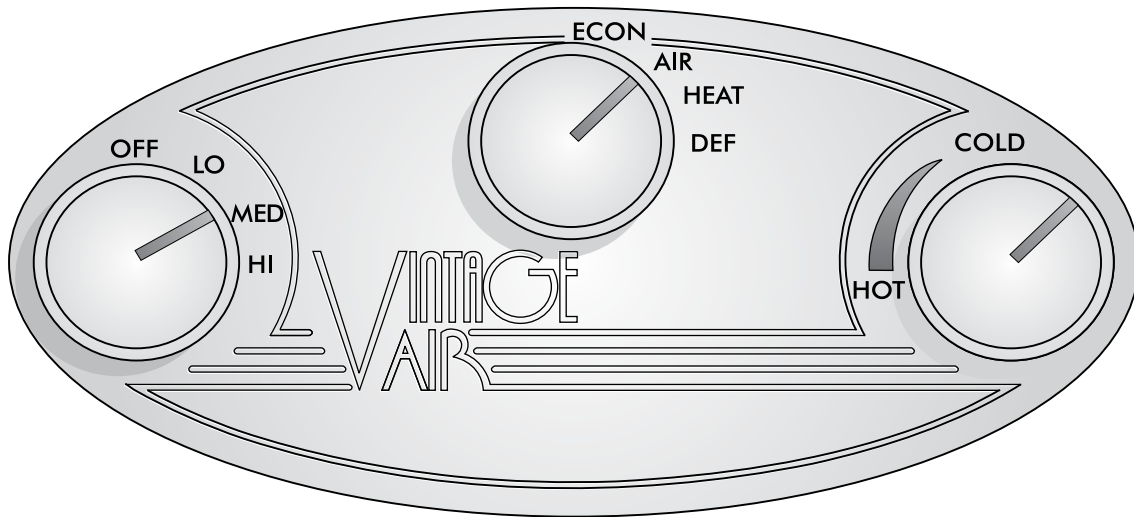




an ISO 9001: 2008 Registered Company

# Streamline Control Panel

49500-VSQ



18865 Goll St. San Antonio, TX 78266 ph: 210-654-7171 fax: 210-654-3113



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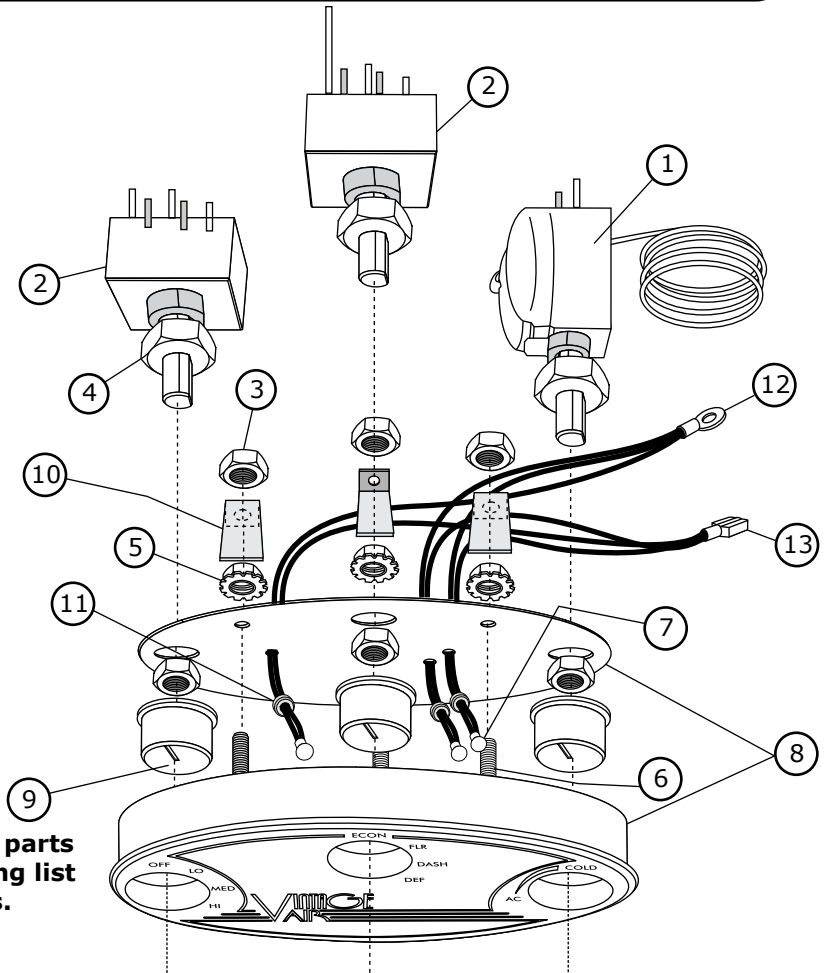
- 1. Cover**
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## Packing List Streamline Control Panel (49500-VSQ)

