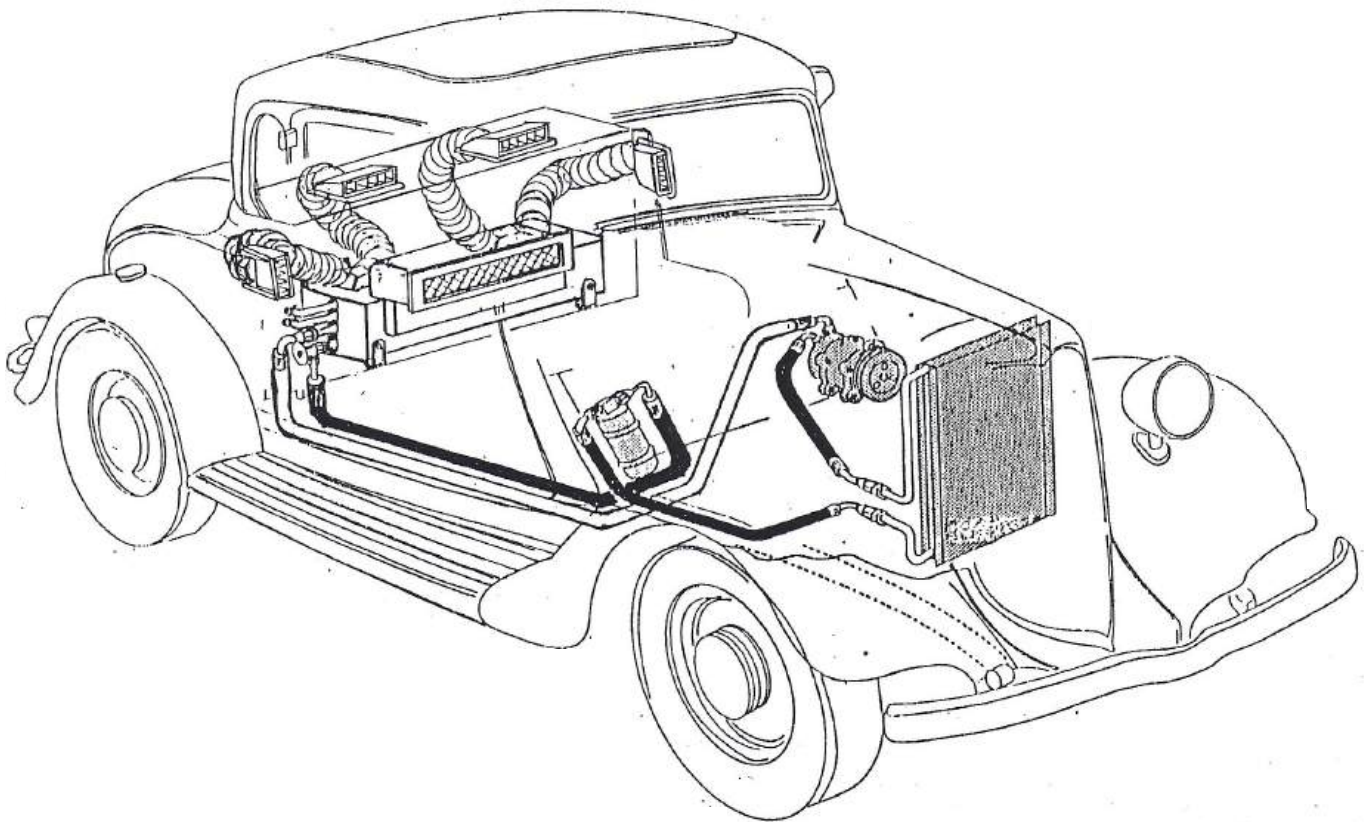




an ISO 9001:2008 Registered Company

TRUNK MOUNT SYSTEM

HEAT AND COOL
63200-VUX-A



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TRUNK MOUNT SYSTEM HEAT AND COOL (63200-VUX-A)

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**TRUNK MOUNT SYSTEM
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**PACKING LIST:
TRUNK MOUNT SYSTEM
HEAT AND COOL**

