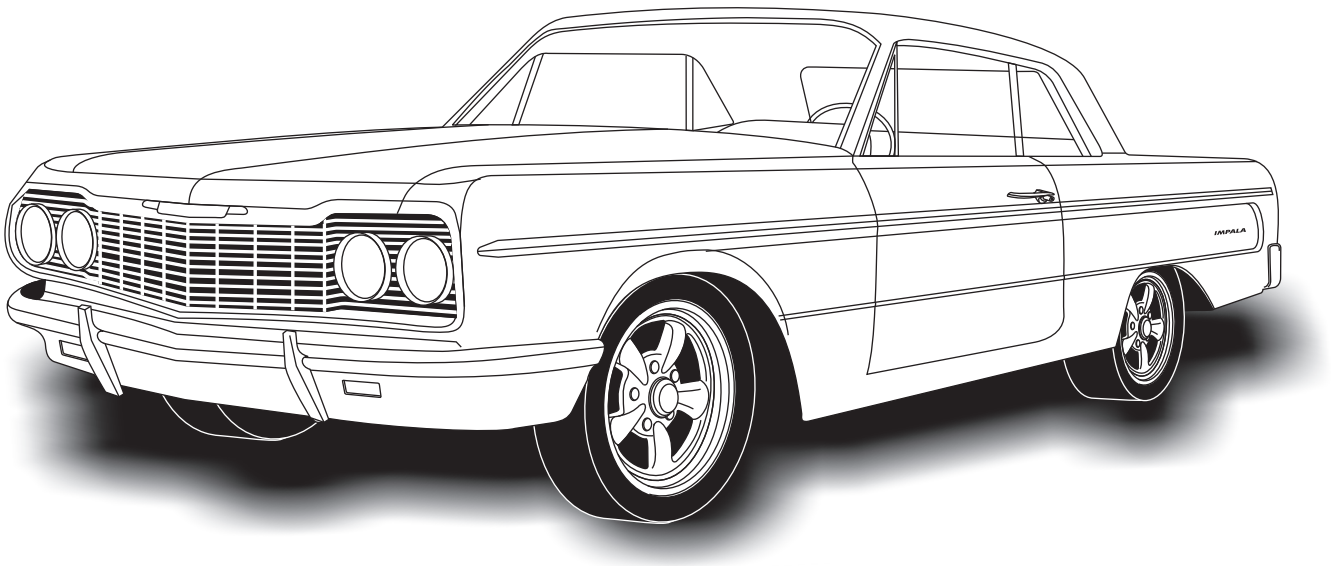
an ISO 9001:2008 Registered Company

1964 CHEVY IMPALA

WITHOUT FACTORY AIR

561064



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

Table of Contents

PAGES

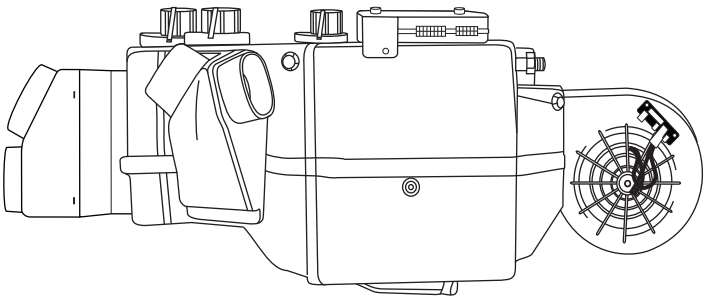
EVAPORATOR KIT PACKING LIST

EVAPORATOR KIT
561064

No.	QTY.	PART No.	DESCRIPTION
1.	1	744004-VUE	GEN IV 4 VENT EVAP. SUBCASE
2.	1	784163	1964 IMPALA w/o AC ACC. KIT

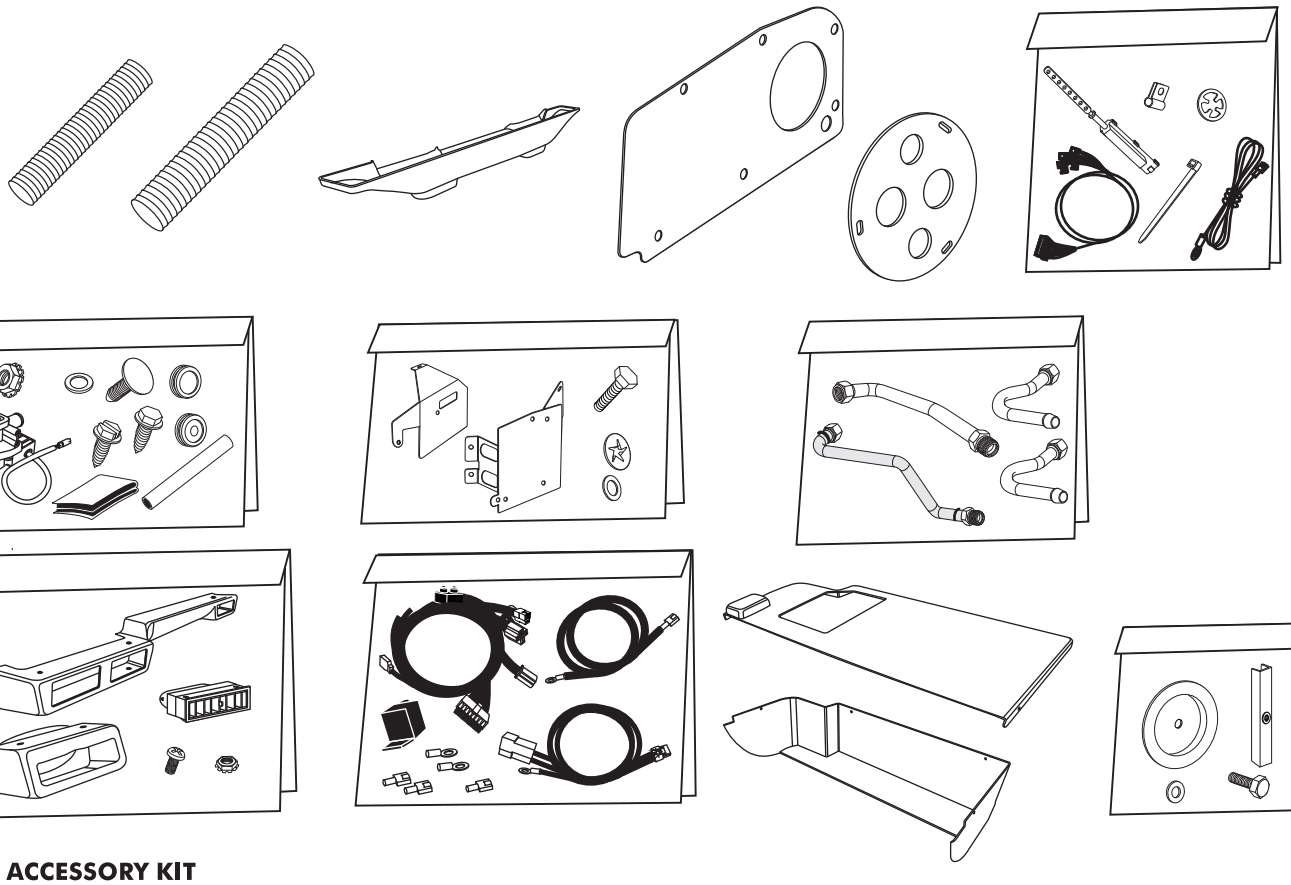
***** BEFORE BEGINNING INSTALLATION OPEN ALL PACKAGES AND CHECK CONTENTS OF SHIPMENT. PLEASE REPORT ANY SHORTAGES DIRECTLY TO VINTAGE AIR WITHIN 15 DAYS. AFTER 15 DAYS, VINTAGE AIR WILL NOT BE RESPONSIBLE FOR MISSING OR DAMAGED ITEMS.***

①



GEN IV 4 VENT
EVAP. SUB CASE
744004-VUE

②



ACCESSORY KIT
784163

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:

NOTE: Vintage Air systems are designed to operate with R134a refrigerant only. Use of any other refrigerant could damage your A/C system and/or vehicle, and possibly cause a fire, in addition to potentially voiding the warranties of the A/C system and its components.

Refrigerant Capacities:

Vintage Air System: 1.8 lbs. (1 lb., 12 oz.) of **R134a**, charged by weight with a quality charging station or scale. **NOTE: Use of the proper type and amount of refrigerant is critical to system operation and performance.**

Other Systems: Consult manufacturer's guidelines.

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).

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:

Protect Your Investment: Prior to assembly, it is critical that the compressor, evaporator, A/C hoses and fittings, hardlines, condenser and receiver/drier remained capped. Removing caps prior to assembly will allow moisture, insects and debris into the components, possibly leading to reduced performance and/or premature failure of your A/C system. This is especially important with the receiver/drier.

Additionally, when caps are removed for assembly, **BE CAREFUL!** Some components are shipped under pressure with dry nitrogen.

Evacuate the System for 35-45 Minutes: Ensure that system components (Drier, compressor, evaporator and condenser) are 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.

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.

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.

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 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
- ☐ DRAIN RADIATOR
- ☐ REMOVE O.E.M. HEATER/ BLOWER ASSEMBLY (DISCARD) SEE FIGURE 1
- ☐ TO REMOVE OEM HEATER/ BLOWER ASSEMBLY. THE FACTORY MANUAL INDICATES DOING THE FOLLOWING, **REMOVE RIGHT INNER FENDER**.

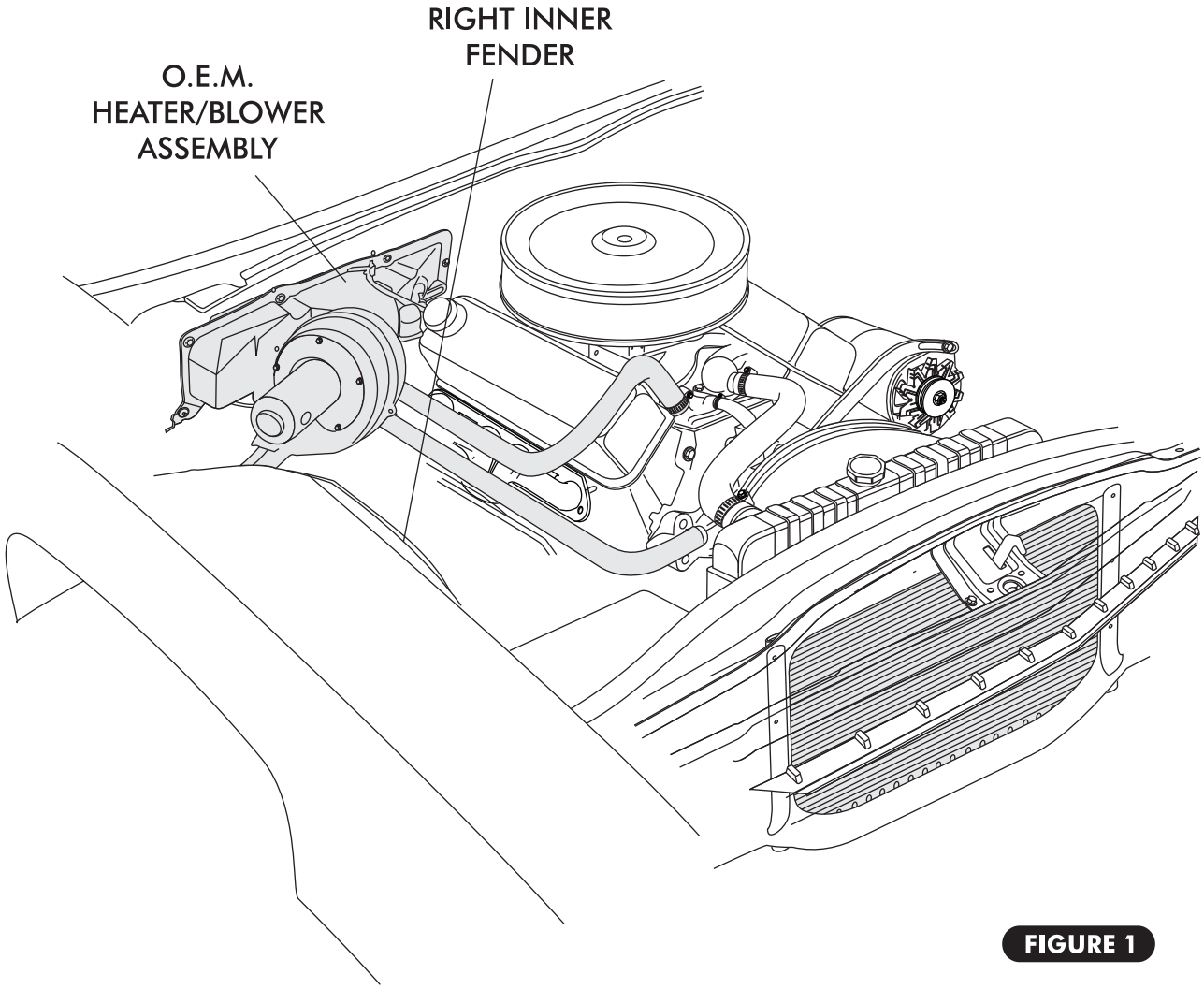


FIGURE 1

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.