No.	Qty.	Part No.	Description
1.	1	11092-VUT	Thermostat 48" Adjustable Rotary
2.	2	11458-VUS	3-spd Rotary Blower Switch
3.	3	18145-VUB	10-24 Nyloc Nut
4.	6	18157-VUB	7/16" Shaft Nut
5.	3	18260-VUB	10-24 Nut W/ Star Washer
6.	3	18414-VUB	10-24 X .75 Skr Set Screw
7.	3	20557-VUP	Light Bulb
8.	1	49095-VUI	Streamline Panel/Brkt Polished
9.	3	492014	Knob ASM 250 X 156 Pol
10.	3	64123-VUB	Streamline Control Panel Brkt
11.	3	33138-VUI	Grommet
12.	1	23120-VUW	#10 Ring Terminal (22/18)
13.	1	23122-VUW	1/4 Spade Terminal (22/18)

**\*\* 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.**

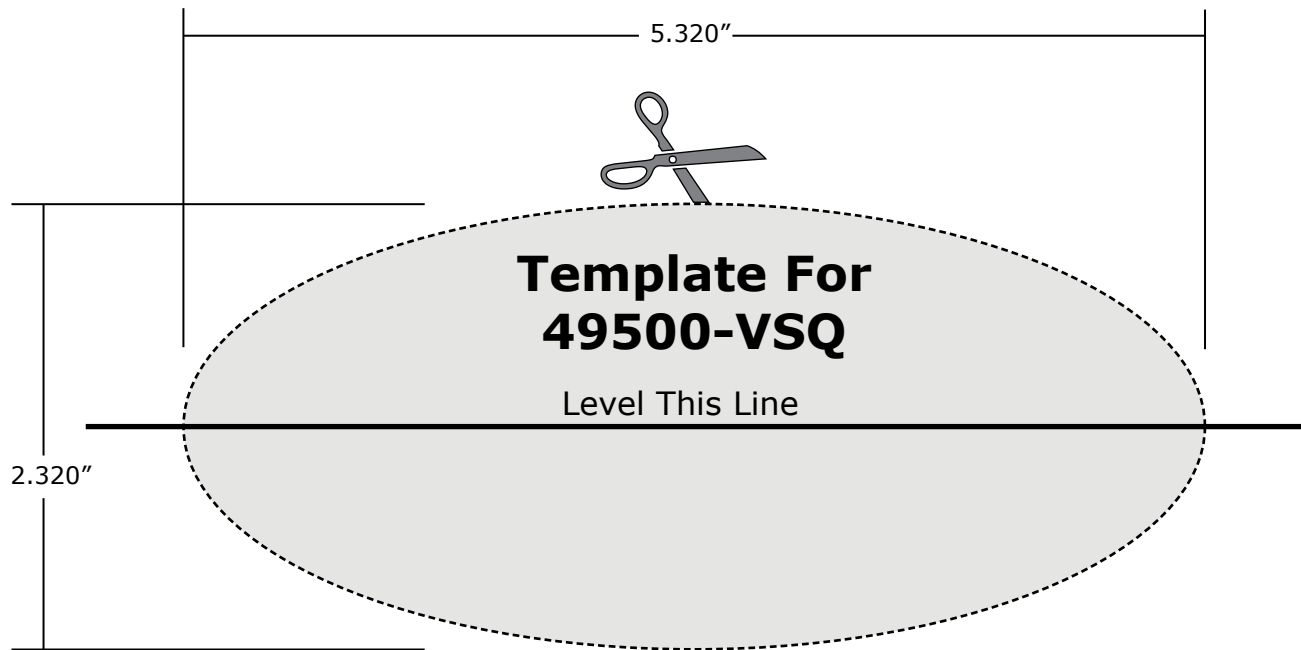


**NOTE: Images may not depict actual parts and quantities. Refer to packing list for actual parts and quantities.**





## ***Streamline Control Panel Template***

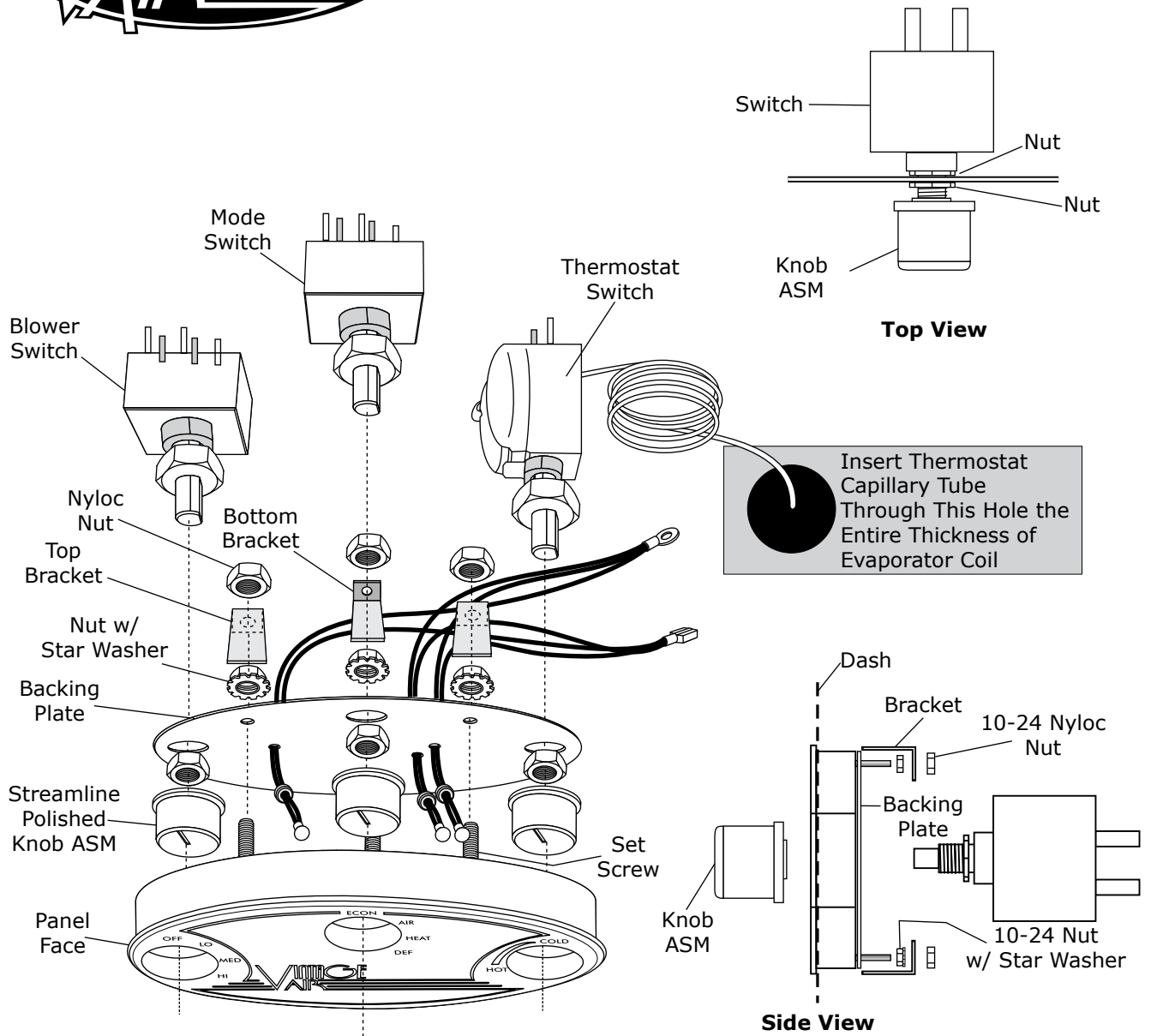


