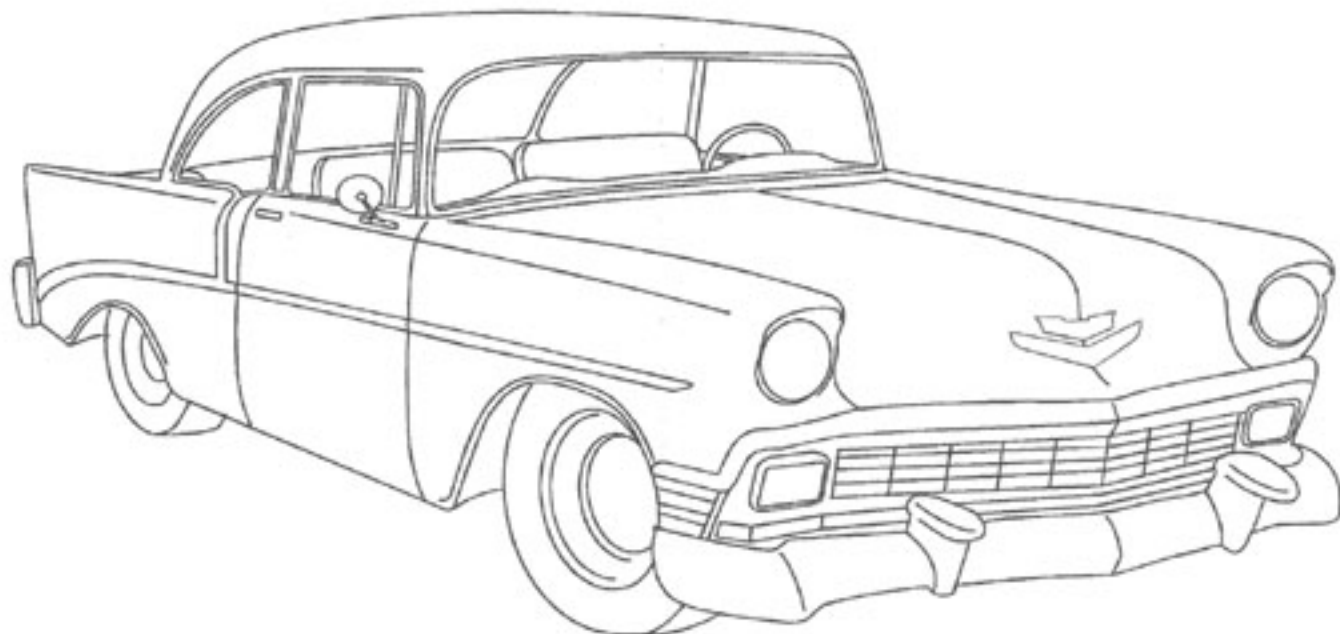


**VENTAGE
AIR**

INSTALLATION INSTRUCTIONS FOR

**1955
CHEVROLET**
(55055-VCZ-A)



10305 I.H. 35 N. - SAN ANTONIO, TX. - 78233 - ph.210-654-7171 - fax 210-654-3113

1955-56 CHEVROLET

IMPORTANT NOTICE-PLEASE READ

FOR MAXIMUM SYSTEM PERFORMANCE
VINTAGE AIR RECOMMENDS THE FOLLOWING:

18" HEAVY DUTY FAN - 32918-VUF

FOR POWER STEERING (V-8) VINTAGE AIR RECOMMENDS
USING FAN SPACER KIT - 32155-VCF

1955-57 CHEVY FAN SHROUD

V-8 RADIATOR POSITION - 37155-VCF

6-CYL RADIATOR POSITION - 32057

AUXILIARY CONDENSER FAN PACKAGE - 32007-VUF

55-56 V-8 RADIATOR POSITION

SAFETY SWITCHES:

VINTAGE AIR ALWAYS RECOMMENDS AN OPTIONAL COMPRESSOR SAFETY SWITCH BE INSTALLED ON EVERY A/C SYSTEM. A BINARY SWITCH (PART # 24677-VUS) DISENGAGES THE COMPRESSOR CLUTCH IN CASE OF EXTREME LOW PRESSURE CONDITION (REFRIGERANT LOSS) OR EXCESSIVELY HIGH HEAD PRESSURE (380 lb.), TO PREVENT COMPRESSOR DAMAGE OR HOSE RUPTURE. A TRINARY SWITCH (V.A. PART# 24678) COMBINES HI/LO PRESSURE PROTECTION WITH AN ELECTRIC FAN OPERATION SIGNAL AT 220 lbs. COMPRESSOR SAFETY SWITCHES ARE EXTREMELY IMPORTANT SINCE AN A/C SYSTEM RELIES ON REFRIGERANT TO CARRY LUBRICATION THROUGH THE SYSTEM.

SERVICE INFO:

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.

THE PROPER 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

134a SYSTEM

CHARGE WITH 1.8 LBS. 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

INSTALLATION INSTRUCTIONS FOR 1955-56 CHEVROLET

NOTE

BEFORE STARTING THE AIR CONDITIONER INSTALLATION, CHECK FOR PROPER OPERATION OF ALL COMPONENTS (RADIO, LIGHTS, WIPERS, ETC.). STUDY THE INSTRUCTIONS, ILLUSTRATIONS AND DIAGRAMS. FOR EASE OF INSTALLATION CHECK OFF (☑) EACH PROCEDURE PRIOR TO MOVING ON TO THE NEXT STEP.

ENGINE COMPARTMENT

1. DISCONNECT BATTERY.
2. REMOVE BATTERY MOUNT (RETAIN).
3. DRAIN RADIATOR.
4. DISCONNECT HEATER HOSES.

PASSENGER COMPARTMENT

1. REMOVE OEM HEATER ASSEMBLY, INCLUDES: CONTROL CABLES, TWO (2) 7/16" NUTS ON FIREWALL AND ONE (1) UNDER DASH (DISCARD).
2. REMOVE HEATER BLOWER (DISCARD).
3. REMOVE DUCT ABOVE KICK PANEL VENT WITH BUTTERFLY AND PANEL FLANGE (DISCARD). INSTALL NEW VENT COVER AS FIGURE 1A SHOWS.
4. REMOVE GLOVE BOX DOOR (RETAIN).
5. REMOVE GLOVE BOX (DISCARD).
6. REMOVE THE ORIGINAL DEFROSTER DUCT FROM HEATER TO WINDSHIELD (DISCARD).
7. REMOVE ASH TRAY (RETAIN).
8. REMOVE ASH TRAY SLIDER ASSEMBLY (RETAIN).
9. REMOVE VENT & CABLE FROM DASH (RETAIN).
10. REMOVE CONTROL PANEL (RETAIN), MAKE CHANGES FOR THE CONTROL PANEL AS FIGURE 2 AND FIGURE 3 (PG.2) SHOWS.
11. REMOVE PASSENGER SIDE SPEAKER GRILLE (RETAIN).

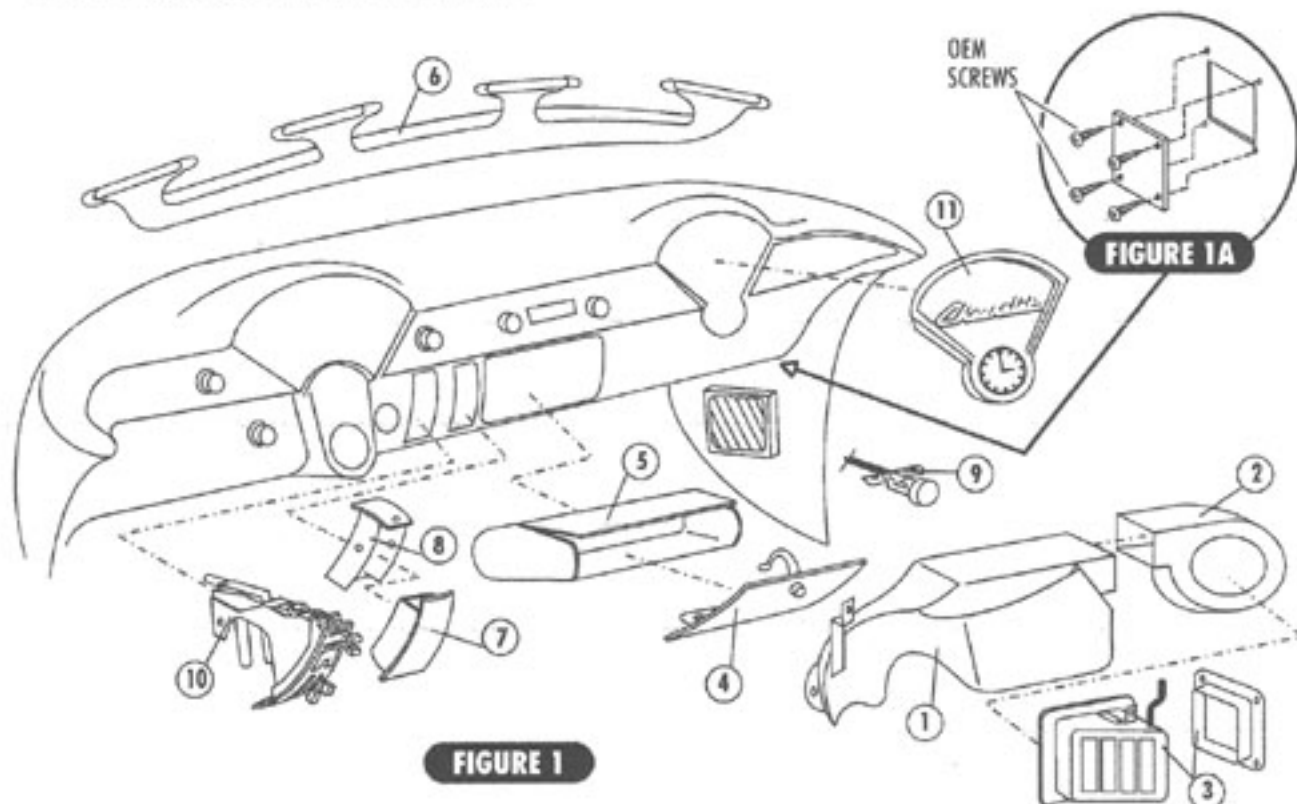


FIGURE 1

CONTROL PANEL CONVERSION

- REMOVE AND DISCARD THE OEM SWITCH. SEE FIGURE 2.
- INSTALL NEW SWITCH (PROVIDED) IN THE OEM HOLES. SEE FIGURE 3.
- REMOVE HEATER CONTROL FRONT PANEL. REMOVE AND DISCARD THE OEM PLACARD. INSERT THE NEW PLACARD (PROVIDED) AS FIGURE 2A SHOWS.

