

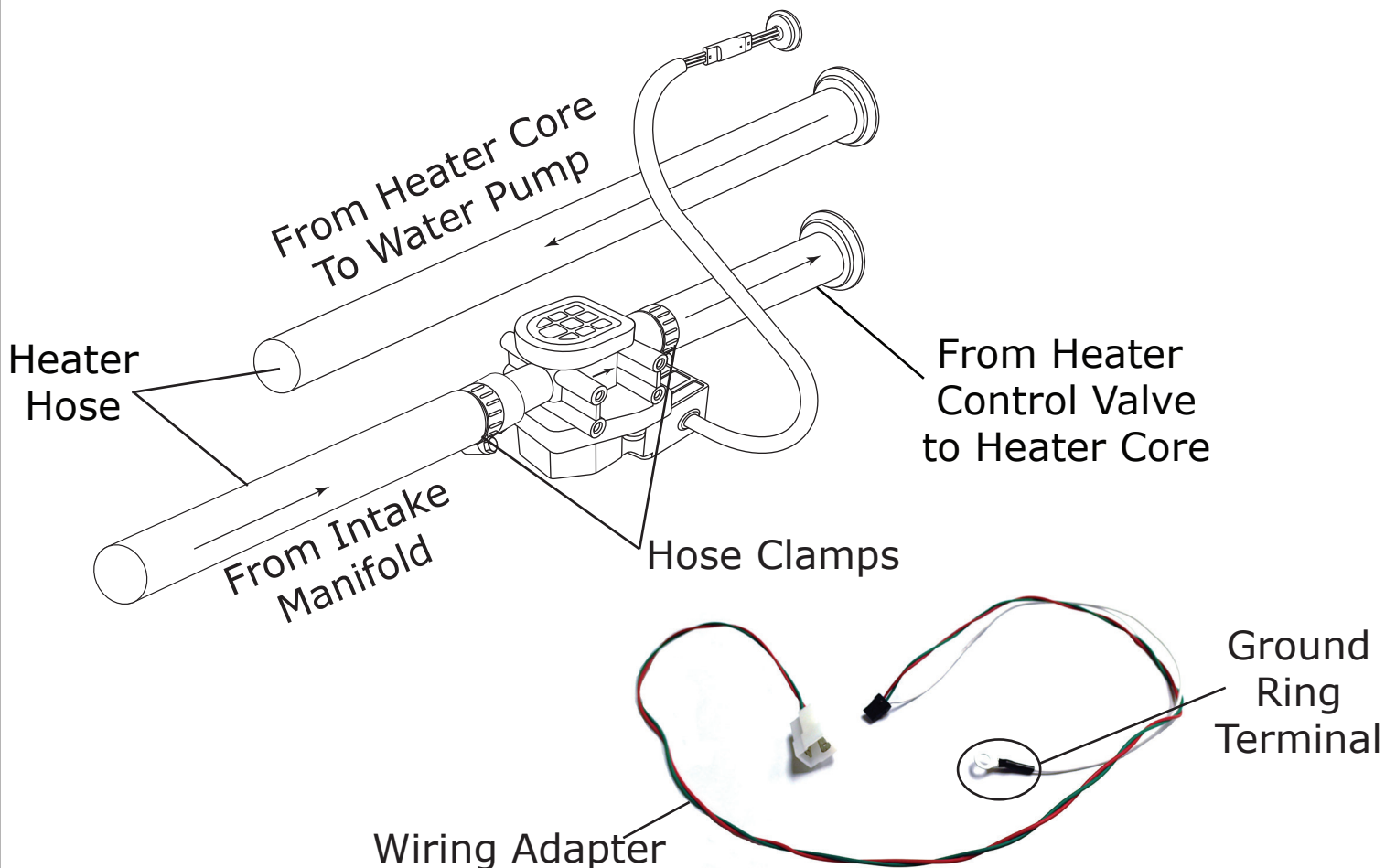
# ATTENTION:

**Instructions, notices and wiring diagrams included in this insert supersede those included in main instruction booklet.**

Part number 46115-VUH (Solenoid Heater Control Valve) has been replaced by part number 461171 (Servo Heater Control Valve). Please see illustration below for installation and flow direction. See wiring diagrams on Pages 3 and 4 of this insert for proper wiring connections.

