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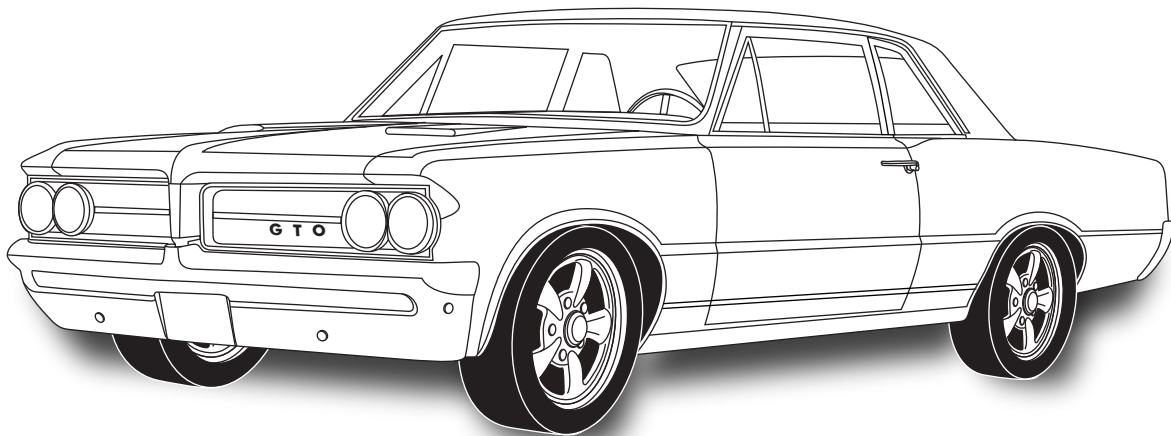
1964-67 Pontiac GTO

Condenser Kit *with* Drier
(021061)

Please Note:

**Installation for 1964 Models is covered on
Pages 4-13**

**Installation for 1965-67 Models is covered on
Pages 14-23**



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Thank you for purchasing this condenser kit from Vintage Air. When installing these components as part of a complete SureFit™ system, Vintage Air recommends working from front to back on the vehicle, installing the condenser kit, hose kit, and compressor first, followed by the wiring, evaporator, and finally the control panel.

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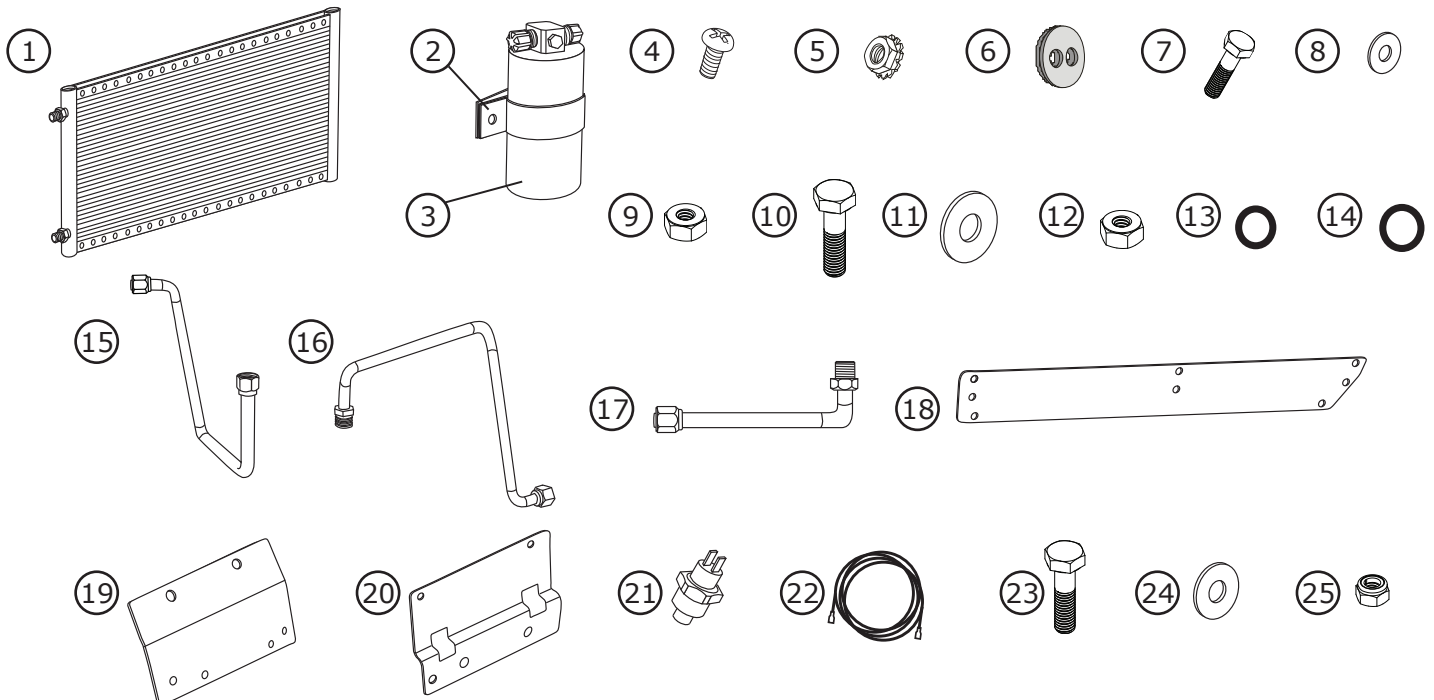


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Packing List: Condenser Kit (021061)

No.	Qty.	Part No.	Description
1.	1	03767-VUC	Condenser, 14" x 24", Parallel Flow
2.	1	65980-VCB	Drier Clamp
3.	1	07321-VUC	Drier
4.	4	18249-VUB	Screw, 10-24 x 3/8", Pan Head
5.	4	18260-VUB	Nut with Star Washer, 10-24
6.	1	33134-VUI	Grommet
7.	3	18290-VUB	Hex Bolt, 1/4-20 x 1"
8.	3	18125-VUB	Washer, 1/4"
9.	2	18136-VUB	Nut, 1/4-20
10.	1	18359-VUB	Hex Bolt, 3/8-16 x 1"
11.	1	18029-VUB	Washer, 3/8"
12.	1	18154-VUB	Nut, 3/8-16
13.	2	33857-VUF	O-ring, #6
14.	1	33858-VUF	O-ring, #8
15.	1	091160	Hardline, #6 Condenser/Drier
16.	1	091161	Hardline, #6 Condenser
17.	1	091162	Hardline, #8 Condenser/Compressor
18.	1	643049	Bracket, 1964 Condenser Top Mounting
19.	1	643053	Bracket, 1965-67 Condenser Top Mounting
20.	1	643052	Bracket, 1964-67 Condenser Bottom Mounting
21.	1	11079-VUS	Binary Switch, Male
22.	1	23131-VUW	Compressor Lead, 13"
23.	1	18308-VUB	Hex Bolt, 5/16-18 x 1"
24.	2	18611-VUB	Washer, 5/16-18
25.	1	18151-VUB	Locknut, 5/16-18

**** Before beginning installation, open all packages and check contents of shipment. Please report any shortages directly to Vintage Air within 15 days. After 15 days, Vintage Air will not be responsible for missing or damaged items.**



NOTE: Images may not depict actual parts and quantities. Refer to packing list for actual parts and quantities.



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Important Notice—Please Read

For Maximum System Performance, Vintage Air Recommends the Following:

NOTE: Vintage Air systems are designed to operate with R134a refrigerant only. Use of any other refrigerant could damage your A/C system and/or vehicle, and possibly cause a fire, in addition to potentially voiding the warranties of the A/C system and its components.

Refrigerant Capacities:

Vintage Air System: 1.8 lbs. (1 lb., 12 oz.) of **R134a**, charged by weight with a quality charging station or scale. **NOTE: Use of the proper type and amount of refrigerant is critical to system operation and performance.**

Other Systems: Consult manufacturer's guidelines.

Lubricant Capacities:

New Vintage Air-supplied Sanden Compressor: No additional oil needed (Compressor is shipped with proper oil charge).

All Other Compressors: Consult manufacturer (Some compressors are shipped dry and will need oil added).

Safety Switches

Your Vintage Air system is equipped with a binary pressure safety switch. A binary switch disengages the compressor clutch in cases of extreme low pressure conditions (Refrigerant Loss) or excessively high head pressure (406 PSI) to prevent compressor damage or hose rupture. A trinary switch combines Hi/Lo pressure protection with an electric fan operation signal at 254 PSI, and should be substituted for use with electric fans. Compressor safety switches are extremely important since an A/C system relies on refrigerant to circulate lubricant.

Service Info:

Protect Your Investment: Prior to assembly, it is critical that the compressor, evaporator, A/C hoses and fittings, hardlines, condenser and receiver/drier remained capped. Removing caps prior to assembly will allow moisture, insects and debris into the components, possibly leading to reduced performance and/or premature failure of your A/C system. This is especially important with the receiver/drier.

Additionally, when caps are removed for assembly, **BE CAREFUL!** Some components are shipped under pressure with dry nitrogen.

Evacuate the System for 35-45 Minutes: Ensure that system components (Drier, compressor, evaporator and condenser) are at a temperature of at least 85° F. On a cool day, the components can be heated with a heat gun **or** by running the engine with the heater on before evacuating. Leak check and charge to specifications.

Bolts Passing Through Cowl and/or Firewall:

To ensure a watertight seal between the passenger compartment and the vehicle exterior, for all bolts passing through the cowl and/or firewall, Vintage Air recommends coating the threads with silicone prior to installation.

Heater Hose (Not Included With This Kit):

Heater hose may be purchased from Vintage Air (Part# 31800-VUD) or your local parts retailer. Routing and required length will vary based on installer preference.

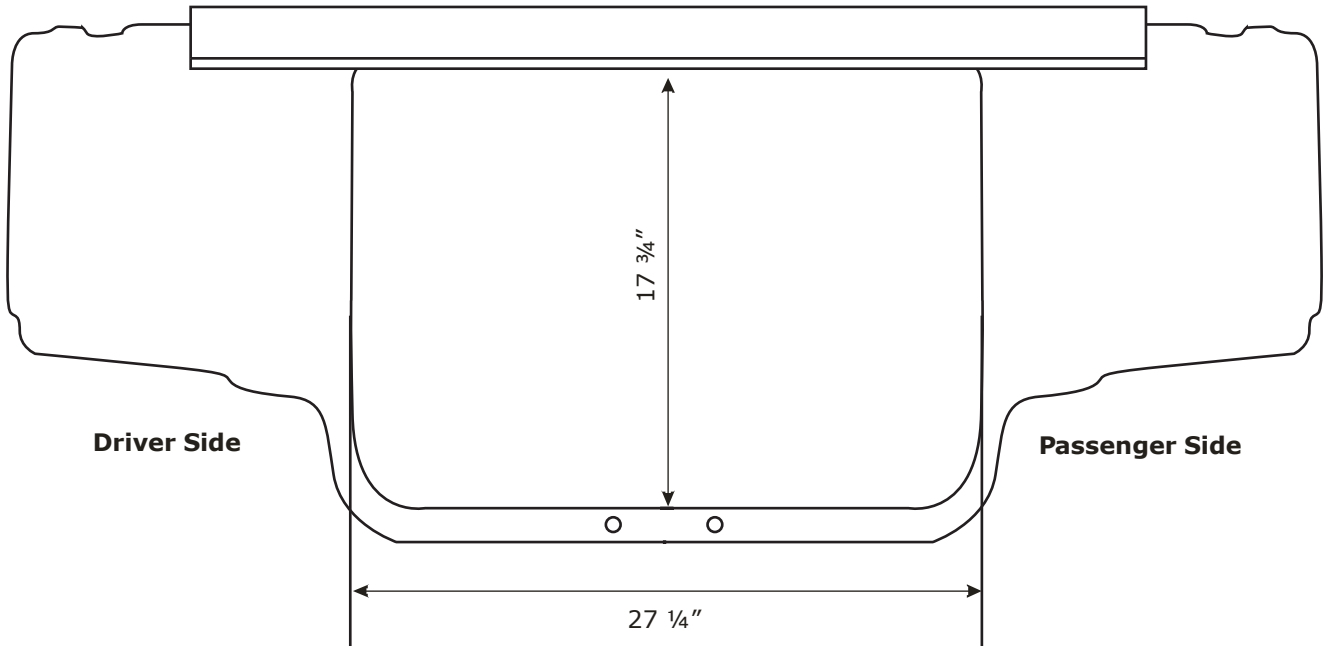


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Core Support Measurements (1964 Models Only)

This kit was developed based on the measurements below, which were taken from a 1964 Pontiac GTO core support.

