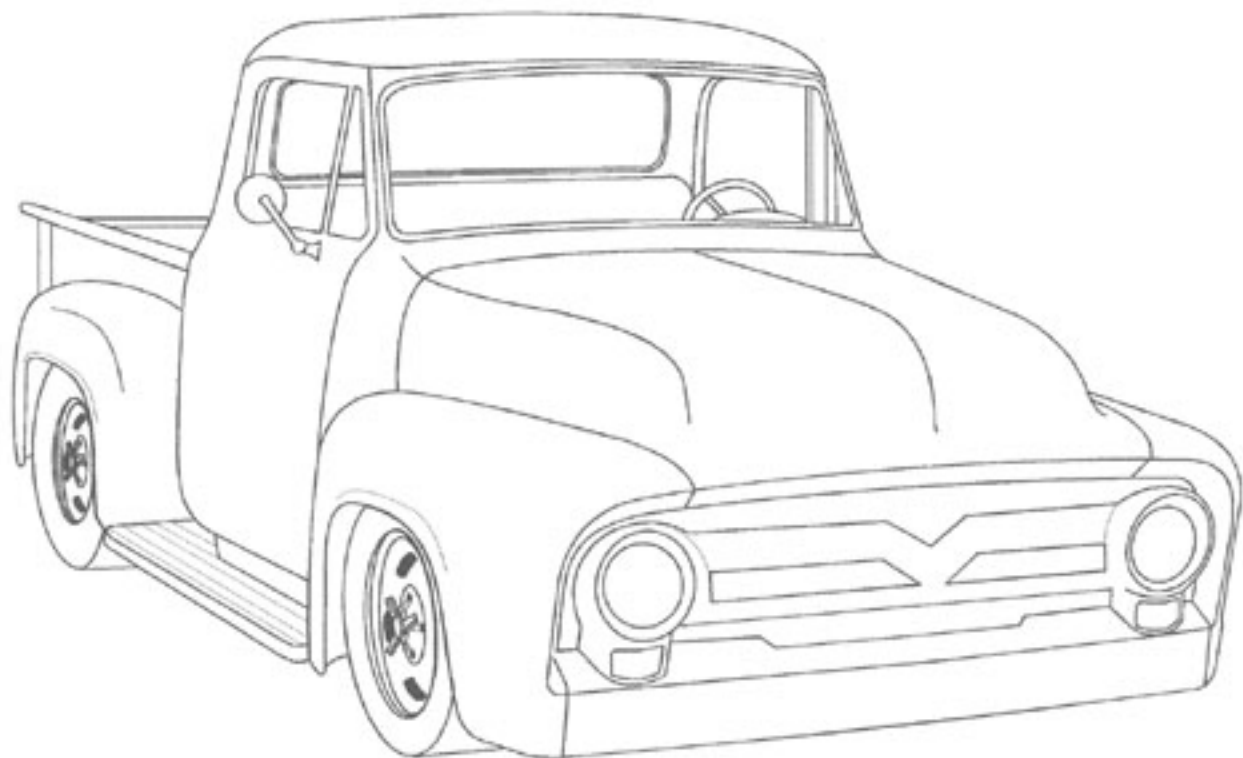


**ADVANTAGE
AIR**

INSTALLATION INSTRUCTIONS FOR
**1956 FORD F-100
TRUCK
HEAT/COOL/DEFROST
75456-LFZ-A**



1956 F-100 FORD TRUCK

WITH HEAT/COOL/DEFROST

IMPORTANT NOTICE-PLEASE READ

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

**70056-LFR - RADIATOR
32056-LFF - FAN SHROUD
32518-VUF - 18" FAN
32000-VUF - CLUTCH FAN**

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 (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

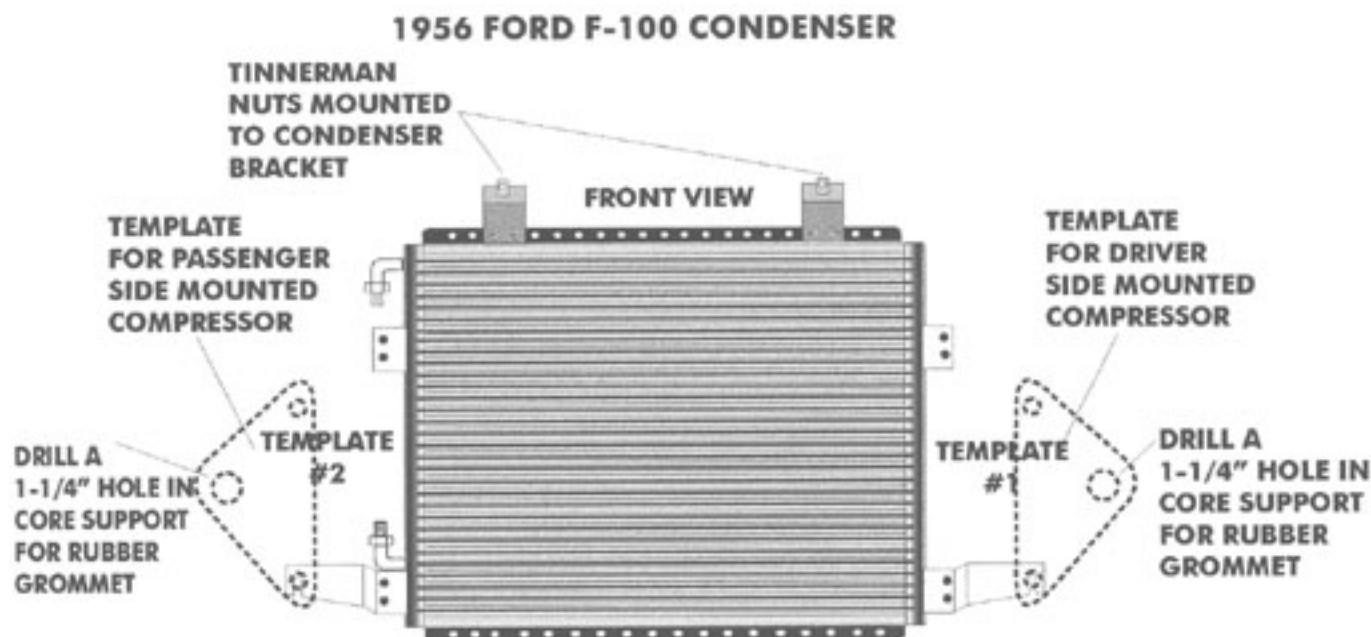
CHARGE WITH 2.0 LBS. OF REFRIGERANT

LUBRICANT CAPACITIES

**NEW COMPRESSOR - NO ADDITIONAL OIL NEEDED
USED COMPRESSOR - CONSULT VINTAGE AIR**

CONDENSER INSTALLATION

- 1. REMOVE GRILL ASSEMBLY.
- 2. LOOSEN THE TWO 3/8" O.E.M. MOUNTING BOLTS AS SHOWN IN FIGURE 3, PAGE 3.
- 3. POSITION CONDENSER ON CORE SUPPORT AS SHOWN IN FIGURE 3, PAGE 3.
- 4. FASTEN TOP CONDENSER BRACKETS TO UPPER CORE SUPPORT, USING 1/4" x 1" BOLTS, WHICH PASS THROUGH O.E.M. HOLES IN UPPER CORE SUPPORT AND INTO THE U-NUT MOUNTED ON THE CONDENSER BRACKET.
- 5. TIGHTEN 1/4" x 1" TOP BOLTS AND 3/8" O.E.M. LOWER BOLTS TO SECURE CONDENSER.



CORE SUPPORT HOLES

NOTE: IF USING A COMPRESSOR MOUNTED ON THE PASSENGER SIDE, DRILL HOLE ON PASSENGER SIDE ONLY. IF COMPRESSOR IS MOUNTED ON THE DRIVER SIDE, YOU MUST DRILL A HOLE ON THE PASSENGER AND DRIVER SIDES OF THE CORE SUPPORT.

- 1. LOCATE TEMPLATES ON PAGE 13 OR PAGE 14 (DEPENDING ON WHETHER THE COMPRESSOR IS MOUNTED ON DRIVER OR PASSENGER SIDE) FOR CORE SUPPORT HOLES.
- 2. CUT OUT THE APPROPRIATE TEMPLATE(S) AND POSITION ON CORE SUPPORT AS SHOWN IN FIGURE 2.
- 3. MARK CENTER OF HOLES AND CAREFULLY CUT TO 1-1/4" USING A HOLE SAW.

