

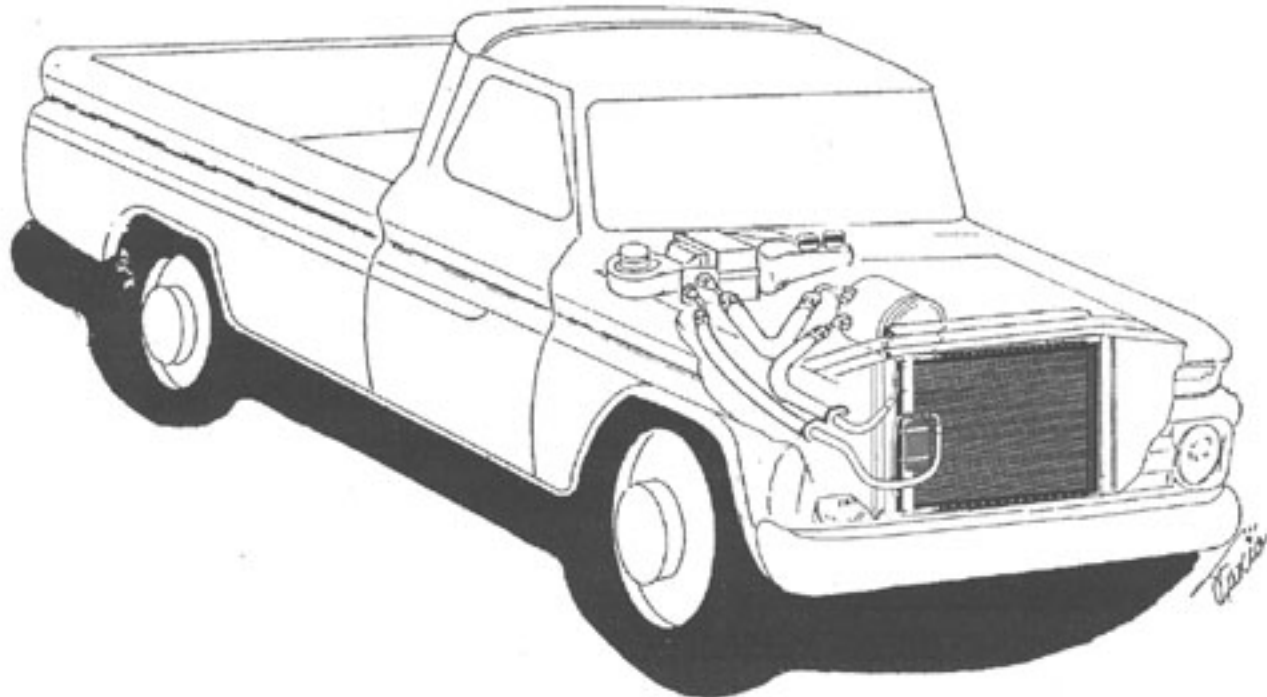
**ADVANTAGE  
AIR**

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INSTALLATION INSTRUCTIONS FOR

**1964-66  
CHEVROLET  
PICK-UP**

w/ STD CONTROLS  
(75065-LCZ-A)



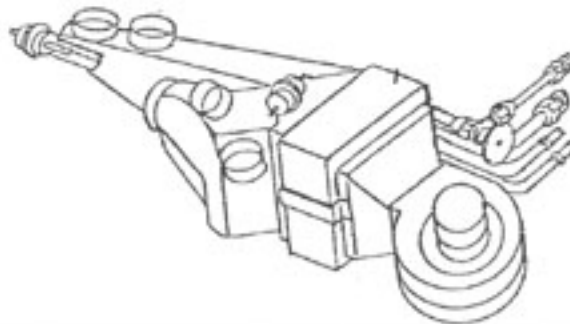
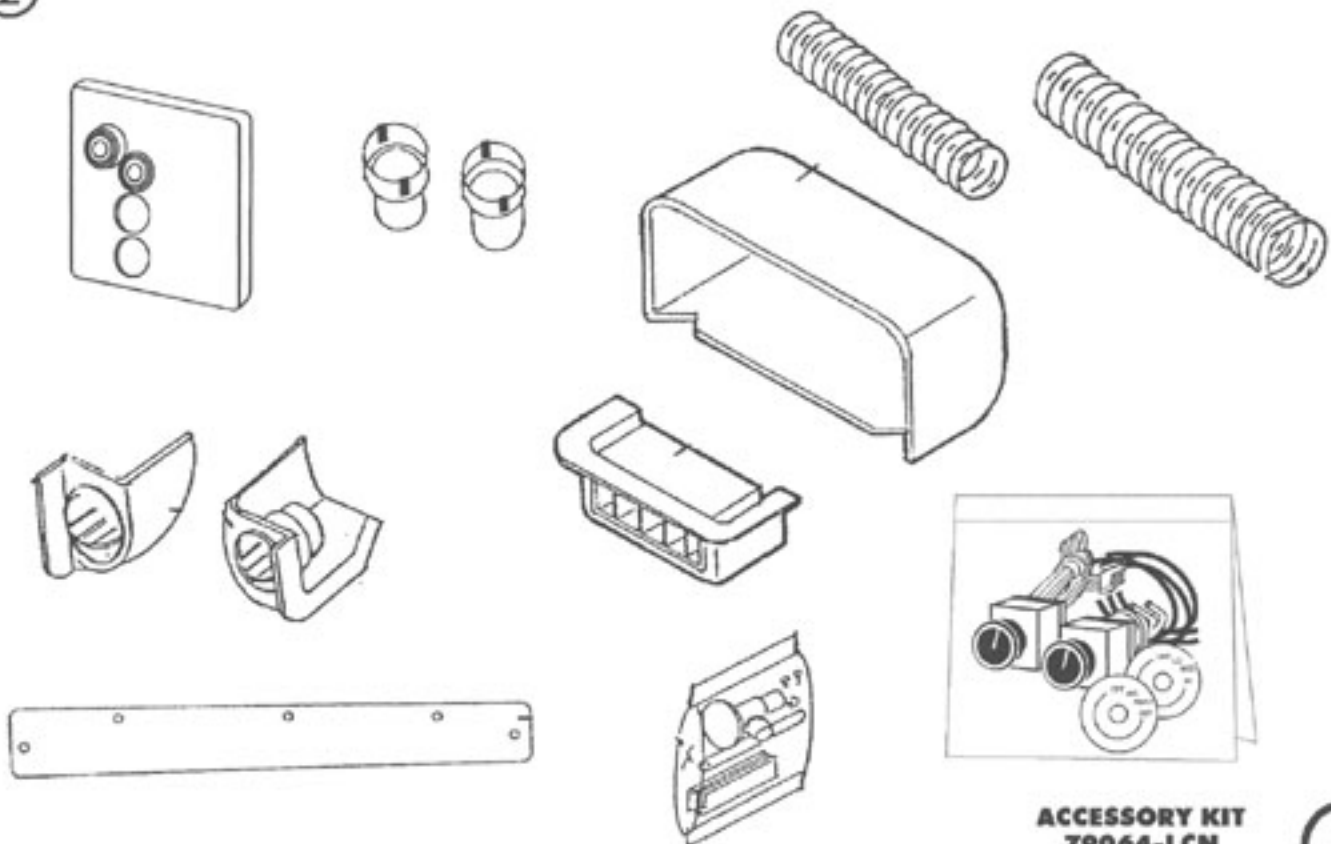
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**1964 - 66 CHEVY PICK-UP  
EVAPORATOR KIT PACKING LIST**
**EVAPORATOR KIT  
75065-LCZ-A**

