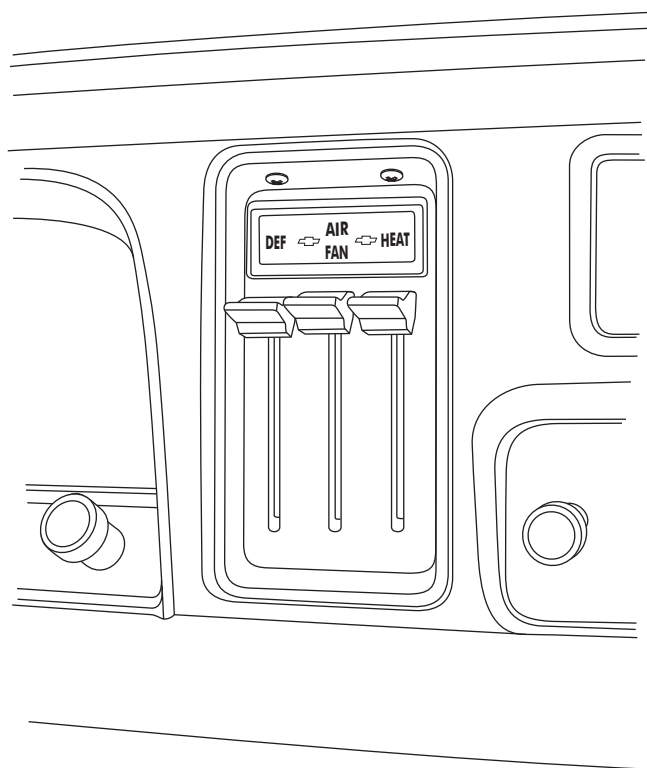




an ISO 9001: 2008 Registered Company

1964-66 CHEV PICK-UP

WITHOUT AC w/ DELUXE CONTROL PANEL
CONVERSION KIT
473264



18865 GOLL ST. - SAN ANTONIO, TX. - 78266 ph.210-654-7171 - fax 210-654-3113



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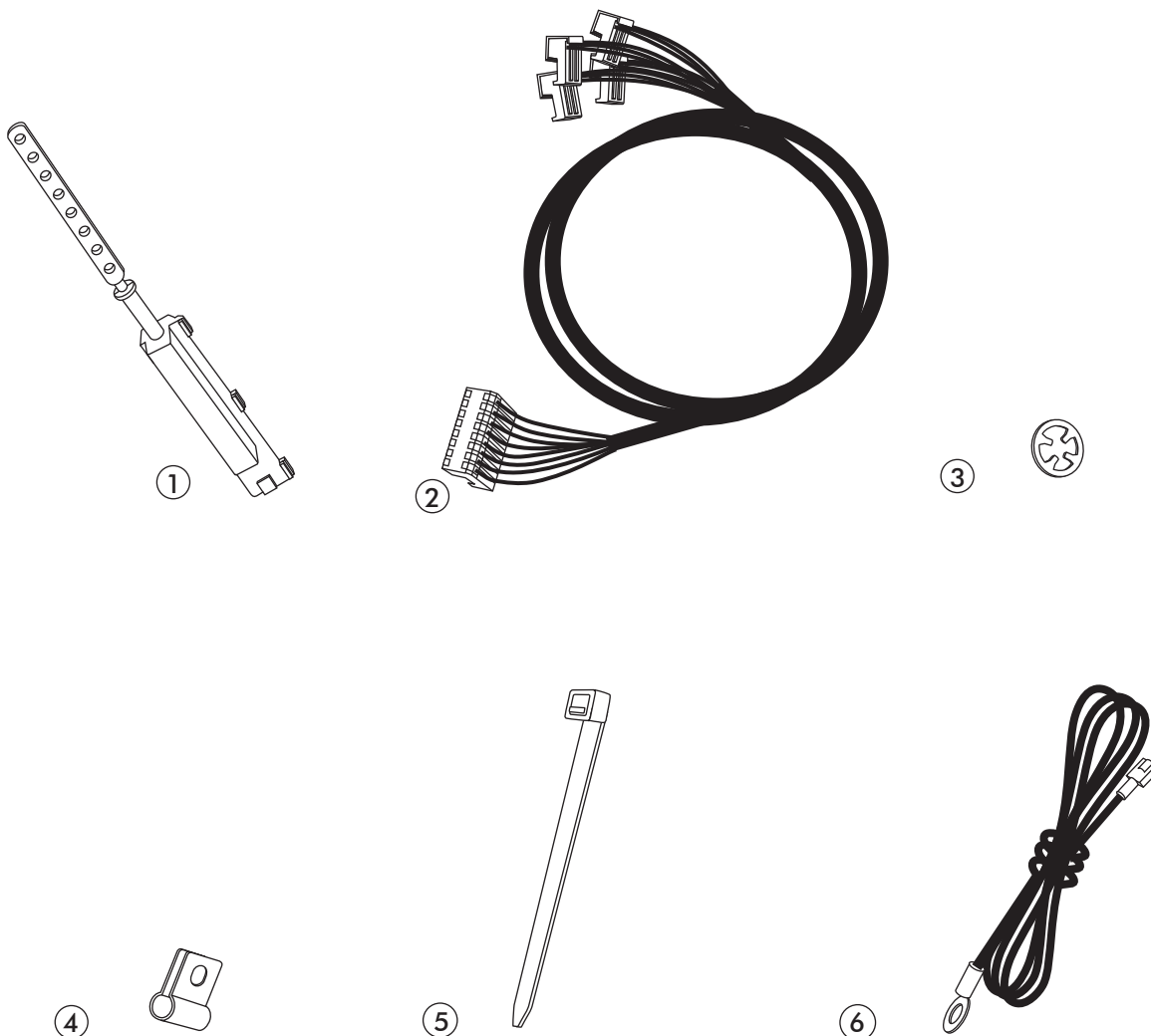


CONTROL KIT PACKING LIST

CONTROL KIT
473264

No	QTY	PART No.	DESCRIPTION
1.	3	112002-SUA	CABLE CONVERTER ASSEMBLY
2.	1	232002-VUA	GEN IV UNIVERSAL CONTROL HARNESS
3.	3	65976-VUE	3/16" PUSH-ON RING
4.	3	491010-VUR	CABLE CONVERTER CLAMP
5.	5	21301-VUP	4" TIE WRAP
6.	1	231520	GROUND WIRE

**** 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.**





REMOVING OEM CONTROL PANEL & BLOWER SWITCH

- REMOVE THE (3) OEM SCREWS FROM DASH. (SEE FIGURE 1 BELOW)
- DISCONNECT CABLES AND WIRES FROM BACK OF CONTROL PANEL. (DISCARD CABLES AND WIRES)
- REMOVE THE CONTROL PANEL FROM DASH.
- REMOVE OEM BLOWER SWITCH (DISCARD). (SEE FIGURE 1a)

