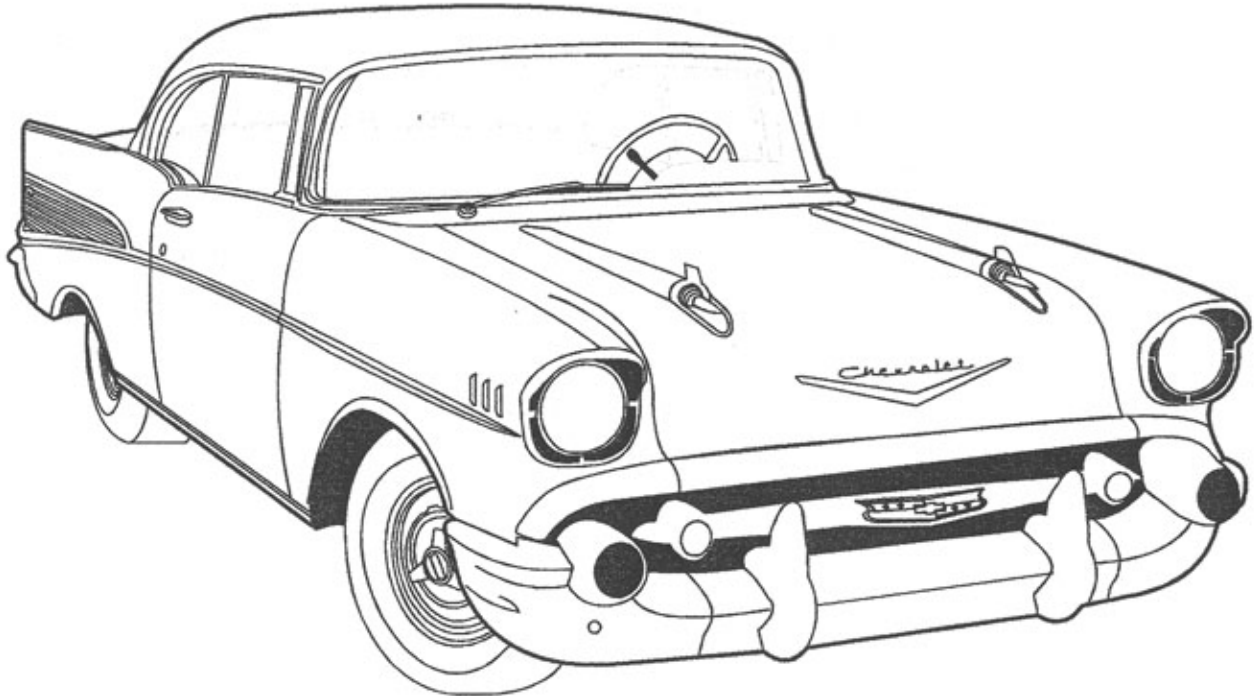


**VENTAGE  
AIR**

18865 GOLL ST. - SAN ANTONIO, TX. - 78266 - ph.210-654-7171 - fax 210-654-3113

**INSTALLATION INSTRUCTIONS FOR**  
**1957**  
**CHEVROLET**  
**WITH 4-LEVER CONTROLS**  
**(55057-VCZ-A)**



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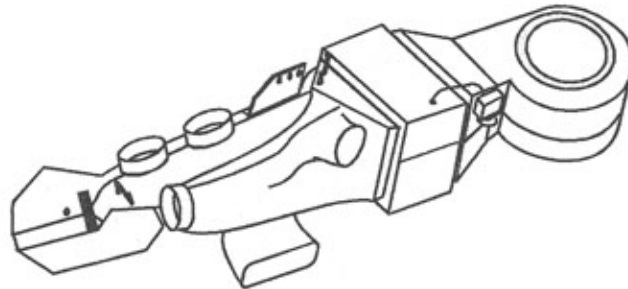
## 1957 CHEVY CAR w/o A/C EVAPORATOR KIT PACKING LIST

**EVAPORATOR KIT**  
55057-VCZ-A

No.	QTY.	PART No.	DESCRIPTION
1.	1	55357-VCE-A	EVAPORATOR SUBCASE
2.	1	78157-PCN	1957 CHEVY CAR ACCESSORY KIT

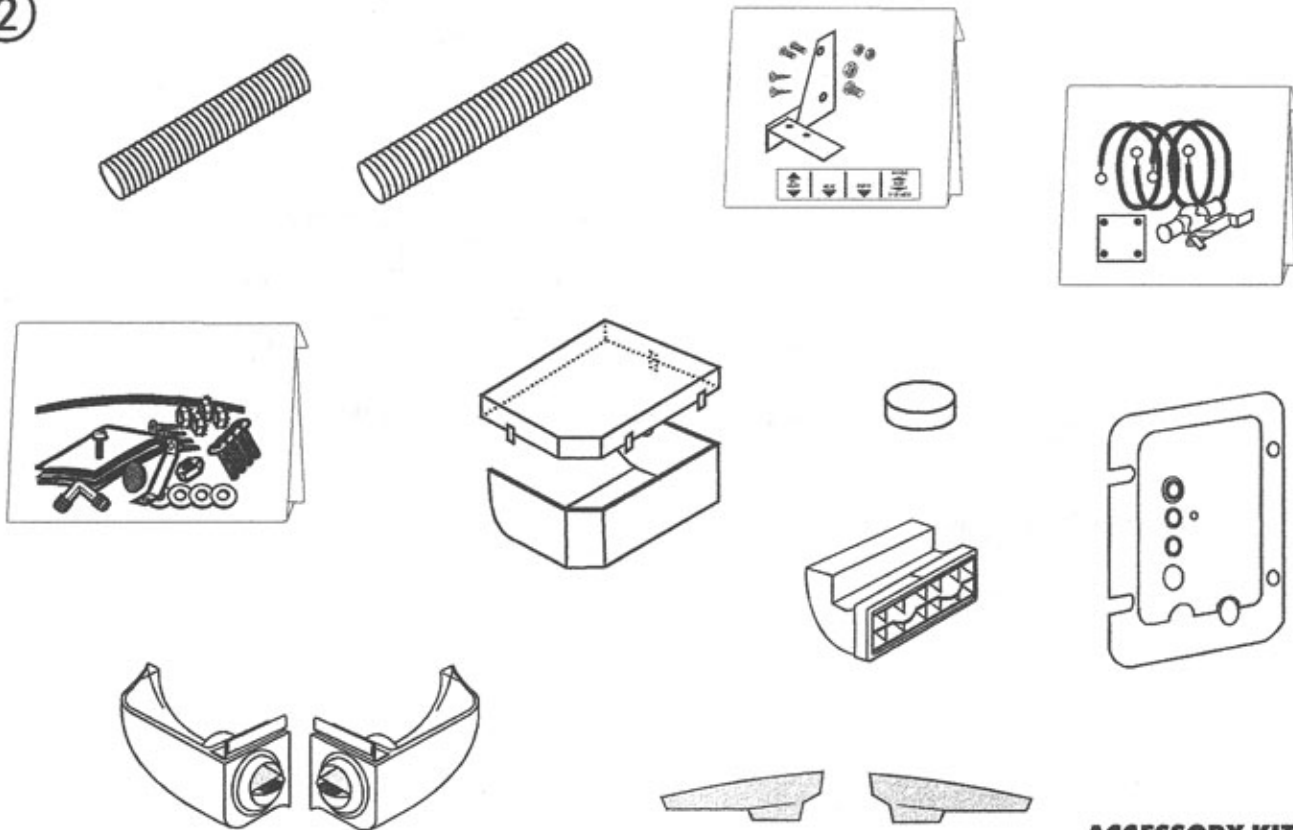
**\*\* BEFORE BEGINNING INSTALLATION OPEN ALL PACKAGES AND CHECK CONTENTS OF SHIPMENT. PLEASE REPORT ANY SHORTAGES DIRECTLY TO VINTAGE AIR WITHIN 15 DAYS. AFTER 15 DAYS, VINTAGE AIR WILL NOT BE RESPONSIBLE FOR MISSING OR DAMAGED ITEMS.**

①



**EVAPORATOR KIT**  
55357-VCE-A

②



**ACCESSORY KIT**  
78157-PCN

# 1957 CHEVROLET

## WITH 4-LEVER CONTROLS

### IMPORTANT NOTICE-PLEASE READ

**FOR MAXIMUM SYSTEM PERFORMANCE  
VINTAGE AIR RECOMMENDS THE FOLLOWING:**

18" HEAVY DUTY FAN - 32918-VUF  
1955-57 CHEVY FAN SHROUD  
V/8 RADIATOR POSITION - 37155-VCF  
AUXILIARY CONDENSER PACKAGE - 32007-VUF

### 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

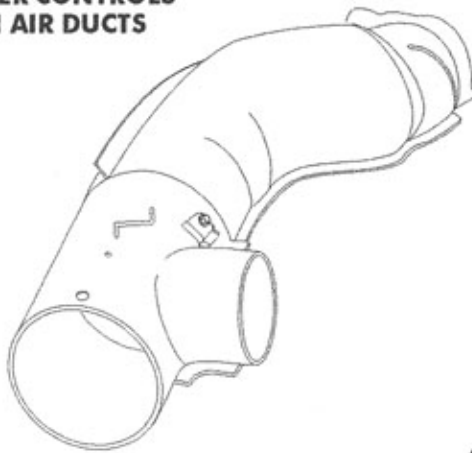
NEW COMPRESSOR - NO ADDITIONAL OIL NEEDED  
USED COMPRESSOR - CONSULT VINTAGE AIR

# 1957 CHEVROLET

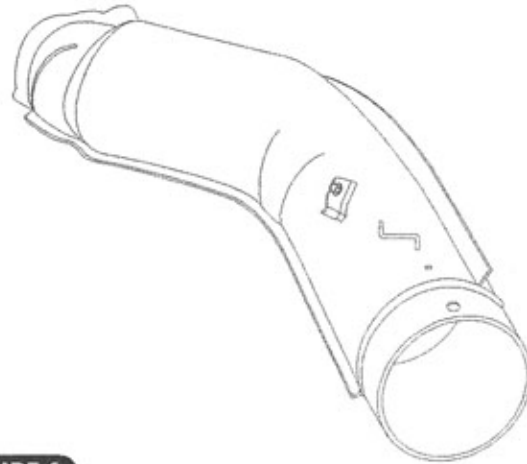
## IMPORTANT FRESH AIR DUCT NOTICE-PLEASE READ

THIS UNIT IS DESIGNED FOR THE USE OF 4-LEVER CONTROLS ONLY. IF YOUR VEHICLE IS EQUIP WITH THE STANDARD 2-KNOB HEATER SYSTEM YOU MUST PURCHASE 4-LEVER CONTROLS AND MODIFY THE FRESH AIR DUCTS. YOU MUST REMOVE THE DOOR TRAVEL SET SCREWS LOCATED IN THE FRESH AIR DUCTS UNDER FRONT FENDERS.

