1955-59 Chevrolet Pickup

with Deluxe Controls

751156
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**Packing List**

**Evaporator Kit (751156)**

<table>
<thead>
<tr>
<th>No.</th>
<th>Qty.</th>
<th>Part No.</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>1</td>
<td>744012</td>
<td>Gen IV Evaporator Sub Case wo A/C Plenum w/ 204 ECU</td>
</tr>
<tr>
<td>2.</td>
<td>1</td>
<td>791156</td>
<td>Accessory Kit 55-59 Chevy Pickup wo A/C w/ DELX</td>
</tr>
</tbody>
</table>

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

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.

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**Gen IV Evaporator Sub Case wo A/C Plenum w/ 204 ECU**

**Accessory Kit 791156**
Important Notice—Please Read

For Maximum System Performance, Vintage Air Recommends the Following:

Heater Hose (Not Included With This Kit):
Heater hose may be purchased from Vintage Air (Part# 31800-VUD) or your local parts retailer. Routing and required length will vary based on installer preference.

Bolts Passing Through Cowl and/or Firewall:
To ensure a watertight seal between the passenger compartment and the vehicle exterior, for all bolts passing through the cowl and/or firewall, Vintage Air recommends coating the threads with silicone prior to installation.

Safety Switches:
Your Vintage Air system is equipped with a binary pressure safety switch. A binary switch disengages the compressor clutch in cases of extreme low pressure conditions (Refrigerant Loss) or excessively high head pressure (406 PSI) to prevent compressor damage or hose rupture. A trinary switch combines Hi/Lo pressure protection with an electric fan operation signal at 254 PSI, and should be substituted for use with electric fans. Compressor safety switches are extremely important since an A/C system relies on refrigerant to circulate lubricant.

Service Info:
Attention: The following system components are capped: Compressor, evaporator, condenser & drier. 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 Capacity for Vintage Air Systems:
(For other systems, consult manufacturer’s guidelines)

R134a System
Charge with 1.8 lbs. (1 lb., 12 oz.) of refrigerant.

Lubricant Capacities:
New Vintage Air-supplied Sanden Compressor: No additional oil needed (Compressor is shipped with proper oil charge).
All Other Compressors: Consult manufacturer (Some compressors are shipped dry and will need oil added).
Important Wiring Notice—Please Read

Some Vehicles May Have Had Some or All of Their Radio Interference Capacitors Removed. There Should Be a Capacitor Found At Each of the Following Locations:

1. On the positive terminal of the ignition coil.
2. If there is a generator, on the armature terminal of the generator.
3. If there is a generator, on the battery terminal of the voltage regulator.

Most alternators have a capacitor installed internally to eliminate what is called “whining” as the engine is revved. If whining is heard in the radio, or just to be extra cautious, a radio interference capacitor can be added to the battery terminal of the alternator.

It is also important that the battery lead is in good shape and that the ground leads are not compromised. There should be a heavy ground from the battery to the engine block, and additional grounds to the body and chassis.

If these precautions are not observed, it is possible for voltage spikes to be present on the battery leads. These spikes come from ignition systems, charging systems, and from switching some of the vehicle’s other systems on and off. Modern computer-operated equipment can be sensitive to voltage spikes on the power leads, which can cause unexpected resets, strange behavior, and/or permanent damage.

Vintage Air strives to harden our products against these types of electrical noise, but there is a point where a vehicle’s electrical system can be degraded so much that nothing can help.

Radio interference capacitors should be available at most auto and truck parts suppliers. They typically are cylindrical in shape, a little over an inch long, a little over a half inch in diameter, and they have a single lead coming from one end of the cylinder with a terminal on the end of the wire, as well as a mounting clip which is screwed into a good ground on the vehicle. The specific value of the capacitance is not too significant in comparison to ignition capacitors that are matched with the coil to reduce pitting of the points.

- Care must be taken, when installing the compressor lead, not to short it to ground. The compressor lead must not be connected to a condenser fan or to any other auxiliary device. Shorting to ground or connecting to a condenser fan or any other auxiliary device may damage wiring, the compressor relay, and/or cause a malfunction.
- When installing ground leads on Gen IV systems, the blower control ground and ECU ground must be connected directly to the negative battery post.
- For proper system operation, the heater control valve must be connected to the ECU.
NOTE: Before starting the installation, check the function of the vehicle (horn, lights, etc.) for proper operation, and study the instructions, illustrations, & diagrams.

