



an ISO 9001: 2008 Registered Company

1964-65 CHEVELLE

WITHOUT FACTORY AIR
561065

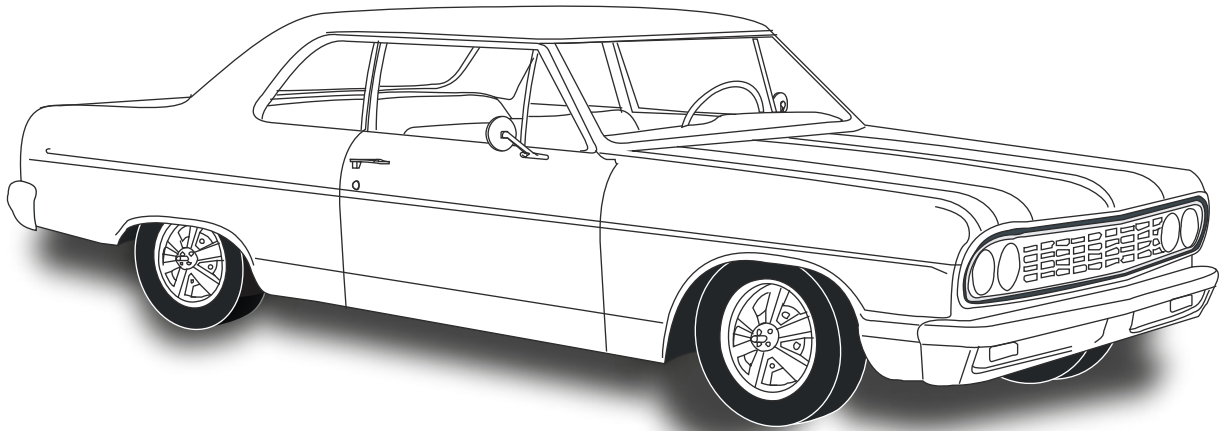




Table of Contents

PAGES

1. COVER
2. TABLE OF CONTENTS
3. PACKING LIST / PARTS DISCLAIMER
4. INFORMATION PAGE
5. WIRING NOTICE
6. ENGINE COMPARTMENT
FIGURE 1
7. CONDENSER ASSEMBLY, COMPRESSOR & BRACKET, PASSENGER COMPARTMENT,
FIGURES 2 & 3
8. KICK PANEL MODIFICATION & DEFROST DUCT INSTALLATION
FIGURES 4, 4a & 5
9. FIREWALL COVER INSTALLATION & EVAPORATOR INSTALLATION
FIGURES 6 & 7
10. BRACKET INSTALLATION
FIGURE 8
11. FRESH AIR COVER INSTALLATION & KICK PANEL FRESH AIR CAP INSTALLATION
FIGURES 9, 10, 10a & 10b
12. EVAPORATOR INSTALLTION CONT.
FIGURES 11 & 12
13. DRAIN HOSE INSTALLATION, LUBRICATING O-RINGS, A/C HOSE INSTALLATION, &
MODIFIED A/C HOSE KIT
FIGURES 13 & 14
14. AC & HEATER HOSE ROUTING
FIGURE 15
15. FINAL STEPS
FIGURES 16 & 17
16. CONTROL PANEL & DUCT HOSE ROUTING
FIGURE 18
17. DRIVER SIDE UNDER DASH LOUVER & CENTER & PASSENGER SIDE LOUVER
INSTALLATION
FIGURES 19, 19a, 20 & 20a
18. WIRING DIAGRAM
19. GEN IV WIRING CONNECTION INSTRUCTIONS
20. OPERATION OF CONTROLS
21. TROUBLE SHOOTING INFORMATION
22. TROUBLE SHOOTING INFORMATION CONT.
23. EVAPORATOR KIT PACKING LIST



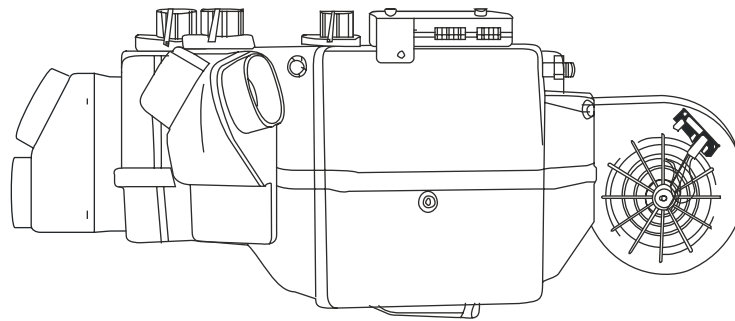
EVAPORATOR KIT 561065

EVAPORATOR KIT PACKING LIST

No.	QTY.	PART NO.	DESCRIPTION
1.	1	744004-VUE	GEN IV MAGNUM EVAP. SUB CASE
2.	1	784159	1964-65 CHEVELLE wo AC ACC. KIT

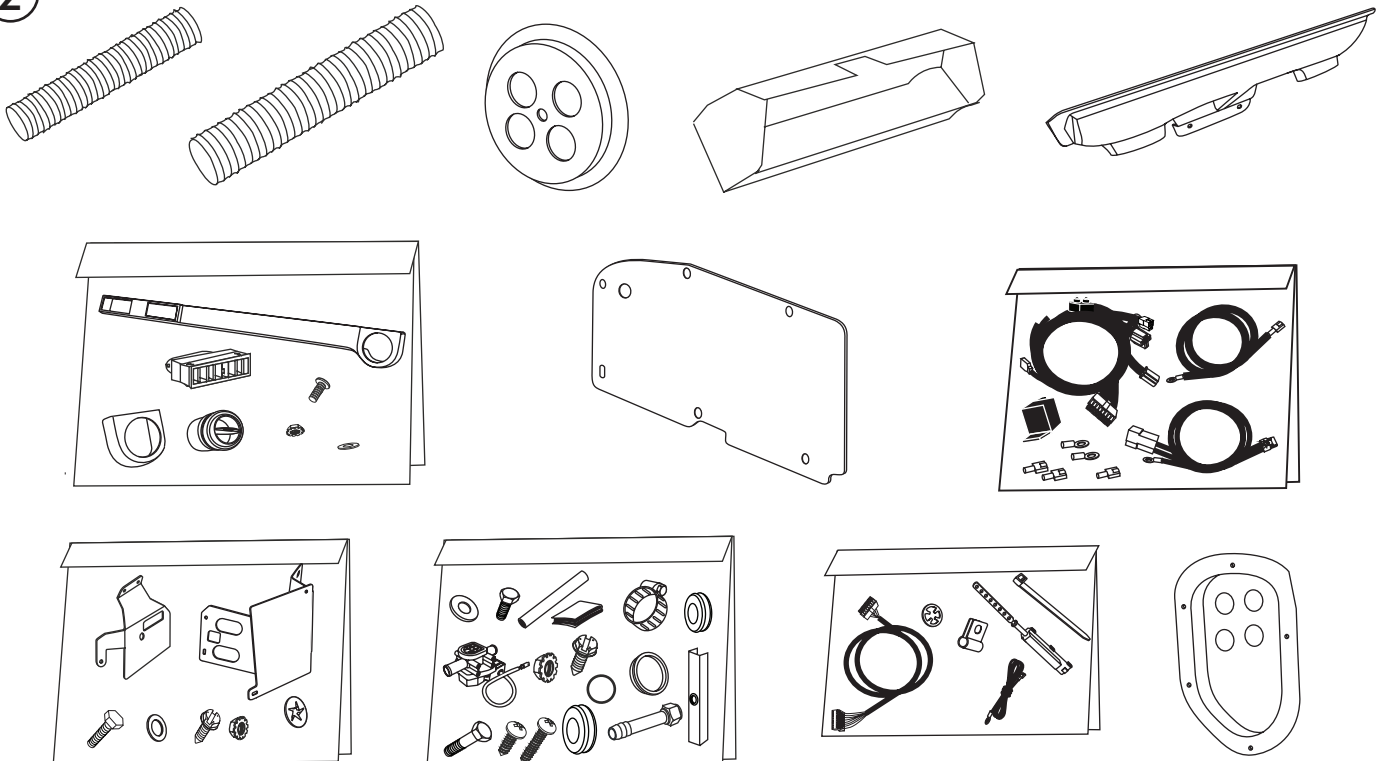
**** BEFORE BEGINNING INSTALLATION OPEN ALL PACKAGES AND CHECK CONTENTS OF SHIPMENT. PLEASE REPORT ANY SHORTAGES DIRECTLY TO VINTAGE AIR WITHIN 15 DAYS. AFTER 15 DAYS, VINTAGE AIR WILL NOT BE RESPONSIBLE FOR MISSING OR DAMAGED ITEMS.**

①



**GEN IV MAGNUM
EVAP SUB CASE
744004-VUE**

②



3

**ACCESSORY KIT
784159**

**NOTE: IMAGES MAY NOT DEPICT ACTUAL PARTS AND QUANTITIES.
REFER TO PACKING LIST FOR ACTUAL PARTS AND QUANTITIES.**



Important Notice—Please Read

For Maximum System Performance, Vintage Air Recommends the Following:

Heater Hose (Not Included With This Kit):

Heater hose may be purchased from Vintage Air (Part# 31800-VUD) or your local parts retailer. Routing and required length will vary based on installer preference.

Bolts Passing Through Cowl and/or Firewall:

To ensure a watertight seal between the passenger compartment and the vehicle exterior, for all bolts passing through the cowl and/or firewall, Vintage Air recommends coating the threads with silicone prior to installation.

Safety Switches:

Your Vintage Air system is equipped with a binary pressure safety switch. A binary switch disengages the compressor clutch in cases of extreme low pressure conditions (Refrigerant Loss) or excessively high head pressure (406 PSI) to prevent compressor damage or hose rupture. A trinary switch combines Hi/Lo pressure protection with an electric fan operation signal at 254 PSI, and should be substituted for use with electric fans. Compressor safety switches are extremely important since an A/C system relies on refrigerant to circulate lubricant.

Service Info:

Attention: The following system components are capped: Compressor, evaporator, condenser & drier. 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 Capacity for Vintage Air Systems:

(For other systems, consult manufacturer's guidelines)

R134a System

Charge with 1.8 lbs. (1 lb., 12 oz.) of refrigerant.

Lubricant Capacities:

New Vintage Air-supplied Sanden Compressor: No additional oil needed (Compressor is shipped with proper oil charge).

All Other Compressors: Consult manufacturer (Some compressors are shipped dry and will need oil added).



Important Wiring Notice—Please Read

Some Vehicles May Have Had Some or All of Their Radio Interference Capacitors Removed. There Should Be a Capacitor Found At Each of the Following Locations:

- 1. On the positive terminal of the ignition coil.**
- 2. If there is a generator, on the armature terminal of the generator.**
- 3. If there is a generator, on the battery terminal of the voltage regulator.**

Most alternators have a capacitor installed internally to eliminate what is called “whining” as the engine is revved. If whining is heard in the radio, or just to be extra cautious, a radio interference capacitor can be added to the battery terminal of the alternator.

It is also important that the battery lead is in good shape and that the ground leads are not compromised. There should be a heavy ground from the battery to the engine block, and additional grounds to the body and chassis.

If these precautions are not observed, it is possible for voltage spikes to be present on the battery leads. These spikes come from ignition systems, charging systems, and from switching some of the vehicle’s other systems on and off. Modern computer-operated equipment can be sensitive to voltage spikes on the power leads, which can cause unexpected resets, strange behavior, and/or permanent damage.

Vintage Air strives to harden our products against these types of electrical noise, but there is a point where a vehicle’s electrical system can be degraded so much that nothing can help.

