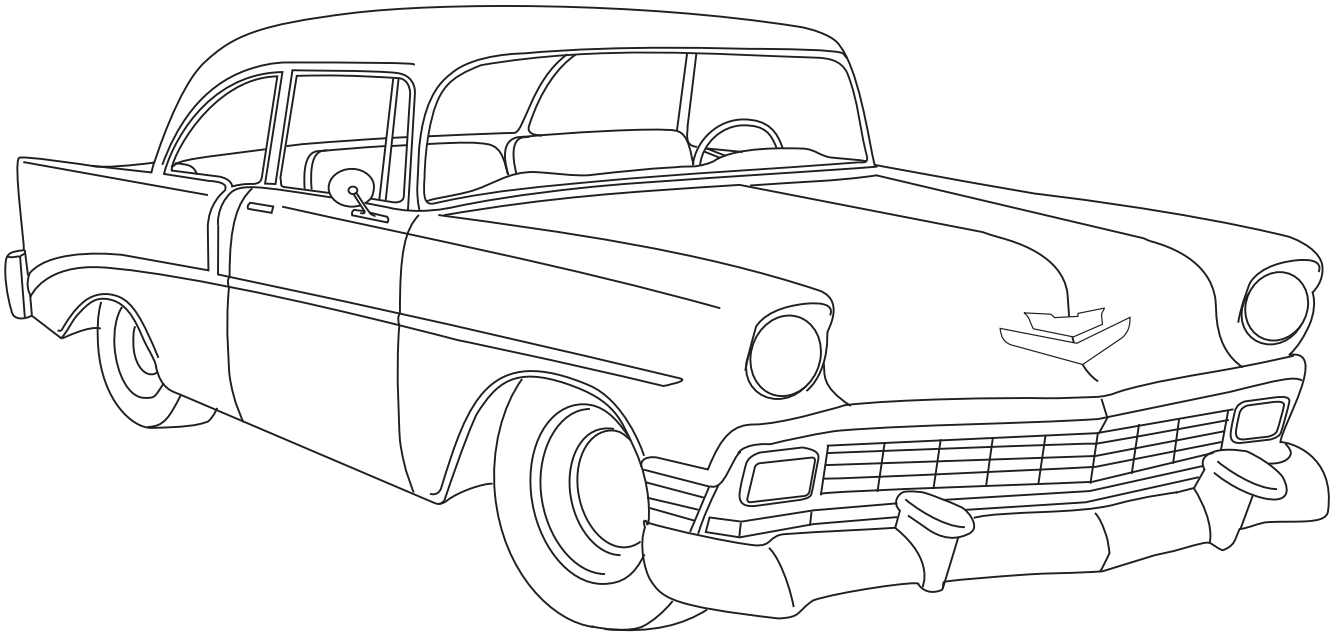
an ISO 9001: 2008 Registered Company

1955-56 CHEVROLET

GEN IV
56155-PCZ



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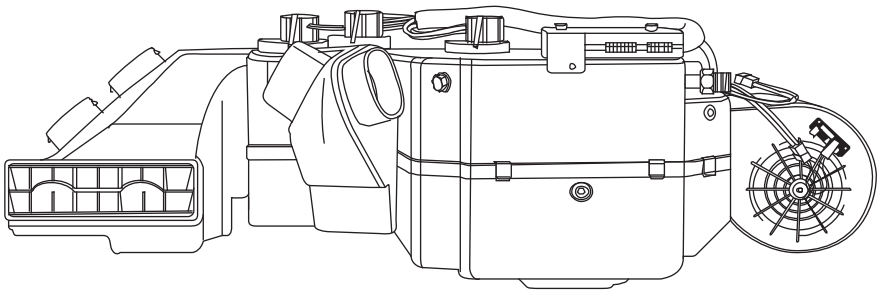
EVAPORATOR KIT PACKING LIST

EVAPORATOR KIT
56155-PCZ

No.	QTY.	PART No.	DESCRIPTION
1.	1	760155-VCE	1955-56 CHEVROLET EVAP. SUB CASE
2.	1	78255-PCN	1955-56 CHEVROLET CAR wo A/C ACCESSORY KIT

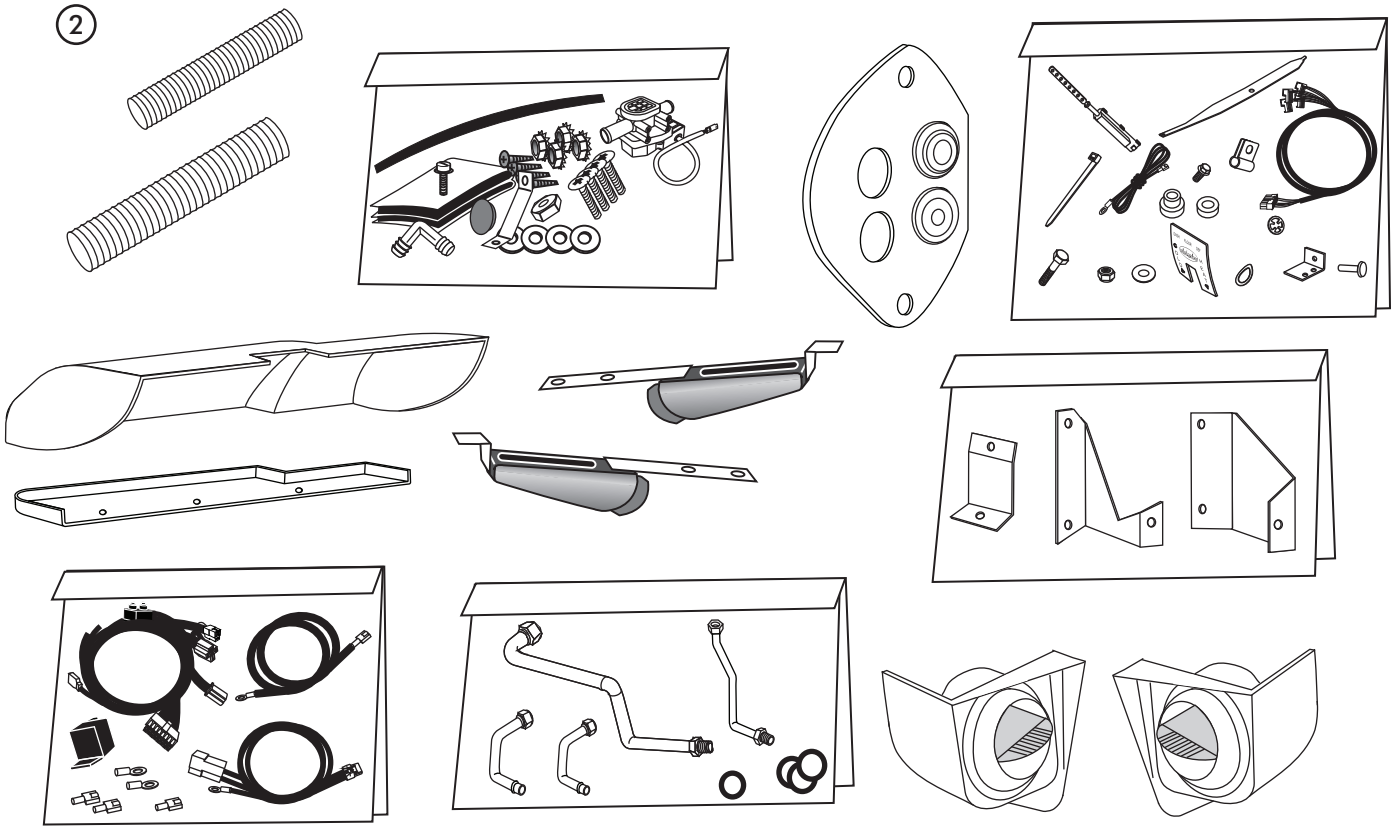
**** BEFORE BEGINNING INSTALLATION OPEN ALL PACKAGES AND CHECK CONTENTS OF SHIPMENT. PLEASE REPORT ANY SHORTAGES DIRECTLY TO VINTAGE AIR WITHIN 15 DAYS. AFTER 15 DAYS, VINTAGE AIR WILL NOT BE RESPONSIBLE FOR MISSING OR DAMAGED ITEMS.**

①



1955-56 CHEVROLET
EVAP. SUB CASE
760155-VCE

②



ACCESSORY KIT
78255-PCN

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.

INSTALLATION INSTRUCTIONS FOR 1955-1956 CHEVROLET

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

- ☐ DISCONNECT BATTERY AND REMOVE.
- ☐ REMOVE BATTERY TRAY.
- ☐ REMOVE AIR CLEANER.
- ☐ DRAIN RADIATOR.
- ☐ DISCONNECT HEATER HOSES.

PASSENGER COMPARTMENT

- ☐ REMOVE OEM HEATER ASSEMBLY (INCLUDES: CONTROL CABLES, (2) 7/16" NUTS ON FIREWALL AND (1) UNDER DASH) (DISCARD).
- ☐ REMOVE HEATER BLOWER (DISCARD). SEE FIGURE 1, BELOW.
- ☐ REMOVE DUCT ABOVE KICK PANEL VENT WITH BUTTERFLY AND PANEL FLANGE (DISCARD). INSTALL NEW VENT COVER AS SHOWN IN FIGURE 2.
- ☐ REMOVE GLOVE BOX DOOR (RETAIN).
- ☐ REMOVE GLOVE BOX (DISCARD).
- ☐ REMOVE THE ORIGINAL DEFROSTER DUCT FROM HEATER TO WINDSHIELD (DISCARD).
- ☐ REMOVE ASH TRAY (RETAIN).
- ☐ REMOVE ASH TRAY SLIDER ASSEMBLY (RETAIN).
- ☐ REMOVE VENT & CABLE FROM DASH (RETAIN). SEE FIGURE 1, BELOW.
- ☐ REMOVE CONTROL PANEL (RETAIN). REFER TO CONTROL PANEL CONVERSION KIT TO ASSEMBLE CONTROL PANEL.
- ☐ REMOVE PASSENGER SIDE SPEAKER GRILLE (RETAIN). SEE FIGURE 1, BELOW.

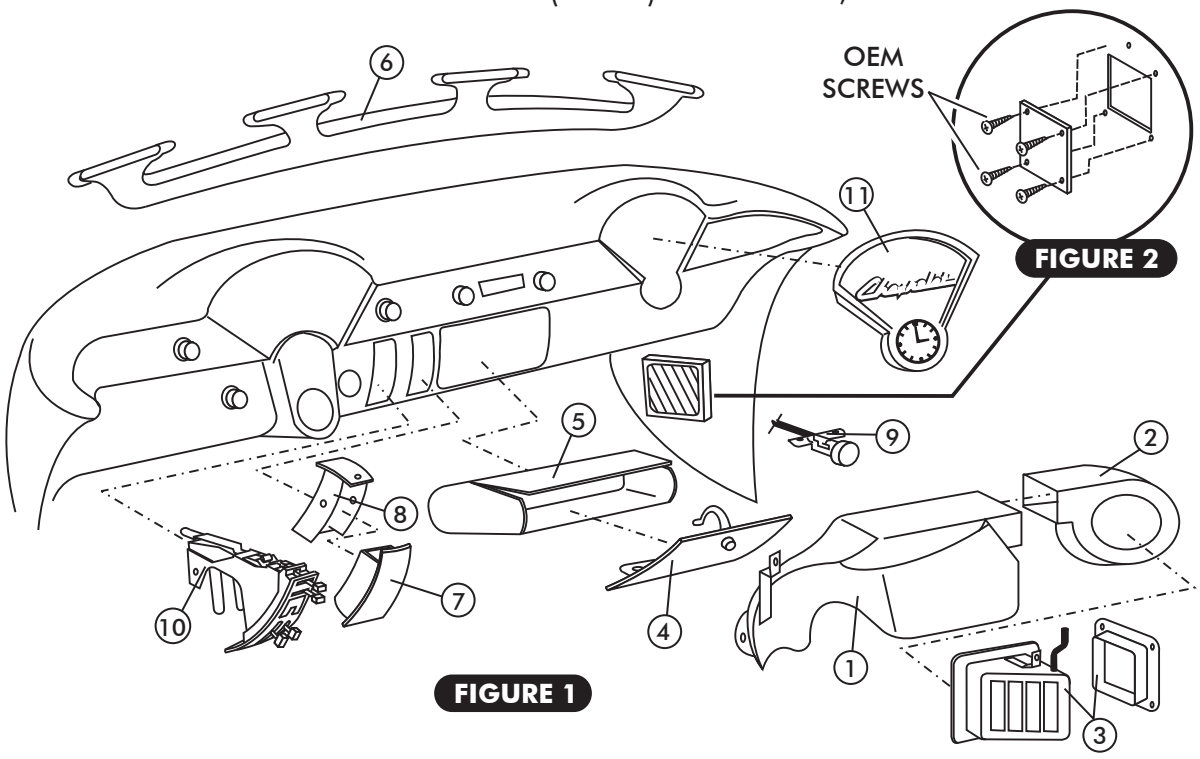


FIGURE 1

FIGURE 2

CONDENSER ASSEMBLY

- ☐ LOOSEN THE (6) 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, SECURED WITH THE (6) RADIATOR BOLTS. SEE FIGURE 3 & 3b, BELOW. HOLDING THE CONDENSER IN POSITION, TIGHTEN THE (6) RADIATOR BOLTS.

