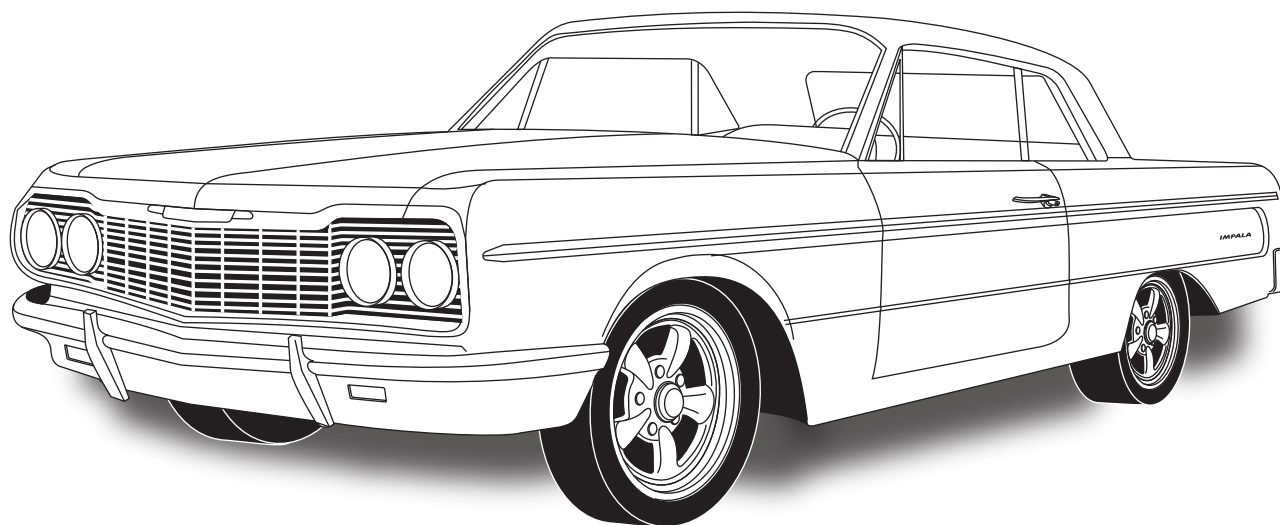




an ISO 9001: 2008 Registered Company

# 1964 Chevy Impala

*with Factory Air*  
**564064**



18865 Goll St. San Antonio, TX 78266 ph: 210-654-7171 fax: 210-654-3113



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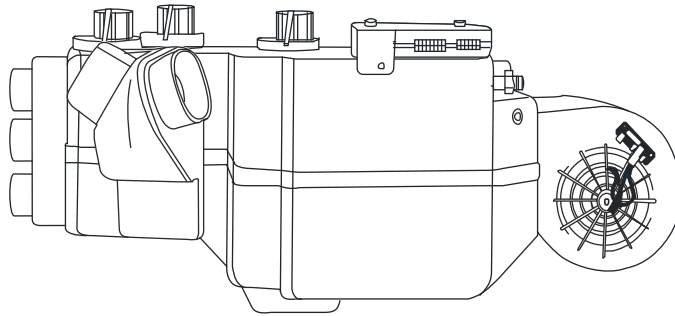
## Packing List Evaporator Kit (564064)

No.	Qty.	Part No.	Description
1.	1	744005	Gen IV 3-Vent Evaporator Sub Case w/ 204 ECU
2.	1	784164	1964 Impala with A/C Accessory Kit

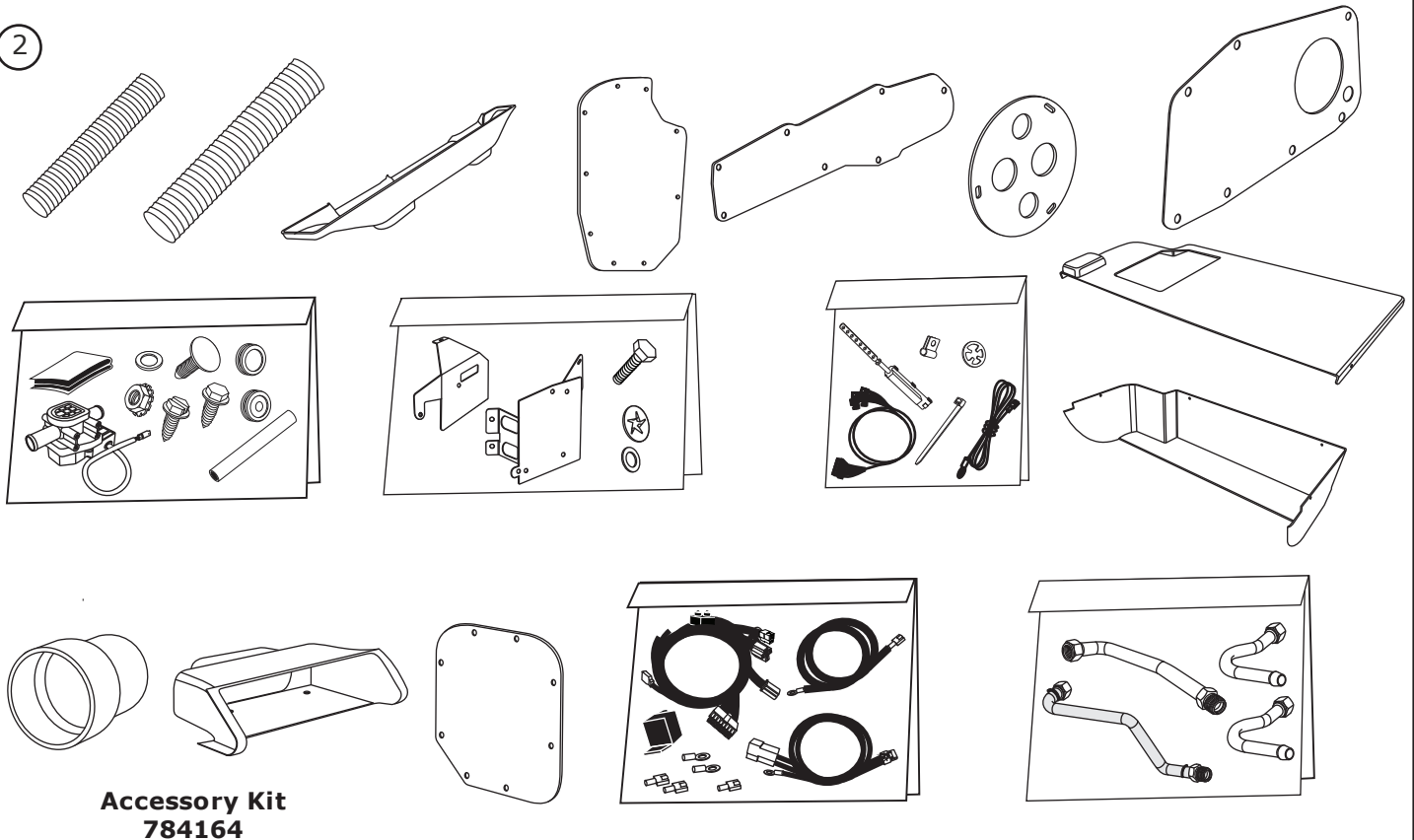
**\*\* Before beginning installation, open all packages and check contents of shipment. Please report any shortages directly to Vintage Air within 15 days. After 15 days, Vintage Air will not be responsible for missing or damaged items.**

