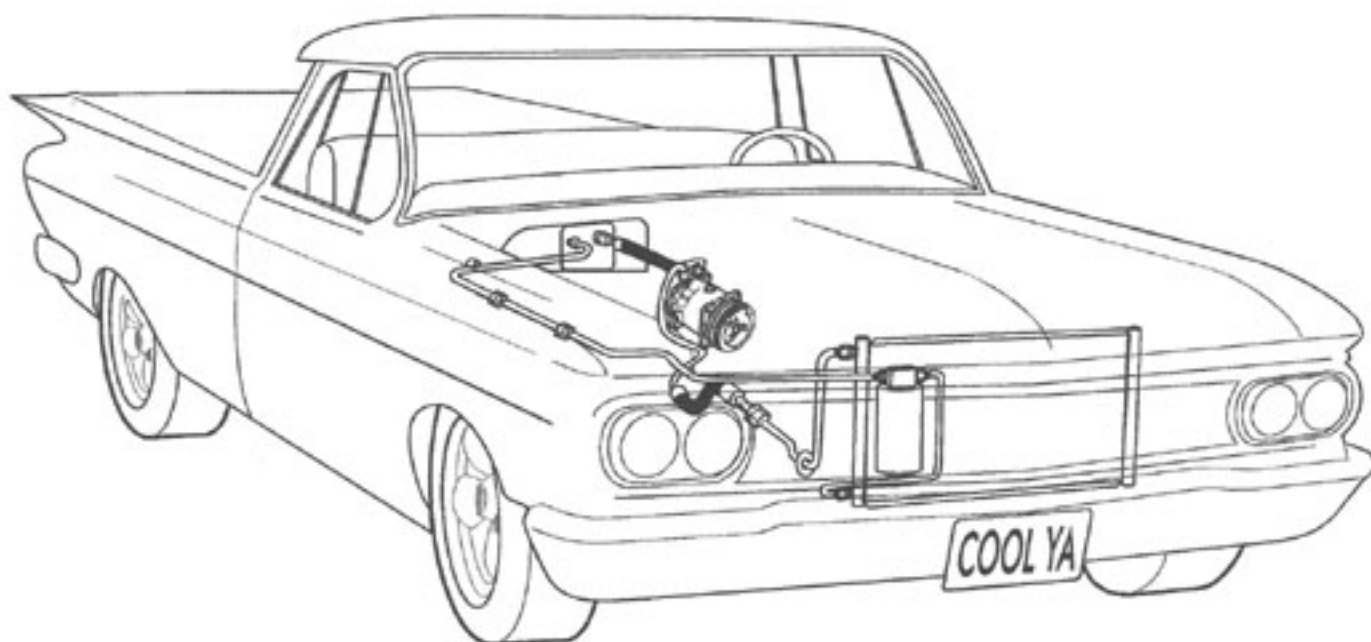


VANTAGE AIR

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

INSTALLATION INSTRUCTIONS FOR
1959 PASSENGER CAR
CUSTOM FIT 2 LEVER CONTROLS
(55059-VCZ-A)



1959 PASSENGER CAR CUSTOM KIT

IMPORTANT NOTICE-PLEASE READ

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

H.D. RADIATOR - 70059-VCR (V8) / 70659-VCR (6Cyl.)/
71859-VCR-Super Duty

SHROUD - STOCK 37159-VCF

FAN - 32518-VUF

FAN CLUTCH - 32000-VUF

SERVICE INFO:

EVACUATE THE SYSTEM FOR 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.

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

BEFORE STARTING THE AIR CONDITIONER INSTALLATION, CHECK FOR PROPER OPERATION OF ALL COMPONENTS (RADIO, LIGHTS, WIPERS, ETC.). STUDY THE INSTRUCTIONS, ILLUSTRATIONS AND DIAGRAMS.

ENGINE COMPARTMENT

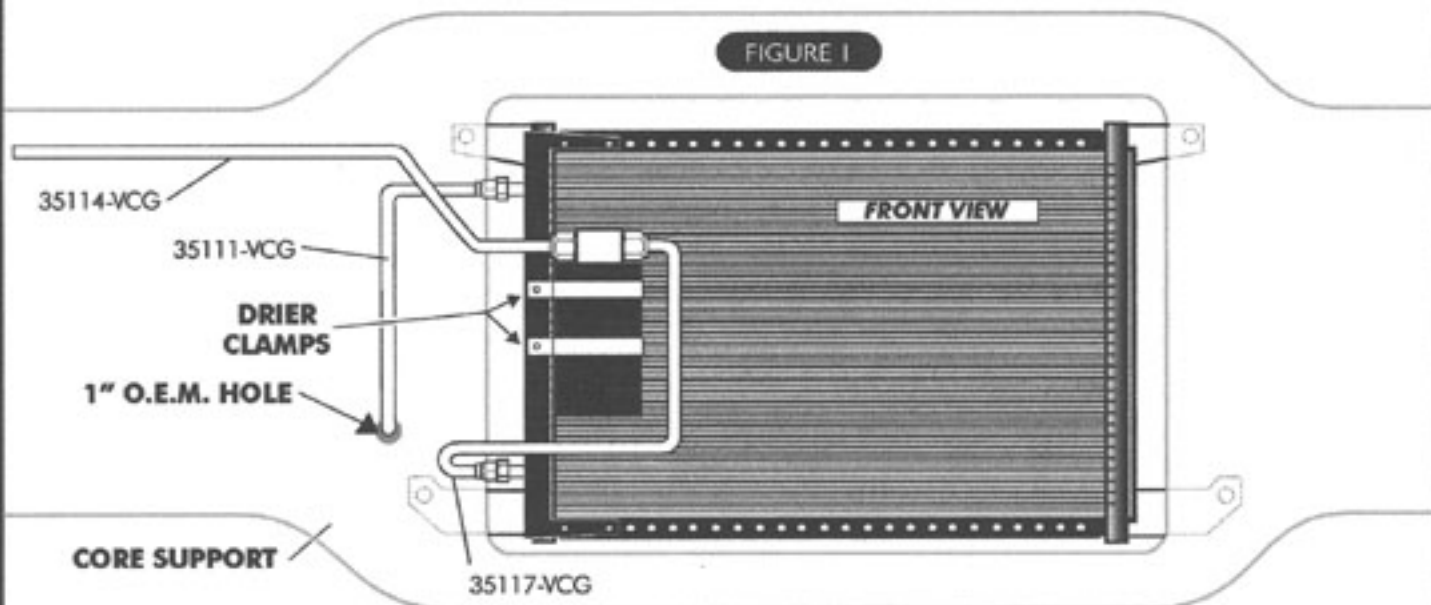
- DISCONNECT AND REMOVE BATTERY (RETAIN)
- REMOVE FRONT GRILL ASSEMBLY (RETAIN)
- DRAIN COOLANT FROM SYSTEM
- REMOVE FAN, FAN SHROUD AND RADIATOR (RETAIN).
- DISCONNECT EXISTING HEATER HOSES FROM HEATER CORE AND SEAL THE OUTLETS.

PASSENGER COMPARTMENT

- REMOVE FRONT SEAT (OPTIONAL FOR WORKING AREA IN THE VEHICLE).
- REMOVE EXISTING HEATER ASSEMBLY AND HEAT PLENUMS (DISCARD).
- REMOVE ALL EXISTING DUCT HOSE (DISCARD). NOTE: DO NOT REMOVE DEFROST DUCTS.
- REMOVE O.E.M. CONTROL PANEL (RETAIN).
- REMOVE O.E.M. CARDBOARD GLOVE BOX (DISCARD).
- REMOVE RADIO (RETAIN).
- REMOVE ASHTRAY ASSEMBLY (RETAIN).

CONDENSER ASSEMBLY

- THE CONDENSER MOUNTS BETWEEN THE RADIATOR & CORE SUPPORT, THE CONDENSER BRACKETS ARE CAPTURED BETWEEN THE RADIATOR MOUNTING FLANGES AND THE CORE SUPPORT. THE TOP AND BOTTOM BOLTS ON EACH SIDE OF THE RADIATOR PASS THROUGH THE CONDENSER BRACKETS AND SECURE THEM. SEE FIG. 1. PLACE CONDENSER ASSEMBLY AGAINST CORE SUPPORT AND REINSTALL RADIATOR USING ORIGINAL BOLTS.
- VERIFY CONDENSER FACTORY O.E.M. HOLE FOR #8 HARDLINE. IF NO HOLE IS PRESENT, CUT 1" HOLE USING TEMPLATE #4 ON PAGE 17.



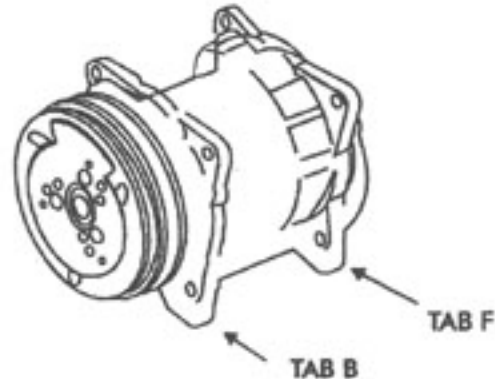
COMPRESSOR & BRACKETS

- REFER TO SEPARATE INSTRUCTIONS INCLUDED WITH THE BRACKET KIT TO INSTALL THE COMPRESSOR BRACKETS. REFER TO FIGURE 2 FOR COMPRESSOR MOUNTING POSITION

**VINTAGE AIR
CHEVY SMALL BLOCK V8
SHORT PUMP PULLEYS**

22503-VCA	WATER PUMP DOUBLE
22506-VCA	CRANKSHAFT DOUBLE
22507-VCA	ADD-ON CRANK PULLEY (SINGLE GROOVE PULLEY TO BOLT ONTO 22506-VCA TO MAKE 3 GROOVES TOTAL)

FIGURE 2



FIREWALL/INNER FENDERWELL PREPARATION

- USING SUPPLIED TEMPLATES, #1 AND #2, ON PG.16 CUT 1" HOLES IN THE INNER FENDERWELL.
- LOCATE NEW FIREWALL COVER AND INSTALL ON FIREWALL. FASTEN USING EXISTING HOLES AND #8 X 1/2" SHEET METAL SCREWS.

