



GEN IV MAGNUM

**HEAT, COOL, DEFROST EVAPORATOR KIT
671400-VUZ**

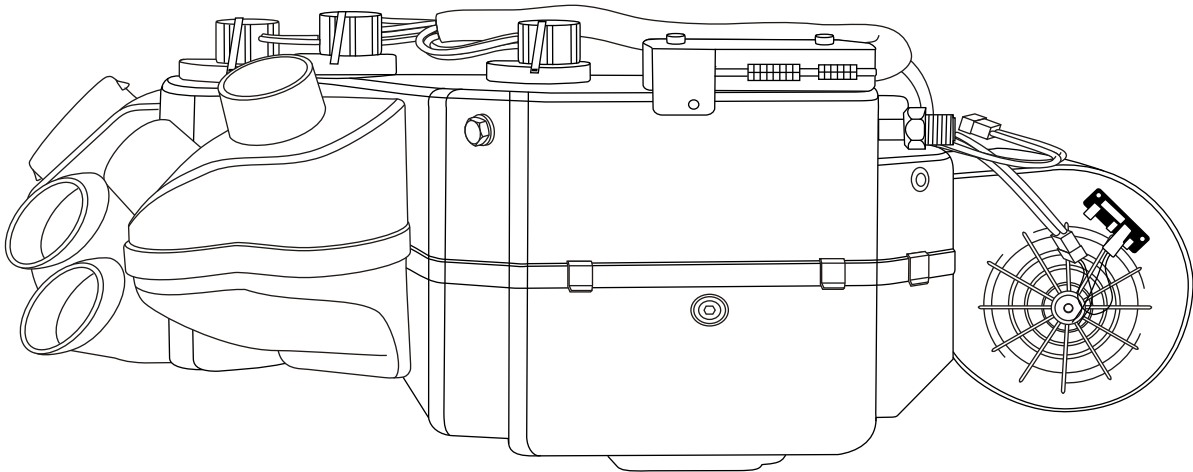




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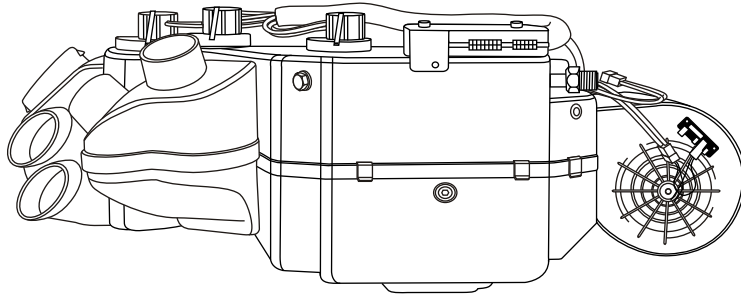
EVAPORATOR KIT PACKING LIST

**EVAPORATOR KIT
671400-VUZ**

No.	QTY.	PART No.	DESCRIPTION
1.	1	744004-VUE	GEN IV MAGNUM EVAP. SUBCASE
2.	1	784004-VUA	GEN IV MAGNUM ACC. KIT

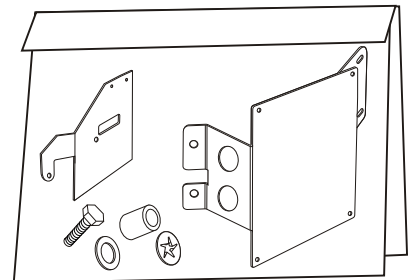
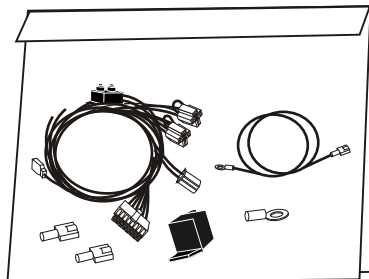
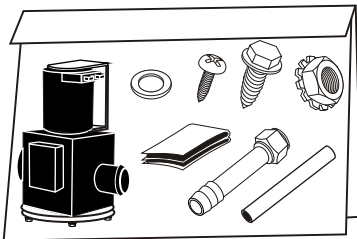
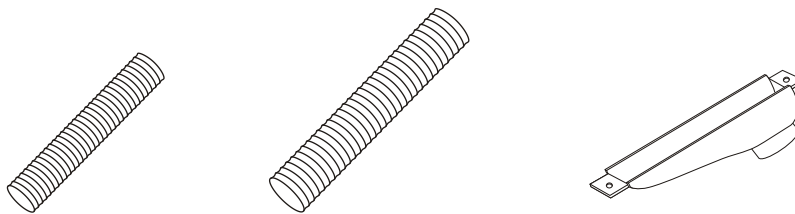
**** BEFORE BEGINNING INSTALLATION OPEN ALL PACKAGES AND CHECK CONTENTS OF SHIPMENT. PLEASE REPORT ANY SHORTAGES DIRECTLY TO VINTAGE AIR WITHIN 15 DAYS. AFTER 15 DAYS, VINTAGE AIR WILL NOT BE RESPONSIBLE FOR MISSING OR DAMAGED ITEMS.**

①



**GEN IV MAGNUM
EVAP. SUB CASE
744004-VUE**

②



**ACCESSORY KIT
784004-VUA**

NOTE: IMAGES MAY NOT DEPICT ACTUAL PARTS AND QUANTITIES. REFER TO PACKING LIST FOR ACTUAL PARTS AND QUANTITIES



IMPORTANT NOTICE-PLEASE READ

FOR MAXIMUM SYSTEM PERFORMANCE VINTAGE AIR RECOMMENDS THE FOLLOWING:

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 YOU LOCAL PARTS RETAILER

SAFETY SWITCHES:

VINTAGE AIR STRONGLY RECOMMENDS A BINARY OR TRINARY COMPRESSOR SAFETY SWITCH. A BINARY SWITCH (11078-VUS) DISENGAGES THE COMPRESSOR CLUTCH IN CASE OF EXTREME LOW PRESSURE CONDITION (REFRIGERANT LOSS) OR EXCESSIVELY HIGH HEAD PRESSURE (406 PSI), TO PREVENT COMPRESSOR DAMAGE OR HOSE RUPTURE. A TRINARY SWITCH (11076-VUS) COMBINES HI/LO PRESSURE PROTECTION WITH AN ELECTRIC FAN OPERATION SIGNAL AT 254 PSI., AND MAY BE SUBSTITUTED FOR USE WITH ELECTRIC CONDENSER FANS. 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 or R-12 REFRIGERANT ONLY ! USE OF ANY OTHER REFRIGERANTS RISKS A DANGER OF FIRE 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)

134a SYSTEM

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

R-12 SYSTEM

CHARGE WITH 2.0 lbs. OF REFRIGERANT

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



PLANNING OVERVIEW

- EVERY VEHICLE IS A LITTLE DIFFERENT, DEPENDING ON THE:
 1. TYPE OF VEHICLE/ENGINE AND LOCATION OF ENGINE.
 2. TYPE OF AIR CONDITIONING EQUIPMENT USED.
 3. OWNER'S PREFERENCES.
- THERE ARE MANY FACTORS THAT GO INTO MAKING EACH AIR CONDITIONING INSTALLATION DIFFERENT. USUALLY, ALL OF THE ABOVE DECISIONS ARE MADE BEFORE ANY CONSIDERATION IS GIVEN TO THE AIR CONDITIONING INSTALLATION. THE A/C SYSTEM IS THEN TAILORED TO FIT YOUR PARTICULAR APPLICATION.
- THE MOUNTING LOCATION OF THE EVAPORATOR UNIT IS DETERMINED IN PART BY THE SPACE AVAILABLE FOR THE HOSE ROUTING. THE COMPONENTS USED IN THE HOSE ROUTING PROCESS (I.E. BULKHEAD PLATES, FITTINGS, AND GROMMETS, ETC.) WILL ALSO INFLUENCE THE LOCATION OF THE EVAPORATOR UNIT. WHEN PLANNING YOUR HOSE ROUTING, YOU MUST INSTALL THE MAJOR COMPONENT PARTS. MOUNT THE COMPRESSOR, CONDENSER AND DRIER. THE EVAPORATOR MUST BE TEMPORARILY HELD IN POSITION UNDER THE DASH. FINAL MOUNTING OF THE EVAPORATOR TO THE FIREWALL SHOULD NOT BE DONE, UNTIL YOU HAVE VERIFIED THAT ALL HOSES ATTACHING TO THE EVAPORATOR WILL EXIT THE FIREWALL AND/OR KICK PANEL AS PLANNED. THE HOSES MUST BE RUN EXACTLY THE WAY THEY WILL BE WHEN FINISHED, BEFORE CUTTING THEM TO LENGTH.
- DUCT HOSE ROUTING AND A/C VENT LOCATIONS SHOULD ALSO BE GIVEN CAREFUL CONSIDERATION BEFORE FINAL MOUNTING POSITION OF THE EVAPORATOR IS SELECTED.
- THE VINTAGE AIR GEN IV MAGNUM UNIT WAS DESIGNED FOR CLASSIC CARS, CUSTOM CARS, AND TRUCKS. THE EVAPORATOR UNIT IS DESIGNED TO MOUNT BEHIND THE DASH.
- READ THE INSTALLATION INSTRUCTIONS COMPLETELY, AND FAMILIARIZE YOURSELF WITH ALL THE PARTS AND ILLUSTRATIONS.
- THE INSTALLATION OF THIS UNIT VARIES, ACCORDING TO THE BODY MANUFACTURER OR MODIFICATIONS TO THE ORIGINAL BODY. TAKE YOUR TIME, AND DOUBLE CHECK BEFORE DRILLING OR CUTTING.
- REMOVE OEM HEATER, DEFROST DUCTS, CONTROLS, BLOWER ASSEMBLY, AC EVAPORATOR & CONDENSER IF EQUIPPED.
- BEFORE BEGINNING, REMOVE GLOVE BOX TO EASE INSTALLATION. IF THE DASH IS EASILY REMOVABLE, REMOVE IT NOW. CHECK FOR, AND FILL IN ANY HOLES IN THE FIREWALL AND FLOOR. INSULATE AND SEAL FIREWALL, FLOOR, DOOR PANELS, AND HEADLINER TO REDUCE THE AMOUNT OF HEAT ENTERING THE CAR.

