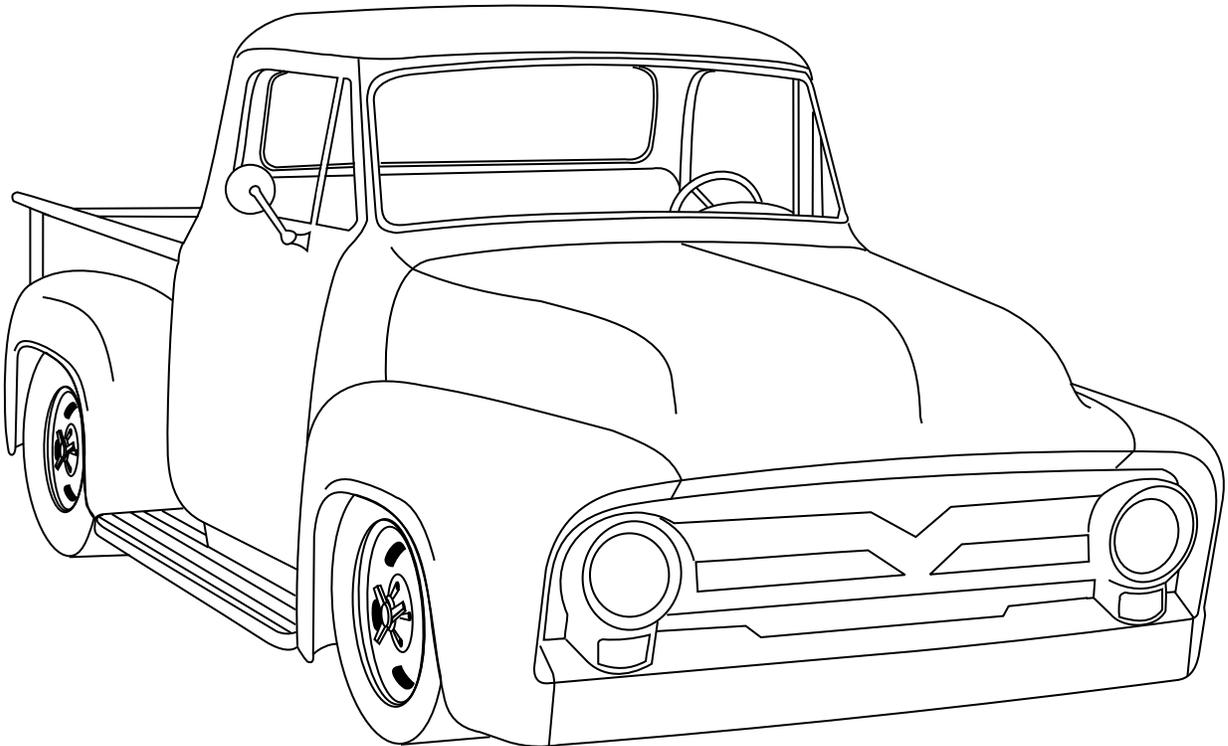




an ISO 9001:2008 Registered Company

INSTALLATION INSTRUCTIONS FOR

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



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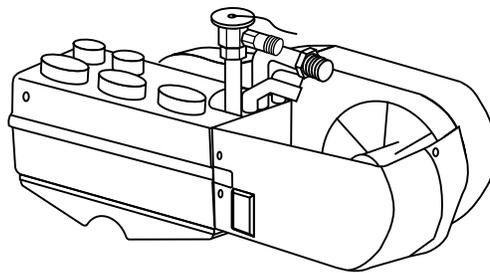
**1956 FORD F-100  
EVAPORATOR KIT PACKING LIST**

**EVAPORATOR KIT  
75456-LFZ-A**

No.	QTY.	PART No.	DESCRIPTION
1.	1	55288-VUE-A	GEN II EVAP. SUB CASE
2.	1	79756-LFN	ACCESSORY KIT

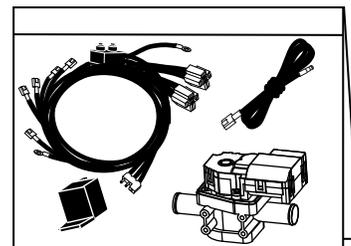
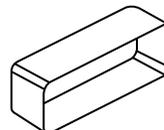
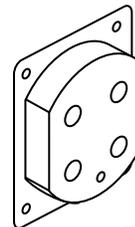
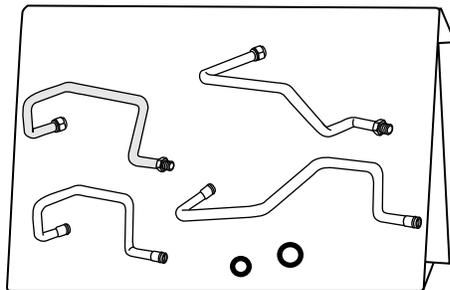
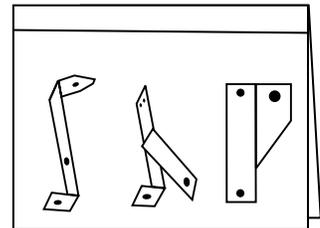
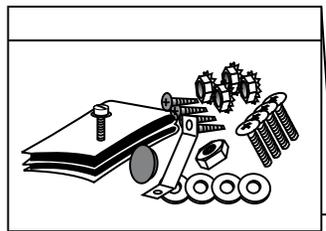
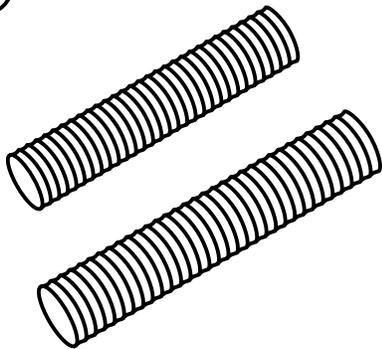
**\*\* BEFORE BEGINNING INSTALLATION, OPEN ALL PACKAGES AND CHECK CONTENTS OF SHIPMENT. PLEASE REPORT ANY SHORTAGES DIRECTLY TO VINTAGE AIR WITHIN 15 DAYS. AFTER 15 DAYS, VINTAGE AIR WILL NOT BE RESPONSIBLE FOR MISSING OR DAMAGED ITEMS.**

①



**EVAP. SUB CASE  
55288-VUE-A**

②



**ACCESSORY KIT  
79756-LFN**



1956 F-100 FORD TRUCK w/ H/C/D

1956 F-100 FORD TRUCK  
HEAT/COOL/DEFORST

## IMPORTANT NOTICE-PLEASE READ

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

70053-LFR - RADIATOR  
32053-LFF - FAN SHROUD

32518-VUF - 18" FAN  
32000-VUF - CLUTCH FAN

THIS KIT DOES NOT CONTAIN HEATER HOSE. YOU MUST PURCHASE 8 FEET OF 5/8" DIA. HEATER HOSE FROM VINTAGE AIR (31800-VUD) OR FROM YOUR LOCAL PARTS RETAILER.

### SAFETY SWITCHES:

A COMPRESSOR SAFETY SWITCH MUST BE INSTALLED ON EVERY A/C SYSTEM. A BINARY SWITCH (PART# 24679-VUS) DISENGAGES THE COMPRESSOR CLUTCH IN CASE OF EXTREME LOW PRESSURE CONDITIONS (REFRIGERANT LOSS) OR EXCESSIVELY HIGH HEAD PRESSURE (406 PSI.) TO PREVENT COMPRESSOR DAMAGE OR HOSE RUPTURE. A TRINARY SWITCH (PART# 24678-VUS) COMBINES HI/LOW PRESSURE PROTECTION WITH AN ELECTRIC FAN OPERATION SIGNAL AT 254 PSI. COMPRESSOR SAFETY SWITCHES ARE EXTREMELY IMPORTANT SINCE AN A/C SYSTEM RELIES ON REFRIGERANT TO CARRY LUBRICATION THROUGH THE SYSTEM.

### SERVICE INFO:

**ATTENTION:** SYSTEM COMPONENTS: THE COMPRESSOR, EVAPORATOR, CONDENSER & DRIER ARE CAPPED. CAPS MAY BE UNDER PRESSURE WITH DRY NITROGEN. BE CAREFUL REMOVING CAPS. DO NOT REMOVE CAPS PRIOR TO INSTALLATION. REMOVING CAPS PRIOR TO INSTALLATION WILL CAUSE COMPONENTS TO COLLECT MOISTURE AND LEAD TO PREMATURE FAILURE AND REDUCED PERFORMANCE.

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.

