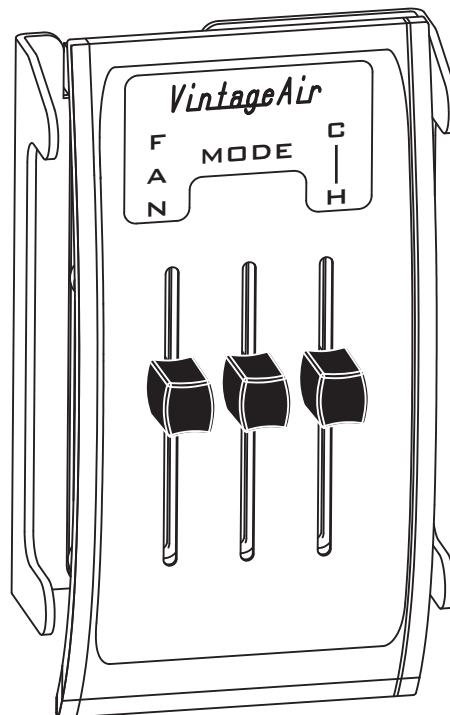




an ISO 9001:2008 Registered Company

1955-59 Chevy Pickup

Control Panel Kit 473261



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Table of Contents

- 1. Cover**
- 2. Table of Contents**
- 3. Packing List**
- 4. Control Panel Installation**
Figures 1 & 2
- 5. Control Panel Calibration Procedure**
- 6. Control Panel Calibration Procedure (Cont.)**
- 7. Wiring Diagram**
- 8. Gen IV Wiring Connection Instructions**
- 9. Operation of Controls**
- 10. Control Panel Kit Packing List**

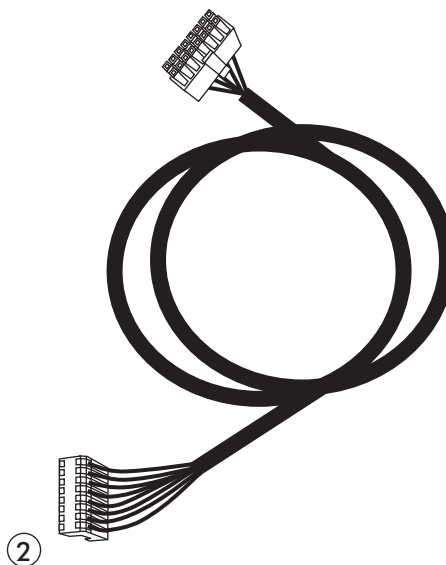
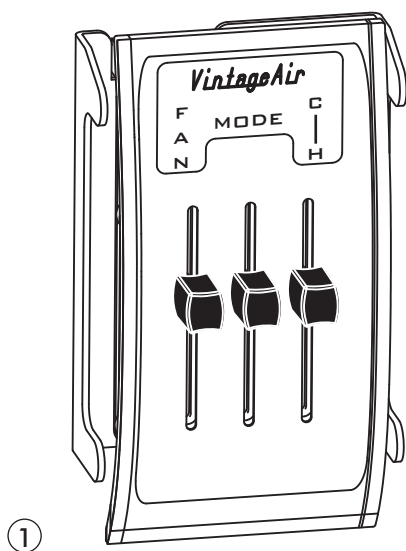


Packing List

1955-59 Chevy Control Panel Kit (473261)

No.	Qty.	Part No.	Description
1.	1	493053	Control Panel ASM, 55-59 Chevy Pickup
2.	1	232007-VUR	Gen IV Universal Control Harness