CORE SUPPORT

- ☐ LOCATE THE TEMPLATE ON PAGE 23, AND ALIGN THIS TEMPLATE ON THE PASSENGER SIDE CORE SUPPORT PANEL. USING THE TEMPLATE, MARK HOLES AND CUT THE 1 ¼" HOLE, USING A HOLE SAW. DRILL THE 5/16" HOLE IN NOTED LOCATION. SEE FIGURE 3a, BELOW.
- ☐ INSTALL THE #6 AND # 8 CONDENSER LINES THROUGH THE 1 ¼" HOLE. LUBRICATE O-RINGS (SEE FIGURES 10 & 11, PAGE 12) AND CONNECT LINES TO CONDENSER.
- ☐ LOCATE THE SPLIT GROMMET AND INSTALL AS SHOWN IN FIGURE 3b, BELOW.
- ☐ INSTALL DRIER LOOSELY AS SHOWN IN FIGURE 3b, BELOW. **NOTE: REFRIGERANT FLOW FOLLOWS ARROW ON DRIER.**

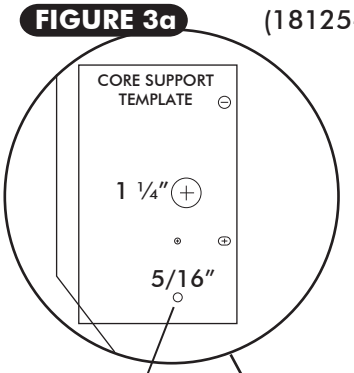


FIGURE 3a

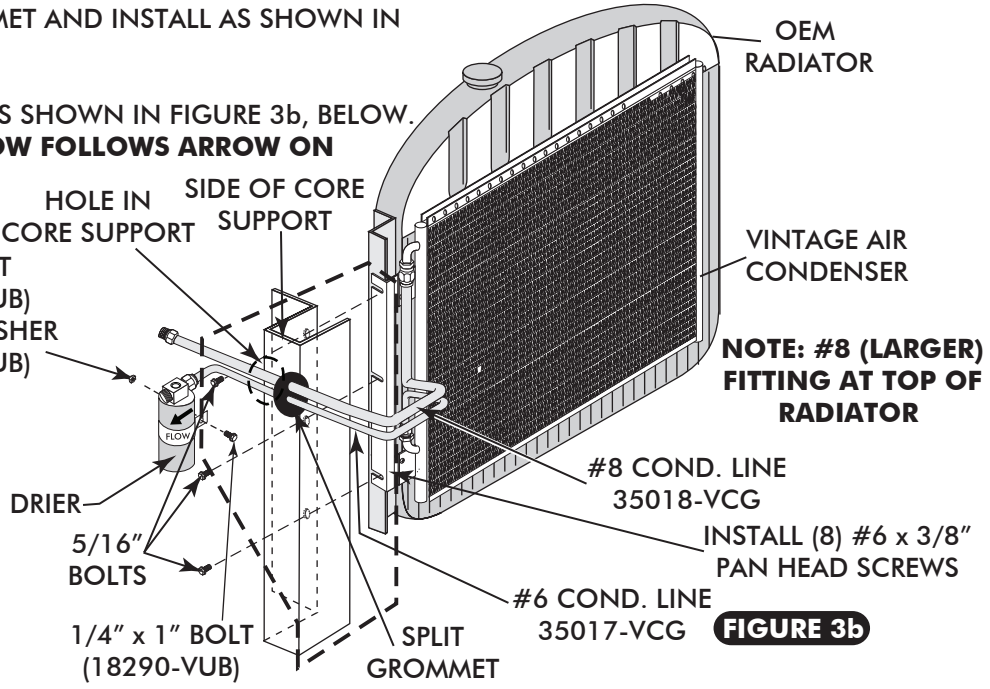


FIGURE 3b

INSTALLATION OF CONDENSER HARDLINES

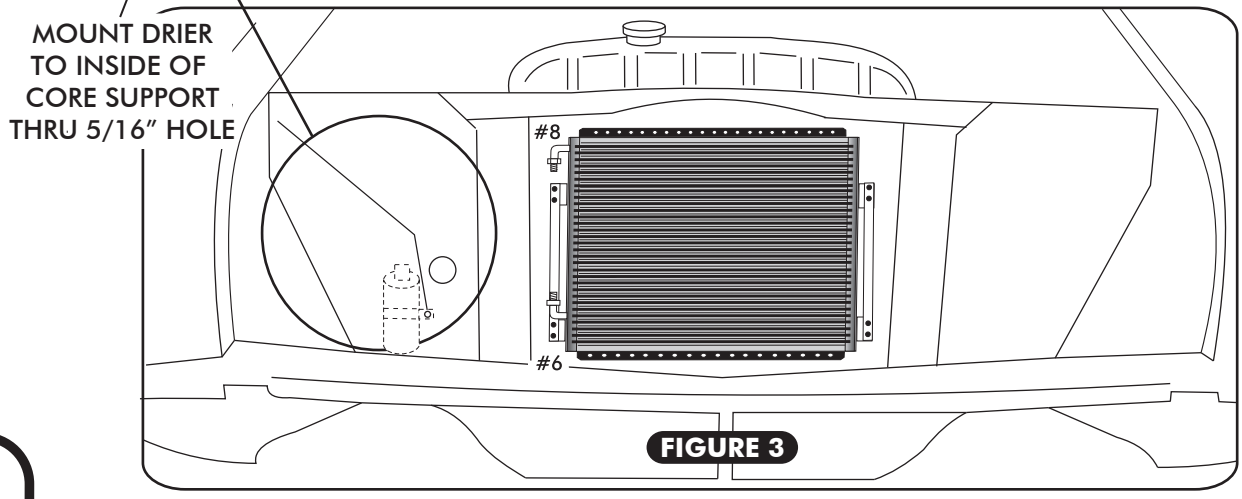


FIGURE 3

COMPRESSOR & BRACKETS

☐ REFER TO SEPARATE INSTRUCTIONS INCLUDED WITH THE BRACKET KIT TO INSTALL THE COMPRESSOR BRACKET. REFER TO FIGURE 4, BELOW, FOR COMPRESSOR MOUNTING POSITION.

PULLEYS

☐ IN MOST INSTANCES, EXISTING BELT LENGTHS WILL REMAIN THE SAME. SEE FIGURE 4, BELOW.

PULLEYS (VINTAGE AIR) SHORT PUMP SMALL BLOCK CHEVY (STEEL PULLEY)

22503-VCA - WATER PUMP PULLEY (DOUBLE GROOVE)

22506-VCA - CRANKSHAFT PULLEY (DOUBLE GROOVE) (WITH POWER STEERING, A 3-GROOVE CRANK PULLEY IS REQUIRED)

22507-VCA - CRANKSHAFT PULLEY (TRIPLE GROOVE)

NOTE: BELT ROUTING MAY VARY WITH DIFFERENT BRACKET SETS. ALWAYS REFER TO INSTRUCTIONS INCLUDED WITH BRACKETS.

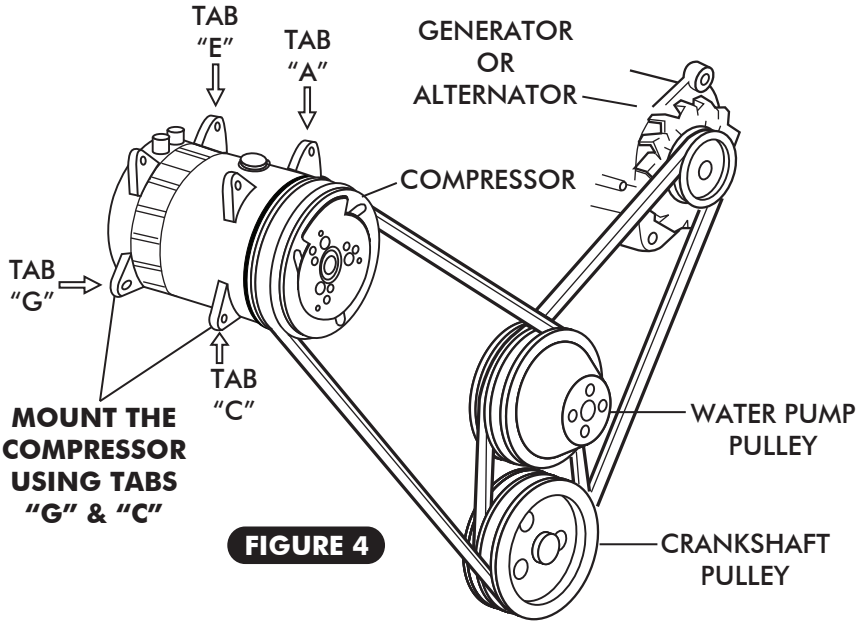


FIGURE 4

DEFROST DUCT INSTALLATION

☐ INSTALL DEFROST DUCTS WITH 2" DUCT HOSE (PASSENGER SIDE) 2" x 10" (DRIVER SIDE) 2" x 24". SEE FIGURE 5, BELOW, & FIGURE 15, PAGE 16.

☐ INSTALL THE DEFROSTER DUCTS AT THIS TIME. SEE FIGURE 5 & 5a.
NOTE: ROUNDED SIDE OF DUCTS FACE PASSENGER AREA.

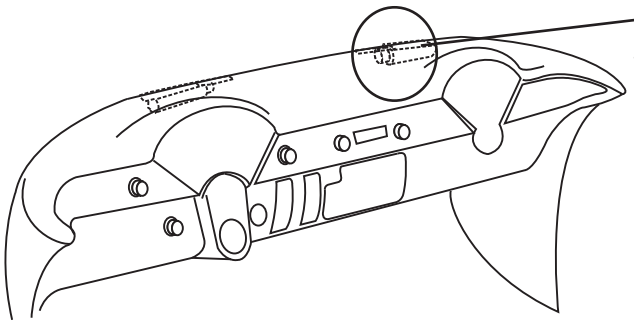


FIGURE 5

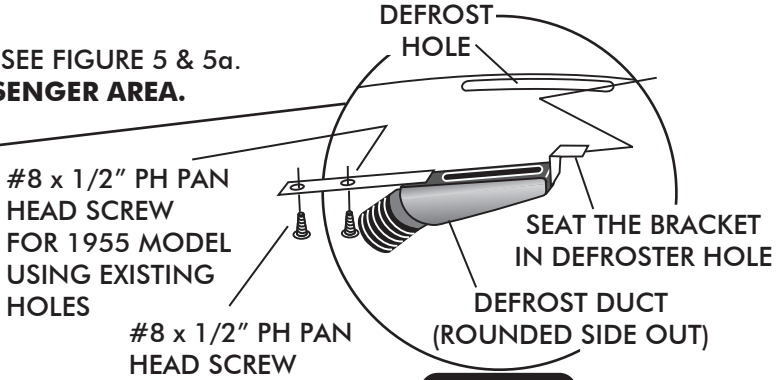


FIGURE 5a

CONTROL PANEL CONVERSION

☐ LOCATE THE CONTROL PANEL CONVERSION KIT (473055-PCA). REFER TO INSTRUCTIONS SUPPLIED WITH CONVERSION KIT TO ASSEMBLE CONTROL PANEL.

EVAPORATOR INSTALLATION

- ☐ ON A WORKBENCH, INSTALL EVAPORATOR REAR BRACKETS, AND INSTALL EVAPORATOR HARDLINE WITH PROPERLY LUBRICATED O-RINGS. (SEE FIGURE 17, PAGE 18, AND FIGURES 10, 11 & 12, PAGE 12.)

