1955-56 CHEVROLET

IMPORTANT NOTICE—PLEASE READ

FOR MAXIMUM SYSTEM PERFORMANCE
VINTAGE AIR RECOMMENDS THE FOLLOWING:

18" HEAVY DUTY FAN - 32918-VUF
FOR POWER STEERING (V-8) VINTAGE AIR RECOMMENDS USING FAN SPACER KIT - 32155-VCF
1955-57 CHEVY FAN SHROUD
V-8 RADIATOR POSITION - 37155-VCF
6-CYL RADIATOR POSITION - 32057
AUXILIARY CONDENSER FAN PACKAGE - 32007-VUF
55-56 V-8 RADIATOR POSITION

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
Installation Instructions for 1955-56 Chevrolet

NOTE

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

1. Disconnect battery.
2. Remove battery mount (retain).
3. Drain radiator.
4. Disconnect heater hoses.

Passenger Compartment

1. Remove OEM heater assembly, includes: control cables, two (2) 7/16" nuts on firewall and one (1) under dash (discard).
2. Remove heater blower (discard).
3. Remove duct above kick panel vent with butterfly and panel flange (discard). Install new vent cover as Figure 1A shows.
4. Remove glove box door (retain).
5. Remove glove box (discard).
6. Remove the original defroster duct from heater to windshield (discard).
7. Remove ash tray (retain).
8. Remove ash tray slider assembly (retain).
9. Remove vent & cable from dash (retain).
10. Remove control panel (retain), make changes for the control panel as Figure 2 and Figure 3 (pg.2) shows.
11. Remove passenger side speaker grille (retain).

Figure 1

Figure 1A
CONTROL PANEL CONVERSION

- Remove and discard the OEM switch. See Figure 2.
- Install new switch (provided) in the OEM holes. See Figure 3.
- Remove heater control front panel. Remove and discard the OEM placard. Insert the new placard (provided) as Figure 2A shows.

NEW PLACARD (PROVIDED) REMOVE PLASTIC FILM BEFORE INSTALLATION

FIGURE 2A

NEW PRE-WIRED BLOWER SWITCH (PROVIDED), MOUNTING TABS ON SWITCH GO UNDER OEM CONTROL PANEL TABS

FIGURE 3

- Install temperature & heat/defrost cables. See Figure 3. For 1956 models, see Figures 3A & 3B. For 1955 models, see Figures 3C & 3D. Suggested measurements for cable adjustments, see Figure 3E.

- Reinstall all the parts removed from the control panel.
CORE SUPPORT

- Locate the template on page 16, 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 4b.

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 figures 4a & 4b. Holding the condenser in position, tighten the six radiator bolts.

DRIER

- Position drier in location shown in figure 4a.
- Mount the drier, using the drier clamp and a 1/4" x 1" bolt and nut.
- Be sure the drier flow arrow points toward the evaporator unit.

O.E.M. RADIATOR

VINTAGE AIR CONDENSER

SIDE OF CORE SUPPORT
HOLE IN CORE SUPPORT FOR GROMMET
1/4" NUT (#18136-VUB)
DRIER
5/16" BOLTS (OEM)
1/4" x 1" BOLT (#18290-VUB)
8 #6 x 3/8" PANHEAD SCREWS
COMPRESSOR & BRACKETS

☐ REFER TO SEPERATE INSTRUCTIONS INCLUDED WITH THE BRACKET KIT TO INSTALL THE COMPRESSION BRACKET. REFER TO FIGURE 5 FOR COMPRESSION MOUNTING POSITION.

PULLEYS

☐ IN MOST INSTANCES THE BELT LENGTHS WILL REMAIN THE SAME. SEE FIGURE 5.

**FIGURE 5**

Mount the compressor using tabs "G" & "C".

- **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)

DEFROSTER DUCTS INSTALLATION

- INSTALL THE DEFROSTER DUCTS AT THIS TIME. SEE FIGURE 6 & 6a.
  - NOTE: ROUNDED SIDE OF DUCTS FACE PASSENGER AREA.

