



an ISO 9001: 2008 Registered Company

1964-65 CHEVELLE

WITH FACTORY AIR
564464

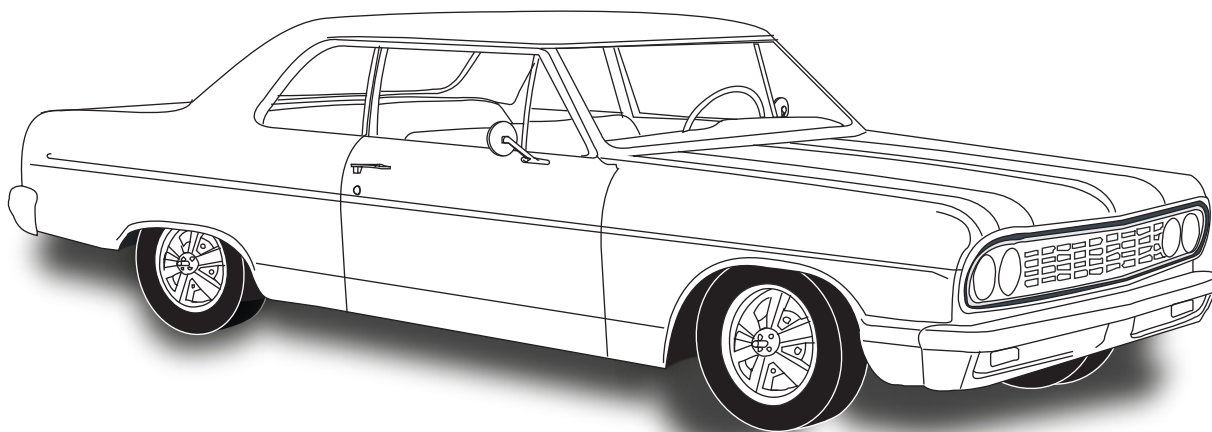




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EVAPORATOR KIT PACKING LIST

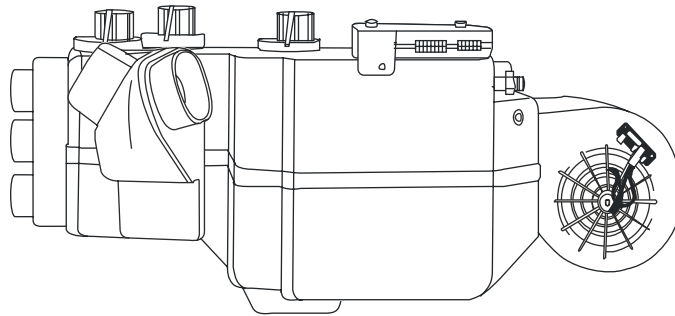
EVAPORATOR KIT
564464

NO.	QTY.	PART NO.	DESCRIPTION
1.	1	744005	GEN IV 3 VENT EVAP. SUB CASE w/ 204 ECU
2.	1	784160	1964-65 CHEVELLE w A/C ACC. KIT

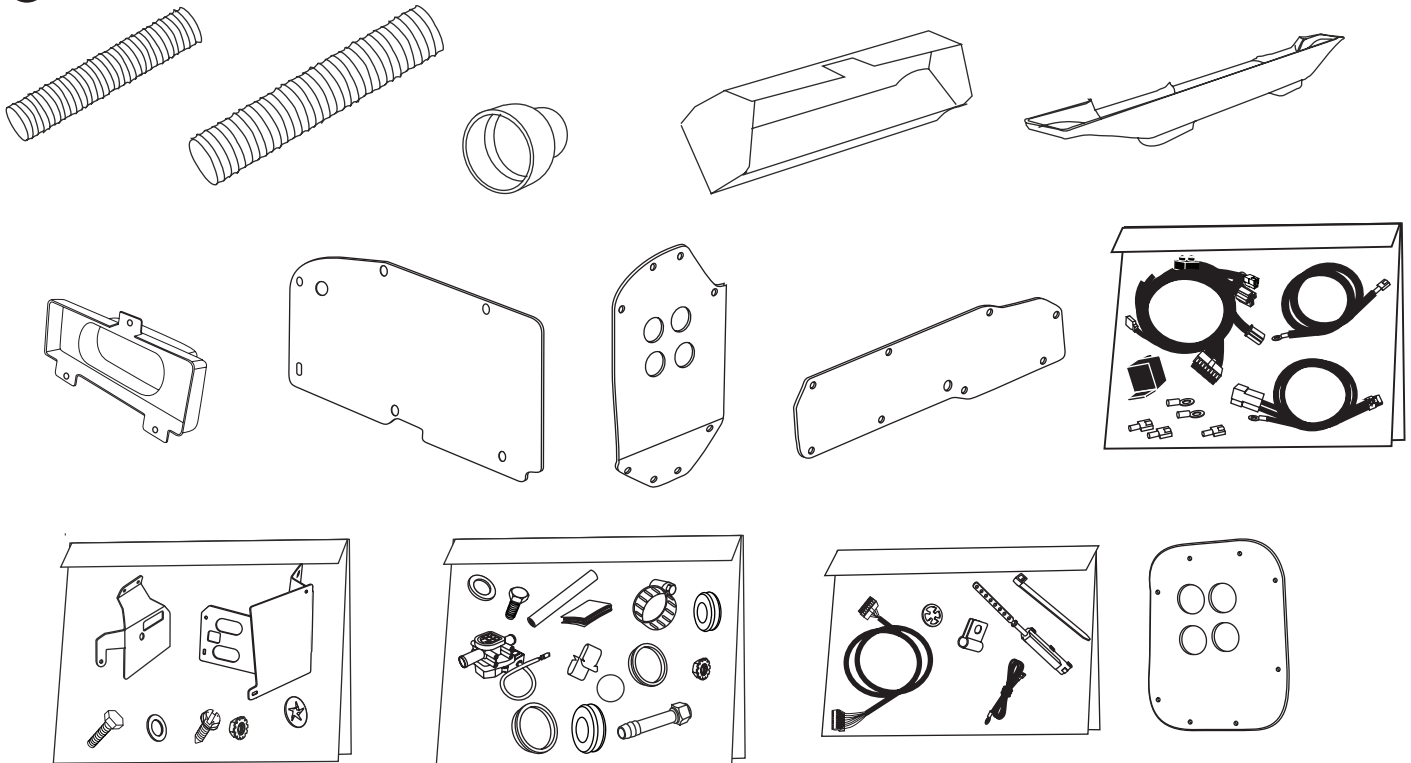
**** BEFORE BEGINNING INSTALLATION OPEN ALL PACKAGES AND CHECK CONTENTS OF SHIPMENT. PLEASE REPORT ANY SHORTAGES DIRECTLY TO VINTAGE AIR WITHIN 15 DAYS. AFTER 15 DAYS, VINTAGE AIR WILL NOT BE RESPONSIBLE FOR MISSING OR DAMAGED ITEMS.**

①

GEN IV 3 VENT
EVAP SUB CASE
w/ 204 ECU
744005



②



ACCESSORY KIT
784160

**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).
- ☐ EVACUATE THE A/C SYSTEM IF NECESSARY.
- ☐ OEM CONDENSER AND DRIER (DISCARD). SEE FIGURE 1.
- ☐ OEM A/C LINES FROM COMPRESSOR TO EVAPORATOR (DISCARD). SEE FIGURE 1.
- ☐ OEM COMPRESSOR AND BRACKET (DISCARD). SEE FIGURE 1.
- ☐ EVAPORATOR BLOWER ASSEMBLY (DISCARD).

TO REMOVE THE EVAPORATOR AND BLOWER ASSEMBLY (UNDER HOOD) AND THE AIR DISTRIBUTION SYSTEM (UNDER DASH), THE FACTORY MANUAL INDICATES DOING THE FOLLOWING: **REMOVE RIGHT INNER FENDER.**

- ☐ OEM HEATER HOSES, A/C HOSES, HARDLINES AND DRIER (DISCARD). SEE FIGURE 1.
- ☐ OEM A/C & HEATER WIRING/VACUUM HARNESS MOLDED GROMMET. SEE FIGURE 1.