- ☐ LIFT EVAPORATOR UNIT UP & UNDER THE DASHBOARD (SEE FIGURES 6-6a, BELOW, & FIGURE 6b, PAGE 10). SECURE LOOSELY TO THE FIREWALL FROM THE ENGINE COMPARTMENT SIDE WITH (2) 1/4-20 x 1" BOLTS AND WASHERS. SEE FIGURE 7, PAGE 10, & FIGURE 17, PAGE 18.

- ☐ INSTALL FRONT MOUNTING BRACKET TO EVAPORATOR UNIT 1/4-20 BUTTON HEAD BOLT AND TIGHTEN AS SHOWN IN FIGURE 7, PAGE 10. LOOSELY ATTACH FRONT MOUNTING BRACKET TO DASH WITH 1/4-20 x 1" BOLT, WASHER AND NUT. SEE FIGURE 7, PAGE 10.

- ☐ INSTALL CENTER A/C PLENUM TO EVAPORATOR WITH (2) 10-32 x 1/2" SCREWS. SEE FIGURE 7, PAGE 10.

- ☐ LOOSELY SECURE THE CENTER PLENUM TO DASH WITH THE CENTER PLENUM MOUNTING BRACKET, USING A 1/4-20 x 1" BOLT AND WASHER. SEE FIGURE 7, PAGE 10.

- ☐ VERIFY THAT EVAPORATOR UNIT IS LEVEL AND SQUARE TO THE DASH, THEN TIGHTEN ALL MOUNTING BOLTS. **NOTE: TIGHTEN THE (2) BOLTS ON FIREWALL FIRST, THEN THE FRONT MOUNTING BRACKET BOLT AND NUT. TIGHTEN THE CENTER PLENUM MOUNTING BOLT LAST.**

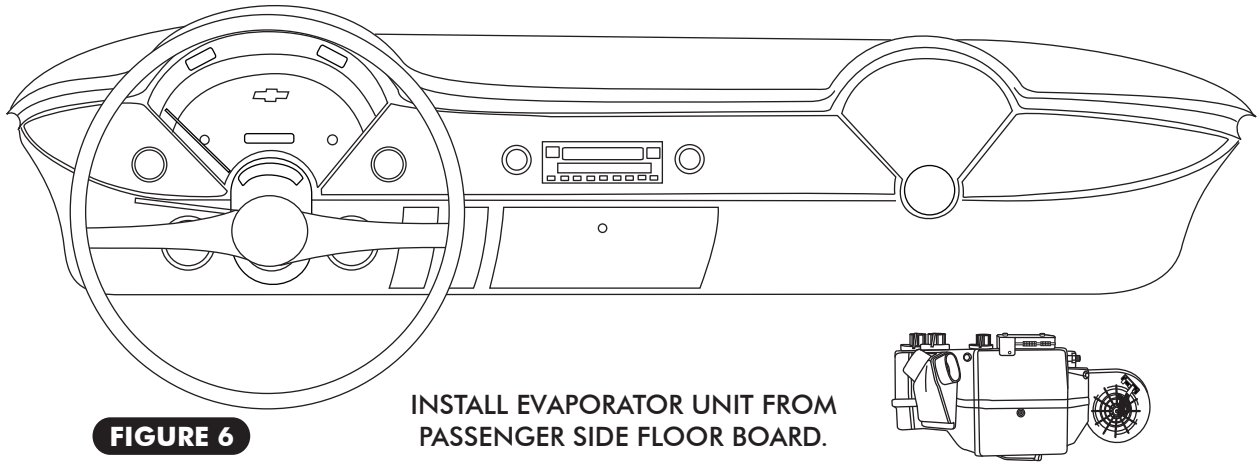


FIGURE 6

INSTALL EVAPORATOR UNIT FROM PASSENGER SIDE FLOOR BOARD.

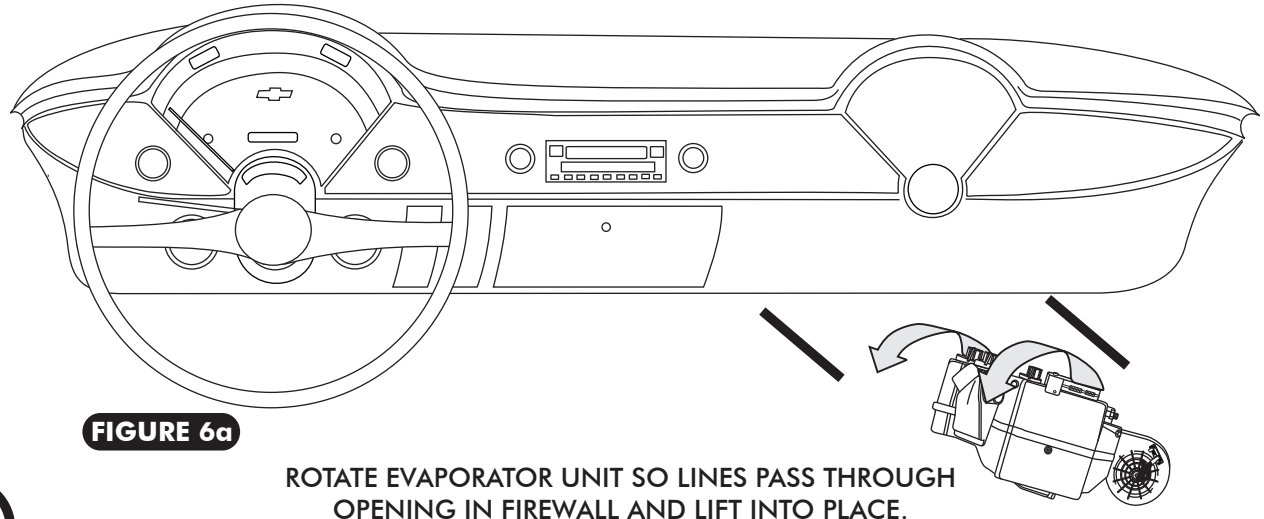
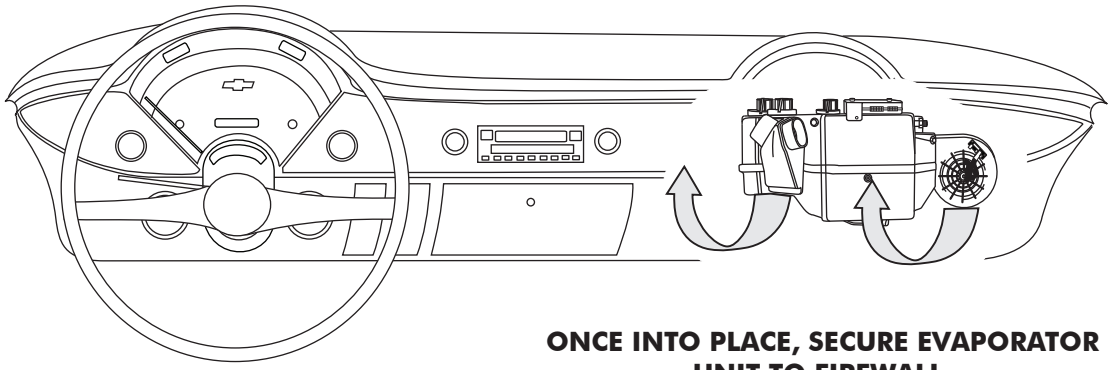


FIGURE 6a

ROTATE EVAPORATOR UNIT SO LINES PASS THROUGH OPENING IN FIREWALL AND LIFT INTO PLACE.



ONCE INTO PLACE, SECURE EVAPORATOR UNIT TO FIREWALL.

FIGURE 6b

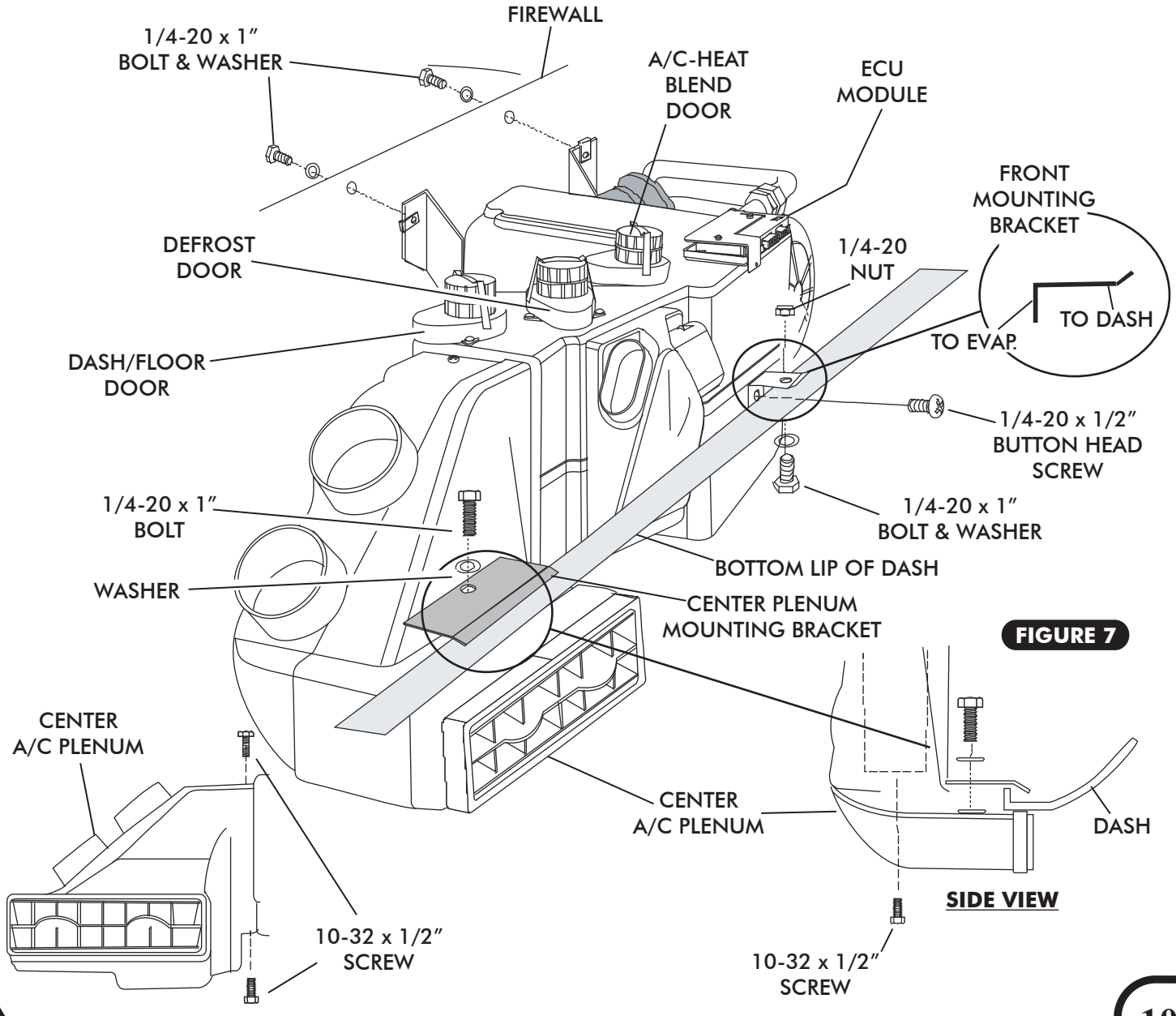


FIGURE 7

SIDE VIEW

PASSENGER AND DRIVER SIDE UNDER DASH LOUVER INSTALLATION

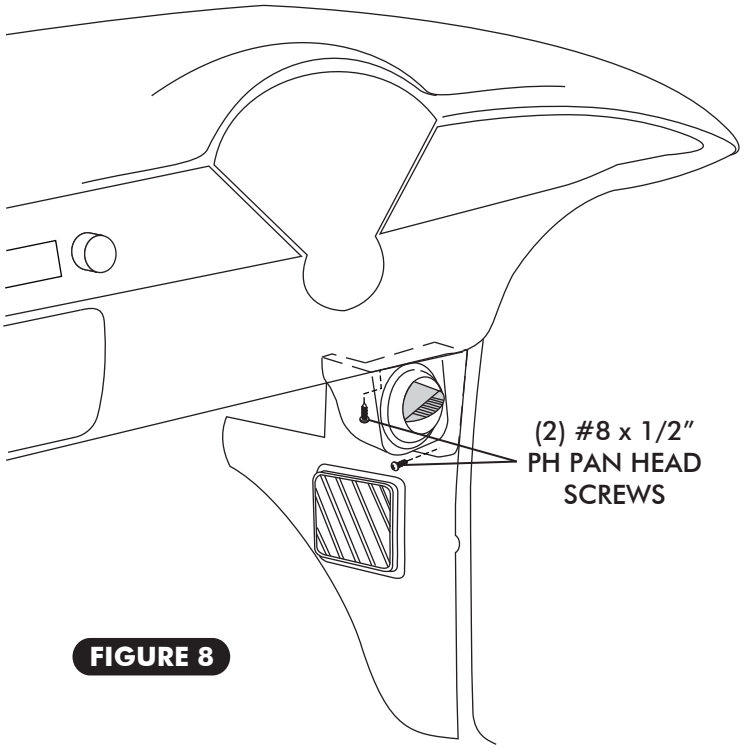


FIGURE 8

- ☐ INSTALL PASSENGER AND DRIVER SIDE BALL LOUVERS AS SHOWN IN FIGURE 8.
- ☐ SLIDE LOUVER UP TOWARDS BOTTOM OF DASH UNTIL THE LOUVER IS SEATED AGAINST DASH, AND SECURE TO KICK PANEL WITH (2) #8 x 1/2" PH PAN HEAD SCREWS. SEE FIGURE 8, ABOVE.