**FIGURE 6**

- #8 x 1/2" Attaching screw for 1955 model using existing holes
- #8 x 1/2" Attaching screw for 1956 model using existing holes

**FIGURE 6a**

- Defrost hole
- Seat the bracket in defroster hole
- Defrost Duct (Rounded Side Out)
ELECTRICAL WIRING

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 8, FIGURE 9.

CONNECT HEAT/AC DOOR CABLE AS SHOWN ON PAGE 8, FIGURE 9. MARK CABLES AS SHOWN.

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 VOLS ) 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

POWER TRANSFERRED TO POLE #3 - IN RELAXED POSITION.

12 VOLS IN ➔ ① ➔ ② ➔ ③

NO POWER

DEPRESSED POSITION

NO POWER

12 VOLS IN ➔ ① ➔ ② ➔ ③

POWER TRANSFERRED TO POLE #2 - IN 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 14.

☐ ATTACH ALL WHITE WIRES TOGETHER AND GROUND TEMPORARILY.

☐ THE RED WIRE IN THE WIRING HARNESS CONNECTS TO BATTERY POWER. (12 VOLS)

☐ 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 13, FIGURE 15, 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.
EVAPORATOR INSTALLATION

- Lift unit in place behind dash. Locate OEM hole in firewall that corresponds to left evaporator mounting bracket. See Figure 7a. Attach left mounting bracket using original screw from center hole that attached the original heater air duct. See Figure 7a.
- Locate the OEM hole in firewall that corresponds to the center evaporator bracket. See Figure 7b. Attach the center evaporator mounting bracket by inserting a ¼" x 1" bolt thru the firewall from the engine side then thru the evaporator bracket. Attach the ¼" nut w/ star lock-washer.
- Locate the front evaporator bracket from parts bag and install it to the jack-nut on the front of the evaporator using a ¼" x ⅛" bolt. See Figure 7c and Fig. 9. Install front bracket in the dash using the existing hole in the lower edge of the dash. See Figure 7c.
- Locate and install the blower bracket. See Figure 7d. Adjust as necessary.
- Install control panel in dash using OEM screws. See Figure 7.
- Route the heater cable from the control panel thru the dash above the front evaporator bracket. See Figure 7.
- Install the drain hose provided. See Figure 7e. Use bottom OEM heater hose hole.
- Install rubber firewall plug (supplied) in the top OEM heater hose hole. See Figure 6e.
EVAPORATOR INSTALLATION (continued...)

- LOCATE THE #10 A/C HOSE.
- LOCATE THE NEW FIREWALL COVER WITH GROMMETS.
- PASS THE 90° END OF THE #10 A/C HOSE THROUGH THE GROMMET ON THE FIREWALL COVER. SEE FIGURE 8a FOR PROPER LOCATION.
- SLIDE THE FIREWALL COVER APPROXIMATELY 10" AWAY FROM THE 90° HOSE END.
- LOCATE A #10 O'RING. LUBRICATE AND INSTALL THIS O'RING ON THE #10 A/C HOSE 90° FITTING.
- PASS THE 90° END THROUGH THE O.E.M. BLOWER MOTOR HOLE IN THE FIREWALL, AND CONNECT TO THE EVAPORATOR AT THE #10 SUCTION LINE EXTENSION. SEE FIGURES 8a & 8b.
- WRAP THE EXPOSED METAL ON THIS CONNECTION WITH PRESS TAPE.

INSTALL THE LINE ON THE EXPANSION VALVE AS SHOWN IN FIG8b.

[Diagram of evaporator installation with labels: Compressor Lead, OEM Blower Motor Hole, #10 - 90° Fitting, #10 Suction Hose, Heater Control Cable, #6 Liquid Line Extension, #10 Suction Hose, #10 Liquid Line Extension, Press Tape, O Ring, Hold This Wrench, Tighten.]
CONTROL CABLE INSTALLATION

- Attach cables to the evaporator and adjust (see Figure 9). Note: cables are already connected to control panel and adjusted.
- "AC/HEAT" cable - adjust cable housing in clamp until door closes with a "THUD" in each direction.
- "HEAT/DEFROST" cable - adjust cable housing until door reaches full travel in each direction.

