

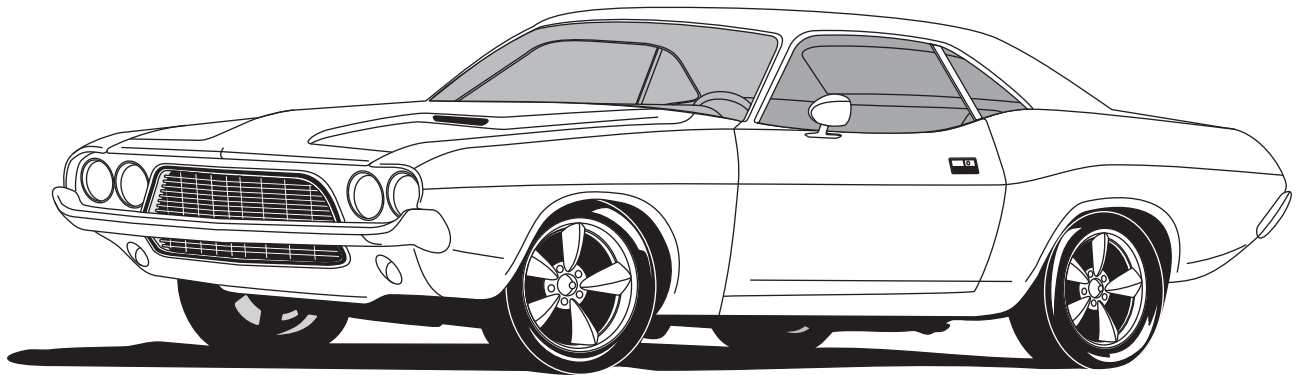


# 1970-74 Challenger/Cuda

*with 26" Core Support Opening*

*Condenser with Drier*

**(051073-EDA)**



18865 Goll St. San Antonio, TX 78266

Phone: 800-862-6658

Sales: [sales@vintageair.com](mailto:sales@vintageair.com)

Tech Support: [tech@vintageair.com](mailto:tech@vintageair.com)

[www.vintageair.com](http://www.vintageair.com)



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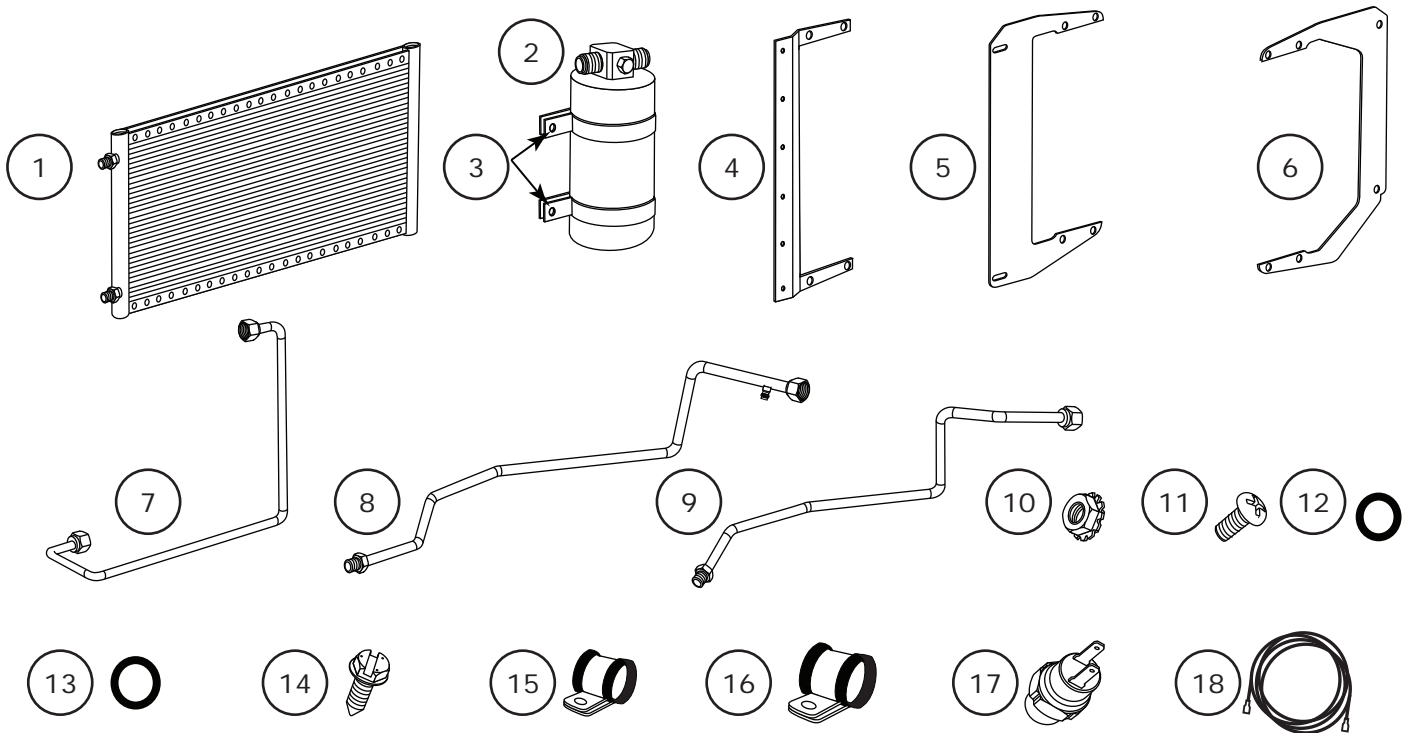


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## Packing List: Condenser Kit (051073-EDA)