PULLEYS

- ☐ IN MOST INSTANCES THE BELT LENGTHS WILL REMAIN THE SAME.

PASSENGER COMPARTMENT

- ☐ REMOVE INSTRUMENT PANEL, SEE FIGURE 2 BELOW.
- ☐ REMOVE THE OEM CONTROL PANEL ASM. SEE FIGURE 2 BELOW
- ☐ REMOVE GLOVE BOX DOOR
- ☐ REMOVE GLOVE BOX (DISCARD)
- ☐ REMOVE RADIO,SPEAKER (RETAIN)
- ☐ REMOVE O.E.M HEATER ASSMEBLY SEE FIGURE 2a BELOW.
- ☐ REMOVE O.E.M DEFROST DUCT ASSEMBLY, SEE FIGURE 2a & 3 BELOW.
- ☐ (REMOVE SPOT WELDS ON DEF DUCT BY CHISEL OR DIE GRINDER. SEE FIGURE 3 BELOW.)

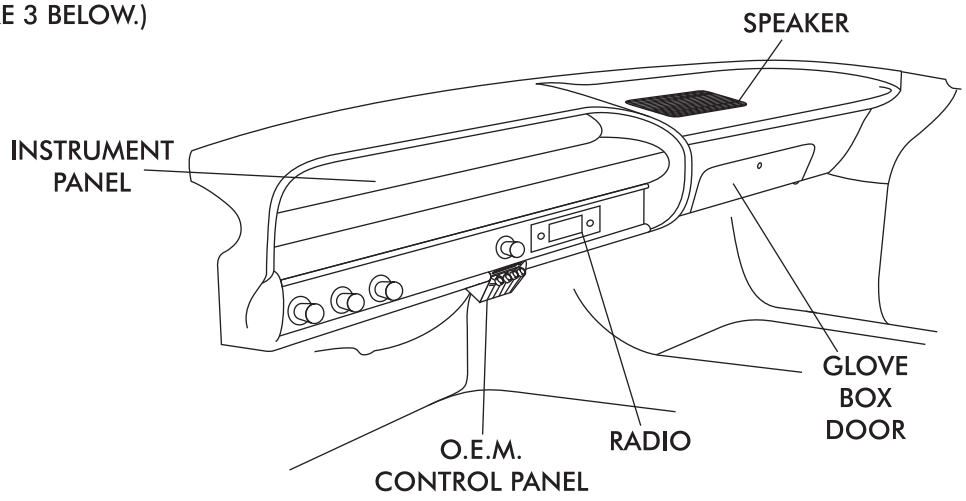


FIGURE 2

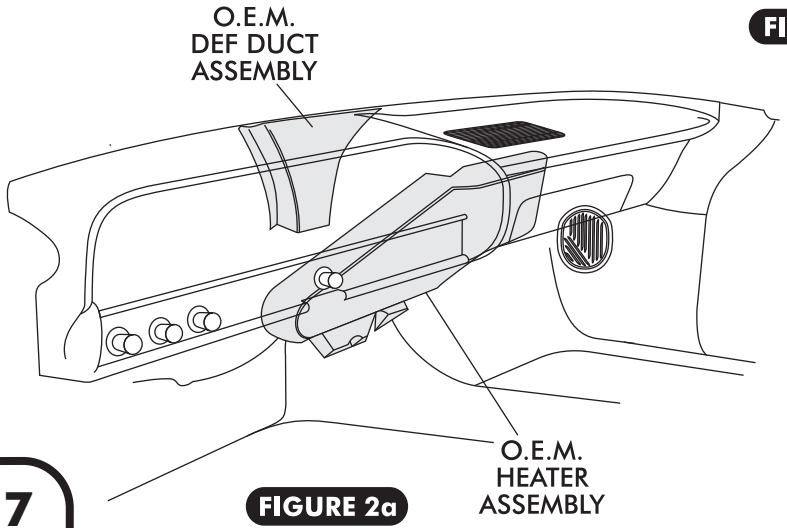


FIGURE 2a

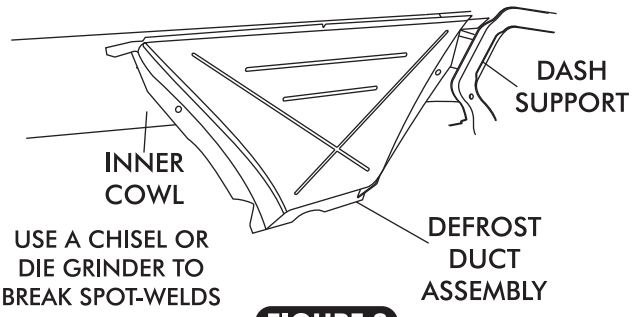


FIGURE 3

DEFROST DUCT INSTALLATION

☐ PLACE DEFROST DUCT UNDER DASH, ALIGN WITH O.E.M. DEFROST OPENING IN DASH. DRILL (2) 1/8 HOLES IN COWL USING DEFROST DUCT HOLE AS TEMPLATE. SECURE USING (2) #10 x 1/2 SHEET METAL SCREWS AS SHOWN BELOW IN FIGURE 4.

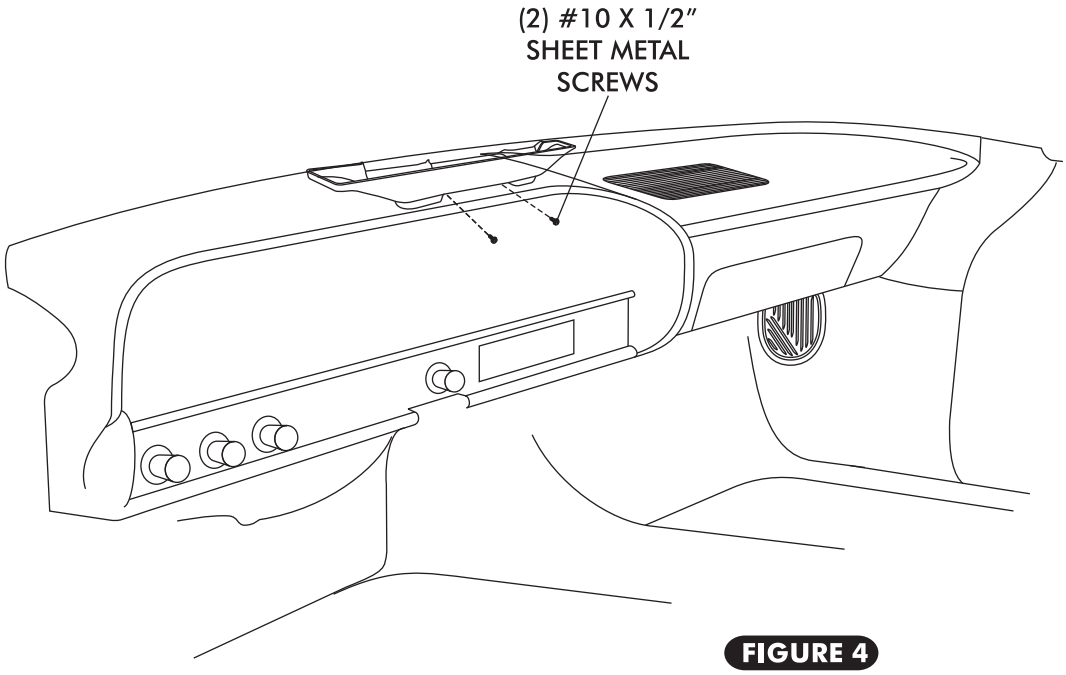


FIGURE 4

FRESH AIR COVER INSTALLATION

☐ APPLY A 1/4" BEAD OF SILICONE AROUND THE BACK SIDE OF THE FRESH AIR CAP AS SHOWN IN FIGURE 5, BELOW.

☐ ATTACH FRESH AIR CAP TO FIREWALL USING A 1/4-20 x 1" BOLT AND WASHER, SEE FIGURE 5, BELOW.

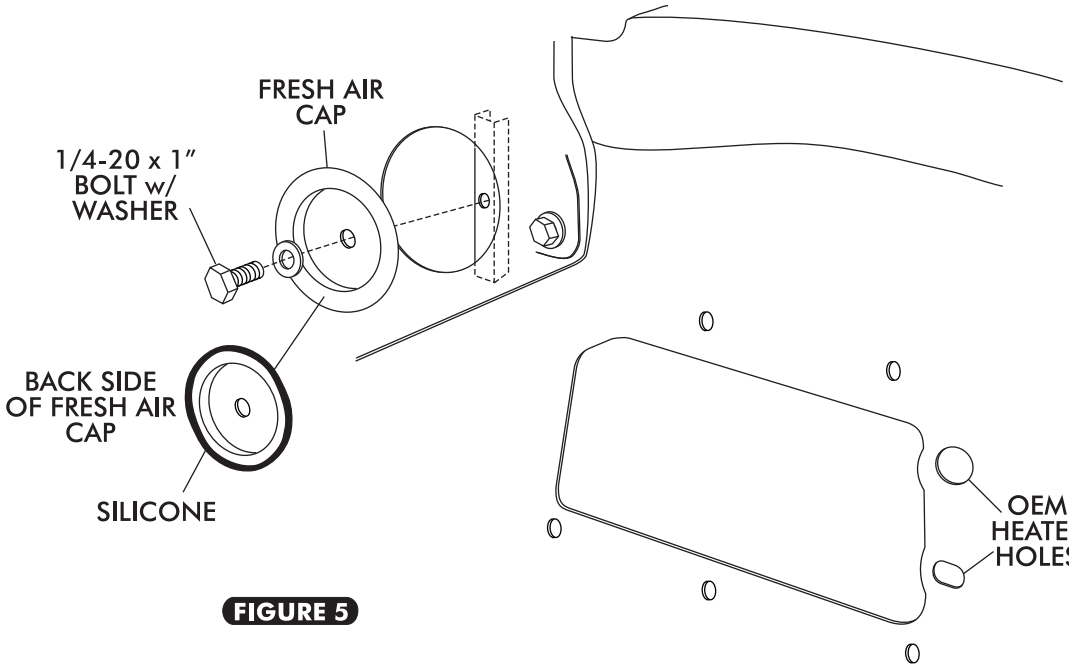


FIGURE 5

KICK PANEL INSTALLATION

- ☐ REMOVE THE PASSENGER SIDE KICK PANEL BY REMOVING THE (2) #10 x 1" PH PAN HEAD SCREWS, DISCONNECT THE FRESH AIR CABLE FROM DOOR AND DISCARD CABLE ASSEMBLY. CLOSE FRESH AIR DOOR ASSEMBLY IN KICK PANEL AND SEAL DOOR w/ 1/4" BEAD OF SILICONE AROUND DOOR AS SHOWN IN FIGURE 6.
- ☐ INSTALL PASSENGER SIDE KICK PANEL USING THE (2) OEM SCREWS AS SHOWN IN FIGURE 6a.