Engine Side Of Core Support

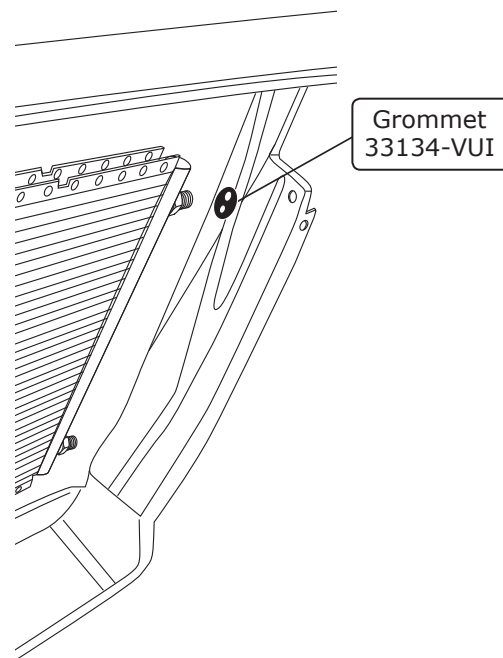
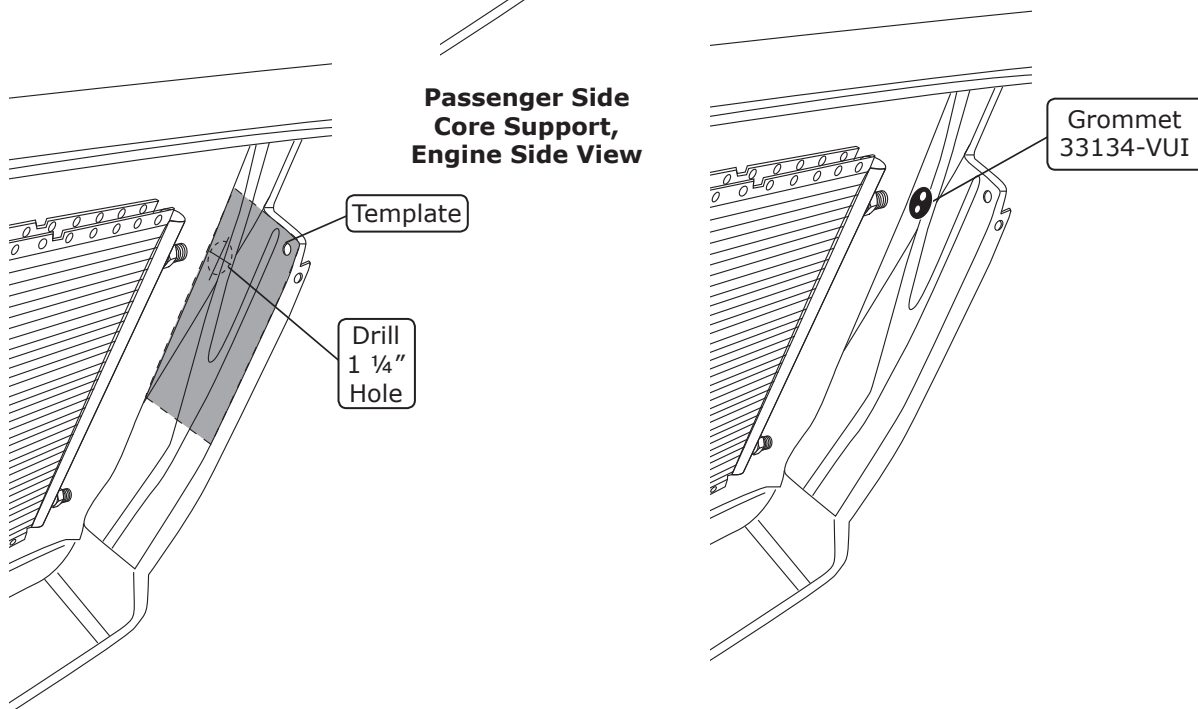
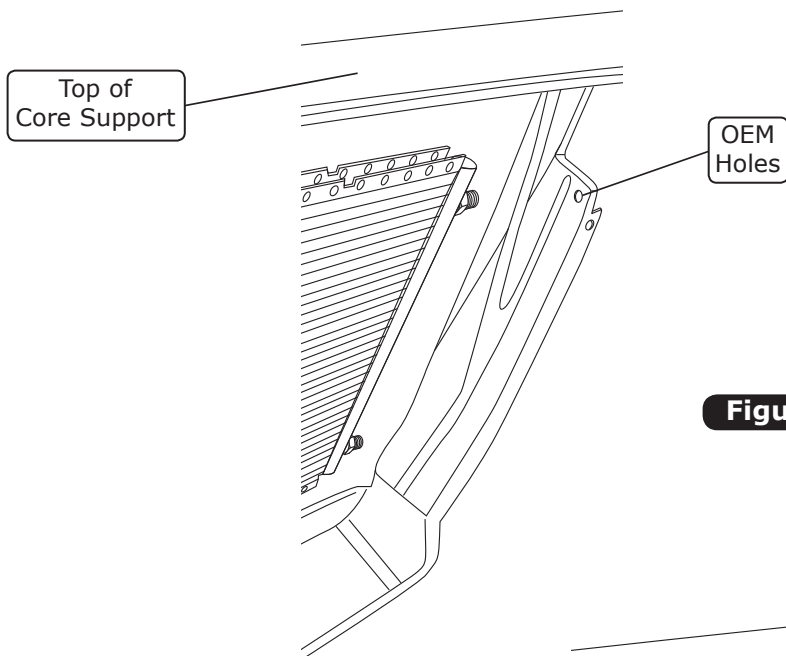




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Core Support Modification (1964 Models Only)

1. Cut out the template provided on Page 13, and place it on the engine side of the core support as shown in Figure 1a, below.
2. Using a 1 ¼" hole saw, drill a hole in the core support.
3. Install the supplied grommet into the 1 ¼" hole (See Figure 1b, below).





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Top Mounting Bracket Installation (1964 Models Only)

1. Install the top mounting bracket onto the condenser using (2) 10-24 x 3/8" pan head screws and (2) 10-24 nuts with star washers (See Figure 2, below). **NOTE: The bracket mounts through the 1st & last holes on the top of the condenser.**

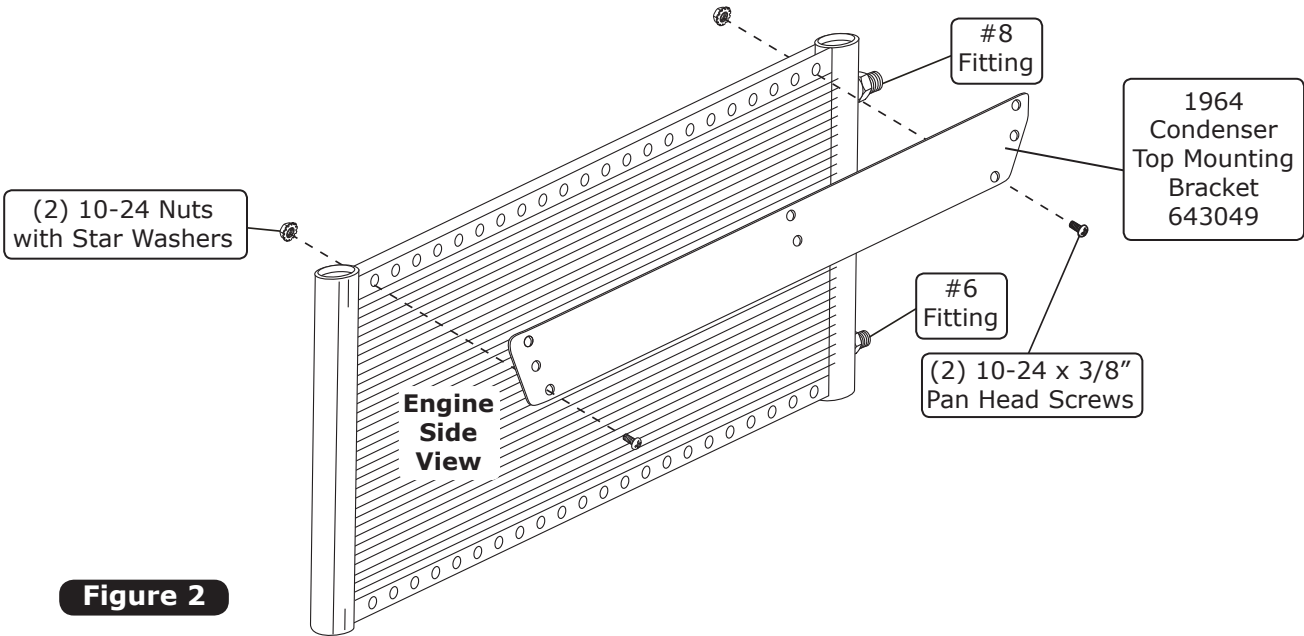


Figure 2

Bottom Mounting Bracket Installation (1964 Models Only)

1. Install the bottom mounting bracket onto the condenser using (2) 10-24 x 3/8" pan head screws and (2) 10-24 nuts with star washers (See Figure 3, below). **NOTE: The bracket mounts through the 10th & 15th holes from the left side of the condenser.**

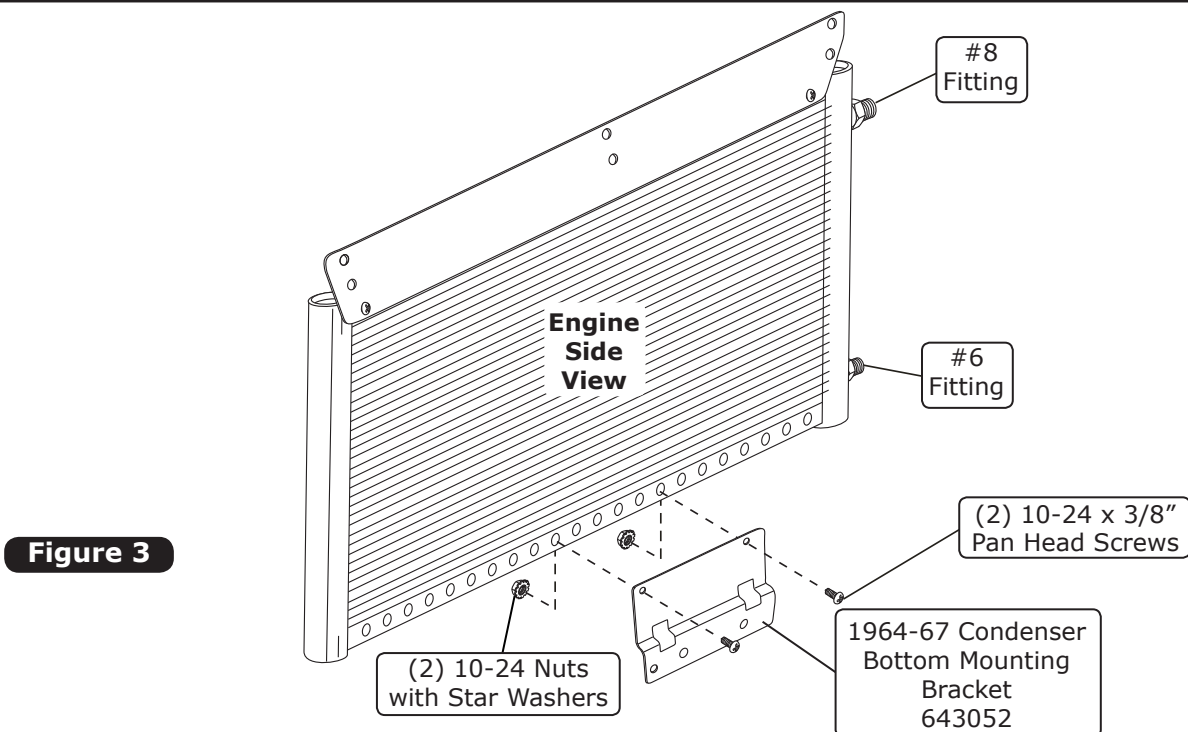


Figure 3



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Engine Compartment Disassembly (1964 Models Only)

1. Drain the radiator.
2. Remove the upper and lower radiator hoses.
3. Remove the radiator.
4. Remove the hood latch assembly (See Figure 4, below).