No.	QTY.	PART No.	DESCRIPTION
1.	1	55366-LCE-A	'64-'66 CHEVY PICK-UP EVAP. SUB-CASE
2.	1	79064-LCN	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.**

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**ACCESSORY KIT  
79064-LCN**
**3**

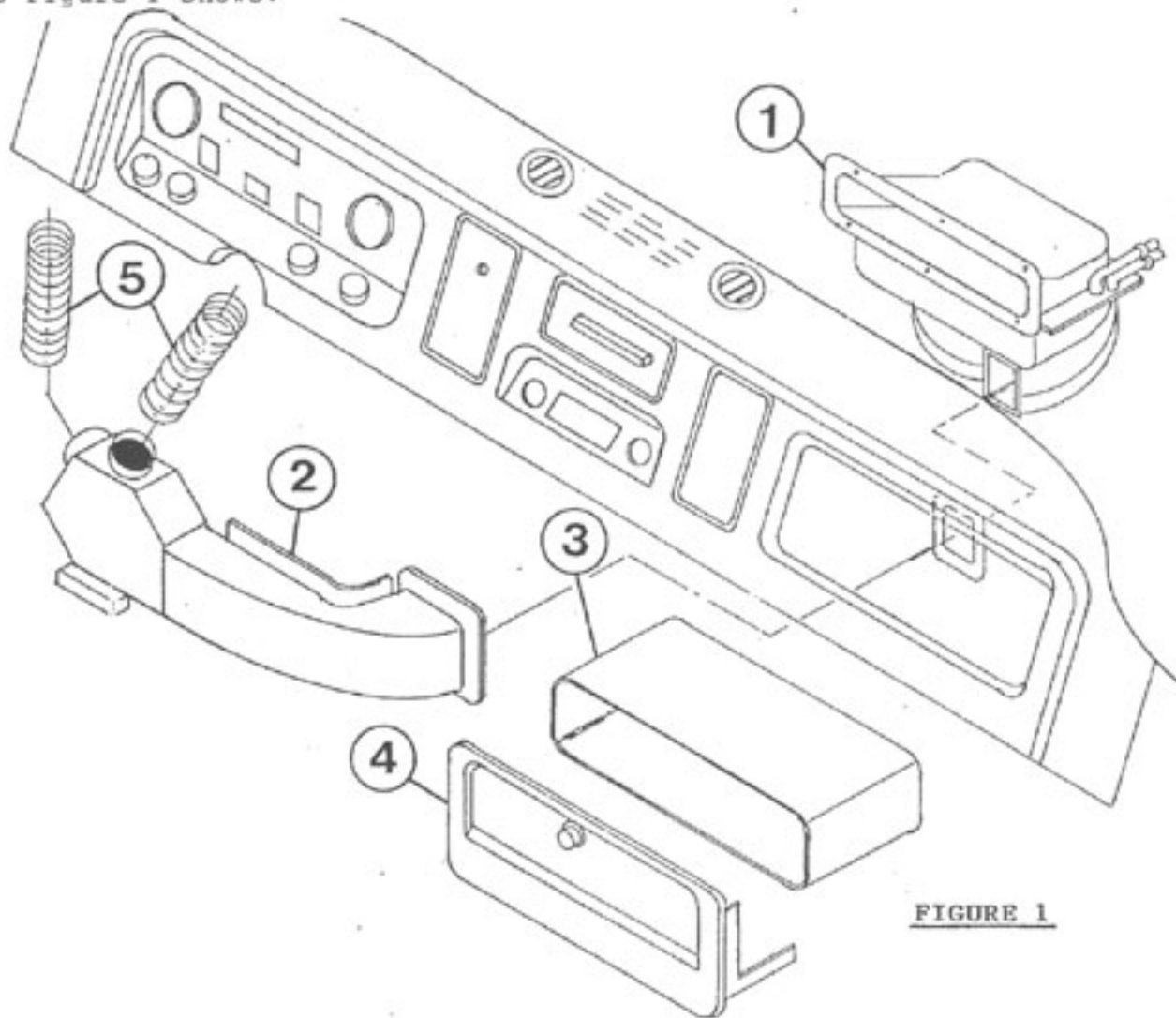
**INSTALLATION INSTRUCTIONS  
1964/66 CHEVROLET TRUCK**

BEFORE STARTING THE INSTALLATION, CHECK THE FUNCTION OF THE VEHICLE (HORN, LIGHTS, ETC.) FOR PROPER OPERATIONS. STUDY THE INSTRUCTIONS, ILLUSTRATIONS AND DIAGRAMS. DISCONNECT THE BATTERY.

