

CONTRAGE
PAR

18865 COLL ST. - SAN ANTONIO, TX. - 78266 - ph:210-654-7171 - fax 210-654-3115

INSTALLATION INSTRUCTIONS FOR

1957 CHEVROLET

w/ FOUR LEVER CONTROLS

GEN IV

(56157-PCZ)

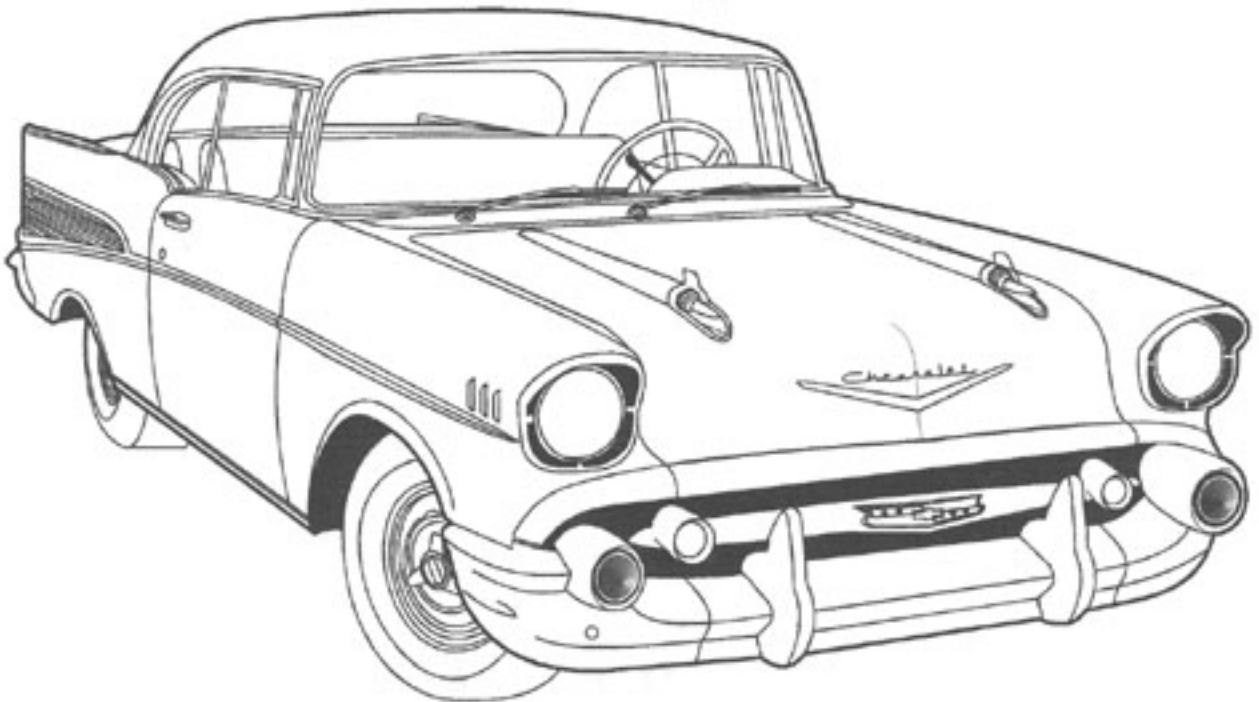


Table of Contents

PAGES

1. COVER
2. TABLE OF CONTENTS
3. PACKING LIST
4. INFORMATION PAGE
5. WIRING NOTICE
6. ENGINE COMPARTMENT
7. PASSENGER COMPARTMENT
8. CONDENSER ASSEMBLY
 - CORE SUPPORT FIGURES 3-3b
9. COMPRESSOR BRACKET
 - PULLEYS - FIGURE 4
 - DEFROST DUCT INSTALLATION - FIGURE 5
10. CONTROL PANEL CONVERSION
 - MODE SELECTOR SWITCH ASSEMBLY
11. MODE SELECTOR SWITCH ASSEMBLY ILLUSTRATION FIGURE 6
 - CONTROL CABLE & WIRING
12. CONTROL PANEL CONVERSION, FIGURES 7-7b
13. EVAPORATOR INSTALLATION, FIGURES 8
14. EVAPORATOR INSTALLATION, FIGURES 9-9b
15. DUCT HOSE ROUTING
 - CONTROL WIRING - FIGURE 10
16. PASSENGER & DRIVER SIDE UNDER DASH LOUVER INSTALLATION - FIGURE 11
17. HARDLINE INSTALLATION
18. O-RING LUBRICATING/FITTING TIGHTENING, FIGURES 12 & 13
 - HEATER CONTROL VALVE INSTALLATION
19. A/C HOSE AND HARDLINE ROUTING, FIGURES 15-15b
20. FIREWALL COVER INSTALLATION/FRESH AIR CAP, FIGURES 16
21. GLOVE BOX INSTALLATION- FIGURE 17-17b
22. EVAPORATOR HARDLINE INSTALLATION FIGURE 18
23. WIRING DIAGRAM
24. OPERATION OF CONTROLS
25. CORE SUPPORT TEMPLATE
26. TROUBLE SHOOTING
27. EVAPORATOR KIT PACKING LIST

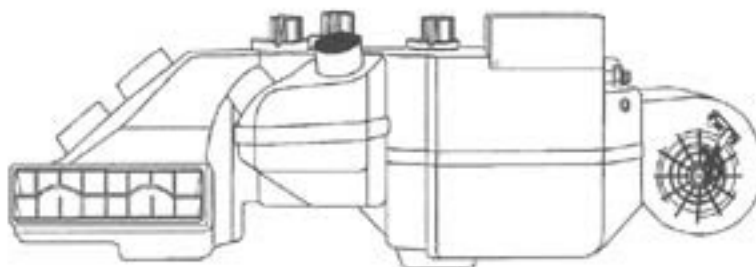
EVAPORATOR KIT PACKING LIST

EVAPORATOR KIT 56157-PCZ

No.	QTY.	PART No.	DESCRIPTION
1.	1	76157-VCE	'57 CHEV. EVAP. SUBCASE
2.	1	78158-PCN	'57 CHEV. CAR 4 LEVER WO AC ACC. KIT

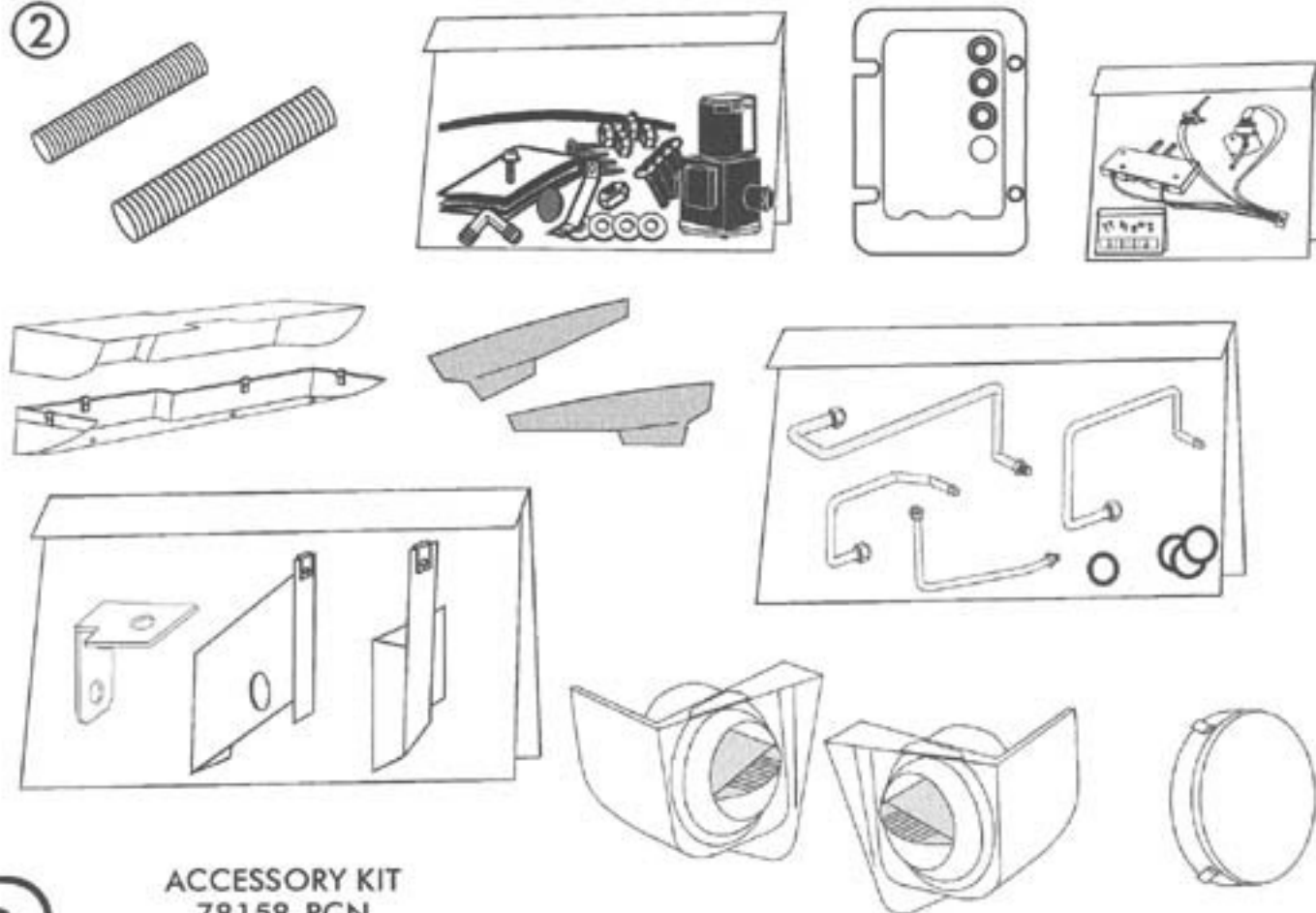
**** BEFORE BEGINNING INSTALLATION OPEN ALL PACKAGES AND CHECK CONTENTS OF SHIPMENT. PLEASE REPORT ANY SHORTAGES DIRECTLY TO VINTAGE AIR WITHIN 15 DAYS. AFTER 15 DAYS, VINTAGE AIR WILL NOT BE RESPONSIBLE FOR MISSING OR DAMAGED ITEMS.**

①



'57 CHEVY EVAP.
SUB CASE 76157-VCE

②



ACCESSORY KIT
78158-PCN

3

1957 CHEVROLET

GEN IV 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, OR
1955-57 CHEVY FAN SHROUD (6 cyl. RADIATOR POSITION)-32057-VCF
- *16" SPAL AUXILIARY CONDENSER FAN PACKAGE - 32007-VUF

THIS KIT DOES NOT CONTAIN HEATER HOSE. YOU MUST PURCHASE 8 FEET OF 5/8" DIA. HEATER HOSE FROM VINTAGE AIR(31800-VUD) OR FROM YOU LOCAL PARTS RETAILER

SAFETY SWITCHES:

YOUR VINTAGE AIR SYSTEM IS EQUIPPED WITH A BINARY PRESSURE SAFETY SWITCH. A BINARY SWITCH (11078-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 (11076-VUS) COMBINES HI/LO PRESSURE PROTECTION WITH AN ELECTRIC FAN OPERATION SIGNAL AT 220 lbs., AND MAY BE SUBSTITUTED FOR USE WITH ELECTRIC CONDENSER FANS. 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.
(1lbs. 12ozs) 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

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 TO THE 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 TURNING SOME OF THE VEHICLE'S OTHER SYSTEMS ON AND OFF. MODERN COMPUTER OPERATED EQUIPMENT CAN BE SENSITIVE TO VOLTAGE SPIKES ON THEIR POWER LEADS, WHICH CAN CAUSE UNEXPECTED RESETS, STRANGE BEHAVIOR, AND MAY ALSO CAUSE PERMANENT DAMAGE.

VINTAGE AIR STRIVES TO HARDEN THEIR 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 & TRUCK PARTS SUPPLIERS. THEY TYPICALLY ARE CYLINDRICAL IN SHAPE, A LITTLE OVER AN INCH LONG, A LITTLE OVER A HALF INCH IN DIAMETER, THEY HAVE A SINGLE LEAD COMING FROM ONE END OF THE CYLINDER WITH A TERMINAL ON THE END OF THE WIRE, AND THEY WILL HAVE 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.

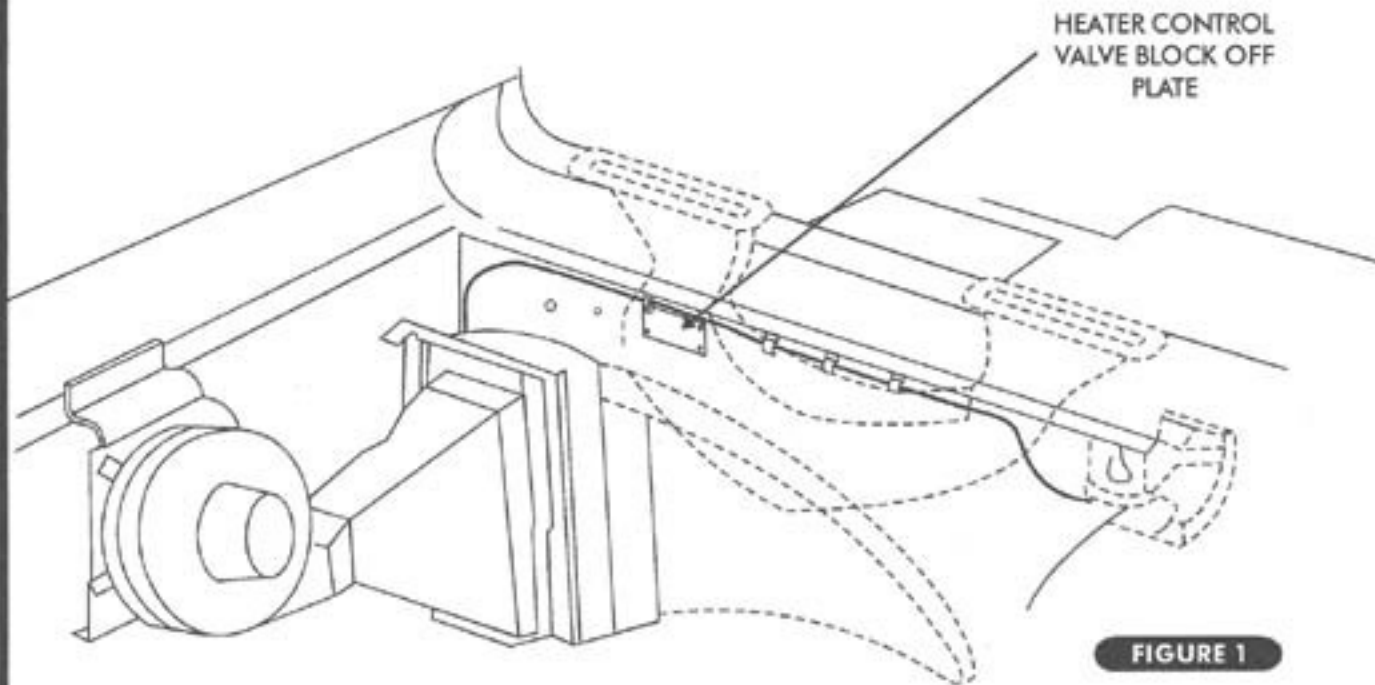
- CARE MUST BE TAKEN WHEN INSTALLING THE COMPRESSOR LEAD, NOT TO SHORT IT TO GROUND. THE COMPRESSOR LEAD MUST NOT BE CONNECTED TO A CONDENSER FAN OR ANY OTHER AUXILIARY DEVICE. SHORTING TO GROUND OR CONNECTING TO A CONDENSER FAN OR ANY OTHER AUXILIARY DEVICE WILL CAUSE SEVERE DAMAGE TO THE ECU.
- WHEN INSTALLING GROUND LEADS ON GEN IV SYSTEMS, THE BLOWER CONTROL GROUND AND ECU GROUND MUST BE CONNECTED IN SEPARATE LOCATIONS. IDEALLY, THE BLOWER CONTROL GROUND (HEAVY GAUGE WIRE) SHOULD BE CONNECTED TO THE ENGINE BLOCK OR TO THE NEGATIVE BATTERY POST WITH A 10-12 GAUGE WIRE. ECU CAN BE CONNECTED TO ANY CHASSIS GROUND.
- THE HEATER CONTROL VALVE IS A NORMALLY OPEN VALVE. IT MUST BE CONNECTED TO THE ECU TO BLOCK WATER FLOW IN AC MODE.

