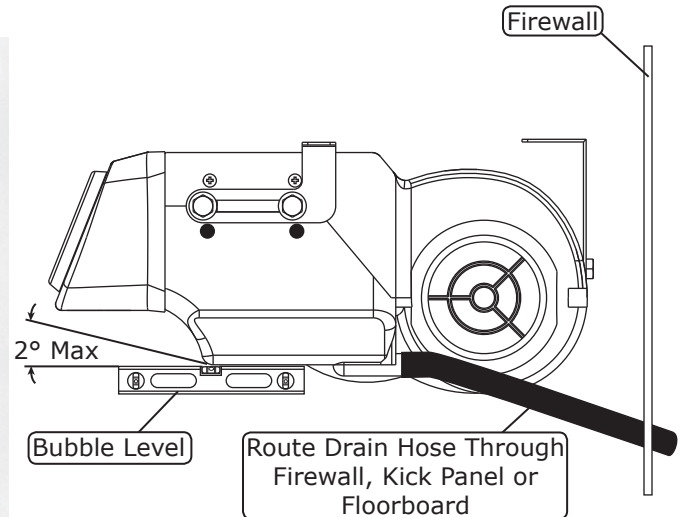
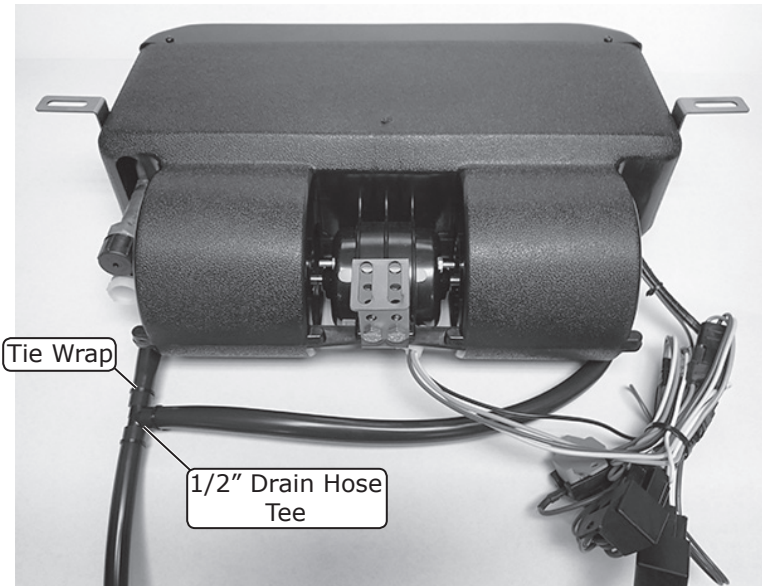




www.vintageair.com

Drain Hose Assembly

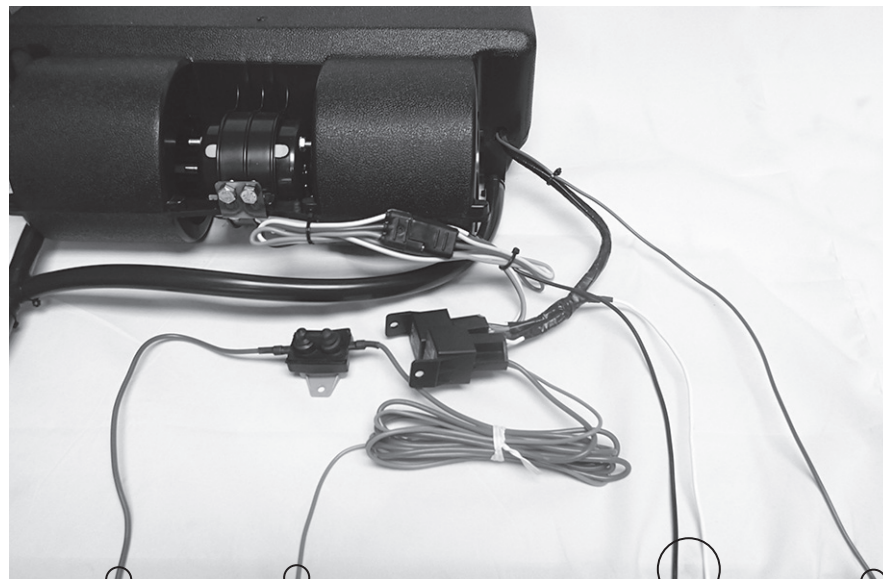
1. Locate the (2) drain nipples at the bottom of the unit. Using the illustrations below as a guide, assemble the drain hose and drain tee, and attach the drain hose assembly to the nipples on the unit. **NOTE: When determining drain location, consider the following: Drain hose must be installed with a minimum 1" drop from the drain nipples on the bottom of the evaporator case to the point where the drain hose exits the vehicle. Also, be sure to route drain hose such that water drips directly onto the ground, rather than on any part of the vehicle frame. The drain hose and tee can be assembled in any configuration that meets these requirements.**