No.	Qty.	Part No.	Description
1.	1	03766-VUC	Condenser, 14" x 22", Super Flow
2.	1	07321-VUC	Drier
3.	2	07113-VUB	Clamp, Drier
4.	1	65998-VUB	Bracket, Drier
5.	1	646000-PDB	Bracket, Condenser, Driver-Side
6.	1	646001-PDB	Bracket, Condenser, Passenger-Side
7.	1	35368-VCG	Hardline, #6 Condenser/Drier
8.	1	101006-ECL	Hardline, #6 Drier/Core
9.	1	101008-ECD	Hardline, #8 Condenser
10.	12	18260-VUB	Nut with Star Washer, 10-24
11.	12	18249-VUB	Screw, 10-24 x 3/8", Pan Head
12.	3	33857-VUF	O-ring, #6
13.	1	33858-VUF	O-ring, #8
14.	4	18247-VUB	Screw, #10 x 1/2", Sheet Metal
15.	2	31600-VUD	Adel Clamp, #2
16.	2	31603-VUD	Adel Clamp, #4
17.	1	11078-VUS	Binary Switch, Female
18.	1	23135-VUW	Compressor Lead

**\*\* 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. (28.8 oz.) or 816 grams 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 remain 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):

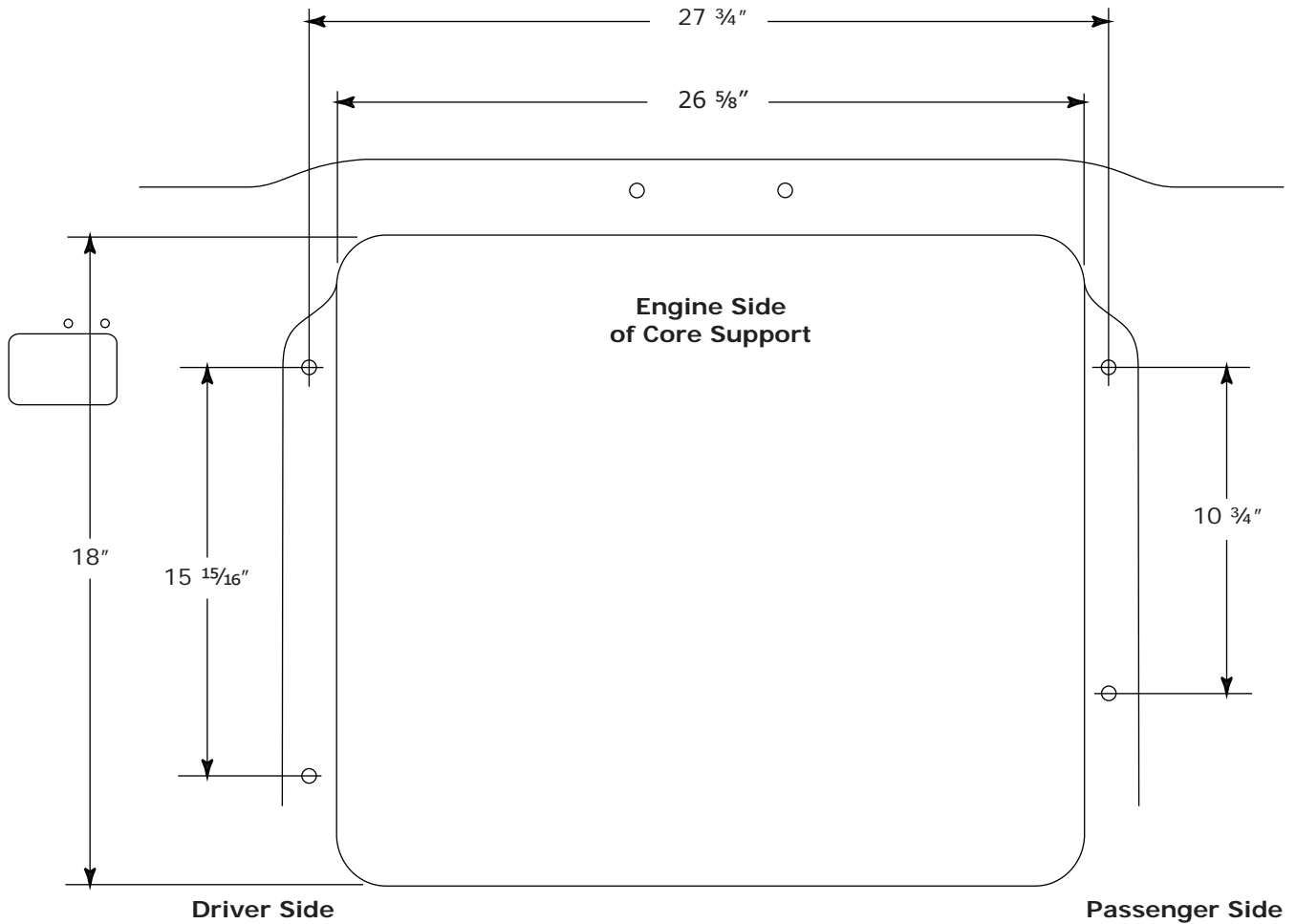
Heater hose may be purchased from Vintage Air (Part#31800-VUD) or your local parts retailer. Routing and required length will vary based on installer preference.



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## Core Support Measurements

This kit was developed based on the measurements below, which were taken from a 1973 Dodge Challenger core support.