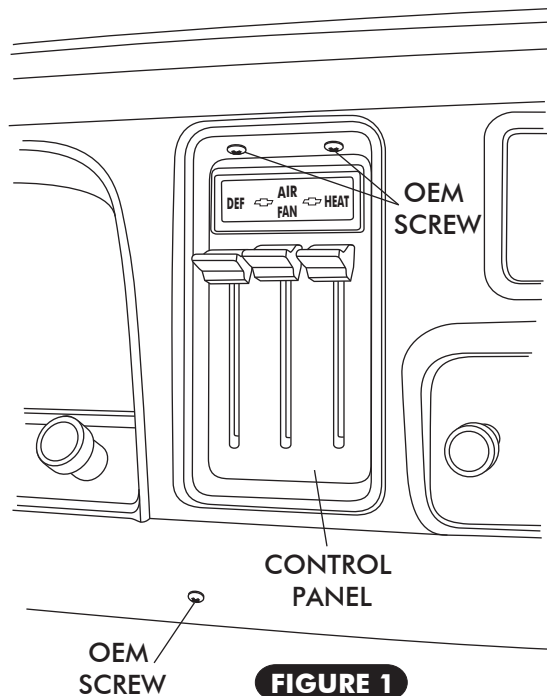


FIGURE 1

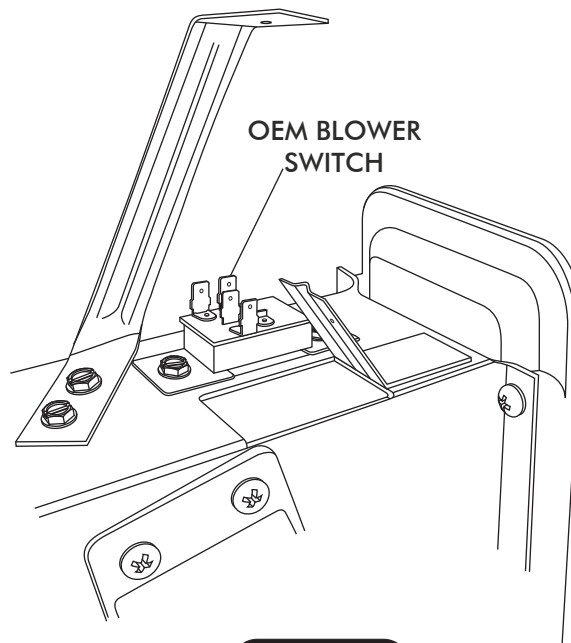
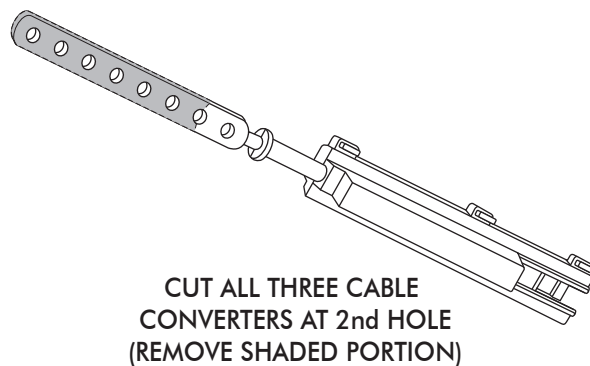
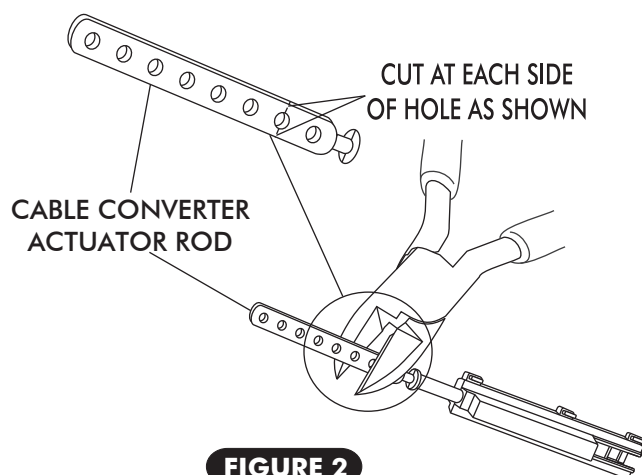


FIGURE 1a



CABLE CONVERTER ASSEMBLY MODIFICATION

- LOCATE THE (3) CABLE CONVERTER ASSEMBLIES, AND USING A PAIR OF WIRE CUTTERS, CUT CABLE CONVERTER ACTUATOR RODS AS SHOWN BELOW IN FIGURE 2.



CABLE CONVERTER ASSEMBLY MOUNTING CLAMP INSTALLATION

- INSTALL CABLE CONVERTER ASSEMBLY MOUNTING CLAMPS. (SEE FIGURE 3 BELOW)

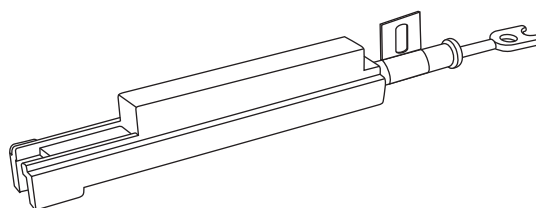
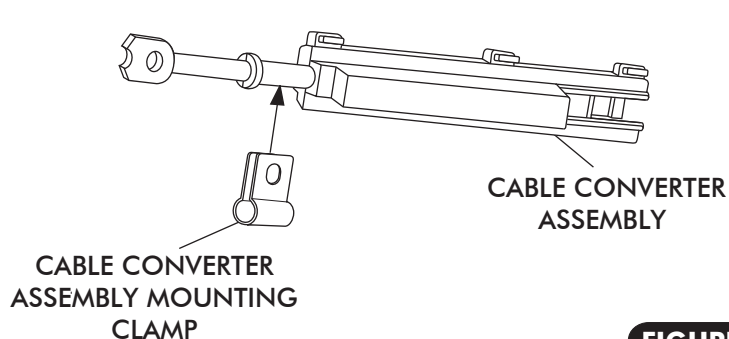


FIGURE 3

ORIENT CABLE CONVERTER ASSEMBLIES AS SHOWN AND INSTALL MOUNTING CLAMPS AS SHOWN. (NOTE: ORIENT CLAMPS IN RELATION TO THE TWO HOUSING SNAPS ON CABLE CONVERTER ASSEMBLY)



CABLE CONVERTER ASSEMBLY INSTALLATION

HOT/ COLD CABLE CONVERTER ASSEMBLY

- INSTALL CABLE CONVERTER ASSEMBLY ON THE HOT/ COLD LEVER. (SEE FIGURE 4 BELOW.)
- INSTALL CABLE CONVERTER PUSH ROD ONTO HOT/ COLD LEVER.
- SECURE THE CABLE CONVERTER ASSEMBLY TO THE CONTROL PANEL MOUNTING BRACKET USING OEM SCREW AS SHOWN BELOW.
- SINCE THE CABLE CONVERTER ASSEMBLY CAN SLIDE BACK AND FORTH IN CLAMP BEFORE SCREW IS TIGHTENED, POSITION CABLE CONVERTER ASSEMBLY SUCH THAT THE FLAT PART OF THE ROD IS AS CLOSE TO FLUSH AS POSSIBLE WITH THE END OF HOUSING AT THE LEVER'S INNER MOST POSITION. (SEE FIGURE 4a BELOW.)
- SECURE CABLE CONVERTER LEVER PUSH ROD ONTO OEM CABLE MOUNTING STUD USING 3/16" PUSH-ON RING AS SHOWN IN FIGURE 4 BELOW.