Radio interference capacitors should be available at most auto and truck parts suppliers. They typically are cylindrical in shape, a little over an inch long, a little over a half inch in diameter, and they have a single lead coming from one end of the cylinder with a terminal on the end of the wire, as well as a mounting clip which is screwed into a good ground on the vehicle. The specific value of the capacitance is not too significant in comparison to ignition capacitors that are matched with the coil to reduce pitting of the points.

- Care must be taken, when installing the compressor lead, not to short it to ground. The compressor lead must not be connected to a condenser fan or to any other auxiliary device. Shorting to ground or connecting to a condenser fan or any other auxiliary device may damage wiring, the compressor relay, and/or cause a malfunction.
- When installing ground leads on Gen IV systems, the blower control ground and ECU ground must be connected directly to the negative battery post.
- For proper system operation, the heater control valve must be connected to the ECU.



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

ENGINE COMPARTMENT

REMOVE THE FOLLOWING

- ☐ BATTERY, BATTERY TRAY (RETAIN)
- ☐ DRAIN RADIATOR, REMOVE RADIATOR (RETAIN)
- ☐ TO REMOVE THE OEM BLOWER MOTOR ASSEMBLY (UNDER HOOD) AND THE AIR DISTRIBUTION SYSTEM (UNDER DASH) THE FACTORY MANUAL INDICATES DOING THE FOLLOWING, **REMOVE RIGHT INNER FENDER.**
- ☐ OEM HEATER HOSES (DISCARD). SEE FIGURE 1.
- ☐ OEM HEATER WIRING (DISCARD) SEE FIGURE 1.

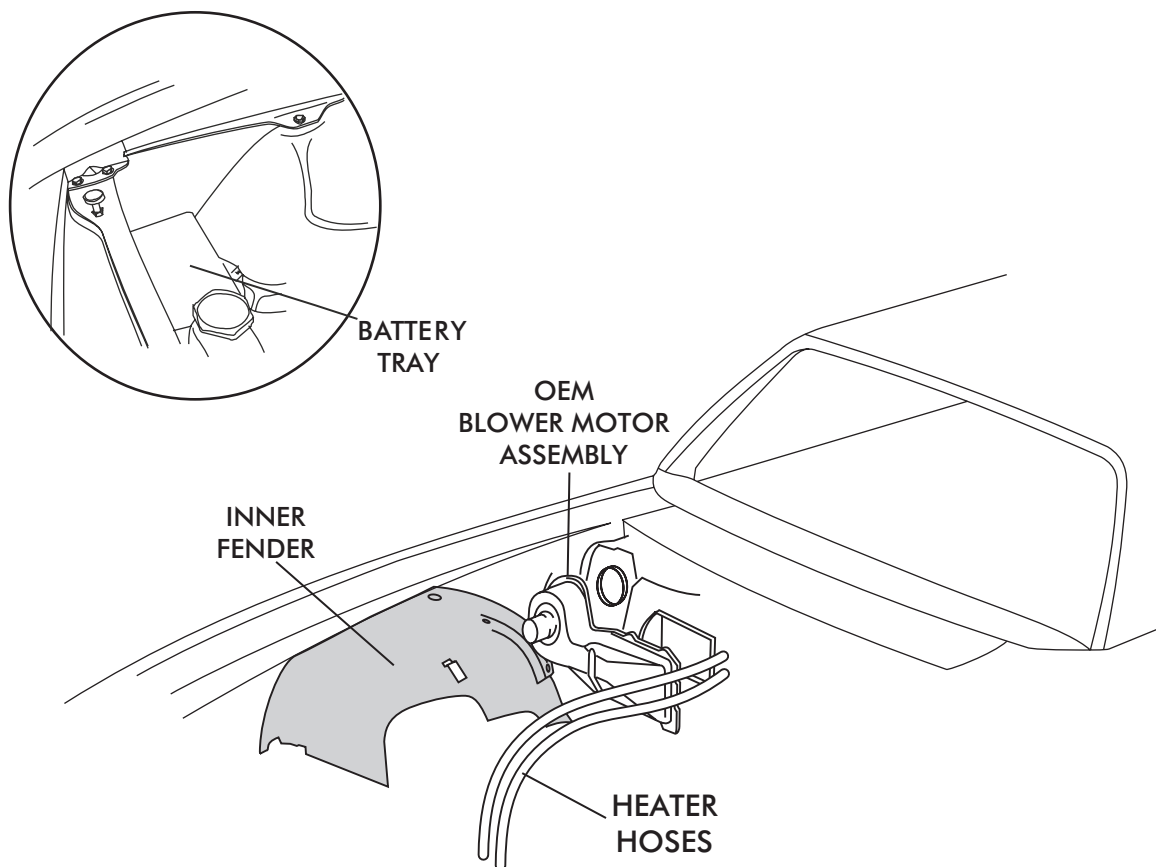


FIGURE 1



CONDENSER ASSEMBLY & INSTALLATION

- ☐ REFER TO SEPARATE INSTRUCTIONS INCLUDED WITH THE CONDENSER KIT TO INSTALL THE CONDENSER.
- ☐ BINARY SWITCH INSTALLATION (REFER TO CONDENSER INSTRUCTIONS)

COMPRESSOR & BRACKETS

- ☐ REFER TO SEPARATE INSTRUCTIONS INCLUDED WITH THE BRACKET KIT TO INSTALL THE COMPRESSOR BRACKET.

PASSENGER COMPARTMENT

REMOVE THE FOLLOWING:

- ☐ REMOVE GLOVE BOX DOOR (RETAIN) AND GLOVE BOX (DISCARD).
- ☐ DISCONNECT ALL WIRE AND CABLES FROM CONTROL PANEL AND RADIO.
REMOVE CONTROL PANEL AND RADIO.
- ☐ REMOVE OEM HEATER ASSEMBLY.
- ☐ REMOVE O.E.M DEFROST DUCT ASSEMBLY, SEE FIGURE 3 BELOW.
REMOVE 3 SPOT WELDS ON DEF DUCT BY CHISEL OR DIE GRINDER.
SEE FIGURE 3 BELOW.

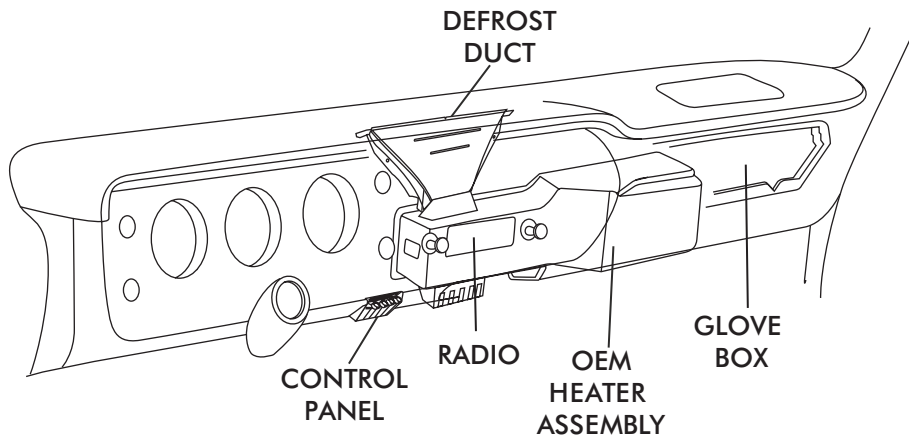


FIGURE 2

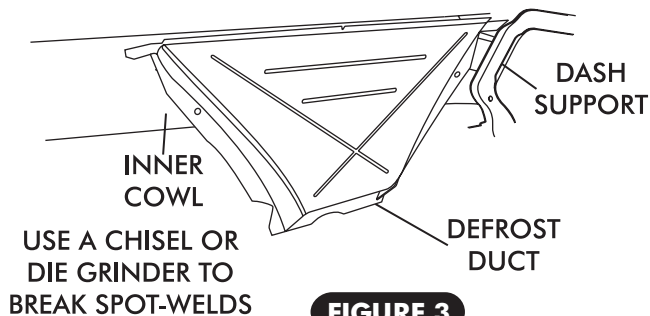


FIGURE 3



KICK PANEL MODIFICATION

- ☐ REMOVE KICK PANEL.
- ☐ REMOVE KICK PANEL FRESH AIR DOOR ASM BY REMOVING (5) OEM SCREWS.
- ☐ DISCONNECT PULL CABLE ASSEMBLY FROM UNDER DASH (DISCARD). SEE FIGURE 4 BELOW
- ☐ MODIFY PASSENGER SIDE KICK PANEL AS SHOWN IN FIGURE 4a BELOW

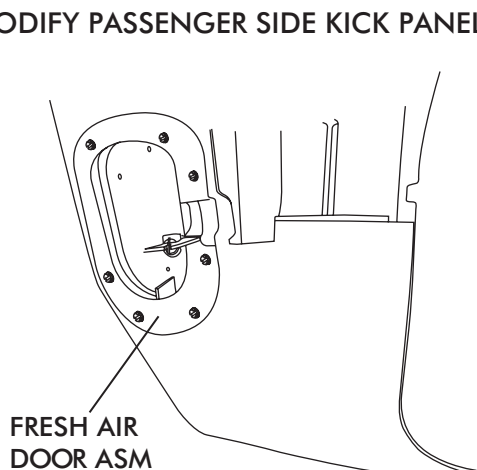


FIGURE 4

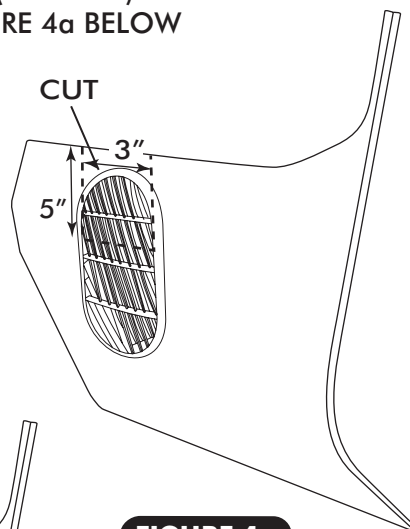
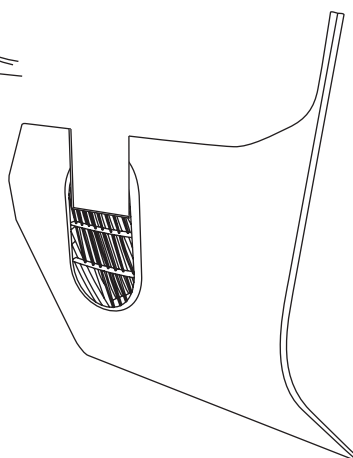


FIGURE 4a



DEFROST DUCT INSTALLATION

- ☐ INSTALL DEFROST DUCTS UNDER DASH AND ALIGN WITH OEM OPENING. INSTALL DEFROST DUCT TO COWL USING (2) #10 x 1/2" SHEETMETAL SCREWS. NOTE APPLY SILICONE ON SCREWS TO INSURE LEAK FREE INSTALLATION. SEE FIGURE 5 BELOW.

