair as shown above

NEW!



Upgrade your GM Factory Ball Louvers
See Page 21 For Details

TOTALLY COOLED GALLERY

The 1967 to 72 Chevy and GMC trucks have become one of the most popular "hot rods" in America. Our Gen IV Magnum system makes them great daily drivers too. This C-10 was built by Holley Performance to showcase their products and features a complete Gen IV SureFit kit. Engine brackets are available for 6 cyl., Small block and big block Chevy, and LSX swaps.





944181
1981-87 Factory-Air
Kit Shown



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

Complete Kits - SureFit 3

- 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 3

- 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 86 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 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.

2 **WARNING:** This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm.

3 **WARNING:** This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm.

TOTALLY COOLED GALLERY

Hill's Hot Rods in Lubbock Texas is making a name for themselves with amazing Square Body GM rides like this. A 1973 GMC Jimmy running a complete No Limit chassis, an LSX 427 engine with our Front Runner drive system, and a Gen IV SureFit climate control too! Look for it on the Autocross circuit - this truck was built to beat the clock.



FORD TRUCK

1953-56

Vintage Air
SUREFIT™
Systems



Allows the use of your original cowl vent

74056-LFU-A
1956
Non-Air
Kit Shown

Complete Kits - Gen II SureFit 3

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

Evaporator Kits - Gen II SureFit 3

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 50 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 1 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.

3 **WARNING:** This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm.

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!





Hot Rod & Resto
Award Winning
Technology!



Complete Kits - Gen IV SureFit 3

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

Evaporator Kits - Gen IV SureFit 3

754150	1961-64 F-100 Evaporator Kit
754151	1965 F-100 Evaporator Kit
754151	1966 F-100 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 parallel flow heater coil
- Mounts behind the dash
- New rotary controls mount in under dash louver panel
- Flat steel firewall cover panel
- Replacement molded glove box (reduced capacity)



1961-66 under dash panel and louver package 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.

Optional System Components

Fan Shrouds 1

- 370164** - Fan shroud for '61-'65 F-100 (V8)
- 370165** - Fan shroud for '61-'65 F-100 (6-Cylinder)
- 370167** - Fan shroud for '66 F-100 (6-Cylinder)



WARNING: This product can expose you to chemicals including Styrene, which is known to the state of California to cause cancer.

TOTALLY COOLED GALLERY

Respected custom painter and all around rodding veteran, Danny Zoeller'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.



FORD TRUCK

1967-72 / 1973-79 **NEW!**

Vintage Air
SUREFIT™
Systems



1978-79 BRONCO



1968-72 factory panel with cable conversion kit and under dash louver package shown



1967 only 3-Knob control panel and louver package shown

Complete Kits - Gen IV SureFit 3

- 951156** 1967 F-100 Complete Kit with V-8
- 951158** 1967 F-100 Complete Kit with 6 Cylinder
- 951157** 1968-72 F-100 Complete Kit with V-8
- 951159** 1968-72 Complete Kit with 6 Cylinder

Evaporator Kits - Gen IV SureFit 3

- 751152** 1967 F-100 Evaporator Kit
- 751153** 1968-72 F-100 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 parallel flow heater coil
- Mounts behind the dash
- Flat steel firewall cover panel
- Replacement molded glove box (reduced capacity)

FORD TRUCK

1973-79 & 1978-79 BRONCO



1973-79 factory-look replacement panel included



Complete Kits - Gen IV SureFit 3

- 954160** 1973-79 F-100/78-79 Bronco Complete Kit with V-8 (factory air)
- 954161** 1973-79 F-100/78-79 Bronco Complete Kit with 6 Cylinder (factory air)
- 951160** 1973-79 F-100/78-79 Bronco Complete Kit with V-8 (non- air)
- 951161** 1973-79 F-100/78-79 Bronco Complete Kit with 6 Cylinder (non- air)

Evaporator Kits - Gen IV SureFit 3

- 754160** 1973-79 F-100/78-79 Bronco Evaporator Kit (factory air)
- 751160** 1973-79 F-100/78-79 Bronco Evaporator Kit (non- air)

NEW!



3 **WARNING:** This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm.

1 **WARNING:** This product can expose you to chemicals including Styrene, which is known to the state of California to cause cancer.

TOTALLY COOLED GALLERY

Lonnie Ford knows how to slam a ride! His '75 F-100 has all the tricks, including a warmed-up small block Ford with a Front Runner drive system and a complete Vintage Air climate control package. You can check it out at the next Lone Star Throwdown show, along with hundreds of other Vintage Air cooled trucks and cars!





Hot Rod & Resto
Award Winning
Technology!



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 2
ProLine fluted black anodized knob

497006 2
ProLine aluminum knob

Complete Kits - SureFit 3

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

Evaporator Kits - SureFit 3

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



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 hose, and refrigerant.
2. Contact your sales rep for specific Bronco chassis/engine combinations.
3. We recommend using our heavy-duty fan blade and shroud
132066-LF - 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.

2 **WARNING:** This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm.

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



**NEW
GEN IV
DESIGN!**

Gen IV SureFit™ System Features:

- In-dash rotary controls
- 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 parallel flow heater coil
- Mounts behind the dash
- New in-dash rotary controls
- Flat steel firewall cover panel

941200
1968-83
Non-Air
Kit Shown



941201 Big Blower Evaporator Unit Shown
20% increase in blower CFM!



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

Complete Kits - SureFit 3

- 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) 3

- 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 Cruiser. May not fit some international models.
3. Requires minimum 50 amp alternator.

Optional System Components

FJ Crankshaft and Water Pump Pulleys for Air Conditioning Belt

See page 86 for details and applications



STUDEBAKER TRUCK

1949 Thru 1959 C-Cab

CLIMATIZER II™



941001 1949-59
Non-Air Kit Shown



Optional System Components

- 701049 2- 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 - 3

- 941001 1949-59 Studebaker C-Cab Complete Kit

Evaporator Kit - Custom Fit 3

- 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.

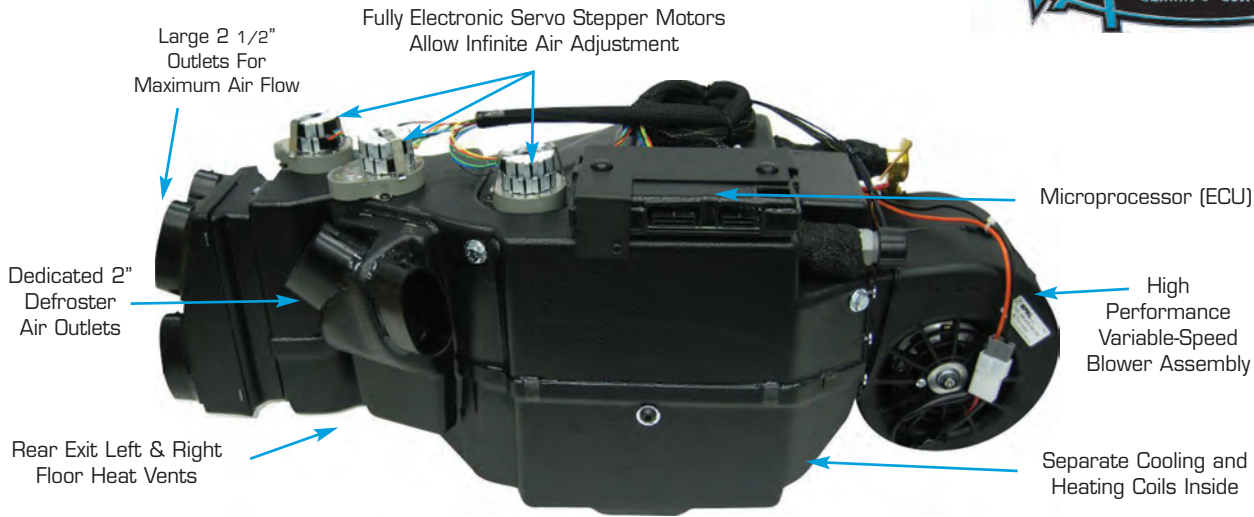
RESEARCH AND DEVELOPMENT

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, and it has a full Vintage Air system in it, too.



GEN IV MAGNUM™

Universal Fit Systems



671400-VUZ 3 - 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.

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 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

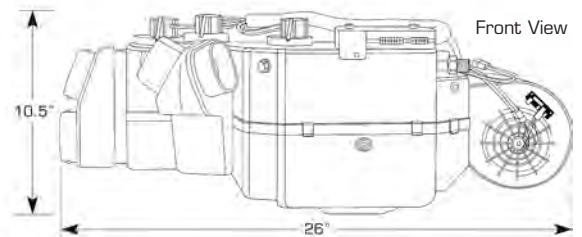
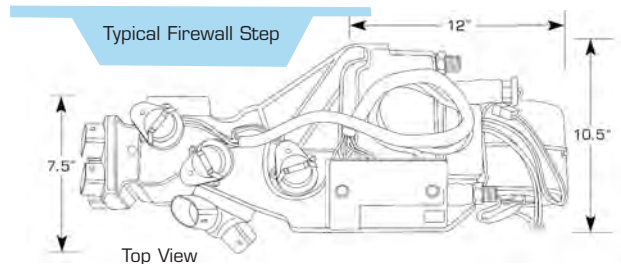
671400-VUZ Gen IV Magnum Includes:

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.

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 2

Gen IV Magnum unit light weight mock-up shell makes positioning easier (comes with jack nuts in place and brackets as shown)

2 **WARNING:** This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm.

TOTALLY COOLED GALLERY

Mustang Mania founders, Terry and Beverly Bryant, own this sleek 1960 Ford Galaxie built by Walton Customs. The SEMA award-winning big Ford features a 5.0L Coyote engine, Roadster Shop Revo chassis, and a complete Vintage Air Gen IV system.





GEN IV CONTROLS

Universal Fit Systems

Base 3-Knob Gen IV Control Panel 3



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 3



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 3



Machined aluminum rotary control panel features a polished face and knobs with engraved icons. Also available in black anodized satin finish. Panels include our exclusive soft-white LED lighting in each knob. Panels measure 4.125" x 1.25" x 1.25 deep.

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-Knob Gen IV ProLine™ Ellipse Panel 3



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.



Aluminum knobs are LED back-lit! Looks cool!

Retrofit Your Gen II Panel To GEN IV 3-Knob ProLine™ Oval Panels 3 **NEW!**



If you are upgrading your a/c system from Gen II to Gen IV, these panels will cover the dash-cut required by the old 4-knob oval panel. A Great, simple solution!

Machined aluminum rotary control panel features a polished face and knobs with engraved icons. Also available in black anodized satin finish. Panels include our exclusive soft-white LED lighting in each knob. Panels measure 5.318" wide x 1" tall x 1.25 deep.

491248 - Polished finish.

491252 - Black anodized Finish.

NOTE: Requires replacing your Gen II evaporator unit to a new Gen IV evaporator unit.

3 **WARNING:** This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm.

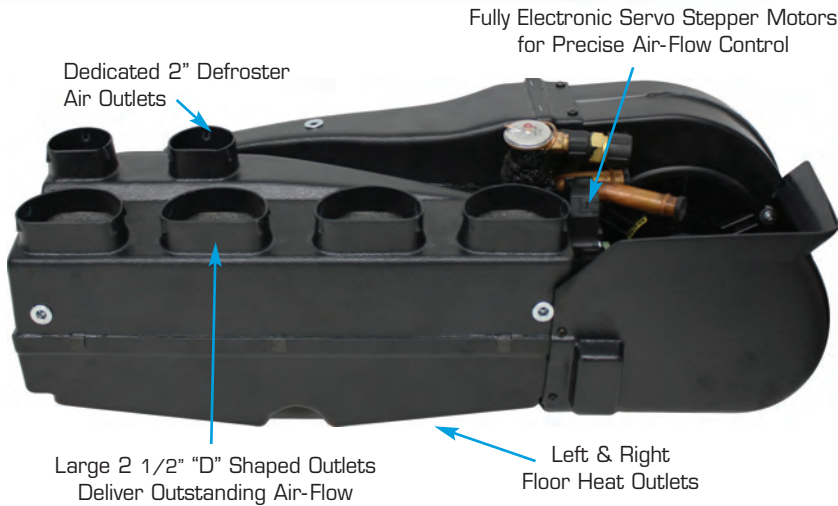
OUR ANNUAL OPEN HOUSE

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!



GEN II SUPER™

Universal Fit Systems



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

- 61005-VUX-A 3** - Gen II Super - Heat & Cool
- 61005-VUZ-A 3** - 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 1 - for Gen II Super 180° duct adapter for Super center vent. Turns air flow down for under-dash louver use.

623013-VUA 1 - 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.

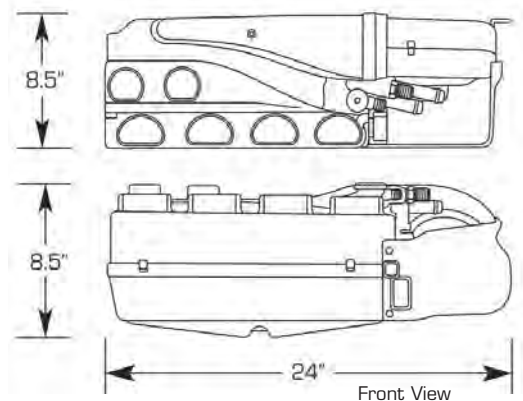
610050-VUA 2 Gen II Super unit light weight mock-up shell makes positioning easier. Comes with jack nuts in place and brackets as shown.



Gen II Super Mock-Up Unit

GEN II Super

Top View



See page 50 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 26 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™

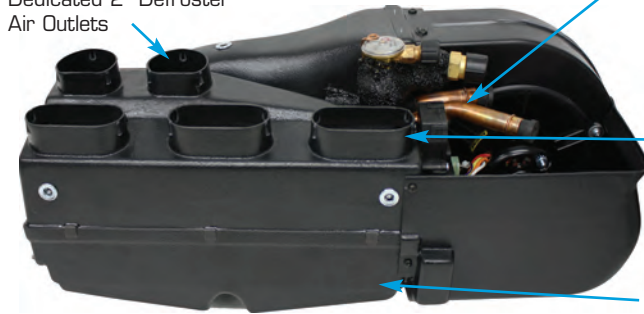
Universal Fit Systems



Dedicated 2" Defroster Air Outlets

Fully Electronic Servo Stepper Motors for Precise Airflow Control

Controls are ordered separately. See page 48.



Dedicated 2" Defroster Air Outlets

Large 2 1/2" Outlets for Optimum Air Flow

Left & Right Floor Heat Outlets



Patents Pending

68000-VUX-A - 3 - Gen II Compac - Heat & Cool
68000-VUZ-A - 3 - Gen II Compac - Heat, Cool & Defrost

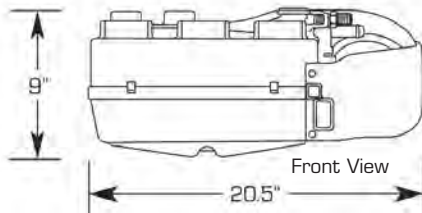
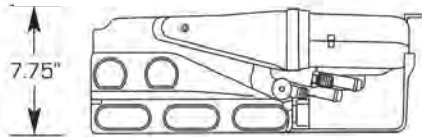
66005-VUX-A - 3 Gen II Mini - Heat & Cool
66005-VUZ-A - 3 Gen II Mini - Heat, Cool & Defrost

Our proven Gen II servo motor control technology makes this mid-sized package work better than many others' 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

Top View



Gen II Compac Mock-Up Unit

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.

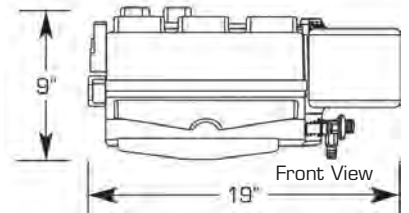
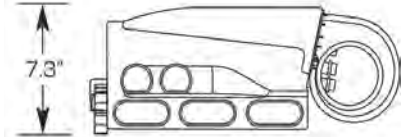


Gen II unit light weight **mock-up shells** make positioning easier. Comes with jack nuts in place and brackets as shown.

680000-VUA - Gen II Compac
660050-VUA - Gen II Mini

GEN II Mini

Top View

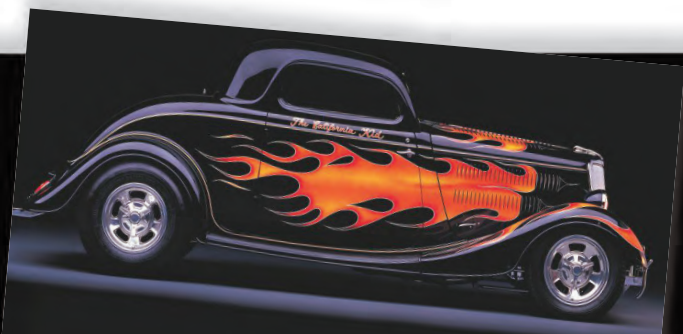


Gen II Mini Mock-Up Unit

- 1 **WARNING:** This product can expose you to chemicals including Styrene, which is known to the state of California to cause cancer.
- 2 **WARNING:** This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm.
- 3 **WARNING:** This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm.

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 3

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 3

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) 12" 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 3

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 3

This Gen II control panel features the 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 3

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 through 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.



3  **WARNING:** This product can expose you to chemicals including lead and lead compounds, which is known to the state of California to cause cancer and birth defects or other reproductive harm.

FACTORY TOUR

Our receiving department monitors all incoming materials and current inventory so that all components conform to ISO:9001 standards. (L-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



ShortPac System 3



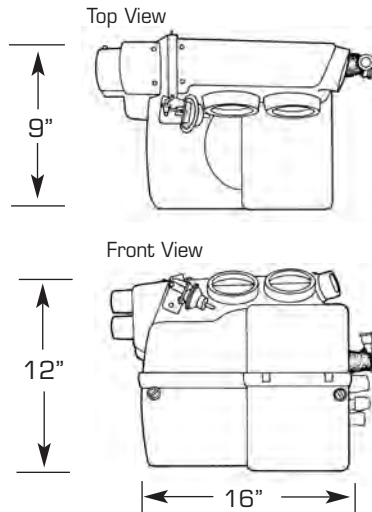
Included with Kit

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.