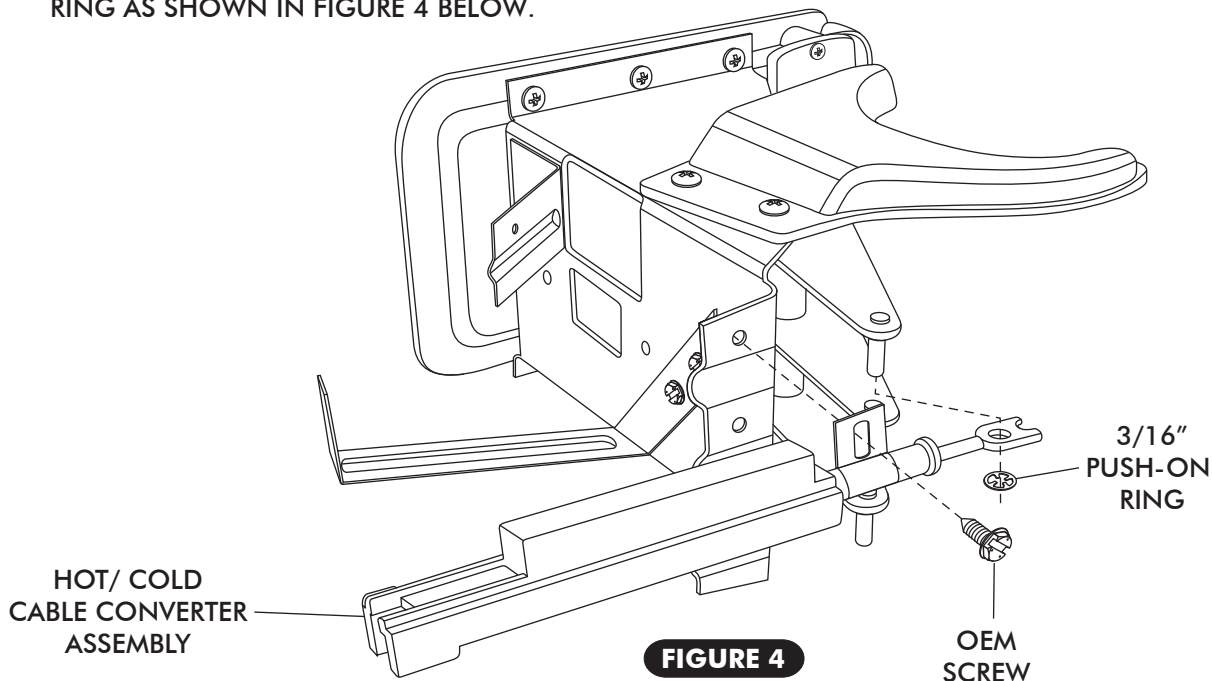


FIGURE 4

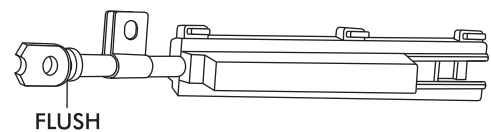
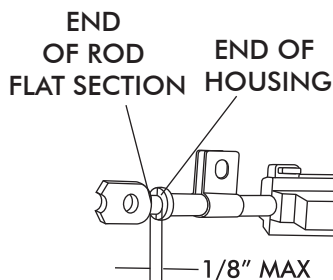
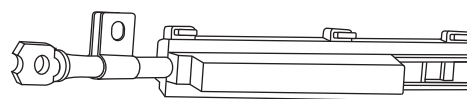


FIGURE 4a



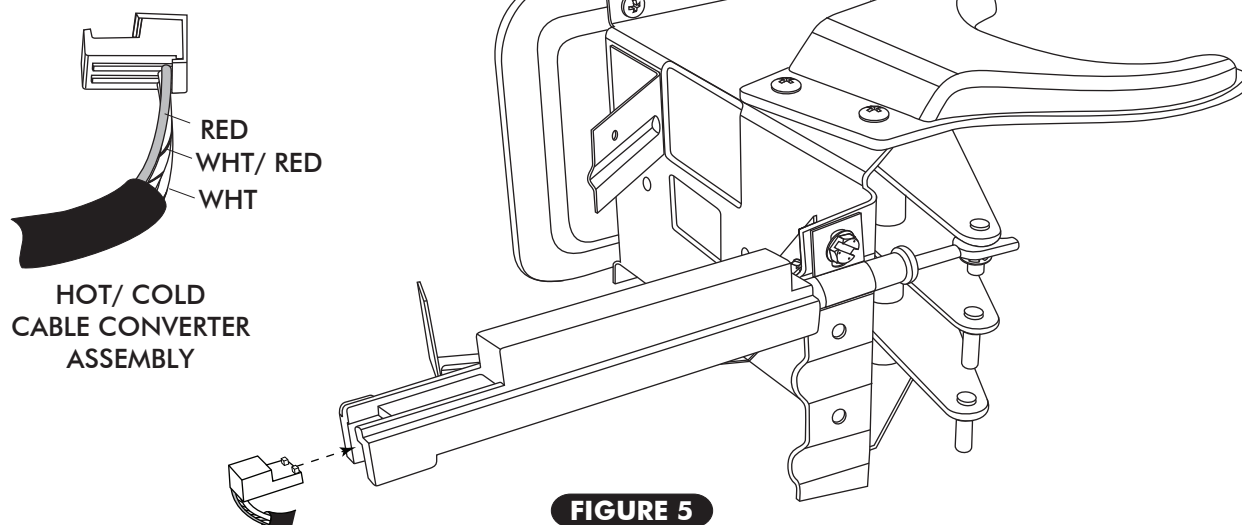
NOTE: DO NOT ALLOW ROD TO SEPARATE HOUSING WHEN ROD IS IN INNER MOST POSITION.



CONTROL HARNESS

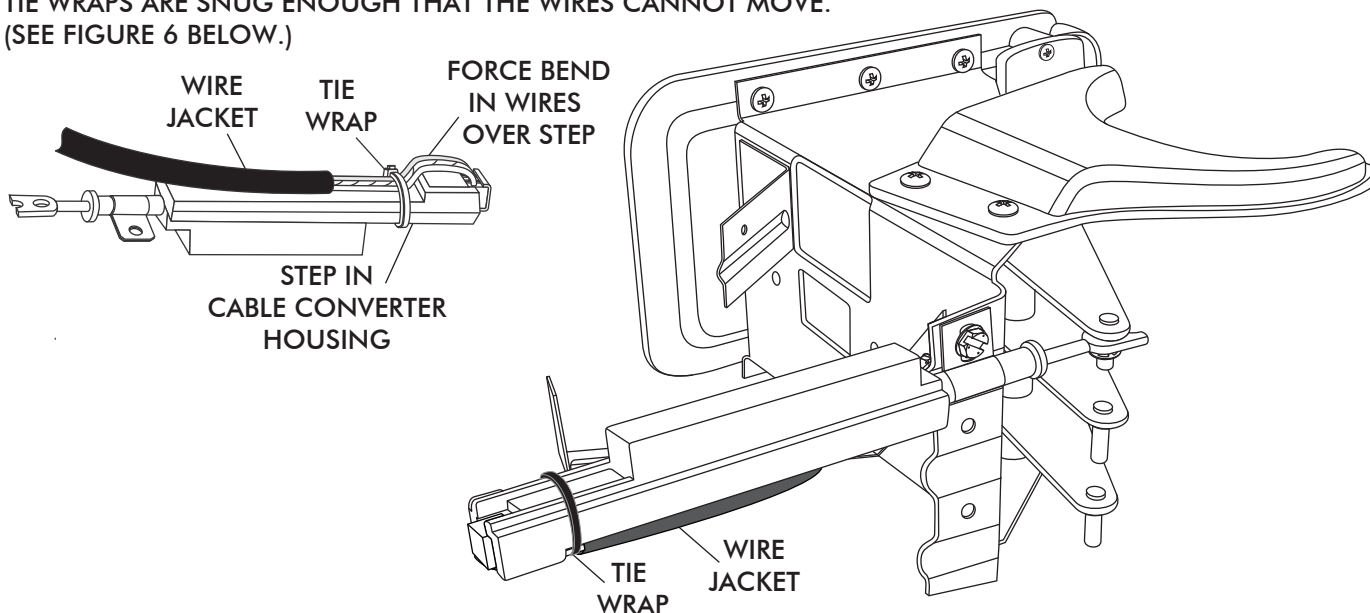
HOT/ COLD CABLE CONVERTER ASSEMBLY WIRING

- LOCATE THE CONTROL PANEL WIRE HARNESS AND PLUG THE CORRESPONDING WIRES INTO THE CORRECT CABLE CONVERTER ASSEMBLY AS SHOWN IN FIGURE 5 BELOW.