CONDENSER HARDLINES

IF THE COMPRESSOR IS MOUNTED ON THE DRIVER SIDE OF THE ENGINE, PROCEED WITH THE INSTRUCTIONS TITLED: CONDENSER HARDLINES (DRIVER SIDE COMPRESSOR MOUNTING).

IF THE COMPRESSOR IS MOUNTED ON THE PASSENGER SIDE OF THE ENGINE, PROCEED WITH THE INSTRUCTIONS TITLED: CONDENSER HARDLINES (PASSENGER SIDE COMPRESSOR MOUNTING).

CONDENSER HARDLINES (DRIVER SIDE COMPRESSOR MOUNTING):

- 1. LOCATE THE TWO 1-1/4" GROMMETS.
- 2. INSTALL THESE GROMMETS IN THE 1-1/4" HOLES (PREVIOUSLY DRILLED) IN THE CORE SUPPORT (SEE FIGURE 3).
- 3. LOCATE THE #6 ALUMINUM LIQUID HARDLINE.
- 4. LOCATE A #6 O'RING. LUBRICATE AND INSTALL ON THE #6 LIQUID HARDLINE. SEE FIGURE 3 AND FIGURE 5.
- 5. ROUTE THIS LINE THROUGH THE CORE SUPPORT GROMMET AS SHOWN IN FIGURE 3 AND CONNECT TO DRIER.
- 6. LOCATE THE #8 DISCHARGE HARDLINE.
- 7. LOCATE A #8 O'RING, LUBRICATE AND INSTALL ON THE #8 DISCHARGE HARDLINE. SEE FIGURE 5.
- 8. ROUTE THIS LINE THROUGH THE CORE SUPPORT GROMMET AS SHOWN IN FIGURE 3, AND CONNECT TO THE CONDENSER. TIGHTEN THIS FITTING.
- 9. SECURE THESE LINES TO THE CORE SUPPORT WITH SUPPLIED ADEL CLAMPS & BRACKETS. SEE FIGURE 8, PAGE 10.

CONDENSER MOUNTING (DRIVER SIDE COMPRESSOR):

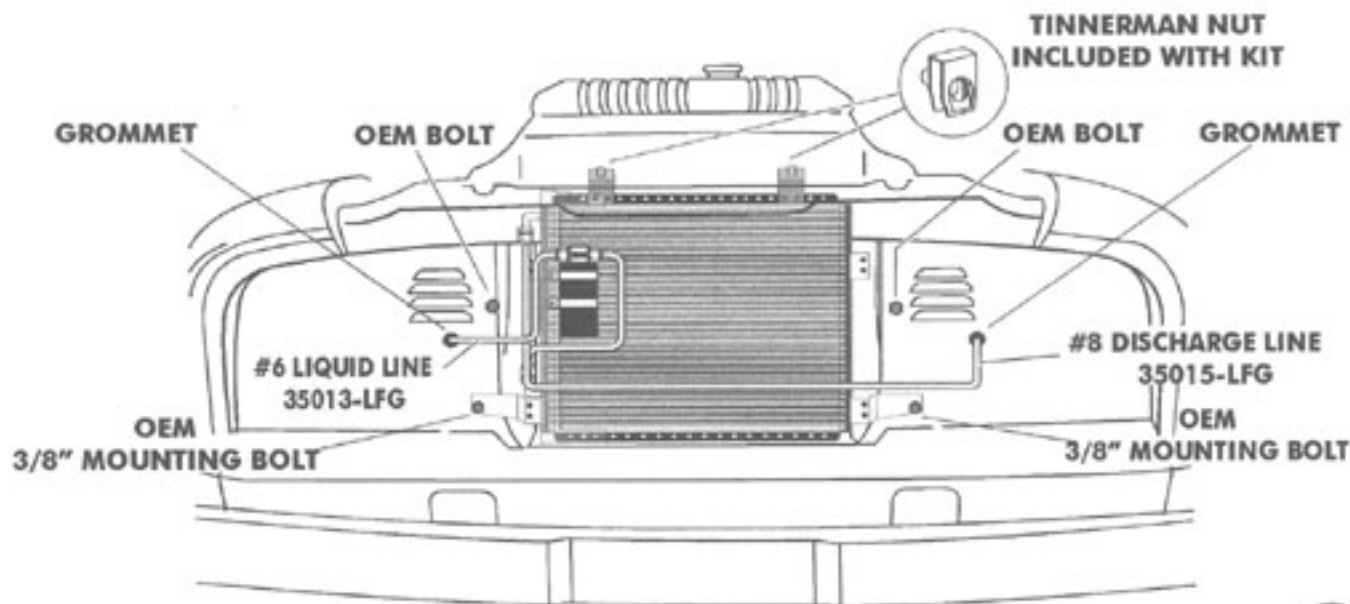


FIGURE 3

CONDENSER HARDLINES (PASSENGER SIDE COMPRESSOR MOUNTING):

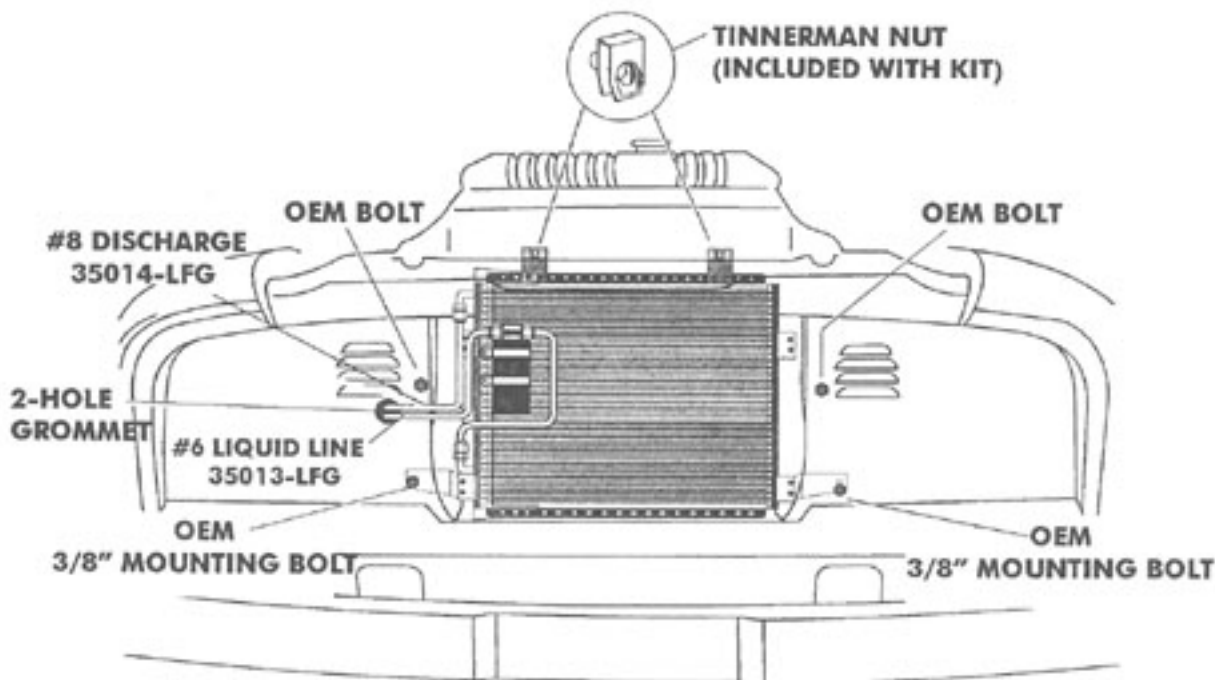
- 1. LOCATE THE 1-1/4" GROMMET WITH THE TWO HOLES.
- 2. INSTALL THIS GROMMET IN THE 1-1/4" HOLE ON THE PASSENGER SIDE OF THE CORE SUPPORT.
- 3. LOCATE THE #6 ALUMINUM LIQUID HARDLINE.
- 4. LOCATE A #6 O'RING, LUBRICATE AND INSTALL ON THE #6 HARDLINE (SEE FIGURE 5).
- 5. ROUTE THIS LINE THROUGH THE GROMMET AS SHOWN IN FIGURE 4, AND CONNECT TO DRIER. TIGHTEN THIS FITTING.
- 6. LOCATE THE #8 HARDLINE AND A #8 O'RING. LUBRICATE O'RING, AND INSTALL ON THE #8 DISCHARGE HARDLINE (SEE FIGURE 5).
- 7. ROUTE THIS LINE THROUGH THE CORE SUPPORT GROMMET AS SHOWN IN FIGURE 4, AND CONNECT TO THE CONDENSER. TIGHTEN THIS FITTING.
- 8. SECURE THESE LINES TO CORE SUPPORT WITH SUPPLIED ADEL CLAMP AND BRACKET (SEE FIGURE 9, PAGE 10).

