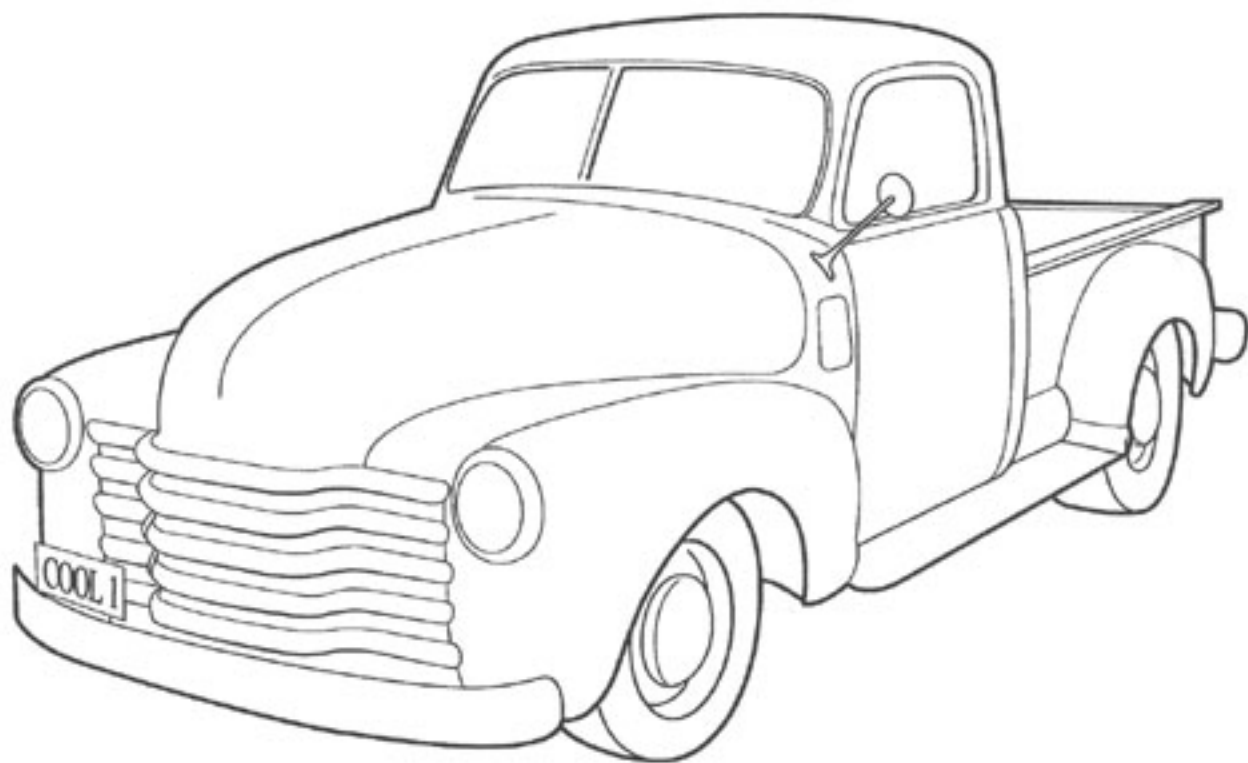


ADVANTAGE

Installation Instructions for
1947-55 1st SERIES CHEVROLET
TRUCK w/GEN II SYSTEM
(V/8) 75454 LCZ-A



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

47-55 CHEVY TRUCK w/GEN II COMPAC V8 8/1/91

1947-55 CHEVY TRUCK (V8)

WITH HEAT/COOL/DEFROST

IMPORTANT NOTICE-PLEASE READ

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

73047-LCR- '47-'55 CHEVY TRUCK (V8) RADIATOR
37150-LCF - '47-'55 CHEVY TRUCK (V8) FAN SHROUD
32918-VUF - HIGH EFFICIENCY FAN BLADE

SAFETY SWITCHES:

YOUR NEW VINTAGE AIR SYSTEM INCLUDES A COMPRESSOR SAFETY SWITCH (BINARY SWITCH). A BINARY SWITCH (PART #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. AN OPTIONAL TRINARY SWITCH (V.A. PART# 11076-VUS) 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:

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.

EVACUATE THE SYSTEM (>28" Hg) 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.

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 1947-55 CHEVROLET TRUCK (V/8)

NOTE

VEHICLE MUST BE CONVERTED TO 12 VOLT ELECTRICAL SYSTEM WITH AN ALTERNATOR RATED FOR AT LEAST 80 AMPS FOR PROPER SYSTEM OPERATION. 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 NEXT STEP.

- 1. DISCONNECT BATTERY.

REMOVE THE FOLLOWING: (SEE FIGURE 1)

- 2. DRAIN RADIATOR AND REMOVE RADIATOR AND SHROUD (RETAIN).
- 3. REMOVE FAN IF INSTALLING NEW FAN SHROUD (RETAIN).
- 4. REMOVE UPPER RADIATOR COVER (RETAIN).
- 5. LOOSEN BUMPER.
- 6. REMOVE SUPPORT RODS (RETAIN).
- 7. REMOVE HEATER BLOWER ASSEMBLY (DISCARD).
- 8. REMOVE LOWER RADIATOR BAFFLE (RETAIN).
- 9. REMOVE OEM GLOVE BOX (DISCARD) AND RETAIN OEM MOUNTING SCREWS.