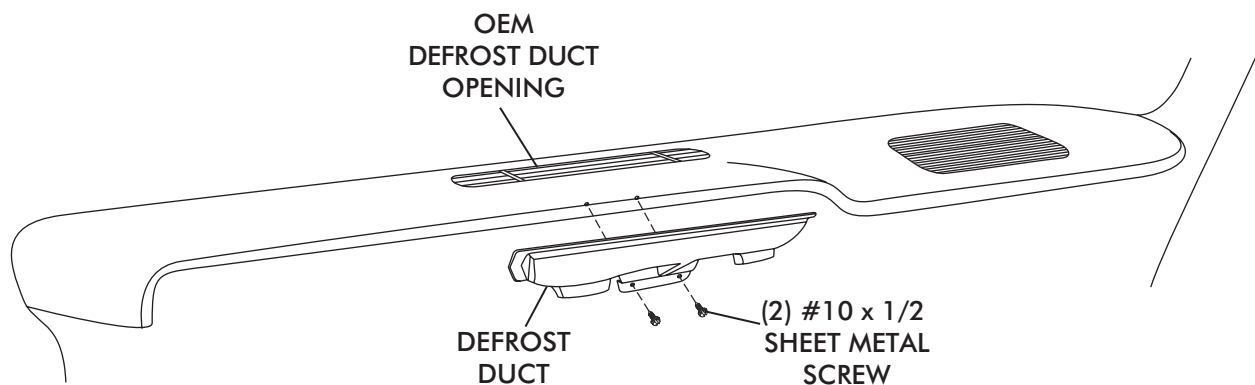


FIGURE 5



FIREWALL COVER INSTALLATION

- APPLY A 1/4" BEAD OF SILICONE AROUND THE BACK SIDE OF THE FIREWALL COVER AS SHOWN IN FIGURE 6, BELOW.
- FROM INSIDE THE CAR, INSTALL FIREWALL COVER ON FIREWALL USING (3) 1/4-20 x 1" HEX BOLTS, FLAT WASHERS AND 1/4-20 NUT WITH STAR WASHER, SEE FIGURE 6, BELOW.

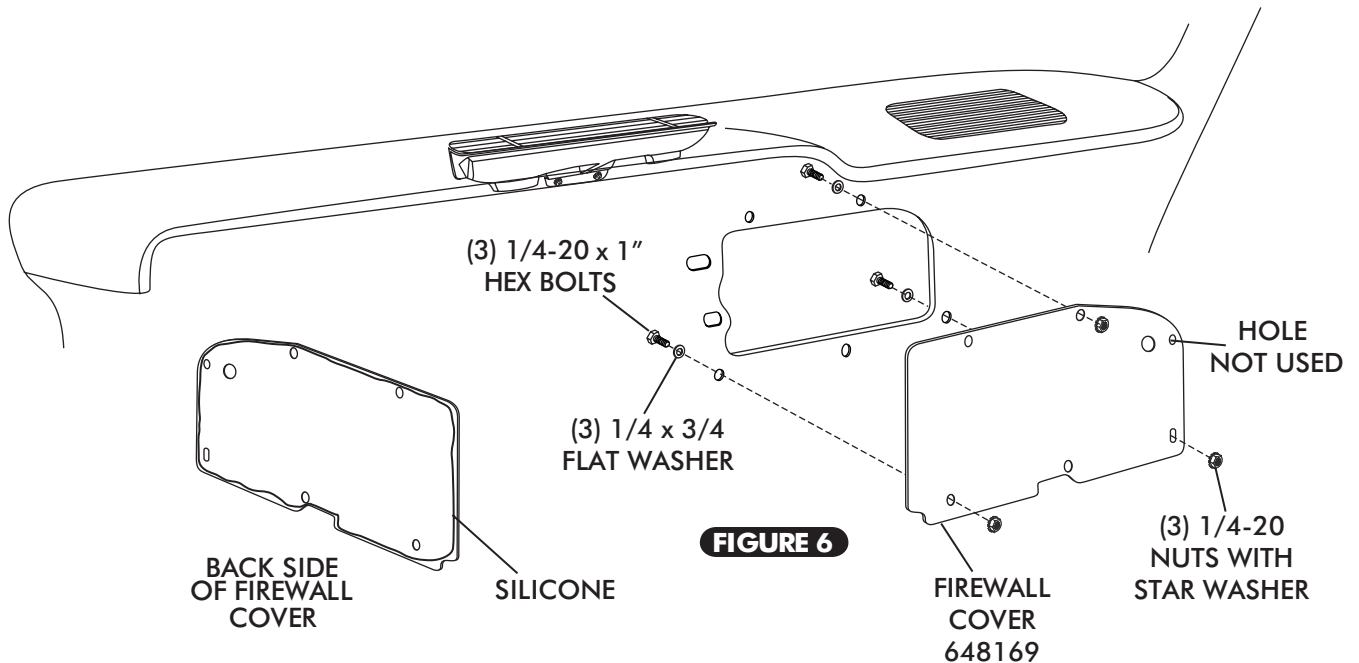


FIGURE 6

EVAPORATOR INSTALLATION

- ON A WORK BENCH INSTALL (2) HEATER FITTINGS WITH PROPERLY LUBRICATED O-RINGS. (SEE FIGURE 14, PAGE 13, AND FIGURE 8 PAGE 10.)
- INSTALL (2) 1/4-20 x 1" HEX BOLT AND (2) 1/4 PUSH NUT BOLT RETAINERS ON EVAP REAR BRKT AS SHOWN IN FIGURE 8, PAGE 10.
- INSTALL EVAPORATOR FRONT & REAR MOUNTING BRACKETS ON EVAPORATOR USING (6) 1/4-20 x 1/2" HEX BOLTS AND TIGHTEN AS SHOWN IN FIGURE 7 BELOW & FIGURE 8, PAGE 10.
- LAY EVAPORATOR SUBCASE ON PASSENGER SIDE FLOOR BOARD. INSTALL A/C & HEATER HOSE ON EVAPORATOR AS SHOWN IN FIGURE 11, PAGE 12 AND HOSE INSTALLATION ON PAGE 14.
- **(NOTE: WRAP THE #10 FITTING CONNECTIONS WITH PRESS TAPE. SEE FIGURE 11, PAGE 12.)**

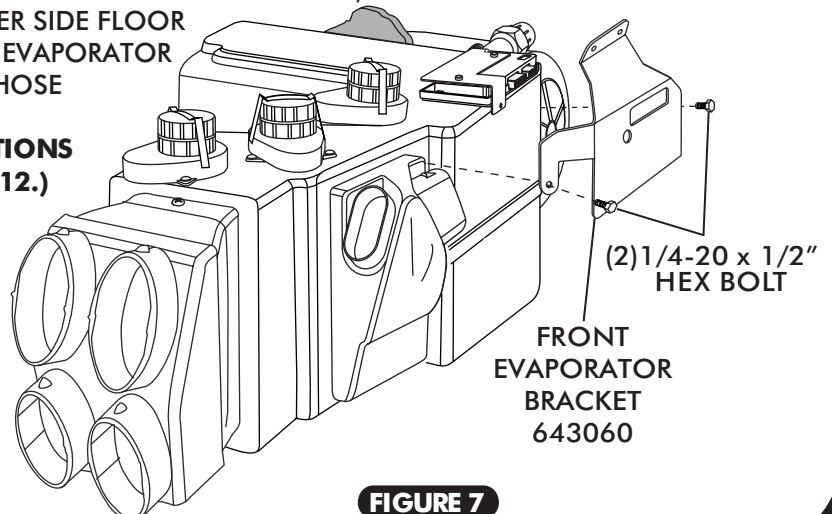
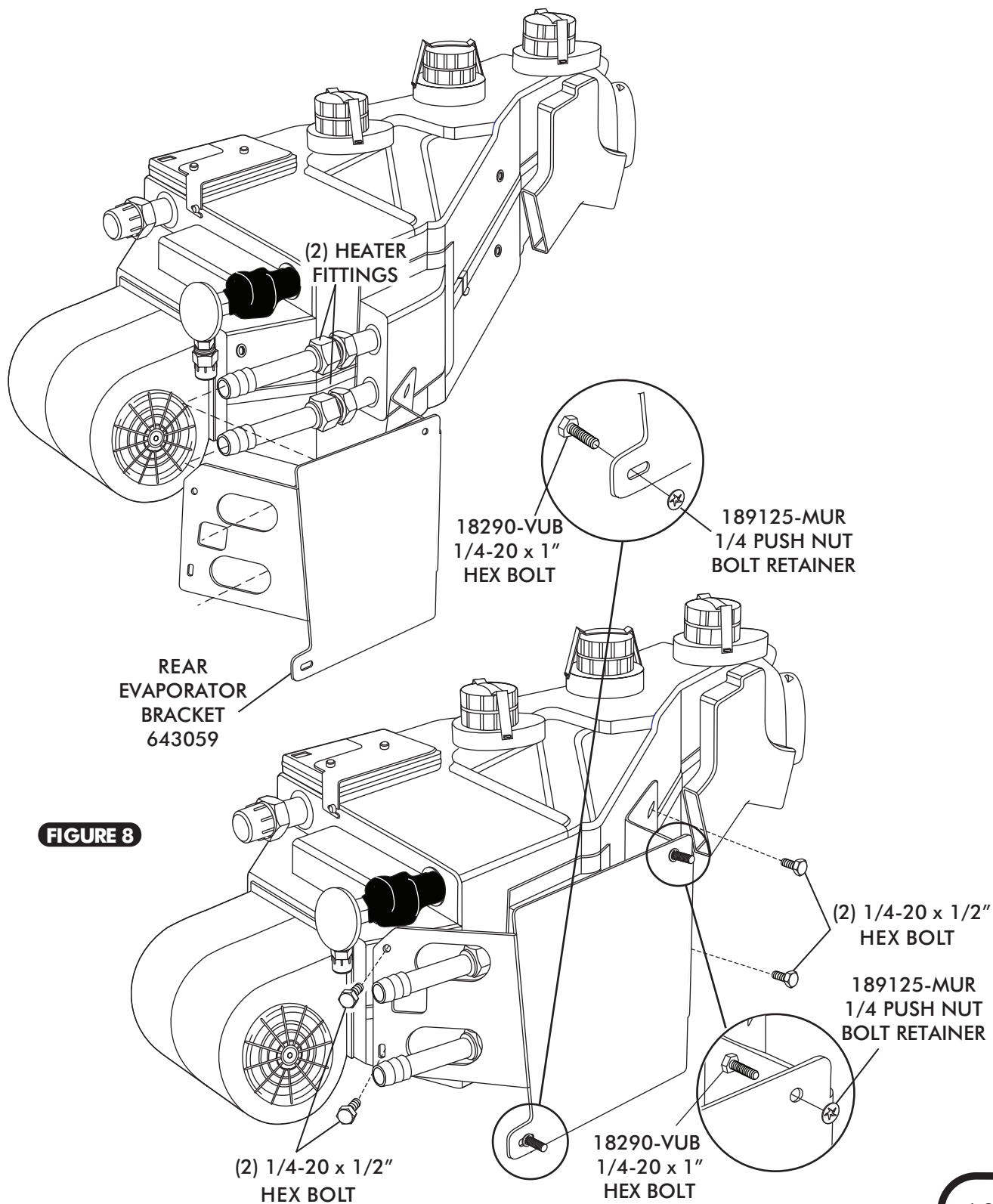


FIGURE 7



BRACKET INSTALLATION





FRESH AIR COVER INSTALLATION

- INSTALL (4) GROMMETS IN FRESH AIR CAP. SEE FIGURE 9 BELOW
- APPLY A 1/4" BEAD OF SILICONE AROUND THE BACK SIDE OF THE FRESH AIR CAP AS SHOWN IN FIGURE 9 BELOW.
- ATTACH FRESH AIR CAP TO FIREWALL USING A 1/4-20 x 1 1/2" BOLT AND WASHER, SEE FIGURE 9 BELOW. (**NOTE:** FRESH AIR CAP INSTALLS ON ENGINE SIDE OF FIREWALL.)