FIGURE 2

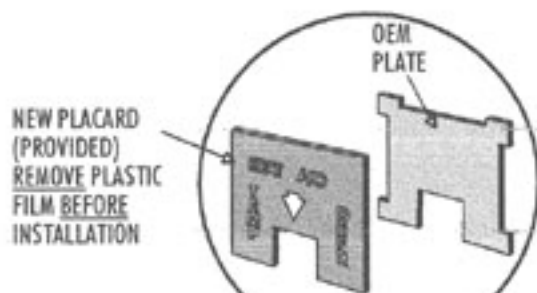
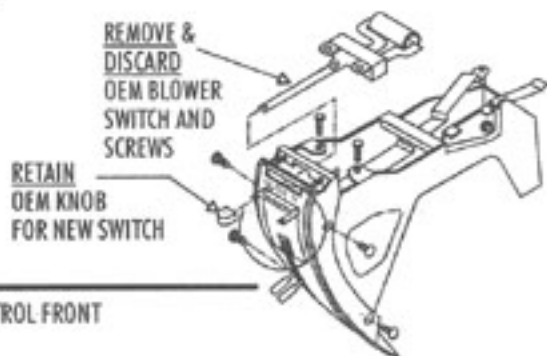


FIGURE 2a

REMOVE HEATER CONTROL FRONT

NEW PRE-WIRED BLOWER SWITCH (PROVIDED). MOUNTING TABS ON SWITCH GO UNDER OEM CONTROL PANEL TABS

ARM BELOW TABS

OEM KNOB

HEAT/COOL SELECTION LEVER

#6 x 3/8" SCREWS

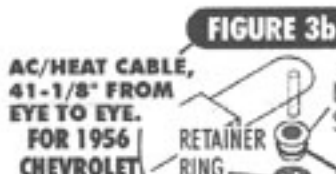


FIGURE 3b



FIGURE 3d

(56 CHEVY) TEMP CABLE 50-1/2" LONG TO CONTROL VALVE.

(55 CHEVY) TEMP CABLE 50 3/4" LONG TO CONTROL VALVE.
HEAT/DEF. CABLE 27-1/8" FOR 1956
HEAT/DEF. CABLE FOR 1955 13-1/2"

NYLON SLEEVE

FOR 1956 CHEVROLET
FIGURE 3a

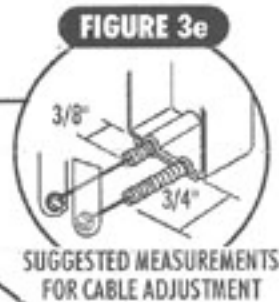


FIGURE 3e

FOR 1955 CHEVROLET
FIGURE 3c

FIGURE 3

- INSTALL TEMPERATURE & HEAT/DEFROST CABLES. SEE FIGURE 3. FOR 1956 MODELS, SEE FIGURES 3A & 3B. FOR 1955 MODELS, SEE FIGURES 3C & 3D. SUGGESTED MEASUREMENTS FOR CABLE ADJUSTMENTS, SEE FIGURE 3E.
- REINSTALL ALL THE PARTS REMOVED FROM THE CONTROL PANEL

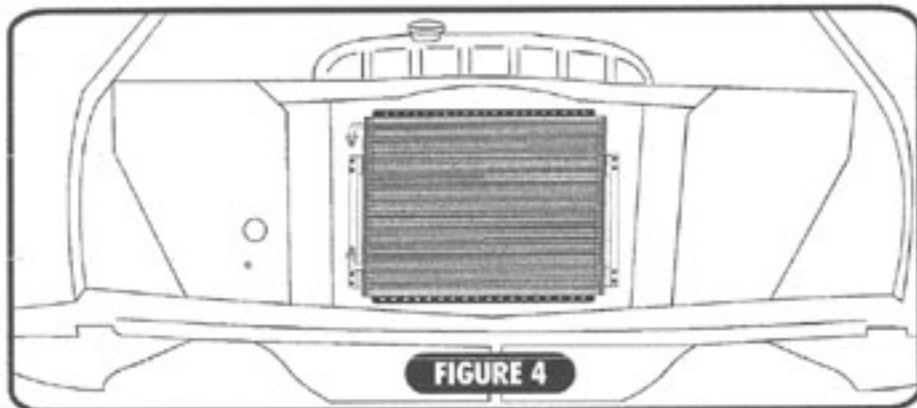


FIGURE 4

CORE SUPPORT

- LOCATE THE TEMPLATE ON PAGE 16, AND ALIGN THIS TEMPLATE ON THE PASSENGER SIDE CORE SUPPORT PANEL USING THE TEMPLATE, MARK HOLES AND DRILL THE 1-1/4" HOLE AND THE 5/16" HOLE IN THEIR NOTED LOCATIONS. SEE FIGURE 4b.

CONDENSER ASSEMBLY

- LOOSEN THE SIX BOLTS THAT SECURE THE RADIATOR TO THE CORE SUPPORT.
- SLIDE THE CONDENSER ASSEMBLY INTO POSITION. THE CONDENSER BRACKETS WILL BE HELD BETWEEN THE RADIATOR AND CORE SUPPORT AND SECURED WITH THE SIX RADIATOR BOLTS. SEE FIGURES 4a & 4b. HOLDING THE CONDENSER IN POSITION, TIGHTEN THE SIX RADIATOR BOLTS.

DRIER

- POSITION DRIER IN LOCATION SHOWN IN FIGURE 4a.
- MOUNT THE DRIER, USING THE DRIER CLAMP AND A 1/4" x 1" BOLT AND NUT.
- BE SURE THE DRIER FLOW ARROW POINTS TOWARD THE EVAPORATOR UNIT.

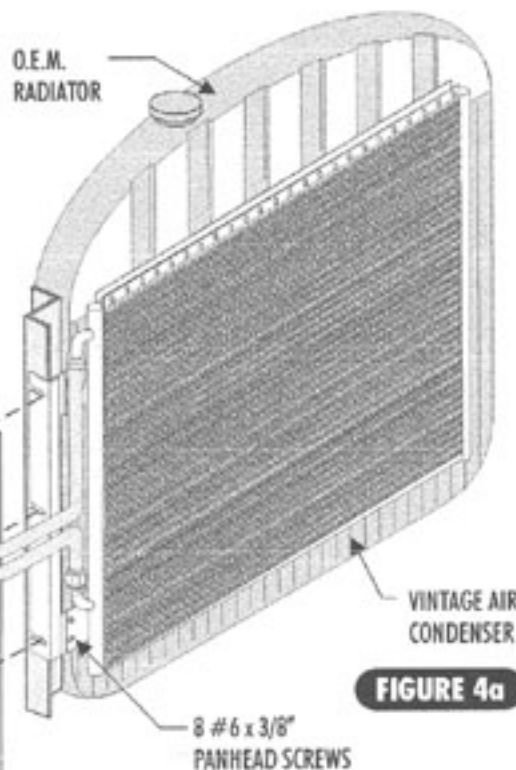
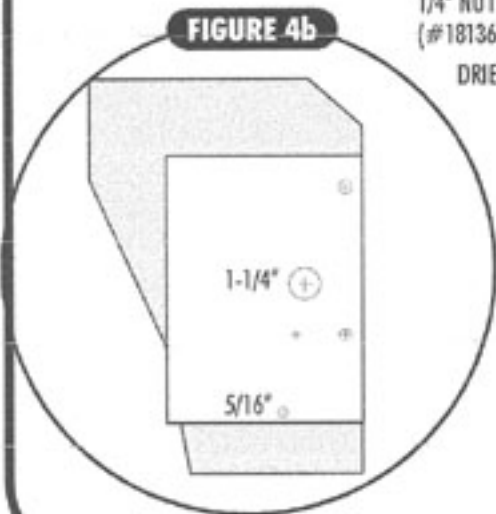


FIGURE 4a

FIGURE 4b



SIDE OF CORE
SUPPORT
HOLE IN
CORE SUPPORT
FOR GROMMET

1/4" NUT
(#18136-VUB)

DRIER

5/16"
BOLTS
(OEM)

1/4" x 1" BOLT
(#18290-VUB)

VINTAGE AIR
CONDENSER

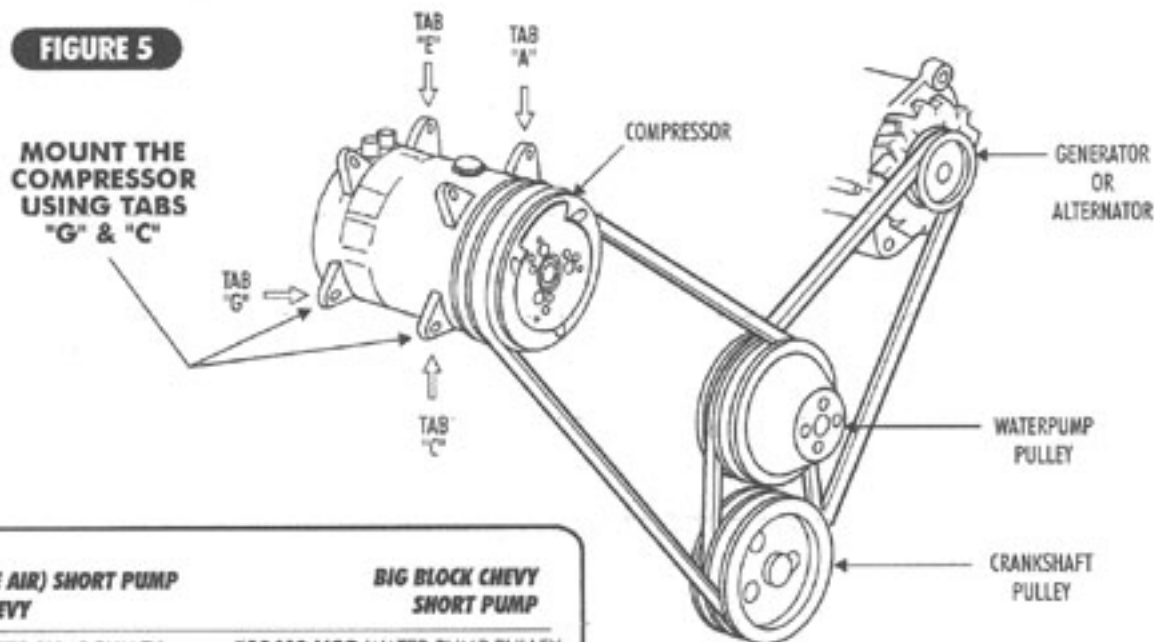
8 #6 x 3/8"
PANHEAD SCREWS

COMPRESSOR & BRACKETS

- REFER TO SEPARATE INSTRUCTIONS INCLUDED WITH THE BRACKET KIT TO INSTALL THE COMPRESSOR BRACKET. REFER TO FIGURE 5 FOR COMPRESSOR MOUNTING POSITION.