NOTE

→ **COMPRESSOR MOUNTS USING TABS B & F AS THE PIVOT POINT**

CONTROL PANEL CONVERSION (2 LEVER CONTROL PANEL)

- REMOVE O.E.M. DEFROST CABLE FROM CONTROL PANEL (DISCARD)
- THE CONTROL PANEL FACE MUST BE SEPARATED (OPENING) FROM THE LEVER MECHANISM. (SEE FIG. 4 PAGE 5)
- DRILL THE HEADS OF THE FOUR RIVETS AND SEPARATE THE ASSEMBLY.
- LOCATE TEMPLATE ON PAGE 16 FOR NEW SLOT ON CONTROL PANEL FACE. CAREFULLY MARK FACE AND CUT NEW SLOT.
- DRILL THE 4 RIVET POSTS ON THE REAR OF CONTROL PANEL FACE WITH A 7/64 BIT TO A DEPTH OF .150.
- REASSEMBLE CONTROL PANEL ASSEMBLY WITH NEW BLOWER SWITCH AND BRACKET USING THE 2 O.E.M. SCREWS AND FOUR #6 X 1/4" SHEET METAL SCREWS. (SEE FIG. 4 PAGE 5) BE SURE TO USE THE WASHERS UNDER THE FOUR #6 X 1/4" SHEET METAL SCREWS.
- LOCATE THE HEAT/DEF CABLE ATTACH, THIS CABLE TO THE HEAT DEFROST CONTROL LEVER USING PUSH ON RINGS.

CONTROL PANEL CONVERSION (4 LEVER CONTROL PANEL)

- REMOVE OEM BLOWER SPEED SWITCH AND INSTALL THE HEAVY DUTY VINTAGE AIR REPLACEMENT SWITCH AND BRACKET AS SHOWN IN FIGURE 3 PAGE 5. USING ORIGINAL HARDWARE.
- REMOVE ALL THREE O.E.M. CABLES AND DISCARD.
- LOCATE THE HEATER CONTROL VALVE CABLE (50-1/2" X 47-7/8"). ATTACH THIS CABLE TO THE CONTROL LEVER FARTHEST AWAY FROM THE BLOWER SPEED SWITCH.
- LOCATE THE AC/HEAT DOOR CABLE (41-1/8" X 37). ATTACH THIS CABLE TO THE MIDDLE CONTROL LEVER.
- LOCATE THE HEAT/DEFROST DOOR CABLE (19-1/2 X 17-5/8). ATTACH THIS CABLE TO THE CONTROL LEVER CLOSEST TO THE BLOWER SPEED SWITCH.

FIGURE 3

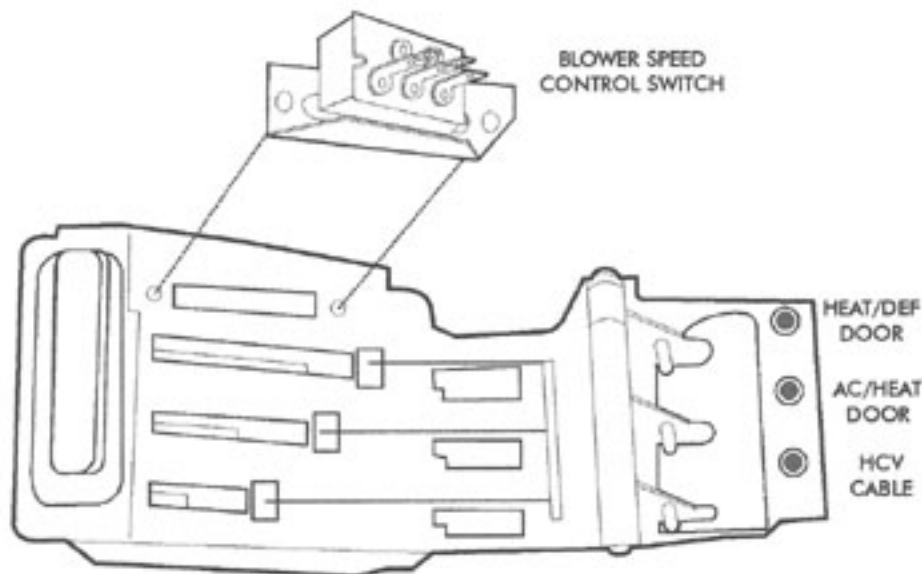
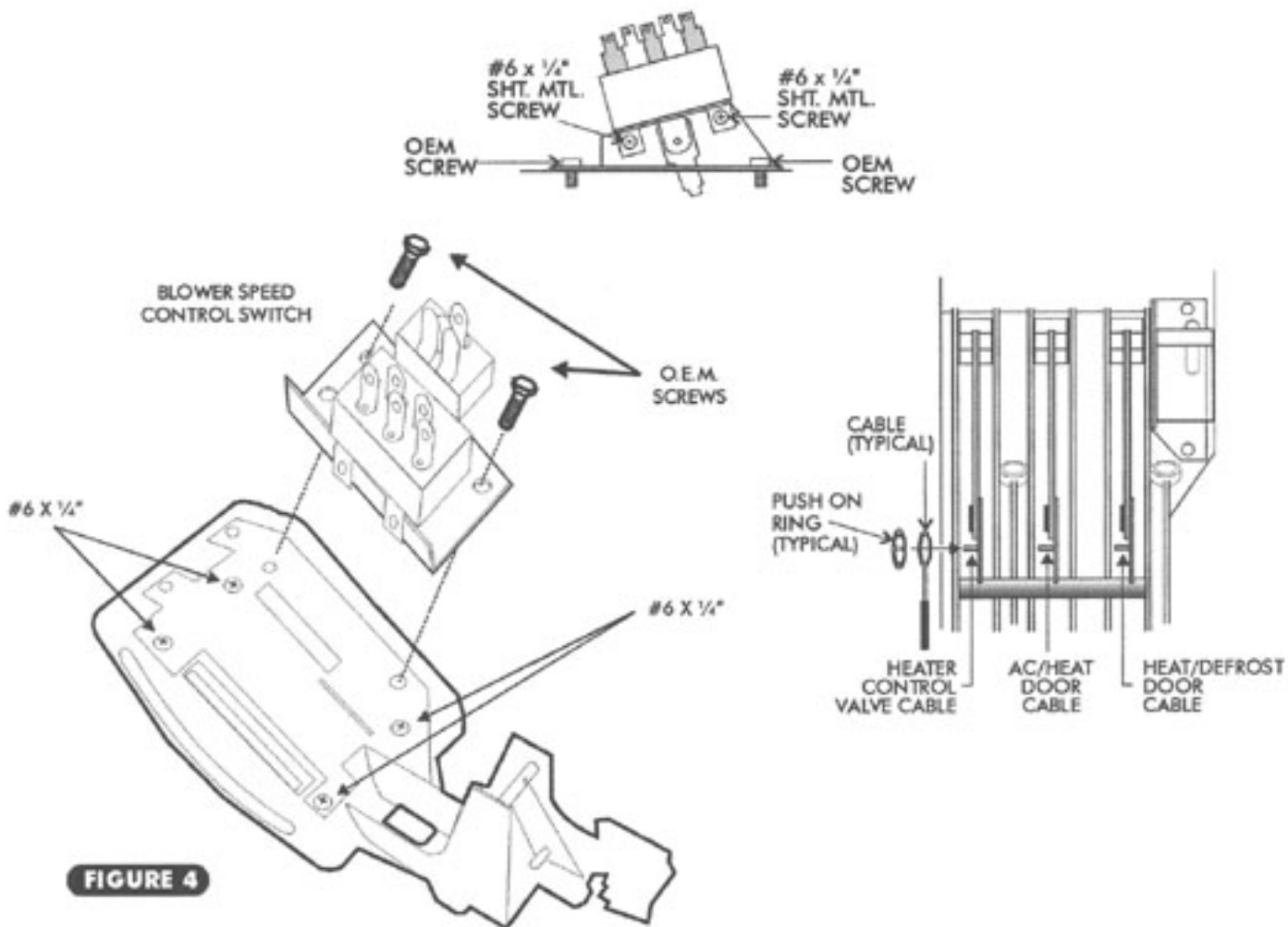


FIGURE 4



ELECTRICAL WIRING

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

AFTER INSTALLING CABLES AND VERIFYING FULL OPENING AND CLOSING OF EVAPORATOR DOOR, HEAT/DEFROST DOOR AND HEATER CONTROL VALVE, YOU ARE READY TO COMPLETE 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)

WIRING FOR TESTING

- CONNECT WIRING FROM EVAPORATOR UNIT TO SWITCHES. SEE WIRING DIAGRAM PAGE 14.
- ATTACH ALL WHITE WIRES TOGETHER AND TEMPORARILY CONNECT TO GROUND.
- 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. SEE FIGURE 6, PG. 8
- IF YOUR SYSTEM CONTAINS A VACUUM SOLENOID, YOU MUST SUPPLY VACUUM TO THE SOLENOID DURING THE TESTING PROCEDURE.
- ADJUST THE CONTROL PANEL LEVERS TO THE A/C MODE. SEE PG. 13 FOR 2 LEVER
VERIFY THAT THE HEATER CONTROL VALVE IS CLOSED.
TURN THE BLOWER SPEED SWITCH TO LOW. THERE SHOULD BE POWER AT THE A/C THERMOSTAT.