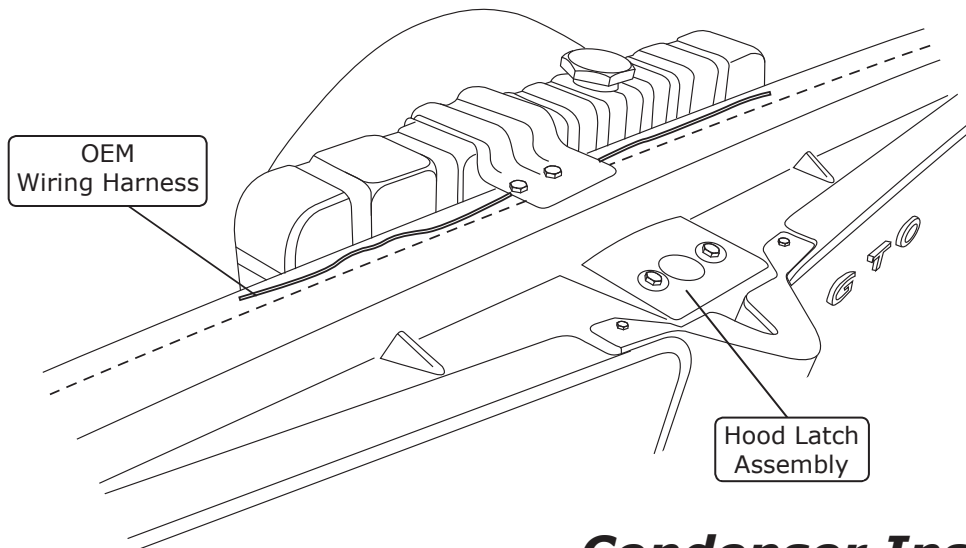


Figure 4

Condenser Installation (1964 Models Only)

1. Install the condenser as shown in Figure 5, below. **NOTE: When installing the condenser, the OEM wiring harness located on the inside of the core support (See Figure 4, above) will need to be relocated to the holes shown in Figure 5, below.**

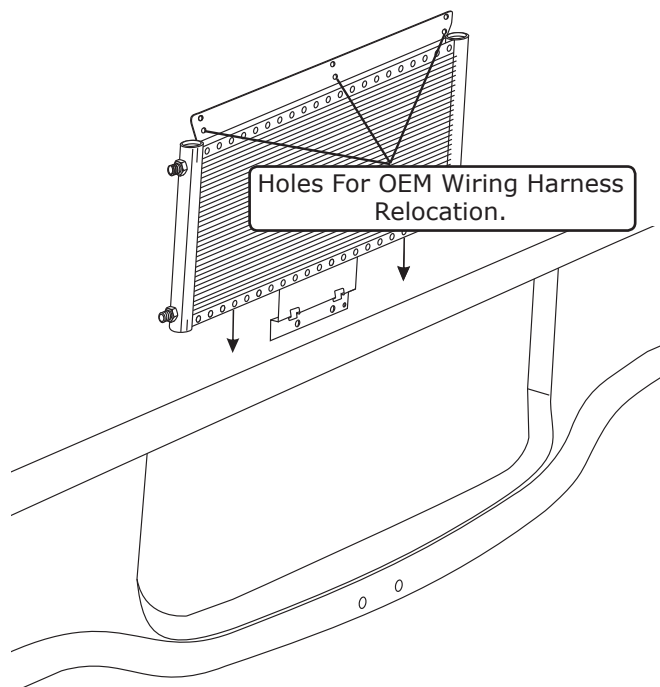


Figure 5



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Condenser Installation (Cont.) (1964 Models Only)

1. Secure the condenser to the core support as shown in Figure 6, below.

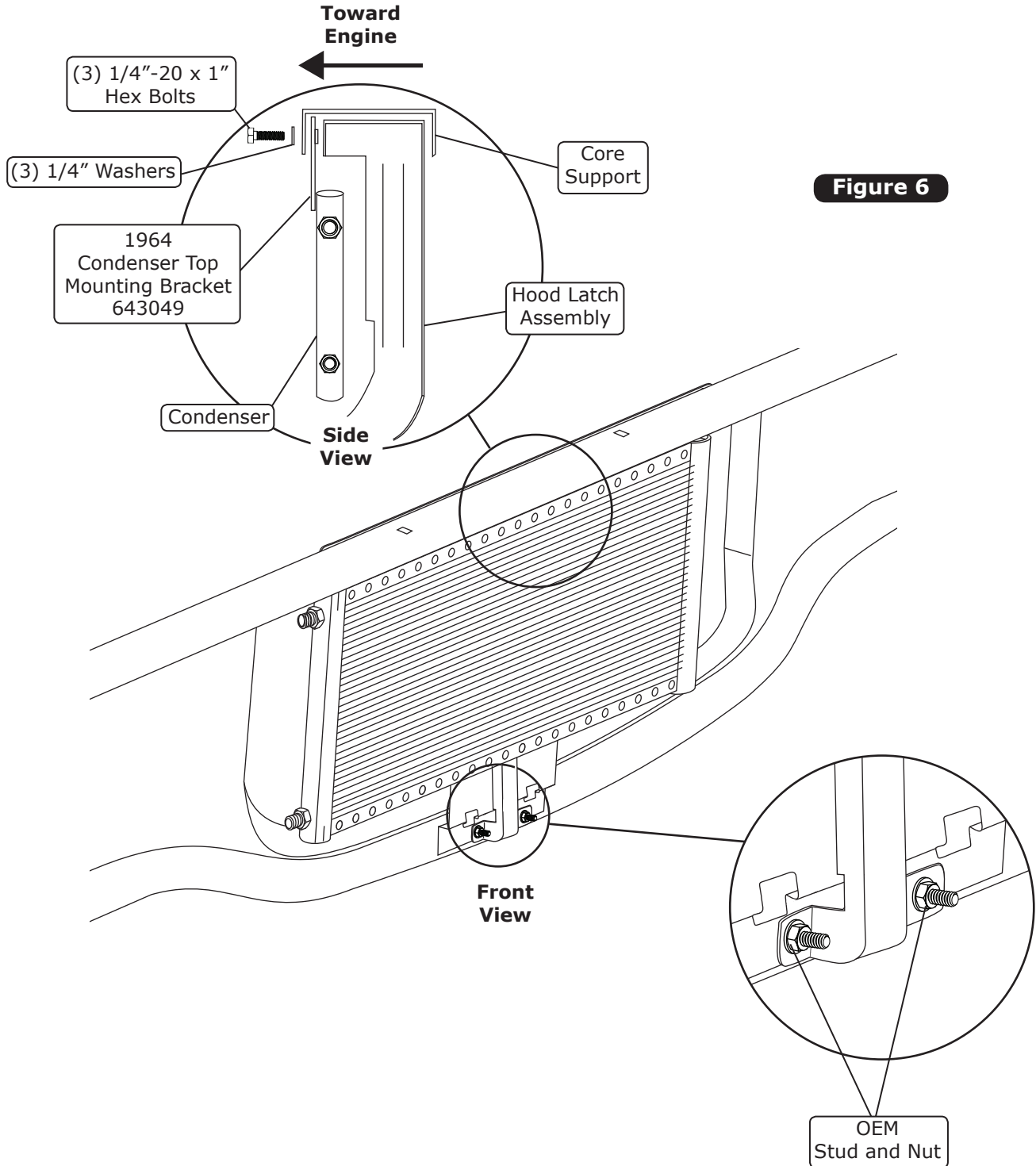


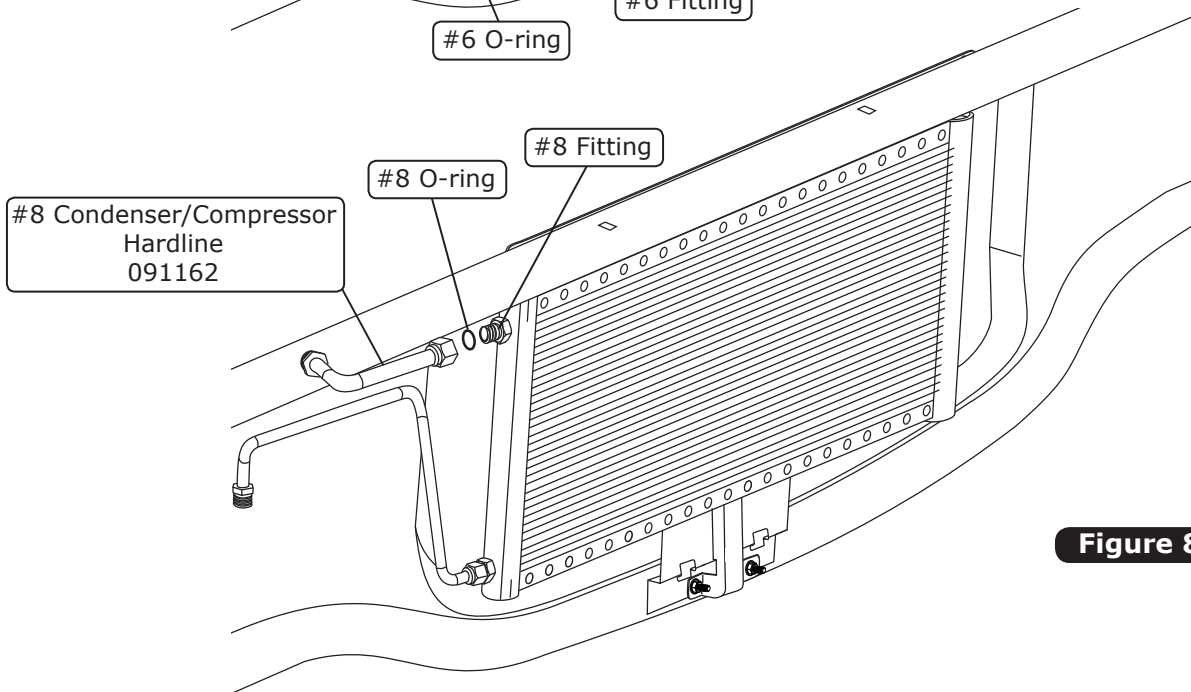
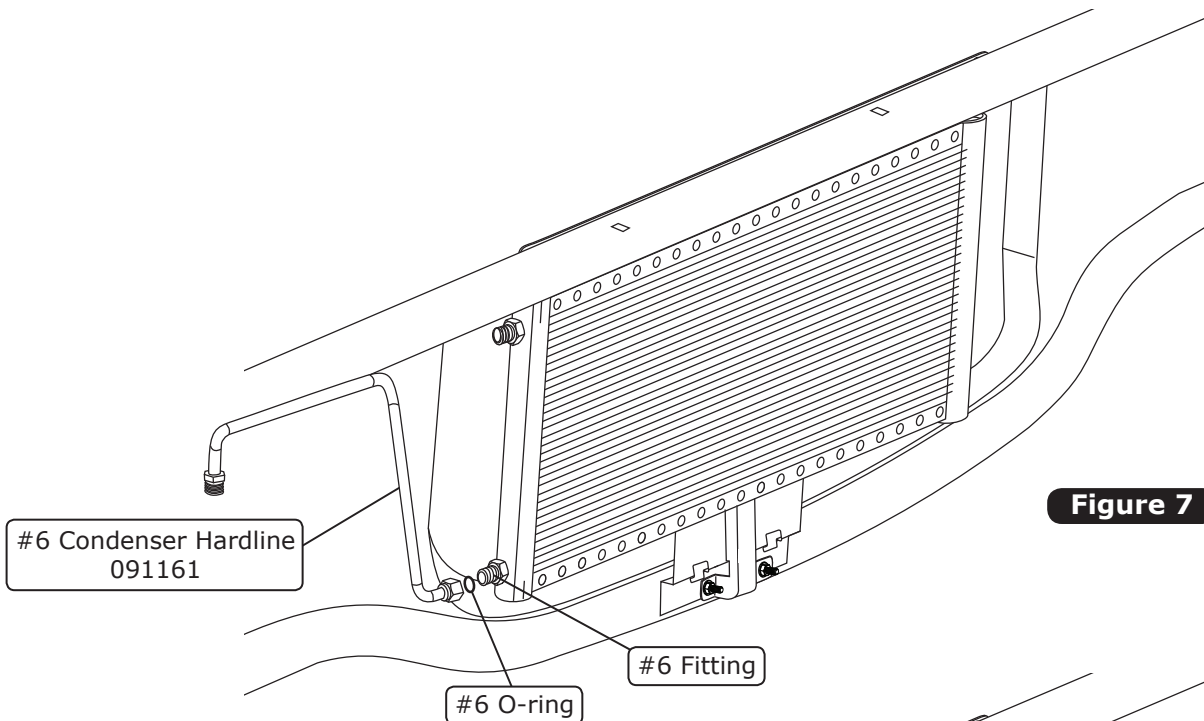
Figure 6