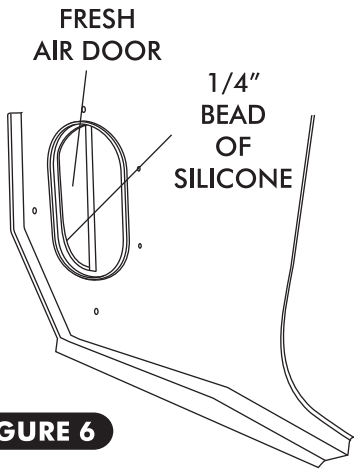


FIGURE 6

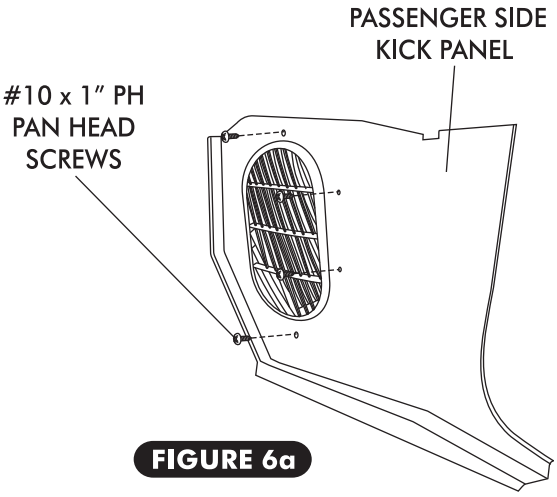


FIGURE 6a

FIREWALL COVER INSTALLATION

- ☐ INSTALL GROMMET ON FIREWALL COVER AS SHOWN IN FIGURE 7.
- ☐ APPLY A 1/4" BEAD OF SILICONE AROUND THE FIREWALL COVER AS SHOWN IN FIGURE 7a.
- ☐ FROM INSIDE THE CAR, INSTALL FIREWALL COVER ON FIREWALL SEE FIGURE 7. FROM THE ENGINE COMPARTMENT SECURE FIREWALL COVER TO FIREWALL USING (3) 1/4-20 x 1" HEX BOLTS WITH WASHERS AND 1/4-20 COARSE NUT w/ STARWASHER. SEE FIGURE 7.

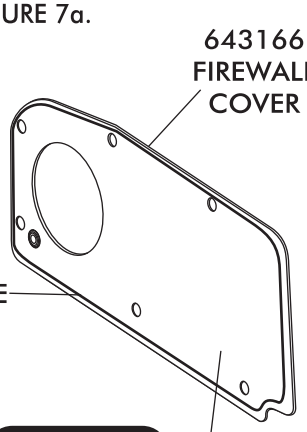


FIGURE 7a

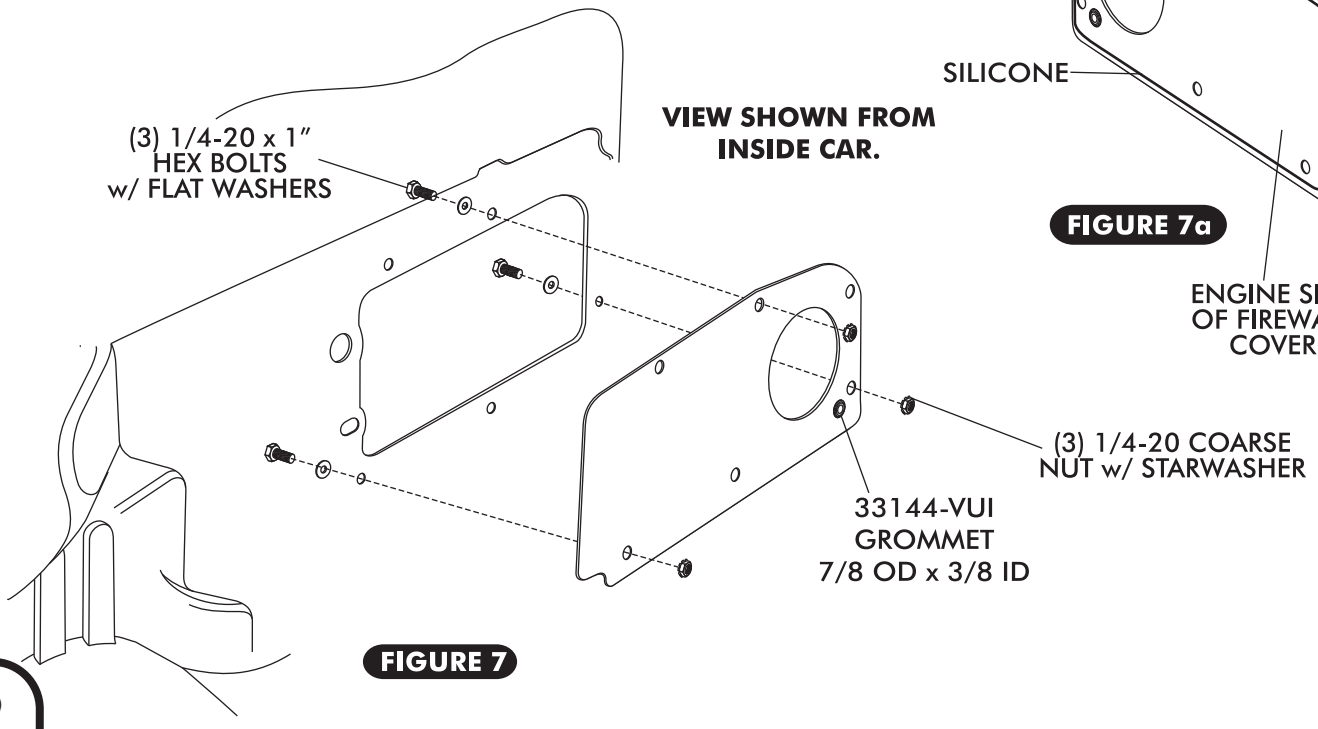


FIGURE 7

EVAPORATOR INSTALLATION

- ☐ ON A WORK BENCH INSTALL (2) HEATER LINE WITH PROPERLY LUBRICATED O-RINGS. (SEE FIGURE 13 PAGE 14, AND FIGURE 19 PAGE 19.)
- ☐ INSTALL (2) 1/4-20 x 1" HEX BOLT AND 1/4" PUSH-ON NUT ON EVAP REAR BRKT AS SHOWN IN FIGURE 8a BELOW.
- ☐ INSTALL EVAPORATOR FRONT & REAR MOUNTING BRACKETS ON EVAPORATOR USING (6)1/4-20 x 1/2" HEX BOLTS AND TIGHTEN AS SHOWN IN FIGURE 8 & 8a BELOW.
- ☐ INSTALL (2) A/C HARDLINES WITH PROPERLY LUBRICATED O-RINGS. (SEE FIGURE 13 PAGE 14, AND FIGURE 19 PAGE 19.)

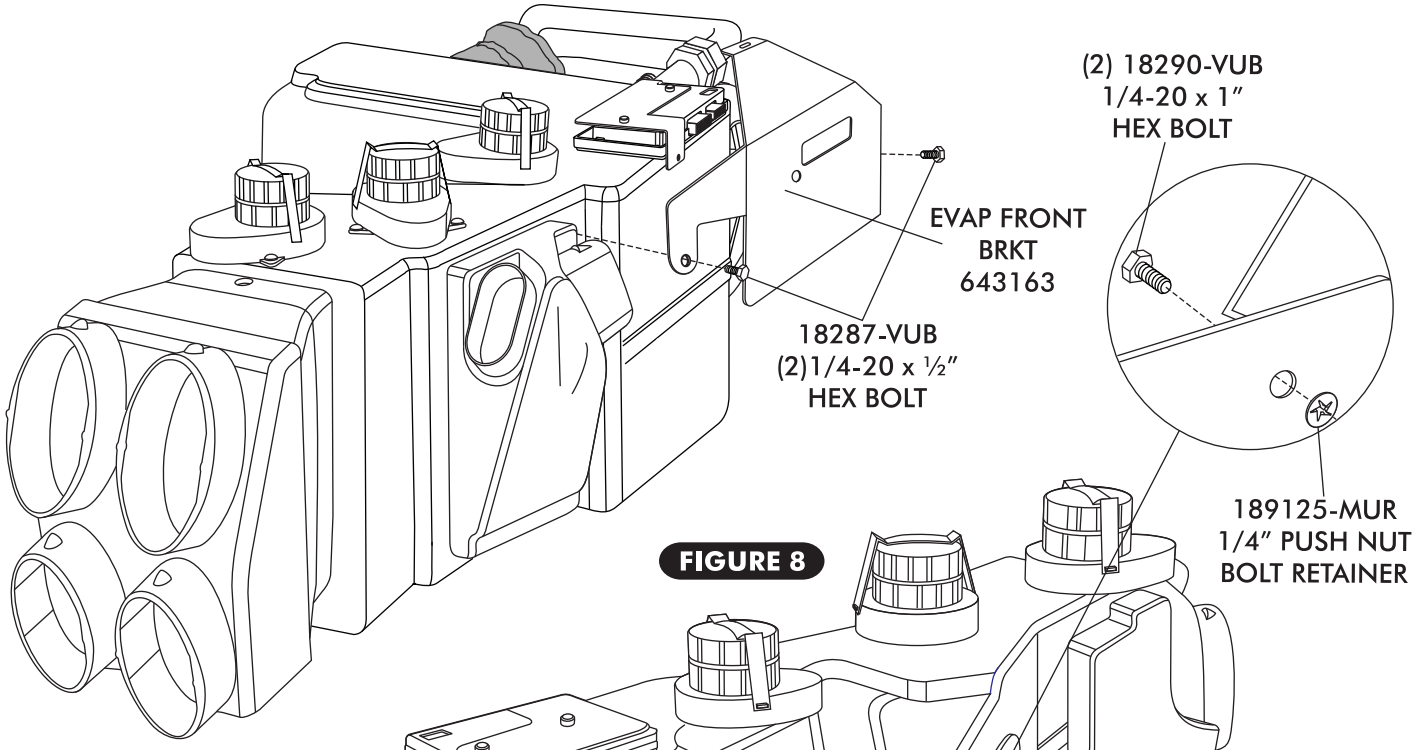


FIGURE 8

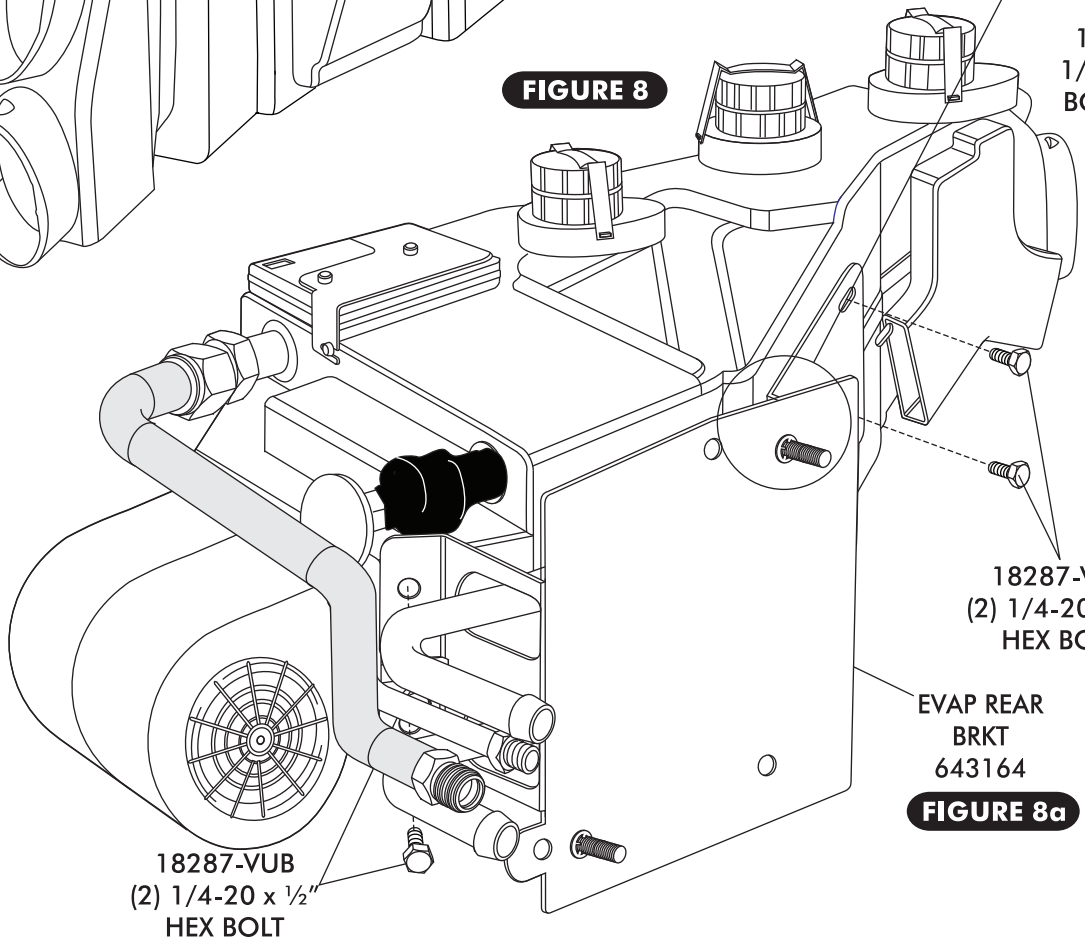


FIGURE 8a

EVAPORATOR INSTALLATION CONT.