1959 PASSENGER CAR (2-LEVER CTRLS)

- SELECT THE HEAT MODE AND POWER WILL CEASE AT THE THERMOSTAT. IF YOU HAVE A VACUUM OPERATED HEATER CONTROL VALVE, IT SHOULD BE OPEN AT THIS TIME.
- SELECT DEFROST MODE AND A/C CLUTCH POWER WILL RETURN TO THE THERMOSTAT. IF YOU HAVE A VACUUM HEATER CONTROL VALVE, IT WILL REMAIN OPEN IN THE DEFROST MODE.
- AFTER CONFIRMING PROPER SYSTEM OPERATION, TAG AND LABEL THE WIRES FOR EASE OF INSTALLATION INTO THE VEHICLE.
- REMOVE ALL CABLES FROM THE EVAPORATOR AND THE HEATER CONTROL VALVE.

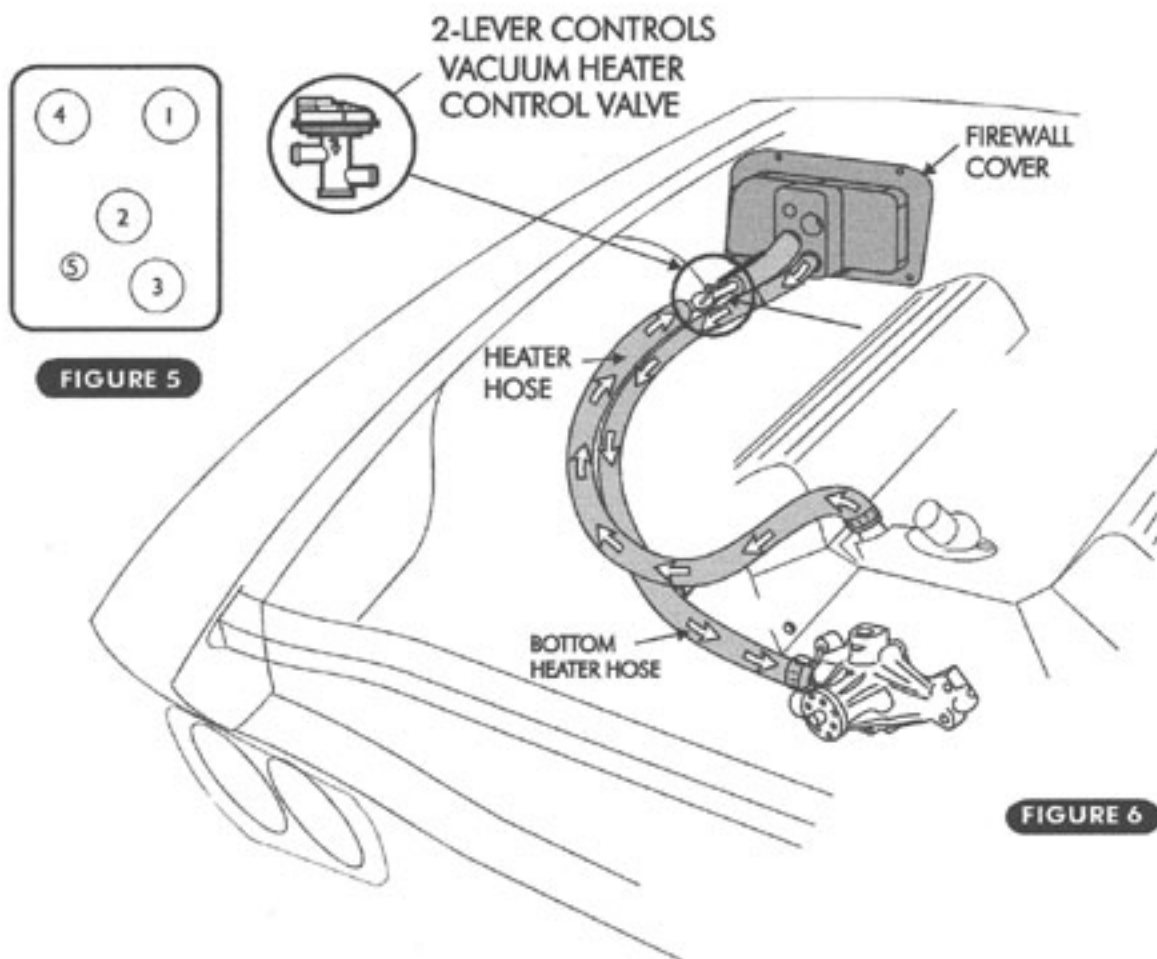
EVAPORATOR INSTALLATION

- PLACE EVAPORATOR UNIT INTO POSITION UNDER DASH.
- SECURE REAR OF UNIT WITH $\frac{1}{4}$ " X 1" BOLT THROUGH FIREWALL.
- SECURE FRONT OF UNIT BY ATTACHING FRONT BRACKET TO COWL WITH A #8 X $\frac{1}{2}$ " SHEET METAL SCREW.
- SECURE PASSENGER SIDE OF UNIT BY ATTACHING BLOWER HOUSING BRACKET TO COWL WITH A #8 X $\frac{1}{2}$ " SHEET METAL SCREW. BE SURE TO VISUALLY LEVEL UNIT UNDER DASH.
- SECURE DRIVER'S SIDE OF UNIT BY ATTACHING TAB ON DEFROST BRACKET TO FIREWALL WITH A #8 X $\frac{1}{2}$ " SHEET METAL SCREW.

HOSES: HEATER / REFRIGERATION / VACUUM

HEATER HOSES

- LOCATE FIREWALL CAP. THE HOSES IN THE FIREWALL CAP WILL BE REFERRED TO BY NUMBERS. SEE FIGURE 5, PG.8. INSERT A LENGTH OF $\frac{5}{8}$ " HEATER HOSE THROUGH HOLE #3 IN FIREWALL CAP. CONNECT THIS END OF HOSE TO THE LOWER HEATER CORE OUTLET AND FASTEN WITH CLAMP. KEEP THE FIREWALL COVER APPROXIMATELY 7" FROM FIREWALL. ROUTE HOSE AND CONNECT THE OTHER END TO THE SUCTION (WATER PUMP) SIDE OF COOLANT SYSTEM AND FASTEN WITH CLAMP.
- INSERT ANOTHER LENGTH OF $\frac{5}{8}$ " HEATER HOSE THROUGH HOLE #2, CONNECT TO THE UPPER HEATER HOSE OUTLET AND FASTEN WITH CLAMP. DO NOT CONNECT THE OTHER END AT THIS TIME.
- SLIDE FIREWALL CAP TOWARD FIREWALL UNTIL IT IS SEATED AGAINST FIREWALL. DO NOT FASTEN FIREWALL CAP TO THE FIREWALL AT THIS TIME.
- CAREFULLY MEASURE AND CUT THE UPPER HOSE IN HOLE #2 APPROXIMATELY 8" FROM FIREWALL CAP. CONNECT THIS HOSE TO THE OUTLET SIDE OF THE HEATER CONTROL VALVE. SEE FIGURE 6, PG.8 AND FASTEN WITH CLAMP.
- CONNECT ANOTHER LENGTH OF $\frac{5}{8}$ " HEATER HOSE TO THE INLET ON THE HEATER CONTROL VALVE AND FASTEN WITH CLAMP. ROUTE THIS HOSE AND CONNECT TO ENGINE COOLANT SYSTEM DISCHARGE PORT (INTAKE MANIFOLD) AND FASTEN WITH CLAMP.
- SLIDE THE FIREWALL CAP AWAY FROM THE FIREWALL UNTIL IT RESTS AGAINST THE HEATER CONTROL VALVE. THIS WILL ALLOW ACCESS TO THE EVAPORATOR FITTINGS.



HOSES: REFRIGERATION

- LOCATE THE O-RING PACKAGE. THERE IS A SPECIFIC SIZE AND THICKNESS O-RING FOR EACH CONNECTION. THE SMALL WHITE TUBE IS REFRIGERATION OIL FOR O-RINGS AND THREADS. (SEE FIGURE 7) O-RINGS SHOULD NOT BE REUSED ONCE A FITTING IS TIGHTENED (DISCARD AND INSTALL NEW O-RINGS). DO NOT OVER TIGHTEN.
- * NOTE: ALWAYS USE TWO (2) WRENCHES TO PREVENT TWISTING FITTINGS ON HARDLINE (SEE FIGURE 8).

