



INVENTORS

OF PERFORMANCE
AIR CONDITIONING



TEXAS
made
COOL!™
Since 1976

STAY COOL



vintageair.com



See Everything At VintageAir.com

SUREFIT COMPLETE SYSTEM

If you're planning to air condition one of the popular American classics, muscle cars or pickups, choosing one of our bolt-in, complete SureFit kits is the simple and easy solution.

If you are planning to air condition any of the specific makes and models of vehicle shown in the chart on the next page, all you need is one application number - available on our website. Or call our technical/sales department and ask a rep for your application.

When these later-model cars, from the 1950s and up, are being modernized or hot rodded, they usually maintain most of the factory sheet metal and body features. This allows us to engineer "vehicle-specific," complete systems we call our SureFit Series kits. The ever increasing value of these later model cars and trucks further demands we engineer these kits to be installed using primarily the factory-drilled holes and brackets to maintain the vehicle's value. In some cases, very minor adjustments or an extra small hole may be required, but this is because all auto manufacturers made changes to their vehicle assembly designs during production runs. We always try to minimize any required vehicle alterations. SureFit kits also offer the most complete and straightforward installations possible. 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 clean factory-air look. In many cases, the SureFit system will be controlled by your original OEM dash controls using our patented "Electronic 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, when originally equipped in your car's dash.

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 the stock core support. 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 make and model application. Components such as pre-formed aluminum lines, condenser mounted drier, engine compressor mount 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 factory looking, 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.

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.



Typical SureFit Components

SureFit™ System Features:

- Evaporator assembly mounts behind the dash
- Our largest capacity evaporator unit design
- Separate high-capacity aluminium plate & fin cooling coil
- Separate parallel flow heater coil
- Variable temperature blend for "Just Right" temperatures year round
- High volume OEM quality dehumidified defroster mode
- Enlarged blower fan/motor on some applicants
- Fly-by-wire electronic servo motor controls - no cables or capillary tube to route
- Uses your vehicle's factory control panel adapted by our patented "Electronic Cable Converters", or in some applications, an all new OEM-look electronic replacement control panel
- Some applications on non-factory air cars or trucks will include new under dash louver pods
- Under-hood components such as compressor, engine mount brackets, condenser, drier, model-specific refrigerant lines, and complete wiring harness
- Alternate engine brackets available for engine swaps
- Flat or stamped OEM look steel firewall cover panel
- Replacement molded glove box (reduced capacity)
- Award winning installation manual and a full technical team ready to help you if needed

Installation instructions available on our website



SUREFIT COMPLETE SYSTEM



Application Guide

Vintage Air Manufactures These Vehicle Specific Systems

		Use Factory Controls (Control Panel Not Included)	Vintage Air Replacement Controls (Included)	Bolt-In Upgrade Control Available	
Chevrolet	1955-57 Tri-Five Cars	■		■	
	1958-82 Corvette		■		
	1967-69 Camaro	■		■	
	1970-92 Camaro		■		
	1964-67 Chevelle/El Camino	■			
	1968-72 Chevelle/El Camino		■		
	1962-65 Chevy II/Nova		■		
	1966-74 Nova	■	*	■	
	1970-72 Monte Carlo		■		
	1982-88 Monte Carlo/El Camino		■		
	1959-60 Impala/El Camino	■			
	1961-66 Impala	■	■		
	Pontiac	1964-67 GTO	■		
		1968-72 GTO		■	
1967-68 Firebird (Same as Camaro System) 1969 Firebird		■		■	
Oldsmobile	1970-92 Firebird		■		
	1968-72 Cutlass		■		
	1982-88 Cutlass		■		
Buick	1986-87 Grand National		■		
Mopar	1966-67 Coronet/Charger		■		
	1966-67 Belvedere/Satellite/GTX		■		
	1968-70 Coronet/Super Bee/Charger		■		
	1968-70 Road Runner/Satellite/GTX		■		
	1970-74 Cuda/Challenger		■		
Ford	1964-65 Falcon/Ranchero	■		■	
	1964 1/2-66 Mustang	■		■	
	1967-68 Mustang	■			
	1969-70 Mustang		■		
	1979-86 Mustang		■		
	1987-93 Mustang		■		
	1967-68 Cougar	■			
	1955-57 Thunderbird (Under Dash Cool Only)		■		
Chevy/GMC Trucks	1947-55 Trucks (First Series Chevy Truck)		■		
	1947-53 GMC Trucks		■		
	1955-59 Chevy Trucks		■	■	
	1960-63 Chevy Trucks		■		
	1964-66 Chevy Trucks	■		■	
	1967-72 Chevy/GMC Trucks	■		■	
	1973-98 Chevy/GMC Trucks		■		
Ford Trucks	1999-00 Chevy/GMC Trucks (2500-3500)		■		
	1953-56 Ford Trucks		■		
	1961-66 Ford Trucks 1967 Ford Trucks		■		
	1968-72 Ford Trucks	■			
	1973-91 Ford Trucks/1978-91 Bronco		■		
	1966-77 Bronco		■		
Landcruiser	1968-83 Landcruiser		■		
Datsun	1970-78 Datsun 240/260/280Z	■	■		
Jeep	1967-91 Wagoneer/1974-83 Cherokee		■		
	1987-95 YJ		■		