Remove the Following:
1. Disconnect battery.
2. Remove battery and battery tray (retain).
3. Remove top cover on radiator core support (retain).
4. Remove OEM fan & fan shroud (retain).
5. Drain and remove radiator (retain).
6. Remove passenger side horn (retain).
7. Remove all OEM heater hoses (discard).

Condenser Assembly and Installation

1. Refer to separate instructions included with the condenser kit to install the condenser.
2. Binary switch installation (Refer to condenser instructions).

Compressor and Brackets

1. Refer to separate instructions included with the bracket kit to install the compressor and bracket.
Remove the Following:
1. Remove glove box door (retain) and glove box (discard).
2. Disconnect all wires and cables from control panel.
3. Remove control panel (discard).
4. Remove passenger side OEM vent control (discard), and close and seal kick panel vent with silicone (See Figure 2b, below).
5. Relocate driver side OEM vent control next to steering column using OEM screws.
6. Remove OEM heater assembly (discard).
7. Remove OEM duct hose from defrost ducts (discard).
8. Remove OEM defrost ducts (discard).
9. Modify passenger side glove box door arm as shown in Figure 2a, below.
10. **NOTE:** *Glove box door travel will be restricted to prevent interference with evaporator case assembly.*
11. Remove & discard driver side glove box door arm.

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![Figure 2](image1)

**Figure 2**

- OEM Defrost Ducts
- OEM Heater Assembly
- (Relocate) Driver Side OEM Vent Control
- (Remove) Passenger Side OEM Vent Control
- OEM Control Panel
- Glove Box
- Passenger Side Fresh Air Door
- Silicone

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![Figure 2a](image2)

**Figure 2a**

- Bend
- Cut & Remove
- After Bend
- Approx. 3"

---

![Figure 2b](image3)

**Figure 2b**

- Cut & Remove After Bend
**Defrost Duct Installation**

1. Install driver and passenger side defrost ducts using (2) #8 x 1/2" PH pan head screws as shown in Figure 3, below.

![Figure 3](image)

**Bracket & Evaporator Hardline Installation**

1. On a workbench, install evaporator rear bracket using (4) 1/4-20 x 1/2” hex bolts.

2. Install hardlines with properly lubricated O-rings (See Figure 4, below, and Figure 11, Page 12).

![Figure 4](image)
Center Louver A/C Plenum Installation

1. Install center louver A/C plenum ASM onto evaporator sub case as shown in Figure 6, below.

(2) 10-32 X 1/2” PH Pan Head Screws

Center Louver A/C Plenum 496102
**Firewall Modification**

1. Drill (2) 1 1/4" holes and (2) 3/8" holes in firewall. (See Figure 7, below).
2. Enlarge OEM hole in firewall to 5/8" (See Figure 7, below).

**Firewall Modification (Cont.)**

1. Cut & remove OEM foam insulation as shown in Figure 8, below.
2. Install (4) large grommets as shown in Figure 8, below.
Evaporator Installation

1. Lift evaporator unit up under the dashboard. Secure loosely to the firewall using (2) 1/4-20 x 1” hex bolts and (2) flat washers (See Figure 9, below).

2. **NOTE:** To ensure proper drainage, it is very important that the evaporator is level, both left-right and fore-aft. Check for level on the flat portions of the case around the drain.

3. Install evaporator front bracket on evaporator using (2) 1/4-20 x 1/2” hex bolts, and tighten as shown in Figure 9, below.

4. Remove & replace OEM screws in glove box mounting brackets. Replace with (2) 10-32 x 1” PH pan head screws.

5. Secure the front evaporator mounting bracket to the OEM glove box mounting bracket using (2) 3/16” SAE flat washers and (2) 10-32 nuts with star washers. (See Figure 9a, below).

6. Using center louver A/C plenum assembly as a guide, mark and drill (2) 5/32” holes in dash bottom (See Figure 9, below).

7. Secure evaporator plenum ASM to dash using (2) #8 x 1/2” PH pan head screws, and install (2) 1/2” plastic plugs in holes as shown in Figure 9, below.

8. Install louvers in evaporator plenum ASM as shown in Figure 9, below.

9. Verify that evaporator unit is level and square to the dash; then tighten all mounting bolts. **NOTE:** Tighten the bolt on the firewall first. Then tighten the front mounting bracket.