CONTROL HARNESS CONT.

- ONCE WIRES ARE CORRECTLY PLUGGED INTO CABLE CONVERTER ASSEMBLY, SECURE WIRES TO THE CABLE CONVERTER ASSEMBLY USING TIE WRAPS (SUPPLIED). SEE FIGURE 6 BELOW. THE TIE WRAP MUST BE LOCATED BETWEEN THE END OF THE WIRE JACKET AND THE STEP IN THE CABLE CONVERTER HOUSING FORCING A BEND IN EACH WIRE AS THEY PASS OVER THE STEP IN CABLE CONVERTER HOUSING. HEAD OF TIE WRAP MUST FALL ON EDGE OF HOUSING AS SHOWN TO REMAIN TIGHT. ENSURE THAT THE TIE WRAPS ARE SNUG ENOUGH THAT THE WIRES CANNOT MOVE. (SEE FIGURE 6 BELOW.)





CABLE CONVERTER ASSEMBLY INSTALLATION

OFF/ HI CABLE CONVERTER ASSEMBLY

- INSTALL CABLE CONVERTER ASSEMBLY ON THE OFF/ HI LEVER. (SEE FIGURE 7 BELOW.)
- INSTALL CABLE CONVERTER PUSH ROD ONTO OFF/ HI LEVER.
- SECURE THE CABLE CONVERTER ASSEMBLY TO THE CONTROL PANEL MOUNTING BRACKET USING OEM SCREW AS SHOWN BELOW.
- SINCE THE CABLE CONVERTER ASSEMBLY CAN SLIDE BACK AND FORTH IN CLAMP BEFORE SCREW IS TIGHTENED, POSITION CABLE CONVERTER ASSEMBLY SUCH THAT THE FLAT PART OF THE ROD IS AS CLOSE TO FLUSH AS POSSIBLE WITH THE END OF HOUSING AT THE LEVER'S INNER MOST POSITION. (SEE FIGURE 4a.)
- SECURE CABLE CONVERTER LEVER PUSH ROD ONTO OEM CABLE MOUNTING STUD USING 3/16" PUSH-ON RING AS SHOWN IN FIGURE 7 BELOW.

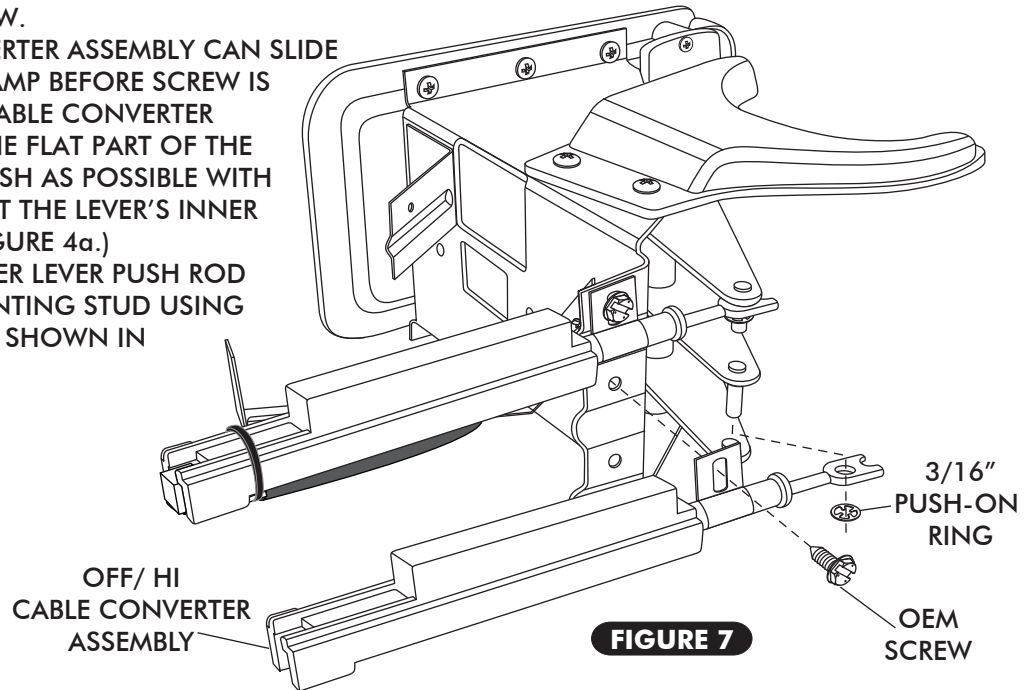


FIGURE 7

CONTROL HARNESS

OFF/ HI CABLE CONVERTER ASSEMBLY WIRING

- LOCATE THE CONTROL PANEL WIRE HARNESS, PLUG THE CORRESPONDING WIRES INTO THE CORRECT CABLE CONVERTER ASSEMBLY AS SHOWN IN FIGURE 8 BELOW.

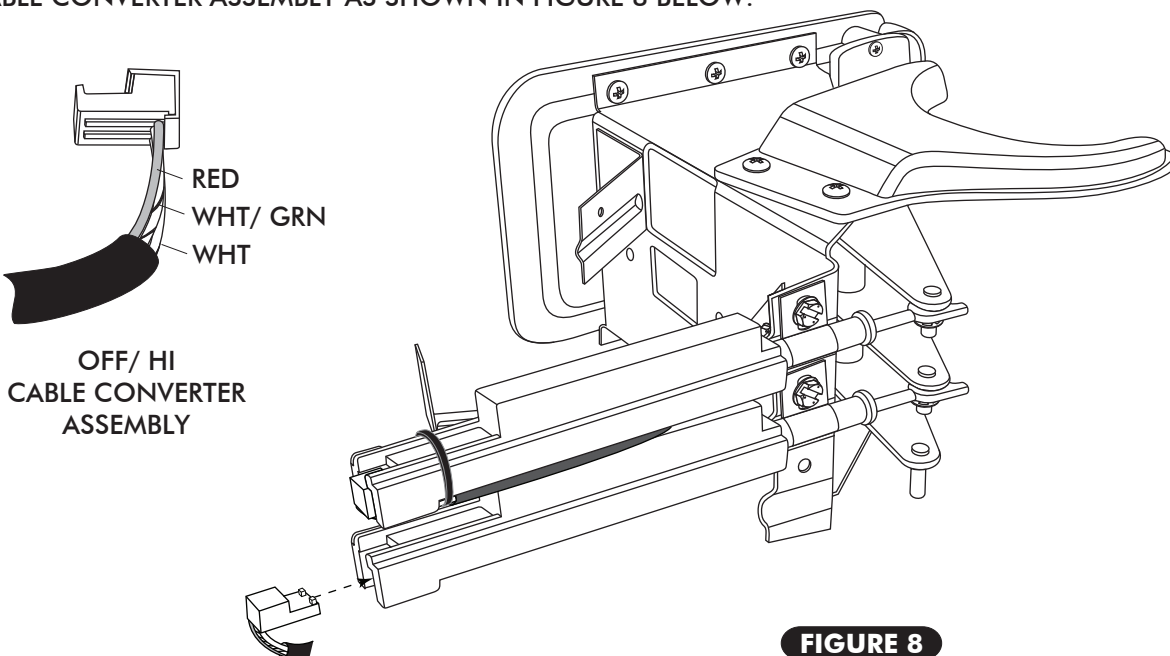


FIGURE 8



CONTROL HARNESS CONT.