**PASSENGER COMPARTMENT**

**REMOVE THE FOLLOWING:**

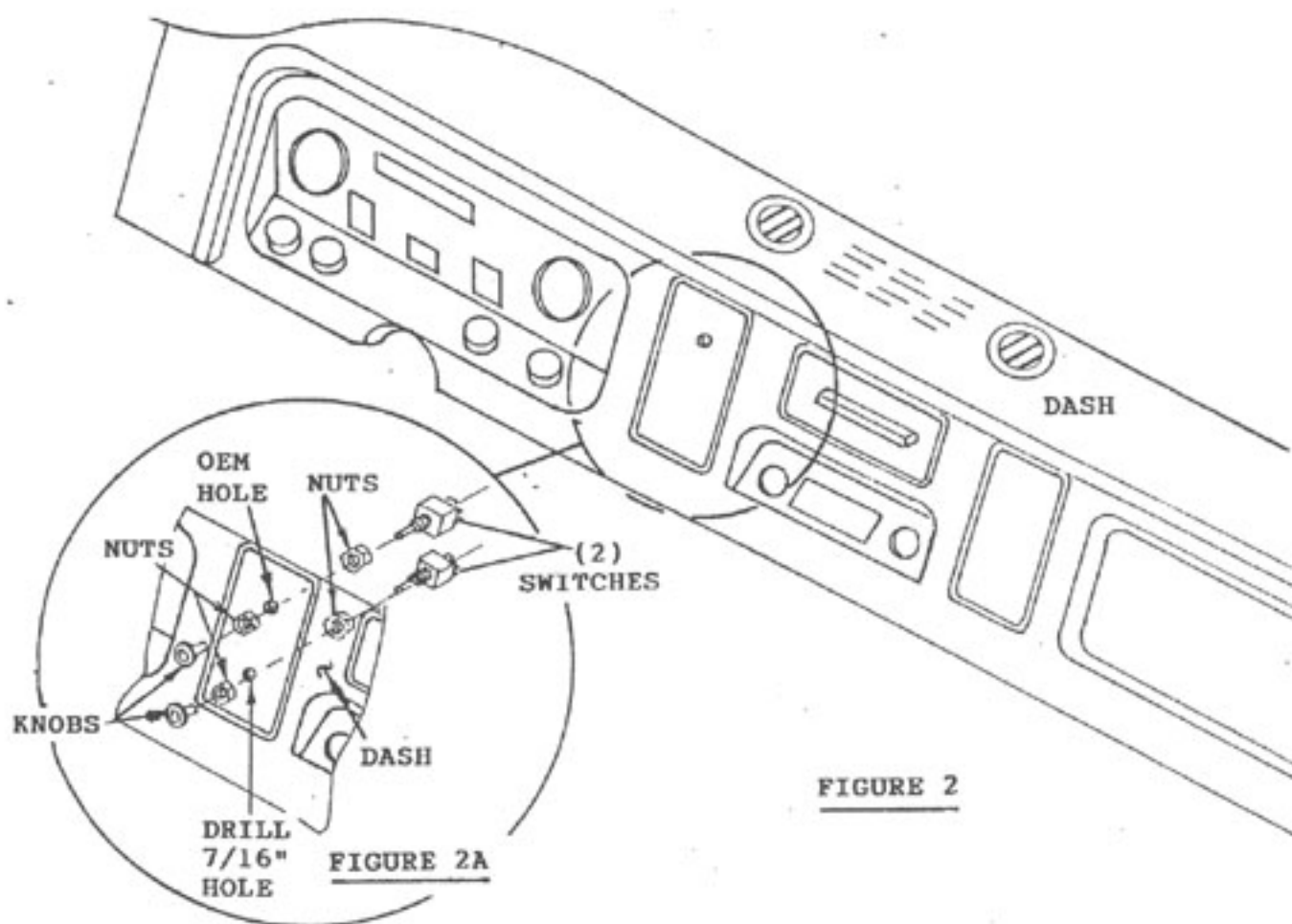
1. Heater assembly engine side (discard).
  2. Heater duct (discard).
  3. Glove box (discard).
  4. Glove box door.
  5. Duct hoses (discard).
- As Figure 1 shows.