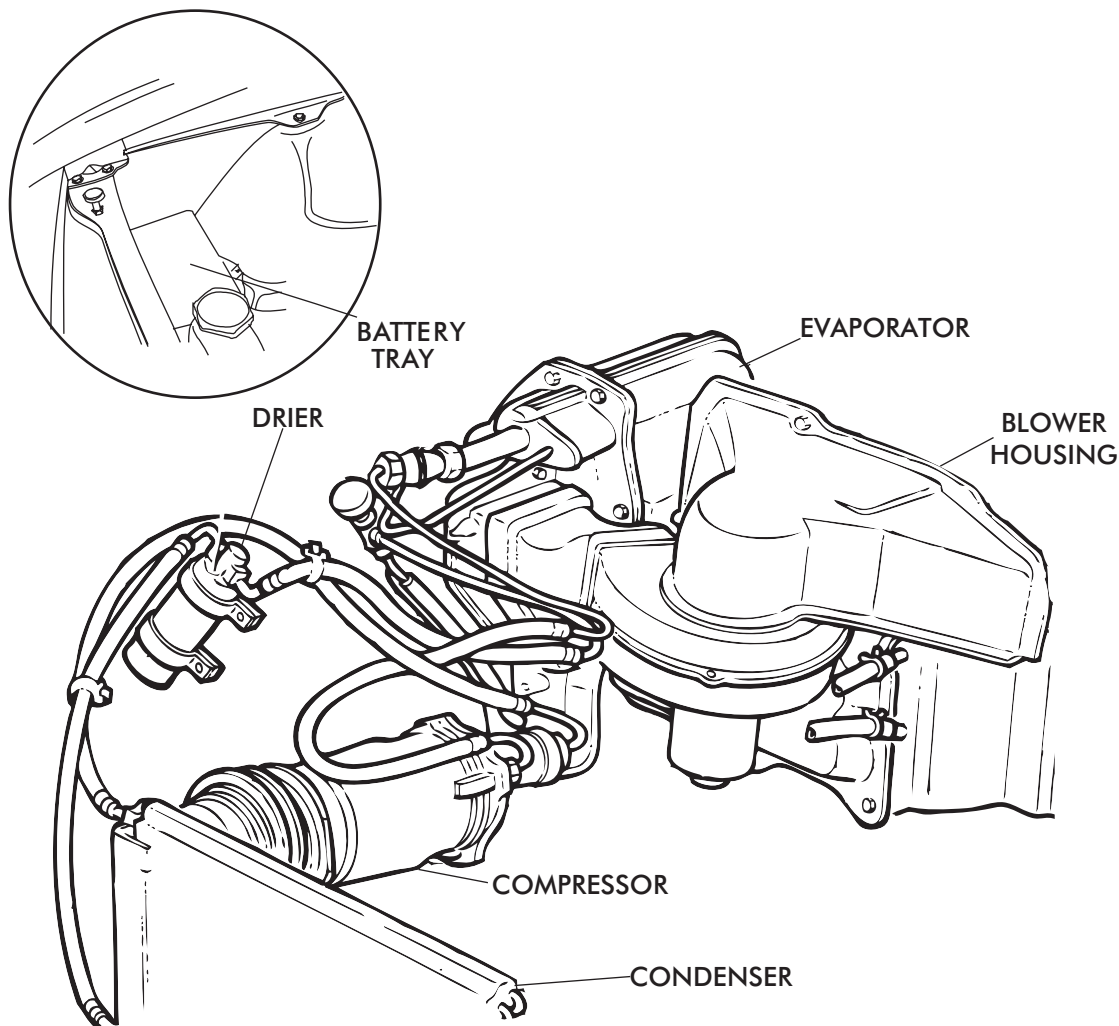


FIGURE 1



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

NOTE: REMOVAL OF DASHBOARD REQUIRED TO INSTALL THE EVAPORATOR. VINTAGE AIR RECOMMENDS THAT YOU UTILIZE THE FACTORY SERVICE MANUAL WHEN YOU DISASSEMBLE AND REASSEMBLE THE DASHBOARD.

REMOVE THE FOLLOWING:

- ☐ REMOVE GLOVE BOX DOOR (RETAIN) AND GLOVE BOX (DISCARD).
- ☐ DISCONNECT ALL WIRE AND CABLES FROM CONTROL PANEL AND RADIO.
- ☐ ALL HOSE AND DUCTING FROM OEM LOUVERS, SEE FIGURE 2 BELOW.
- ☐ OEM DEFROST DUCT ASSEMBLY, SEE FIGURE 3 BELOW.
- ☐ OEM A/C AND HEATER ASSEMBLY. SEE FIGURE 3 BELOW.
- ☐ PASSENGER SIDE KICK PANEL/FRESH AIR DOOR ASSEMBLY AS SHOWN IN FIGURE 2a.
- ☐ REMOVE LOUVERS FROM DASH.

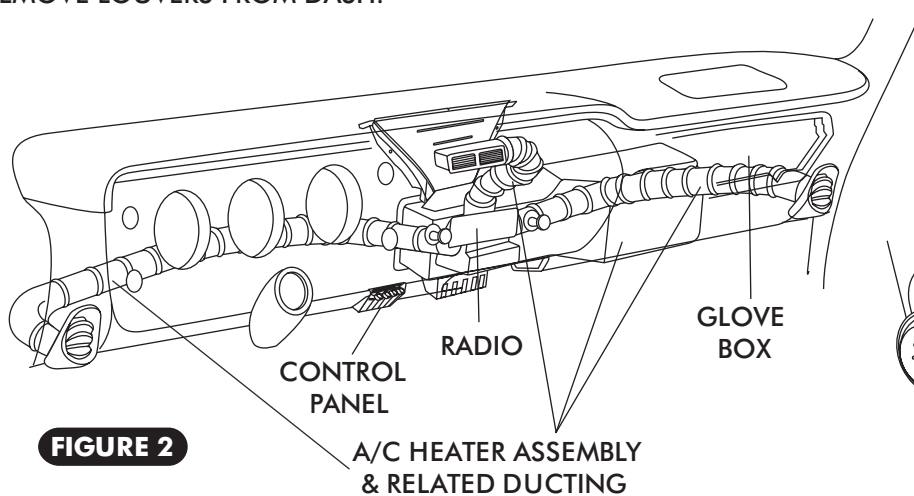


FIGURE 2

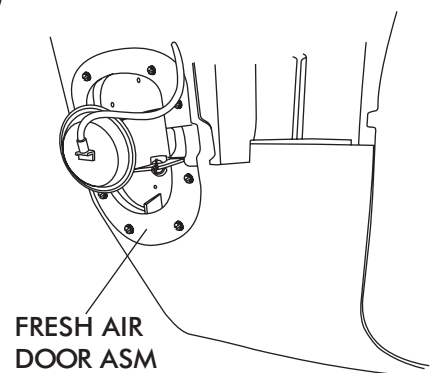


FIGURE 2a

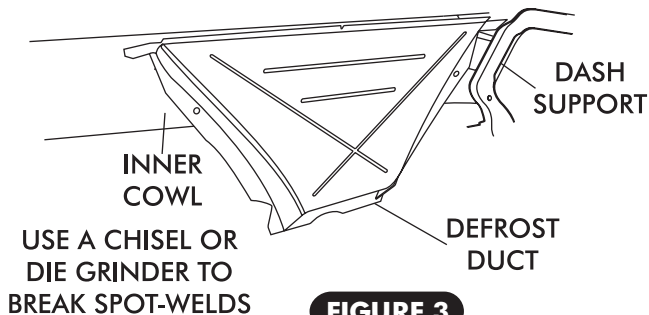


FIGURE 3



DEFROST DUCT INSTALLATION

- INSTALL DEFROST DUCTS UNDER DASH AND ALIGN WITH OEM OPENING. INSTALL THE DRIVER/PASSENGER SIDE DEFROST DUCT TO COWL USING #10 x 1/2" SHEET METAL SCREWS. **NOTE: APPLY SILICONE ON SCREWS TO ENSURE LEAK FREE INSTALLATION. SEE FIGURE 4 BELOW.**

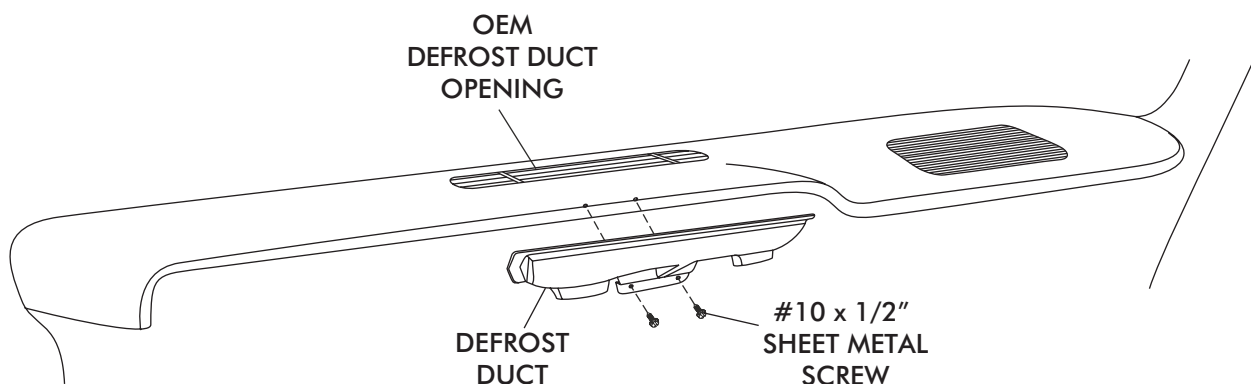


FIGURE 4

HOSE ADAPTER INSTALLATION

- INSTALL S-CLIPS ON CENTER/DRIVER SIDE/PASSENGER SIDE LOUVER HOSE ADAPTER AS SHOWN IN FIGURE 5.
- INSTALL CENTER LOUVER HOSE ADAPTER OUTSIDE OEM CENTER LOUVER ASSEMBLY AS SHOWN IN FIGURE 5 BELOW.
- REMOVE KNOB AND DOOR FLAP ASM FROM DRIVER AND PASSENGER SIDE OEM LOUVERS AS SHOWN IN FIGURE 5a BELOW.
- RE-INSTALL DRIVER AND PASSENGER SIDE KNOB USING A 10/32 x 1/2" PH PAN HEAD SCREW AS SHOWN IN FIGURE 5a BELOW.
- MODIFY PASSENGER SIDE LOUVER ASM AS SHOWN IN FIGURE 5a.
- INSTALL DRIVER & PASSENGER SIDE HOSE ADAPTERS OUTSIDE OEM LOUVERS. SEE FIGURE 5a BELOW.
- RE-INSTALL LOUVERS IN DASH.