DRAIN HOSE INSTALLATION

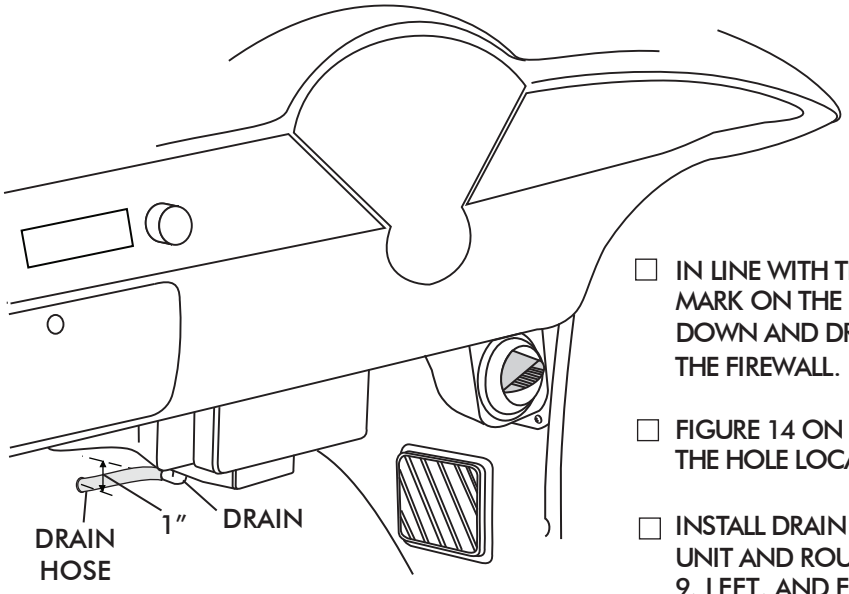


FIGURE 9

- ☐ IN LINE WITH THE DRAIN, LIGHTLY MAKE A MARK ON THE FIREWALL. MEASURE ONE INCH DOWN AND DRILL A 5/8" HOLE THROUGH THE FIREWALL. SEE FIGURE 9.
- ☐ FIGURE 14 ON PAGE 15 WILL SHOW YOU ROUGHLY THE HOLE LOCATION.
- ☐ INSTALL DRAIN HOSE TO BOTTOM OF EVAPORATOR UNIT AND ROUTE THROUGH FIREWALL. SEE FIGURE 9, LEFT, AND FIGURE 14, PAGE 15.

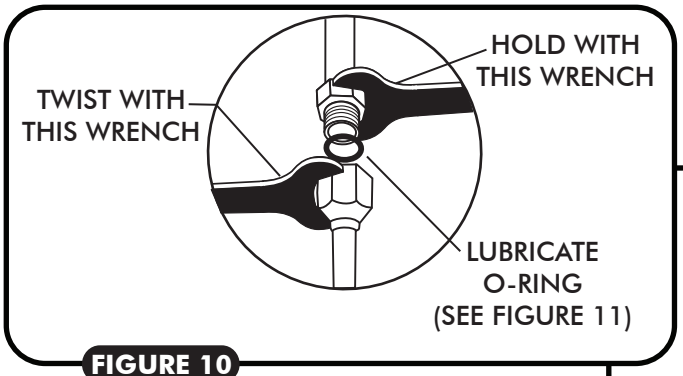


FIGURE 10

FOR A PROPER SEAL OF FITTINGS: INSTALL SUPPLIED O-RINGS AS SHOWN, AND LUBRICATE WITH SUPPLIED OIL.

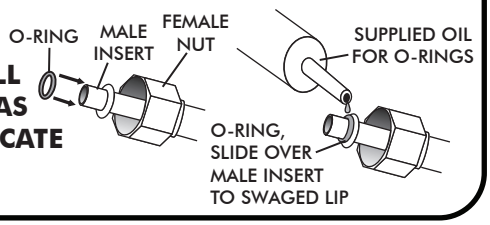


FIGURE 11

HEATER CONTROL VALVE INSTALLATION

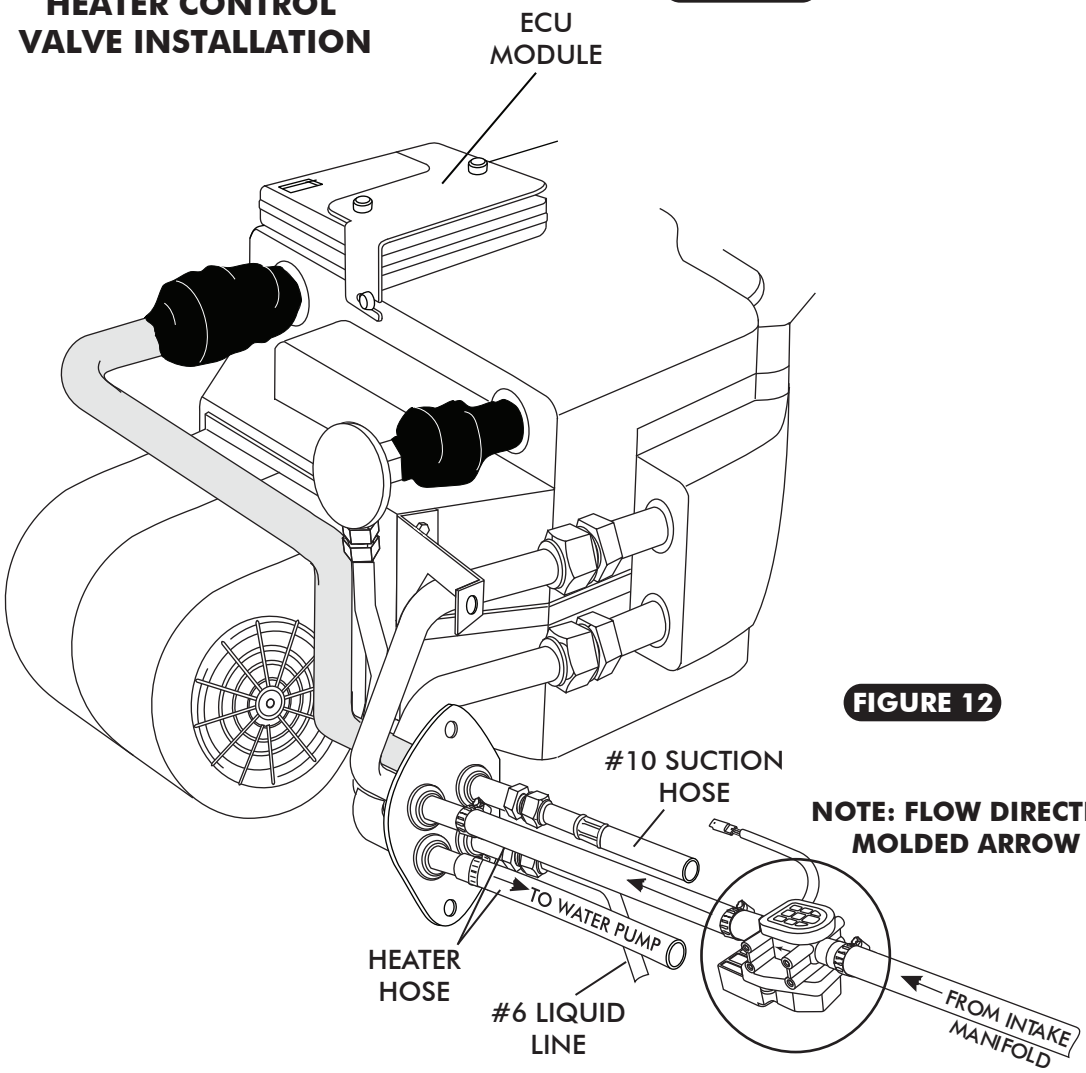


FIGURE 12

NOTE: FLOW DIRECTION FOLLOWS MOLDED ARROW ON VALVE.

HARDLINE & HOSE INSTALLATION

STANDARD HOSE KIT

☐ LOCATE THE TWO COMPRESSOR ALUMINUM HARDLINE EXTENSIONS. SEE FIGURE 13, PAGE 14.

☐ LOCATE THE #8 COMPRESSOR ALUMINUM HARDLINE. LUBRICATE (1) #8 O-RING AND INSTALL ON THE FEMALE O-RING END. CONNECT THIS LINE TO THE #8 DISCHARGE PORT ON THE COMPRESSOR AND TIGHTEN. SEE FIGURES 10 & 11, PAGE 12.

☐ LOCATE THE #10 COMPRESSOR ALUMINUM HARDLINE. LUBRICATE (1) #10 O-RING AND INSTALL ON THE FEMALE O-RING END. CONNECT THIS LINE TO THE #10 SUCTION PORT ON THE COMPRESSOR AND TIGHTEN. SEE FIGURE 13, PAGE 14.

☐ SECURE THE TWO COMPRESSOR HARDLINES TO THE COMPRESSOR, USING THE SUPPLIED CLAMP. SEE FIGURE 13a, PAGE 14.

☐ LOCATE THE #8 RUBBER HOSE. THIS HOSE WILL CONNECT TO THE #8 ALUMINUM COMPRESSOR HARDLINE AND #8 ALUMINUM HARDLINE FROM CONDENSER.LUBRICATE (2) #8 O-RINGS, AND INSTALL ONE ON EACH END OF THE #8 RUBBER HOSE. ROUTE HOSE AS SHOWN IN FIGURE 13, PAGE 14, AND TIGHTEN. **NOTE: THE 90° HOSE END CONNECTS TO THE CONDENSER HARDLINE.**

☐ INSTALL FIREWALL COVER. SEE FIGURE 14, PAGE 15.

☐ INSTALL THE #6 LIQUID LINE, LUBRICATE (1) #6 O-RING AND TIGHTEN. SEE FIGURE 13b, PAGE 14.

☐ LOCATE THE #10 RUBBER HOSE. THIS HOSE WILL CONNECT TO THE #10 ALUMINUM COMPRESSOR HARDLINE AND #10 ALUMINUM HARDLINE FROM EVAPORATOR. LUBRICATE (2) #10 O-RINGS AND INSTALL ONE ON EACH END OF THE #10 RUBBER HOSE. ROUTE HOSE AS SHOWN IN FIGURE 13, PAGE 14, AND TIGHTEN. **NOTE: THE 90° HOSE END CONNECTS TO THE COMPRESSOR HARDLINE.**

☐ INSTALL HEATER HOSES TO HEATER LINES AND ROUTE AS SHOWN IN FIGURE 13-13b, PAGE 14. SECURE WITH HOSE CLAMPS. **NOTE: THIS KIT DOES NOT CONTAIN HEATER HOSE. YOU MUST PURCHASE 5/8" DIA. HEATER HOSE FROM YOUR LOCAL PARTS RETAILER.**

MODIFIED HOSE KIT

☐ REFER TO SEPARATE INSTRUCTIONS INCLUDED WITH MODIFIED HOSE KIT.