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Hardline Installation (1964 Models Only)

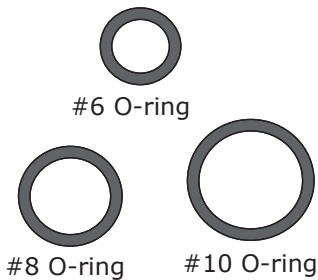
1. Lubricate a #6 O-ring (See Figure 9, Page 11), and install the #6 condenser hardline as shown in Figure 7, below.
2. Lubricate a #8 O-ring (See Figure 9, Page 11), and install the #8 condenser hardline as shown in Figure 8, below.



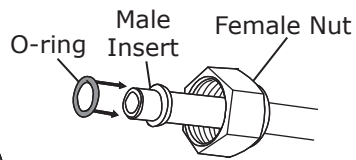


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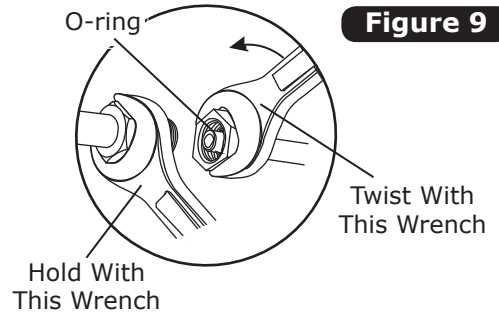
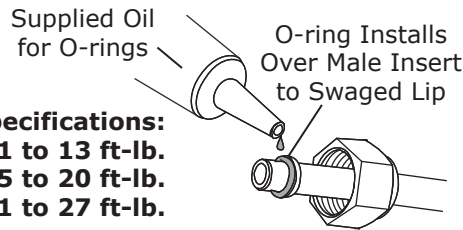
Lubricating O-rings



NOTE: Standard torque specifications:
#6: 11 to 13 ft-lb.
#8: 15 to 20 ft-lb.
#10: 21 to 27 ft-lb.



For a proper seal of fittings: Install supplied O-rings as shown, and lubricate with supplied oil.



Drier & Binary Switch Installation (1964 Models Only)

NOTE: Do not remove the caps from the drier. The drier contains a desiccant that will quickly absorb moisture from the air, causing it to lose effectiveness. For this reason, Vintage Air recommends that the drier remains capped until the installer is ready to evacuate the system.

Perform the Following:

1. Install the drier clamp onto the drier (See Figure 10, below).
2. Install the drier assembly onto the inner fenderwell using a 5/16-18 x 1" bolt, a 5/16" washer, and a 5/16-18 locknut on the bottom side of the inner fenderwell. **NOTE: Refrigerant flow through the drier is IN from condenser, OUT to evaporator.**
3. Remove the plug from the drier, and install the binary switch as shown in Figure 10, below.

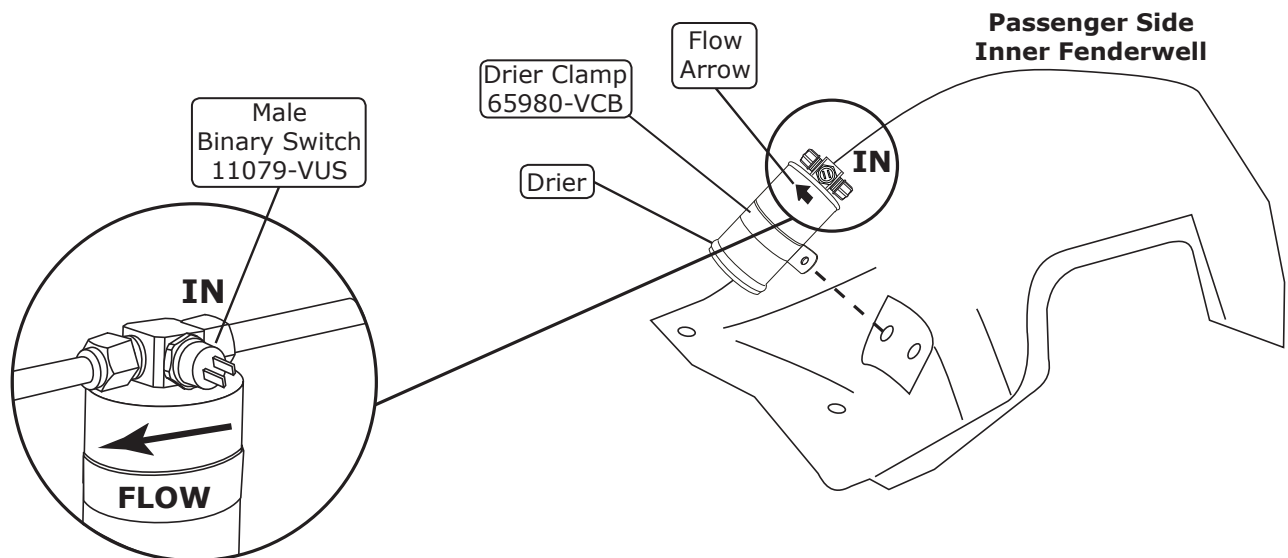


Figure 10



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Hardline Installation (Cont.) (1964 Models Only)

1. Lubricate (2) #6 O-rings (See Figure 9, Page 11), and install the #6 condenser/drier hardline as shown in Figure 11, below.

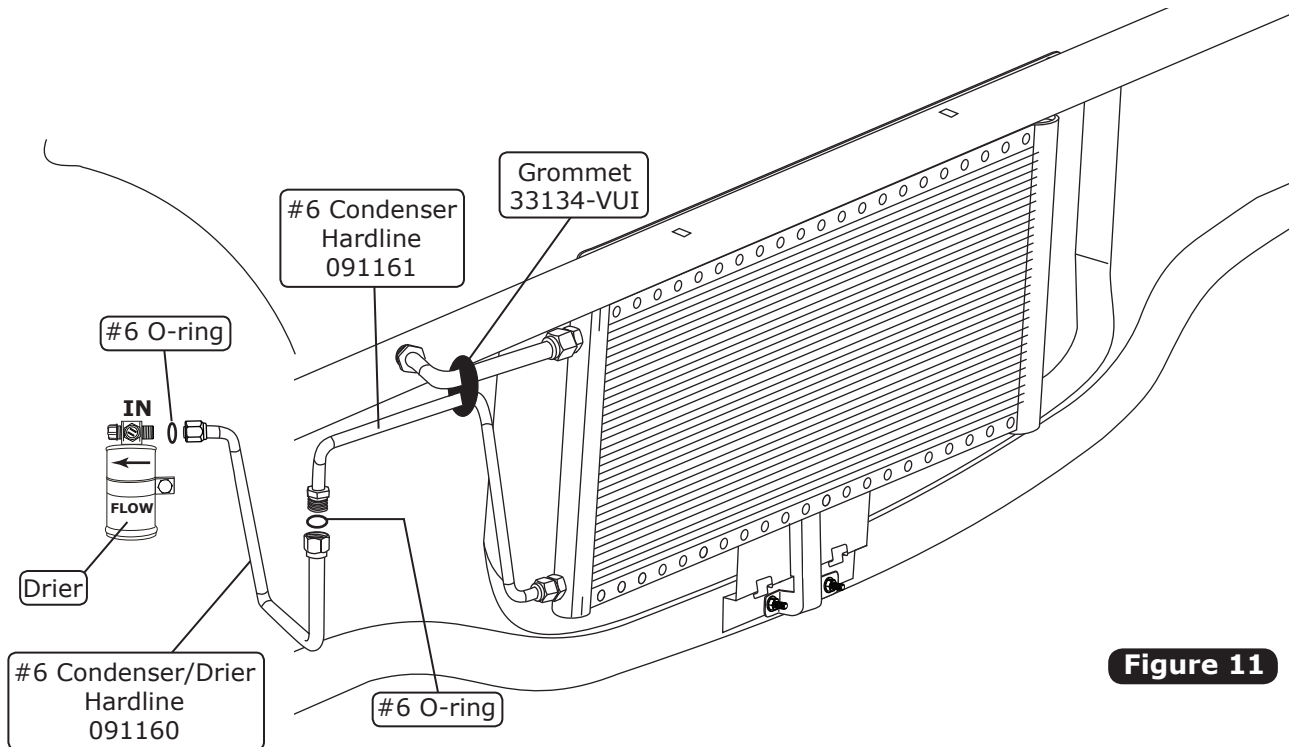


Figure 11

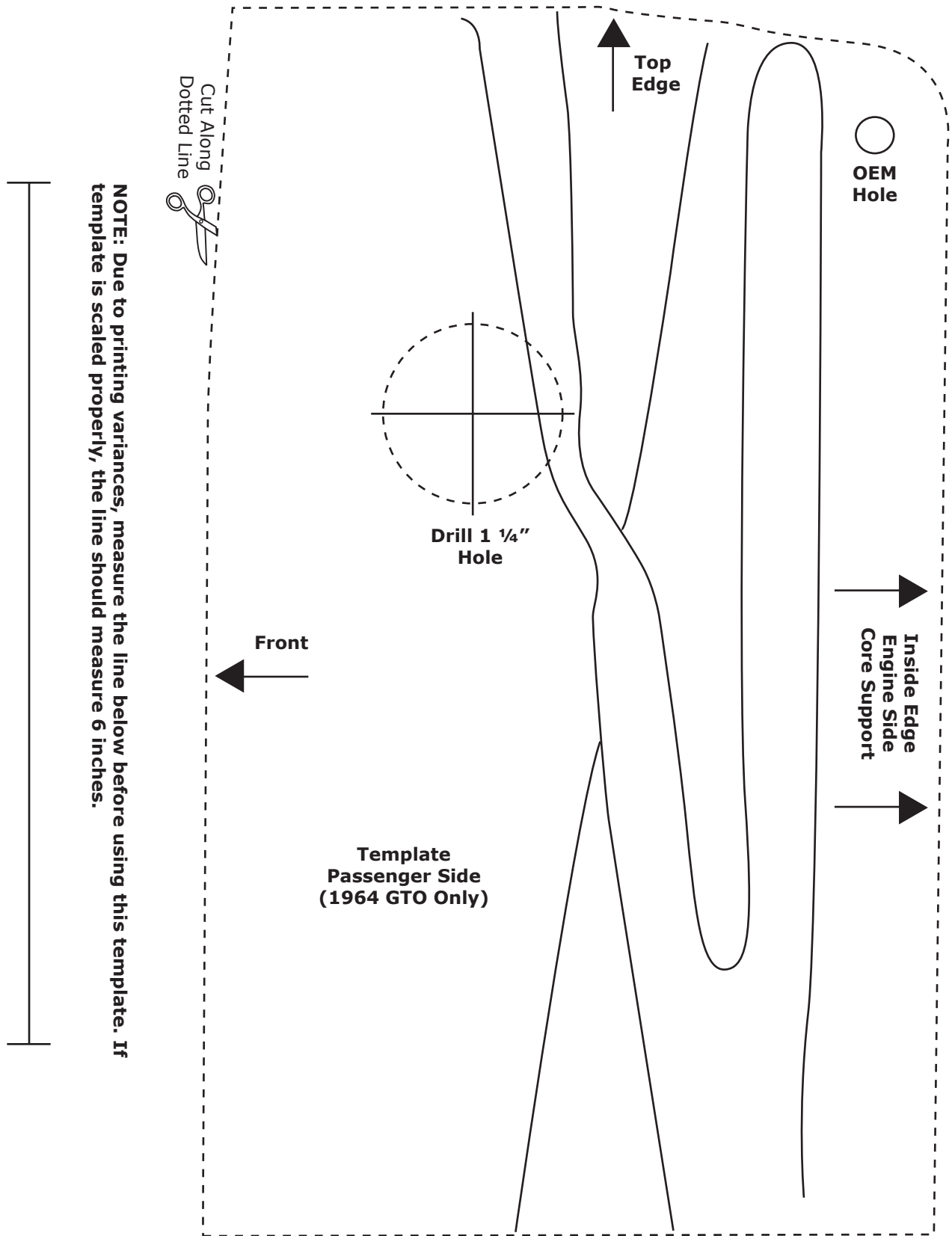
Final Steps (1964 Models Only)

1. Reinstall and/or reconnect all remaining items removed or disconnected in the Engine Compartment Disassembly instructions on Page 8. This concludes the condenser kit portion of your installation.