10. Install #10 suction line as shown in Figure 9b, below. **NOTE:** Wrap the #10 fitting connections.

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**Figure 9a**
- Front Evap Bracket 643083
- (2) 1/4-20 x 1/2” Hex Bolts
- (2) 3/16” SAE Flat Washers
- (2) 10-32 x 1” PH Pan Head Screws

**Figure 9b**
- Press Tape
- #10 Suction Line 092161
- #10 O-ring
- (2) 1/4-20 x 1” Hex Bolts
- (2) 1/4” Flat Washers

**Figure 9**
- OEM Glove Box Mounting Bracket
- (2) 10-32 Nuts w/ Star Washers 18251-VUB
- Mark & Drill 5/32” Holes
- (2) Louvers
- (2) #8 x 1/2” PH Pan Head Screws
- (2) 1/2” Plastic Plugs

**NOTE:** After installing #10 suction line, wrap all exposed metal (fittings & tube) with supplied press tape.
Drain Hose Installation

1. Locate evaporator drain on bottom of evaporator case.
2. In line with drain, lightly make a mark on the firewall. Measure 1” down and drill a 5/8” hole through the firewall.
3. Install drain hose to bottom of evaporator unit and route through firewall. Install 1/2” 90° drain elbow on drain hose.

Lubricating O-rings

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

1. Route 90° heater hose through the firewall and connect to heater line on evaporator as shown in Figure 12, below. Route the other end of the hose to the water pump, and secure using hose clamps. **Note: A small amount of silicone spray will ease heater hose installation.**

2. Route 90° heater hose through the firewall and connect to heater line on evaporator, and then route the other end of the hose to the intake. **Note: Install heater control valve in line with intake manifold (pressure side) heater hose, and secure using hose clamps as shown. Also note proper flow direction.**
1955-57 Chevy Pickup A/C & Heater Hose Routing

**Standard Hose Kit:**
1. Locate the #8 compressor A/C hose. Lubricate (2) #8 O-rings (See Figure 11, Page 12) and connect the 135° female fitting with R134a service port to the #8 discharge port on the compressor. Route the 90° female fitting to the #8 condenser hardline coming through the core support (See Figure 13, below). Tighten each fitting connection as shown in Figure 11, Page 12.
2. Locate the #10 compressor A/C hose. Lubricate (2) #10 O-rings (See Figure 11, Page 12) and connect the 135° female fitting with R134a service port to the #10 suction port on the compressor. Route the 90° female fitting to the #10 evaporator (See Figure 12, Page 13, and Figure 13, below). Tighten each fitting connection as shown in Figure 11, Page 12.
3. Locate the #6 evaporator/drier hose. Lubricate (2) #6 O-rings (See Figure 11, Page 12) and connect the 90° female fitting to the drier. Route the 90° female fitting to the #6 evaporator hardline (See Figure 12, Page 13, and Figure 13, below). Tighten each fitting connection as shown in Figure 11, Page 12.

**Modified A/C Hose Kit:**
1. Refer to separate instructions included with modified hose kit.

**NOTE:** Flow direction follows molded arrow on valve.

**Figure 13**

- **Heater Hose** (Heater Cntrl Vlv/Intake)
- **#6 Hose** 096014
- **Safety Switch** (Binary Type)
- **From Htr Cntrl Vlv to Evaporator**
- **From Evaporator to Water Pump**
- **Tie Wrap**
- **#6 Adel Clamp 31602-VUD**
- **#8 Cond/Comp Hardline 095020**
- **#8 Discharge Hose 096015**
- **#10 Suction Hose 096010**

**NOTE:** Vintage Air Systems Require (2) 5/8” Hose Nipples (Not Supplied)
1958-59 Chevy Pickup A/C & Heater Hose Routing

Standard Hose Kit:

1. Locate the #8 compressor A/C hose. Lubricate (2) #8 O-rings (See Figure 11, Page 12) and connect the 135° female fitting to the #8 discharge port on the compressor. Route the straight female fitting with R134a service port to the #8 condenser hardline coming through the core support (See Figure 14, below). Tighten each fitting connection as shown in Figure 11, Page 12.

2. Locate the #10 compressor A/C hose. Lubricate (2) #10 O-rings (See Figure 11, Page 12) and connect the 135° female fitting with R134a service port to the #10 suction port on the compressor. Route the 90° female fitting to the #10 evaporator (See Figure 12, Page 13, and Figure 14, below). Tighten each fitting connection as shown in Figure 11, Page 12.

3. Locate the #6 evaporator/drier hose. Lubricate (2) #6 O-rings (See Figure 11, Page 12) and connect the straight female fitting with binary switch service port to the #6 drier hardline coming through the core support. Route the 90° female fitting to the #6 evaporator hardline (See Figure 12, Page 13, and Figure 14, below). Tighten each fitting connection as shown in Figure 11, Page 12.