①

**Gen IV 3-Vent  
Evaporator Sub Case  
w/ 204 ECU  
744005**



②



**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.

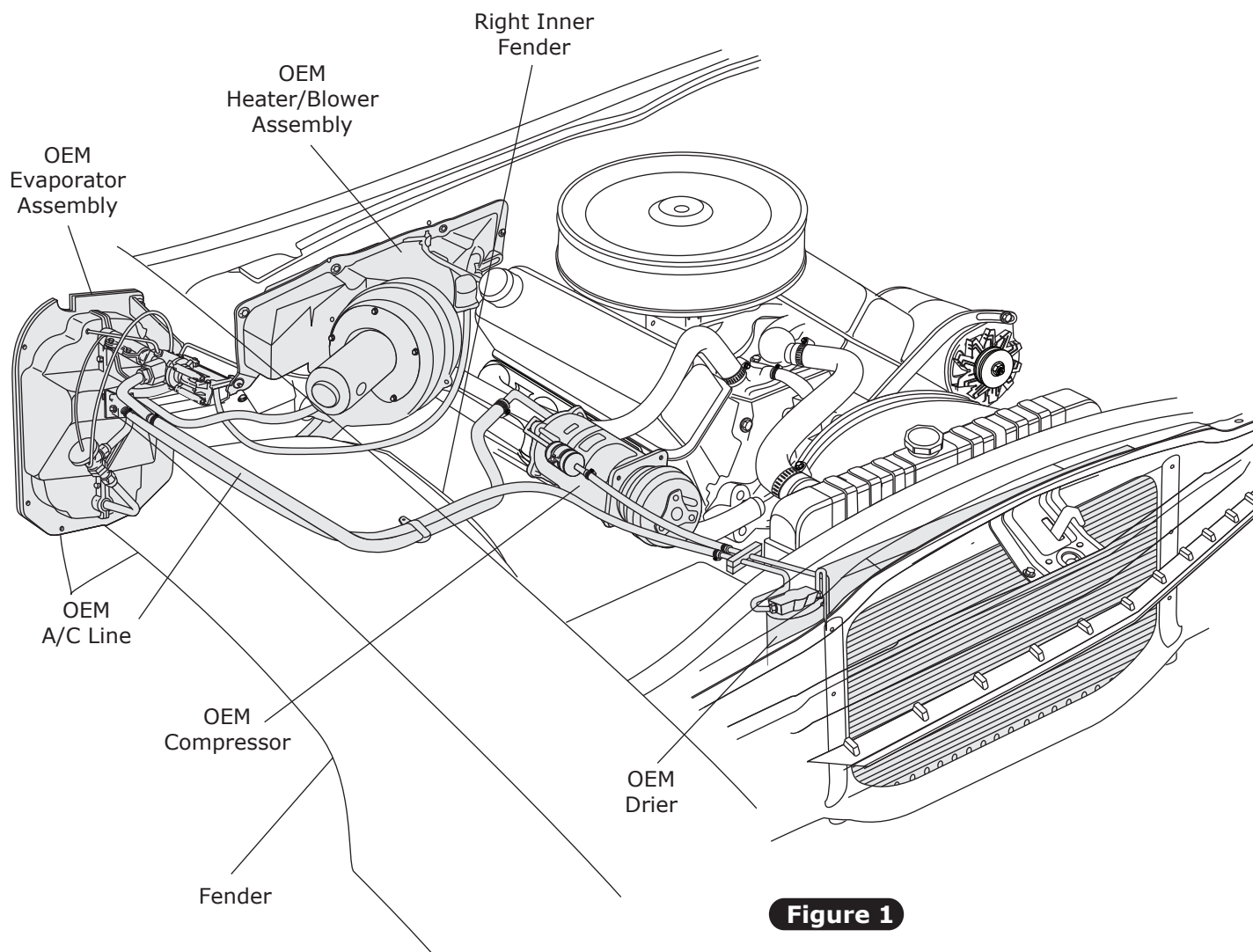


## Engine Compartment

**NOTE:** Before starting the installation, check the function of the vehicle (horn, lights, etc.) for proper operation, and study the instructions, illustrations & diagrams.

### Remove the Following:

1. Disconnect battery and remove.
2. Drain radiator.
3. Evacuate the A/C system if necessary.
4. Remove OEM condenser and drier (discard) (See Figure 1, below).
5. Remove OEM A/C lines from compressor to evaporator (discard) (See Figure 1, below).
6. Remove OEM A/C compressor and compressor bracket (discard) (See Figure 1, below).
7. Remove OEM blower assembly (discard) (See Figure 1, below).
8. To remove the OEM evaporator assembly, the factory manual indicates doing the following: Remove the right inner fender.



**Figure 1**





## Condenser Assembly & Installation

1. Refer to separate instructions included with the condenser kit to install the condenser.
2. Binary switch installation (Refer to condenser instructions).