HEATER CONTROL VALVE & #6 LIQUID LINE

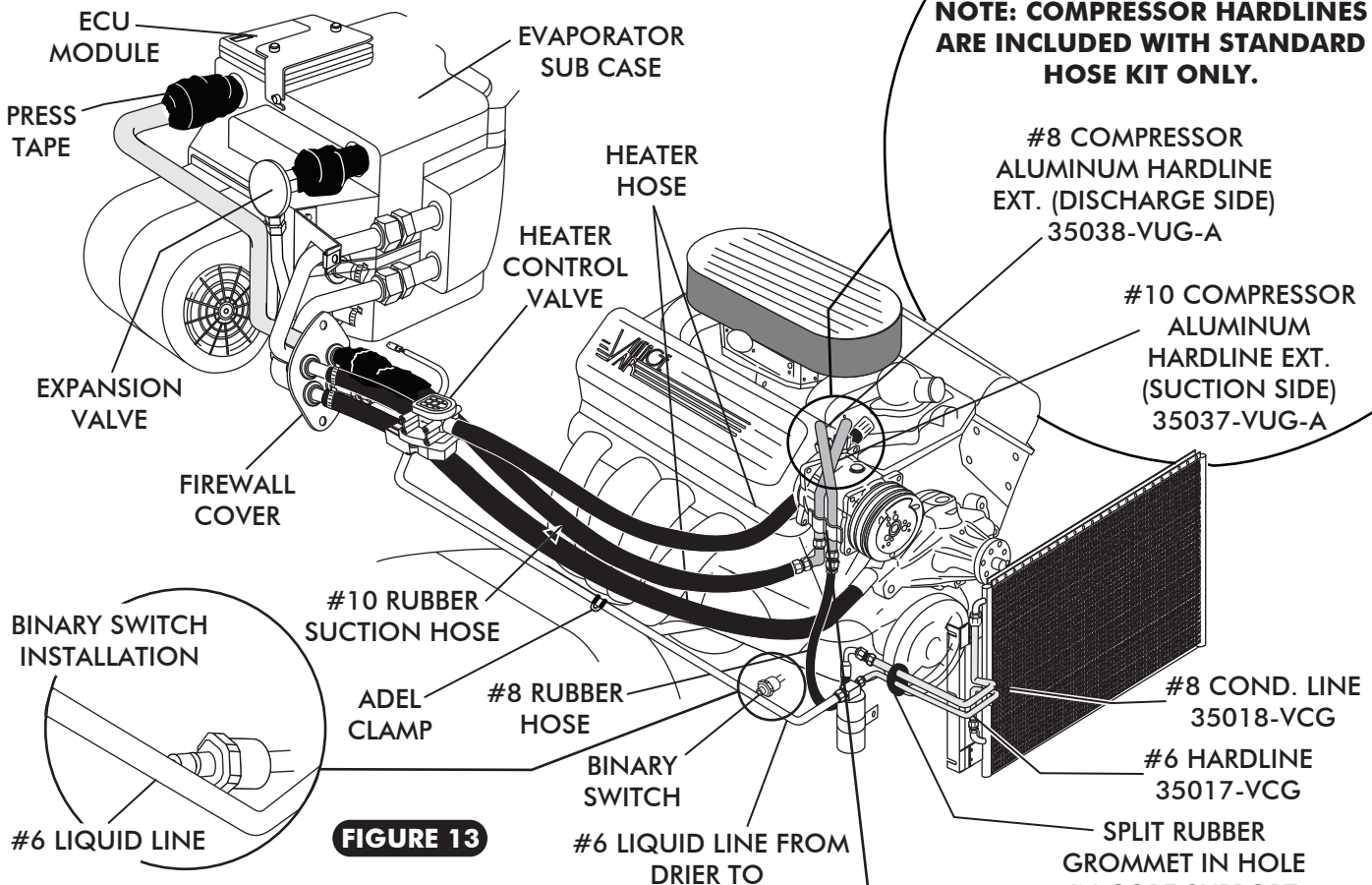
☐ INSTALL HEATER CONTROL VALVE IN LINE WITH INTAKE MANIFOLD (PRESSURE SIDE) HEATER HOSE. SEE FIGURE 12, PAGE 12.

☐ INSTALL THE #6 LIQUID LINE TO DRIER WITH LUBRICATED O-RING AND TIGHTEN. SEE FIGURE 13, PAGE 14.

☐ INSTALL BINARY SWITCH ON #6 LIQUID LINE. SEE FIGURE 13, PAGE 14.

☐ SECURE THE #6 LIQUID LINE TO THE FENDER USING THE SUPPLIED ADEL CLAMP. SEE FIGURE 13, PAGE 14.

A/C HEATER HOSE & LINE ROUTING



NOTE: COMPRESSOR HARDLINES ARE INCLUDED WITH STANDARD HOSE KIT ONLY.

#8 COMPRESSOR ALUMINUM HARDLINE EXT. (DISCHARGE SIDE) 35038-VUG-A

#10 COMPRESSOR ALUMINUM HARDLINE EXT. (SUCTION SIDE) 35037-VUG-A

FIGURE 13

NOTE: MODIFIED KITS INCLUDE (2) 135° COMPRESSOR FITTINGS. (REFER TO MODIFIED HOSE KIT INSTRUCTIONS INCLUDED WITH HOSE KIT.)

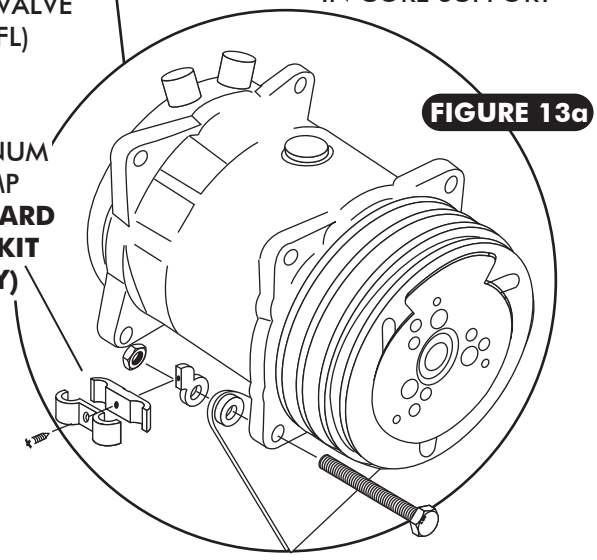


FIGURE 13a

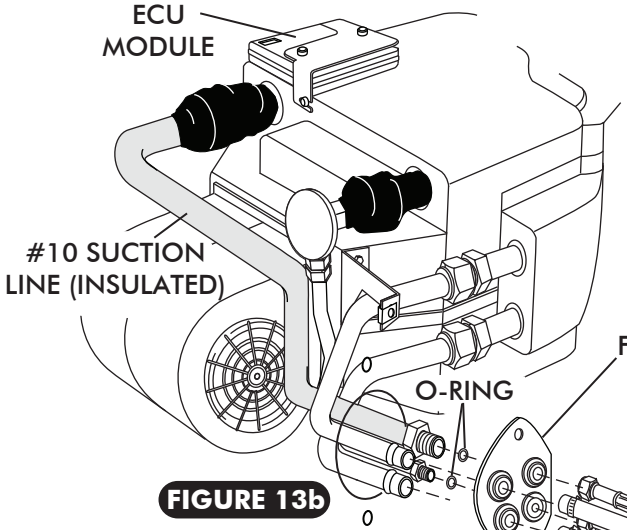


FIGURE 13b

FIREWALL COVER

☐ PASS LINES THROUGH FIREWALL COVER, AND SECURE WITH (2) 7/16" PANEL RETAINERS. SEE FIGURE 14, BELOW.

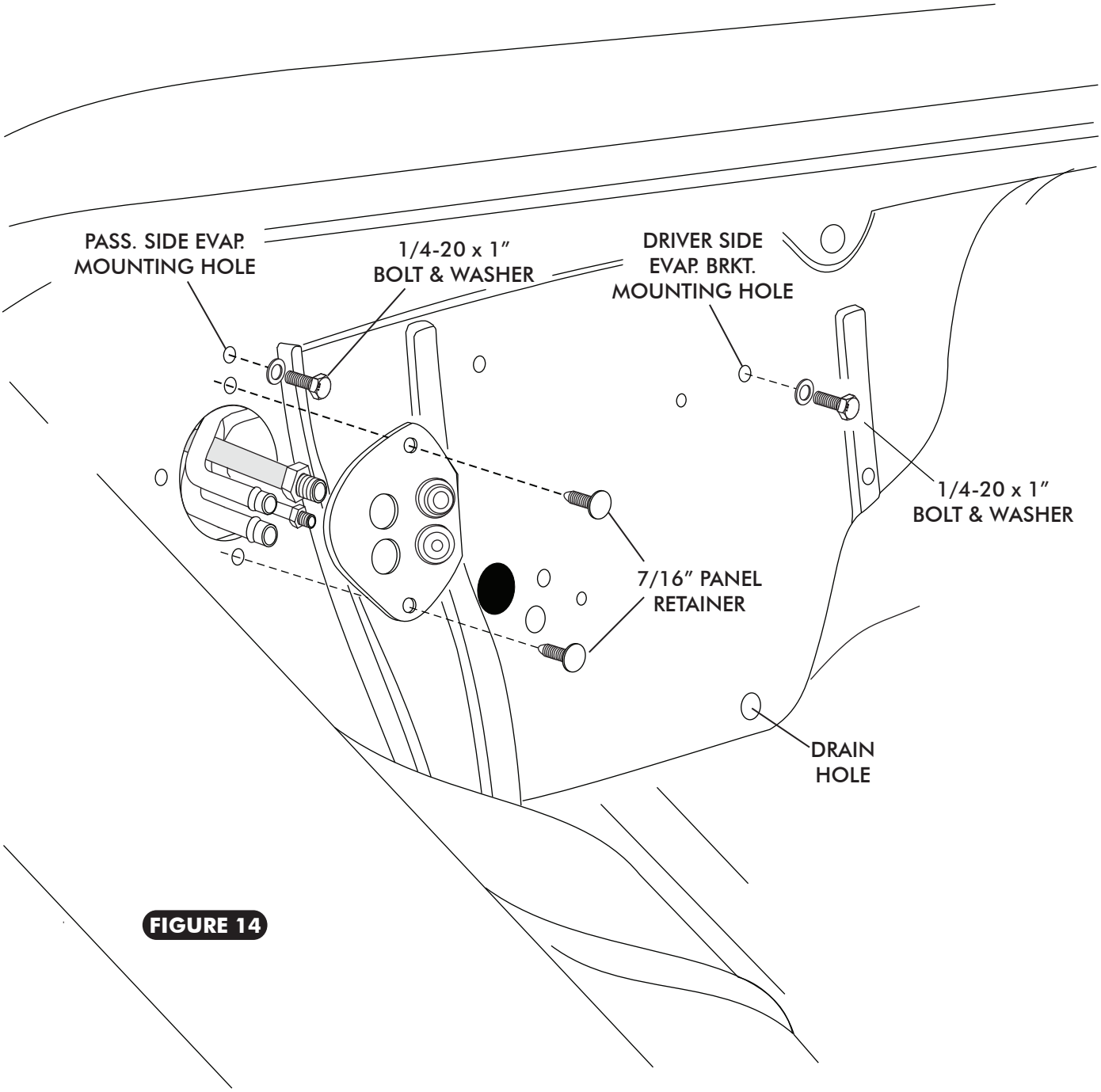


FIGURE 14

FINAL STEPS-DUCT HOSE ROUTING & CONTROL PANEL HARNESS

- ☐ INSTALL DUCT HOSE AS SHOWN IN FIGURE 15, BELOW.
- ☐ PLUG THE CONTROL PANEL WIRING HARNESS INTO THE ECU MODULE ON SUB CASE AS SHOWN.
- ☐ PLUG THE WIRING HARNESS INTO THE ECU MODULE ON SUB CASE AS SHOWN. SEE FIGURE 15, BELOW (WIRE ACCORDING TO WIRING DIAGRAM ON PAGE 19).