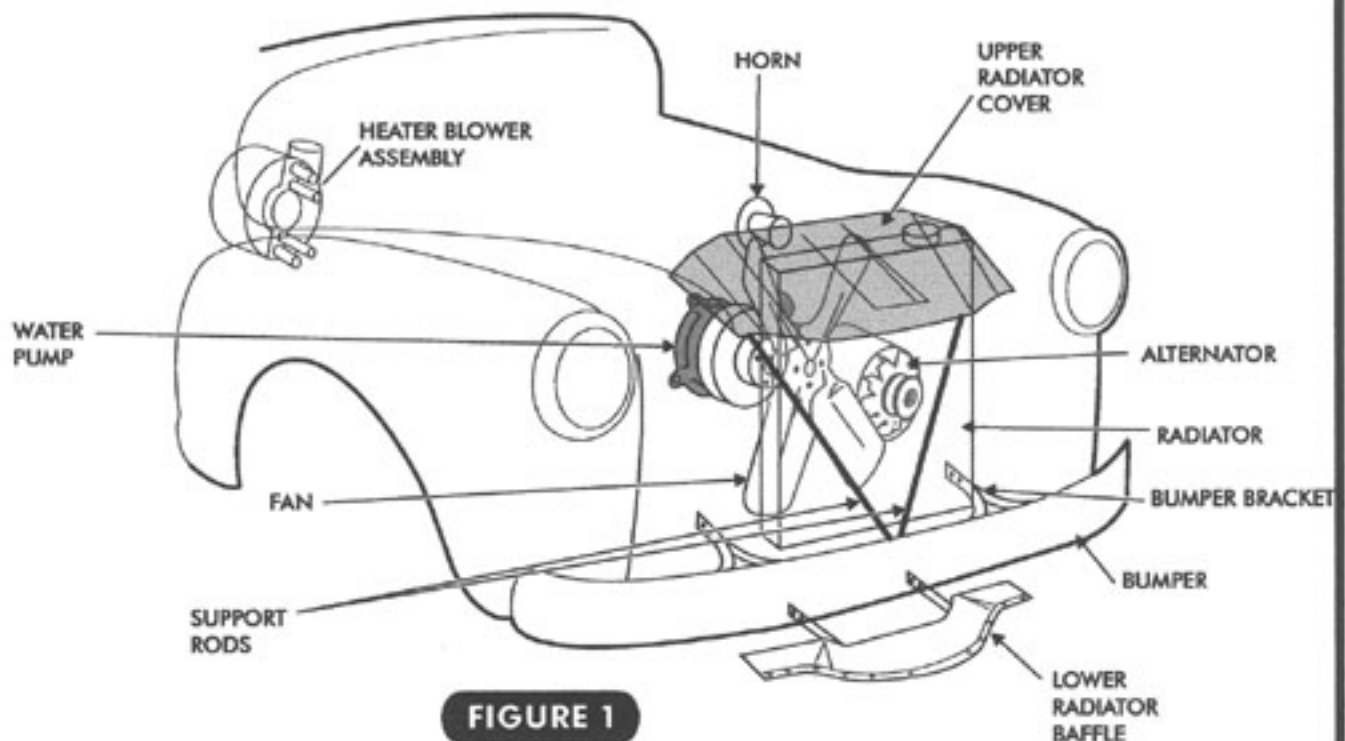


FIGURE 1

- 1. INSTALL A/C COMPRESSOR AND ALTERNATOR BRACKET ASSEMBLY PER INSTRUCTIONS INCLUDED WITH BRACKET KIT.
- 2. INSTALL A/C COMPRESSOR PER INSTRUCTIONS INCLUDED WITH BRACKET KIT.
- 3. INSTALL ALTERNATOR.
- 4. INSTALL NEW HIGH EFFICIENCY FAN.
- 5. INSTALL NEW BELTS AND ADJUST AS REQUIRED.
- 6. PLACE FAN SHROUD OVER FAN AND PUSH BACK AGAINST ENGINE.
- 7. LOWER RADIATOR INTO PLACE AND INSTALL ALL BOLTS.
- 8. LOWER CONDENSER INTO PLACE ($\frac{1}{2}$ " BELOW THE TOP OF CORE SUPPORT).

NOTE

THE EXACT LOCATION OF THE CONDENSER BRACKET TO RADIATOR FLANGE MOUNTING HOLES MUST BE MARKED AND DRILLED AFTER YOU INSTALL THE HARDLINES AND ATTACH THEM TO THE HARDLINE BRACKET.

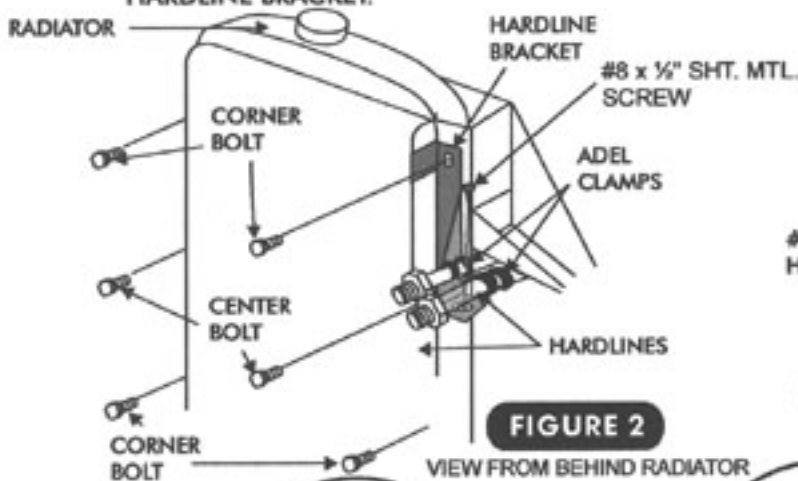


FIGURE 2

VIEW FROM BEHIND RADIATOR

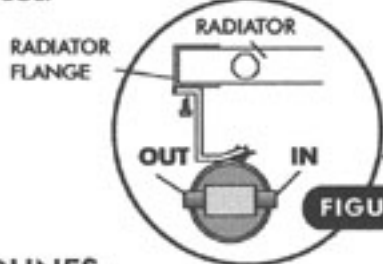


FIGURE 3B

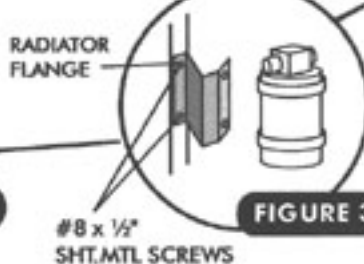


FIGURE 3A

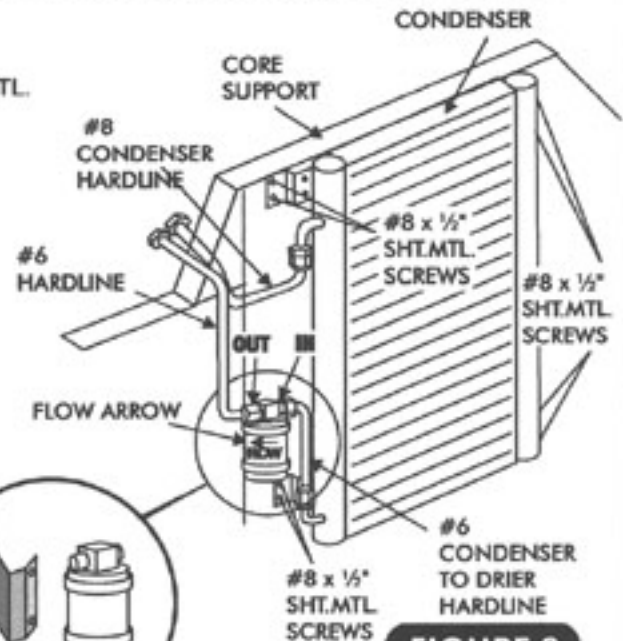


FIGURE 3

HARDLINES:

- 1. LUBRICATE AND ATTACH #6 CONDENSER TO DRIER HARDLINE (SEE FIGURE 3).
- 2. LUBRICATE AND ATTACH #6 DRIER HARDLINE TO DRIER OUTLET AND THRU CORE SUPPORT TO HARDLINE BRACKET. SEE FIGURE 2 AND FIGURE 3, ABOVE.
- 3. LUBRICATE AND ATTACH THE #8 CONDENSER HARDLINE TO THE TOP CONDENSER OUTLET AND THRU CORE SUPPORT TO HARDLINE BRACKET. SEE FIGURE 2 & FIGURE 3, ABOVE.
- 4. USING TWO (2) ADEL CLAMPS ATTACH THE HARDLINES TO THE BRACKET WITH A #8 x $\frac{1}{2}$ " SHEET METAL SCREW. SEE FIGURE 2.
- 5. MAKE SURE CONDENSER IS LEVEL AND CENTERED SIDE TO SIDE. DRILL PILOT HOLES AND ATTACH THE FOUR (4) CORNER BRACKETS USING EIGHT (8) #8 x $\frac{1}{2}$ " SHT.MTL. SCREWS.
- 6. ATTACH DRIER MOUNTING BRACKET TO RADIATOR FLANGE USING TWO (2) #8 x $\frac{1}{2}$ " SHT.MTL. SCREWS.
- 7. TIGHTEN LINE CONNECTIONS USING TWO (2) WRENCHES. SEE FIGURE 8, PAGE 4.
- 8. INSTALL FAN SHROUD.
- 9. INSTALL UPPER RADIATOR COVER AND SUPPORT RODS.
- 10. INSTALL LOWER RADIATOR BAFFLE AND BUMPER.