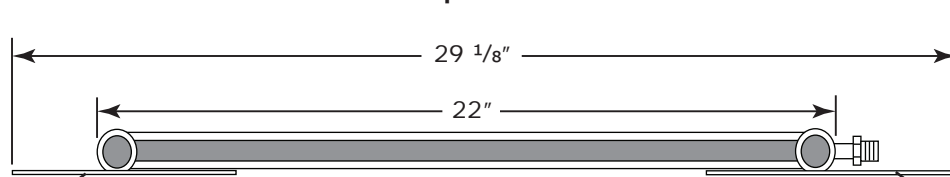




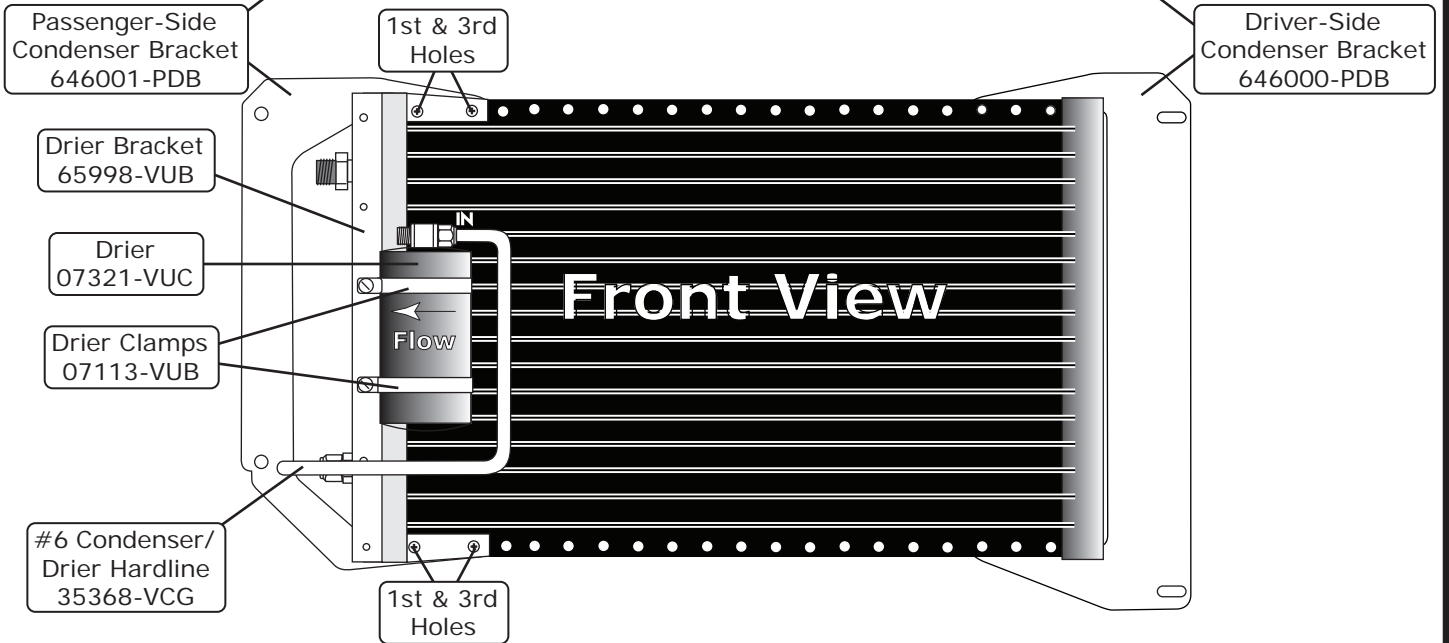
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# Condenser Mounting Bracket Installation

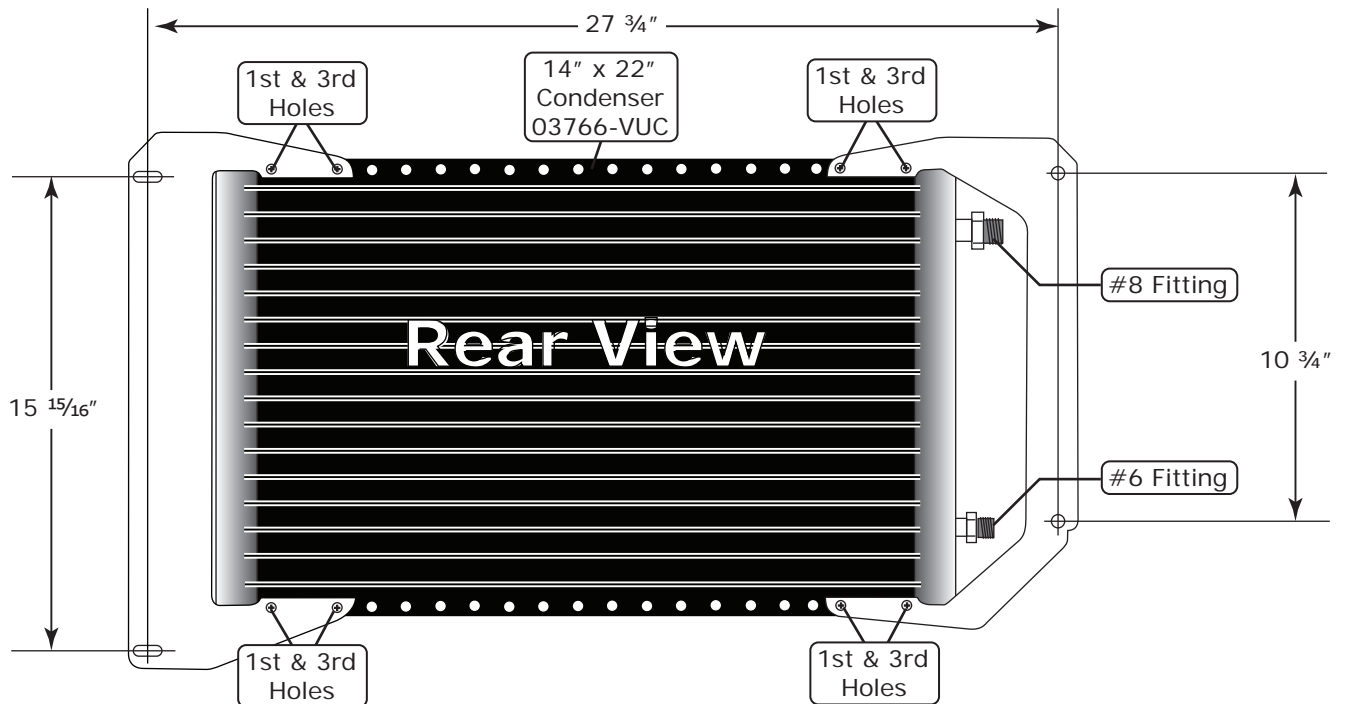
Top View



Back



## Front View



## Rear View



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## Drier Bracket Installation