No.	QTY.	PART No.	DESCRIPTION
1.	1	55330-VUE-A	TRUNK HEAT AND COOL SUB CASE R134a
2.	1	49143-VUX	TRUNK HEAT/COOL CONTROL ASSEMBLY
3.	4	49150-VUL	TRUNK UNIT LOUVERS
4.	1	63250-VUE	HEAT/COOL DRAIN KIT
5.	12	06250-VUE	2 1/2" DUCT HOSE PER FOOT
6.	1	20610-VUP	3.5 X 14 SHEET METAL SCREEN
7.	2	64143-VUE	EVAPORATOR BRACKET KIT SLIMLINE
8.	1	62507-VUE	TRUNK UNIT AIR DUCT GRILLE
9.	1	62508-VUE	TRUNK UNIT GRILLE DUCT ADAPTER



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IMPORTANT NOTICE-PLEASE READ

**FOR MAXIMUM SYSTEM PERFORMANCE,
VINTAGE AIR RECOMMENDS THE FOLLOWING:**

SAFETY SWITCHES:

A COMPRESSOR SAFETY SWITCH MUST BE INSTALLED ON EVERY A/C SYSTEM. A BINARY SWITCH DISENGAGES THE COMPRESSOR CLUTCH IN CASES OF EXTREME LOW PRESSURE (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. COMPRESSOR SAFETY SWITCHES ARE EXTREMELY IMPORTANT SINCE AN A/C SYSTEM RELIES ON REFRIGERANT TO CARRY LUBRICATION THROUGH THE SYSTEM.

SERVICE INFO:

EVACUATE THE SYSTEM FOR 35-45 MINUTES WITH SYSTEM COMPONENTS (DRIER, COMPRESSOR, EVAPORATOR AND CONDENSER) AT A TEMPERATURE OF AT LEAST 85°F. ON A COOL DAY, THE COMPONENTS CAN BE HEATED WITH A HEAT GUN OR BY RUNNING THE ENGINE WITH THE HEATER ON BEFORE EVACUATING.

LEAK CHECK AND CHARGE TO SPECIFICATIONS.

THE PROPER AMOUNT OF REFRIGERANT IS CRITICAL TO PROPER SYSTEM OPERATION. VINTAGE AIR RECOMMENDS OUR SYSTEMS BE CHARGED BY WEIGHT WITH A QUALITY CHARGING STATION OR SCALE.

REFRIGERANT CAPACITIES

134a SYSTEM

CHARGE WITH 1.8 LBS. OF REFRIGERANT

LUBRICANT CAPACITIES

NEW COMPRESSOR - NO ADDITIONAL OIL NEEDED

USED COMPRESSOR - CONSULT VINTAGE AIR



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INSTALLATION INSTRUCTIONS

NOTE: THIS IS A UNIVERSAL UNIT DESIGNED TO FIT YOUR SPECIAL APPLICATION NEEDS. IT IS MADE TO HAVE THE ABILITY TO COOL YOUR CAR WITH THE VERSATILITY OF BEING MOUNTED ALMOST ANYWHERE. HOWEVER, PLEASE KEEP THESE POINTS IN MIND WHEN INSTALLING YOUR VINTAGE AIR TRUNK MOUNT SYSTEM.

1. REMOVE SEAT AND INSULATE CAR.
2. USE ALL BRACKETS TO ENSURE SOLID MOUNTING.
3. MAKE SURE UNIT CASE IS LEVEL TO GROUND TO ENSURE PROPER DRAINAGE OF CONDENSATION OUT OF THE UNIT.
4. MAKE HOLES AND INSTALL LOUVERS AS SHOWN IN FIGURE 2, BELOW. **NOTE: FOR BEST COOLING RESULTS, KEEP LOUVER HOSES AS SHORT AND STRAIGHT AS POSSIBLE.**
5. HAVE A PANEL BETWEEN THE PASSENGER COMPARTMENT AND TRUNK FOR BEST COOLING RESULTS (MAKE HOLE IN PANEL FOR RETURN AIR GRILLE INSTALLATION ACCORDING TO MEASUREMENTS IN FIGURE 1, BELOW).
6. MAKE SURE ALL HOSES ARE PROTECTED WHEN GOING THROUGH OR NEAR THE FLOORBOARD, FIREWALL, ETC., SO THEY WON'T WEAR OR BE CUT.