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

O-RING, SLIDE OVER MALE INSERT TO SWAGED LIP

SUPPLIED OIL FOR O-RINGS



FIGURE 7



FIGURE 8



NOTE



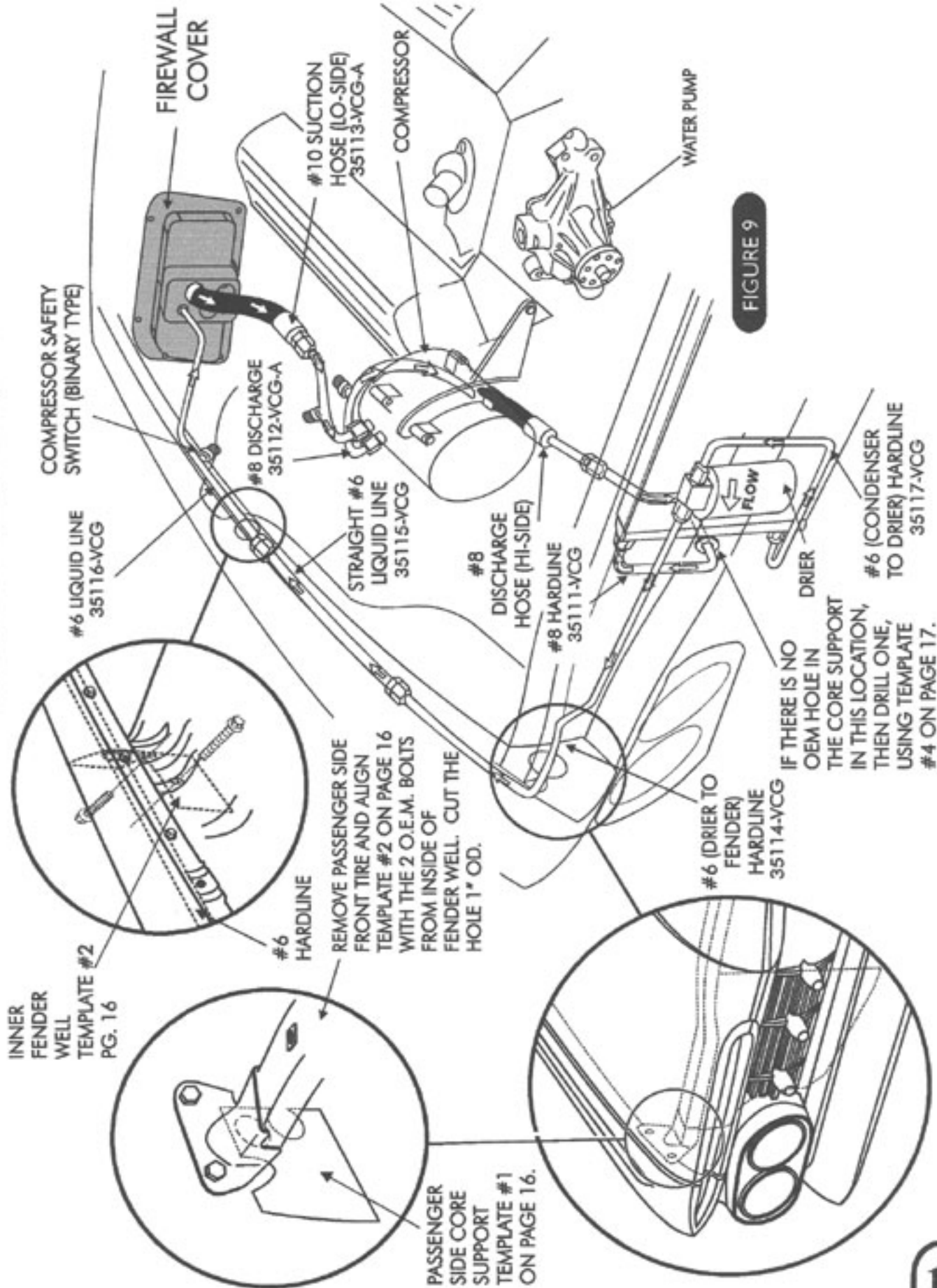
SLIDING THE HOSES THRU THE GROMMETS WILL BE EASIER IF YOU LUBRICATE THE OUTSIDE OF THE HOSES WITH LIQUID DISH SOAP OR SILICONE SPRAY.

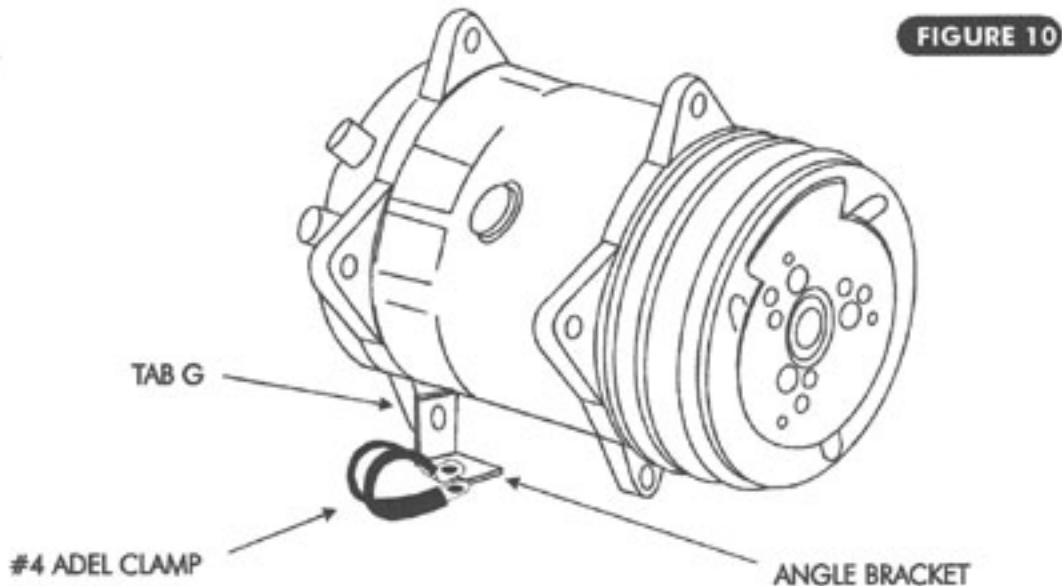
REFER TO FIGURE 9 ON PAGE 10 FOR REFRIGERATION LINE IDENTIFICATION AND ROUTING..

- LOCATE #10 SUCTION HOSE. LOCATE LARGE 1 1/4" X 1/2" GROMMET AND INSTALL ON #10 SUCTION HOSE OVER NUT ON STRAIGHT FITTING. SLIDE GROMMET PAST FITTINGS AND ONTO RUBBER HOSE. PASS THE END WITH THE STRAIGHT FITTING THROUGH HOLE #1 IN FIREWALL CAP. LOCATE A #10 O-RING, LUBRICATE AND INSTALL ON THE END WITH STRAIGHT FITTING. CONNECT THIS END TO EVAPORATOR #10 OUTLET AND TIGHTEN.
- LOCATE SUPPLIED PRESS TAPE. WRAP THE #10 CONNECTION AND FITTING WITH PRESS TAPE.
- LOCATE #6 ALUMINUM HARDLINE W/ GROMMET INSTALLED. SLIDE GROMMET NEXT TO SERVICE PORT ON LINE. PASS THE END OF THIS LINE WITH THE 90° BEND THROUGH HOLE #4 OF THE FIREWALL CAP. LOCATE A #6 O-RING LUBRICATE AND INSTALL ON THE END WITH THE 90° BEND. ROUTE LINE AS SHOWN IN FIGURE 9, PG.10 THEN CONNECT THIS END TO THE EXPANSION VALVE AND TIGHTEN FROM INSIDE THE VEHICLE.
- SEAL FIREWALL CAP AND SECURE WITH S-CLIPS.
- SLIDE GROMMETS AGAINST FIREWALL CAP AND INSTALL.
- LOCATE #8 ALUMINUM HARDLINE, THIS IS AN EXTENSION FROM THE CONDENSER TO THE ENGINE COMPARTMENT. LOCATE A #8 O-RING. LUBRICATE AND INSTALL ON THE END WITH THE SHORT 90° BEND. CONNECT THIS END TO THE CONDENSER AND TIGHTEN.
- LOCATE THE REMAINING TWO #6 ALUMINUM HARDLINES. ONE HARDLINE WILL RUN FROM THE DRIER TO THE INNER FENDER WELL. THE STRAIGHT LINE WILL CONNECT THE #6 HARDLINE FROM DRIER TO THE #6 HARDLINE FROM THE EXPANSION VALVE. (SEE FIGURE 9, PG.10)
- LOCATE THE #6 HARDLINE WITH THE 90° BEND. LOCATE A #6 O-RING, LUBRICATE AND INSTALL ON THE STRAIGHT END OF THIS LINE. CONNECT THE STRAIGHT END TO THE DRIER AND TIGHTEN.
- LOCATE THE STRAIGHT #6 ALUMINUM HARDLINE. THIS LINE WILL CONNECT THE #6 ALUMINUM HARDLINE FROM THE DRIER TO THE #6 ALUMINUM HARDLINE FROM THE EXPANSION VALVE.
- LOCATE A #6 O-RING, LUBRICATE AND INSTALL ON THE #6 ALUMINUM HARDLINE FROM THE DRIER. CONNECT THE STRAIGHT #6 ALUMINUM HARDLINE AND TIGHTEN.
- LOCATE A #6 O-RING. LUBRICATE AND INSTALL ON THE #6 ALUMINUM HARDLINE PREVIOUSLY CONNECTED TO THE EXPANSION VALVE, THEN MAKE THE FINAL CONNECTION TO THE STRAIGHT #6 ALUMINUM HARDLINE AND TIGHTEN.
- LOCATE THE #8 AND THE #10 ALUMINUM HARDLINE COMPRESSOR EXTENSIONS. LOCATE A #8 O-RING, LUBRICATE AND INSTALL ON THE #8 ALUMINUM HARDLINE COMPRESSOR EXTENSION. CONNECT THIS LINE TO THE DISCHARGE PORT OF COMPRESSOR AND TIGHTEN.
- LOCATE 1" X 1" ANGLE BRACKET. BOLT THIS TO THE COMPRESSOR AT TAB G USING THE SUPPLIED 5/16" NUT AND BOLT. (SEE FIGURE 10, PG.11)
- LOCATE A #4 ADEL CLAMP. THIS CLAMP WILL SECURE THE #8 ALUMINUM HARDLINE COMPRESSOR EXTENSION TO THE ANGLE BRACKET ON COMPRESSOR TAB G.
- CONNECT THE ADEL CLAMP AND #8 LINE TO THE ANGLE BRACKET WITH THE SUPPLIED 10-24 X 3/8 BOLT & NUT. (SEE FIGURE 10, PG.11)

'59 PASSENGER REFRIGERATION LINE ROUTE

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





HOSES: REFRIGERATION (CONTINUED)

- LOCATE A #10 O-RING, LUBRICATE AND INSTALL ON THE #10 COMPRESSOR EXTENSION HARDLINE. CONNECT THIS LINE TO THE SUCTION PORT ON THE COMPRESSOR AND TIGHTEN.
- LOCATE A #10 O-RING, LUBRICATE AND INSTALL ON THE #10 RUBBER SUCTION HOSE FITTING. CONNECT THIS #10 HOSE TO THE #10 COMPRESSOR EXTENSION HARDLINE AND TIGHTEN.
- LOCATE THE #8 DISCHARGE HOSE. THIS HOSE CONNECTS FROM THE #8 COMPRESSOR EXTENSION HARDLINE TO THE #8 CONDENSER HARDLINE EXTENSION.
- LOCATE A #8 O-RING, LUBRICATE AND INSTALL ON #8 DISCHARGE HOSE. CONNECT TO #8 HARDLINE CONDENSER EXTENSION AND TIGHTEN.
- LOCATE A #8 O-RING, LUBRICATE AND INSTALL ON #8 DISCHARGE HOSE REMAINING FITTING. CONNECT THIS END TO THE #8 COMPRESSOR EXTENSION HARDLINE AND TIGHTEN.