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 AND REMOVE
- REMOVE BATTERY TRAY
- REMOVE AIR CLEANER
- DRAIN RADIATOR
- DISCONNECT HEATER HOSES
- REMOVE O.E.M. BLOWER ASSEMBLY FROM FIREWALL AND FENDER. KEEP THE TWO O.E.M FIREWALL COVER RETAINING BRACKETS FOR USE WITH THE NEW FIREWALL COVER
- REMOVE O.E.M HEATER CONTROL VALVE AND DISCARD
- INSTALL HEATER CONTROL VALVE BLOCK OFF PLATE AS SHOWN IN FIGURE 1 BELOW.



PASSENGER COMPARTMENT

1. REMOVE CONTROL PANEL BEZEL
2. REMOVE OEM CONTROL PANEL AND DISCONNECT CABLES (DISCARD CABLES)
3. REMOVE GLOVE BOX (DISCARD)
4. REMOVE GLOVE BOX DOOR
5. REMOVE RADIO (OPTIONAL)
6. REMOVE CLOCK
7. REMOVE AND DISCARD THE OEM HEATER ASSEMBLY AND HEATER DUCT
8. REMOVE AND DISCARD DEFROSTER DUCT

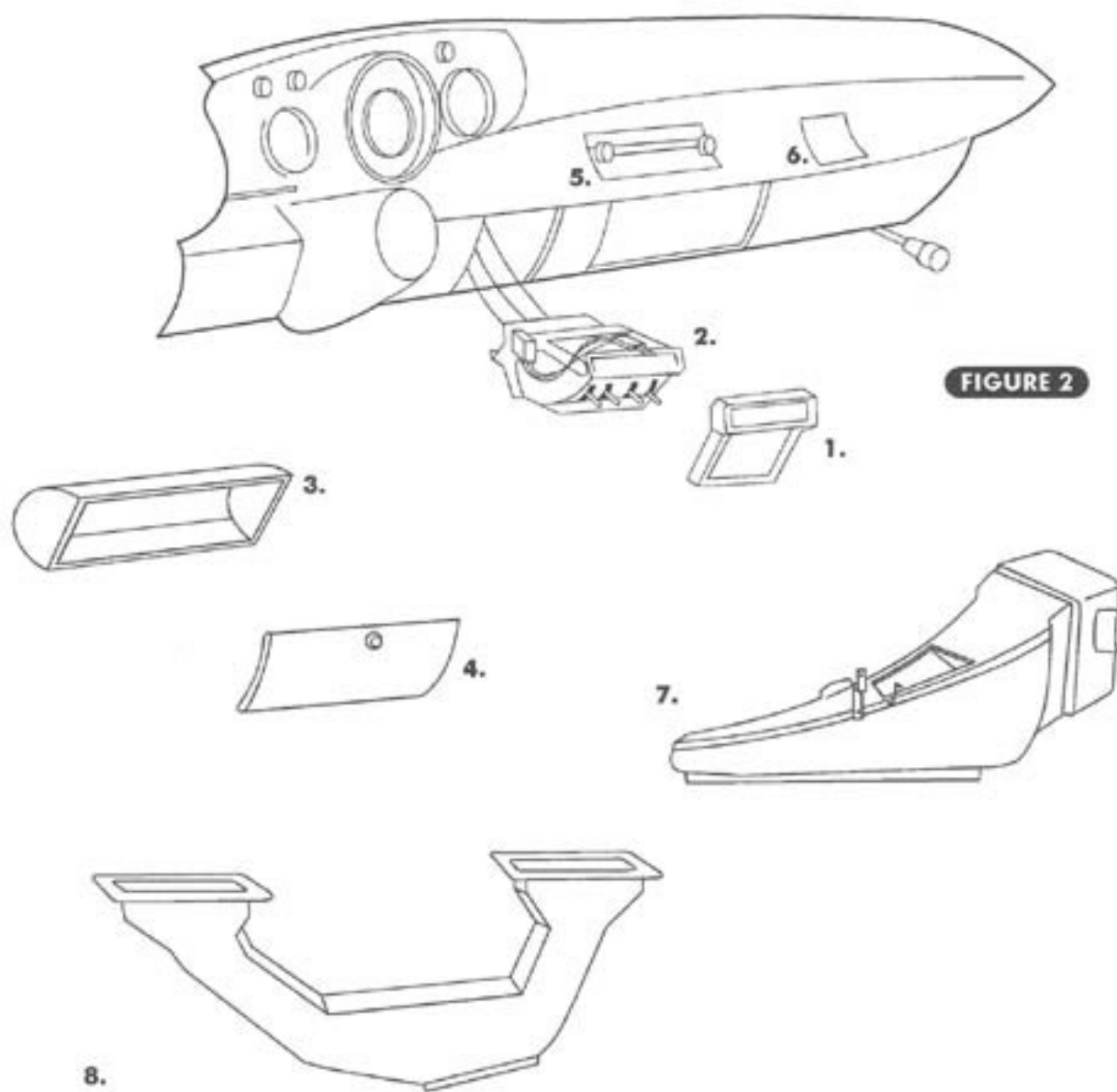


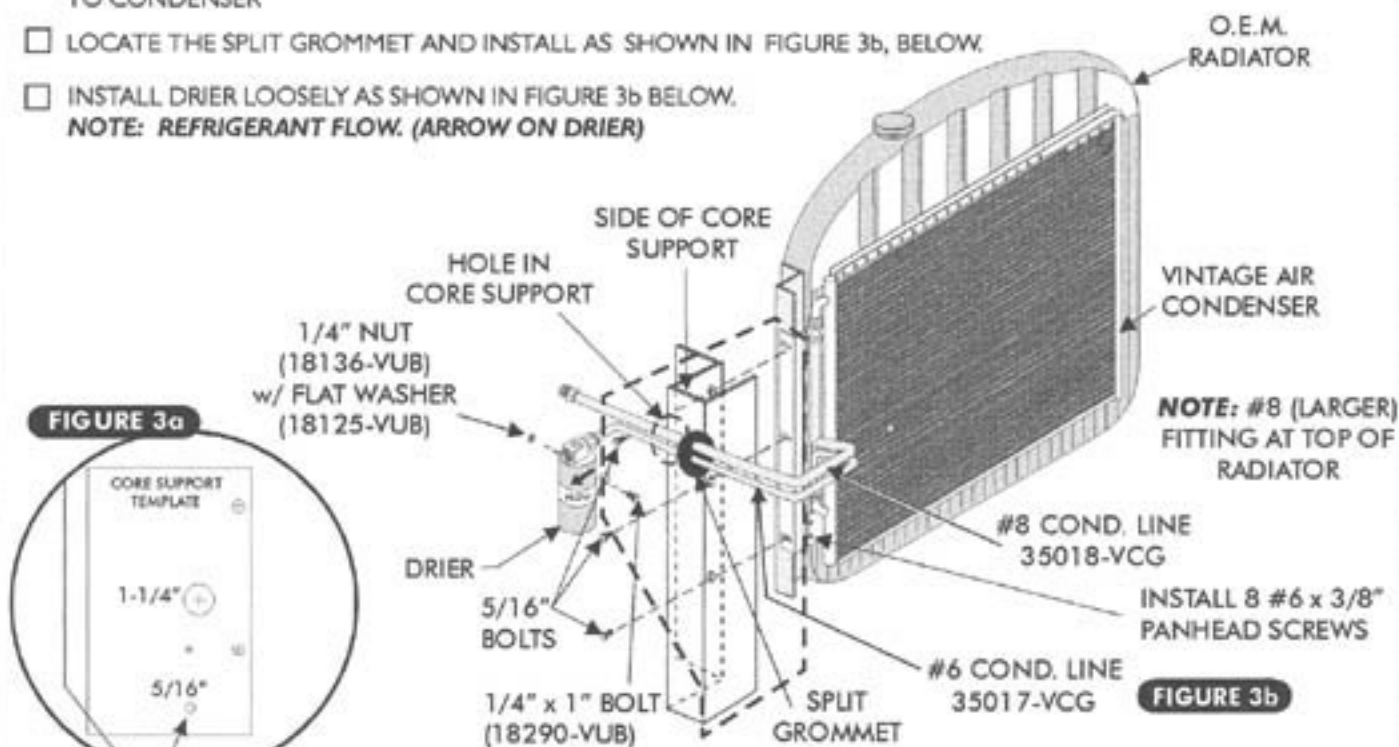
FIGURE 2

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, SECURED WITH THE SIX RADIATOR BOLTS. SEE FIGURE 3 & 3b BELOW. HOLDING THE CONDENSER IN POSITION, TIGHTEN THE SIX RADIATOR BOLTS.

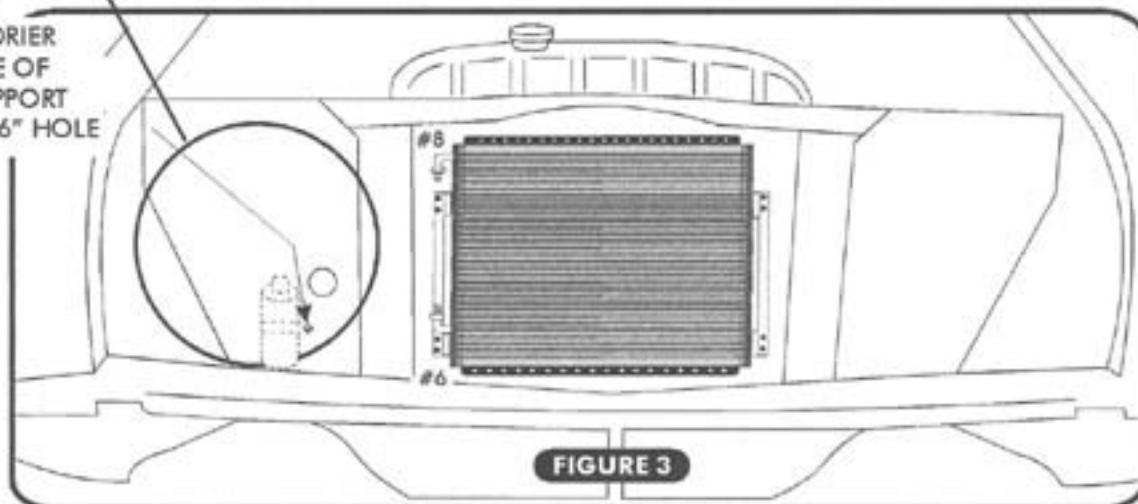
CORE SUPPORT

- LOCATE THE TEMPLATE ON PAGE 25, AND ALIGN THIS TEMPLATE ON THE PASSENGER SIDE CORE SUPPORT PANEL. USING THE TEMPLATE, MARK HOLES AND CUT THE 1 1/4" HOLE, USING A HOLE SAW. DRILL THE 5/16" HOLE IN NOTED LOCATION. SEE FIGURE 3a BELOW.
- INSTALL THE #6 AND #8 CONDENSER LINES THROUGH 1/4" HOLE. LUBRICATE O-RINGS AND CONNECT LINES TO CONDENSER
- LOCATE THE SPLIT GROMMET AND INSTALL AS SHOWN IN FIGURE 3b, BELOW.
- INSTALL DRIER LOOSELY AS SHOWN IN FIGURE 3b BELOW.
NOTE: REFRIGERANT FLOW. (ARROW ON DRIER)



INSTALLATION OF CONDENSER HARDLINES

MOUNT DRIER TO INSIDE OF CORE SUPPORT THRU 5/16" HOLE



COMPRESSOR & BRACKETS

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

PULLEYS

- ☐ IN MOST INSTANCES EXISTING BELT LENGTHS WILL REMAIN THE SAME. SEE FIGURE 4 BELOW.

PULLEYS (VINTAGE AIR) SHORT PUMP SMALL BLOCK CHEVY (STEEL PULLEY)

- 22503-VCA - WATER PUMP PULLEY (DOUBLE GROOVE)
- 22506-VCA - CRANKSHAFT PULLEY (DOUBLE GROOVE) (WITH POWER STEERING A 3 GROOVE CRANK PULLEY IS REQUIRED)
- 22507-VCA - CRANKSHAFT PULLEY (TRIPLE GROOVE)

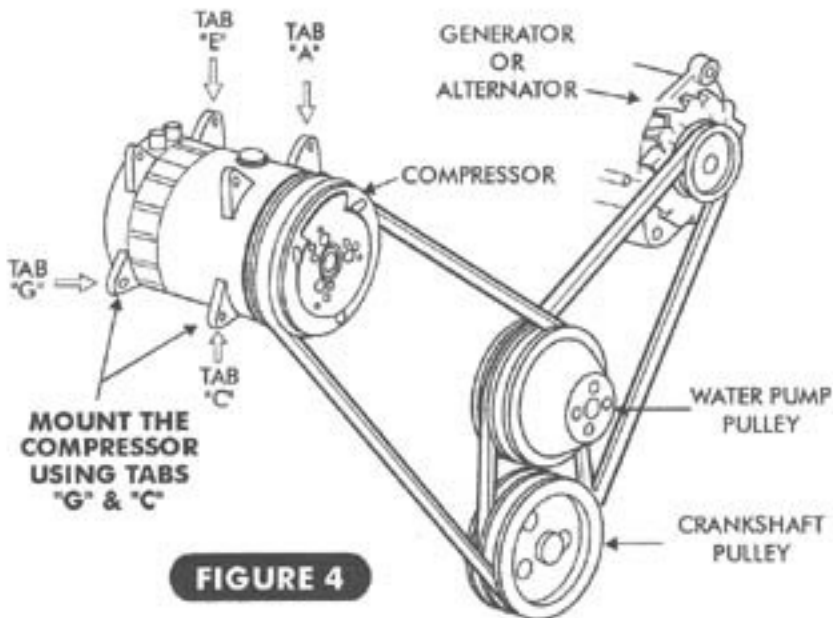


FIGURE 4

NOTE: BELT ROUTING MAY VARY WITH DIFFERENT BRACKET SETS. ALWAYS REFER TO INSTRUCTIONS INCLUDED WITH BRACKETS.