COMPRESSOR BRACKETS

NOTE: REFER TO SEPARATE INSTRUCTIONS TO INSTALL COMPRESSOR BRACKET USING HARDWARE INCLUDED WITH THE BRACKET.

EVAPORATOR PREPARATION

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 7, PAGE 7. ALSO, LOCATE TOP BRACKET TEMPLATE ON PAGE 13, FIGURE 13. PLACE TEMPLATE ON COWL VENT FLANGE AND MARK HOLE CENTERS. SEE PAGE 11, FIGURE 10. DRILL THESE HOLES TO 1/8". THESE HOLES WILL BE USED TO SECURE TOP BRACKET ON EVAPORATOR CASE.

CONDENSER MOUNTING (PASSENGER SIDE COMPRESSOR):

FIGURE 4



EVAPORATOR INSTALLATION

1. PLACE EVAPORATOR UNDER DASH ON PASSENGER SIDE WITH THE FEEDER TUBE OUTLETS POINTED TOWARD THE FIREWALL.
2. INSTALL BINARY SAFETY SWITCH AS SHOWN ON PAGE 7.
3. 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 THROUGH THE O.E.M. HEATER MOTOR OPENING IN THE FIREWALL.
4. ATTACH THE BLOWER HOUSING BRACKET TO THE FIREWALL USING THE O.E.M. HOLE AND A 1/4"-20 x 1/2" BOLT AND NUT AS SHOWN IN FIGURE 12, PAGE 12.
5. ATTACH THE TOP EVAPORATOR BRACKET TO THE COWL VENT FLANGE BY USING TWO #8 x 1/2" SCREWS IN THE PREVIOUSLY DRILLED HOLES. BOLT TO THE CASE WITH 2 EACH 1/4"-20 x 1/2" BOLTS, AS SHOWN IN FIGURE 11, PAGE 11.
6. ATTACH FRONT EVAPORATOR BRACKET TO EVAPORATOR CASE AND BOTTOM OF DASH USING (2) 1/4"-20 x 1/2" BOLTS AND NUT AS SHOWN IN FIGURE 1, PAGE 1.

REFRIGERATION HOSES

1. INSTALL FIREWALL COVER & GROMMETS OVER EVAPORATOR FEEDER TUBES (AS SHOWN IN FIGURE 7A PAGE 7) AND BOLT TO FIREWALL AS SHOWN IN FIGURE 12, PAGE 12.
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. TEMPORARILY INSTALL THE #10-90° 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.
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 HARDLINE WHICH PASSES THROUGH THE PASSENGER SIDE OF THE CORE SUPPORT. TEMPORARILY CONNECT THE #6 - 90° FITTING (IN BAG) TO THE #6 ALUMINUM HARDLINE WHICH PASSES THROUGH THE CORE SUPPORT.
5. ROUTE THE #6 HOSE TO THE #6 FITTING AND CUT TO LENGTH. PUSH ON AND (LEAVE THE #6 HOSE CONNECTED TO THIS FITTING, TEMPORARILY).
6. LOCATE THE #8 DISCHARGE HOSE.
7. TEMPORARILY CONNECT (NO O-RINGS) THE CRIMPED END OF THIS HOSE TO THE #8 DISCHARGE HARDLINE WHICH IS CONNECTED TO THE TOP PORT ON THE CONDENSER AND PASSES THROUGH THE CORE SUPPORT.
8. ROUTE THE #8 DISCHARGE HOSE TO THE COMPRESSOR.
9. TEMPORARILY CONNECT THE #8 FITTING (IN BAG) TO THE COMPRESSOR.
10. ROUTE THE #8 DISCHARGE HOSE TO THE FITTING AND CUT HOSE TO LENGTH. PUSH #8 A/C HOSE ONTO THE #8 FITTING. (NOTE: MAKE SURE THE A/C BELT IS PROPERLY TENSIONED BEFORE CUTTING HOSES TO LENGTH).
11. REMOVE THE #6, #8 & #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 5, PAGE 6). RE-INSTALL ALL THE A/C HOSES. WRAP THE METAL PORTIONS OF THE #10 FITTING, LOCATED INSIDE CAB, WITH SUPPLIED PRESS TAPE.

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

HEATER HOSES

NOTE: BULK LENGTH OF HEATER HOSE NOT SUPPLIED WITH KIT. OBTAIN 5/8" HEATER HOSE AT 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 PAGE 12, FIGURE 12).
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 PAGE 12, FIGURE 12).

FINAL STEPS

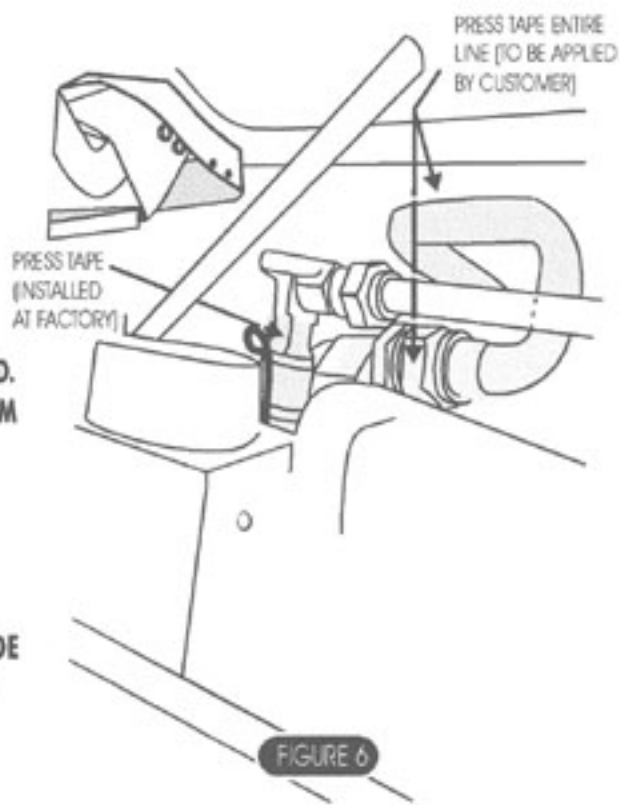
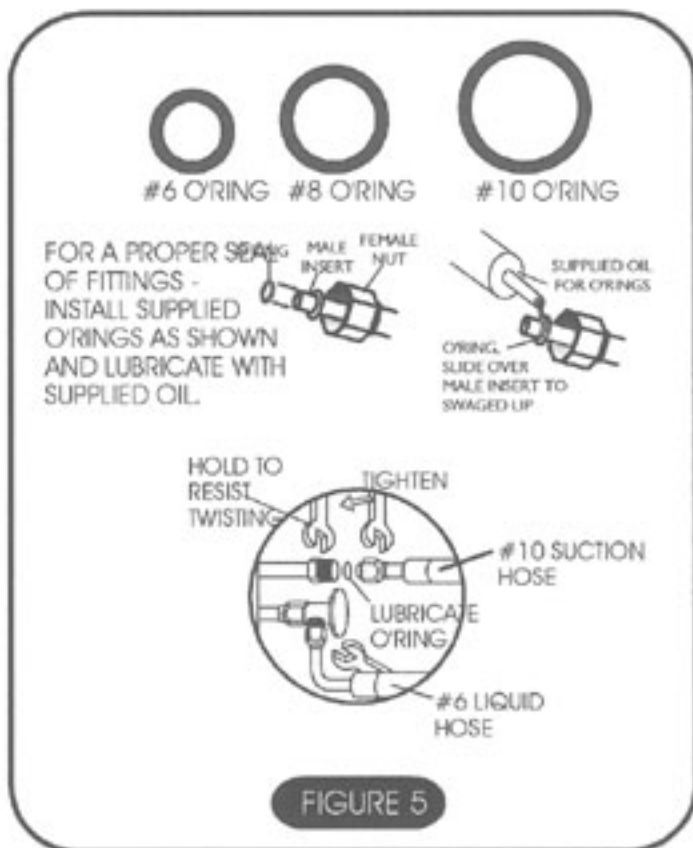
1. TEMPORARILY INSTALL THE UNDERDASH PANEL WITH LOUVER PACKAGE. THE UNDERDASH PANEL WILL BOLT TO THE BOTTOM OF THE DASH THROUGH THE O.E.M. HOLES (SEE FIGURE 1, PAGE 1).
2. USING THE VENT LEVER AS A GUIDE, CENTER THE UNDERDASH PANEL ON THE BOTTOM OF DASH.
3. CAREFULLY MARK THROUGH THE O.E.M. HOLES TO SHOW BOLT LOCATIONS. REMOVE PANEL.
4. DRILL 3/16" HOLES THROUGH LOCATIONS MARKED ON UNDERDASH PANEL .
5. INSTALL ALL DUCT HOSES. SEE FIGURE 1, PAGE 1 FOR HOSE ROUTING.
6. ATTACH DRIVER SIDE LOUVER ASSEMBLY TO DRIVER SIDE KICK-PANEL WITH TWO #8 x 1/2" SCREWS. (SEE FIGURE 1, PAGE 1).
7. LOCATE THE VINTAGE AIR CONTROL PANEL.
8. CAREFULLY UNROLL THE CAPILLARY TUBE ON THE THERMOSTAT.
9. ROUTE THE CAPILLARY TUBE THROUGH THE OPENING IN THE UNDERDASH PANEL AND INSERT IN THE LOCATION STICKER LOCATED ON TOP OF THE EVAPORATOR (SEE PAGE 8). THE CAPILLARY TUBE SHOULD EXTEND INTO THE COIL TO A DEPTH OF ABOUT 5".