Vacuum Control Systems

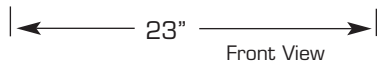
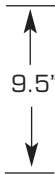
Come complete with:

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

Trunk Mount System 3



Included with Kit



Front View

- 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.

Upgrade to ProLine Control Panels

For these Vintage Air vacuum type systems.



49500-VSQ 3 Streamline ProLine Panel 5.5" wide x 2.5" tall. Back-lighted knobs.



49120-VUG 3 Brushed aluminum ProLine Panel. Internally lighted. 4.5" wide x 2" tall.

Add electronic servo heater valve to any system. See page 89

Monster Trunk System 3

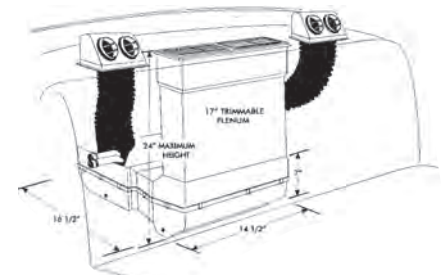
685000-VUY - Cool Only

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 also be used as part of a dual air system.



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 Under Dash System 3

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.



NEW! - Heritage Under Dash Systems 3

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 either 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

3 **WARNING:** This product can expose you to chemicals including lead and lead compounds, which is known to the state of California to cause cancer and birth defects or other reproductive harm.

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

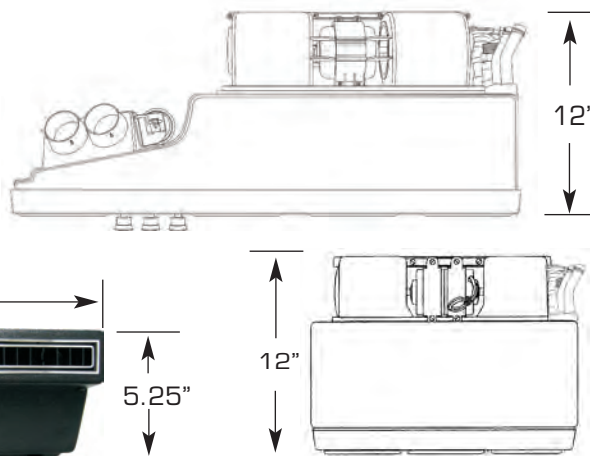
Slimline Systems 3 - All new evaporator coil configurations! This new and improved coil design moves the heater lines to the passenger side along with the A/C lines for easier installation. These value priced systems have been engineered to provide excellent cooling capacity and air delivery in a compact 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 Systems 3

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, shown (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



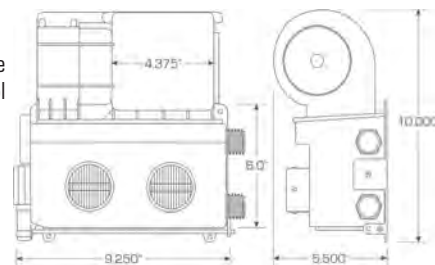
Mini systems include control pod at left. On "cool only" Mini systems control pod mounts blower speed and thermostat switches.

Gen II Heaters 3

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 3

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



TOTALLY COOLED GALLERY

Anyone who follows the exciting autocross solo events knows the legacy of Detroit Speed's amazing stable of competition cars. Their latest street driven Gen III Camaro is just shy of being a full-on race car! It might not need an air conditioner, but this new car features a complete Gen II Heater system for those chilly morning warm-up runs around the circuits.



LOUVERS

Under Dash Panels With Louvers

These Pods
Include Louvers



Universal Under Dash Louver Panel 2

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



49059-VUL 2
Under dash louver for 2.5" hose
49359-VUL (All black) 1



49050-VUL 2
Under dash louver for 2.5" hose
49350-VUL (All black) 1



63016-VUL 2
Double louver assembly 11.375" x 2.5". For 2.5" hose
63316-VUL 1 (All black)

63017-VUL 2
Double louver assembly 11.375" x 2.5". For 2" hose
63317-VUL 1 (All black)

630190 2
Double louver assembly 11.375" x 2.5". With single 2.5" hose inlet
633190 1 (All black)



49051-VUL 2
Left kick panel louver for 2.5" hose
49361-VUL 1
(All black) for 2.5" hose

49251-VUL 2
Left kick panel louver for 3" hose

49151-VUL 2
Right kick panel louver for 2.5" hose

49351-VUL 1
(All black) for 2.5" hose

49252-VUL 2
Right kick panel louver for 3" hose

Under Dash Control & Louver Panels 2

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.



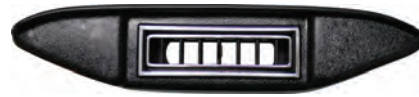
49132-VFL 2
1928-32 Ford
49332-VFL 1
(All black)



49137-VFL 2
1937 Ford and 1930-35 Chevy
49337-VFL 1
(All black)



49134-VFL 2
1933-34 Ford
49334-VFL 1
(All black)



49135-VFL 2
1935-36 Ford
49335-VFL 1
(All black)



49100-VFL 2
Flat Universal
49300-VFL 1
(All black)

Note: Standard Louvers Come with Chrome Trim Accents Unless Noted as (all black)



FACTORY TOUR

The Gen IV Team (L-R) Francisco Dominguez, Sanela Carroll, Carem Medina, Ventura Trevino, Steve Bohlen, Jesse Sosa-Supervisor, Javier Fuentes, John Vela and Ramon DelaTorre. These folks perform the intricate assembly of all our Gen IV evaporator units.

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 2**
Under dash pod with louver. For 2.5" hose.
- 49354-VUL 2**
Under dash pod with louver. (All black).
- 49154-VUL 2**
Under dash pod with all chrome louver.
- 49051-VUI 1**
Under dash louver pod only. Punched 2.5" hole for louvers with up to 2.875" outside diameter.

Universal Kick-Panel Louver Panel



- 490500 1**
Through kick-panel louver pod. Pod mounts through the back side of kick panel. Sold individually.
- Includes **49053-VUL 2** louver and installation template.

Universal Under Dash Louver Panels



- 472213 1**
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 2**
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 1**
'32 Ford Gen II under dash bare pod. Stamped for 49063-VUQ louver and 491200-RUA controls (not included). Standard textured finish.



- 47211-SHA 1**
Gen II under dash pod for 4-lever panel (for Gen II systems with servo heater valve). Standard textured finish.

1 **WARNING:** This product can expose you to chemicals including Styrene, which is known to the state of California to cause cancer.

Custom 1940 Ford Ashtray Louver 2



- 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 1**
'40 Ford shallow replacement glove box. ABS plastic. Allows additional room for A/C system and hoses. 2.25" deep.

Hose Adapters



- Hose Adapters 1** (Left to right)
- 62415-VUE** - 2" to 2.5" hose adapter
- 624220** - 2.5" oval glue-on 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

By-The-Foot & Bulk Flex Hose Stock 1



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

2 **WARNING:** This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm.

MARKETING TEAM

Marx Henry is our Marketing Manager. He has extensive background in the automotive aftermarket industry. Marx handles a variety of duties including trade shows, distributor training and seminars. An avid street rod enthusiast, he has been involved with several C-10 projects and is now building a '53 Chevy pickup.



LOUVERS

Standard Series Louvers

NOTE: All louvers are sold individually.



Standard Series Through Dash Louvers



49066-VUL 2
90° angle flow louvers. 3.88" x 1.57".
With chrome trim.

49366-VUL 1
(All black)



49067-VUL 2
90° angle flow louvers. 4.75" x 1.57".
With chrome trim.

49367-VUL 1
(All black)



49052-VUL 2 For 2.5" hose. 5.25" x 2.5". Chrome trim.

49352-VUL 1
(All black)



49327-VUL 1 For 2.5" hose. 3.875" x 2". (All black).



49057-VUL 2
For 2.5" hose. 4.75" x 1.562".
With chrome trim.

49325-VUL 1
(All black)



49056-VUL 2
For 2.5" hose. 3.875" x 1.562".
With chrome trim.

49356-VUL 1
(All black)



490549 2
For 2.5" hose. 4.98" x 2.60"
including flange. With chrome trim.

493549 (All black) 1

49156-VUL2 For 2" hose. 3.875" x 1.562". With chrome trim.

49326-VUL (All black) 1

Note: Standard Louvers Come with Chrome Trim Accents Unless Noted as (all Black)

NEW!



490535 2
Double Vane louver. (All chrome).
Thru-dash mount. 2.70" bezel diameter.

490533 2
Double Vane louver. (Chrome ball/Black bezel).
Thru-dash mount. 2.70" bezel diameter.

NEW!



490538 2
Tri-Bar louver. (All chrome).
Thru-dash mount. 2.70"
bezel diameter. For 2.5" hose.



499194 2
Adjustable Double Vane louver.
Chrome bezel. Thru-dash mount.
2.70" diameter.

499193 1
(All black)
Note: Louvers open, close & rotate 360°



499195 1
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.




49053-VUL 2
Chrome ball/Black bezel

49353-VUL 1
(All black).

49153-VUL 2
(All chrome).

49049-VUL 2
Chrome ball/Black bezel
For 3" hose.

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



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.

1 **WARNING:** This product can expose you to chemicals including Styrene, which is known to the state of California to cause cancer.

2 **WARNING:** This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm.

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

CUSTOMER SERVICE TEAM

Our sales team members, like most of the Vintage Air crew, are long-time car guys and are ready to help you choose the right system for your project. (L-R) Tony Banuelos, Jason Martinez, Aarron Russell, Oscar Gonzales, Josh Santos, Roy Arrequin, Art Cavazos, Javier Martinez, Ronnie Palacios, Ken Edelman and Wayne Potter-Sale Manager.



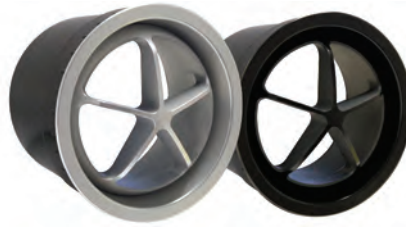
NOTE: All louvers are sold individually.

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

[See More ProLine](#) ▶



ProLine Penta Louvers 2
499120 - Clear Anodized Louver.
499121 - Black Anodized Louver.(2.73" bezel diameter)



ProLine LoPro Penta Louvers 2
499160 - Clear Anodized Louver.
499161 - Black Anodized Louver.(2.73" bezel diameter)



ProLine Rotary Vane Louvers 2
499119 - Clear Anodized Louver.
499112 - Black Anodized Louver.(2.73" bezel diameter)
Barrel Rotates To Open & Close



ProLine Trident Louvers 2
499124 - Clear Anodized Louver.
499125 - Black Anodized Louver.(2.73" Bezel diameter)

NEW!



ProLine Continental Louvers 2
499255 - Clear Anodized Louver.
499256 - Black Anodized Louver.(2.73" Bezel diameter)

NEW!



ProLine GT-3 Louvers 2
499257 - Clear Anodized Louver.
499258 - Black Anodized Louver.(2.73" Bezel diameter)



ProLine Challenger Slider Series Louvers 2
499178 - Clear Anodized Louver.
499179 - Black Anodized Louver.
 (2.73" bezel diameter)



ProLine Trident Slider Series Louvers 2
499184 - Clear Anodized Louver.
499185 - Black Anodized Louver.(2.73" bezel diameter)



ProLine Penta Slider Series Louvers 2
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 2
499180 - Clear Anodized Louver.
499181 - Black Anodized Louver.(2.73" bezel diameter)



ProLine Twist Slider Series Louvers 2
499182 - Clear Anodized Louver.
499183 - Black Anodized Louver.(2.73" bezel diameter)



ProLine Sol Slider Series Louvers 2
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

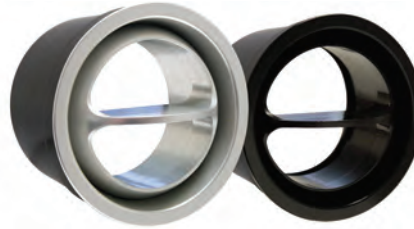
NEW DESIGNS!
ProLine Series
 Upgrade Louvers

NOTE: All louvers are sold individually.

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



Slyder Series Louvers 2
499215
 Clear Anodized Louver
499216
 Black Anodized Louver
 (2.73" bezel diameter)



ProLine Planar Louvers 2
499210
 Clear Anodized Louver
499211
 Black Anodized Louver
 (2.73" bezel diameter)

ProLine Series
 Upgrade Louvers



ProLine Venturi Louvers 2
49212-VUQ
 All Aluminum Machined
 Bezel And Ball
 (2.875" Bezel diameter)



ProLine StreamLine Round Louvers 2
 Injection Molded Inner Ball
49054-VUQ
 Polished Aluminum Bezel
490541
 Black Anodized Aluminum Bezel
 (2.875" bezel diameter)



ProLine Round Louvers 2
49053-VUQ
 Black Injection Molded Ball
 With Machined Aluminum
 Bezel
 (2.901" bezel diameter)



ProLine Saturn Planar Louvers 2
499164
 Clear Anodized Louver
499165
 Black Anodized Louver
499159
 Black Anodized Ball with
 Polished Bezel.
 (2.73" Bezel diameter)



ProLine Oval Louvers 2
491902
 Chrome Plated
 Die Cast Housing with
 Injection Molded
 Directional Vanes
 (4.00" x 1.60" Face size)



49058-VUQ 2
 Rectangle louver
 with billet trim
 (4.25" x 2" Face size)

ProLine Streamline Louvers 2



49062-VUQ
 Streamline louver. Polished aluminum trim.
 (4" x 1.75" Face size)



490621
 Black anodized trim with black vanes (shown).



494150 1
 90 Degree louver
 duct for louvers
49063-VUQ or
490622 (at left)
 3.00" x 3.00"



49202-VUQ 2 Brushed aluminum
 rectangle louver (6"x 1.25" Face
 size)



49203-VUQ 2 Brushed aluminum
 rectangle louver (4"x 1.25" Face size)

1 **WARNING:** This product can expose you to chemicals including Styrene, which is known to the state of California to cause cancer.

2 **WARNING:** This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm.



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 Chisenhall.



SYSTEM ACCESSORIES

Upgrades And Parts

Defrost Ducts & Trim



63100-VUQ 2

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

49161-LHA 1

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

Standard with Gen II kits



633810-VUA 2

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 2

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



63375-VUE 1

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

Standard with Gen IV kits



634074-PMA 1

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

Rotary Control Panel Mode Decals 2

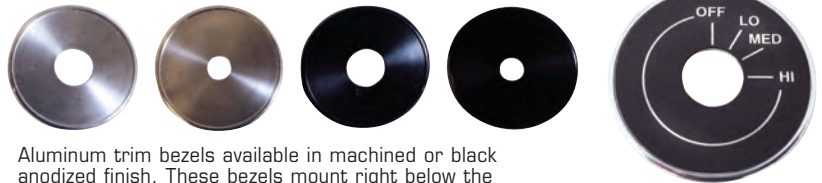


Mode Decals

- 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 2



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 2



- 49300-VUQ**
- 49457-VUI**
- 49219-VUI**

- Round aluminum knob (left to right)
- Round standard knob
- Round standard knob for heater potentiometer and GEN IV controls, w/set screw
- Standard slider knob for Gen II heater control
- ProLine panel black slider knobs
- ProLine panel chrome knobs
- Gen IV slide pot knob
- Gen II StreamLine heater slide knob
- ProLine fluted aluminum knob with set screw (Must be reamed to fit Gen II switches)
- ProLine Ford style aluminum knob
- 1950s Chevy-style knob
- Mark IV and Heritage under dash knob

- 491006-KUR**
- 49455-VUI**
- 49301-VUQ**
- 494551**
- 492007**
- 497003**
- 497006**
- 497008**
- 494553**

Upgrade Custom Rotary Switch Knobs 2



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

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) Lynn Limmer, Daniel Palacios and Gabrielle Ebner.



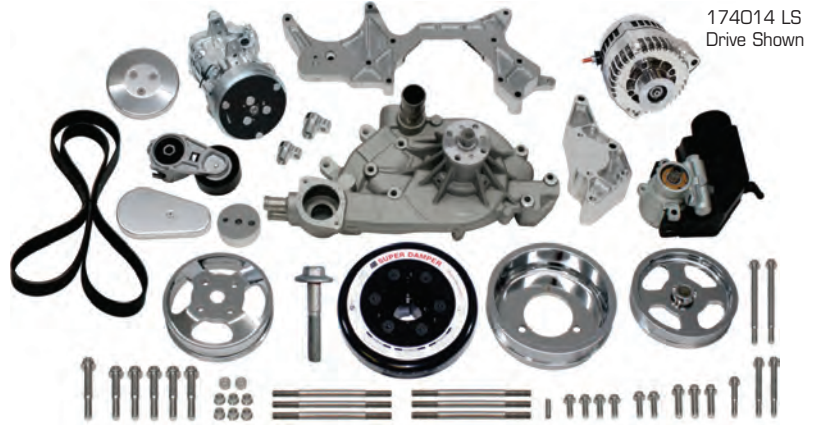
FRONT RUNNER

The Original All-In-One Engine Accessory Drive

**NEW - Integrated
Pump LT1 and LS
Front Runners!**
See page 62-63



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 Original High-Performance Engine Drive Systems

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 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 at max power 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 been to hang accessories such as the 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. In fact, we manufacture steel bracket kits, and they offer a lower-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 modern engines such as the GM LS Series and the Ford Coyote modular engines requires an integrated mounting approach.