**Figure 9a**
- Heat/Defrost Door Bracket
- Nylon Bushing
- Retainer Ring
- Driver Side Air Duct
- Center Vent

**Figure 9b**
- Clamp approx. flush with end of cable housing
- #8 x 1/2" Pan Head Screw
- A/C Microswitch
- Adjustable A/C Thermostat
- Passenger Side Air Duct
- Front Bracket
- Clamp approx. flush with end of cable housing

**Cable Eye**
- 56 Chevy AC/Heat Cable 41-1/8" 49186-VUI
  - From A/C Heat Lever to evaporator door
- 56 Chevy Heat/Defrost Cable 27-1/8" 49185-VUI
  - From Defrost Lever to Defrost Door
- 56 Chevy Temp Cable 50-1/2" 49076-VUI
  - From Cold Hot Lever to heater control valve
- Approx. 1/4"

**55 Chevy AC/Heat Cable 20-1/2" 49181-VUI**
- From A/C heat lever to evaporator door

**55 Chevy Heat/Defrost Cable 13-1/2" 49181-VUI**
- From Defrost Lever to Defrost Door
- Approx. 1/4"

**55 Temp Cable 50-3/4" 49133-VUI**
- From Cold Hot Lever to heater control valve
**PAASSENGER COMPARTMENT**

- At this time route the A/C duct hose to driver and passenger kick panel. See figure 10.
- Driver & passenger side under-dash vent installation:
  - Slide flange of vent housing under kick panel retaining strip, then slide upward until housing is seated firmly against bottom edge of dash. Remove corner OEM screw from fresh air intake grill. Mark location on plastic flange. Remove vent housing, drill, reinstall with OEM screw. See figure 10a.
- Connect defroster duct hoses to defroster outlet. See figure 10.
- Locate the center vent assembly. Hold it over the hole in the bottom of the evaporator case and up against the bottom of the dash. See figure 10b. Secure with four (4) #6 x 3/8" metal screws, two (2) on each side. It is not necessary to fasten the center vent to the dash.
LOCATE THE #6 ALUMINUM HARDLINE WHICH CONNECTS THE CONDENSER TO THE DRIER (SEE FIG. 13). LUBRICATE TWO #6 O-RINGS, FOLLOWING THE DIRECTIONS IN FIGURE 12. 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. TIGHTEN THESE CONNECTIONS. SEE FIGURE 11.

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 13, PAGE 11, AND CONNECT TO THE CONDENSER. TIGHTEN THIS CONNECTION.

LOCATE THE TWO COMPRESSOR ALUMINUM HARDLINE EXTENSIONS. (IF USING A MODIFIED HOSE KIT, NO HARDLINES ARE SUPPLIED. MODIFIED KITS HAVE 135° FITTINGS AT COMPRESSOR).

LOCATE THE #8 COMPRESSOR ALUMINUM HARDLINE. SEE FIGURE 13, PAGE 11. LUBRICATE A #8 O-RING AND INSTALL ON THE MALE O-RING END. CONNECT THIS LINE TO THE #8 DISCHARGE PORT ON THE COMPRESSOR.

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. SEE FIGURE 13.

SECURE THE TWO COMPRESSOR HARDLINES TO THE COMPRESSOR, USING THE SUPPLIED CLAMP AND TIGHTEN COMPRESSOR HARDLINES. 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 13, BELOW, 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.

LUBRICATE A #10 O-RING AND INSTALL ON THE 90° END OF THE #10 HOSE. (THE HOSE CONNECTED TO THE EVAPORATOR). CONNECT THIS END TO THE #10 COMPRESSOR HARDLINE EXTENSION AND TIGHTEN.

LUBRICATE 2 #6 O-RINGS AND INSTALL ON THE REMAINING #6 ALUMINUM HARDLINE. PASS LINE THROUGH Firewall COVER, AND CONNECT THIS TO THE HARDLINE EXTENSION ON THE EXPANSION VALVE AND TO THE DRIER. SEE FIGURE 13.

LOCATE THE BINARY SWITCH. INSTALL SWITCH ON IN-LINE PORT ON THE #6 LIQUID LINE. SEE FIGURE 13, PAGE 11.