**VINTAGE AIR SYSTEMS ARE DESIGNED TO OPERATE WITH R134a REFRIGERANT ONLY! USE OF ANY OTHER REFRIGERANTS IS A FIRE HAZARD AND COULD DAMAGE EITHER YOUR AIR CONDITIONING SYSTEM OR YOUR VEHICLE.**

**USE OF ANY OTHER REFRIGERANTS WILL VOID ALL WARRANTIES OF THE AIR CONDITIONING SYSTEM AND COMPONENTS. USE OF THE PROPER TYPE AND 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 FOR VINTAGE AIR SYSTEMS

(FOR OTHER SYSTEMS, CONSULT MANUFACTURER GUIDELINES)

#### R134a SYSTEM

CHARGE WITH 1.8 lbs.  
(1 lbs. 12 oz) OF REFRIGERANT

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



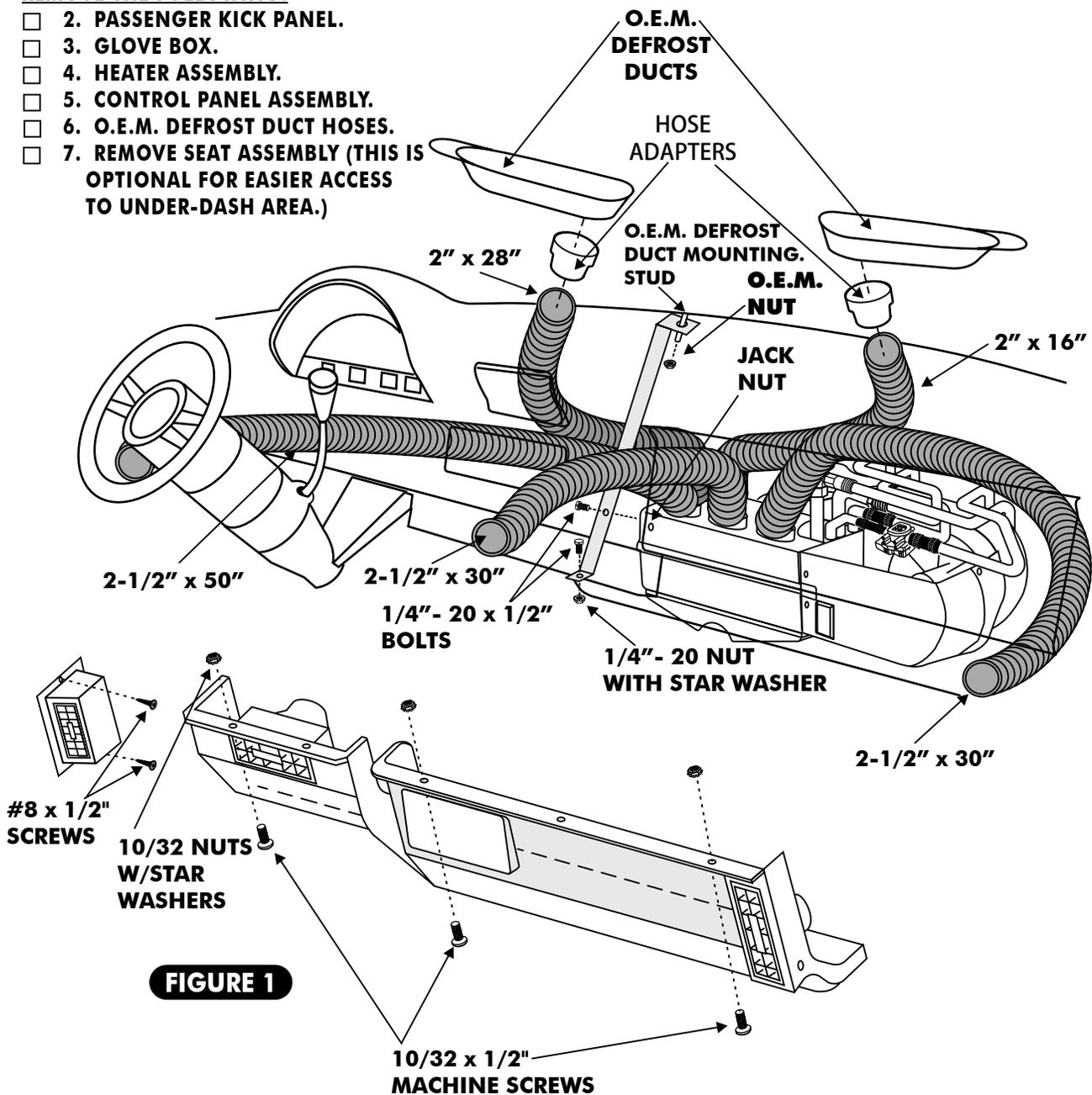
# INSTALLATION INSTRUCTIONS FOR 1956 F-100 FORD PICKUP WITH HEAT/COOL/DEFROST



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

## PASSENGER COMPARTMENT

- 1. DISCONNECT BATTERY.
- REMOVE THE FOLLOWING:**
- 2. PASSENGER KICK PANEL.
- 3. GLOVE BOX.
- 4. HEATER ASSEMBLY.
- 5. CONTROL PANEL ASSEMBLY.
- 6. O.E.M. DEFROST DUCT HOSES.
- 7. REMOVE SEAT ASSEMBLY (THIS IS OPTIONAL FOR EASIER ACCESS TO UNDER-DASH AREA.)

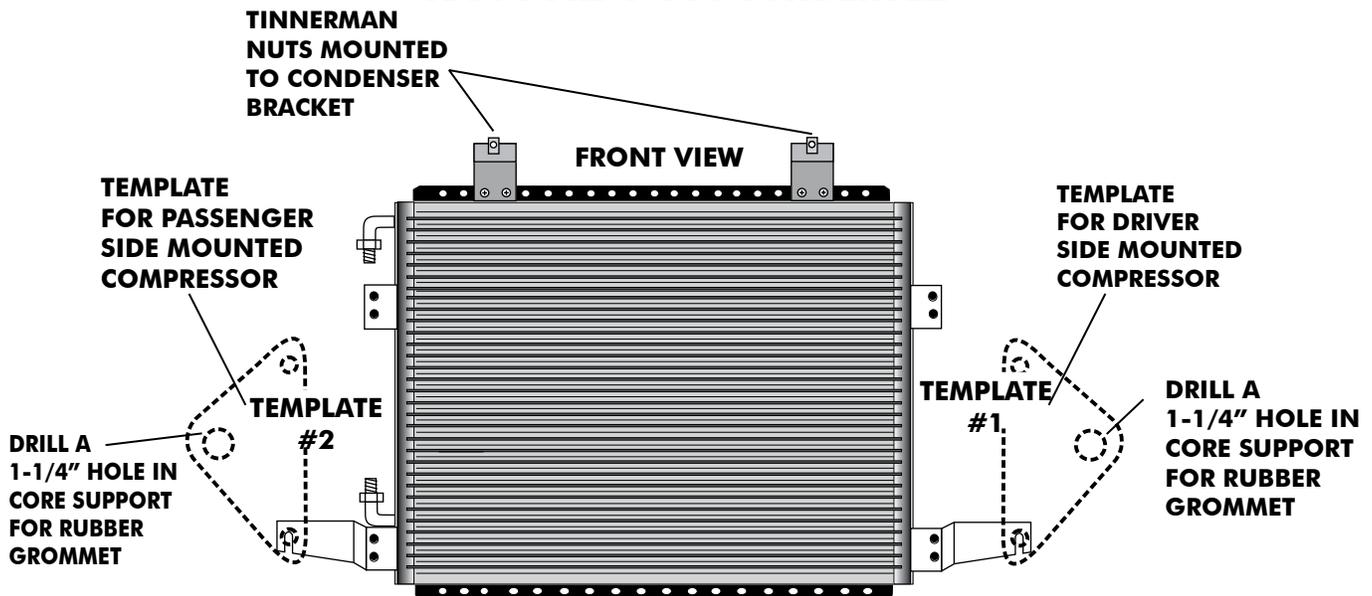


**FIGURE 1**

**CONDENSER INSTALLATION**

- 1. REMOVE GRILL ASSEMBLY.
- 2. LOOSEN THE TWO 3/8" O.E.M. MOUNTING BOLTS AS SHOWN IN FIGURE 3, PAGE 7.
- 3. POSITION CONDENSER ON CORE SUPPORT AS SHOWN IN FIGURE 3, PAGE 7.
- 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.

**1956 FORD F-100 CONDENSER**



**FIGURE 2**

**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 17 OR PAGE 18 (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).