That is what the Front Runner drive systems are all about. By eliminating all mounting points beyond the engine block itself and designing a super-compact component package, we now overcome any intake, exhaust, or cylinder head option problems. By engineering a more compact compressor and alternator, plus standardizing to a high-performance water pump, we create the smallest drive package ever available. The bonus to you is making your engine swap much easier because of improved clearances all around. And the final, and most important benefit, is that Front Runner brackets are designed to become an integral part of your engine's block. It is a solid, totally rigid platform that virtually eliminates the kind of harmonic vibration that can destroy a conventional engine drive bracket. 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 20+ 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!



MANAGEMENT TEAM

Troy Koll is V.P. 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

Engine Accessory Drive - GM - LS



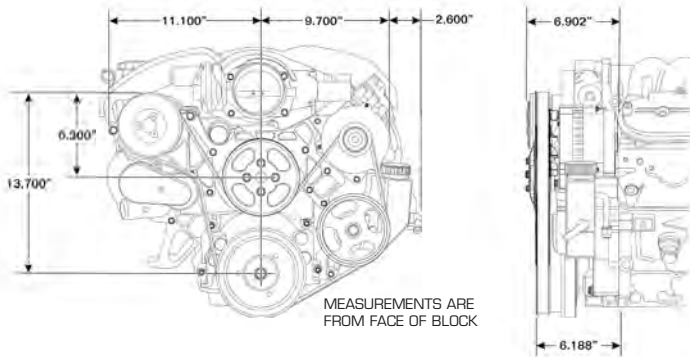
Vintage Air
Designed Bracket
Made In The USA



Bright Finish
Shown

See next page for dry
sump LS7 applications.

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



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 "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 Steering Pump with Integral Reservoir

NOTES:

1. GM LS 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.
3. 170 amp alternator may interfere with 1997-2004 OEM Driver's side LS1 and LS6 Corvette electronic throttle actuator module.



L92 Spacer Kit. For engines with variable valve timing.
176005

Low Profile System adds more clearance for custom intake systems and larger throttle bodies.

See page 67 for optional power steering parts, thermostat housing, and Front Runner accessories.

Bright LS Chevy Front Runner™ Drive System ³

(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 ³

(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 ³

(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 ³

(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 ³

(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 ³

(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 ³

(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 ³

(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

New! Low Profile LS Drives

Low Profile kits feature a redesigned mainbracket which provides additional space for aftermarket intake systems and larger throttle bodies. This system includes an Edelbrock water pump with replaceable cartridge and NPT tapped heater hose inlets for increased chassis and suspension clearance flexibility.

Bright LS Chevy Low Profile Front Runner™ Drive System ³

(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 ³

(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 ³

(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 ³

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

- 174030** - With Power Steering (includes DSE pump)

More LS Applications Next Page ▶

WHY THE "A COOL 200" PROJECT?

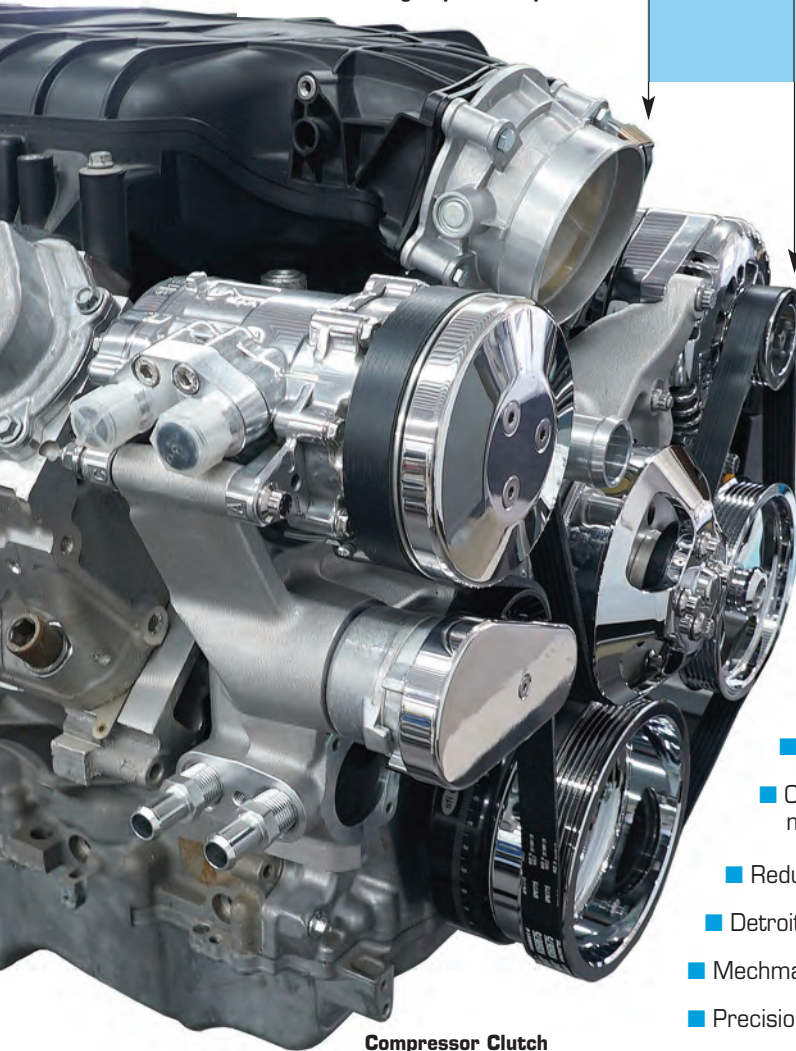
Honest... it was only for research and development. We didn't have any fun at all! Okay, we had fun. But seriously, this car and its achievements, both at Bonneville and driving from L.A. to Detroit, were all about improving our air conditioning systems. The demands from an experiment like the Project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





The Shortest LS/LT1 Drive System Available Provides Added Clearance For Electric Fan Packages

No Throttle Wedge Spacer Required



Compressor Clutch & Tensioner Covers Included

Easy Refrigerant Line & Heater Hose Routing Points

Pump Casting Drilled and NPT Tapped on side and Bottom for Heater Hose Routing Options



Vintage Air Designed,
Made In The USA,
A356-T6 Alloy Casting



- **The heart of the system:** USA made, precision cast A356-T6 alloy, water pump housing with integrated compressor, alternator and power steering pump mounting points.
- Low profile casting designed to clear OEM and most aftermarket throttle bodies, eliminating need for wedge spacers.
- Passages engineered for optimal coolant flow
- Every housing 100% pressure tested
- No modification required to install OEM timing solenoid and related hardware
- Housing tapped for M12 boss for OEM temperature sender
- Includes 6061-T6 billet aluminum water pump cartridge with high performance stamped steel impeller, OEM spec seal, ball roller bearings and steel hub
- Genuine Sanden compressor with machined billet, one-piece compressor O-ring adapter block
- Thermostat housing bore design for LS2 style thermostat
- Casting NPT tapped for side or bottom exit heater hose outlets, moved inboard for increased frame and suspension clearance
- Reduced diameter ATI harmonic balancer for additional clearance below system
- Detroit Speed aluminum body power steering pump
- Mechman 170 amp alternator (140 amp at idle) - 320 amp option available
- Precision machined 6061-T6 billet pulleys
- ARP 12-point stainless steel bolt and hardware kit
- OEM type belt tensioner with cover
- Genuine Gates serpentine drive belt
- Remote-reservoir power steering pump option available

2 **WARNING:** This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm.

3 **WARNING:** This product can expose you to chemicals including lead and lead compounds, which is known to the state of California to cause cancer and birth defects or other reproductive harm.

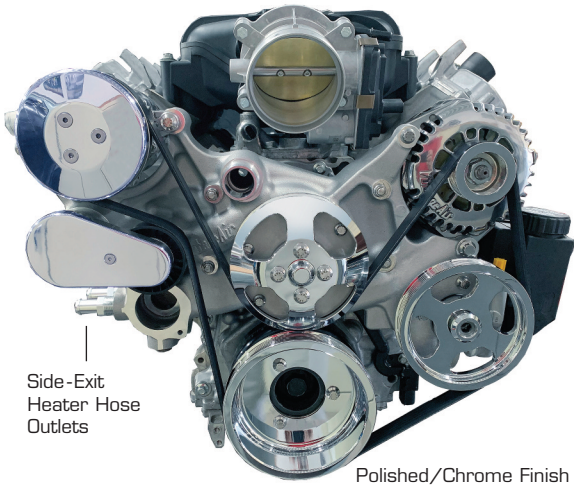


INDUSTRY RECOGNITION

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.

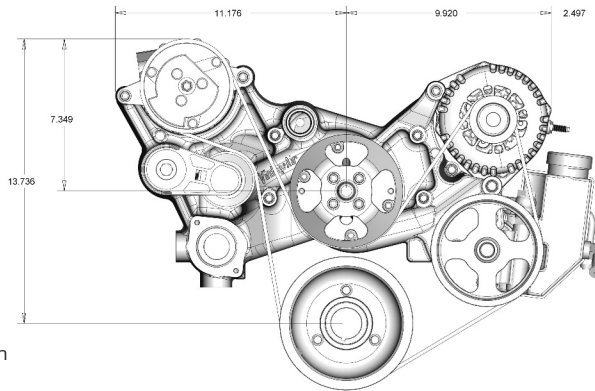
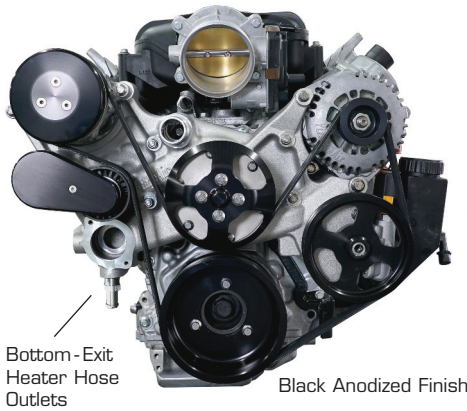
NEW! FRONT RUNNER™

Engine Accessory Drive - GM- LS/LT1



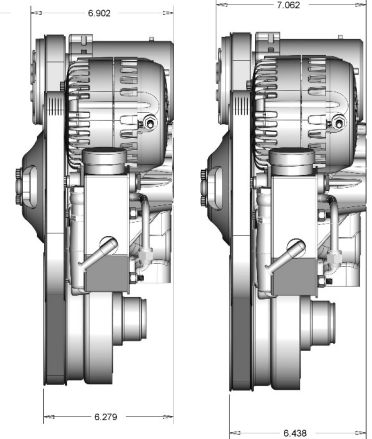
Some of the hottest new crate OEM installs are the newest GM LS and LT1 engines. These new Front Runner units offer additional intake/throttle body clearance obtained by lowering the water pump 1" and tightening accessory mounting positions.

This is our elegant solution for custom air conditioning, alternator and power steering mounting.



LS Series

LT1 Series



LS Wet-Sump Chevy Front Runner™ Drive System 3

(Natural Finish Pump Housing with Polished Compressor and Alternator, Chrome Pulleys, Polished Clutch and Tensioner Covers)

- 175021** - With Power Steering (includes pump)
- 175022** - Non-Power Steering

(Natural Finish Pump Housing with Chrome Compressor and Alternator, Chrome Pulleys, Polished Clutch and Tensioner Covers)

- 175023** - With Power Steering (includes pump)
- 175024** - Non-Power Steering

(Natural Finish Pump Housing with Natural Compressor and Alternator, Hardcoat Black Pulleys, Black Clutch and Tensioner Covers)

- 175025** - With Power Steering (includes pump)
- 175026** - Non-Power Steering

(Natural Finish Pump Housing with Chrome Compressor and Alternator, Hardcoat Black Pulleys, Black Clutch and Tensioner Covers)

- 175027** - With Power Steering (includes pump)
- 175028** - Non-Power Steering

LS7 Dry-Sump Chevy Front Runner™ Drive System 3

(Natural Finish Pump Housing with Polished Compressor and Alternator, Chrome Pulleys, Polished Clutch and Tensioner Covers)

- 175029** - With Power Steering (includes pump)
- 175030** - Non-Power Steering

(Natural Finish Pump Housing with Chrome Compressor and Alternator, Chrome Pulleys, Polished Clutch and Tensioner Covers)

- 175031** - With Power Steering (includes pump)
- 175032** - Non-Power Steering

(Natural Finish Pump Housing with Natural Compressor and Alternator, Hardcoat Black Pulleys, Black Clutch and Tensioner Covers)

- 175033** - With Power Steering (includes pump)
- 175034** - Non-Power Steering

(Natural Finish Pump Housing with Chrome Compressor and Alternator, Hardcoat Black Pulleys, Black Clutch and Tensioner Covers)

- 175035** - With Power Steering (includes pump)
- 175036** - Non-Power Steering

LT1 Wet-Sump Chevy Front Runner™ Drive System 3

(Natural Finish Pump Housing with Polished Compressor and Alternator, Chrome Pulleys, Polished Clutch and Tensioner Covers)

- 175037** - With Power Steering (includes pump)
- 175038** - Non-Power Steering

(Natural Finish Pump Housing with Chrome Compressor and Alternator, Chrome Pulleys, Polished Clutch and Tensioner Covers)

- 175039** - With Power Steering (includes pump)
- 175040** - Non-Power Steering

(Natural Finish Pump Housing with Natural Compressor and Alternator, Hardcoat Black Pulleys, Black Clutch and Tensioner Covers)

- 175041** - With Power Steering (includes pump)
- 175042** - Non-Power Steering

(Natural Finish Pump Housing with Chrome Compressor and Alternator, Hardcoat Black Pulleys, Black Clutch and Tensioner Covers)

- 175043** - With Power Steering (includes pump)
- 175044** - Non-Power Steering

LT1 Dry-Sump Chevy Front Runner™ Drive System 3

(Natural Finish Pump Housing with Polished Compressor and Alternator, Chrome Pulleys, Polished Clutch and Tensioner Covers)

- 175045** - With Power Steering (includes pump)
- 175046** - Non-Power Steering

(Natural Finish Pump Housing with Chrome Compressor and Alternator, Chrome Pulleys, Polished Clutch and Tensioner Covers)

- 175047** - With Power Steering (includes pump)
- 175048** - Non-Power Steering

(Natural Finish Pump Housing with Natural Compressor and Alternator, Hardcoat Black Pulleys, Black Clutch and Tensioner Covers)

- 175049** - With Power Steering (includes pump)
- 175050** - Non-Power Steering

(Natural Finish Pump Housing with Chrome Compressor and Alternator, Hardcoat Black Pulleys, Black Clutch and Tensioner Covers)

- 175051** - With Power Steering (includes pump)
- 175052** - Non-Power Steering

Front Runner is a Trade Name of Vintage Air Inc.

Front Runner Accessories Page 67

BUSINESS MANAGEMENT TEAM

Yvonne Brooks (at right) is the assistant to our President and also keeps the front office running smoothly. On the left is our receptionist Gloria Rodriguez who also handles many of the front office duties. Not only do these two ladies keep this running efficiently, they are the friendly voices (and faces) that you hear on the phone or see when you visit our facility.

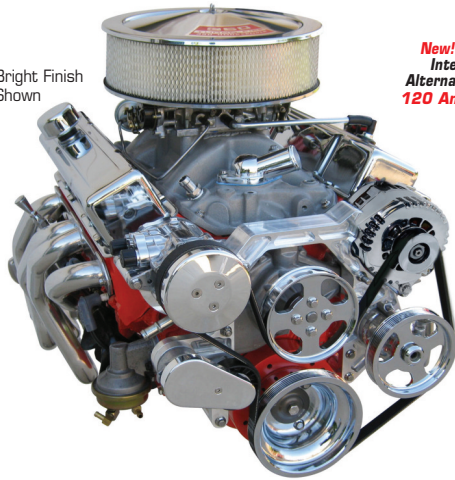


FRONT RUNNER™

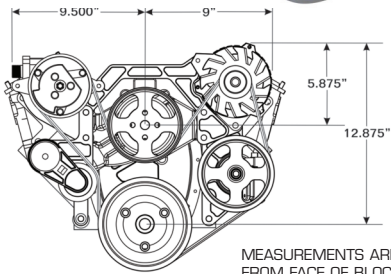
Engine Accessory Drive - Small Block Chevy and Big Block Chevy



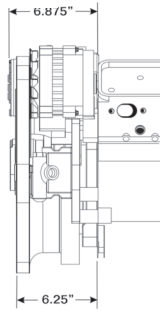
Bright Finish Shown



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



MEASUREMENTS ARE FROM FACE OF BLOCK

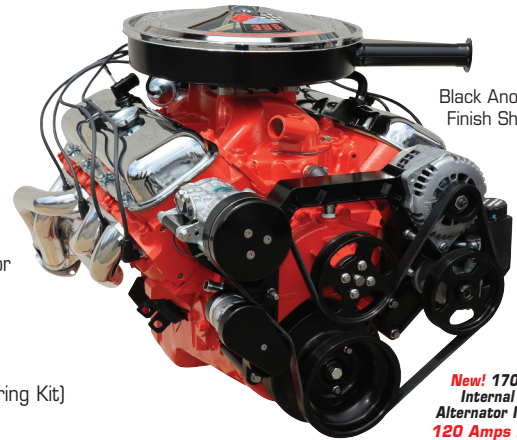


Chevy Small & Big Block Front Runner Drive Systems Include:

- Main Truss Mounting Bracket
- Tensioner Bracket
- Power Steering Bracket (or Power Steering-Delete Bracket)
- Stewart HiPerf Aluminum Water Pump
- ARP Polished Stainless Hardware
- Sanden SD-7B10 Compressor with O-Ring Adapter Blocks
- 170 Amp "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 (SBC)
- Stainless Water Pump Bypass Hose Nipple (BBC)

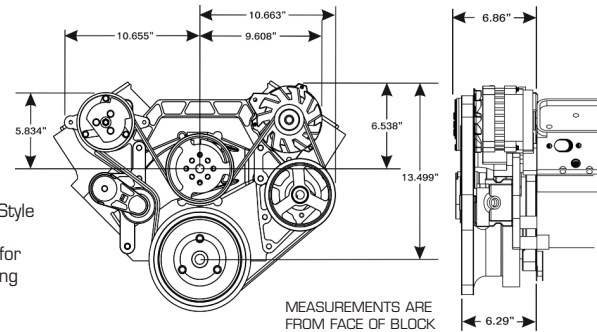


Big Block OEM-Style Water Pump Bypass Design for easy hose routing



Black Anodized Finish Shown

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



MEASUREMENTS ARE FROM FACE OF BLOCK

Bright Small Block Chevy Front Runner™ Drive System 3

(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 3

(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 3

(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 3

(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

Bright Big Block Chevy Front Runner™ Drive System 3

(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 3

(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 3

(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 3

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



Vintage Air
Designed Bracket
Made In The USA

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.