NOTE: Always route drain hose at an angle to ensure the system will drain properly.

Wiring

1. Use the illustration below and the wiring diagram on Page 10 as a guide for routing the system wires.



Red Wire
(To the Battery or
Battery Terminal on
Starter Solenoid)

Purple Wire
(To the Ignition
Source)

Black & White
Ground Wires

Blue
Wire

Binary or Trinary
Safety Switch

To Compressor



www.vintageair.com

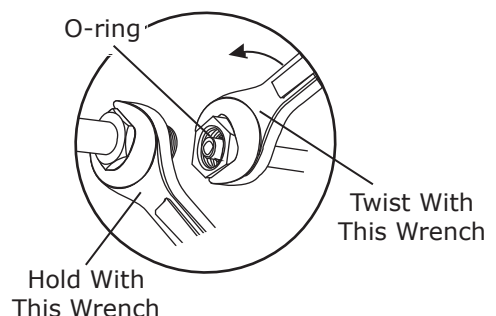
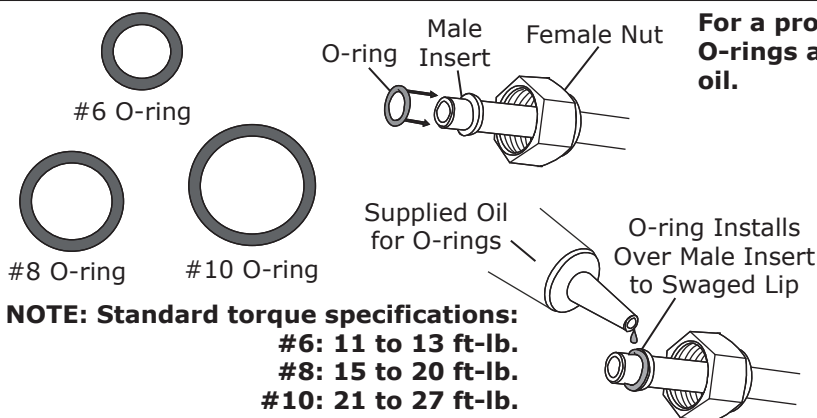
A/C Hose Installation

NOTE: Hose routing instructions below assume use of typical hose kit, which must be purchased separately.