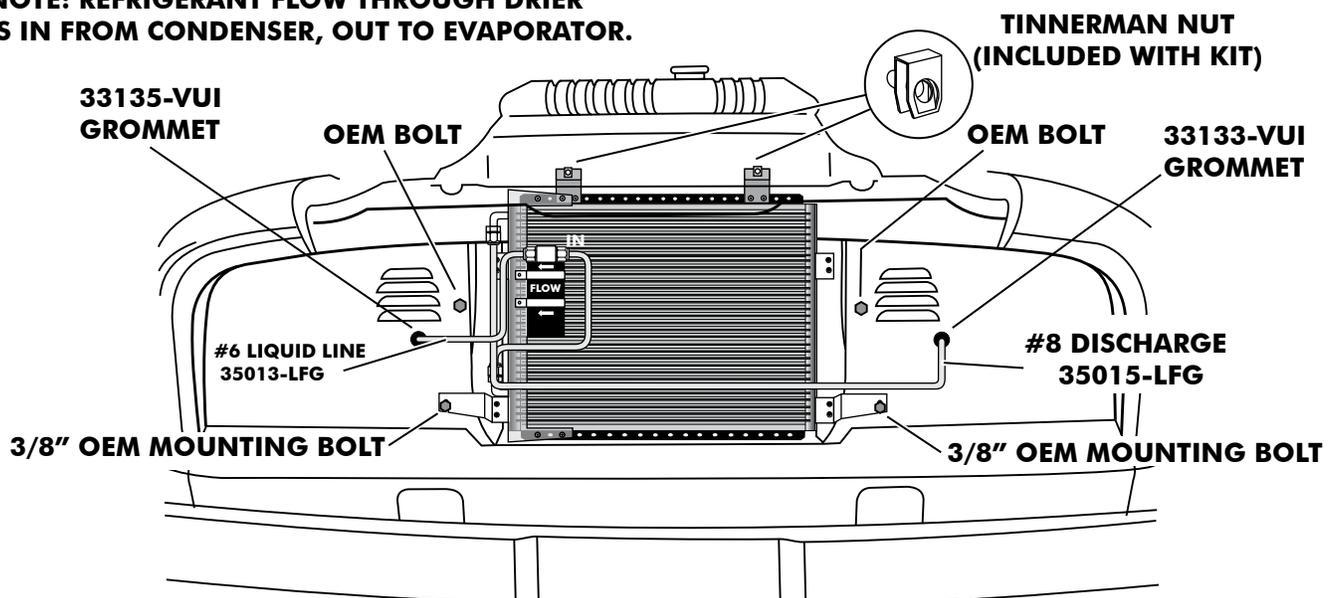
IF THE COMPRESSOR IS MOUNTED ON THE PASSENGER SIDE OF THE ENGINE, PROCEED WITH THE INSTRUCTIONS TITLED: CONDENSER HARDLINES (PASSENGER SIDE COMPRESSOR MOUNTING).

### 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, BELOW, AND FIGURE 5, PAGE 10.
- 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, PAGE 10.
- 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 12.

### CONDENSER MOUNTING (DRIVER SIDE COMPRESSOR):

**NOTE: REFRIGERANT FLOW THROUGH DRIER IS IN FROM CONDENSER, OUT TO EVAPORATOR.**



**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 (PREVIOUSLY DRILLED) 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, PAGE 9).
- 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, PAGE 10).
- 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 12).

### COMPRESSOR BRACKETS

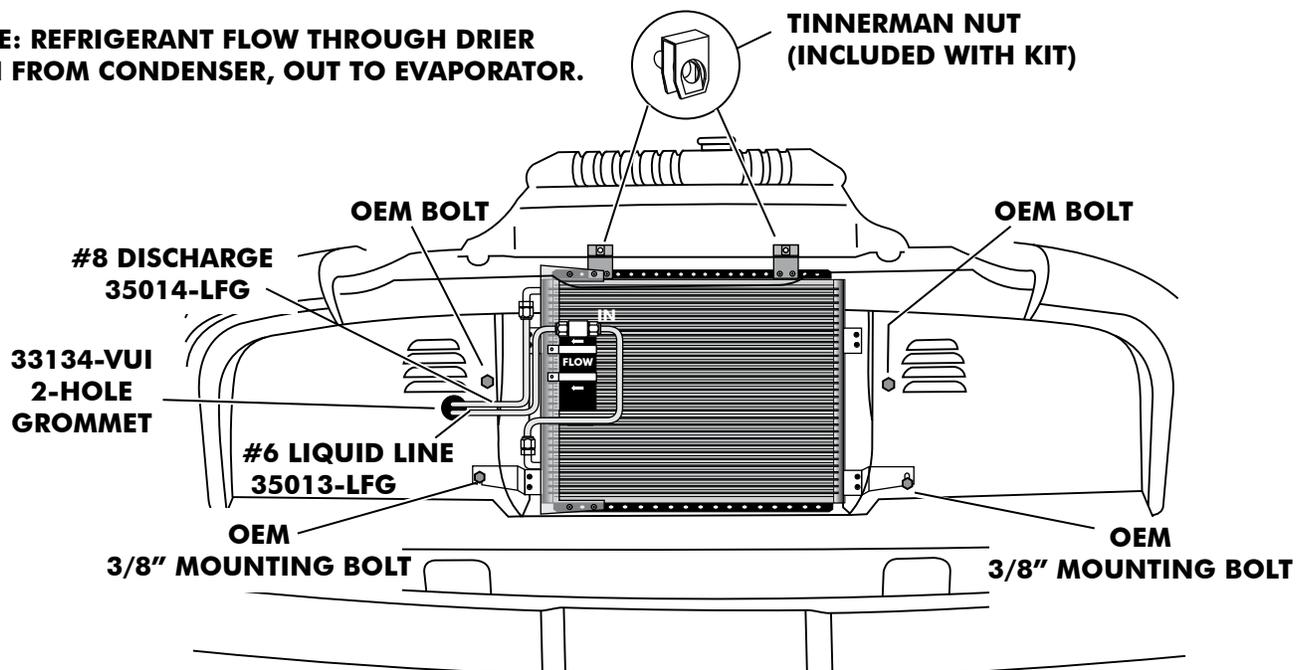
**NOTE: REFER TO SEPARATE INSTRUCTIONS TO INSTALL COMPRESSOR BRACKET USING HARDWARE INCLUDED WITH THE BRACKET.**

### 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 11. ALSO, LOCATE COWL VENT TEMPLATE ON FIGURE 13, PAGE 17. PLACE TEMPLATE ON COWL VENT FLANGE AND MARK HOLE CENTERS. SEE FIGURE 11, PAGE 13. DRILL THESE HOLES TO 1/8". THESE HOLES WILL BE USED TO SECURE TOP BRACKET ON EVAPORATOR CASE.

### CONDENSER MOUNTING (PASSENGER SIDE COMPRESSOR):

**NOTE: REFRIGERANT FLOW THROUGH DRIER IS IN FROM CONDENSER, OUT TO EVAPORATOR.**



**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 11.
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, AND 2 FLAT WASHERS AS SHOWN IN FIGURE 12, PAGE 14.
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 13.
6. ATTACH FRONT EVAPORATOR BRACKET TO EVAPORATOR CASE AND BOTTOM OF DASH USING (2) 1/4"-20 x 1/2" BOLTS AND NUTS, AS SHOWN IN FIGURE 1, PAGE 5.

## REFRIGERATION HOSES

1. INSTALL FIREWALL COVER & GROMMETS OVER EVAPORATOR FEEDER TUBES (AS SHOWN IN FIGURE 7A, PAGE 11) AND BOLT TO FIREWALL AS SHOWN IN FIGURE 12, PAGE 14.
  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. (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. REINSTALL ALL HOSES USING O-RINGS FOR THE FINAL CONNECTION. (BE SURE TO LUBRICATE O-RINGS AND TIGHTEN PROPERLY. SEE FIGURE 5, PAGE 10). REINSTALL ALL THE A/C HOSES. WRAP THE METAL PORTIONS OF THE #10 FITTING 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 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 12, PAGE 14).
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 12, PAGE 14).