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

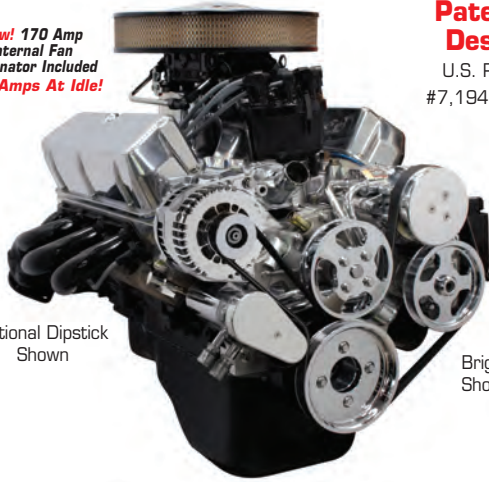
**Patented
Design**

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

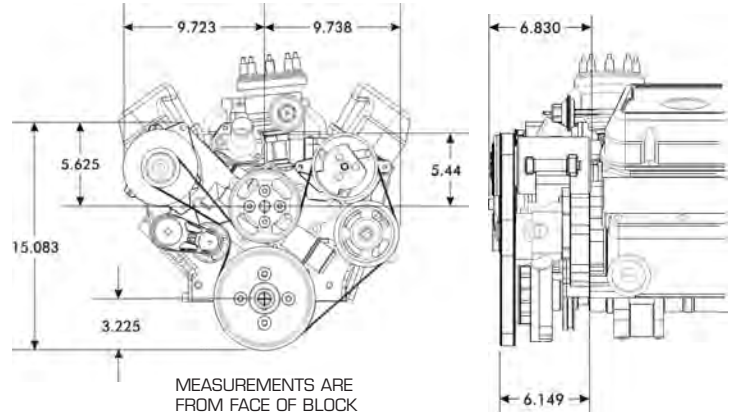
FRONT RUNNER™

Engine Accessory Drive - Small Block Ford

Optional Dipstick
Shown



Bright Finish
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 Forged Aluminum Hardlines (Exit Passenger Side)
- 170 Amp "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 HiPerf Aluminum Water Pump
- Water Pump Pulley
- Power Steering Pump Pulley (if Power Steering System)

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 bottom right - (sold separately).

Bright Small Block Ford Front Runner™ Drive System 3

(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 3

(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 3

(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 3

(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



**SB Ford Stainless Dipstick 2
and Tube Kit For Front Runner**

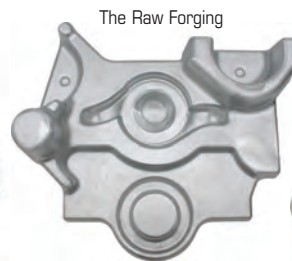
Use with our Ford small block Front Runner system. Mounts in right side of FR engine cover/ bracket. For **front sump pan** applications.
399009-SFA

Engine front

Use Ford Timing Pointer # **F1TZ6023A**



Black Anodized
Finish Shown



The Raw Forging



CNC Machined & Polished

**Patented Machined
Front Cover Forging!**

This unique design provides the most rigid and advanced accessory drive system ever produced for Ford small block engines. Front cover and mounting brackets in one super strong component.



Vintage Air Designed,
Made In The USA

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!



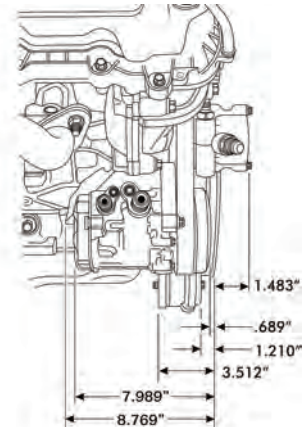
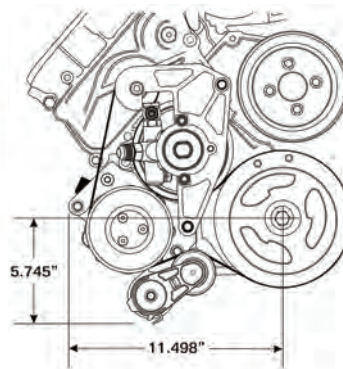
FRONT RUNNER™

Engine Accessory Drive - Ford Coyote 5.0L

The Original High-Performance Engine Drive Systems



Rear view of Front Runner compressor mounting bracket



* MEASUREMENTS ARE FROM FACE OF STOCK CRANKSHAFT PULLEY



Vintage Air
Designed Bracket
Made In The USA

This modern powerful engine is very 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 added 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
- New Idler Pulley
- ARP Stainless 12-Point Hardware Kit
- Detailed Installation Book

Ford Coyote Front Runner™ Drive System 3

174020 With Power Steering

Kit includes: All items listed below left

174007 Without Power Steering 3

Kit includes: All items below except power steering bracket, pump, tensioner and pulley.

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

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



344470 2

5/8" Heater hose
H-pipe crossover



Original Timing Cover



Revision 1-Timing Cover with different boss on cover



Revision 2-Timing Cover with different boss on cover

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

Front Runner Is a Trade Name of Vintage Air Inc.



WARNING: This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm.



WARNING: This product can expose you to chemicals including lead and lead compounds, which is known to the state of California to cause cancer and birth defects or other reproductive harm.

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-R) Ralph DeLaGarza-Department Manager, Nadia Butt and Devin Dickens.





Power Steering Pumps 2

85 1001

Aluminum TC pump with plastic reservoir.
Shaft diameter .6647" +/- .0002"
(3.0-3.5 GPM).

85 1002

Aluminum TC pump without reservoir.
Shaft diameter .6647" +/- .0002"
(3.0-3.5 GPM).

72205 0

Remote mount aluminum reservoir.

Front Runner Replacement Compressor 2

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 2

Flow Control Valve

85 2001

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



DSE Hose Kit 2

85 2008 - 1965-81 GM except Corvette

85 2009 - Mustang II

85 2012 - Ford Fox Body (1979-2004)

85 2014 - GM 1982-98

(Fox body rack & pinion has external hardlines)



Banjo Fitting Kit 2

85 2010

6-piece kit for DSE Hose
(high pressure outlet)
includes washers



Banjo Fitting Kit 2

85 2011

6-piece kit includes
washers for -6AN Fitting

182011

Crush washers (2 required)

DSE Steering Hardline 2

85 2000

TiteFit Hardline Nickel Plated Steel



Internal Fan P101 Front Runner Alternators 3

170 Amp standard design for GM Front Runner

040707 - Natural Finish Mechman

040708 - Polished Mechman

042918 - Chrome Mechman

170 Amp standard design for Ford Front Runner

042919 - Natural Finish Mechman

042920 - Polished Mechman

042921 - Chrome Mechman

320 Amp design for GM Front Runner System

042930 - Natural Finish Mechman

042931 - Polished Mechman

042932 - Chrome Mechman

320 Amp design for Ford Front Runner

042933 - Natural Finish Mechman

042934 - Polished Mechman

042935 - Chrome Mechman

220013 - 4-Gauge Wire Cable Kit for Internal Fan Alternators

220009 - Power wire boot



Compressor Block Fittings 2

342310

Front Runner TiteFit Line Kit

342311

Front Runner TiteFit Line Kit,
fully polished as shown



Pump
Not Included -
Shown for
Reference Only

ProLine LS Swivel Water Neck 2

706002 - Polished

706006 - Black Anodized

Polished aluminum designed specifically
for our Front Runner applications.

(Fits LS 1 or 2 type water pumps only)

707101 2

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



186 Degree

Steel Heater Hose Nipples 2

All fittings below are -1/2" NPT to 5/8" Hose

5 01002-SUR - Stainless Standard. (1 3/16" Length)

5 0101-SUR - Stainless Long (2 7/8" Length)

5 01012 - Stainless 45° Angled (included with BBC kit)

5 01011 Extended 45° Angled (included with SBC kit)



4.75"

External Fan Alternators For Original Design Front Runners - See page 85

Front Runner Replacement Waterpumps 2

72111-SCR Small Block Chevy

72213-BCR Big Block Chevy

721000-SFR Small Block Ford

721010 LS Chevy/GM (standard)

721013 Edelbrock LS (cartridge)

722001 For cast LS/LT1 (cartridge)

Compressor Clutch Cover 2

04407-MCA - Machined Finish

04408-MCP - Polished Finish

044095 - Chrome Finish

044093 - Black Anodized Finish

Belt Tensioner Cover 2

39803-CUA - Machined Finish

39804-CUP - Polished Finish

398002 - Chrome Finish

044091 - Black Anodized Finish



BUSINESS MANAGEMENT TEAM

Our Human Resources Manager, Ashley Weir has over ten years experience in HR, specialising in manufacturing facilities. Ashley particularly enjoys the one-on-one relationships with each of our team and staff. When not working she enjoys cruising on her family's "hot rod", a 2012 Harley Street Glide!

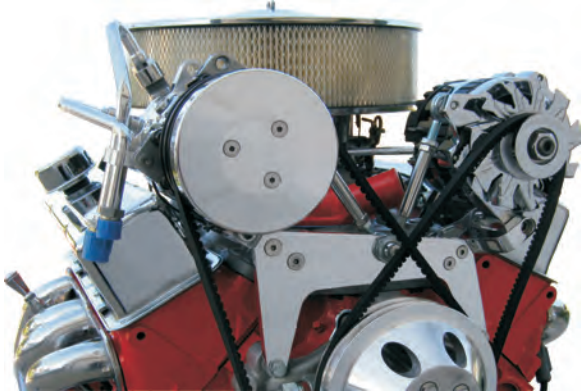


BRACKETS

Small Block Chevy Applications



Vintage Air Exclusive Design!



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

Vintage Air ProLine™ Bracket, Compressor/Alternator 2

- 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 85 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 2

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

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



Vintage Air Steel-ez™ Chevy Small Block Engine Brackets



Steel-ez Top-Mount Brackets, Compressor/Alternator 2

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-ez Extra-Clearance Top-Mount Brackets 2

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-ez Side-Mount Brackets, Compressor/Alternator 2

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)
- 15127-SCA** - Compressor Only (passenger side w/headers)
- 15827-SCA** - Alternator Only (driver side w/headers)
- 15811-VCB** - Alternator Only (passenger side)

LONG PUMP

- 15123-VCB** - Compressor Only (driver side)
- 151110** - Compressor Only (driver side w/headers)
- 15311-VCB** - Compressor Only (passenger side)
- 158105** - Compressor Only (passenger side) head-mounted
(Will work on 1969-86 cast heads by drilling/tapping one hole for upper mounting point)

15839-VCB - Alternator Only (driver side)

2 **WARNING:** This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm.



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.



BRACKETS

Small & Big Block Chevy Applications - SBC Water Pump Riser

Pulleys shown not included in bracket kits. See page 86 for Chevy steel pulleys.



1964-67 Chevelle Mid-Mount Small-Block Brackets, Alternator/Power Steering 2

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, Top-Mount Brackets, Compressor/Alternator 2 (not shown)

(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

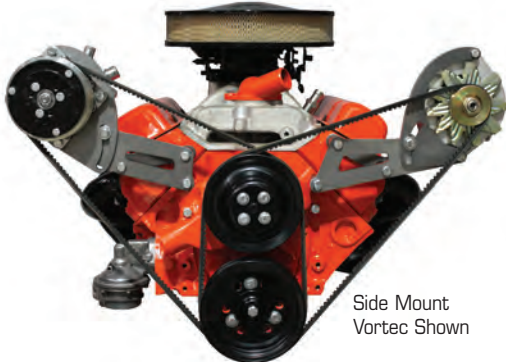
15151-VCB

Compressor (passenger side), long pump

15152-VCB

Alternator (driver side), long pump

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



Side Mount
Vortec Shown

"Vortec" Small Block, Side-Mount Brackets, Compressor/Alternator 2

(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



Tune Port Top Mount Brackets, Compressor/Alternator (Non-Vortec) 2

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)



Water Pump
Riser Kit

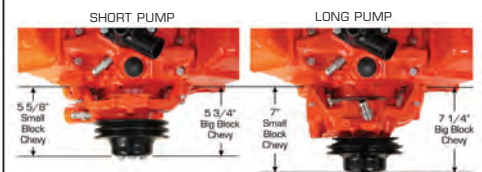


'32 Ford Shroud 372032

For use with water pump riser
19212-VCB at left and our 17"
engine-driven fan (see page 87)

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-R) Julian Gallegos, Hector Rosado, Rafael Miranda, Jose Hernandez- department lead, Ricky Grace, Christian Martinez and Francisco Dominguez.



BRACKETS

Small & Big Block Chevy Applications

What's a Long Pump or Short Pump Chevy Engine App? See page 69

Note: 348/409 "W" Head Chevy brackets. See page 73



Big Block Chevy Top-Mount Brackets, Compressor/Alternator 2

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 2

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 2

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 2

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 2

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, Corvette or '76 and later Novas)

LONG PUMP

15816-VCB

Small Block with long pump (Requires double-groove power steering pump pulley)



WARNING: This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm.



TOTALLY COOLED GALLERY

We helped construct the first "RideTech 48 Hour" 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.



Pulleys shown not included in bracket kits.
See page 86 for Chevy steel pulleys.

BRACKETS

Big Block Chevy Applications - GM - LS



142401 Shown with Included Double Groove Pulley



Steel-eez Chevy 6-Cylinder Brackets, Compressor/Alternator 2

Designed to mount compressor and alternator. Fits on driver side. Uses stock pulleys. Uses stock intake and exhaust manifolds.

152730

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

152830

235 Chevy 1955-62 driver-side top-mount alternator bracket/bottom-mount compressor bracket

146037

230/250 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)

152500

194/230/250/292" Chevy 1962-84 passenger-side bottom mount compressor bracket kit. (Note: Works with power steering and HEI distributor)



146037 Shown

OEM LS Drive System Adapter High-Mount Brackets 2 Camaro/Firebird LS Series Low-Mount Bracket 2



This bracket system is designed to install a Sanden compressor onto the original engine accessory drive on GM LS Series engines.

All brackets below include new tensioner.

141826

Corvette LSX A/C Bracket Kit for engines with Corvette, Cadillac CTS-V & Pontiac G8 accessory drive (crank pulley and water pump)

141827

F-Body/GTO LSX A/C Bracket Kit for engines with F-Body/GTO accessory drive (crank pulley and water pump)

141828

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)



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.

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)

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"



OEM GM Truck LS Drive System Adapter 2 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.

NEW!



141813

Low mount, LSA bracket designed to mount 7B10 compressor when using Corvette balancer

141815

Low mount, F-body and GTO

141814

Low mount, truck and 2010-15 Camaro

TOTALLY COOLED GALLERY

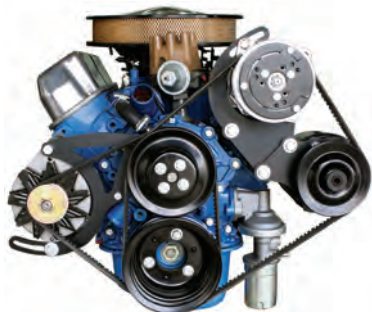
Well-known car show promotor, David Cohen, has owned this slick Pontiac for over 23 years and it still runs the original Vintage Air system he installed back in the '90's! The big cruiser now has over 300 thousand miles on the clock and Dave assures us it is cool (and warm in this photo) in any climate conditions.



BRACKETS

Ford OHV - Flat Head Applications

Pulleys shown not included in bracket kits.
See page 86 for optional pulleys.



131107 Small Block Ford compressor bracket with **131108** power steering bracket and **131112** alternator bracket. (NOTE: Pass. side water pump inlet)



137020 429/460 Ford compressor bracket with **137012** power steering bracket and **137023** alternator bracket.



131111 Y-Block bracket



131004 Flathead bracket

Ford Mount Brackets, Compressor/Alternator/Power Steering 2

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 6-cylinder compressor bracket. Passenger-side

131138

223 6-cylinder compressor/alternator bracket with crankshaft pulley (driver-side)

131119

240/300 6-cylinder 1965-72 compressor bracket and crankshaft pulley (driver-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 kit. 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

260/289/302/351 Windsor driver-side mid-mount compressor bracket (fits pass. side water pump inlet and 3-bolt balancer)

131108

260/289/302/351 Windsor driver-side power steering bracket (fits pass. side water pump inlet and 3-bolt balancer)

131112

260/289/302 passenger-side alternator bracket (fits pass. side water pump inlet and 3-bolt balancer)

131351

351 Ford Cleveland V8 (driver-side)

131005

332/352/360/390/406/410/427/428 FE V8 compressor bracket ('65-up) (driver-side)

137000

351M/400 Compressor mount - 76-79 truck and 78-79 Bronco engine

137021

351M/400/429/460 Saginaw power steering add-on kit. Works with 137000 or 137020 compressor bracket. Uses Saginaw pump (not included).