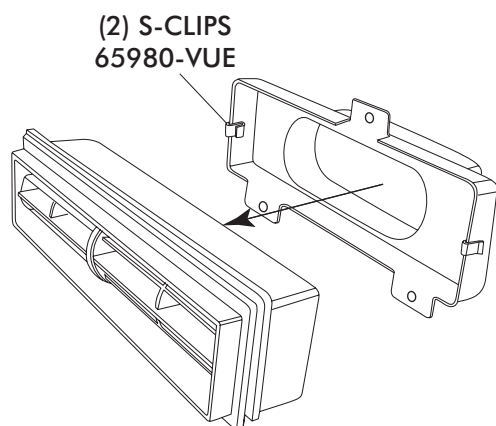


FIGURE 5

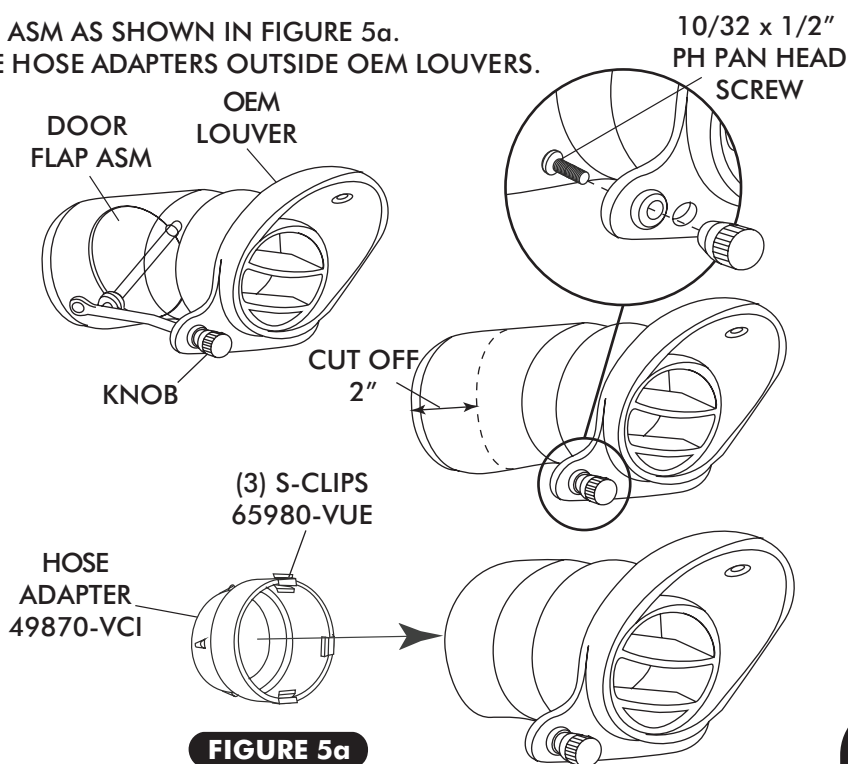
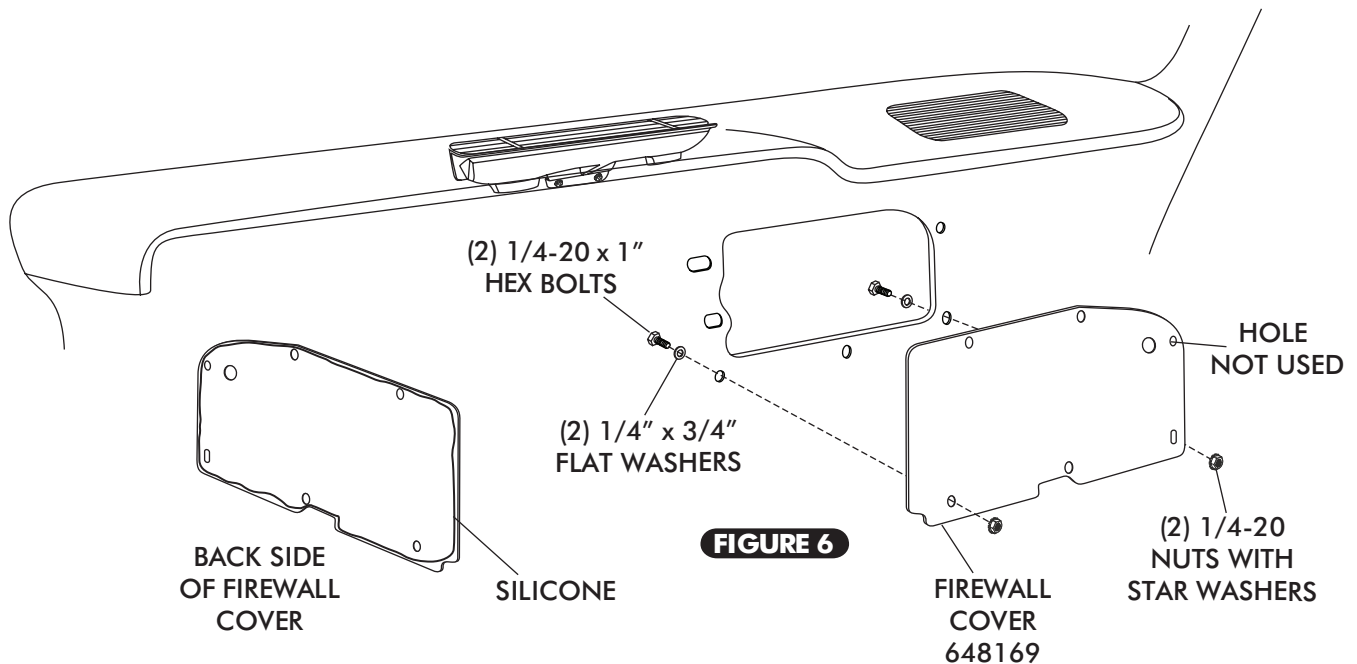


FIGURE 5a



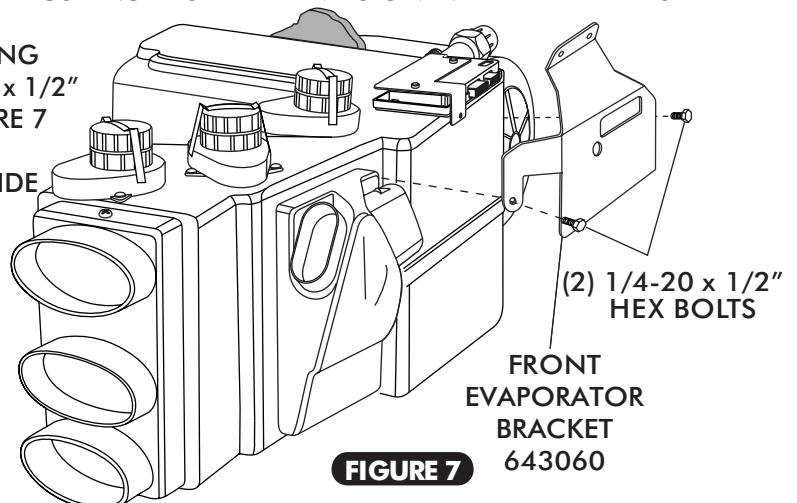
FIREWALL COVER INSTALLATION

- 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 (2) 1/4-20 x 1" HEX BOLTS, FLAT WASHERS AND 1/4-20 NUTS WITH STAR WASHERS, SEE FIGURE 6, BELOW.



