



COOL AIR

**Newsletter of Air 'Vair, the CORSA Chapter for Air Conditioned Corvairs
Summer 2006**

Running with the Big Dogs...

Air conditioning for Corvairs has “arrived” in a big way. The biggest Corvair vendor of them all, yes, Clark’s Corvair Parts of Shelburne Falls, Massachusetts, has entered the market for Corvair air conditioning parts and systems. And it has done this in its typical be-all, end-all fashion, transitioning from a somewhat desultory offering of some of the parts that came with and on factory A/C systems to offering a full-blown array of components and A-to-Z systems that build out in every direction from the offerings of Rusty Rose’s product line, which it acquired lock, stock, and barrel earlier this year.

This issue of **COOL AIR** features the report of member Anil Mittal of New Jersey, who installed a Clark’s system in his 1966 Monza convertible, to give an idea of how a Corvair owner might fare in buying and installing one of these systems. Our guinea pig says he got *everything* (see picture) for his project from Clark’s except for rechromed side and center vent registers, which he got from Air ‘Vair’s own president, Mark Corbin (Mark has been the supplier of these for quite some time). Indeed, Clark’s twelve-page Air Conditioning Catalog (Part No. C11682) has wonders aplenty on every page.



To start with, Anil’s car *had* been factory air conditioned. While Anil used only the in-dash vents from the original system, this still saved him a great deal of trouble with items like relocating the coil, installing the belt pulley, and above all, locating and drilling holes. For the larger holes that have to be drilled in sheet metal, Anil strongly recommends the use of a step drill, a slightly specialized bit that is, in fact, sovereign for drilling large holes in thin material, available at any hardware store. The stock holes in the back wall of the trunk for the factory evaporator/blower had already been permanently closed.

The main reason Anil didn’t use the stock condenser was that he charged his system with R-134a, and wanted to use Rusty’s—I mean, Clark’s—new bolt-in replacement optimized for the new refrigerant. With this, of course, he used a Sanden SD5 compressor and, at the other end of the cycle, the aftermarket evaporator, whose expansion valve also was calibrated for R-134a.

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To join AirVair and receive COOL AIR, fill out the CORSA application and mail to Air ‘Vair president with \$5 annual dues plus appropriate CORSA dues if not already a CORSA member. Renew the same way, indicating you are renewing on form.	



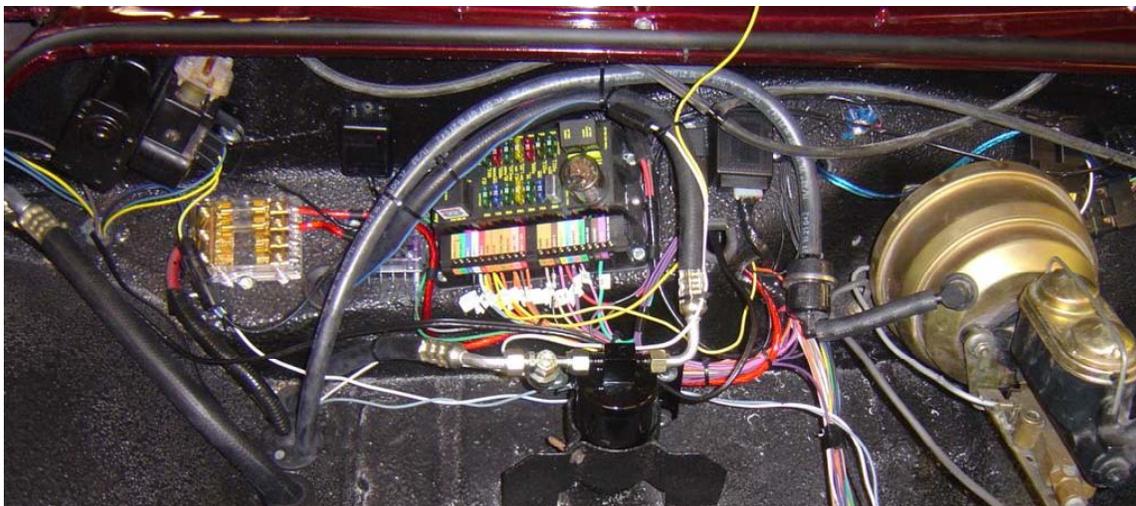
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Anil actually came along last December to start his project, but he thus fell squarely into the gap that opened for a few weeks as Clark's geared up for this new venture and Rusty conveyed his old one to them. So Anil had to wait a few weeks, and finally also became Clark's guinea pig, as he was quite aware at the time. In this role, he says he fared quite well. The primary glitch was in the length of one refrigerant hose (they're supplied preterminated, so their lengths are pretty permanent) that was too long. He informed Clark's of this, they went back to their drawing board, discovered their mistake, and rushed Anil a corrected hose, which fit perfectly.