**FINAL STEPS**

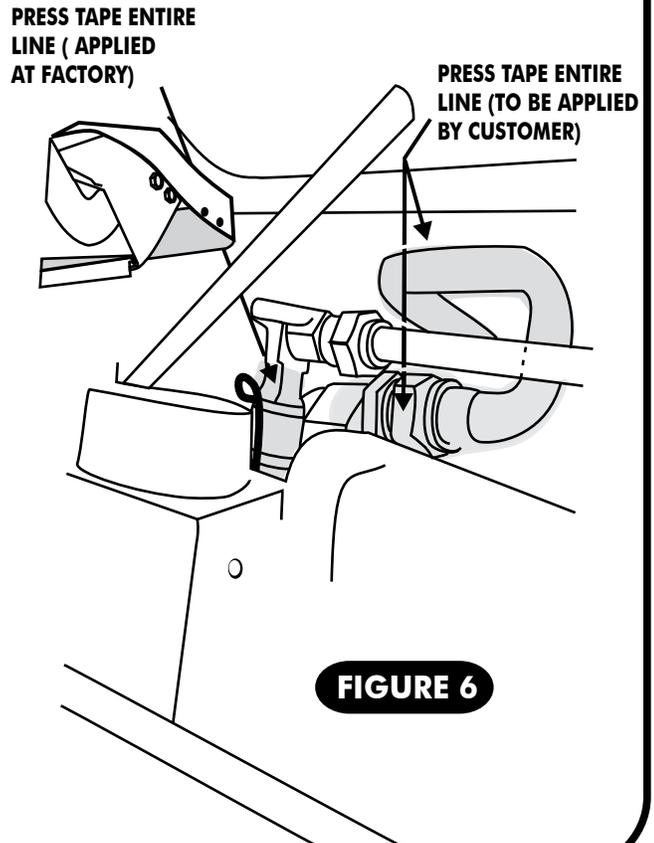
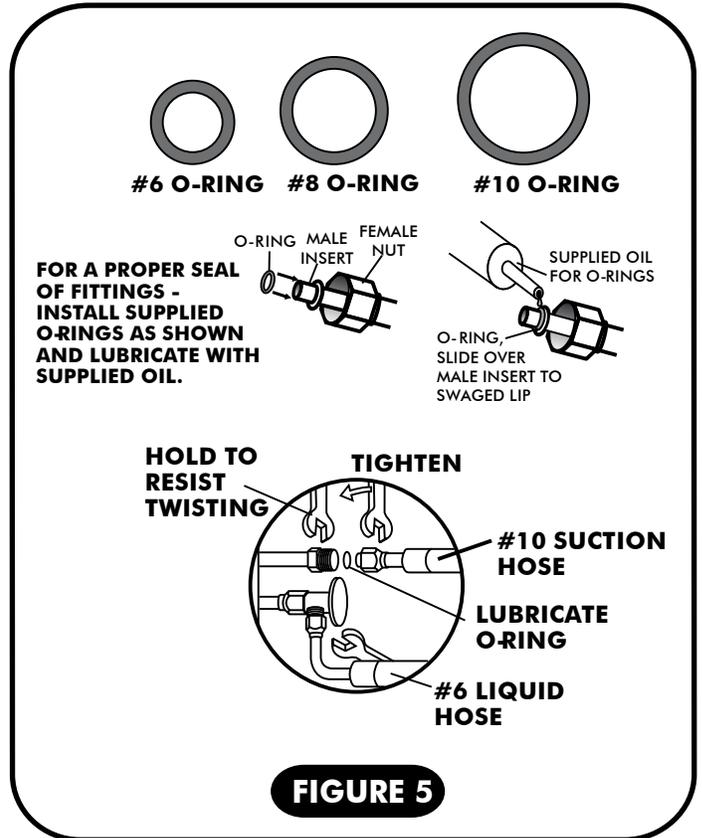
1. TEMPORARILY INSTALL THE UNDER DASH PANEL WITH LOUVER PACKAGE. THE UNDER DASH PANEL WILL BOLT TO THE BOTTOM OF THE DASH THROUGH THE O.E.M. HOLES (SEE FIGURE 1, PAGE 5).
2. USING THE VENT LEVER AS A GUIDE, CENTER THE UNDER DASH PANEL ON THE BOTTOM OF DASH.
3. CAREFULLY MARK THROUGH THE O.E.M. HOLES TO SHOW BOLT LOCATIONS. REMOVE PANEL.
4. DRILL 3/16" HOLES THROUGH LOCATIONS MARKED ON UNDER DASH PANEL.
5. INSTALL ALL DUCT HOSES. SEE FIGURE 1, PAGE 5 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 5).
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 UNDER DASH PANEL AND INSERT IN THE LOCATION STICKER LOCATED ON TOP OF THE EVAPORATOR (SEE PAGE 15). THE CAPILLARY TUBE SHOULD EXTEND INTO THE COIL TO A DEPTH OF ABOUT 5".
10. BOLT PANEL TO BOTTOM OF DASH WITH #10/32 x 1/2" MACHINE SCREWS (SEE FIGURE 1, PAGE 5).
11. INSTALL THE CONTROL PANEL IN THE UNDER DASH PANEL.
12. CONNECT ALL WIRING AS SHOWN IN WIRING DIAGRAM. SEE PAGE 16. (IF USING AN OPTIONAL CONTROL PANEL, FOLLOW WIRING DIAGRAM FURNISHED WITH OPTIONAL PANEL).
13. ATTACH DRAIN HOSE TO UNDERSIDE OF EVAPORATOR AND ROUTE TO DRAIN ELBOW PROTRUDING INTO ENGINE COMPARTMENT ON OTHER SIDE OF FIREWALL (SEE FIGURE 12, PAGE 14).
14. INSTALL NEW SUPPLIED GLOVE BOX.
15. RE-ATTACH ALL O.E.M. ITEMS PREVIOUSLY REMOVED.

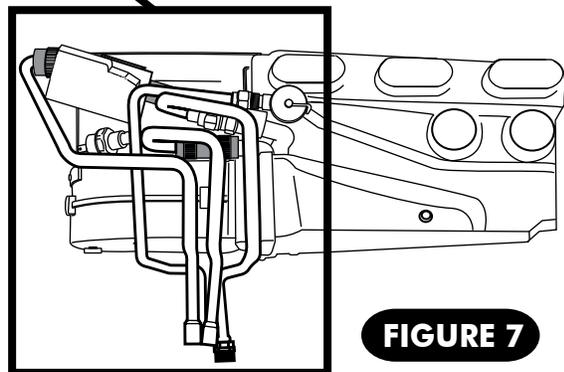
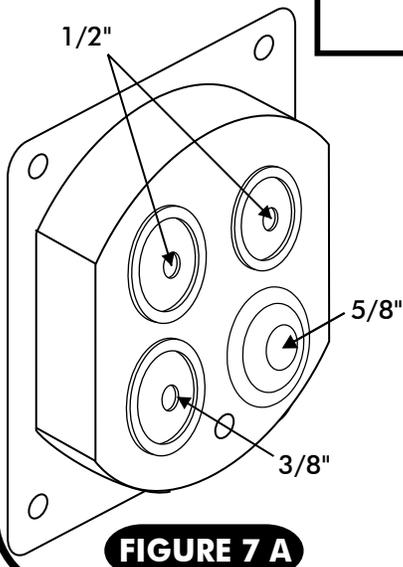
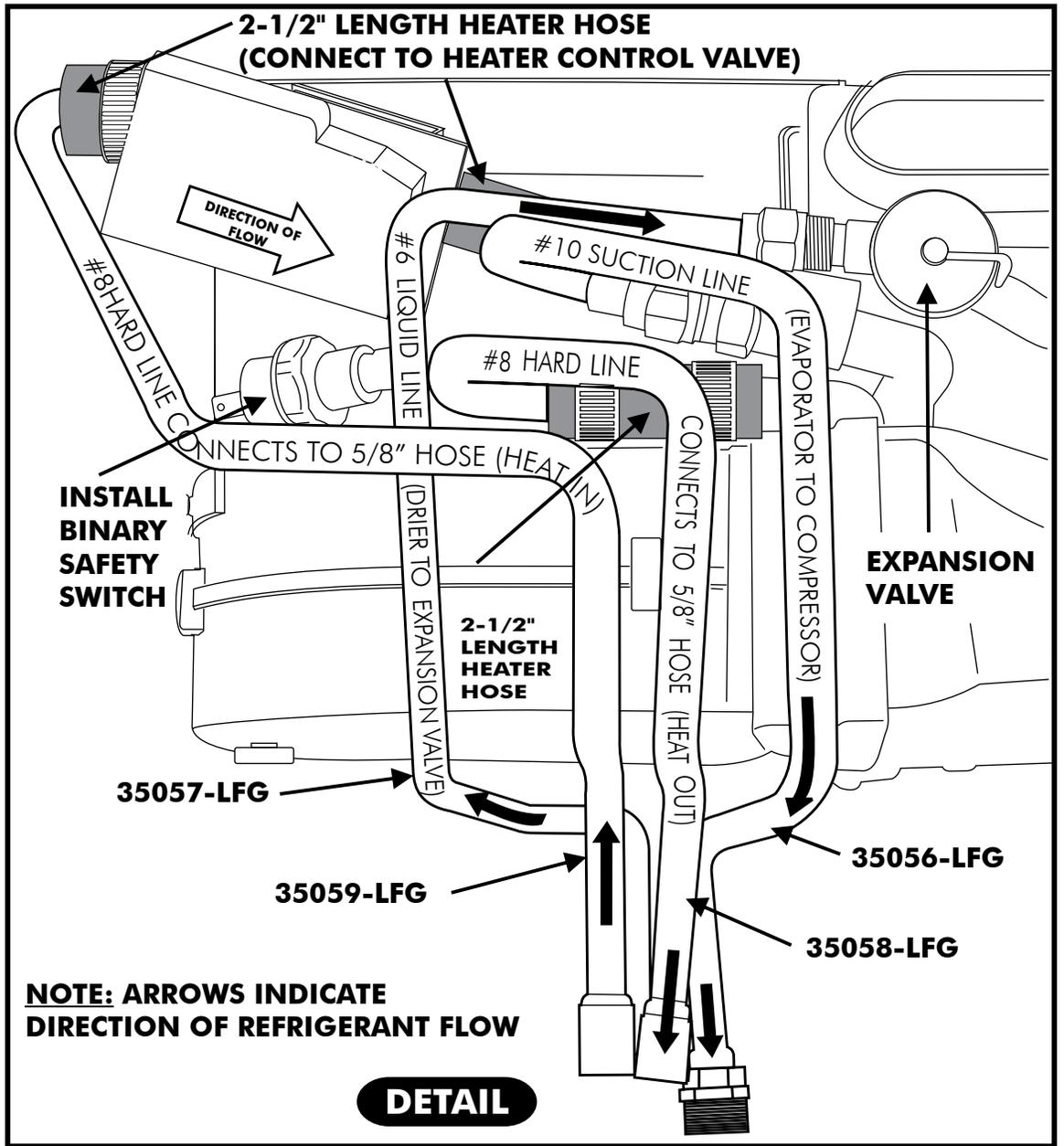
**FILL RADIATOR WITH AT LEAST A 50/50 MIXTURE OF APPROVED ANTIFREEZE AND WATER. IT IS THE OWNER'S RESPONSIBILITY TO KEEP THE FREEZE PROTECTION AT THE PROPER LEVEL AT ALL TIMES. FAILURE TO FOLLOW ANTIFREEZE RECOMMENDATIONS WILL CAUSE HEATER CORE TO CORRODE PREMATURELY AND POSSIBLY BURST IN THE A/C MODE AND/OR FREEZING WEATHER, VOIDING YOUR WARRANTY. CHECK COMPLETE A/C ASSEMBLY FOR PROPER OPERATION. VINTAGE AIR RECOMMENDS THAT ALL A/C SYSTEMS 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 ANTIFREEZE MIXTURE HAS BEEN CIRCULATED THROUGH 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 16.