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Core Support Template (1964 Models Only)



NOTE: Due to printing variances, measure the line below before using this template. If template is scaled properly, the line should measure 6 inches.

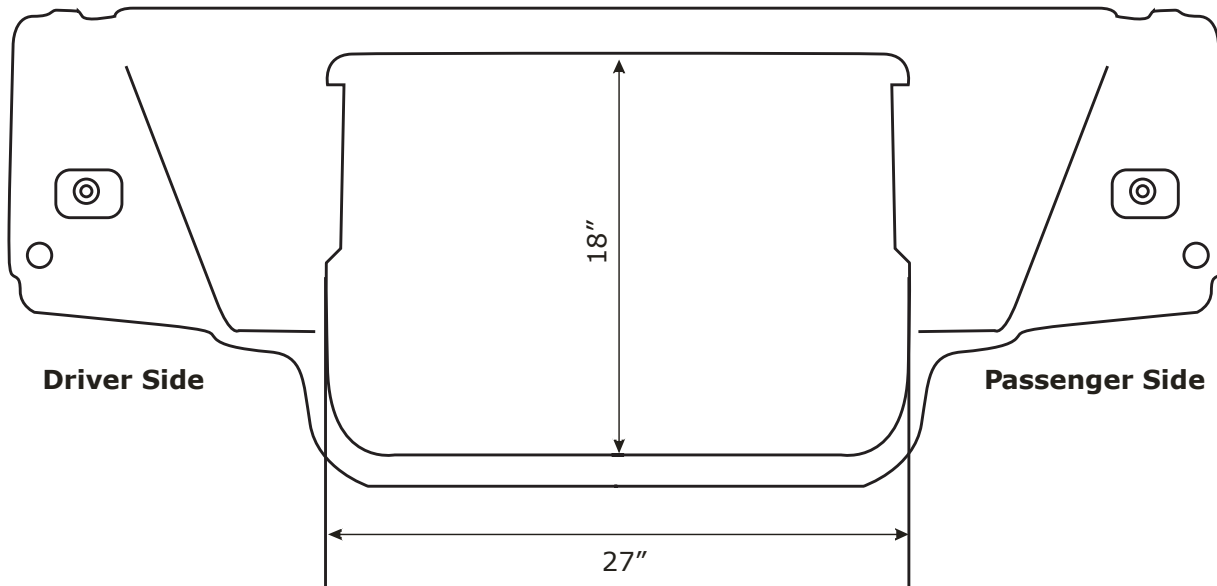


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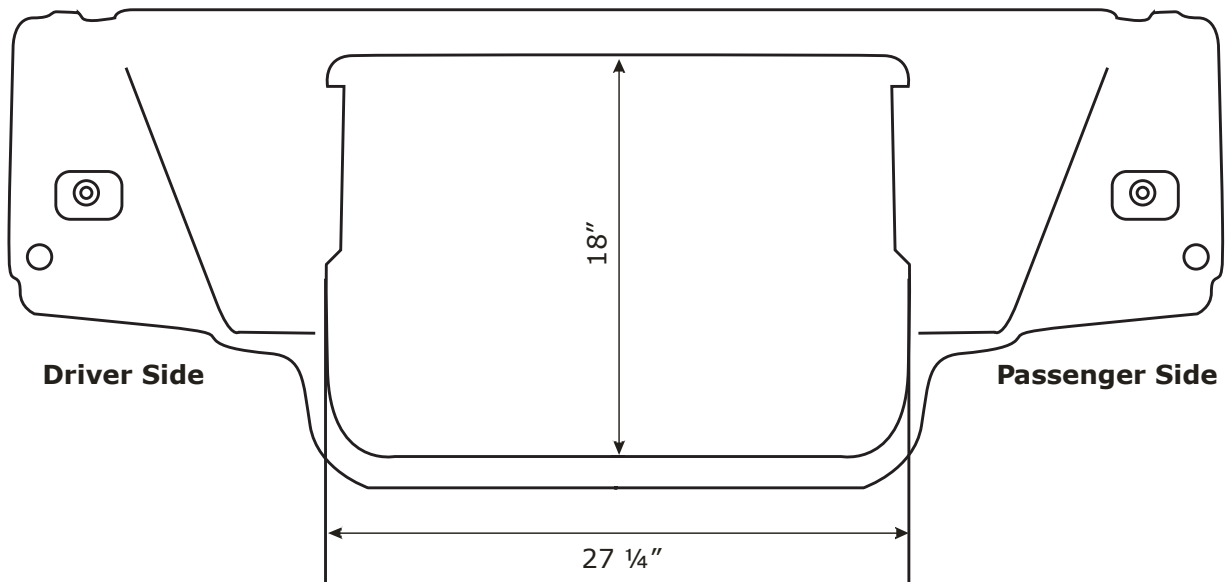
Core Support Measurements (1965-67 Models Only)

This kit was developed based on the measurements below.

1965 Pontiac GTO Engine Side of Core Support



1966 Pontiac GTO Engine Side of Core Support





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Core Support Modification (1965-67 Models Only)

1. Cut out the template provided on Page 23, and place it on the engine side of the core support as shown in Figure 12a, below.
2. Using a 1 1/4" hole saw, drill a hole in the core support.
3. Install the supplied grommet into the 1 1/4" hole (See Figure 12b, below).

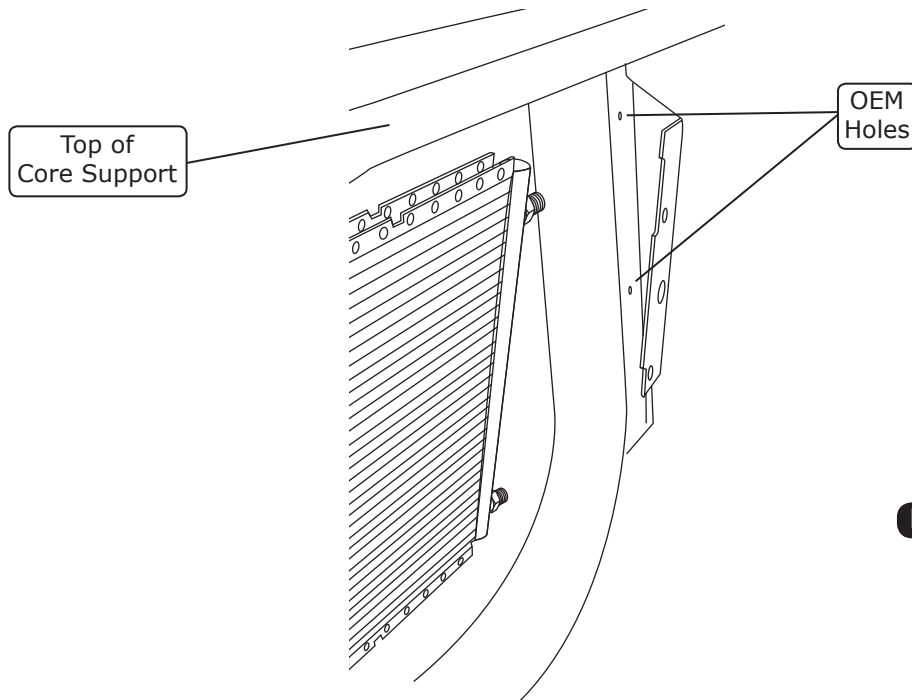


Figure 12

Passenger Side
Core Support,
Engine Side View

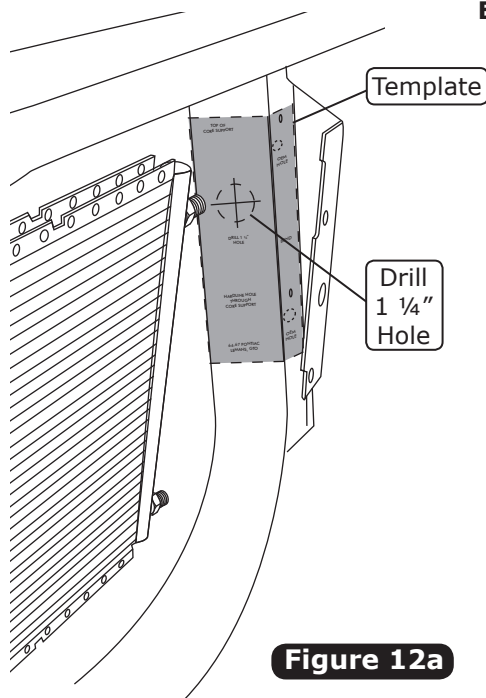


Figure 12a

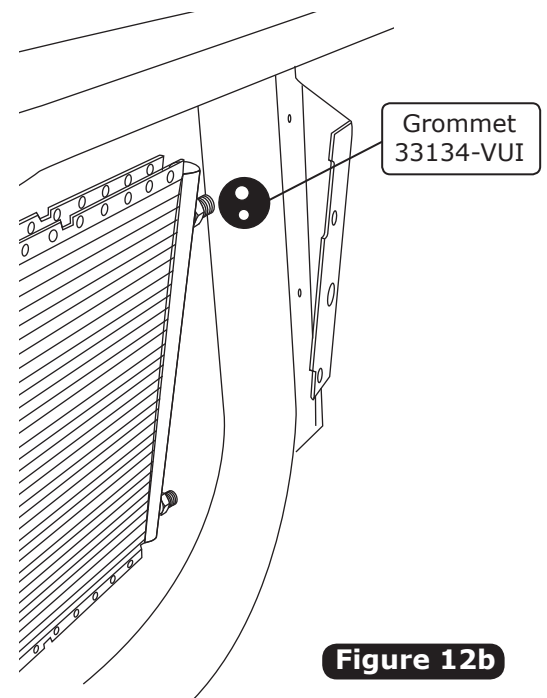


Figure 12b



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Top Mounting Bracket Installation (1965 Models Only)

1. Install the top mounting bracket onto the condenser using (2) 10-24 x 3/8" pan head screws and (2) 10-24 nuts with star washers (See Figure 13, below). **NOTE: The bracket mounts through the 11th & 14th holes from the left side of the condenser.**