DEFROST VENTS:

- 1. LOCATE NEW DEFROST DUCTS INCLUDED WITH KIT.
- 2. TO INSTALL VINTAGE AIR DEFROST VENTS, REMOVE O.E.M. VENTS AND INSTALL NEW VENTS USING O.E.M. HARDWARE.

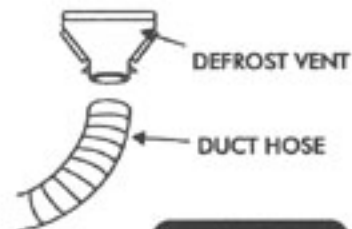


FIGURE 4

EVAPORATOR PREPARATION:

- 1. YOU WILL REMOVE BLOWER MOTOR COVER FROM EVAPORATOR PRIOR TO THIS INSTALLATION, AS SHOWN IN FIGURE 9, PAGE 4.
- 2. WRAP THE #10 FEEDER TUBE WITH SUPPLIED PRESS TAPE. MAKE SURE LINE IS FULLY COVERED AND TIGHTLY WRAPPED AS SHOWN IN FIGURE 7, PAGE 4.
- 3. BEFORE INSTALLING EVAPORATOR UNIT, LOCATE HEATER HOSE CLAMPS, HEATER CONTROL VALVE, AND ALL FEEDER TUBES. CUT HEATER HOSE TO LENGTH AND ATTACH FEEDER TUBES TO EVAPORATOR AS SHOWN IN FIGURE 11, PAGE 5. APPLY PRESS TAPE TO #10 A/C CONNECTION AT EVAPORATOR.

EVAPORATOR BRACKET INSTALLATION:

- 1. INSTALL BLOWER HOUSING BRACKET TO PASSENGER KICK-PANEL, USING O.E.M. BOLT LOCATED IN TOP RIGHT-HAND CORNER, AS SHOWN IN FIGURE 9, PAGE 4.
- 2. TO INSTALL FRONT EVAPORATOR BRACKET, REMOVE LEFT BOLT FROM DRIVER'S SIDE GLOVE BOX HINGE AND REPLACE WITH (1) 10-32 x 3/4" PHILLIPS TRUSS, AS SHOWN IN FIGURE 16, PAGE 8.
- 3. NOW INSTALL (1) 1/4"-20 x 1" BOLT AND (2) WASHERS IN O.E.M. HOLE IN CENTER OF DASH (INSTALL ONE WASHER ON EACH SIDE OF DASH), AS SHOWN IN FIGURE 16, PAGE 8. WHILE HOLDING BOLT IN PLACE, ALIGN BRACKET WITH BOLTS AND SECURE WITH (1) 1/4"-20 x 1" NUT WITH STAR WASHER AND (1) 10-32 NUT WITH STAR WASHER, AND TIGHTEN.
- 4. INSTALL REAR EVAPORATOR BRACKET TO FIREWALL, BY USING (1) 1/4"-20 x 1-1/2" BOLT, (2) NUTS WITH STAR WASHERS, AND (2) WASHERS IN O.E.M. HOLE AT CENTER OF FIREWALL, AND TIGHTEN AS SHOWN IN FIGURES 5, 6 & 9.

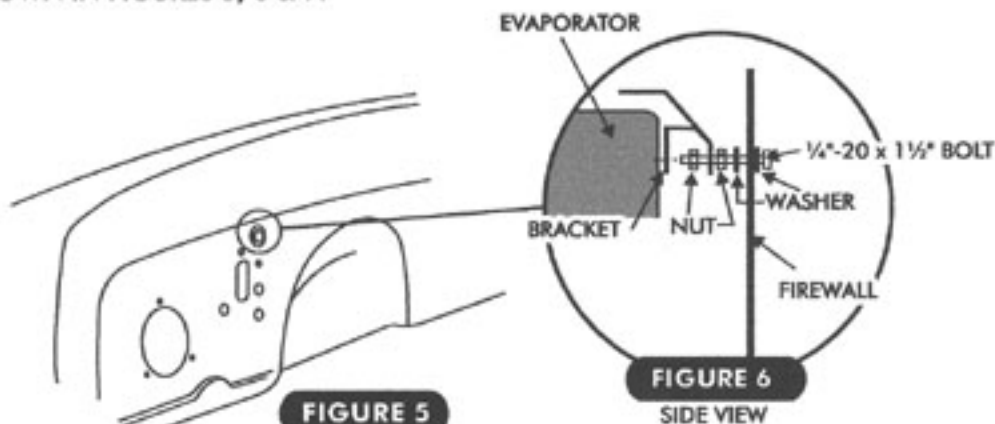


FIGURE 5

VIEW FROM ENGINE SIDE

FIGURE 6

SIDE VIEW

WRAP THE #10 SUCTION LINE (EVAPORATOR TO COMPRESSOR) FROM END-TO-END WITH PRESS TAPE, LEAVING BOTH NUTS EXPOSED.