VACUUM (2 LEVER CONTROL PANEL)

- ROUTE VACUUM HOSE THRU HOLE #5 AND CONNECT TO HEATER CONTROL VALVE.

PASSENGER COMPARTMENT:

- INSTALL CONTROL PANEL.
- CONNECT ALL CABLES AND ADJUST.
- CONNECT ALL WIRING AS SHOWN ON PG. 14 FOR 2 LEVER CONTROLS
- LOCATE THE THREE DASH VENT ASSEMBLIES AND ATTACH UNDER THE DASH. SEE FIGURE 12, PG. 12 FOR PROPER LOCATION.
- LOCATE THE TWO DEFROST DUCT HOSE ADAPTERS. SECURE THESE TO THE ORIGINAL DEFROST DUCTS WITH S-CLIPS.
- LOCATE DUCT HOSES. CUT TO LENGTH AND INSTALL AS SHOWN IN FIGURE 11, PG. 12.

GLOVE BOX:

- THE GLOVE BOX IS A TWO PIECE ASSEMBLY. INSTALL BOTTOM PIECE FIRST AND THEN THE TOP.
- ASSEMBLE AND SECURE WITH #6 SHEET-METAL SCREWS.

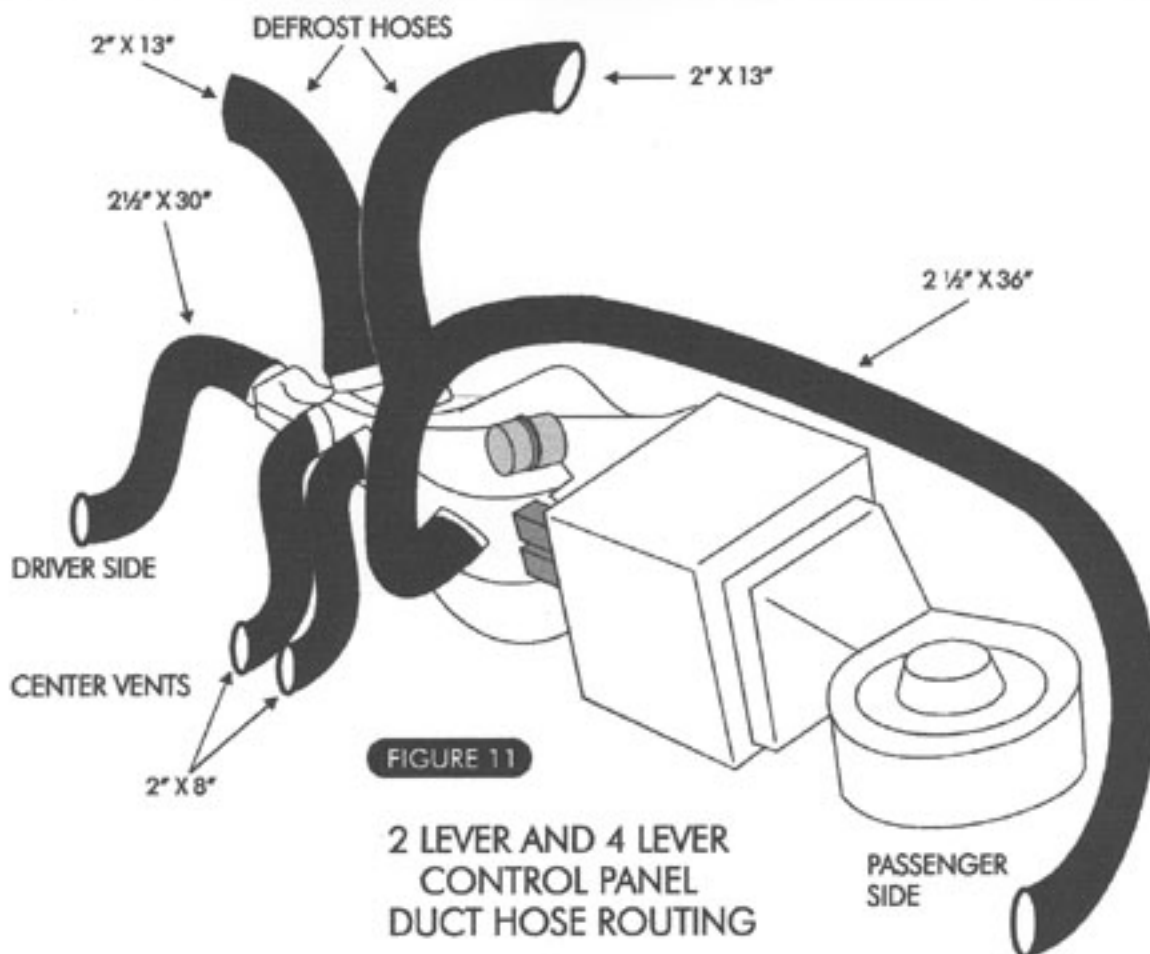
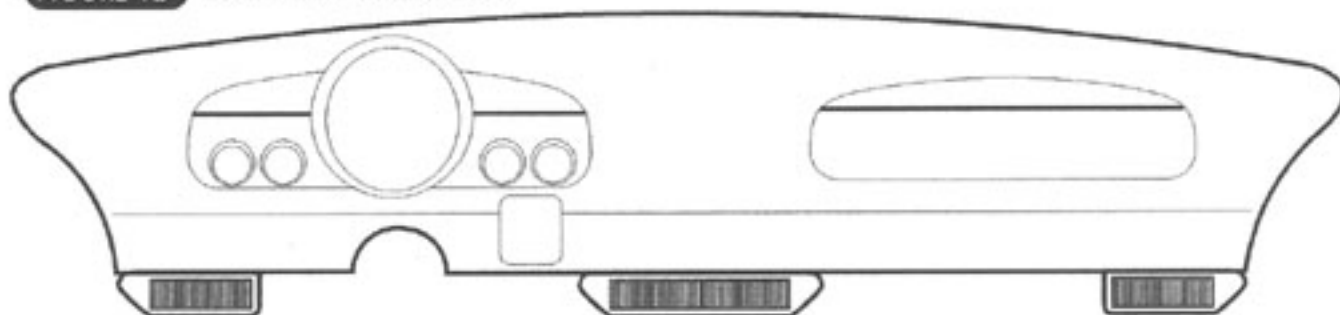


FIGURE 11

2 LEVER AND 4 LEVER
CONTROL PANEL
DUCT HOSE ROUTING

FIGURE 12 DASH VENT LOCATIONS

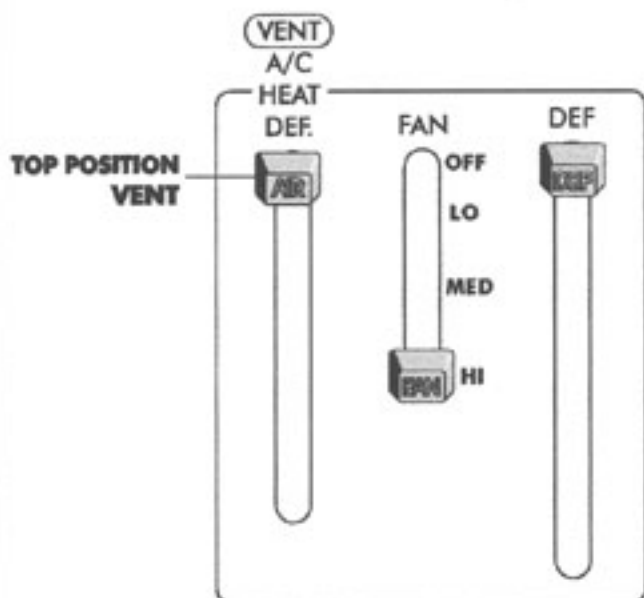


FINAL STEPS:

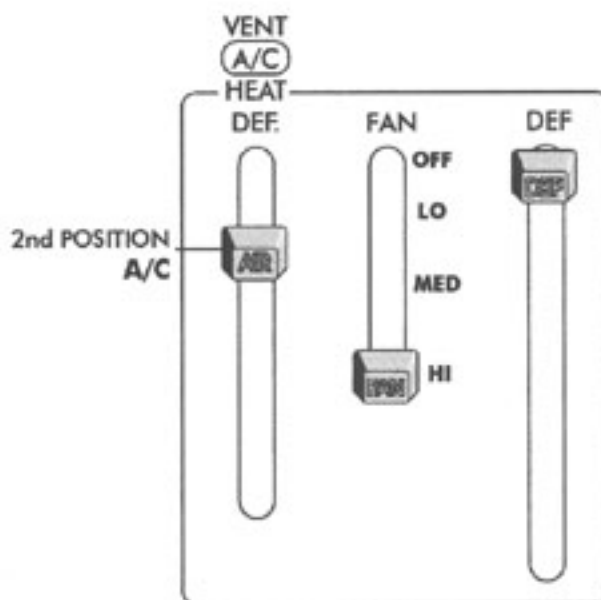
- REINSTALL ALL PREVIOUSLY REMOVED ITEMS.
- FILL RADIATOR WITH AT LEAST A 50/50 MIXTURE OF APPROVED ANTIFREEZE AND WATER. IT'S THE OWNER'S RESPONSIBILITY TO KEEP THE FREEZE PROTECTION AT THE PROPER LEVEL FOR CLIMATE IN WHICH THE VEHICLE IS OPERATED. FAILURE TO FOLLOW ANTIFREEZE RECOMMENDATIONS WILL CAUSE 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 PAGE TWO OF THIS INSTRUCTION MANUAL.