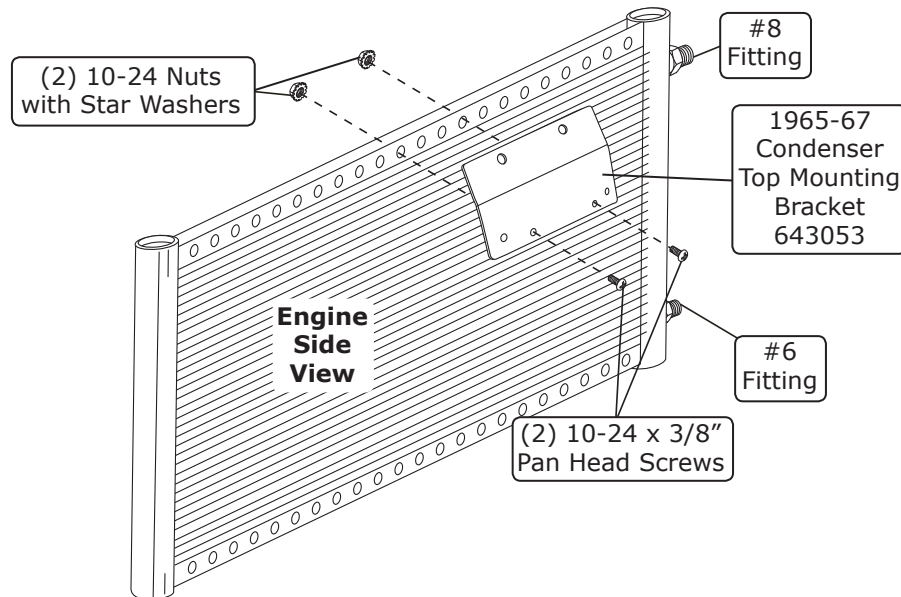


Figure 13

Top Mounting Bracket Installation (1966-67 Models Only)

1. Install the top mounting bracket onto the condenser using (2) 10-24 x 3/8" pan head screws and (2) 10-24 nuts with star washers (See Figure 14, below). **NOTE: The bracket mounts through the 10th & 15th holes from the left side of the condenser.**

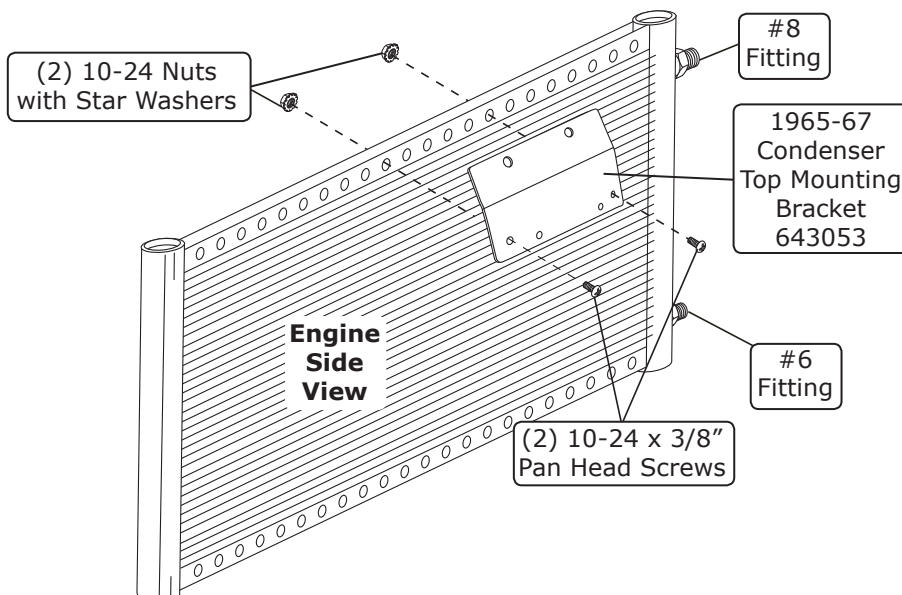


Figure 14



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Bottom Mounting Bracket Installation (1965-67 Models Only)

1. Install the bottom mounting bracket onto the condenser using (2) 10-24 x 3/8" pan head screws and (2) 10-24 nuts with star washers as shown in Figure 15, below. **NOTE: The bracket mounts through the 10th & 15th holes from the left side of the condenser.**

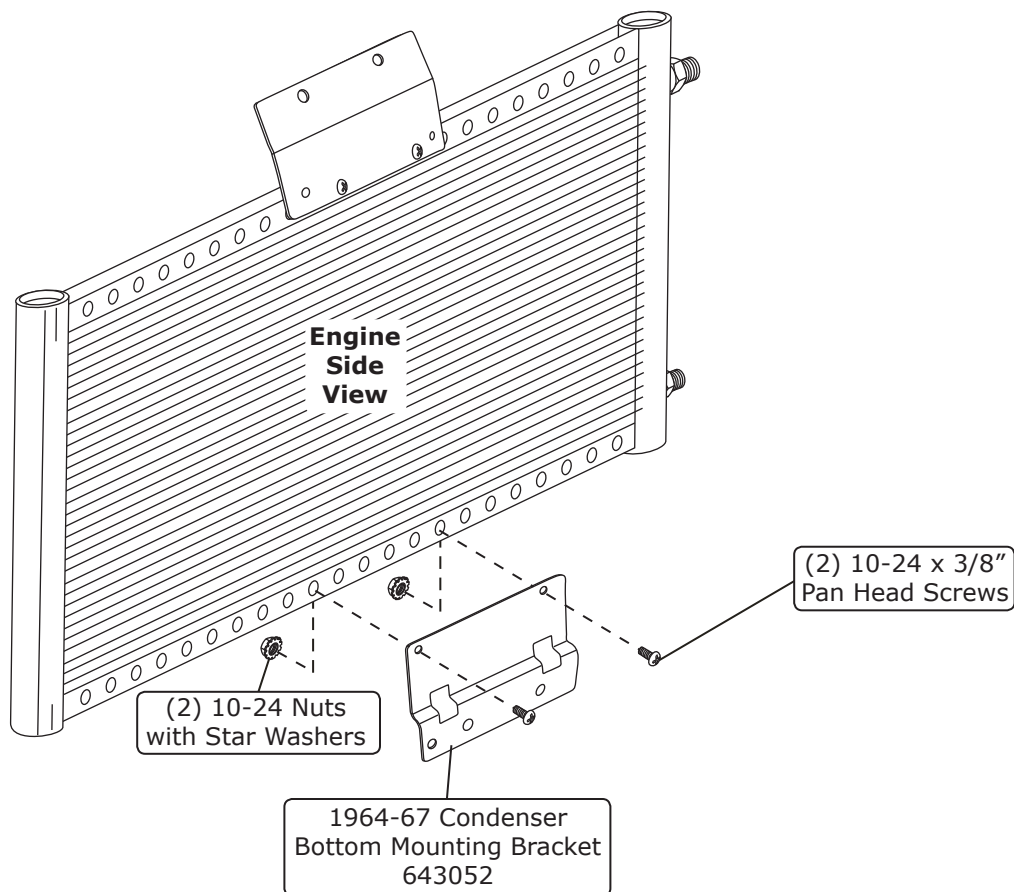


Figure 15



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Engine Compartment Disassembly (1965-67 Models Only)

1. Drain the radiator.
2. Remove the upper and lower radiator hoses.
3. Remove the radiator.
4. Remove the hood latch assembly (See Figure 16, below).

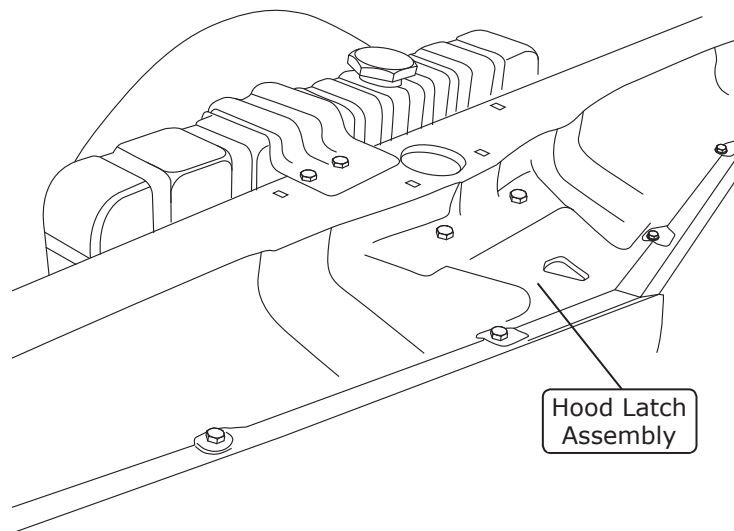
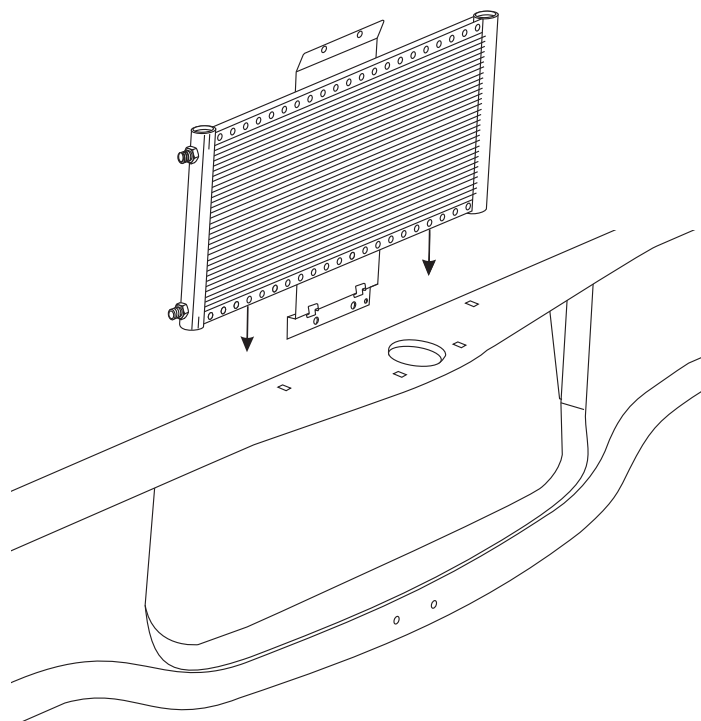


Figure 16

Condenser Installation (1965-67 Models Only)

1. Install the condenser as shown in Figure 17, below.





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Condenser Installation (Cont.) (1965-67 Models Only)