**** 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.**

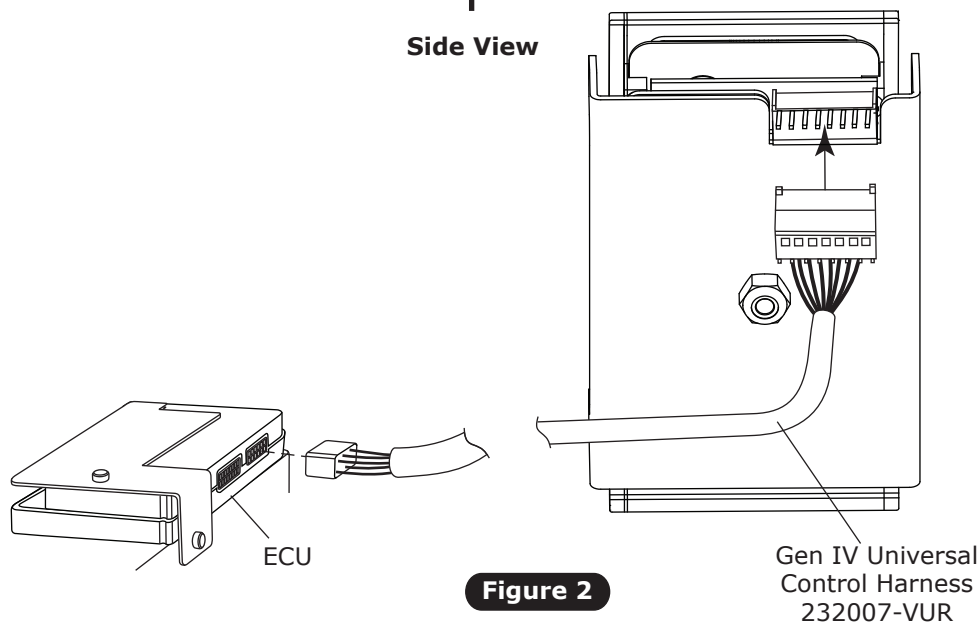
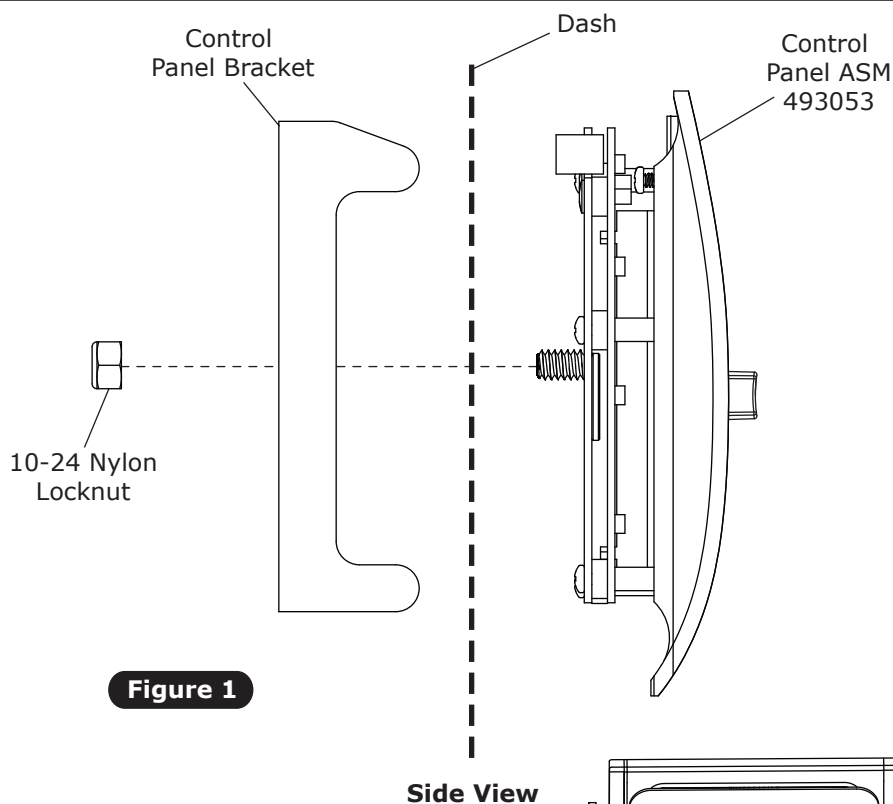


**NOTE: Images may not depict actual parts and quantities.
Refer to packing list for actual parts and quantities.**



Control Panel Installation

1. Fish control harness through dash opening.
2. Plug control harness into control panel assembly and the ECU on evaporator as shown in Figure 2, below, and on Page 7. **NOTE: Difficulty inserting harness connector into control panel denotes improper connector orientation. Do not force.**
3. Calibrate as per Pages 5 and 6.
4. Confirm control panel functionality as per Page 9.
5. Install control panel in dash by placing control panel bracket behind dash and securing to the control panel ASM using a 10-24 nylon locknut (See Figure 1, below).