PULLEYS

- IN MOST INSTANCES THE BELT LENGTHS WILL REMAIN THE SAME. SEE FIGURE 5.



PULLEYS (VINTAGE AIR) SHORT PUMP SMALL BLOCK CHEVY

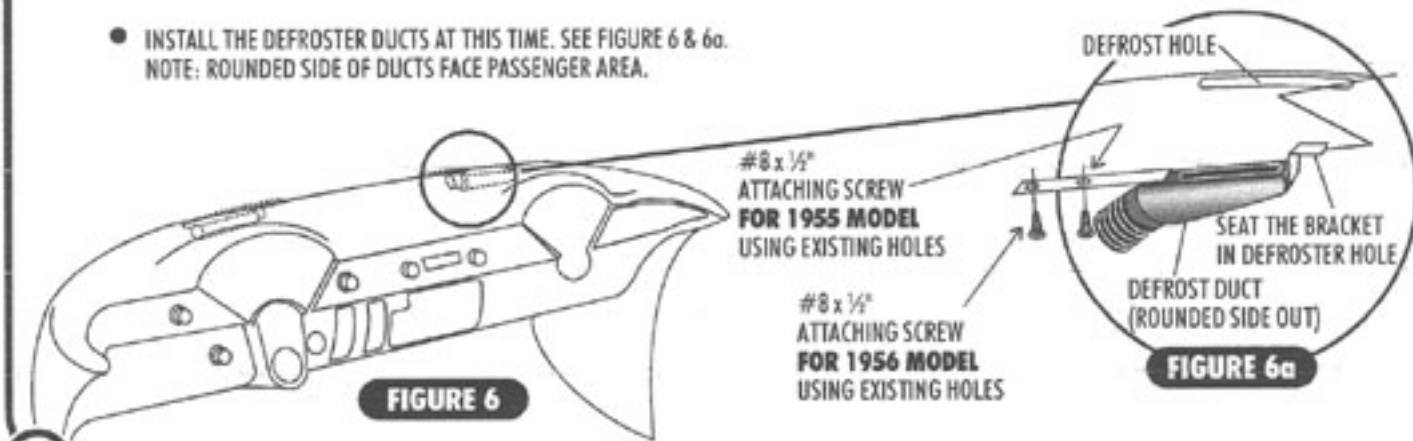
- #22302-VCQ - WATER PUMP PULLEY (DOUBLE GROOVE)
- #22312-VCQ - CRANKSHAFT PULLEY (DOUBLE GROOVE)
- #22313-VCQ - CRANKSHAFT PULLEY (TRIPLE GROOVE) (WITH POWER STEERING A 3 GROOVE CRANK PULLEY IS REQUIRED)

BIG BLOCK CHEVY SHORT PUMP

- #22412-VCQ-WATER PUMP PULLEY (DOUBLE GROOVE)
- #22413-VCQ-CRANKSHAFT PULLEY (TRIPLE GROOVE)

DEFROSTER DUCTS INSTALLATION

- INSTALL THE DEFROSTER DUCTS AT THIS TIME. SEE FIGURE 6 & 6a.
NOTE: ROUNDED SIDE OF DUCTS FACE PASSENGER AREA.



ELECTRICAL WIRING

VINTAGE AIR RECOMMENDS TESTING OF CONTROL PANEL & EVAPORATOR ON THE WORK BENCH FOR PROPER OPERATION, PRIOR TO INSTALLATION.

CONNECT HEAT/DEFROST DOOR CABLE AS SHOWN ON PAGE 8, FIGURE 9.

CONNECT HEAT/AC DOOR CABLE AS SHOWN ON PAGE 8, FIGURE 9. MARK CABLES AS SHOWN.

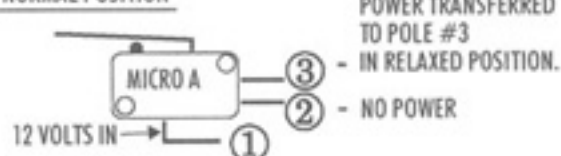
AFTER INSTALLING CABLES AND VERIFYING FULL OPENING AND CLOSING OF EVAPORATOR HEAT/AC DOOR, HEAT/DEFROST DOOR AND HEATER CONTROL VALVE. YOU ARE READY TO CONNECT THE WIRING TO VERIFY PROPER OPERATION OF THE UNIT.

NOTE → **THE COMPRESSOR SAFETY SWITCH (BOTH BINARY OR TRINARY TYPE) WILL NOT OPERATE COMPRESSOR CLUTCH, (SWITCH ON) UNTIL THERE IS REFRIGERANT PRESSURE AVAILABLE. CHECK FOR PROPER A/C COMPRESSOR CLUTCH POWER (12 VOLTS) AT THE THERMOSTAT. (THE OPTIONAL TRINARY SWITCH CONTROLS AN ELECTRICAL FAN. SEE INSTRUCTIONS PACKAGED WITH THE SWITCH)**

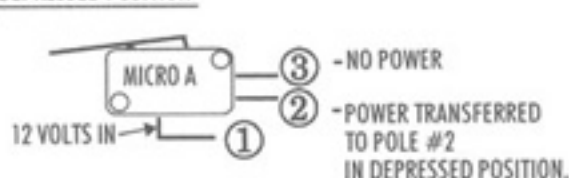
NOTE → **ALL VINTAGE AIR MICRO SWITCHES ARE CAREFULLY SET AT THE FACTORY. HOWEVER.... IF YOU SHOULD EXPERIENCE A PROBLEM WITH THE OPERATION OF YOUR A/C UNIT - DOUBLE CHECK THE ADJUSTMENT OF THE MICRO SWITCHES.**

MICRO SWITCH ADJUSTMENTS

NORMAL POSITION



DEPRESSED POSITION



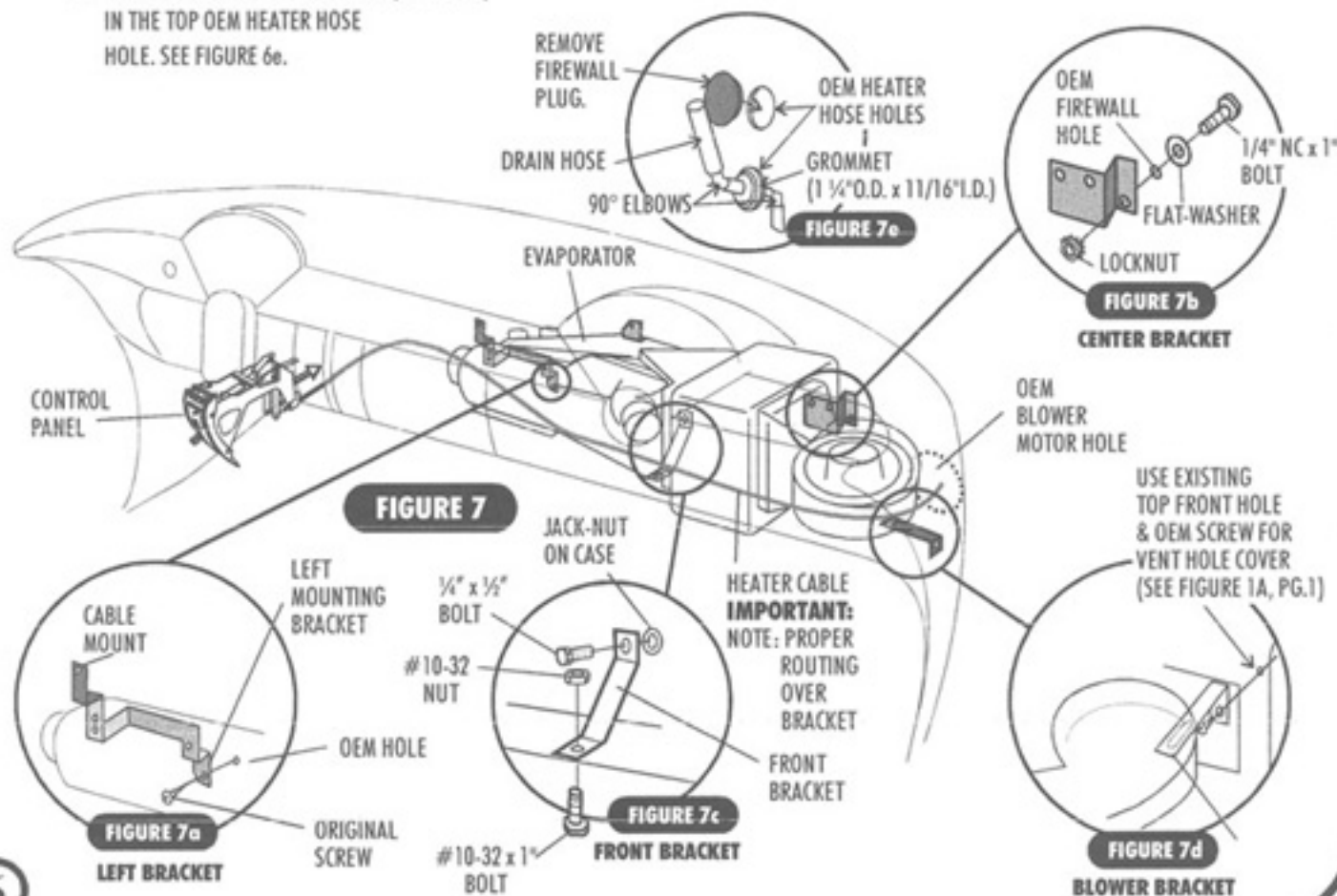
BY DEPRESSING THE ARM ON THE MICRO SWITCH AN AUDIBLE CLICK WILL BE HEARD TRANSFERRING POWER TO POLE #2. RELEASE THE ARM AND ANOTHER CLICK WILL BE HEARD, TRANSFERRING POWER TO POLE #3.