DEFROST DUCT INSTALLATION

- ☐ INSTALL DEFROST DUCTS WITH 2" DUCT HOSE (PASSENGER SIDE) 2" x 10" (DRIVER SIDE) 2" x 24" SEE FIGURE 5 BELOW & FIGURE 10, PAGE 15

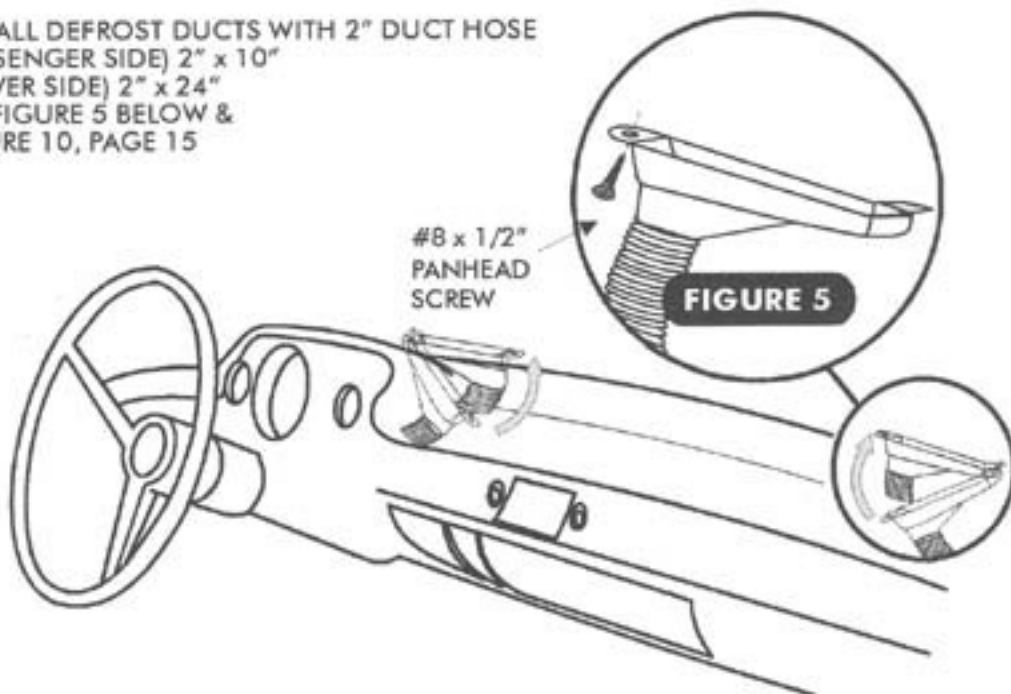


FIGURE 5

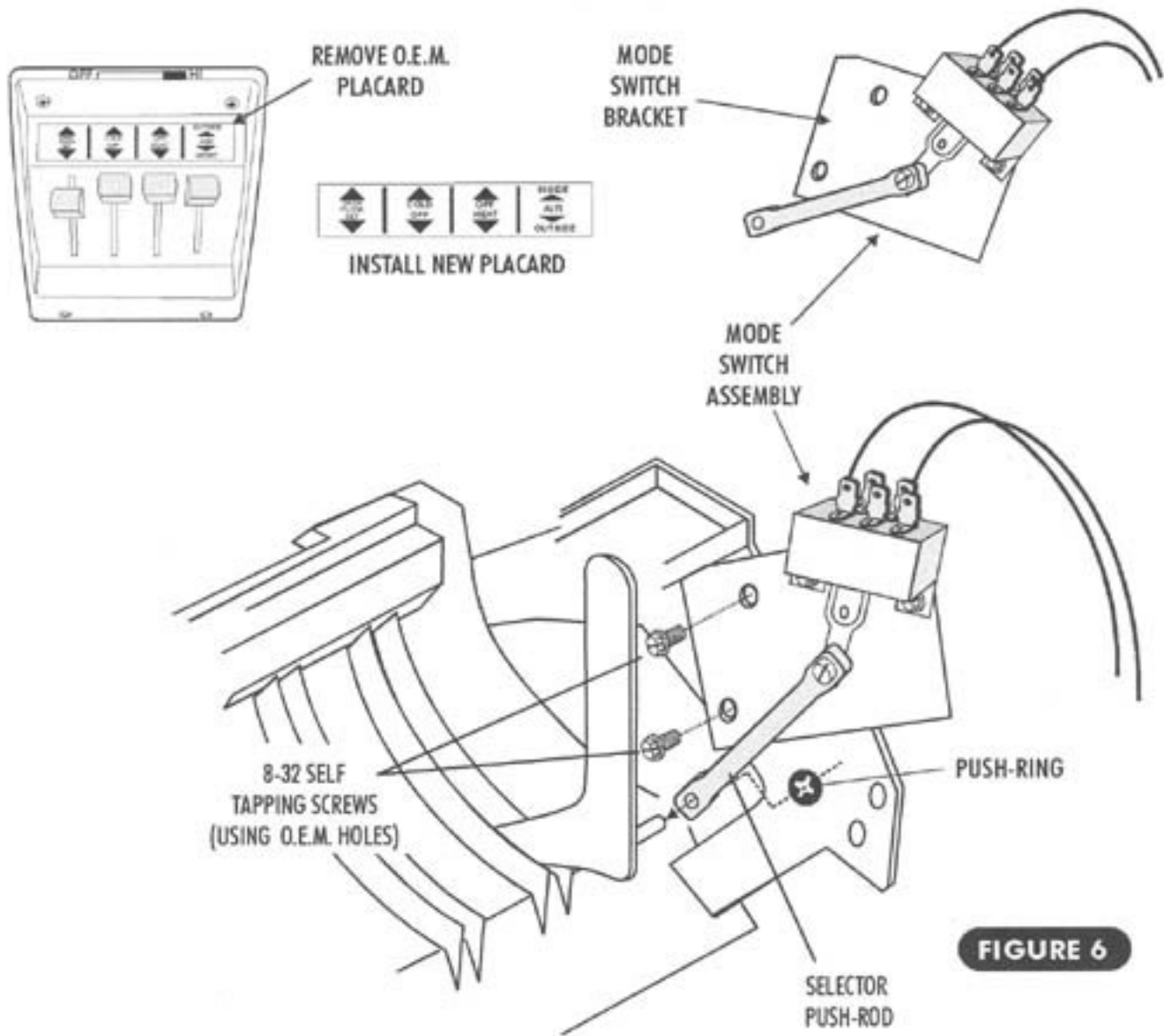
CONTROL PANEL CONVERSION

- LOCATE CONTROL PANEL KIT.
- REMOVE O.E.M. BLOWER SWITCH. DISCARD SWITCH, BUT RETAIN THE TWO O.E.M. SCREWS. SEE FIGURE 7, PAGE 12.
- REMOVE O.E.M. PLACARD AND DISCARD.
- INSTALL NEW PLACARD. SEE FIGURE 6, PAGE 11.
- INSTALL NEW 5-PRONG BLOWER SWITCH, USING THE TWO O.E.M. SCREWS. SEE FIGURE 7, PAGE 12.
- REMOVE FRESH AIR LEVER FROM O.E.M. CONTROL PANEL, DRILL 3/16" DIA. HOLE AS SHOWN IN FIGURE 7a, PAGE 12.
- REMOVE O.E.M. CABLE CLAMPS, AND DISCARD.
- DRILL 3/16" HOLE IN CONTROL PANEL MOUNTING BRACKET. SEE FIGURE 7, PAGE 12
- LOCATE TEMP BLEND POTENTIOMETER ASSEMBLY, SEE FIGURE 7, PAGE 12.
- ATTACH CONNECTING PUSH RODS OF TEMP. POTENTIOMETER ASSEMBLY TO O.E.M. CONTROL PANEL LEVERS. **NOTE: THE CENTER TWO LEVERS MUST BE IN THE, "OFF" & "HEAT" POSITION (ALL THE WAY DOWN) WITH THE CONNECTING PUSH RODS PULLED ALL THE WAY OUT FOR PROPER INSTALLATION.** SEE FIGURE 7, PAGE 12.
- AFTER CONNECTING PUSH RODS TO CONTROL LEVERS, SECURE WITH PUSH-RINGS, AND SLIDE THE TEMP POTENTIOMETER ASSEMBLY UNDER MOUNTING BRACKET. SECURE ASSEMBLY TO MOUNTING BRACKET WITH 8-32 x 3/4" PAN HEAD SCREW FROM BOTTOM SIDE OF THE ASSEMBLY INTO MOUNTING BRACKET. AS SHOWN IN FIGURE 7b PAGE 12.
- ATTACH THE FRESH AIR CABLE BRACKET TO CONTROL PANEL AND TEMP. POTENTIOMETER ASSEMBLY WITH 8-32 x 3/4" PAN-HEAD SCREW. ONCE THE SCREW PASSES THRU ASSEMBLY THREAD 8-32 NYLOCK NUT TO THE SCREW FROM BOTTOM SIDE OF ASSEMBLY AND TIGHTEN AS SHOWN IN FIGURE 7b, PAGE 12.
- INSTALL FRESH AIR CABLES TO FRESH AIR LEVER, SECURE WITH CLEVIS PIN, NYLON WASHERS, 3/16" FLAT WASHER AND 3/32" COTTER PIN. SEE FIGURE 7b PAGE 12.
- ATTACH FRESH AIR CABLES WITH CABLE CLAMPS TO FRESH AIR CABLE MOUNTING BRACKET, SECURE WITH 8-32 x 3/4" SCREW AND 8/32 NYLOCK NUT.

MODE SELECTOR SWITCH ASSEMBLY

- LOCATE MODE SELECTOR SWITCH ASSEMBLY
- ATTACH SELECTOR PUSH-ROD TO LEVER AND SECURE WITH PUSH-RING. SEE FIGURE 6, PAGE 11.
- ATTACH MODE SELECTOR SWITCH ASSEMBLY USING O.E.M HOLES IN CONTROL PANEL WITH TWO 8-32 SELF TAPPING SCREWS. SEE FIGURE 6, PAGE 11.

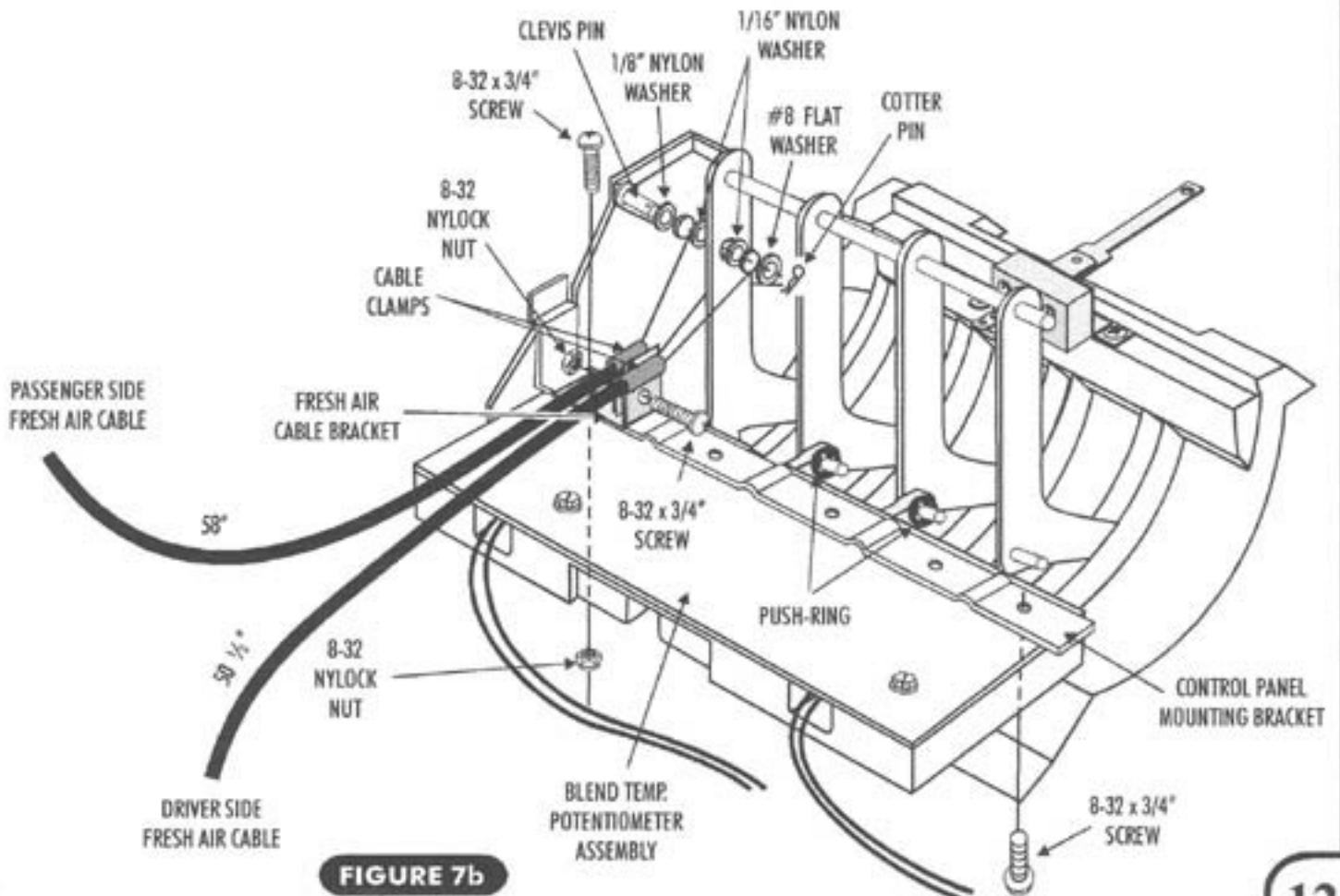
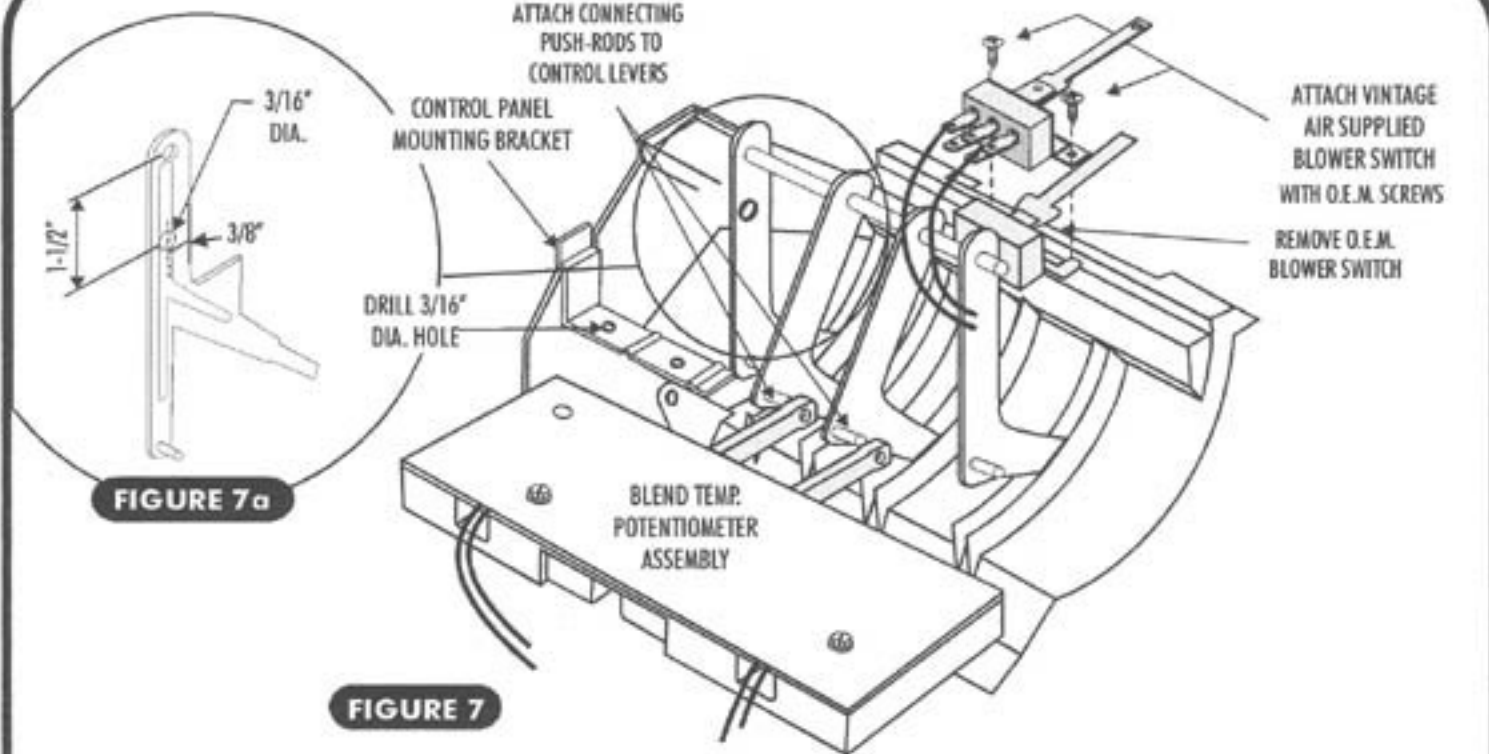
MODE SELECTOR SWITCH ASSEMBLY ILLUSTRATION