DEFROST DUCT INSTALLATION

- ALIGN DEFROST DUCT WITH OPENING IN DASH, IF APPLICABLE USE OEM MOUNTING HOLE LOCATIONS OR MARK AND DRILL 1/8" MOUNTING HOLES. USE (4) #8 x 1/2" SCREWS, TO SECURE THE NEW DEFROST DUCTS AS SHOWN IN FIGURE 1 BELOW.

NOTE: FOR AN ALTERNATE INSTALLATION METHOD APPLY SILICONE, EPOXY, ETC. TO DEFROST DUCTS AND ALIGN WITH OPENINGS IN DASH.

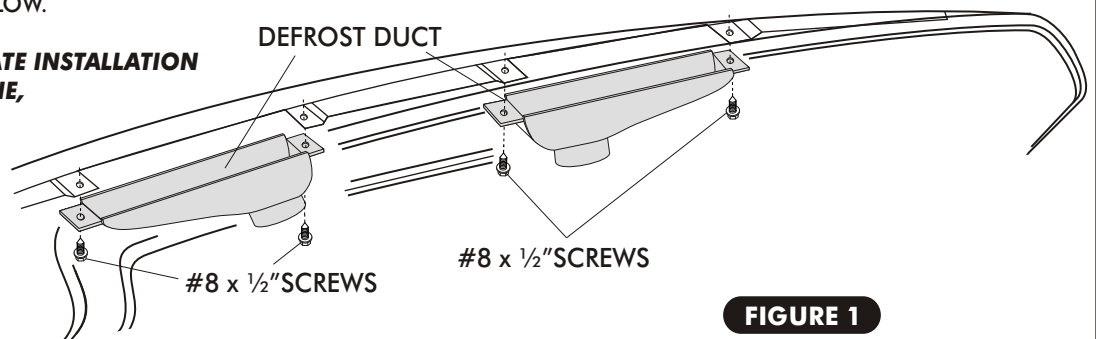


FIGURE 1



CONDENSER ASSEMBLY & INSTALLATION

- ☐ REFER TO SEPARATE INSTRUCTIONS INCLUDED WITH CONDENSER KIT.

COMPRESSOR & BRACKETS

- ☐ REFER TO SEPARATE INSTRUCTIONS INCLUDED WITH BRACKET KIT.

HEATER FITTING INSTALLATION

- ☐ ON A WORK BENCH, INSTALL HEATER FITTINGS WITH PROPERLY LUBRICATED O-RINGS (SEE FIGURE 2 & 2a, BELOW)

NOTE: 45° AND 90° FITTINGS ARE AVAILABLE SEPARATELY.

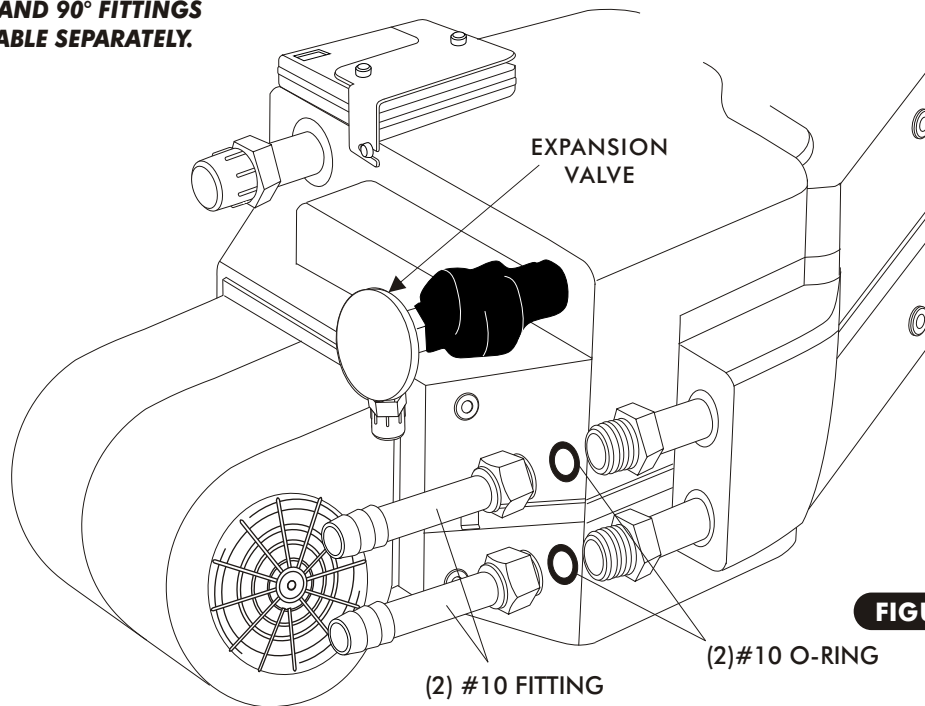


FIGURE 2

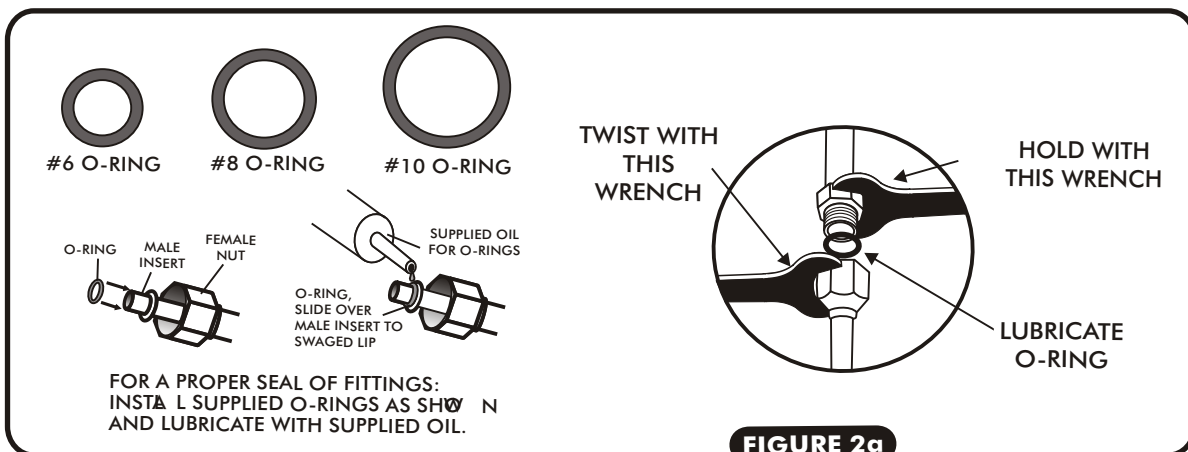
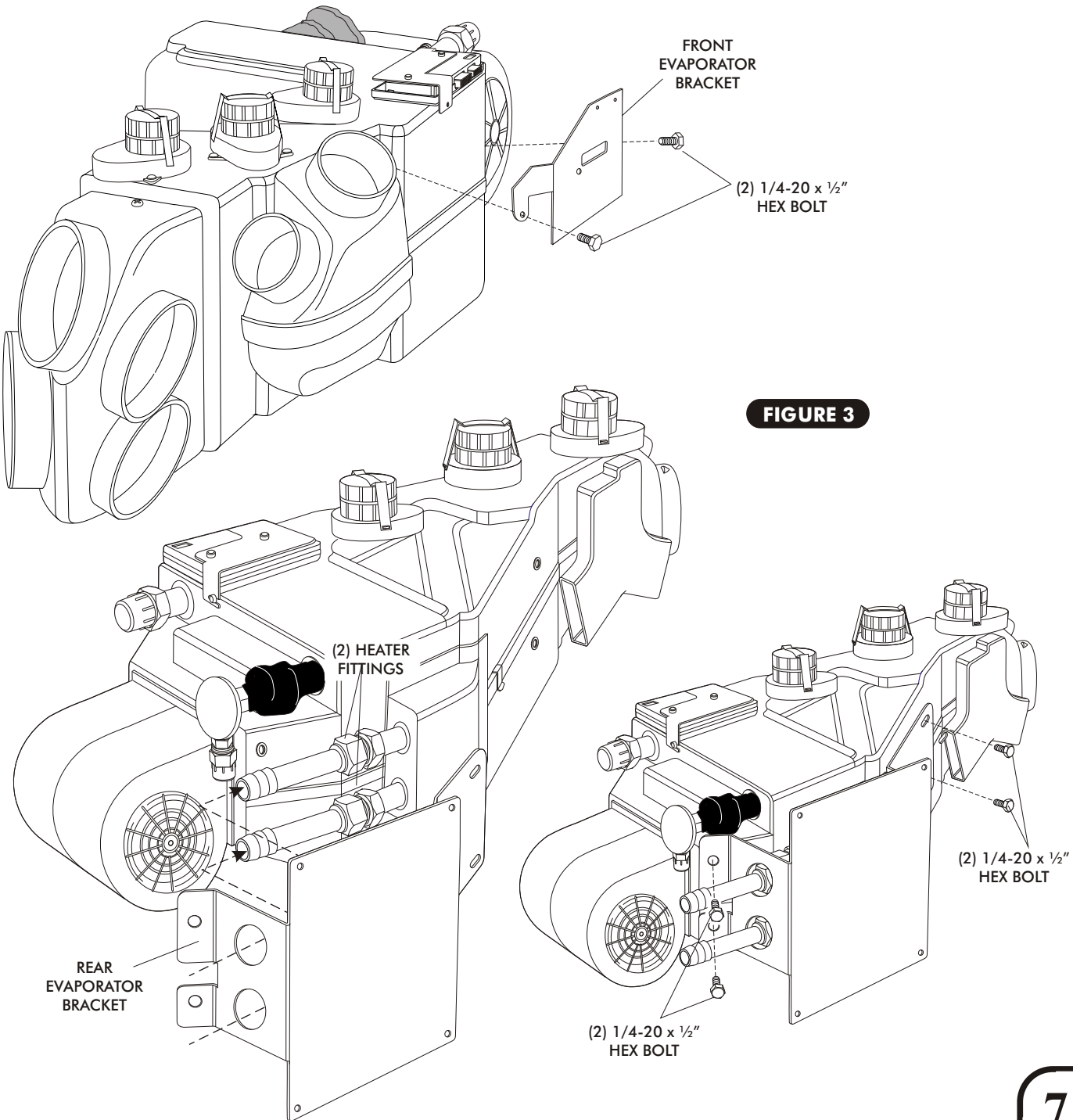