137020

429/460 Ford compressor mount bracket - 76-79 truck and 78-79 Bronco engines

137023

429/460 Ford alternator low mount bracket (pass.side) - 76-79 truck and 78-79 Bronco engines

137012

351M/400/429/460 Ford power steering add-on kit - 76-79 truck and 78-79 Bronco engines. Uses early (65-78) and later 79-96 Ford pump (not included). Works with 137000 or 137020 compressor brackets.

Ford Flathead Compressor/Alternator Mounting Brackets 2

Uses GM alternator and Sanden compressor. 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

172008

Aluminum machined finish flathead bracket

172009

Aluminum polished finish flathead bracket (at right)

Vintage Air, with Jimco flathead builders, developed this unique aluminum bracket.

Mounts both compressor and GM 12SI alternator. 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.

Note: Must use electric fan with these brackets.

One piece aluminum mounting bracket



TOTALLY COOLED GALLERY

Imagine driving 'cross-country, 500 miles a day for seven days, stopping 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!





BRACKETS

Mopar / Other Vintage Engine Applications

**Pulleys shown not included in bracket kits.
See page 86 for optional pulleys.**

Mopar Engine Applications

Mount Brackets, Compressor/Alternator 2

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.

162774-SDA

Mopar 318, 340, 360 V8 with power steering, without smog pump 1970 to 1978, compressor and alternator bracket, passenger side water pump inlet only.

161002

Mopar 383/440 compressor and alternator (with power steering only)

166009

1966-70 Mopar 383/440 water pump tensioner kit

161010

TRW power steering pump bracket kit

151007

1955-58 Chrysler 331, 354 Hemi and 301, 331, 354 Poly. Mounts compressor and alternator (includes crank pulley kit, driver-side. **Note:** requires Q42916 alternator and Q4807 compressor)



161002 Big Block Mopar bracket



162774-SDA Small Block Mopar bracket

Other Mount Brackets, Compressor/Alternator 2

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) (NOTE: Street rod application - will not work with OEM power steering)

15499-VCB

Cadillac 425 with stock manifold

15500-VCB

Cadillac 472/500 with Edelbrock manifold

15501-VCB

Cadillac 472/500 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)

141026

Oldsmobile 1977-79 403 compressor (passenger side)

141001-PPA

Pontiac 1964-81 Pontiac 301-455 (passenger side)

151590-SSA

Studebaker 259/304 V8 without power steering (passenger-side)

151593-SSA

Studebaker 259/304 V8 with power steering. (passenger-side)

158217

Toyota FJ-40 Landcruiser with original 6 cylinder.

158209

Toyota FJ-40 Landcruiser with GM alternator bracket.



15500-VCB Cadillac 472/500



141805

Sanden / R4 multi-groove conversion bracket. (1988-95 Chevy Truck Small Block with Stock Height Valve Covers)

151015 2

U-Weld Fabricator's bracket for mounting Sanden SD508 or SD709 compressor

Requires welding and fabrication by customer to complete



15815-VUB 2

Upgrade adapter plate. Sanden compressor to York compressor bracket.



WARNING: This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm.

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-R) Chris Castellano-Lead, Oscar Gonzales, Roland Hernandez, Antonio Garcia.



COMPRESSORS

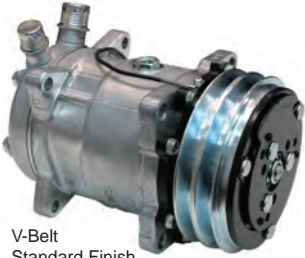
Sanden - All New - Not Rebuilt



Sanden SD 508 Compressor 2

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 68-73).

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 2

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 79. For 90-degree TiteFit fittings, see page 76.



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

7-Groove serpentine pulley, rear 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 2

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 68-73).



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, 7-cylinder 9.5 c.i.

046701-KUQ

8-Groove serpentine pulley, polished finish

Sanden SD 709 Rear Exit Compressor 2

Excellent solution to low hood clearance issues. SD 709 compressor with rear exit #8 and #10 male O-ring fittings. Compatible with standard female O-ring fittings on page 79. For 90-degree TiteFit fittings, see page 76.



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

TECH TIP

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).

Correct

Incorrect

17/32" Belt = 17 Series Belt Size

TOTALLY COOLED GALLERY

Vintage Air has pioneered air conditioning applications is 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.



COMPRESSORS

Sanden - Accessory Options

Notes:

1. Always use a compressor safety switch. See page 83.
2. Compressors are available with a V-belt or serpentine pulley.
3. Compressor dimension drawings. See page 100.

Sanden USA's quality management system is ISO/TS 16949:2002 certified

Single Wide-Groove Sanden SD 508 2

The SD 508 compressor is recommended for any Vintage Air system. Fits all Vintage Air brackets (see pages 68-73).

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)

04808O

Single wide-groove pulley, chrome 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 2

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 2 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 2

Smooth custom look keeps compressor clutch clean.

04400-VUQ for 508 compressor Machined clutch cover, V-groove and multi-groove

04401-VUQ for 508 compressor Polished clutch cover, V-groove and multi-groove

044094 for 508 compressor Chrome clutch cover, V-groove and multi-groove

044096 for 709 compressor Machined clutch cover, V-groove and multi-groove

044098 for 709 compressor

Polished clutch cover, V-groove and multi-groove

044097 for 709 compressor

Chrome clutch cover, V-groove and multi-groove

044099 for 709 compressor

Black anodized clutch cover, V-groove and multi-groove

04407-MCA for SD-7B10 compressor

Brushed Front Runner, multi-groove compressor clutch cover

04408-MCP for SD-7B10 compressor

Polished Front Runner, multi-groove compressor clutch cover

044095 for SD-7B10 compressor

Chrome Front Runner, multi-groove compressor clutch cover

044093 for SD-7B10 compressor

Black anodized Front Runner, multi-groove compressor clutch cover



Compressor/Evaporator Shipping Caps 1

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 pressure cap

317009-VUR

#8 pressure cap

317010-VUR

#10 pressure cap

Replacement Compressor O-Rings

338604

SD-7B10 #8 O-Ring

338605

SD-7B10 #10 O-Ring



WARNING: This product can expose you to chemicals including Styrene, which is known to the state of California to cause cancer.



WARNING: This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm.

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) Roger Gutierrez, Miquel Escareno, Robert De la Torre, Veronica Yanez, Juan Mallen, Mike Martinez Sr., Jerry Sisneroz, Leishla Nieves-Agosto, Gustavo Martinez, Roger Gutierrez Jr. and Thomas Hooper.



COMPRESSORS

TiteFit Lines / OEM Adapter Blocks

TiteFit Aluminum Hardline Kits 2

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 2

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 2

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 2



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

SD-7B10 Compressor Refrigerant Line O-ring Adapter Kit 2

Includes SD-7B10 Sanden #8 and #10 O-ring adapters, O-rings, and bolts

045003 - Adapter block kit machined

045004 - Adapter block kit polished



O-ring Adapters For OEM Compressors

OEM Compressor Refrigerant Line O-ring Adapters 2 (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)

338604 - SD-7B10 Sanden #8 replacement O-ring

338605 - SD-7B10 Sanden #10 replacement O-ring

045024 - GM vertical compressor rear adapter block flat face

045017 - Ford-style compressor block

045018 - Ford-style compressor block

045021 - Chrysler HEMI # 10 compressor block with O-ring

045022 - Chrysler HEMI # 8 compressor block with O-ring

338617 - # 10 compressor block O-ring only

338618 - # 8 compressor block O-ring only



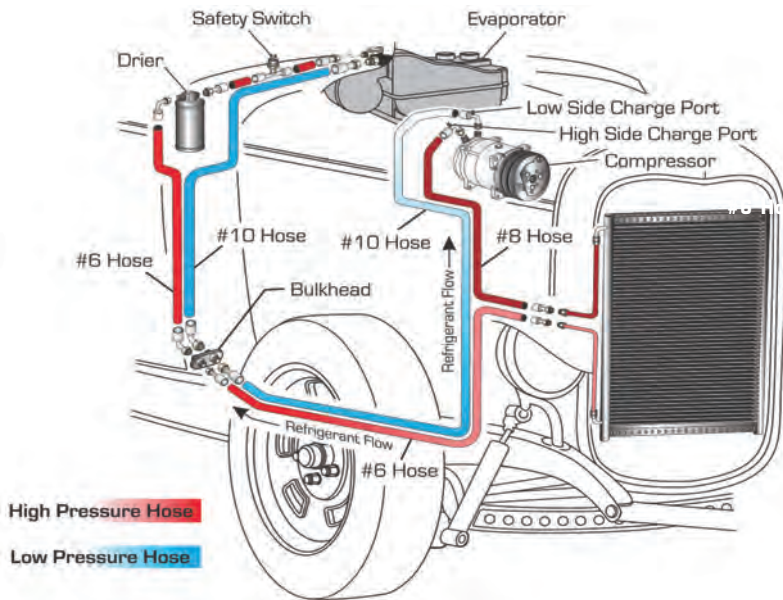
RESEARCH AND DEVELOPMENT

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 2

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)

10-Fitting Beadlock Hose Kits

547004

Hose kit w/drier and 90° (for 134a beadlock)

547003

Hose kit w/o drier and 90° (for 134a beadlock)

12-Fitting Beadlock Hose Kit

315070-VUA

Beadlock kit w/o individual bulkhead fittings (Includes 135° charge ports)

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 do not include individual firewall bulkhead fittings.

NEW! E-Z Clip Refrigerant Hose Kit 2

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 and 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 2

E-Z Clip connecting pliers



2 **WARNING:** This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm.

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 4

Hose - Sold by the inch	#6 Hose 4	#8 Hose 4	#10 Hose 4
Our Barrier Refrigerant Hose for HFC-134a or R-12 Systems, Sold by the inch. (Specify Length) 	31854-VUD 5/16" I.D. - 3/4" O.D. Liquid Hose: Condenser to Drier to Evaporator	31855-VUD 13/32" I.D. - 29/32" O.D. Discharge Hose: Compressor to Condenser	31856-VUD 1/2" I.D. - 1" O.D. Suction Hose: Evaporator to Compressor

Fittings For Standard Vintage Air Hose 2

Beadlock O-Ring Fittings with 134a Service Ports 2			
Fittings	#6 Hose Fitting	#8 Hose Fitting	#10 Hose Fitting
Straight with Port	35511-VUG	35512-VUG	35513-VUG
45 Degree with Port	35521-VUG	35522-VUG	35523-VUG
90 Degree with Port	35531-VUG	35532-VUG	35533-VUG
#8 #10 135 Degree with Port	N/A	35542-VUG RH Port	35543-VUG LH Port
In-Line with Service Port	35825-VUG	35826-VUG	35827-VUG
Beadlock O-Ring Fittings 2			
Fittings	#6 Hose Fitting	#8 Hose Fitting	#10 Hose Fitting
Straight	35811-VUG	35812-VUG	35813-VUG
45 Degree	35821-VUG	35822-VUG	35823-VUG
90 Degree	35831-VUG	35832-VUG	35833-VUG
135 Degree	35841-VUG	35842-VUG	35843-VUG
Beadlock In Line Safety Switch Port	34829-VUG	N/A	N/A

Fittings For Dual Air - Standard Vintage Air Hose 2

Beadlock Male T-Fittings	
#6	358280
#10	358282

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 2

Bulkhead Beadlock Male Fittings			
Fitting	#6 Hose Fitting	#8 Hose Fitting	#10 Hose Fitting
Straight	35861-VUG	35862-VUG	35863-VUG
90 Degree	35881-VUG	35882-VUG	35883-VUG

Bulkhead Heater Fittings 2

O-Ring Bulkhead Heater Fittings For 5/8" Hose	
Fittings	#10 Hose Fitting
Straight	34215-VUG
90 Degree	34236-VUG

Extended Bulkhead 2 Heater Fittings

O-Ring Bulkhead Heater Fittings For 5/8" Hose	
Fittings	#10 Hose Fitting
121018 90 Degree Bulkhead Heater Fitting	← 4.00" →
121019 90 Degree Bulkhead Heater Fitting	






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 cruizin' cool and comfortable!

Vintage Air Standard Heater Fittings 2

O-Ring Fittings For 5/8" Hose		#10 Hose Fitting
Fittings		
	Straight	121004
	45 Degree	121034
	90 Degree	121018
	135 Degree	121047

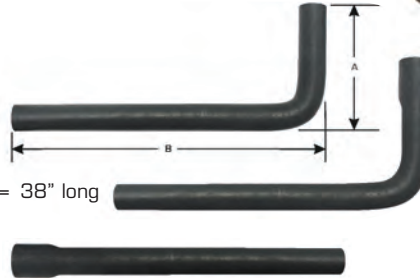
Beadlock Fittings		#10 Hose Fitting
Fittings		
	Straight	354100
	45 Degree	354200
	90 Degree	354300

Manifold Heater Fittings 2

-  **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 4

- 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



Line Fitting Wrenches 2

- 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 2





- 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 2

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 4**
Heater hose, 5/8" (sold per inch)

- 2**  **WARNING:** This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm.
- 4**  **WARNING:** This product can expose you to chemicals including Carbon Black (airborne, unbound particles of respirable size), which is known to the state of California to cause cancer and birth defects or other reproductive harm.

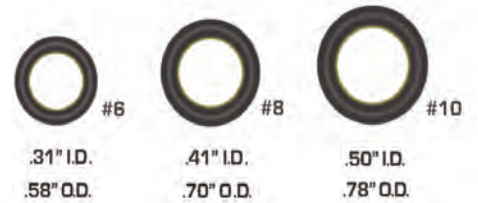
INDUSTRY INVOLVEMENT

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 2

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 ingestion
- 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 2



547002
E-Z Clip Universal Hose Kit

See page 77
for more kit
information.

Airport A/C Bulkhead Kits for E-Z Clip Hose 2

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)

361404
E-Z Clip #10 hose to 3/4" heater hose adapter only

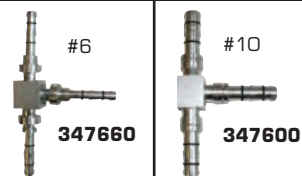


420000-VUR
Clip Connecting Pliers

Hose	Sold By The Foot	#4	#6 Hose	#8 Hose	#10 Hose
	A/C Hose		318600-VUR	318800-VUR	318000-VUR
Fittings 2			#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 2 EZ Clip Port Caps 2

EZ-Clip Dual Air T-Fittings



317092

EZ Clip low side charge port cap

317092

EZ Clip high side charge port cap



EZ-Clip Assembly Tools 2



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.





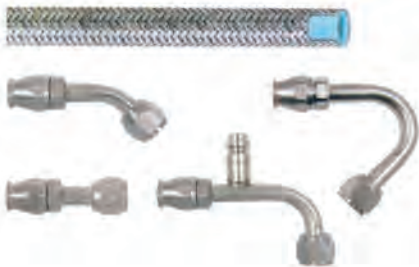
REFRIGERANT LINES


ProLine Braided Lines / Fittings



ProLine Braided Line Components ²

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 ²	#6 Hose	#8 Hose	#10 Hose
	A/C Hose	36906-VJR .325" I.D. - .440" O.D.	36908-VJR .425" I.D. - .540" O.D.	36910-VJR .525" I.D. - .640" O.D.
Fittings ²		#6 Hose Fittings	#8 Hose Fittings	#10 Hose Fittings
	Straight Hose to Hose w/ 134a Service Port	36445-VJR	36547-VJR	36647-VJR
	Straight	36440-VJR	36540-VJR	36640-VJR
	Straight w/ 134a Service Port	36443-VJR	36544-VJR	36644-VJR
	45 Degree	36441-VJR	36541-VJR	36641-VJR
	90 Degree	36442-VJR	36542-VJR	36642-VJR
	90 Degree w/ 134a Service Port	36444-VJR	36545-VJR	36645-VJR
	135 Degree	N/A	36543-VJR	36643-VJR
	135 Degree w/ 134a Service Port	N/A	36546-VJR	36646-VJR
	Sealing Ferrules (One time use)	36006-VJR	36008-VJR	36610-VJR

- 2**  **WARNING:** This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm.
- 3**  **WARNING:** This product can expose you to chemicals including lead and lead compounds, which is known to the state of California to cause cancer and birth defects or other reproductive harm.



420004 ²
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 2

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 2

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

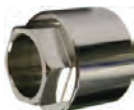
Stainless Hardline Parts 2

36090-MPA

Stainless O-ring Weld-on Line Ends
Stainless 5/8" barb tube end (heater)



#6 - **36400-MPA**
#8 - **36500-MPA**
#10 - **36600-MPA**



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**



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 2



34902-VUG

Weld-in aluminum 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



34907-VUG

Weld-in steel charge port assembly cap and Schrader valve included for low side #10 line



34906-VUG

Weld-in steel charge port assembly cap and Schrader valve included for high side #6 or #8 line

Stainless Tubing Stock 2



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

[See more on page 89](#)



33134-VUI

Double-hole rubber grommet for #6 & #8 hardlines. 1.562" O.D., drill hole size 1.25"



33137-VUI

Rubber grommet inner hole size .625" (will expand to 1"), 1.75" O.D. - drill hole size 1.25"

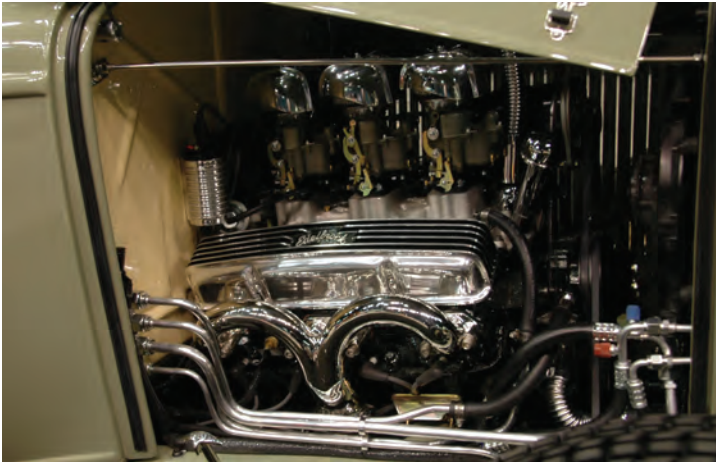
INDUSTRY PARTICIPATION

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 held for Vintage Air distributors at SoCal Speed Shop in Arizona.