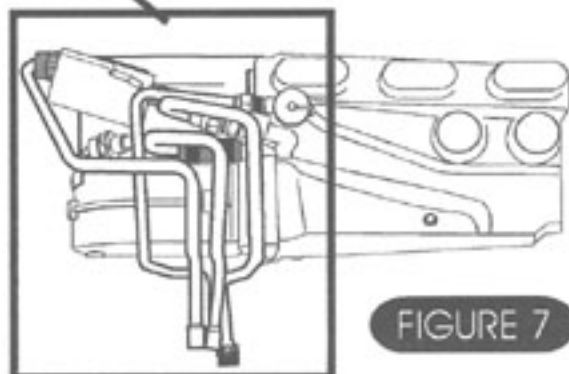
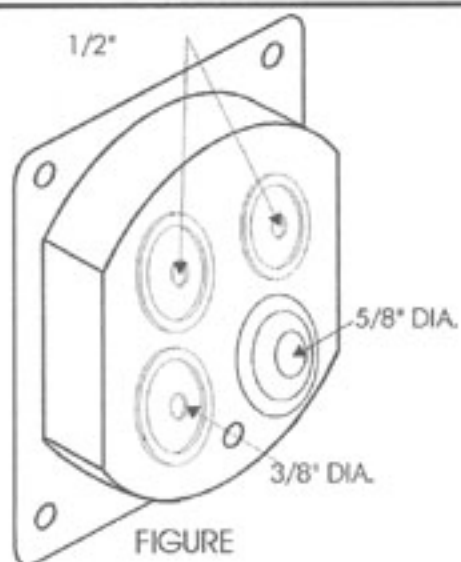
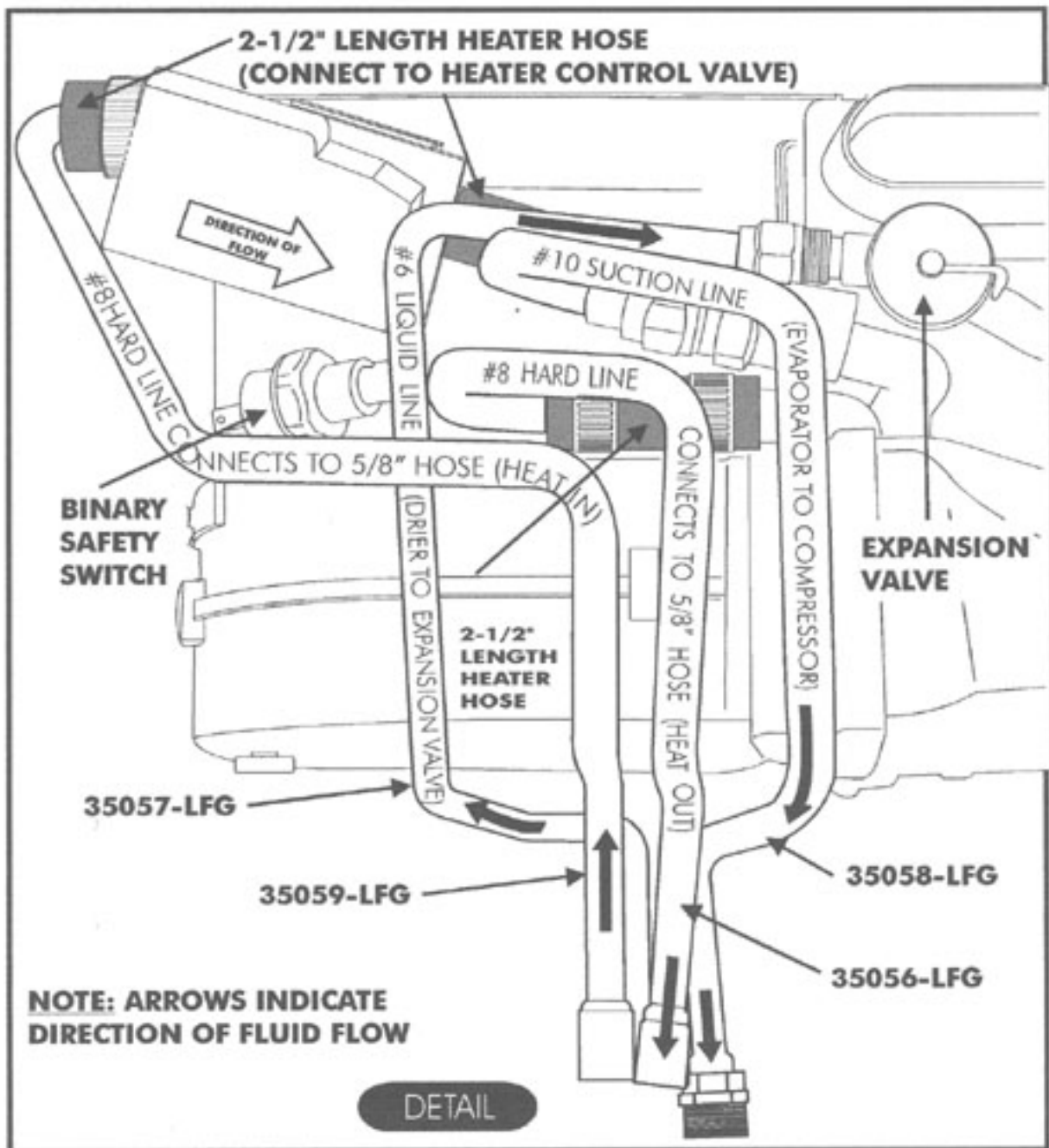
FILL RADIATOR WITH AT LEAST A 50/50 MIXTURE OF APPROVED ANTIFREEZE AND WATER. IT IS THE OWNER'S RESPONSIBILITY TO KEEP THE FREEZE PROTECTION AT THE PROPER LEVEL AT ALL TIMES. FAILURE TO FOLLOW ANTIFREEZE RECOMMENDATIONS WILL CAUSE HEATER CORE TO CORRODE PREMATURELY AND POSSIBLY BURST IN THE A/C MODE 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.