**NOTE: Ensure that template measures to dimensions noted above prior to cutting dash.**

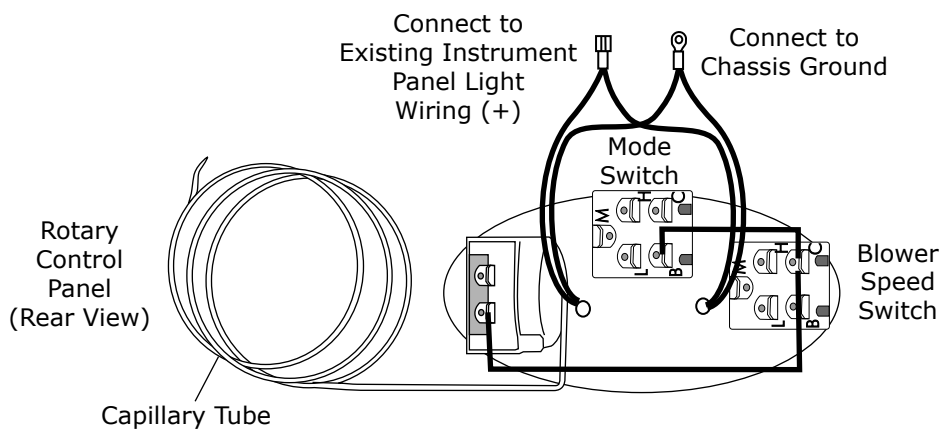
## ***Control Panel Installation***

1. Select a suitable location for the control panel. Consider 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 grey section of template along dotted line.
4. Mark dash with a marker or scribe. **NOTE: Be sure to level template on dash.**
5. Cut out opening for panel.
6. Remove backing plate from face.
7. Install face in dash and reinstall 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 nut. Do not over-tighten the nyloc nut.
9. Tie one wire from each light bulb together and run them to a ground.
10. Tie the other wires together and connect to the wire in your vehicle's harness that powers your instrument panel lights (+12 volts).
11. Wire according to the wiring diagram on Page 7 for Gen II Compac & Gen II Super Units or See Page 8 for the Gen II Mini.