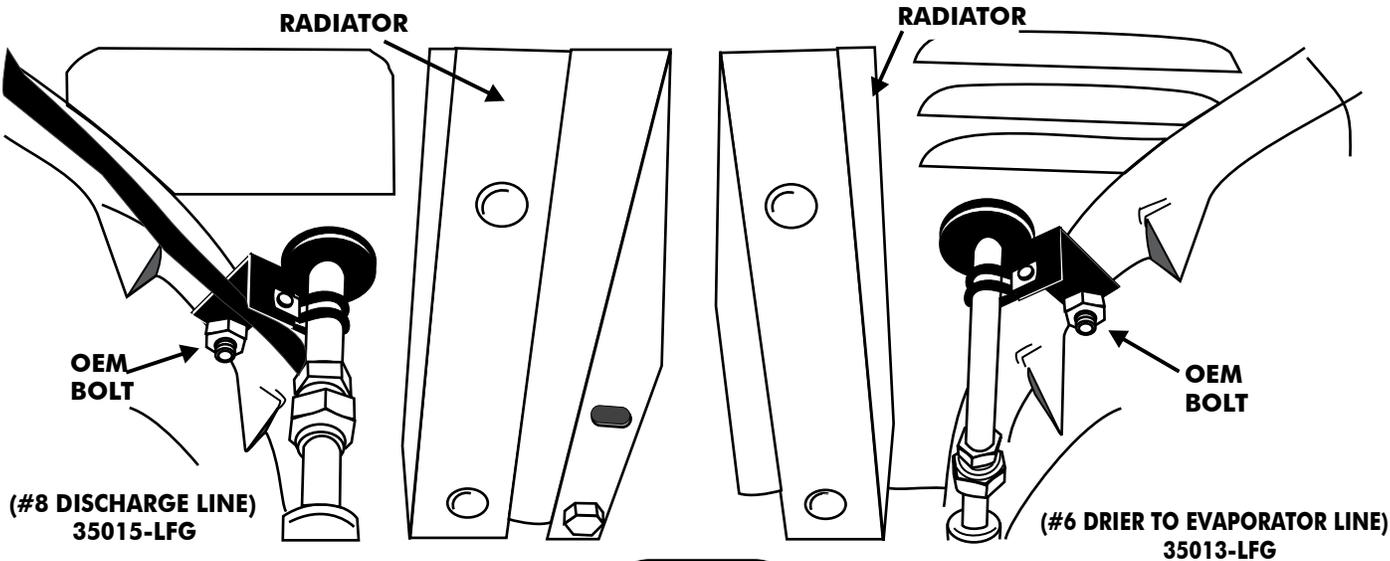






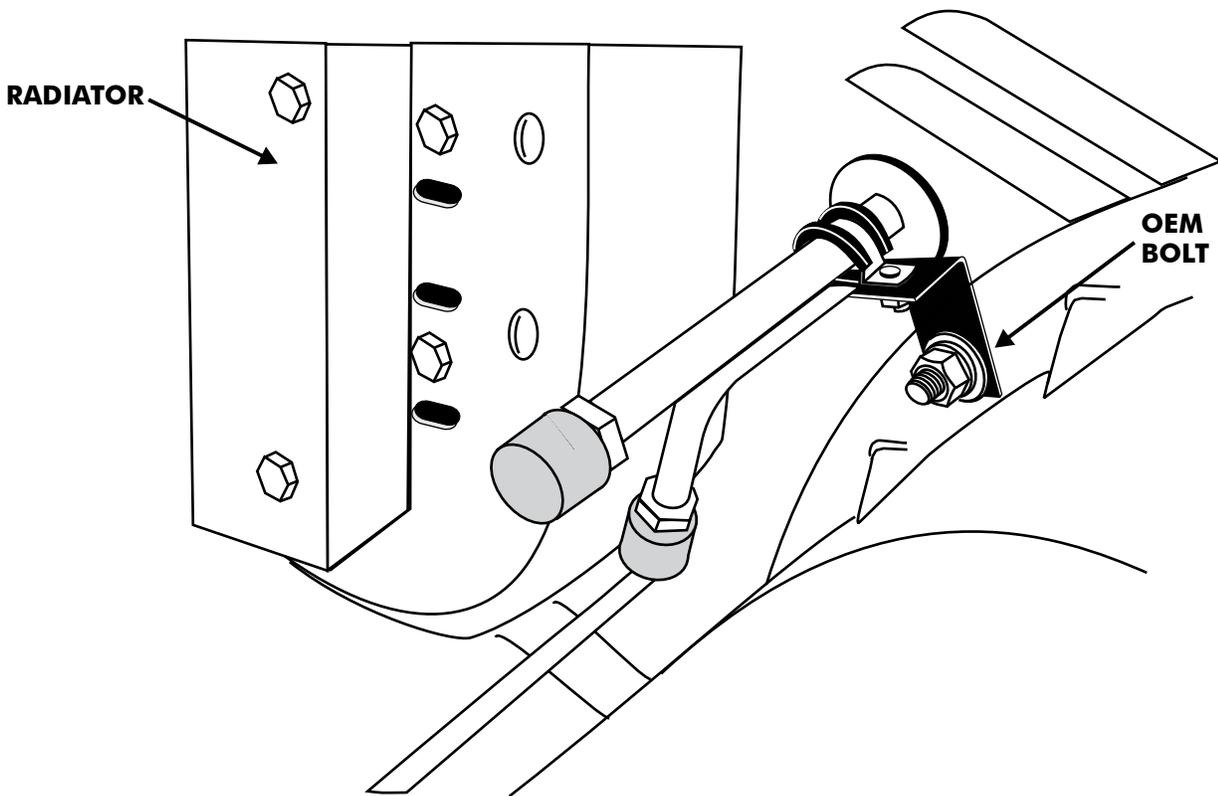
**DRIVER SIDE CORE SUPPORT**

**PASSENGER SIDE CORE SUPPORT**



**FIGURE 8**

**DRIVER'S SIDE COMPRESSOR MOUNT LINE ROUTING**



**PASSENGER SIDE COMPRESSOR MOUNT LINE ROUTING**

**FIGURE 9**

EVAPORATOR INSTALLATION (CONTINUED)