WIRING FOR TESTING

- CONNECT WIRING FROM EVAPORATOR UNIT TO SWITCHES. REFER TO WIRING DIAGRAM ON PAGE 14.
- ATTACH ALL WHITE WIRES TOGETHER AND GROUND TEMPORARILY.
- THE RED WIRE IN THE WIRING HARNESS CONNECTS TO BATTERY POWER. (12 VOLTS)
- THE PURPLE WIRE WILL ALSO NEED TO BE CONNECTED TO DIRECT POWER FOR TESTING PURPOSES. **IT MUST BE HOOKED TO IGNITION ON POWER ONLY, ONCE INSTALLED IN THE VEHICLE.**
- CONNECT HEATER CONTROL VALVE CABLE TO THE COLD HOT LEVER ON THE CONTROL PANEL. ADJUST THE CABLE ON THE VALVE AND TIGHTEN THE CLAMP.
- ADJUST THE CONTROL PANEL LEVERS TO THE **A/C MODE**. SEE PAGE 13, FIGURE 15, OPERATIONS OF CONTROLS PAGE. VERIFY THAT THE HEATER CONTROL VALVE IS CLOSED.
- TURN THE BLOWER SPEED SWITCH TO **LOW**. THERE SHOULD BE POWER AT THE A/C THERMOSTAT.
- ADJUST THE CONTROL PANEL TO THE **DEFROST MODE**. YOU SHOULD HAVE POWER AT THE A/C THERMOSTAT.
- ADJUST THE CONTROL PANEL LEVERS TO THE **HEAT MODE**. YOU SHOULD NOT HAVE POWER AT THE THERMOSTAT IN THE HEAT MODE.
- IF ALL TESTS WERE SUCCESSFUL **TAG AND LABEL** THE WIRES FOR EASE OF INSTALLATION INTO THE VEHICLE.
- REMOVE CABLES FROM THE EVAPORATOR ONLY, LEAVING THEM CONNECTED TO THE CONTROL PANEL.

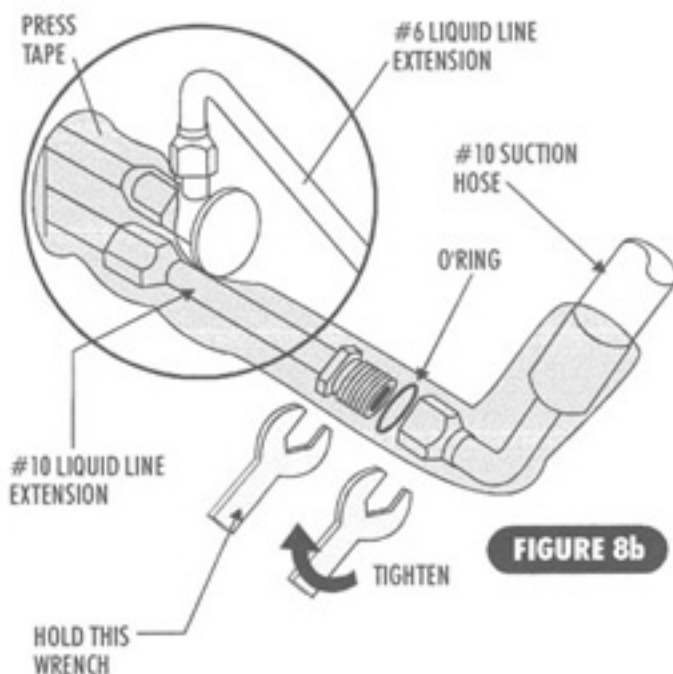
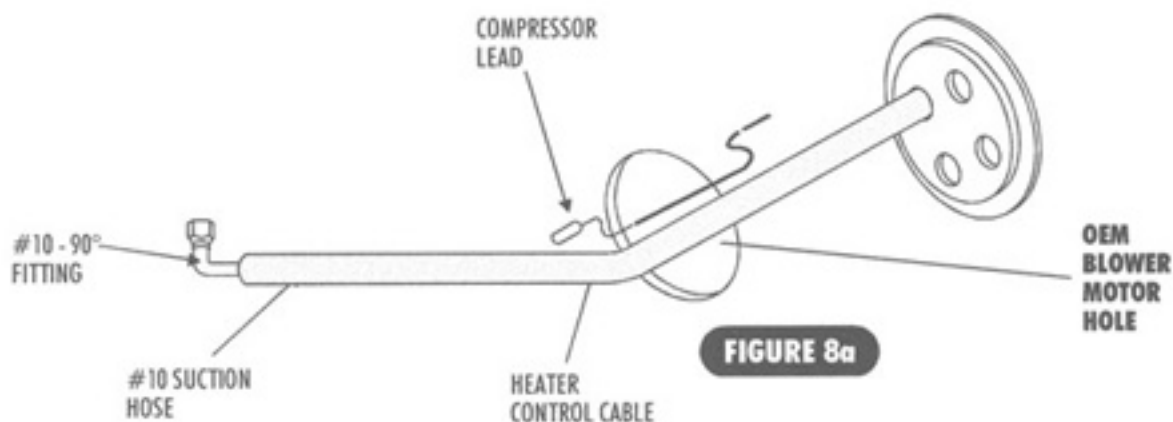
EVAPORATOR INSTALLATION

- LIFT UNIT IN PLACE BEHIND DASH. LOCATE OEM HOLE IN FIREWALL THAT CORRESPONDS TO LEFT EVAPORATOR MOUNTING BRACKET. SEE FIGURE 7a. ATTACH LEFT MOUNTING BRACKET USING ORIGINAL SCREW FROM CENTER HOLE THAT ATTACHED THE ORIGINAL HEATER AIR DUCT. SEE FIGURE 7a.
- LOCATE THE OEM HOLE IN FIREWALL THAT CORRESPONDS TO THE CENTER EVAPORATOR BRACKET. SEE FIGURE 7b. ATTACH THE CENTER EVAPORATOR MOUNTING BRACKET BY INSERTING A 1/4" x 1" BOLT THRU THE FIREWALL FROM THE ENGINE SIDE THEN THRU THE EVAPORATOR BRACKET. ATTACH THE 1/4" NUT W/ STAR LOCK-WASHER.
- LOCATE THE FRONT EVAPORATOR BRACKET FROM PARTS BAG AND INSTALL IT TO THE JACK-NUT ON THE FRONT OF THE EVAPORATOR USING A 1/4" x 1/2" BOLT. SEE FIGURE 7c AND FIG. 9. INSTALL FRONT BRACKET IN THE DASH USING THE EXISTING HOLE IN THE LOWER EDGE OF THE DASH. SEE FIGURE 7c.
- LOCATE AND INSTALL THE BLOWER BRACKET. SEE FIGURE 7d. ADJUST AS NECESSARY.
- INSTALL CONTROL PANEL IN DASH USING OEM SCREWS. SEE FIGURE 7.
- ROUTE THE HEATER CABLE FROM THE CONTROL PANEL THRU THE DASH ABOVE THE FRONT EVAPORATOR BRACKET. SEE FIGURE 7.
- INSTALL THE DRAIN HOSE PROVIDED. SEE FIGURE 7e. USE BOTTOM OEM HEATER HOSE HOLE.
- INSTALL RUBBER FIREWALL PLUG (SUPPLIED) IN THE TOP OEM HEATER HOSE HOLE. SEE FIGURE 6e.



EVAPORATOR INSTALLATION (continued...)

- LOCATE THE #10 A/C HOSE.
 - LOCATE THE NEW FIREWALL COVER WITH GROMMETS.
 - PASS THE 90° END OF THE #10 A/C HOSE THROUGH THE GROMMET ON THE FIREWALL COVER. SEE FIGURE 8a FOR PROPER LOCATION.
 - SLIDE THE FIREWALL COVER APPROXIMATELY 10" AWAY FROM THE 90° HOSE END.
 - LOCATE A #10 O-RING. LUBRICATE AND INSTALL THIS O-RING ON THE #10 A/C HOSE 90° FITTING.
 - PASS THE 90° END THROUGH THE O.E.M. BLOWER MOTOR HOLE IN THE FIREWALL, AND CONNECT TO THE EVAPORATOR AT THE #10 SUCTION LINE EXTENSION. SEE FIGURES 8a & 8b.
 - WRAP THE EXPOSED METAL ON THIS CONNECTION WITH PRESS TAPE.
 - LOCATE THE #6 LIQUID LINE EXTENSION IN THE DRAIN KIT. LUBRICATE A #6 O-RING AND INSTALL ON THE END OF THE EXTENSION THAT HAS THE FEMALE NUT. SEE FIG 11 AND 12 PAGE 10.
- INSTALL THE LINE ON THE EXPANSION VALVE AS SHOWN IN FIG8b.

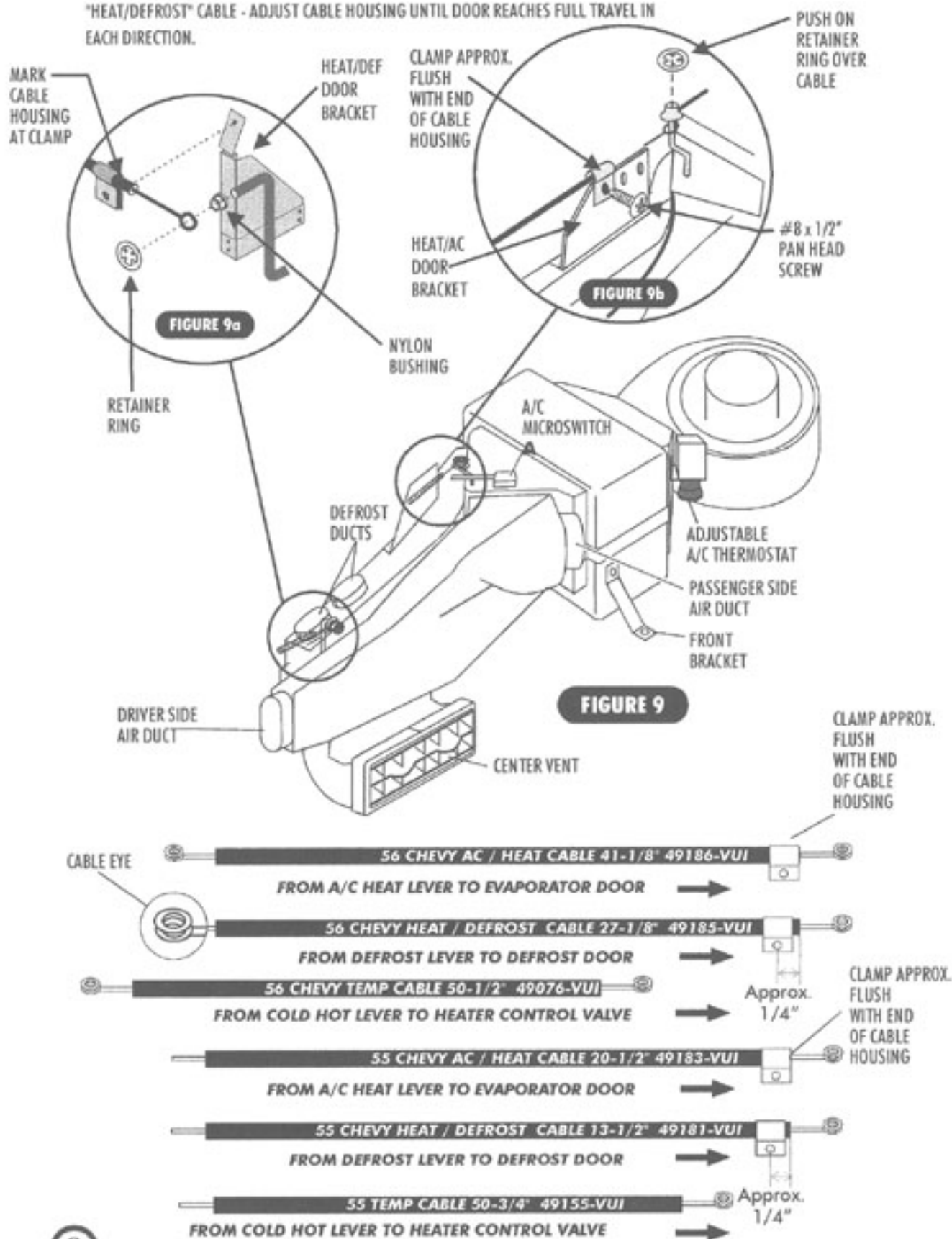


CONTROL CABLE INSTALLATION

- ATTACH CABLES TO THE EVAPORATOR AND ADJUST (SEE FIGURE 9) NOTE: CABLES ARE ALREADY CONNECTED TO CONTROL PANEL AND ADJUSTED.