12. Insert capillary tube through the sticker on top of the evaporator, the entire thickness of the coil.





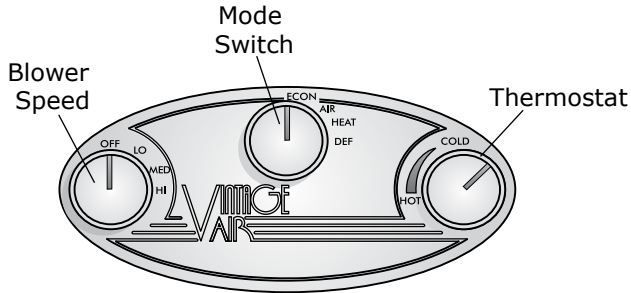
## Streamline Control Panel Wiring Diagram





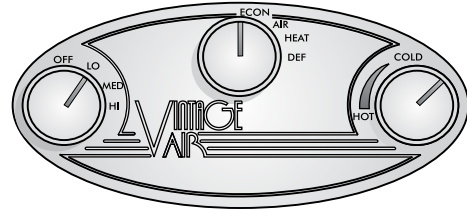
## Streamline Operation of Controls

**NOTE: Fan speed can be adjusted in any mode position.**



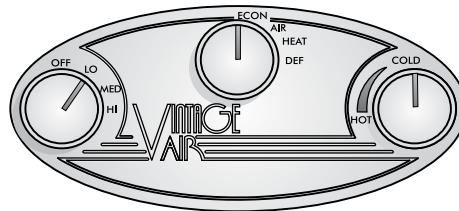
### System Off

Turning the fan speed switch to OFF will shut down the system in any mode.



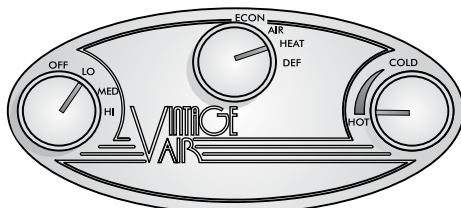
### ECON Mode

Select fan speed.  
Set mode switch to ECON for recirculation without A/C, heater, defrost.



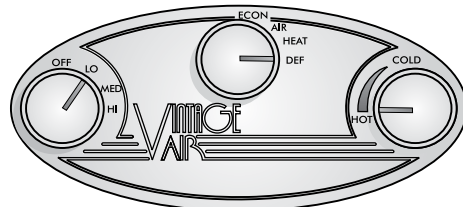
### A/C Mode

Select fan speed.  
Set mode switch to AIR.  
Rotate thermostat knob to COLD. See thermostat instructions on Page 9.