## NOTE:

- A. Flow direction follows molded arrow on valve.**
- B. Connection between heater control valve and wiring adapter may be located in engine bay or passenger compartment. Be sure to secure ground ring terminal to chassis ground.**





## 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.

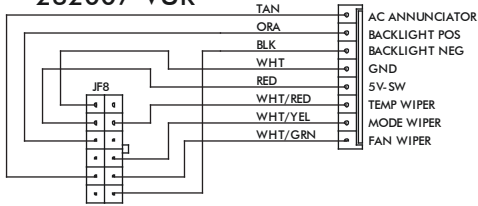
- Care must be taken, when installing the compressor lead, not to short it to ground. The compressor lead must not be connected to a condenser fan or to any other auxiliary device. Shorting to ground or connecting to a condenser fan or any other auxiliary device may damage wiring, the compressor relay, 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.



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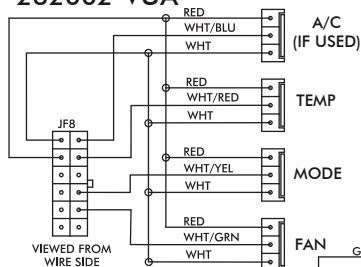
# Wiring Diagram

## 232007-VUR



VIEWED FROM WIRE SIDE

## 232002-VUA

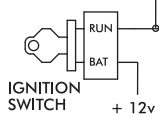


VIEWED FROM WIRE SIDE

## PROGRAM

N/A  
\* DASH LAMP  
(IF USED)

\*\*\* WIDE OPEN  
THROTTLE SWITCH  
(OPTIONAL)



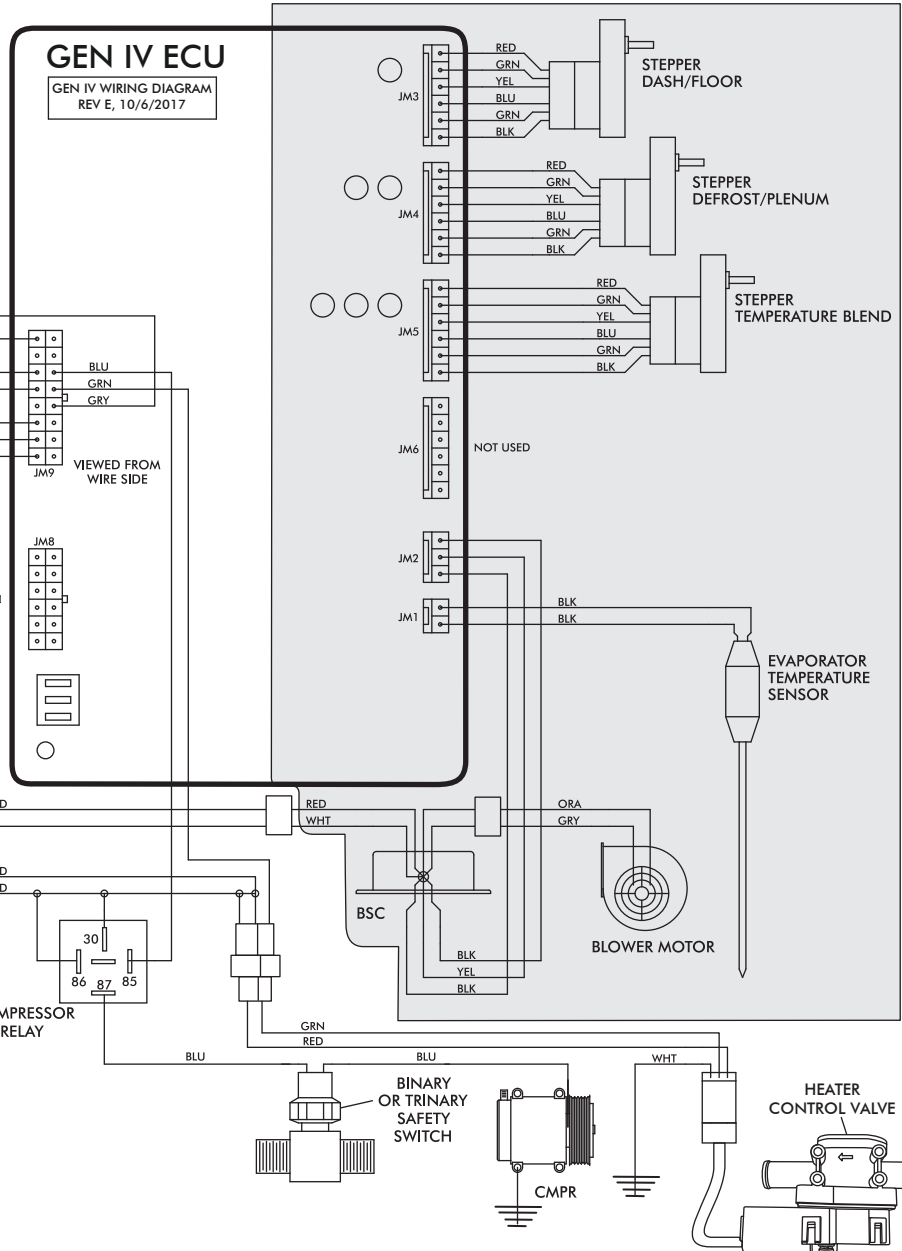
IGNITION SWITCH +12v

\*\* CIRCUIT  
BREAKER  
30 AMP

## GEN IV ECU

GEN IV WIRING DIAGRAM  
REV E, 10/6/2017

## PRE-WIRED



NOTE: = CHASSIS GROUND

\* 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).