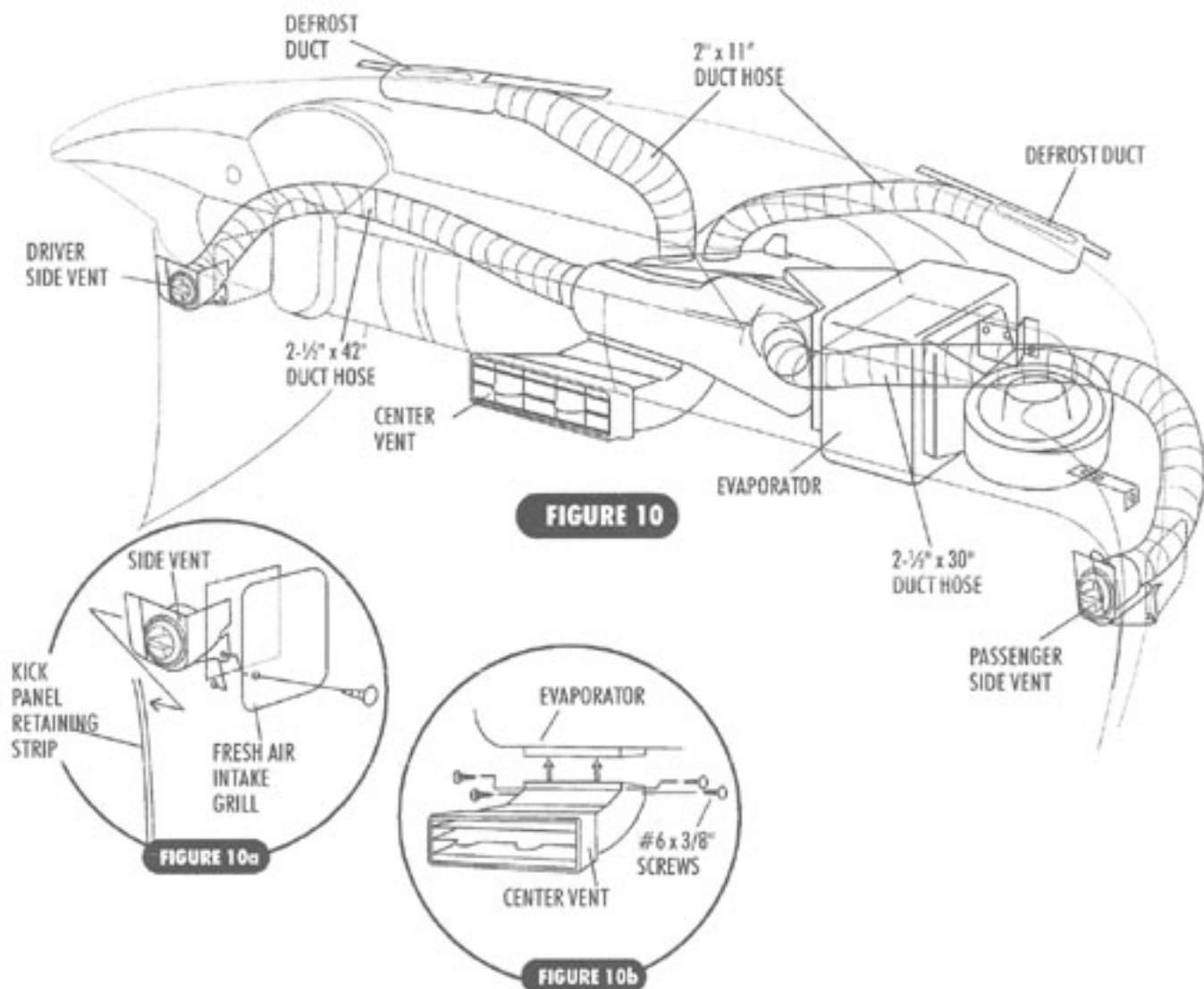
"AC/HEAT" CABLE - ADJUST CABLE HOUSING IN CLAMP UNTIL DOOR CLOSES WITH A "THUD" IN EACH DIRECTION.

"HEAT/DEFROST" CABLE - ADJUST CABLE HOUSING UNTIL DOOR REACHES FULL TRAVEL IN EACH DIRECTION.



PASSENGER COMPARTMENT

- AT THIS TIME ROUTE THE A/C DUCT HOSE TO DRIVER AND PASSENGER KICK PANEL. SEE FIGURE 10.
- DRIVER & PASSENGER SIDE UNDER-DASH VENT INSTALLATION:
SLIDE FLANGE OF VENT HOUSING UNDER KICK PANEL RETAINING STRIP, THEN SLIDE UPWARD UNTIL HOUSING IS SEATED FIRMLY AGAINST BOTTOM EDGE OF DASH. REMOVE CORNER OEM SCREW FROM FRESH AIR INTAKE GRILL. MARK LOCATION ON PLASTIC FLANGE. REMOVE VENT HOUSING, DRILL, REINSTALL WITH OEM SCREW. SEE FIGURE 10a.
- CONNECT DEFROSTER DUCT HOSES TO DEFROSTER OUTLET. SEE FIGURE 10.
- LOCATE THE CENTER VENT ASSEMBLY HOLD IT OVER THE HOLE IN THE BOTTOM OF THE EVAPORATOR CASE AND UP AGAINST THE BOTTOM OF THE DASH. SEE FIGURE 10b. SECURE WITH FOUR (4) #6 x 3/8" METAL SCREWS, TWO (2) ON EACH SIDE. IT IS NOT NECESSARY TO FASTEN THE CENTER VENT TO THE DASH.



A/C HOSE INSTALLATION REFRIGERATION



FIGURE 11



FOR A PROPER SEAL OF FITTINGS - INSTALL SUPPLIED O-RINGS AS SHOWN AND LUBRICATE WITH SUPPLIED OIL.



FIGURE 12

- LOCATE THE #6 ALUMINUM HARDLINE WHICH CONNECTS THE CONDENSER TO THE DRIER (SEE FIG. 13). LUBRICATE TWO #6 O-RINGS, FOLLOWING THE DIRECTIONS IN FIGURE 12. INSTALL ONE #6 O-RING ON EACH END OF THIS LINE. ROUTE THIS LINE THROUGH THE CORE SUPPORT, AND CONNECT TO THE CONDENSER AND DRIER. TIGHTEN THESE CONNECTIONS. SEE FIGURE 11.
- LOCATE THE #8 CONDENSER EXTENSION ALUMINUM HARDLINE. THIS LINE WILL CONNECT TO THE CONDENSER AND PASS THROUGH THE CORE SUPPORT. LUBRICATE A #8 O-RING, AND INSTALL ON THE MALE O-RING END OF THIS LINE. ROUTE AS SHOWN IN FIGURE 13, PAGE 11, AND CONNECT TO THE CONDENSER. TIGHTEN THIS CONNECTION.
- LOCATE THE TWO COMPRESSOR ALUMINUM HARDLINE EXTENSIONS. (IF USING A MODIFIED HOSE KIT, NO HARDLINES ARE SUPPLIED. MODIFIED KITS HAVE 135° FITTINGS AT COMPRESSOR).
- LOCATE THE #8 COMPRESSOR ALUMINUM HARDLINE. SEE FIGURE 13, PAGE 11. LUBRICATE A #8 O-RING AND INSTALL ON THE MALE O-RING END. CONNECT THIS LINE TO THE #8 DISCHARGE PORT ON THE COMPRESSOR.
- LOCATE THE #10 COMPRESSOR ALUMINUM HARDLINE. LUBRICATE A #10 O-RING AND INSTALL ON THE MALE O-RING END. CONNECT THIS LINE TO THE #10 SUCTION PORT ON THE COMPRESSOR. SEE FIGURE 13.
- SECURE THE TWO COMPRESSOR HARDLINES TO THE COMPRESSOR, USING THE SUPPLIED CLAMP, AND TIGHTEN COMPRESSOR HARDLINES. LOCATE THE #8 RUBBER HOSE. THIS HOSE WILL CONNECT TO THE #8 COMPRESSOR ALUMINUM HARDLINE AND THE #8 ALUMINUM HARDLINE FROM THE CONDENSER. LUBRICATE 2 EACH #8 O-RINGS, AND INSTALL ONE ON EACH END OF THE #8 RUBBER HOSE. ROUTE THIS LINE AS SHOWN IN FIGURE 13, BELOW, AND CONNECT TO THE #8 COMPRESSOR ALUMINUM HARDLINE AND THE #8 HARDLINE FROM THE CONDENSER. TIGHTEN THESE CONNECTIONS. NOTE THAT THE 90 DEGREE HOSE END CONNECTS TO THE CONDENSER HARDLINE.
- LUBRICATE A #10 O-RING AND INSTALL ON THE 90° END OF THE #10 HOSE. (THE HOSE CONNECTED TO THE EVAPORATOR). CONNECT THIS END TO THE #10 COMPRESSOR HARDLINE EXTENSION AND TIGHTEN.
- LUBRICATE 2 #6 O-RINGS AND INSTALL ON THE REMAINING #6 ALUMINUM HARDLINE. PASS LINE THROUGH FIREWALL COVER, AND CONNECT THIS TO THE HARDLINE EXTENSION ON THE EXPANSION VALVE AND TO THE DRIER. SEE FIGURE 13.
- LOCATE THE BINARY SWITCH. INSTALL SWITCH ON IN-LINE PORT ON THE #6 LIQUID LINE. SEE FIGURE 13, PAGE 11.
- LOCATE THE CORE SUPPORT SPLIT GROMMET WITH TWO HOLES. INSTALL THIS GROMMET IN THE CORE SUPPORT. THIS GROMMET WILL SECURE THE #6 AND #8 ALUMINUM HARD-LINES, WHICH PASS THROUGH THE CORE SUPPORT. SEE FIGURE 13.

