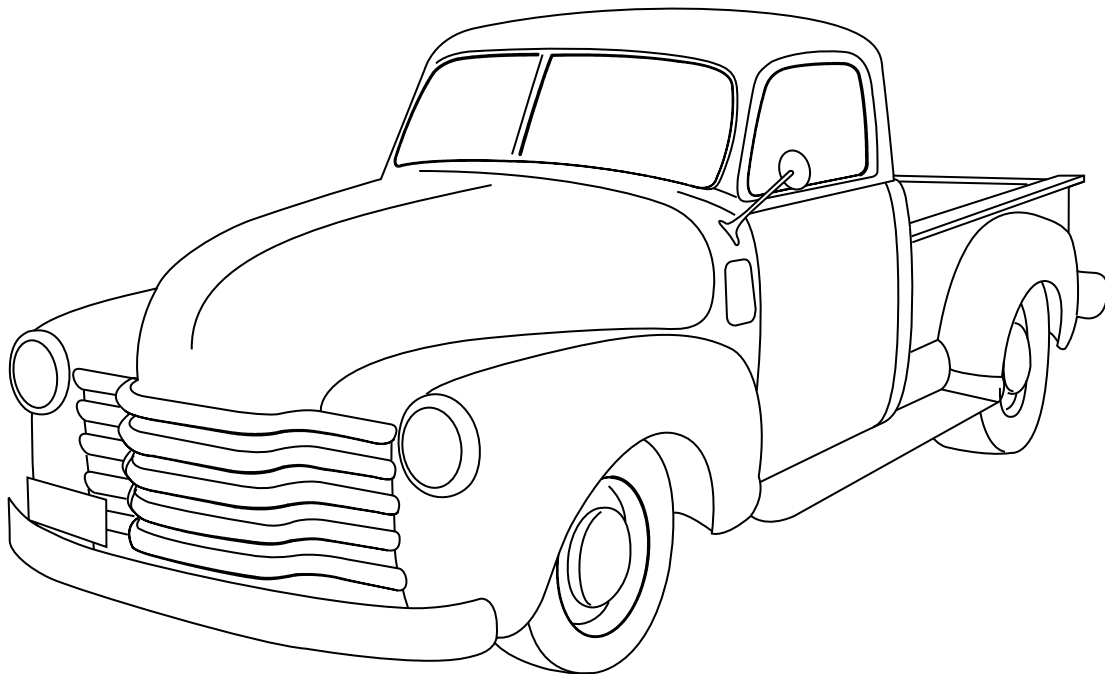




an ISO 9001:2008 Registered Company

Installation Instructions for
**1947-55 1st SERIES CHEVROLET
TRUCK w/GEN II SYSTEM**

(V8) 75454-LCZ-A



18865 GOLL ST. SAN ANTONIO, TX 78266 ph: 210-654-7171 fax: 210-654-3113

905454-LCZ-A REV D 3/06/14, INST 47-55 1st SERIES CHEVY PICKUP PG 1 OF 16

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1947-55 1st SERIES CHEVY PICKUP w/GEN II

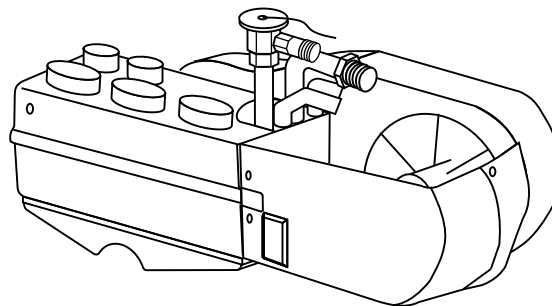
EVAPORATOR KIT PACKING LIST

EVAPORATOR KIT
75454-LCZ-A

No.	QTY.	PART No.	DESCRIPTION
1.	1	55288-VUE-A	GEN II EVAPORATOR SUB CASE
2.	1	79547-LCN	ACCESSORY KIT

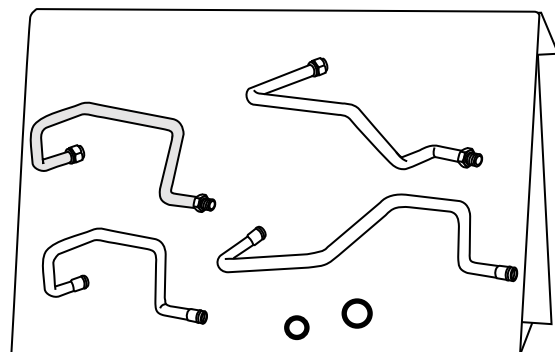
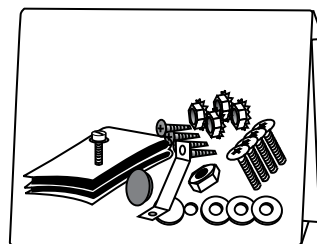
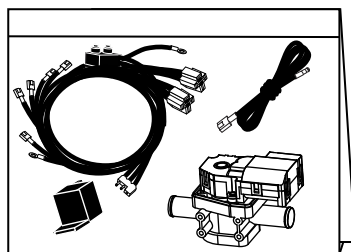
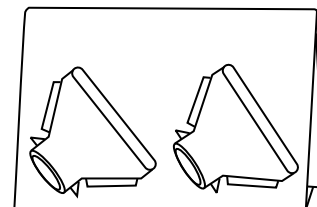
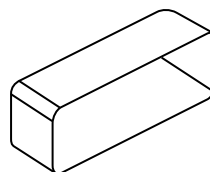
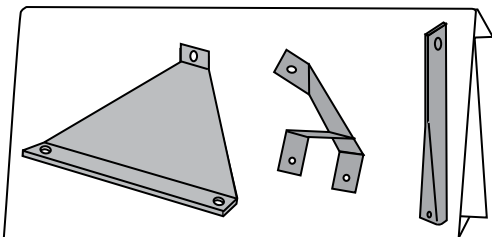
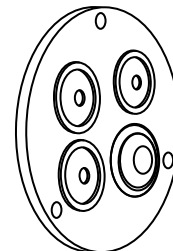
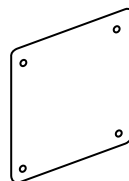
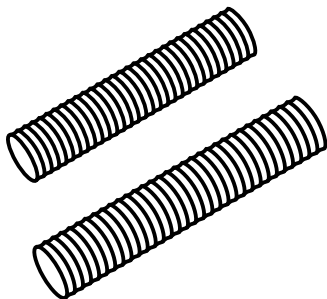
**** BEFORE BEGINNING INSTALLATION, OPEN ALL PACKAGES AND CHECK CONTENTS OF SHIPMENT. PLEASE REPORT ANY SHORTAGES DIRECTLY TO VINTAGE AIR WITHIN 15 DAYS. AFTER 15 DAYS, VINTAGE AIR WILL NOT BE RESPONSIBLE FOR MISSING OR DAMAGED ITEMS.**

①



**GEN II EVAPORATOR
SUB CASE
55288-VUE-A**

②



**ACCESSORY KIT
79547-LCN**



1947-55 1st SERIES
CHEVY PICKUP w/GEN II

1947-55 CHEVY TRUCK (V8)
HEAT/COOL/DEFORST

IMPORTANT NOTICE-PLEASE READ

FOR MAXIMUM SYSTEM PERFORMANCE VINTAGE AIR RECOMMENDS THE FOLLOWING:

73047-LCR - 1947-55 CHEVY TRUCK (V8) RADIATOR
37150-LCF - 1947-55 CHEVY TRUCK (V8) FAN SHROUD
32918-VUF- HIGH EFFICIENCY FAN BLADE

THIS KIT DOES NOT CONTAIN HEATER HOSE. YOU MUST PURCHASE 8 FEET OF 5/8" DIA. HEATER HOSE FROM VINTAGE AIR (31800-VUD) OR FROM YOUR LOCAL PARTS RETAILER.

SAFETY SWITCHES:

A COMPRESSOR SAFETY SWITCH MUST BE INSTALLED ON EVERY A/C SYSTEM. A BINARY SWITCH (PART# 24679-VUS) DISENGAGES THE COMPRESSOR CLUTCH IN CASE OF EXTREME LOW PRESSURE CONDITIONS (REFRIGERANT LOSS) OR EXCESSIVELY HIGH HEAD PRESSURE (406 PSI.) TO PREVENT COMPRESSOR DAMAGE OR HOSE RUPTURE. A TRINARY SWITCH (PART# 24678-VUS) COMBINES HI/LOW 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:

ATTENTION: SYSTEM COMPONENTS: THE COMPRESSOR, EVAPORATOR, CONDENSER & DRIER ARE CAPPED. CAPS MAY BE UNDER PRESSURE WITH DRY NITROGEN. BE CAREFUL REMOVING CAPS. DO NOT REMOVE CAPS PRIOR TO INSTALLATION. REMOVING CAPS PRIOR TO INSTALLATION WILL CAUSE COMPONENTS TO COLLECT MOISTURE AND LEAD TO PREMATURE FAILURE AND REDUCED PERFORMANCE.