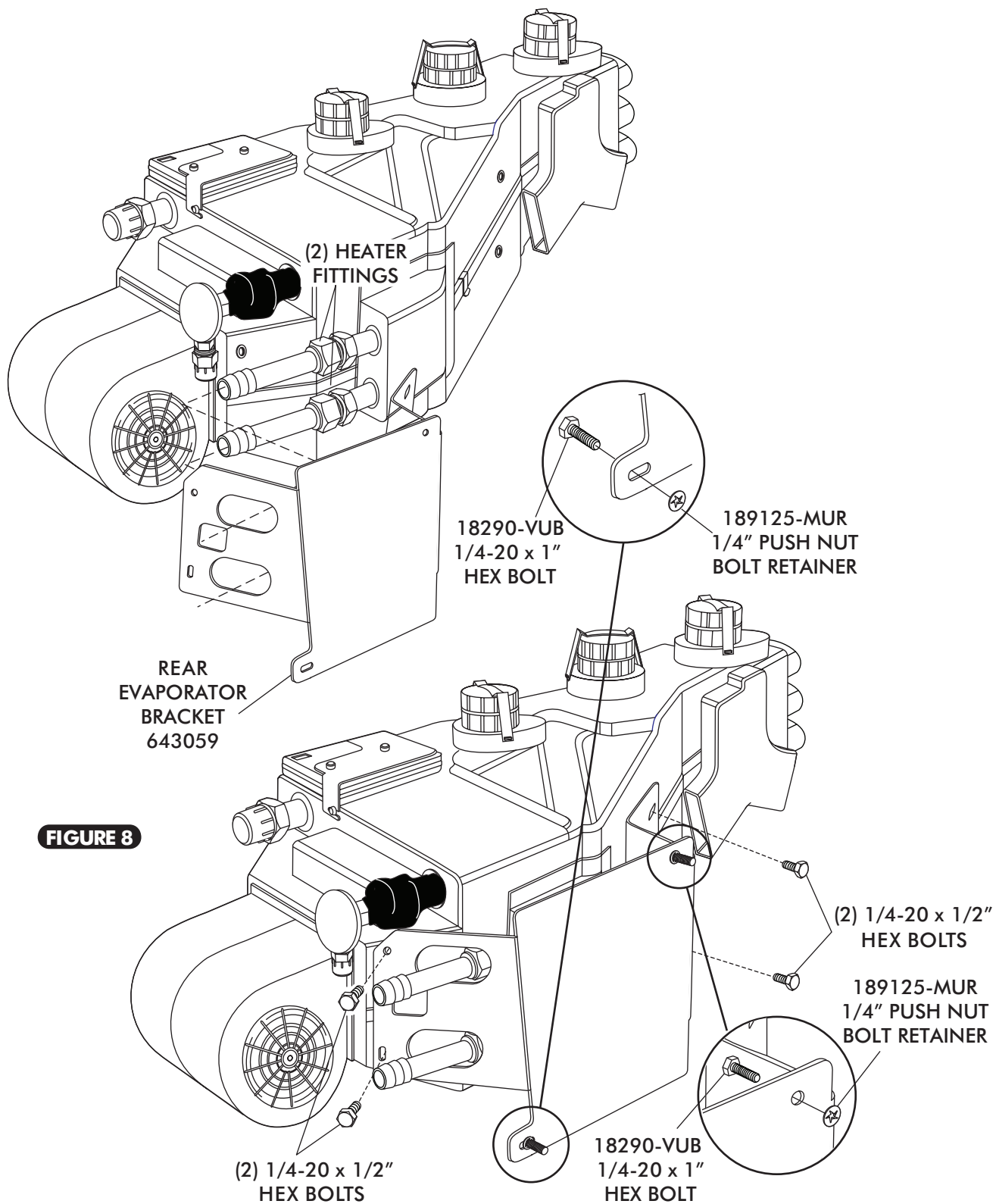
EVAPORATOR INSTALLATION

- 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 BOLTS 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 SUB CASE 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.)**





BRACKET INSTALLATION





FRESH AIR COVER INSTALLATION

- ☐ INSTALL (4) GROMMETS IN A/C BLOCK-OFF PLATE AS SHOWN IN FIGURE 9 BELOW.
- ☐ APPLY A 1/4" BEAD OF SILICONE AROUND THE BACK SIDE OF THE A/C BLOCK-OFF PLATE AS SHOWN IN FIGURE 9 BELOW.
- ☐ INSTALL THE A/C BLOCK-OFF PLATE USING (8) #14 x 3/4" SHEET METAL SCREWS AS SHOWN IN FIGURE 9 BELOW.
- ☐ APPLY A 1/4" BEAD OF SILICONE AROUND THE BACK SIDE OF THE HEATER/BLOWER COVER AS SHOWN IN FIGURE 9 BELOW.
- ☐ INSTALL THE HEATER/BLOWER COVER USING (4) #14 x 3/4" SHEET METAL SCREWS, SHOWN IN FIGURE 9.
- ☐ DRILL (2) 3/16" AND (2) 5/16" HOLES IN FIREWALL USING THE HEATER BLOWER COVER AS TEMPLATE. INSTALL (2) #14 x 3/4" SHEET METAL SCREWS AND (1) 1/4-20 x 1" BOLT w/FLAT WASHER AND 1/4" NUT w/ STAR WASHER. SEE FIGURE 9, BELOW.

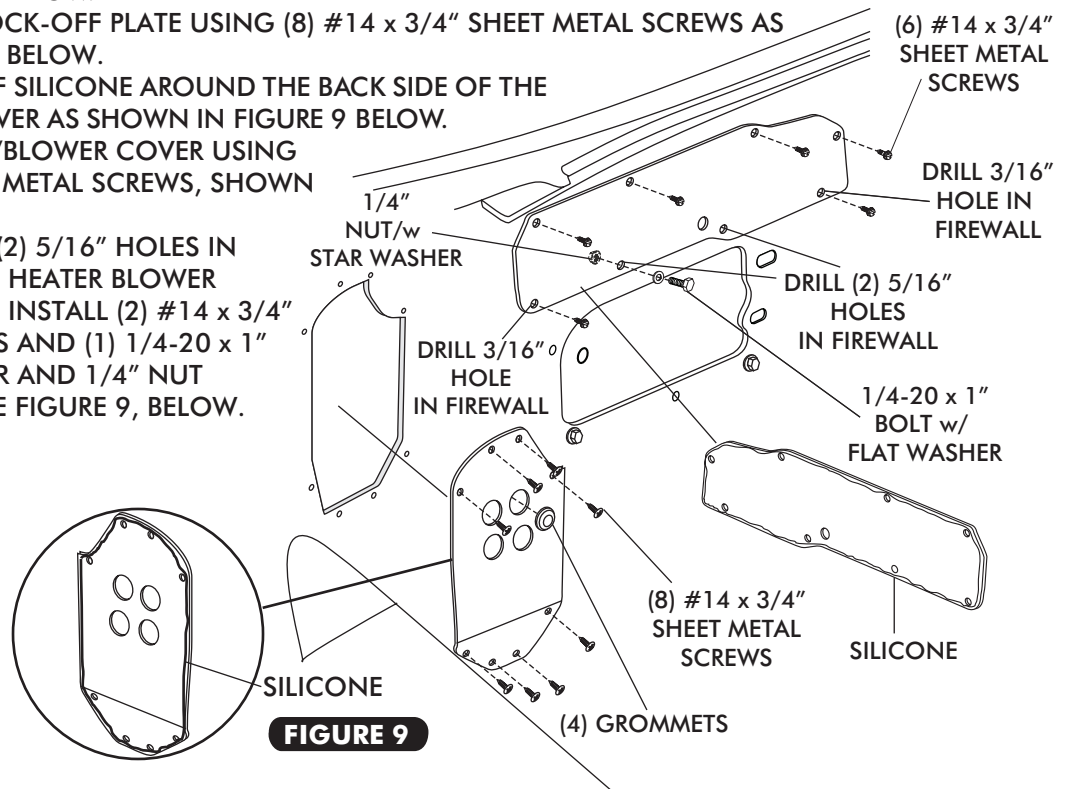


FIGURE 9

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 A/C BLOCK-OFF PLATE 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 (8) #8 x 1 1/4" PH PAN HEAD SCREWS, AS SHOWN IN FIGURE 10b BELOW.

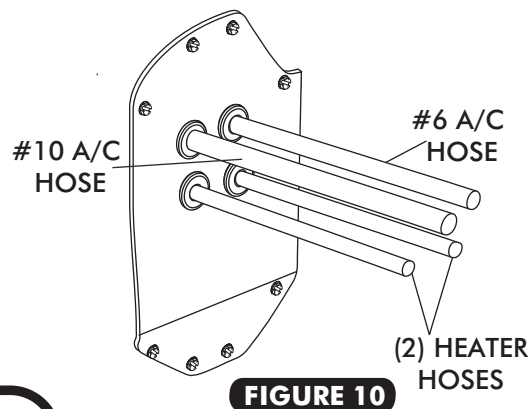


FIGURE 10

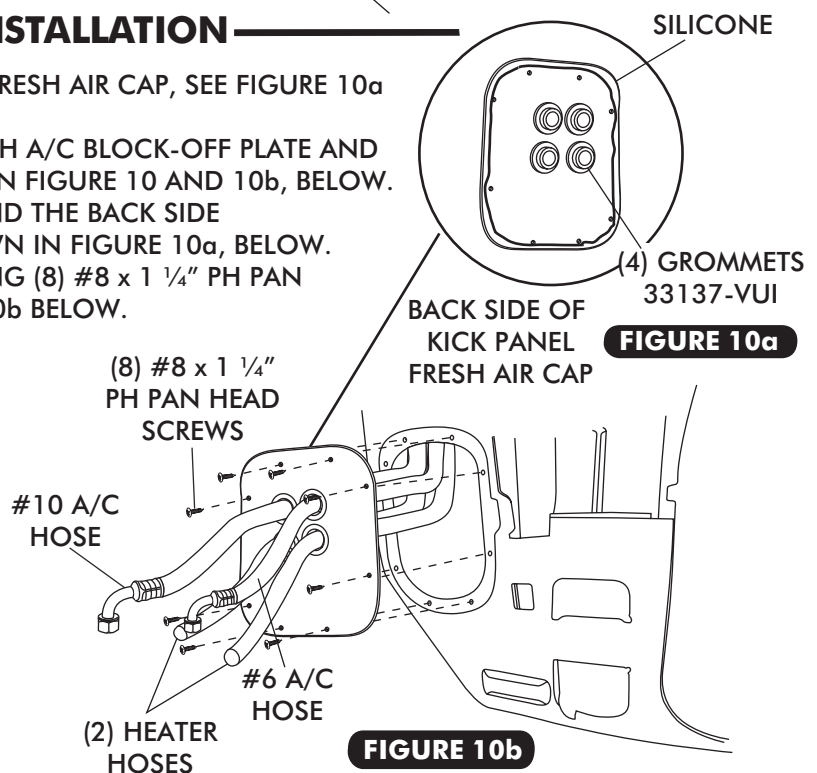


FIGURE 10a

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 NUTS AND FLAT WASHERS. 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.**