**DELUXE HEATER  
4-LEVER CONTROLS  
FRESH AIR DUCTS**



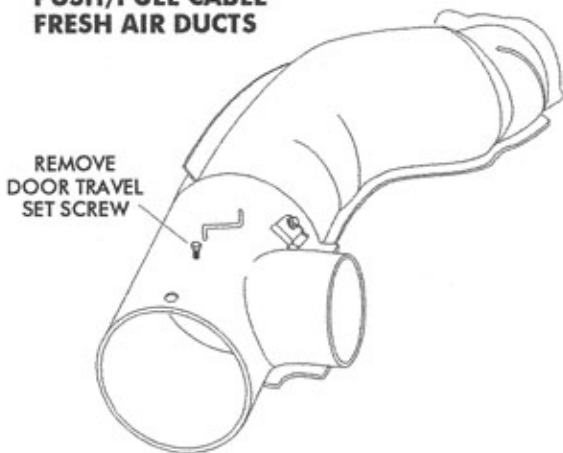
PASSENGER SIDE



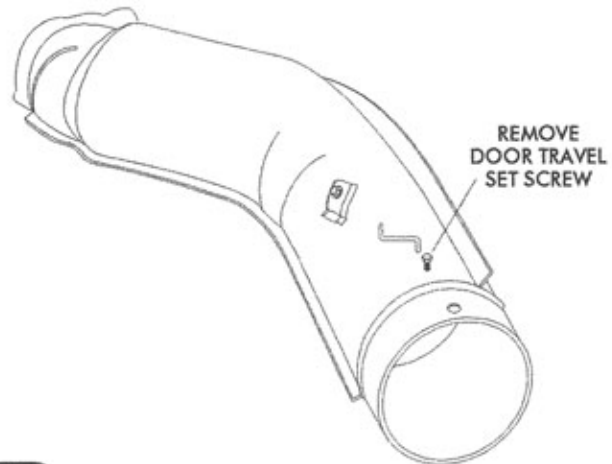
DRIVERER SIDE

FIGURE 1

**STANDARD HEATER  
PUSH/PULL CABLE  
FRESH AIR DUCTS**



PASSENGER SIDE



DRIVERER SIDE

FIGURE 2

## INSTALLATION INSTRUCTIONS FOR 1957-CHEVROLET

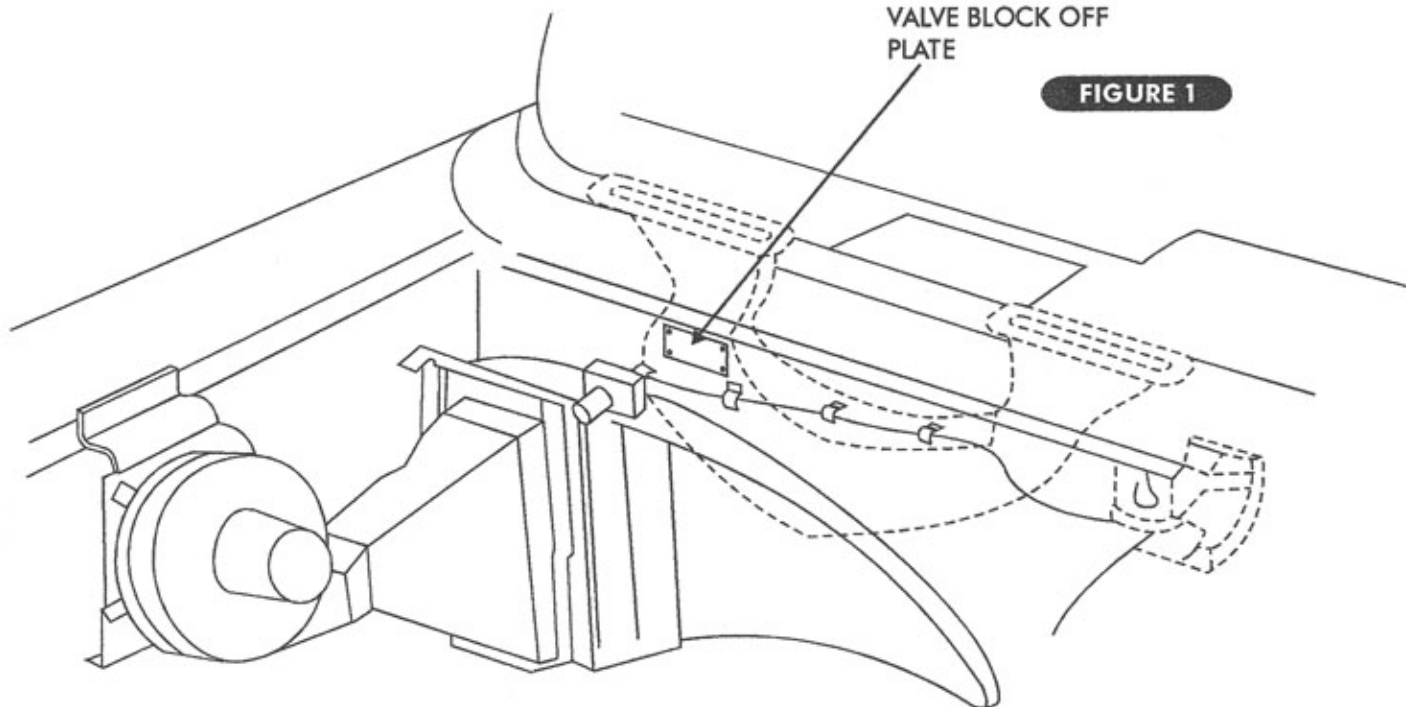
**BEFORE STARTING THE AIR CONDITIONER INSTALLATION, CHECK FOR PROPER OPERATION OF ALL COMPONENTS (RADIO, LIGHTS, WIPERS, ETC.). STUDY THE INSTRUCTIONS, ILLUSTRATIONS AND DIAGRAMS. FOR EASE OF INSTALLATION CHECK OFF (✓) EACH PROCEDURE PRIOR TO MOVING ON TO THE NEXT STEP.**

### ENGINE COMPARTMENT

- DISCONNECT BATTERY
- DRAIN RADIATOR
- DISCONNECT HEATER HOSES
- REMOVE O.E.M. BLOWER ASSEMBLY FROM FIREWALL AND FENDER. DISCARD.
- INSTALL HEATER CONTROL VALVE BLOCK OFF PLATE AS SHOWN IN FIGURE 1.  
REVISE O.E.M. HARDWARE TO MOUNT.

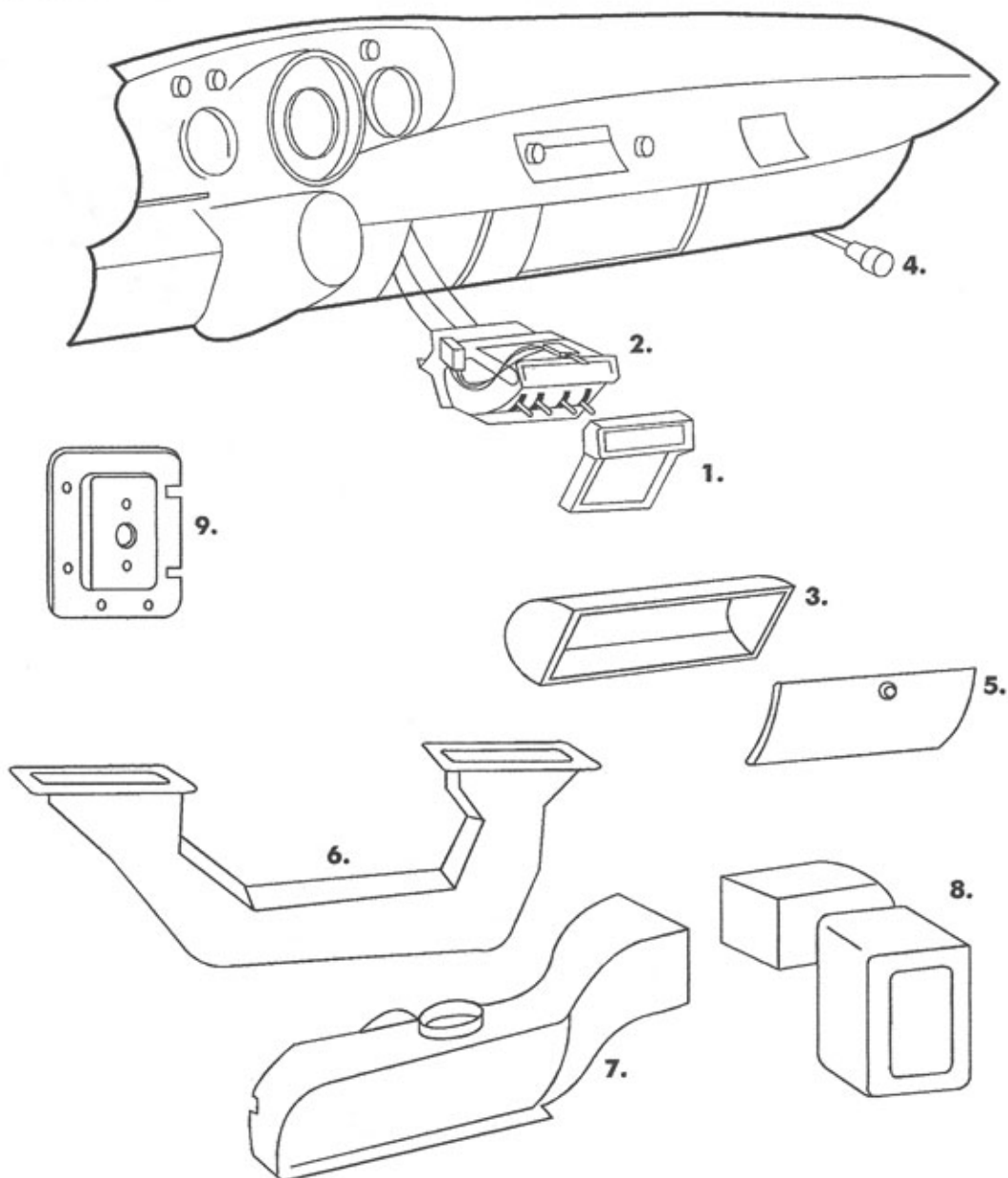
HEATER CONTROL  
VALVE BLOCK OFF  
PLATE

FIGURE 1



## PASSENGER COMPARTMENT

1.  REMOVE CONTROL PANEL BEZEL.
2.  REMOVE OEM CONTROL PANEL AND DISCONNECT CABLES. (DISCARD CABLES)
3.  REMOVE GLOVE BOX. (DISCARD)
4.  REMOVE DRIVER AND PASSENGER VENT CABLE ASSEMBLIES, IF SO EQUIPPED. (DISCARD)
5.  REMOVE GLOVE BOX DOOR.
6.  REMOVE RADIO.
7.  REMOVE AND DISCARD THE OEM DEFROSTER DUCT.
8.  REMOVE AND DISCARD THE OEM HEATER DUCT.
9.  REMOVE AND DISCARD HEATER ASSEMBLY.
10.  REMOVE THE HEATER COVER FROM ENGINE COMPARTMENT. (DISCARD)
11.  REMOVE O.E.M. KICK PANELS.

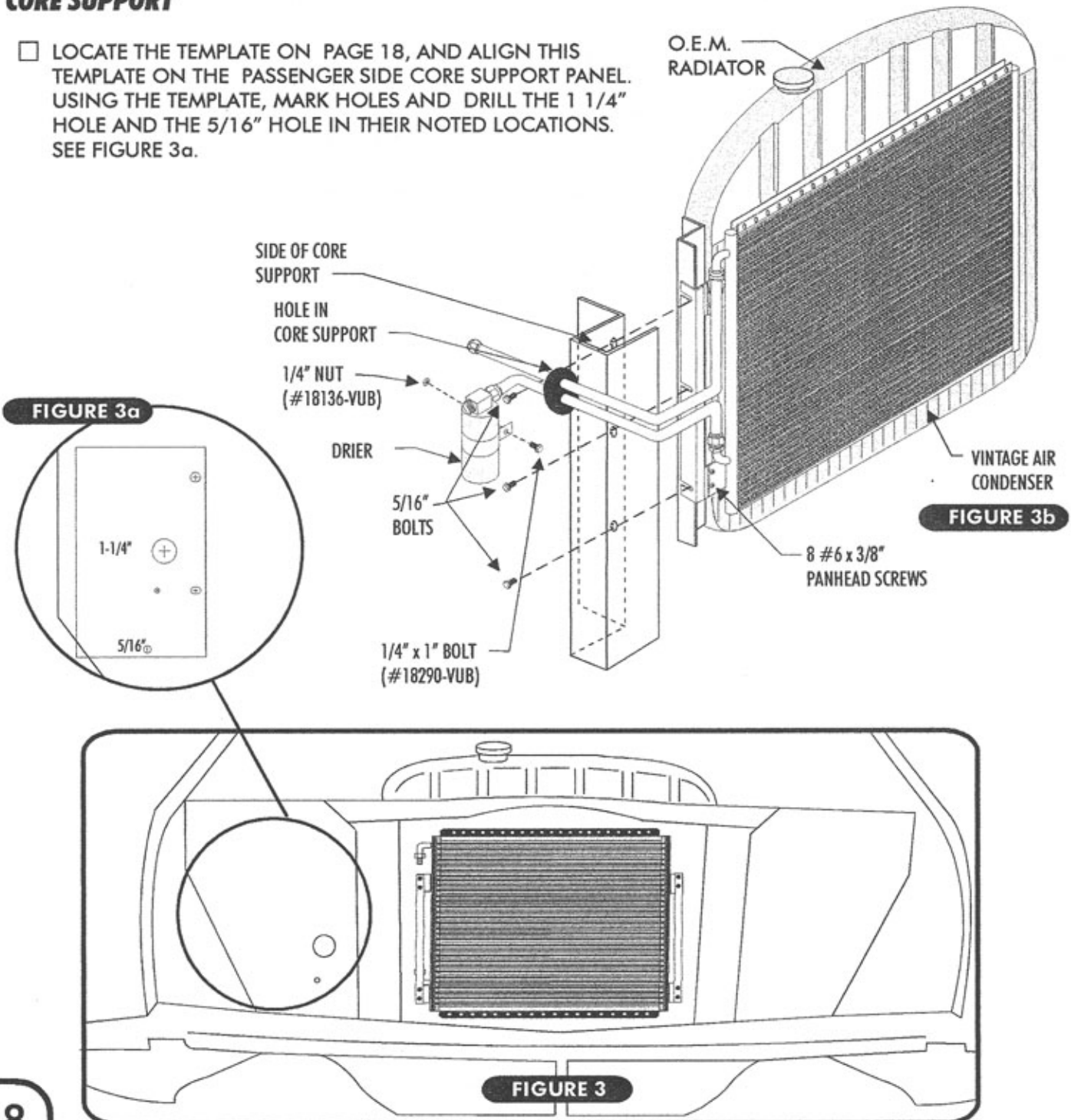
**FIGURE 2**


### 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 FIGURE 3b. HOLDING THE CONDENSER IN POSITION, TIGHTEN THE SIX RADIATOR BOLTS.