**FIGURE 1**

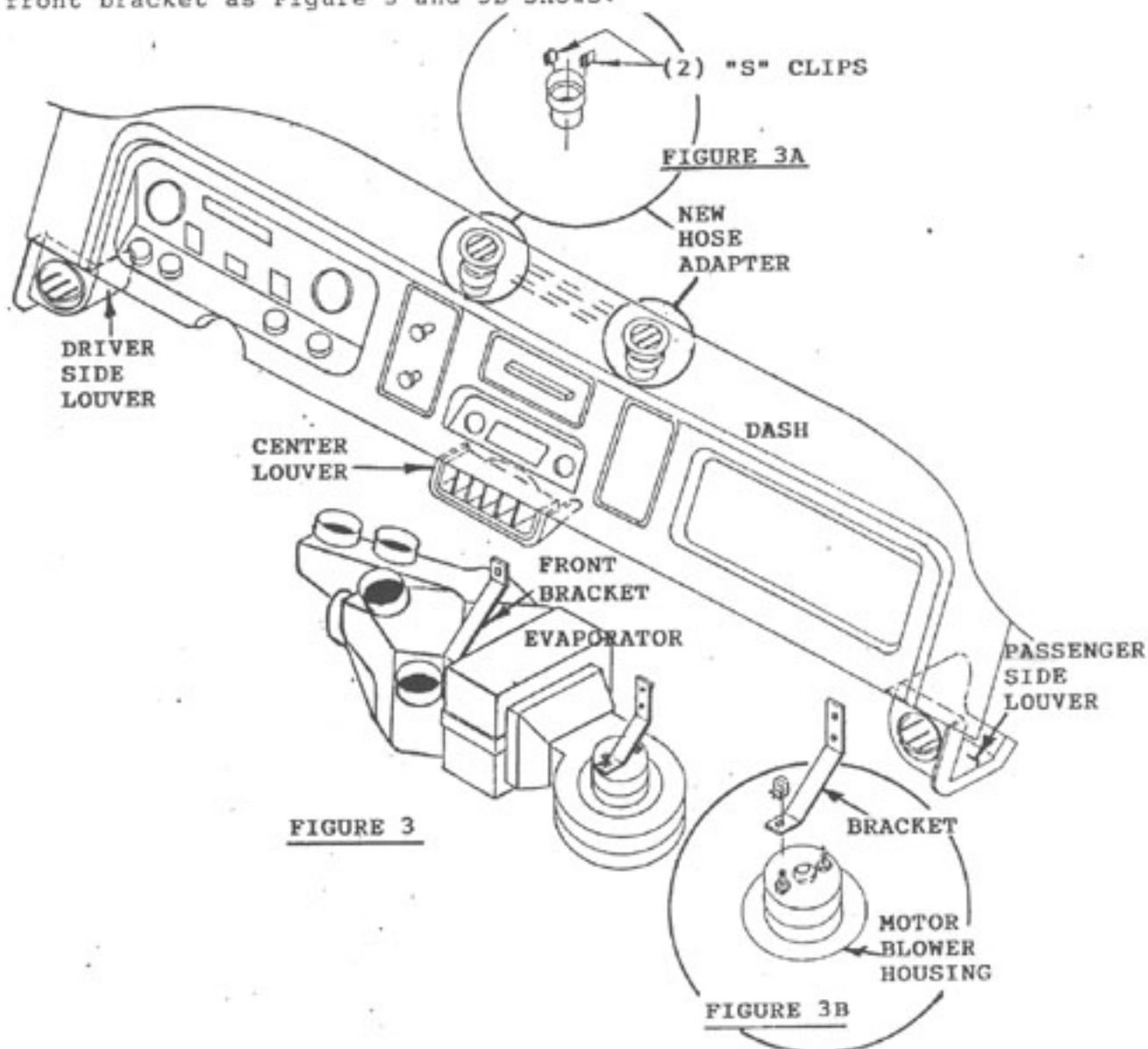
**PASSENGER COMPARTMENT**
**SWITCHES INSTALLATION**

1. Use (1) OEM hole on dash and drill a (1) new 7/16" hole for install (2) switches on dash as Figure 2A shows.

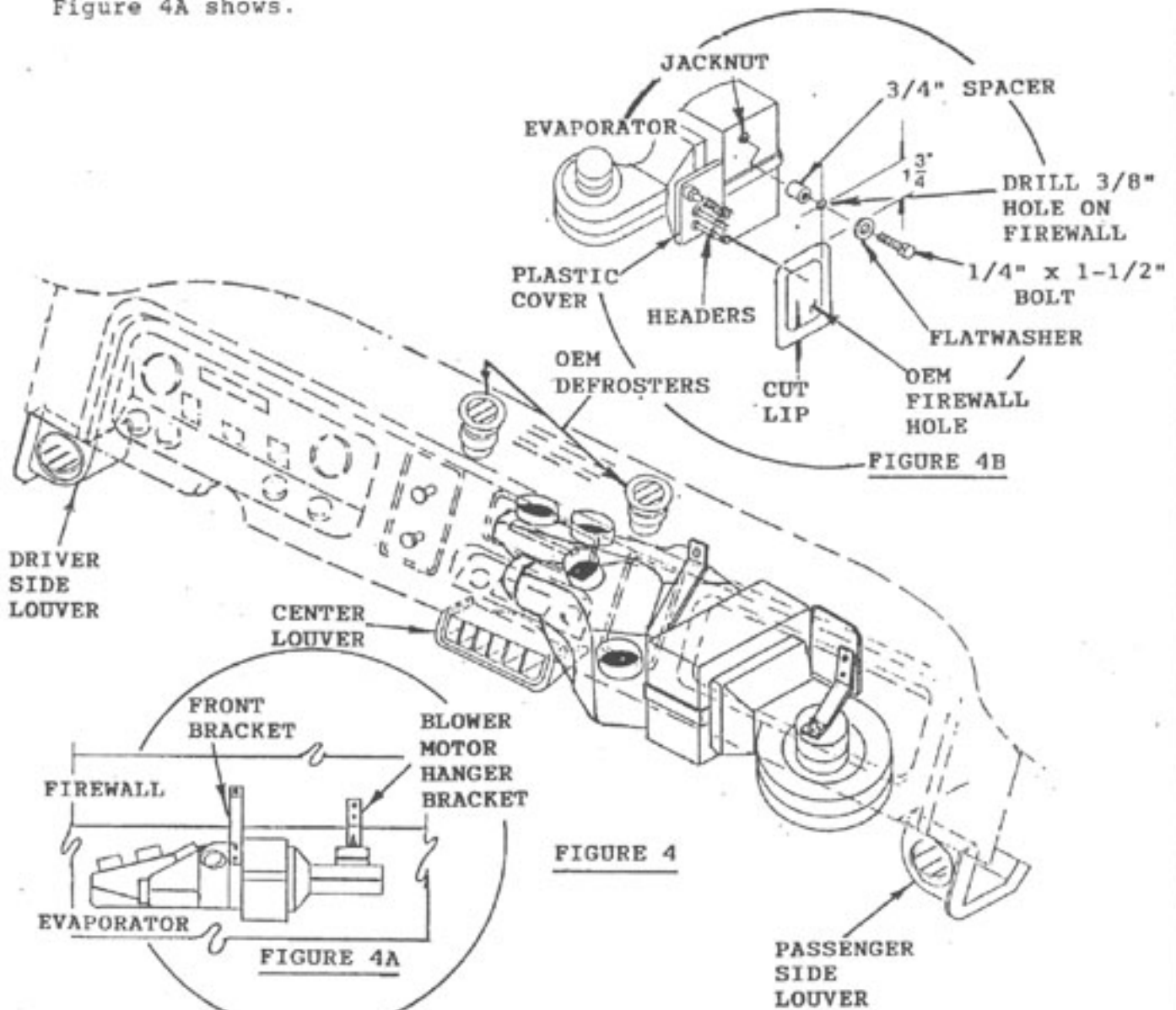

**FIGURE 2**

**PASSENGER COMPARTMENT**
**EVAPORATOR INSTALLATION**

1. Install (2) new hose adapters provided at OEM defrosters with (2) "S" clips as Figure 3A shows.
2. Attach driver, passenger and center louvers at kick panel and dash as Figure 3 shows.
3. Lay the unit on the floor and attach motor blower housing bracket and front bracket as Figure 3 and 3B shows.



4. Cut lip on OEM firewall heater hole as Figure 4B shows.
5. Drill a 3/8" hole on firewall as Figure 4B shows.
6. Raise the evaporator up and align plastic cover with headers at OEM heater motor hole and attach bolt to hole drilled on firewall and evaporator jacknut as Figure 4B shows.
7. Attach front evaporator bracket to firewall with one screw as Figure 4A shows.
8. Attach blower motor hanger bracket to firewall with (2) screws as Figure 4A shows.