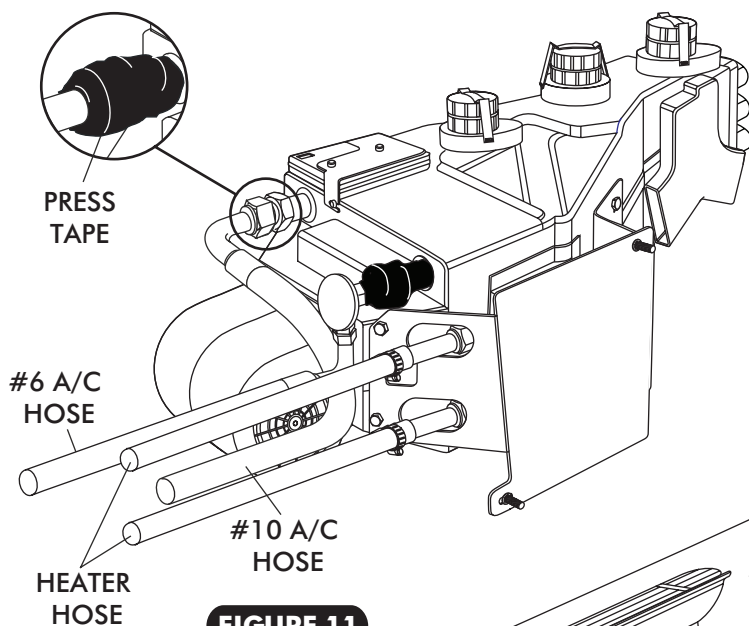


FIGURE 11

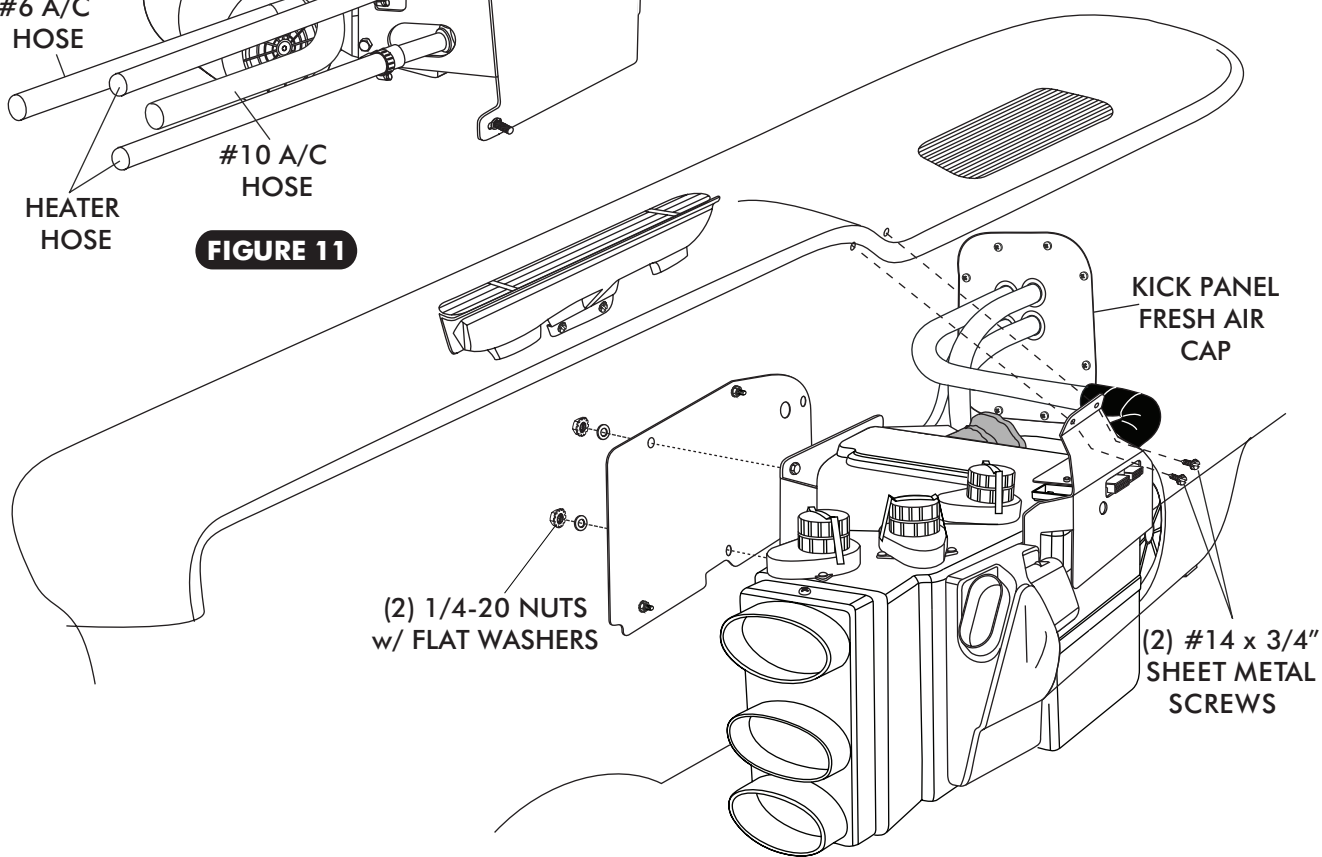


FIGURE 12



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.

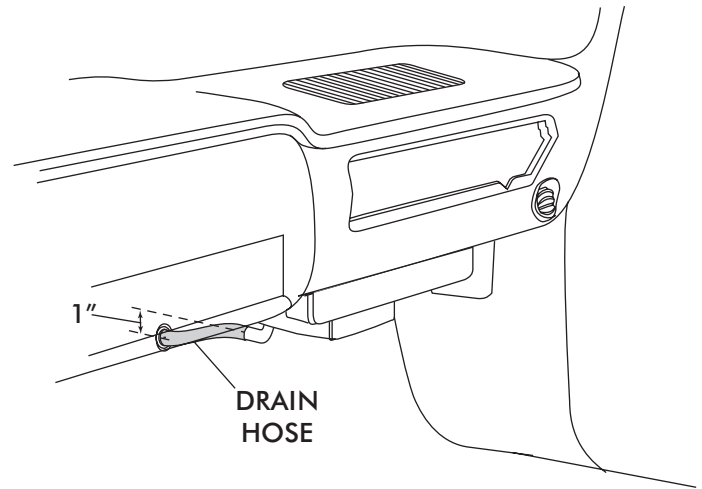
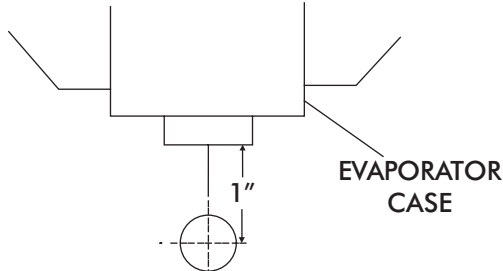


FIGURE 13

LUBRICATING O-RINGS

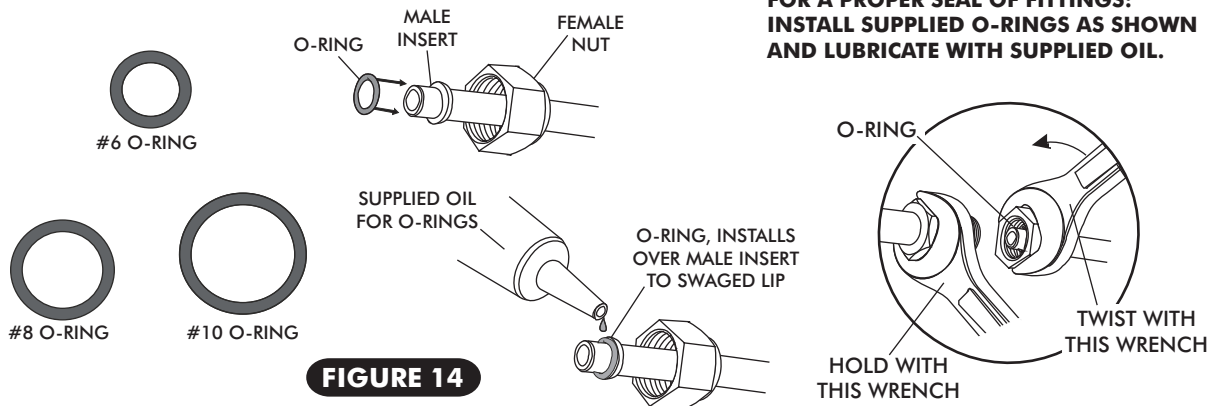


FIGURE 14

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.