1. Push the 5/16" ID hose onto the straight #6 fitting (See hose routing illustration on Page 9). Install the fitting onto the expansion valve (finger tight). Push the 1/2" ID hose onto the straight #10 fitting, and install the fitting onto the #10 line on the evaporator (See hose routing illustration on Page 9).
2. At this time, try to determine where you want your lines to go through the firewall. Move the hoses to that point. Hold the fittings up to their respective hoses and determine if the hoses will conform to the location for the bulkhead fittings or optional bulkhead plate (Vintage Air part #34215-VUQ). The 1/2" hose is hard to bend at a sharp angle, and the fittings take up a certain amount of space. Before you drill holes in your firewall, make sure you can make the hoses fit in your desired location. The engine compartment appearance is a consideration when choosing this location.
3. When you have decided where you want to place your bulkhead fittings, mark these points with a grease pencil and make a template from the inside, locating where the holes will be cut. With this template, locate the same points on the outside of the firewall. Mark these points with a grease pencil.
4. Determine the best location for the drier that will allow adequate room for the hose and fittings that connect the drier to the bulkhead fitting.
5. Mount the drier (Keep the drier capped as much as possible. If you must screw the fitting to the drier, tape it closed). **NOTE: The drier is usually mounted where you have room for it. Just remember to mount it in the coolest spot possible, and vertically so the sight glass is directly on top (Not next to the exhaust manifold). It can be mounted inside the vehicle as well.**
6. At this point, cut holes for the bulkhead fittings and install them.
7. Using the hose routing illustration as a guide, route the remaining A/C lines and cut to length.
8. At this time, you should have the refrigeration hoses cut to their proper length. Pay close attention to the orientation of any hose with two angled fittings. Any hose with two angled fittings must be marked from the hose to the fittings to assure they will remain in this position after crimping. The rubber hose is only capable of a minimal amount of twist to aid alignment.
9. Remove the hoses and crimp the ends. If you do not have access to the proper equipment, you must take them to a qualified A/C service center for crimping (See crimping instructions supplied with the hose kit).
10. With the evaporator trial fit complete, you may remove the unit and lower it into the vehicle.
11. After crimping the hoses, locate the #6 A/C hose with the straight fitting. Lubricate a #6 A/C O-ring and the threads on the fitting, and install on the expansion valve. Tighten carefully.
12. Locate the #10 A/C hose with the straight fitting. Lubricate a #10 O-ring and the threads on the fitting, and install on the #10 line of the evaporator. Tighten carefully.
13. Wrap the #10 fitting with press tape, and cover all exposed metal surfaces (Do not wrap the #6 hose fitting or the heater core tubes).