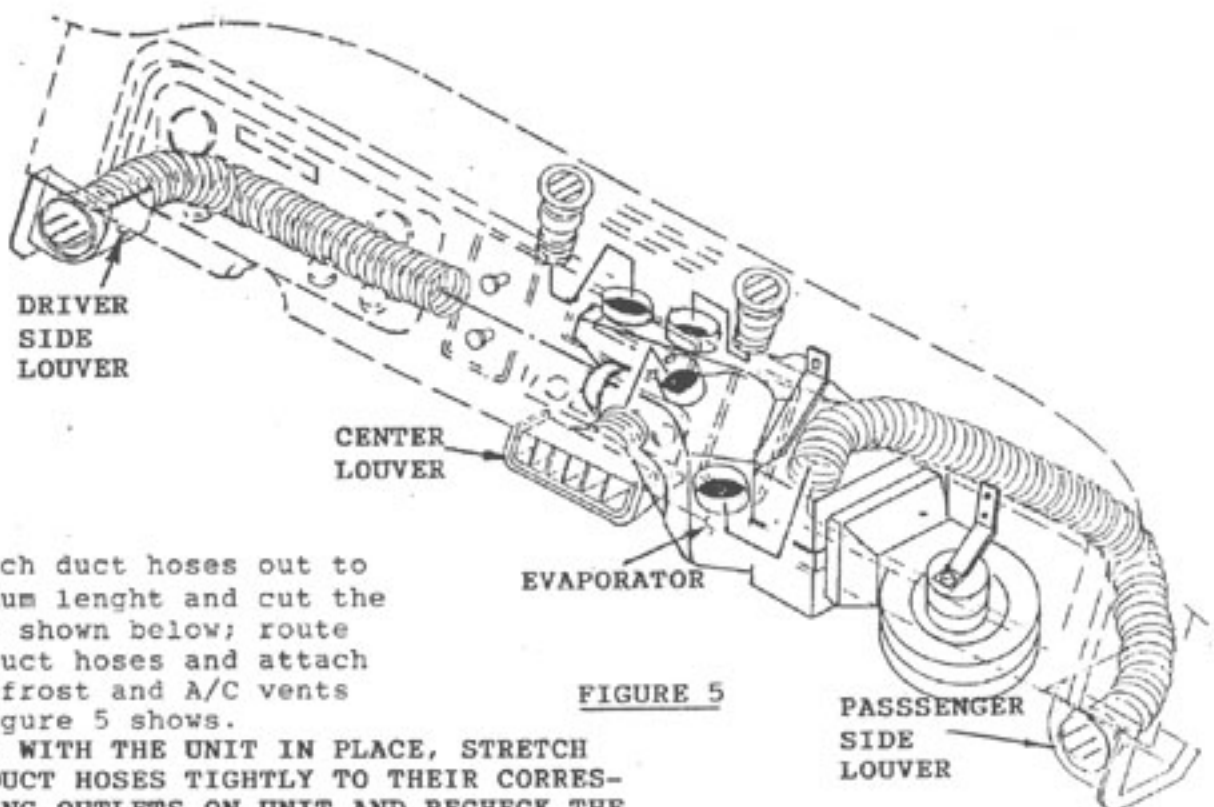


FIGURE 5

9. stretch duct hoses out to maximum length and cut the sizes shown below; route all duct hoses and attach to defrost and A/C vents as Figure 5 shows.

**NOTE: WITH THE UNIT IN PLACE, STRETCH THE DUCT HOSES TIGHTLY TO THEIR CORRESPONDING OUTLETS ON UNIT AND RECHECK THE LENGTH. INSURE THAT THE HOSE IS PULLED TIGHTLY WITH A MINIMUM OF KINKS OR SHARP BENDS IN THE HOSE. THIS WILL INSURE MAXIMUM AIR FLOW.**

Driver side (2-1/2" x 50" A/C duct hose)  
(2" x 15" defroster duct hose).

Passenger side (2-1/2" x 30" A/C duct hose)  
(2" x 15" defroster duct hose).

Center vent (2-1/2" x 15" A/C hose).