HEATER HOSES

NOTE: IF USING A MODIFIED HOSE KIT, USE THE 135° FITTINGS SUPPLIED FOR THE COMPRESSOR. NO COMPRESSOR HARDLINES ARE SUPPLIED WITH MODIFIED HOSE KITS.

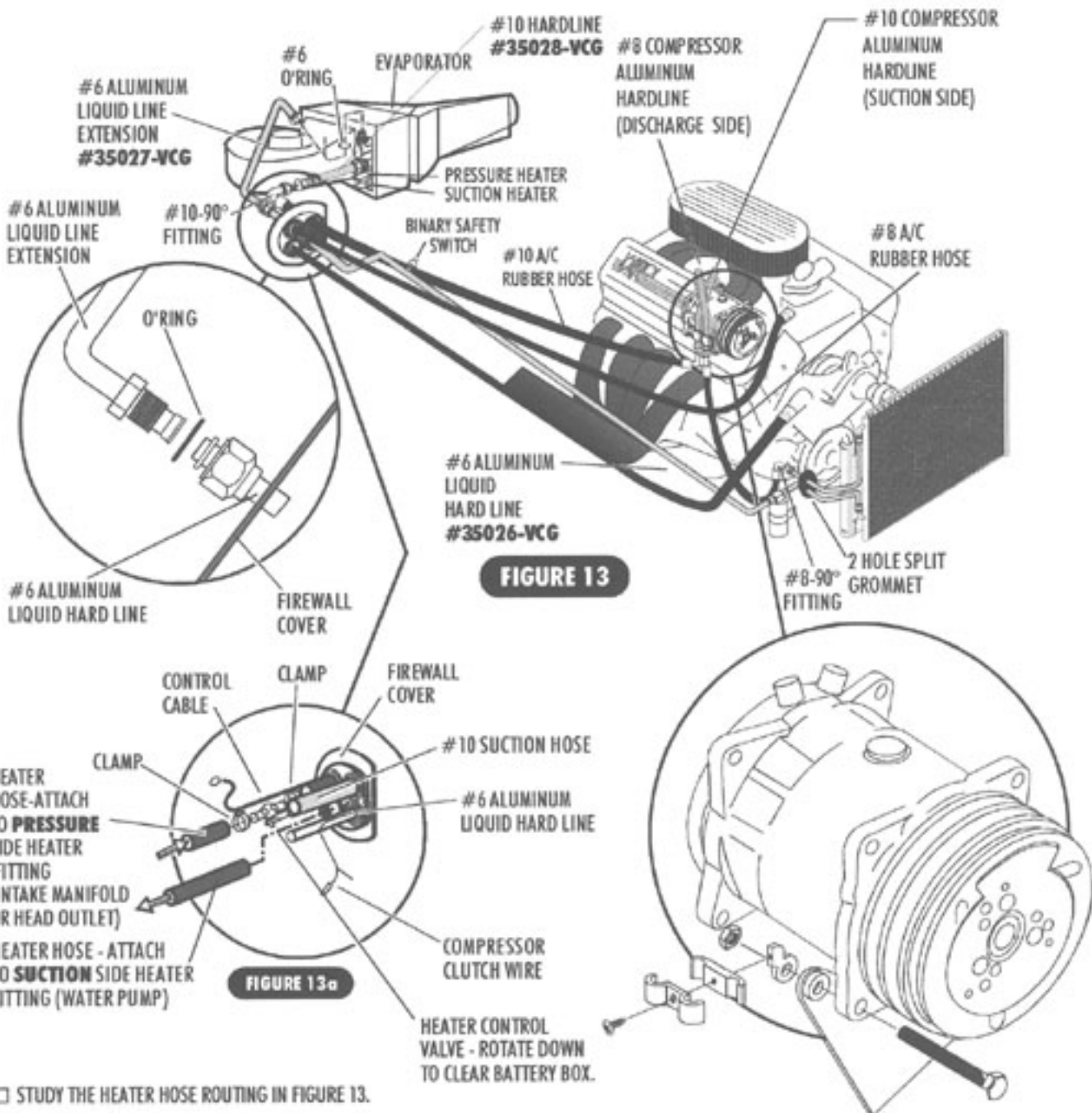


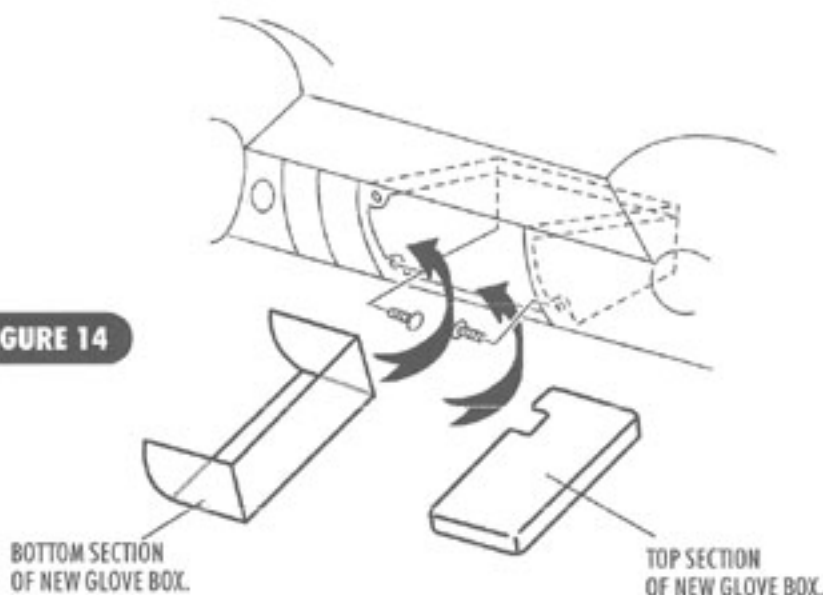
FIGURE 13

FIGURE 13a

- STUDY THE HEATER HOSE ROUTING IN FIGURE 13.
- NOTE THAT THE TOP LEFT HEATER HOSE OUTLET WILL HAVE THE HEATER CONTROL VALVE IN LINE AND CONNECT TO THE TOP OF THE ENGINE INTAKE MANIFOLD (PRESSURE SIDE). VERIFY THAT VALVE IS PROPERLY ADJUSTED TO ENSURE COMPLETE SHUT-OFF WHEN CLOSED.
- THE LOWER LEFT HEATER HOSE OUTLET WILL CONNECT TO THE WATER PUMP (SUCTION SIDE).
- ROUTE THE HEATER HOSES AS SHOWN IN FIGURE 13 AND 13a, AND TIGHTEN CONNECTIONS.
- WHEN ALL HOSE CONNECTIONS ARE MADE SLIDE FIREWALL COVER INTO PLACE, APPLY A BEAD OF SILICONE AND SECURE TO FIREWALL.

RE-ASSEMBLY

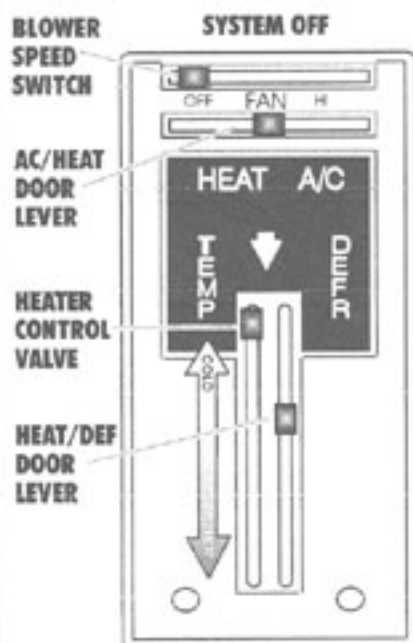
- LOCATE NEW GLOVE BOX ASSEMBLY ANGLE IN THE BOTTOM SECTION FIRST AND PUSH DOWN. ANGLE IN TOP SECTION NEXT AND RAISE BOTTOM SECTION UP. ATTACH TOP AND BOTTOM TOGETHER WITH (4) #8 x 1/2" SCREWS. SECURE GLOVE BOX IN PLACE WITH (2) #8 x 1/2" SCREWS. SEE FIGURE 14.
- RE-INSTALL ALL PARTS PREVIOUSLY REMOVED (GLOVE BOX DOOR, ASH TRAY ASSEMBLY, VENT CABLE, ETC.) AT THIS TIME IN PASSENGER COMPARTMENT.
- RE-INSTALL ALL PARTS PREVIOUSLY REMOVED (BATTERY & MOUNT, FAN AND BELTS, ETC.) IN ENGINE COMPARTMENT. CHECK FOR LOOSE BOLTS AND BELT TENSION.

FIGURE 14

FINAL STEPS

- **FILL RADIATOR WITH AT LEAST A 50/50 MIXTURE OF APPROVED ANTIFREEZE AND WATER. IT IS THE OWNERS 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.**
- **CHECK COMPLETE A/C ASSEMBLY FOR PROPER OPERATION.**
- **VINTAGE AIR RECOMMENDS THAT ALL A/C SYSTEMS BE SERVICED BY A CERTIFIED AUTOMOTIVE AIR CONDITIONING TECHNICIAN ONLY. SEE INSIDE COVER FOR SERVICE INFO.**
- **IMPORTANT: (BE SURE THE ENGINE THERMOSTAT HAS OPENED, AND THE APPROVED ANTIFREEZE MIXTURE HAS BEEN CIRCULATED THRU THE HEATER CORE BEFORE TESTING THE A/C MODES)**

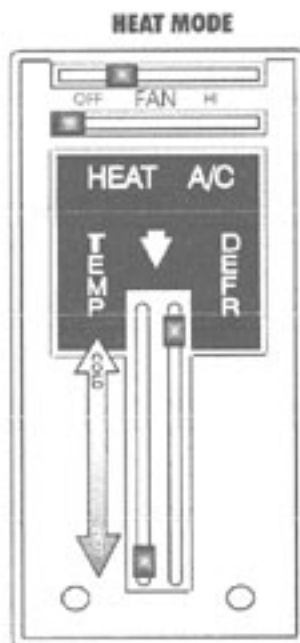
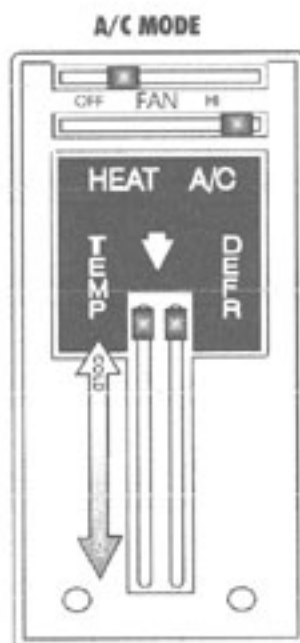
TEST SYSTEM OPERATION

- INSURE THAT THE SYSTEM OPERATES ACCORDING TO THE PANEL INSTRUCTIONS. SEE FIGURE 15. WHEN THE AC/HEAT LEVER IS MOVED TOWARD THE A/C POSITION THE COMPRESSOR CLUTCH SHOULD ENGAGE AND OPERATE THE COMPRESSOR. IF NOT BEND THE MICRO-SWITCH ARM ON THE AC/HEAT DOOR UNTIL IT DOES. AS YOU MOVE THE AC/HEAT LEVER TO FULL A/C POSITION, THE AC/HEAT DOOR SHOULD SHUT WITH A "THUD" SOUND. IF NOT, ADJUST THE AC/HEAT DOOR CABLE UNTIL IT CLOSES EACH DIRECTION WITH A "THUD".