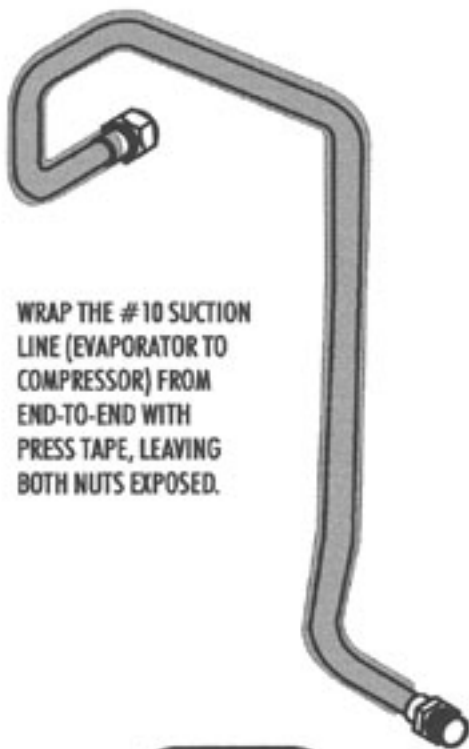


FIGURE 7



#6 O-RING



#8 O-RING



#10 O-RING

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

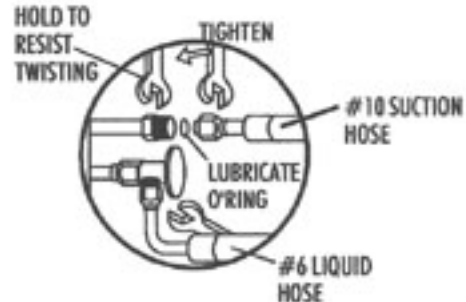


FIGURE 8

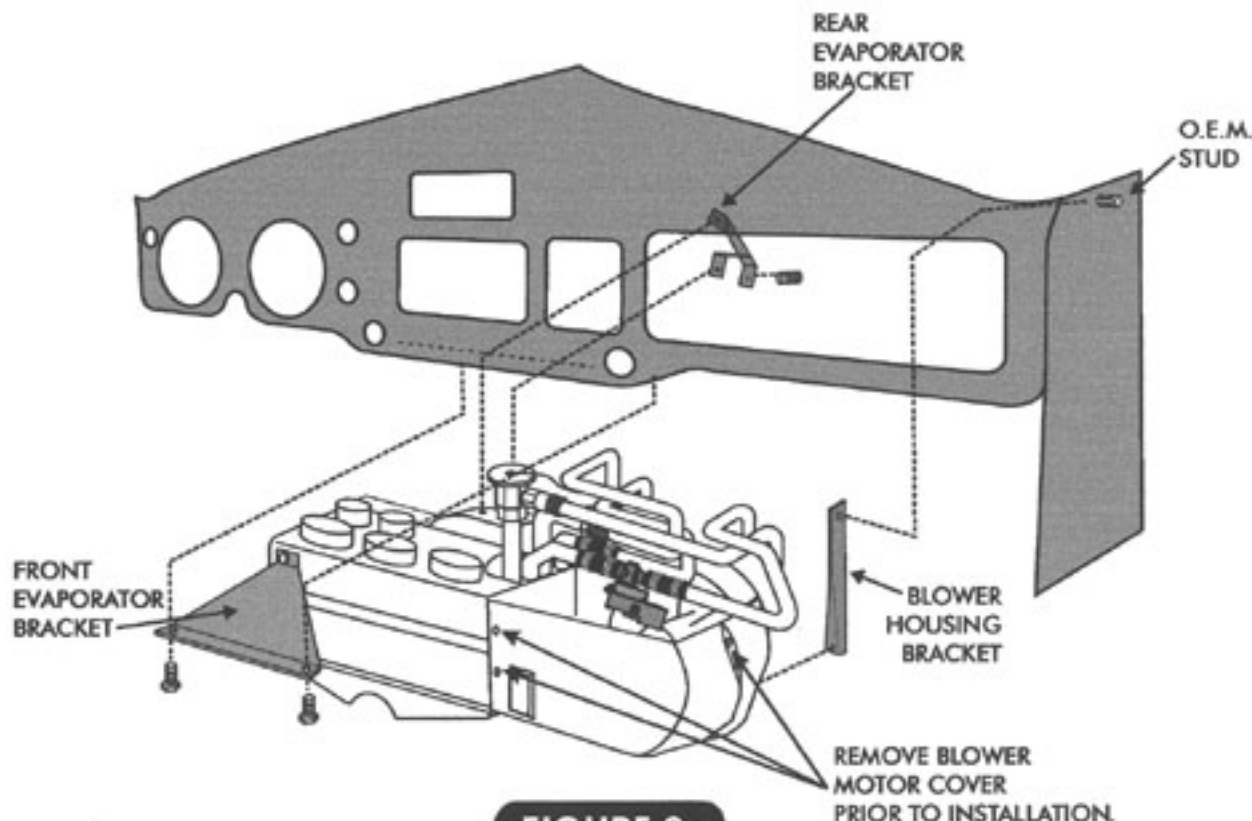


FIGURE 9

REMOVE BLOWER MOTOR COVER PRIOR TO INSTALLATION.

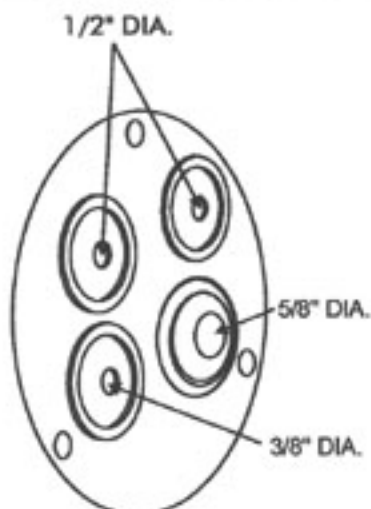
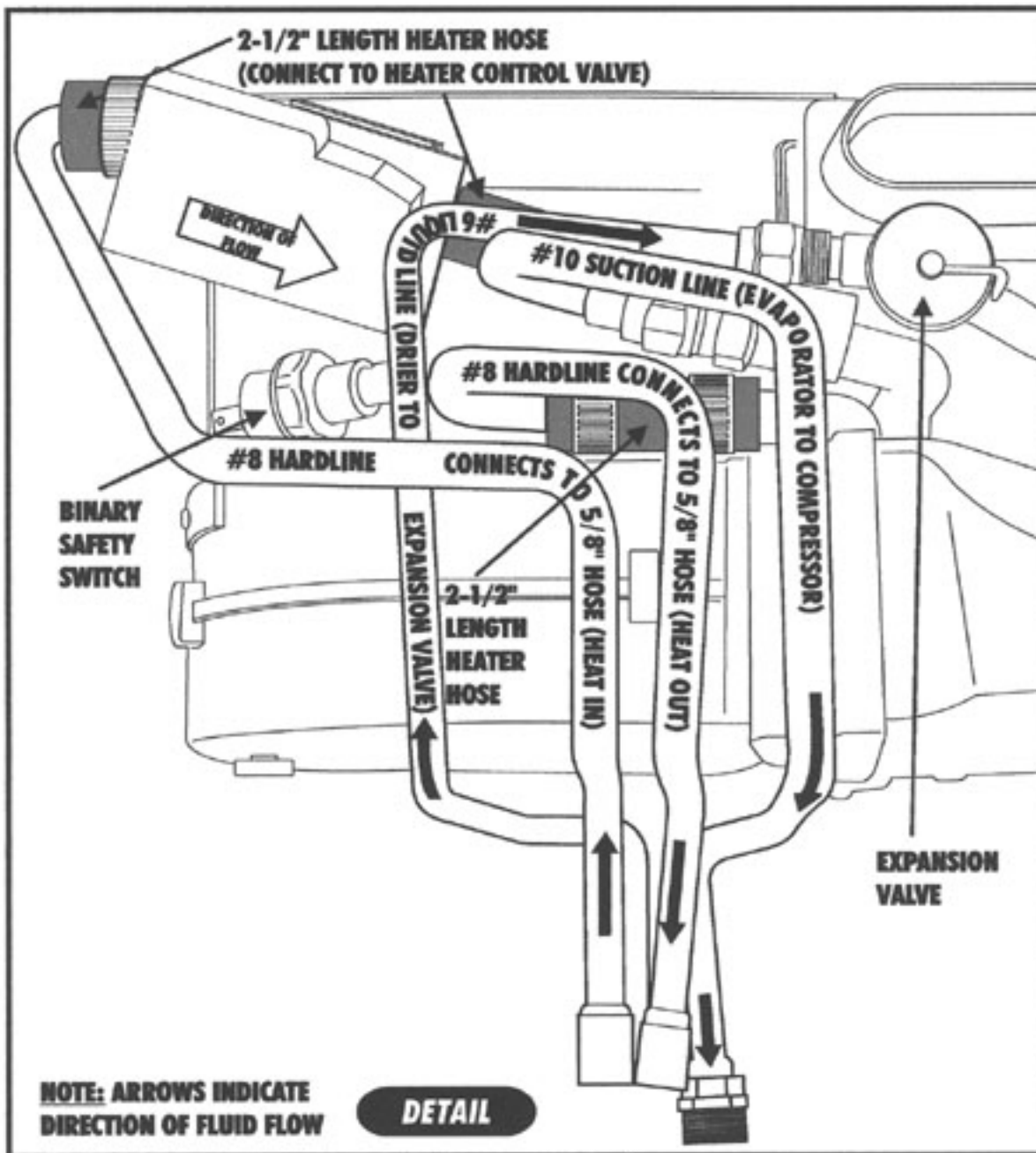
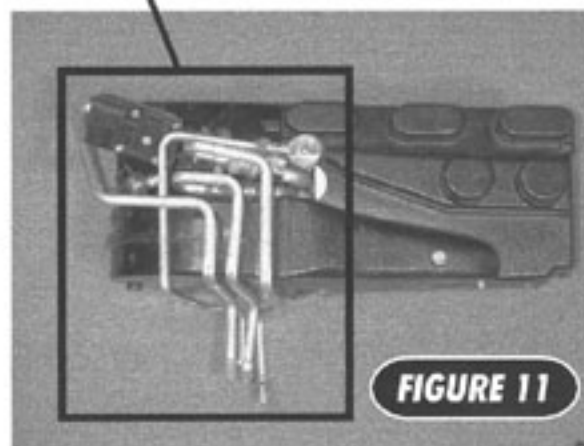