- ☐ LIFT EVAPORATOR UNIT UP UNDER THE DASHBOARD SEE FIGURE 9. SECURE LOOSELY TO THE FIREWALL FROM THE ENGINE COMPARTMENT SIDE USING (2) 1/4-20 NUTS w/ STAR WASHER AND FLAT WASHERS, SEE FIGURE 9.
- ☐ USING OEM SCREW SECURE THE FRONT EVAPORATOR MOUNTING BRACKET TO OEM SPEAKER MOUNTING BRKT. SEE FIGURE 9 AND 9a.
- ☐ 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 SCREWS.*)

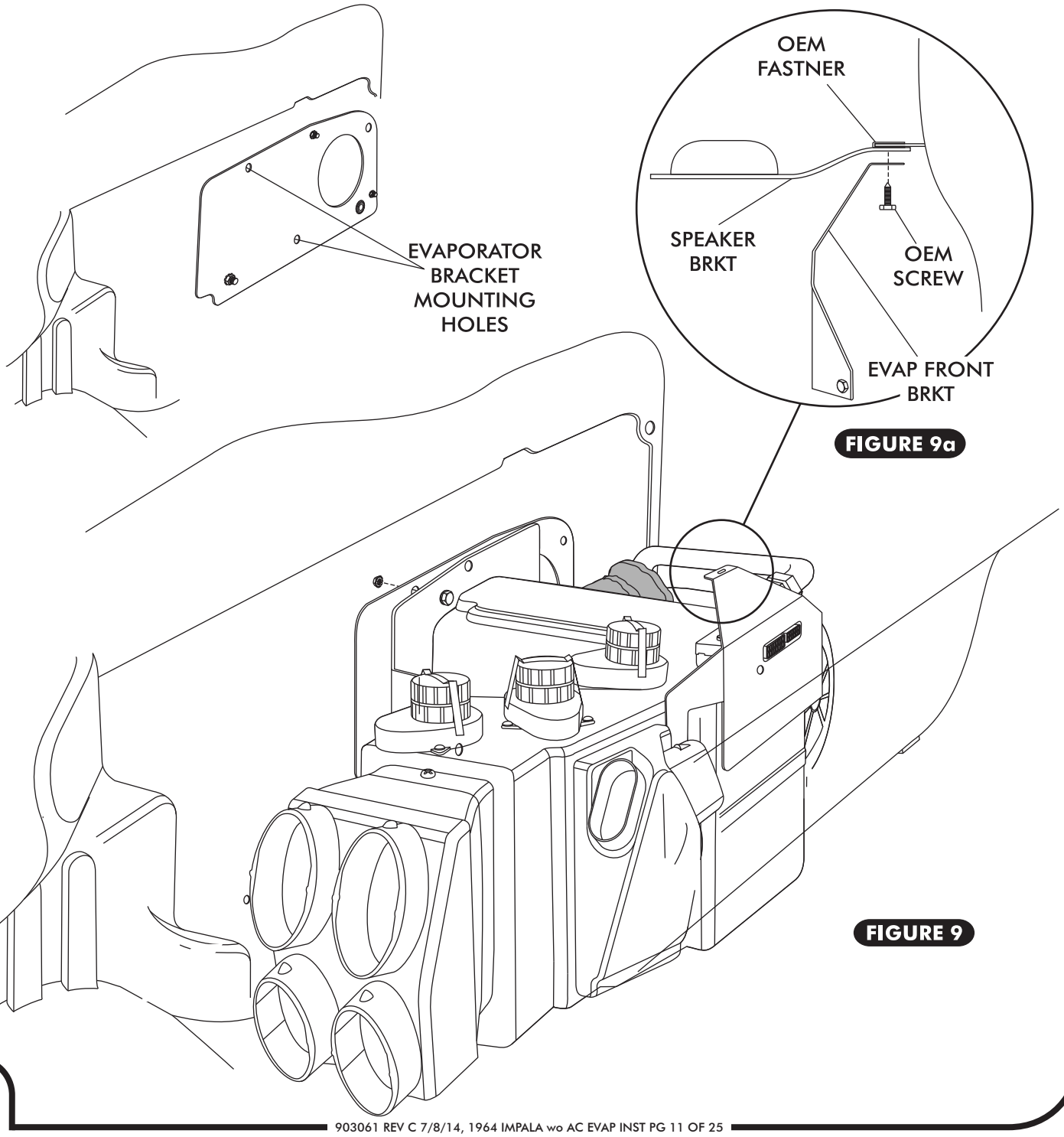


FIGURE 9a

FIGURE 9

FIREWALL CAP INSTALLATION

- ☐ INSTALL GROMMETS ON FIREWALL CAP AS SHOWN IN FIGURE 10 BELOW.
- ☐ APPLY A 1/4" BEAD OF SILICONE AROUND THE BACK SIDE OF THE FIREWALL CAP AS SHOWN IN FIGURE 10a BELOW.
- ☐ PASS LINES THROUGH FIREWALL CAP, AND SECURE WITH (3) #10 x 1/2 SHEET METAL SCREWS. SEE FIGURE 10 BELOW.

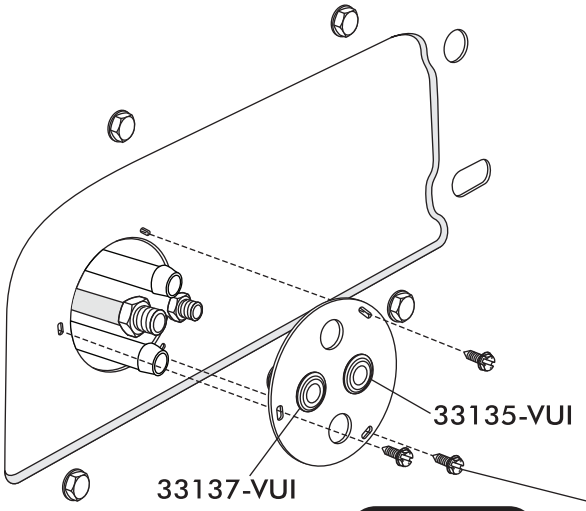


FIGURE 10

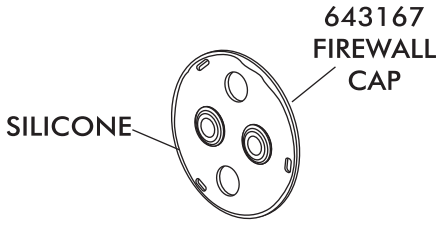


FIGURE 10a

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 2 1/2" TO THE LEFT AND DRILL A 5/8" HOLE THROUGH THE FIREWALL. SEE FIGURE 11 BELOW.
- ☐ INSTALL DRAIN HOSE TO BOTTOM OF EVAPORATOR UNIT AND ROUTE THROUGH FIREWALL. SEE FIGURE 11 BELOW.

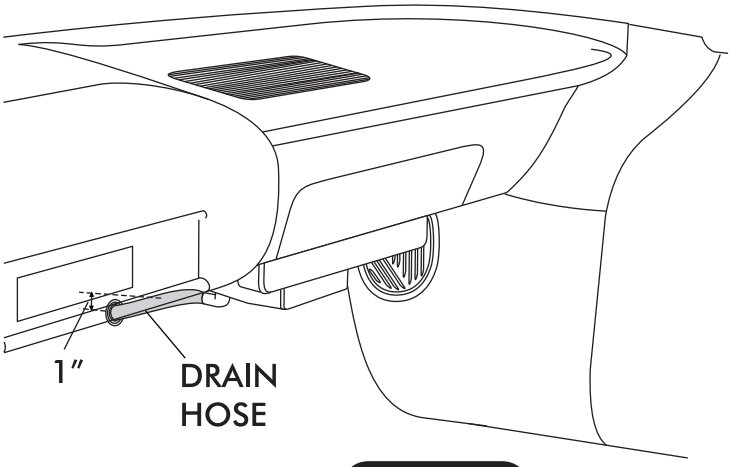
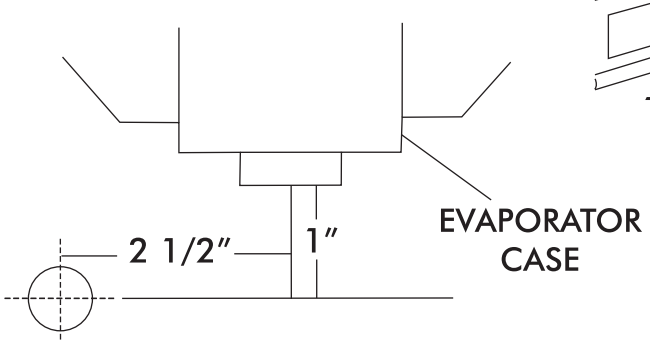


FIGURE 11



DRIVER SIDE UNDER DASH LOUVER INSTALLATION

- ☐ PLACE LOUVER BEZEL UNDER DASH AND ALIGN TO DASH.
- ☐ ALIGN LOUVER BEZEL UNDER DASH AND USE LOUVER BEZEL HOUSING AS YOUR GUIDE TO MARK AND DRILL (2) 3/16 HOLES UNDER DASH.
- ☐ SECURE LOUVER BEZEL UNDER DASH USING (2) 10/32 x 1/2" PAN HEAD SCREW w/ 10/32 NUT w/ STAR WASHER SEE FIGURE 12 BELOW.
- ☐ INSTALL LOUVER IN UNDER DASH BEZEL AS SHOWN IN FIGURE 12a BELOW.