CONTROL CABLES AND WIRING

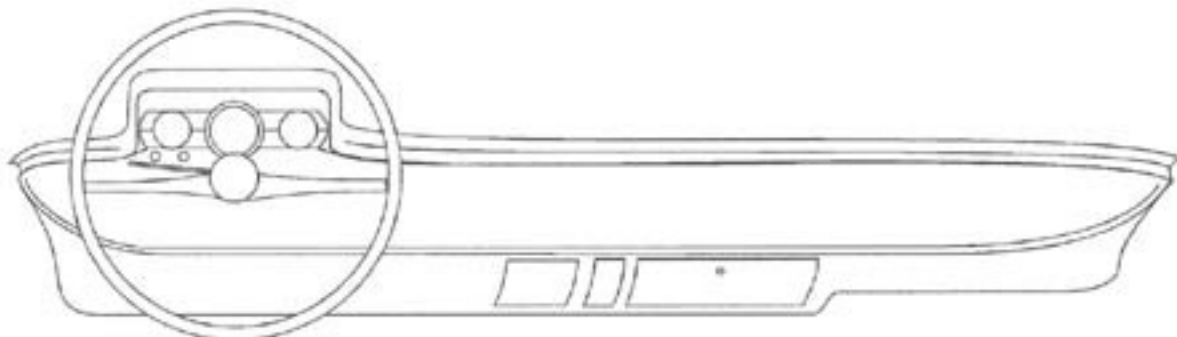
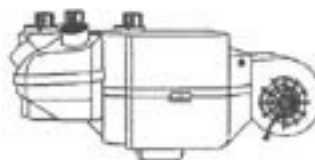
- ROUTE THE FRESH AIR CABLES THROUGH THE ORIGINAL CABLE HOLES IN THE FIREWALL. USING CABLE CLAMPS, CONNECT CABLE TO THE BUTTERFLY DOOR IN THE LEFT AND RIGHT FRONT FENDER. ADJUST CABLES, AND VERIFY THAT BOTH BUTTERFLY DOORS CLOSE COMPLETELY.



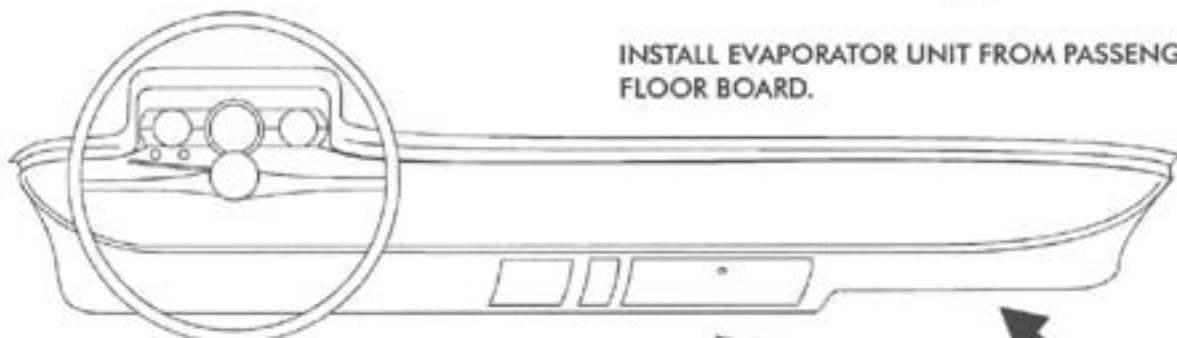


EVAPORATOR INSTALLATION

- ON A WORK BENCH, INSTALL EVAPORATOR REAR BRACKETS, AND INSTALL EVAPORATOR HARDLINES WITH PROPERLY LUBRICATED O-RINGS. (SEE FIGURE 18, PAGE 22, AND FIGURE 15b, PAGE 19.)
- INSTALL FRONT MOUNTING BRACKET TO EVAPORATOR UNIT WITH 1/4-20 x 1/2" BUTTON HEAD SCREW & WASHER TIGHTEN AS SHOWN IN FIGURE 9, PAGE 14. LOOSELY ATTACH FRONT MOUNTING BRACKET TO DASH WITH 1/4-20 x 1" BOLT, WASHER AND NUT. SEE FIGURE 8 BELOW.
- LIFT EVAPORATOR UNIT UP & UNDER THE DASHBOARD (SEE FIGURES 8-8a BELOW & FIGURE 8b, PAGE 14). SECURE LOOSELY TO THE FIREWALL FROM THE ENGINE COMPARTMENT SIDE WITH (2) 1/4-20 x 1" BOLTS AND WASHERS. SEE FIGURE 9, PAGE 14 & FIGURE 16, PAGE 20.
- INSTALL CENTER A/C PLENUM TO EVAPORATOR WITH (2) 10/32 x 1/2" SCREWS. SEE FIGURE 9, PAGE 14.
- LOOSELY SECURE THE CENTER PLENUM TO DASH WITH THE CENTER PLENUM MOUNTING BRACKET, USING A 1/4-20 x 1" BOLT AND WASHER. SEE FIGURE 9, PAGE 14.
- VERIFY THAT EVAPORATOR UNIT IS LEVEL AND SQUARE TO THE DASH, THEN TIGHTEN ALL SECURING BOLTS. (**NOTE:** TIGHTEN THE TWO BOLTS ON FIREWALL FIRST, THEN THE FRONT MOUNTING BRACKET BOLT AND NUT. TIGHTEN THE CENTER PLENUM MOUNTING BOLT LAST).


FIGURE 8


INSTALL EVAPORATOR UNIT FROM PASSENGER SIDE FLOOR BOARD.


FIGURE 8a


ROTATE EVAPORATOR UNIT SO LINES PASS THROUGH OPENING IN FIREWALL AND LIFT INTO PLACE.

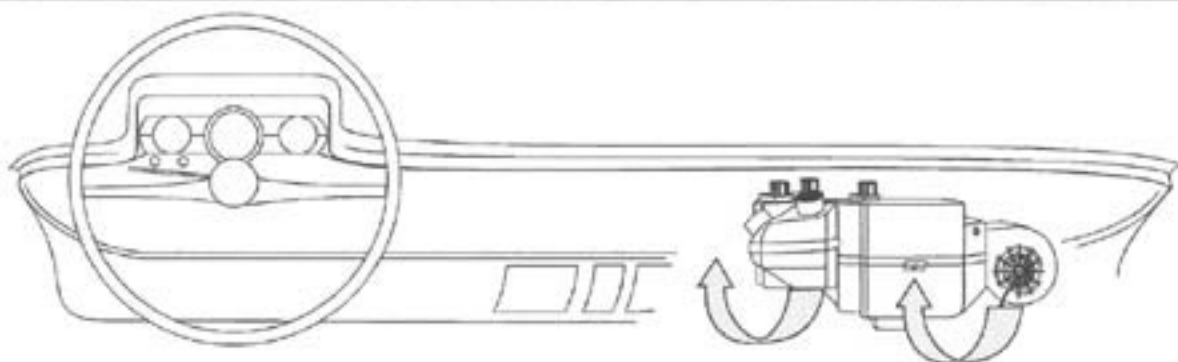
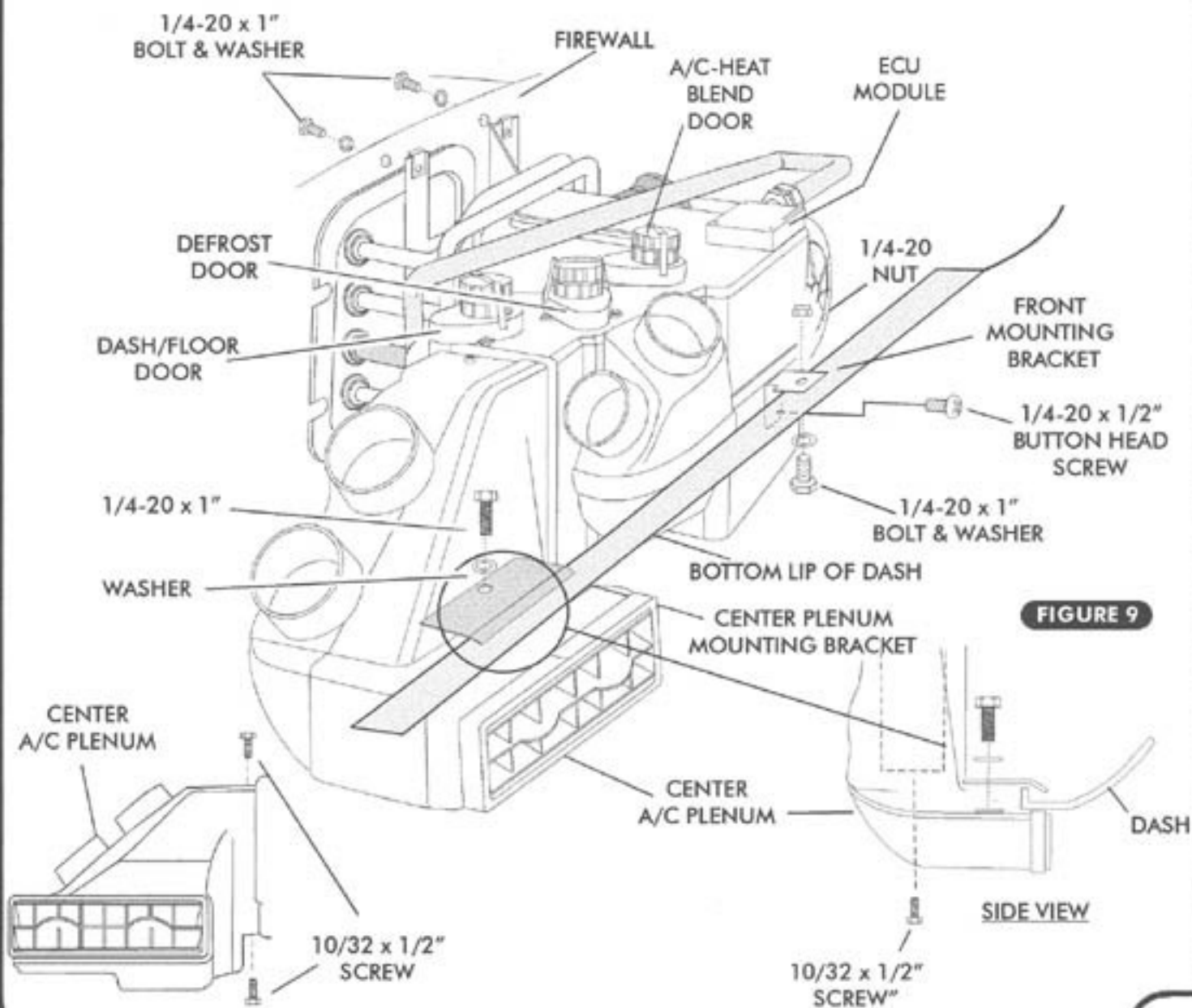


FIGURE 8b

ONCE INTO PLACE SECURE EVAPORATOR UNIT TO FIREWALL.