Anil's new system eliminates the rather troublesome copper tube that carries the high-pressure refrigerant from the back to the front of the car *above* the floor of the passenger compartment in original systems. This resulted in his installing both high and low-pressure hoses under the floor, evidently a standard feature of the Clark's systems. Driving this change is not only eliminating the lumps under the carpet, but the new o-ring terminations that characterize all the connections made in the refrigerant circuit of the new systems. The old barb-and-clamp connections, which held R-12 with non-barrier hoses quite adequately, are out.

In the trunk, the new system does not require the large, irregularly-shaped holes the stock system requires. It requires a total of four holes for refrigerant hoses, but surprisingly, Clark's, which has long sold templates for cutting those large, irregularly-shaped holes, supplied no template for locating the four holes just mentioned, providing dimensional drawings instead, to Anil's annoyance. No doubt, the positioning and even dimensioning of these holes is less-critical than the holes for the factory system. The busy trunk (including dual-circuit power brakes) of Anil's Monza is shown below.

Like a real trouper, Anil evacuated and charged his system himself, even acquiring a proper vacuum pump for the first step. Mishaps cost him six cans of R-134a, but that's much of the point of using that refrigerant—it's cheap!





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Like almost everyone who installs an air conditioner, Anil got his in and working just in time for fall. Next summer will be the trial by fire for his latest opus, so until then, we wish Anil the successful outcome he so richly deserves, and thank him (not-too) warmly for the detailed narrative and informative pictures (the engine bay is shown on this page) he provided us.



Tell and Sell

COOL AIR readers may have had enough of surveys, or at least responding to them. Last issue's invitation to people who have things to sell for air conditioning Corvairs garnered a total of one response, but that response, from the guy who practically invented Corvair vendorship, Larry Claypool, is a very good one indeed.

Larry does it all, both parts sales and service from his shop in Frankfort, Ill., and people who've owned their Corvair for more than a week know that Larry does A/C among anything and everything else having to do with maintaining or fixing any Corvair. And Larry isn't snobbish about aftermarket A/C—he handles that, too. See his Web site at www.vairshop.com.

And for old-timers with stock systems, Larry's got something rare and precious: Freon. He supplies real R-12 for \$25 per can (as of July—price is subject to change), and promises the stuff is "virgin"—new, that is, never been in anything but the can it comes in.

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5474 State Route 19

Galion, OH 44833

IF LABEL IS PRINTED IN RED, MEMBERSHIP HAS EXPIRED. PLEASE RENEW.

Air 'Vair/CORSA Membership Application

First Name, Initial _____ Last Name _____

Street Address _____

City _____ State/Prov. _____ Post Code _____ Country _____

Phone Number (____) _____ E-mail _____

One-year membership and subscription (all amounts in US dollars):

	CORSA Member	AirVair+CORSA
Address in United States or possessions	\$5	\$50
Address in Canada	\$6	\$54
Address elsewhere	\$7	\$55

Checks (payable to AirVair) must be in US funds drawn on a US bank.