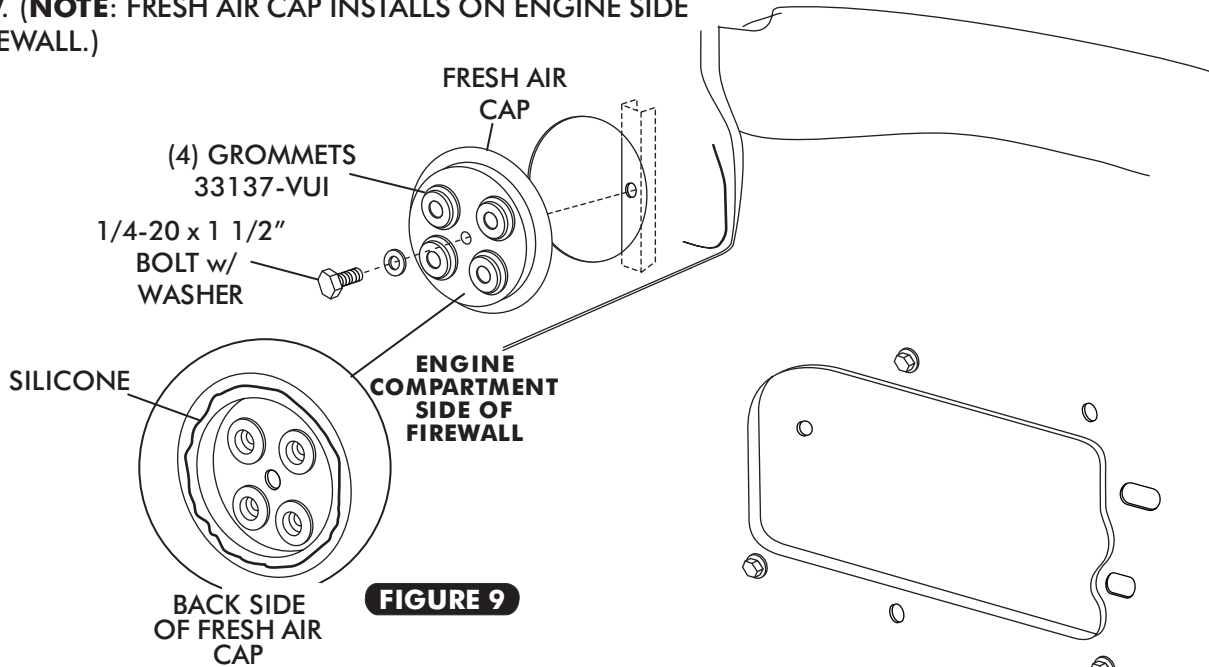


FIGURE 9

KICK PANEL FRESH AIR CAP INSTALLATION

- INSTALL (4) GROMMETS IN KICK PANEL FRESH AIR CAP, SEE FIGURE 10a BELOW.
- ROUTE A/C AND HEATER HOSE THROUGH FRESH AIR CAP AND KICK PANEL FRESH AIR CAP AS SHOWN IN FIGURE 10 AND 10b, BELOW.
- APPLY A 1/4" BEAD OF SILICONE AROUND THE BACK SIDE OF KICK PANEL FRESH AIR CAP AS SHOWN IN FIGURE 10a, BELOW.
- SECURE KICK PANEL FRESH AIR CAP USING OEM SCREWS, AS SHOWN IN FIGURE 10b BELOW.

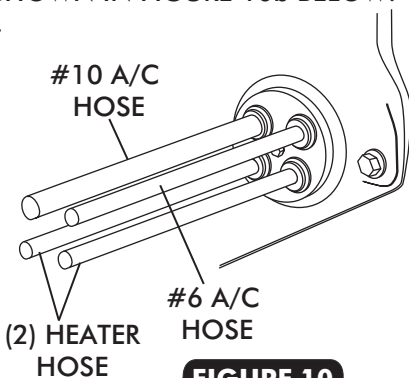


FIGURE 10

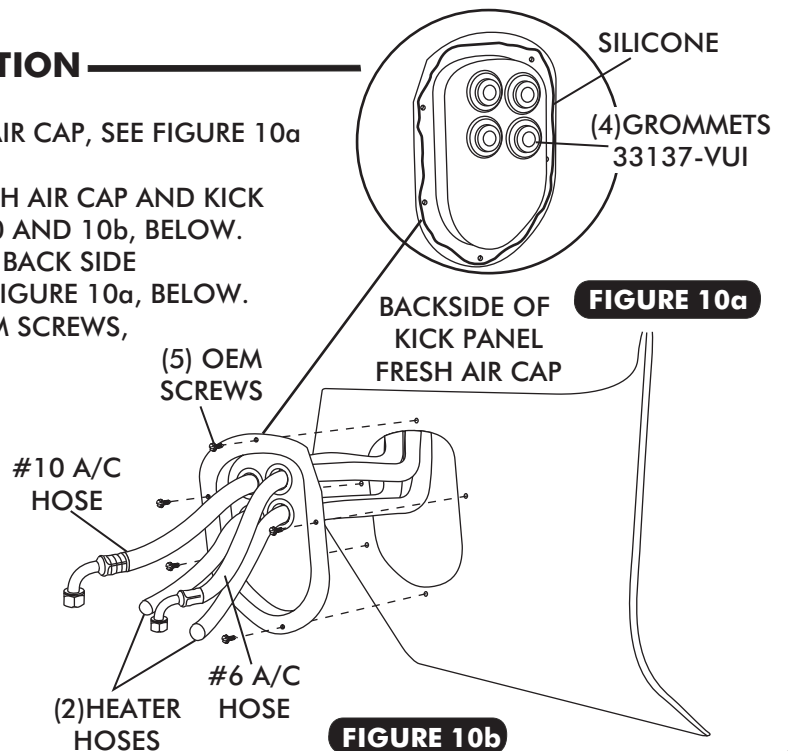


FIGURE 10a

FIGURE 10b



EVAPORATOR INSTALLATION CONT.

- LIFT EVAPORATOR UNIT UP UNDER THE DASHBOARD. SECURE LOOSELY TO THE FIREWALL FROM THE ENGINE COMPARTMENT SIDE USING (2) 1/4-20 NUT AND FLAT WASHER, SEE FIGURE 12.
- SECURE THE FRONT EVAPORATOR MOUNTING BRACKET TO COWL USING (2) #14 x 3/4 HEX SHEET METAL SCREWS SEE FIGURE 12 BELOW.
- VERIFY THAT EVAPORATOR UNIT IS LEVEL AND SQUARE TO THE DASH, THEN TIGHTEN ALL MOUNTING BOLTS. (**NOTE: TIGHTEN THE BOLT ON FIREWALL FIRST, THEN THE FRONT MOUNTING BRACKET.**)

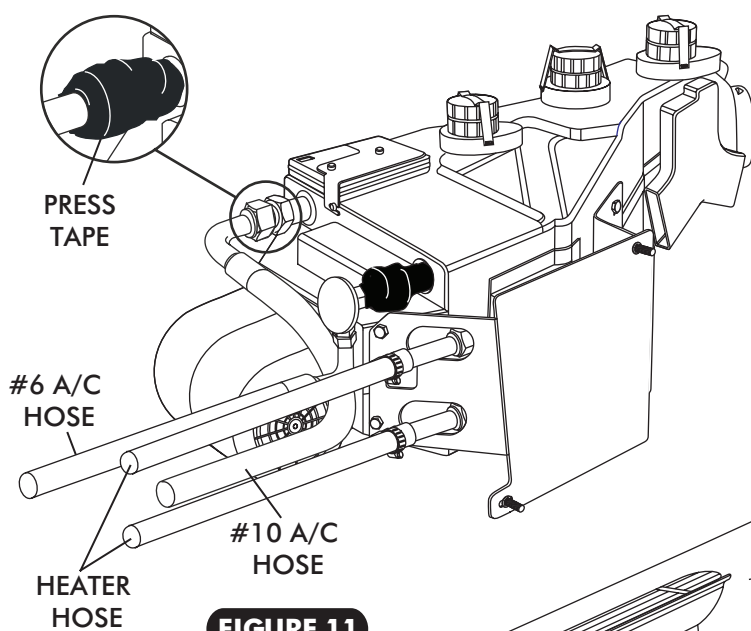


FIGURE 11

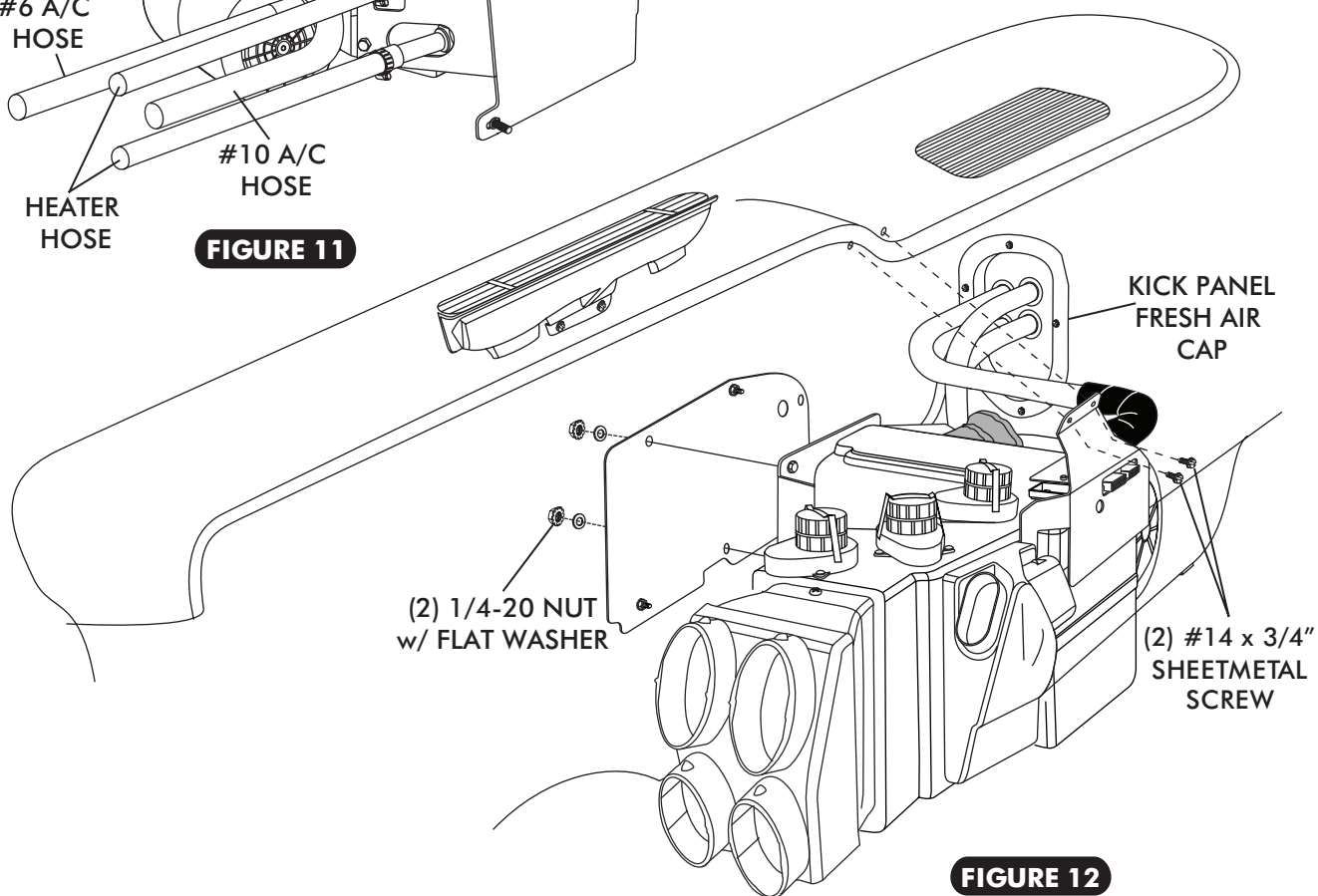


FIGURE 12



DRAIN HOSE INSTALLATION

- ☐ LOCATE EVAPORATOR DRAIN ON BOTTOM OF EVAPORATOR CASE.
- ☐ IN-LINE WITH DRAIN, LIGHTLY MAKE A MARK ON THE FIREWALL MEASURE 1" DOWN AND DRILL A 5/8" HOLE THROUGH THE FIREWALL. SEE FIGURE 13 BELOW.
- ☐ INSTALL DRAIN HOSE TO BOTTOM OF EVAPORATOR UNIT AND ROUTE THROUGH FIREWALL. INSTALL 1/2" 90° DRAIN ELBOW ON DRAIN HOSE SEE FIGURE 13.