* 1968 Nova kit includes new bolt-in replacement control panel

What are Cable Converters?



Vintage Air
Cable Converters
J.S. Patented
#7,971,445B2

Converting the conventional vacuum or mechanical movements of levers and cables found in most early OEM air conditioning systems into an 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!

See each SureFit application's features list on our website to identify which control method is included with the kit.

Replacement Controls



You will note some SureFit Systems are provided with a new complete electronic replacement panel. These bolt into your original dash location and provide correct inputs for our SureFit systems. Kits for vehicles for which factory controls are not easily adapted or suitable for our "cable converter" upgrade will include new OEM-look control panels.

1955-57 Chevy

646060 Chrome Center Louver Bezel Upgrade Kit



492056 ProLine chrome louver assembly (pair). Louvers included.



1955-56 Chevy

473104 Chrome Bolt-in replacement control panel.



1957 Chevy

473157 Chrome Bolt-in replacement control panel.





BUILDER SERIES CUSTOM CONFIGURED SYSTEMS

If you are wanting to air condition any other type or model of vehicle not listed there, then you are in the right place! Begin here by reviewing the hundreds of evaporator options, control panels, louver choices, compressors & brackets, condensers, and system accessories available.

When Vintage Air was founded back in 1976, all of our air conditioning systems were "Custom Configured". By designing, manufacturing and assembling a selection of varied components, we created custom systems for each customer's vehicle needs. These kits were primarily for hot rods such as early-model Fords, etc. Today, our all-inclusive SureFit systems are a very popular choice for many mid-century cars and trucks, but there is no limit to what today's rodders and classic enthusiasts are building. We've never wanted to limit the range of vehicles we can air condition, and the range of our customers' favored cars and trucks continues to amaze!

The **Vintage Air Builder Series** offers everything you'll need to install a great functioning climate control system. Whether you are simply replacing a non-functional OEM system or starting from scratch, the following pages will walk you through the process. Our website contains thousands of additional louvers, controls, engine brackets, condensers, and other system components to complete your installation. If you need further info or technical advice, we have a full-time tech team just a phone call away.

Step One: Choose An Evaporator

Based on the specifications for your vehicle, you can probably determine which evaporator is best suited to your car. The chart on the next page suggests the best choice for some early-model vehicles, but you may compare your vehicle's cabin size to make a decision or call one of our tech reps to discuss your specific needs. The most important criteria is to select the largest unit that will fit into the space behind your dash. After removing the existing heater or A/C system, carefully measure the space you will mount the evaporator into. Bigger is always better because unlike home A/C systems, entering and exiting your vehicle will rapidly lose most of the interior conditioned air. Plus, your car continually generates heat and the cab will never be as airtight as a modern building. You'll want to exchange out as much heat as possible in the shortest possible time. Between our all-new Gen 5 Magnum, Super, Compac, and Mini systems, we have a unit ideal for even the most unusual applications.