### Heat Mode

Select fan speed.  
Set mode switch to HEAT.  
Hot air will exit the bottom of the unit.



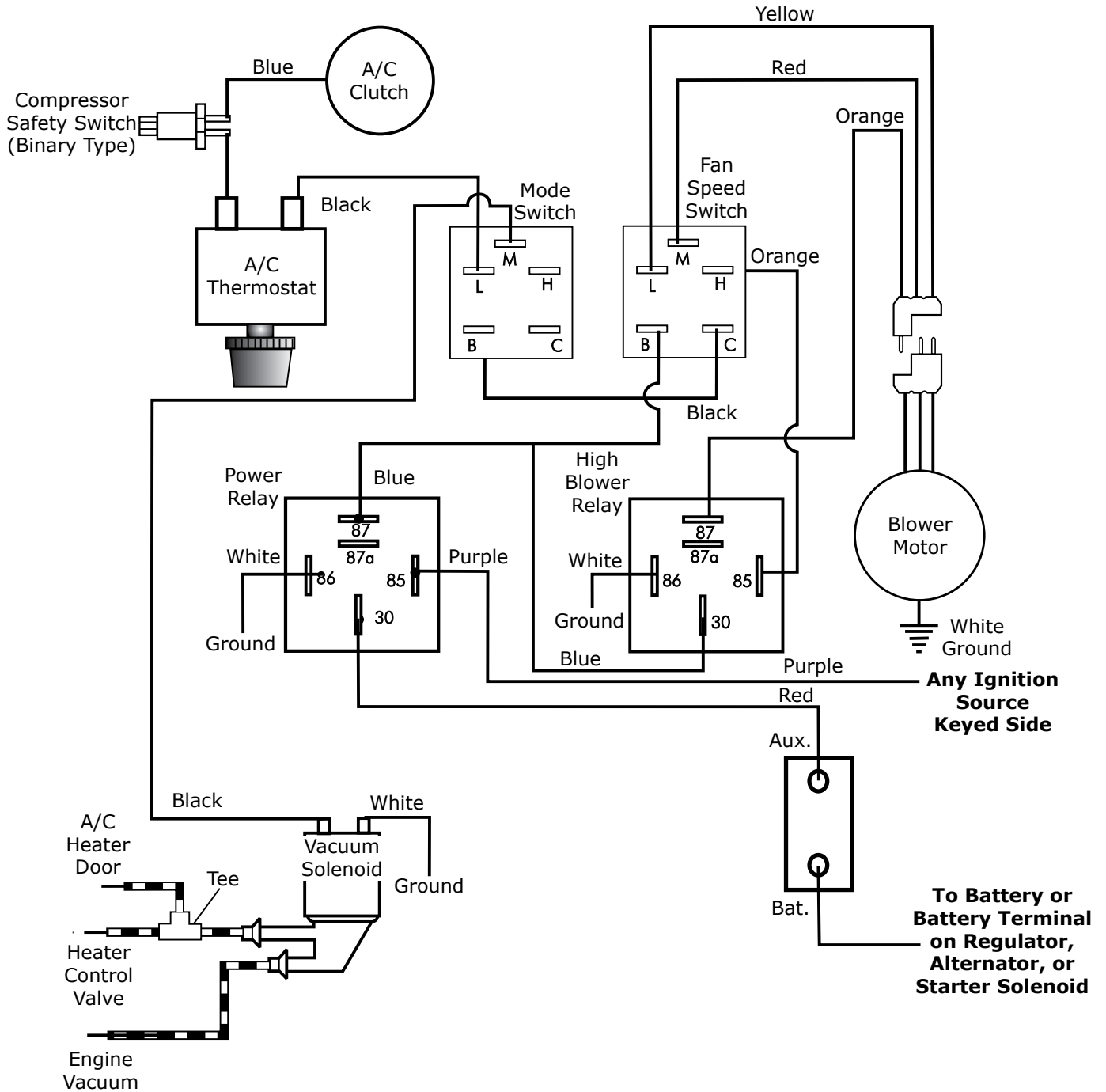
### Defrost Mode

Select fan speed.  
Set mode switch to DEF.  
Dehumidified defrost will be directed to the windshield.  
For thermostat adjustments, see Page 9.