DUCT & DRAIN HOSE ROUTING

- DRILL 5/8" HOLE IN FIREWALL FOR DRAIN HOSE, USE FIREWALL HOLE TEMPLATE ON PAGE 25. SEE FIGURE 16, PAGE 20.
- CONNECT DRAIN HOSE TO BOTTOM OF EVAPORATOR UNIT AND ROUTE TO FIREWALL (SEE FIGURE 16, PAGE 20).
- INSTALL DUCT HOSES AS SHOWN IN FIGURE 10 BELOW.
- INSTALL DRIVER & PASSENGER UNDER-DASH LOUVERS. SEE FIGURE 11, PAGE 16.

CONTROL WIRING

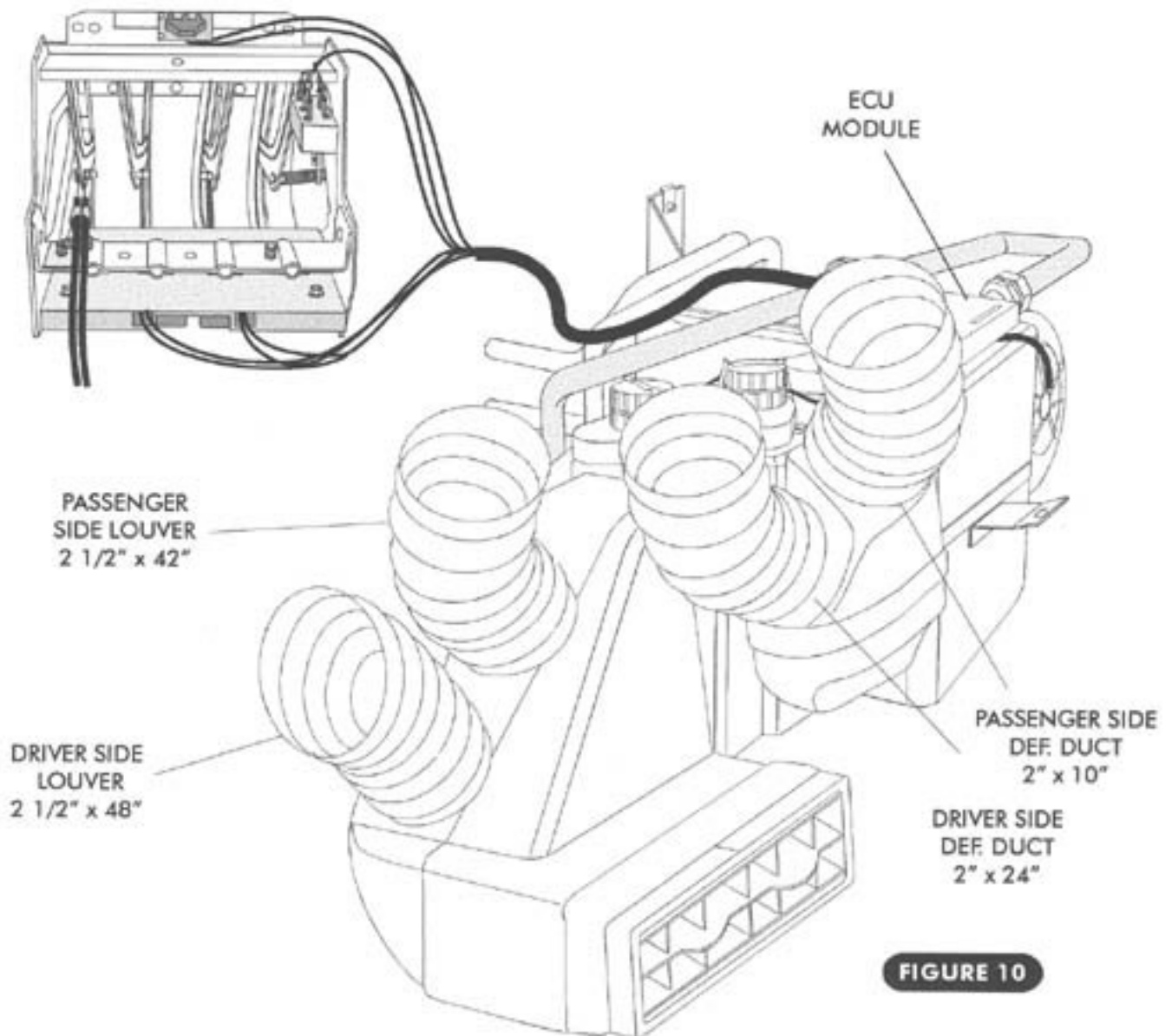
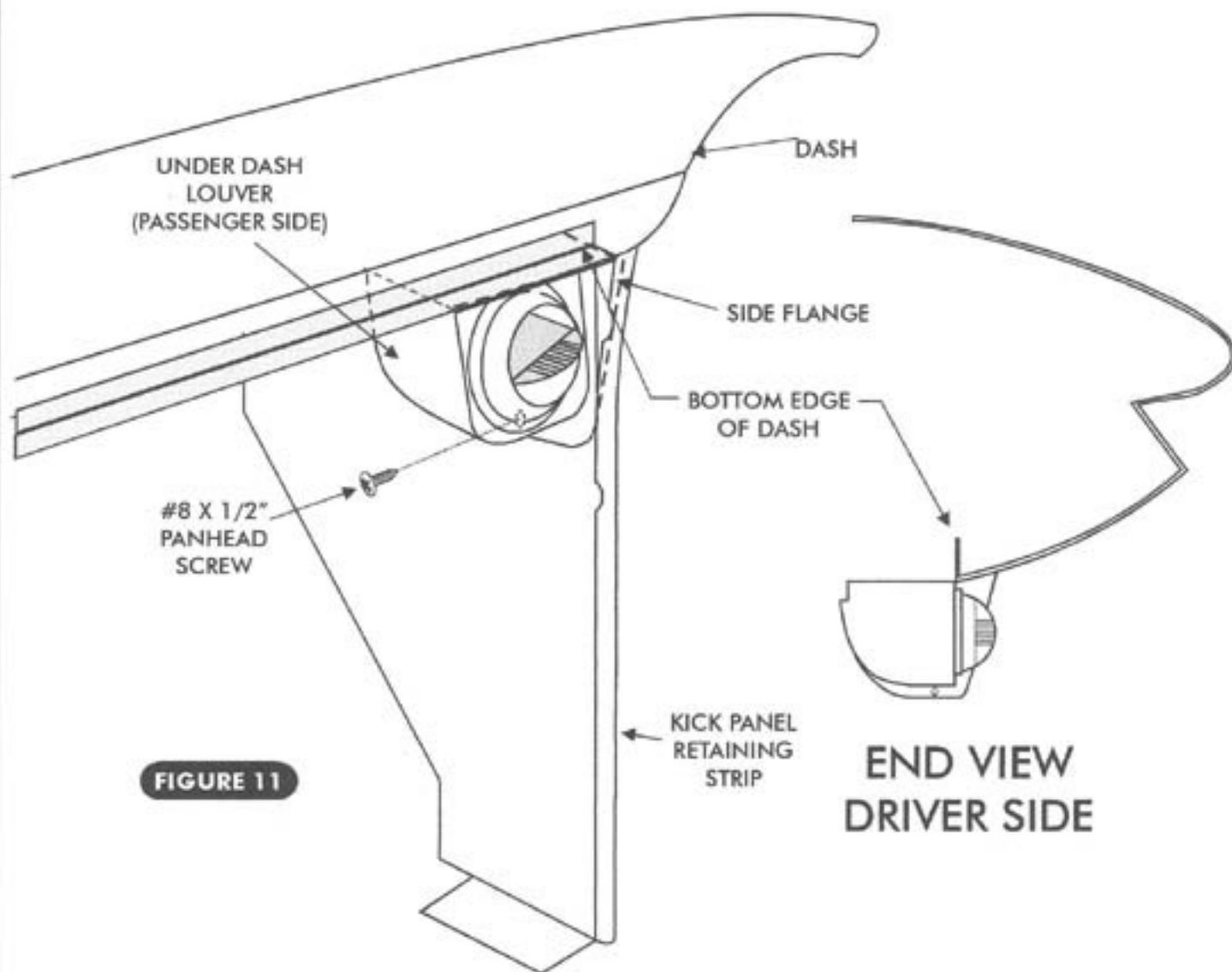


FIGURE 10

PASSENGER AND DRIVER SIDE UNDER DASH LOUVER INSTALLATION

FIGURE 11

- INSTALL PASSENGER AND DRIVER SIDE BALL LOUVERS BY SLIDING THE SIDE FLANGE OF BALL LOUVER BETWEEN THE KICK PANEL AND KICK PANEL RETAINING STRIP.
- SLIDE LOUVER UP TOWARDS BOTTOM OF DASH UNTIL THE LOUVER IS SEATED AGAINST DASH, AND SECURE TO KICK PANEL WITH SUPPLIED #8 x 1/2" PANHEAD SCREW. SEE FIGURE 11 ABOVE.

HARDLINE & HOSE INSTALLATION

STANDARD HOSE KIT

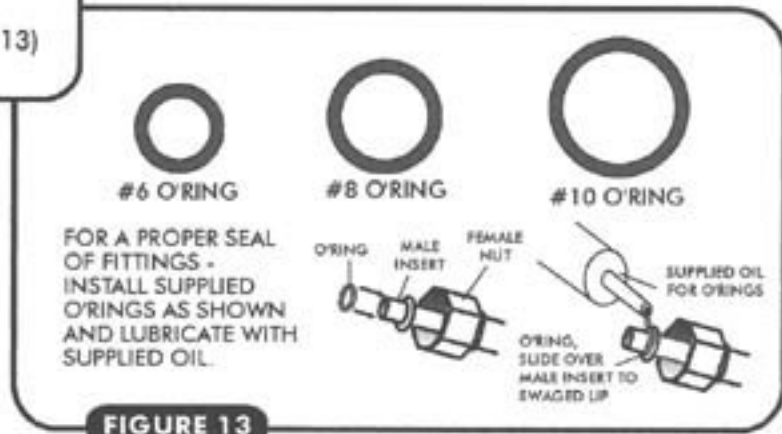
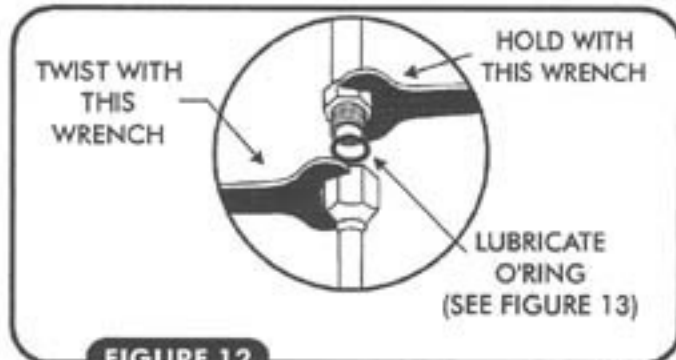
- LOCATE THE TWO COMPRESSOR ALUMINUM HARDLINE EXTENSIONS. SEE FIGURE 15, PAGE 19.
- LOCATE THE #8 COMPRESSOR ALUMINUM HARDLINE. LUBRICATE (1) #8 O-RING AND INSTALL ON THE FEMALE O-RING END. CONNECT THIS LINE TO THE #8 DISCHARGE PORT ON THE COMPRESSOR, AND TIGHTEN. SEE FIGURE 15, PAGE 19.
- LOCATE THE #10 COMPRESSOR ALUMINUM HARDLINE. LUBRICATE (1) #10 O-RING AND INSTALL ON THE FEMALE O-RING END. CONNECT THIS LINE TO THE #10 SUCTION PORT ON THE COMPRESSOR, AND TIGHTEN. SEE FIGURE 15, PAGE 19.
- SECURE THE TWO COMPRESSOR HARDLINES TO THE COMPRESSOR, USING THE SUPPLIED CLAMP. SEE FIGURE 15a, PAGE 19.
- LOCATE THE #8 RUBBER HOSE. THIS HOSE WILL CONNECT TO THE #8 ALUMINUM COMPRESSOR HARDLINE AND #8 ALUMINUM HARDLINE FROM CONDENSER. LUBRICATE (2) #8 O-RINGS, AND INSTALL ONE ON EACH END OF THE #8 RUBBER HOSE. ROUTE HOSE AS SHOWN IN FIGURE 15, PAGE 19 AND TIGHTEN. **NOTE: THE 90° DEGREE HOSE END CONNECTS TO THE CONDENSER HARDLINE.**
- PASS THE #6 LIQUID LINE THRU THE BOTTOM HOLE IN FIREWALL COVER. SEE FIGURE 15b, PAGE 19.
- PULL FIREWALL COVER BACK AND INSTALL THE #6 LIQUID LINE, LUBRICATE (1) #6 O-RING AND TIGHTEN. SEE FIGURE 15b, PAGE 19.
- SECURE THE FIREWALL COVER USING TWO O.E.M RETAINING BRACKETS. SEE FIGURE 16, PAGE 20.
- LOCATE THE #10 RUBBER HOSE. THIS HOSE WILL CONNECT TO THE #10 ALUMINUM COMPRESSOR HARDLINE AND #10 ALUMINUM HARDLINE FROM EVAPORATOR. LUBRICATE (2) #10 O-RINGS, AND INSTALL ONE ON EACH END OF THE #10 RUBBER HOSE. ROUTE HOSE AS SHOWN IN FIGURE 15, PAGE 19 AND TIGHTEN. **NOTE: THE 90° DEGREE HOSE END CONNECTS TO THE COMPRESSOR HARDLINE.**
- INSTALL HEATER HOSES TO HEATER LINES AND ROUTE AS SHOWN IN FIGURE 15-15b, PAGE 19. SECURE WITH HOSE CLAMPS. **NOTE: THIS KIT DOES NOT CONTAIN HEATER HOSE. YOU MUST PURCHASE 5/8" DIA. HEATER HOSE FROM YOUR LOCAL PARTS RETAILER.**