Lubricating O-rings

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



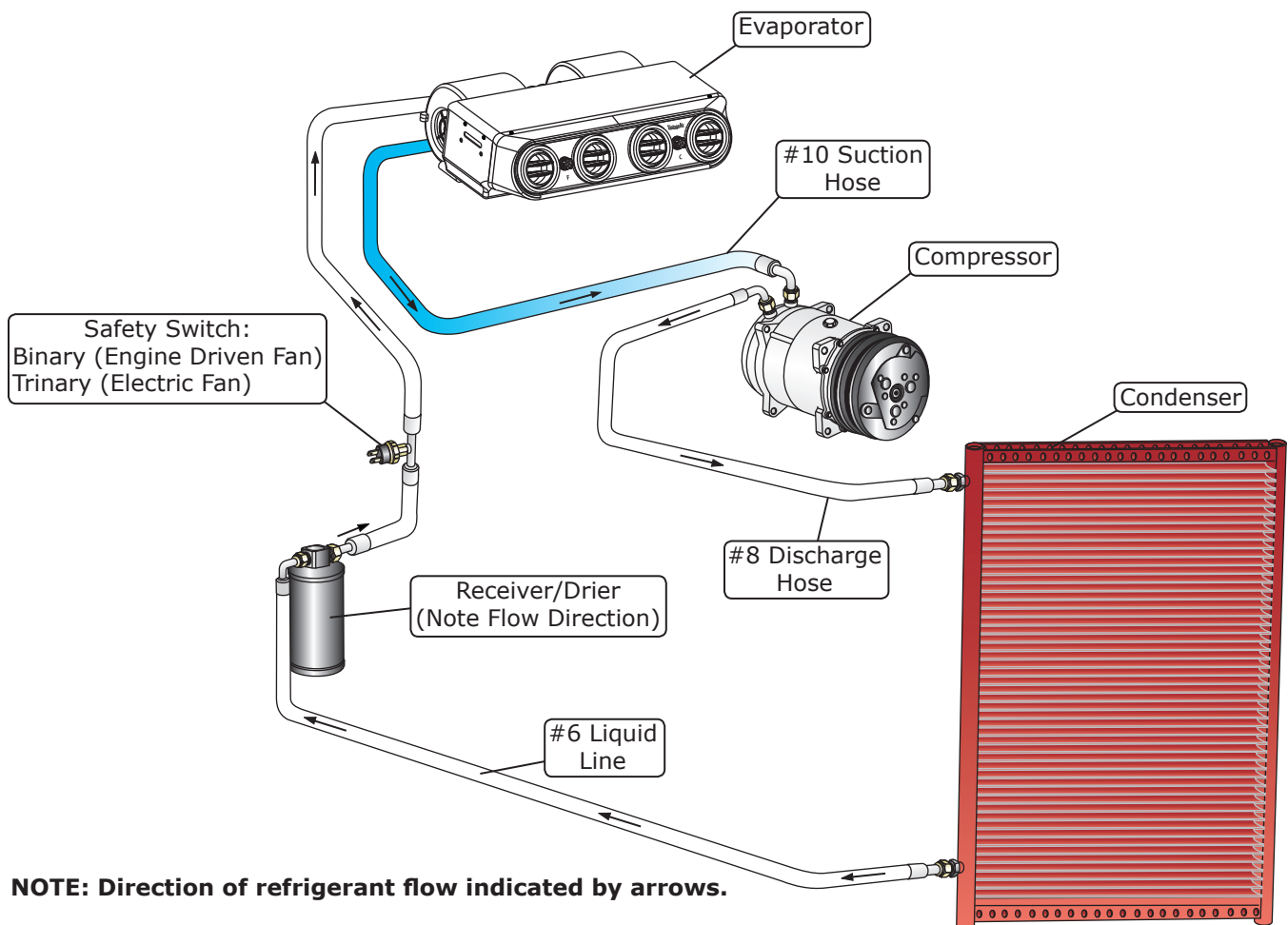


www.vintageair.com

Final Steps

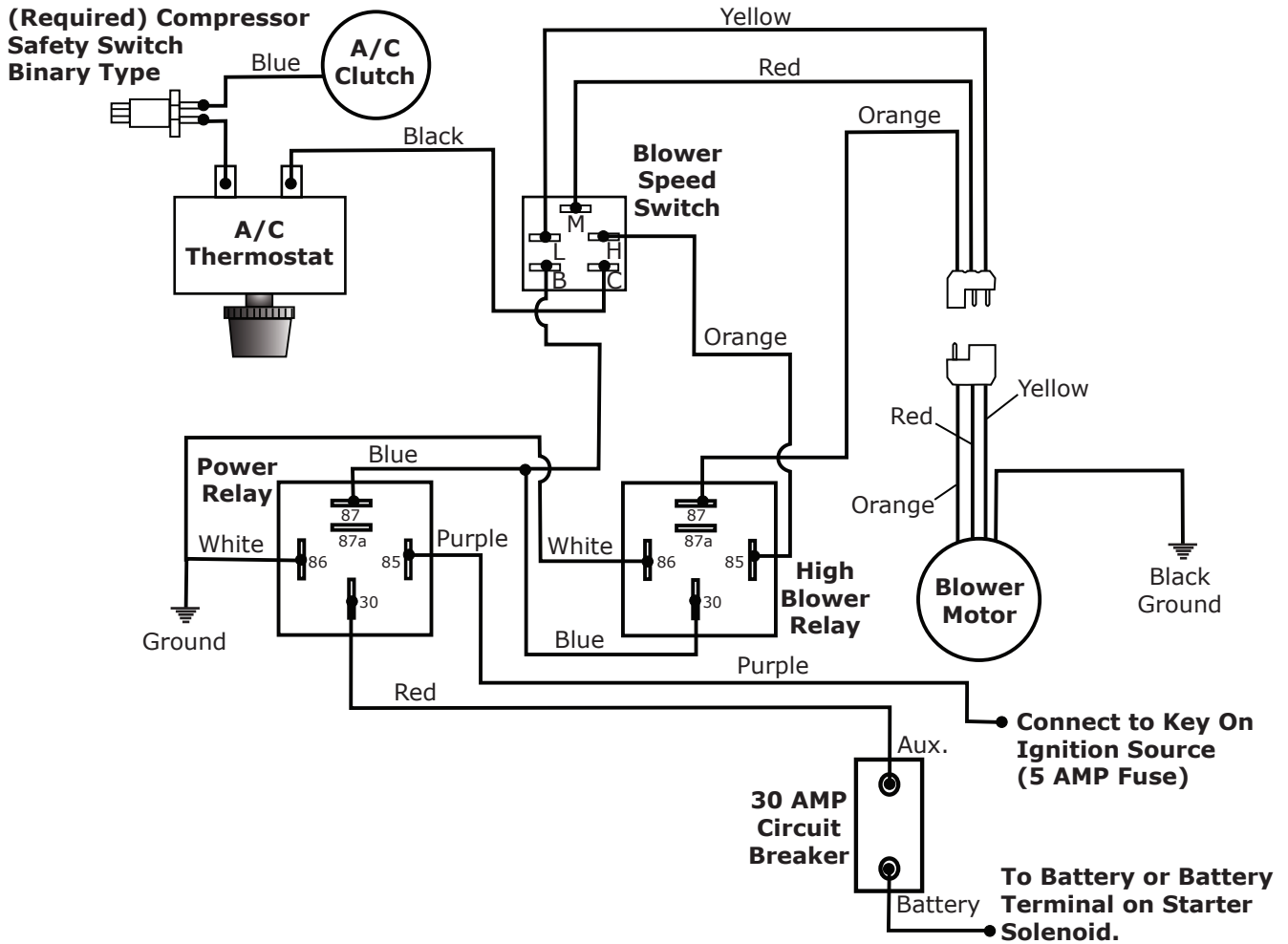
1. Double check all fittings, brackets and belts for tightness.
2. Vintage Air recommends that all A/C systems be serviced by a licensed automotive A/C technician.