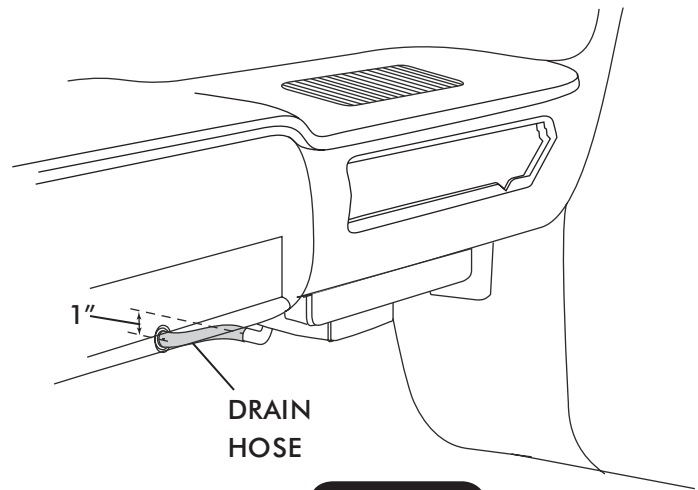
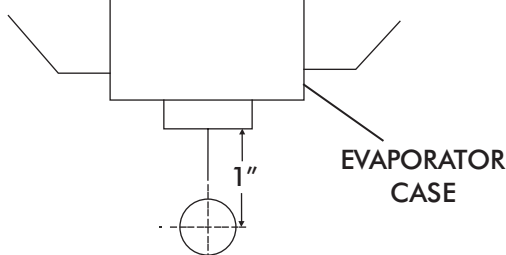


FIGURE 13

LUBRICATING O-RINGS

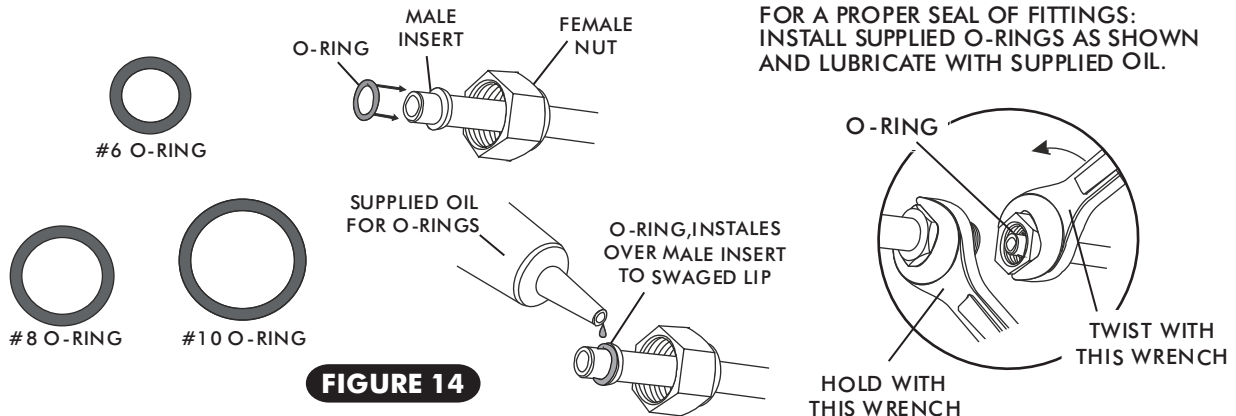


FIGURE 14

A/C HOSE INSTALLATION STANDARD HOSE KIT

- ☐ LOCATE THE #8 COMPRESSOR A/C HOSE. LUBRICATE (2) #8 O-RINGS (SEE FIGURE 14, ABOVE) AND CONNECT THE 90° FEMALE FITTING TO THE #8 DISCHARGE PORT ON THE COMPRESSOR. ROUTE THE 45° FEMALE FITTING w/ 134a SERVICE PORT TO THE #8 CONDENSER HARDLINE COMING THROUGH CORE SUPPORT. SEE FIGURE 15 PAGE 14. TIGHTEN EACH FITTING CONNECTION AS SHOWN IN FIGURE 14 ABOVE.
- ☐ LOCATE THE #10 COMPRESSOR A/C HOSE. LUBRICATE (2) #10 O-RINGS (SEE FIGURE 14, ABOVE) AND CONNECT THE #10 45° FEMALE FITTING w/134a SERVICE PORT TO THE #10 SUCTION PORT ON THE COMPRESSOR. ROUTE THE 90° FEMALE FITTING TO THE #10 EVAPORATOR. SEE FIGURE 11 PAGE 12 AND FIGURE 15 PAGE 14. TIGHTEN EACH FITTING CONNECTION AS SHOWN IN 14 ABOVE.
- ☐ LOCATE THE #6 EVAPORATOR A/C HOSE. LUBRICATE (2) #6 O-RINGS (SEE FIGURE 14, ABOVE) AND CONNECT THE 90° FEMALE FITTING TO THE DRIER. ROUTE THE 90° FEMALE FITTING TO THE #6 EVAPORATOR. SEE FIGURE 11, PAGE 12 AND FIGURE 15 PAGE 14. TIGHTEN EACH FITTING CONNECTION AS SHOWN IN FIGURE 14, ABOVE.

MODIFIED A/C HOSE KIT

- ☐ REFER TO SEPARATE INSTRUCTIONS INCLUDED WITH MODIFIED HOSE KIT.



A/C & HEATER HOSE ROUTING 64-67 CHEVELLE SHOWN

- ROUTE A PIECE OF HEATER HOSE FROM THE WATER PUMP TO THE TOP HEATER FITTING OF HEATER CORE AS SHOWN IN FIGURE 11 PAGE 12 AND FIGURE 15 BELOW. SECURE USING HOSE CLAMPS
- ROUTE A PIECE OF HEATER HOSE FROM THE INTAKE TO THE BOTTOM HEATER FITTING OF HEATER CORE AS SHOWN IN FIGURE 11 PAGE 12 AND FIGURE 15 BELOW. NOTE: INSTALL HEATER CONTROL VALVE IN-LINE WITH INTAKE MANIFOLD (PRESSURE SIDE) HEATER HOSE, SECURE USING HOSE CLAMPS AS SHOWN IN FIGURE 15, BELOW. **NOTE: PROPER FLOW DIRECTION.**

NOTE: VINTAGE AIR SYSTEMS REQUIRE
(2) 5/8" HOSE NIPPLES (NOT SUPPLIED)

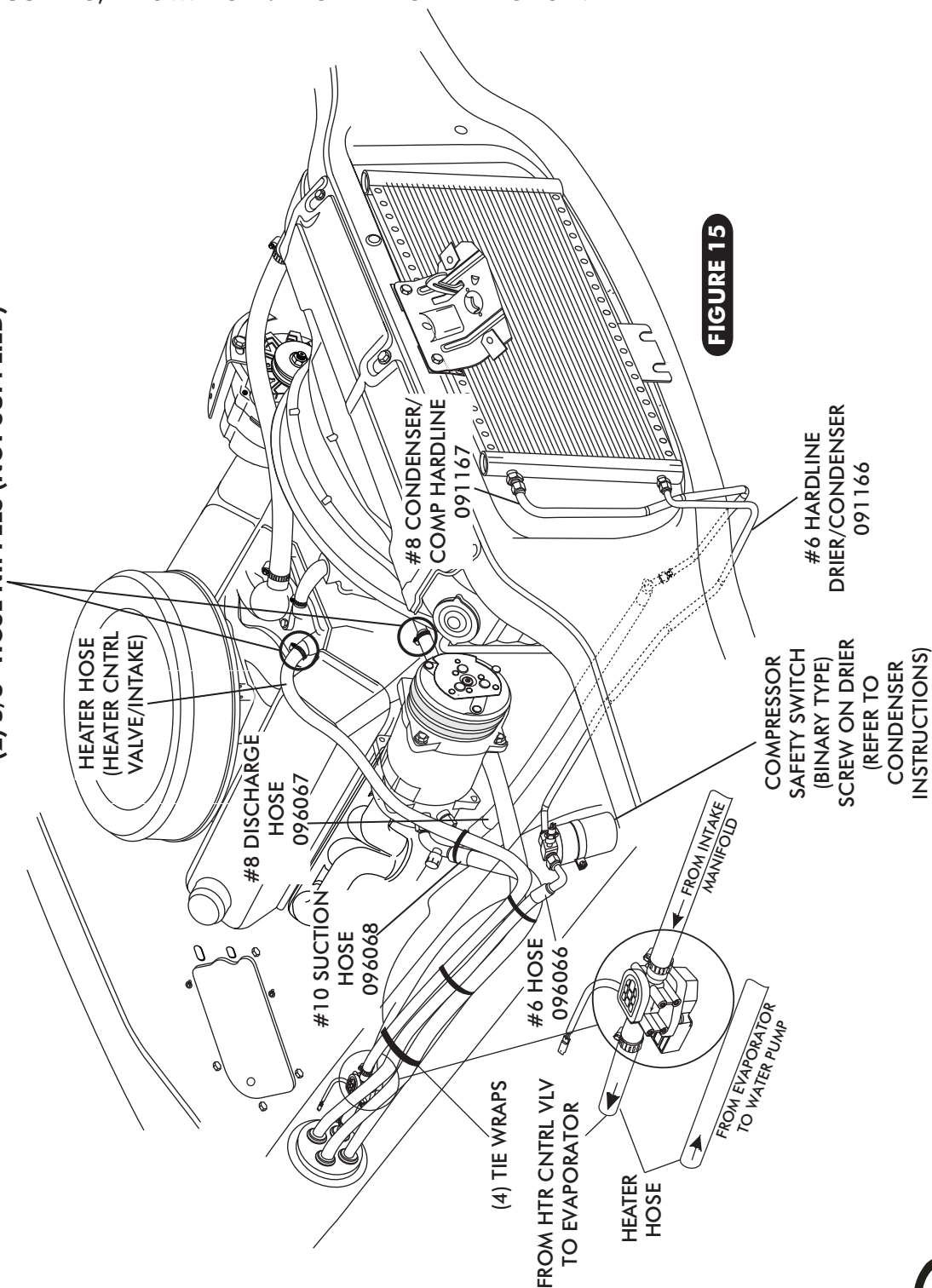
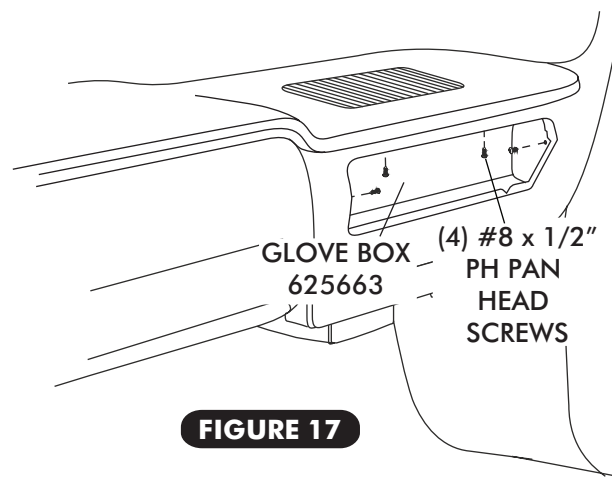
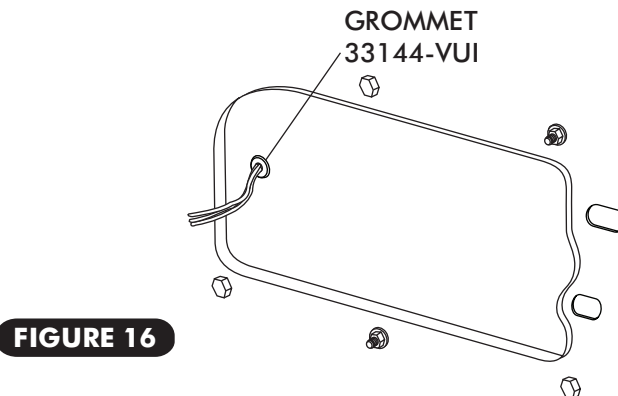