## Compressor & Brackets

1. Refer to separate instructions included with the bracket kit to install the compressor bracket.

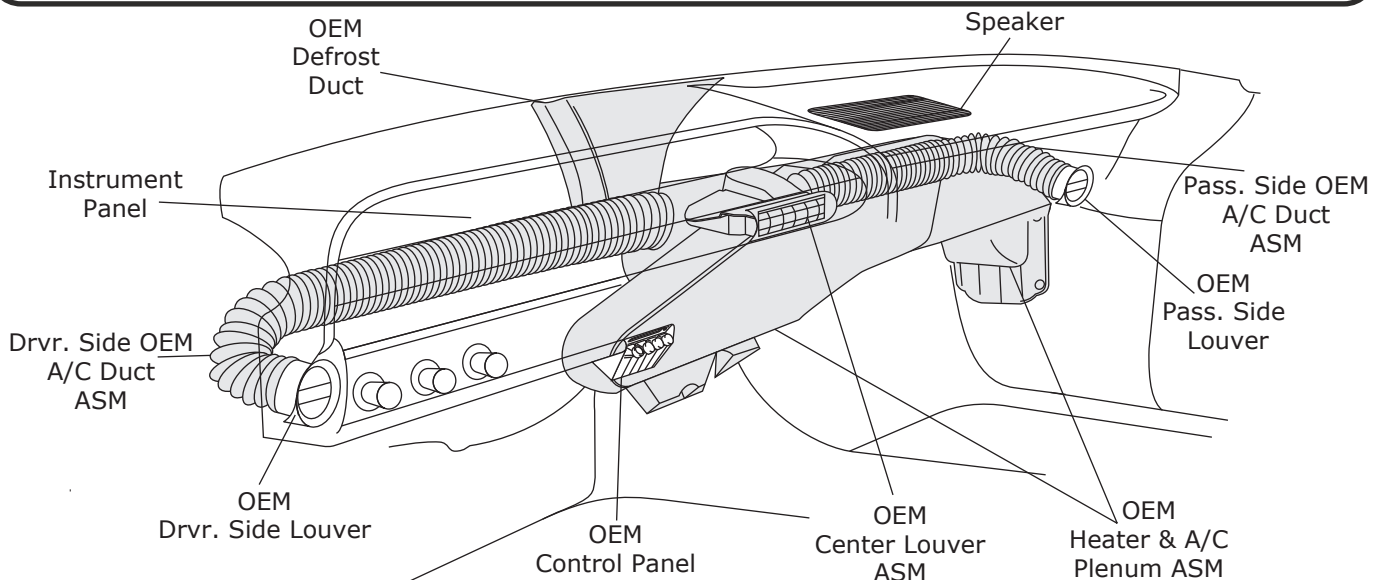
## Pulleys

1. In most instances, the belt lengths will remain the same.

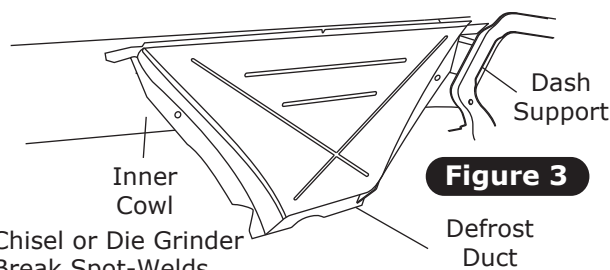
## Passenger Compartment

### Remove the Following:

1. Instrument panel (See Figure 2, below).
2. Passenger side OEM A/C duct assembly (See Figure 2, below).
3. Driver side OEM A/C duct assembly (See Figure 2, below).
4. OEM center louver assembly (See Figure 2, below).
5. The OEM control panel assembly (See Figure 2, below).
6. OEM heater and A/C plenum assembly (See Figure 2, below).
7. Glove box (discard).
8. Radio and speaker (retain).
9. OEM defrost duct assembly (See Figure 3, below).
10. Remove spot welds on defrost duct by chisel or die grinder (See Figure 3, below).



**Figure 2**

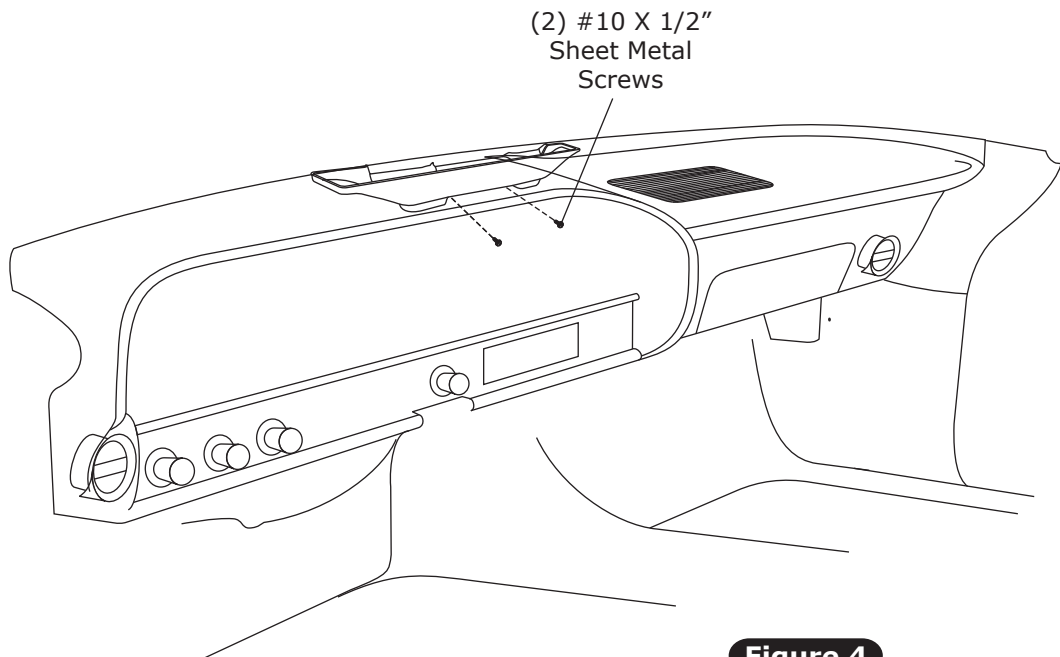


**Figure 3**



## Defrost Duct Installation

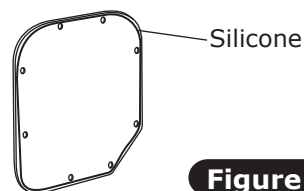
1. Place defrost duct under dash and align with OEM defrost opening in dash. Drill (2) 1/8 holes in the cowl, using the defrost duct hole as a template. Secure using (2) #10 x 1/2 sheet metal screws as shown in Figure 4, below.



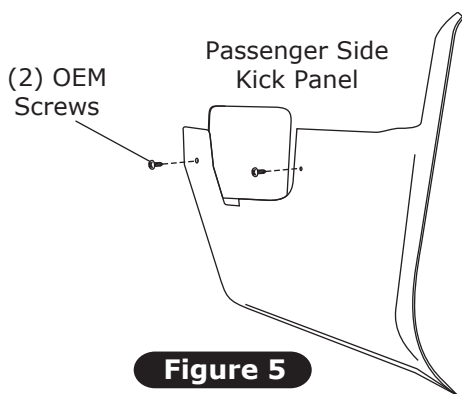
**Figure 4**

## Kick Panel Fresh Air Cap Installation

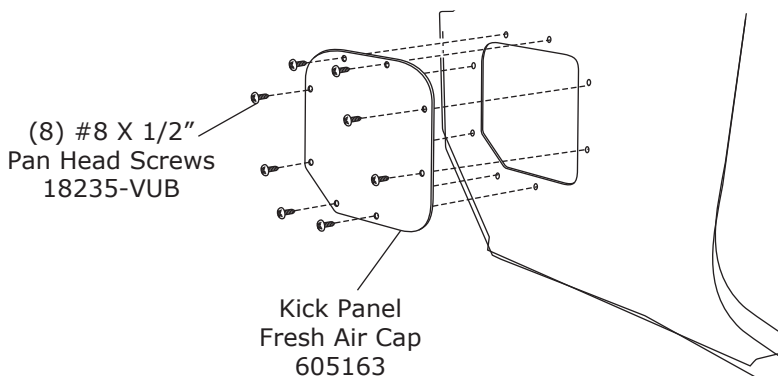
1. Remove the passenger side kick panel by removing the (2) OEM screws.
2. Apply a 1/4" bead of silicone around the back side of the kick panel fresh air cap as shown in Figure 5a, right.
3. Install kick panel fresh air cap in kick panel using the (8) #8 x 1/2" pan head screws as shown in Figure 5b, below.
4. Reinstall kick panel using OEM screws.