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.

VINTAGE AIR SYSTEMS ARE DESIGNED TO OPERATE WITH R134a REFRIGERANT ONLY! USE OF ANY OTHER REFRIGERANTS IS A FIRE HAZARD AND COULD DAMAGE EITHER YOUR AIR CONDITIONING SYSTEM OR YOUR VEHICLE.

USE OF ANY OTHER REFRIGERANTS WILL VOID ALL WARRANTIES OF THE AIR CONDITIONING SYSTEM AND COMPONENTS. USE OF THE PROPER TYPE AND 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 FOR VINTAGE AIR SYSTEMS

(FOR OTHER SYSTEMS, CONSULT MANUFACTURER GUIDELINES)

R134a SYSTEM

CHARGE WITH 1.8 lbs.
(1 lbs. 12 oz) OF REFRIGERANT

LUBRICANT CAPACITIES: NEW COMPRESSOR - NO ADDITIONAL OIL NEEDED
USED COMPRESSOR - CONSULT VINTAGE AIR



1947-55 1st SERIES CHEVY PICKUP w/GEN II

INSTALLATION INSTRUCTIONS FOR 1947-55 CHEVROLET TRUCK (V8)



VEHICLE MUST BE CONVERTED TO 12 VOLT ELECTRICAL SYSTEM WITH AN ALTERNATOR RATED FOR AT LEAST 80 AMPS FOR PROPER SYSTEM OPERATION. BEFORE STARTING THE AIR CONDITIONER INSTALLATION, CHECK FOR PROPER OPERATION OF ALL COMPONENTS (RADIO, LIGHTS, WIPERS, ETC.). STUDY THE INSTRUCTIONS, ILLUSTRATIONS AND DIAGRAMS. FOR EASE OF INSTALLATION CHECK OFF (✓) EACH PROCEDURE PRIOR TO MOVING ON TO NEXT STEP.

- 1. DISCONNECT BATTERY.

REMOVE THE FOLLOWING: (SEE FIGURE 1)

- 2. DRAIN RADIATOR AND REMOVE RADIATOR AND SHROUD (RETAIN).
- 3. REMOVE FAN IF INSTALLING NEW FAN SHROUD (RETAIN).
- 4. REMOVE UPPER RADIATOR COVER (RETAIN).
- 5. LOOSEN BUMPER.
- 6. REMOVE SUPPORT RODS (DISCARD).
- 7. REMOVE HEATER BLOWER ASSEMBLY (DISCARD).
- 8. REMOVE LOWER RADIATOR BAFFLE (RETAIN).
- 9. REMOVE OEM GLOVE BOX (DISCARD) AND RETAIN OEM MOUNTING SCREWS.

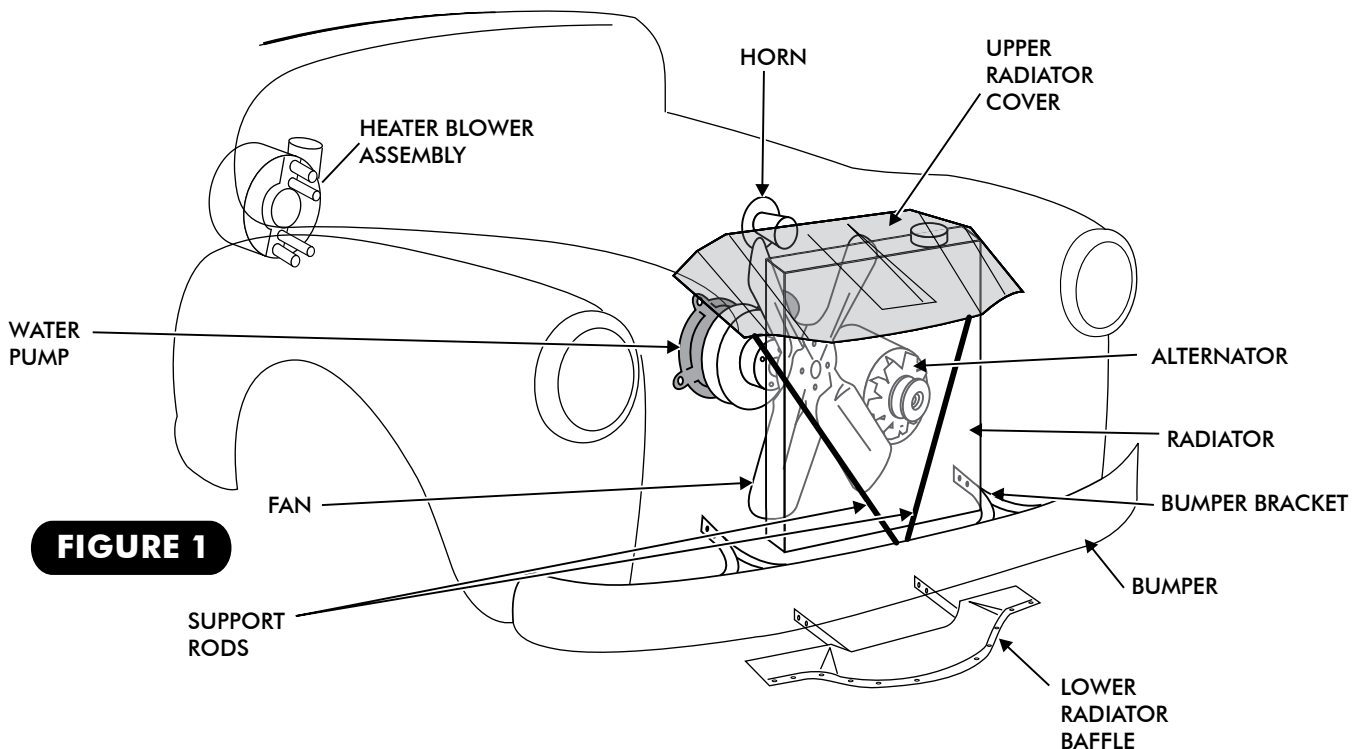


FIGURE 1

ENGINE COMPARTMENT

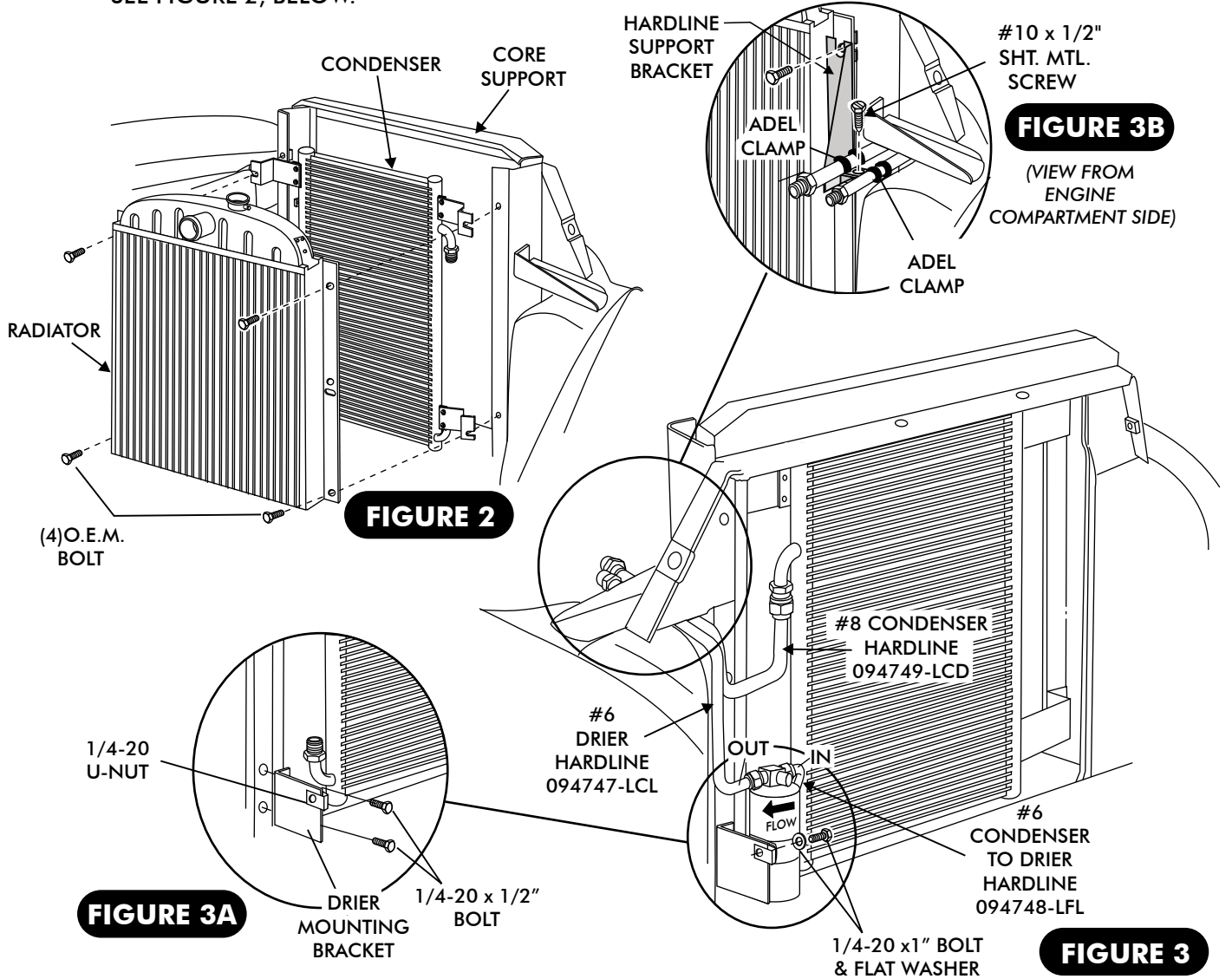
- 1. INSTALL A/C COMPRESSOR AND ALTERNATOR BRACKET ASSEMBLY PER INSTRUCTIONS INCLUDED WITH BRACKET KIT.
- 2. INSTALL A/C COMPRESSOR AND ALTERNATOR PER INSTRUCTIONS INCLUDED WITH BRACKET KITS.
- 3. INSTALL NEW HIGH EFFICIENCY FAN.
- 4. INSTALL NEW BELTS AND ADJUST AS REQUIRED.
- 5. PLACE FAN SHROUD OVER FAN AND PUSH BACK AGAINST ENGINE.