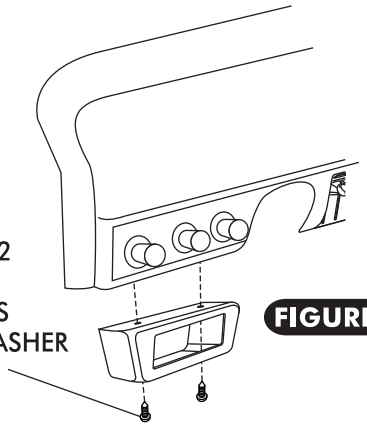


FIGURE 12

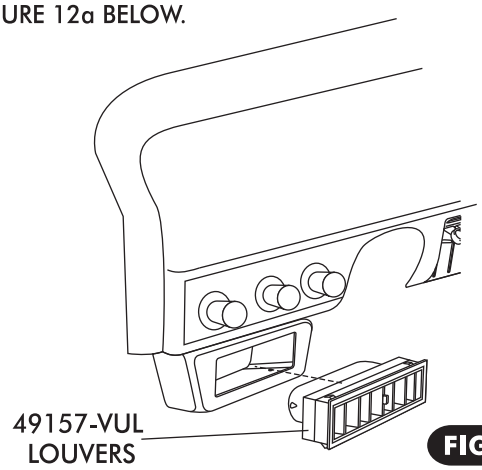


FIGURE 12a

CENTER/PASSENGER SIDE UNDER DASH LOUVER INSTALLATION

- ☐ PLACE LOUVER BEZEL UNDER DASH AND ALIGN WITH O.E.M. HOLE IN PASSENGER SIDE DASH SEE FIGURE 13 BELOW.
- ☐ ALIGN LOUVER BEZEL UNDER DASH AND USE LOUVER BEZEL HOUSING AS YOUR GUIDE TO MARK AND DRILL (2) 3/16 HOLES UNDER DASH.
- ☐ SECURE LOUVER BEZEL UNDER DASH USING (3) 10/32 x 1/2" PAN HEAD SCREW w/ 10/32 NUTS w/ STAR WASHER SEE FIGURE 13 BELOW.
- ☐ INSTALL LOUVER IN UNDER DASH BEZEL AS SHOWN IN FIGURE 13a BELOW.

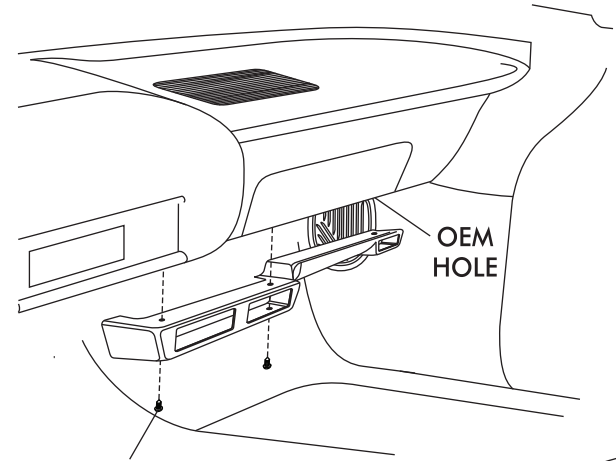


FIGURE 13

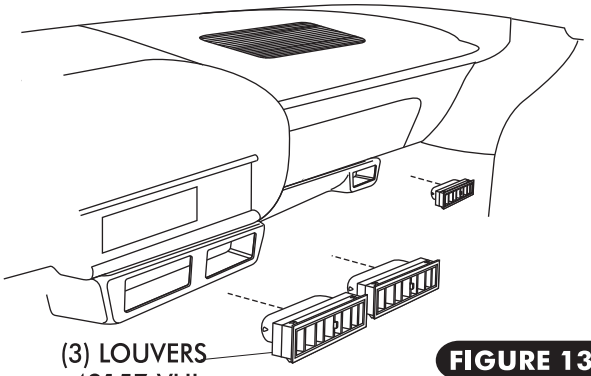
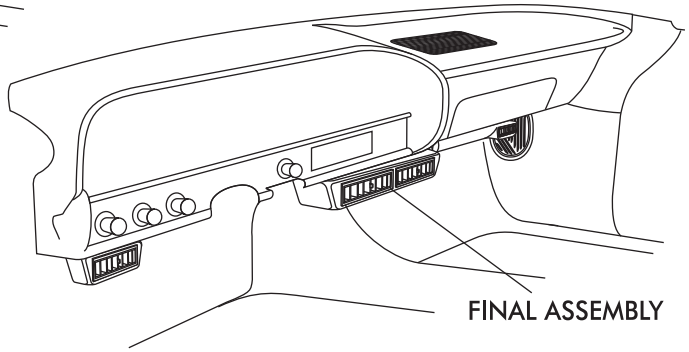


FIGURE 13a



LUBRICATING O-RINGS

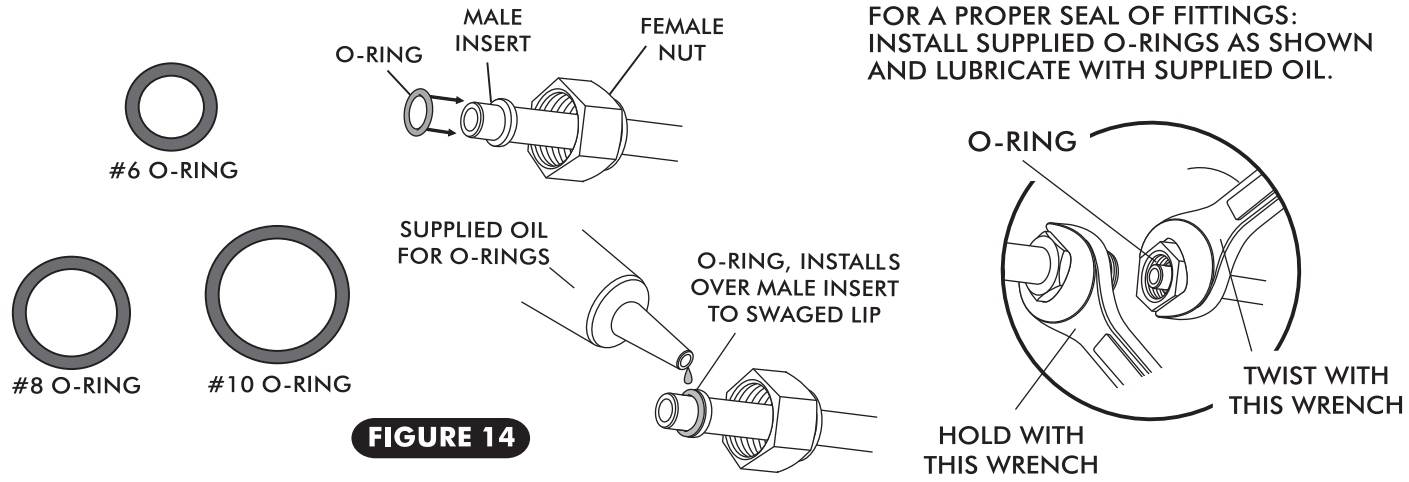


FIGURE 14

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 135° FEMALE FITTING w/134a SERVICE PORT TO THE #8 DISCHARGE PORT ON THE COMPRESSOR. ROUTE THE STRAIGHT FEMALE FITTING TO THE #8 CONDENSER HARDLINE COMING THROUGH CORE SUPPORT. SEE FIGURE 16, PAGE 16. 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 #10 135° FEMALE FITTING w/134a SERVICE PORT TO THE #10 SUCTION PORT ON THE COMPRESSOR. ROUTE THE 45° FEMALE FITTING TO THE #10 EVAPORATOR HARDLINE COMING THROUGH THE FIREWALL SEE FIGURE 16, PAGE 16. TIGHTEN EACH FITTING CONNECTION AS SHOWN IN 14 ABOVE. **(NOTE: WRAP THE #10 FITTING CONNECTIONS WITH PRESS TAPE. SEE FIGURE 15, PAGE 15.**

☐ LOCATE THE #6 EVAP/CORE HARDLINE AND LUBRICATE (2) #6 O-RINGS (SEE FIGURE 14 , ABOVE) AND CONNECT THE HARDLINE TO THE #6 HARDLINE COMING THROUGH THE CORE SUPPORT FROM DRIER. ATTACH THE OTHER END OF THE HARDLINE WITH LUBRICATED O-RING TO THE #6 EVAPORATOR HARDLINE COMING THROUGH THE FIREWALL. SEE FIGURE 16, PAGE 16. TIGHTEN EACH FITTING CONNECTION AS SHOWN IN FIGURE 14, ABOVE.

☐ USE A #2 & #10 ADEL CLAMP TO SECURE THE #6 EVAP/ CORE HARDLINE AND THE 5/8" HEATER HOSE TO THE INNER FENDERWELL AS SHOWN IN FIGURE 16, PAGE 16. SECURE THE ADEL CLAMP TO THE INNER FENDER USING (2)10-32 x ½" PH PAN HEAD SCREWS w/ NUTS.

MODIFIED A/C HOSE KIT

☐ REFER TO SEPARATE INSTRUCTIONS INCLUDED WITH MODIFIED HOSE KIT.

HEATER HOSE & HEATER CONTROL VALVE INSTALLATION

NOTE: *VINTAGE AIR SYSTEMS REQUIRE (2) 5/8 HOSE NIPPLES (NOT SUPPLIED). ONE FOR THE INTAKE (PRESSURE) AND ONE FOR THE WATER PUMP (SUCTION) - IF REQUIRED REMOVE EXISTING HOSE NIPPLE OR NIPPLES AND INSTALL NEW 5/8 HOSE NIPPLES IN INTAKE AND WATER PUMP.*

☐ ROUTE A PIECE OF HEATER HOSE FROM THE WATER PUMP TO THE HEATER LINE COMING THROUGH THE FIREWALL AS SHOWN IN FIGURE 15, BELOW. SECURE USING HOSE CLAMPS.

☐ ROUTE A PIECE OF HEATER HOSE FROM THE INTAKE TO THE HEATER LINE COMING THROUGH THE FIREWALL AS SHOWN IN FIGURE 15, BELOW. NOTE: INSTALL HEATER CONTROL VALVE IN-LINE WITH INTAKE MANIFOLD (PRESSURE SIDE) HEATER HOSE, SECURE USING HOSE CLAMPS AS SHOWN IN FIGURE 15, BELOW. ***NOTE PROPER FLOW DIRECTION***.