1. Install the drier bracket onto the condenser using (4) 10-24 x 3/8" pan head screws and (4) 10-24 nuts with star washers (See Figure 1, below). **NOTE: The brackets mount through the first and third holes in the condenser.**

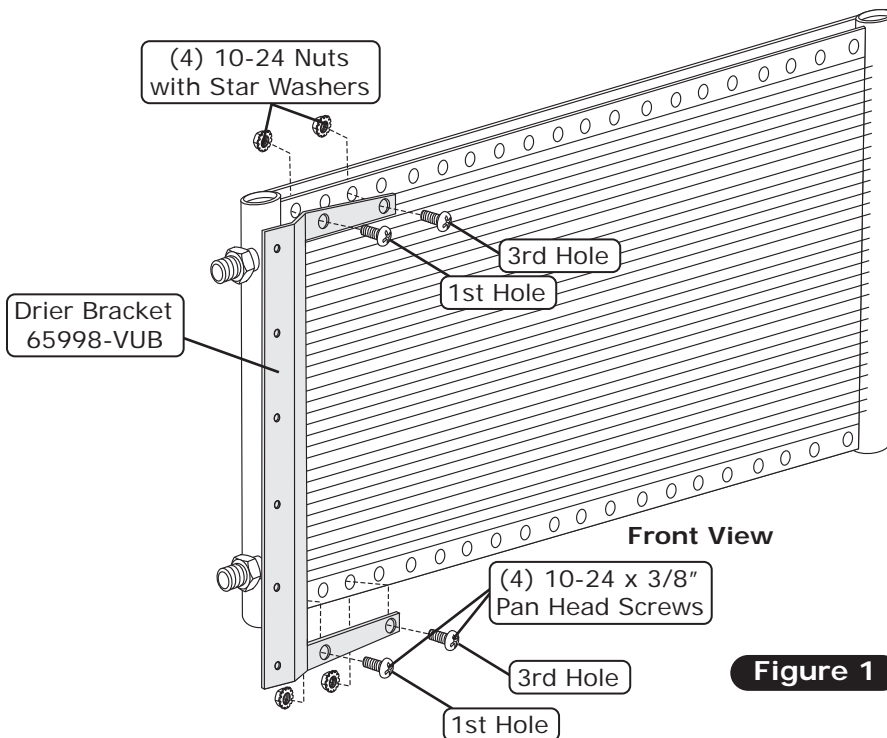


Figure 1

## Condenser Mounting Bracket Installation

1. Install the condenser mounting brackets onto the condenser using (8) 10-24 x 3/8" pan head screws and (8) 10-24 nuts with star washers (See Figure 1, below). **NOTE: The brackets mount through the first and third holes in the condenser.**