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 2

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.



12412-VBH #10 fittings, 12" long.	12424-VBH #10 fittings, 24" long.	12436-VBH #10 fittings, 36" long.
12418-VBH #10 fittings, 18" long.	12430-VBH #10 fittings, 30" long.	12448-VBH #10 fittings, 48" long.

Outside Dimensions:

#6 Tubing = 3/8" O.D. #8 Tubing = 1/2" O.D. #10 Tubing = 5/8" O.D.

Inline Safety Switches

Trinary Switch Kit 3

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 3

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



110790

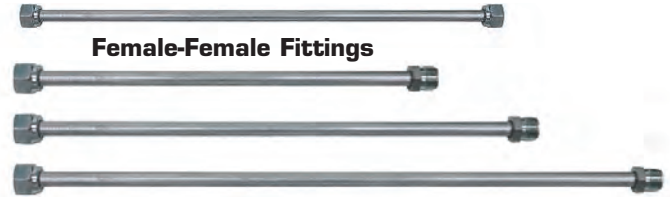
Binary switch boot with pigtail harness



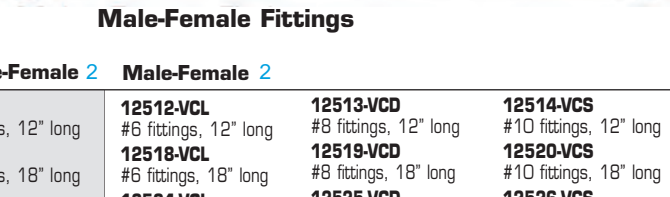
Note: Male thread safety switches listed on page 84.

Universal Lengths of Aluminum Refrigerant Line to be Formed as Needed - Fittings Installed 2

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 2 Male-Female 2

125741 #6 fittings, 12" long	12512-VCL #6 fittings, 12" long	12513-VCD #8 fittings, 12" long	12514-VCS #10 fittings, 12" long
125742 #6 fittings, 18" long	12518-VCL #6 fittings, 18" long	12519-VCD #8 fittings, 18" long	12520-VCS #10 fittings, 18" long
125743 #6 fittings, 24" long	12524-VCL #6 fittings, 24" long	12525-VCD #8 fittings, 24" long	12526-VCS #10 fittings, 24" long
125744 #6 fittings, 30" long	12530-VCL #6 fittings, 30" long	12531-VCD #8 fittings, 30" long	12532-VCS #10 fittings, 30" long
125745 #6 fittings, 36" long	12536-VCL #6 fittings, 36" long	12537-VCD #8 fittings, 36" long	12538-VCS #10 fittings, 36" long
125746 #6 fittings, 48" long	12548-VCL #6 fittings, 48" long	12549-VCD #8 fittings, 48" long	12550-VCS #10 fittings, 48" long
125747 #6 fittings, 60" long	12560-VCL #6 fittings, 60" long	12561-VCD #8 fittings, 60" long	12562-VCS #10 fittings, 60" long
125748 #6 fittings, 72" long	12572-VCL #6 fittings, 72" long	12573-VCD #8 fittings, 72" long	12574-VCS #10 fittings, 72" long

ALWAYS Use a Safety Switch in your A/C System!

Threaded Adapter 3

For installing female threaded trinary or binary switches into our standard or chrome driers (driers on page 83)

18103-VUG

Adapter (not compatible with polished aluminum driers)



Drier-Mount Safety Switches on page 84

Switch Fitting 3

Pressure switch fitting. 3/8" female O-ring x 3/8" male O-ring w/ female switch installation fitting.

34098-VUG

Switch fitting



- 2 **WARNING:** This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm.
- 3 **WARNING:** This product can expose you to chemicals including lead and lead compounds, which is known to the state of California to cause cancer and birth defects or other reproductive harm.

FACTORY TOUR

CNC/Machine Shop (L-R) Andrew Rivera-Supervisor, Robert Barrientes, Andrew Rivera, Richard Cisneros, and Omar Hernandez. Our Front Runner components, upgrade brackets, and controls are all manufactured in-house on our Toyoda & Haas 4-Axis Machining Centers.



SYSTEM UPGRADES

Bulkhead Plates & Driers

StreamLine Aluminum Bulkhead Plates



4-Way Square for A/C & Heater 2
(3" x 3" - Hose fittings start on page 78)

384600-MBA

4-way A/C-heater (6-10 male O-ring) polished

389600

4-way A/C-heater (6-10 male O-ring) black anodized



384800-MBA

4-way A/C-heater (8-10 male O-ring) polished

389800

4-way A/C-heater (8-10 male O-ring) black anodized



4-Way Diamond for A/C & Heater 2
(2.75" x 4.375" - Hose fittings start on page 78)

388600-MBA

4-way A/C-heater (6-10 male O-ring) polished

389601

4-way A/C-heater (6-10 male O-ring) black anodized



388800-MBA

4-way A/C-heater (8-10 male O-ring) polished

389801

4-way A/C-heater (8-10 male O-ring) black anodized



2-Way for A/C & Heater O-Ring Lines 2
(1.25" x 2.75" - Hose fittings start on page 78)

382600-MBA

2-way A/C (6-10 male O-ring) polished

389602

2-way A/C (6-10 male O-ring) black anodized

382800-MBA

2-way A/C (8-10 male O-ring) polished

389802

2-way A/C (8-10 male O-ring) black anodized

382680-MBA

2-way A/C (6-8 male O-ring) polished

389603

2-way A/C (6-8 male O-ring) Black anodized

382000-MBA

2-way heater (10-10 male O-ring) polished

389803

2-way heater (10-10 male O-ring) black anodized



4-Way In-Line for A/C & Heater 2

(1.25" x 5.75" - Hose fittings start on page 78)

386600-MBA

4-way A/C-heater (6-10 male O-ring) polished

389804

4-way A/C-heater (6-10 male O-ring) black anodized



4-Way Bulkhead Fitting Kit 2

35704-VUD

Beadlock Type. Includes: four straight fittings, 4 90° fittings and refrigerant oil.

Driers/Receivers

Chrome Drier 2

Features built-in mounting bracket and compact size. Includes hardware. 2.5" x 6".

07310-VUQ

Chrome drier with bracket as shown

01311-VUQ

Replacement chrome drier without bracket



Chrome Drier with Safety Switch 2

Built-in mounting bracket. Includes hardware. No switch adapter needed. 2.5" x 6".

07308-VUQ

Chrome drier with binary switch

07309-VUQ

Chrome drier with trinary switch

01311-VUQ

Replacement chrome drier without bracket



Standard Drier 2

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



Safety Switches 2 - 3/8" - 24 Male Thread

11079-VUS

Replacement binary switch with O-ring

11086-VUS

Replacement trinary switch with O-ring



Standard Drier with Safety Switch 2

Economical choice, painted black. No adapter needed. Includes 07113-VUB bracket. 2.5" x 6".

07322-VUC

Painted drier with binary switch and mounting hardware

07323-VUC

Painted drier with trinary switch and mounting hardware



Polished Aluminum Drier 2

Features a unique rebuildable design which allows changing of drier without removing any fittings. Includes hardware for integral mounting bracket. 2.5" x 7", (inlet on left side)

07330-VUQ

Polished drier

07331-VUQ

Replacement drier



Drier Mounting Brackets 2

65980-VCB

Single **wide** steel bracket for standard driers above

07113-VUB

Standard **narrow** galvanized steel drier clamp (two required)

071130 Heavy Duty

Double-strap drier mount with welded stud, washers, and nut

071132 Heavy Duty

Double-strap drier mount as above, chrome

TECHNICAL SERVICES TEAM

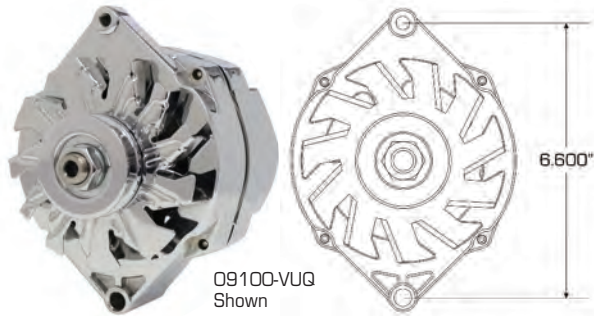
These guys specialize in assisting customers with any technical issues or questions they may have. They have extensive experience with our manufacturing operations and system installations. (L-R) Don Bochichio, John B. Wright, and Shane Chisenhall.





SYSTEM UPGRADES

Alternators / Water Pumps



09100-VUQ
Shown

Alternators, Single Wire 2

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 chrome finish

09140-VUA

140 Amp GM standard finish

09140-VUQ

140 Amp GM chrome finish

Ford Type Alternators, Single Wire

092000

100 Amp Ford standard finish

09200-VUQ

100 Amp Ford chrome finish

09240-VUQ

140 Amp Ford 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 3

NASCAR's Choice for Cup Racers!

For small and big block Chevy. Standard rotation. Cast Iron. Runs cooler, twice the pressure, 41% more flow, uses less engine power than OEM pumps. **NOT FOR Front Runner apps.**

72211-SCP

Small block Chevy, short pump

72231-BCP

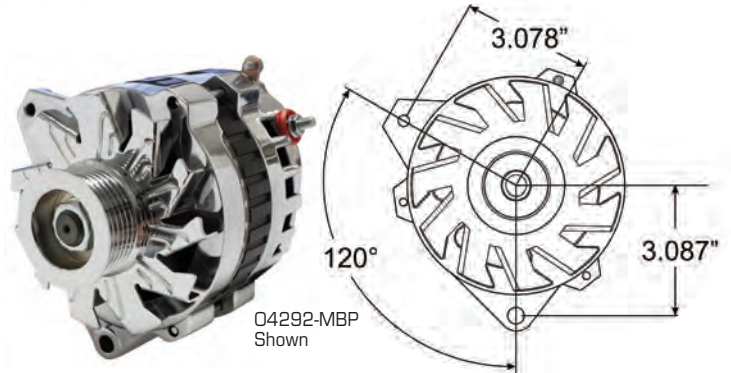
Big block Chevy, short pump

72212-LCP

Small Block Chevy, long pump

72232-CCP

Big Block Chevy, long pump



04292-MBP
Shown

Alternators, Single & 3-Wire 140 Amp 2

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 2

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 2

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

2 **WARNING:** This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm.

3 **WARNING:** This product can expose you to chemicals including lead and lead compounds, which is known to the state of California to cause cancer and birth defects or other reproductive harm.

TECHNICAL SERVICES TEAM

The tech services team has now grown so much we needed two pages to show them all! Each of them experienced in all areas of installation and operation of our systems and just a phone call away. (L-R) Mark Hungerford, Don Peterson and Justin Devries.



SYSTEM UPGRADES

Engine Drive Pulleys

Note: We recommend purchasing pulleys as a pair for best reliability and performance.

Hard to Find OEM-Style Steel & Aluminum Pulleys 2 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)

Note: Our Ford pulleys are machined to look like OEM pulleys and maintain the stock diameter and drive ratios.

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)

Additional Ford Billet Pulleys *NEW!*
Work with **Ford pickup** water pump & accessories (not Lincoln)

730022
'70-72 429/'73-79 460 water pump pulley (double groove)

730021
'70-72 429/'73-79 460 crank pulley (triple groove)

730020
'77-79 351M crank pulley (triple groove)

Ford Y-Block Crankshaft Pulley
730004
272-312 Y-Block **machined** aluminum 2-groove add-on crankshaft pulley.
Includes mounting hardware.



ProLine™ Machined Aluminum Chevy Pulleys
Our ProLine **machined** aluminum adds the finishing touch to your engine.



Small Block Chevy (Short Pump)
22301-VCG

Alternator pulley (single groove) (not shown)



22303-VCG
Water pump pulley (double groove)



22304-VCG
Crankshaft pulley (double groove)



22305-VCG
Crankshaft pulley (triple groove)



Big Block Chevy (Short Pump)
22301-VCG

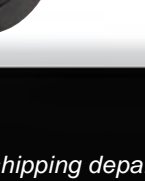
Alternator pulley (single groove) (not shown)



22400-VCG
Water pump pulley (double groove)



22401-VCG
Crankshaft pulley (double groove)



22402-VCG
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).
(Note: Above pulleys fit "A" series engines from 1970-91 with aluminum water pump (passenger side radiator hose inlet), and Magnum crate engines with or without power steering and without factory A/C.)

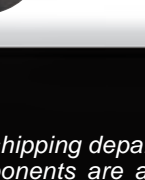


735011 Billet hard coated
Water pump pulley 383-440 Mopar (double groove)

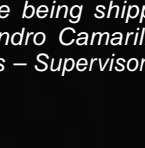


735014 Billet hard coated Crankshaft pulley 383-440 Mopar (4-groove)

Pontiac V8 Crankshaft Aluminum Pulleys



730006
Crankshaft pulley 326-455 Pontiac, 1968-70, 3-groove, 4-bolt, black **hard coated**



730007
Crankshaft pulley 326-455 Pontiac, 1971-79, 3-groove, 4-bolt, black **hard coated**

730008
Crankshaft pulley 326-400 Pontiac, 1964-67, 3-groove, 6-bolt, black **hard coated**

Now Available!

Toyota FJ Landcruiser hart coated billet pulleys
732109

Double groove water pump pulley

732104

Add-on single groove crankshaft pulley

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) Josh Ondike, Alejandro Camarillo, Sean Simbulan, Roland Contreras, Hector Reyes – Supervisor, Jeremy Mirone, Stephen Nail and Abe Vazquez.



SYSTEM UPGRADES

Upgrade Your Installation



Clutch Fan Blades 2

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 2

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



Std. 2.875", turns 75% of pump speed



Monster, 3.375", turns 90% of pump speed

Fan Clutches 2

32000-VUF

Conventional fan clutch

32001-VUF

Monster-duty fan clutch

32002-RUR Reverse rotation H/D fan clutch



Water Neck Risers 2

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 79 for Heater Hose Fittings



SuperStat Thermostats 2

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 2

70007-VUR

Chrome 7 lb.

70015-VUR

Chrome 15 lb.



Moon Equipment Accessories 2

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

1.375" diameter gauge (water neck not included)

49802-VUI

2.5" diameter gauge (water neck not included)



Moon Recovery Tanks/Reservoirs 2

708007

1.5 quart tank/reservoir

708008

2 quart tank/reservoir

708001

2 1/4" x 13" tank/reservoir for coolant overflow (right)

708000

2 1/4" x 5" master cylinder reservoir (immediate right)

708009 Brackets (pair)

for small diameter tanks/reservoirs

Note: 15", 16", 17", 18", and 19" tanks also available (special order only)



2 **WARNING:** This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm.

3 **WARNING:** This product can expose you to chemicals including lead, which is known to the state of California to cause cancer and birth defects or other reproductive harm.

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.



REPLACEMENT PARTS

Application Specific



11413-RUA 3
Gen II rotary pot (switch) for servo heater valve

49219-VUI
Rubber knob with set screw



11212-SUA 3 Gen II slide pot (switch) for servo heater valve

491006-KUR
Replacement black knob



33076-VUI 2
Expansion valve kit for HFC-134a or R-12 systems (includes valve, press tape and O-ring)

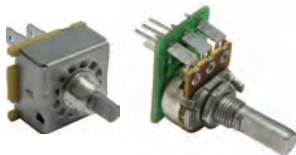


11088-VUT 2
(Lever for Gen II control panel)

11090-VUT 2
(Lever 42") Vacuum Lever Control

11092-VUT 2
(Rotary 48")

11013-VUE 2
(Rotary 18") Evaporator thermostat



11458-VUS 3
Rotary switch for Gen II vacuum systems (fan/mode)

114600 3
Rotary switch (Gen II heater mode)

246018-0 3
Gen IV rotary potentiometer switch w/nut. (.266" shaft dia.)

18157-VUB 3
7/16" - 28 shaft nut



11430-VUS 3
Lever switch for Gen II vacuum systems (fan/mode)



49003-VUP
Press sealing tape



11542-VUS 3
Vacuum solenoid



23160-VUW 2
30 amp. circuit breaker with weather boot

23162-VUW 2
40 amp. circuit breaker without weather boot



11400-VUS 3
Micro switch for cable-operated SureFit systems



11206-VUS 2
Replacement servo motor for Gen II systems



11219-VUS 3
Gen II Mini heat, cool, and defrost PC board assembly (shown)

11218-VUS 3
Gen II Mini heat and cool only, PC board assembly

11209-VUS 3
Gen II Super/Gen-II ComPac, heat, cool and defrost PC board assembly

11208-VUS 3
Gen II Super/ Gen-II ComPac, heat and cool only, PC board assembly (all come with wiring harness, a plugs and ABS board box)



11428-RUA 3
Push/Pull fan switch for all systems with 28" heater valve cable (use pull-open heater control valve 46105-VUH)



44500-VUJ 3
30 amp. 5-pin relay (left)

44505-VUJ 3
70 amp. 4-pin relay (right)



63155-VUE 3
Blower motor assembly for Vintage Air Super and ComPac Gen II systems only. 3-speed fan

U.S. Patented Design



112002-SUA 2
SureFit system "Cable Converter" slide pot unit

1 **WARNING:** This product can expose you to chemicals including Styrene, which is known to the state of California to cause cancer.

2 **WARNING:** This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm.

TOTALLY COOLED GALLERY

The craftsmen at Goolsby Customs built this '74 Plymouth Duster around a killer Hellcat engine to create some Mopar magic! All that power runs through a Bowler T56 six-speed in a Roadster Shop chassis. Classic instruments, M&M interior, Baer brakes, and a BASF paint job round out this amazing build. Oh, and a complete Gen IV Magnum system make driving it a real pleasure!