AC/HEAT LEVER
WITH THIS LEVER IN THE A/C POSITION, COLD AIR WILL EXIT AT THE DASH VENTS. MOVE IT TO THE HEAT POSITION AND ADJUST THE HEATER CONTROL VALVE. WARM AIR WILL EXIT TO THE FLOOR AND/OR DEFROSTERS.

DEFROST LEVER
1. WITH THIS LEVER UP - AIR WILL EXIT AT THE FLOOR OUTLET.
2. PUSH THIS LEVER DOWN AND AIR WILL EXIT TO THE WINDSHIELD.



FAN SWITCH (NEW)
THIS LEVER CONTROLS THE FAN SPEEDS, OFF, LO, MEDIUM & HI.

TEMP LEVER
1. THIS LEVER MUST BE FULLY UP WHEN IN AIR CONDITIONING POSITION.
2. IN ANY MODE THE TEMPERATURE CAN BE VARIED BY PUSHING THE TEMPERATURE LEVER DOWN. ALL THE WAY DOWN IS FULL HOT.

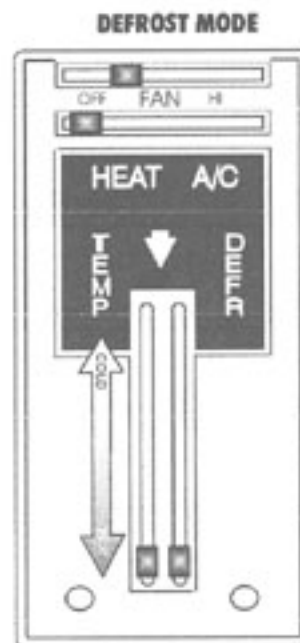
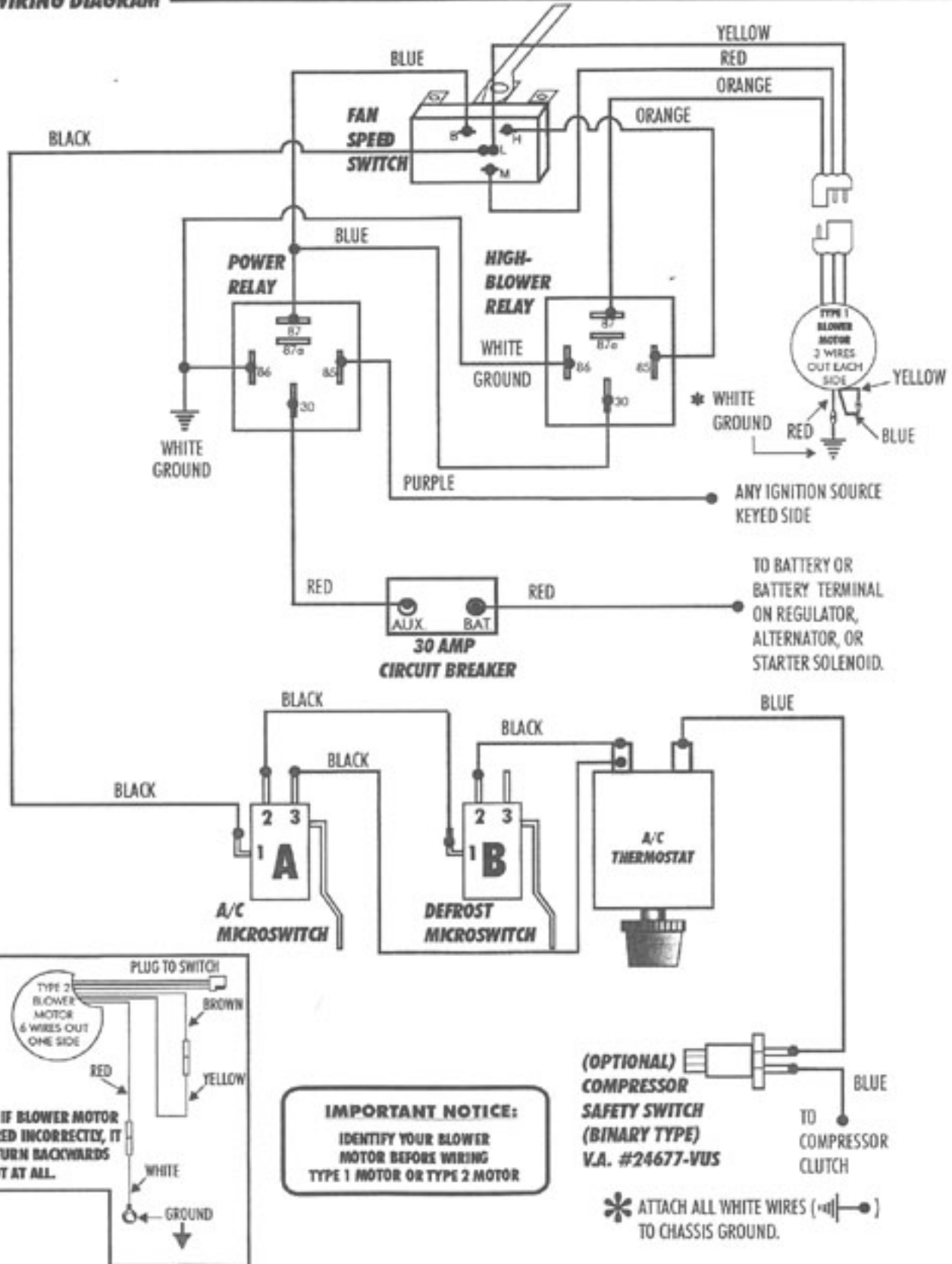


FIGURE 15

WIRING DIAGRAM



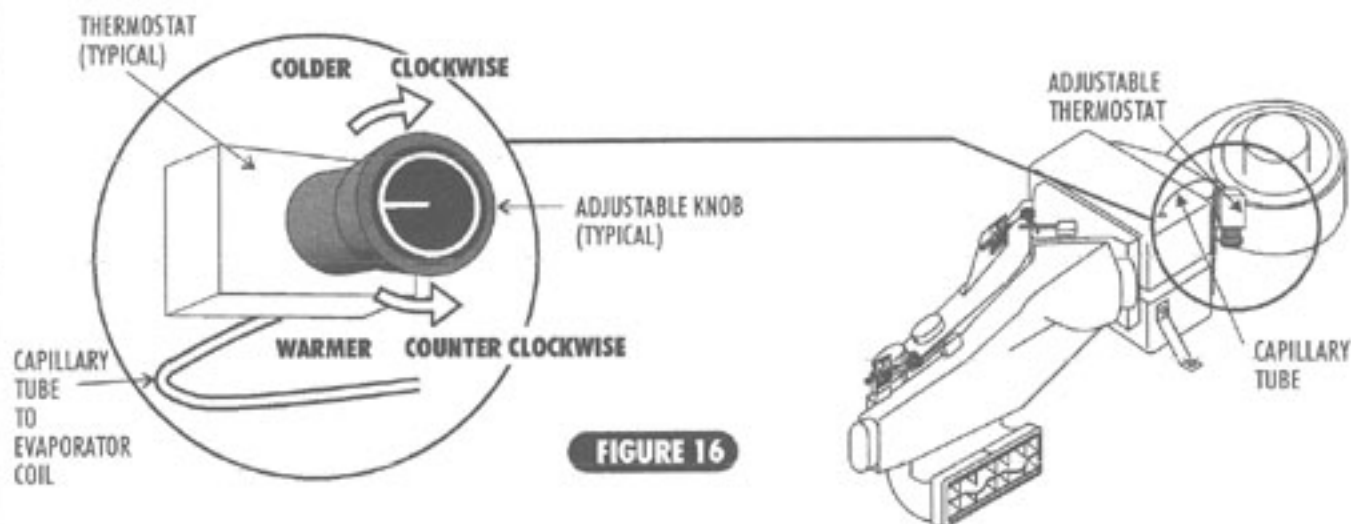


FIGURE 16

AIR CONDITIONING ADJUSTMENTS:

- THE AIR CONDITIONER THERMOSTAT CONTROLS COIL TEMPERATURE, IT IS SHIPPED ADJUSTED FULLY COLD (CLOCKWISE), IN THE MAJORITY OF CASES THE A/C WILL OPERATE CORRECTLY AS SHIPPED.
- 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" - THE EVAPORATOR COIL IS RESTRICTED WITH ICE AND COLD AIR FLOW WILL BE REDUCED. (REFER TO FIGURE 16).
- TURNING THE KNOB TO THE LEFT (COUNTER CLOCKWISE) 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 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.