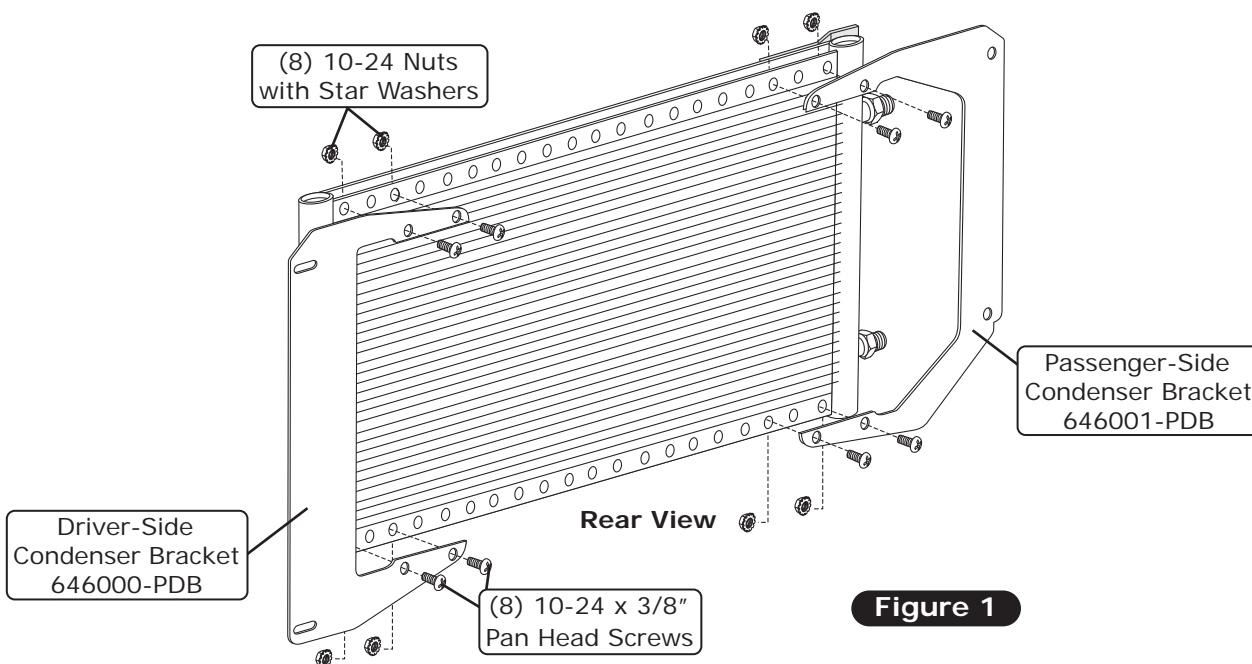


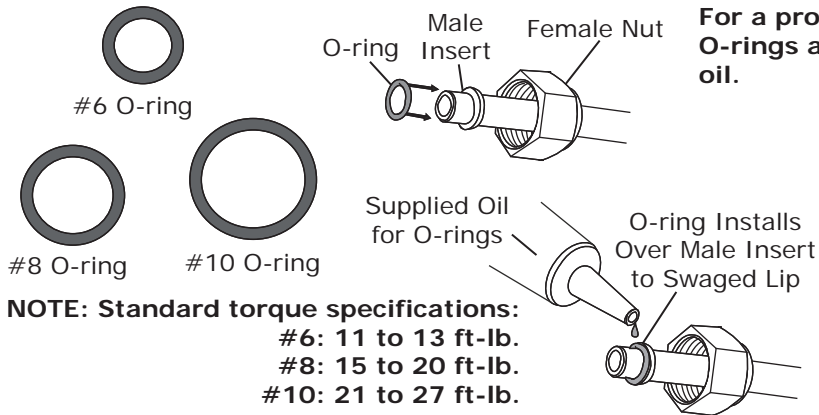
Figure 1



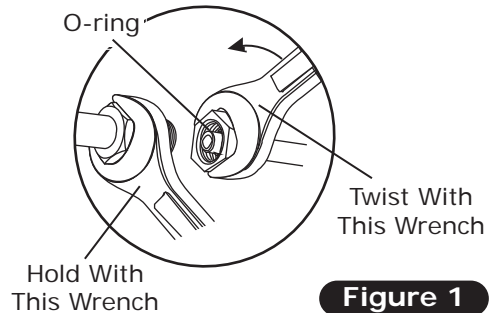
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## Lubricating O-rings

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



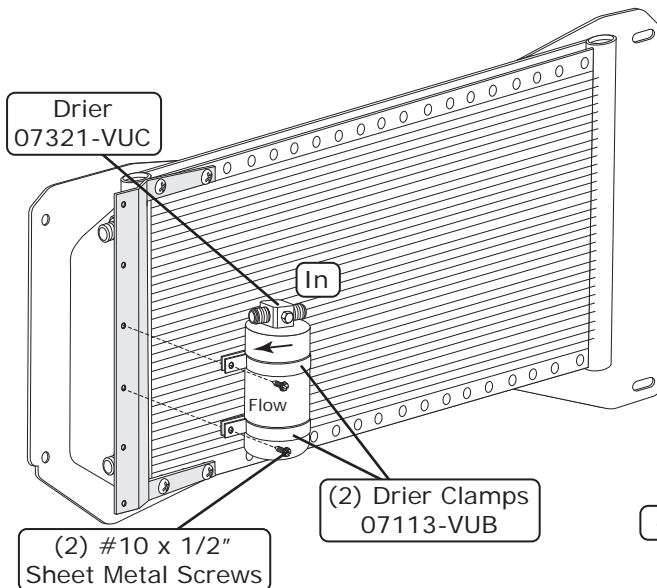
**NOTE: Standard torque specifications:**  
 #6: 11 to 13 ft-lb.  
 #8: 15 to 20 ft-lb.  
 #10: 21 to 27 ft-lb.



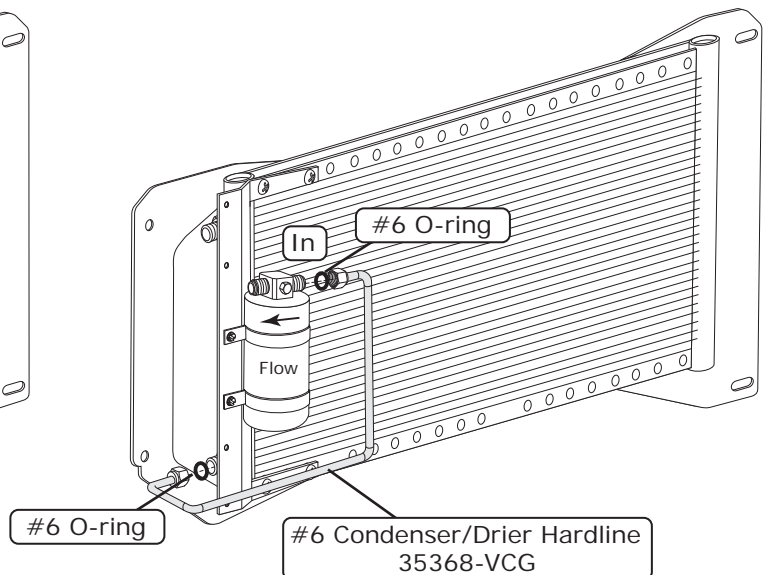
**Figure 1**

## Drier Installation

1. Place the drier clamps around the drier as shown in Figure 1, below.
2. Secure the drier to the drier bracket using (2) #10 x 1/2" sheet metal screws. **NOTE: Refrigerant flow through the drier is IN from the condenser, OUT to the evaporator.**
3. Lubricate (2) #6 O-rings as shown in Figure 1, above.
4. Install the #6 condenser/drier hardline as shown in Figure 2, below.
5. Tighten the fitting connections as shown in Figure 1, above.



**Figure 1**



**Figure 2**





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## Hood Latch Assembly Removal