#### GLOVE BOX INSTALLATION

1. Install new glove box provided as Figure 6 shows.
2. Re-install all items removed at this time.

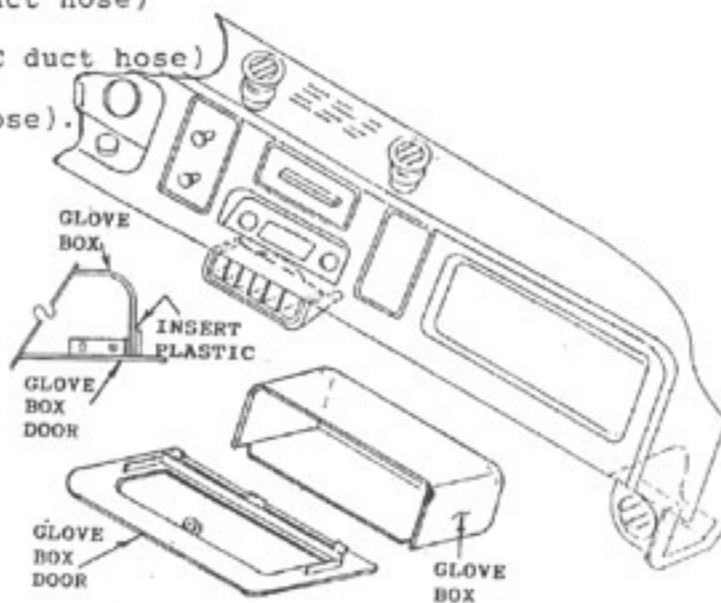


FIGURE 6

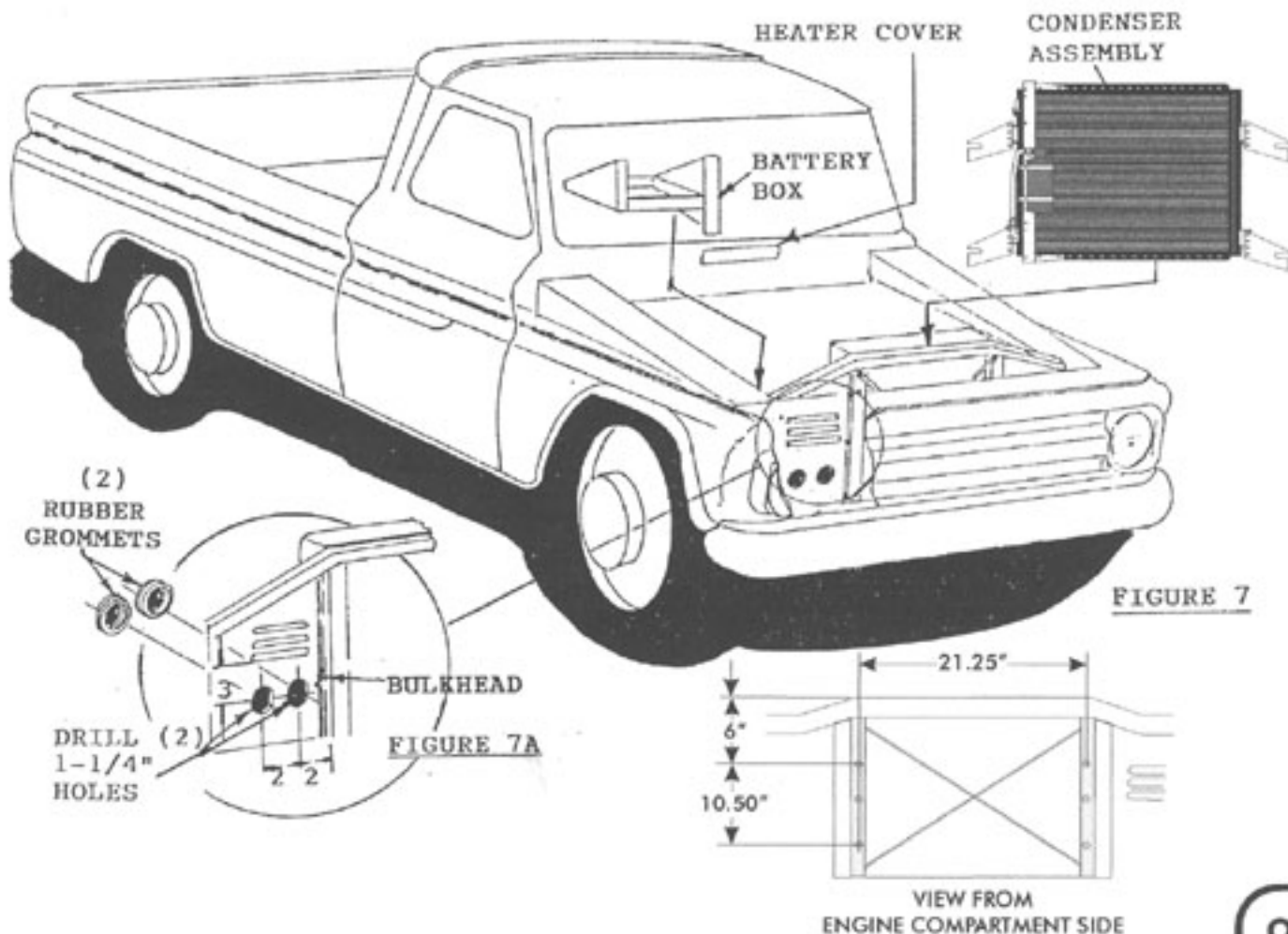


**ENGINE COMPARTMENT**

1. Install Heater Cover at OEM opening of previously removed heater assembly. See FIGURE 7.
2. Install compressor with mounting bracket, refer to separate instructions in bracket kit.

**CONDENSER INSTALLATION**

1. Remove battery and battery box as Figure 7 shows.
2. Drill (2) 1-1/4" diam. holes on radiator core support with measurements noted and install (2) grommets for the A/C hose to pass thru the radiator core support as figure 7A shows.
3. Lean top of radiator and remove (4) OEM radiator bolts.
4. Slide condenser assembly between radiator and bulkhead and align condenser brackets to OEM radiator bolts as Figure 8 shows.