3. Evacuate the system for a minimum of 45 minutes prior to charging, and perform a leak check prior to servicing.
4. Charge the system to the capacities stated on Page 4 of this instruction manual.

Hose Routing Diagram





Wiring Diagram



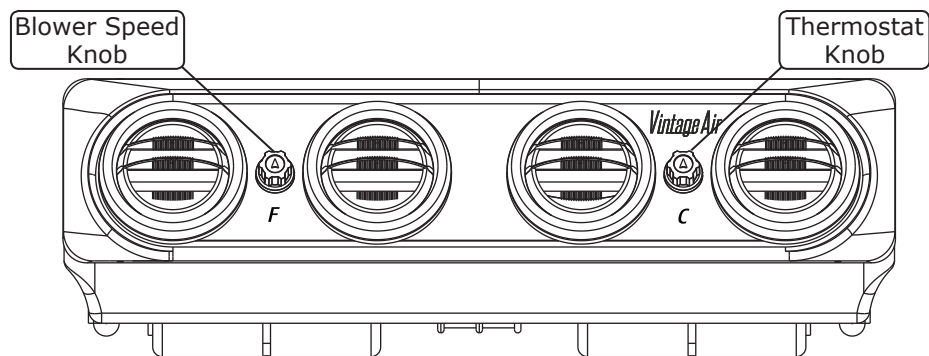


www.vintageair.com

Operation of Controls

The Heritage A/C system employs a 3-speed blower and a mechanical thermostat to control airflow and temperature.