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 HARD-LINES, WHICH PASS THROUGH THE CORE SUPPORT. SEE FIGURE 13.
HEATER HOSES

NOTE: IF USING A MODIFIED HOSE KIT, USE THE 135° FITTINGS SUPPLIED FOR THE COMPRESSOR. NO COMPRESSOR HARDLINES ARE SUPPLIED WITH MODIFIED HOSE KITS.

FIGURE 13

- #6 ALUMINUM LIQUID LINE EXTENSION #35027-VCG
- #6 O'RING FITTING
- #6 ALUMINUM LIQUID LINE EXTENSION
- EVAPORATOR
- #10 HARDLINE #35028-VCG
- PRESSURE HEATER SUCTION HEATER
- BINARY SAFETY SWITCH
- #8 A/C RUBBER HOSE
- #8 A/C RUBBER HOSE
- #10 RUBBER HOSE
- #8-90° FITTING
- #8 ALUMINUM HARDLINE (SUCTION SIDE)
- #8 ALUMINUM HARDLINE (DISCHARGE SIDE)
- #10 COMPRESSOR ALUMINUM HARDLINE (SUCTION SIDE)
- #10 COMPRESSOR ALUMINUM HARDLINE (SUCTION SIDE)
- 2 HOLE SPLIT GROMMET
- #6 ALUMINUM LIQUID HARD LINE #35026-VCG
- FIREWALL COVER
- CONTROL CABLE CLAMP
- FIREWALL COVER
- HEATER HOSE - ATTACH TO PRESSURE SIDE HEATER FITTING (INTAKE MANIFOLD OR HEAD OUTLET)
- HEATER HOSE - ATTACH TO SUCTION SIDE HEATER FITTING (WATER PUMP)
- #10 SUCTION HOSE
- #6 ALUMINUM LIQUID HARD LINE
- COMPRESSOR CLUTCH WIRE
- HEATER CONTROL VALVE - ROTATE DOWN TO CLEAR BATTERY BOX.

- STUDY THE HEATER HOSE ROUTING IN FIGURE 13.

- NOTE THAT THE TOP LEFT HEATER HOSE OUTLET WILL HAVE THE HEATER CONTROL VALVE IN LINE AND CONNECT TO THE TOP OF THE ENGINE INTAKE MANIFOLD (PRESSURE SIDE). VERIFY THAT VALVE IS PROPERLY ADJUSTED TO ENSURE COMPLETE SHUT-OFF WHEN CLOSED.

- THE LOWER LEFT HEATER HOSE OUTLET WILL CONNECT TO THE WATER PUMP (SUCTION SIDE).

- ROUTE THE HEATER HOSES AS SHOWN IN FIGURE 13 AND 13a, AND TIGHTEN CONNECTIONS.

- WHEN ALL HOSE CONNECTIONS ARE MADE SLIDE FIREWALL COVER INTO PLACE, APPLY A BEAD OF SILICONE AND SECURE TO FIREWALL.
RE-ASSEMBLY

- Locate new glove box assembly. Angle in the bottom section first and push down. Angle in top section next and raise bottom section up. Attach top and bottom together with (4) #8 x 1/2" screws. Secure glove box in place with (2) #8 x 1/2" screws. See Figure 14.
- Re-install all parts previously removed (glove box door, ash tray assembly, vent cable, etc.) at this time in passenger compartment.
- Re-install all parts previously removed (battery & mount, fan and belts, etc.) in engine compartment. Check for loose bolts and belt tension.

FINAL STEPS

- 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.
- Check complete A/C assembly for proper operation.
- Vintage Air recommends that all A/C systems be serviced by a certified automotive air conditioning technician only. See inside cover for service info.
- Important: (be sure the engine thermostat has opened, and the approved antifreeze mixture has been circulated thru the heater core before testing the A/C modes)
TEST SYSTEM OPERATION

- Insure that the system operates according to the panel instructions. See Figure 15.

When the AC/Heat lever is moved toward the A/C position, the compressor clutch should engage and operate the compressor. If not, bend the micro-switch arm on the AC/Heat door until it does.