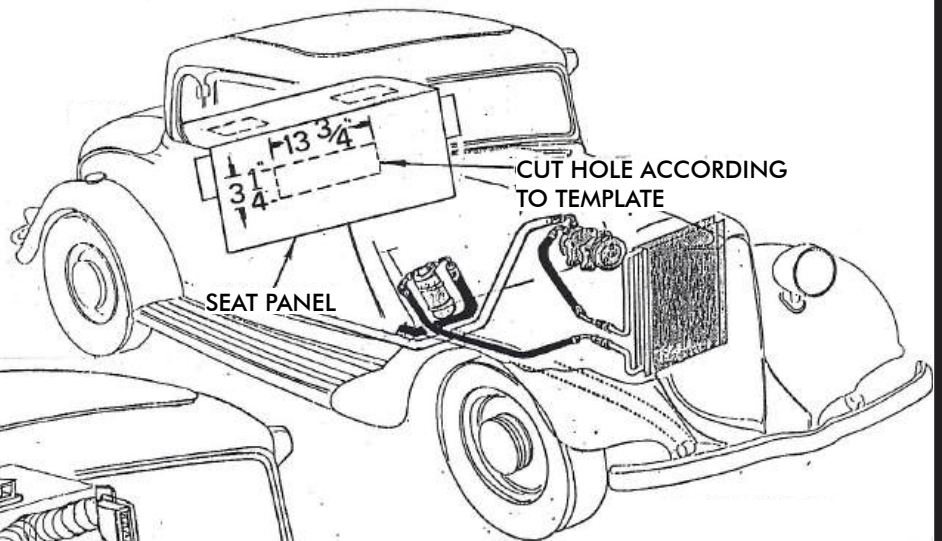
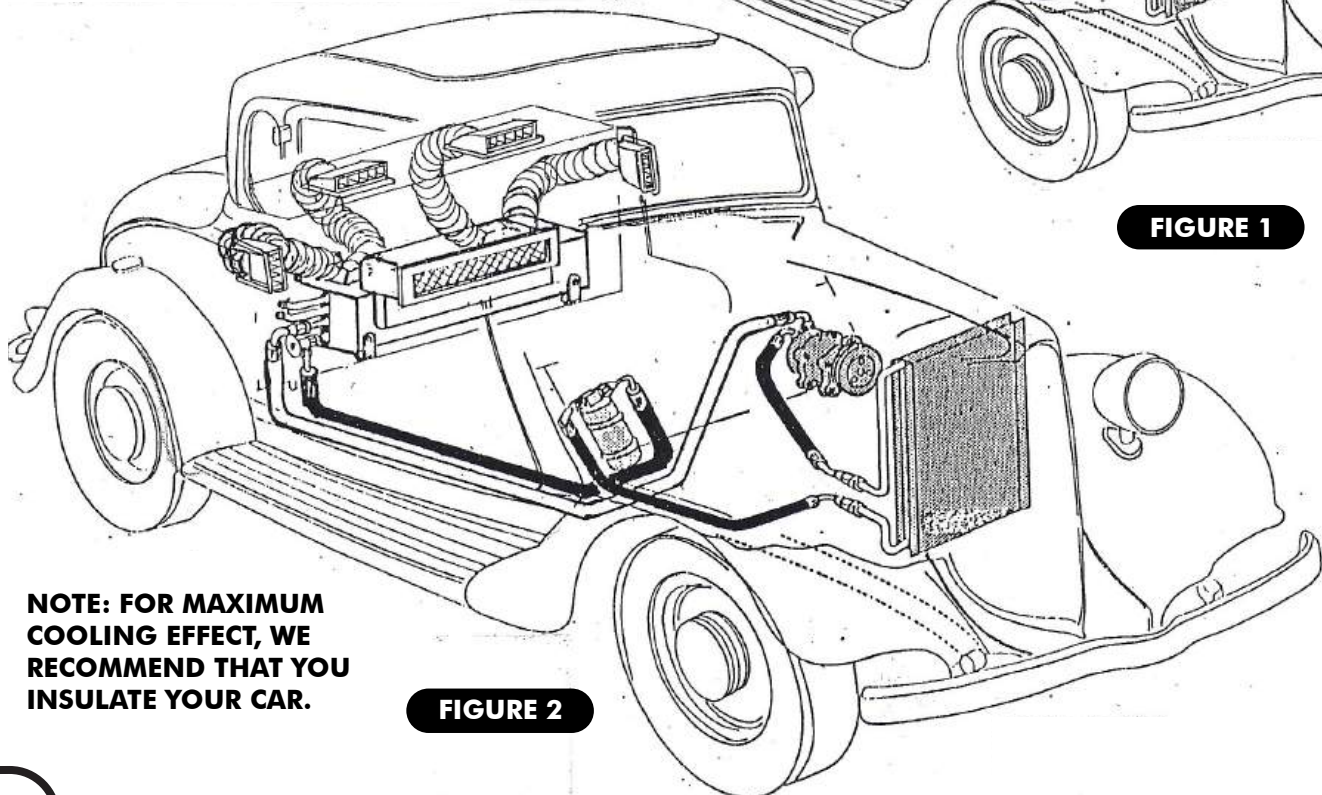