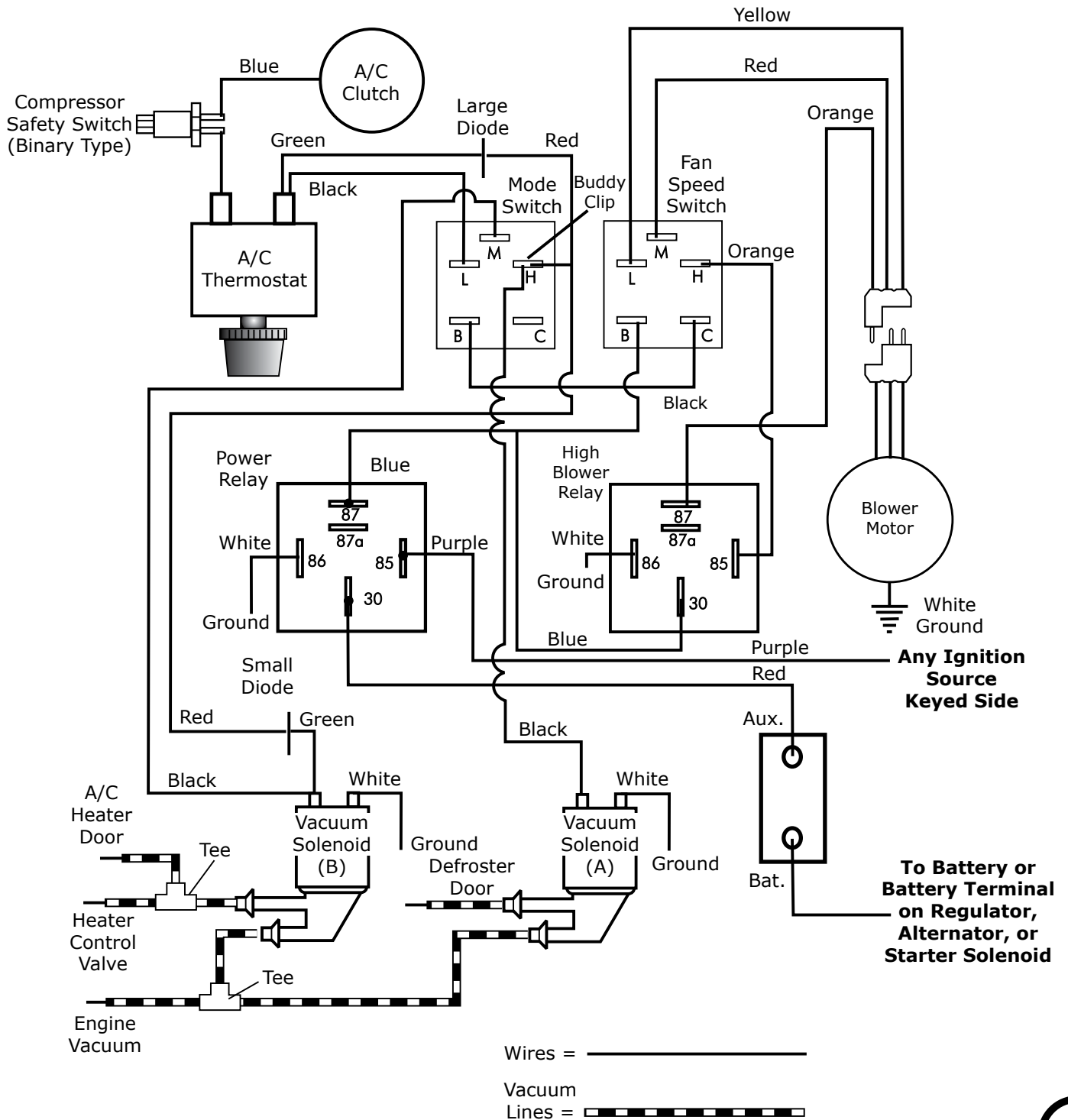


# Wiring/Vacuum Diagram Heat & Cool





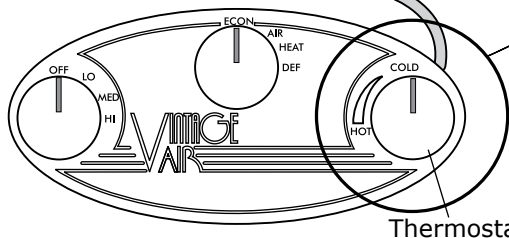
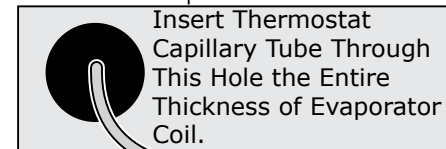
## Wiring/Vacuum Diagram Heat & Cool W/ Defrost