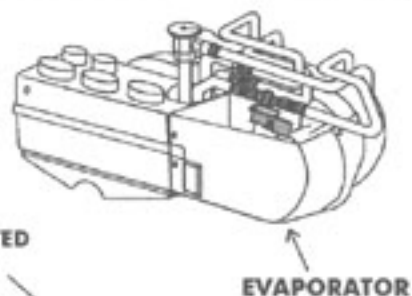
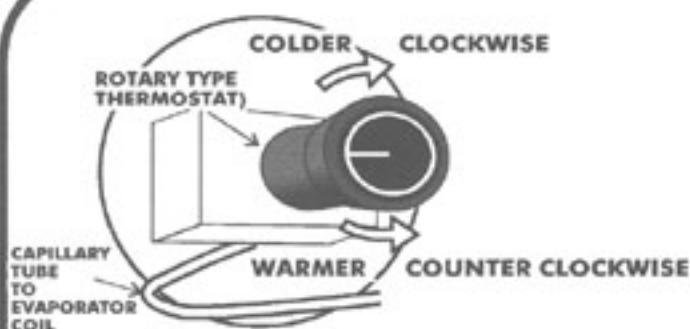
•START ENGINE AND RUN, UNTIL NORMAL OPERATING TEMPERATURE IS REACHED. PLACE SWITCH IN HEAT POSITION, AND SELECT FAN SPEED DESIRED. THE SYSTEM WILL HEAT THE VEHICLE. IMPORTANT:(BE SURE THE ENGINE THERMOSTAT HAS OPENED, AND THE APPROVED ANTI-FREEZE MIXTURE HAS BEEN CIRCULATED THRU THE HEATER CORE BEFORE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

•CONNECT WIRING ACCORDING TO PAGE 9.

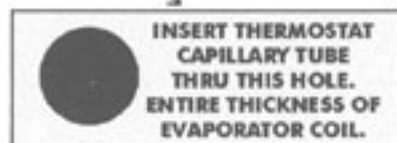
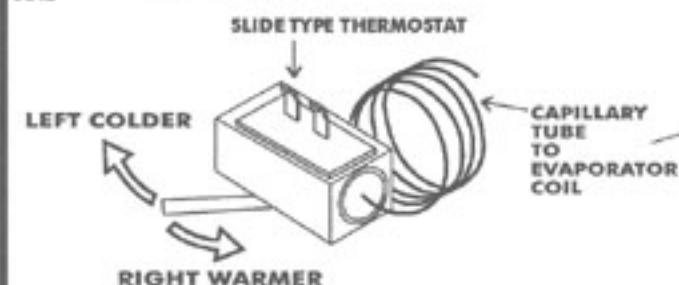






THIS STICKER LOCATED ON TOP SIDE OF EVAPORATOR CASE

EVAPORATOR



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 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.

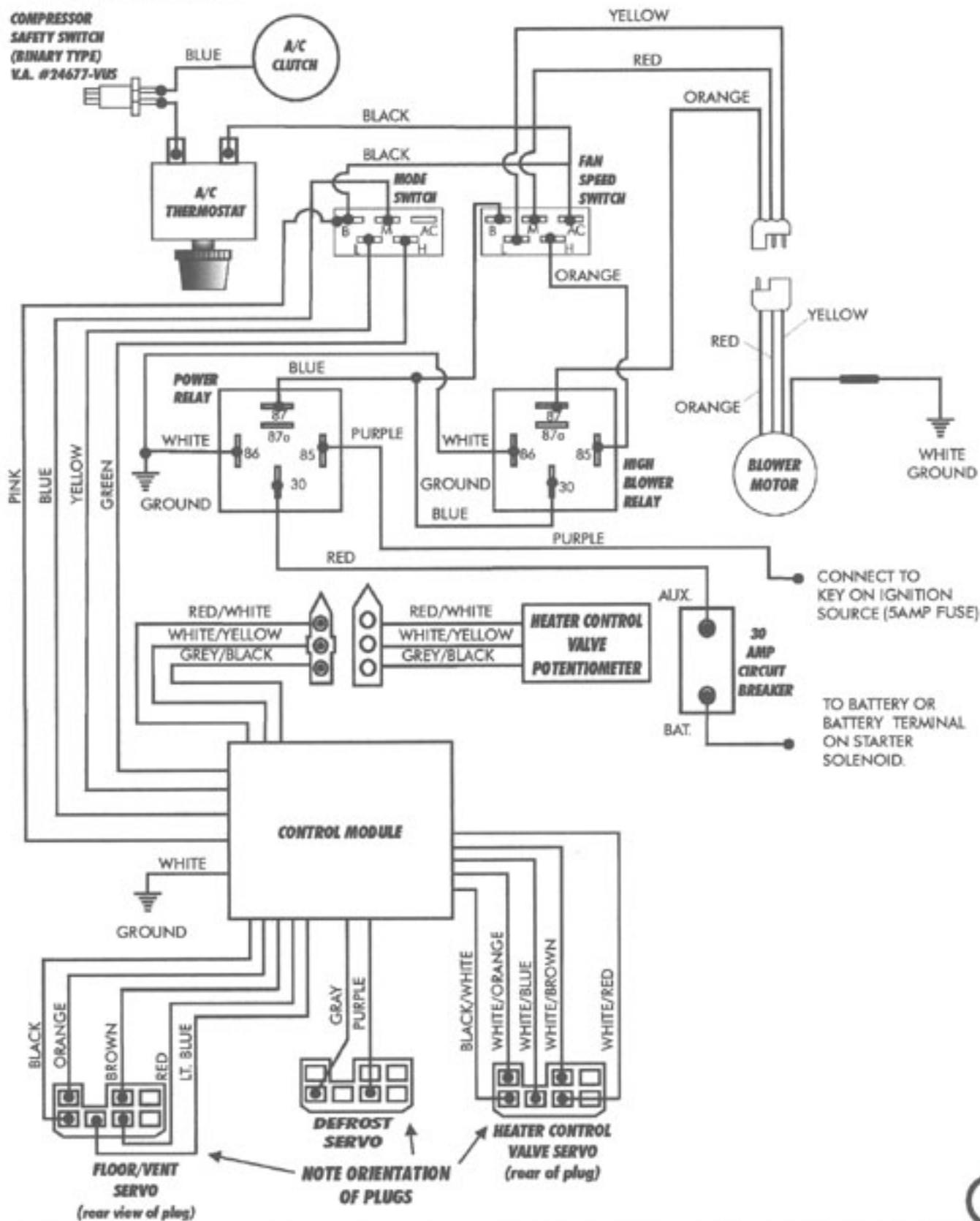
ADJUSTING A/C THERMOSTAT

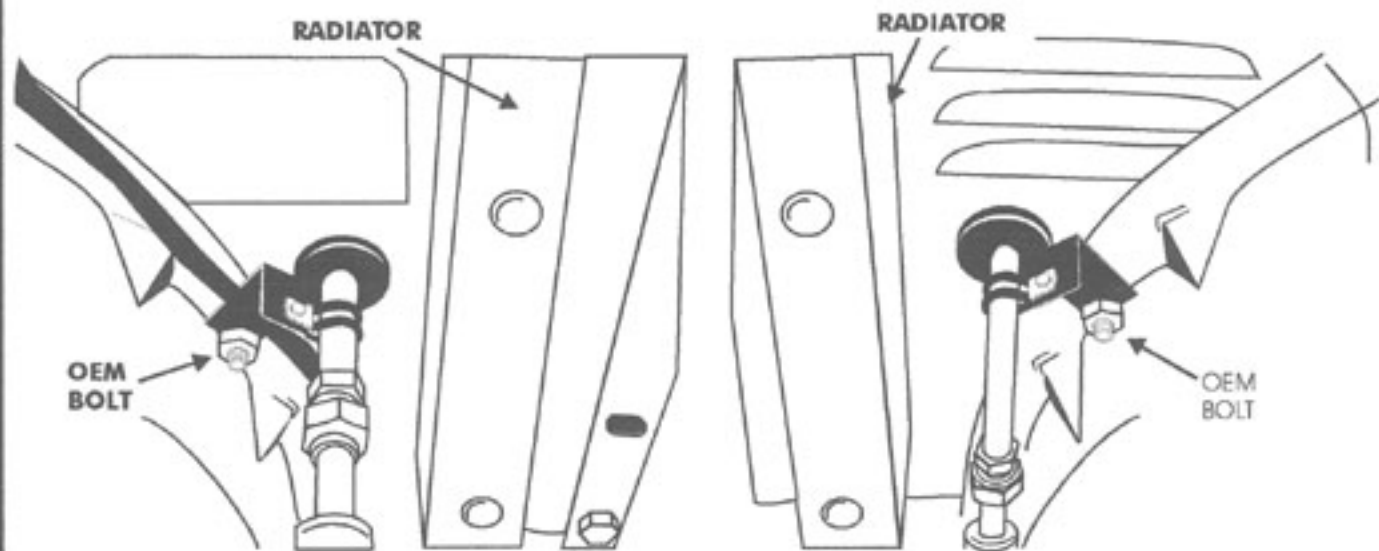
- 1.) **SYMPTOM:** THE A/C WORKS WELL AT FIRST THEN QUITS COOLING. THE AIR FLOW FROM THE VENTS IS LOW, AND THE COMPRESSOR CLUTCH CYCLES INFREQUENTLY.
SOLUTION: THE THERMOSTAT IS SET TOO COLD AND THE EVAPORATOR IS "ICING UP" AND RESTRICTING AIR FLOW. ALLOW THE ICE TO MELT AND SET THE ROTARY TYPE THERMOSTAT 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 THERMOSTAT IN 1/8" INCREMENTS TOWARDS COLDER UNTIL THE DESIRED AIR TEMP IS REACHED SLIDE TYPE 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.