### CORE SUPPORT

- LOCATE THE TEMPLATE ON PAGE 18, 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 3a.





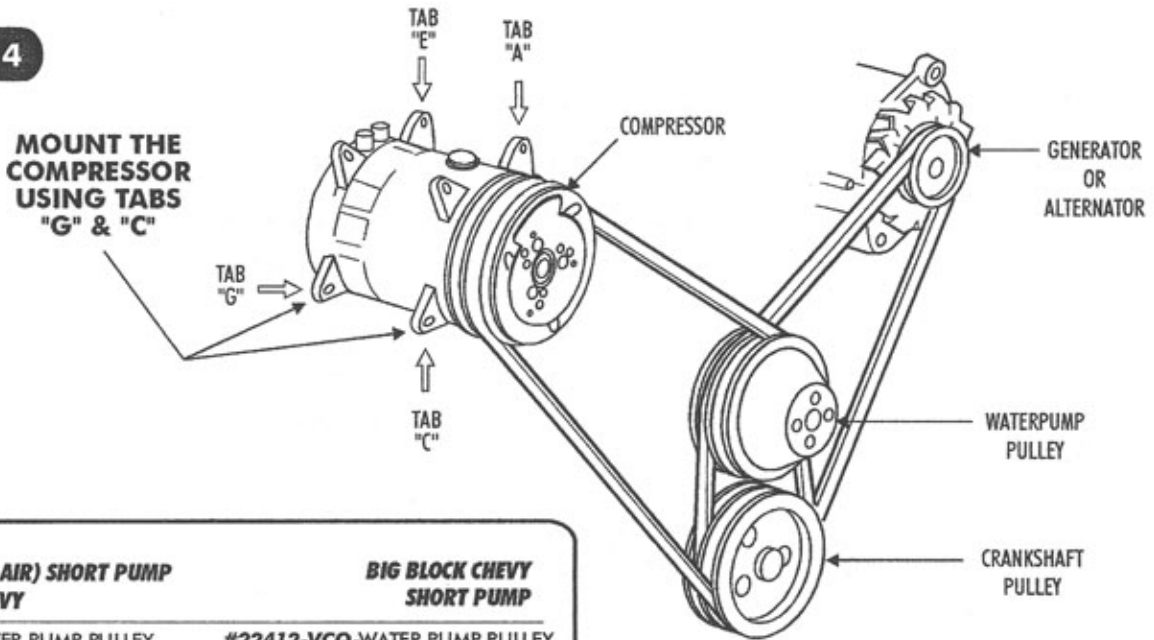
**COMPRESSOR & BRACKETS**

☐ REFER TO SEPERATE INSTRUCTIONS INCLUDED WITH THE BRACKET KIT TO INSTALL THE COMPRESSOR BRACKET. REFER TO FIGURE 4 FOR COMPRESSOR MOUNTING POSITION.

**PULLEYS**

☐ IN MOST INSTANCES THE BELT LENGTHS WILL REMAIN THE SAME. SEE FIGURE 4a.

**FIGURE 4**



**PULLEYS (VINTAGE AIR) SHORT PUMP  
SMALL BLOCK CHEVY**

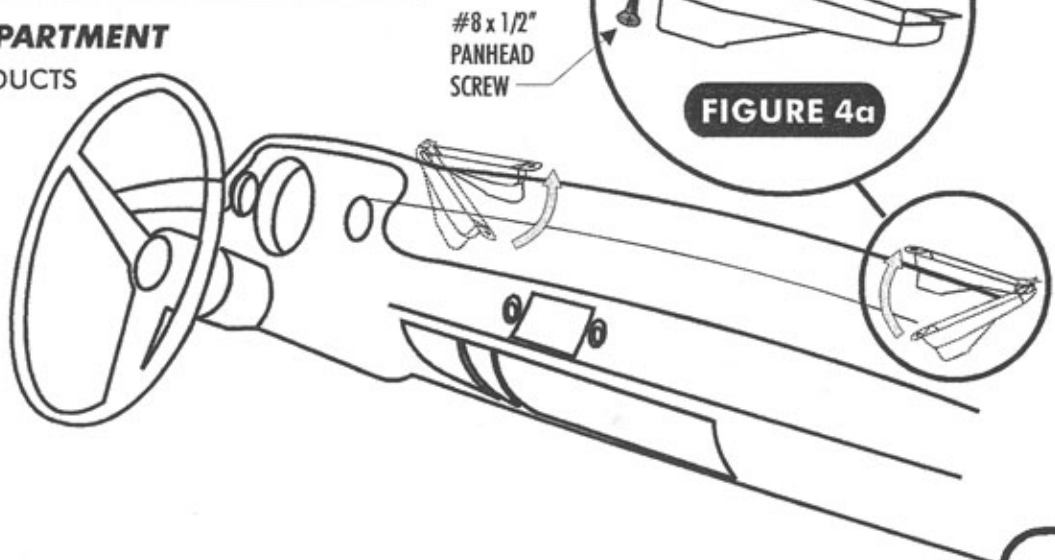
- #22302-VCQ - WATER PUMP PULLEY (DOUBLE GROOVE)
- #22312-VCQ - CRANKSHAFT PULLEY (DOUBLE GROOVE)
- #22313-VCQ - CRANKSHAFT PULLEY (TRIPLE GROOVE)  
(WITH POWER STEERING A 3 GROOVE CRANK PULLEY IS REQUIRED)

**BIG BLOCK CHEVY  
SHORT PUMP**

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

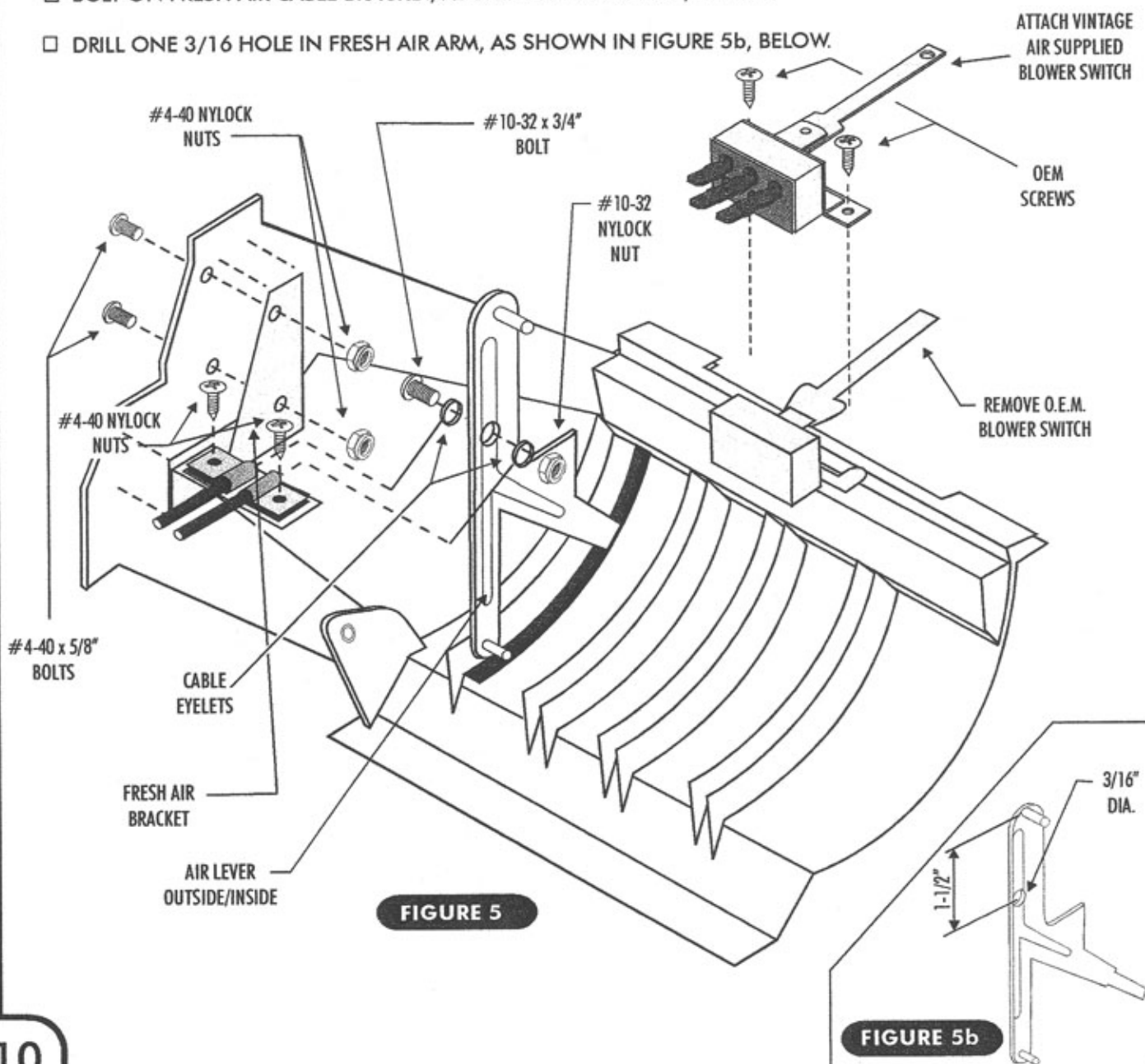
**PASSENGER COMPARTMENT**

☐ INSTALL DEFROST DUCTS (SEE FIGURE 4a)



**CONTROL PANEL CONVERSION**

- LOCATE CONTROL PANEL KIT.
- REMOVE O.E.M. BLOWER SPEED SWITCH. DISCARD SWITCH, BUT RETAIN THE TWO O.E.M. SCREWS.
- INSTALL NEW 5-PRONG BLOWER SPEED SWITCH, USING THE TWO O.E.M. SCREWS.
- INSTALL NEW PLACARD. SEE FIGURE 6, PAGE 12.
- LOCATE FRESH AIR CABLE BRACKET IN THE CONTROL PANEL KIT.
- BOLT ON FRESH AIR CABLE BRACKET, AS SHOWN IN FIGURE 5, BELOW.
- DRILL ONE 3/16" HOLE IN FRESH AIR ARM, AS SHOWN IN FIGURE 5b, BELOW.



**ELECTRICAL WIRING**

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

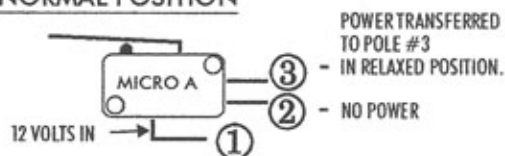
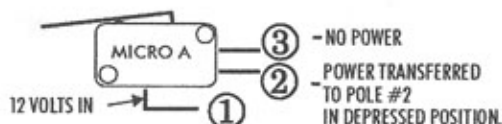
CONNECT HEAT/DEFROST DOOR CABLE AS SHOWN ON PAGE 12, FIGURE 6a.