**Figure 5a**



**Figure 5**



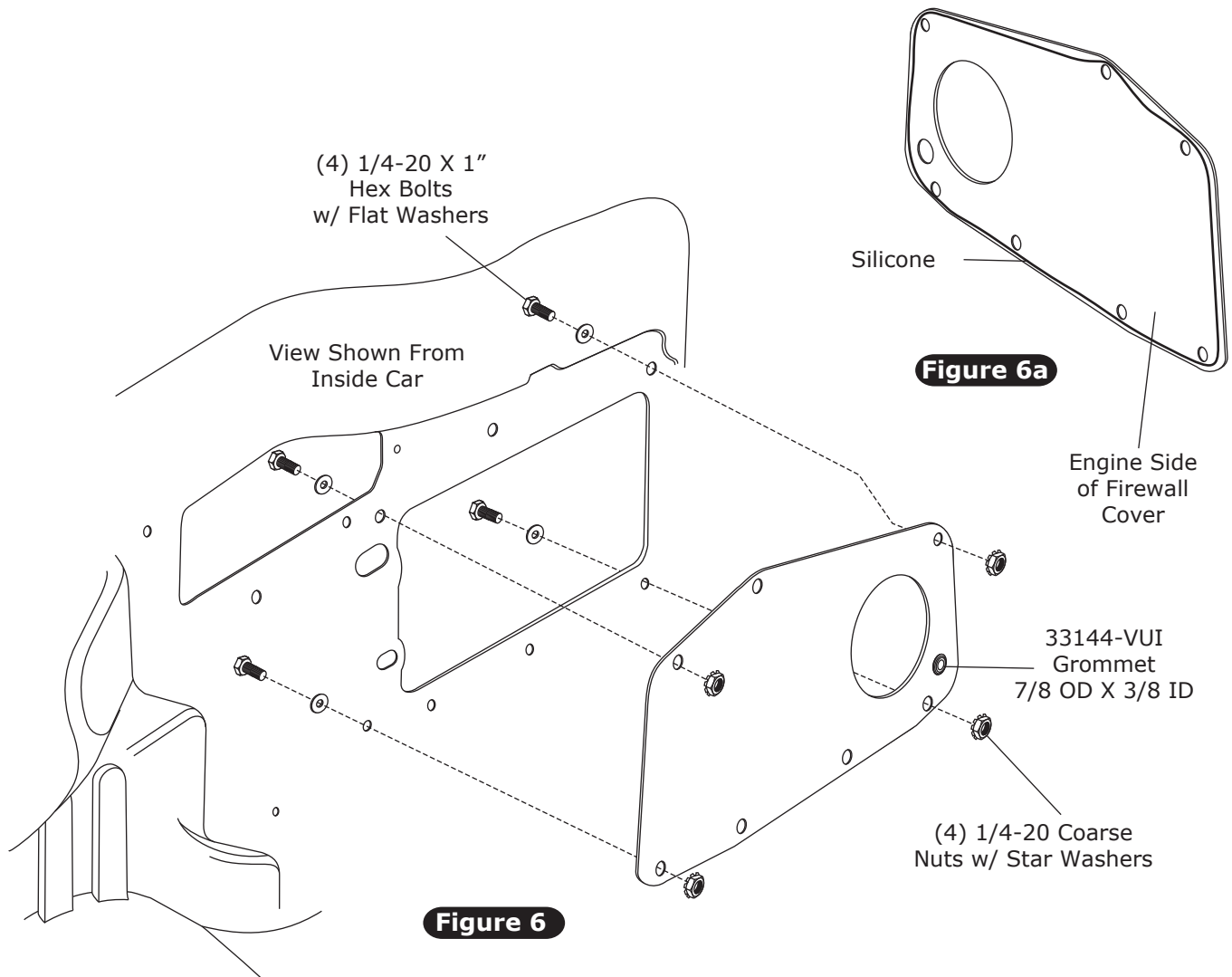
**Figure 5b**





## Firewall Cover Installation

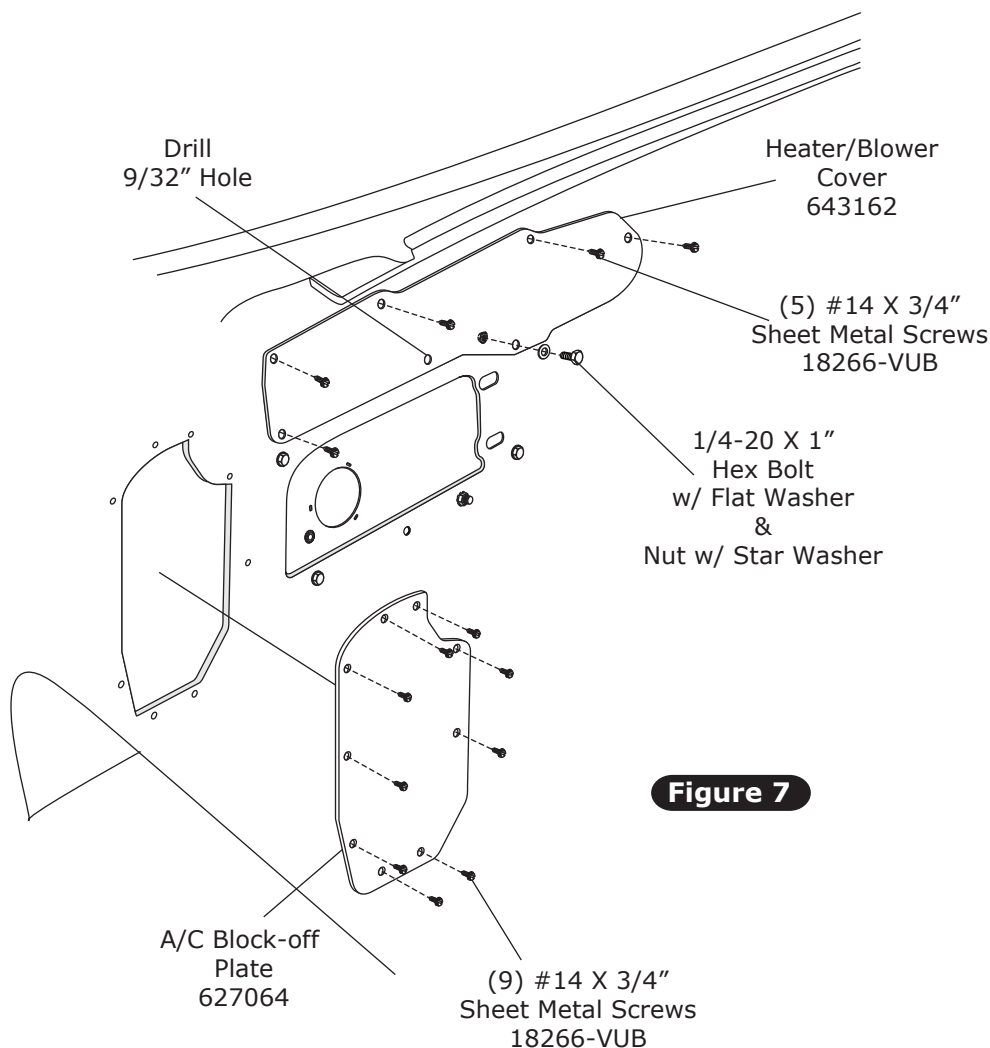
1. Install grommet on firewall cover as shown in Figure 6, below.
2. Apply a 1/4" bead of silicone around the firewall cover as shown in Figure 6a, below.
3. From inside the car, install firewall cover on firewall (See Figure 6, below). From the engine compartment, secure firewall cover to firewall using (4) 1/4-20 x 1" hex bolts with washers and 1/4-20 coarse nuts w/ star washers (See Figure 6, below).