FIGURE 15



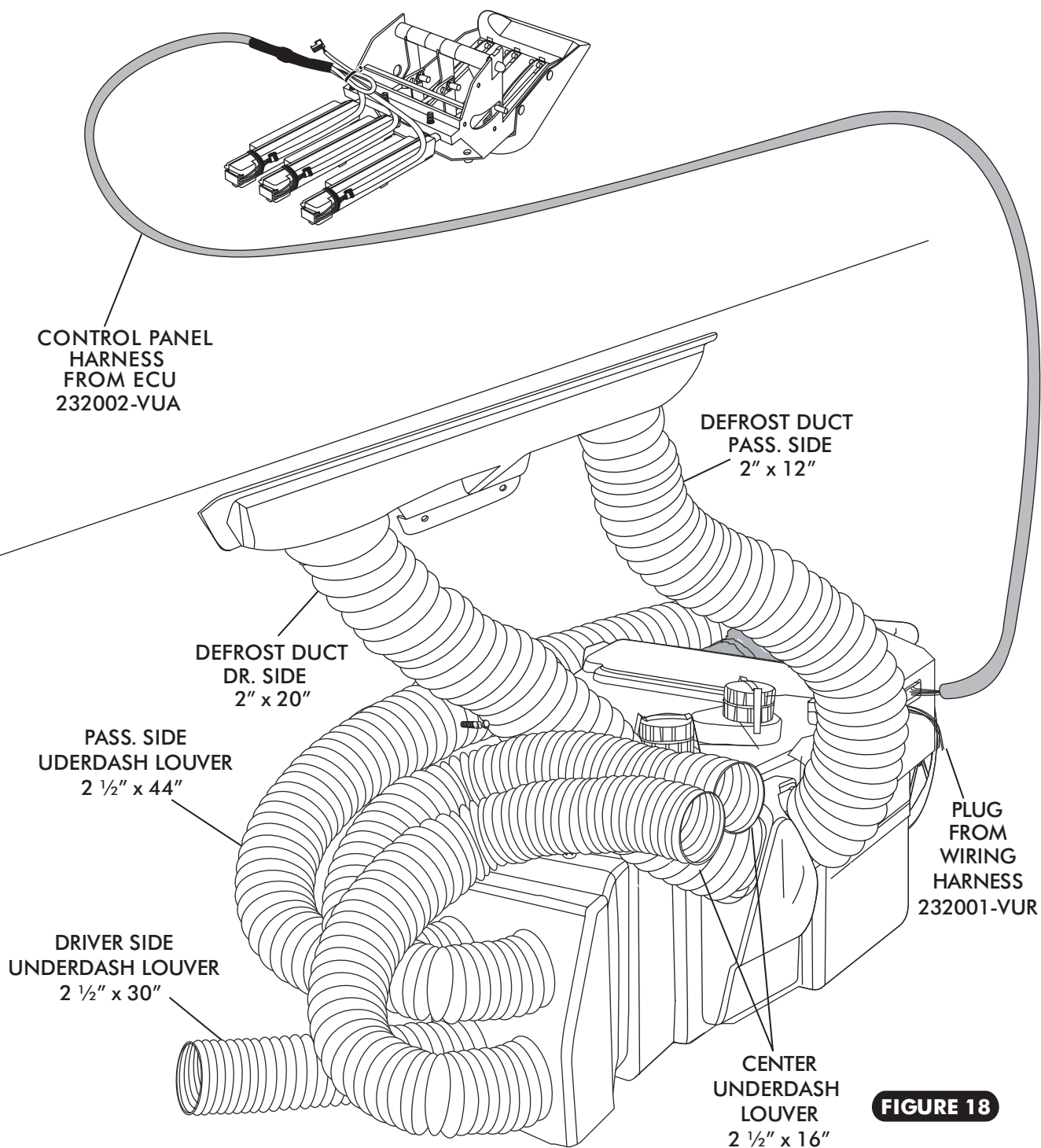
FINAL STEPS

- ☐ INSTALL DUCT HOSES AS SHOWN IN FIGURE 18, PAGE 16.
 - ☐ ROUTE A/C WIRES THROUGH 3/8 GROMMET AS SHOWN IN FIGURE 16 (12 VOLT/ GROUND/ BINARY SWITCH/ HEATER VALVE).
 - ☐ INSTALL CONTROL PANEL ASM.
 - ☐ PLUG THE WIRING HARNESS IN THE ECU MODULE ON SUB CASE AS SHOWN IN FIGURE 18, PAGE 16 (WIRE ACCORDING TO WIRING DIAGRAM ON PAGE 18 AND 19.)
 - ☐ INSTALL NEW GLOVE BOX USING (4) #8 x 1/2" PH PAN HEAD SCREWS, SEE FIGURE 17.
 - ☐ REINSTALL KICK PANEL.
 - ☐ INSTALL LOUVERS AS SHOWN ON PAGE 17.
 - ☐ REINSTALL ALL PREVIOUSLY REMOVED ITEMS (BATTERY TRAY, BATTERY & INNER FENDER).
- FILL RADIATOR WITH AT LEAST A 50/50 MIXTURE OF APPROVED ANTIFREEZE AND DISTILLED 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.
- ☐ DOUBLE CHECK ALL FITTINGS, BRACKETS AND BELTS FOR TIGHTNESS.
 - ☐ VINTAGE AIR RECOMMENDS THAT ALL AC SYSTEMS BE SERVICED BY A CERTIFIED AUTOMOTIVE AIR CONDITIONING TECHNICIAN.
 - ☐ EVACUATE THE SYSTEM FOR A MINIMUM OF 45 MINUTES PRIOR TO CHARGING AND LEAK CHECK PRIOR TO SERVICING.
 - ☐ CHARGE THE SYSTEM TO THE CAPACITIES STATED ON THE INFORMATION PAGE (PAGE 4) OF THIS INSTRUCTION MANUAL.
 - ☐ SEE OPERATION OF CONTROLS PROCEDURES PAGE 20.





CONTROL PANEL & DUCT HOSE ROUTING





DRIVER SIDE UNDER DASH LOUVER INSTALLATION

- ☐ PLACE LOUVER HOUSING UNDER DASH AND ALIGN WITH OEM HOLES IN DASH.
- ☐ SECURE LOUVER HOUSING UNDER DASH USING (2) 10/32 x 3/4" PAN HEAD SCREWS, (4) 3/16 FLAT WASHERS, (2) 10/32 NUTS w/ STARWASHER AS SHOWN IN FIGURE 19 BELOW.
- ☐ INSTALL LOUVER IN UNDER DASH HOUSING AS SHOWN IN FIGURE 19a.

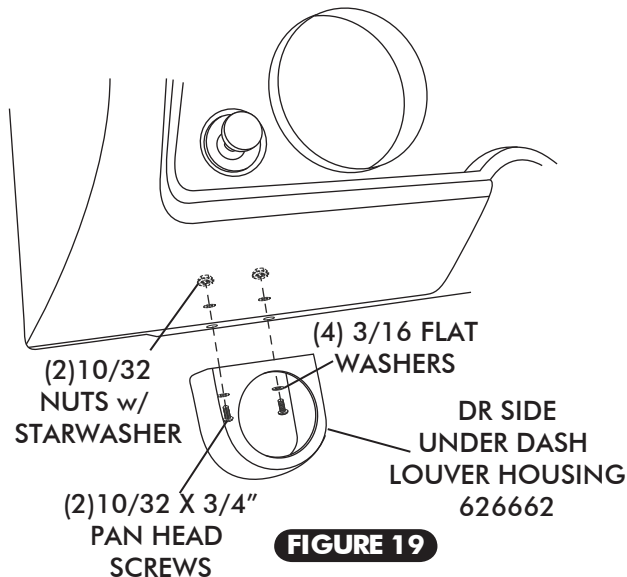


FIGURE 19

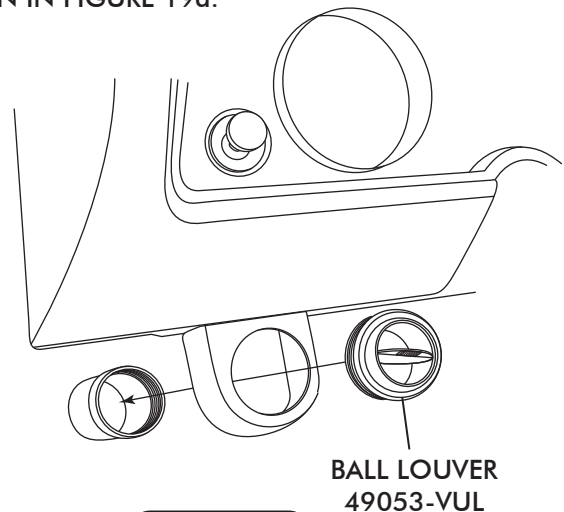


FIGURE 19a

CENTER/ PASSENGER SIDE UNDER DASH INSTALLATION

- ☐ PLACE PS SIDE LOUVER BEZEL UNDER DASH AND ALIGN WITH OEM HOLES IN DASH.
- ☐ SECURE LOUVER BEZEL UNDER DASH USING (3) 10/32 x 3/4" PAN HEAD SCREWS, (6) 3/16 FLAT WASHERS, (3) 10/32 NUTS w/ STARWASHER AS SHOWN IN FIGURE 20 BELOW.
- ☐ INSTALL LOUVERS IN PS SIDE UNDER DASH LOUVER BEZEL AS SHOWN IN FIGURE 20a.