CONNECT HEAT/AC DOOR CABLE AS SHOWN ON PAGE 12, FIGURE 6b.

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.**

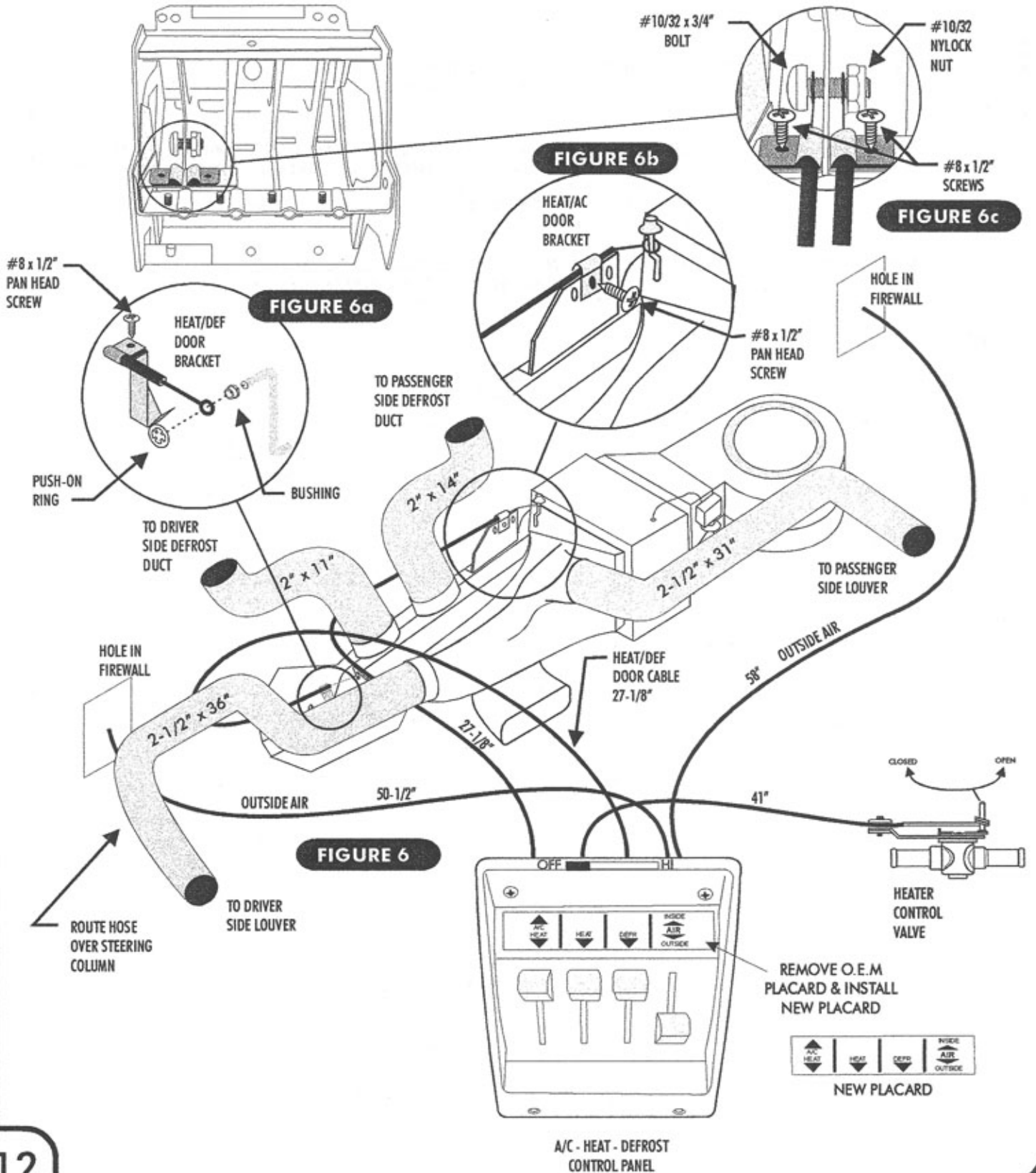
**MICRO SWITCH ADJUSTMENTS**
**NORMAL POSITION**

**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 22.
- 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 19, FIGURE 12, 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.

CONTROL CABLES & WIRING

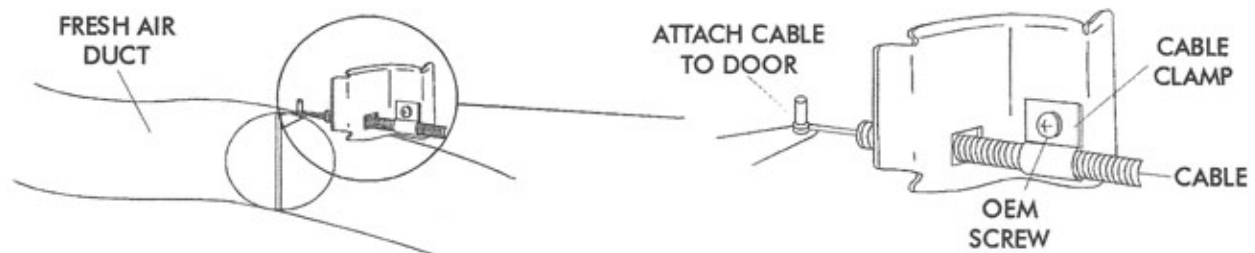


**EVAPORATOR INSTALLATION**

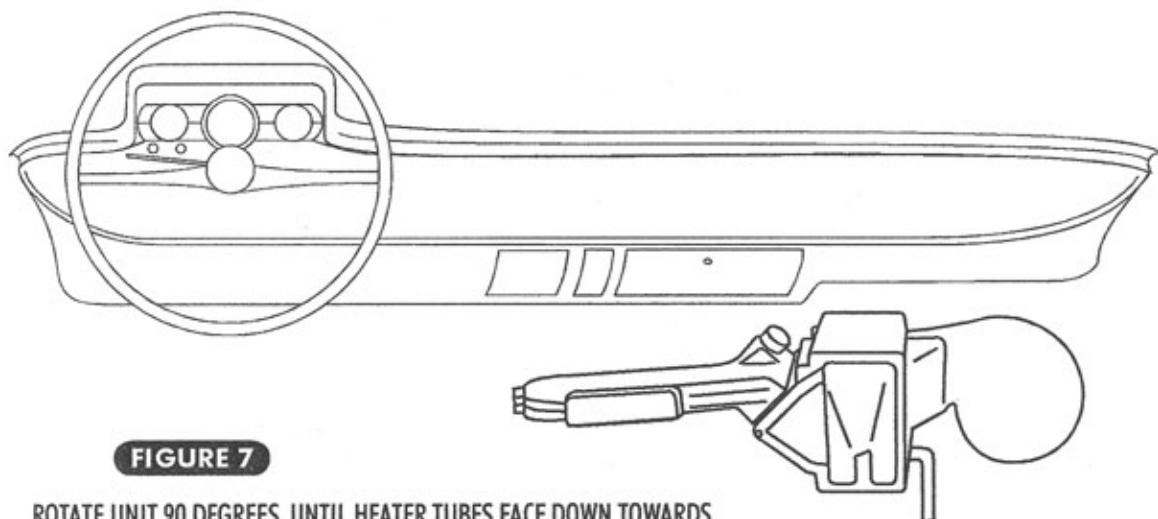
- INSTALL THE CONTROL PANEL (WITH THE FIVE CABLES CONNECTED) INTO THE DASH.
- INSTALL REAR EVAPORATOR BRACKET TO COWL. SEE FIGURE 13, PAGE 20.
- REMOVE A/C HEAT DOOR BRACKET FROM EVAPORATOR CASE (RETAIN)SEE FIGURE 6b ON PAGE 12.
- REMOVE #6 FEEDER LINE W/BINARY SWITCH FROM EXPANSION VALVE (RETAIN). SEE PAGE 17, FIGURE 10a.
- POSITION UNIT ON FLOORBOARD.
- ROTATE UNIT 90 DEGREES (SEE PAGE 14, FIGURE 7), UNTIL HEATER TUBES ARE POINTING TO FLOOR.
- LIFT EVAPORATOR UNIT UP AND BEHIND DASHBOARD (SEE PAGE 14, FIGURE 7a).
- PULL UNIT BACK TOWARD DASH AND ROTATE 90 DEGREES. THIS WILL POSITION THE UNIT UNDER DASH WITH THE HEAT TUBES PROTRUDING THROUGH THE FIREWALL, (SEE PAGE 14, FIGURE 7b).
- REINSTALL THE HEAT/AC DOOR BRACKET AT THIS TIME, SEE PAGE 12, FIGURE 6b.
- CONNECT REAR EVAPORATOR BRACKET WITH ¼ x ½ BOLT. SEE PAGE 20, FIGURE 13.
- CONNECT THE CENTER VENT TO THE A/C PLENUM, WITH 4 EACH #8 SCREWS. SEE PAGE 18, FIGURE 11a.
- ATTACH EVAPORATOR BLOWER POSITION BRACKET TO DASH. SEE PAGE 18, FIGURE 11b.
- REINSTALL #6 FEEDER LINE W/BINARY SWITCH TO THE EXPANSION VALVE. SEE FIGURE 10a, PAGE 17.
- LOCATE CONTROL PANEL ASSEMBLY, AND CONNECT THE FRESH AIR CABLES, AS SHOWN ON PAGE 12, FIGURE 6c.

**CONTROL CABLES AND WIRING**

- ROUTE AND CONNECT THE REMAINING CABLES FROM THE CONTROL PANEL TO THE EVAPORATOR UNIT, AS SHOWN ON PAGE 12.
- ROUTE THE FRESH AIR CABLES THROUGH THE ORIGINAL CABLE HOLES IN THE FIREWALL, AND CONNECT TO THE BUTTERFLY DOOR IN THE LEFT AND RIGHT FRONT FENDER. ADJUST CABLES, AND VERIFY THAT BOTH BUTTERFLY DOORS CLOSE COMPLETELY.
- CONNECT ALL WIRING AS SHOWN ON WIRING DIAGRAM, PAGE 22.

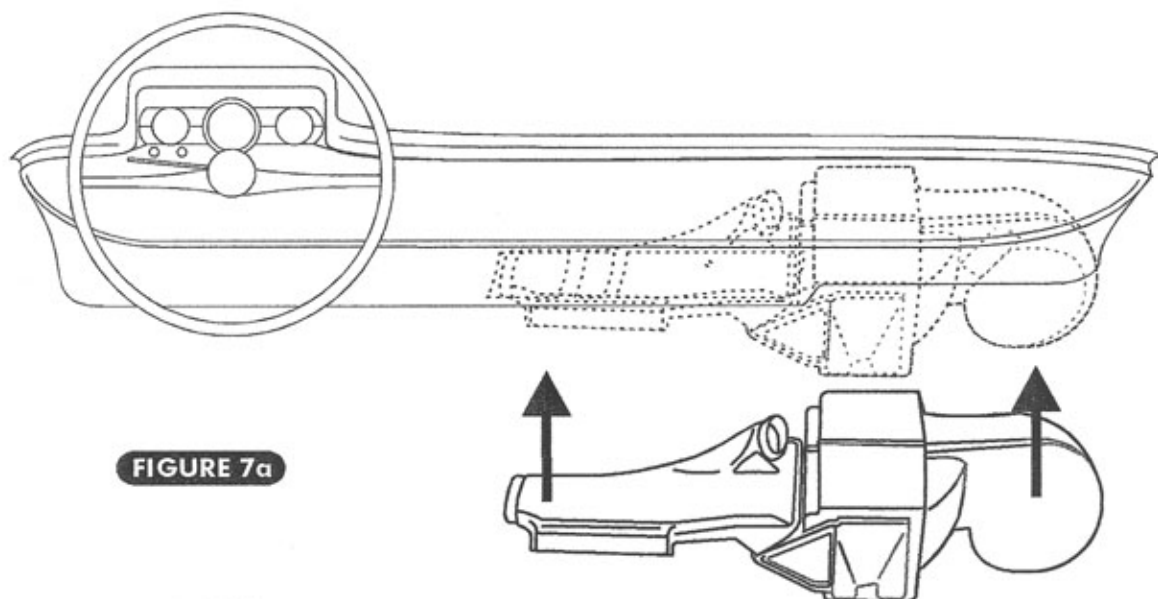

**DUCT HOSE ROUTING**

- INSTALL DUCT HOSES AS SHOWN ON PAGE 12. INSTALL THE DUCT HOSES ON THE DRIVER AND PASSENGER SIDE LOUVERS TO THE DASH, AND THEN CONNECT THE HOSES TO THE EVAPORATOR.
- SEE PAGE 23, FIGURE 14, FOR MOUNTING DETAILS OF DRIVER & PASSENGER UNDER-DASH LOUVERS.