1. Remove the OEM hood latch assembly and hardware as shown in Figure 1, below (retain).

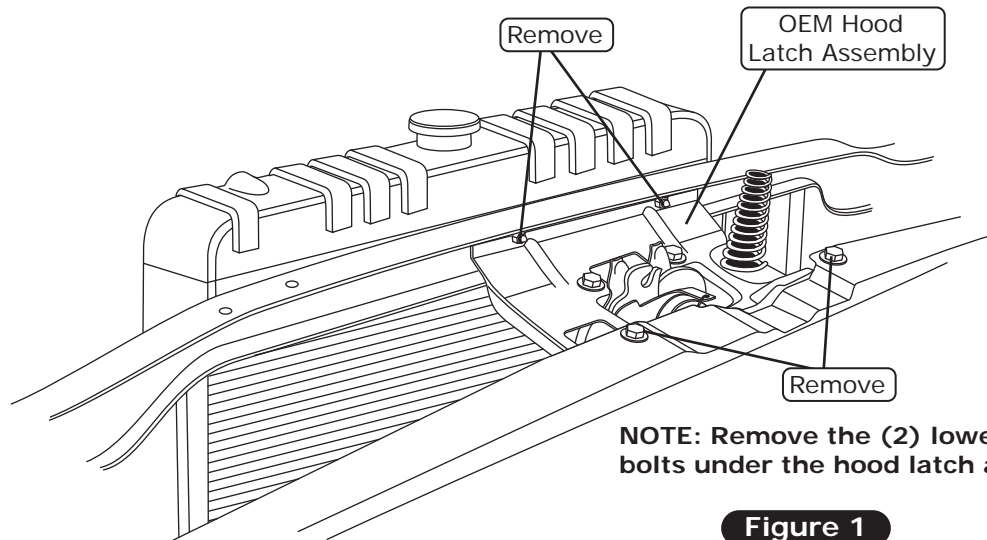
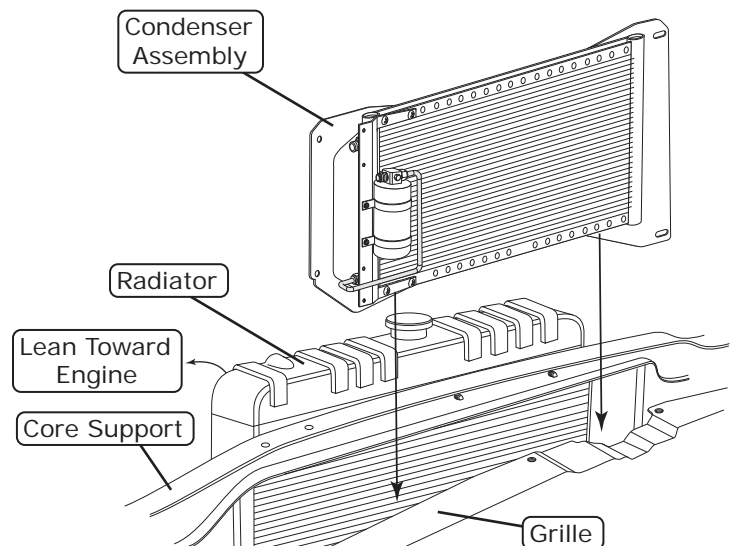
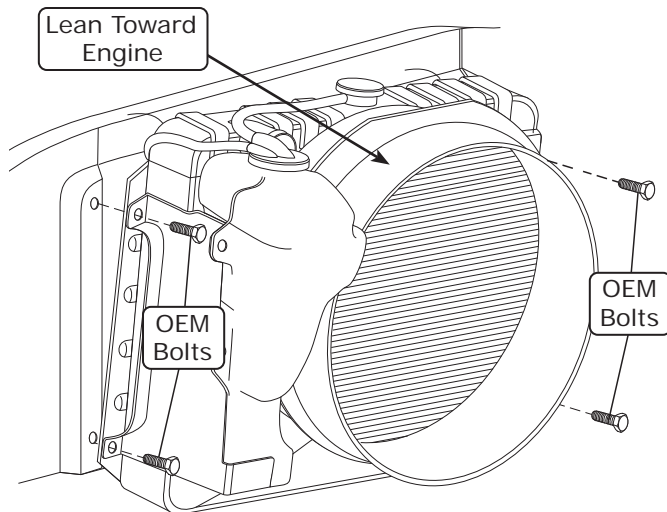


Figure 1

## Condenser Assembly Installation

1. Remove the (4) OEM radiator mounting bolts (retain) (See Figure 1, below).
2. Lean the radiator toward the engine as shown in Figure 1, below.
3. Place the condenser assembly between the grille and core support as shown in Figure 2, below.
4. With the condenser assembly between the grille and the core support, slide the condenser assembly to the right and pass the condenser assembly through the opening in the core support between the radiator and the core support.
5. With the left side of the condenser assembly between the radiator and the core support, slide the condenser assembly to the left and place the right side of the condenser assembly through the opening in the core support between the radiator and the core support.





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## Condenser Assembly Installation (Cont.)

1. Using the OEM hardware, secure the condenser assembly between the radiator and the core support (See Figure 3, below).
2. Using the OEM hardware, reinstall the hood latch assembly as shown in Figure 4, below.