WIRING DIAGRAM - GEN II

HEAT/COOL/DEFROST

COMPRESSOR
SAFETY SWITCH
(BINARY TYPE)
V.A. #24677-VUS

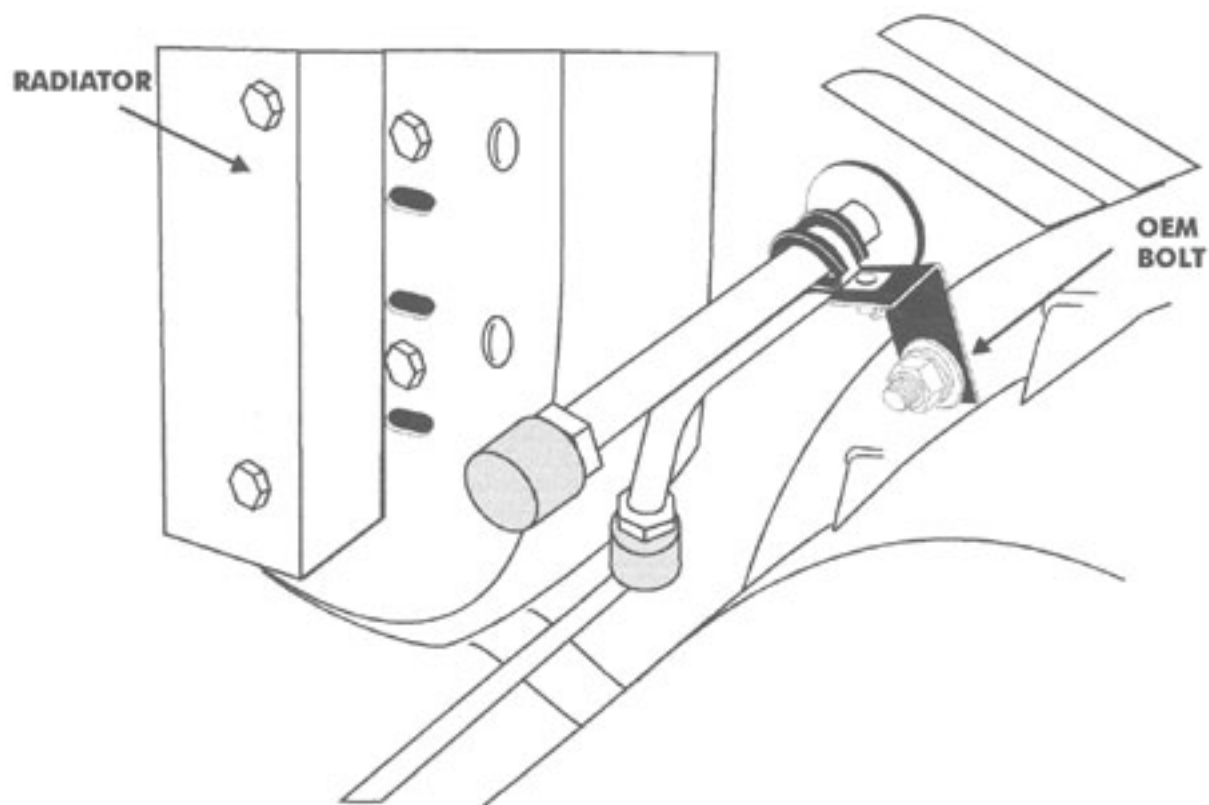




**DRIVER'S SIDE COMPRESSOR MOUNT
LINE ROUTING (#8 DISCHARGE LINE)
35015-LFG**

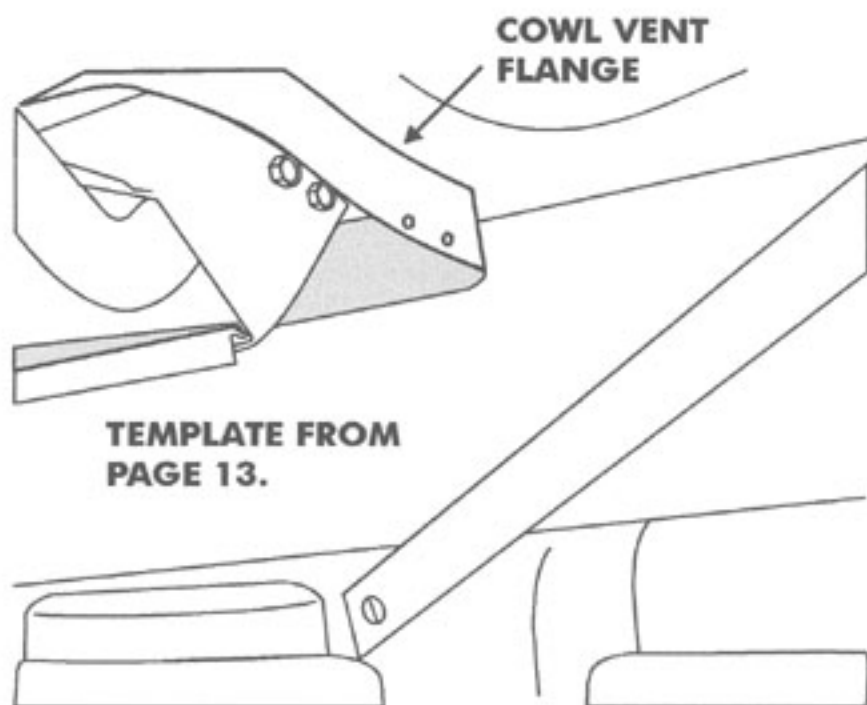
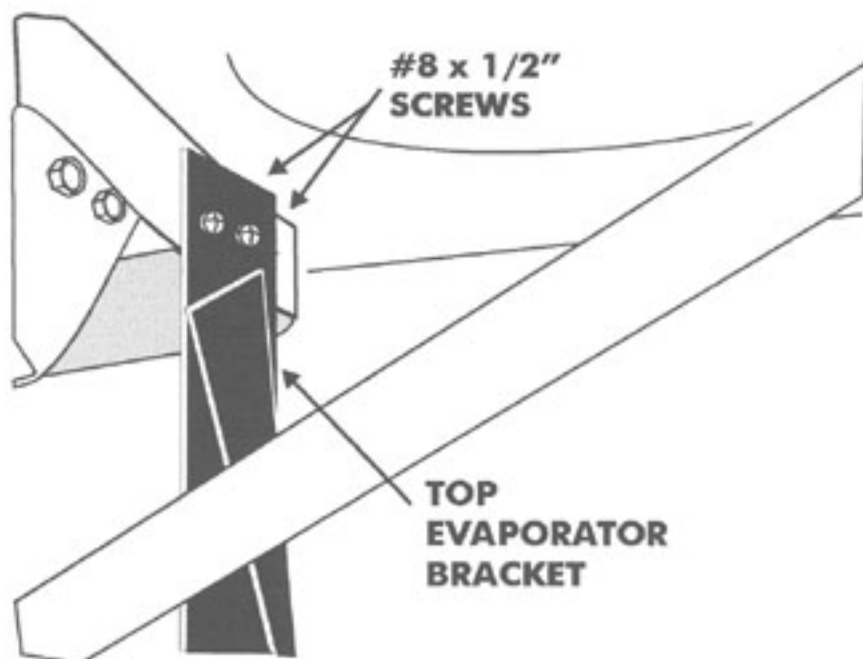
**DRIVER'S SIDE COMPRESSOR MOUNT
LINE ROUTING (#6 DRIER TO EVAPORATOR LINE)
35013-LFG**

FIGURE 8



PASSENGER SIDE COMPRESSOR MOUNT LINE ROUTING

FIGURE 9

EVAPORATOR INSTALLATION (CONTINUED...)