Modified A/C Hose Kit:

1. Refer to separate instructions included with modified hose kit.

NOTE: Vintage Air Systems Require (2) 5/8” Hose Nipples (Not Supplied)

NOTE: Flow direction follows molded arrow on valve.
**Driver Side**

**Under Dash Louver Installation**

1. Install driver side louver assembly under dash and secure using OEM screw as shown in Figure 15, below.
2. Install 1/2" plastic plug in driver side louver assembly as shown in Figure 15, below.

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**Passenger Side**

**Under Dash Louver Installation**

1. Install passenger side louver assembly under dash and secure using OEM screw as shown in Figure 16, below.
2. Install 1/2" plastic plug in passenger side louver assembly as shown in Figure 16, below.
1. Install duct hoses as shown in Figure 19, Page 18.
2. Route A/C wires (12 volt/grounds/binary switch/heater valve) through 3/8” grommet as shown in Figure 17, below.
3. Install control panel ASM.
4. Plug the wiring harnesses into the ECU module on the sub case as shown in Figure 19, Page 18 (Wire according to wiring diagram on Page 19 and 20).
5. Install new glove box using (5) OEM screws (See Figure 18, below).
6. Install glove box door. **NOTE: Glove box door opening and capacity will be very limited with Gen IV system.**
7. Reinstall all previously removed items.
8. 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 A/C mode and/or freezing weather, voiding your warranty.
9. Double check all fittings, brackets and belts for tightness.
10. Vintage Air recommends that all A/C systems be serviced by a certified automotive air conditioning technician.
11. Evacuate the system for a minimum of 45 minutes prior to charging, and perform a leak check prior to servicing.
12. Charge the system to the capacities stated on Page 4 of this instruction manual.
Figure 19

End View of Glove Box Area

- Windshield
- Dash
- Duct Hose
- Duct Hose Retainer 624989
- Glove Box
- Pass. Side Def Duct 2" X 10"
- Driver Side Def Duct 2" X 24"
- Passenger Side Louver 2 ½" x 40"
- Driver Side Louver 2 ½" x 30"
- Plug From Control Wiring Harness 232002-VUA
- Plug From Wiring Harness 232001-VUR

Control Panel and Duct Hose Routing
Dash Lamp Is Used Only With Type 232007-VUR Harness.

Warning: Always Mount Circuit Breaker As Close to the Battery As Possible. (NOTE: Wire Between Battery and Circuit Breaker Is Unprotected and Should Be Carefully Routed to Avoid a Short Circuit).

Wide Open Throttle Switch Contacts Close Only at Full Throttle, Which Disables A/C Compressor.
**Gen IV Wiring Connection Instruction**

**Ignition Switch:**
Violet 12V Ign Switch Source (Key On Accessory) Position Must Be Switched.

**Dash Light:**
Tan Wire Used Only With Vintage Air Supplied Control Panel With LED Back Light.

**Heater Control Valve:**
Install With Servo Motor Facing Down, As Shown. Note Flow Direction Arrow Molded Into Valve Body, And Install Accordingly.

**Binary/Trinary & Compressor:**
Binary: Connect As Shown (Typical Compressor Wiring). Be Sure Compressor Body Is Grounded.
Trinary Switch: Connect According To Trinary Switch Wiring Diagram.

**Circuit Breaker/Battery:**
White Must Run To (-) Battery. Red May Run To (+) Battery Or Starter. Mount Circuit Breaker As Close to Battery As Possible.

**WARNING:**
Always Mount Circuit Breaker As Close To The Battery As Possible. (Note: Wire Between Battery And Circuit Breaker Is Unprotected And Should Be Carefully Routed To Avoid A Short Circuit).
Operation of Controls

On Gen IV systems with three lever/knob controls, the temperature control toggles between economy and A/C operations. To activate A/C, move the temperature lever all the way to cold and then back it off to the desired vent temperature. For economy/heat operation, move the temperature lever all the way to hot and then adjust to the desired vent temperature. The blower will momentarily change speed each time you toggle between operations, to indicate the change.