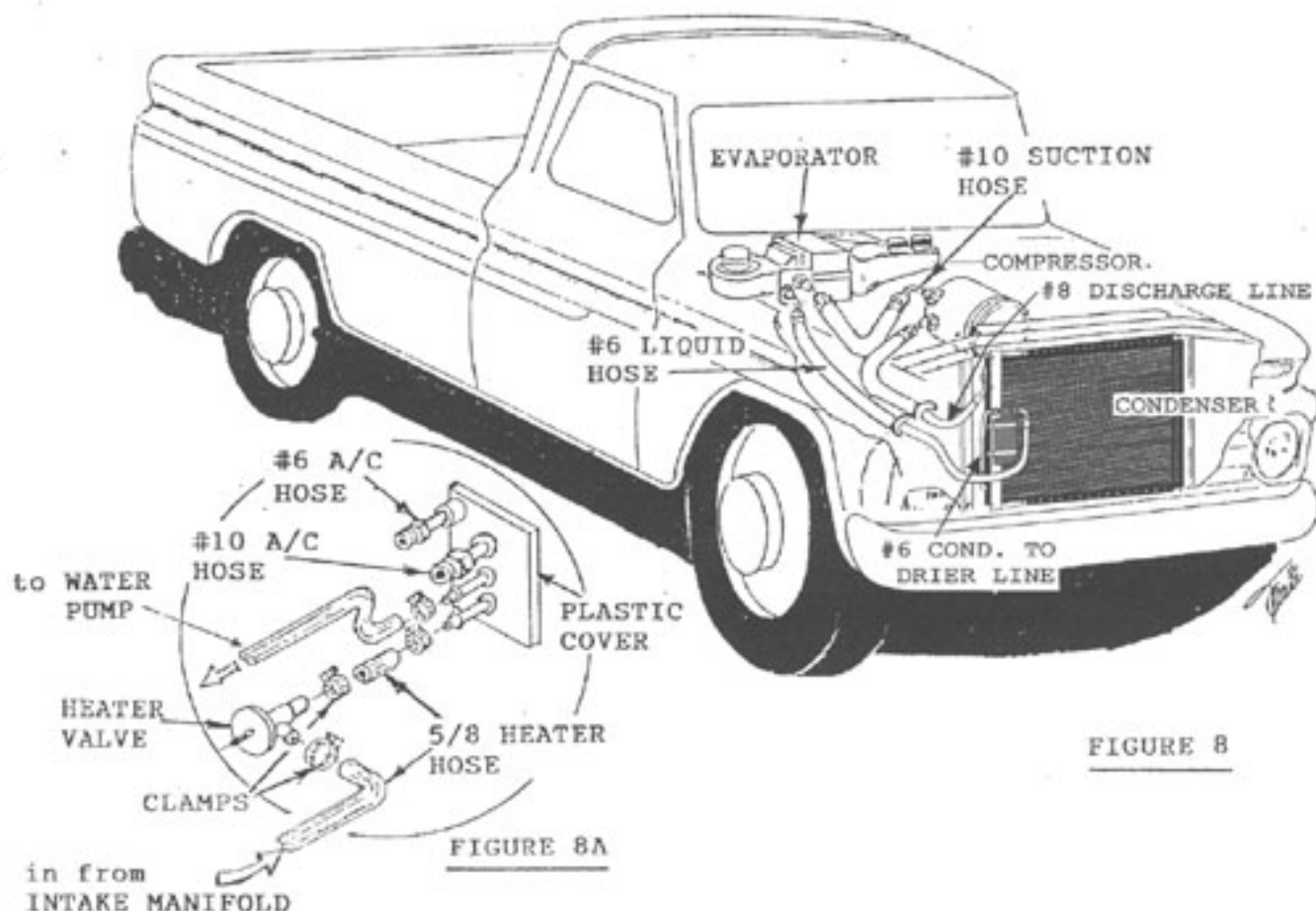


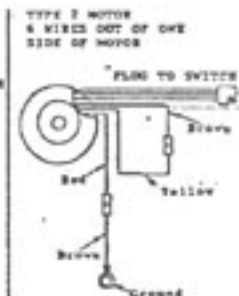
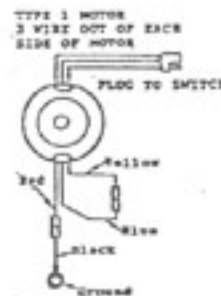
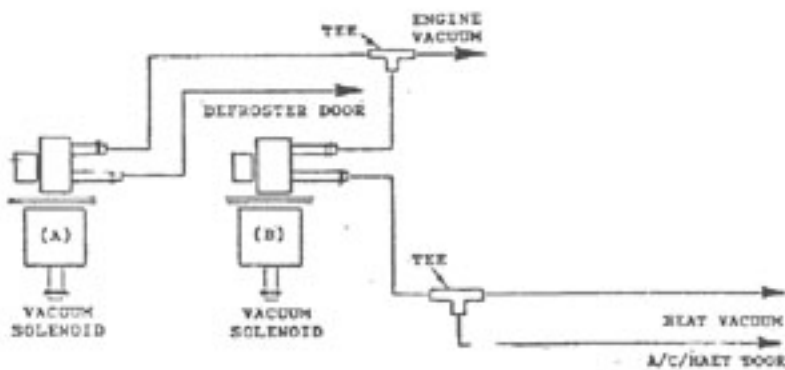
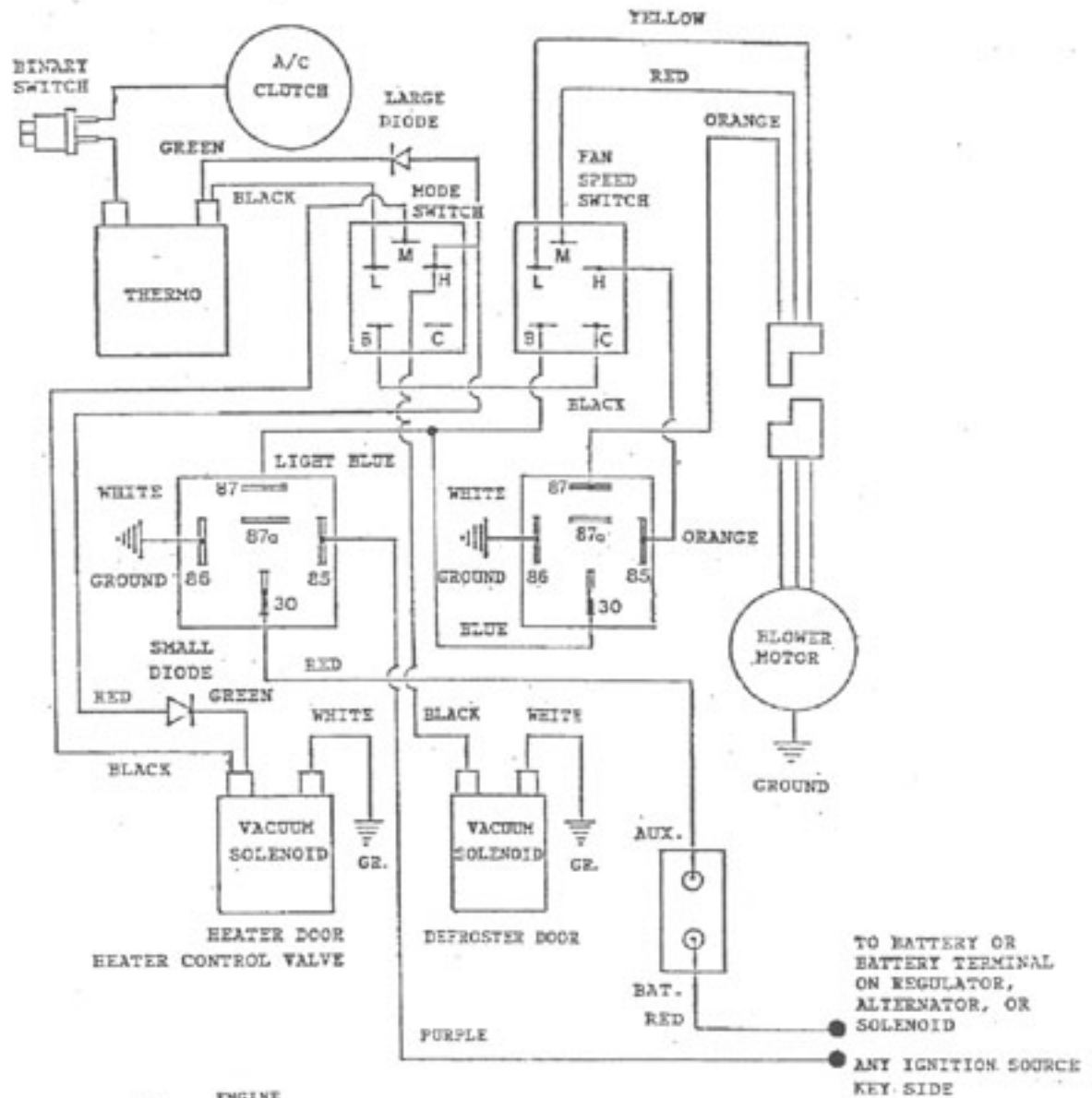
HEATER KIT INSTRUCTIONS

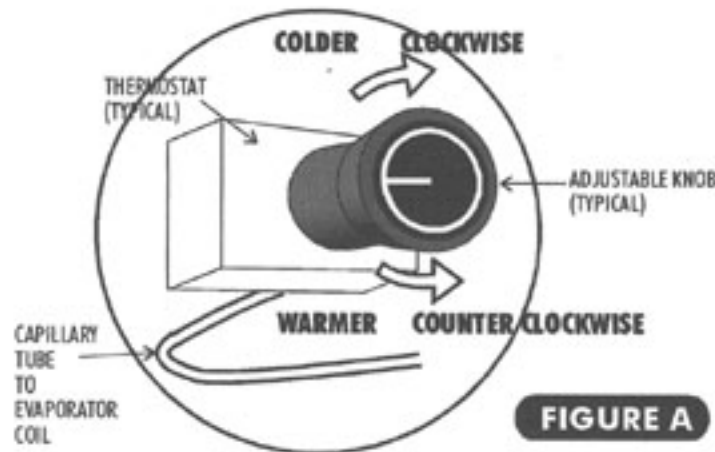
1. Install heater valve in heater hose from intake manifold as close to firewall as possible (Figure 8A).
2. Install heater hoses as Figure 8A shows.