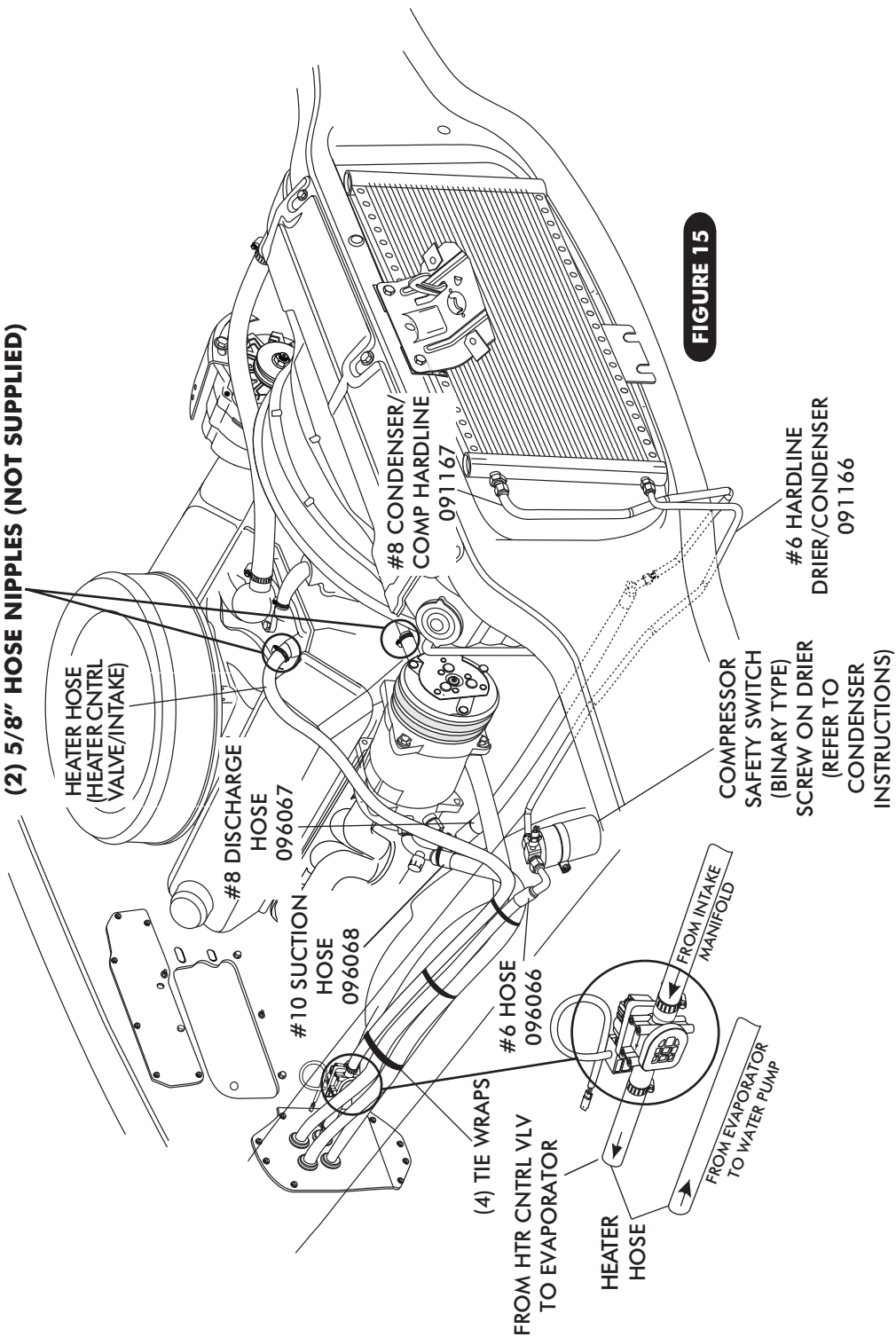


HEATER HOSE & HEATER CONTROL VALVE INSTALLATION

- 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. 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.**

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

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





FINAL STEPS

- ☐ INSTALL DUCT HOSES AS SHOWN IN FIGURE 19, 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 19, PAGE 16 (WIRE ACCORDING TO WIRING DIAGRAM ON PAGE 17 AND 18.)
- ☐ INSTALL NEW GLOVE BOX USING (4) #8 x 1/2" PH PAN HEAD SCREWS, SEE FIGURE 17.
- ☐ MODIFY PASSENGER SIDE KICK PANEL AS SHOWN IN FIGURE 18 BELOW.
- ☐ 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 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.
- ☐ SEE OPERATION OF CONTROLS PROCEDURES PAGE 19.

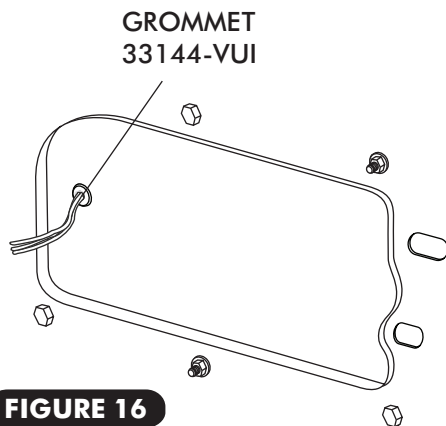


FIGURE 16

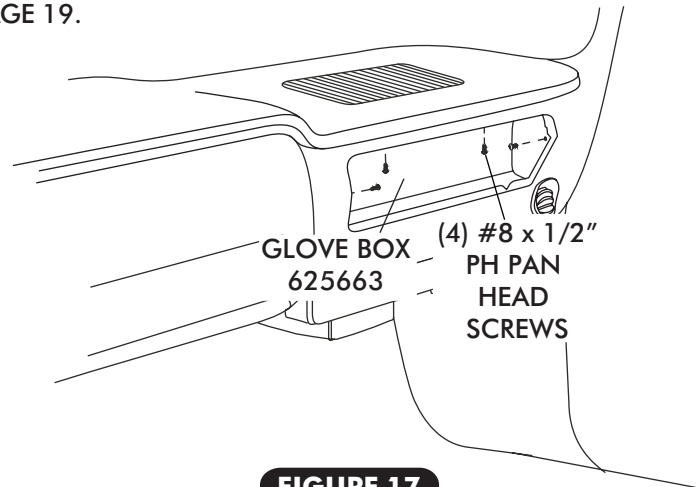


FIGURE 17

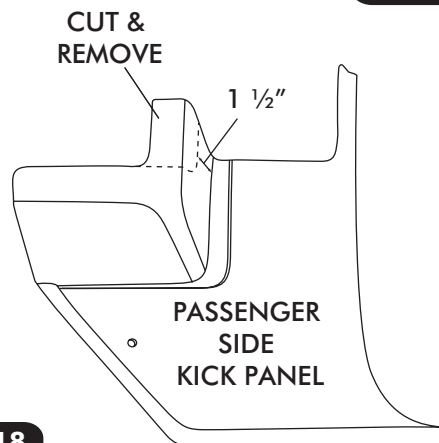


FIGURE 18



CONTROL PANEL & DUCT HOSE ROUTING

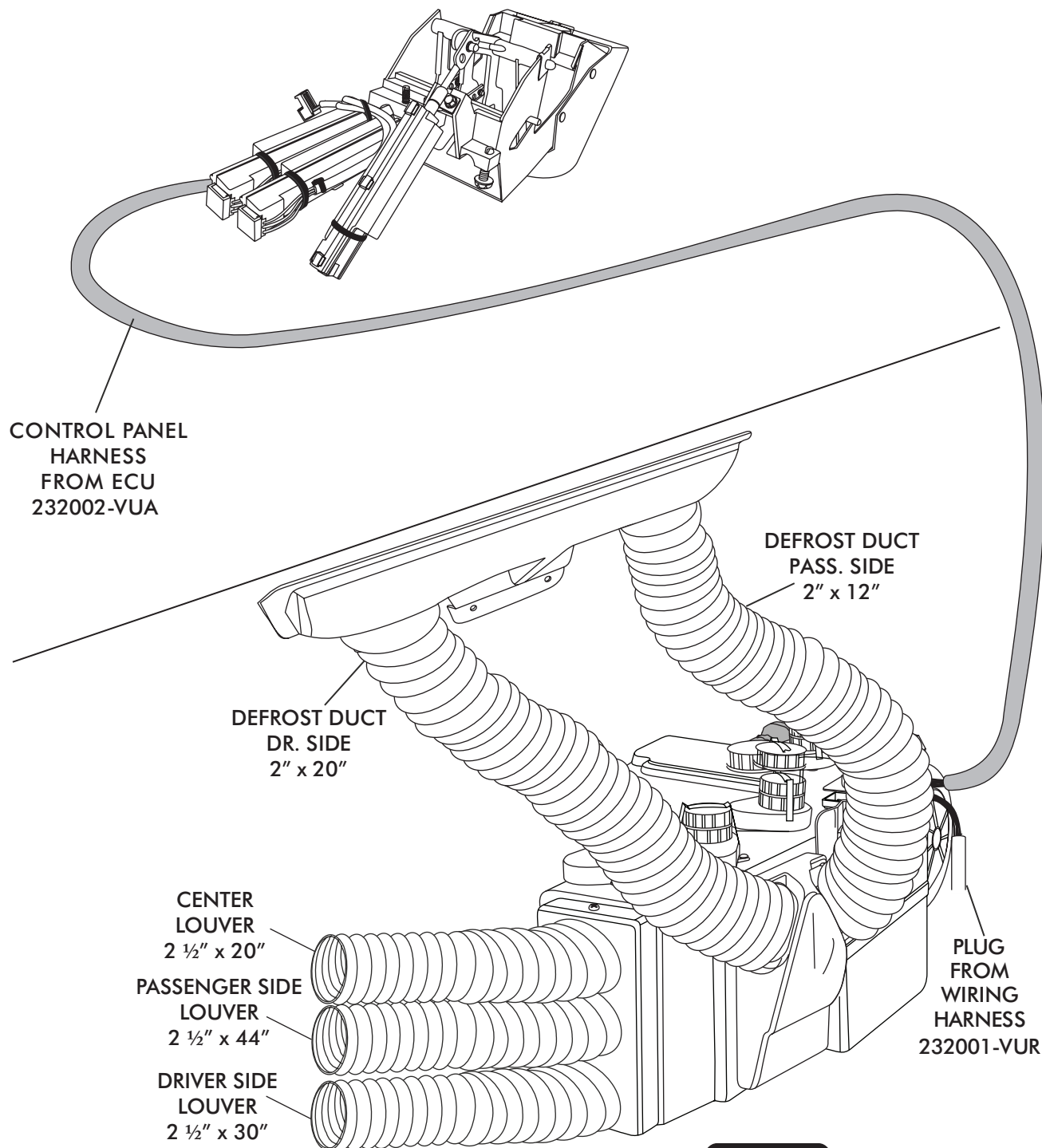
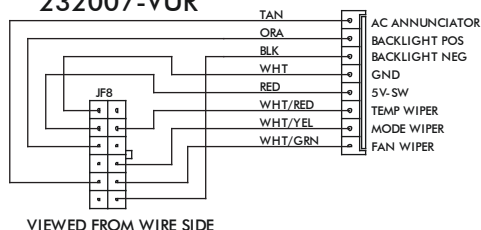