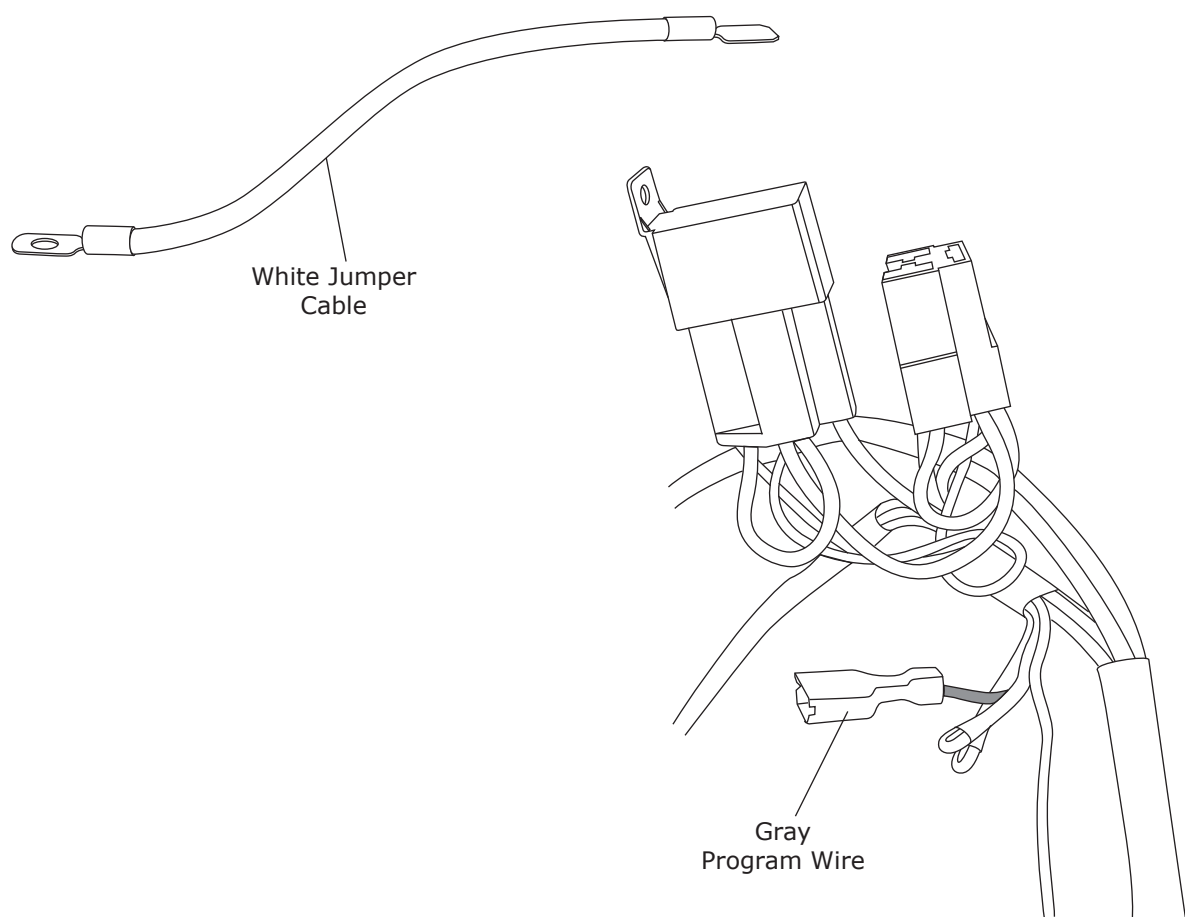




Control Panel Calibration Procedure

On Vintage Air Gen IV systems using factory controls, it is necessary to calibrate the system to your specific control panel. This procedure ensures that the stroke of your control panel levers or knobs is translated into precise control of the fan speed, temperature blend and mode door position. Please carefully read and understand these procedures before beginning. The procedure may be repeated as many times as necessary to get it right.