FIGURE 10

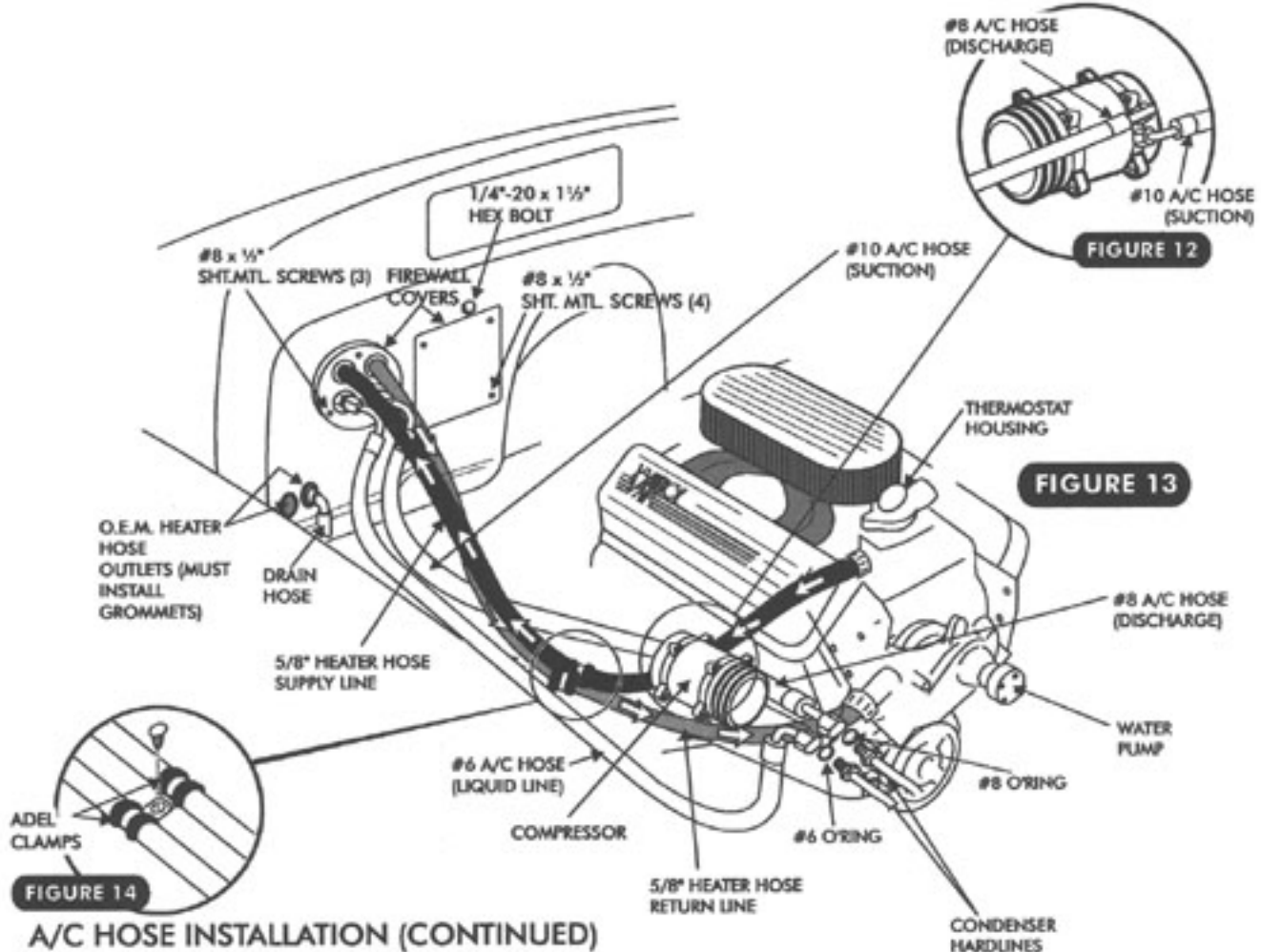


EVAPORATOR INSTALLATION:

- 1. PLACE EVAPORATOR UNDER DASH ON PASSENGER SIDE WITH FEEDER TUBE OUTLETS POINTED TOWARD THE FIREWALL.
- 2. POSITION THE EVAPORATOR BEHIND DASH BY TILTING THE UNIT APPROXIMATELY 45° TOWARD YOURSELF, WITH THE TUBES FACING THE FIREWALL. ROTATE THE EVAPORATOR AWAY FROM YOU, SO THAT THE TUBE OPENINGS ARE POINTING INTO THE ENGINE COMPARTMENT THRU THE O.E.M. BLOWER MOTOR OPENING IN THE FIREWALL.
- 3. LOOSELY ATTACH THE REAR EVAPORATOR BRACKET TO TOP OF EVAPORATOR ONLY, USING (1) 1/4"-20 x 1/2" BOLT (THIS WILL HELP ALIGN THE BRACKETS AND EASE THE EVAPORATOR INSTALLATION). NOW ATTACH THE BLOWER HOUSING BRACKET TO THE EVAPORATOR AND TIGHTEN USING (1) 10-32 x 1" BOLT AND (1) WASHER AS SHOWN IN FIGURE 9, PAGE 4.
- 4. HOLD THE EVAPORATOR UP, WHILE REMOVING THE BOLT FROM THE REAR BRACKET. NOW, ATTACH THE REAR EVAPORATOR BRACKET TO THE BACK OF THE EVAPORATOR CASE, AND TIGHTEN USING (1) 1/4"-20 x 1/2" BOLT. YOU MAY NOW ALIGN THE REAR BRACKET TO THE TOP HOLE ON THE EVAPORATOR CASE AND TIGHTEN, AS SHOWN IN FIGURE 9, PAGE 4.
- 5. ATTACH THE FRONT EVAPORATOR BRACKET TO EVAPORATOR CASE, AND TIGHTEN, USING (1) 1/4"-20 x 1/2" BOLT, AS SHOWN IN FIGURE 9, PAGE 4.