REPLACEMENT PARTS

Application Specific

Evaporator Drain Parts 5



461171 3
Gen IV servo heater control valve

461173 3
Gen IV servo heater control valve replacement kit (Gen IV systems up to 5/2014)



461172 3
Gen II servo heater control valve replacement kit



46105-VUH 2
Cable heater control (pull to open)

46104-VUH 2
Cable heater control (pull to close)



31606-VUA 2
Stainless steel heater hose clamp - for 5/8" hose



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



46103-VUH 3
Vacuum heater control valve (normally closed - vacuum to open)



344470 2
5/8" Heater hose H-pipe crossover



317090 3
High side #8 Service Port Cap
317091

Low side #10 Service Port Cap (Will not fit E-Z Clip or braided line ports.)



Grommets

33133-VUI
Rubber grommet inner hole size .500", 1.5" O.D. - drill hole size 1.25"



33134-VUI
Double-hole rubber grommet for #6 & #8 hardlines. 1.562" O.D. - drill hole size 1.25"



33135-VUI
Rubber grommet inner hole size .375", 1.5" O.D. - drill hole size 1.25"



33136-VUI
Rubber grommet inner hole size .6875", 1.25" O.D. - drill hole size 1"



33137-VUI
Rubber grommet inner hole size .625" (will expand to 1"), 1.75" O.D. - drill hole size 1.25"



65980-VUE 1
S-Clip



20557-VUP 2
Soft-light replacement bulb for ProLine control panel

240002 2
Replacement light bulb kit for Gen II includes 3 bulbs, female spade terminal, ring terminal



204102-DAR 4
ABS cold-weld glue



41119-VUP
Pag oil, 8.45 fl.oz.

- 3 **WARNING:** This product can expose you to chemicals including lead and lead compounds, which is known to the state of California to cause cancer and birth defects or other reproductive harm.
- 4 **WARNING:** This product can expose you to chemicals including Carbon Black (airborne, unbound particles of respirable size), which is known to the state of California to cause cancer and birth defects or other reproductive harm.
- 5 **WARNING:** This product can expose you to chemicals including Diisonanyl Phthalate, which is known to the state of California to cause cancer.

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 2

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

037700

Unpainted condenser with brackets, 14" tall x 25.5" wide x .83" thick

037710

Black painted condenser with 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)



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.

Vintage Air Designed SuperFlow™ Micro Tube Condensers 2

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 2

037030-OVR

Condenser with straight outlets, 16" tall x 27" wide x 1" thick, 29.5" overall length with fittings and brackets.



Radiator Not Included

Tri-Five Chevy Condenser for Crossflow Radiator 03455-VCC 2

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 hardlines, as shown.



WARNING: This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm.

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 most 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 2 (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! May also 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, and brackets

Hardlines, Side Exit (left) 2

35045-VFG

#8 line '32-37 Ford

35344-VFG

#6 line '32-37 Ford

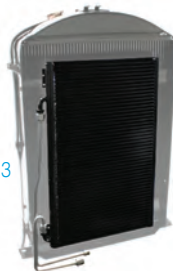
Hardlines, Bottom Exit (right) 3

35043-VUG

#8 line '32-37 Ford

35342-VUG

#6 line '32-37 Ford



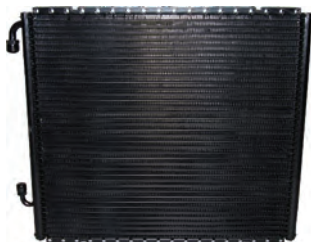
Universal Condenser Mounting Brackets 3

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) 2

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 Chevs with the original style vertical-flow radiator design.

'39-'40 Ford Deluxe SuperFlow Condenser and Hardline Packages 2

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 2

35177-VFG

#8 line for '39-'40 Ford SuperFlow

Condenser 35178-VFG

#6 line for '39-'40 Ford SuperFlow Condenser

Hardlines, Side Exit for Built-in Drier 2

35177-VFG

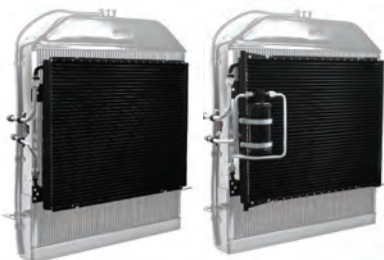
#8 line for '39-'40 Ford SuperFlow w/drier

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



Remote-Mount Condenser and Fan Kit 2

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 14.45" 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.



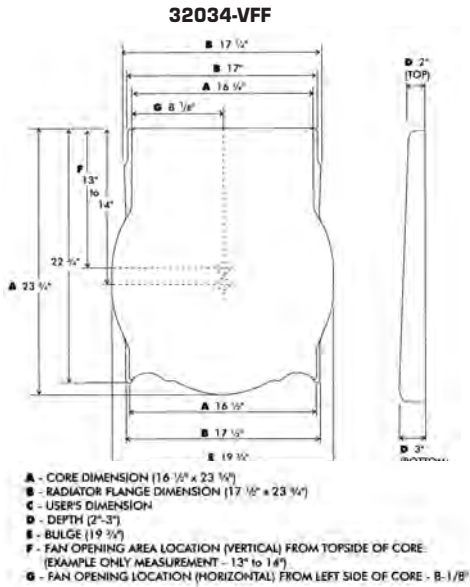
FAN SHROUDS ¹

Engine Driven Fan Applications

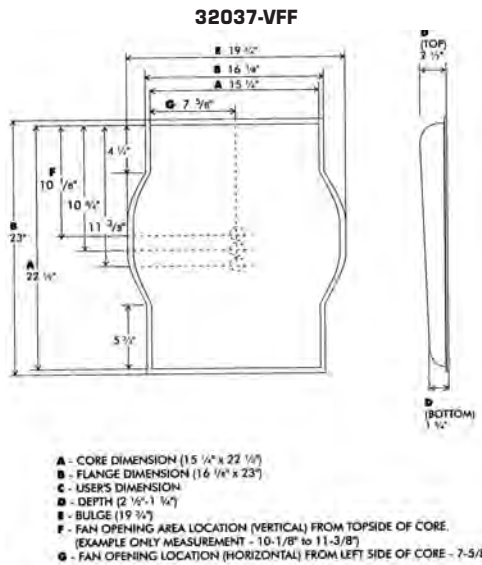
Optimum Engine-Driven Fan Cooling Requires a Well Fit Fan Shroud

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.

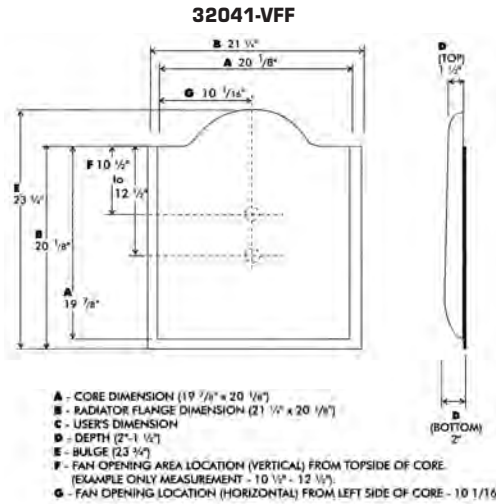
Fan should be positioned half-in, half-out of shroud as seen from above.



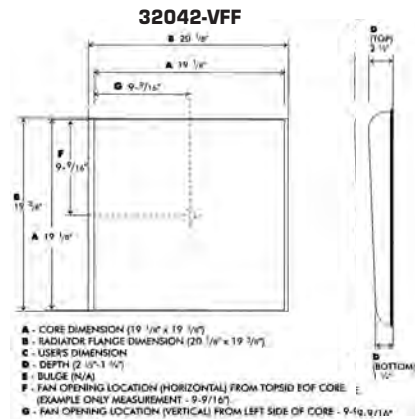
32034-VFF Fits:
1933-34 Ford w/18.25" engine-drive fan with most manufacturers engine mounts



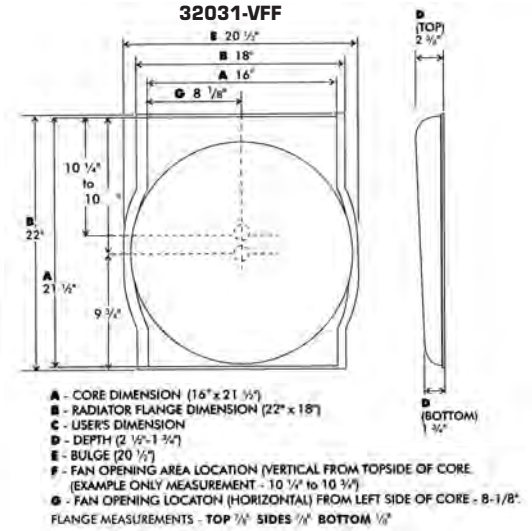
32037-VFF
Fits: 1937-39 Ford Standard



32041-VFF
Fits: 1939-40 Ford Deluxe, '40 Standard



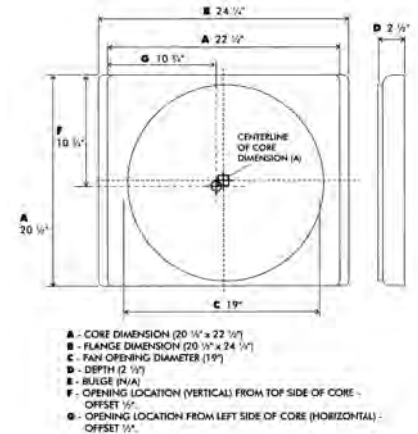
32042-VFF Fits: 1942-51 Ford
1946-48 Chevy
1947-53 Chevy trucks
1941-48 Plymouth
1948 Dodge



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

Universal Shroud
37204-VUF For engine fan



1 **WARNING:** This product can expose you to chemicals including Styrene, which is known to the state of California to cause cancer.

CUSTOMER SERVICE TEAM

Sales Supervisor Art Cavazos has worked in the automotive industry for eighteen years and at Vintage Air for another twenty. Art is a second-generation street rodder and is working on his current project, a '33 Ford pickup.



COOLING FANS

Electric Engine Cooling



SPAL Series Electric Fans 3

SPAL is recognized worldwide as a leader in automotive engine cooling technologies. We offer the complete line of SPAL fans. The illustrations are for typical reference only. Your dealer will be happy to supply you with specific CFM recommendations and mounting information.

Note: These fans must use heavy duty wiring kit 23102-VUW shown below.

Part Number	Fan Diameter	Motor Thickness	Fan Thickness	CFM
32141-SHF	14" Puller	3.390	1.100	1720
32140-SHF	14" Pusher	3.390	1.100	1720
32161-SHF	16" Puller	3.390	1.100	2360
32160-SH	16" Pusher	3.390	1.100	2360
Extreme Duty 16"				
287016-VUR*	16" Puller	3.640	1.440	3000
32111-SDF* (See at right)	11" Dual Puller (5 blade fan)	4.250	2.600	2780

SPAL single fans above do not include mounting brackets.

40137-VUB 2

Fan mounting bracket kit for SPAL single fans.



Skewed Blade Electric Fans 3

Reversible, high-volume, skewed blade fans deliver maximum cooling efficiency. Brackets included.

Note: Fans require wiring/relay kit shown at right.

Part Number	Fan Diameter	Motor Thickness	Fan Thickness	CFM
32610-VUF	11.20"	2.480	1.20	950
32612-VUF	13.23"	2.480	1.20	1155
32614-VUF	15.04"	2.75	1.20	1555
32616-VUF	16.30"	2.870	1.20	1810
32716-VUF (Heavy Duty Unit)	16.30" HD	3.190	1.20	2170



3 **WARNING:** This product can expose you to chemicals including lead and lead compounds, which is known to the state of California to cause cancer and birth defects or other reproductive harm.

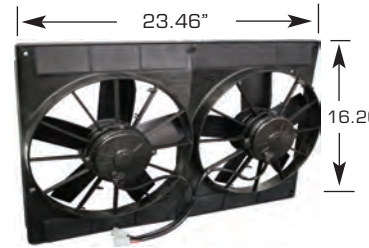


SPAL Dual Fan Package 3

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 below.



Adjustable Fan Thermostat 3

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



Electric Fan Set-Point Temp Switch 3

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

Electric Fan Wiring Harnesses & Thermostats 3

Designed by our engineers for proper operation of most electric fan installations. Includes inline relay protect fans switch from excessive amp loads.



See Wiring Diagram Page 101



Electric Fan Wiring Kit

Recommended for SPAL 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 40 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)

TOTALLY COOLED GALLERY

Valentin Contreras, Jesse Juarez and Juan Mallen run our own in-house powdercoating operations. One reason Vintage Air can maintain the highest quality standards is bringing many of the machining and finishing processes in-house.



COOLING FANS

Electric Engine Cooling

New!



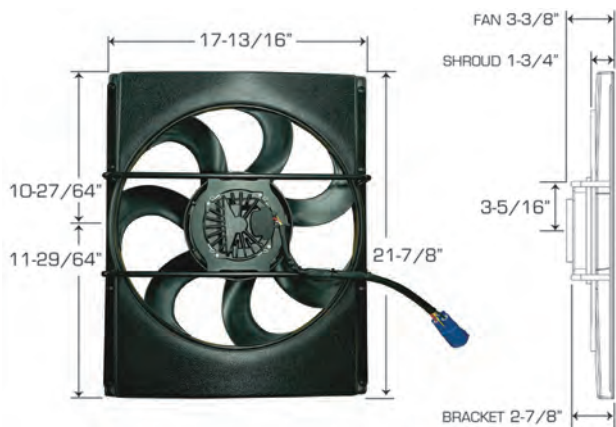
LoPro™ CustomFit Brushless Electric Fans 3

Our next generation engine cooling fans are a major step up in performance and reliability. This new brushless-motor technology delivers ultimate performance operation with extreme motor longevity. Pulse Width Modulation (PWM) control provides soft-start, demand-driven, variable fan speed to maintain consistent engine temperature in all driving conditions.

LoPro™ CustomFit™ fans feature:

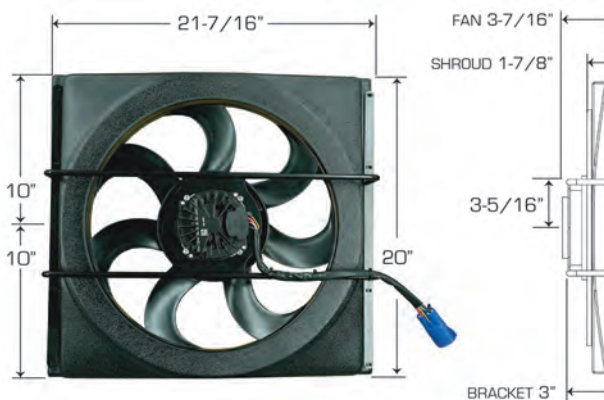
- 500 watt SPAL brushless PWM motor
- 16" skewed blade fan assembly
- Vehicle-specific ABS shroud
- Powder coated mounting bracket
- 8-gauge power harness with 80 amp fuse

Fans above require PWM control kit (available separately) based on engine thermostat temperature customer plans to use (or other aftermarket engine controller).



LoPro™ '32 Ford 500 Watt CustomFit™ Fan Kit
Based on Walker Radiator (21-7/8" x 17- 9/16")
280474

Fan kit with Standard Control Kit



LoPro™ '39/40 Ford 500 Watt CustomFit™ Fan Kit
Based on Walker Radiator (20" x 21-1/2")
280476

Fan kit with Standard Control Kit-

Control Kits for Brushless Fans - Retail: \$175.00				
Vair PN	Description	MIN ON (F)	MAX (F)	ENGINE THERMOSTAT
113014	CONTROL KIT, 500 W BRUSHLESS FAN, 195 T-STAT	190	215	195
113015	CONTROL KIT, 500 W BRUSHLESS FAN, 180 T-STAT	175	195	180
113016	CONTROL KIT, 500 W BRUSHLESS FAN, 160 T-STAT	165	185	160
113018	CONTROL KIT, 850 W BRUSHLESS FAN, 195 T-STAT	190	215	195
113019	CONTROL KIT, 850 W BRUSHLESS FAN, 160 T-STAT	165	185	160

3 **WARNING:** This product can expose you to chemicals including lead and lead compounds, which is known to the state of California to cause cancer and birth defects or other reproductive harm.

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.





New!

COOLING FANS

Electric Engine Cooling

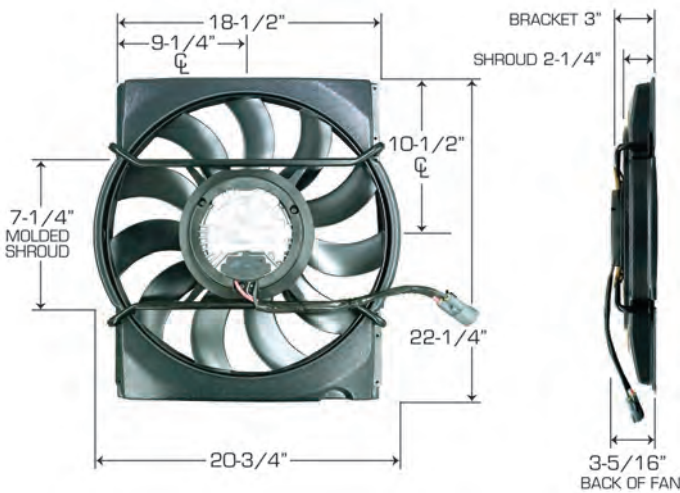
Monster™ CustomFit Brushless Electric Fans 3

Monster CustomFit™ fans feature:

- 850 watt SPAL brushless PWM motor
- 19" skewed blade fan assembly
- Vehicle-specific ABS shroud
- Powder coated mounting bracket
- 6-gauge power harness with 80 amp MIDI-fuse

NOTE: While these fan kits were designed for specific applications, they may work for your vehicle - check dimensions below.