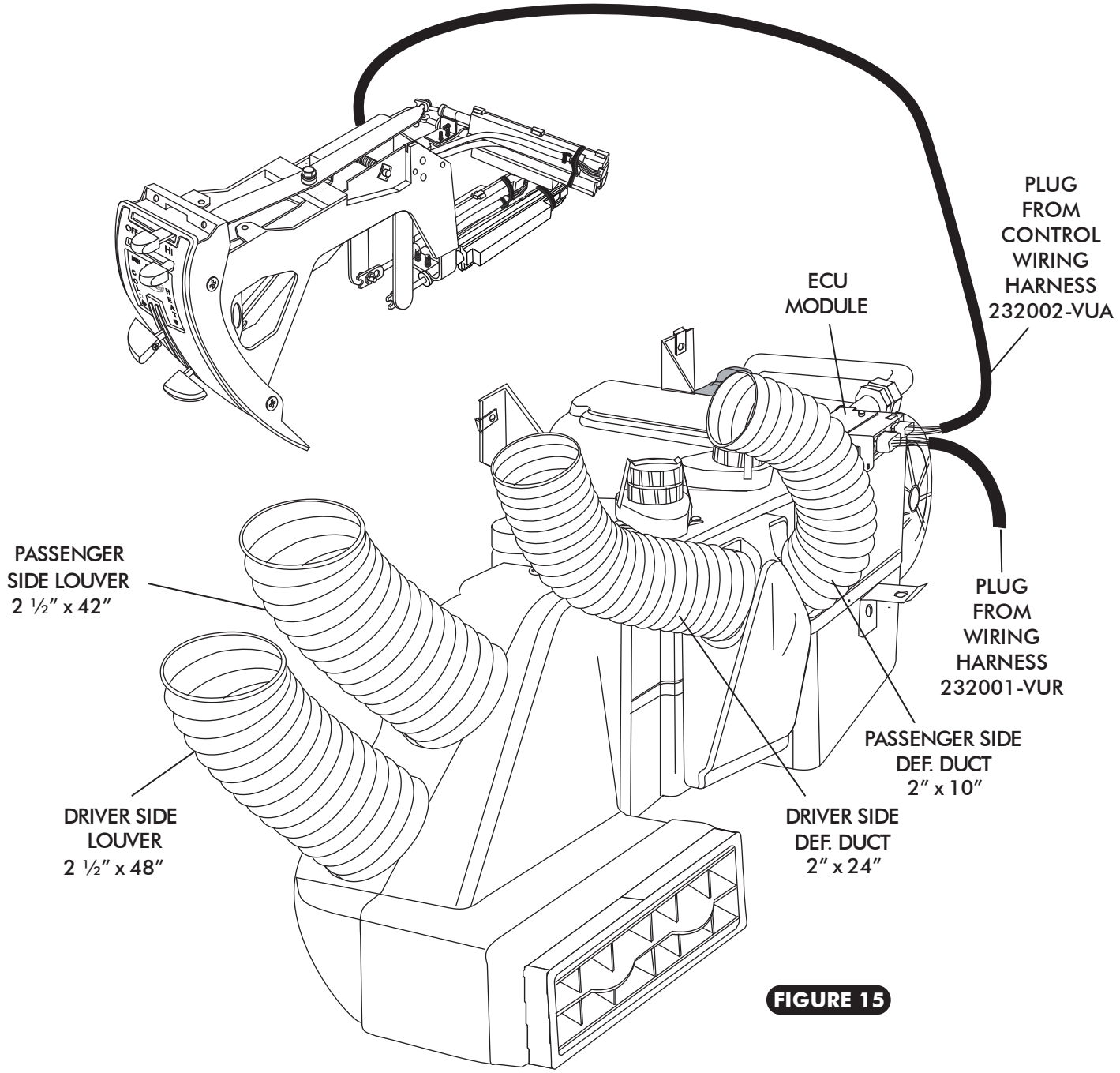


FIGURE 15

☐ INSTALL GLOVE BOX BOTTOM AND GLOVE BOX DOOR, SECURE TO DASH WITH (3) OEM SCREWS. SEE FIGURE 16, BELOW.

☐ WITH GLOVE BOX BOTTOM AND DOOR IN PLACE, INSTALL GLOVE BOX TOP AS SHOWN, USING (3) #6 x 3/8" PAN HEAD SCREWS ATTACH THE GLOVE BOX TOP TO THE GLOVE BOX BOTTOM AS SHOWN.

☐ SECURE THE GLOVE BOX TOP TO DASH USING (2) OEM SCREWS. SEE FIGURE 16, BELOW.

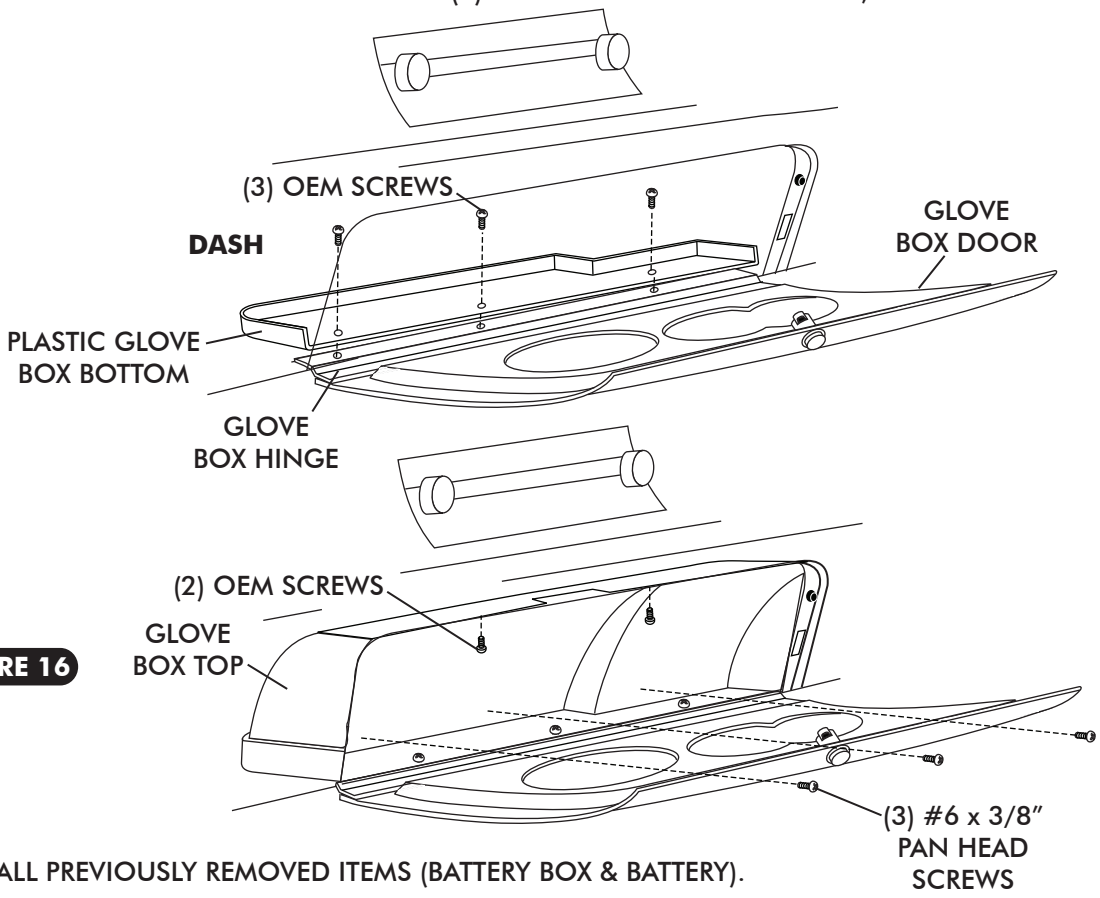


FIGURE 16

☐ REINSTALL ALL PREVIOUSLY REMOVED ITEMS (BATTERY BOX & BATTERY).

☐ 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 A/C MODE AND/OR FREEZING WEATHER, VOIDING YOUR WARRANTY.

☐ DOUBLE CHECK ALL FITTINGS, BRACKETS AND BELTS FOR TIGHTNESS.

☐ VINTAGE AIR RECOMMENDS THAT ALL A/C 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.

EVAPORATOR HARDLINE INSTALLATION

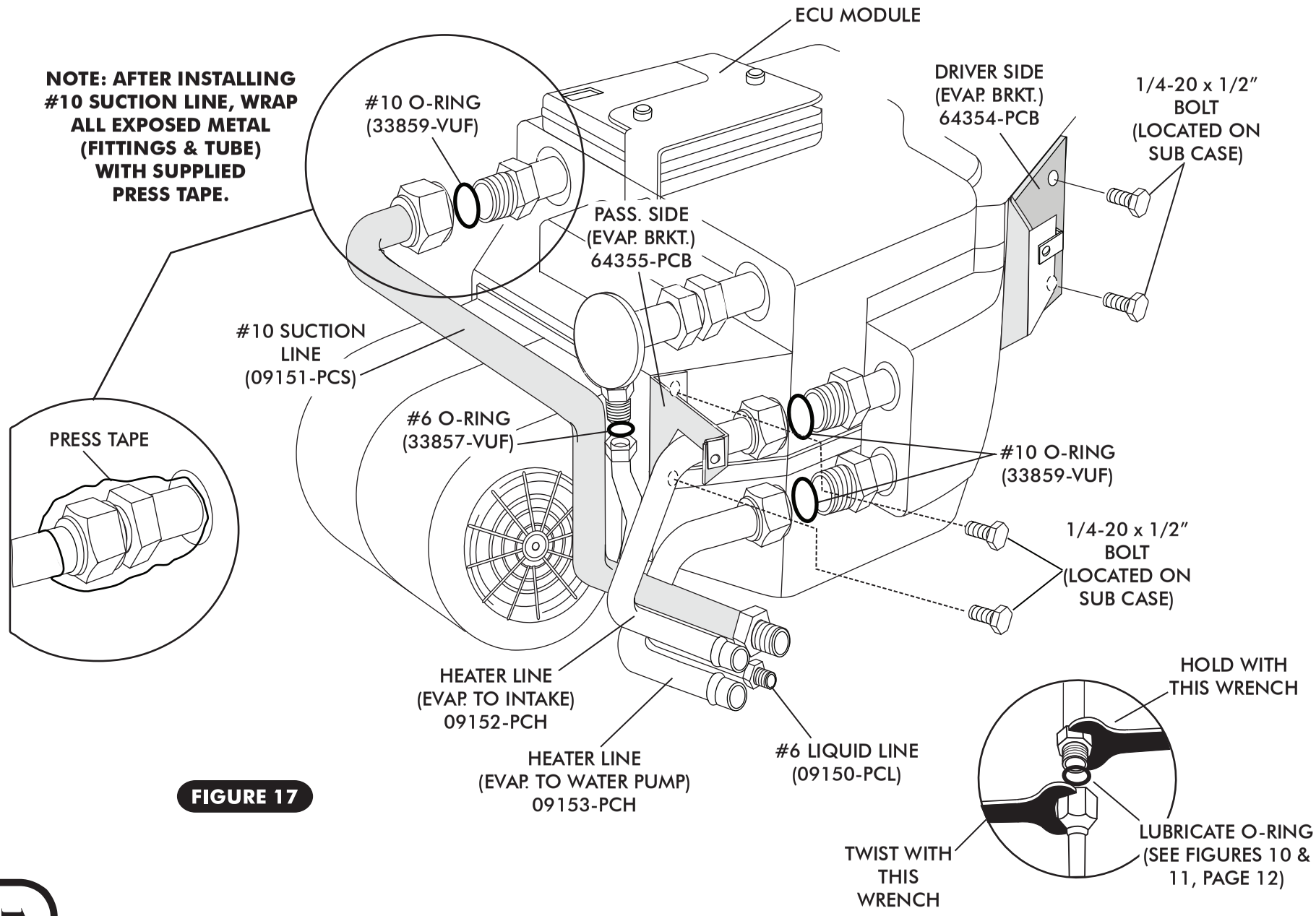
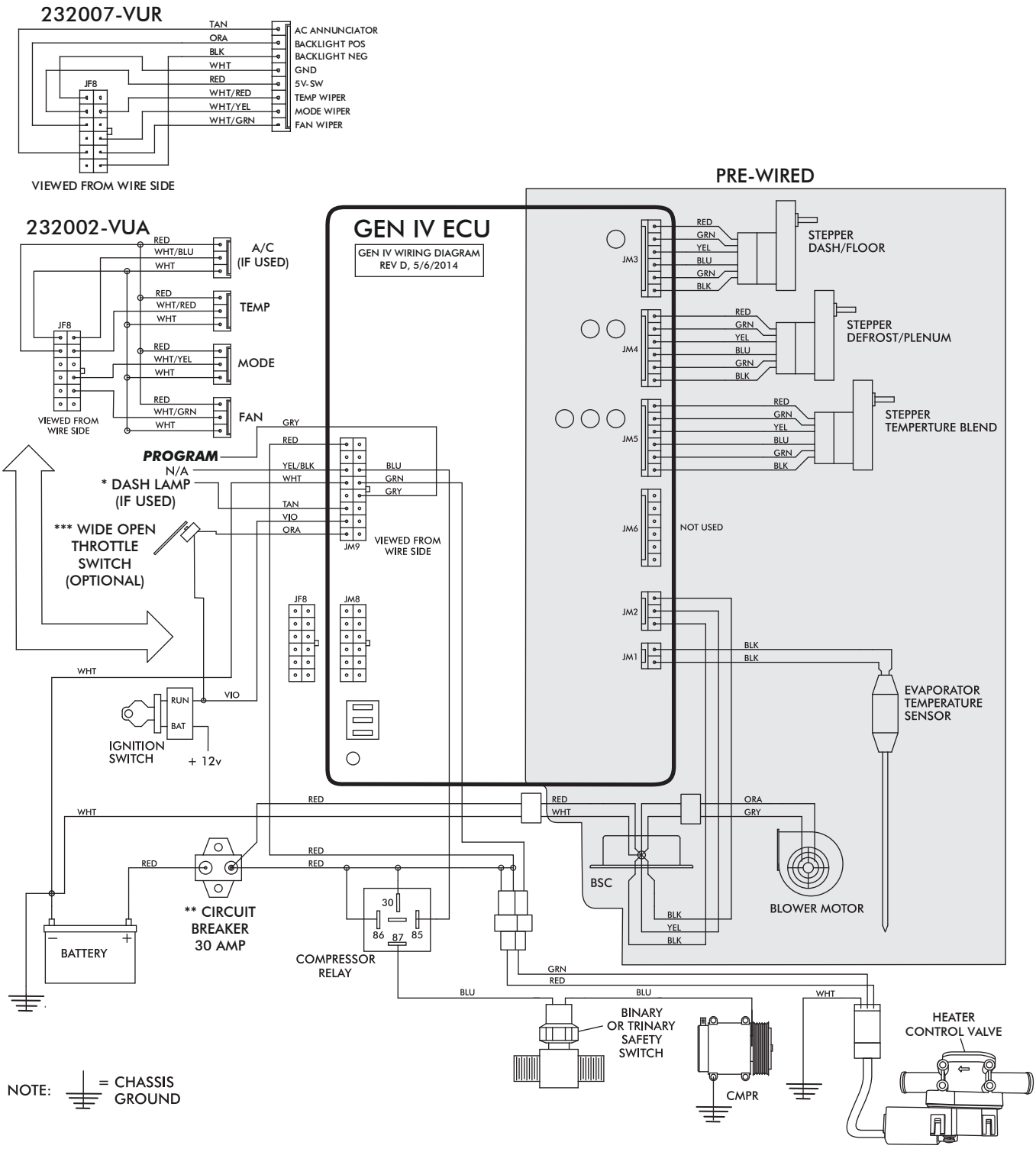