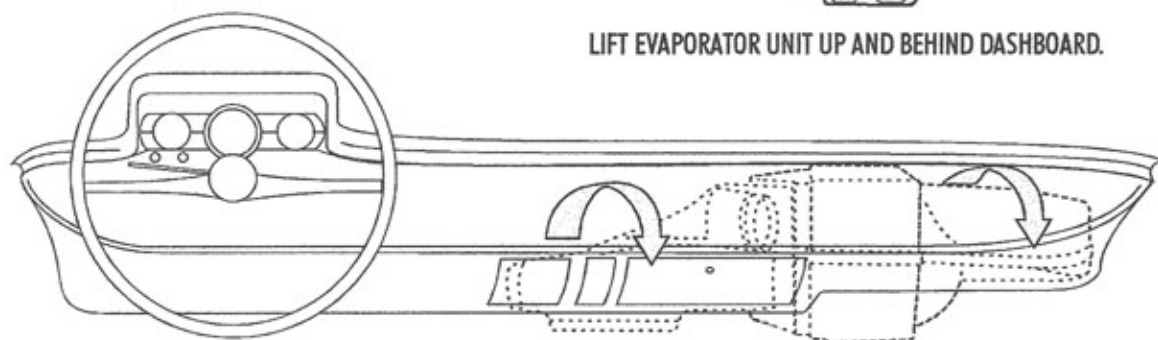
**FIGURE 7**

ROTATE UNIT 90 DEGREES, UNTIL HEATER TUBES FACE DOWN TOWARDS FLOORBOARD.



**FIGURE 7a**

LIFT EVAPORATOR UNIT UP AND BEHIND DASHBOARD.

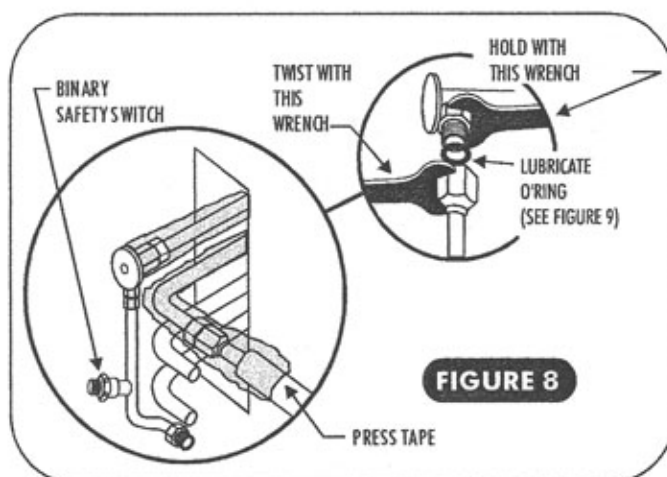
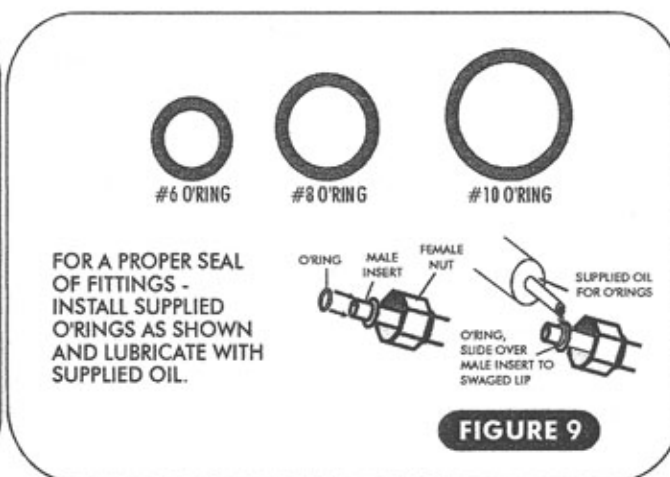


**FIGURE 7b**

PULL UNIT BACK TOWARD DASH AND ROTATE 90 DEGREES. THIS WILL POSITION THE UNIT UNDER DASH WITH THE HEAT TUBES PROTRUDING THROUGH THE FIREWALL.

**FIREWALL COVER**

- LOCATE FIREWALL COVER. INSTALL GROMMETS IN COVER, AT THIS TIME. SEE PAGE 20, FIGURE 13a.
- INSTALL COVER ON FIREWALL, USING O.E.M. RETAINING CLIPS. YOU MAY HAVE TO LOOSEN EVAPORATOR MOUNTING BOLTS TO ALIGN THE OUTLETS WITH THE FIREWALL COVER. SEE PAGE 20, FIGURE 13.
- ROUTE HEATER CONTROL VALVE CABLE THROUGH GROMMET, 33140-VUI, AND OUT THE FIREWALL COVER.
- ROUTE DRAIN LINE THROUGH GROMMET. INSTALL ELBOW TO ROUTE DRAIN DOWN TOWARD FRAME.
- POSITION DRIER IN LOCATION SHOWN ON FIGURE 10, PAGE 17.
- MOUNT THE DRIER, USING THE DRIER CLAMP AND A ¼ x 1 INCH BOLT AND NUT. SEE PAGE 8, FIGURE 3B.
- BE SURE THE DRIER FLOW ARROW POINTS TOWARD THE EVAPORATOR UNIT.

**HOSES: REFRIGERATION/HEAT/VACUUM**

**FIGURE 8**


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

**FIGURE 9**

- LOCATE THE #6 ALUMINUM HARDLINE WHICH CONNECTS THE CONDENSER TO THE DRIER. SEE FIGURE 10, PAGE 12 LUBRICATE TWO #6 O-RINGS, FOLLOWING THE DIRECTIONS IN FIGURE 8 & 9. 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. SEE NOTE AT FIGURE 9. TIGHTEN THESE CONNECTIONS.
- LOCATE THE #6 ALUMINUM HARDLINE, WHICH CONNECTS THE DRIER TO THE #6 EXPANSION VALVE FEEDER LINE, LUBRICATE 2 EACH #6 O-RINGS, AND INSTALL ONE ON EACH SIDE OF THIS LINE. ROUTE AS SHOWN IN FIGURE 10, PAGE 17, AND CONNECT TO THE DRIER AND #6 FEEDER LINE. TIGHTEN THESE CONNECTIONS.
- 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 10, PAGE 17, AND CONNECT TO THE CONDENSER. TIGHTEN THIS CONNECTION.

**HOSES: REFRIGERATION/HEAT/VACUUM (CONTINUED...)**
**REFRIGERATION**


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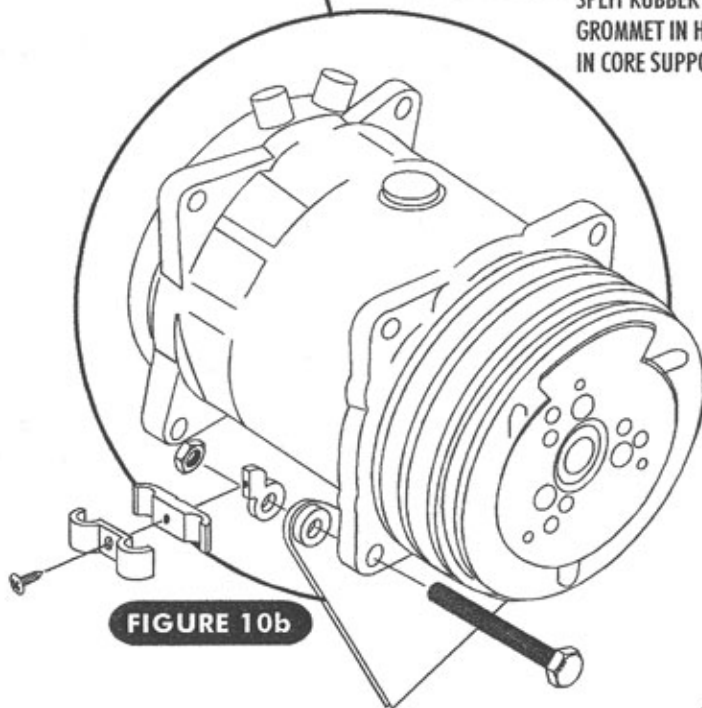
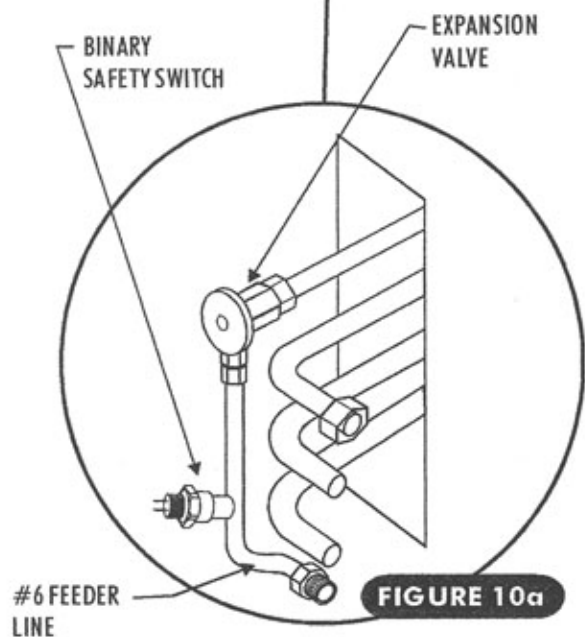
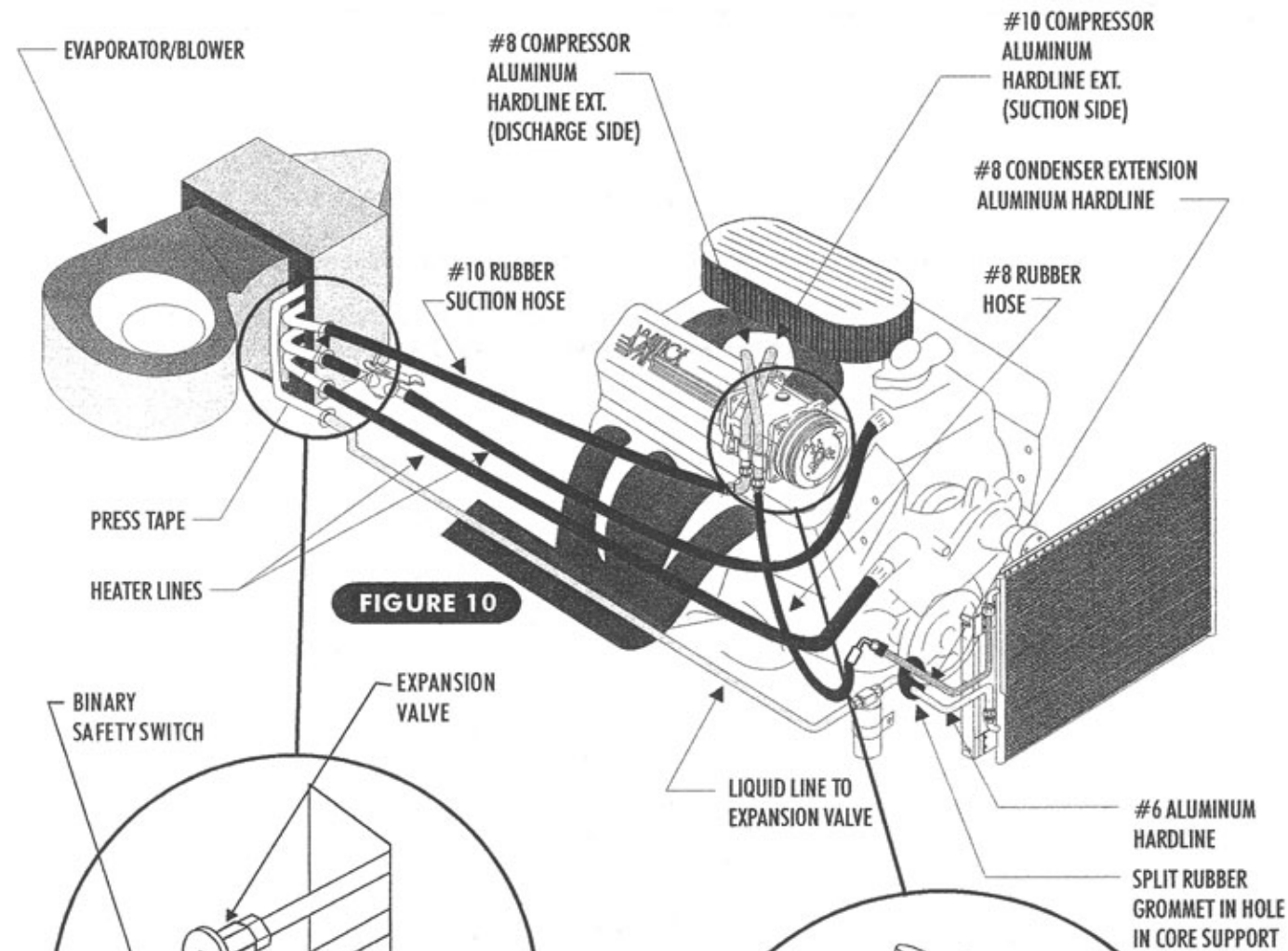
- LOCATE THE TWO COMPRESSOR ALUMINUM HARDLINE EXTENSIONS. SEE FIGURE 10, PAGE 17.
  - LOCATE THE #8 COMPRESSOR ALUMINUM HARDLINE. LUBRICATE A #8 O-RING AND INSTALL ON THE MALE O-RING END. CONNECT THIS LINE TO THE #8 DISCHARGE PORT ON THE COMPRESSOR, AND TIGHTEN.
  - LOCATE THE #10 COMPRESSOR ALUMINUM 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, AND TIGHTEN.
- SECURE THE TWO COMPRESSOR HARDLINES TO THE COMPRESSOR, USING THE SUPPLIED CLAMP. SEE
- FIGURE 10b, PAGE 17.
  - LOCATE THE #10 RUBBER HOSE. THIS HOSE WILL CONNECT THE EVAPORATOR TO THE #10 COMPRESSOR ALUMINUM HARDLINE ON THE COMPRESSOR. LUBRICATE 2 EACH #10 O-RINGS, AND INSTALL ONE ON EACH FITTING ON THE END OF THIS HOSE. ROUTE THIS HOSE, AS SHOWN IN FIGURE 10, PAGE 17, AND CONNECT TO THE EVAPORATOR AND THE #10 COMPRESSOR ALUMINUM HARDLINE. NOTE THAT THE 90 DEGREE HOSE END CONNECTS TO THE COMPRESSOR LINE. TIGHTEN THESE CONNECTIONS.
  - 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 10, PAGE 17, 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.
  - 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 HARDLINES, WHICH PASS THROUGH THE CORE SUPPORT.
  - APPLY PRESS TAPE TO THE #10 FITTING ON THE #10 HOSE, WHERE IT CONNECTS TO THE FIREWALL. SEE PAGE 15, FIGURE 8.