More applications available soon!

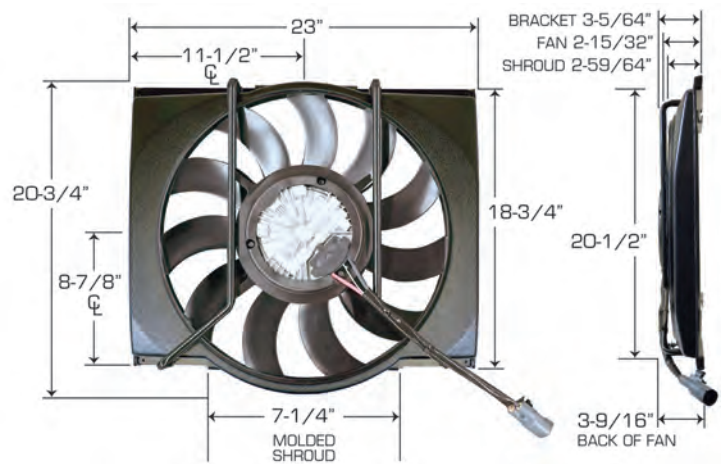


Monster™ '32 Ford 850 Watt Custom Fit Fan Kit

Based on Walker Radiator (21-7/8" x 17- 9/16")

371252

Fan kit with Standard Control Kit

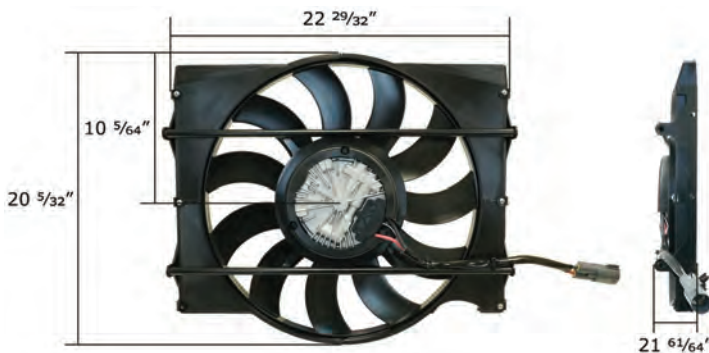


Monster™ '67-69 Camaro 850 Watt Custom Fit Fan Kit

Based on OEM Radiator (22-7/8" x 22-7/8")

371253

Fan kit with Standard Control Kit



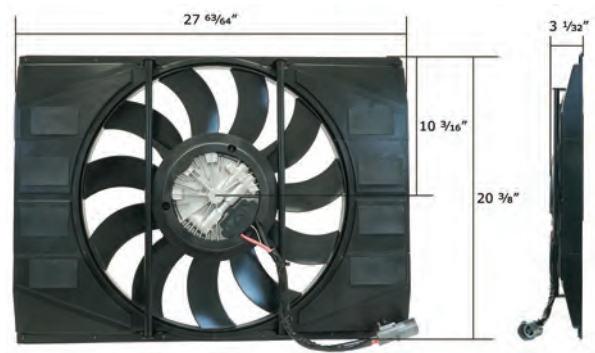
Monster™ '55-'57 Chevy 850 Watt Custom Fit Fan Kit

Based on OEM Radiator (21-7/8" x 17- 9/16")

280479

Fan kit with Standard Control Kit

Designed for OEM style radiator in 6-Cyl position (ahead of core support)



Monster™ '73-'87 C-10 850 Watt Custom Fit Fan Kit

Based on OEM Radiator (28-1/2" x 20-1/4")

280478

Fan kit with Standard Control Kit

TOTALLY COOLED GALLERY

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



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.

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.

Dynamat Xtreme - Above 2

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 2

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 2

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



2



WARNING: This product can expose you to chemicals including Chromium (hexavalent compounds), which is known to the state of California to cause cancer and birth defects or other reproductive harm.



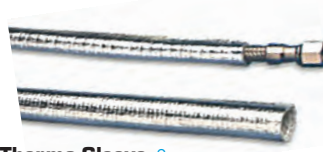
FACTORY TOUR

Left to right: Marc Gutierrez, Mildred Marin and Cristian Benavidez, 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 application on all products. Lizard Skin products spray on easily over your 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 2

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 2

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 2

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 3 foot kit
- 209103**
4 in. x 1 foot kit
- 209104**
4 in. x 2 foot kit



Firewall Sealing Boots Stop Heat Incursion 2

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.

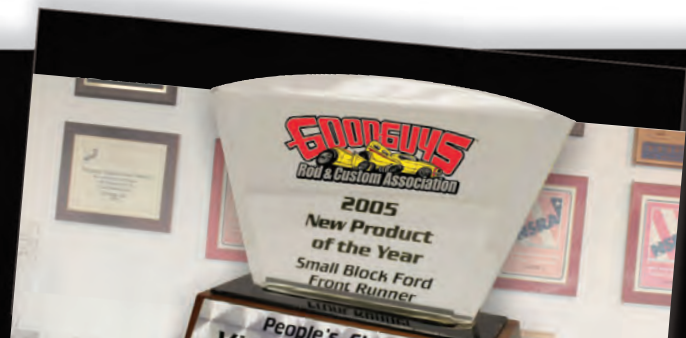


- 040011**
Steering Boot for .75 to 2.25 inch diameter columns

- 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 99 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-

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.



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



TOTALLY COOLED GALLERY

Yes, there is a Vintage Air system for almost every application you can dream up! This 1965 VW Single-Cab pickup is the creation of Todd Budde at FabFitters. With a mid-engine, twin turbo, 3.3 Liter Subaru SVX, WRX 5-speed gearbox, and a-arm front suspension, this box can run with the supercars! Todd stays cool with a Gen IV Magnum system under the seats.



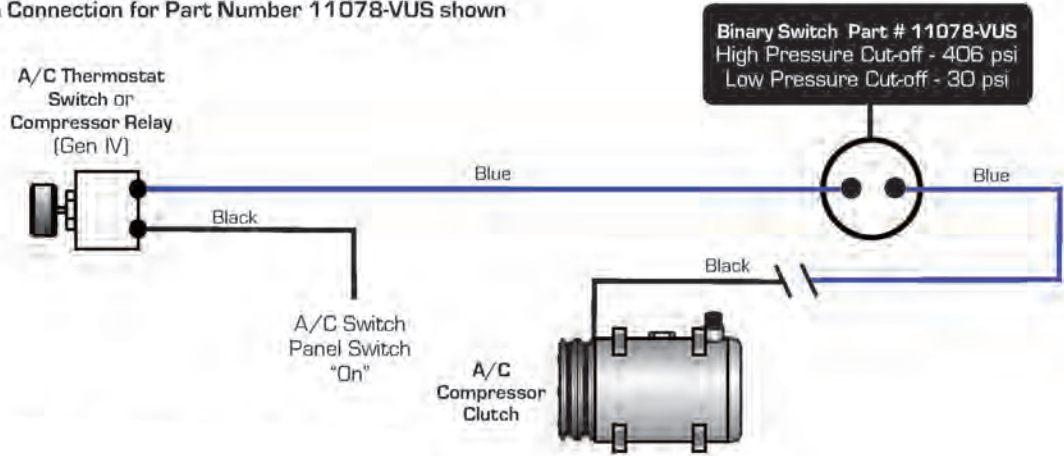


WIRING DIAGRAMS

Binary Switch / Trinary Switch

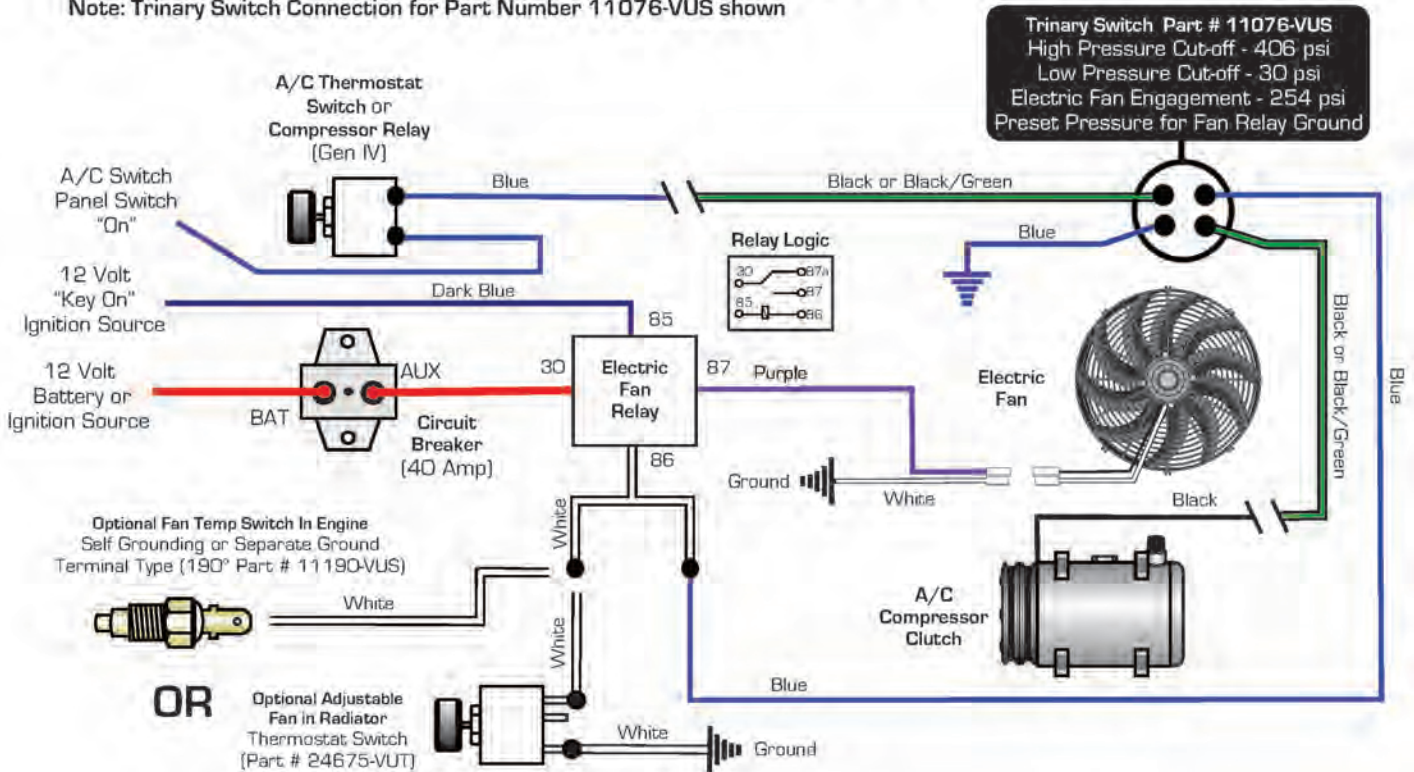
Typical Binary Switch Wiring

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



TOTALLY COOLED GALLERY

Popular host of C10Talk, Ronnie Wetch, built this massive crewcab he calls "Yellowstone" for touring and events. It features a big block Chevy, serious drop, and a tiny-house sized camper. Even the big more-door truck stays cool and comfortable with complete SureFit climate control system.



COMPRESSOR DIMENSIONS

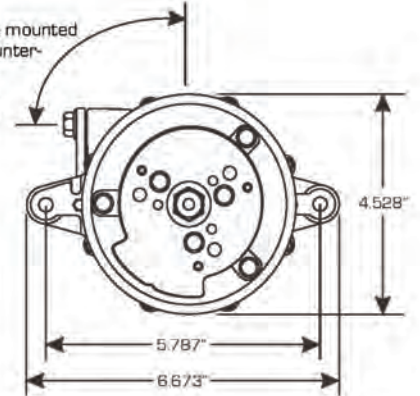
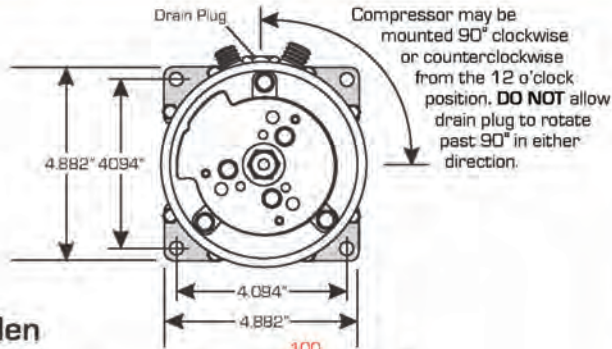
Sanden SD508 / SD-7B10 Compressors



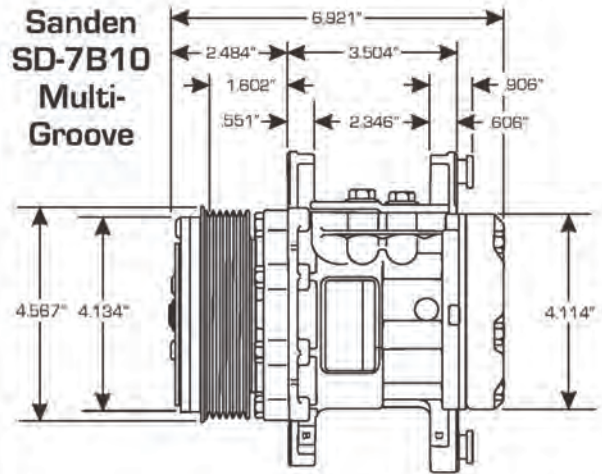
Sanden SD-508 & Sanden SD-7B10 Dimensions SD-709 Measurements are Referenced in Red

Note: These dimensions are for reference only. **DO NOT** fabricate brackets prior to ordering compressor!

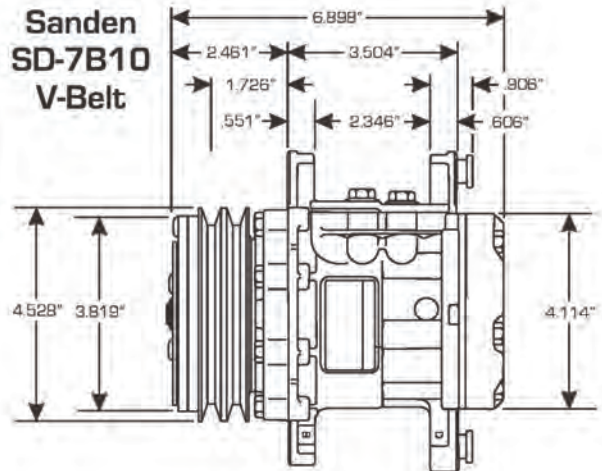
Compressor may be mounted 90° clockwise or counter-clockwise from the 12 o'clock position. **DO NOT** allow drain plug to rotate past 90° in either direction.



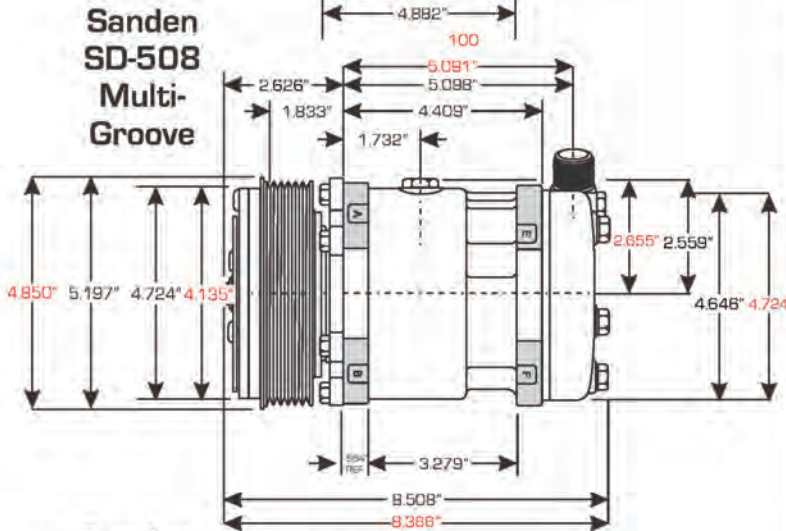
Sanden SD-7B10 Multi-Groove



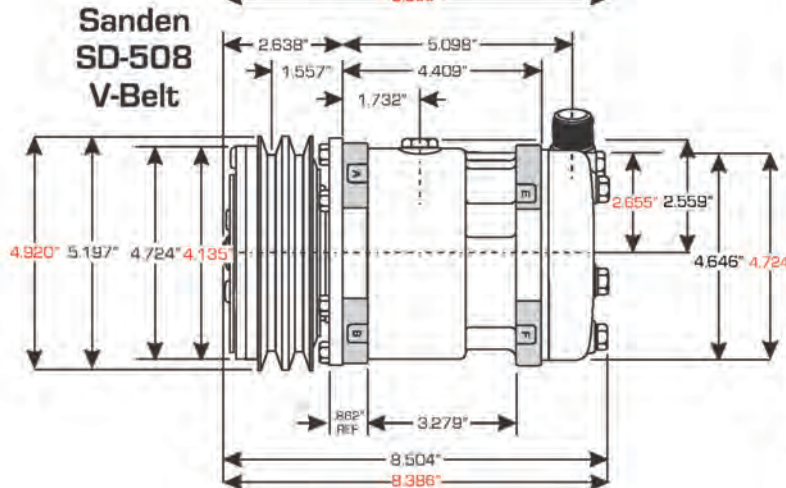
Sanden SD-7B10 V-Belt



Sanden SD-508 Multi-Groove



Sanden SD-508 V-Belt



FACTORY TOUR

We have an entire in-house cooling coil manufacturing department. (L-R) Tariq Lambert, Javier Mercado, Adam Salas, Larry Casanova, Scott Magness, Edward Cardenas, Elijah Olmos, Isreal Saldana, Ernest Pulczynski and Manny Valdez – supervisor.

Learn more about replacement A/C and heating parts we have.