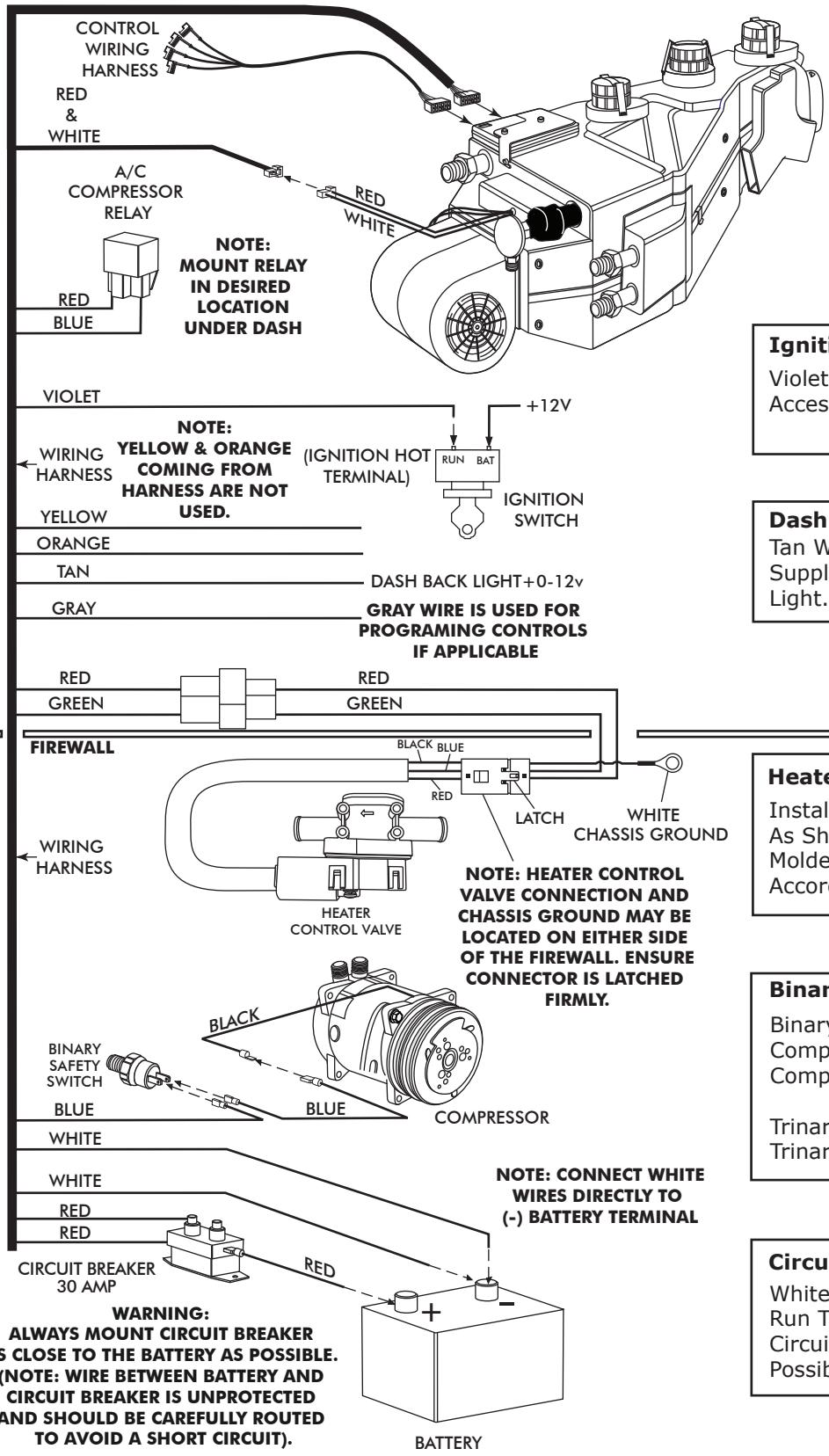
FIGURE 17

Wiring Diagram



- **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 Routed 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



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.

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 FOR PROPER OPERATION-REFER TO CONTROL PANEL INSTRUCTIONS.

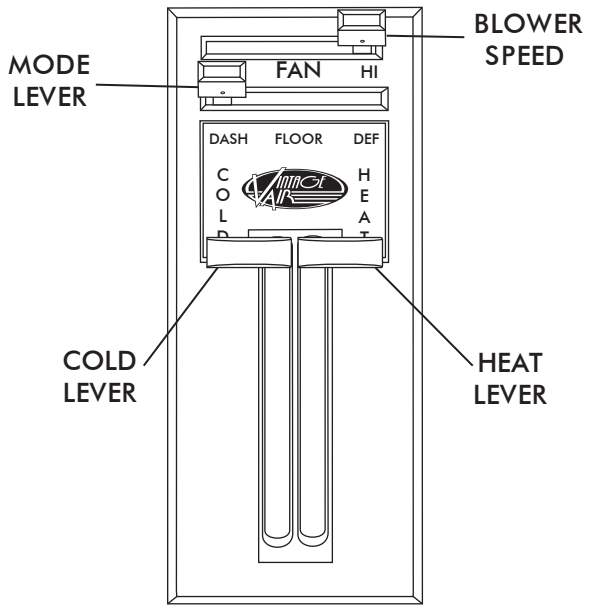
A/C MODE

BLOWER SPEED
ADJUST TO DESIRED SPEED

MODE LEVER
SLIDE THE LEVER TO THE "DASH" POSITION

COLD LEVER
IN A/C MODE SLIDE THE COLD LEVER ALL THE WAY UP TO ENGAGE COMPRESSOR. (SLIDE LEVER UP OR DOWN TO ADJUST DESIRED TEMPERATURE)

HEAT LEVER
SLIDE THE HEAT LEVER ALL THE WAY UP FOR MAX COLD. (SLIDE LEVER UP OR DOWN TO ADJUST DESIRED TEMPERATURE)



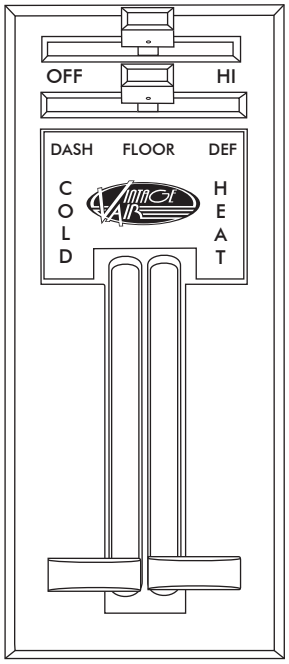
HEAT MODE

BLOWER SPEED
ADJUST TO DESIRED SPEED

MODE LEVER
SLIDE THE LEVER TO THE "FLOOR" POSITION

COLD LEVER
SLIDE THE COLD LEVER ALL THE WAY DOWN.

HEAT LEVER
SLIDE THE HEAT LEVER ALL THE WAY DOWN FOR MAX HEAT (SLIDE LEVER UP OR DOWN TO ADJUST DESIRED TEMPERATURE)



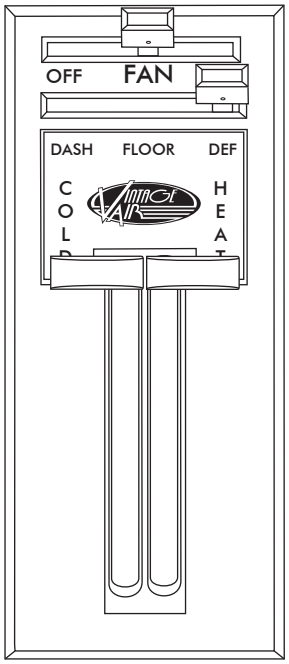
DEFROST MODE

BLOWER SPEED
ADJUST TO DESIRED SPEED

MODE LEVER
SLIDE THE LEVER TO THE "DEF" POSITION

COLD LEVER
SLIDE COLD LEVER ALL THE WAY UP TO THE COLD POSITION, TO ENGAGE COMPRESSOR.

HEAT LEVER
SLIDE HEAT LEVER ALL THE WAY UP. (SLIDE LEVER UP OR DOWN TO ADJUST DESIRED TEMPERATURE



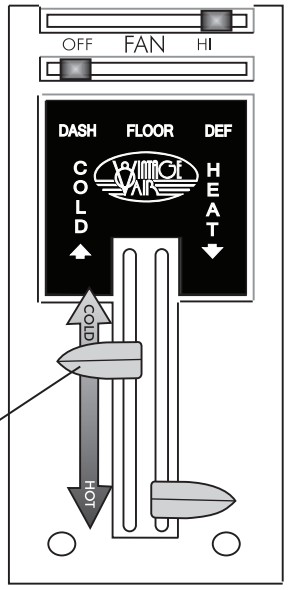
Troubleshooting Guide

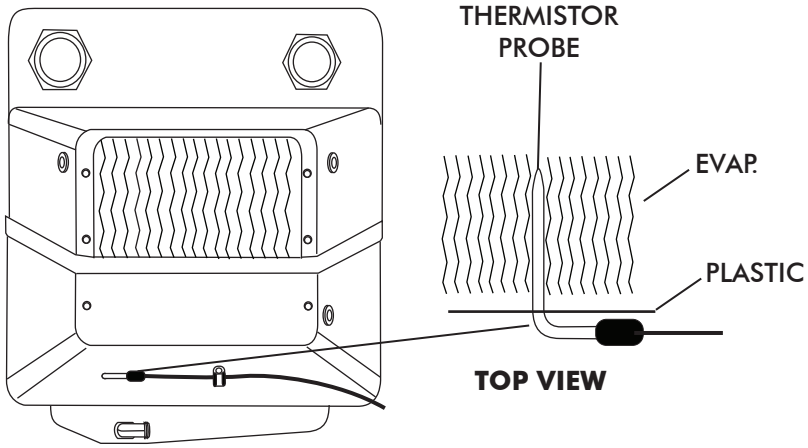
Symptom	Condition	Checks	Actions	Notes
1a. Blower stays on high speed when ignition is on.	No other functions work.	Check for damaged pins or wires in control head plug.	Verify that all pins are inserted into plug. Ensure that no pins are bent or damaged in ECU.	
		Check for damaged ground wire (white) in control head harness.	Verify continuity to chassis ground with white control head wire at various points.	Loss of ground on this wire renders control head inoperable.
	All other functions work.	Check for damaged blower switch or potentiometer and associated wiring.		See blower switch check procedure.
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.	
		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).	No other part replacements should be necessary.
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.**
	System is charged.	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.	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.
		Check for disconnected or faulty thermistor.	Check 2-pin connector at ECU housing.	Disconnected or faulty thermistor will cause compressor to be disabled.
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. System will not turn on, or runs intermittently.	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.
	Will not turn on under any conditions.	Verify connections on power lead, ignition lead, and both white ground wires.	Check for positive power at heater valve green wire and blower red wire. Check for ground on control head white wire.	
		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.	Ensure all system grounds and power connections are clean and tight.	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.	Charge battery.	
7. Erratic functions of blower, mode, temp, etc.		Check for damaged switch or pot and associated wiring.	Repair or replace.	
8. When ignition is turned on, blower momentarily comes on, then shuts off. This occurs with the blower switch in the OFF position.		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.	