## A/C Block-off Plate & Heater/Blower Cover Installation

1. Apply a 1/4" bead of silicone around the back side of the A/C block-off plate as shown in Figure 7, below.
2. Install the A/C block-off plate using (9) #14 X 3/4" sheet metal screws as shown in Figure 7, below.
3. Drill (2) 3/16" holes in firewall using the A/C block-off plate as a template (See Figure 7, below).
4. Apply a 1/4" bead of silicone around the back side of the heater/blower cover as shown in Figure 7, below.
5. Install the heater/blower cover using (5) #14 X 3/4" sheet metal screws and a 1/4-20 X 1" bolt w/ flat washer and nut w/ star washer as shown in Figure 7, below.
6. Drill (1) 9/32" hole in the firewall using the heater/blower cover as a template (See Figure 7, below).

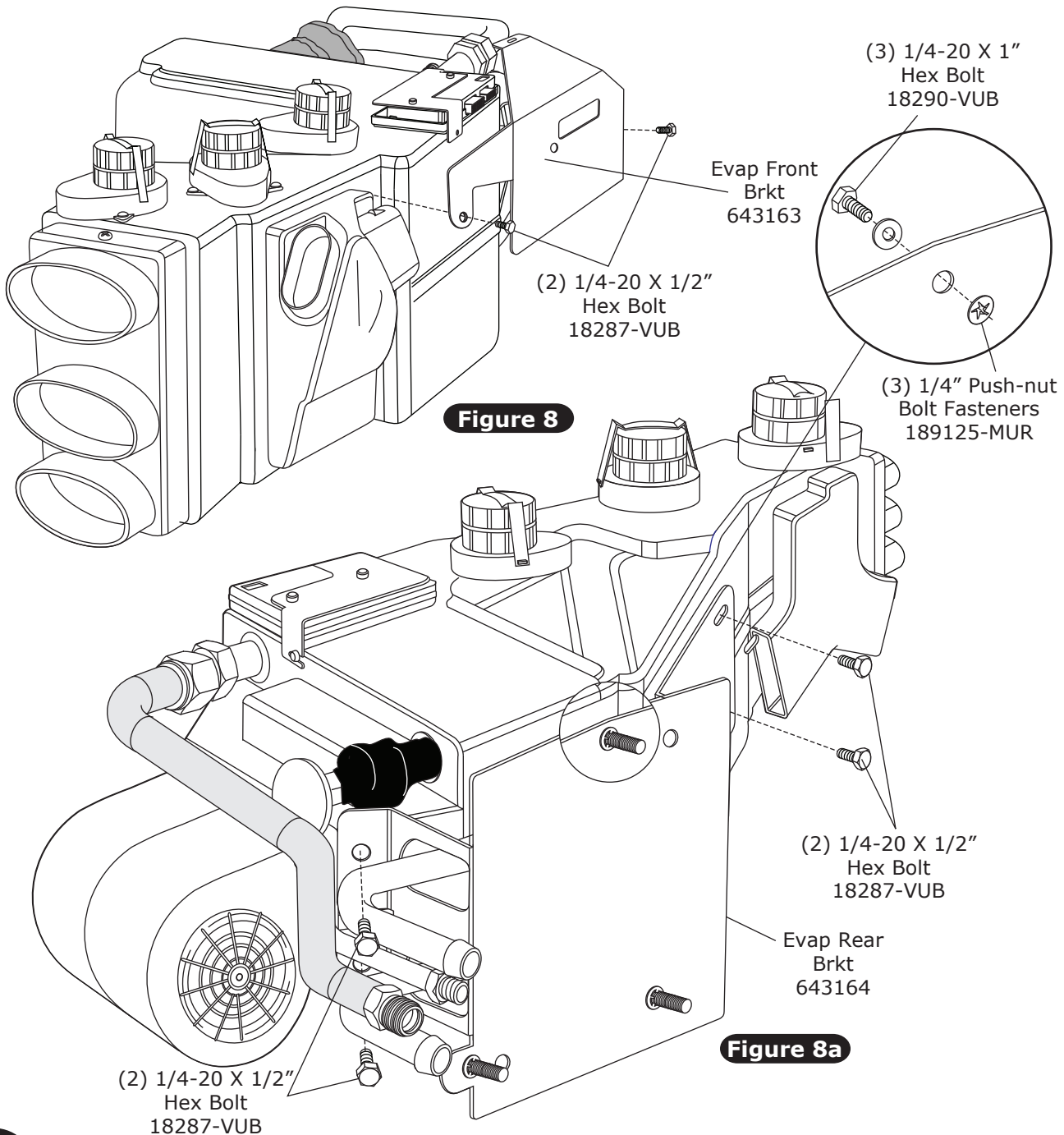


**Figure 7**



## Evaporator Installation

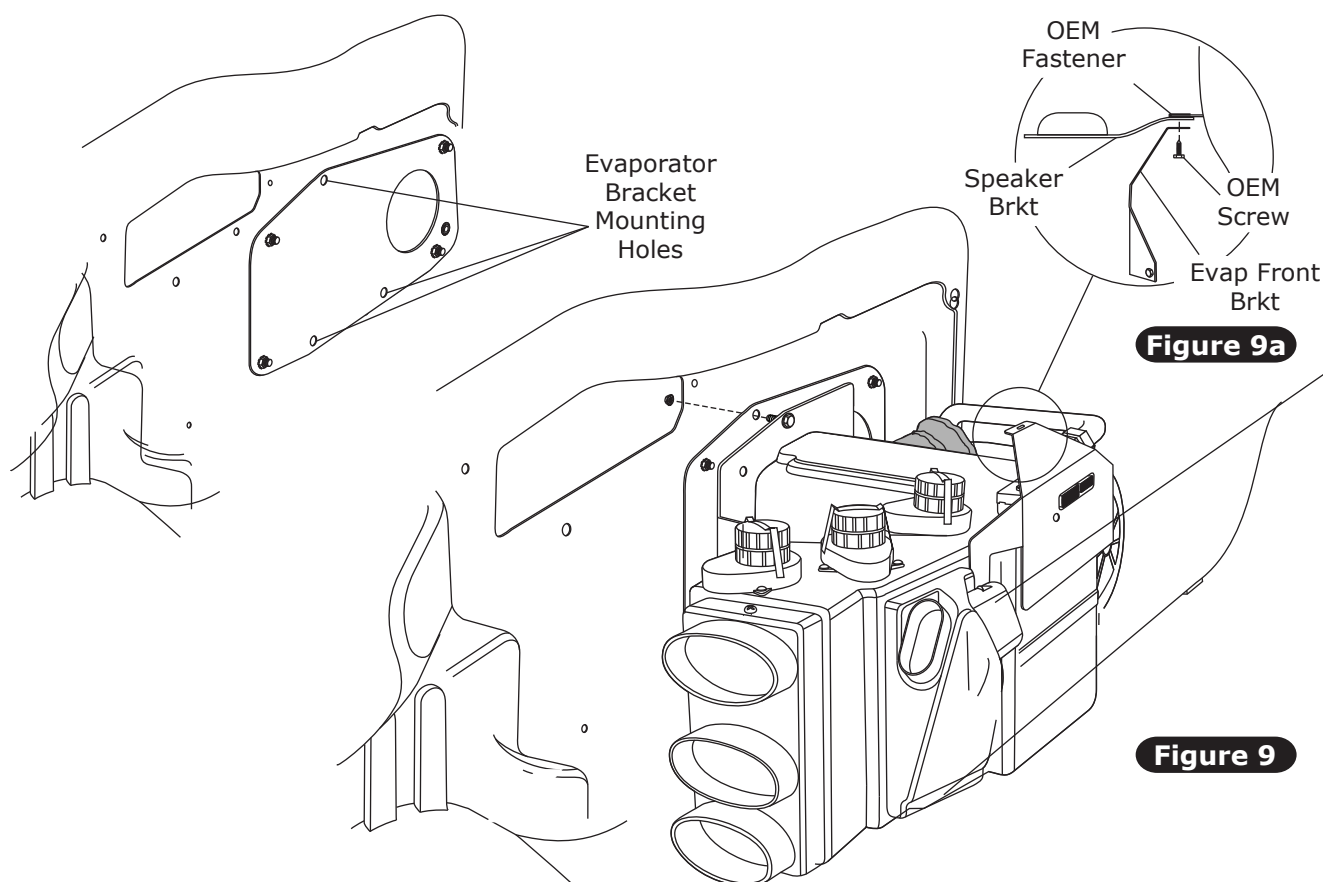
1. On a workbench, install (2) heater lines with properly lubricated O-rings (See Figure 13, Page 14, and Figure 19, Page 19).
2. Install (3) 1/4-20 x 1" hex bolts and 1/4" push-on nuts on evaporator rear bracket as shown in Figure 8a, below.
3. Install evaporator front & rear mounting brackets on evaporator using (6) 1/4-20 X 1/2" hex bolts and tighten as shown in Figure 8 & 8a below.
4. Install (2) A/C hardlines with properly lubricated O-rings (See Figure 13, Page 14, and Figure 19, Page 19).