FIGURE 2a



BRACKET INSTALLATION

- ON A WORK BENCH, INSTALL THE FRONT & REAR EVAPORATOR MOUNTING BRACKETS USING (6) 1/4-20 x 1/2" HEX BOLTS. SEE FIGURE 3 BELOW. NOTE: PASS HEATER FITTINGS THROUGH THE (2) HOLE OPENINGS IN BRACKET AS SHOWN.





GEN IV MAGNUM

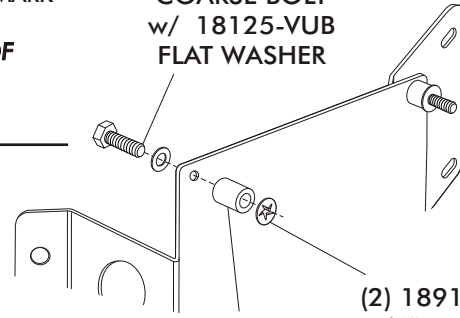
NOTE: TYPICAL INSTALLATION SHOWN BELOW. IT MAY BE NECESSARY TO MODIFY BRACKETS OR ADD ADDITIONAL BRACKETRY FOR YOUR SPECIFIC INSTALLATION.

EVAPORATOR INSTALLATION

- LIFT EVAPORATOR UNIT UP UNDER THE DASHBOARD INTO DESIRED POSITION, VERIFY THAT EVAPORATOR UNIT IS LEVEL AND SQUARE TO THE DASH. ONCE IN PLACE USING THE HOLES IN MOUNTING BRACKETS AS TEMPLATES, MARK MOUNTING HOLE LOCATIONS ON INNER COWL AND FIREWALL.
NOTE: DEPENDING ON YOUR INSTALLATION, USE ANY COMBINATION OF HOLES IN THE REAR MOUNTING BRACKET TO SECURE EVAPORATOR TO FIREWALL. (THE TOP TWO HOLES ARE USED IN FIGURE 4 BELOW)

- INSTALL MOUNTING HARDWARE IN REAR BRACKET AS SHOWN IN FIGURE 4a.

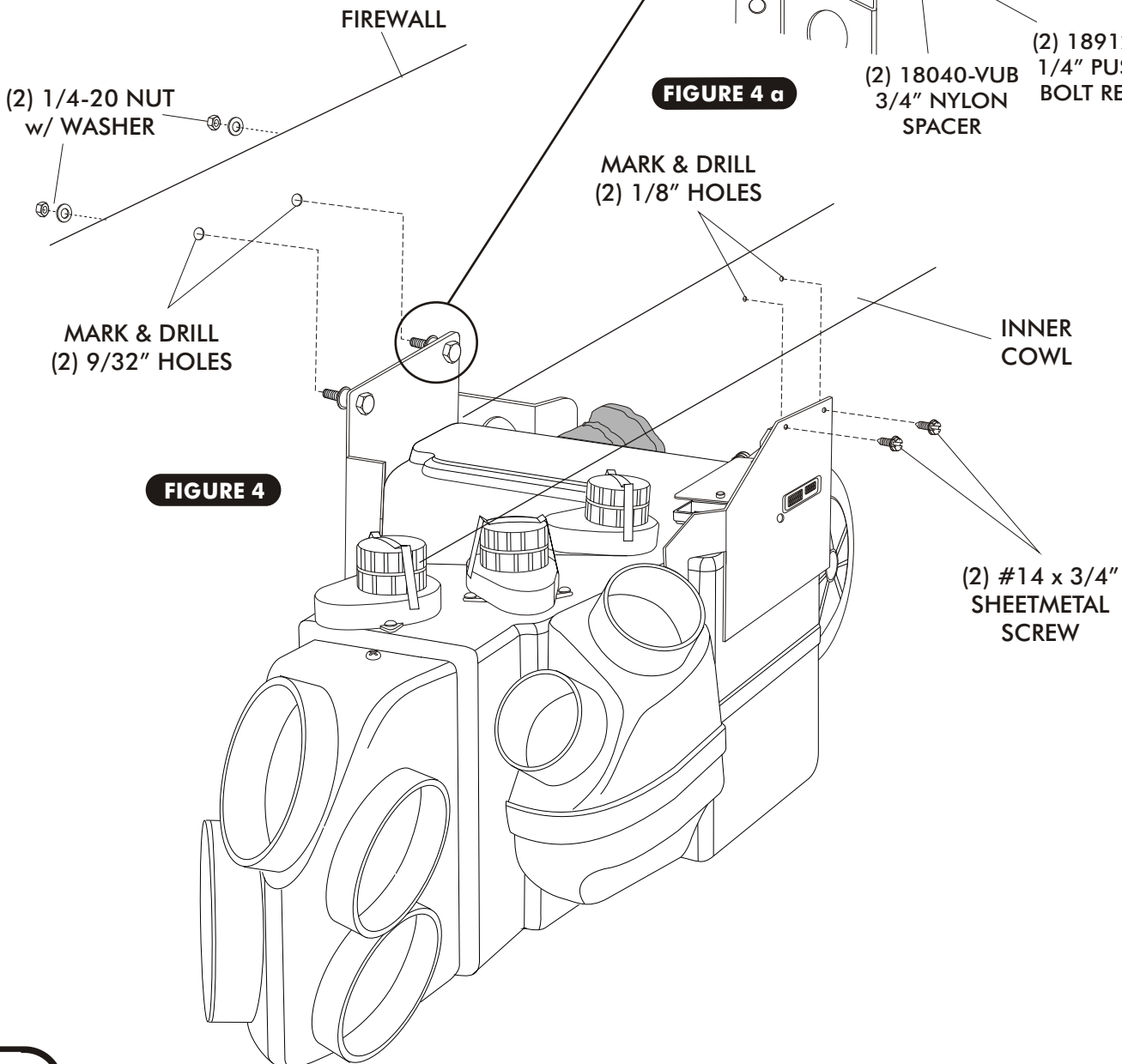
(2) 18289-VUB
1/4-20 x 1/12
COARSE BOLT
w/ 18125-VUB
FLAT WASHER