A/C HOSE INSTALLATION:

- 1. INSTALL FIREWALL COVER AND GROMMETS OVER EVAPORATOR FEEDER TUBES, AS SHOWN IN FIGURE 10, PAGE 5, AND BOLT TO FIREWALL AS SHOWN IN FIGURE 13, PAGE 7.
- 2. LOCATE THE #10 A/C SUCTION HOSE. TEMPORARILY CONNECT (NO O'RING NEEDED AT THIS TIME) THE CRIMPED END OF THIS HOSE TO THE #10 EVAPORATOR FEEDER TUBE AND ROUTE THE UNCRIMPED END TO THE COMPRESSOR AS SHOWN IN FIGURE 13, PAGE 7. TEMPORARILY INSTALL THE #10-45° FITTING (IN BAG) TO THE COMPRESSOR. (NOTE: THIS IS A TEMPORARY CONNECTION WHICH DOES NOT REQUIRE AN O'RING AT THIS TIME). HAND TIGHTEN THE FITTINGS.
- 3. ROUTE THE #10 HOSE TO THE #10 FITTING ON THE COMPRESSOR AND CUT TO LENGTH. **NOTE: MAKE SURE THE A/C BELT IS PROPERLY TENSIONED BEFORE CUTTING HOSES TO LENGTH.** PUSH THIS #10 HOSE ONTO THE FITTING AND LEAVE TEMPORARILY, AS SHOWN IN FIGURE 12, PAGE 7.
NOTE: DO NOT CUT REFRIGERANT HOSES WITH A HACKSAW, AS DEBRIS CAN REMAIN IN HOSE AND DAMAGE A/C SYSTEM.
- 4. LOCATE THE #6 A/C HOSE. TEMPORARILY CONNECT THE CRIMPED END OF THIS HOSE TO THE #6 EVAPORATOR FEEDER TUBE. ROUTE THE UNCRIMPED END OF THIS HOSE TO THE #6 ALUMINUM HARD-LINE WHICH PASSES THRU THE PASSENGER SIDE OF THE CORE SUPPORT. TEMPORARILY CONNECT THE #6-90° FITTING (IN BAG) TO THE #6 ALUMINUM HARDLINE. SEE FIGURE 13, PAGE 7.
- 5. ROUTE THE #6 HOSE TO THE #6 FITTING AND CUT TO LENGTH, AS SHOWN IN FIGURE 13, PAGE 7. LEAVE TEMPORARILY.
- 6. LOCATE THE #8 DISCHARGE HOSE. TEMPORARILY CONNECT (NO O'RINGS) THE CRIMPED END OF THIS HOSE TO THE #8 DISCHARGE HARDLINE WHICH IS CONNECT TO THE TOP PORT ON THE CONDENSER, AND PASSES THRU THE CORE SUPPORT. SEE FIGURE 13, PAGE 7.



A/C HOSE INSTALLATION (CONTINUED)

- 7. ROUTE THE #8 DISCHARGE HOSE TO THE COMPRESSOR AS SHOWN ABOVE. TEMPORARILY CONNECT THE #8 FITTING (IN BAG) TO THE COMPRESSOR.
- 8. ROUTE THE #8 DISCHARGE HOSE TO THE FITTING AND CUT HOSE TO LENGTH. PUSH #8 A/C HOSE ONTO #8 FITTING.
- 9 REMOVE #6, #8 AND #10 HOSES. FOLLOW THE CRIMPING INSTRUCTIONS SUPPLIED WITH YOUR HOSE KIT AND CRIMP ALL HOSE CONNECTIONS. RE-INSTALL ALL HOSES USING O'RINGS FOR THE FINAL CONNECTION. BE SURE TO LUBRICATE O'RINGS AND TIGHTEN PROPERLY. SEE FIGURE 8, PAGE 4.

NOTE: MARK POSITION OF HOSES/FITTINGS PRIOR TO CRIMPING. AFTER HOSES ARE CRIMPED, THEY WILL NOT ROTATE INSIDE FITTING.

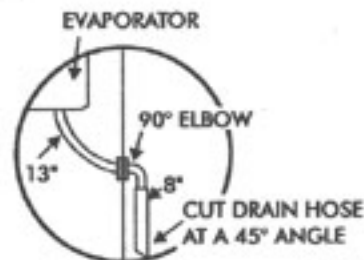


FIGURE 15

HEATER HOSE INSTALLATION:

NOTE: BULK HEATER HOSE NOT SUPPLIED WITH KIT. OBTAIN 5/8" HEATER HOSE FROM LOCAL AUTO PARTS RETAILER.

- 1. CONNECT A LENGTH OF 5/8" HEATER HOSE TO THE TOP PASSENGER SIDE HEATER HOSE FEEDER LINE AT THE FIREWALL COVER. (THE TOP PASSENGER SIDE FEEDER LINE CONTAINS THE HEATER CONTROL VALVE.) ROUTE THIS HOSE TO THE HEATER HOSE PRESSURE PORT. (THIS IS USUALLY FROM THE INTAKE MANIFOLD.) CUT TO LENGTH AND CONNECT WITH A HOSE CLAMP. (SEE FIGURE 13, PAGE 7).
- 2. CONNECT A LENGTH OF 5/8" HEATER HOSE TO THE TOP DRIVER SIDE HEATER HOSE FEEDER LINE AT THE FIREWALL COVER. ROUTE THIS HOSE TO THE HEATER HOSE SUCTION PORT (USUALLY LOCATED ON THE WATER PUMP). CUT TO LENGTH AND CONNECT WITH A HOSE CLAMP. (SEE FIGURE 13, PAGE 7).
- 3. INSTALL ADEL CLAMPS IN O.E.M. HOLE, AS SHOWN IN FIGURE 14 PAGE 7.