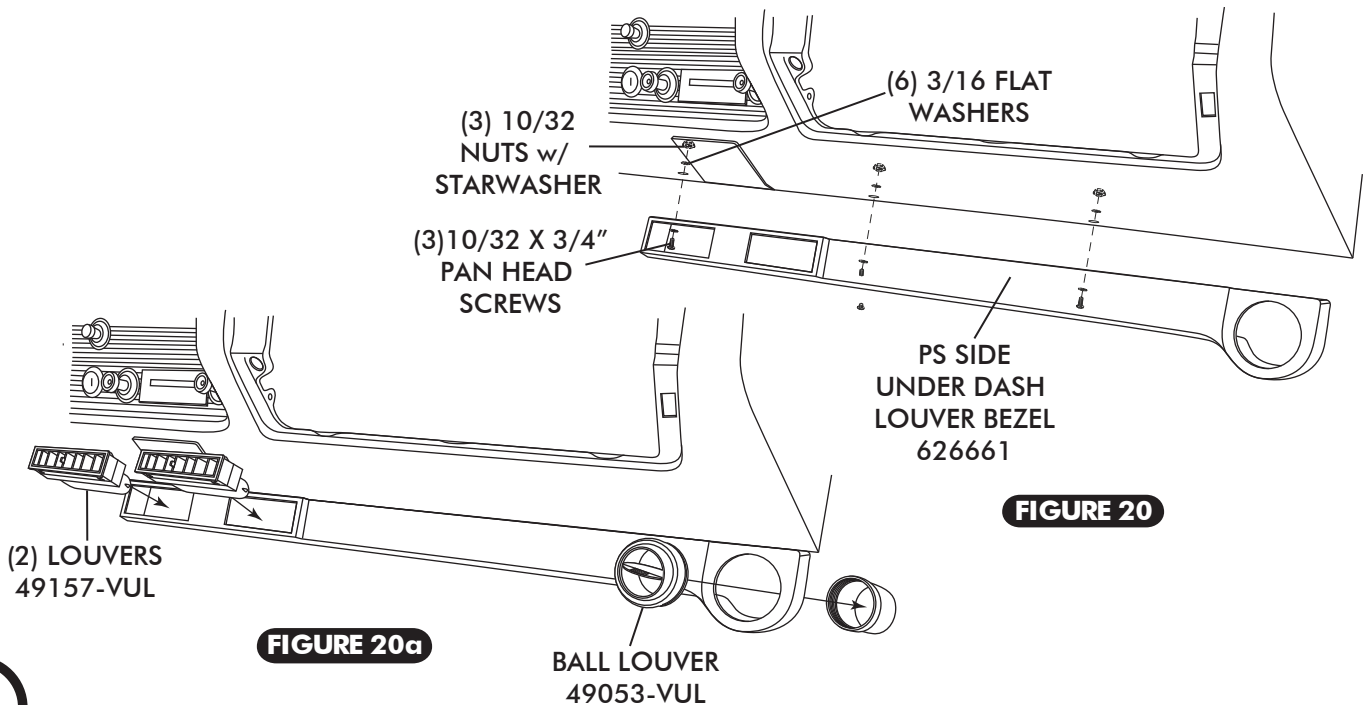


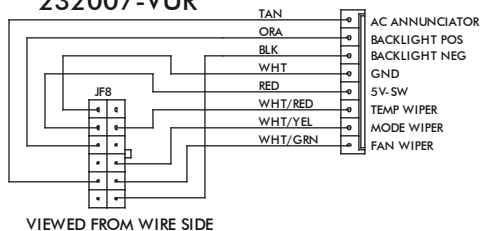
FIGURE 20a

FIGURE 20

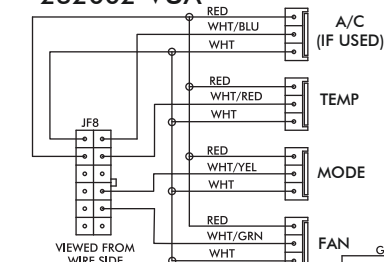


Wiring Diagram

232007-VUR

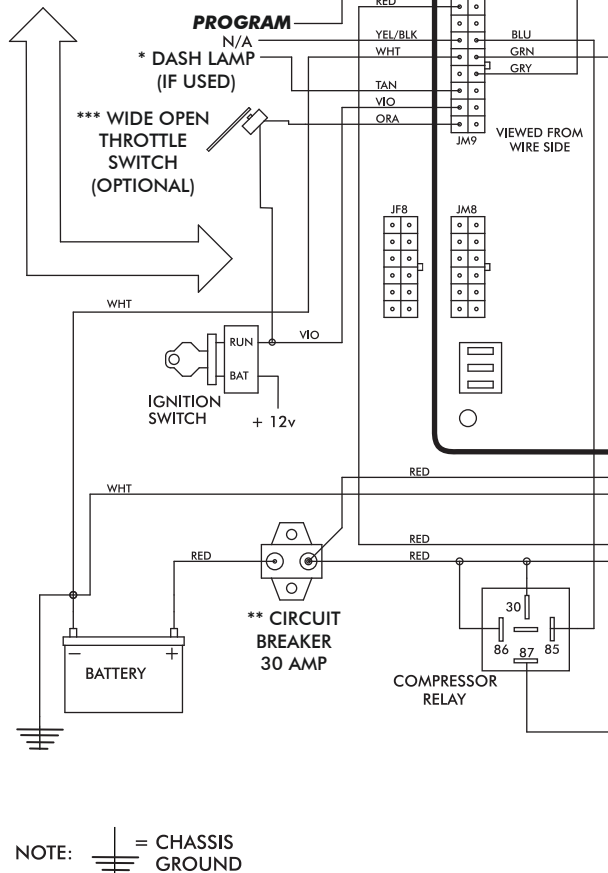


232002-VUA



GEN IV ECU

GEN IV WIRING DIAGRAM
REV D, 5/6/2014



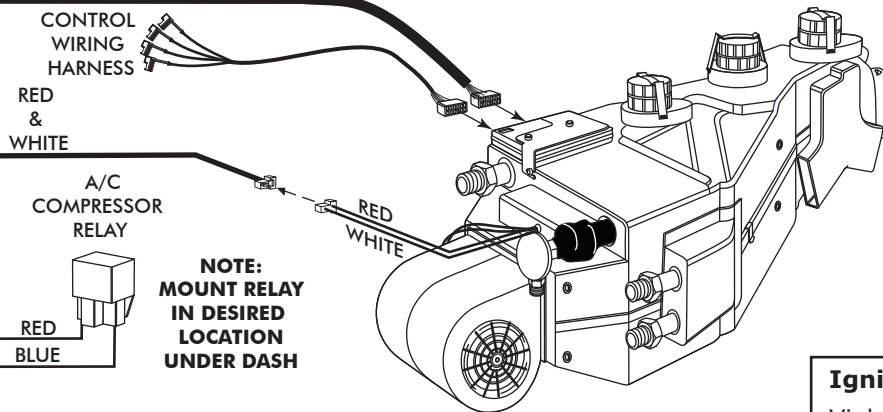
NOTE: = CHASSIS GROUND

- Dash Lamp Is Used Only With Type 232007-VUR Harness.
- Warning: Always Mount Circuit Breaker As Close to the Battery As Possible. (NOTE: Wire Between Battery and Circuit Breaker Is Unprotected and Should Be Carefully Routd to Avoid a Short Circuit).
- Wide Open Throttle Switch Contacts Close Only at Full Throttle, Which Disables A/C Compressor.

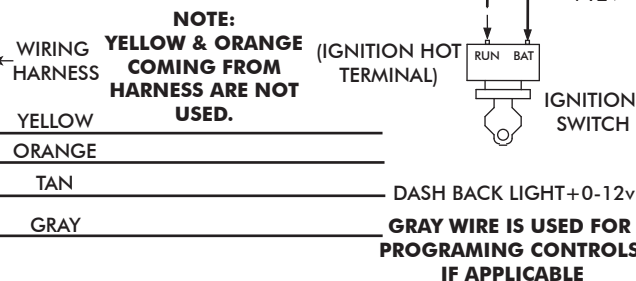


Gen IV Wiring Connection Instruction

WIRING
HARNESS



VIOLET

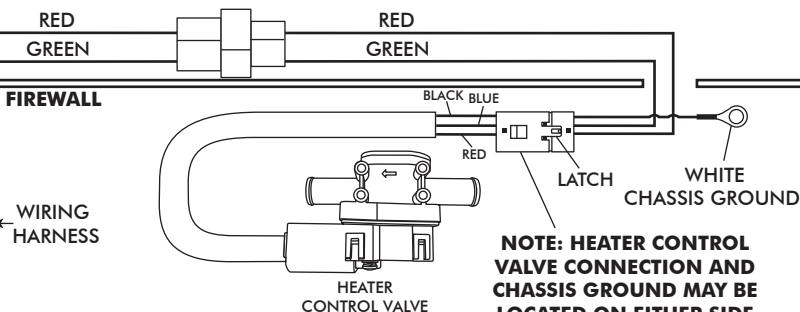


Ignition Switch:

Violet 12V Ign Switch Source (Key On Accessory) Position Must Be Switched.

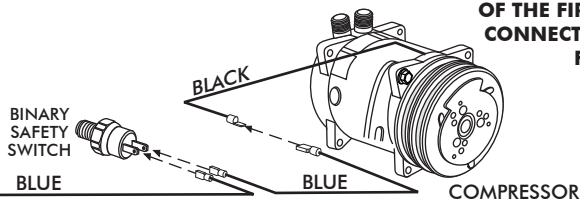
Dash Light:

Tan Wire Used Only With Vintage Air Supplied Control Panel With LED Back Light.



Heater Control Valve:

Install With Servo Motor Facing Down, As Shown. Note Flow Direction Arrow Molded Into Valve Body, And Install Accordingly.



Binary/Trinary & Compressor:

Binary: Connect As Shown (Typical Compressor Wiring). Be Sure Compressor Body Is Grounded.

Trinary Switch: Connect According To Trinary Switch Wiring Diagram.

WIRING HARNESS

BLUE

WHITE

WHITE

RED

RED

CIRCUIT BREAKER
30 AMP

WARNING:

ALWAYS MOUNT CIRCUIT BREAKER AS CLOSE TO THE BATTERY AS POSSIBLE. (NOTE: WIRE BETWEEN BATTERY AND CIRCUIT BREAKER IS UNPROTECTED AND SHOULD BE CAREFULLY ROUTED TO AVOID A SHORT CIRCUIT).

BATTERY

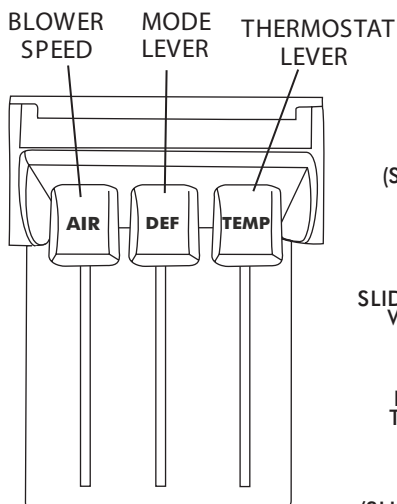
Circuit Breaker/Battery:

White **Must** Run To (-) Battery. Red May Run To (+) Battery Or Starter. Mount Circuit Breaker As Close to Battery As Possible.



OPERATION OF CONTROLS

NOTE: CONTROLS MUST BE CALIBRATED PRIOR TO FIRST OPERATION- REFER TO CONTROL PANEL INSTRUCTIONS



SYSTEM OFF

BLOWER SPEED
THIS LEVER CONTROLS THE BLOWER SPEED, FROM OFF TO HI

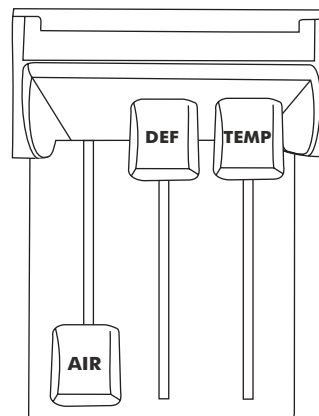
MODE LEVER
THIS LEVER CONTROLS THE MODE POSITIONS FROM DASH TO FLOOR TO DEFROST

THERMOSTAT LEVER
THIS LEVER CONTROLS THE TEMPERATURE FROM HOT TO COLD

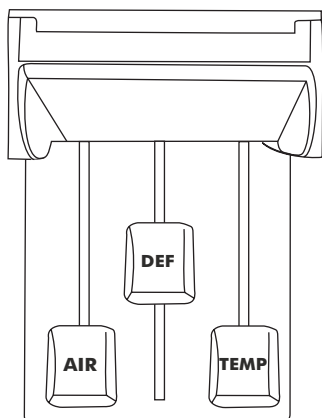
BLOWER SPEED
SLIDE THE FAN LEVER UP OR DOWN TO SELECT DESIRE FAN SPEED (SLIDE LEVER ALL THE WAY DOWN FOR MAXIMUM FAN SPEED)

MODE LEVER
SLIDE THE MODE LEVER ALL THE WAY UP FOR DASH MODE

THERMOSTAT LEVER
IN A/C MODE SLIDE THE TEMP LEVER ALL THE WAY UP TO ENGAGE COMPRESSOR FOR MAXIMUM COOLING. (SLIDE LEVER UP OR DOWN TO ADJUST DESIRED TEMPERATURE)