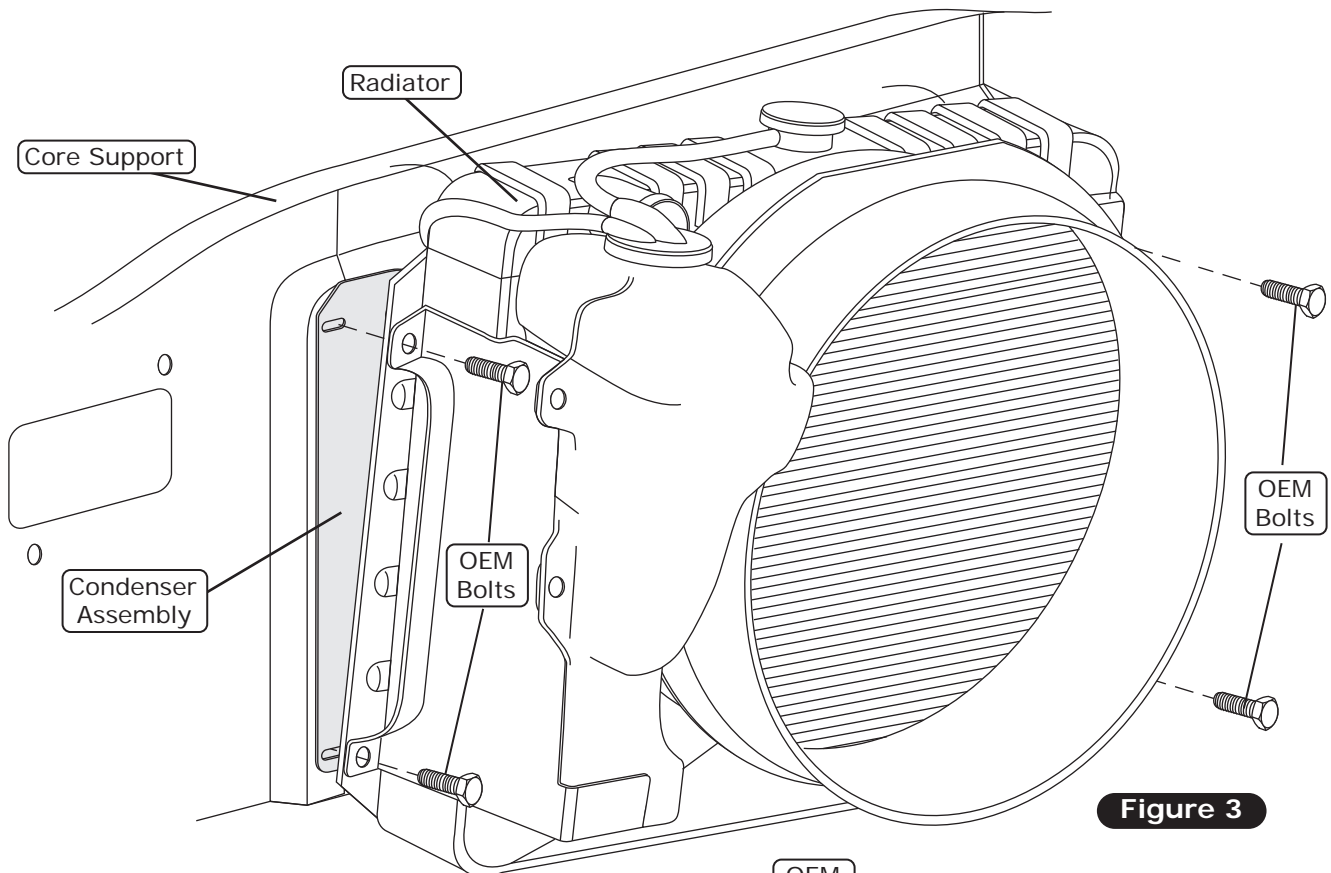
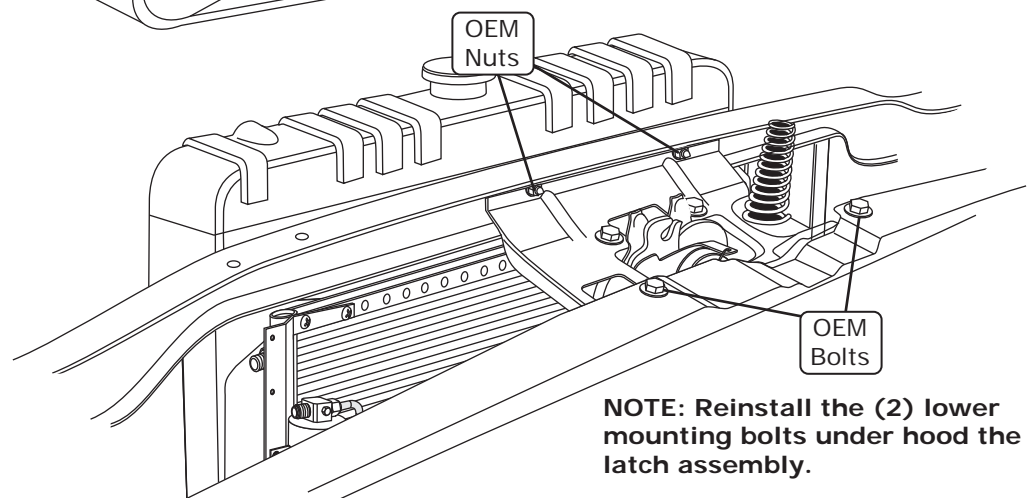


Figure 3



**NOTE:** Reinstall the (2) lower mounting bolts under hood the latch assembly.

Figure 4



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## Hardline and Binary Switch Installation

1. Place the (2) #2 Adel clamps around the #6 drier/core hardline and the (2) #4 Adel clamps around the #8 condenser hardline as shown in Figure 1, below.
2. Lubricate a #6 O-ring and #8 O-ring as shown in Figure 1, Page 8.
3. Install the #6 drier/core hardline and the #8 condenser hardline as shown in Figure 1, below.
4. Tighten the fitting connections as shown in Figure 1, Page 8.
5. Install the female binary switch onto the service port located on the #6 drier/core hardline as shown in Figure 1, below.