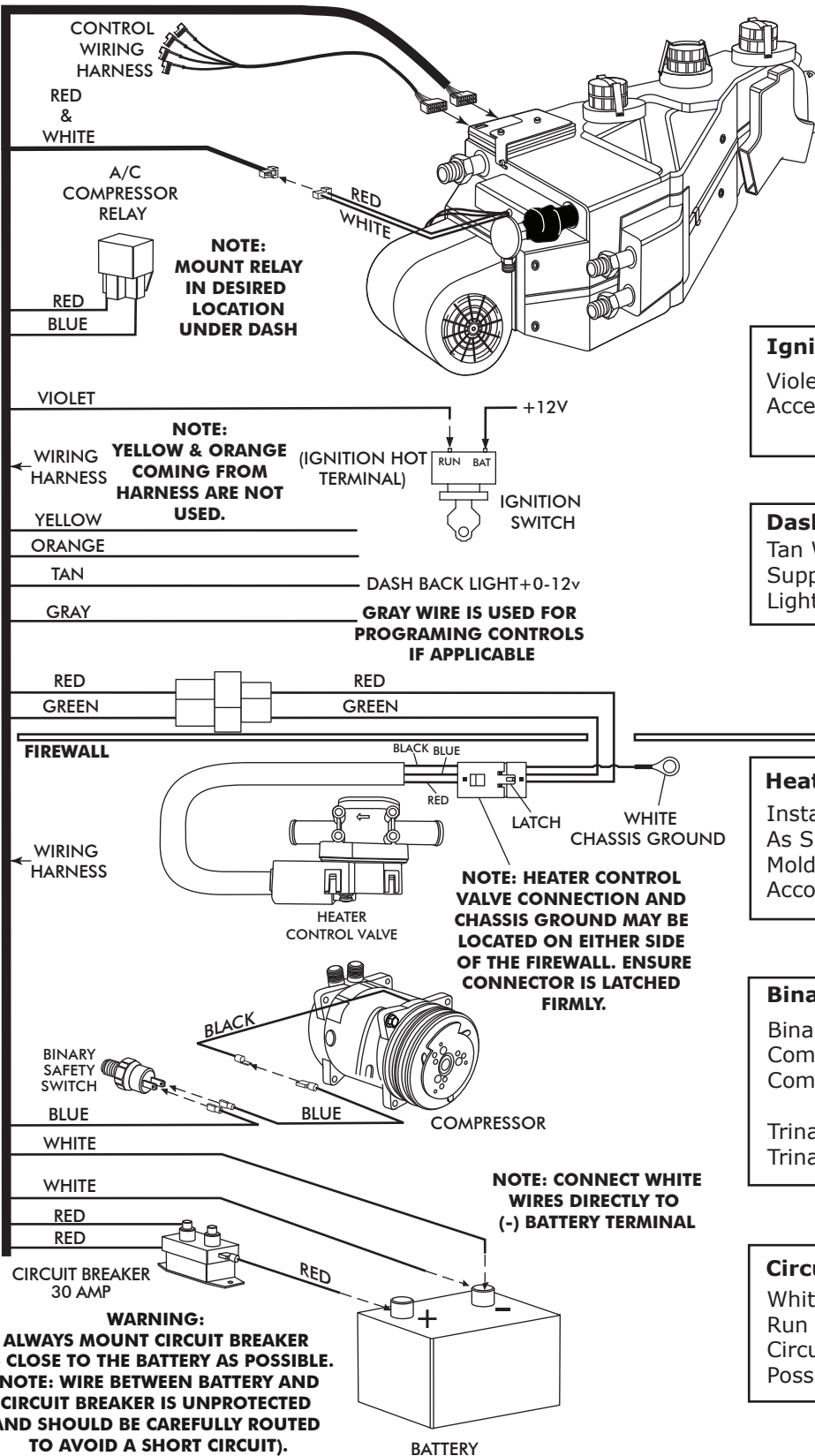
\*\*\* Wide Open Throttle Switch Contacts Close Only at Full Throttle, Which Disables A/C Compressor.



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WIRING HARNESS

# 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).