FIGURE 1



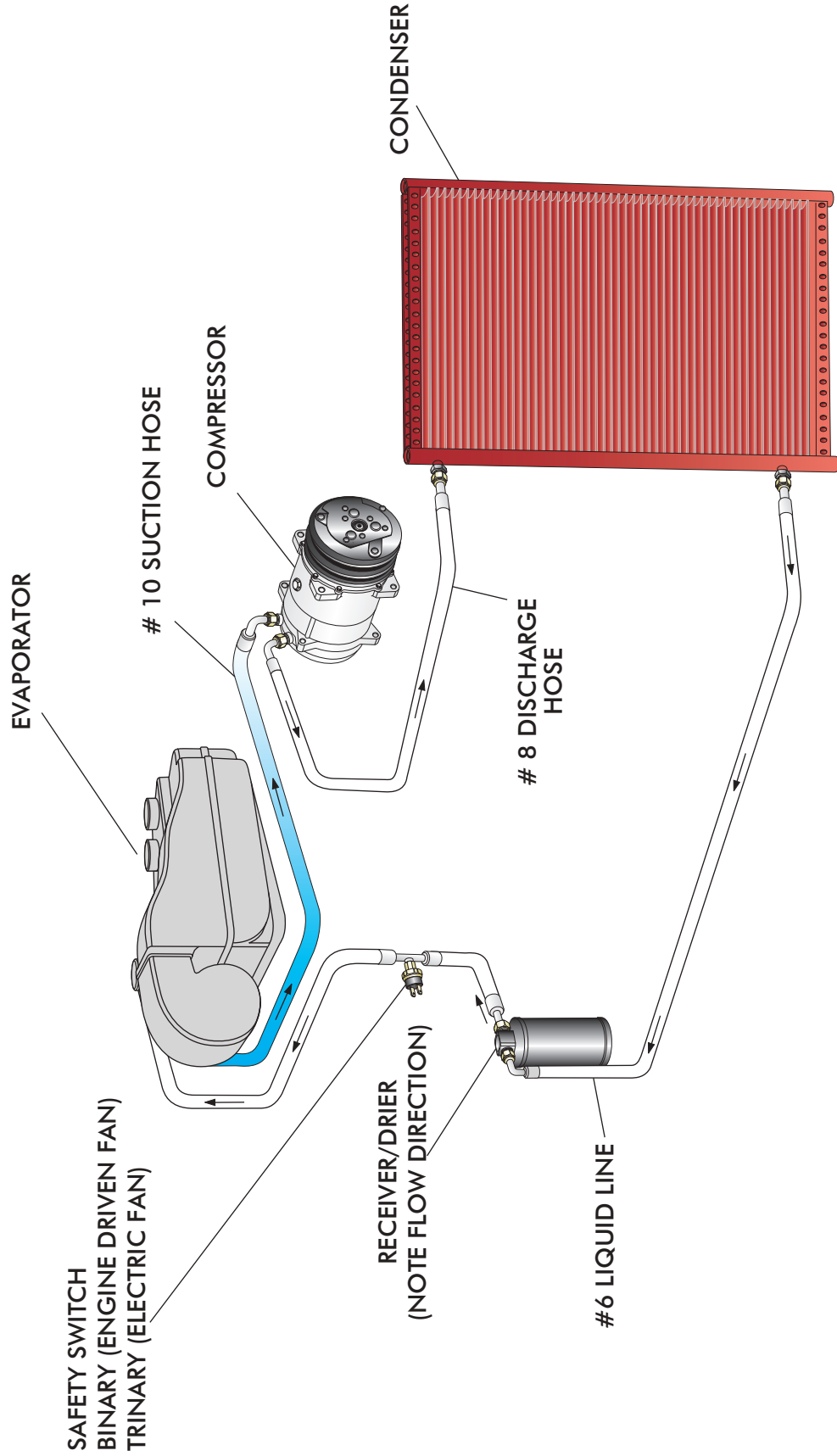
NOTE: FOR MAXIMUM COOLING EFFECT, WE RECOMMEND THAT YOU INSULATE YOUR CAR.