Step Two: Choose Your Control Options

Each of our evaporator units requires model-specific control panels. Each type of unit offers a wide range of choices from basic under-dash knob pods to a variety of ProLine upgrade in-dash custom panels. See our website for dozens of great optional in-dash or under dash all-electronic controls.



Step Three: Louver Options

You can select from dozens of louver options, from basic under dash louver pods, to dash installed "standard" options, and on to ProLine upgrade in-dash options. See them all online.



Step Four: Engine Brackets

We offer a wide line of economical steel bracket kits for most popular American 6-cylinder and V8 engines as well as our pioneering, all-inclusive Front Runner bracket packages for the most compact and highest performance mounting systems available. Your bracket choice is dependent on whether your vehicle maintains its original engine or now features a custom engine swap.



[See More Front Runner Bracket Information on Page 6.](#)

Step Five: The Rest Of The Package

You will need to go to our website to select the proper compressor for your application, a refrigeration line kit, or components to "plumb" the installation, options such as bulkhead plates and driers, the right condenser, an engine-driven fan set-up or electric fan unit, and most importantly, a safety switch kit to protect the entire system.

Step Six: System Options For Optimum Performance

The last thing is to look over the many options and components on our site which will give your installation that professional look, and your system deliver the best possible performance. We offer alternators in a variety of finishes, hard to find engine drive pulleys, and many decorative switch knobs and bezels to finish your dash design on the website.

Insulation Note: EVERY air conditioning installation should require the complete insulation of the entire cab. No modern climate control system will provide proper function without adequate insulation and door seals. See page 8.

Step Seven: Place Your Order

Go to our website (vintageair.com) to place your order or to find your closest local Authorized Vintage Air distributor from our worldwide listings. Or call us at 800-862-6658 to discuss your particular vehicle's requirements or if you need advice on optional system components. There are no dumb questions, just experience yet to be gained!

BUILDER SERIES CUSTOM CONFIGURED SYSTEMS

Builder Series Evaporator Kits:



Builder Series
 Magnum 675100
 Magnum MAX 675200
 Magnum/Magnum MAX Mock-up Kit 675150



Builder Series
 Super 681000
 Super Mock-up Kit 681102



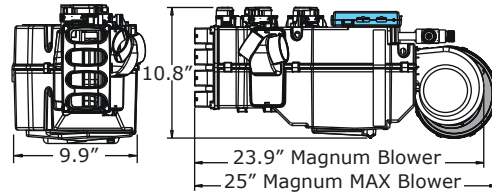
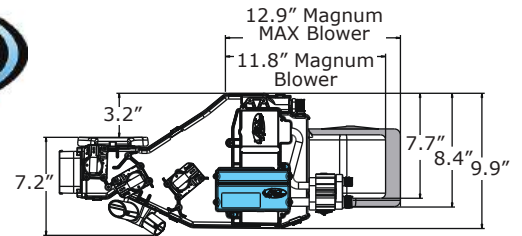
Builder Series
 Compac 671000
 Compac Mock-up Kit 670002



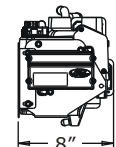
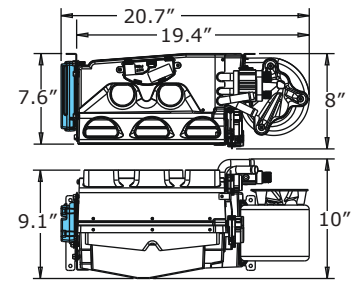
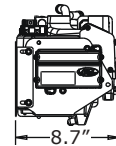
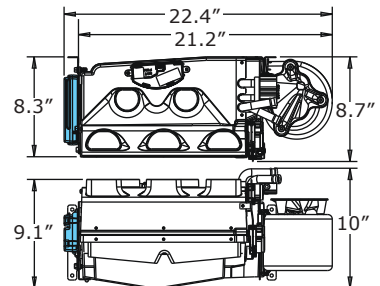
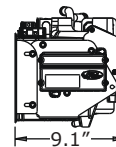
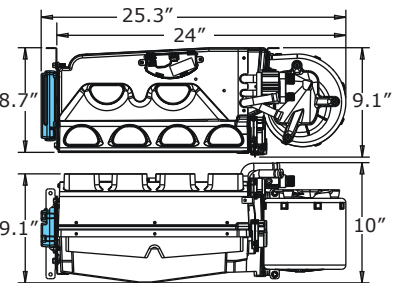
Builder Series
 Mini 661000
 Mini Mock-up Kit 660002



See many more under-dash systems and heaters on our website @ vintageair.com



New!