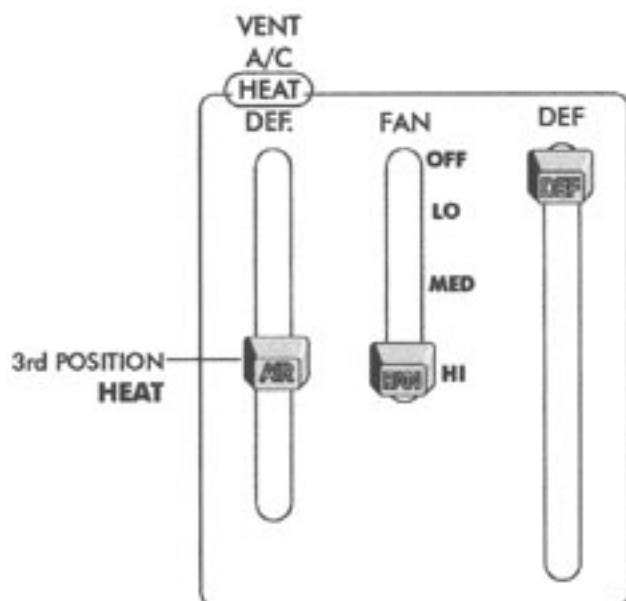
CONTROL PANEL OPERATION



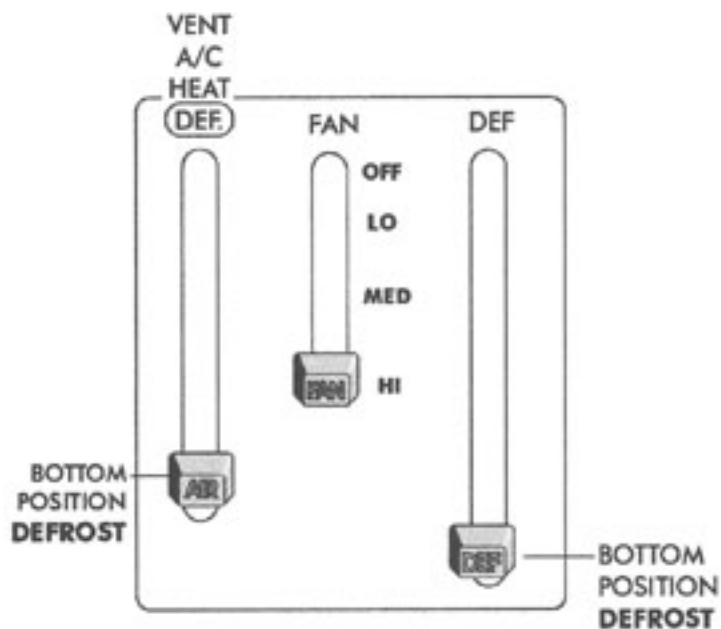
VENT POSITION
(W/ HI BLOWER)



A/C POSITION
(W/ HI BLOWER)



HEAT POSITION
(W/ HI BLOWER)



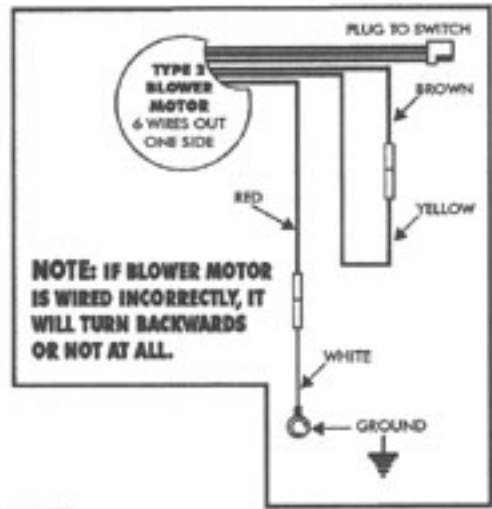
DEF POSITION
(W/ HI BLOWER)

WIRING DIAGRAM

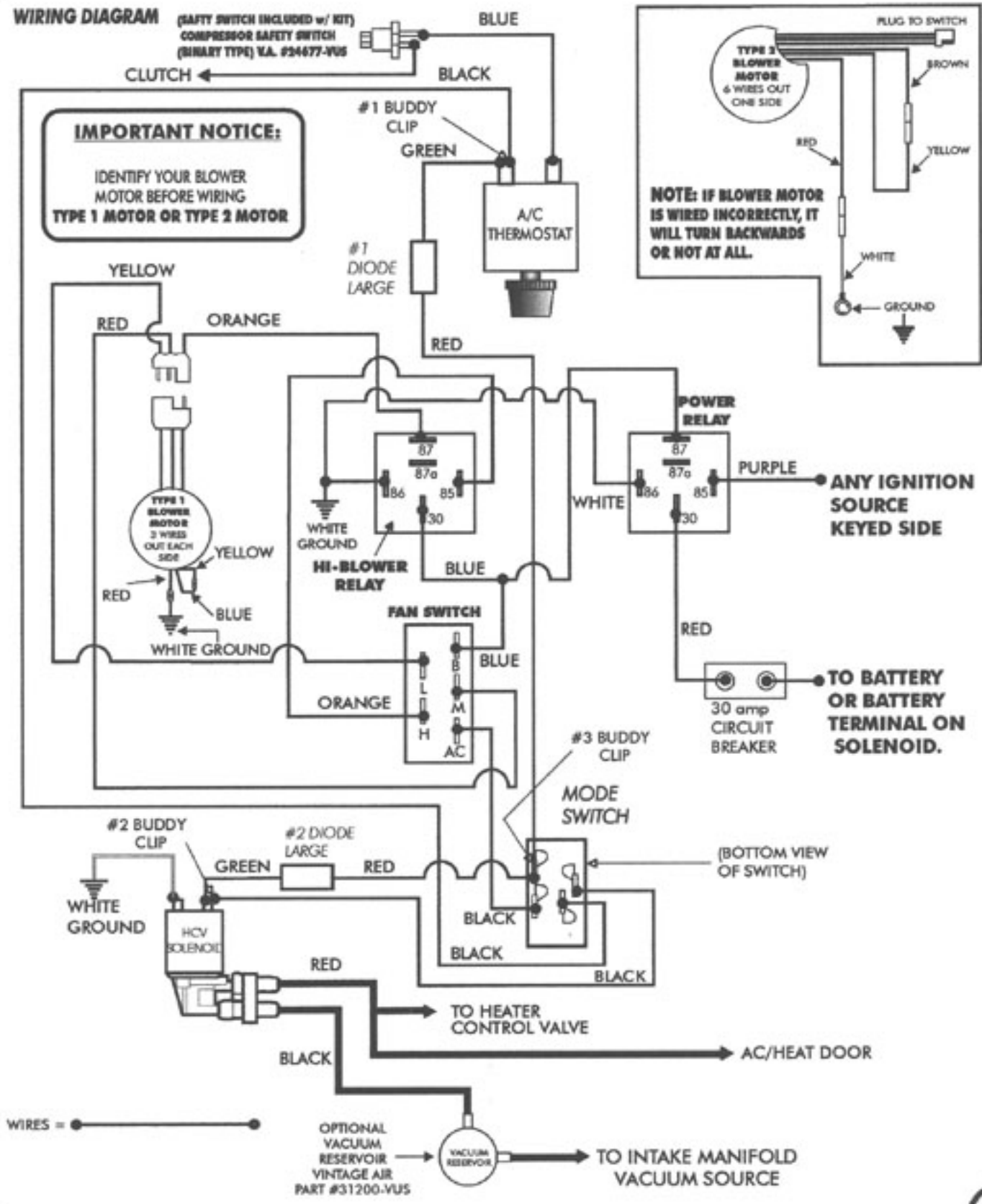
(SAFTY SWITCH INCLUDED w/ KIT)
COMPRESSOR SAFETY SWITCH
(BINARY TYPE) V.A. #34677-VUS

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.

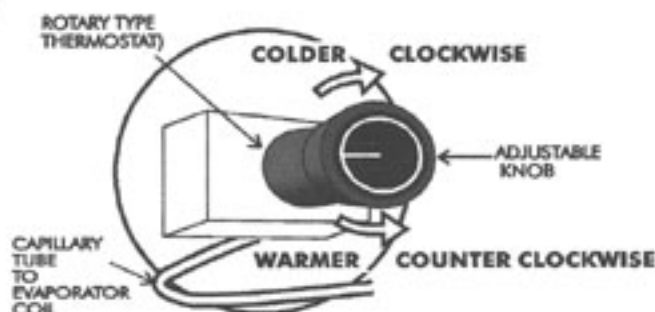


WIRES = ● — ●

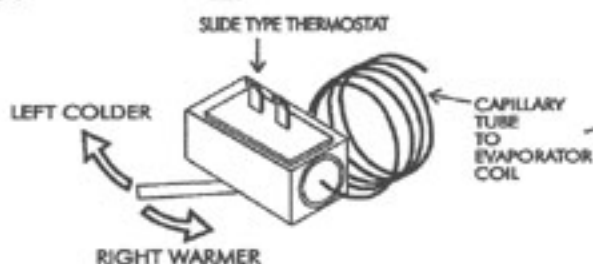
OPTIONAL VACUUM RESERVOIR
VINTAGE AIR
PART #31200-VUS

VACUUM RESERVOIR

TO INTAKE MANIFOLD VACUUM SOURCE



NOTE: YOUR SYSTEM MAY HAVE A ROTARY OR SLIDE TYPE THERMOSTAT IF YOU ARE UPGRADING TO A NEW CONTROL PANEL, USE THE THERMOSTAT INCLUDED WITH THE NEW PANEL. REMOVE YOUR ORIGINAL THERMOSTAT AND DISCARD.