A/C MODE



HEAT MODE

BLOWER SPEED
SLIDE THE FAN LEVER UP OR DOWN TO SELECT DESIRE FAN SPEED (SLIDE LEVER ALL THE WAY DOWN FOR MAXIMUM FAN SPEED)

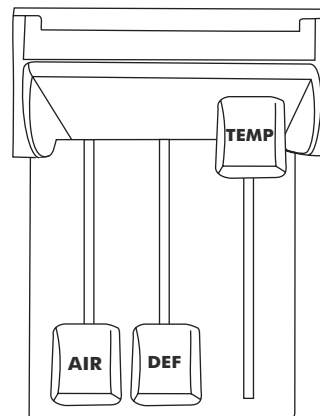
MODE LEVER
SLIDE THE MODE LEVER TO THE CENTER FOR FLOOR MODE (SLIDE LEVER UP OR DOWN TO BLEND BETWEEN DESIRED MODE POSITIONS)

THERMOSTAT LEVER
IN HEAT MODE SLIDE THE TEMP LEVER ALL THE WAY DOWN FOR MAXIMUM HEATING. (SLIDE LEVER UP OR DOWN TO ADJUST DESIRED TEMPERATURE)

BLOWER SPEED
SLIDE THE FAN LEVER UP OR DOWN TO SELECT DESIRE FAN SPEED (SLIDE LEVER ALL THE WAY DOWN FOR MAXIMUM FAN SPEED)

MODE LEVER
SLIDE THE MODE LEVER ALL THE WAY DOWN FOR DEFROST MODE (SLIDE LEVER UP OR DOWN TO BLEND BETWEEN DESIRED MODE POSITIONS)

THERMOSTAT LEVER
IN DEF MODE SLIDE THE TEMP LEVER ALL THE WAY UP TO ENGAGE COMPRESSOR FOR MAXIMUM COOLING. (SLIDE LEVER UP OR DOWN TO ADJUST DESIRED TEMPERATURE)



DEFROST MODE



Troubleshooting Guide

Symptom	Condition	Checks	Actions	Notes
1a. Blower stays on high speed when ignition is on.	No other functions work.	Check for damaged pins or wires in control head plug.	Verify that all pins are inserted into plug. Ensure that no pins are bent or damaged in ECU.	Loss of ground on this wire renders control head inoperable. See blower switch check procedure.
	All other functions work.	Check for damaged ground wire (white) in control head harness.	Verify continuity to chassis ground with white control head wire at various points.	
		Check for damaged blower switch or potentiometer and associated wiring.		
1b. Blower stays on high speed when ignition is on or off.		Unplug 3-wire BSC control connector from ECU. If blower shuts off, ECU is either improperly wired or damaged.	Be sure the small, 20 GA white ground wire is connected to the battery ground post. If it is, replace the ECU.	No other part replacements should be necessary.
		Unplug 3-wire BSC control connector from ECU. If blower stays running, BSC is either improperly wired or damaged.	Check to ensure that no BSC wiring is damaged or shorted to vehicle ground. The BSC operates the blower by ground side pulse width modulation switching. The positive wire to the blower will always be hot. If the "ground" side of the blower is shorted to chassis ground, the blower will run on HI.	
			Replace BSC (This will require removal of evaporator from vehicle).	
2. Compressor will not turn on (All other functions work).	System is not charged.	System must be charged for compressor to engage.	Charge system or bypass pressure switch.	Danger: Never bypass safety switch with engine running. Serious injury can result. To check for proper pot function, check voltage at white/blue wire. Voltage should be between 0V and 5V, and will vary with pot lever position. Disconnected or faulty thermistor will cause compressor to be disabled.
		Check for faulty A/C potentiometer or associated wiring (Not applicable to 3-pot controls).	Check continuity to ground on white control head wire. Check for 5V on red control head wire.	
	System is charged.	Check for disconnected or faulty thermistor.	Check 2-pin connector at ECU housing.	
3. Compressor will not turn off (All other functions work).		Check for faulty A/C potentiometer or associated wiring.	Repair or replace pot/control wiring.	Red wire at A/C pot should have approximately 5V with ignition on. White wire will have continuity to chassis ground. White/Blue wire should vary between 0V and 5V when lever is moved up or down.
		Check for faulty A/C relay.	Replace relay.	



Troubleshooting Guide (Cont.)

Symptom	Condition	Checks	Actions	Notes
4.	Works when engine is not running; shuts off when engine is started (Typically early Gen IV, but possible on all versions).	Noise interference from either ignition or alternator.	Install capacitors on ignition coil and alternator. Ensure good ground at all points. Relocate coil and associated wiring away from ECU and ECU wiring. Check for burned or loose plug wires.	Ignition noise (radiated or conducted) will cause the system to shut down due to high voltage spikes. If this is suspected, check with a quality oscilloscope. Spikes greater than 16V will shut down the ECU. Install a radio capacitor at the positive post of the ignition coil (See radio capacitor installation bulletin). A faulty alternator or worn out battery can also result in this condition.
	System will not turn on, or runs intermittently.	Will not turn on under any conditions.	Check for positive power at heater valve green wire and blower red wire. Check for ground on control head white wire.	
		Verify connections on power lead, ignition lead, and both white ground wires.		
		Verify battery voltage is greater than 10 volts and less than 16.	Verify proper meter function by checking the condition of a known good battery.	
5.	Loss of mode door function.	No mode change at all.	Check for damaged mode switch or potentiometer and associated wiring.	Typically caused by evaporator housing installed in a bind in the vehicle. Be sure all mounting locations line up and don't have to be forced into position.
		Partial function of mode doors.	Check for obstructed or binding mode doors.	
			Check for damaged stepper motor or wiring.	
6.	Blower turns on and off rapidly.	Battery voltage is at least 12V.	Check for at least 12V at circuit breaker.	System shuts off blower at 10V. Poor connections or weak battery can cause shutdown at up to 11V.
		Battery voltage is less than 12V.	Check for faulty battery or alternator.	
7.	Erratic functions of blower, mode, temp, etc.		Ensure all system grounds and power connections are clean and tight.	
			Charge battery.	
8.	When ignition is turned on, blower momentarily comes on, then shuts off. This occurs with the blower switch in the OFF position.		Check for damaged switch or pot and associated wiring.	
			Repair or replace.	
		This is an indicator that the system has been reset. Be sure the red power wire is on the battery post, and not on a switched source. Also, if the system is pulled below 7V for even a split second, the system will reset.	Run red power wire directly to battery.	



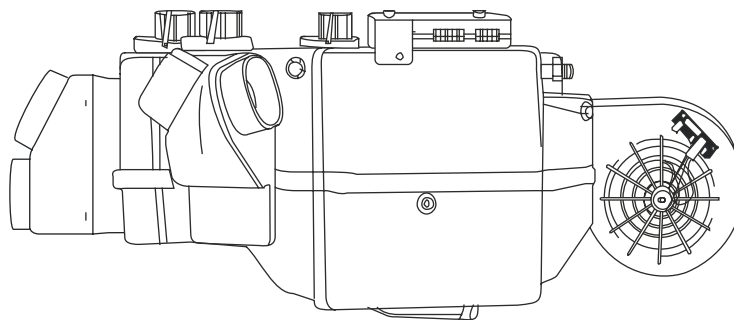
EVAPORATOR KIT 561065

EVAPORATOR KIT PACKING LIST

No.	QTY.	PART NO.	DESCRIPTION
1.	1	744004-VUE	GEN IV MAGNUM EVAP. SUB CASE
2.	1	784159	1964-65 CHEVELLE w/o AC ACC. KIT

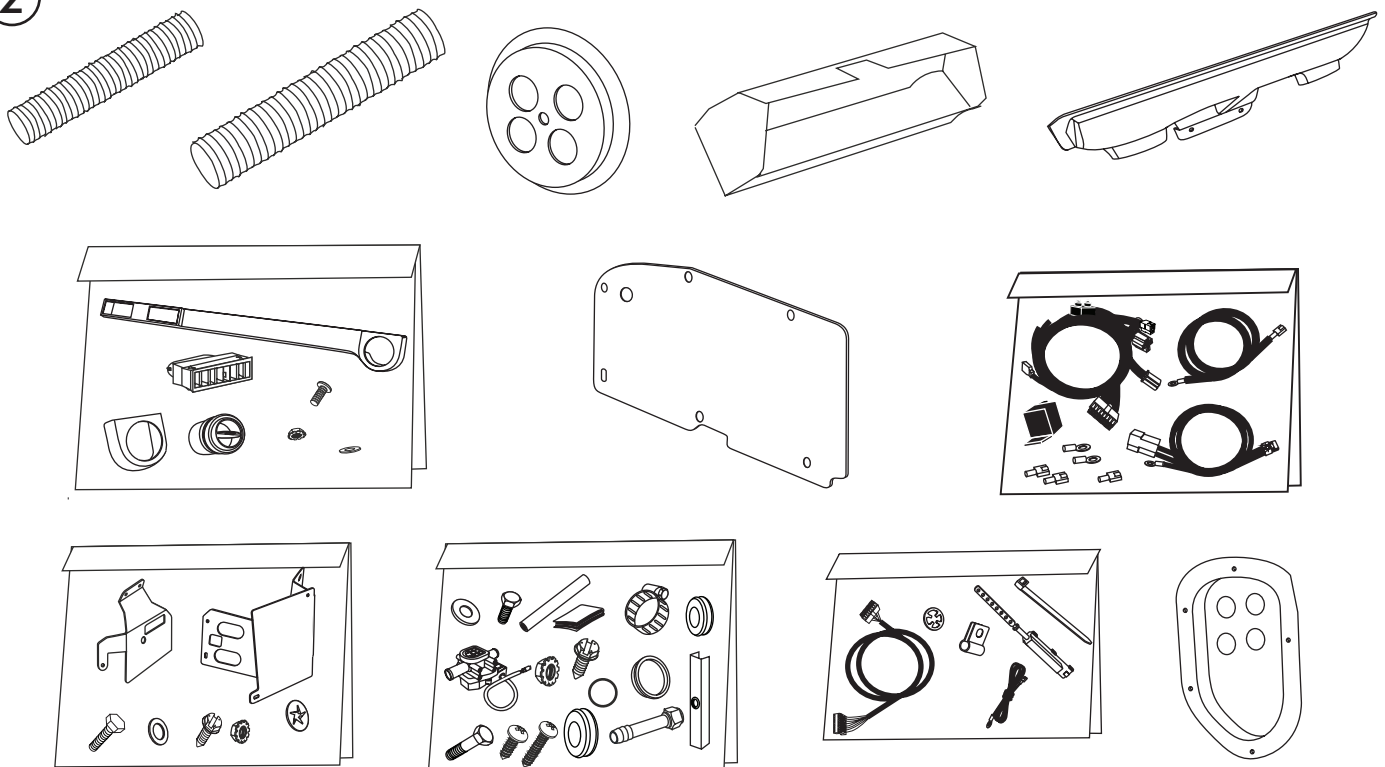
**** BEFORE BEGINNING INSTALLATION OPEN ALL PACKAGES AND CHECK CONTENTS OF SHIPMENT. PLEASE REPORT ANY SHORTAGES DIRECTLY TO VINTAGE AIR WITHIN 15 DAYS. AFTER 15 DAYS, VINTAGE AIR WILL NOT BE RESPONSIBLE FOR MISSING OR DAMAGED ITEMS.**

①



**GEN IV MAGNUM
EVAP SUB CASE
744004-VUE**

②



**ACCESSORY KIT
784159**

**NOTE: IMAGES MAY NOT DEPICT ACTUAL PARTS AND QUANTITIES.
REFER TO PACKING LIST FOR ACTUAL PARTS AND QUANTITIES.**