(2) 189125-MUR
1/4" PUSH NUT
BOLT RETAINER

(2) 18040-VUB
3/4" NYLON
SPACER

FIGURE 4 a



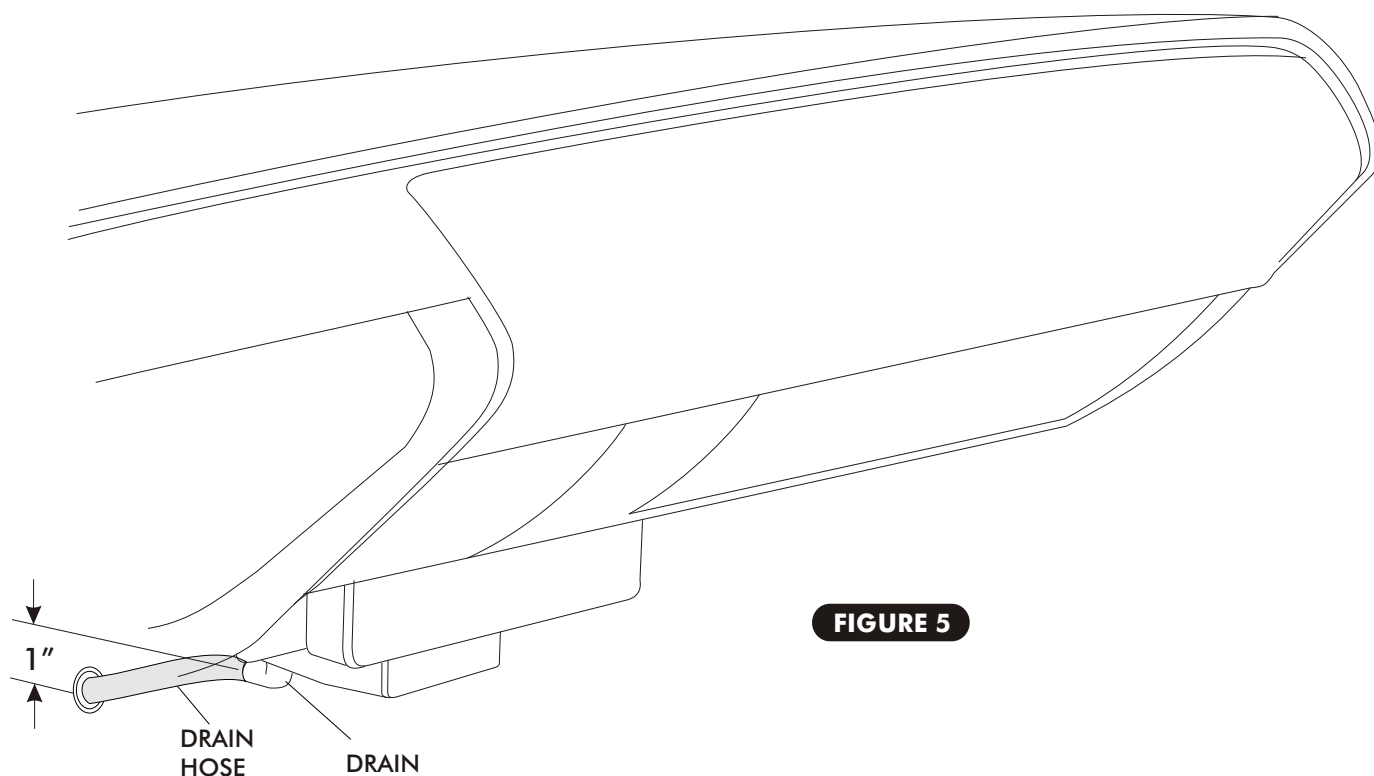


EVAPORATOR INSTALLATION

- ONCE BRACKETS ARE INSTALLED, LIFT EVAPORATOR UNIT UP UNDER THE DASHBOARD INTO DESIRED POSITION, LOOSELY SECURE TO FIREWALL FROM THE ENGINE COMPARTMENT SIDE USING (2) 1/4-20 NUTS WITH WASHERS. SEE FIGURE 4, PAGE 8.
- USING (2) #14 x 3/4" SHEETMETAL SCREWS, SECURE THE FRONT EVAPORATOR MOUNTING BRACKET TO INNER COWL. SEE FIGURE 4, PAGE 8. **NOTE: DO NOT COMPLETELY TIGHTEN SCREWS.**
- VERIFY THAT THE EVAPORATOR UNIT IS LEVEL AND SQUARE TO THE DASH, THEN TIGHTEN ALL MOUNTING LOCATIONS. **NOTE: TIGHTEN THE BOLTS ON THE FIREWALL FIRST, THEN TIGHTEN THE FRONT MOUNTING BRACKET SCREWS.**

DRAIN HOSE INSTALLATION

- IN-LINE WITH THE DRAIN LIGHTLY MAKE A MARK ON THE FIREWALL. MEASURE ONE INCH DOWN, MARK AND DRILL A 5/8" HOLE THROUGH FIREWALL. SEE FIGURE 5, BELOW.
- INSTALL DRAIN HOSE ON DRAIN AND ROUTE THROUGH THE FIREWALL. NOTE: FROM THE ENGINE COMPARTMENT SIDE OF THE FIREWALL CUT DRAIN HOSE TO DESIRED LENGTH.



A/C HOSE INSTALLATION

- REFER TO SEPARATE INSTRUCTIONS INCLUDED WITH HOSE KIT.



HEATER HOSE & HEATER CONTROL VALVE INSTALLATION

- ROUTE A PIECE OF HEATER HOSE FROM THE WATER PUMP TO THE HEATER LINE COMING THROUGH THE FIREWALL AS SHOWN IN FIGURES 6, BELOW. SECURE USING HOSE CLAMPS. **NOTE: WATER PUMP SIDE OF SYSTEM IS LOW PRESSURE (SUCTION) SIDE.**
- ROUTE A PIECE OF HEATER HOSE FROM THE INTAKE TO THE HEATER LINE COMING THROUGH THE FIREWALL AS SHOWN IN FIGURES 6, BELOW. NOTE: INSTALL HEATER CONTROL VALVE IN-LINE WITH INTAKE MANIFOLD (PRESSURE SIDE) HEATER HOSE, SECURE USING HOSE CLAMPS AS SHOWN IN FIGURE 6, BELOW. **NOTE PROPER FLOW DIRECTION.**