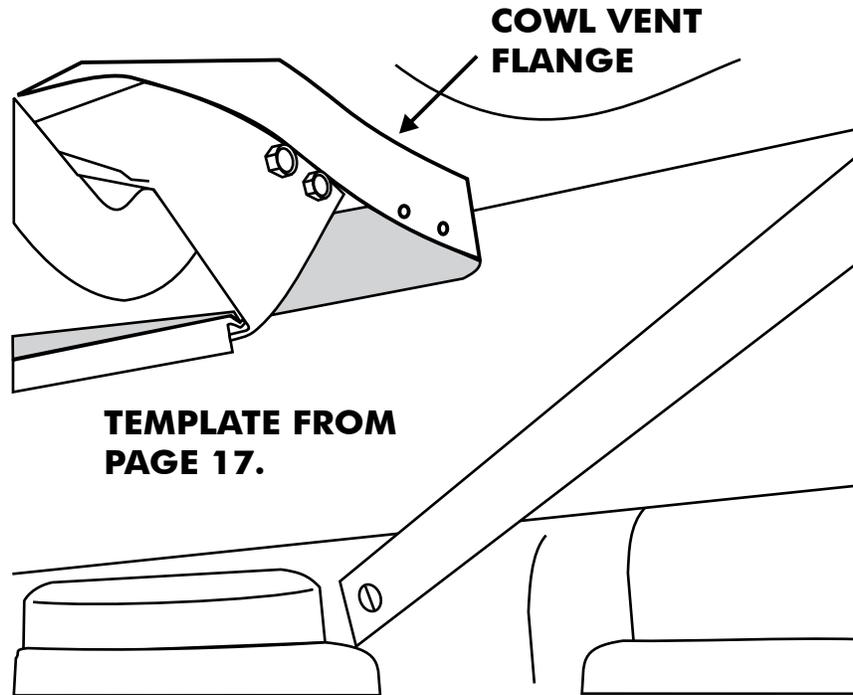


FIGURE 10

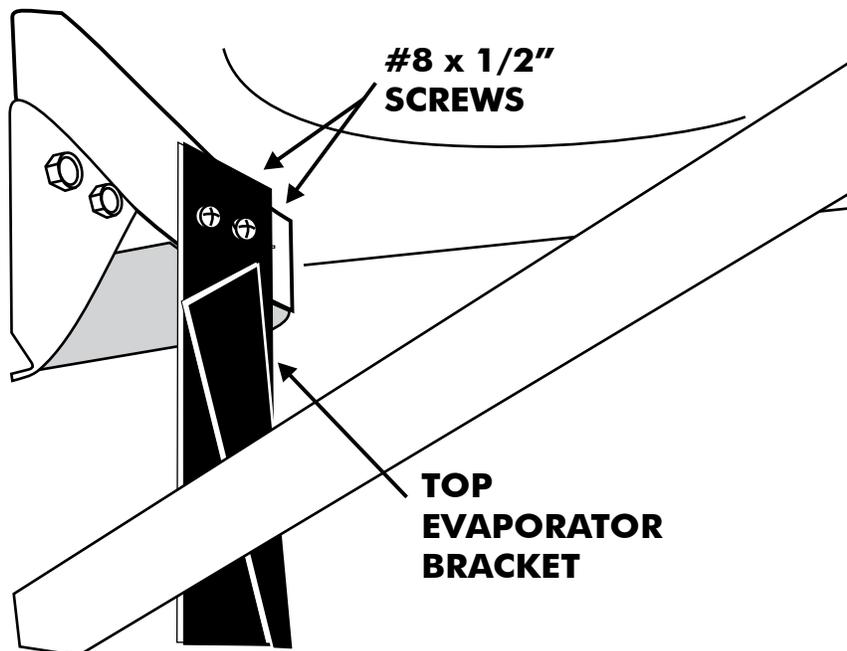


FIGURE 11



# FIREWALL

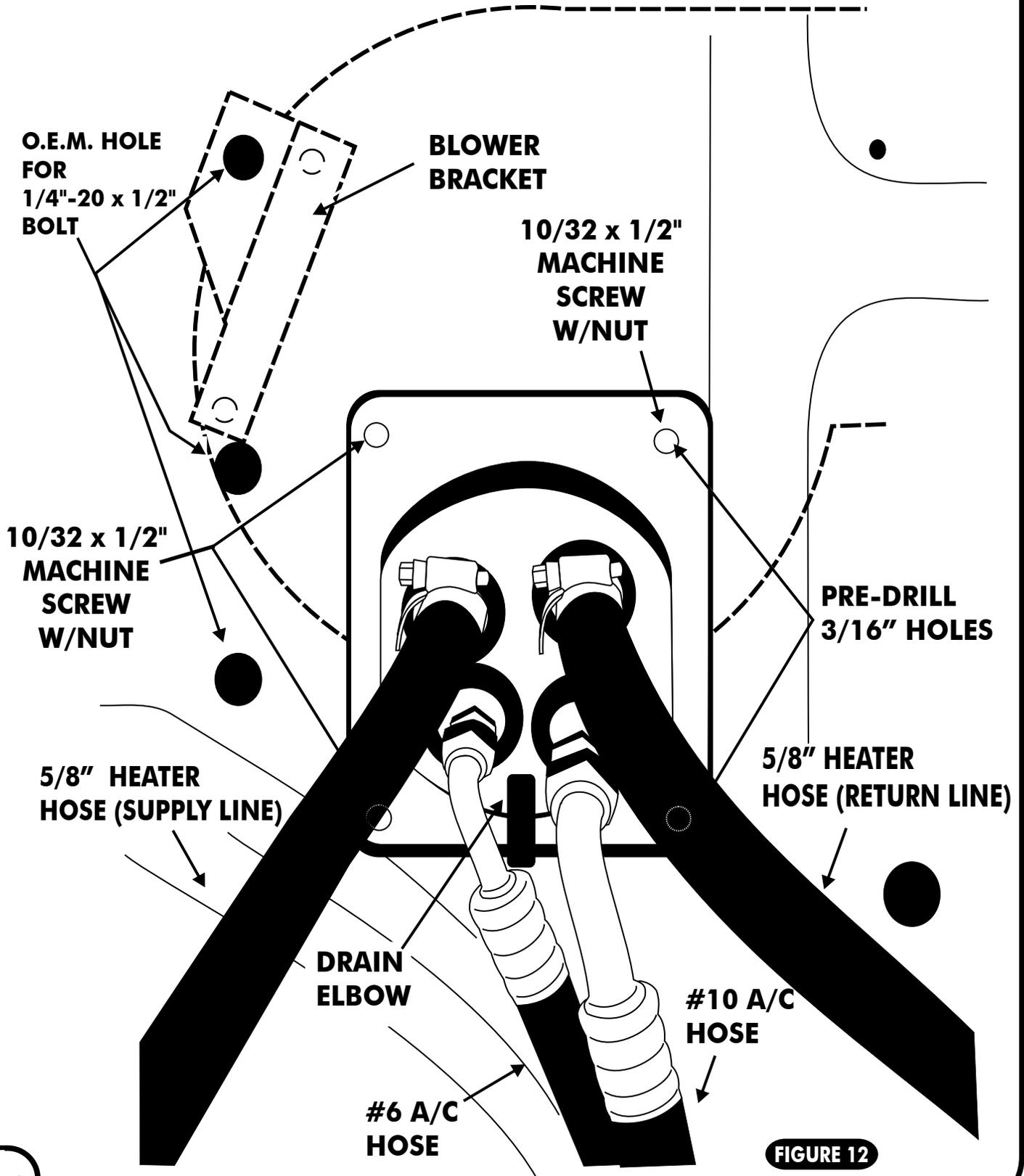
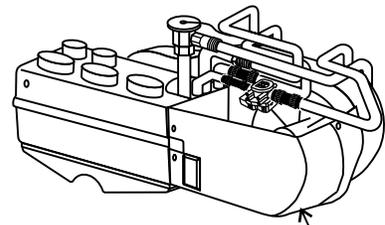
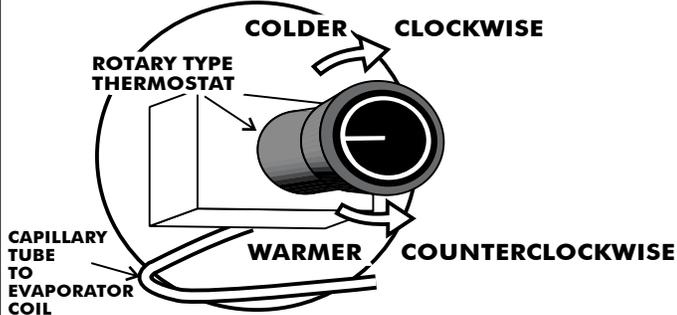


FIGURE 12



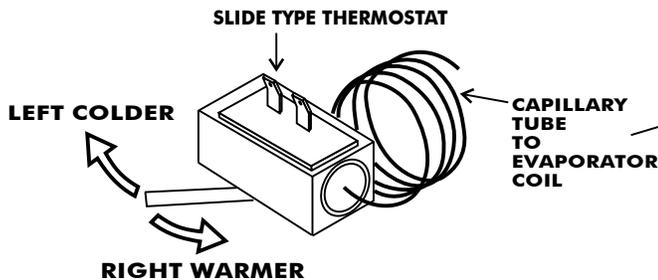
THIS STICKER LOCATED ON TOP SIDE OF EVAPORATOR CASE

EVAPORATOR



INSERT THERMOSTAT CAPILLARY TUBE THRU THIS HOLE. ENTIRE THICKNESS OF EVAPORATOR COIL.