AIR CONDITIONING ADJUSTMENTS:

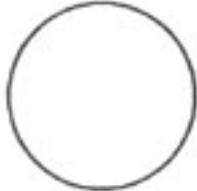
- THE AIR CONDITIONER THERMOSTAT CONTROLS COIL TEMPERATURE. ROTARY TYPE THERMOSTATS ARE SHIPPED ADJUSTED FULLY COLD (CLOCKWISE), IN THE MAJORITY OF CASES THE A/C WILL OPERATE CORRECTLY AS SHIPPED.
- TURNING THE KNOB ON THE ROTARY TYPE THERMOSTAT TO THE RIGHT (CLOCKWISE) MAKES THE SYSTEM OPERATE COLDER. MOVING THE LEVER TOWARD COLDER ON THE SLIDE TYPE THERMOSTAT MAKES THE SYSTEM OPERATE COLDER. IF THE THERMOSTAT IS SET TOO COLD THE EVAPORATOR COIL WILL "ICE UP" - MEANING, THE EVAPORATOR COIL IS RESTRICTED WITH ICE AND COLD AIR FLOW WILL BE REDUCED.
- TURNING THE KNOB TO THE LEFT (COUNTER CLOCKWISE) ON A ROTARY TYPE THERMOSTAT MAKES THE SYSTEM OPERATE WARMER. MOVING THE LEVER TOWARD THE RED LINES ON A SLIDE TYPE THERMOSTAT MAKES THE SYSTEM OPERATE WARMER. THE COMPRESSOR CLUTCH WILL CYCLE OFF FREQUENTLY. THE EVAPORATOR COIL WILL NOT GET AS COLD AND THE AIR TEMPERATURE WILL NOT BE AS COLD.

ADJUSTING A/C THERMOSTAT

- 1.) **SYMPTOM:** THE A/C WORKS WELL AT FIRST THEN QUILTS COOLING. THE AIR FLOW FROM THE VENTS IS LOW, AND THE COMPRESSOR CLUTCH 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 **ROTARY TYPE** THERMOSTAT WARMER (COUNTER CLOCKWISE) 1/8 OF A TURN EACH ADJUSTMENT UNTIL THE SYMPTOMS DIMINISH. ADJUST THE **SLIDE TYPE** THERMOSTAT IN 1/8" INCREMENTS TOWARDS THE SMALLER BLUE GRADIENTS, 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 **ROTARY TYPE** THERMOSTAT COLDER (CLOCKWISE) 1/8 OF A TURN EACH ADJUSTMENT, UNTIL THE DESIRED AIR TEMPERATURE IS REACHED. ADJUST **SLIDE TYPE** THERMOSTAT IN 1/8" INCREMENTS TOWARDS COLDER UNTIL THE DESIRED AIR TEMP IS REACHED. **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 THE HEATER HOSE BETWEEN THE EVAPORATOR AND THE HEATER CONTROL VALVE. THIS HOSE SHOULD NOT BE HOT IN THE A/C MODE. 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)- IF CABLE OPERATED: THE VALVE MAY BE MISADJUSTED.
 - C)- IF VACUUM OPERATED: IT MAY BE GETTING VACUUM AT ALL TIMES (CHECK ELECTRIC SOLENOID).
 - D)- THE HEATER CONTROL VALVE MAY BE INSTALLED IN THE WRONG HOSE. IT MUST BE INSTALLED IN THE HOSE COMING FROM THE INTAKE MANIFOLD ENGINE COOLANT **PRESSURE PORT.**



CUT HOLE
1" O.D.



TOP OF INNER FENDER

ALIGN WITH
OEM BOLTS
ON ENGINE
SIDE OF INNER
FENDER WELL.



TEMPLATE #2

PASSENGER SIDE
INNER FENDER WELL A/C LINE HOLE

FRONT OF CAR



OEM
HOLE

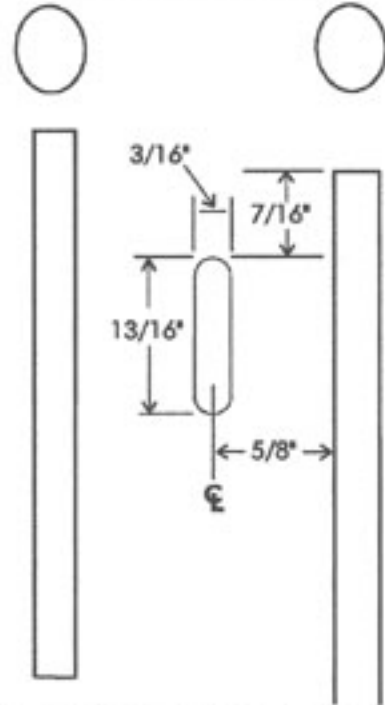
CUT 1"
DIA. HOLE
FOR
HARDLINE

TEMPLATE #1

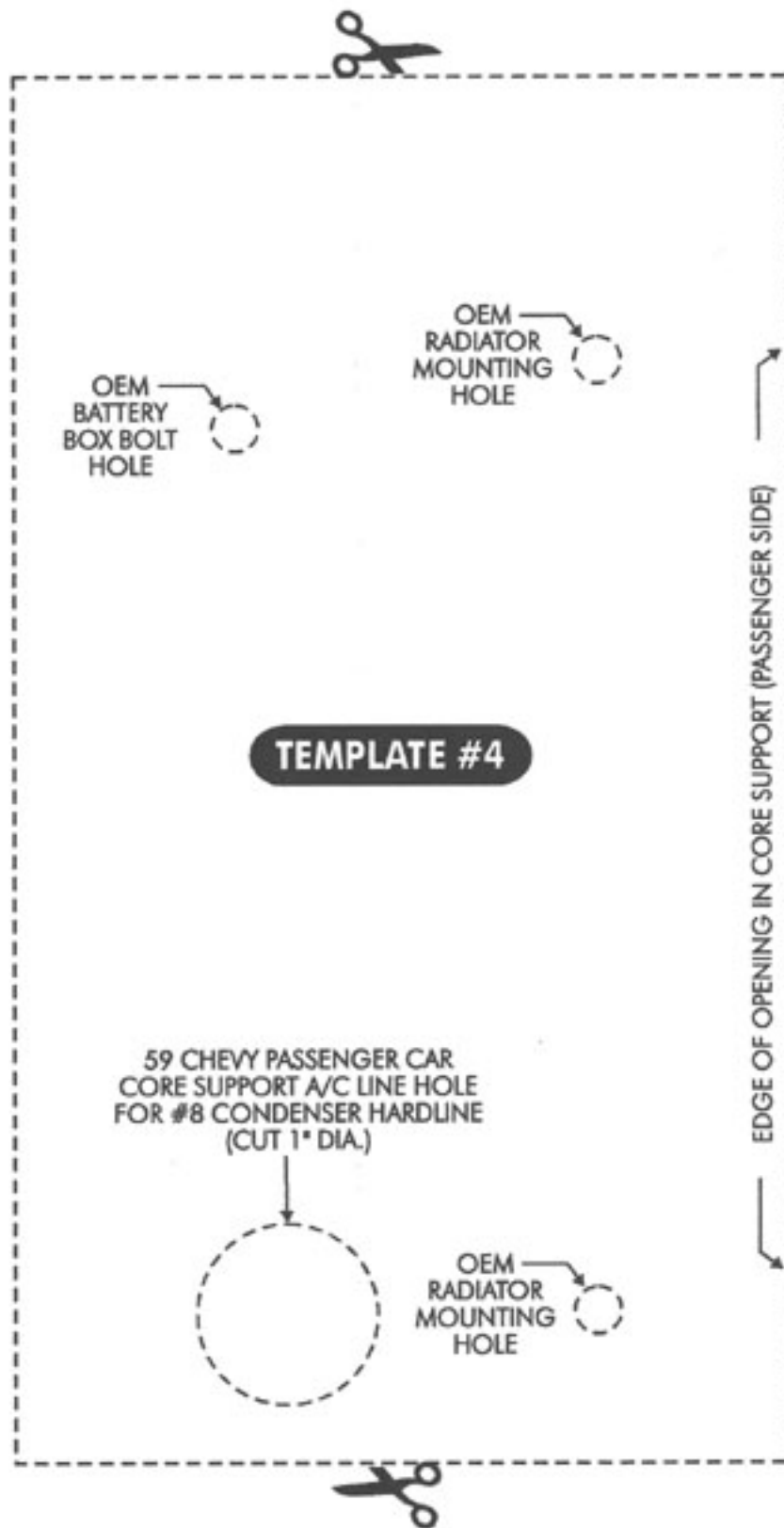
59 CHEVY PASSENGER CAR
GRILL A/C LINE HOLE