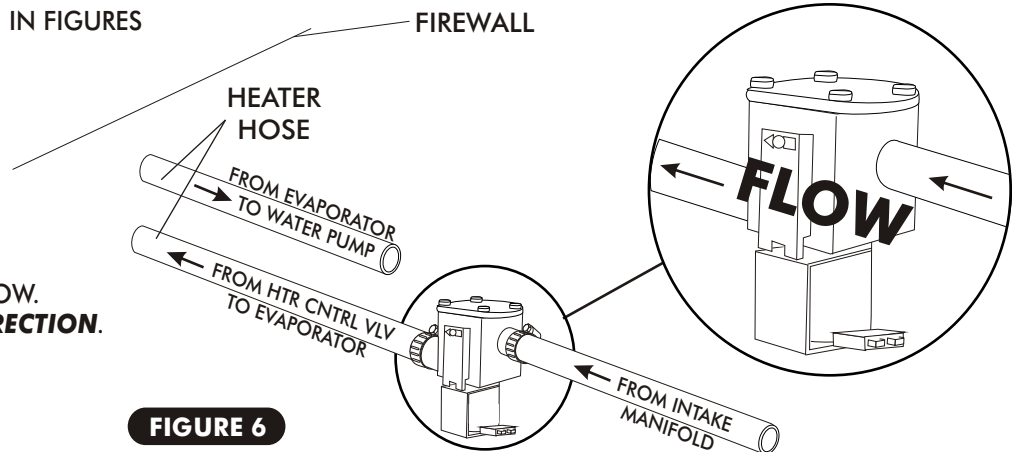


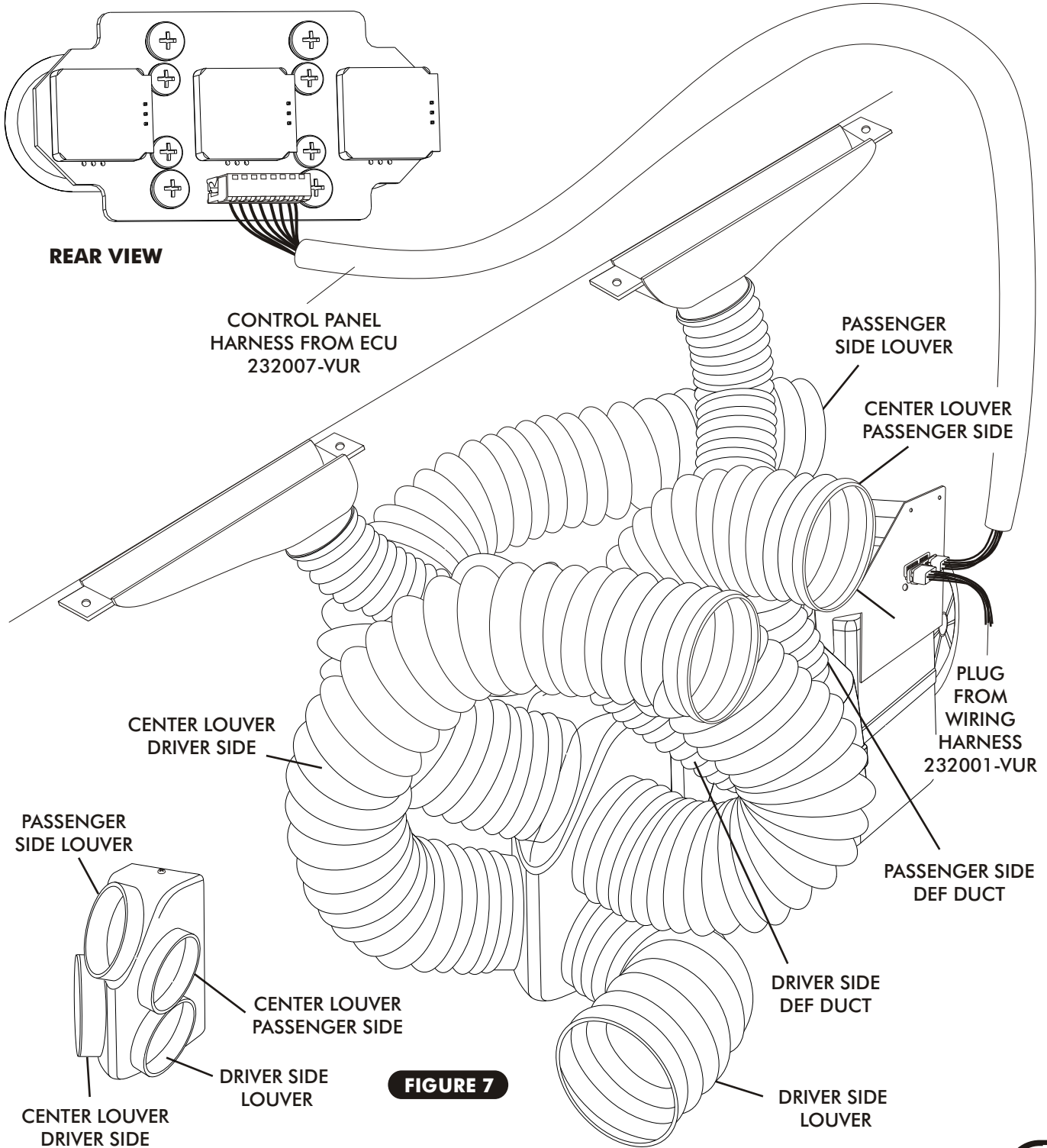
FIGURE 6

FINAL STEPS - DUCT HOSE ROUTING & CONTROL PANEL HARNESS

- INSTALL DUCT HOSES AS SHOWN IN FIGURE 7, PAGE 11. STRETCH THE DUCT HOSE TIGHTLY TO THE DASH VENTS, TRIM TO INSURE THAT THE DUCT HOSE IS TIGHT WITH AS FEW KINKS OR SHARP BENDS IN HOSE AS POSSIBLE. THIS WILL ENSURE MAXIMUM AIRFLOW.
- INSTALL CONTROL PANEL, REFER TO CONTROL PANEL KIT INSTRUCTIONS.
- ROUTE THE CONTROL PANEL HARNESS ASSEMBLY AND CONNECT TO THE PC BOARD ASSEMBLY ON THE BACK SIDE OF THE CONTROL PANEL AS SHOWN IN FIGURE 7, PAGE 11.
- PLUG THE WIRING HARNESS INTO THE ECU MODULE ON SUB CASE AS SHOWN. (WIRE ACCORDING TO WIRING DIAGRAM ON PAGE 12.)
- REINSTALL ALL PREVIOUSLY REMOVED ITEMS
- FILL RADIATOR WITH AT LEAST A 50/50 MIXTURE OF APPROVED ANTIFREEZE AND DISTILLED WATER. IT IS THE OWNER'S RESPONSIBILITY TO KEEP THE FREEZE PROTECTION AT THE PROPER LEVEL FOR THE CLIMATE IN WHICH THE VEHICLE IS OPERATED. FAILURE TO FOLLOW ANTIFREEZE RECOMMENDATIONS WILL CAUSE HEATER CORE TO CORRODE PREMATURELY AND POSSIBLY BURST IN AC MODE AND/OR FREEZING WEATHER, VOIDING YOUR WARRANTY. **NOTE: PRIOR TO CHARGING A/C SYSTEM, RUN ENGINE AND CYCLE HEATER CONTROL VALVE TO CIRCULATE ANTI-FREEZE THROUGH HEATER CORE.**
- DOUBLE CHECK ALL FITTINGS, BRACKETS AND BELTS FOR TIGHTNESS.
- VINTAGE AIR RECOMMENDS THAT ALL AC SYSTEMS BE SERVICED BY A CERTIFIED AUTOMOTIVE AIR CONDITIONING TECHNICIAN.
- EVACUATE THE SYSTEM FOR A MINIMUM OF 45 MINUTES PRIOR TO CHARGING AND LEAK CHECK PRIOR TO SERVICING. CHARGE THE SYSTEM TO THE CAPACITIES STATED ON THE INFORMATION PAGE (PAGE 4) OF THIS INSTRUCTION MANUAL.



CONTROL PANEL & DUCT HOSE ROUTING

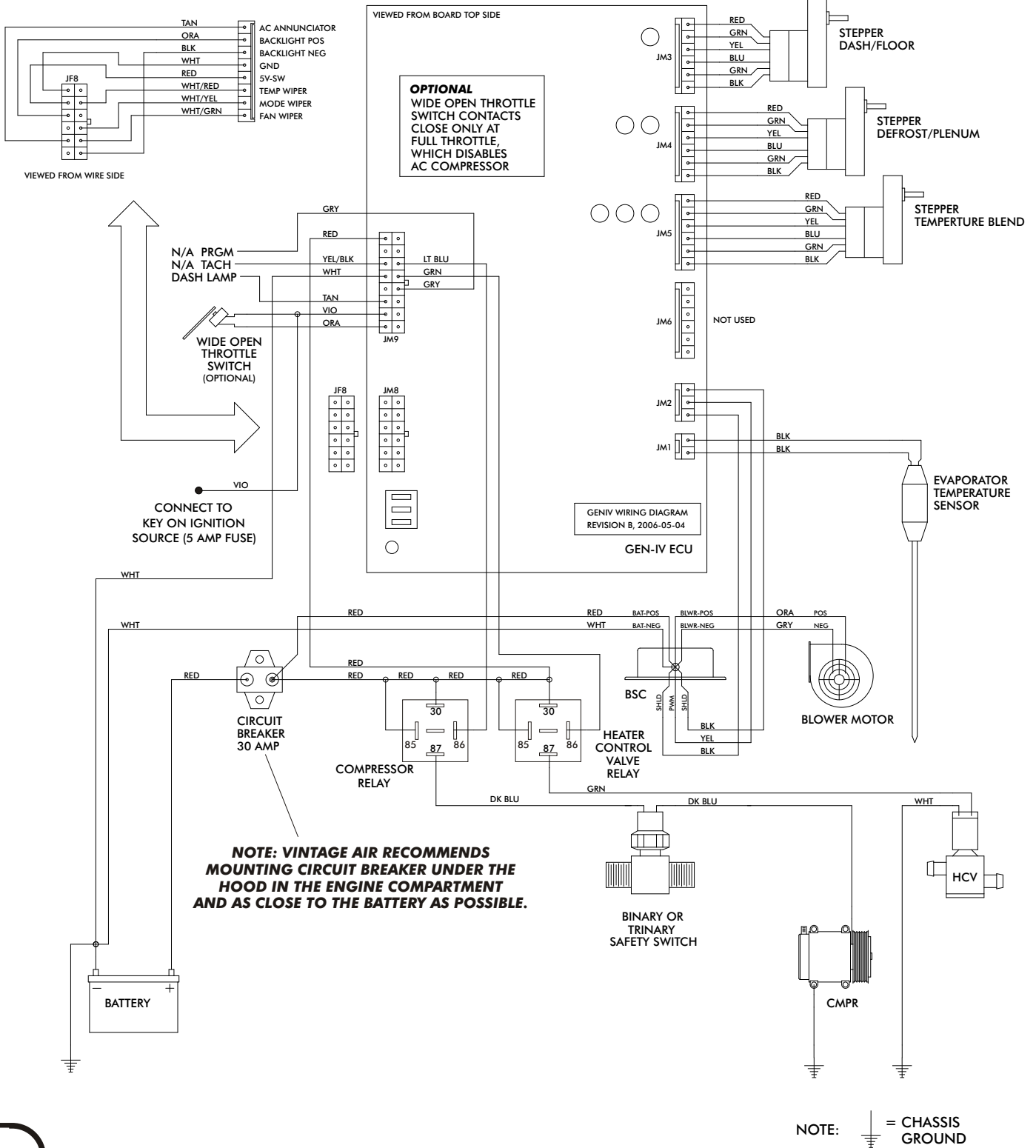


NOTE: TYPICAL ROUTING, LENGTHS AND ROUTING MAY VARY.