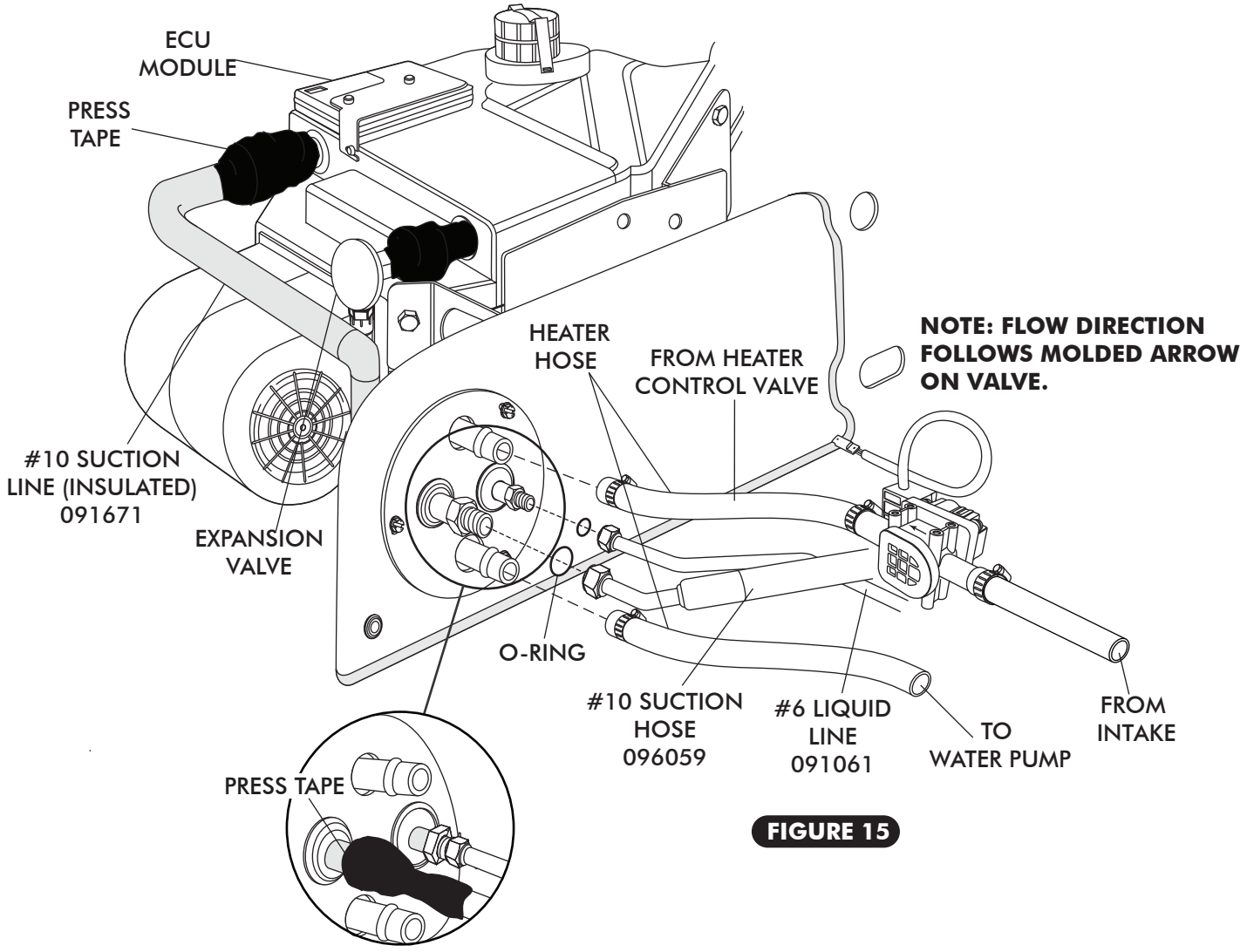


FIGURE 15

AC & HEATER HOSE ROUTING

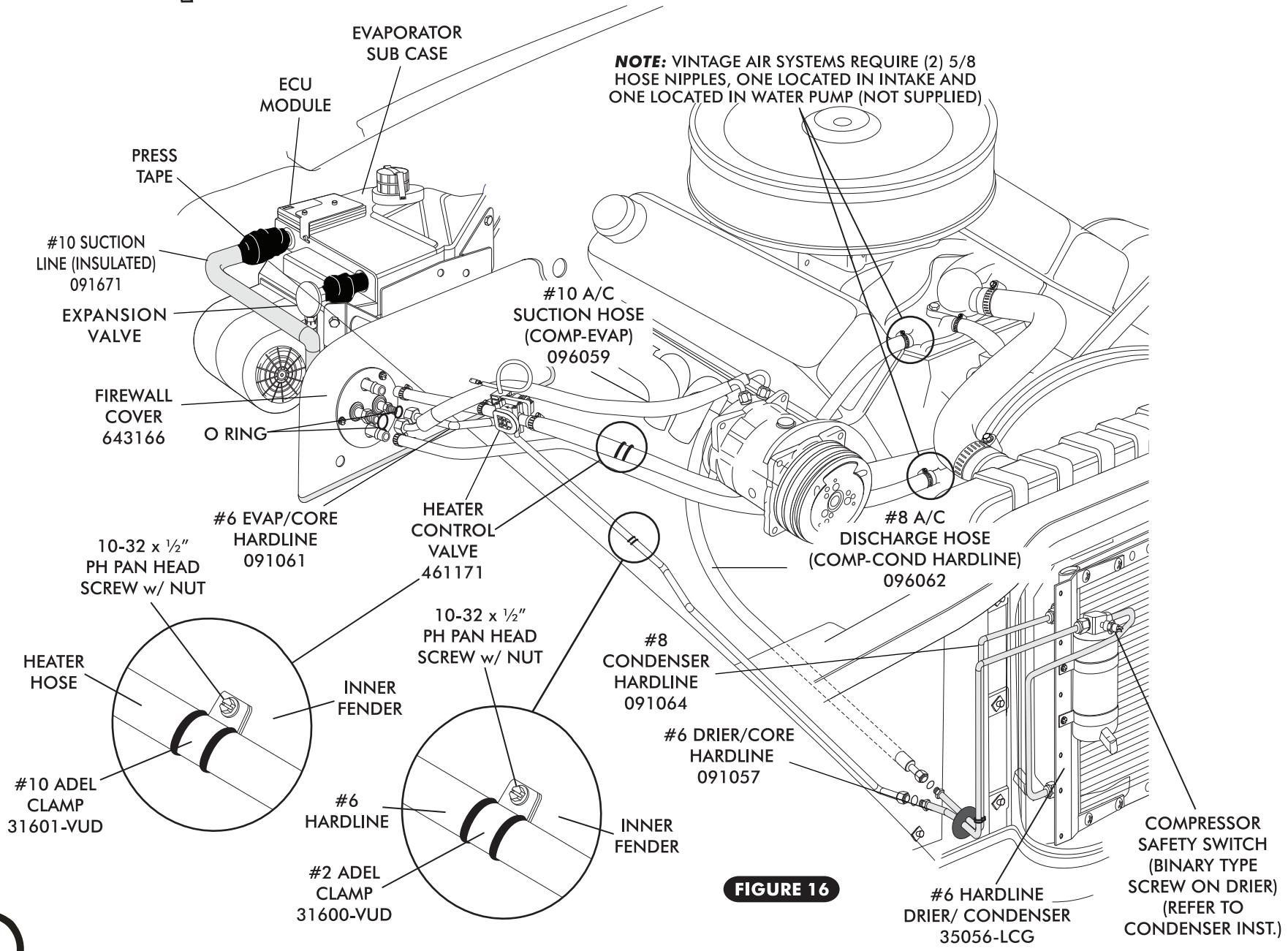


FIGURE 16

FINAL STEPS

- ☐ INSTALL DUCT HOSES AS SHOWN IN FIGURE 19, PAGE 18.
- ☐ ROUTE A/C WIRES THROUGH 3/8" GROMMET AS SHOWN ON FIGURE 16 (12 VOLT/ GROUND/ BINARY SWITCH/ HEATER VALVE)
- ☐ INSTALL CONTROL PANEL ASM.
- ☐ PLUG THE CONTROL PANEL HARNESS INTO THE ECU MODULE ON SUB CASE AS SHOWN IN PAGE 18.
- ☐ PLUG THE WIRING HARNESS INTO THE ECU MODULE ON SUB CASE AS SHOWN IN FIGURE 19, PAGE 18. (WIRE ACCORDING TO WIRING DIAGRAM ON PAGE 20 & 21.)
- ☐ **NOTE:** CONTROL PANEL MUST BE CALIBRATED. (REFER TO CONTROL PANEL INSTRUCTIONS FOR CALIBRATION PROCEDURES.
- ☐ GLOVE BOX INSTALLATION (SEE FIGURE 18)
- ☐ REINSTALL ALL PREVIOUSLY REMOVED ITEMS (BATTERY RADIO, SPEAKER, INSTRUMENT PANEL).
- ☐ FILL RADIATOR WITH AT LEAST A 50/50 MIXTURE OF APPROVED ANTIFREEZE AND DISTILLED WATER. IT IS THE OWNERS RESPONSIBILITY TO KEEP THE FREEZE PROTECTION AT THE PROPER LEVEL FOR THE CLIMATE IN WHICH THE VEHICLE IS OPERATED. FAILURE TO FOLLOW ANTIFREEZE RECOMMENDATIONS WILL CAUSE HEATER CORE TO CORRODE PREMATURELY AND POSSIBLY BURST IN AC MODE AND/OR FREEZING WEATHER, VOIDING YOUR WARRANTY.
- ☐ DOUBLE CHECK ALL FITTINGS, BRACKETS AND BELTS FOR TIGHTNESS.
- ☐ VINTAGE AIR RECOMMENDS THAT ALL AC SYSTEMS BE SERVICED BY A CERTIFIED AUTOMOTIVE AIR CONDITIONING TECHNICIAN.
- ☐ EVACUATE THE SYSTEM FOR A MINIMUM OF 45 MINUTES PRIOR TO CHARGING AND LEAK CHECK PRIOR TO SERVICING.

- ☐ CHARGE THE SYSTEM TO THE CAPACITIES STATED ON THE INFORMATION PAGE (PAGE 4) OF THIS INSTRUCTION MANUAL.

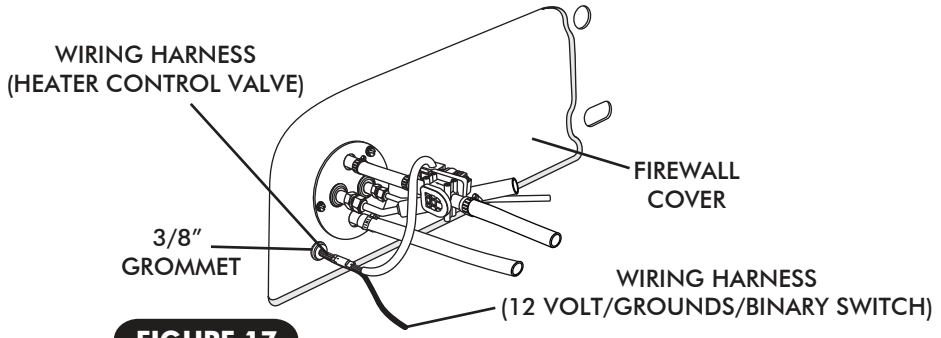


FIGURE 17

GLOVE BOX INSTALLATION

- ☐ THE NEW GLOVE BOX IS MADE IN TWO (2) PIECES FOR EASY INSTALLATION.
- ☐ INSERT BOTTOM HALF OF NEW GLOVE BOX, INTO GLOVE BOX OPENING AND POSITION IN PLACE.
- ☐ INSERT TOP HALF OF GLOVE BOX AND FASTEN TO BOTTOM HALF USING (4) #6 x 3/8" BLACK PAN HEAD PHILLIPS SCREWS (SEE FIGURE 18, BELOW).
- ☐ INSTALL GLOVE BOX DOOR USING (3) OEM SCREWS THROUGH THE TINNERMAN NUTS.
- ☐ INSTALL GLOVE BOX USING (2) OEM SCREWS SEE FIGURE 18a.