1947-55 1st SERIES CHEVY PICKUP w/GEN II

CONDENSER INSTALLATION

- 1. LOWER CONDENSER INTO PLACE. SEE FIGURE 2, BELOW.
- 2. INSTALL RADIATOR, SECURE RADIATOR AND CONDENSER USING (4) O.E.M BOLTS. SEE FIGURE 2, BELOW.



DRIER & HARDLINE INSTALLATION

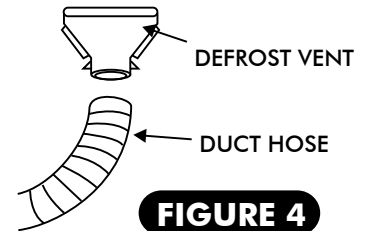
- 1. INSTALL DRIER MOUNTING BRACKET, SECURE BRACKET TO CORE SUPPORT USING (2) 1/4-20 x 1/2" BOLTS (SEE FIGURE 3A, ABOVE).
- 2. LUBRICATE THE #6 O-RINGS AND ATTACH THE #6 CONDENSER TO DRIER HARDLINE TO CONDENSER AND DRIER. SEE FIGURE 3, ABOVE.
- 3. ATTACH DRIER TO MOUNTING BRACKET USING A 1/4-20 x 1" BOLT AND FLAT WASHER. SEE FIGURE 3, ABOVE.
- 4. ROUTE THE #8 CONDENSER HARDLINE THROUGH THE CORE SUPPORT, LUBRICATE THE #8 O-RING AND ATTACH THE HARDLINE TO THE CONDENSER. SEE FIGURE 3, ABOVE.
- 5. ROUTE THE #6 DRIER HARDLINE THROUGH THE CORE SUPPORT, LUBRICATE THE #6 O-RING AND ATTACH THE HARDLINE TO THE DRIER. SEE FIGURE 3, ABOVE.
- 6. INSTALL HARDLINE SUPPORT BRACKET. SEE FIGURE 3B, ABOVE.
- 7. USING (2) ADEL CLAMPS, ATTACH THE HARDLINES TO THE SUPPORT BRACKET WITH A #10 x 1/2" SHEET METAL SCREW. SEE FIGURE 3B, ABOVE.



- 8. TIGHTEN ALL HARDLINE CONNECTIONS USING TWO (2) WRENCHES. SEE FIGURE 7, PAGE 8.
- 9. INSTALL FAN SHROUD.
- 10. INSTALL UPPER RADIATOR COVER.
- 11. INSTALL LOWER RADIATOR Baffle AND BUMPER.

DEFROST VENT INSTALLATION

- 1. LOCATE NEW DEFROST DUCTS INCLUDED WITH KIT.
- 2. TO INSTALL VINTAGE AIR DEFROST VENTS, REMOVE O.E.M. VENTS AND INSTALL NEW VENTS USING O.E.M. HARDWARE.

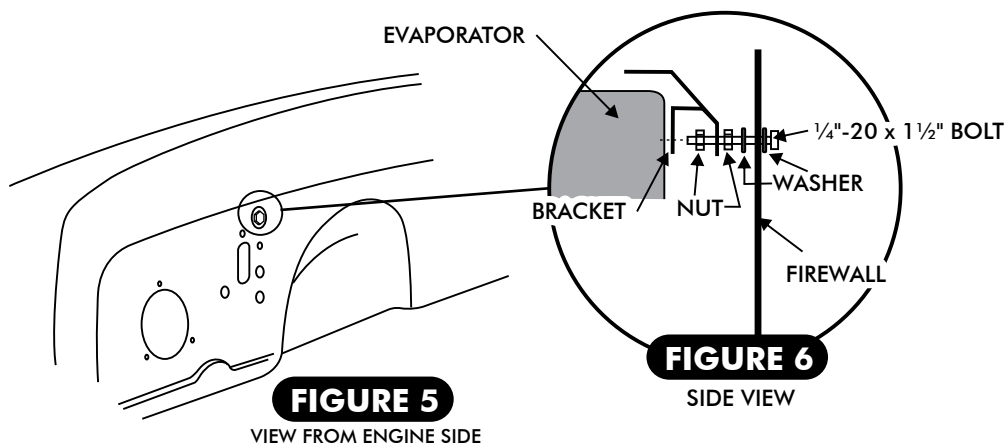


EVAPORATOR PREPARATION:

- 1. YOU WILL REMOVE BLOWER MOTOR COVER FROM EVAPORATOR PRIOR TO THIS INSTALLATION, AS SHOWN IN FIGURE 8, PAGE 8.
- 2. BEFORE INSTALLING EVAPORATOR UNIT, LOCATE HEATER HOSE CLAMPS, HEATER CONTROL VALVE, AND ALL FEEDER TUBES. CUT HEATER HOSE TO LENGTH AND ATTACH FEEDER TUBES TO EVAPORATOR AS SHOWN IN FIGURE 10, PAGE 9.
- 3. INSTALL BINARY SAFETY SWITCH ON #6 LIQUID LINE. SEE FIGURE 10, PAGE 9.
- 4. WRAP PRESS TAPE AROUND THE #10 A/C CONNECTION AT EVAPORATOR. SEE FIGURE 10, PAGE 9.

EVAPORATOR BRACKET INSTALLATION:

- 1. INSTALL BLOWER HOUSING BRACKET TO PASSENGER KICK-PANEL, USING O.E.M. BOLT LOCATED IN TOP RIGHT-HAND CORNER, AS SHOWN IN FIGURE 8, PAGE 8.
- 2. TO INSTALL FRONT EVAPORATOR BRACKET, REMOVE LEFT BOLT FROM DRIVER'S SIDE GLOVE BOX HINGE AND REPLACE WITH (1) 10-32 x 3/4" PHILLIPS TRUSS, AS SHOWN IN FIGURE 15, PAGE 12.
- 3. NOW INSTALL (1) 1/4"-20 x 1" BOLT AND (2) WASHERS IN O.E.M. HOLE IN CENTER OF DASH (INSTALL ONE WASHER ON EACH SIDE OF DASH), AS SHOWN IN FIGURE 15, PAGE 12. WHILE HOLDING BOLT IN PLACE, ALIGN BRACKET WITH BOLTS AND SECURE WITH (1) 1/4-20 x 1" NUT WITH STAR WASHER AND (1) 10-32 NUT WITH STAR WASHER, AND TIGHTEN.
- 4. INSTALL REAR EVAPORATOR BRACKET TO FIREWALL BY USING (1) 1/4-20 x 1 1/2" BOLT, (2) NUTS WITH STAR WASHERS, AND (2) WASHERS IN O.E.M. HOLE AT CENTER OF FIREWALL, AND TIGHTEN AS SHOWN IN FIGURES 5 & 6, BELOW, & FIGURE 8, PAGE 8.