GEN IV MAGNUM

WIRING DIAGRAM





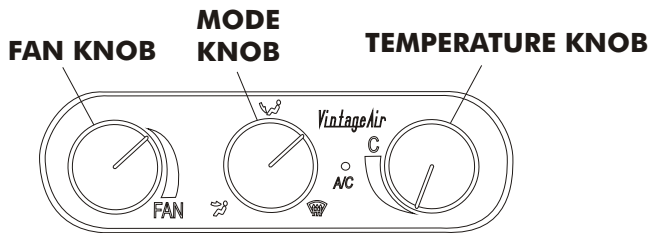
GEN IV MAGNUM

491210-RUA STREAMLINE 3 KNOB CONTROL PANEL OPERATION

IF USING OPTIONAL PANEL, REFER TO CONTROL PANEL KIT INSTRUCTIONS SUPPLIED WITH PANEL FOR OPERATION PROCEDURES)

NOTE:

- **THE TEMPERATURE KNOB TOGGLES BETWEEN A/C AND HEAT MODES.** FOR A/C MODE ROTATE THE TEMPERATURE KNOB CLOCKWISE ALL THE WAY TO THE RIGHT TO ENGAGE THE COMPRESSOR (BLUE A/C LIGHT WILL COME ON IN A/C MODE). ROTATE TEMPERATURE KNOB COUNTER CLOCKWISE TO SELECT DESIRED TEMPERATURE. FOR HEAT MODE ROTATE THE TEMPERATURE KNOB COUNTER CLOCKWISE ALL THE WAY TO THE LEFT TO DISENGAGE THE COMPRESSOR (BLUE A/C LIGHT WILL TURN OFF). ROTATE TEMPERATURE KNOB CLOCKWISE TO SELECT DESIRED TEMPERATURE
- **ALL SWITCHES ARE VARIABLE BETWEEN POSITIONS, SYSTEM WILL PERFORM A BLEND BETWEEN THE FUNCTIONS**



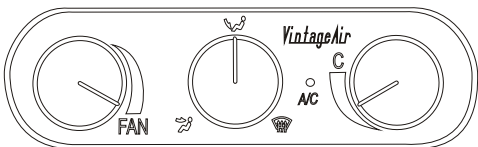
SYSTEM OFF

TURNING THE FAN KNOB COUNTER CLOCKWISE ALL THE WAY TO THE LEFT WILL SHUT DOWN THE SYSTEM IN ANY MODE.



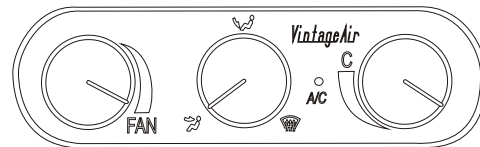
VENT HEAT MODE

ROTATE FAN KNOB CLOCKWISE TO DESIRED FAN SPEED. ROTATE MODE KNOB TO DASH POSITION. ROTATE THE TEMPERATURE KNOB COUNTER CLOCKWISE ALL THE WAY TO THE LEFT TO DISENGAGE THE COMPRESSOR (BLUE A/C LIGHT WILL TURN OFF). ROTATE TEMPERATURE KNOB CLOCKWISE TO SELECT DESIRED TEMPERATURE.



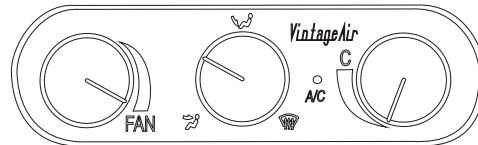
FLOOR HEAT MODE

ROTATE FAN KNOB CLOCKWISE TO DESIRED FAN SPEED. ROTATE MODE KNOB TO FLOOR POSITION. ROTATE THE TEMPERATURE KNOB COUNTER CLOCKWISE ALL THE WAY TO THE LEFT TO DISENGAGE THE COMPRESSOR (BLUE A/C LIGHT WILL TURN OFF). ROTATE TEMPERATURE KNOB CLOCKWISE TO SELECT DESIRED TEMPERATURE.



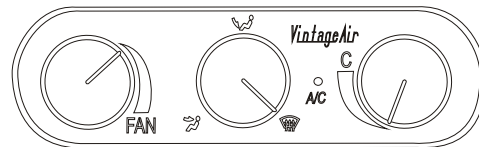
A/C MODE

ROTATE FAN KNOB CLOCKWISE TO DESIRED FAN SPEED. ROTATE MODE KNOB TO DASH POSITION. ROTATE THE TEMPERATURE KNOB CLOCKWISE ALL THE WAY TO THE RIGHT TO ENGAGE THE COMPRESSOR (BLUE A/C LIGHT WILL COME ON IN A/C MODE). ROTATE TEMPERATURE KNOB COUNTER CLOCKWISE TO SELECT DESIRED TEMPERATURE.



BI-LEVEL HEAT MODE

ROTATE FAN KNOB CLOCKWISE TO DESIRED FAN SPEED. ROTATE MODE KNOB BETWEEN FLOOR AND DASH POSITION. ROTATE THE TEMPERATURE KNOB COUNTER CLOCKWISE ALL THE WAY TO THE LEFT TO DISENGAGE THE COMPRESSOR (BLUE A/C LIGHT WILL TURN OFF). ROTATE TEMPERATURE KNOB CLOCKWISE TO SELECT DESIRED TEMPERATURE.



DEFROST/DE-FOG MODE

ROTATE FAN KNOB CLOCKWISE TO DESIRED FAN SPEED. ROTATE MODE KNOB TO DEFROST POSITION. NOTE: THE COMPRESSOR WILL AUTOMATICALLY ENGAGE IN THE DEFROST POSITION, BUT THE BLUE A/C LIGHT WILL NOT COME ON. ROTATE TEMPERATURE KNOB CLOCKWISE TO SELECT DESIRED TEMPERATURE.



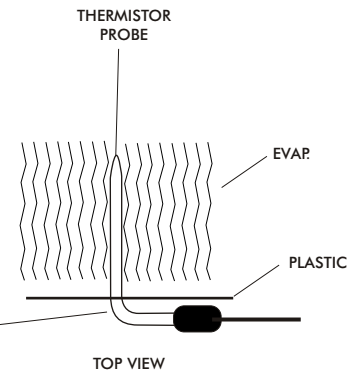
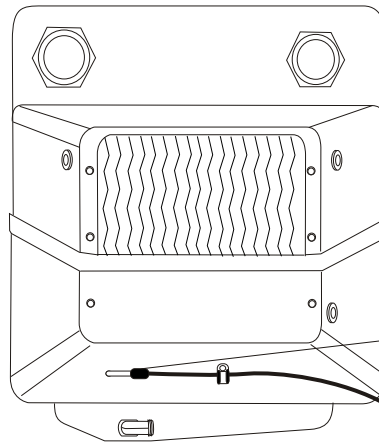
THERMOSTAT ADJUSTMENT

491210-RUA STREAMLINE 3 KNOB CONTROL PANEL OPERATION

(SHOWN BELOW FOR REPRESENTATIONAL PURPOSES. IF USING OPTIONAL PANEL, REFER TO CONTROL PANEL KIT INSTRUCTIONS SUPPLIED WITH PANEL FOR OPERATION PROCEDURES)



ADJUST THE TEMPERATURE KNOB TO THE LEFT OR RIGHT TO REGULATE TEMPERATURE



NOTE: GEN IV UNITS DO NOT HAVE A REMOTE THERMOSTAT. THE THERMISTOR PROBE INSTALLED IN THE EVAPORATOR SERVES AS THE THERMOSTAT WHICH IS CONTROLLED BY THE TEMPERATURE KNOB ON THE CONTROL PANEL

AIR CONDITIONING ADJUSTMENTS

- THE AIR CONDITIONER TEMPERATURE KNOB CONTROLS COIL TEMPERATURE AND TEMP BLEND DOOR POSITION.
- ADJUSTING THE KNOB TO THE RIGHT MAKES THE SYSTEM OPERATE COLDER. IF THE TEMPERATURE KNOB IS SET TOO COLD THE EVAPORATOR MAY "ICE UP" UNDER HIGH HUMIDITY CONDITIONS- THE EVAPORATOR COIL IS RESTRICTED WITH ICE AND COLD AIR FLOW WILL BE REDUCED.
- ADJUSTING THE KNOB TO THE LEFT MAKES THE SYSTEM OPERATE WARMER.
- ADJUST TEMPERATURE KNOB FOR OPTIMUM COMFORT.

ADJUSTING A/C TEMPERATURE KNOB

- TO PREVENT EVAPORATOR FROM FREEZING UP (ICING UP) OR FREQUENT COMPRESSOR CYCLING
 - 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 TEMPERATURE KNOB IS SET TOO COLD, THE EVAPORATOR IS "ICING UP" AND RESTRICTING AIR FLOW. ALLOW THE ICE TO MELT BY TURNING THE TEMPERATURE KNOB TO THE LEFT (WARMER) IN INCREMENTS OF 10% UNTIL SYMPTOMS DIMINISH.
 - 2.) SYMPTOM: A/C NEVER GETS COLD AND THE COMPRESSOR CLUTCH CYCLES FREQUENTLY.
SOLUTION: THE TEMPERATURE KNOB IS SET TOO WARM. ADJUST THE TEMPERATURE KNOB TO THE RIGHT (COLDER) IN INCREMENTS OF 10% UNTIL THE COMPRESSOR CLUTCH CYCLES INFREQUENTLY.