REFRIGERANT HOSES (FIGURE 8)

1. Lubricate and attach #10 suction hose to the compressor ( $\frac{1}{2}$ " I.D. hose 24" inches long 45 Female O-ring fitting on firewall end and 90 Female O-ring fitting on compressor end).
2. Lubricate and attach #8 discharge hose to the compressor ( $\frac{13}{32}$ " I.D. hose 46" inches long, with a 90 Female O-ring fitting on compressor end and 45 Female O-ring fitting on the condenser end).
3. Lubricate and attach #6 liquid hose from the receiver drier to the evaporator ( $\frac{5}{16}$ " I.D. hose 60" inches long with 45 Female O-ring fitting on the evaporator end and 90 Female O-ring fitting on drier end).
4. Re-attach all items removed previously.
5. Your system is ready to evacuate and charge. This should be done only by a certified air conditioning technician.



**WIRING DIAGRAM 1964/66 CHEVROLET PICK-UP**



**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

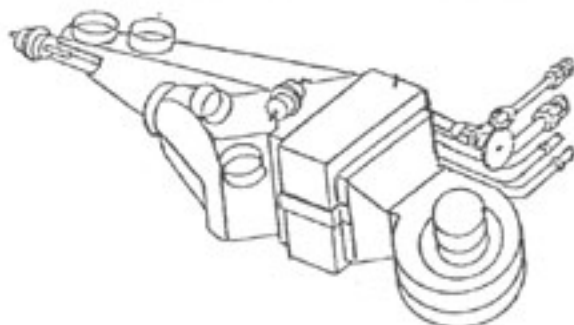
- 1.) SYMPTOM: THE A/C WORKS WELL AT FIRST THEN QUILTS COOLING. THE AIR FLOW FROM THE VENTS IS LOW AND THE COMPRESSOR CYCLES INFREQUENTLY.  
 SOLUTION: THE THERMOSTAT IS SET TOO COLD AND THE EVAPORATOR IS "ICING UP" AND RESTRICTING AIR FLOW. ALLOW THE ICE TO MELT AND SET THE THERMOSTAT WARMER (COUNTER 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.

**1964 - 66 CHEVY PICK-UP  
EVAPORATOR KIT PACKING LIST**
**EVAPORATOR KIT  
75065-LCZ-A**

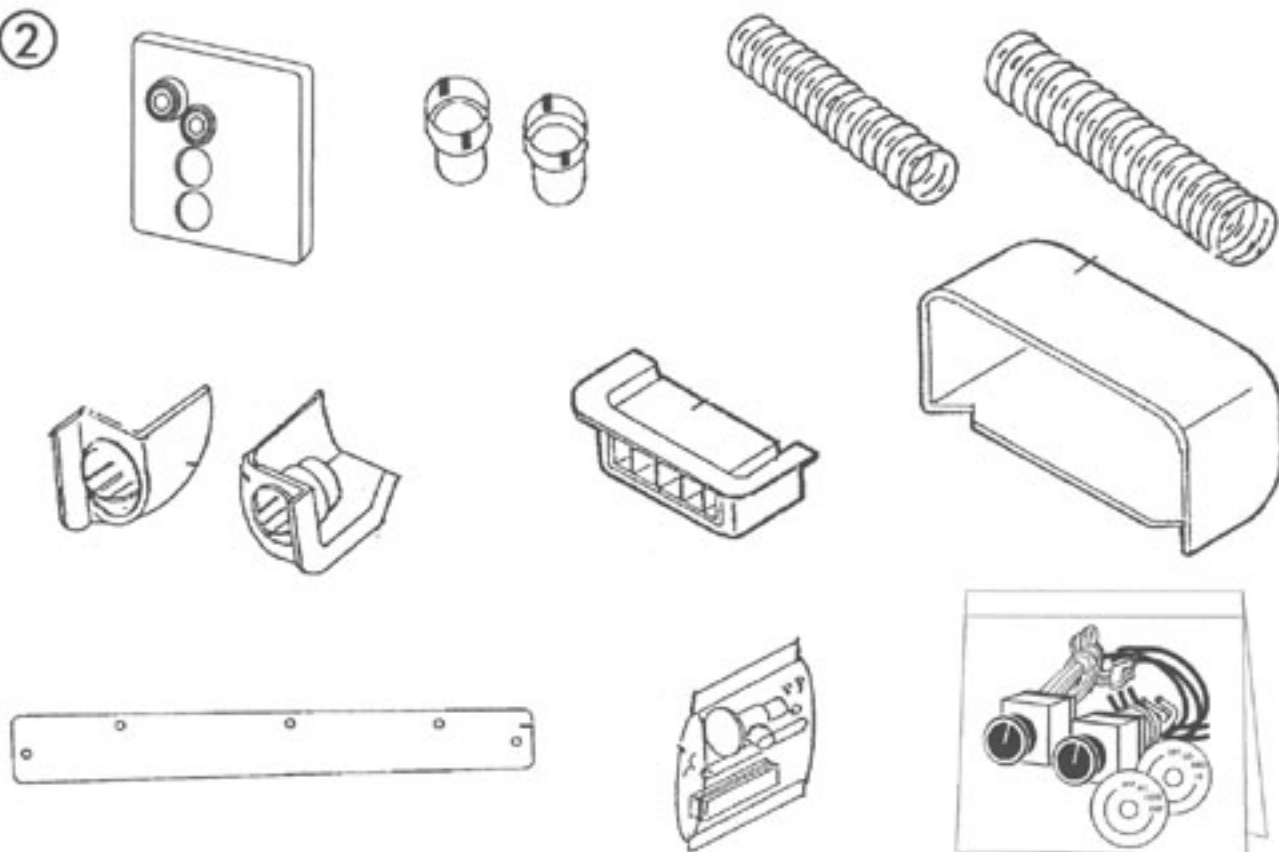
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 CHECKED BY: \_\_\_\_\_  
 PACKED BY: \_\_\_\_\_  
 DATE: \_\_\_\_\_

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**ACCESSORY KIT  
79064-LCN**