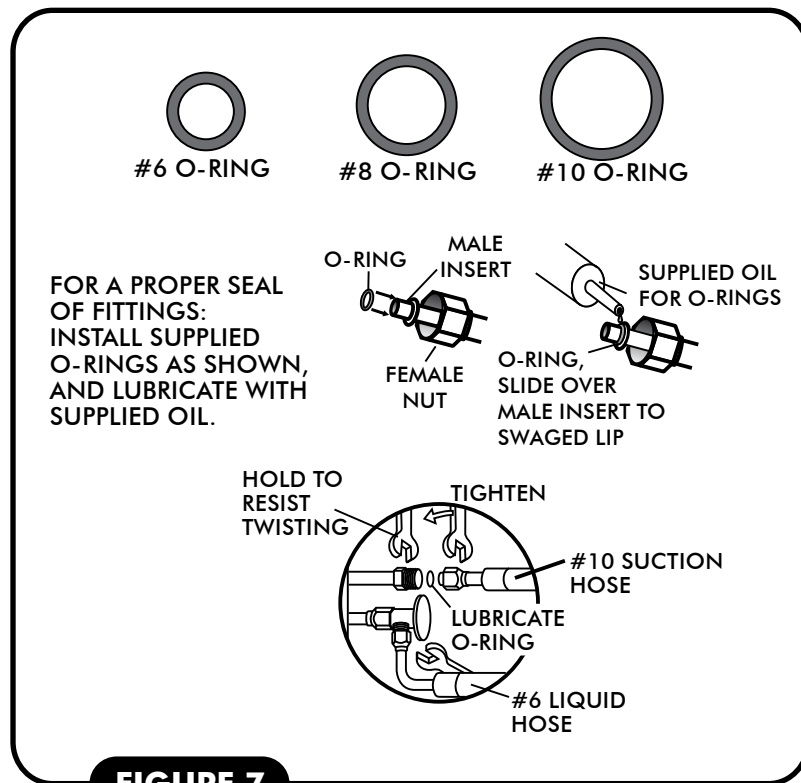


FIGURE 7

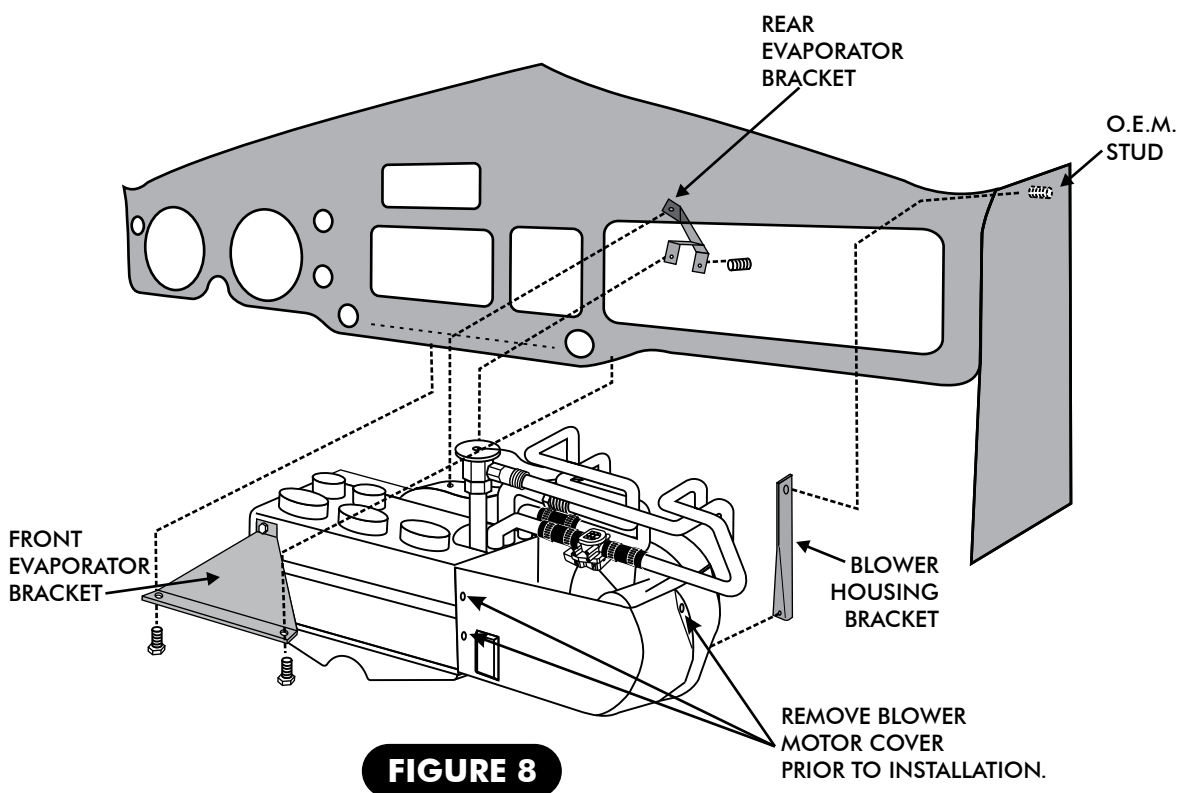
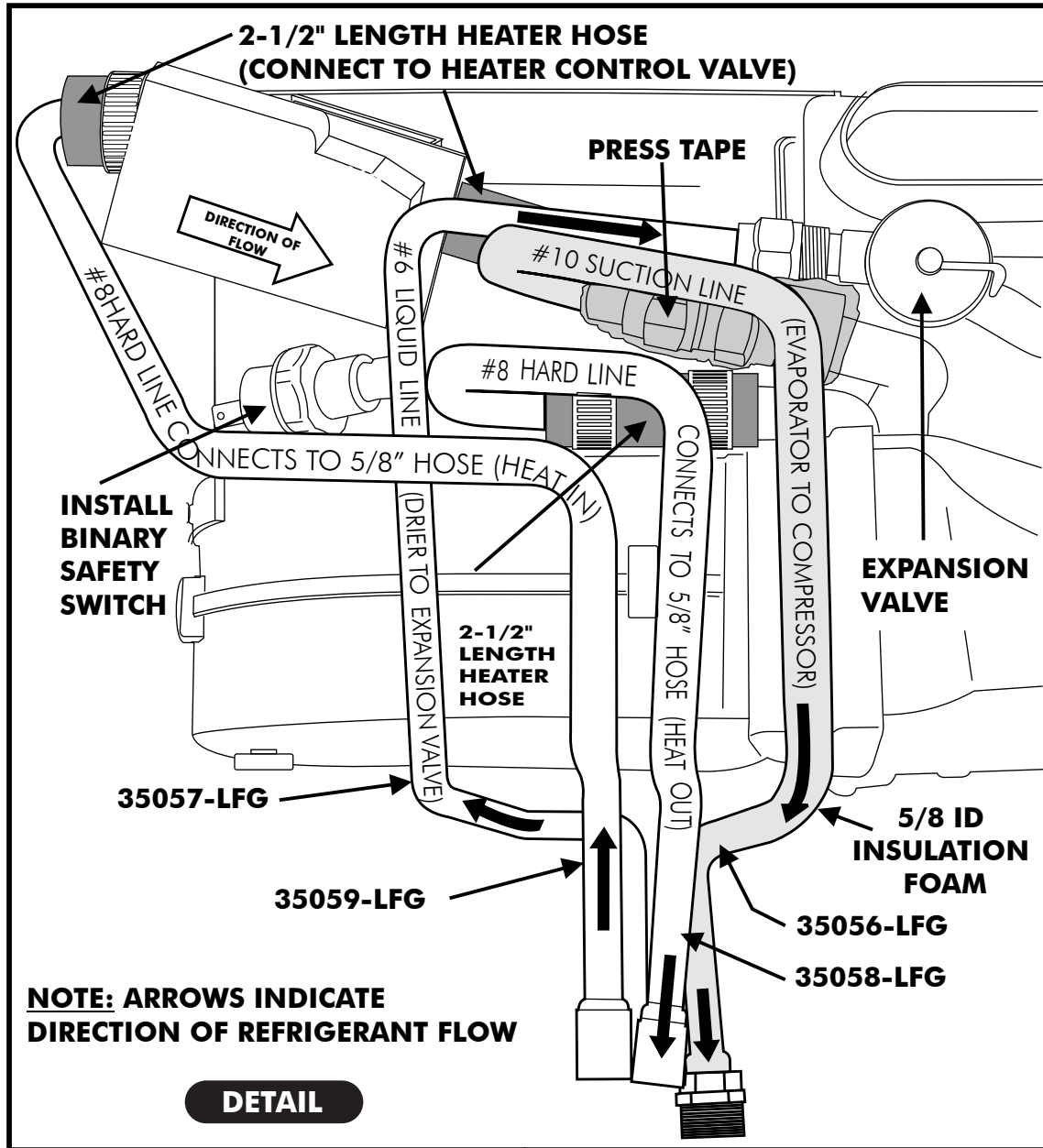


FIGURE 8



1947-55 1st SERIES
CHEVY PICKUP w/GEN II



1/2" DIA.