TROUBLE SHOOTING INFORMATION

SYMPTOM	CONDITION	CHECKS	ACTIONS	NOTES
1. BLOWER STAYS ON HIGH SPEED WHEN IGNITION IS ON	NO OTHER FUNCTIONS WORK	CHECK FOR DAMAGED PINS OR WIRES IN CONTROL HEAD PLUG. CHECK FOR DAMAGED GROUND WIRE (WHITE) IN CONTROL HEAD HARNESS.	VERIFY ALL PINS ARE INSERTED INTO PLUG. INSURE NO PINS ARE BENT OR DAMAGED IN ECU. VERIFY CONTINUITY TO CHASSIS GROUND WITH WHITE CONTROL HEAD WIRE AT VARIOUS POINTS.	LOSS OF GROUND ON THIS WIRE WILL RENDER CONTROL HEAD INOPERABLE SEE BLOWER SWITCH CHECK PROCEDURE
	ALL OTHER FUNCTIONS WORK	CHECK FOR DAMAGED BLOWER SWITCH OR POT AND ASSOCIATED WIRING.		
BLOWER STAYS ON HIGH SPEED WHEN IGNITION IS ON OR OFF.		UN-PLUG 3 WIRE BSC CONTROL CONNECTOR FROM ECU. IF BLOWER SHUTS OFF, ECU IS EITHER IMPROPERLY WIRED, OR DAMAGED.	BE SURE SMALL, 20GA. WHITE GROUND WIRE IS CONNECTED TO THE BATTERY GROUND POST. IF IT IS, REPLACE ECU.	
		UN-PLUG 3 WIRE BSC CONTROL CONNECTOR FROM ECU. IF BLOWER STAYS RUNNING, THE BSC IS EITHER IMPROPERLY WIRED, OR DAMAGED.	CHECK TO INSURE THAT NO BSC WIRING IS DAMAGED OR SHORTED TO VEHICLE GROUND. THE BSC OPERATES THE BLOWER BY GROUND SIDE PWM SWITCHING. THE POSITIVE WIRE TO THE BLOWER WILL ALWAYS BE HOT. IF THE "GROUND" SIDE OF THE BLOWER IS SHORTED TO CHASSIS GROUND, THE BLOWER WILL RUN ON HI.	
			REPLACE BSC. (THIS WILL REQUIRE EVAPORATOR TO BE REMOVED FROM VEHICLE.)	NO OTHER PART REPLACEMENTS SHOULD BE NECESSARY.

2. COMPRESSOR WILL NOT TURN ON (ALL OTHER FUNCTIONS WORK)	SYSTEM IS NOT CHARGED	SYSTEM MUST BE CHARGED FOR COMP. TO ENGAGE.	CHARGE SYSTEM OR BYPASS PRESSURE SWITCH.	DANGER- NEVER BYPASS SAFETY SWITCH WITH ENGINE RUNNING. SERIOUS INJURY CAN RESULT
		CHECK FOR FAULTY A/C POT OR ASSOC. WIRING	CHECK CONTINUITY TO GROUND ON WHITE CONTROL HEAD WIRE. CHECK FOR 5V ON RED CONTROL HEAD WIRE.	TO CHECK FOR PROPER POT FUNCTION, CHECK VOLTAGE AT WHITE/BLUE WIRE. VOLTAGE SHOULD BE BETWEEN 0 AND 5V, AND WILL VARY WITH POT LEVER POSITION.
		CHECK FOR DISCONNECTED OR FAULTY THERMISTOR.	CHECK TWO PIN CONNECTOR AT ECU HOUSING.	DISCONNECTED OR FAULTY THERMISTOR WILL CAUSE COMPRESSOR TO BE DISABLED.

3. COMPRESSOR WILL NOT TURN OFF (ALL OTHER FUNCTIONS WORK)		CHECK FOR FAULTY A/C POT OR ASSOC. WIRING	REPAIR/REPLACE POT/CONTROL WIRING	RED WIRE @ A/C POT SHOULD HAVE APPROX. 5V WITH IGNITION ON. WHITE WIRE WILL HAVE CONTINUITY TO CHASSIS GROUND. WHITE/BLUE WIRE SHOULD VARY BETWEEN 0V AND 5V WHEN LEVER IS MOVED UP AND DOWN.
		CHECK FOR FAULTY A/C RELAY	REPLACE RELAY	
		FOR '55-'56 CHEV. CHECK FOR PROPER PANEL CONVERSION. CONTROL LEVERS SHOULD TRAVEL TO WITHIN 1/8" OF BOTH ENDS OF THE SLOTS.	REFER TO INSTRUCTIONS "55-'56 CONTROL PANEL CONVERSION REV B 6 17'05" PDF OR 903055-PCA REV C 8/10/05 OR LATER INSTRUCTION MANUAL.	EARLY INSTRUCTIONS ON '55-'56 CHEV. DID NOT INCLUDE PANEL MOD PROCEDURE FOR CONTROL WITH LOWER POT BRACKET OFFSET BACK FROM CASTING. IF LEVERS ONLY TRAVEL 2/3 TO 3/4 UP THIS PROCEDURE MUST BE PERFORMED
			REPLACE ECU.	



TROUBLE SHOOTING INFORMATION CONT.

<p>4. SYSTEM WILL NOT TURN ON OR RUNS INTERMITTENTLY</p>	<p>WORKS WHEN ENGINE IS NOT RUNNING, SHUTS OFF WHEN ENGINE IS STARTED. (TYPICALLY EARLY GEN 4, BUT POSSIBLE ON ALL VERSIONS)</p>	<p>NOISE INTERFERENCE FROM EITHER IGNITION OR ALTERNATOR.</p>	<p>INSTALL CAPACITORS ON IGN. COIL, AND ALTERNATOR. ENSURE GOOD GROUND AT ALL POINTS. RE-LOCATE COIL AND ASSOCIATED WIRING AWAY FROM ECU AND ECU WIRING. CHECK FOR BURNED OR LOOSE PLUG WIRES.</p>	<p>IGNITION NOISE (RADIATED OR CONDUCTED) WILL CAUSE THE SYSTEM TO SHUT DOWN DUE TO HIGH VOLTAGE SPIKES. IF THIS IS SUSPECTED, CHECK WITH A QUALITY OSCILLOSCOPE. SPIKES GREATER THAN 16V WILL SHUT DOWN ECU. INSTALL A RADIO CAPACITOR AT THE POSITIVE POST OF THE IGNITION COIL (SEE RADIO CAPACITOR INSTALLATION BULLETTIN). A FAULTY ALTERNATOR OR WORN OUT BATTERY CAN ALSO RESULT IN THIS CONDITION. BATTERY MUST BE IN GOOD CONDITION FOR ALTERNATOR REGULATOR TO FUNCTION PROPERLY.</p>
	<p>WILL NOT TURN ON UNDER ANY CONDITIONS</p>	<p>VERIFY CONNECTIONS ON POWER LEAD, IGNITION LEAD, AND BOTH WHITE GROUND WIRES.</p>	<p>CHECK FOR POSITIVE POWER AT HEATER VALVE GREEN WIRE, AND BLOWER RED WIRE. CHECK FOR GROUND ON CONTROL HEAD WHITE WIRE.</p>	
		<p>VERIFY BATTERY VOLTAGE IS GREATER THAN 10 VOLTS AND LESS THAN 16.</p>	<p>VERIFY PROPER METER FUNCTION BY CHECKING A KNOWN GOOD BATTERY'S VOLTAGE.</p>	

<p>5. LOSS OF MODE DOOR FUNCTION</p>	<p>NO MODE CHANGE AT ALL</p>	<p>CHECK FOR DAMAGED MODE SWITCH OR POT AND ASSOCIATED WIRING</p>		
	<p>PARTIAL FUNCTION OF MODE DOORS</p>	<p>CHECK FOR OBSTRUCTED OR BINDING MODE DOORS</p>		<p>TYPICALLY CAUSED BY EVAPORATOR HOUSING INSTALLED IN A BIND IN THE VEHICLE. BE SURE ALL MOUNTING LOCATIONS LINE UP AND DON'T HAVE TO BE FORCED INTO POSITION.</p>
		<p>CHECK FOR DAMAGED STEPPER MOTOR OR WIRING</p>		