NOTE: For proper control panel function, refer to control panel instructions for calibration procedure.
## Troubleshooting Guide

### Symptom

<table>
<thead>
<tr>
<th>1a.</th>
<th>Blower stays on high speed when ignition is on.</th>
</tr>
</thead>
<tbody>
<tr>
<td>No other functions work.</td>
<td>Check for damaged pins or wires in control head plug.</td>
</tr>
<tr>
<td>All other functions work.</td>
<td>Check for damaged ground wire (white) in control head harness.</td>
</tr>
<tr>
<td></td>
<td>Check for damaged blower switch or potentiometer and associated wiring.</td>
</tr>
<tr>
<td></td>
<td>Check for damaged pins or wires in control head plug.</td>
</tr>
<tr>
<td></td>
<td>Verify that all pins are inserted into plug. Ensure that no pins are bent or damaged in ECU.</td>
</tr>
<tr>
<td></td>
<td>Verify continuity to chassis ground with white control head wire at various points.</td>
</tr>
<tr>
<td></td>
<td>Loss of ground on this wire renders control head inoperable.</td>
</tr>
<tr>
<td></td>
<td>See blower switch check procedure.</td>
</tr>
</tbody>
</table>

### Symptom

<table>
<thead>
<tr>
<th>1b.</th>
<th>Blower stays on high speed when ignition is on or off.</th>
</tr>
</thead>
<tbody>
<tr>
<td>No other functions work.</td>
<td>Unplug 3-wire BSC control connector from ECU. If blower shuts off, ECU is either improperly wired or damaged.</td>
</tr>
<tr>
<td>All other functions work.</td>
<td>Unplug 3-wire BSC control connector from ECU. If blower stays running, BSC is either improperly wired or damaged.</td>
</tr>
<tr>
<td></td>
<td>Be sure the small, 20 GA white ground wire is connected to the battery ground post. If it is, replace the ECU.</td>
</tr>
<tr>
<td></td>
<td>Check to ensure that no BSC wiring is damaged or shorted to vehicle ground. The BSC operates the blower by ground side pulse width modulation 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.</td>
</tr>
<tr>
<td></td>
<td>Replace BSC (This will require removal of evaporator from vehicle).</td>
</tr>
<tr>
<td></td>
<td>No other part replacements should be necessary.</td>
</tr>
</tbody>
</table>

### Symptom

<table>
<thead>
<tr>
<th>2.</th>
<th>Compressor will not turn on (All other functions work).</th>
</tr>
</thead>
<tbody>
<tr>
<td>System is not charged.</td>
<td>System must be charged for compressor to engage.</td>
</tr>
<tr>
<td></td>
<td>Charge system or bypass pressure switch.</td>
</tr>
<tr>
<td></td>
<td>Danger: Never bypass safety switch with engine running. Serious injury can result.</td>
</tr>
<tr>
<td></td>
<td>To check for proper pot function, check voltage at white/blue wire. Voltage should be between 0V and 5V, and will vary with pot lever position.</td>
</tr>
<tr>
<td></td>
<td>Disconnected or faulty thermistor will cause compressor to be disabled.</td>
</tr>
<tr>
<td></td>
<td>Red wire at A/C pot should have approximately 5V with ignition on. White/Blue wire should vary between 0V and 5V when lever is moved up or down.</td>
</tr>
</tbody>
</table>

### Symptom

<table>
<thead>
<tr>
<th>3.</th>
<th>Compressor will not turn off (All other functions work).</th>
</tr>
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<tbody>
<tr>
<td>Check for faulty A/C potentiometer or associated wiring.</td>
<td>Repair or replace pot/control wiring.</td>
</tr>
<tr>
<td>Check for faulty A/C relay.</td>
<td>Replace relay.</td>
</tr>
<tr>
<td>Symptom</td>
<td>Condition</td>
</tr>
<tr>
<td>---------</td>
<td>-----------</td>
</tr>
<tr>
<td>System will not turn on, or runs intermittently.</td>
<td>Works when engine is not running; shuts off when engine is started (Typically early Gen IV, but possible on all versions).</td>
</tr>
<tr>
<td>Will not turn on under any conditions.</td>
<td>Verifying connections on power lead, ignition lead, and both white ground wires.</td>
</tr>
<tr>
<td>Loss of mode door function.</td>
<td>No mode change at all.</td>
</tr>
<tr>
<td>Partial function of mode doors.</td>
<td>Check for at least 12V at circuit breaker.</td>
</tr>
<tr>
<td>Battery voltage is at least 12V.</td>
<td>Battery voltage is less than 12V.</td>
</tr>
<tr>
<td>Erratic functions of blower, mode, temp, etc.</td>
<td>Check for damaged switch or pot and associated wiring.</td>
</tr>
<tr>
<td>When ignition is turned on, blower momentarily comes on, then shuts off. This occurs with the blower switch in the OFF position.</td>
<td>This is an indicator that the system has been reset. 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 for even a split second, the system will reset.</td>
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Checked By: ____________________________
Packed By: ____________________________
Date: ____________________________

Gen IV Evaporator Sub Case wo A/C Plenum w/ 204 ECU
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