NOTE: Electronic Control Unit (ECU), highlighted in blue, can be relocated.



[Link Now To vintageair.com](http://vintageair.com)



See Everything At VintageAir.com

FRONT RUNNER ENGINE DRIVES

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.

Chevy LS Engine System Shown



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 and exhaust options, and make deck-height machining problematic. And today, the modern engines such as the GM LS Series and the Ford Coyote modular engine 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 is not an appearance or dress-up component. The Front Runner was engineered from the start for maximum performance first! They are the essence of "form following function."

See More Front Runner Bracket Information @ www.vintageair.com

FRONT RUNNER ENGINE DRIVES



GM LS/LS7/LT1



- Super compact, precision machined mounting bracket bolts only to the engine block, allowing multiple cylinder head and intake choices

- All engine drive accessories- A/C compressor, alternator and power steering pump (when included) mount to the one-piece bracket, eliminating harmful rotational harmonics



**GM LS/LS7/LT1
Integrated Pump**



Chevy Small Block

Front Runner Kits Include:

- Billet Aluminium Pulleys
- Hi-Performance Aluminum Water Pump
- New 7B10 Compressor with O-Ring Adapter Block
- 170 Amp "Hairpin" Internal Fan Alternator
- Aluminum Steering Pump With Integral Reservoir (When Specified) Remote Pump Reservoir Available
- ARP Polished Stainless 12-Point Hardware
- Compressor Clutch Cover
- Belt Tensioner Cover Kit
- High-Performance Serpentine Drive Belt
- Premium ATI Harmonic Balancer (Included with LS/LT Front Runner)
- OEM Tensioner



Chevy Big Block



Ford Small Block



Ford Coyote

* Available in Polished, Chrome and Black Finishes



Vintage Air Designed Bracket
Made In The USA



VINTAGE AIR BRUSHLESS ELECTRIC COOLING FANS

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 Brushless 500 Watt Electric Fans

LoPro™ CustomFit™ fans feature:

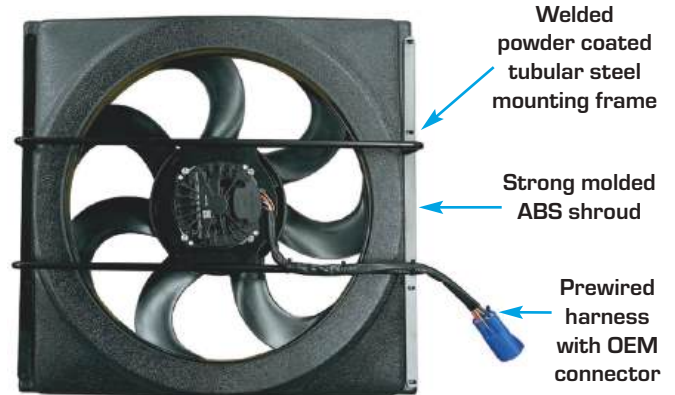
- 500 watt SPAL brushless PWM motor
- 16" skewed blade fan assembly
- Vehicle-specific ABS shroud
- Powder coated mounting bracket
- 6-gauge power harness with 80 amp MIDI fuse

Monster™ CustomFit Brushless 850 Watt Electric Fans

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 fuse

Brushless fans require a PWM control kit. (Available separately) - based on the engine thermostat temperature (160°, 180°, and 195°) (or other aftermarket engine controller).



We offer many vehicle application-specific models but many may work well for other custom installations. See the entire line on our website @www.vintageair.com

INSULATION IS A MUST FOR OPTIMAL A/C 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.



We offer several insulations kits and components on our website