**HEATER HOSES**


---

- STUDY THE HEATER HOSE ROUTING ON PAGE 17, FIGURE 10.
- NOTE THAT THE TOP HEATER HOSE OUTLET WILL HAVE THE HEATER CONTROL VALVE IN LINE AND CONNECT TO THE TOP OF THE ENGINE INTAKE MANIFOLD (PRESSURE). VERIFY THAT VALVE IS PROPERLY ADJUSTED TO ENSURE COMPLETE SHUT-OFF WHEN CLOSED.
- THE LOWER HEATER HOSE OUTLET WILL CONNECT TO THE WATER PUMP (SUCTION).
- ROUTE THE HEATER HOSES AS SHOWN ON PAGE 17, FIGURE 10, AND TIGHTEN CONNECTIONS.

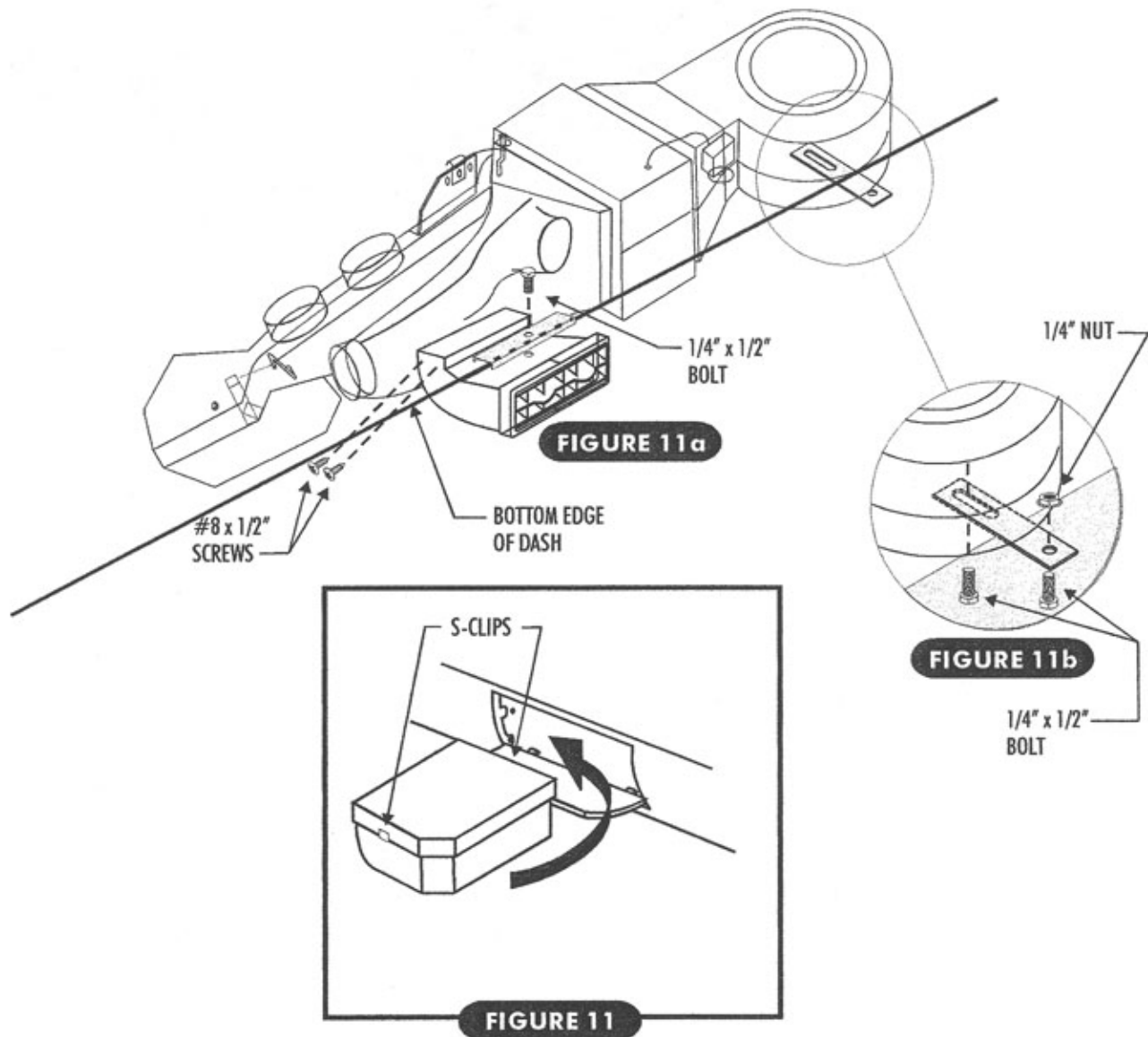




**NOTE:** COMPRESSOR HARDLINES ARE INCLUDED WITH STANDARD HOSE KIT ONLY. MODIFIED HOSE KITS INCLUDE 2 - 135° COMPRESSOR FITTINGS.

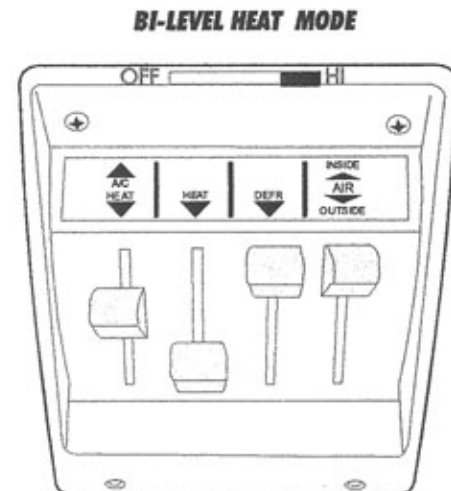
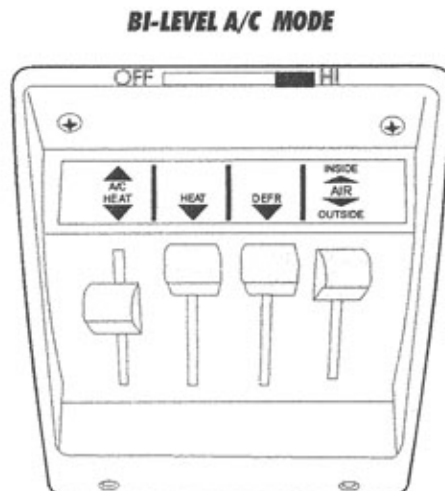
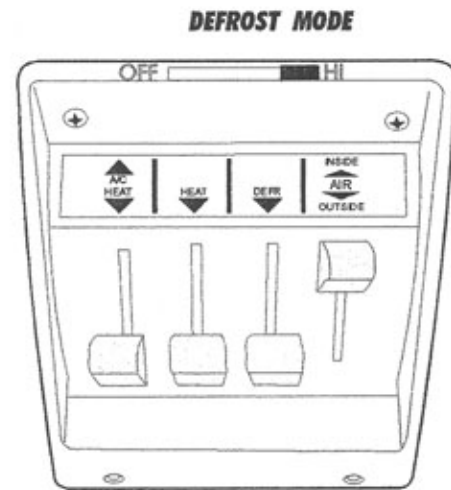
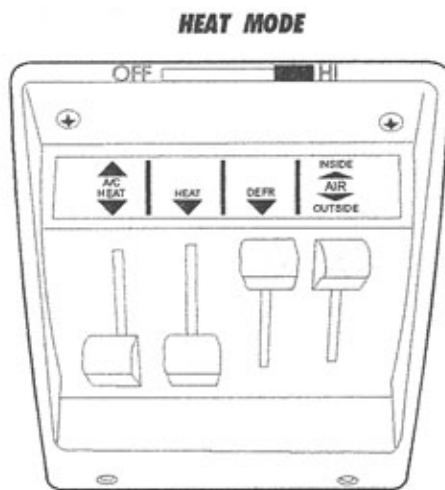
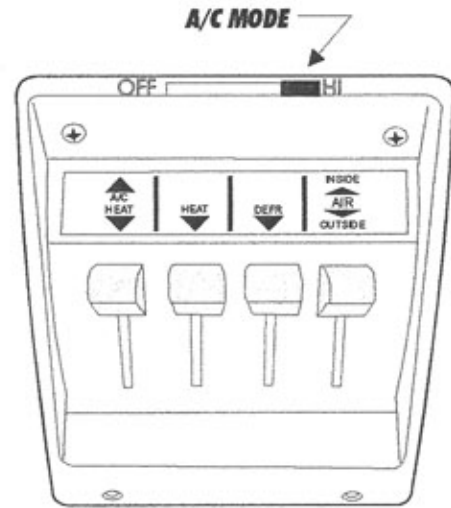
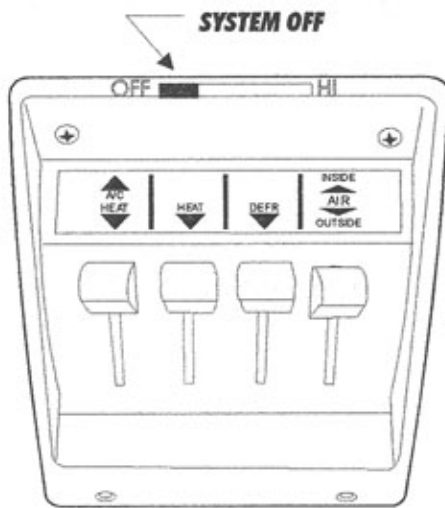
**FINAL STEPS**

- ❑ REINSTALL RADIO.
- ❑ GLOVE BOX INSTALLATION:
  1. SECURE TOP AND BOTTOM WITH (4) #6 x 3/8" SCREWS PROVIDED.
  2. ASSEMBLE GLOVE BOX WITH INCLUDED S-CLIPS, INSTALL AS SHOWN IN FIGURE 11.
  3. RE-HANG GLOVE BOX DOOR WITH (3) O.E.M. SCREWS, PASSING THROUGH HOLES IN THE GLOVE BOX BOTTOM, AND INTO O.E.M. TINNEMAN NUTS ON DOOR OPENING FLANGE. SEE FIGURE 11, BELOW.
  4. REINSTALL KICK PANELS.