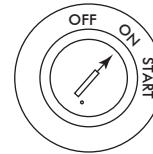
In preparation for calibration, you will need to attach the supplied white ground jumper wire to a suitable chassis ground. This jumper wire must be easily connected to the gray programming wire located in the main Gen IV wiring harness next to the relays. During the calibration procedure, you will connect the white jumper to the gray program wire, which will "teach" the Gen IV ECU the upper limits of the control levers or knobs. The blower will momentarily change speeds, signaling that the upper limits have been "learned". You will move the levers or knobs to opposite extreme positions of their travel and then disconnect the white jumper. The blower will again change speeds, signaling that the lower limits have been learned and that the calibration procedure is complete.



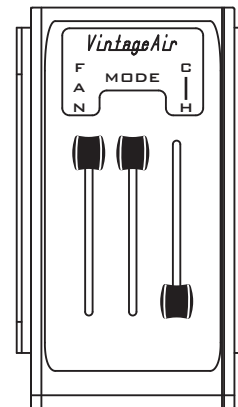


Control Panel Calibration Procedure (Cont.)

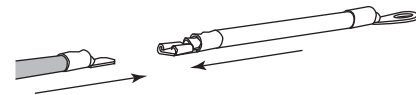
1. Turn on the ignition switch (Do not start the engine).



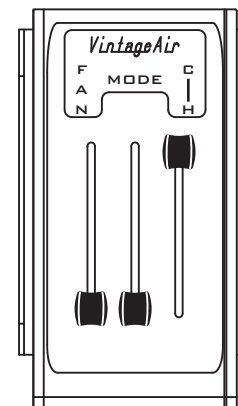
2. Move the control levers/knobs to the position shown.



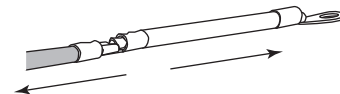
3. Connect the white jumper wire to the gray program wire. Wait for the blower speed to change (Approximately 5 seconds).



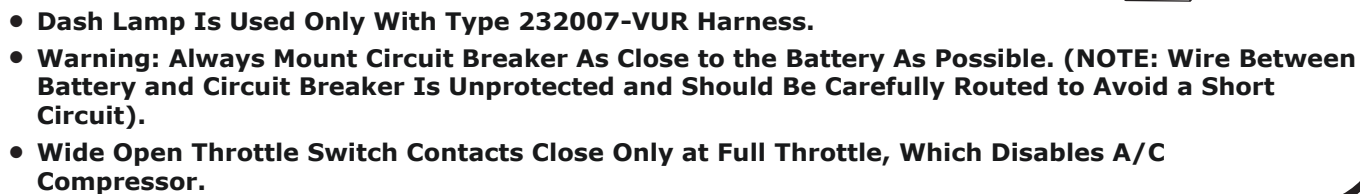
4. Move the control levers/knobs to the positions shown.



5. Disconnect the white jumper wire from the gray program wire. The blower speed will change, indicating completion of the calibration procedure.