1. Secure the condenser to the core support as shown in Figure 18, below.

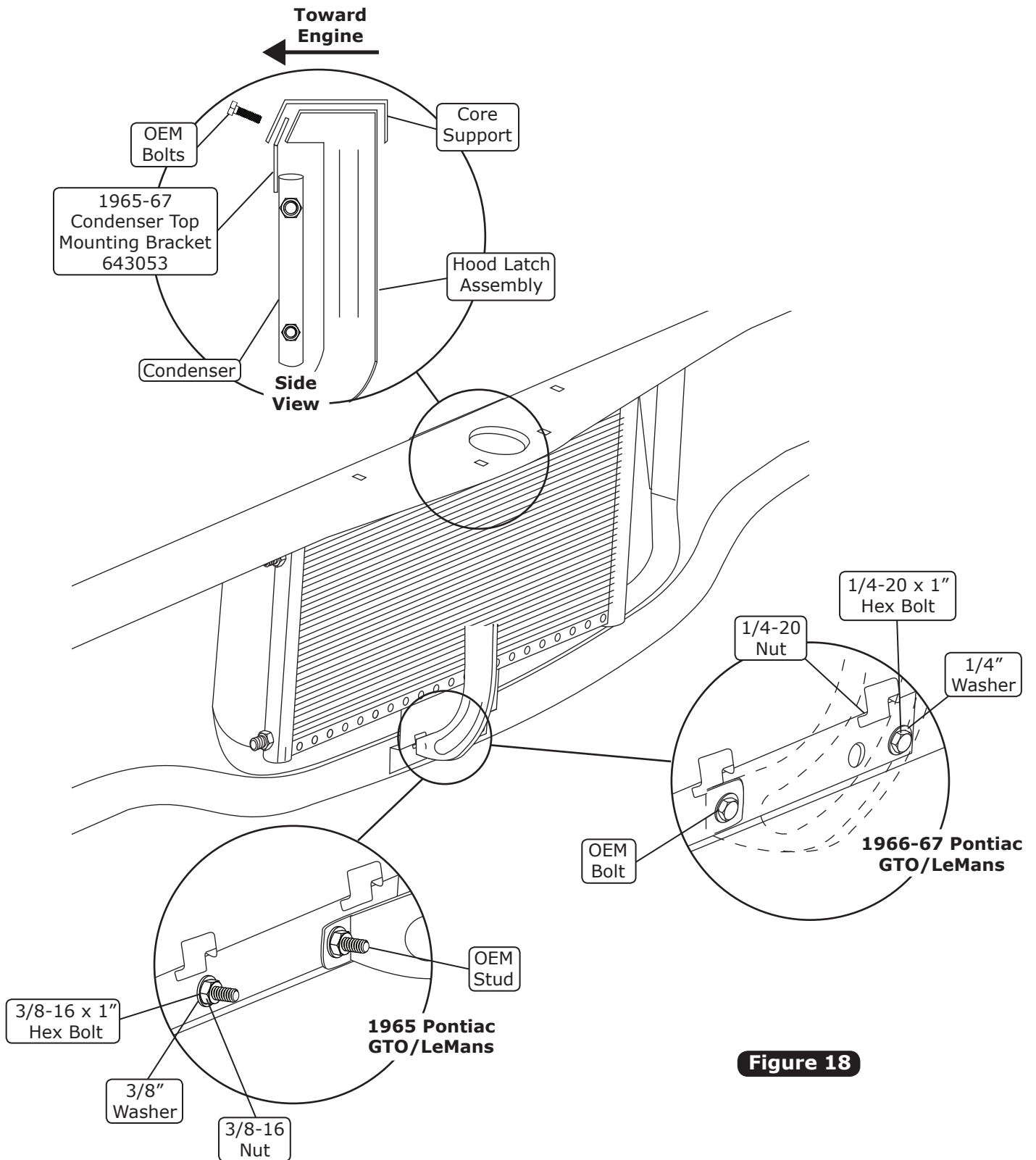


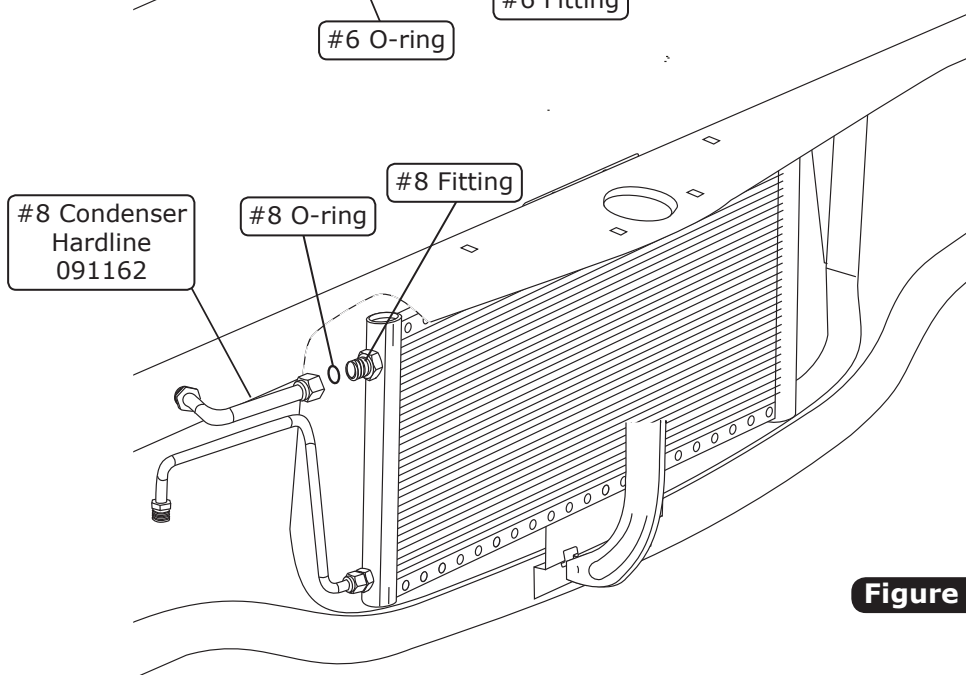
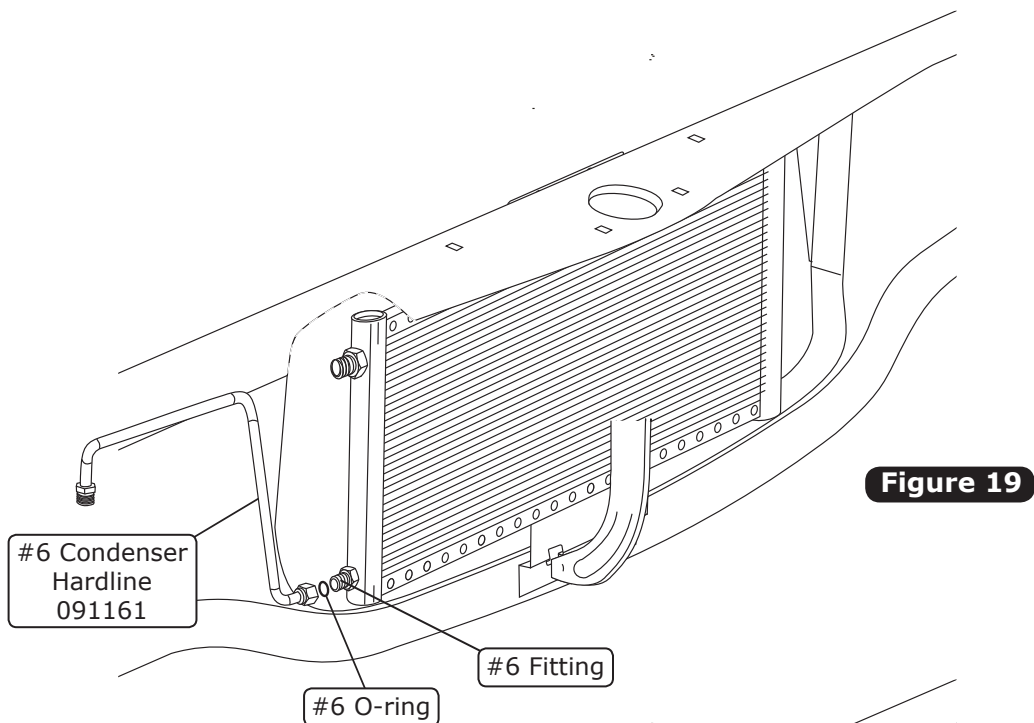
Figure 18



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Hardline Installation (1965-67 Models Only)

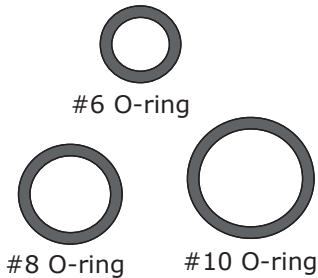
1. Lubricate a #6 O-ring (See Figure 21, Page 21), and install the #6 condenser hardline as shown in Figure 19, below.
2. Lubricate a #8 O-ring (See Figure 21, Page 21), and install the #8 condenser hardline as shown in Figure 20, below.



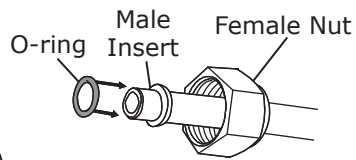


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Lubricating O-rings



NOTE: Standard torque specifications:
#6: 11 to 13 ft-lb.
#8: 15 to 20 ft-lb.
#10: 21 to 27 ft-lb.



For a proper seal of fittings: Install supplied O-rings as shown, and lubricate with supplied oil.

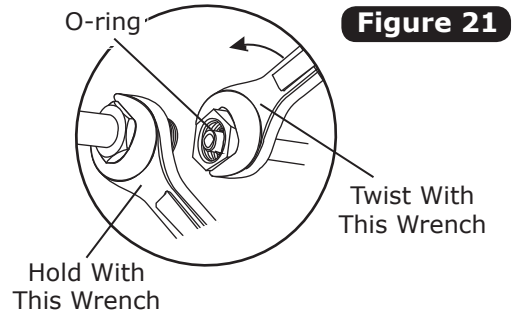
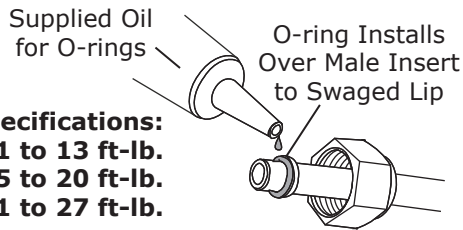


Figure 21

Drier & Binary Switch Installation (1965-67 Models Only)

NOTE: Do not remove the caps from the drier. The drier contains a desiccant that will quickly absorb moisture from the air, causing it to lose effectiveness. For this reason, Vintage Air recommends that the drier remains capped until the installer is ready to evacuate the system.

Perform the Following:

1. Install the drier clamp onto the drier (See Figure 22, below).
2. Install the drier assembly onto the inner fenderwell using a 5/16-18 x 1" bolt, a 5/16" washer, and a 5/16-18 locknut on the bottom side of the inner fenderwell. **NOTE: Refrigerant flow through the drier is IN from condenser, OUT to evaporator.**
3. Remove the plug from the drier, and install the binary switch as shown in Figure 22, below.

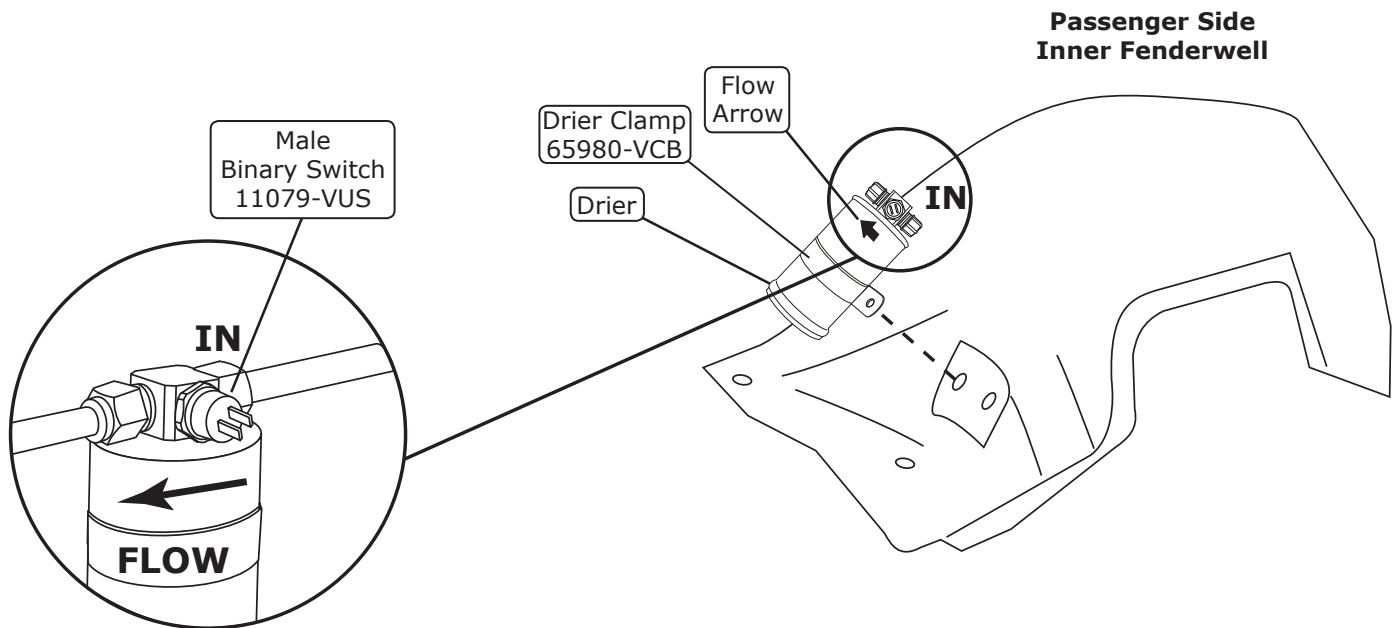


Figure 22



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Hardline Installation (Cont.) (1965-67 Models Only)

1. Lubricate (2) #6 O-rings (See Figure 21, Page 21), and install the #6 condenser/drier hardline as shown in Figure 23, below.