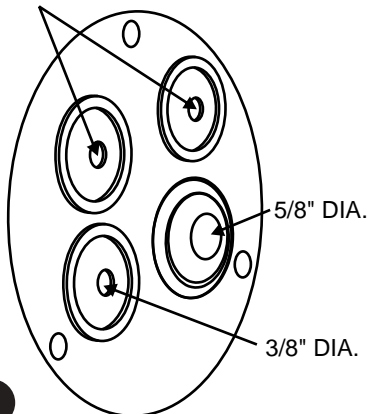


FIGURE 9

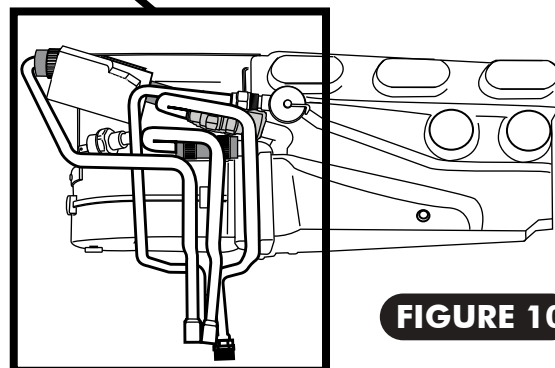


FIGURE 10



EVAPORATOR INSTALLATION:

- 1. PLACE EVAPORATOR UNDER DASH ON PASSENGER SIDE WITH FEEDER TUBE OUTLETS POINTED TOWARD THE FIREWALL.
- 2. POSITION THE EVAPORATOR BEHIND DASH BY TILTING THE UNIT APPROXIMATELY 45° TOWARD YOURSELF, WITH THE TUBES FACING THE FIREWALL. ROTATE THE EVAPORATOR AWAY FROM YOU, SO THAT THE TUBE OPENINGS ARE POINTING INTO THE ENGINE COMPARTMENT THROUGH THE O.E.M. BLOWER MOTOR OPENING IN THE FIREWALL.
- 3. LOOSELY ATTACH THE REAR EVAPORATOR BRACKET TO TOP OF EVAPORATOR ONLY, USING (1) 1/4-20 x 1/2" BOLT (THIS WILL HELP ALIGN THE BRACKETS AND EASE THE EVAPORATOR INSTALLATION). NOW ATTACH THE BLOWER HOUSING BRACKET TO THE EVAPORATOR AND TIGHTEN USING (1) 10-32 x 1" BOLT AND (1) WASHER AS SHOWN IN FIGURE 8, PAGE 8.
- 4. HOLD THE EVAPORATOR UP, WHILE REMOVING THE BOLT FROM THE REAR BRACKET. NOW, ATTACH THE REAR EVAPORATOR BRACKET TO THE BACK OF THE EVAPORATOR CASE, AND TIGHTEN USING (1) 1/4"-20 x 1/2" BOLT. YOU MAY NOW ALIGN THE REAR BRACKET TO THE TOP HOLE ON THE EVAPORATOR CASE AND TIGHTEN, AS SHOWN IN FIGURE 8, PAGE 8.
- 5. ATTACH THE FRONT EVAPORATOR BRACKET TO EVAPORATOR CASE, AND TIGHTEN, USING (1) 1/4-20 x 1/2" BOLT, AS SHOWN IN FIGURE 8, PAGE 8.

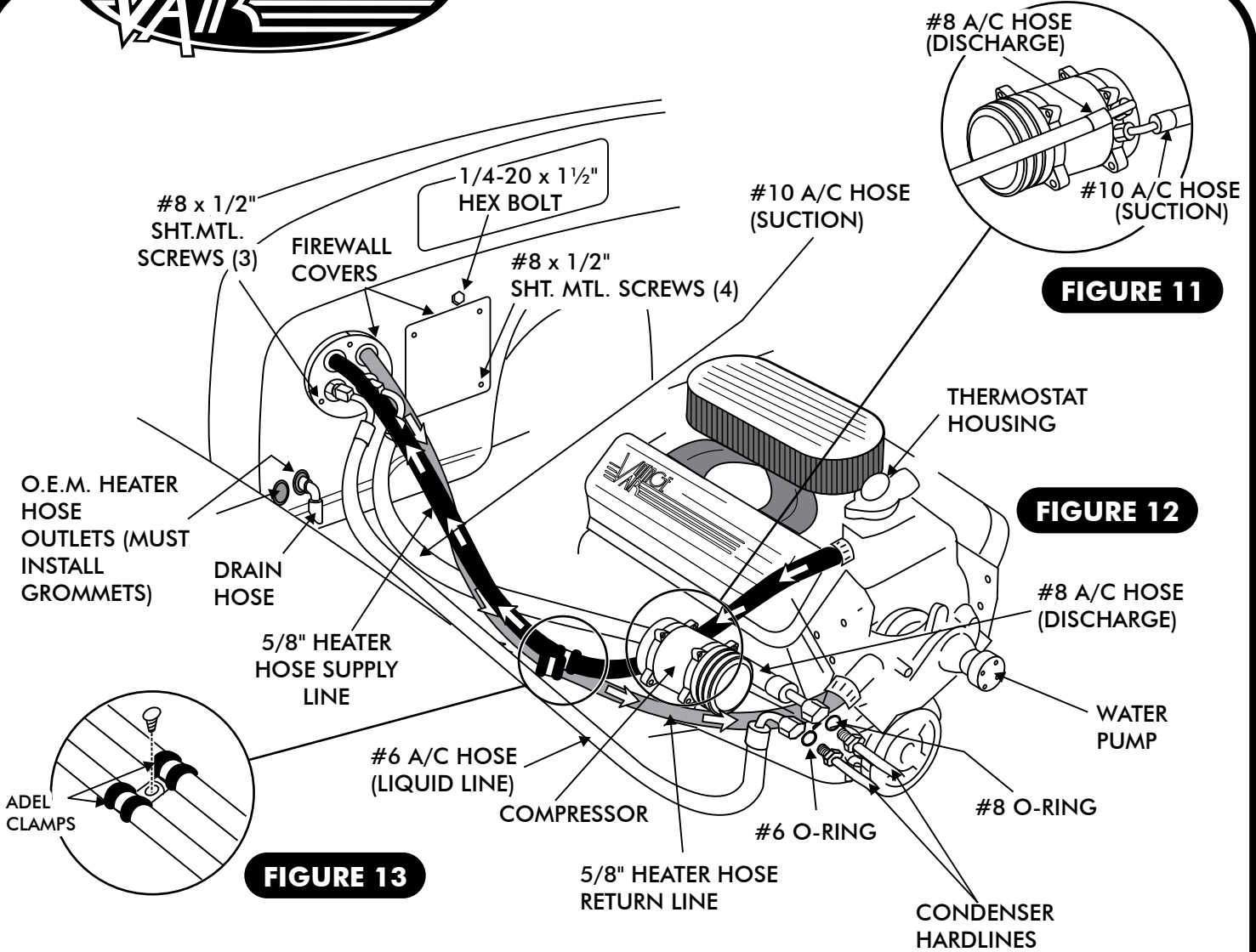
A/C HOSE INSTALLATION:

- 1. INSTALL FIREWALL COVER AND GROMMETS OVER EVAPORATOR FEEDER TUBES, AS SHOWN IN FIGURE 9, PAGE 9, AND BOLT TO FIREWALL AS SHOWN IN FIGURE 12, PAGE 11.
- 2. LOCATE THE #10 A/C SUCTION HOSE. TEMPORARILY CONNECT (NO O-RING NEEDED AT THIS TIME) THE CRIMPED END OF THIS HOSE TO THE #10 EVAPORATOR FEEDER TUBE AND ROUTE THE UNCRIMPED END TO THE COMPRESSOR AS SHOWN IN FIGURE 12, PAGE 11. TEMPORARILY INSTALL THE #10-90° FITTING (IN BAG) TO THE COMPRESSOR. **(NOTE: THIS IS A TEMPORARY CONNECTION WHICH DOES NOT REQUIRE AN O-RING AT THIS TIME).** HAND TIGHTEN THE FITTINGS.
- 3. ROUTE THE #10 HOSE TO THE #10 FITTING ON THE COMPRESSOR AND CUT TO LENGTH. **NOTE: MAKE SURE THE A/C BELT IS PROPERLY TENSIONED BEFORE CUTTING HOSES TO LENGTH.** TEMPORARILY PUSH THIS #10 HOSE ONTO THE FITTING, AS SHOWN IN FIGURE 11, PAGE 11.
- 4. LOCATE THE #6 A/C LIQUID HOSE. TEMPORARILY CONNECT (NO O-RING NEEDED AT THIS TIME) THE CRIMPED END OF THIS HOSE TO THE #6 EVAPORATOR FEEDER TUBE AND ROUTE THE UNCRIMPED END TO THE DRIER HARDLINE AS SHOWN IN FIGURE 12, PAGE 11. TEMPORARILY INSTALL THE #6-90° FITTING (IN BAG) TO THE DRIER HARDLINE. **(NOTE: THIS IS A TEMPORARY CONNECTION WHICH DOES NOT REQUIRE AN O-RING AT THIS TIME).** HAND TIGHTEN THE FITTINGS.
- 5. ROUTE THE #6 HOSE TO THE #6 DRIER HARDLINE AND CUT TO LENGTH. TEMPORARILY PUSH THIS #6 HOSE ONTO THE FITTING, AS SHOWN IN FIGURE 12, PAGE 11.
- 6. LOCATE THE #8 A/C DISCHARGE HOSE. TEMPORARILY CONNECT (NO O-RING NEEDED AT THIS TIME) THE CRIMPED END OF THIS HOSE TO THE #8 CONDENSER HARDLINE AND ROUTE THE UNCRIMPED END TO THE COMPRESSOR AS SHOWN IN FIGURE 12, PAGE 11. TEMPORARILY INSTALL THE #8-90° FITTING (IN BAG) TO THE COMPRESSOR. **(NOTE: THIS IS A TEMPORARY CONNECTION WHICH DOES NOT REQUIRE AN O-RING AT THIS TIME).** HAND TIGHTEN THE FITTINGS.
- 7. ROUTE THE #8 HOSE TO THE #8 FITTING ON THE COMPRESSOR AND CUT TO LENGTH. TEMPORARILY PUSH THIS #8 HOSE ONTO THE FITTING AS SHOWN IN FIGURE 11, PAGE 11.
- 8. REMOVE #6, #8 AND #10 HOSES. FOLLOW THE CRIMPING INSTRUCTIONS SUPPLIED WITH YOUR HOSE KIT AND CRIMP ALL HOSE CONNECTIONS. REINSTALL ALL HOSES, USING O-RINGS FOR THE FINAL CONNECTION. BE SURE TO LUBRICATE O-RINGS AND TIGHTEN PROPERLY (SEE FIGURE 7, PAGE 8).

NOTE: MARK POSITION OF HOSES/FITTINGS PRIOR TO CRIMPING. AFTER HOSES ARE CRIMPED, THEY WILL NOT ROTATE INSIDE FITTING.



1947-55 1st SERIES CHEVY PICKUP w/GEN II





HEATER HOSE INSTALLATION:

NOTE: BULK HEATER HOSE NOT SUPPLIED WITH KIT. OBTAIN 5/8" HEATER HOSE FROM LOCAL AUTO PARTS RETAILER.

- 1. CONNECT A LENGTH OF 5/8" HEATER HOSE TO THE TOP PASSENGER SIDE HEATER HOSE FEEDER LINE AT THE FIREWALL COVER (THE TOP PASSENGER SIDE FEEDER LINE CONTAINS THE HEATER CONTROL VALVE). ROUTE THIS HOSE TO THE HEATER HOSE PRESSURE PORT (THIS IS USUALLY FROM THE INTAKE MANIFOLD). CUT TO LENGTH AND CONNECT WITH A HOSE CLAMP. (SEE FIGURE 12, PAGE 11).
- 2. CONNECT A LENGTH OF 5/8" HEATER HOSE TO THE TOP DRIVER SIDE HEATER HOSE FEEDER LINE AT THE FIREWALL COVER. ROUTE THIS HOSE TO THE HEATER HOSE SUCTION PORT (USUALLY LOCATED ON THE WATER PUMP). CUT TO LENGTH AND CONNECT WITH A HOSE CLAMP (SEE FIGURE 12, PAGE 11).
- 3. INSTALL ADEL CLAMPS IN O.E.M. HOLE, AS SHOWN IN FIGURE 13, PAGE 11.

STANDARD UNDER DASH VENT INSTALLATION

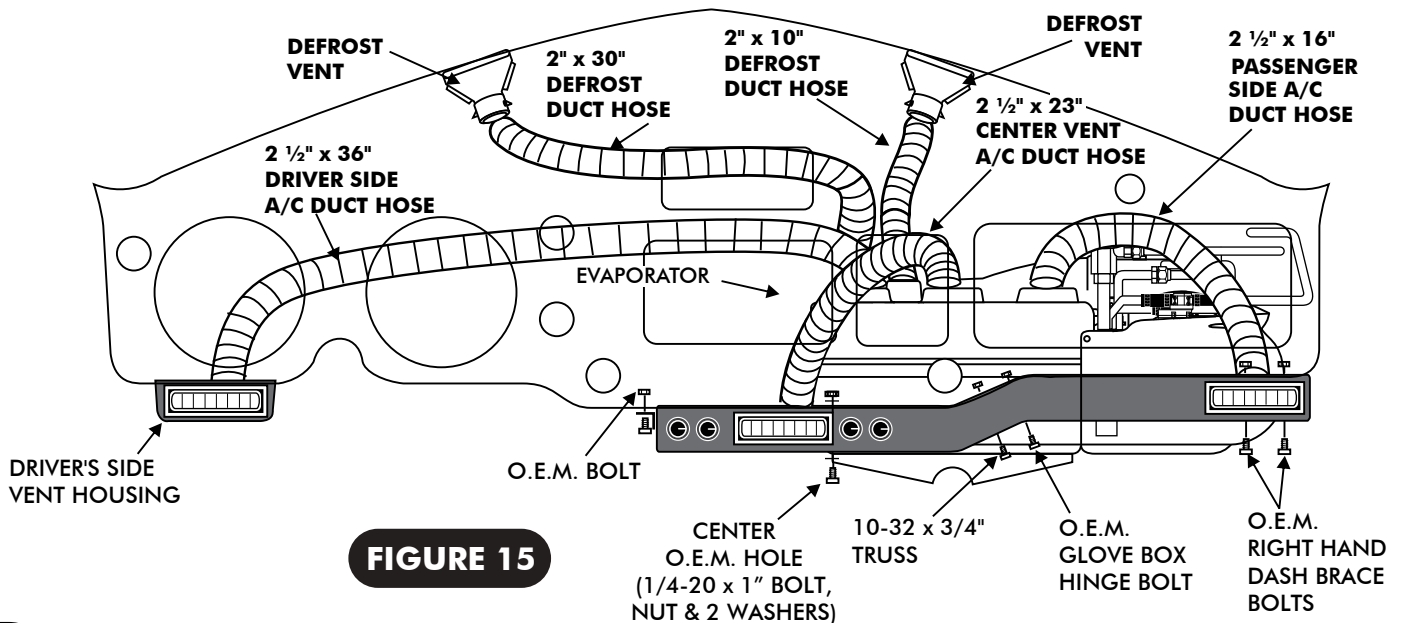


FIGURE 15



FINAL STEPS

NOTE: IF USING UPGRADE CONTROL PANEL, DISREGARD STEPS 1-5 & 7. FOLLOW INSTALLATION INSTRUCTIONS INCLUDED WITH PANEL, TAKING CARE TO INSERT THERMOSTAT CAPILLARY TUBE.