MODIFIED HOSE KIT

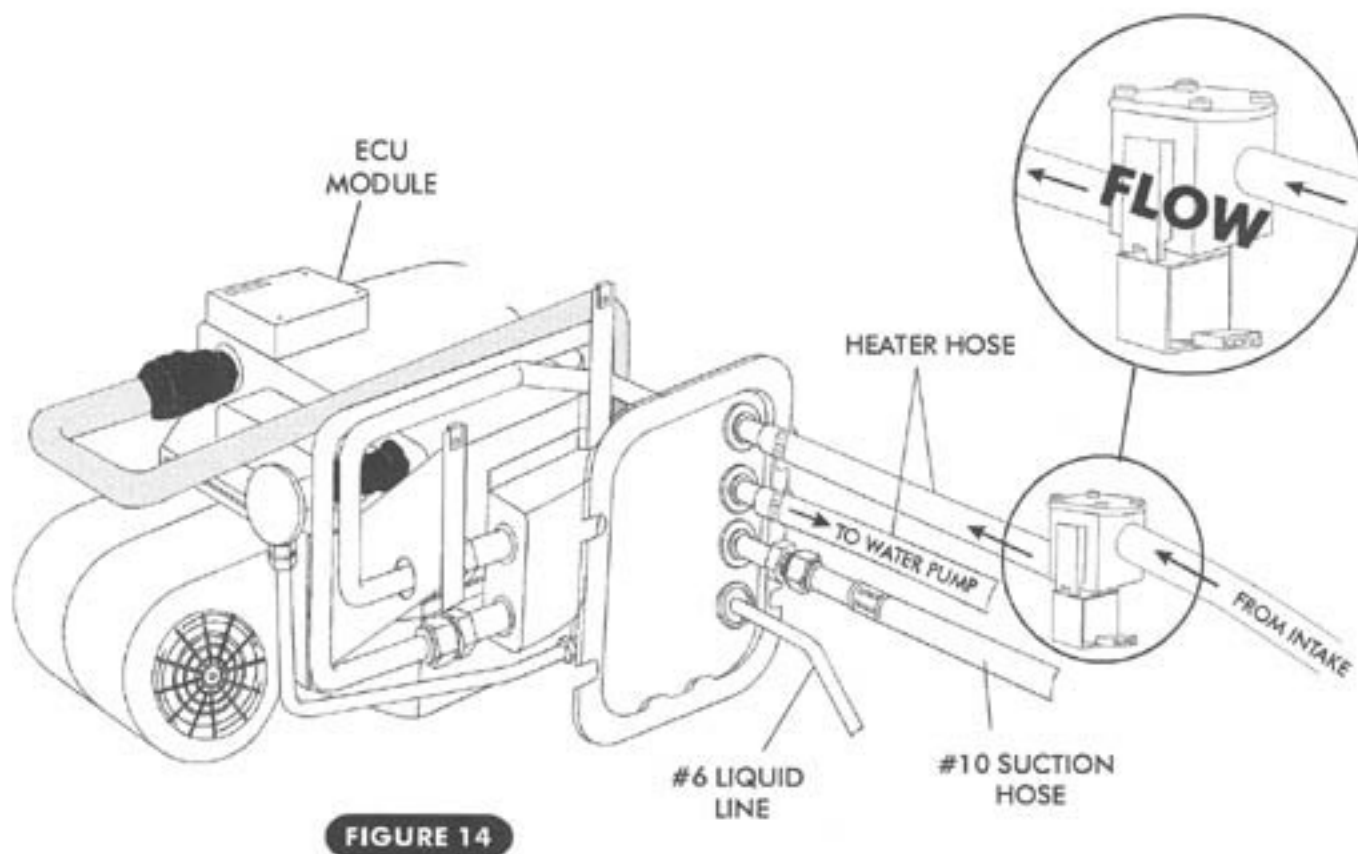
- REFER TO SEPARATE INSTRUCTIONS INCLUDED WITH MODIFIED HOSE KIT.

HEATER CONTROL VALVE & #6 LIQUID LINE

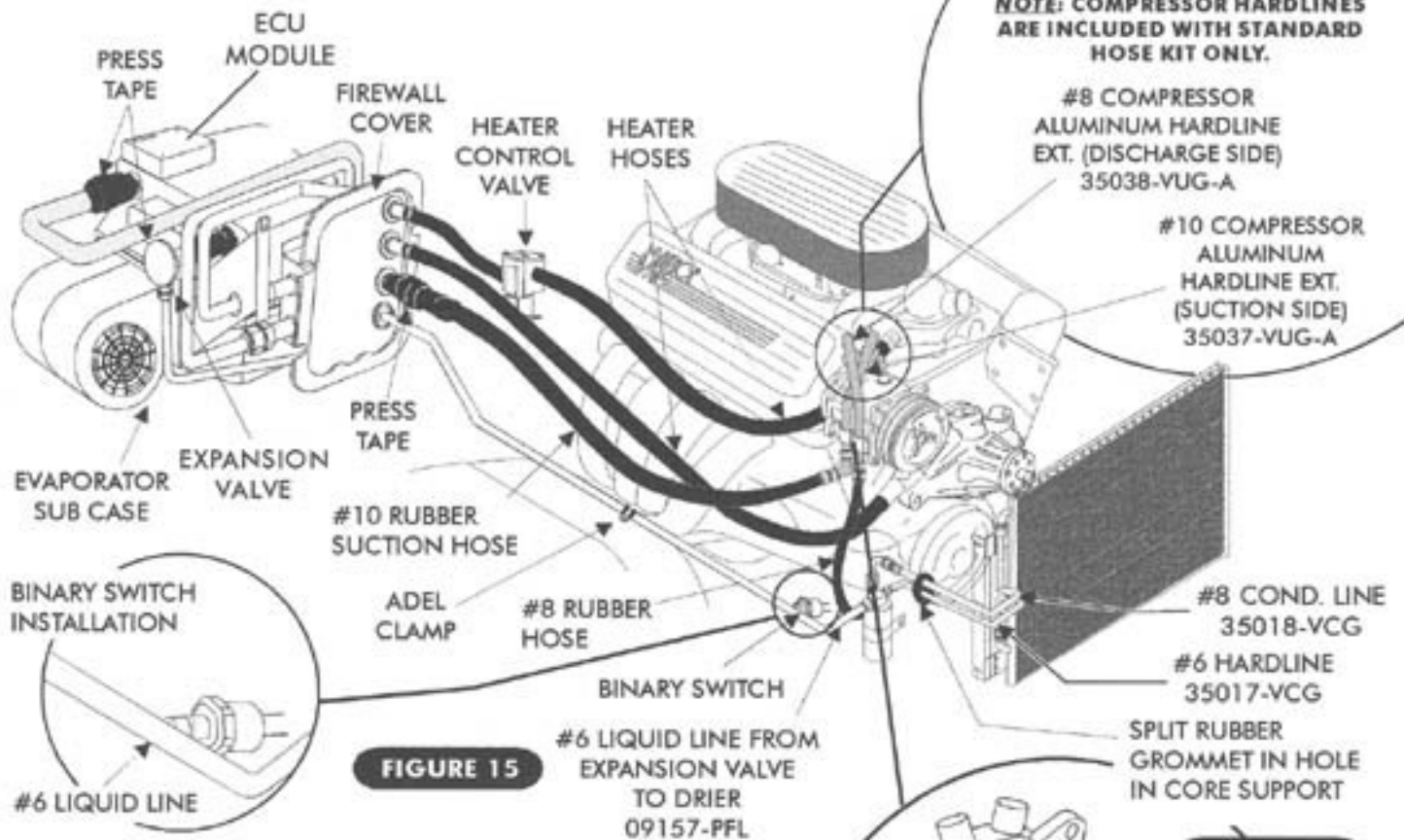
- INSTALL HEATER CONTROL VALVE IN-LINE WITH INTAKE MANIFOLD (PRESSURE SIDE) HEATER HOSE. SEE FIGURE 14, PAGE 18.
- INSTALL THE #6 LIQUID LINE TO DRIER WITH LUBRICATED O-RING AND TIGHTEN. FIGURE 15, PAGE 19
- INSTALL BINARY SWITCH ON #6 LIQUID LINE. SEE FIGURE 15, PAGE 19.
- SECURE THE #6 LIQUID LINE TO THE FENDER USING THE SUPPLIED ADEL CLAMP. SEE FIGURE 15, PAGE 19.



HEATER CONTROL VALVE INSTALLATION



AC/HEAT HOSE & LINE ROUTING



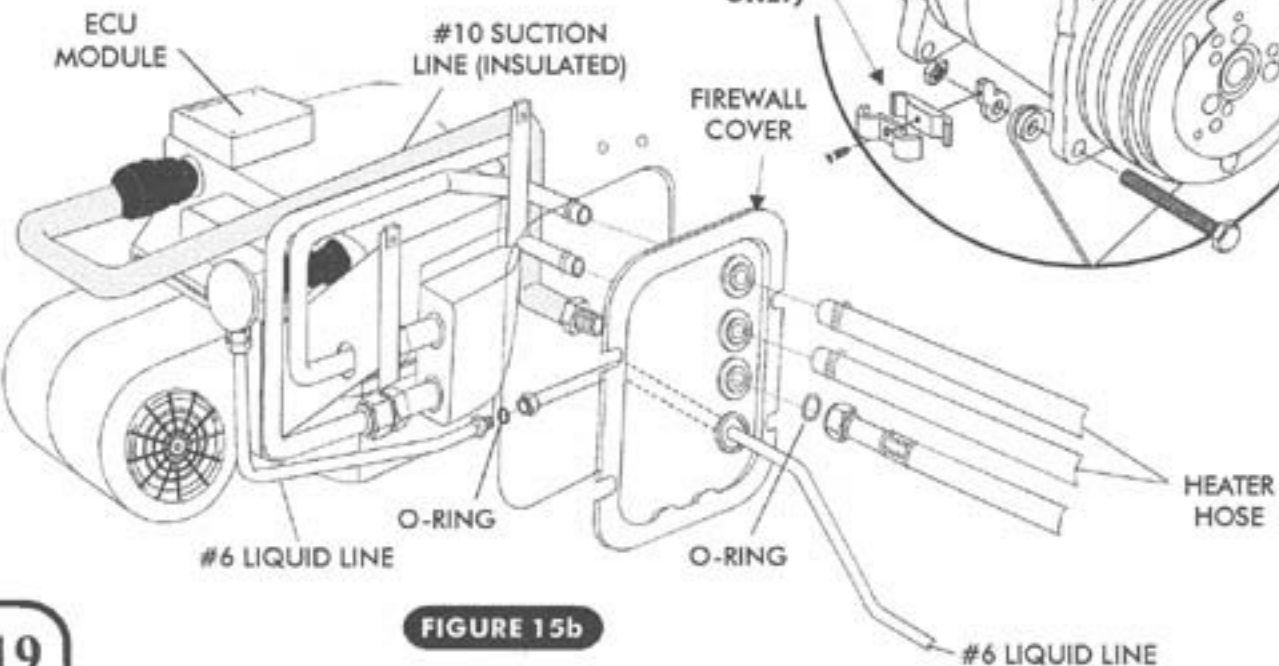
BINARY SWITCH INSTALLATION



FIGURE 15a

NOTE: MODIFIED HOSE KITS INCLUDE 2 - 135° COMPRESSOR FITTINGS. (REFER TO MODIFIED HOSE KIT INSTRUCTIONS INCLUDED WITH HOSE KIT.)

ALUMINUM CLAMP (STANDARD HOSE KIT ONLY)



FIREWALL COVER & FRESH AIR CAP

□ INSTALL FRESH AIR CAP TO FRESH AIR DUCT UNDER PASSENGER SIDE FENDER AS SHOWN IN FIGURE 16 BELOW.

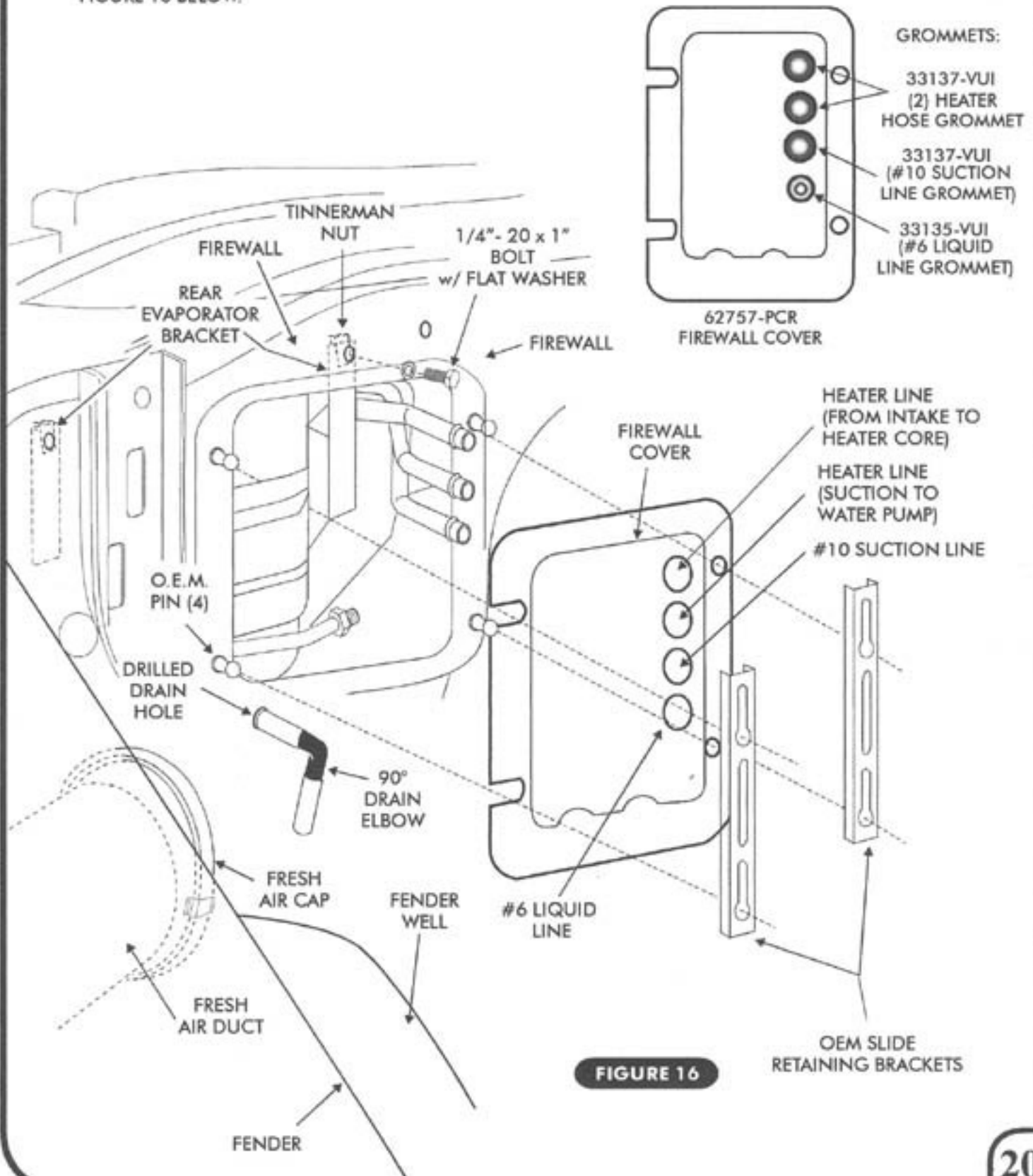


FIGURE 16

FINAL STEPS

- INSTALL CONTROL PANEL AND WIRE ACCORDING TO WIRING DIAGRAM ON PAGE 23.
- PLUG CONTROL SWITCH HARNESS INTO ECU MODULE. (NOTE: PLUG LOCATION BY ALIGNING YELLOW DOTS.) SEE WIRING DIAGRAM ON PAGE 23.