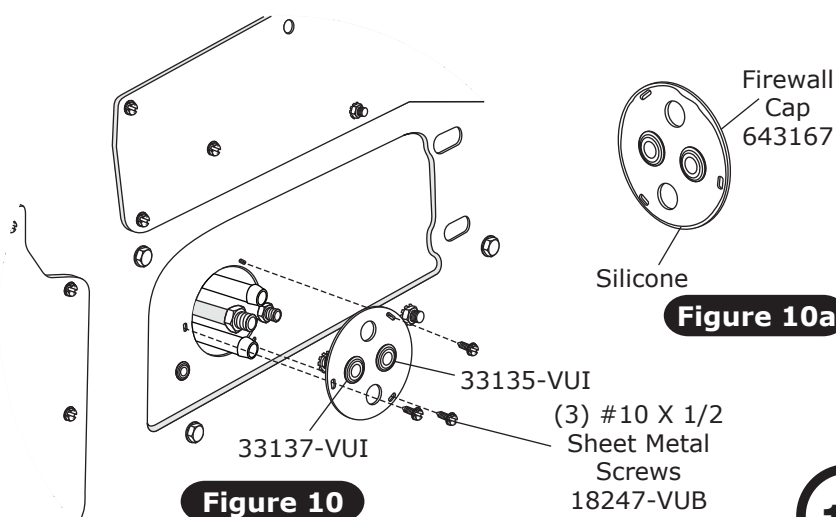
## Evaporator Installation (Cont.)

1. Lift evaporator unit up under the dashboard (See Figure 9, below). Secure loosely to the firewall from the engine compartment side using (3) 1/4-20 nuts w/ star washers and flat washers (See Figure 9, below).
2. Using OEM screw, secure the front evaporator mounting bracket to the OEM speaker mounting bracket (See Figures 9 and 9a, below).
3. Verify that evaporator unit is level and square to the dash, and then tighten all mounting bolts. **NOTE: Tighten the bolt on the firewall first, and then the front mounting bracket screws.**



## Firewall Cap Installation

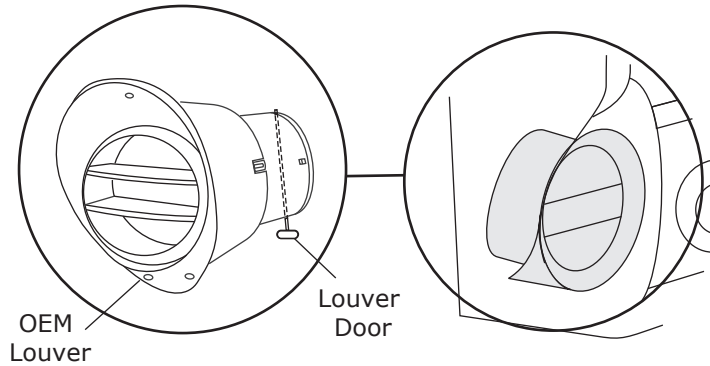
1. Install grommets on firewall cap as shown in Figure 10, right.
2. Apply a 1/4" bead of silicone around the back side of the firewall cap as shown in Figure 10a, right.
3. Pass lines through firewall cap and secure with (3) #10 x 1/2 sheet metal screws (See Figure 10, right).



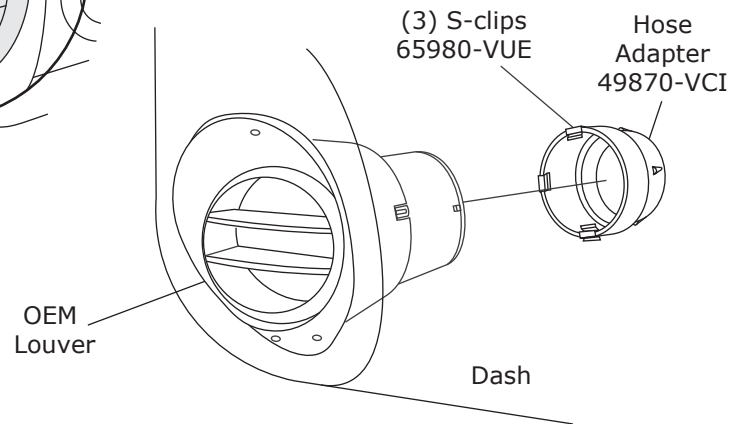


## OEM Driver/Passenger Louver Hose Adapter Installation

1. Install S-clips on driver/passenger side hose adapters as shown in Figure 11, below.
2. Vintage Air recommends removing louver door (See Figure 11a, below).
3. Install driver & passenger side hose adapters on OEM louvers (See Figure 11a, below).