- 1. REMOVE THE (2) RIGHT HAND DASH BRACE BOLTS & NUTS UNDERNEATH THE BOTTOM LIP OF DASH. SEE FIGURE 15, PAGE 12.
- 2. REMOVE THE (2) BOLTS FROM THE DRIVER SIDE GLOVE BOX HINGE.
- 3. TEMPORARILY INSTALL UNDER DASH PANEL. THE PANEL WILL BOLT TO THE BOTTOM OF DASH THROUGH THE O.E.M. HOLES (SEE FIGURE 15, PAGE 12).
- 4. USING THE BRACKET ON THE PANEL AS A GUIDE, CENTER THE PANEL AND CAREFULLY MARK THROUGH THE O.E.M. HOLES TO SHOW BOLT LOCATIONS. REMOVE PANEL.
- 5. DRILL THE (2) GLOVE BOX HINGE HOLES ON THE PANEL TO 1/4" AND DRILL THE (2) DASH BRACE HOLES TO 5/16".
- 6. CAREFULLY UNROLL THE CAPILLARY TUBE ON THE THERMOSTAT AND INSERT IT IN THE LOCATION STICKER LOCATED ON THE TOP OF THE EVAPORATOR. THE CAPILLARY TUBE SHOULD EXTEND INTO THE COIL TO A DEPTH OF ABOUT 5". SEE PAGE 15.
- 7. BOLT PANEL TO DASH BY REINSTALLING BOLTS PREVIOUSLY REMOVED, AS SHOWN IN FIGURE 15, PAGE 12.
- 8. INSTALL DUCT HOSES. SEE FIGURE 15, PAGE 12, FOR HOSE ROUTING.
- 9. CONNECT ALL WIRING AS SHOWN IN WIRING DIAGRAM ON PAGE 14 (IF USING OPTIONAL CONTROL PANEL, FOLLOW WIRING DIAGRAM FURNISHED WITH OPTIONAL PANEL).
- 10. CUT A LENGTH OF DRAIN HOSE TO 13 INCHES. ATTACH TO DRAIN ON EVAPORATOR AND ATTACH 90° ELBOW TO OTHER END. INSTALL AS SHOWN IN FIGURE 14, PAGE 11.
- 11. INSTALL NEW SUPPLIED GLOVE BOX, WITH ORIGINAL BRACES.
- 12. REATTACH ALL O.E.M. ITEMS PREVIOUSLY REMOVED.

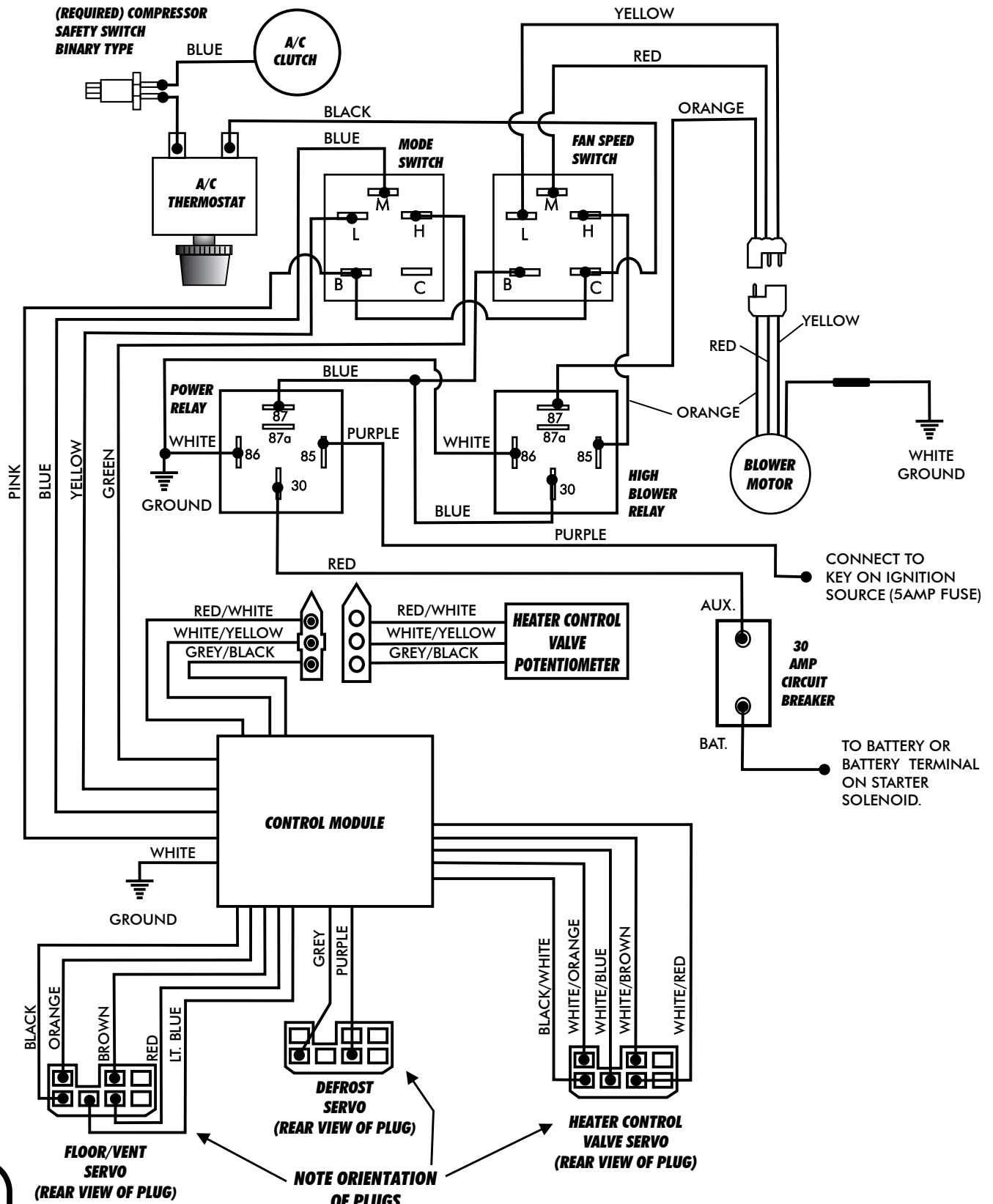
FILL RADIATOR WITH AT LEAST A 50/50 MIXTURE OF APPROVED ANTIFREEZE AND WATER. IT IS THE OWNER'S RESPONSIBILITY TO KEEP THE FREEZE PROTECTION AT THE PROPER LEVEL AT ALL TIMES. FAILURE TO FOLLOW ANTIFREEZE RECOMMENDATIONS WILL CAUSE HEATER CORE TO CORRODE PREMATURELY AND POSSIBLY BURST IN THE A/C MODE AND/OR FREEZING WEATHER, VOIDING YOUR WARRANTY. CHECK COMPLETE A/C ASSEMBLY FOR PROPER OPERATION. VINTAGE AIR RECOMMENDS THAT ALL A/C SYSTEMS BE SERVICED BY A CERTIFIED AUTOMOTIVE AIR CONDITIONING TECHNICIAN ONLY. SEE INSIDE COVER FOR SERVICE INFORMATION.

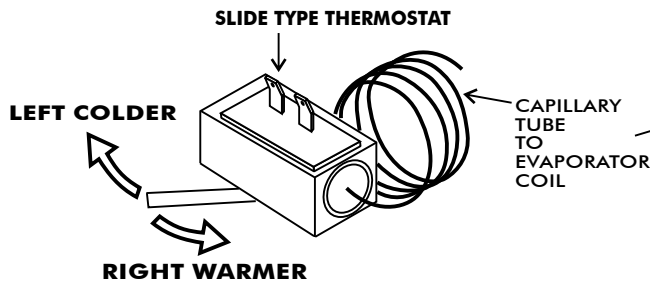
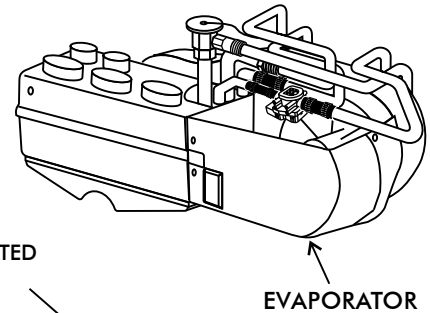
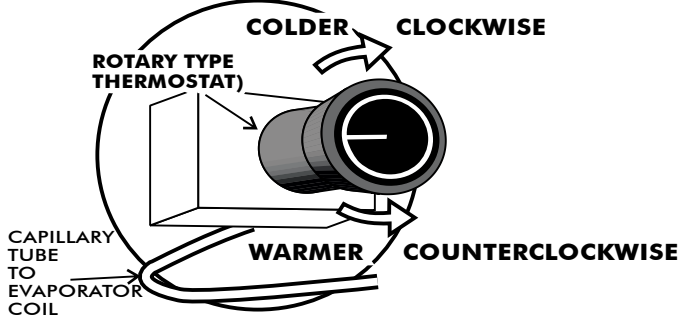
- START ENGINE AND RUN, UNTIL NORMAL OPERATING TEMPERATURE IS REACHED. PLACE SWITCH IN HEAT POSITION, AND SELECT FAN SPEED DESIRED. THE SYSTEM WILL HEAT THE VEHICLE. **IMPORTANT: (BE SURE THE ENGINE THERMOSTAT HAS OPENED, AND THE APPROVED ANTIFREEZE MIXTURE HAS BEEN CIRCULATED THROUGH THE HEATER CORE BEFORE TESTING THE A/C MODES).**
- WHEN 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 SIDES SHOULD BE HOT.