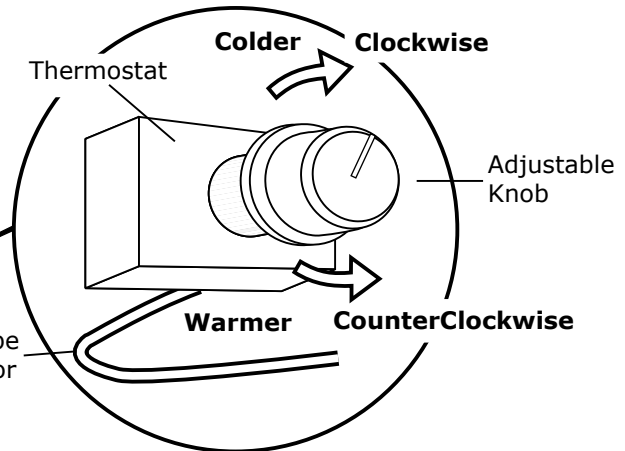


## ***Important Notice- Please Read!***

This Sticker is Located on the Top Side of the Evaporator Case



Capillary Tube to Evaporator Coil



## ***Air Conditioning Adjustments***

1. 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.
2. 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.
3. 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 (counter clockwise) 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 wrong heater hose.

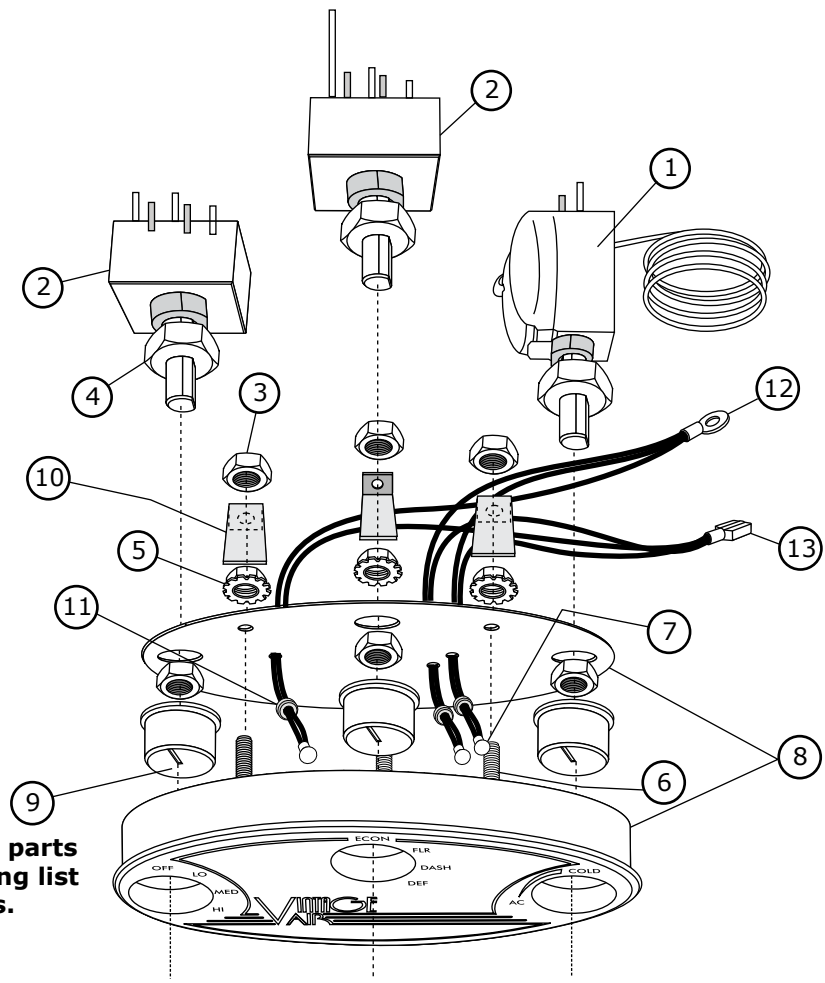


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Checked By: \_\_\_\_\_  
 Packed By: \_\_\_\_\_  
 Date: \_\_\_\_\_



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