FIGURE 2



TRUNK MOUNT SYSTEM HEAT AND COOL (63200-VUX-A)

TYPICAL HOSE ROUTING DIAGRAM



DIRECTION OF REFRIGERANT FLOW INDICATED BY ARROWS



HEATER HOSE INSTALLATION

1. AFTER THE HEATER IS IN PLACE, RUN 5/8" HEATER HOSE FROM THE BOTTOM HEATER FITTING THROUGH FIREWALL OR BEHIND KICK PANEL THROUGH FLOOR TO THE INTAKE MANIFOLD HEATER CONNECTION. INSTALL THE VACUUM HEATER CONTROL VALVE IN THIS LINE (SEE FIGURE 1, BELOW).
2. INSTALL 5/8" HEATER HOSE ON TOP FITTING OF HEATER THROUGH FIREWALL OR BEHIND KICK PANEL THROUGH FLOORBOARD AND OUT TO WATER PUMP CONNECTION.
3. FILL RADIATOR WITH COOLANT. CHECK ALL HEATER CONNECTIONS FOR LEAKS. WARNING: FILL THE ENGINE COOLING SYSTEM WITH A MINIMUM 50% ANTIFREEZE/DISTILLED WATER MIXTURE. FAILURE TO DO SO COULD DAMAGE YOUR SYSTEM.
4. START ENGINE AND RUN UNTIL NORMAL OPERATING TEMPERATURE IS REACHED. PLACE SWITCH IN HEAT POSITION AND SELECT FAN SPEED DESIRED. THE SYSTEM SHOULD BE HEATING THE VEHICLE.
5. WHEN THE VALVE IS CLOSED, INLET SIDE OF VALVE SHOULD BE HOT AND OUTLET SIDE SHOULD BE COOL. WHEN THE VALVE IS OPEN, BOTH INLET AND OUTLET SIDE SHOULD BE HOT.