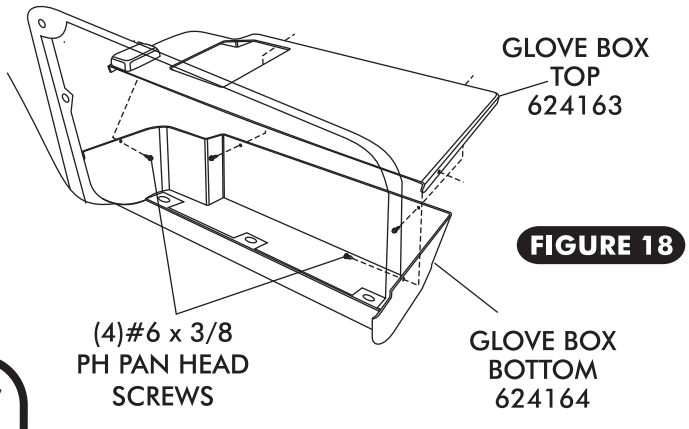


FIGURE 18

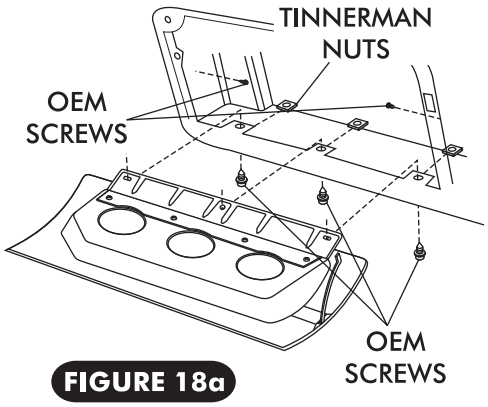


FIGURE 18a

CONTROL PANEL & DUCT HOSE ROUTING

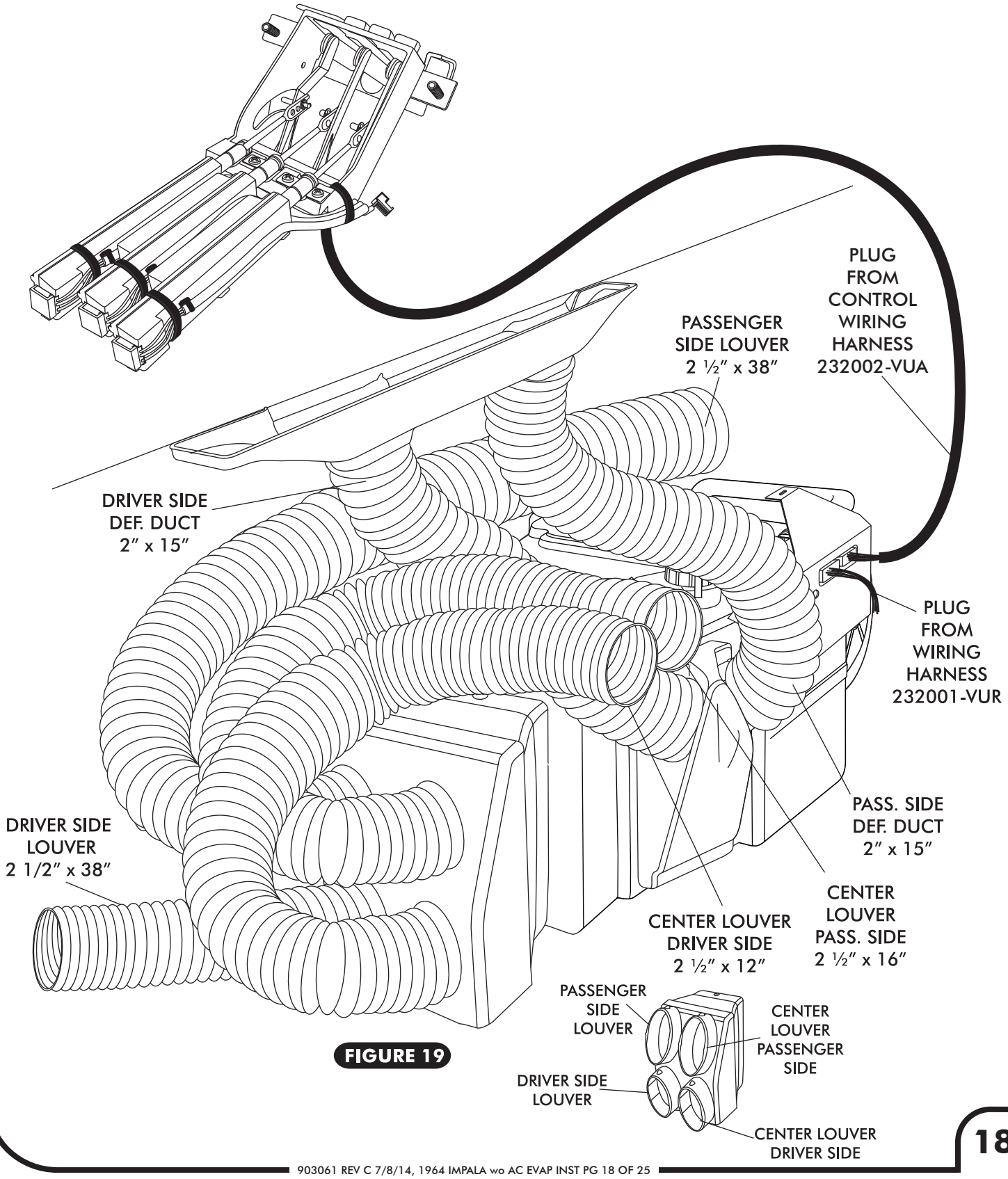


FIGURE 19

EVAPORATOR HARD LINE INSTALLATION

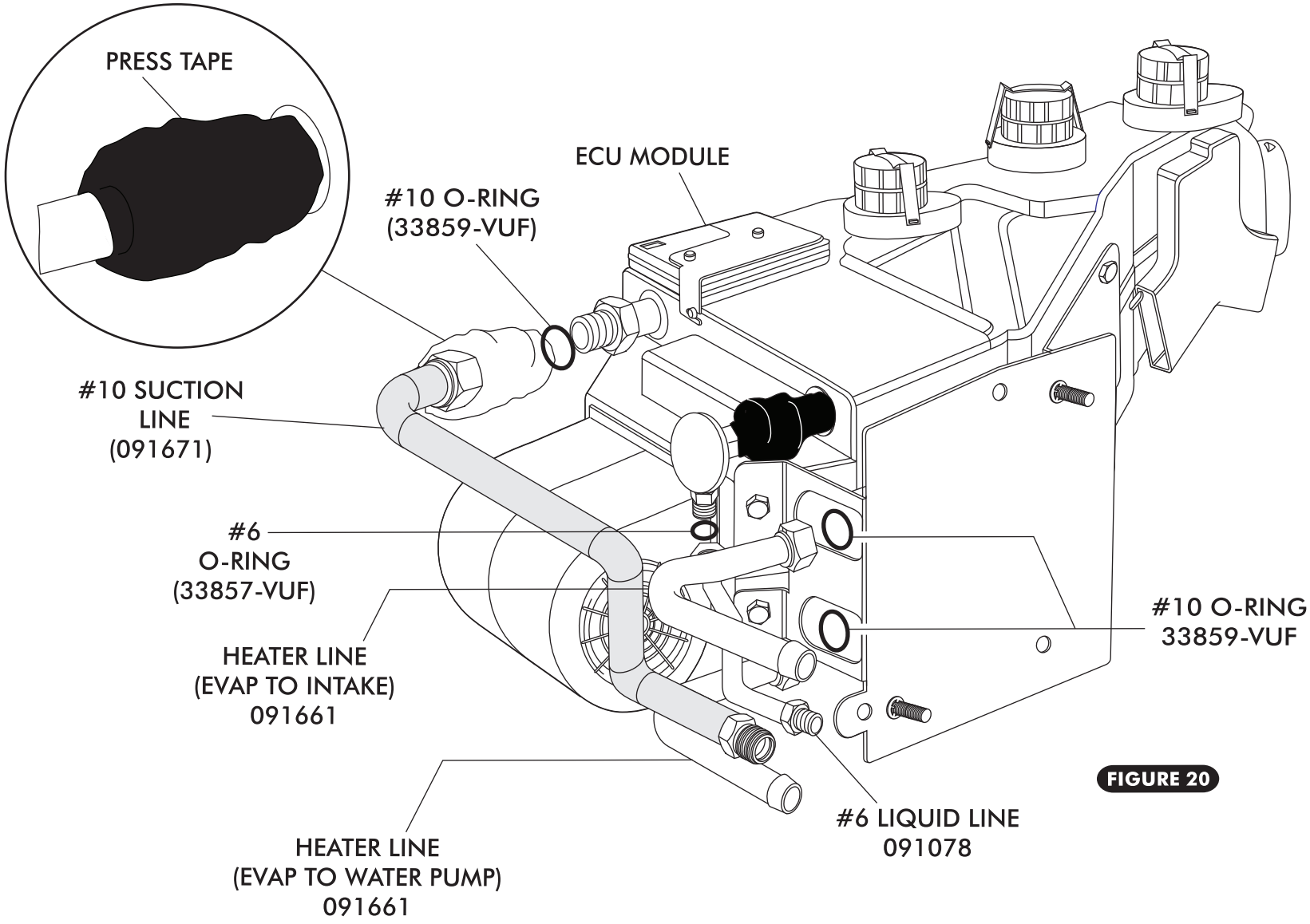
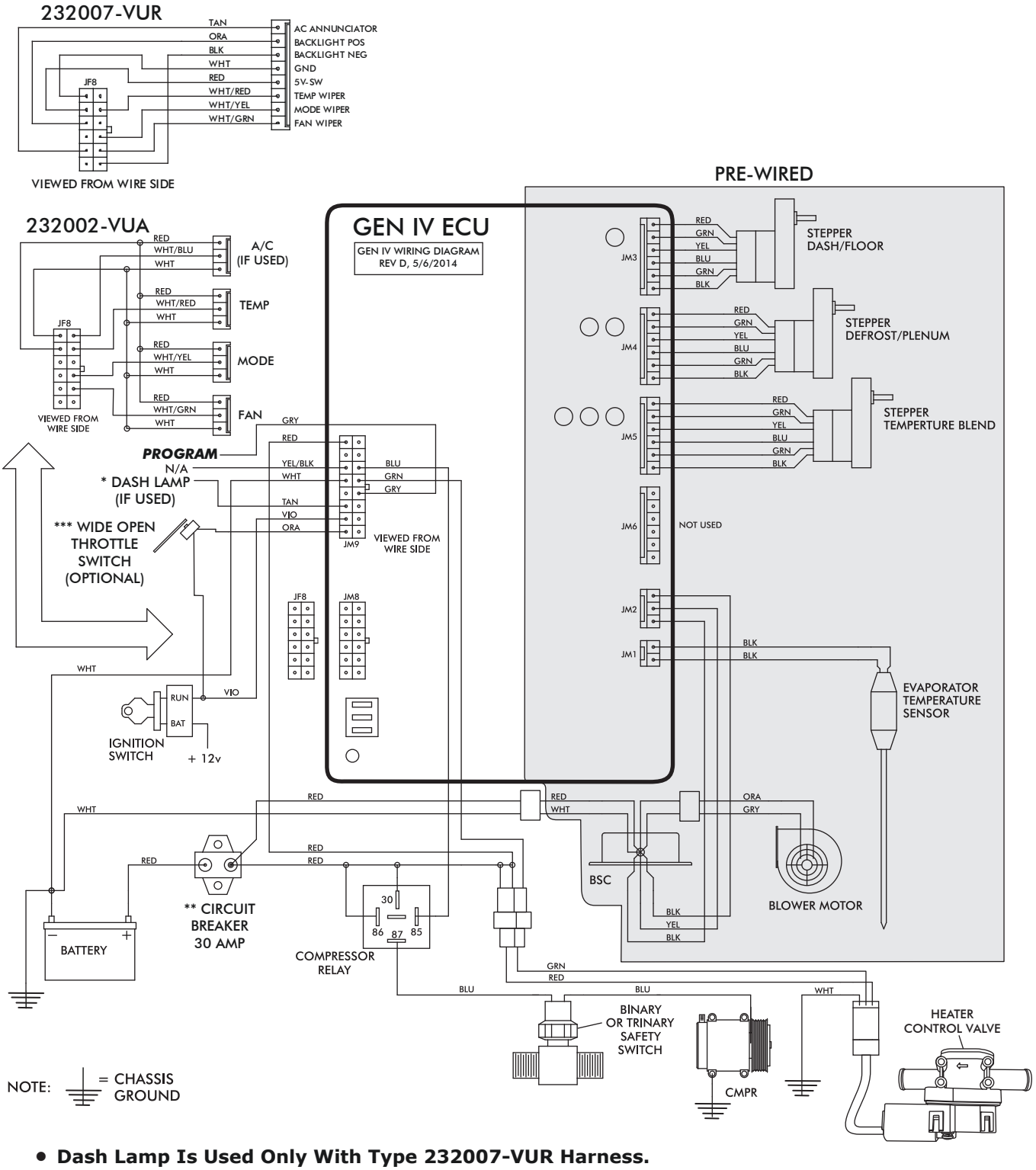