- ONCE WIRES ARE CORRECTLY PLUGGED INTO CABLE CONVERTER ASSEMBLY, SECURE WIRES TO THE CABLE CONVERTER ASSEMBLY USING TIE WRAPS (SUPPLIED). (SEE FIGURE 9 BELOW.) THE TIE WRAP MUST BE LOCATED BETWEEN THE END OF THE WIRE JACKET AND THE STEP IN THE CABLE CONVERTER HOUSING FORCING A BEND IN EACH WIRE AS THEY PASS OVER THE STEP IN CABLE CONVERTER HOUSING. HEAD OF TIE WRAP MUST FALL ON EDGE OF HOUSING AS SHOWN TO REMAIN TIGHT. ENSURE THAT THE TIE WRAPS ARE SNUG ENOUGH THAT THE WIRES CANNOT MOVE. (SEE FIGURE 9 BELOW.)

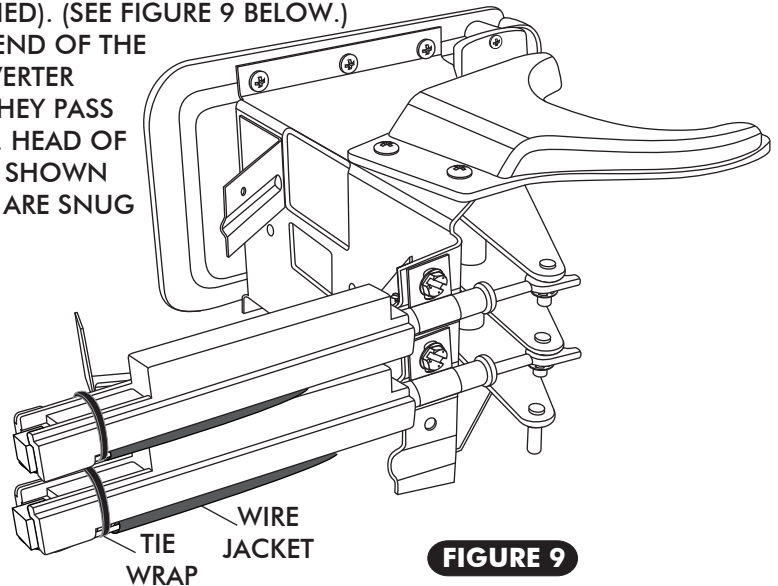
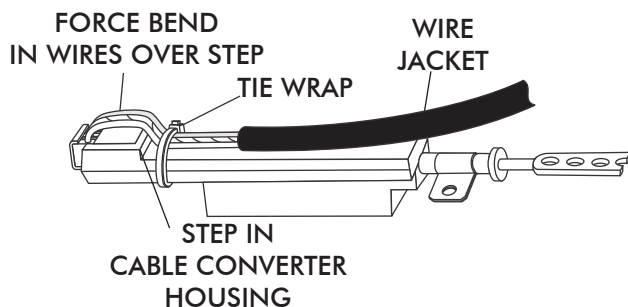


FIGURE 9

CABLE CONVERTER ASSEMBLY INSTALLATION

DEF/ FLR/ DASH CABLE CONVERTER ASSEMBLY

- INSTALL CABLE CONVERTER ASSEMBLY ON THE DEF/ FLR/ DASH LEVER. (SEE FIGURE 10 BELOW.)
- INSTALL CABLE CONVERTER PUSH ROD ON TO DEF/ FLR/ DASH LEVER.
- SECURE THE CABLE CONVERTER ASSEMBLY TO THE CONTROL PANEL MOUNTING BRACKET USING OEM SCREW AS SHOWN BELOW.
- SINCE THE CABLE CONVERTER ASSEMBLY CAN SLIDE BACK AND FORTH IN CLAMP BEFORE SCREW IS TIGHTENED, POSITION CABLE CONVERTER ASSEMBLY SUCH THAT THE FLAT PART OF THE ROD IS AS CLOSE TO FLUSH AS POSSIBLE WITH THE END OF HOUSING AT THE LEVER'S INNER MOST POSITION. (SEE FIGURE 4a.)
- SECURE CABLE CONVERTER LEVER PUSH ROD ONTO OEM CABLE MOUNTING STUD USING 3/16" PUSH-ON RING AS SHOWN IN FIGURE 10 BELOW.

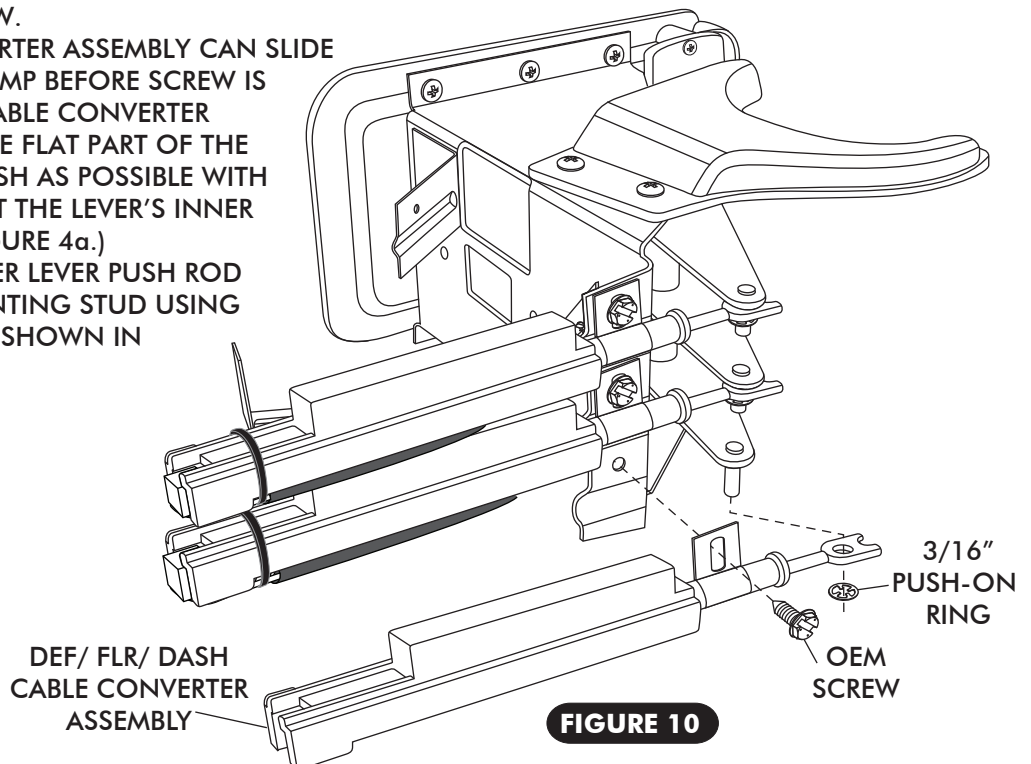


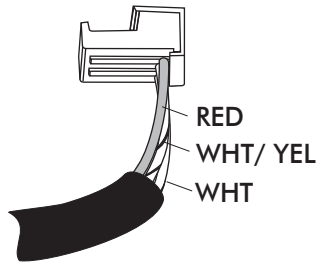
FIGURE 10



CONTROL HARNESS

DEF/ FLR/ DASH CABLE CONVERTER ASSEMBLY WIRING

- LOCATE THE CONTROL PANEL WIRE HARNESS, PLUG THE CORRESPONDING WIRES INTO THE CORRECT CABLE CONVERTER ASSEMBLY AS SHOWN IN FIGURE 11 BELOW.