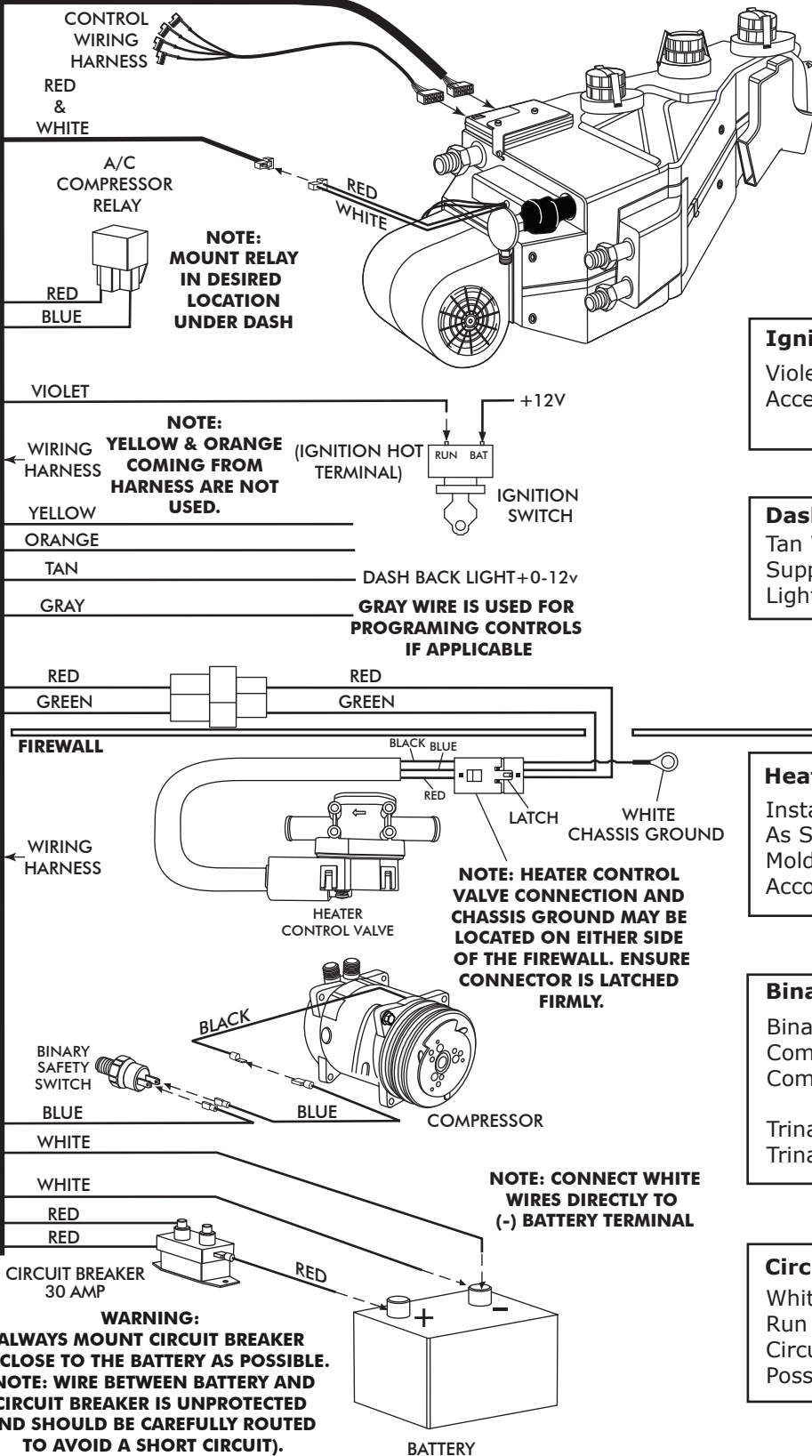
6. Confirm proper operation of controls. Repeat procedure if necessary. When finished, tape over program wire connector with electrical tape to prevent accidental contact with chassis ground.





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.

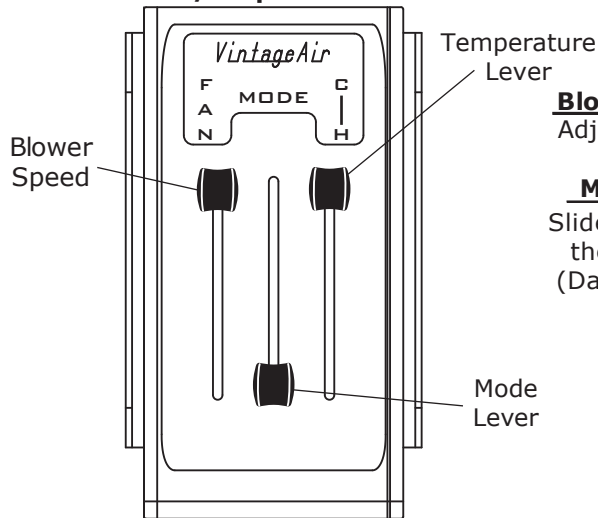


Operation of Controls

On Gen IV systems with three lever/knob controls, the temperature control toggles between economy and A/C operations. To activate A/C, move the temperature lever all the way to cold and then back it off to the desired vent temperature. For economy/heat operation, move the temperature lever all the way to hot and then adjust to the desired vent temperature. The blower will momentarily change speed each time you toggle between operations, to indicate the change.