NOTE: CARE SHOULD BE TAKEN TO ENSURE THAT THE CONTROL HEAD CONNECTOR ON THE TOP OF THE ECU IS PROPERLY ALIGNED WITH THE CORRESPONDING PINS. IT IS POSSIBLE TO INSTALL THE CONNECTOR ONE PIN OFF TO THE LEFT OR RIGHT. IF THE CONNECTOR IS INSTALLED IMPROPERLY THE FAN WILL RUN ON HIGH.

- INSTALL GLOVE BOX BOTTOM AND GLOVE BOX DOOR, SECURE TO DASH WITH (3) O.E.M. SCREWS. SEE FIGURE 17, BELOW.
- WITH GLOVE BOX BOTTOM AND DOOR IN PLACE, INSTALL GLOVE BOX TOP TO THE S-CLIPS ON THE GLOVE BOX BOTTOM, AND SECURE TOP TO DASH WITH (5) O.E.M. SCREWS. SEE FIGURE 17 BELOW.

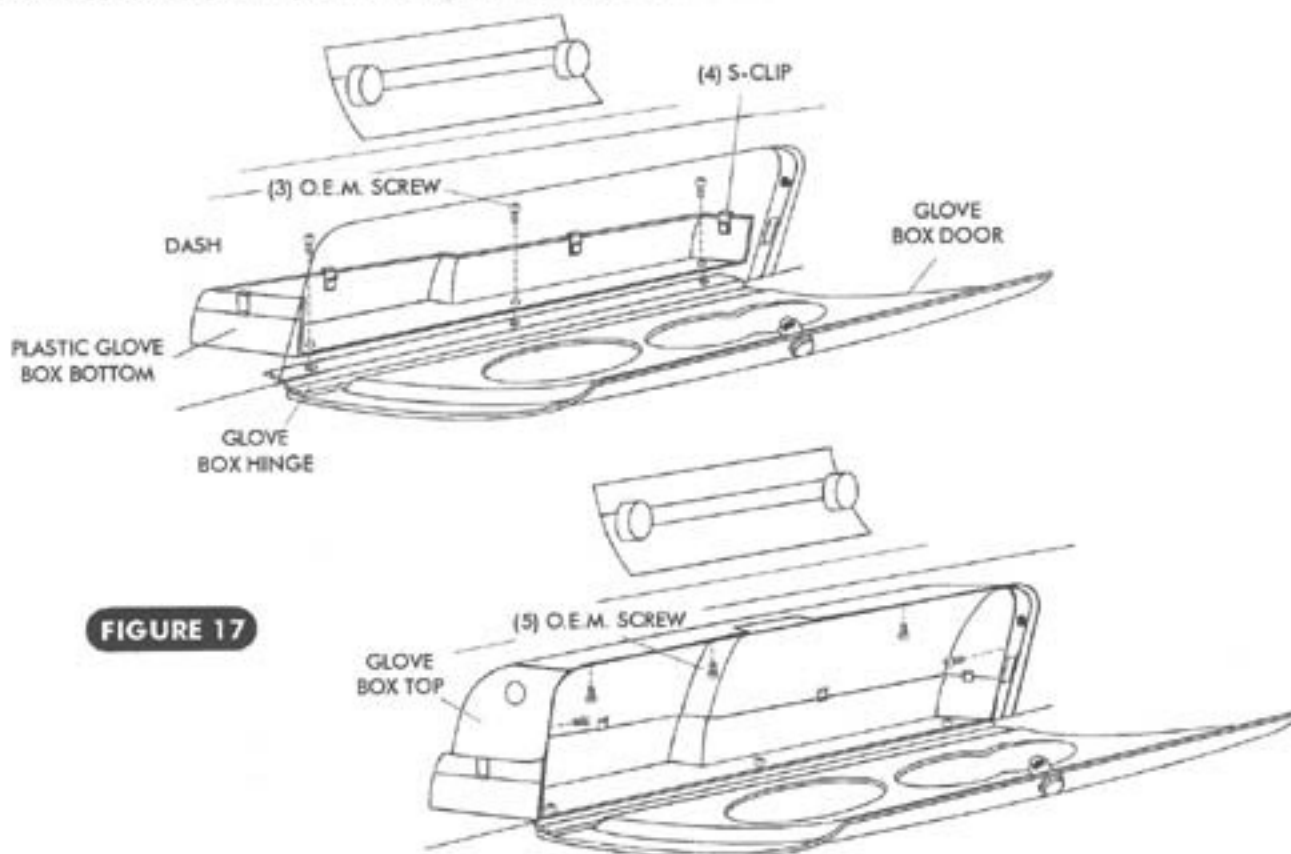
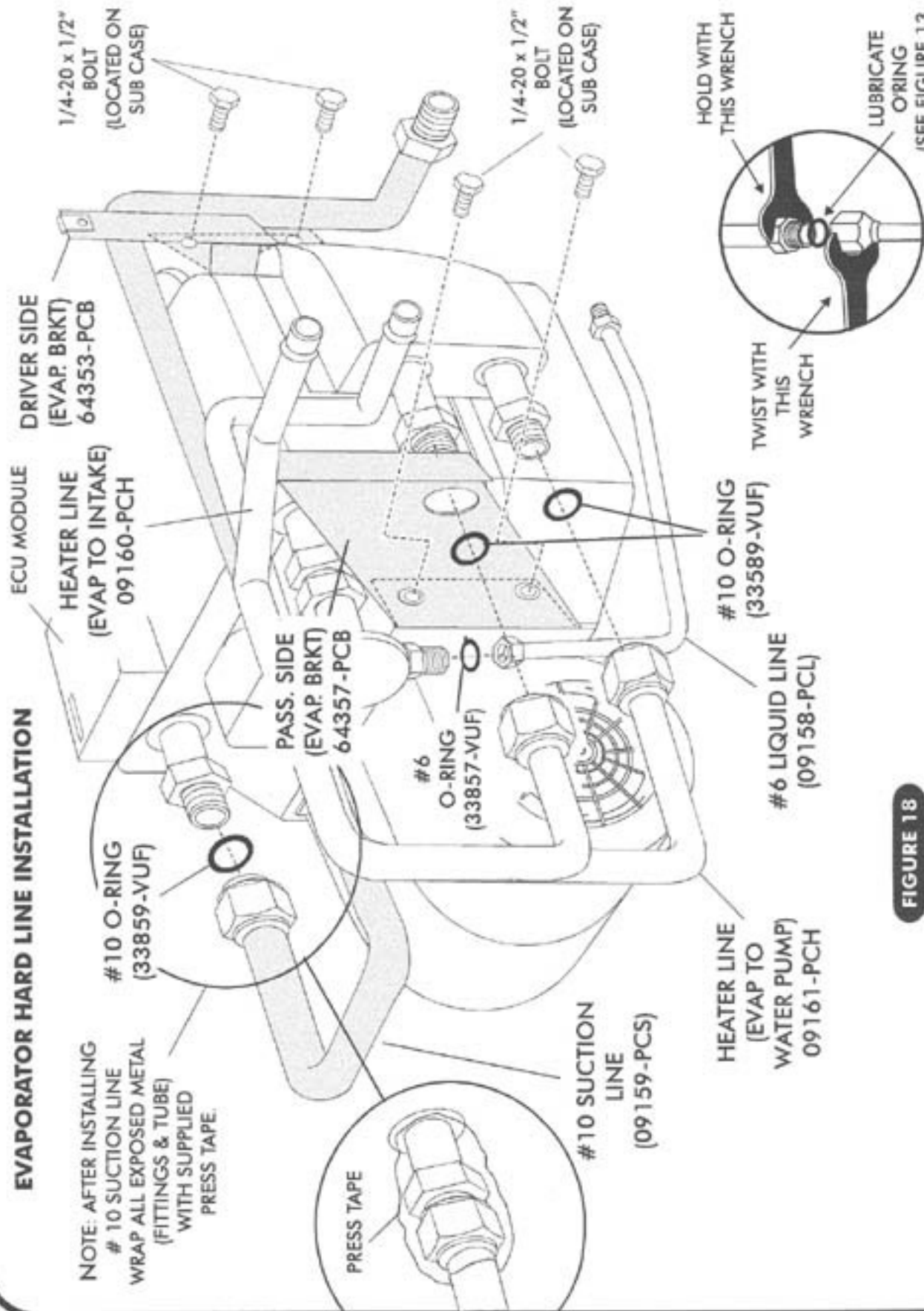


FIGURE 17

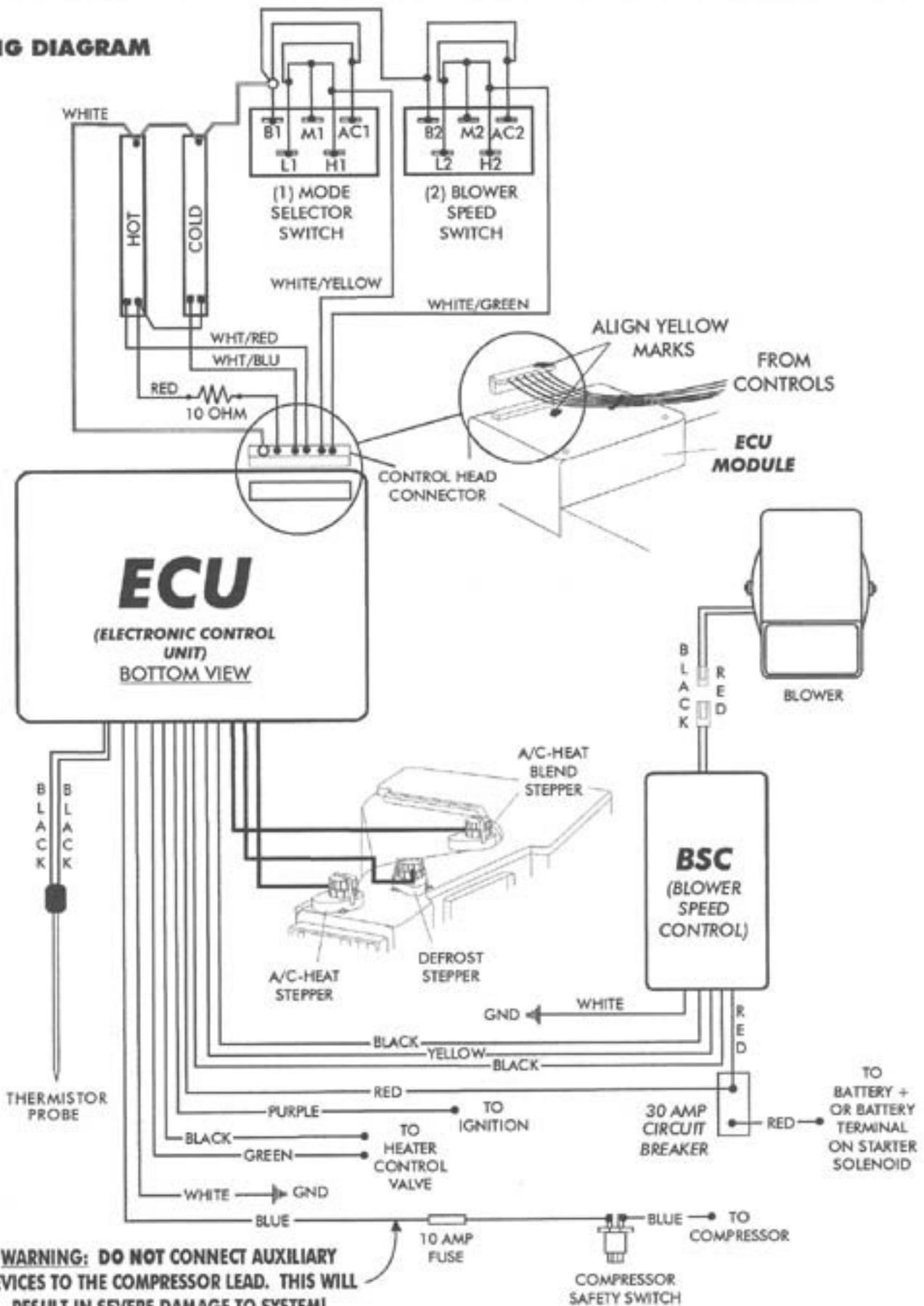
- REINSTALL ALL PREVIOUSLY REMOVED ITEMS (BATTERY BOX & BATTERY).
- FILL RADIATOR WITH AT LEAST A 50/50 MIXTURE OF APPROVED ANTIFREEZE AND WATER. IT IS THE OWNER'S RESPONSIBILITY TO KEEP THE FREEZE PROTECTION AT THE PROPER LEVEL FOR THE CLIMATE IN WHICH THE VEHICLE IS OPERATED. FAILURE TO FOLLOW ANTIFREEZE RECOMMENDATIONS WILL CAUSE HEATER CORE TO CORRODE PREMATURELY AND POSSIBLY BURST IN AC MODE AND/OR FREEZING WEATHER, VOIDING YOUR WARRANTY.
- DOUBLE CHECK ALL FITTINGS, BRACKETS AND BELTS FOR TIGHTNESS.
- VINTAGE AIR RECOMMENDS THAT ALL AC SYSTEMS BE SERVICED BY A CERTIFIED AUTOMOTIVE AIR CONDITIONING TECHNICIAN.
- EVACUATE THE SYSTEM FOR A MINIMUM OF 45 MINUTES PRIOR TO CHARGING AND LEAK CHECK PRIOR TO SERVICING.
- CHARGE THE SYSTEM TO THE CAPACITIES STATED ON THE INFORMATION PAGE (PAGE 4) OF THIS INSTRUCTION MANUAL.

EVAPORATOR HARD LINE INSTALLATION

NOTE: AFTER INSTALLING # 10 SUCTION LINE WRAP ALL EXPOSED METAL (FITTINGS & TUBE) WITH SUPPLIED PRESS TAPE.