STANDARD UNDERDASH VENT INSTALLATION

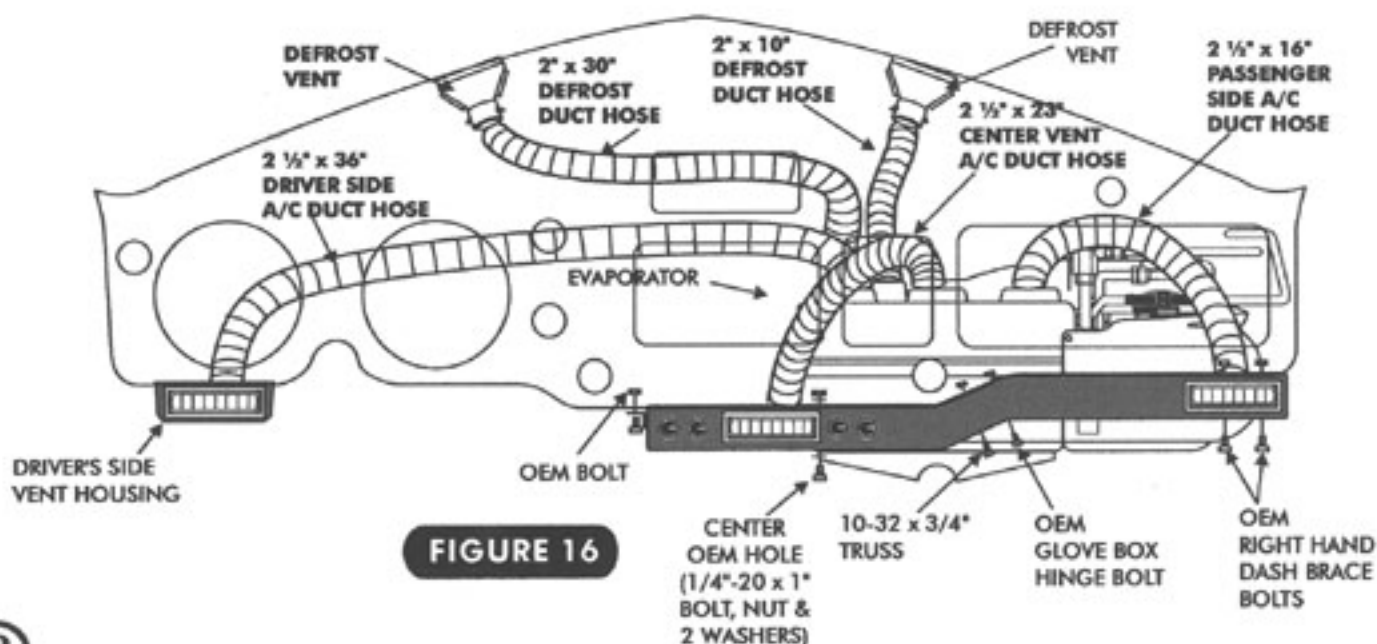


FIGURE 16

FINAL STEPS

NOTE: IF USING UPGRADE CONTROL PANEL, DIS-REGARD STEPS 1-5 & 7. FOLLOW INSTALLATION INSTRUCTIONS INCLUDED WITH PANEL, TAKING CARE TO INSERT THERMOSTAT CAPILLARY TUBE AS OUTLINED IN STEP 6.

- 1. REMOVE THE (2) RIGHT HAND DASH BRACE BOLTS & NUTS UNDERNEATH THE BOTTOM LIP OF DASH. SEE FIGURE 16, PAGE 8.
- 2. REMOVE THE (2) BOLTS FROM THE DRIVER SIDE GLOVE BOX HINGE.
- 3. TEMPORARILY INSTALL UNDERDASH PANEL. THE PANEL WILL BOLT TO THE BOTTOM OF DASH THROUGH THE O.E.M. HOLES (SEE FIGURE 16, PAGE 8).
- 4. USING THE BRACKET ON THE PANEL AS A GUIDE, CENTER THE PANEL AND CAREFULLY MARK THROUGH THE O.E.M. HOLES TO SHOW BOLT LOCATIONS. REMOVE PANEL.
- 5. DRILL THE (2) GLOVE BOX HINGE HOLES ON THE PANEL TO 1/4" AND DRILL THE (2) DASH BRACE HOLES TO 5/16".
- 6. CAREFULLY UNROLL THE CAPILLARY TUBE ON THE THERMOSTAT AND INSERT IT IN THE LOCATION STICKER LOCATED ON THE TOP OF THE EVAPORATOR. THE CAPILLARY TUBE SHOULD EXTEND INTO THE COIL TO A DEPTH OF ABOUT 5". SEE PAGE 11.
- 7. BOLT PANEL TO DASH BY REINSTALLING BOLTS PREVIOUSLY REMOVED, AS SHOWN IN FIGURE 16, PAGE 8.
- 8. INSTALL DUCT HOSES. SEE FIGURE 16, PAGE 8, FOR HOSE ROUTING.
- 9. CONNECT ALL WIRING AS SHOWN IN WIRING DIAGRAM ON PAGE 10. (IF USING OPTIONAL CONTROL PANEL, FOLLOW WIRING DIAGRAM FURNISHED WITH OPTIONAL PANEL.
- 10. CUT A LENGTH OF DRAIN HOSE TO 13 INCHES. ATTACH TO DRAIN ON EVAPORATOR AND ATTACH 90° ELBOW TO OTHER END. INSTALL AS SHOWN IN FIGURE 15, PAGE 7.
- 11. INSTALL NEW SUPPLIED GLOVE BOX, WITH ORIGINAL BRACES.
- 12. RE-ATTACH ALL O.E.M. ITEMS PREVIOUSLY REMOVED.

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 AT ALL TIMES. FAILURE TO FOLLOW ANTIFREEZE RECOMMENDATIONS WILL CAUSE HEATER CORE TO CORRODE PREMATURELY AND POSSIBLY BURST IN THE A/C MODE AND/OR FREEZING WEATHER, VOIDING YOUR WARRANTY. CHECK COMPLETE A/C ASSEMBLY FOR PROPER OPERATION. VINTAGE AIR RECOMMENDS THAT ALL A/C BE SERVICED BY A CERTIFIED AUTOMOTIVE AIR CONDITIONING TECHNICIAN ONLY. SEE INSIDE COVER FOR SERVICE INFORMATION.

•START ENGINE AND RUN, UNTIL NORMAL OPERATING TEMPERATURE IS REACHED. PLACE SWITCH IN HEAT POSITION, AND SELECT FAN SPEED DESIRED. THE SYSTEM WILL HEAT THE VEHICLE. **IMPORTANT: (BE SURE THE ENGINE THERMOSTAT HAS OPENED, AND THE APPROVED ANTI- FREEZE MIXTURE HAS BEEN CIRCULATED THRU THE HEATER CORE BEFORE TESTING THE A/C MODES).**

•WHEN VALVE IS CLOSED, INLET SIDE OF VALVE SHOULD BE HOT AND OUTLET SIDE SHOULD BE COOL. WHEN THE VALVE IS OPEN, BOTH INLET AND OUTLET SIDES SHOULD BE HOT.