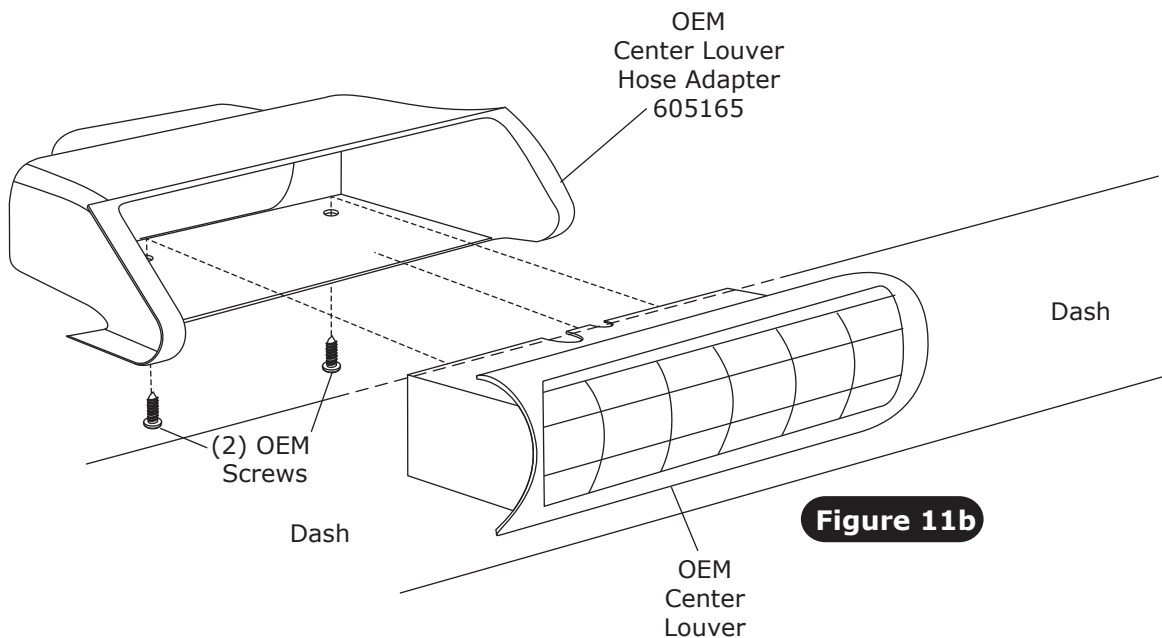
**Figure 11**



**Figure 11a**

## OEM Center Louver Hose Adapter Installation

1. Install center louver hose adapter on OEM center louver, and secure using OEM screws as shown in Figure 11b, below.

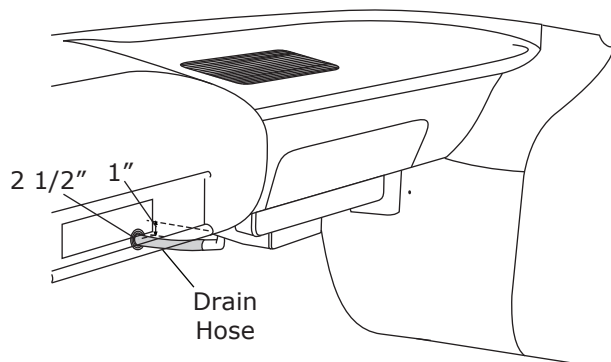
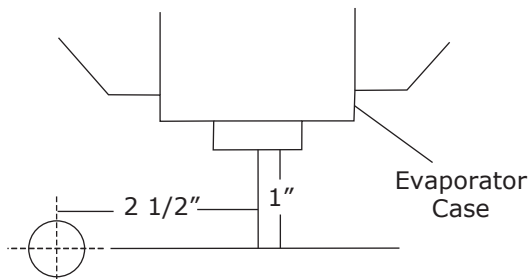


**Figure 11b**



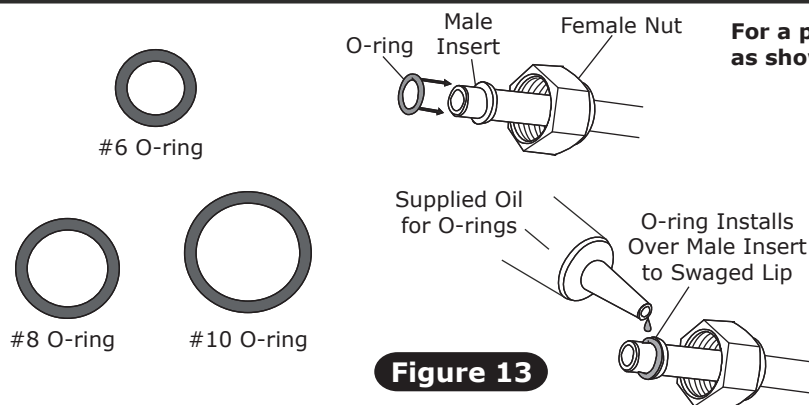
## Drain Hose Installation

1. Locate evaporator drain on bottom of evaporator case.
2. 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 12, right).
3. Install the drain hose to the bottom of the evaporator unit and route through the firewall (See Figure 12, right).



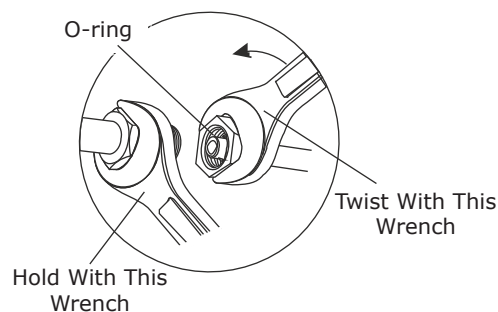
**Figure 12**

## Lubricating O-rings



**Figure 13**

**For a proper seal of fittings: Install supplied O-rings as shown, and lubricate with supplied oil.**



## A/C Hose Installation

### Standard Hose Kit

1. Locate the #8 compressor A/C hose. Lubricate (2) #8 O-rings (See Figure 13, above) and connect the 135° female fitting w/ R134a service port to the #8 discharge port on the compressor. Route the straight female fitting to the #8 condenser hardline coming through the core support (See Figure 15, Page 16). Tighten each fitting connection as shown in Figure 13, above.
2. Locate the #10 compressor A/C Hose. Lubricate (2) #10 O-rings (See Figure 13, above) and connect the #10 135° female fitting w/ R134a 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 15, Page 16). Tighten each fitting connection as shown in Figure 13, above. **NOTE: Wrap the #10 fitting connections with press tape (See Figure 14, Page 15).**
3. Locate the #6 evaporator/core hardline, lubricate (2) #6 O-rings (See Figure 13, above), and connect the hardline to the #6 hardline coming through the core support from the drier. Attach the other end of the hardline with lubricated O-ring to the #6 evaporator hardline coming through the firewall (See Figure 15, Page 16). Tighten each fitting connection as shown in Figure 13, above.
4. Use a #2 & #10 adel clamp to secure the #6 evaporator/core hardline and the 5/8" heater hose to the inner fender well as shown in Figure 15, Page 16. Secure the adel clamp to the inner fender using (2) 10-32 X 1/2" PH pan head screws with nuts.