NOTE: Controls must be calibrated prior to first use. Refer to control panel instructions.

A/C Operation



Blower Speed
Adjust to desired speed.

Mode Lever
Slide the lever all the way down (Dash position).

Temperature Lever

For A/C operation, slide the temperature lever all the way up to engage compressor (Slide lever up or down to adjust to desired temperature).

Blower Speed

Adjust to desired speed.

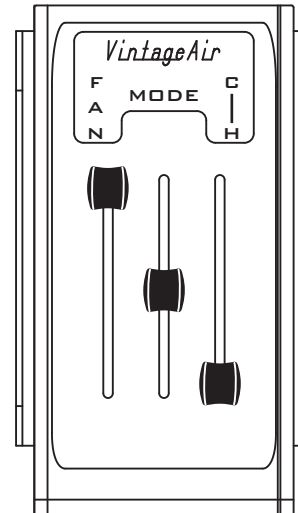
Mode Lever

Slide the lever to the middle (Floor position).

Temperature Lever

Slide the temperature lever all the way down to the HOT position (Slide lever up or down to desired temperature).

Heat Operation



Blower Speed

Adjust to desired speed.

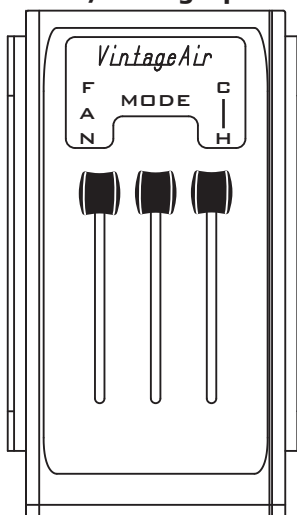
Mode Lever

Slide the lever all the way up to the defrost position.

Temperature Lever

Adjust lever to desired temperature (Compressor is automatically engaged).

Defrost/De-fog Operation



Blower Speed

Adjust to desired speed.

Mode Lever

Slide the lever all the way up to the defrost position.

Temperature Lever

Adjust lever to desired temperature (Compressor is automatically engaged).



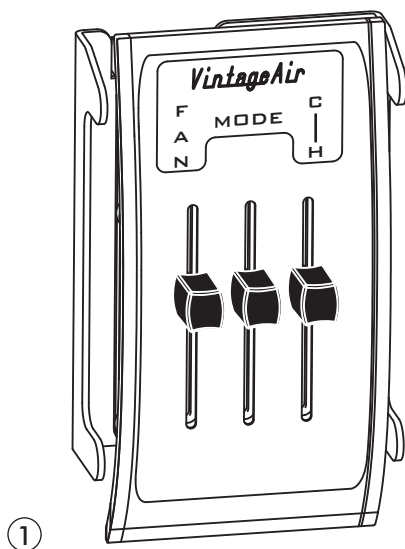
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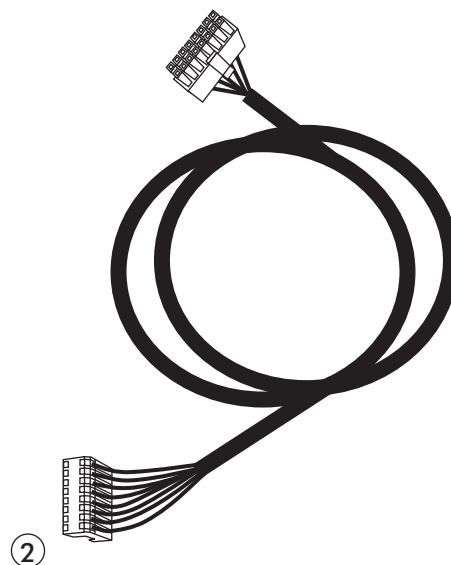
Checked By: _____

Packed By: _____

Date: _____



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**NOTE: Images may not depict actual parts and quantities.
Refer to packing list for actual parts and quantities.**