THERMOSTAT ADJUSTMENT





NOTE: GEN IV UNITS DO NOT HAVE A REMOTE THERMOSTAT. THE THERMISTOR PROBE INSTALLED IN THE EVAPORATOR SERVES AS THE THERMOSTAT, WHICH IS CONTROLLED BY THE COLD/OFF LEVER ON THE CONTROL PANEL.

AIR CONDITIONING ADJUSTMENTS:

- THE AIR CONDITIONER THERMOSTAT LEVER (COLD LEVER) CONTROLS COIL TEMPERATURE.
- ADJUSTING THE LEVER MAKES THE SYSTEM OPERATE COLDER. IF THE THERMOSTAT LEVER IS SET TOO COLD, THE EVAPORATOR MAY ICE UP UNDER HIGH HUMIDITY CONDITIONS. THE EVAPORATOR COIL IS RESTRICTED WITH ICE AND COLD AIR FLOW WILL BE REDUCED.
- ADJUSTING THE LEVER DOWN MAKES THE SYSTEM OPERATE WARMER. THE COMPRESSOR CLUTCH WILL CYCLE MORE FREQUENTLY AND THE A/C SYSTEM WILL NOT GET AS COOL AS IT COULD.
- OPTIMUM PERFORMANCE WILL BE ATTAINED WITH THE THERMOSTAT ADJUSTED AS COLD AS POSSIBLE WITHOUT ICING UP THE COIL AND THEN USING THE TEMP/BLEND LEVER (OFF/HEAT) TO ADJUST VENT TEMPERATURE.

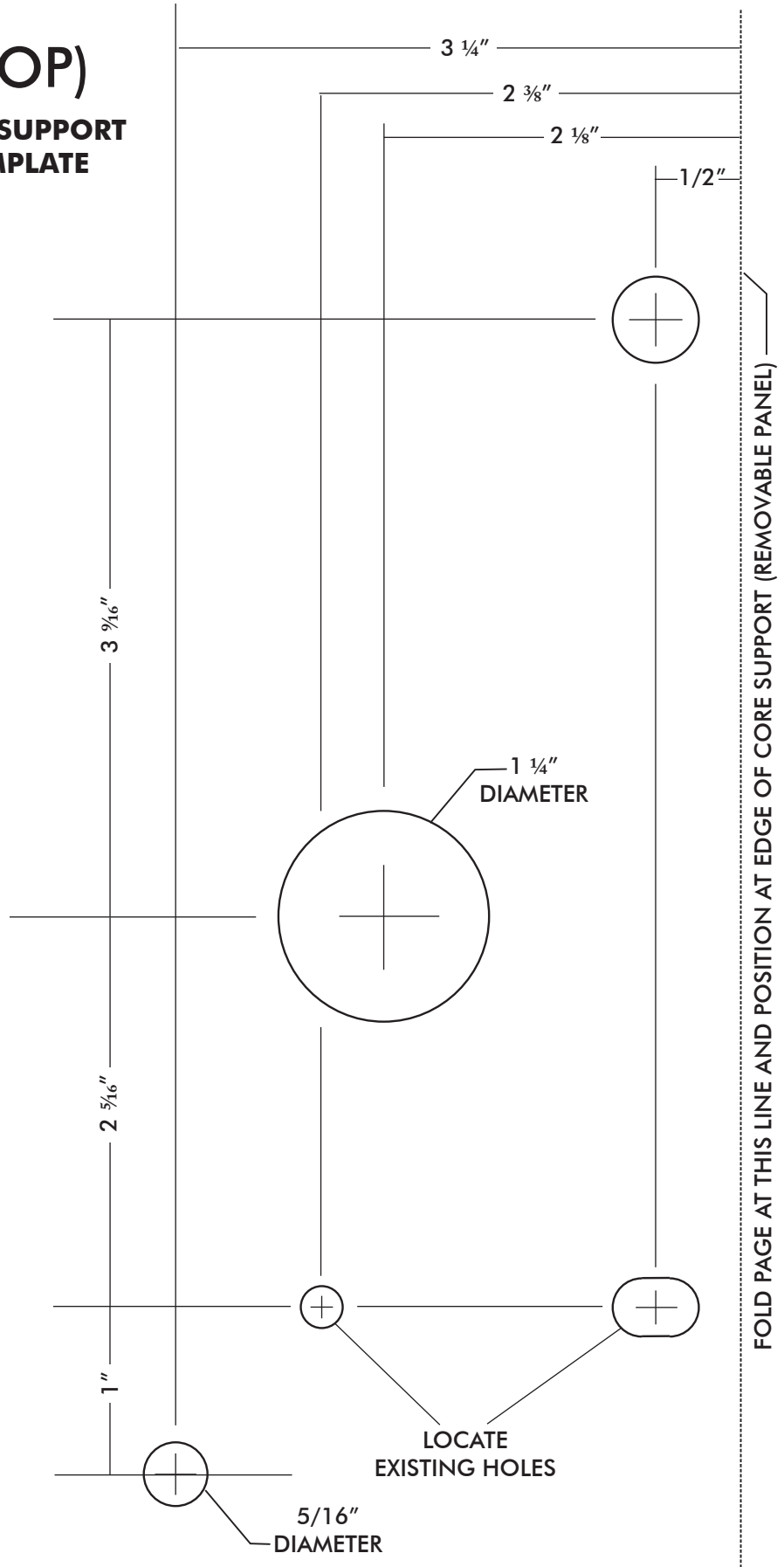
ADJUSTING A/C THERMOSTAT

1.) SYMPTOM: THE A/C WORKS WELL AT FIRST THEN QUITS COOLING. THE AIR FLOW FROM THE VENTS IS LOW AND THE COMPRESSOR CYCLES INFREQUENTLY.
SOLUTIONS: THE THERMOSTAT LEVER IS SET TOO COLD, THE EVAPORATOR IS ICING UP AND RESTRICTING AIR FLOW. ALLOW THE ICE TO MELT BY MOVING THE THERMOSTAT LEVER DOWNWARD (WARMER) IN INCREMENTS OF 10% UNTIL SYMPTOMS DIMINSH.

2.) SYMPTOM: A/C NEVER GETS COLD AND THE COMPRESSOR CLUTCH CYCLES FREQUENTLY.
SOLUTIONS: THE THERMOSTAT LEVER IS SET TOO WARM. ADJUST THE THERMOSTAT LEVER UPWARD (COLDER) IN INCREMENTS OF 10% UNTIL THE COMPRESSOR CLUTCH CYCLES INFREQUENTLY. AVOID SETTING THE THERMOSTAT LEVER TOO COLD.

(TOP)

CORE SUPPORT TEMPLATE



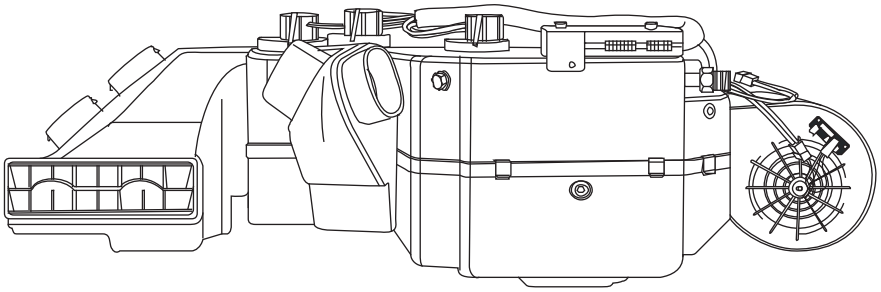
EVAPORATOR KIT PACKING LIST

EVAPORATOR KIT
56155-PCZ

No.	QTY.	PART No.	DESCRIPTION	
1.	1	760155-VCE	1955-56 CHEVROLET EVAP. SUB CASE	_____
2.	1	78255-PCN	1955-56 CHEVROLET CAR wo A/C ACCESSORY KIT	_____

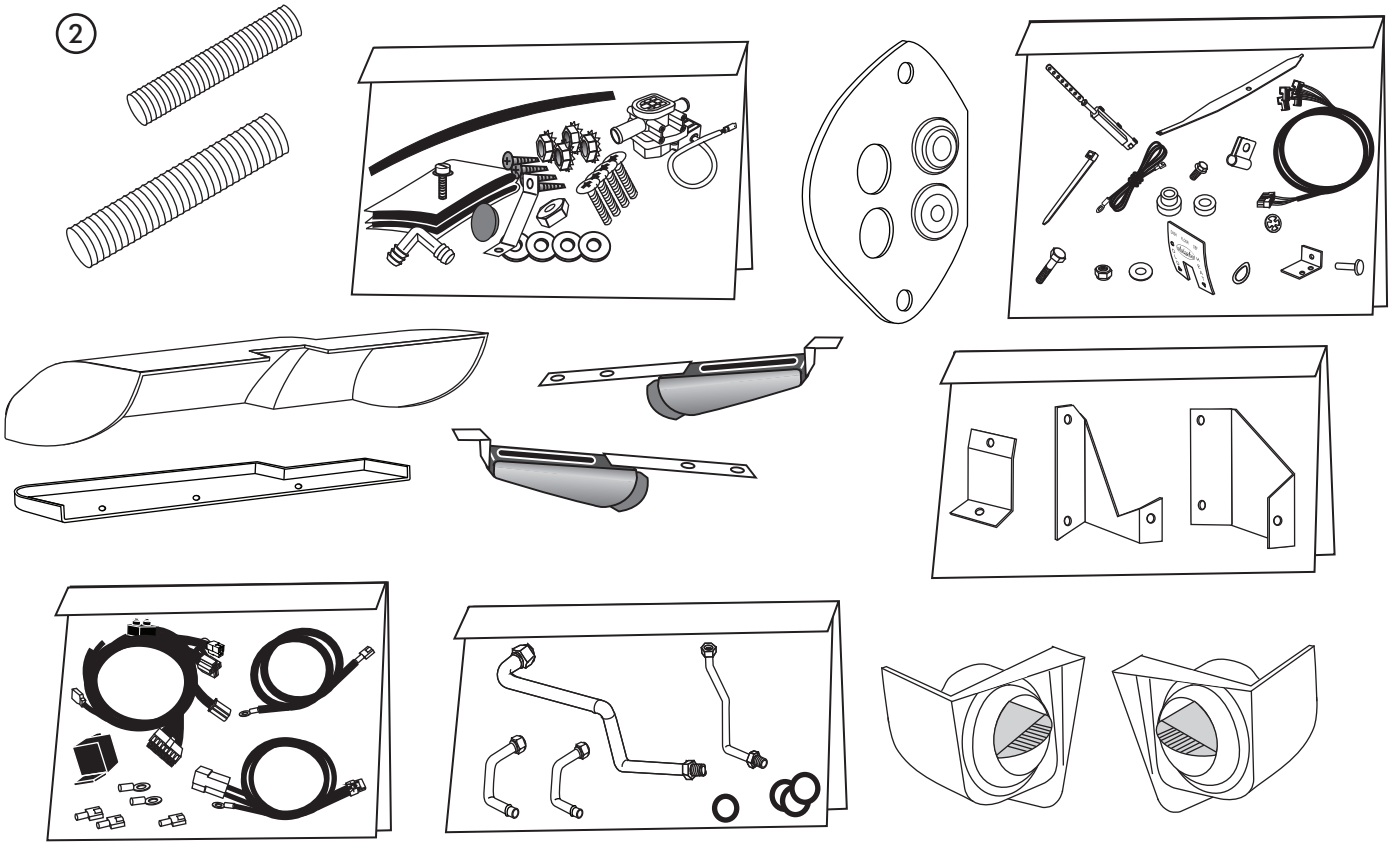
CHECK BY: _____
PACKED BY: _____
DATE: _____

①



1955-56 CHEVROLET
EVAP. SUB CASE
760155-VCE

②



ACCESSORY KIT
78255-PCN

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