TEMPLATE #3

59 CHEVY PASSENGER CAR 2 LEVER CONTROL
PANEL CONVERSION TEMPLATE



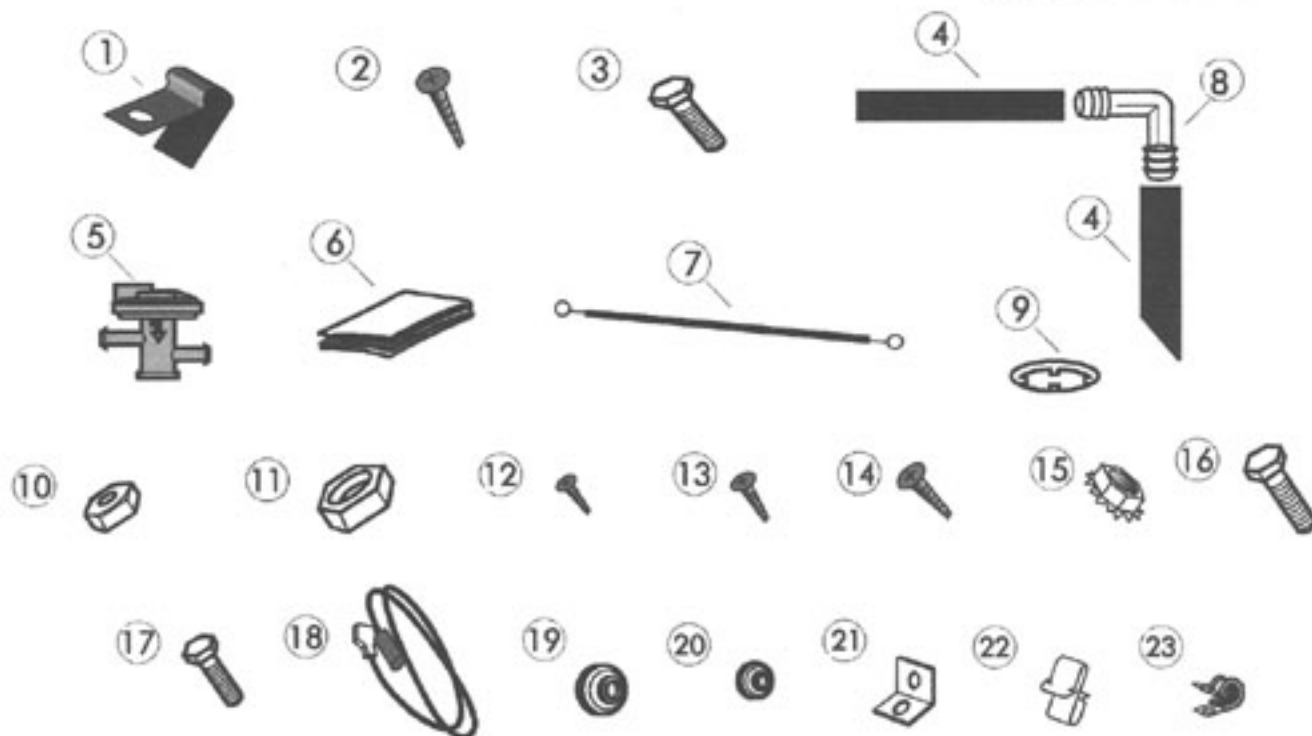
CUT OUT TEMPLATE AND TAPE TO THE FRONT
OF THE TWO LEVER CONTROL PANEL.
MARK THE FACE AND CUT THE 13/16" LONG
SLOT, 3/16" WIDE. DO NOT EXCEED THE DIMENSIONS
GIVEN. AN 1/8" DIE GRINDER BIT WORKS WELL FOR
CUTTING THE SLOT.



63285-VCE INSTALLATION KIT

No.	QTY.	PART No.	DESCRIPTION
1.	1	18056-VUB	CABLE CLIP
2.	20	18235-VUB	#8 X 1/2" PAN HEAD SCREW
3.	1	18290-VUB	1/4" X 1" COARSE BOLT PTD
4.	16	31050-VUD	1/2" DRAIN HOSE ROLL
5.	1	46103-VUH	HEATER CONTROL VALVE
6.	20	49003-VUP	PRESS TAPE
7.	1	49185-VUI	CABLE 27-1/8" X 24 EYE
8.	1	65598-VUE	1/2" DRAIN ELBOW
9.	2	65975-VUE	1/8" PUSH ON RING
10.	1	18151-VUB	5/16" COARSE LOCK-NUT
11.	1	18155-VUB	3/8" COARSE LOCK-NUT
12.	2	18231-VUB	#6 x 1/4" PAN HEAD SCREW
13.	4	18233-VUB	#6 x 3/8" PAN-HEAD SCREW
14.	6	18249-VUB	10/24 x 3/8" PAN-HEAD SCREW
15.	6	18260-VUB	10/24 NUT w/STAR WASHER
16.	1	18308-VUB	5/16" x 1" COARSE BOLT
17.	1	18359-VUB	3/8" x 1" COARSE BOLT
18.	1	23135-VUW	COMPRESSOR LEAD
19.	1	33137-VUI	LARGE GROMMET
20.	1	33138-VUI	1/4" RUBBER GROMMET
21.	1	64359-VCB	59 CHEVY CAR #8 ADEL BRACKET
22.	8	65980-VUE	*S* CLIPS
23.	1	31602-VUD	#6 ADEL CLAMP

CHECKED BY: _____
 PACKED BY: _____
 DATE: _____



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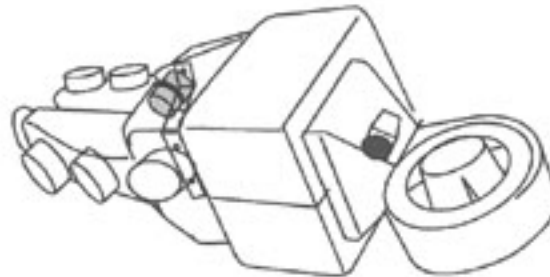
EVAPORATOR KIT PACKING LIST

EVAPORATOR KIT
55059-VCZ-A

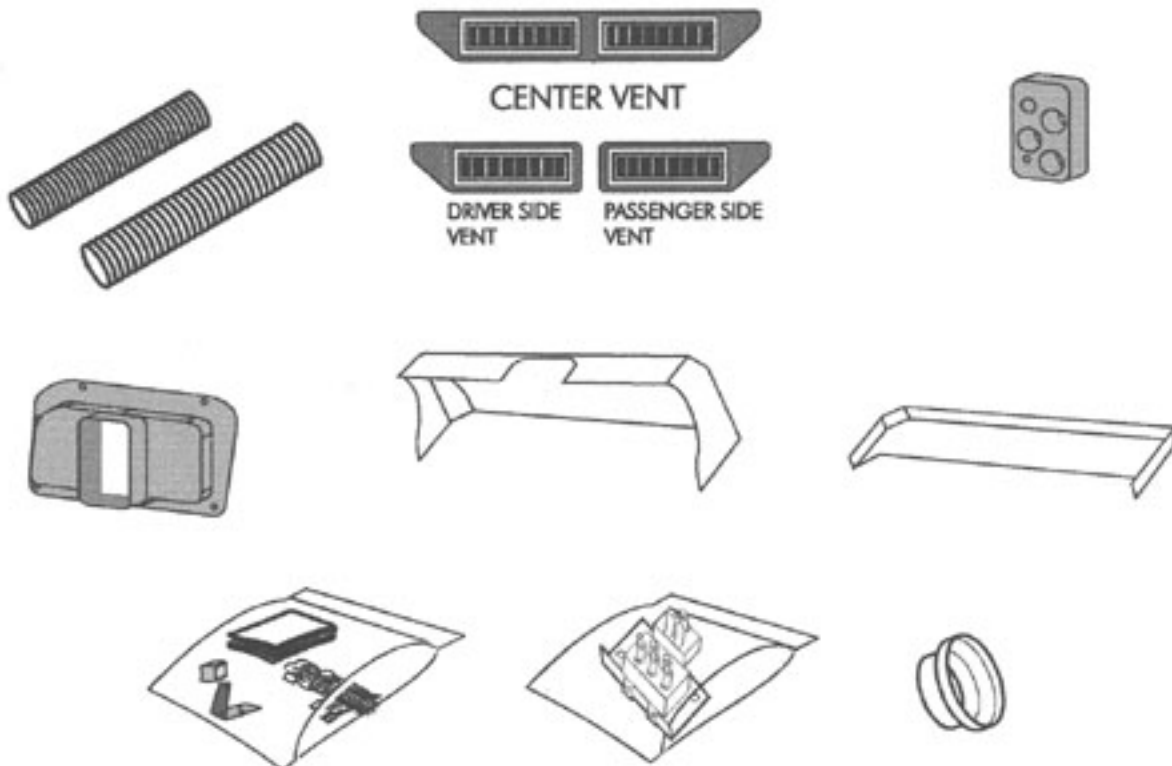
No.	QTY.	PART No.	DESCRIPTION
1.	1	55373-VCE-A	EVAPORATOR SUBCASE
2.	1	78259-PCN	1959 CHEVY PASSENGER CAR 2 LEVER ACCESSORY KIT

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①



②



**ACCESSORY KIT
78259-PCN**



1959 PASSENGER CAR (2-LEVER CTRLS)

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

78259-PCN ACCESSORY KIT PACKING LIST

No.	QTY.	PART No.	DESCRIPTION
1.	4	06200-VUE	2" DUCT HOSE
2.	6	06250-VUE	2 1/2" DUCT HOSE
3.	1	49259-VCL	59 EL CAMINO LOUVER KIT
4.	1	62128-VCE	59 EL CAMINO HOSE GROMMET
5.	1	62383-VCE	59 CHEVY CAR FIREWALL COVER
6.	1	62384-VCI	59 CHEVY CAR GLOVE BOX TOP
7.	1	62385-VCI	59 CHEVY CAR GLOVE BOX BOTTOM
8.	1	63285-VCE	59 CHEVY CAR IK KIT 2-LVR
9.	1	23259-VCS	'59 CHEVY CAR 2-LVR CONTROL PANEL KIT
10.	2	49168-VCI	DEF DUCT ADAPTOR

CHECKED BY: _____
 PACKED BY: _____
 DATE: _____