DEF/ FLR/ DASH
CABLE CONVERTER
ASSEMBLY

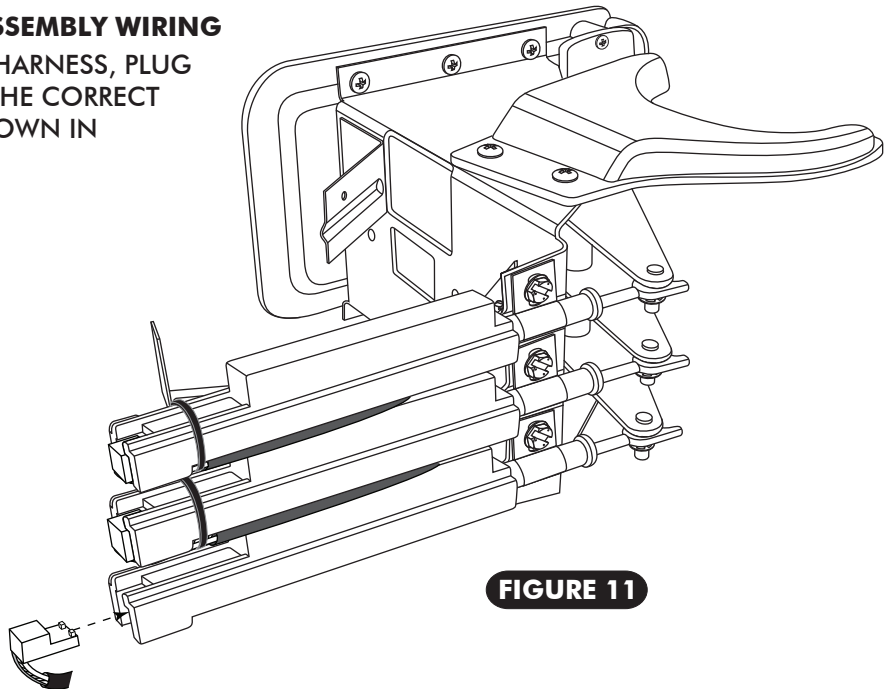


FIGURE 11

CONTROL HARNESS CONT.

- ONCE WIRES ARE CORRECTLY PLUGGED INTO CABLE CONVERTER ASSEMBLY, SECURE WIRES TO THE CABLE CONVERTER ASSEMBLY USING TIE WRAPS (SUPPLIED). (SEE FIGURE 12 BELOW.) THE TIE WRAP MUST BE LOCATED BETWEEN THE END OF THE WIRE JACKET AND THE STEP IN THE CABLE CONVERTER HOUSING FORCING A BEND IN EACH WIRE AS THEY PASS OVER THE STEP IN CABLE CONVERTER HOUSING. HEAD OF TIE WRAP MUST FALL ON EDGE OF HOUSING AS SHOWN TO REMAIN TIGHT. ENSURE THAT THE TIE WRAPS ARE SNUG ENOUGH THAT THE WIRES CAN NOT MOVE. (SEE FIGURE 12 BELOW.)

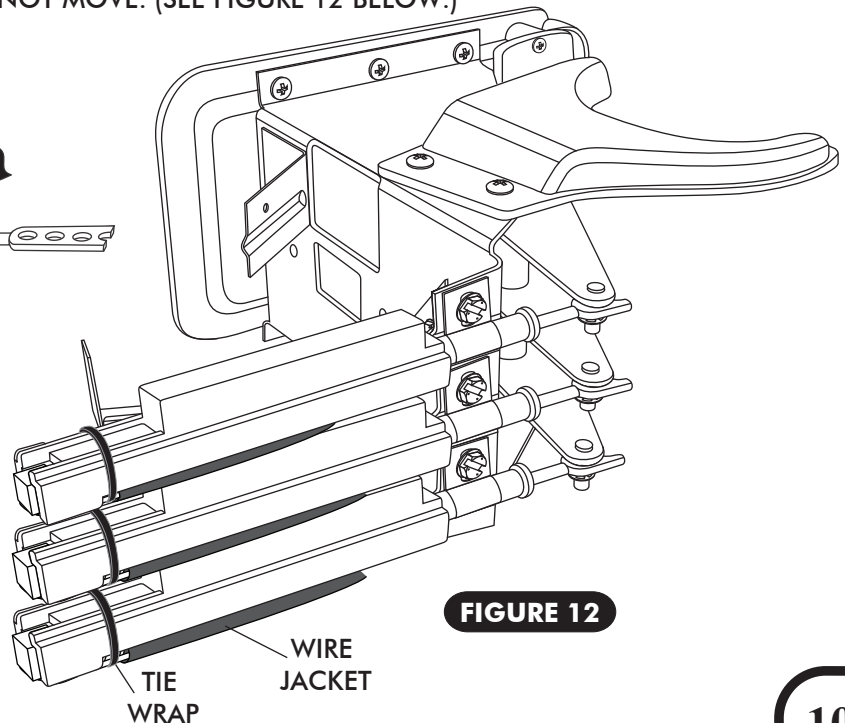
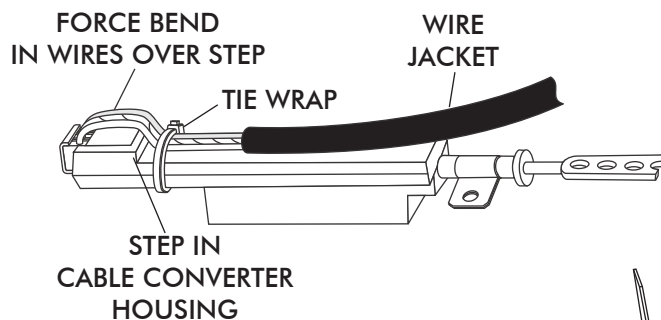


FIGURE 12



FINAL STEPS

- ☐ REINSTALL CONTROL PANEL IN DASH.
- ☐ PLUG THE WIRING HARNESS INTO THE ECU MODULE ON THE SUB CASE. (SEE FIGURE 13 BELOW.)
- ☐ WIRE ACCORDING TO WIRING DIAGRAM ON PAGE 14.