FIGURE 10

FIGURE 11

FIREWALL

O.E.M. HOLE FOR
1/4"-20 x 1/2"
BOLT

BLOWER
BRACKET

10/32 x 1/2"
MACHINE
SCREW
W/NUT

10/32 x 1/2"
MACHINE
SCREW
W/NUT

PRE-DRILL
3/16" HOLES

5/8" HEATER
HOSE (SUPPLY LINE)

5/8" HEATER
HOSE (RETURN LINE)

DRAIN
ELBOW

#10 A/C
HOSE

#6 A/C
HOSE

FIGURE 12

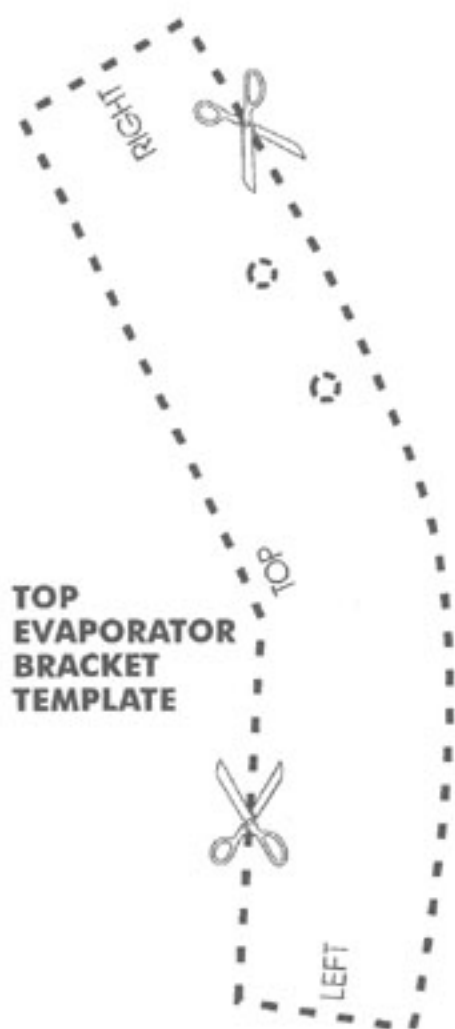


FIGURE 13

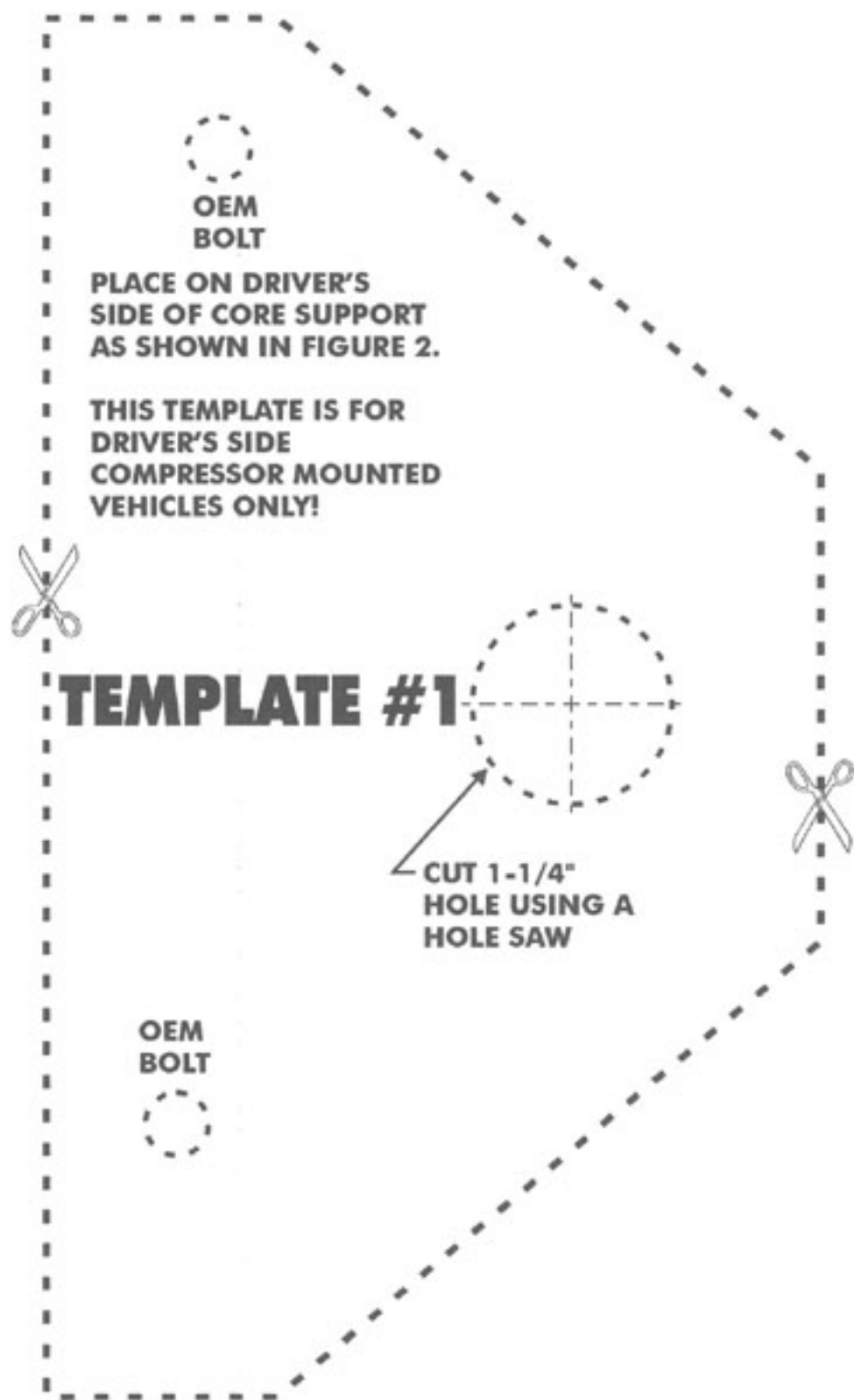


FIGURE 14

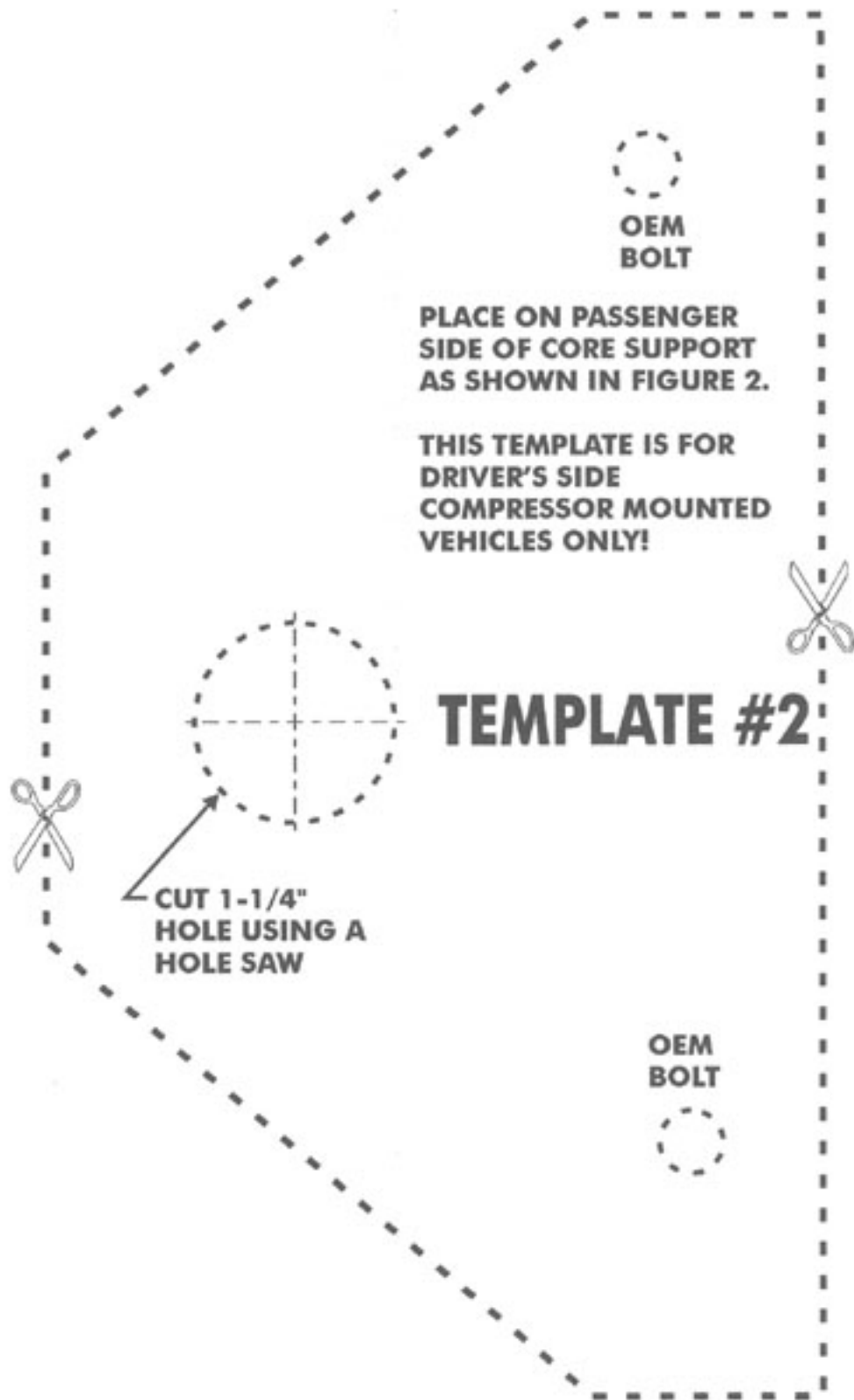


FIGURE 15

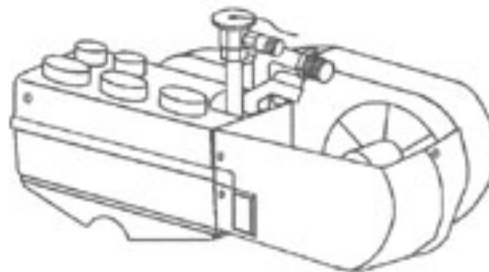
1956 F-100 FORD TRUCK EVAPORATOR KIT PACKING LIST

EVAPORATOR KIT
75456-LFZ-A

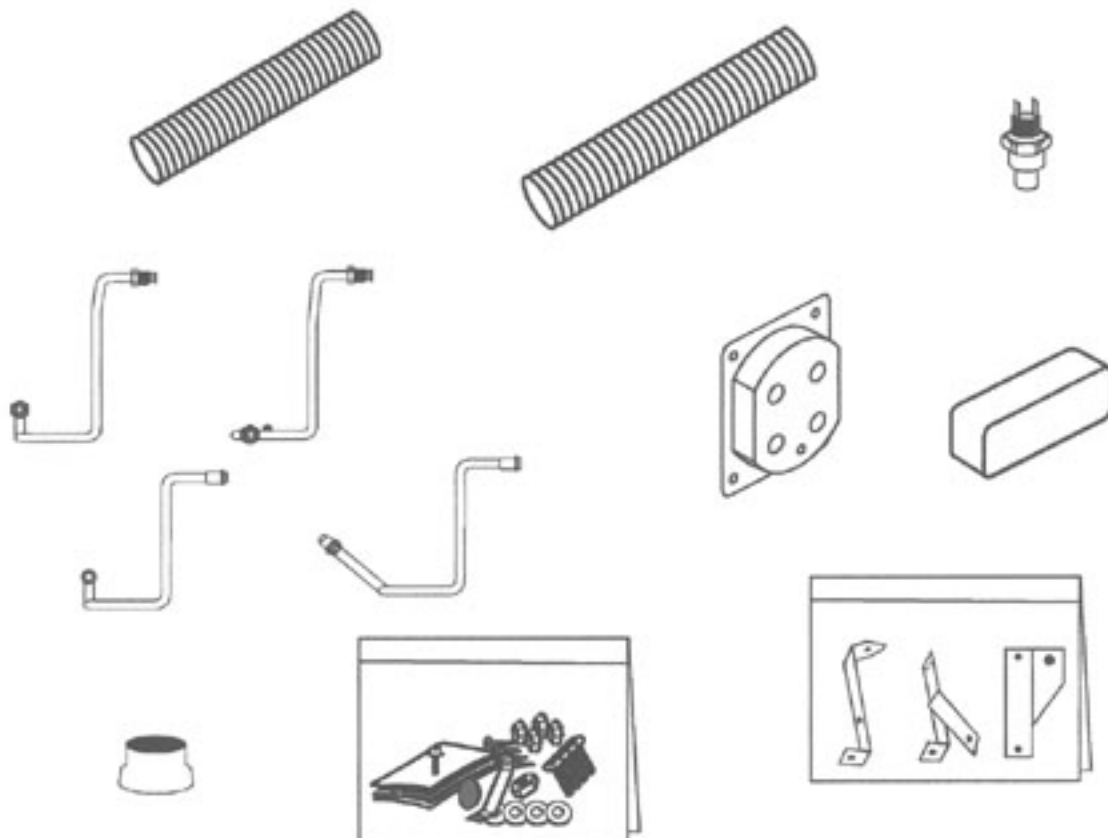
NO.	QTY.	PART NO.	DESCRIPTION	
1.	1	55288-VUE-A	EVAPORATOR (GEN II) SUBCASE	_____
2.	1	79756-LFN	53-55 FORD F-100 TRUCK ACCESSORY KIT	_____

CHECKED BY: _____
 PACKED BY: _____
 DATE: _____

①



②



ACCESSORY KIT
79756-LFN

79756-LFN

1953-55 F-100 FORD TRUCK ACCESSORY KIT