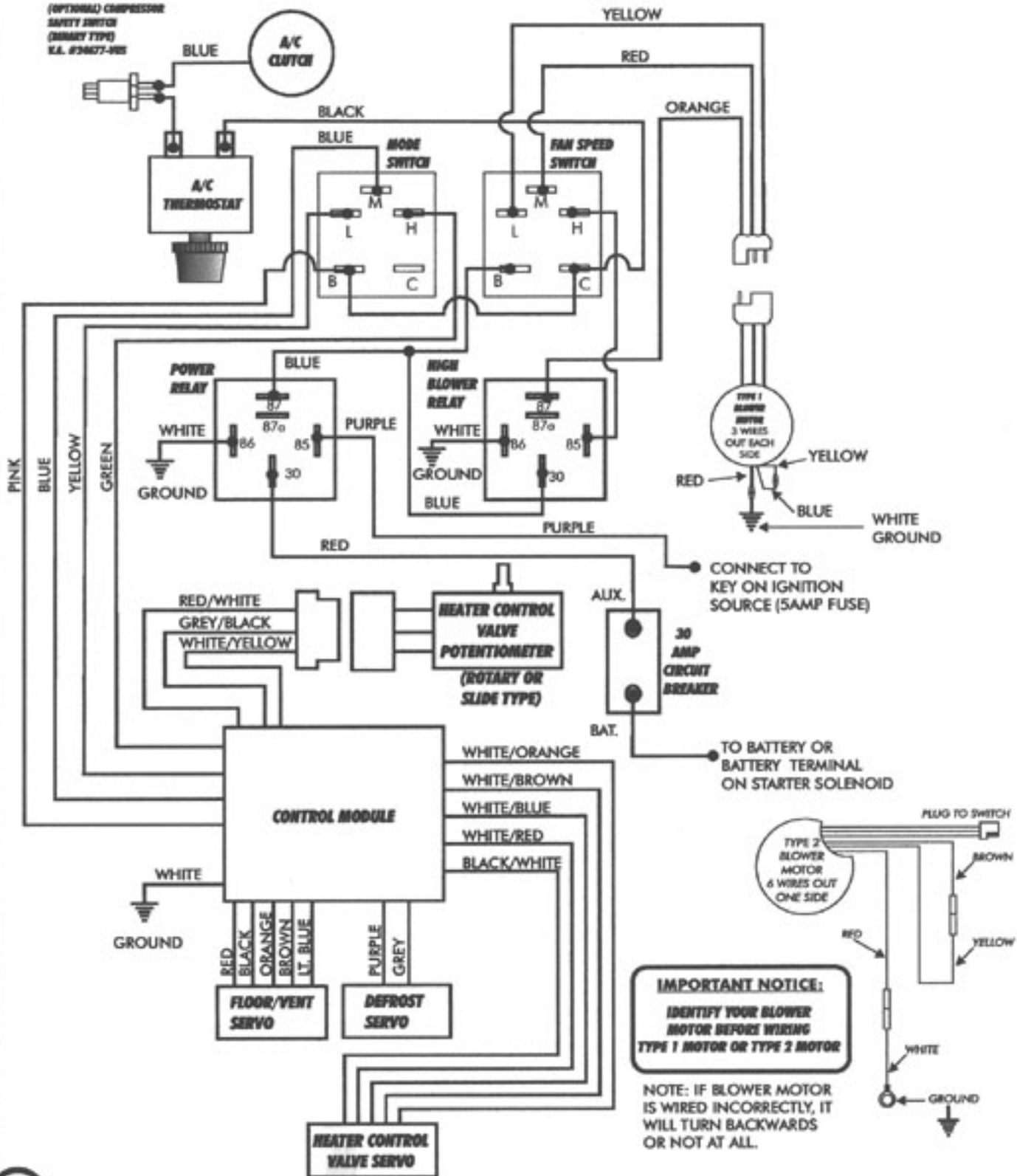


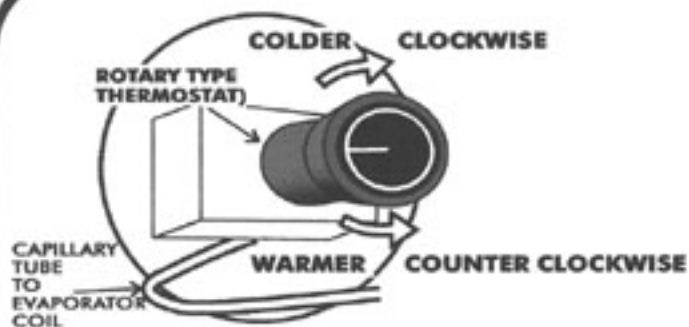
1947-55 CHEVROLET TRUCK w/GEN II

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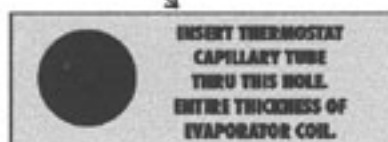
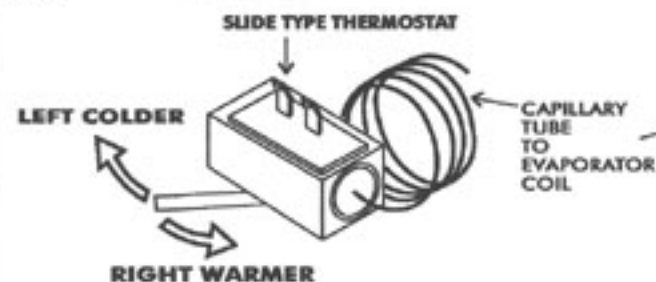
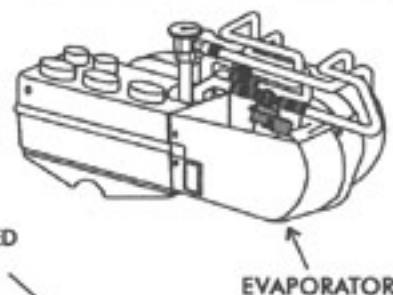
WIRING DIAGRAM - GEN II UNITS HEAT/COOL/DEFROST W/ ROTARY CONTROL

(OPTIONAL) COMPRESSOR
SAFETY SWITCH
(SERIES TYPE)
P.A. #28677-905





THIS STICKER LOCATED ON TOP SIDE OF EVAPORATOR CASE



NOTE: YOUR SYSTEM MAY HAVE A ROTARY OR SLIDE TYPE THERMOSTAT.

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 S 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

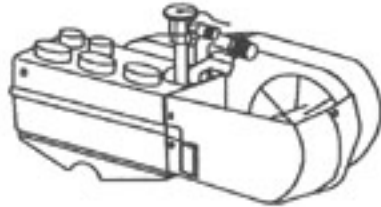
- 1.) **SYMPTOM:** THE A/C WORKS WELL AT FIRST THEN QUITS COOLING. THE AIR FLOW FROM THE VENTS IS LOW, AND THE COMPRESSOR CLUTCH CYCLES INFREQUENTLY.
SOLUTION: THE THERMOSTAT IS SET TOO COLD AND THE EVAPORATOR IS "ICING UP" AND RESTRICTING AIR FLOW. **ALLOW THE ICE TO MELT** AND SET THE **ROTARY TYPE 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 RED 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.**



1947-55 1st SERIES CHEVROLET TRUCK w/GEN II

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

EVAPORATOR KIT 75454-LCZ-A



55288-VUE-A
GEN II EVAPORATOR SUBCASE

1

06200-VUE
2" DIA. HOSE



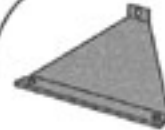
06250-VUE
2-1/2" DIA. HOSE



11078-VUS
BINARY SAFETY
SWITCH



INSTALLATION KIT
63201-LCE



64247-LCB
EVAP. FRONT
BRACKET

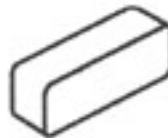
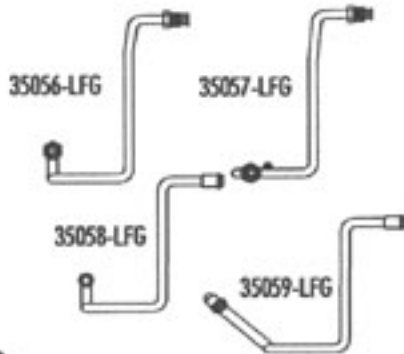


64248-LCB
EVAP. REAR
BRACKET



64249-LCB
BLOWER HOUSING
BRACKET

BRACKET KIT
64947-LCB



49047-LC1
GLOVE BOX



49347-LC1
FIREWALL
COVER

49247-LC1
FIREWALL
COVER



63349-LCE
DEFROST KIT

ACCESSORY KIT 79547-LCN

2

1947-55 1st SERIES CHEVY TRUCK w/HEAT/COOL/DEFROST EVAPORATOR KIT PACKING LIST

NO.	QTY.	PART NO.	DESCRIPTION	INITIALS
1.	1	55288-VUE-A	EVAPORATOR (GEN II) SUBCASE	_____
2.	1	79547-LCN	'47-55 CHEVY TRUCK ACCESSORY KIT	_____

47-55 CHEVY TRUCK w/GEN II COMPACT V/8 8/5/01

DATE _____

PACKED BY _____