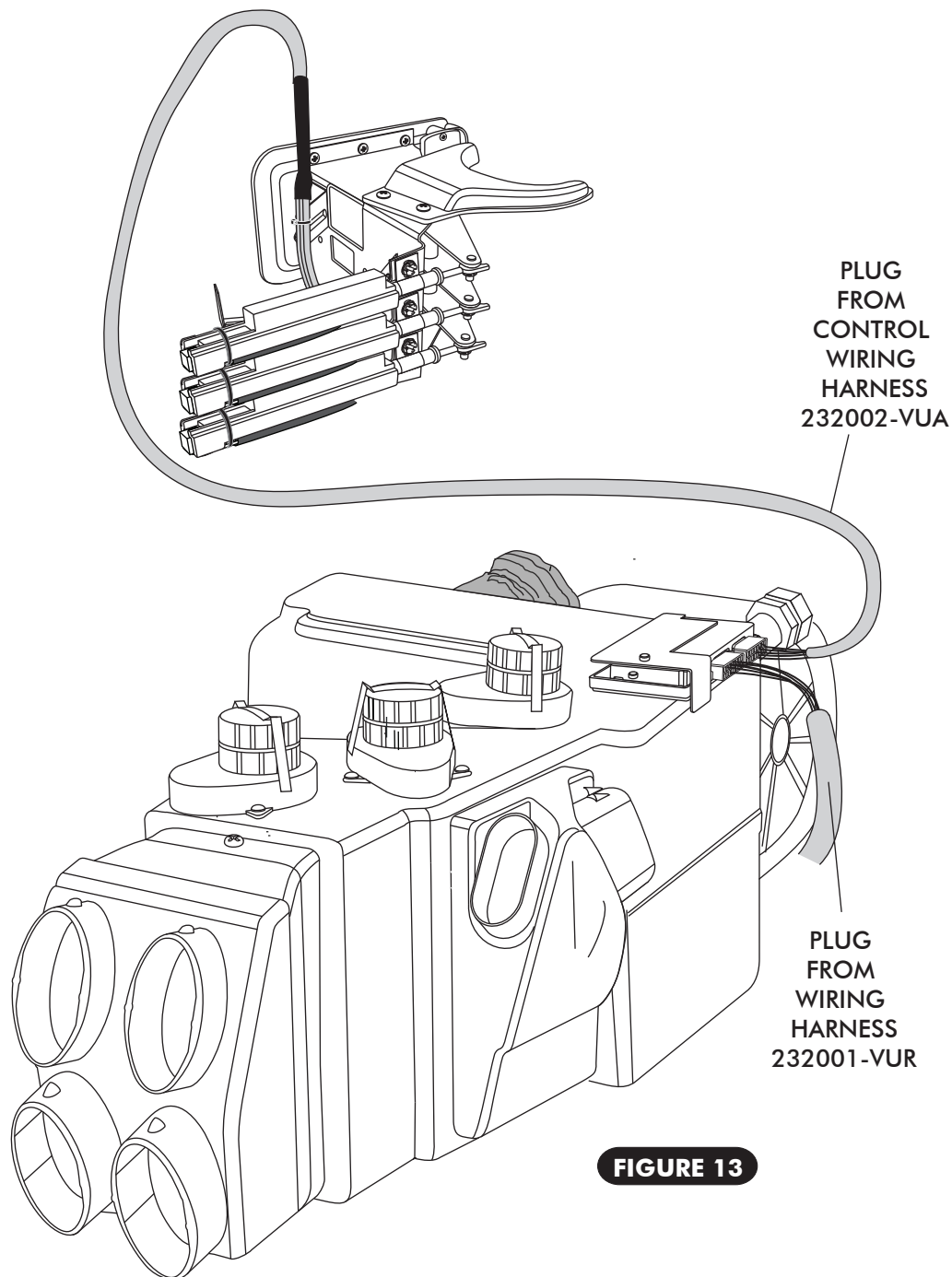


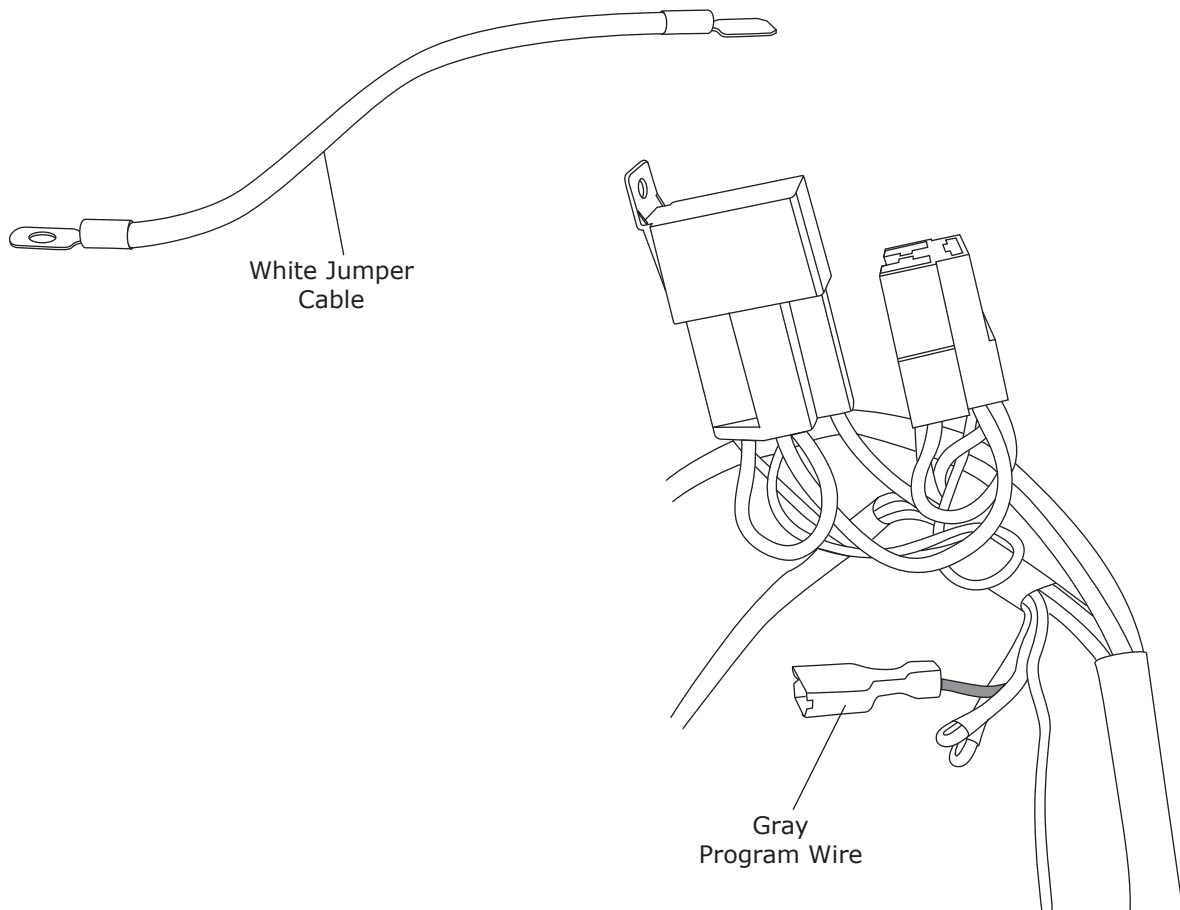
FIGURE 13



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.

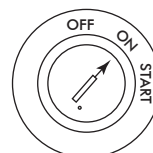
In preparation for calibration, you will need to attach the supplied white ground jumper wire to a suitable chassis ground. This jumper wire must be easily connected to the gray programming wire located in the main Gen IV wiring harness next to the relays. During the calibration procedure, you will connect 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.



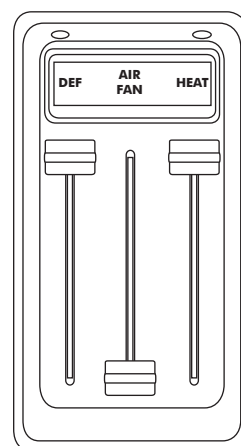


Control Panel Calibration Procedure (Cont.)

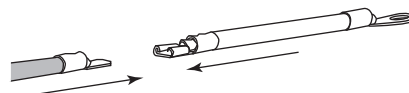
1. Turn on the ignition switch (Do not start the engine).



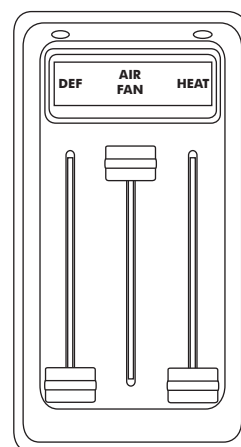
2. Move the control levers/knobs to the position shown.



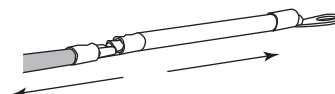
3. Connect the white jumper wire to the gray program wire. Wait for the blower speed to change (Approximately 5 seconds).



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.