1947-55 1st SERIES CHEVY PICKUP w/GEN II

WIRING DIAGRAM - GEN II UNITS HEAT/COOL/DEFROST W/ ROTARY CONTROL





NOTE: YOUR SYSTEM MAY HAVE A ROTARY OR SLIDE TYPE THERMOSTAT.

AIR CONDITIONING ADJUSTMENTS:

- THE AIR CONDITIONER THERMOSTAT CONTROLS COIL TEMPERATURE. ROTARY TYPE THERMOSTATS ARE SHIPPED ADJUSTED FULLY COLD (CLOCKWISE), AND IN THE MAJORITY OF CASES THE A/C WILL OPERATE CORRECTLY AS SHIPPED.
- TURNING THE KNOB ON THE **ROTARY TYPE THERMOSTAT** TO THE RIGHT (CLOCKWISE) MAKES THE SYSTEM OPERATE COLDER. MOVING THE LEVER TOWARD COLDER ON THE **SLIDE TYPE THERMOSTAT** MAKES THE SYSTEM OPERATE COLDER. IF THE THERMOSTAT IS SET TOO COLD THE EVAPORATOR COIL WILL "ICE UP", MEANING THE EVAPORATOR COIL IS RESTRICTED WITH ICE, AND COLD AIR FLOW WILL BE REDUCED.
- TURNING THE KNOB TO THE LEFT (COUNTERCLOCKWISE) ON A **ROTARY TYPE THERMOSTAT** MAKES THE SYSTEM OPERATE WARMER. MOVING THE LEVER TOWARD THE RED LINES ON A **SLIDE TYPE THERMOSTAT** MAKES THE SYSTEM OPERATE WARMER. THE COMPRESSOR CLUTCH WILL CYCLE OFF FREQUENTLY. THE EVAPORATOR COIL WILL NOT GET AS COLD, AND THE AIR TEMPERATURE WILL NOT BE AS COLD.

ADJUSTING A/C THERMOSTAT

- 1.) **SYMPTOM:** THE A/C WORKS WELL AT FIRST, THEN QUILTS COOLING. THE AIR FLOW FROM THE VENTS IS LOW, AND THE COMPRESSOR CLUTCH CYCLES INFREQUENTLY.
SOLUTION: THE THERMOSTAT IS SET TOO COLD AND THE EVAPORATOR IS "ICING UP" AND RESTRICTING AIR FLOW. **ALLOW THE ICE TO MELT** AND SET THE **ROTARY TYPE THERMOSTAT** WARMER (COUNTER CLOCKWISE) 1/8 OF A TURN EACH ADJUSTMENT UNTIL THE SYMPTOMS DIMINISH. ADJUST THE **SLIDE TYPE THERMOSTAT** IN 1/8" INCREMENTS TOWARDS THE SMALLER RED GRADIENTS, UNTIL THE SYMPTOMS DIMINISH.
- 2.) **SYMPTOM:** A/C NEVER GETS COLD AND THE COMPRESSOR CLUTCH CYCLES FREQUENTLY.
SOLUTION: THE THERMOSTAT IS SET TOO WARM. SET THE **ROTARY TYPE THERMOSTAT** COLDER (CLOCKWISE) 1/8 OF A TURN EACH ADJUSTMENT, UNTIL THE DESIRED AIR TEMPERATURE IS REACHED. ADJUST **SLIDE TYPE THERMOSTAT** IN 1/8" INCREMENTS TOWARDS COLDER UNTIL THE DESIRED AIR TEMP IS REACHED. **AVOID SETTING THE THERMOSTAT TOO COLD.**
- 3.) **SYMPTOM:** THE A/C NEVER GETS COLD, SOMETIMES EVEN BLOWS HOT, AND THE A/C COMPRESSOR CLUTCH INFREQUENTLY CYCLES OFF.
SOLUTION: THE HEATER MAY BE ON AT ALL TIMES. **CAREFULLY** FEEL THE HEATER HOSE BETWEEN THE **EVAPORATOR** AND THE **HEATER CONTROL VALVE**. THIS HOSE SHOULD NOT BE HOT IN THE **A/C MODE**. IF THE HOSES ARE HOT
 - A)- THE HEATER CONTROL VALVE MAY BE INSTALLED BACKWARDS. CHECK THE FLOW DIRECTION ARROW ON THE VALVE AGAINST THE ILLUSTRATION IN YOUR INSTALLATION INSTRUCTIONS.
 - B)- IF CABLE OPERATED: THE VALVE MAY BE MISADJUSTED.
 - C)- IF VACUUM OPERATED: IT MAY BE GETTING VACUUM AT ALL TIMES (CHECK ELECTRIC SOLENOID).
 - D)- THE HEATER CONTROL VALVE MAY BE INSTALLED IN THE WRONG HOSE. IT MUST BE INSTALLED IN THE HOSE COMING FROM THE INTAKE MANIFOLD ENGINE COOLANT **PRESSURE PORT**.



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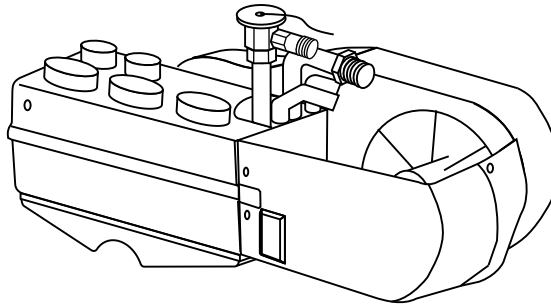
EVAPORATOR KIT PACKING LIST

EVAPORATOR KIT
75454-LCZ-A

No.	QTY.	PART No.	DESCRIPTION
1.	1	55288-VUE-A	GEN II EVAPORATOR SUB CASE
2.	1	79547-LCN	ACCESSORY KIT

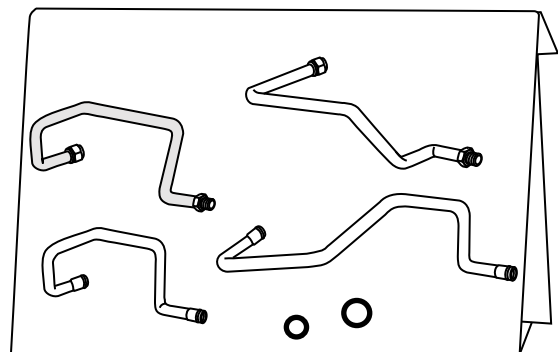
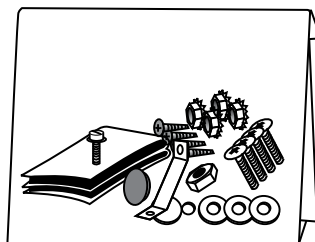
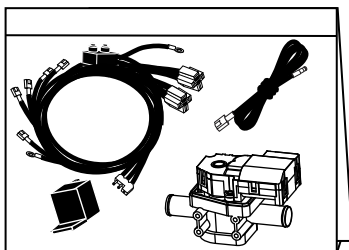
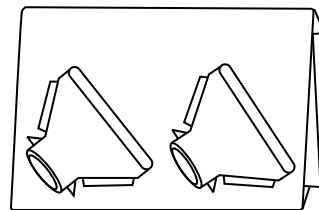
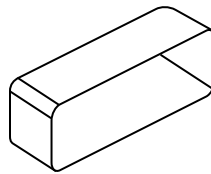
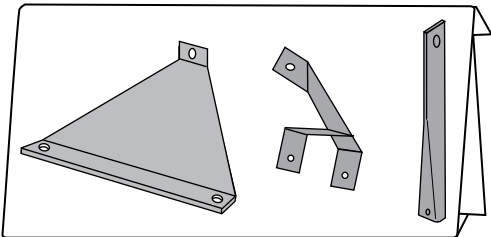
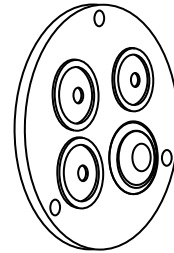
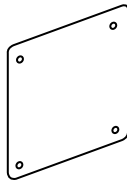
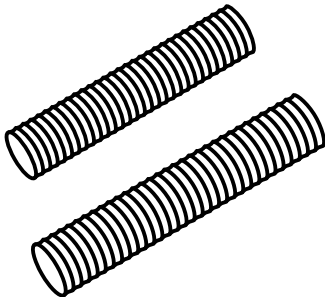
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**GEN II EVAPORATOR
SUB CASE
55288-VUE-A**

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**ACCESSORY KIT
79547-LCN**