FIGURE 18

WIRING DIAGRAM

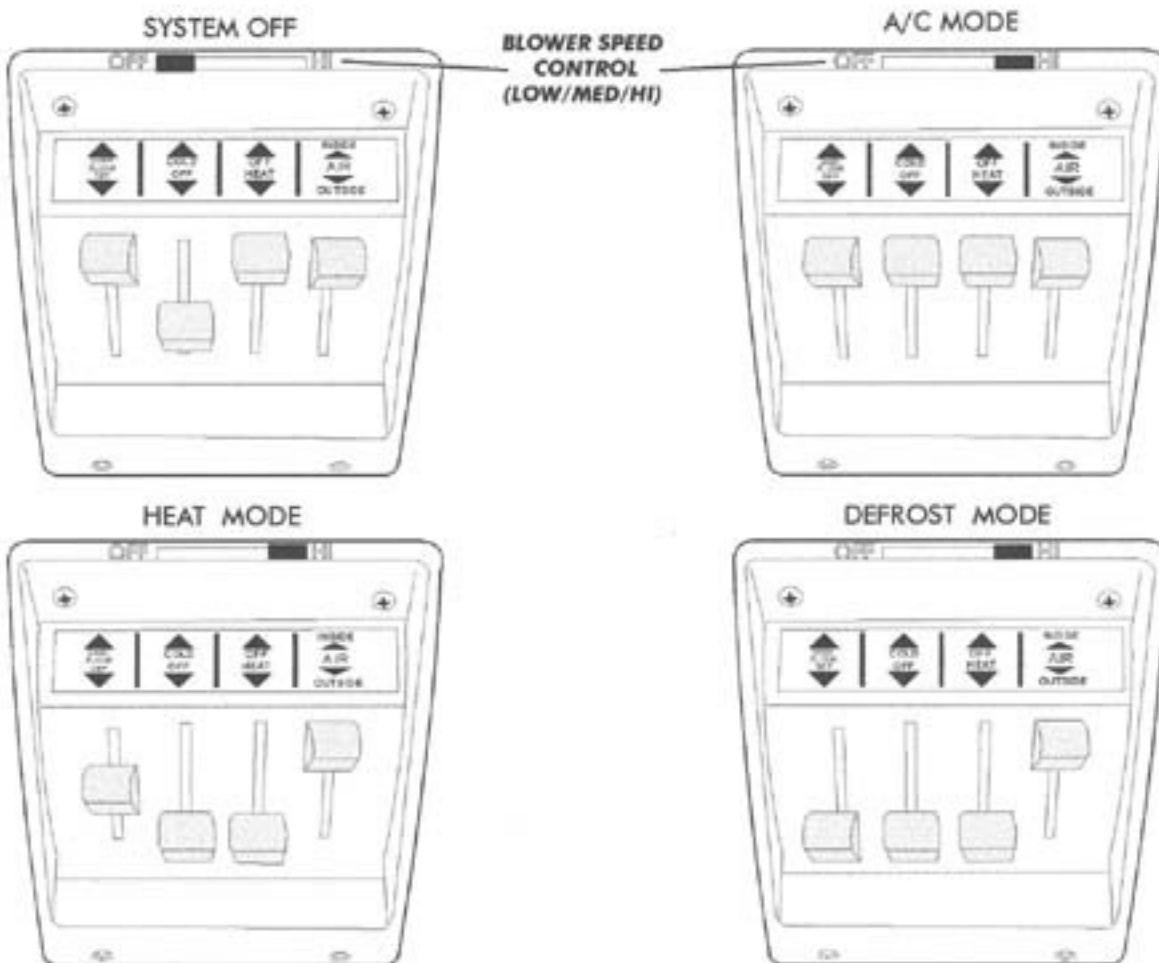


WARNING: DO NOT CONNECT AUXILIARY DEVICES TO THE COMPRESSOR LEAD. THIS WILL RESULT IN SEVERE DAMAGE TO SYSTEM!

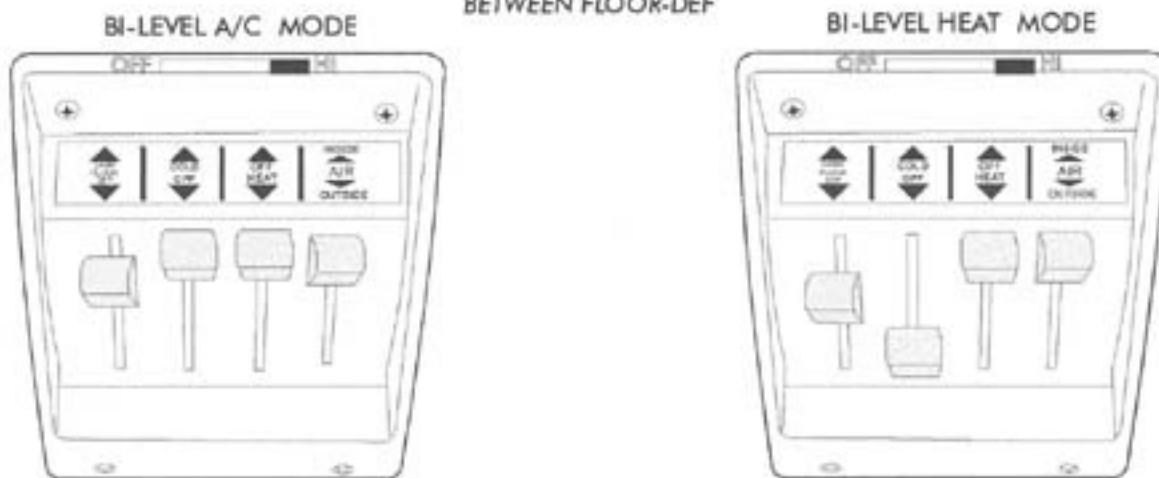
OPERATION OF CONTROLS

FOR MAXIMUM COOLING AND HEATING, THE AIR LEVER MUST BE IN "INSIDE MODE" POSITION

NOTE: WHEN BATTERY POWER IS FIRST CONNECTED TO THE ECU, THE COMPUTER GOES THROUGH AN INITIALIZATION SEQUENCE. THIS INITIALIZATION MAY TAKE UP TO 30 SECONDS. DURING INITIALIZATION THE BLOWER WILL NOT OPERATE, BUT THE DOORS INSIDE THE UNIT WILL BE OPERATING. A LOW BATTERY OR DISCONNECTING THE BATTERY MAY ALSO TRIGGER A RE-INITIALIZATION. DURING START UP, A LOW BATTERY MAY DROP BELOW 7 VOLTS, TRIGGERING RE-INITIALIZATION.



NOTE: THERE ARE TWO BI-LEVEL POSITIONS: BETWEEN DASH-FLOOR BETWEEN FLOOR-DEF

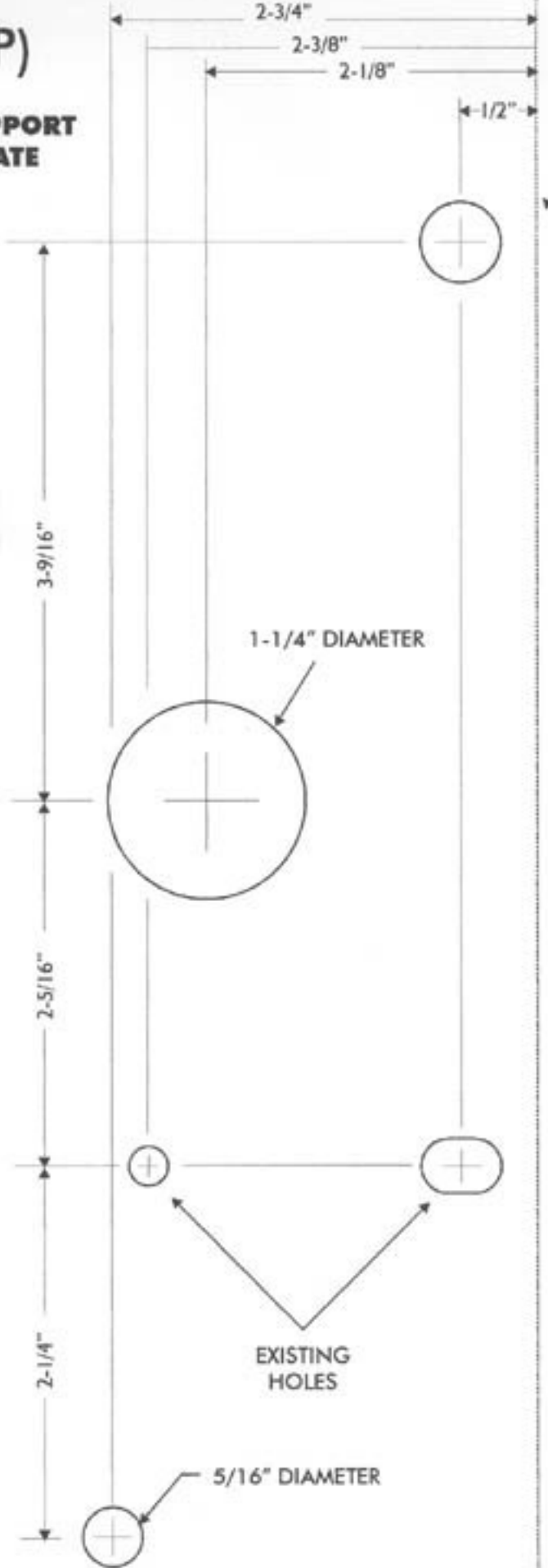


(TOP)

**CORE SUPPORT
TEMPLATE**



PASSENGER SIDE FENDER



FOLD PAGE AT THIS LINE AND POSITION AT EDGE OF CORE SUPPORT (REMOVABLE PANEL)

TROUBLE SHOOTING INFORMATION

SYMPTOM

SOLUTION

- | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> ● BLOWER STAYS ON HIGH, NO MODE FUNCTIONS
 ● PARTIAL FUNCTION OF CONTROL HEAD. (SOME FUNCTIONS WORK)
 ● COMPRESSOR DOES NOT TURN ON. (ALL OTHER FUNCTIONS WORK)

 ● NO FUNCTION AT ALL | <ul style="list-style-type: none"> ● BE SURE CONTROL HEAD CONNECTOR IS PROPERLY INSTALLED
 ● CHECK FOR DAMAGE TO CONTROL HARNESS
 ● CHECK FOR PROPER CHARGE ● CHECK COMPRESSOR FUSE
<small>(WARNING: USE ONLY 10 AMP FAST BLOW FUSE)</small> ● BE SURE AC LEVER (SECOND FROM LEFT) IS UP.

 ● CHECK MAIN POWER LEAD AFTER CIRCUIT BREAKER ● CHECK FOR POWER WITH IGNITION ON AT PURPLE WIRE ● CHECK ALL GROUNDS |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

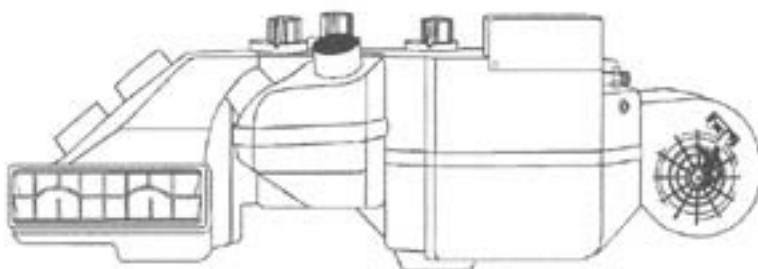
EVAPORATOR KIT PACKING LIST

EVAPORATOR KIT 56157-PCZ

No.	QTY.	PART No.	DESCRIPTION
1.	1	76157-VCE	'57 CHEV. EVAP. SUB CASE
2.	1	78158-PCN	'57 CHEV. CAR WO AC ACC. KIT

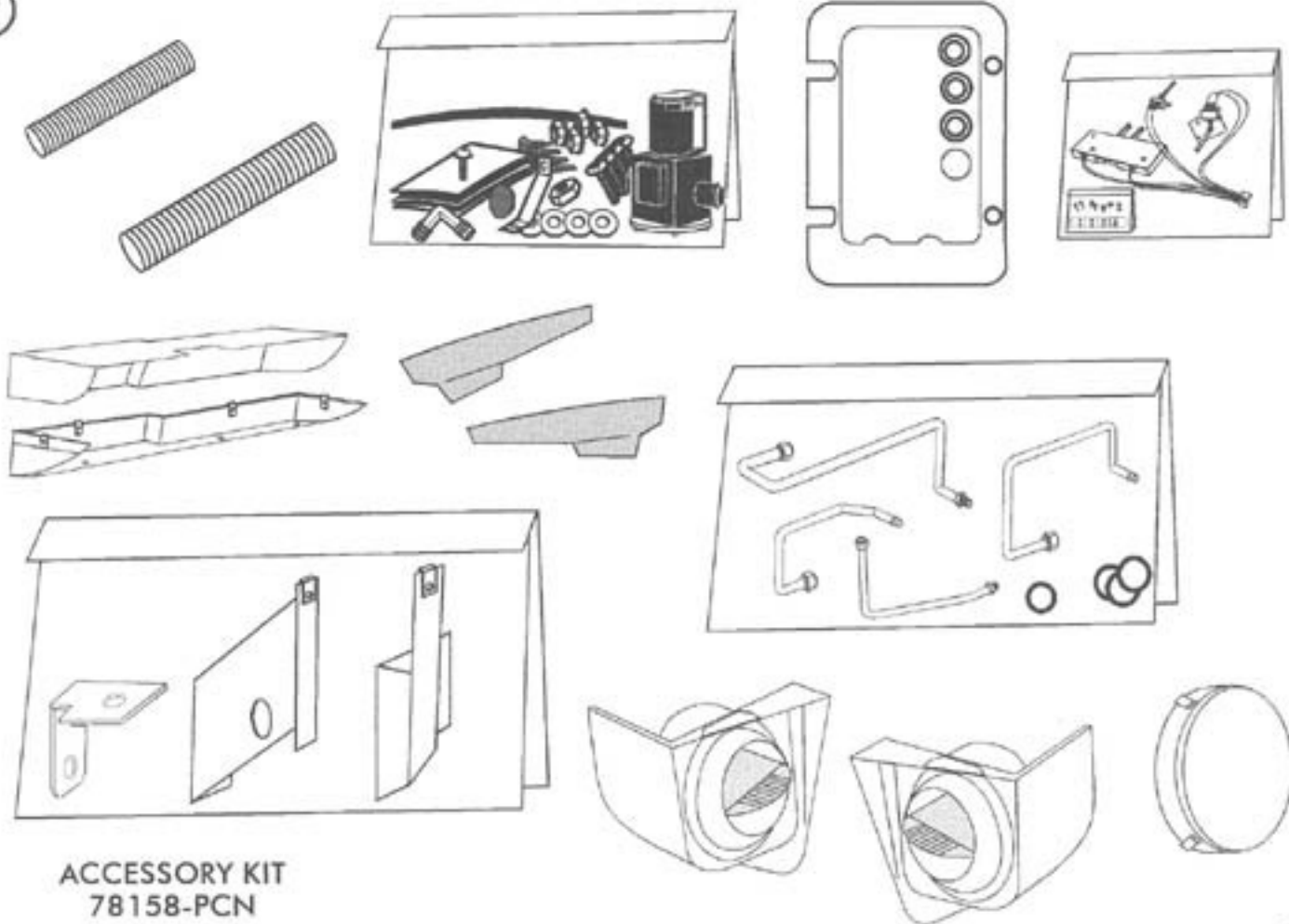
CHECKED BY: _____
 PACKED BY: _____
 DATE: _____

①



'57 CHEVY EVAP.
SUB CASE 76157-VCE

②



ACCESSORY KIT
78158-PCN