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 (COUNTERCLOCKWISE) 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.

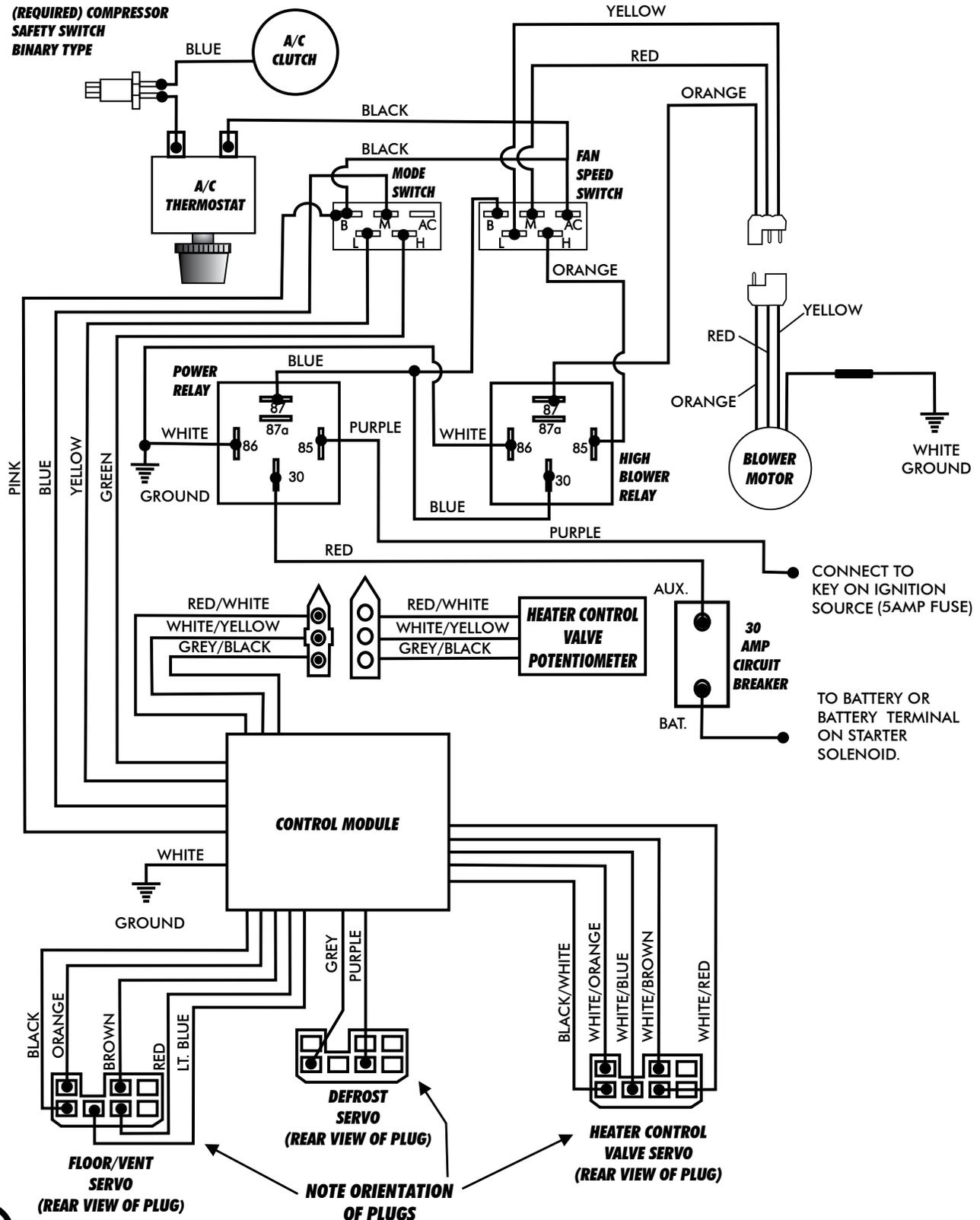
### ADJUSTING A/C THERMOSTAT

- 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 (COUNTERCLOCKWISE) 1/8 OF A TURN EACH ADJUSTMENT UNTIL THE SYMPTOMS DIMINISH. ADJUST THE **SLIDE TYPE THERMOSTAT** IN 1/8" INCREMENTS TOWARD 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 TOWARD 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.



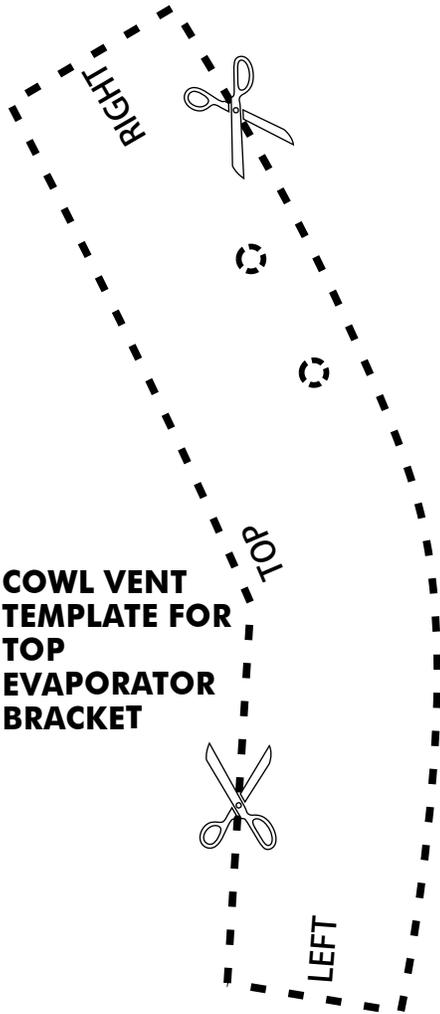
**WIRING DIAGRAM - GEN II**  
HEAT/COOL/DEFROST