FIGURE 19



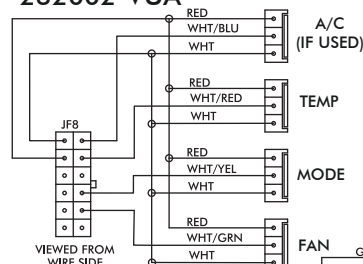
Wiring Diagram

232007-VUR



VIEWED FROM WIRE SIDE

232002-VUA



VIEWED FROM WIRE SIDE

PROGRAM

N/A
* DASH LAMP
(IF USED)

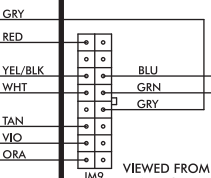
*** WIDE OPEN
THROTTLE SWITCH
(OPTIONAL)

IGNITION SWITCH
+ 12v

** CIRCUIT
BREAKER
30 AMP

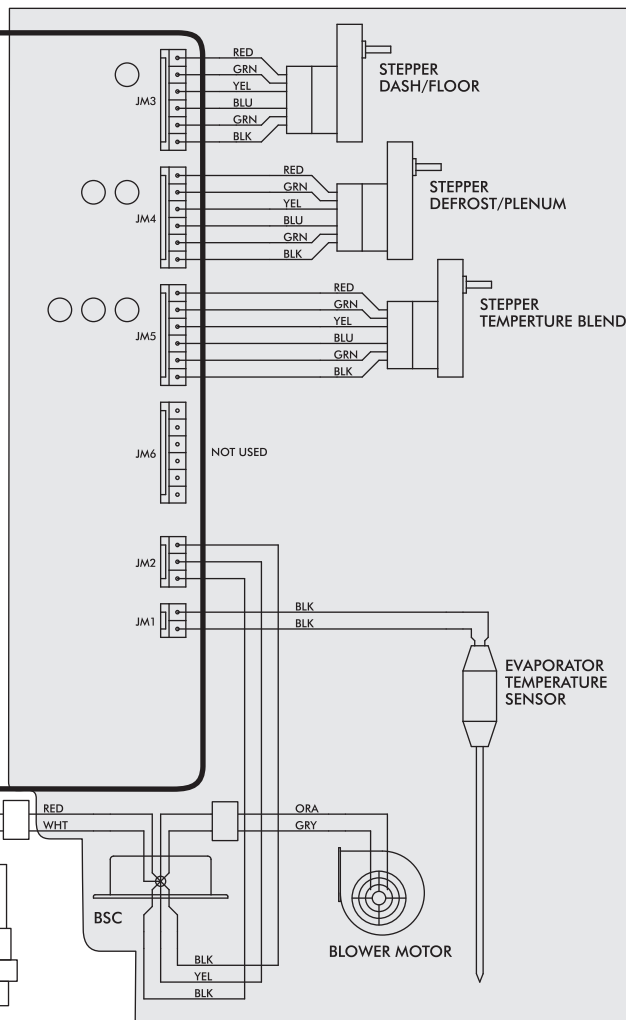
GEN IV ECU

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



VIEWED FROM WIRE SIDE

PRE-WIRED



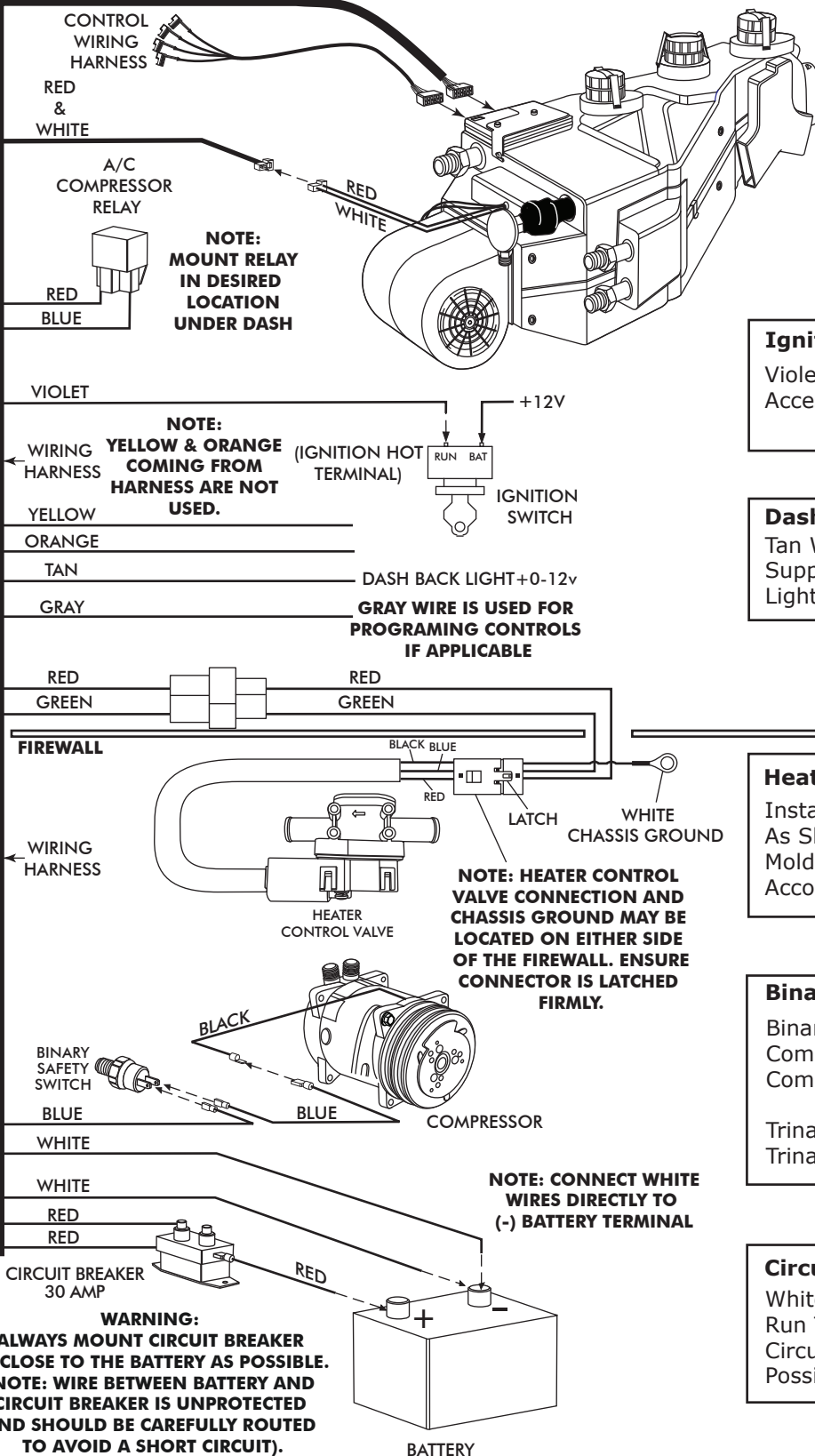
NOTE: = CHASSIS GROUND

- 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



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.