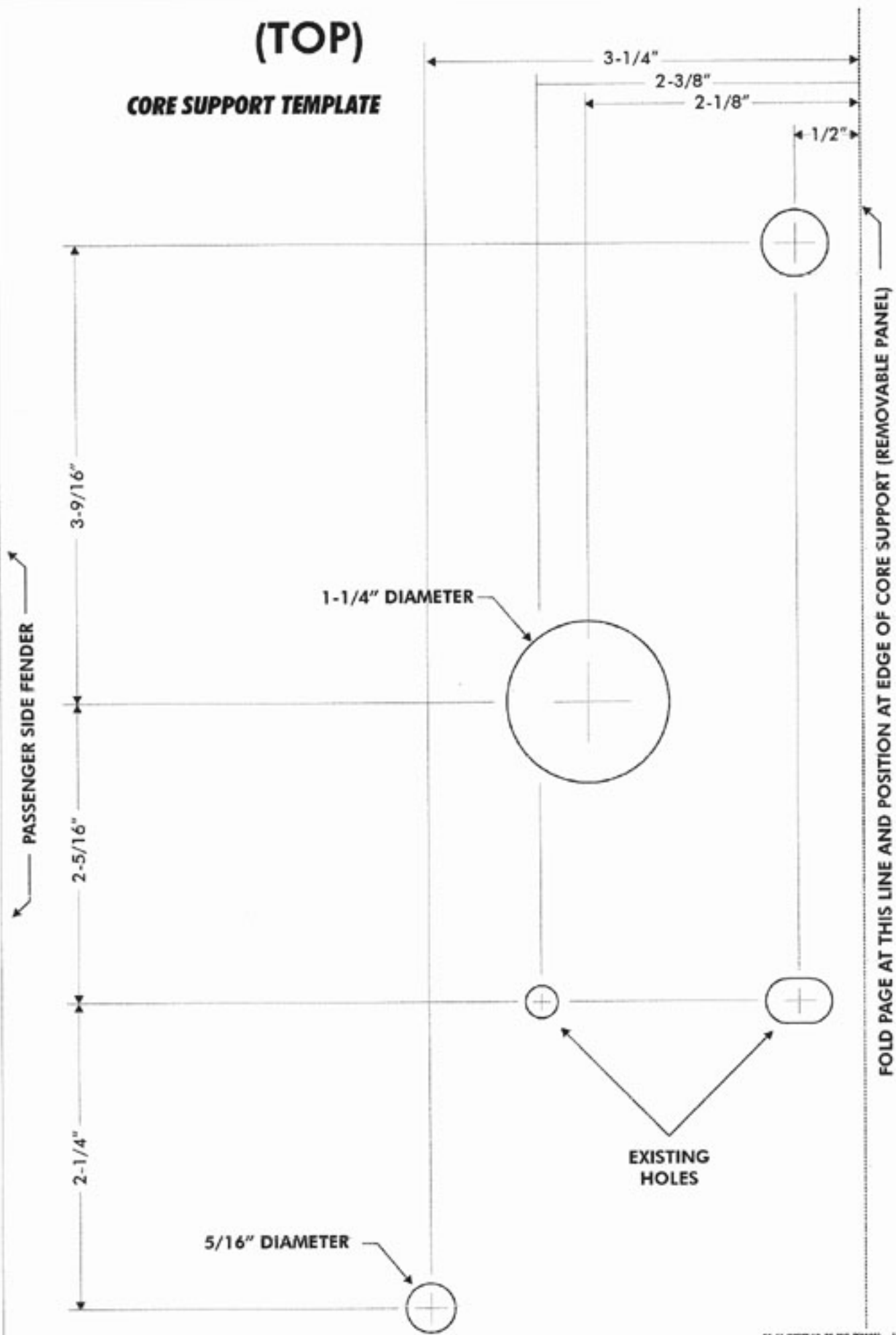
3.) SYMPTOM: THE A/C NEVER GETS COLD, SOMETIMES EVEN BLOWS HOT, AND THE A/C COMPRESSOR CLUTCH INFREQUENTLY CYCLES OFF.

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 THEN:

- THE HEATER CONTROL VALVE MAY BE INSTALLED BACKWARDS. CHECK THE FLOW DIRECTION ARROW ON THE VALVE AGAINST THE ILLUSTRATION IN YOUR INSTALLATION INSTRUCTIONS.
- CABLE OPERATED: THE VALVE MAY BE MISADJUSTED.
- HEATER CONTROL VALVE IN WRONG HEATER HOSE.

(TOP)

CORE SUPPORT TEMPLATE

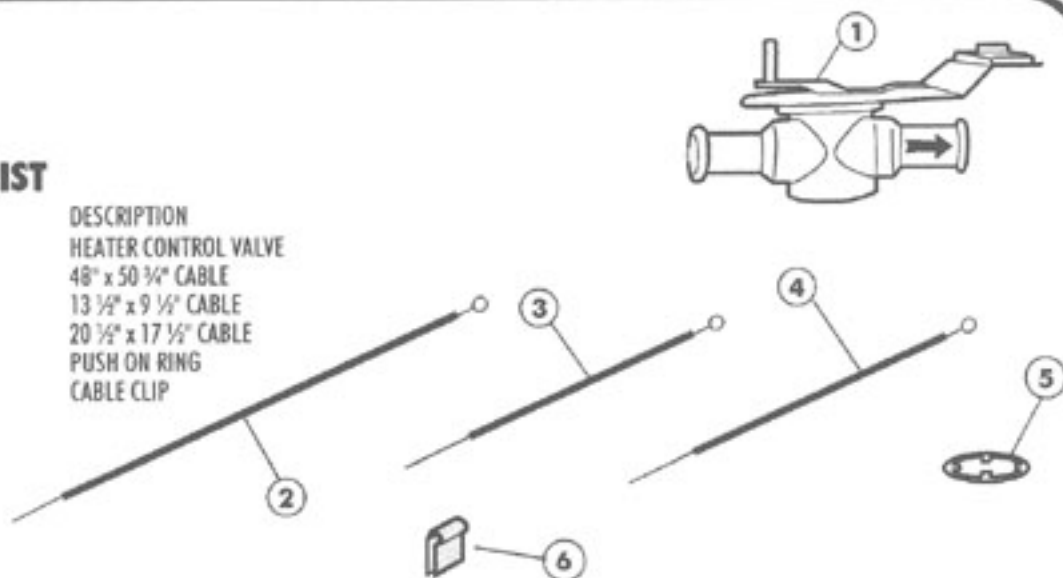


46400-VCH

1955 CHEVROLET

CABLE KIT PARTS LIST

No.	QTY.	PART NUMBER	DESCRIPTION
1.	1	46104-VUH	HEATER CONTROL VALVE
2.	1	49155-VUI	48" x 50 1/4" CABLE
3.	1	49181-VUI	13 1/4" x 9 1/2" CABLE
4.	1	49183-VUI	20 1/8" x 17 1/2" CABLE
5.	2	65975-VUE	PUSH ON RING
6.	2	18056-VUB	CABLE CLIP

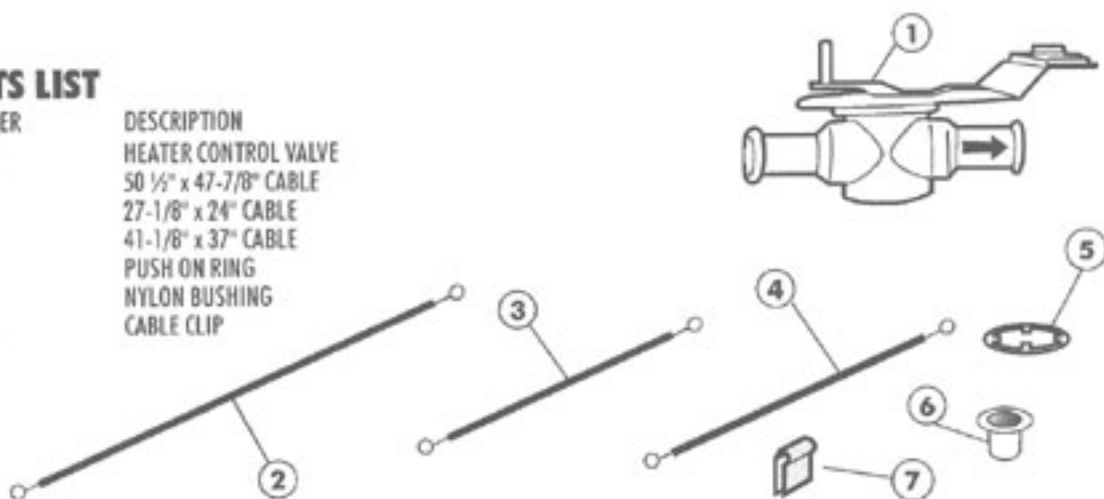


46401-VCH

1956 CHEVROLET

CABLE KIT PARTS LIST

No.	QTY.	PART NUMBER	DESCRIPTION
1.	1	46104-VUH	HEATER CONTROL VALVE
2.	1	49076-VUI	50 1/2" x 47-7/8" CABLE
3.	1	49185-VUI	27-1/8" x 24" CABLE
4.	1	49186-VUI	41-1/8" x 37" CABLE
5.	5	65975-VUE	PUSH ON RING
6.	4	49700-VUI	NYLON BUSHING
7.	2	18056-VUB	CABLE CLIP

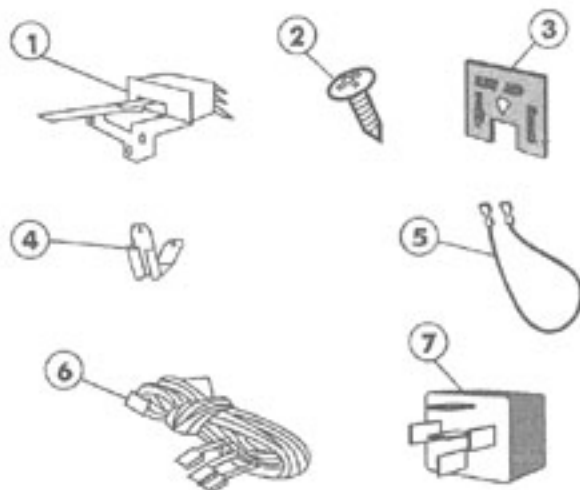


49055-VCI

1955-56 CHEVROLET

WIRING KIT PARTS LIST

No.	QTY.	PART NUMBER	DESCRIPTION
1.	1	11455-VUS	BLOWER SWITCH
2.	2	18233-VUB	#6 x 3/8" SCREW
3.	1	20552-VCI	PLACARD
4.	1	23123-VUW	#7 BUDDY CLIP
5.	1	23149-VUW	30" JUMPER WIRE (BLACK)
6.	1	23165-VUW	40" HARNESS W/ RELAY PLUG
7.	2	44500-VUJ	5 PRONG RELAY



63280-VCE

1955-56 CHEVROLET

DRAIN KIT PARTS LIST

No.	QTY.	PART NUMBER	DESCRIPTION
1.	3	18125-VUB	1/4" x 3/4" FLAT WASHER
2.	2	18150-VUB	10/32" MACHINE NUT
3.	3	18152-VUB	1/2" COARSE NUT W/ STAR
4.	8	18235-VUB	#8 x 1/2" PAN HEAD SCREW
5.	1	18250-VUB	10/32 x 1/2" PHILLIPS SCREW
6.	3	18290-VUB	1/2" x 1" COARSE BOLT
7.	10	31050-VUD	1/2" DRAIN TUBE HOSE
8.	1	33142-VUI	GROMMET
9.	25"	49003-VUP	PRESS TAPE
10.	1	64018-VCB	FRONT EVAPORATOR BRACKET
11.	1	21301-VUP	4" TYE WRAP
12.	1	33136-VUI	GROMMET (1 1/4"O.D x 11/16" I.D)
13.	2	65598-VUE	90° ELBOW (DRAIN HOSE)
14.	1	18287-VUB	1/4" x 1/2" BOLT
15.	1	18253-VUB	10/32 x 1" SCREW