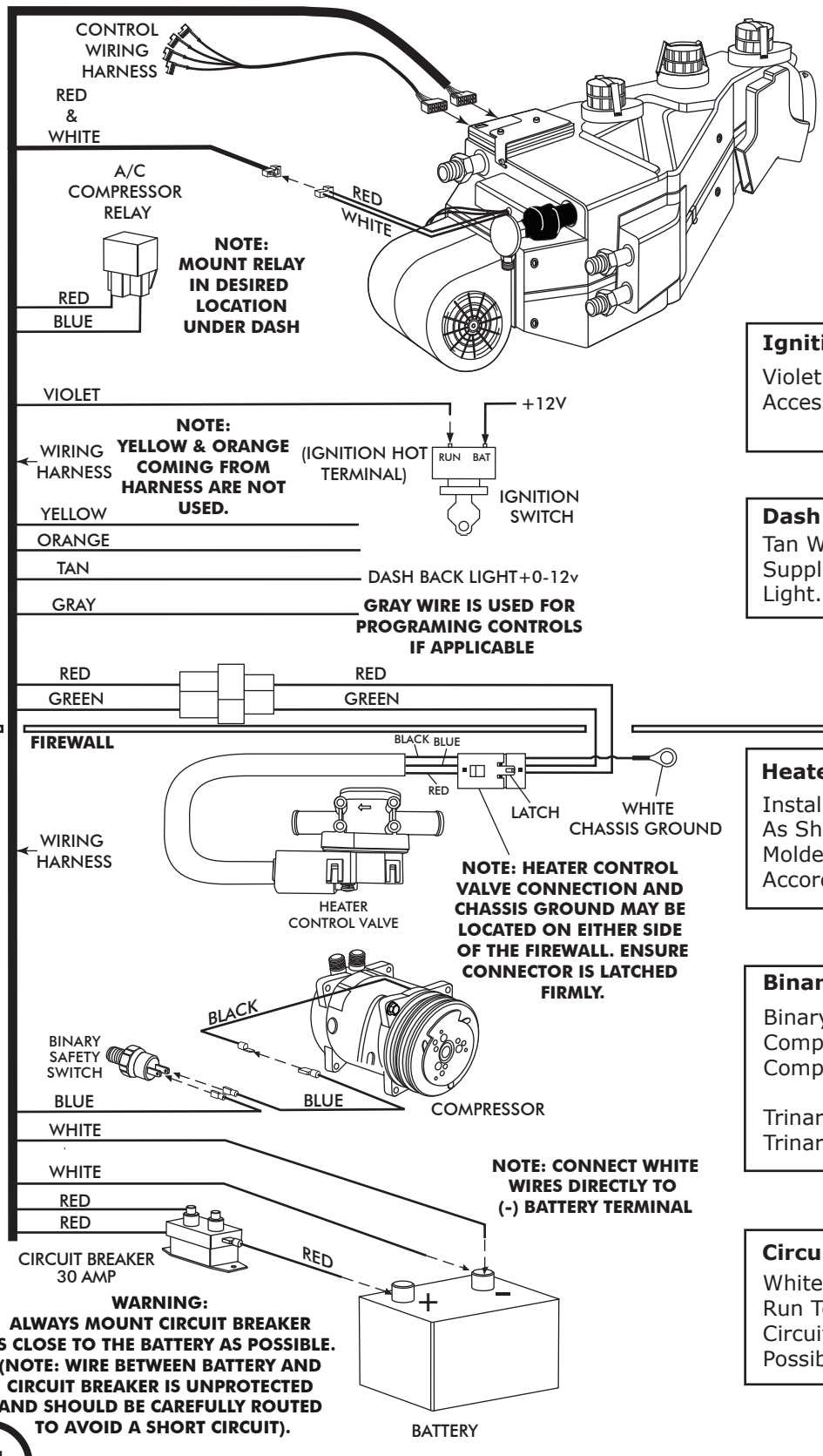
FIGURE 20

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.

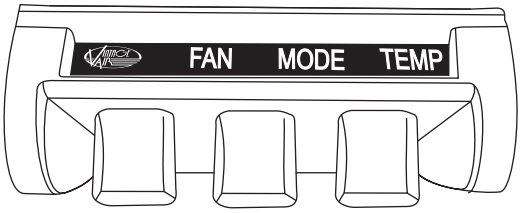
Circuit Breaker/Battery:

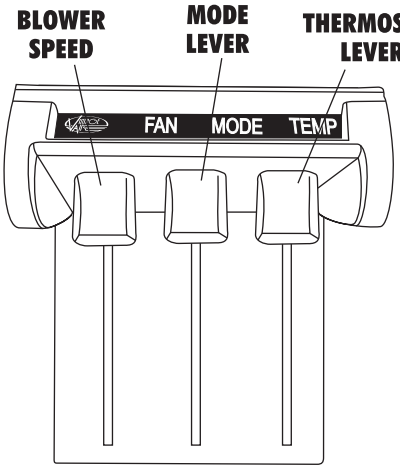
White **Must** Run To (-) Battery. Red May Run To (+) Battery Or Starter. Mount Circuit Breaker As Close to Battery As Possible.

OPERATION OF CONTROLS

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

NOTE: WHEN BATTERY POWER IS FIRST CONNECTED TO THE ECU, THE COMPUTER GOES THROUGH AN INITIALIZATION SEQUENCE. THIS INITIALIZATION MAY TAKE UP TO 30 SECONDS. DURING INITIALIZATION THE BLOWER WILL NOT OPERATE, BUT THE DOORS INSIDE THE UNIT WILL BE OPERATING. A LOW BATTERY OR DISCONNECTING THE BATTERY MAY ALSO TRIGGER A RE-INITIALIZATION. DURING START UP, A LOW BATTERY MAY DROP BELOW 7 VOLTS, TRIGGERING RE-INITIALIZATION.



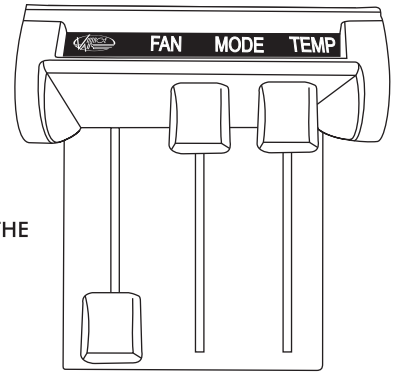


SYSTEM OFF

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

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

THERMOSTAT LEVER
THIS LEVER CONTROLS THE TEMPERATURE FROM HOT TO COLD



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)

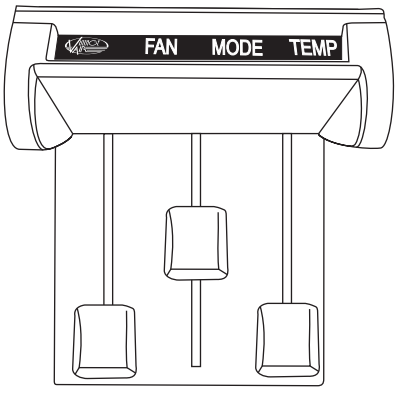
MODE LEVER
SLIDE THE MODE LEVER ALL THE WAY UP FOR DASH MODE

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

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

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

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

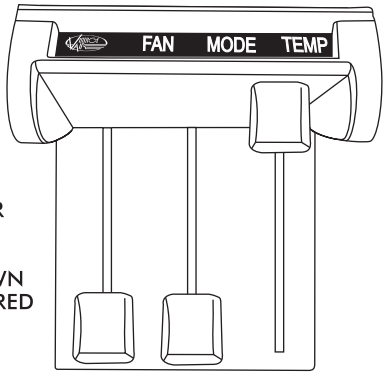


HEAT MODE

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

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

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



DEFROST MODE

Troubleshooting Guide

Symptom	Condition	Checks	Actions	Notes
1a. Blower stays on high speed when ignition is on.	No other functions work.	Check for damaged pins or wires in control head plug.	Verify that all pins are inserted into plug. Ensure that no pins are bent or damaged in ECU.	
		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.	

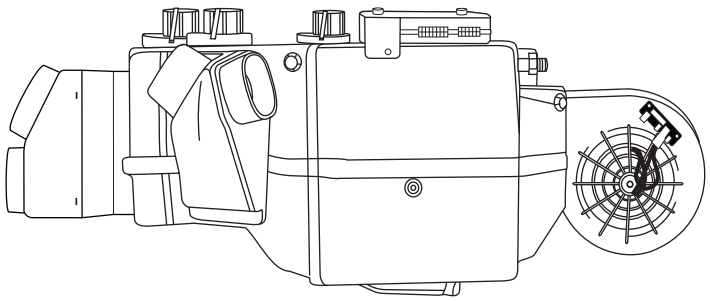
EVAPORATOR KIT PACKING LIST

EVAPORATOR KIT
561064

No.	QTY.	PART No.	DESCRIPTION	
1.	1	744004-VUE	GEN IV 4 VENT EVAP. SUBCASE	_____
2.	1	784163	1964 IMPALA w/o AC ACC. KIT	_____

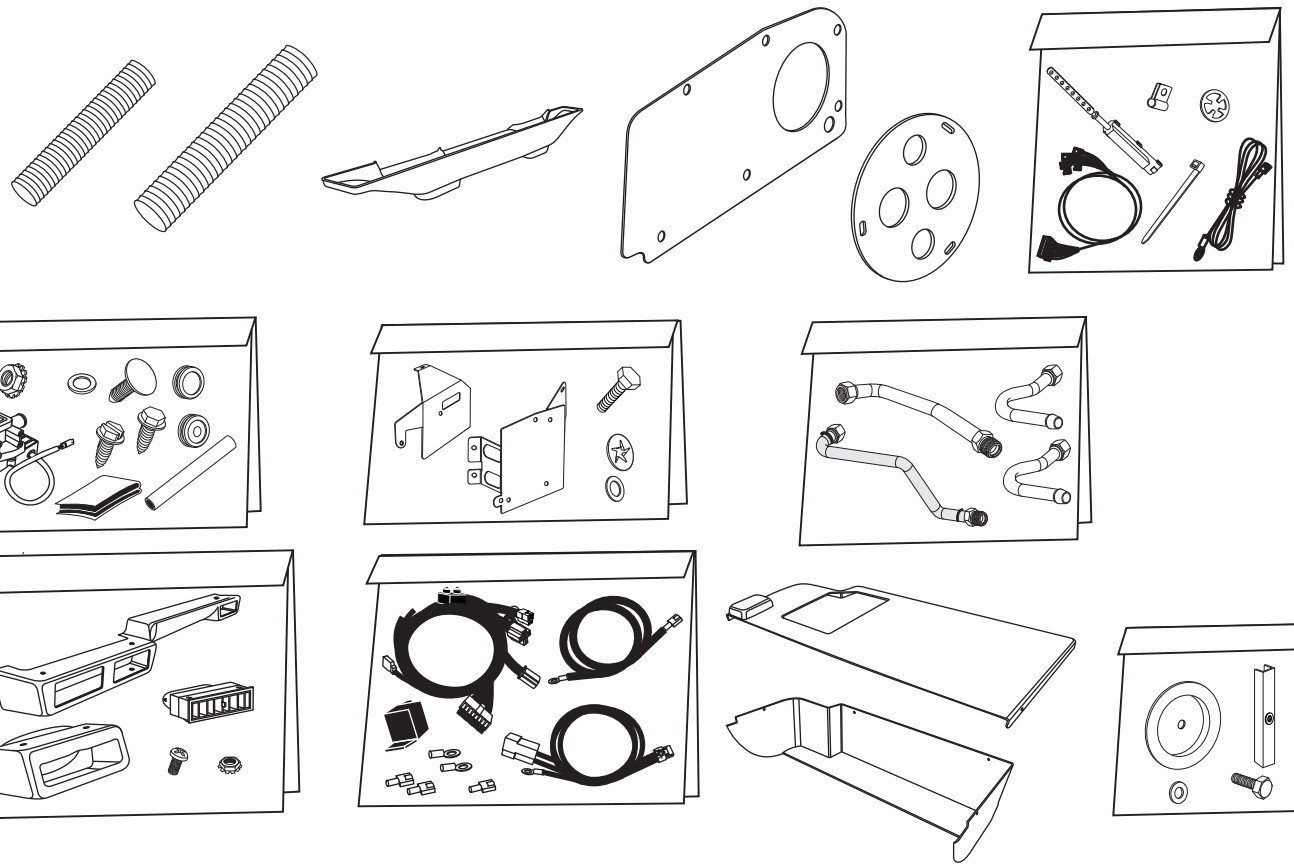
CHECKED BY: _____
PACKED BY: _____
DATE: _____

①



GEN IV 4 VENT
EVAP. SUB CASE
744004-VUE

②



ACCESSORY KIT
784163

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