(REQUIRED) COMPRESSOR  
SAFETY SWITCH  
BINARY TYPE

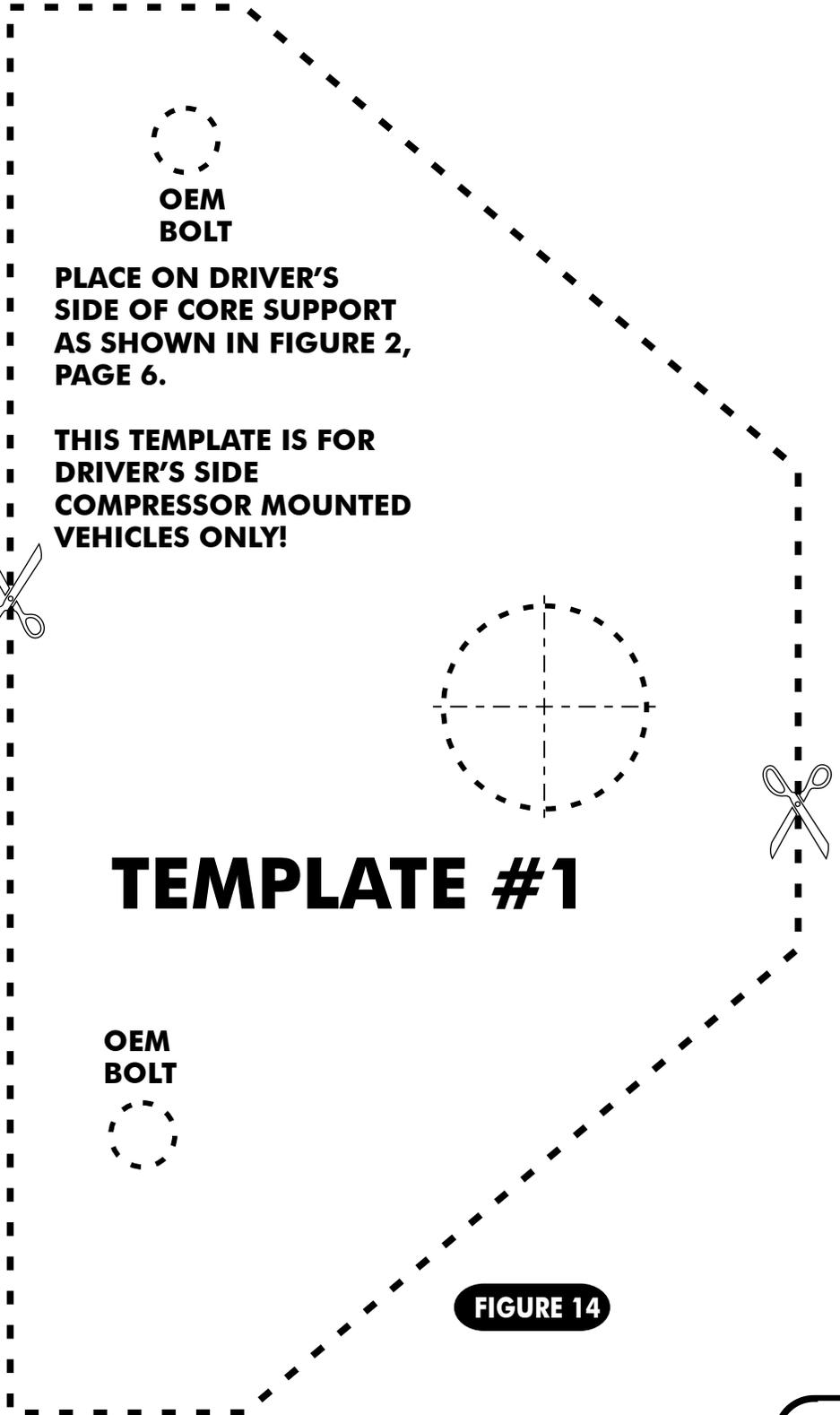




DRIVER SIDE CORE SUPPORT TEMPLATE



**FIGURE 13**

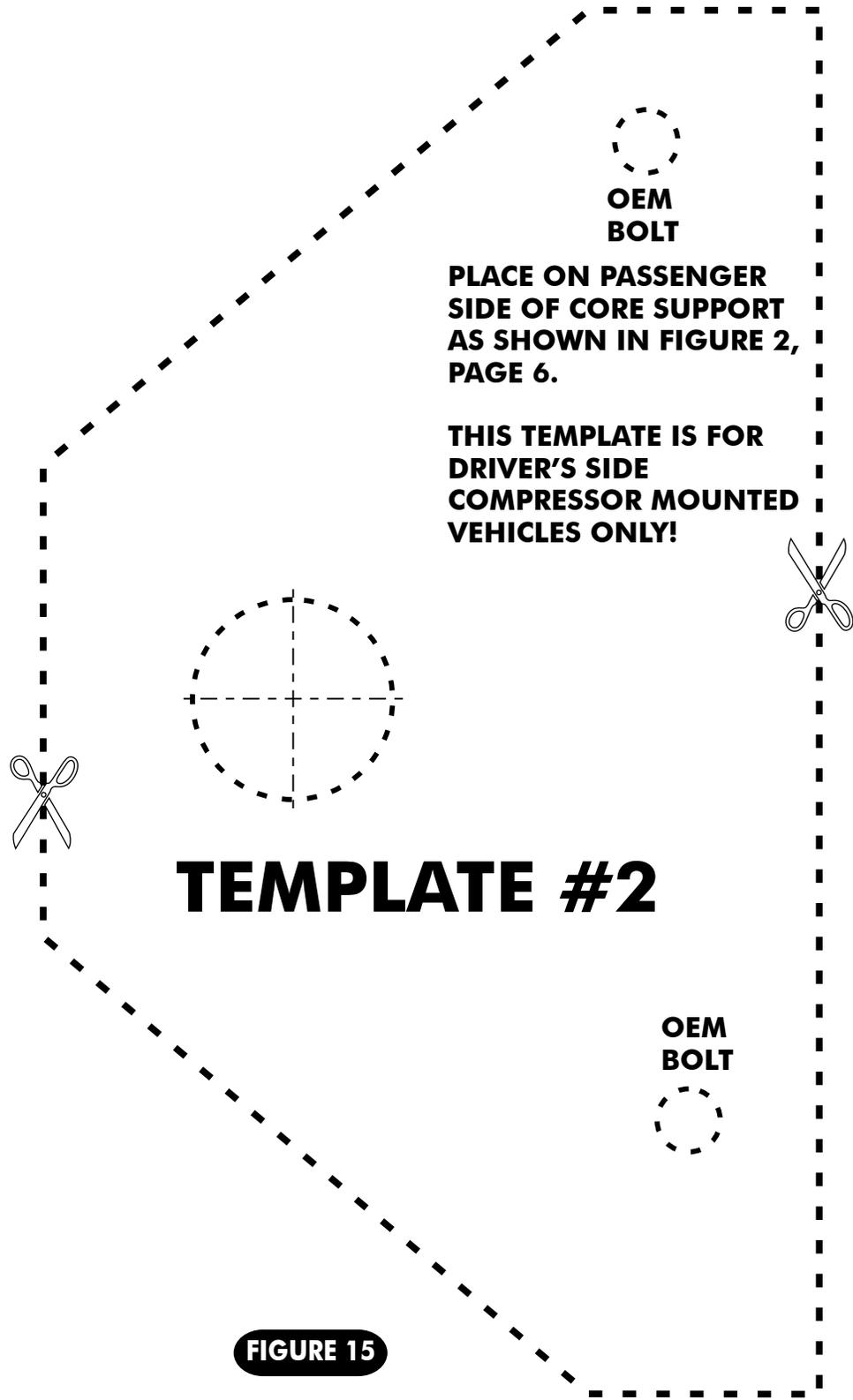


**FIGURE 14**





PASSENGER SIDE CORE SUPPORT TEMPLATE



OEM  
BOLT

PLACE ON PASSENGER  
SIDE OF CORE SUPPORT  
AS SHOWN IN FIGURE 2,  
PAGE 6.

THIS TEMPLATE IS FOR  
DRIVER'S SIDE  
COMPRESSOR MOUNTED  
VEHICLES ONLY!

**TEMPLATE #2**

OEM  
BOLT

**FIGURE 15**







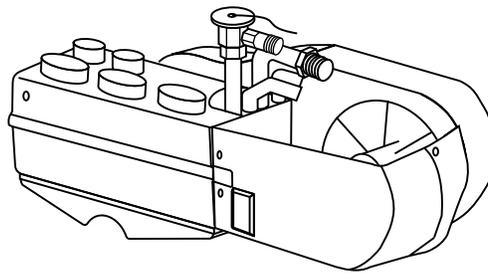
**1956 FORD F-100  
EVAPORATOR KIT PACKING LIST**

**EVAPORATOR KIT  
75456-LFZ-A**

No.	QTY.	PART No.	DESCRIPTION
1.	1	55288-VUE-A	GEN II EVAP. SUB CASE
2.	1	79756-LFN	ACCESSORY KIT

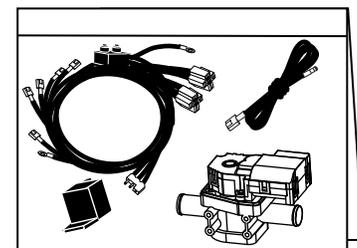
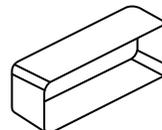
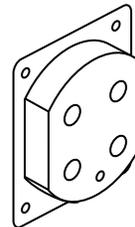
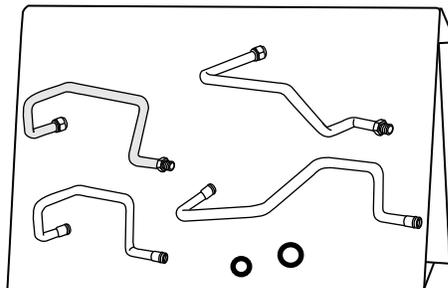
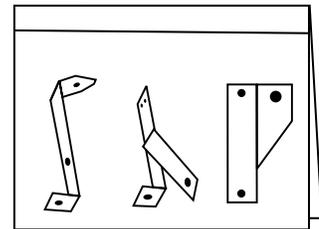
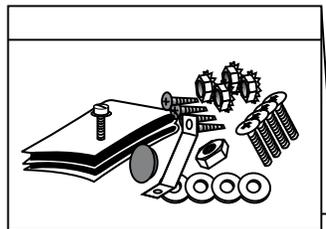
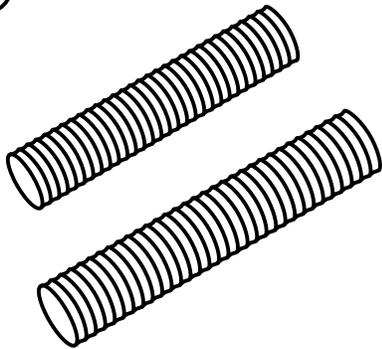
CHECKED BY: \_\_\_\_\_  
 PACKED BY: \_\_\_\_\_  
 DATE: \_\_\_\_\_

①



**EVAP. SUB CASE  
55288-VUE-A**

②



**ACCESSORY KIT  
79756-LFN**