For maximum performance and comfort, Vintage Air recommends always running the evaporator as cold as possible by positioning the "C" knob (far right) with the arrow pointing straight up, and adjusting the fan speed to the desired level of comfort. For maximum cooling, position both knobs with the arrow pointing straight up. If the vent temperature is uncomfortably cold, the output temperature can be increased by rotating the "C" knob counterclockwise. To turn the system off, rotate the "F" knob full counterclockwise.



A/C Thermostat Explained

The right knob on the Heritage system controls a mechanical A/C thermostat. This thermostat operates differently than that of a home air conditioning thermostat. An automotive thermostat controls the temperature of the evaporator coil rather than the temperature of the air. Its main purpose is to prevent ice from forming between the fins of the coil, as ice blocks airflow and limits A/C performance. The thermostat employs a gas-filled "capillary tube" probe, which is inserted into the coldest part of the coil, and will cycle the compressor on and off in response to the temperature sensed by the probe. By adjusting the "C" knob to a position with the arrow pointing straight up, the thermostat will turn the compressor off at approximately 34°F at the sensing location. As a result, no ice will be allowed to form on the coil. Sometimes, in areas of very low humidity, it is possible to adjust the thermostat colder without ice forming. Adjusting the thermostat to a full clockwise position will turn off the compressor at approximately 28°F. If symptoms of evaporator icing develop, such as reduced airflow with elevated vent temperature, reduce the thermostat setting by rotating the "C" knob counterclockwise. This will allow the evaporator to thaw.



www.vintageair.com

Packing List:
Heritage Series, Cool Only, Pearl
(674001)

No.	Qty.	Part No.	Description
1.	1	746000	Heritage Under Dash Sub Case, Cool Only, Pearl
2.	1	191045	Hardware Kit
3.	1	633002	Drain Kit

Checked By: _____
 Packed By: _____
 Date: _____

Packing List:
Heritage Series, Cool Only, Turned
(674002)

No.	Qty.	Part No.	Description
1.	1	746001	Heritage Under Dash Sub Case, Cool Only, Turned
2.	1	191045	Hardware Kit
3.	1	633002	Drain Kit

Checked By: _____
 Packed By: _____
 Date: _____

Packing List:
Heritage Series, Cool Only, Brushed
(674003)

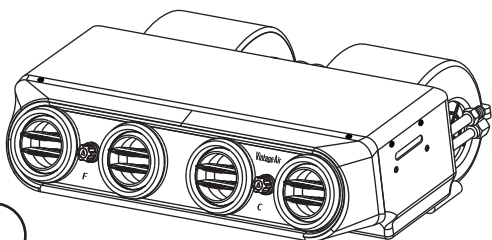
No.	Qty.	Part No.	Description
1.	1	746002	Heritage Under Dash Sub Case, Cool Only, Brushed
2.	1	191045	Hardware Kit
3.	1	633002	Drain Kit

Checked By: _____
 Packed By: _____
 Date: _____

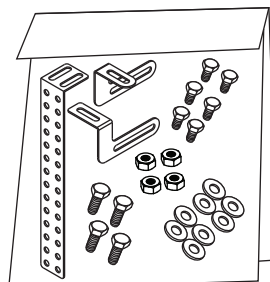
Packing List:
Heritage Series, Cool Only, Black Turned
(674005)

No.	Qty.	Part No.	Description
1.	1	746006	Heritage Under Dash Sub Case, Cool Only, Black Turned
2.	1	191045	Hardware Kit
3.	1	633002	Drain Kit

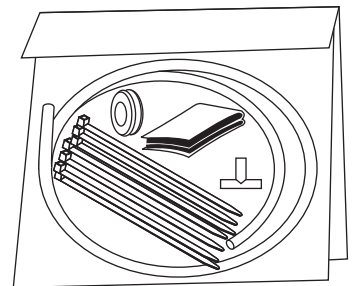
Checked By: _____
 Packed By: _____
 Date: _____



1



2



3

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