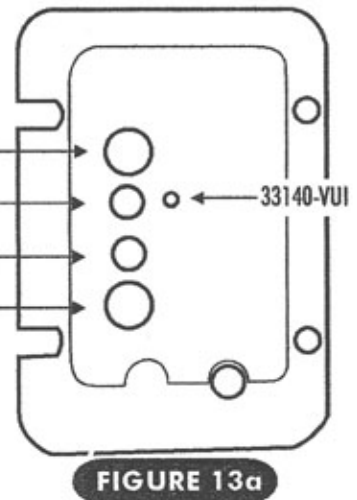
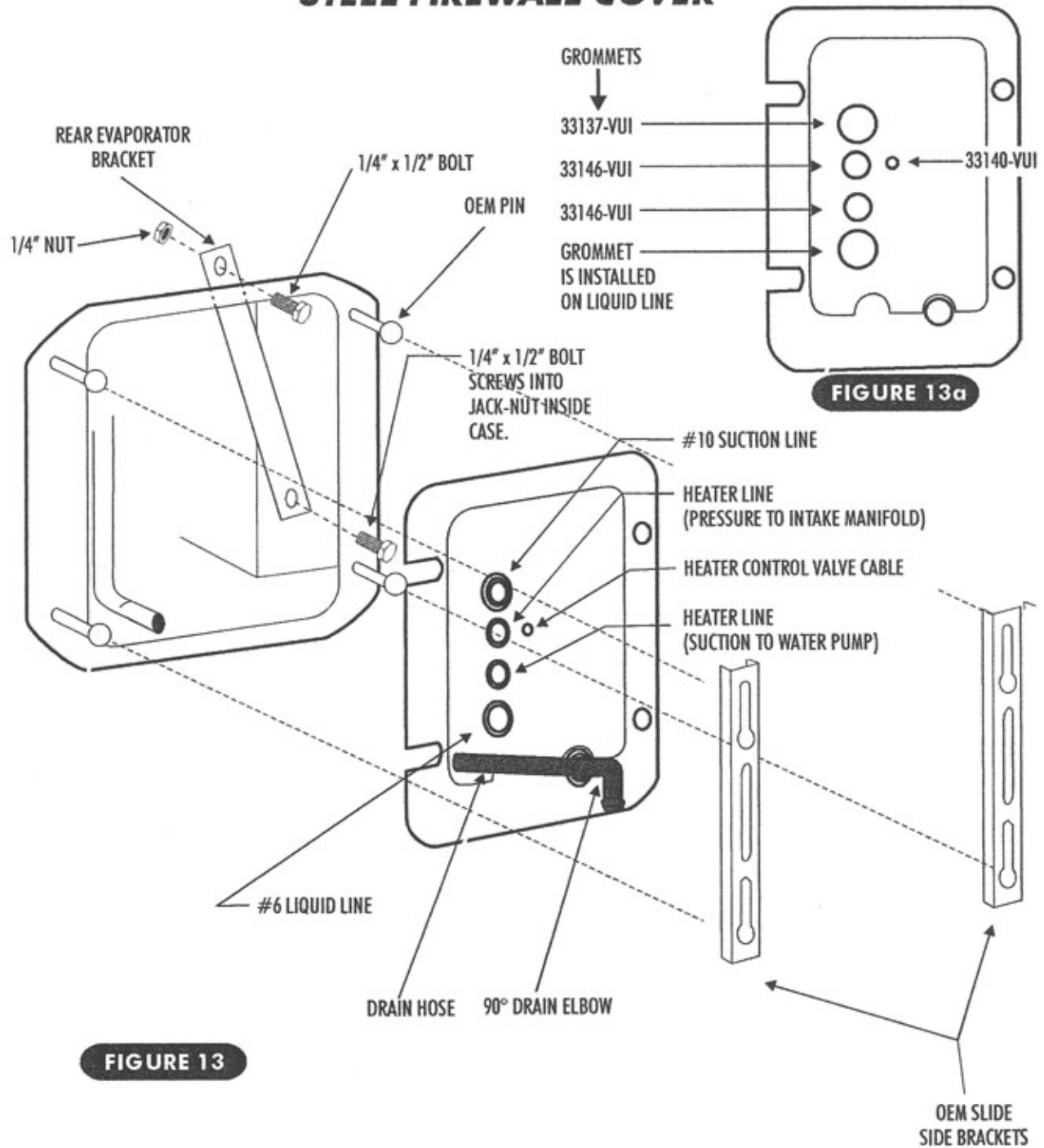


OPERATION OF CONTROLS

FIGURE 12



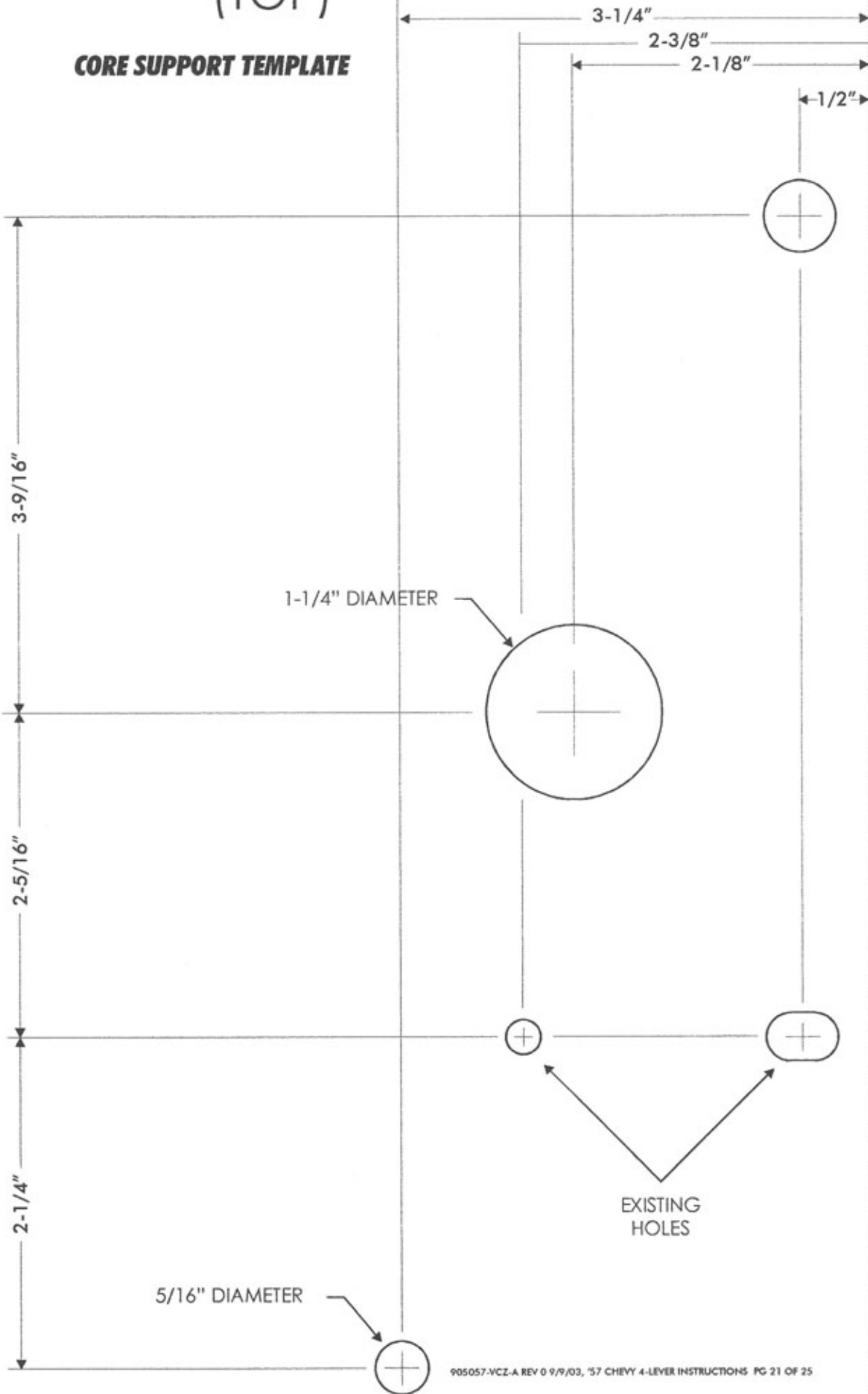
**57 CHEVY WITH STAMPED  
STEEL FIREWALL COVER**



(TOP)

**CORE SUPPORT TEMPLATE**

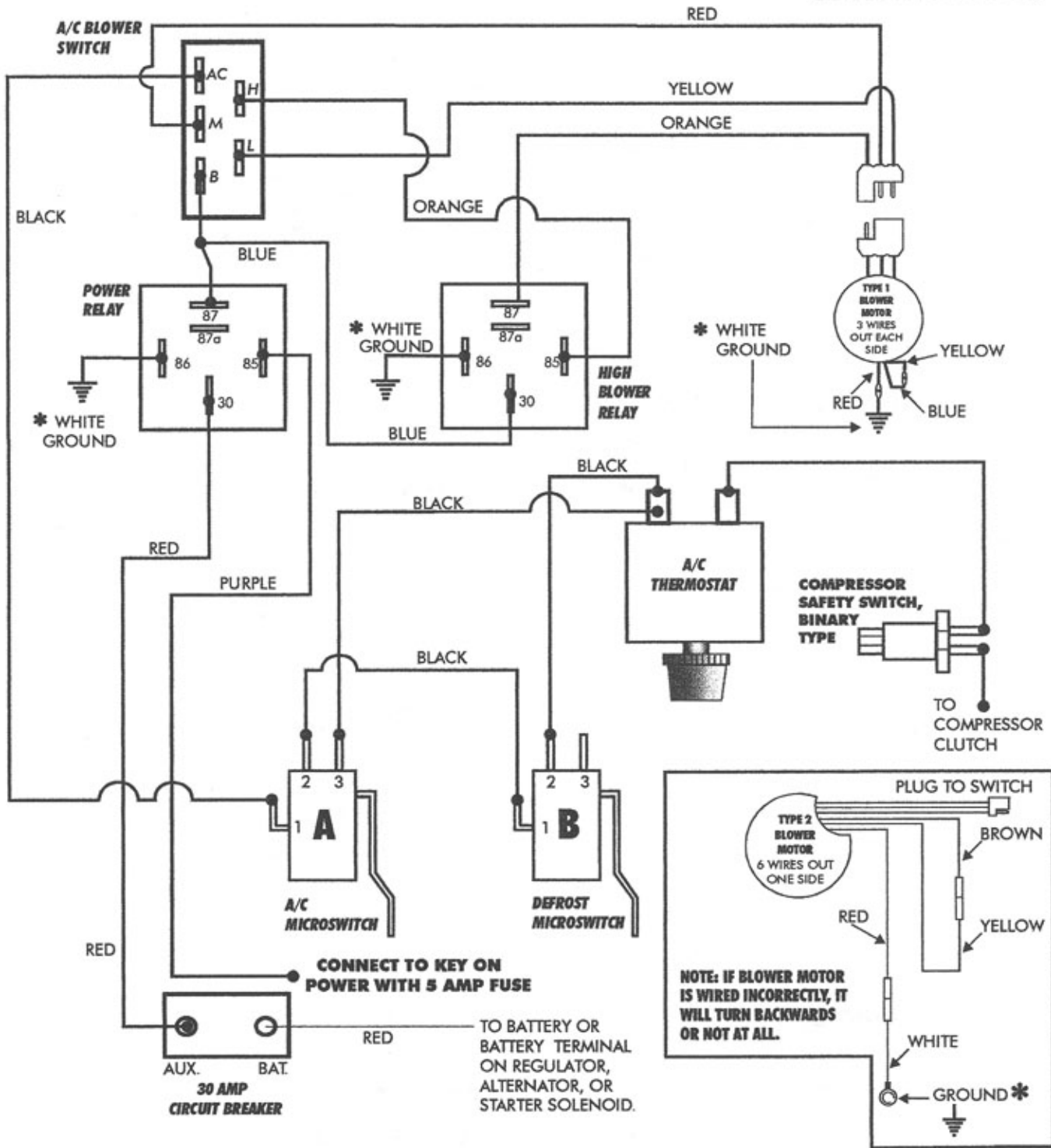
PASSENGER SIDE FENDER



WIRING DIAGRAM

IMPORTANT NOTICE:

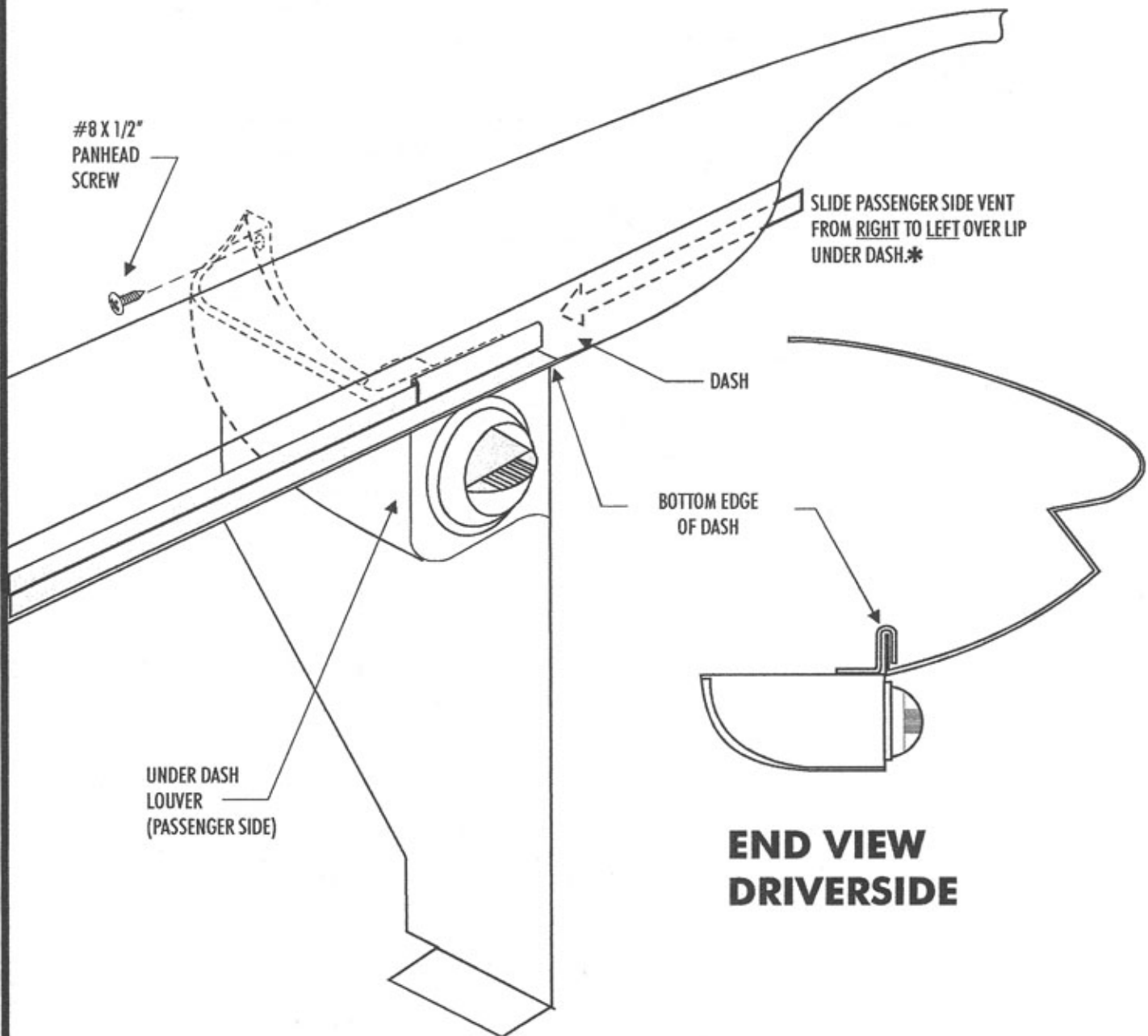
IDENTIFY YOUR BLOWER MOTOR BEFORE WIRING  
TYPE 1 MOTOR OR TYPE 2 MOTOR



NOTE: IF BLOWER MOTOR IS WIRED INCORRECTLY, IT WILL TURN BACKWARDS OR NOT AT ALL.

\* ATTACH ALL WHITE WIRES (—|—) TO CHASSIS GROUND.

**PASSENGER AND DRIVER SIDE UNDER DASH LOUVER INSTALLATION**



**FIGURE 14**

- \* KICK PANELS MUST BE REMOVED TO INSTALL THE VENTS.
- \* DRIVER SIDE LOUVER WILL BE INSTALLED SAME WAY, BUT WILL SLIDE FROM LEFT TO RIGHT.

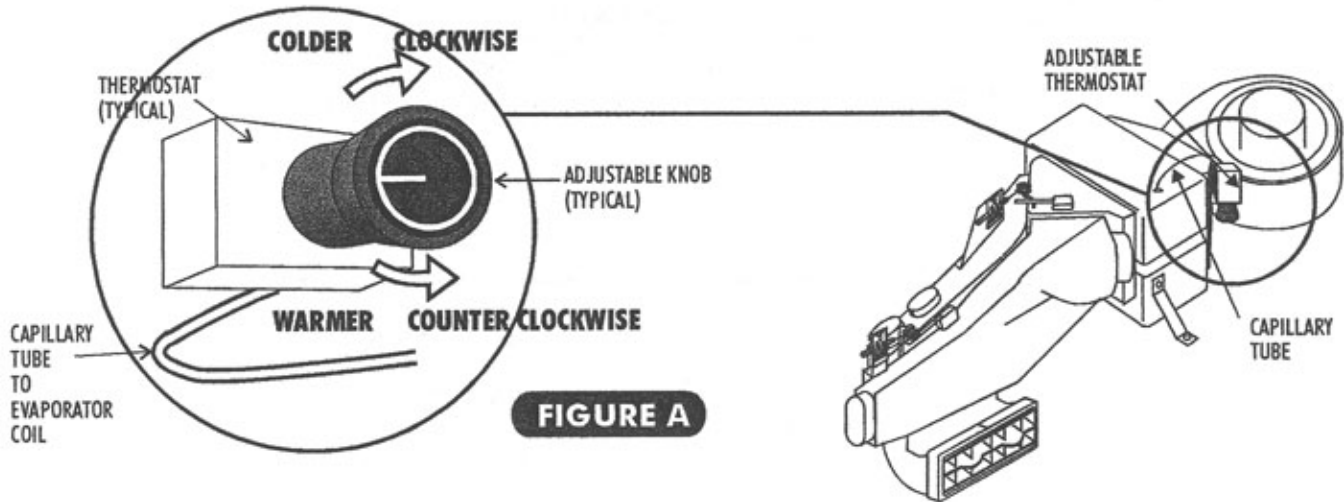


FIGURE A

### 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.
- 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:
  - 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) - CABLE OPERATED: THE VALVE MAY BE MISADJUSTED.
  - C) - HEATER CONTROL VALVE IN WRONG HEATER HOSE.



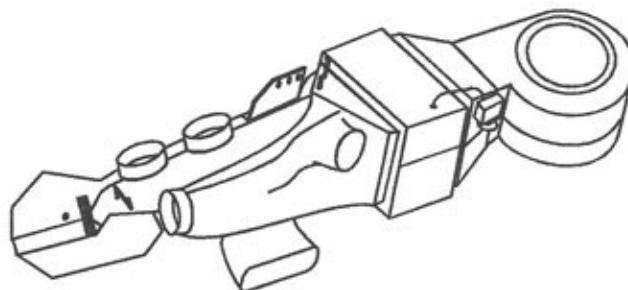
## 1957 CHEVY CAR w/o A/C EVAPORATOR KIT PACKING LIST

**EVAPORATOR KIT**  
55057-VCZ-A

No.	QTY.	PART No.	DESCRIPTION
1.	1	55357-VCE-A	EVAPORATOR SUBCASE
2.	1	78157-PCN	1957 CHEVY CAR ACCESSORY KIT

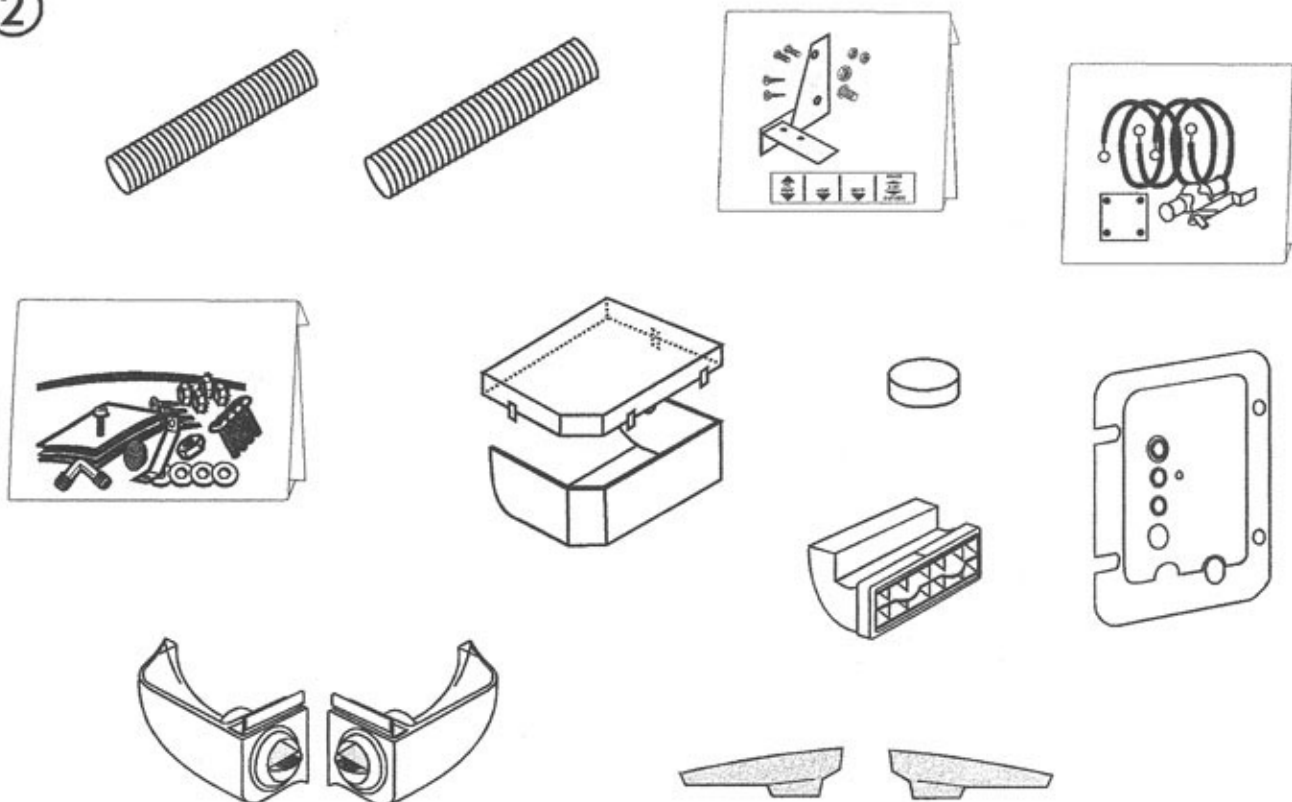
CHECKED BY: \_\_\_\_\_  
PACKED BY: \_\_\_\_\_  
DATE: \_\_\_\_\_

①



**EVAPORATOR KIT**  
**55357-VCE-A**

②



**ACCESSORY KIT**  
**78157-PCN**