As you move the AC/Heat lever to full A/C position, the AC/Heat door should shut with a "thud" sound. If not, adjust the AC/Heat door cable until it closes each direction with a "thud".

AC/Heat Lever

With this lever in the A/C position, cold air will exit at the dash vents. Move it to the heat position and adjust the heater control valve. Warm air will exit to the floor and/or defrosters.

Defrost Lever

1. With this lever up, air will exit at the floor outlet.
2. Push this lever down and air will exit to the windshield.

Fan switch (new)

This lever controls the fan speeds, off, low, medium & hi.

Temp Lever

1. This lever must be fully up when in air conditioning position.
2. In any mode the temperature can be varied by pushing the temperature lever down. All the way down is full hot.

FIGURE 15
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. (REFER TO FIGURE 16).

- 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 COLD (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 NOT 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.
**46400-VCH**

1955 CHEVROLET

CABLE KIT PARTS LIST

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**46401-VCH**

1956 CHEVROLET

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**49055-VCI**

1955-56 CHEVROLET

WIRING KIT PARTS LIST

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<td>11455-VUS</td>
<td>BLOWER SWITCH</td>
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<tr>
<td>2</td>
<td>2</td>
<td>18233-VUB</td>
<td>#6 x 3/8&quot; SCREW</td>
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<td>3</td>
<td>1</td>
<td>20552-VCI</td>
<td>PLACARD</td>
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<td>4</td>
<td>1</td>
<td>23123-VUW</td>
<td>#7 BUDDY CLIP</td>
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<tr>
<td>5</td>
<td>1</td>
<td>23149-VUW</td>
<td>30&quot; JUMPER WIRE (BLACK)</td>
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<td>6</td>
<td>1</td>
<td>23165-VUW</td>
<td>40&quot; HARNESS W/ RELAY PLUG</td>
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<td>7</td>
<td>2</td>
<td>44500-VUJ</td>
<td>5 PRONG RELAY</td>
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# 63280-VCE

## 1955-56 CHEVROLET

### DRAIN KIT PARTS LIST

<table>
<thead>
<tr>
<th>No.</th>
<th>QTY.</th>
<th>PART NUMBER</th>
<th>DESCRIPTION</th>
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<tbody>
<tr>
<td>1.</td>
<td>3</td>
<td>18125-VUB</td>
<td>1/4&quot; x 3/4&quot; FLAT WASHER</td>
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<tr>
<td>2.</td>
<td>2</td>
<td>18150-VUB</td>
<td>10/32&quot; MACHINE NUT</td>
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<td>18152-VUB</td>
<td>1/4&quot; COARSE NUT W/ STAR</td>
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<td>4.</td>
<td>8</td>
<td>18235-VUB</td>
<td>#8 x 1/2&quot; PAN HEAD SCREW</td>
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<td>18250-VUB</td>
<td>10/32 x 5/16&quot; PHILLIPS SCREW</td>
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<td>6.</td>
<td>3</td>
<td>18290-VUB</td>
<td>3/4&quot; x 1&quot; COARSE BOLT</td>
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<tr>
<td>7.</td>
<td>10</td>
<td>31050-VUD</td>
<td>3/4&quot; DRAIN TUBE HOSE</td>
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<tr>
<td>8.</td>
<td>1</td>
<td>33142-VUI</td>
<td>GROMMET</td>
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<tr>
<td>9.</td>
<td>25&quot;</td>
<td>49003-VUP</td>
<td>PRESS TAPE</td>
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<tr>
<td>10.</td>
<td>1</td>
<td>64018-VCB</td>
<td>FRONT EVAPORATOR BRACKET</td>
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<td>11.</td>
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<td>21301-VUP</td>
<td>4&quot; TYE WRAP</td>
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<td>12.</td>
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<td>33136-VUI</td>
<td>GROMMET (1 1/4&quot;O.D x 11/16&quot;I.D)</td>
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<td>13.</td>
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<td>65598-VUE</td>
<td>90° ELBOW [DRAIN HOSE]</td>
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<td>18287-VUB</td>
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<td>15.</td>
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<td>18253-VUB</td>
<td>10/32 x 1&quot; SCREW</td>
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