<p>6. BLOWER TURNS ON AND OFF RAPIDLY</p>	<p>BATTERY VOLTAGE IS AT LEAST 12V</p>	<p>CHECK FOR AT LEAST 12V BETWEEN GREEN HEATER VALVE WIRE AND CHASSIS GROUND.</p>	<p>INSURE ALL SYSTEM GROUNDS AND POWER CONNECTIONS ARE CLEAN AND TIGHT.</p>	<p>SYSTEM SHUTS OFF BLOWER AT 10V. POOR CONNECTIONS OR WEAK BATTERY CAN CAUSE SHUT DOWN AT UP TO 11V</p>
	<p>BATTERY VOLTAGE IS LESS THAN 12V</p>	<p>CHECK FOR FAULTY BATTERY OR ALTERNATOR</p>	<p>CHARGE BATTERY</p>	

<p>7. ERATIC FUNCTIONS OF BLOWER, MODE, TEMP, ETC.</p>		<p>CHECK FOR DAMAGED SWITCH OR POT AND ASSOCIATED WIRING</p>	<p>REPAIR OR REPLACE</p>	
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<p>8. WHEN THE IGNITION IS TURNED ON, THE BLOWER MOMENTARILY COMES ON, THEN SHUTS OFF. THIS IS WITH THE BLOWER SWITCH IN THE OFF POSITION.</p>		<p>THIS IS AN INDICATOR THAT THE SYSTEM HAS BEEN RE-SET. BE SURE THE RED POWER WIRE IS ON THE BATTERY POST AND NOT ON A SWITCHED SOURCE. ALSO, IF THE SYSTEM IS PULLED BELOW 7V EVEN FOR A SPLIT SECOND, THE SYSTEM WILL RE-SET.</p>	<p>RUN RED POWER WIRE DIRECTLY TO BATTERY.</p>	
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GEN IV MAGNUM

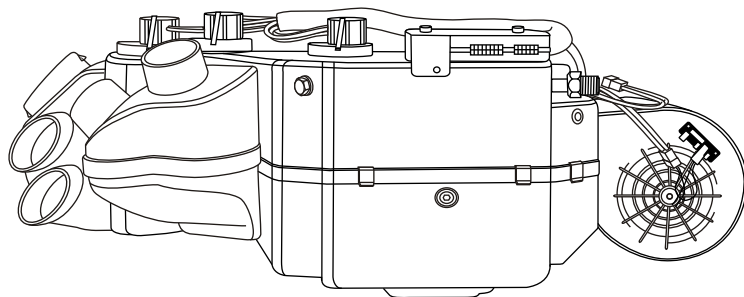
EVAPORATOR KIT PACKING LIST

EVAPORATOR KIT 671400-VUZ

No.	QTY.	PART No.	DESCRIPTION
1.	1	744004-VUE	GEN IV MAGNUM EVAP. SUBCASE
2.	1	784004-VUA	GEN IV MAGNUM ACC. KIT

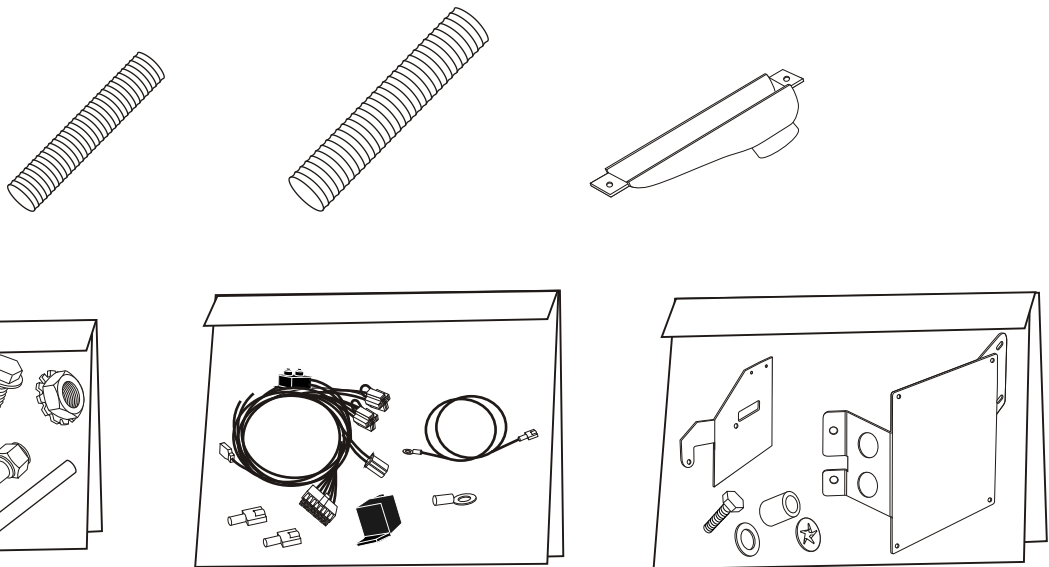
CHECKED BY: _____
 PACKED BY: _____
 DATE: _____

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**GEN IV MAGNUM
EVAP. SUB CASE
744004-VUE**

②



**ACCESSORY KIT
784004-VUA**

**NOTE: IMAGES MAY NOT DEPICT ACTUAL PARTS AND QUANTITIES.
REFER TO PACKING LIST FOR ACTUAL PARTS AND QUANTITIES**



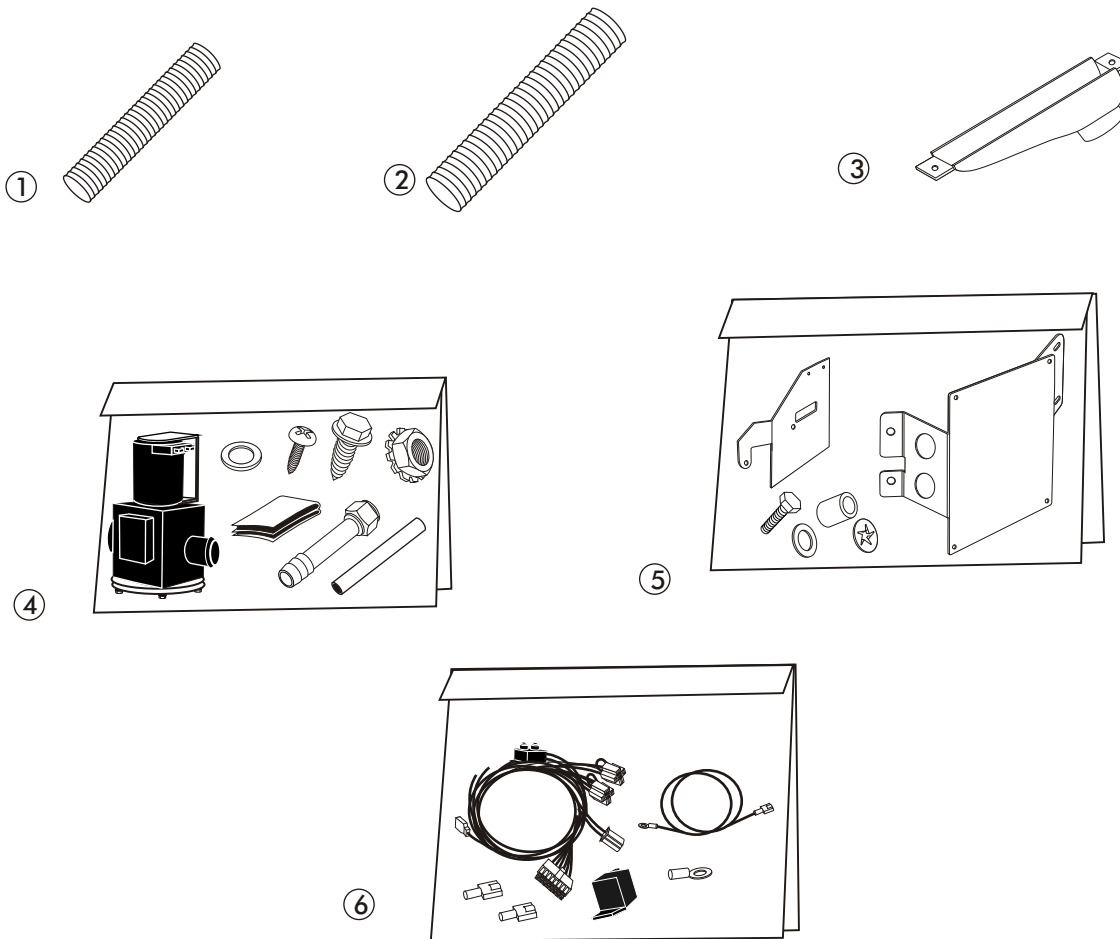
GEN IV MAGNUM

ACCESSORY KIT PACKING LIST

ACCESSORY KIT 784004-VUA

No.	QTY.	PART No.	DESCRIPTION
1.	4	06200-VUE	2" DUCT HOSE
2.	11	06250-VUE	2 1/2" DUCT HOSE
3.	2	492076-PME	DEFROST DUCT
4.	1	635004-VUA	GEN IV MAGNUM IK KIT
5.	1	654000-VUA	GEN IV MAGNUM EVAP BRKT KIT
6.	1	232600-VUA	GEN IV UNIVERSAL WIRING KIT

CHECKED BY: _____
 PACKED BY: _____
 DATE: _____



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 REFER TO PACKING LIST FOR ACTUAL PARTS AND QUANTITIES**