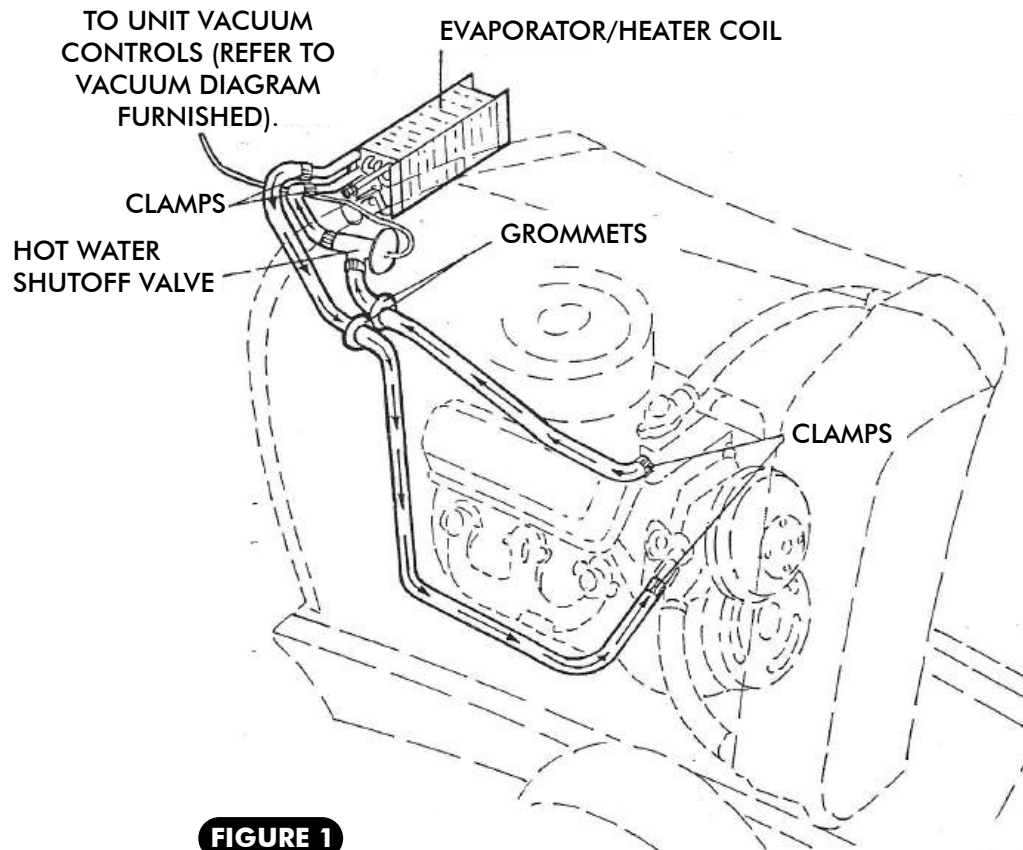
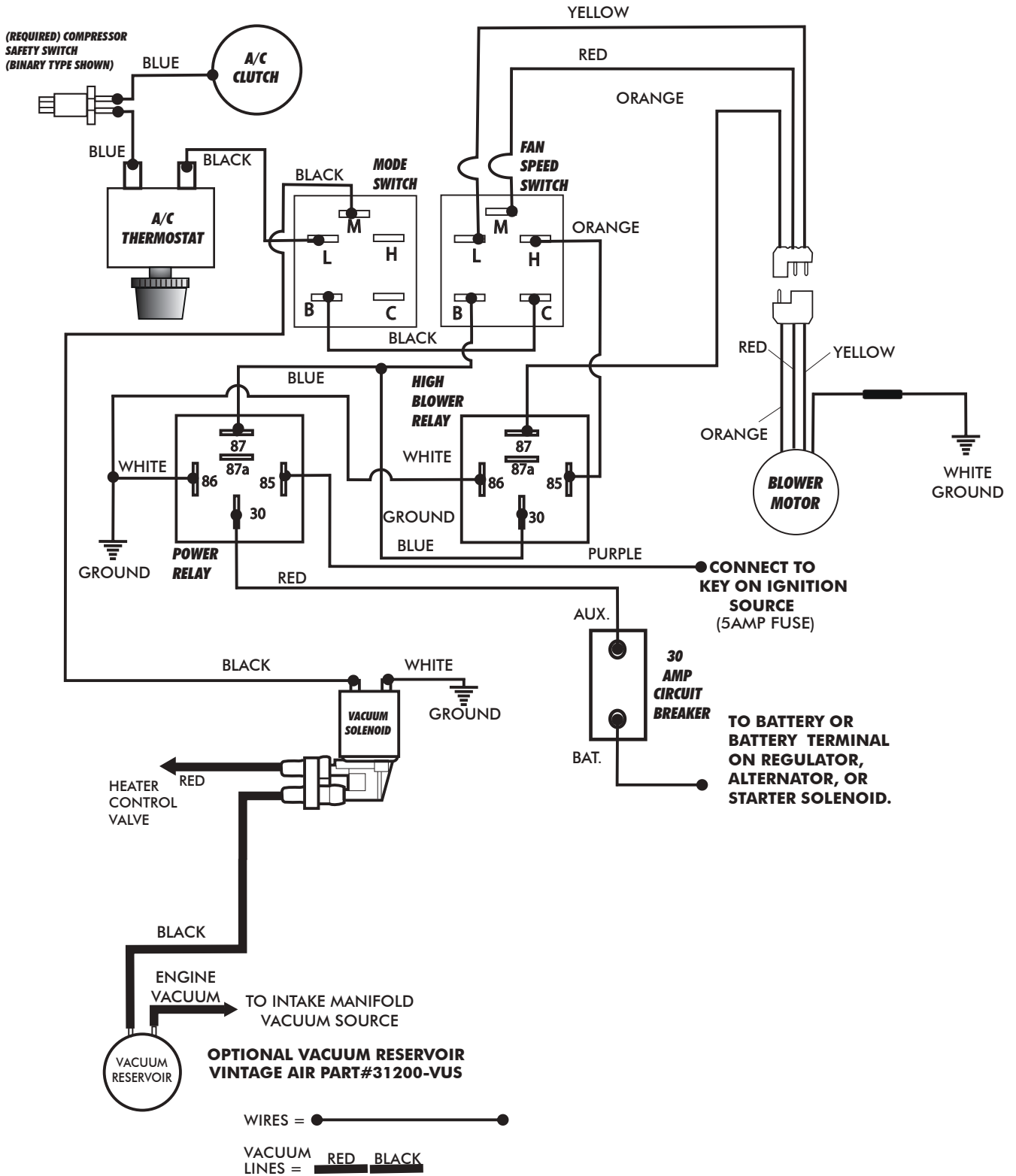


FIGURE 1



TRUNK MOUNT SYSTEM HEAT AND COOL (63200-VUX-A)

WIRING/VACUUM DIAGRAM HEAT & COOL





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CHECKED BY: _____
PACKED BY: _____
DATE: _____