Streamline
Gen II Oval Control Panel
Phantom Black
(481006)
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** 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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Control Panel Installation

1. Select a suitable location for the control panel. Consider the heater control valve location, wiring harness length, and capillary tube to evaporator distance.
2. After selecting a location for the panel, mask the area 3 ½” (tall) x 5 ½” (wide).
3. Cut out the grey section of the template on the dotted line.
4. Mark the dash with a marker or scribe. **NOTE: Be sure to level the template on the dash.**
5. Cut out the opening for the panel.
6. Remove the backing plate from the face.
7. Install the face in the dash and reinstall the backing plate, making sure the wires for the lights exit the holes in the backing plate.
8. Install the nuts with star washers, and then the bracket and nyloc nuts. Do not overtighten the nyloc nuts.
9. Tie one wire from each light bulb together and run them to a ground.
10. Tie the other wires together and connect them to the wire in the vehicle’s harness that powers the instrument panel lights (+12 volts).
11. For Gen II ComPac & Gen II Super units, wire according to the wiring diagram on Page 7. See Page 8 for the Gen II Mini.
12. Insert the capillary tube through the sticker on top of the evaporator, to the entire thickness of the coil.

**NOTE: Ensure that the template measures to dimensions noted above prior to cutting dash.**
Insert Thermostat Capillary Tube Through This Hole the Entire Thickness of Evaporator Coil.

Streamline Control Panel Wiring Diagram

Connect to Existing Instrument Panel Light Wiring (+)

Connect to Chassis Ground

Blower Speed Switch

Plug from Potentiometer Must Be Connected to Electronic Module Harness

Rotary Control Panel (Rear View)

Capillary Tube
Streamline Operation of Controls

System Off
Turning the blower speed knob to OFF will shut down the system in any mode.

Vent Heat Operation
Select blower speed. Rotate mode knob to DASH and slide the heater control lever to the right to open the hot water valve. Hot air will exit the dash vents.

Defrost Operation
(Optional, for Defrost Only!)
Select blower speed. Rotate mode knob to DEF. Turn the thermostat knob slightly clockwise to engage the compressor. Slide heater control lever to the right to open hot water valve to provide heated defrost air. Dehumidified defrost air will be directed to the windshield.

A/C Operation
Select blower speed. Turn thermostat knob clockwise for cold air, and adjust mode knob to DASH or BI. Cold air will flow from vents. **NOTE:** Duct temperature can be raised by slightly sliding the heater control lever to the right to open hot water valve. Hot water valve must be closed (full left) for coldest A/C setting.

Bi-Level Heat Operation
Select blower speed. Rotate mode knob to BI and slide the heater control lever to the right to open the hot water valve. Hot air will exit the dash and floor vents.

Floor Heat Operation
Select blower speed. Rotate mode knob to FLR, and slide the heater control lever to the right to open the hot water valve. Hot air will exit the floor vents.
Wiring Diagram:
Gen II ComPac/Super Units—Heat/Cool/Defrost

(Required) Compressor Safety Switch (Binary Type)

A/C Clutch

Blue

Black

Blue

Mode Switch

Green

Pink

Yellow

Orange

White

Purple

Blue

30

White

Purple

Blue

30

Control Module

Defrost Servo (Rear View of Plug)

Floor/Vent Servo (Rear View of Plug)

Heat/Cool/Defrost Servo (Rear View of Plug)

Note Orientation of Plugs

Connect to Key-on Ignition Source (5 Amp Fuse)

30 Amp Circuit Breaker

To Battery or Battery Terminal on Starter Solenoid.

A/C Thermostat

A/C Clutch

A/C Clutch

Blue

Black

Orange

Purple

Blue

30

White

Purple

Blue

30

Power Relay

High Blower Relay

Blower Motor

Yellow

Red

Orange

Red

Yellow

White

Purple

Blue

30

Control Module

Defrost Servo (Rear View of Plug)

Floor/Vent Servo (Rear View of Plug)

Note Orientation of Plugs

Connect to Key-on Ignition Source (5 Amp Fuse)

30 Amp Circuit Breaker

To Battery or Battery Terminal on Starter Solenoid.
Wiring Diagram:
Gen II Mini Units—Heat/Cool/Defrost

(Required) Compressor Safety Switch (Binary Type)

A/C Clutch

A/C Thermostat

Mode Switch

Fan Speed Switch

Blue

Black

Orange

White

Purple

Red

Connect to Key-on Ignition Source (5 Amp Fuse)

30 Amp Circuit Breaker

Bat. To Battery or Battery Terminal on Starter Solenoid.

Control Module

Defrost Servo (Rear View of Plug)

Heater Control Valve Servo (Rear View of Plug)

Floor/Vent Servo (Rear View of Plug)

Note Orientation of Plugs

(Optional) For Defrost Only!

(Required) Compressor Safety Switch (Binary Type)
**Important Notice—Please Read!**

**NOTE:** Evaporator thermostat capillary tube must be inserted through evaporator sub case coil. See illustrations below. Refer to separate instructions included with your evaporator kit to insert the capillary tube.

**ComPac Sub Case (Top View Shown)**

Insert thermostat capillary tube here into the coil the entire thickness. Then carefully bring it back out approximately one inch.

**This sticker is located on the top side of the evaporator case.**

**Thermostat**

**Colder Clockwise**

**WARMER Counterclockwise**

**Adjustable Knob**

**Thermostat Capillary Tube to Evaporator Coil**

**Air Conditioning Adjustments**

1. **Symptom:** The air conditioner thermostat controls coil temperature. It is shipped adjusted fully cold (clockwise) and, in the majority of cases, the A/C will operate correctly as shipped.

   **Solution:** Turning the knob on the thermostat to the right (clockwise) makes the system operate colder. If the thermostat is set too cold, the evaporator will ice up. If this happens, the evaporator coil is restricted with ice, and cold air flow will be reduced.

2. **Turning the knob to the left (counterclockwise) makes the system operate warmer. The compressor clutch will cycle off frequently and the A/C system will not get as cool as it could.**

**Adjusting A/C Thermostat**

1. **Symptom:** The A/C works well at first, but then quits cooling. The air flow from the vents is low and the compressor 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 thermostat warmer (counterclockwise) 10% of a turn each adjustment 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 thermostat colder (clockwise) 10% of a turn each adjustment until the compressor clutch cycles infrequently. 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 around the heater hoses at the firewall. They should be cold when the A/C is on. 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)** The heater control valve is installed in the wrong heater hose.
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