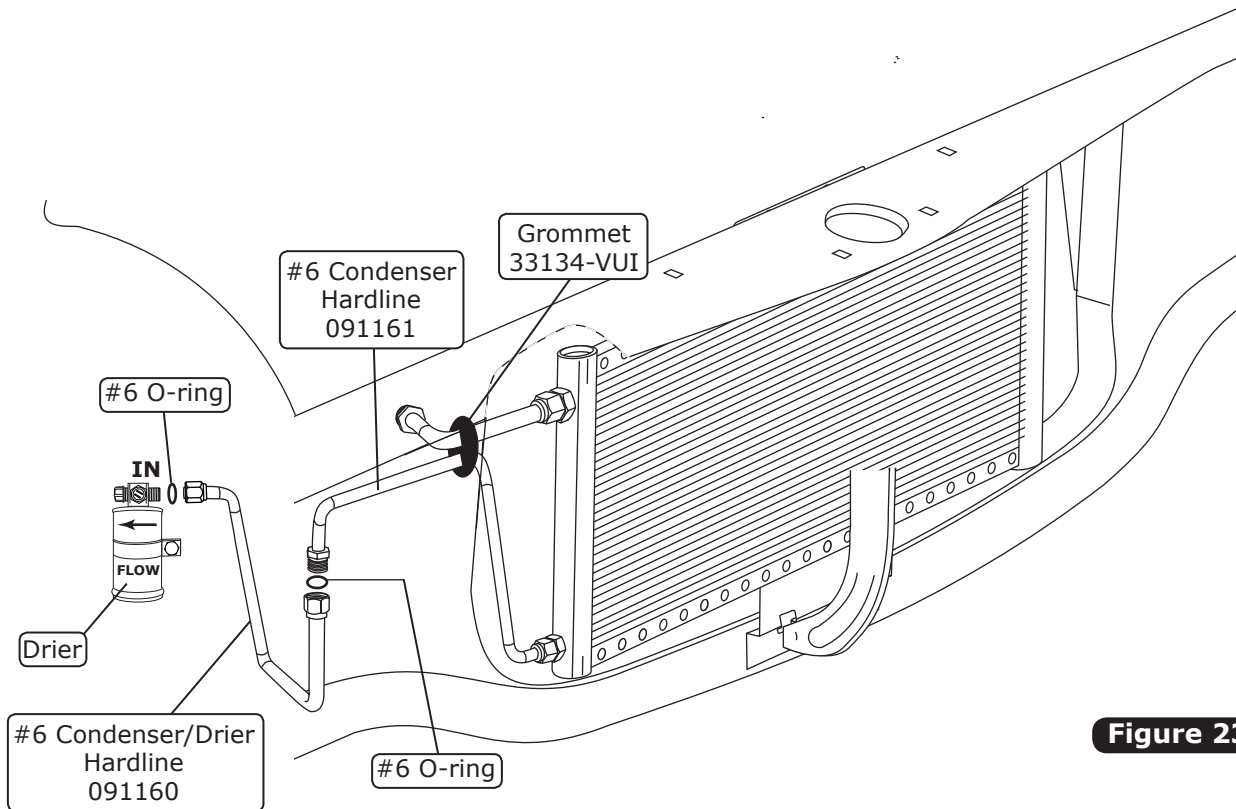


Figure 23

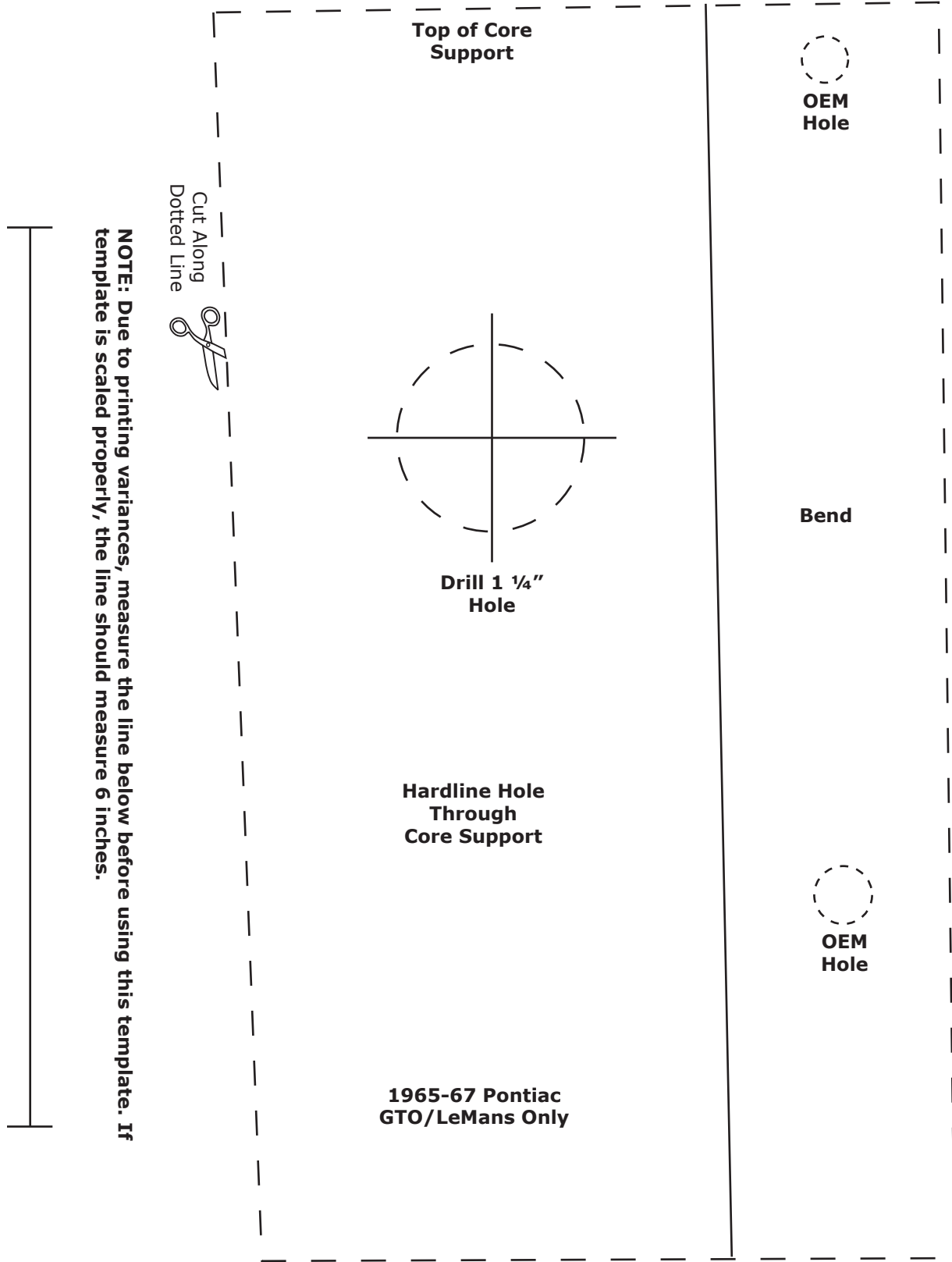
Final Steps (1965-67 Models Only)

1. Reinstall and/or reconnect all remaining items removed or disconnected in the Engine Compartment Disassembly instructions on Page 18. This concludes the condenser kit portion of your installation.



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Core Support Template (1965-67 Models Only)



NOTE: Due to printing variances, measure the line below before using this template. If template is scaled properly, the line should measure 6 inches.



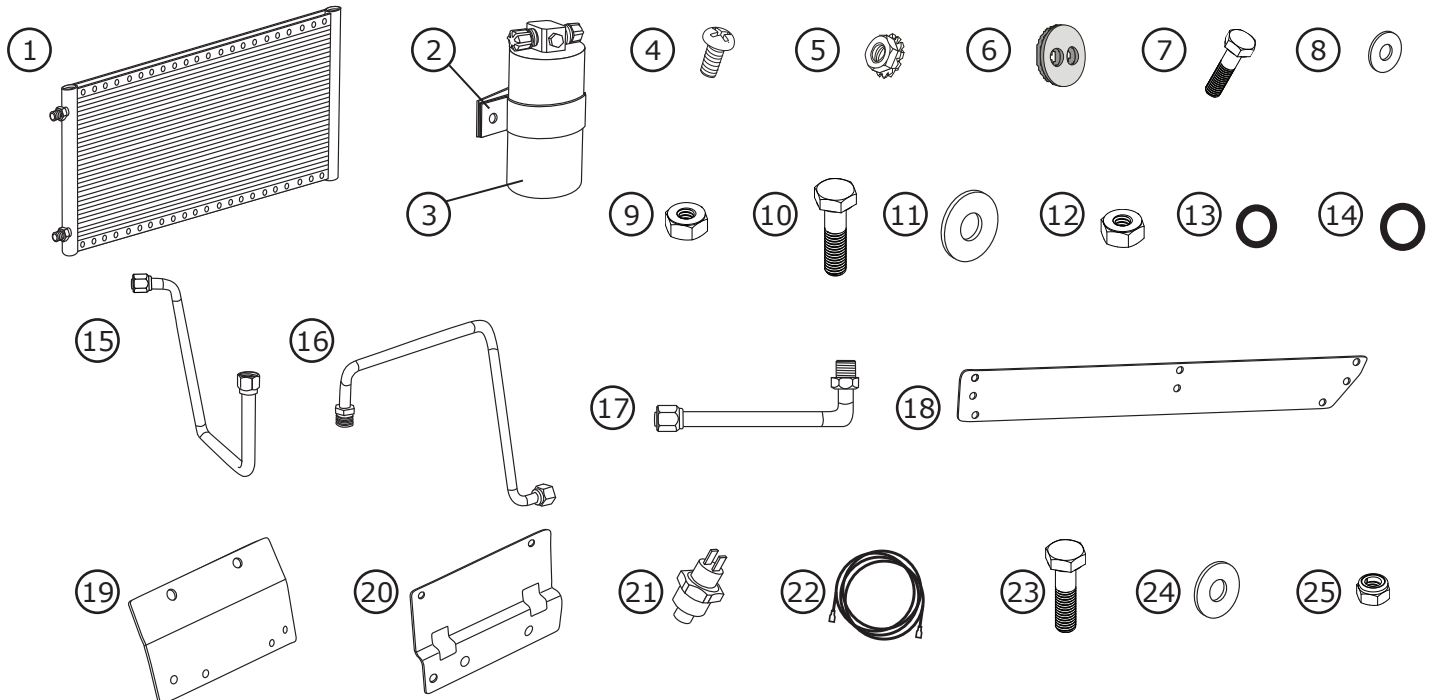


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No.	Qty.	Part No.	Description
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5.	4	18260-VUB	Nut with Star Washer, 10-24
6.	1	33134-VUI	Grommet
7.	3	18290-VUB	Hex Bolt, 1/4-20 x 1"
8.	3	18125-VUB	Washer, 1/4"
9.	2	18136-VUB	Nut, 1/4-20
10.	1	18359-VUB	Hex Bolt, 3/8-16 x 1"
11.	1	18029-VUB	Washer, 3/8"
12.	1	18154-VUB	Nut, 3/8-16
13.	2	33857-VUF	O-ring, #6
14.	1	33858-VUF	O-ring, #8
15.	1	091160	Hardline, #6 Condenser/Drier
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18.	1	643049	Bracket, 1964 Condenser Top Mounting
19.	1	643053	Bracket, 1965-67 Condenser Top Mounting
20.	1	643052	Bracket, 1964-67 Condenser Bottom Mounting
21.	1	11079-VUS	Binary Switch, Male
22.	1	23131-VUW	Compressor Lead, 13"
23.	1	18308-VUB	Hex Bolt, 5/16-18 x 1"
24.	2	18611-VUB	Washer, 5/16-18
25.	1	18151-VUB	Locknut, 5/16-18

Checked By: _____
Packed By: _____
Date: _____



**NOTE: Images may not depict actual parts and quantities.
Refer to packing list for actual parts and quantities.**