NO.	QTY.	PART NUMBER	DESCRIPTION	INITIALS
1.	4'	06200-VUE	2" DUCT HOSES	_____
2.	10'	06250-VUE	2-1/2" DUCT HOSES	_____
3.	1	11078-VUS	BINARY SAFETY SWITCH	_____
4.	1	35056-LFG	53-56 FRD P-UP #10 SUCTION LINE (A/C)	_____
5.	1	35057-LFG	53-56 FRD P-UP #6 LIQUID LINE (A/C)	_____
6.	1	35058-LFG	53-56 FRD P-UP 5/8" RETURN LINE (HEATER)	_____
7.	1	35059-LFG	53-56 FRD P-UP 5/8" SUPPLY LINE (HEATER)	_____
8.	1	62209-VFE	53-56 FRD P-UP FIREWALL COVER	_____
9.	1	62207-VFE	56 FRD P-UP GLOVE BOX	_____
10.	2	33133-VUI	GROMMET 1-1/4" x 1" w-1/2" HOLE	_____
11.	1	33135-VUI	GROMMET 1-1/4" x 1" w-3/8" HOLE	_____
12.	1	33137-VUI	GROMMET LARGE	_____
13.	2	62208-VFE	53-56 FRD P-UP DEFROST DUCT ADAPTER	_____
14.	1	63562-LFE	53-56 FRD P-UP INSTALLATION KIT	_____
15.	1	64903-LFB	56 FRD P-UP BRACKET KIT	_____
16.	1	33857-VUF	#6 O-RING	_____
17.	3	33859-VUF	#10 O-RING	_____

CHECKED BY: _____
 PACKED BY: _____
 DATE: _____