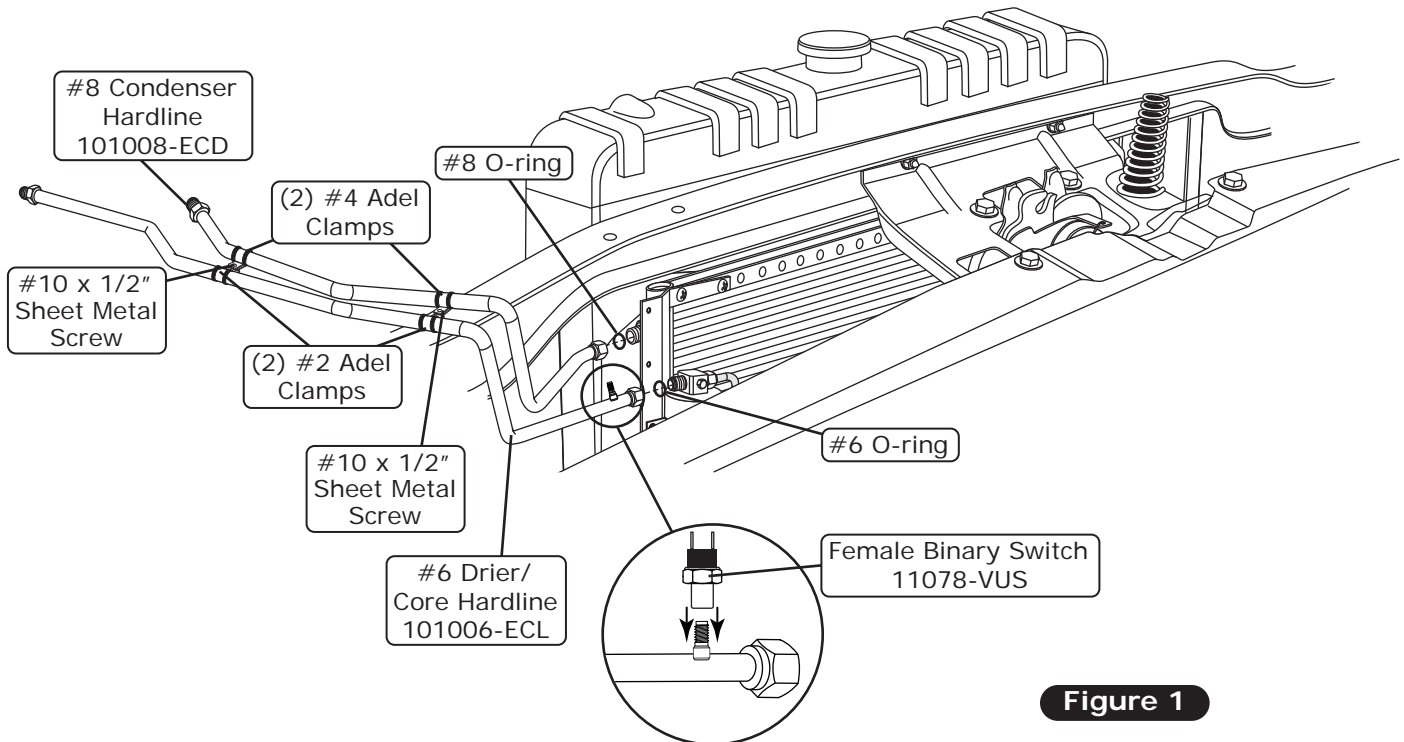


Figure 1

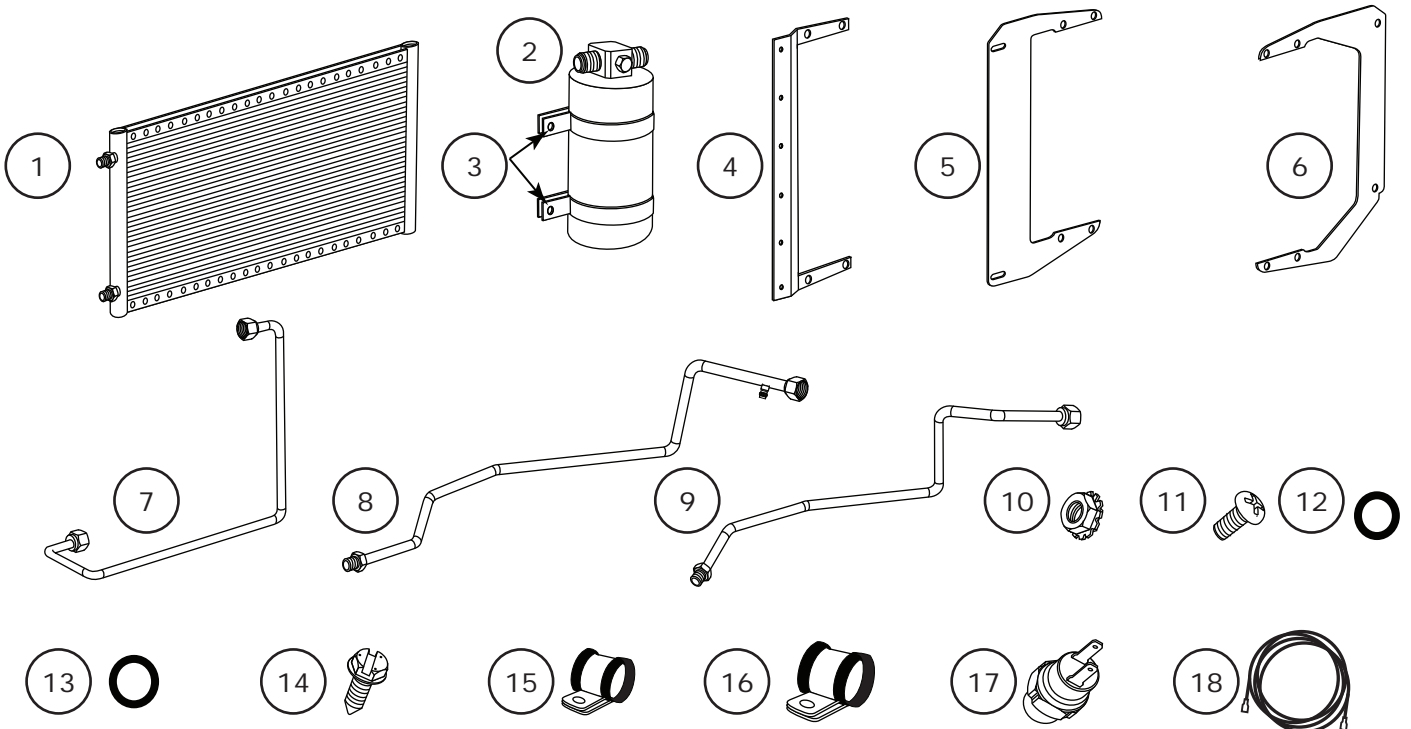


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17.	1	11078-VUS	Binary Switch, Female
18.	1	23135-VUW	Compressor Lead

Checked By: \_\_\_\_\_  
Packed By: \_\_\_\_\_  
Date: \_\_\_\_\_



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