232007-VOR

VIEWED FROM WIRE SIDE

202002 VCR

RED
WHT/BLU
WHT

A/C
(IF USED)

RED
WHT/RED
WHT

TEMP

RED
WHT/YEL
WHT

MODE

RED
WHT/GRN
WHT

FAN


JF8

VIEWED FROM
WIRE SIDE

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

The diagram shows the following components and their wiring:

- STEPPER DASH/FLOOR:** Connected to JM3 terminals. Wires: RED, GRN, YEL, BLU, GRN, BLK.
- STEPPER DEFROST/PLENUM:** Connected to JM4 terminals. Wires: RED, GRN, YEL, BLU, GRN, BLK.
- STEPPER TEMPERATURE BLEND:** Connected to JM5 terminals. Wires: RED, GRN, YEL, BLU, GRN, BLK.
- NOT USED:** JM6 terminals.
- EVAPORATOR TEMPERATURE SENSOR:** Connected to JM1 and JM2 terminals. Wires: BLK, BLK.
- BLOWER MOTOR:** Connected to the BSC and a common ground. Wires: RED, WHT, ORA, GRY, BLK, YEL, BLK.

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 Routed to Avoid a Short Circuit).**
- **Wide Open Throttle Switch Contacts Close Only at Full Throttle, Which Disables A/C Compressor.**



OPERATION OF CONTROLS

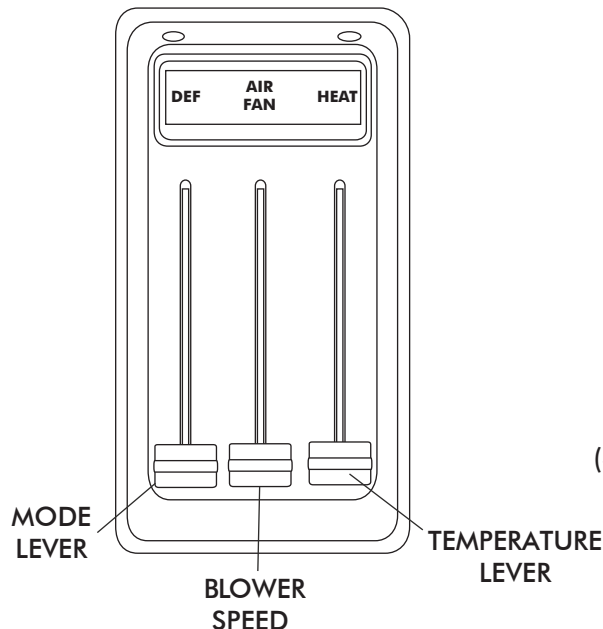
NOTE: CONTROLS MUST BE CALIBRATED FOR PROPER OPERATION.

THE TEMPERATURE LEVER TOGGLES BETWEEN A/C AND HEAT MODES. FOR A/C MODE SLIDE THE TEMPERATURE LEVER ALL THE WAY DOWN TO ENGAGE THE COMPRESSOR, THEN MOVE THE LEVER TO SELECT THE DESIRED TEMPERATURE. FOR HEAT MODE SLIDE THE LEVER UP TO DISENGAGE THE COMPRESSOR, THEN MOVE THE LEVER TO SELECT DESIRED TEMPERATURE.

NOTE: EACH TIME THE SYSTEM TOGGLES BETWEEN MODES, THE BLOWER WILL MOMENTARILY CHANGE SPEEDS.

ALL SWITCHES ARE VARIABLE BETWEEN POSITIONS, SYSTEM WILL PERFORM A BLEND BETWEEN THE FUNCTIONS.

AC MODE



MODE LEVER

SLIDE THE LEVER ALL THE WAY DOWN FOR DASH MODE

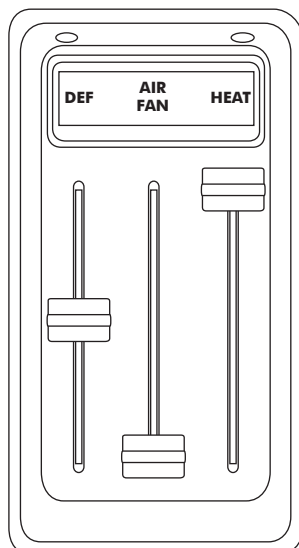
BLOWER SPEED

ADJUST TO DESIRED SPEED

TEMPERATURE LEVER

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

HEAT MODE



MODE LEVER

SLIDE THE LEVER TO THE CENTER POSITION FOR FLOOR MODE

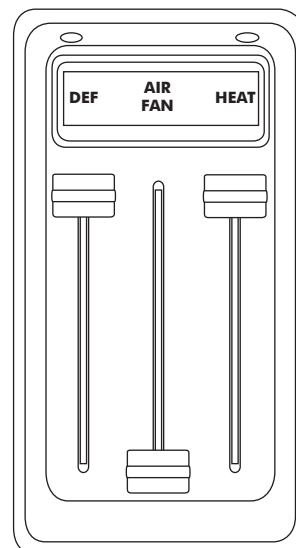
BLOWER SPEED

ADJUST TO DESIRED SPEED

TEMPERATURE LEVER

SLIDE THE TEMPERATURE LEVER ALL THE WAY UP TO THE HOT POSITION. (SLIDE LEVER UP OR DOWN TO DESIRED TEMPERATURE)

DEFROST/ DE-FOG MODE



MODE LEVER

SLIDE THE LEVER ALL THE WAY UP FOR DEF MODE

BLOWER SPEED

ADJUST TO DESIRED SPEED

TEMPERATURE LEVER

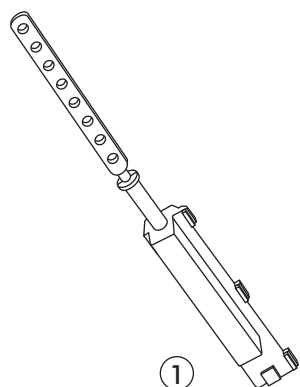
ADJUST LEVER TO DESIRED TEMPERATURE. (COMPRESSOR IS AUTOMATICALLY ENGAGED)



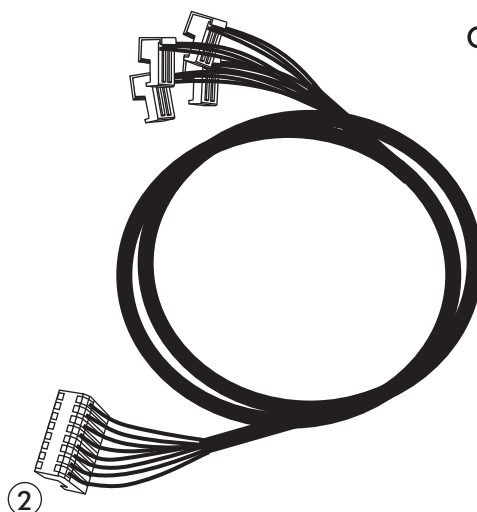
CONTROL KIT PACKING LIST

CONTROL KIT
473264

No	QTY	PART No.	DESCRIPTION	
1.	3	112002-SUA	CABLE CONVERTER ASSEMBLY	_____
2.	1	232002-VUA	GEN IV UNIVERSAL CONTROL HARNESS	_____
3.	3	65976-VUE	3/16" PUSH-ON RING	_____
4.	3	491010-VUR	CABLE CONVERTER CLAMP	_____
5.	5	21301-VUP	4" TIE WRAP	_____
6.	1	231520	GROUND WIRE	_____



①



②

CHECKED BY: _____
PACKED BY: _____
DATE: _____

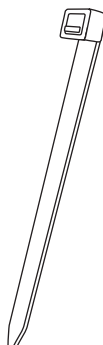
③



④



⑤



⑥