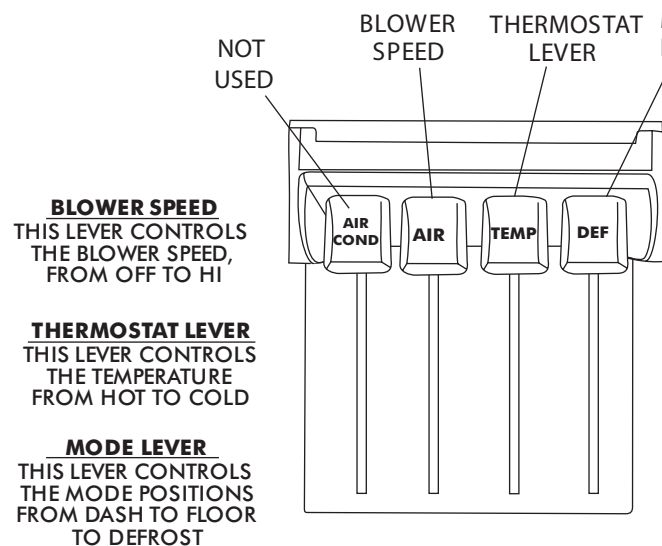
Circuit Breaker/Battery:

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 PRIOR TO FIRST OPERATION- REFER TO CONTROL PANEL INSTRUCTIONS

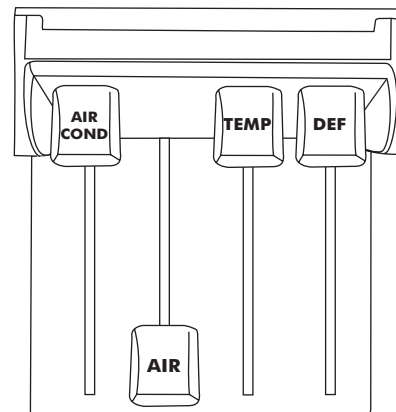


SYSTEM OFF

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

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)

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

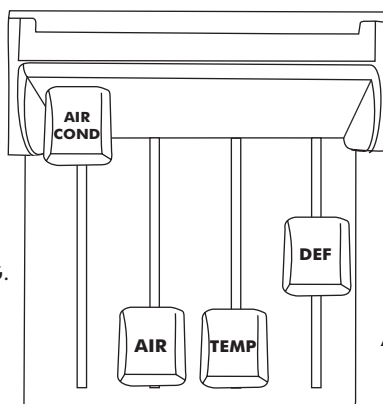


A/C MODE

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

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)

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

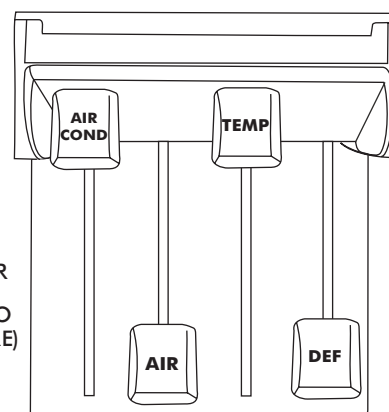


HEAT MODE

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

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)

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



DEFROST MODE



Troubleshooting Guide

Symptom	Condition	Checks	Actions	Notes
1a.	Blower stays on high speed when ignition is on.	<p>No other functions work.</p> <p>All other functions work.</p>	<p>Check for damaged pins or wires in control head plug.</p> <p>Check for damaged ground wire (white) in control head harness.</p> <p>Check for damaged blower switch or potentiometer and associated wiring.</p> <p>Verify that all pins are inserted into plug. Ensure that no pins are bent or damaged in ECU.</p> <p>Verify continuity to chassis ground with white control head wire at various points.</p>	<p>Loss of ground on this wire renders control head inoperable.</p> <p>See blower switch check procedure.</p>
1b.	Blower stays on high speed when ignition is on or off.	<p>Unplug 3-wire BSC control connector from ECU. If blower shuts off, ECU is either improperly wired or damaged.</p> <p>Unplug 3-wire BSC control connector from ECU. If blower stays running, BSC is either improperly wired or damaged.</p>	<p>Be sure the small, 20 GA white ground wire is connected to the battery ground post. If it is, replace the ECU.</p> <p>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.</p> <p>Replace BSC (This will require removal of evaporator from vehicle).</p>	<p>No other part replacements should be necessary.</p>
2.	Compressor will not turn on (All other functions work).	<p>System is not charged.</p> <p>System is charged.</p>	<p>System must be charged for compressor to engage.</p> <p>Check for faulty A/C potentiometer or associated wiring (Not applicable to 3-pot controls).</p> <p>Check for disconnected or faulty thermistor.</p> <p>Charge system or bypass pressure switch.</p> <p>Check continuity to ground on white control head wire. Check for 5V on red control head wire.</p> <p>Check 2-pin connector at ECU housing.</p>	<p>Danger: Never bypass safety switch with engine running. Serious injury can result.</p> <p>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.</p> <p>Disconnected or faulty thermistor will cause compressor to be disabled.</p>
3.	Compressor will not turn off (All other functions work).	<p>Check for faulty A/C potentiometer or associated wiring.</p> <p>Check for faulty A/C relay.</p>	<p>Repair or replace pot/control wiring.</p> <p>Replace relay.</p>	<p>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.</p>



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.	Check for damaged switch or pot and associated wiring.	Charge battery.	
			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.	



EVAPORATOR KIT PACKING LIST

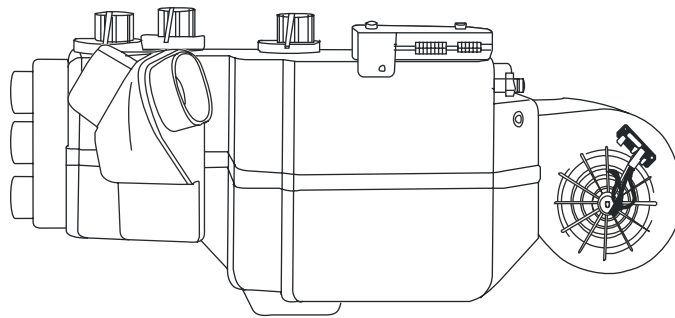
EVAPORATOR KIT
564464

NO.	QTY.	PART NO.	DESCRIPTION
1.	1	744005	GEN IV 3 VENT EVAP. SUB CASE w/ 204 ECU
2.	1	784160	1964-65 CHEVELLE w AC ACC. KIT

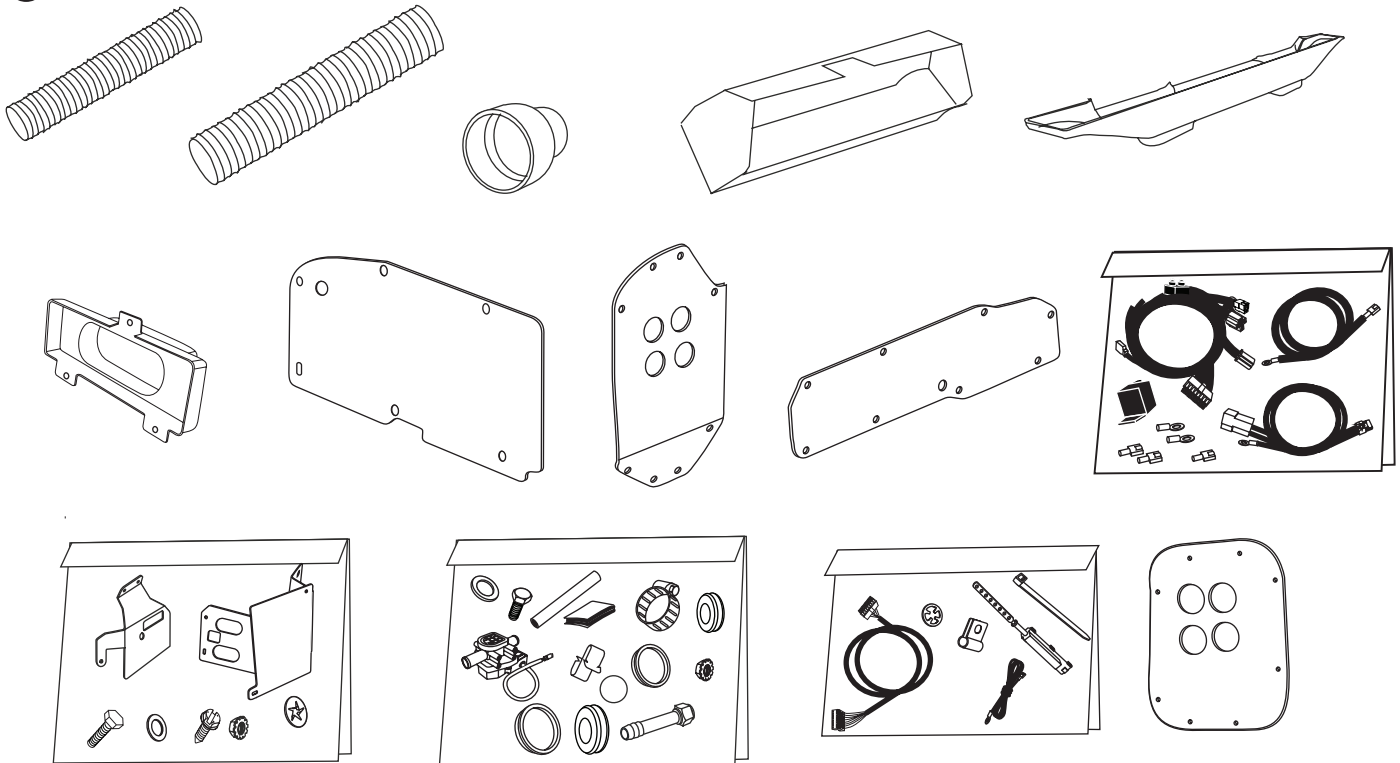
CHECKED BY: _____
 PACKED BY: _____
 DATE: _____

①

GEN IV 3 VENT
EVAP SUB CASE
w/ 204 ECU
744005



②



ACCESSORY KIT
784160

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