## A/C Hose Installation (Cont.)

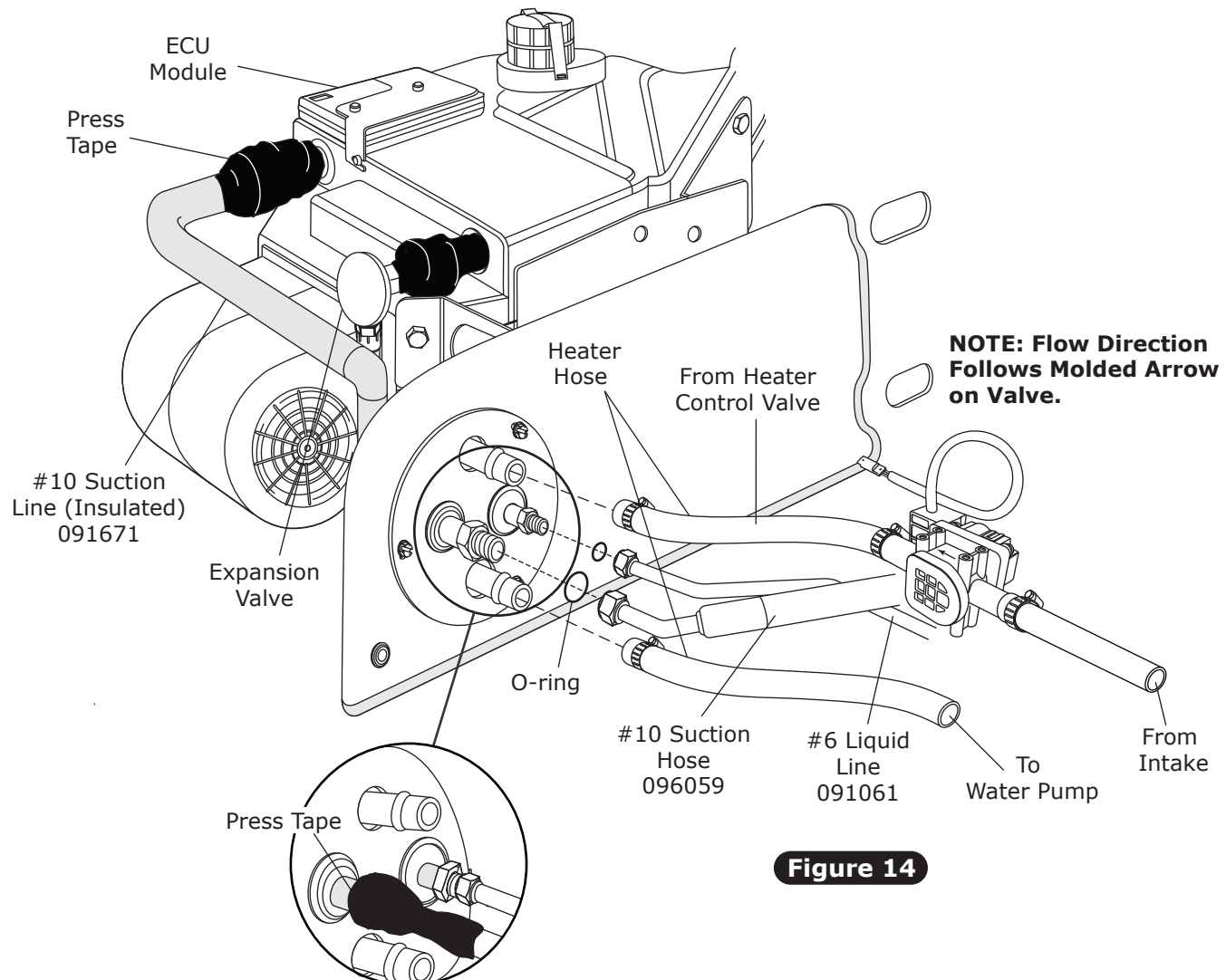
### Modified Hose Kit

1. 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 nipple is for the intake (pressure), and the other is for the water pump (suction). If required, remove existing hose nipple or nipples and install new 5/8" hose nipples on intake and water pump.**

1. Route a piece of heater hose from the intake to the heater line coming through the firewall as shown in Figure 14, below. Secure using hose clamps.
2. Route a piece of heater hose from the intake to the heater line coming through the firewall as shown in Figure 14, below. **NOTE: Install heater control valve in line with intake manifold (pressure side) heater hose, and secure using hose clamps as shown in Figure 14, below. Also note proper flow direction.**



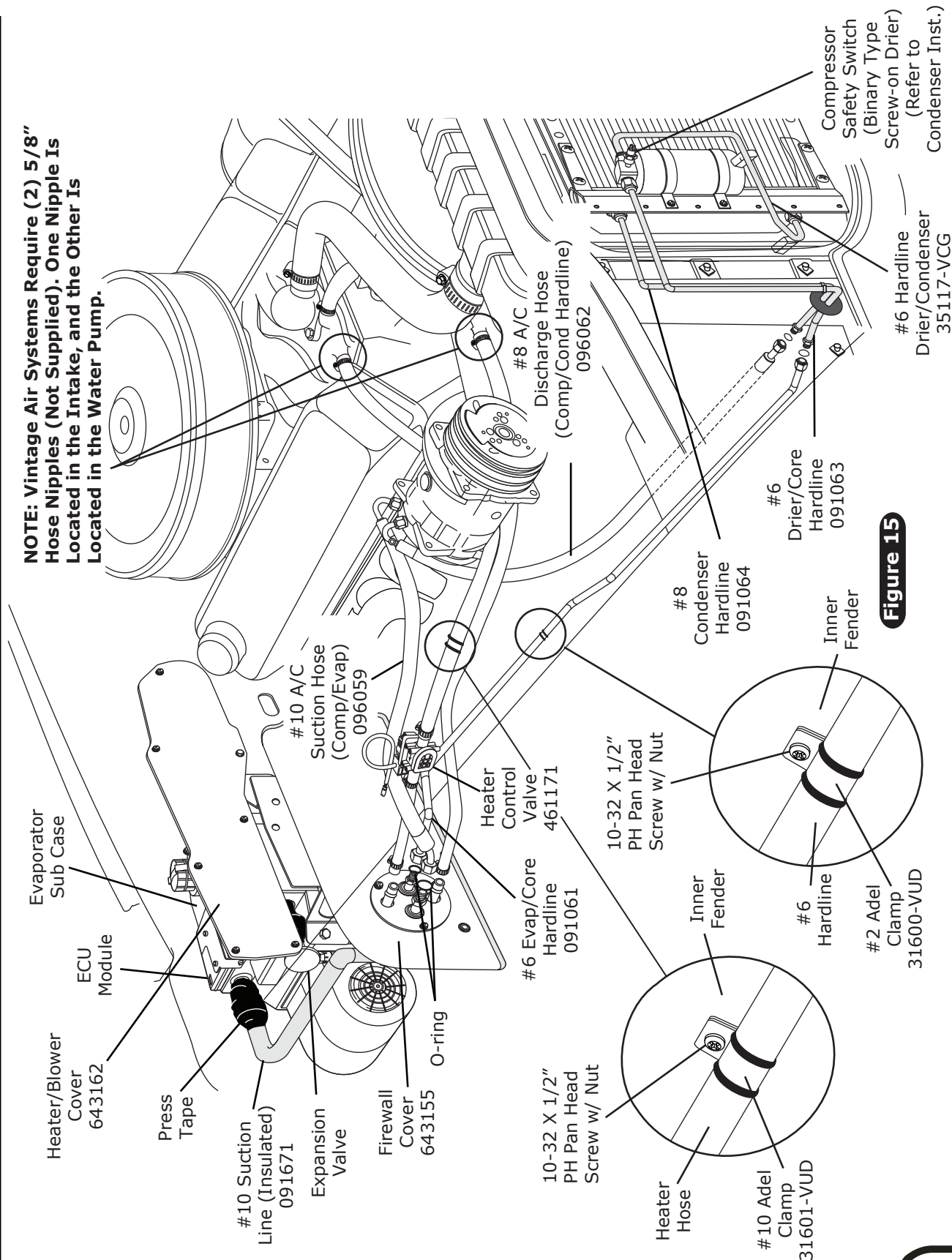
**Figure 14**





## A/C & Heater Hose Routing

**NOTE:** Vintage Air Systems Require (2) 5/8" Hose Nipples (Not Supplied). One Nipple Is Located in the Intake, and the Other Is Located in the Water Pump.



**Figure 15**

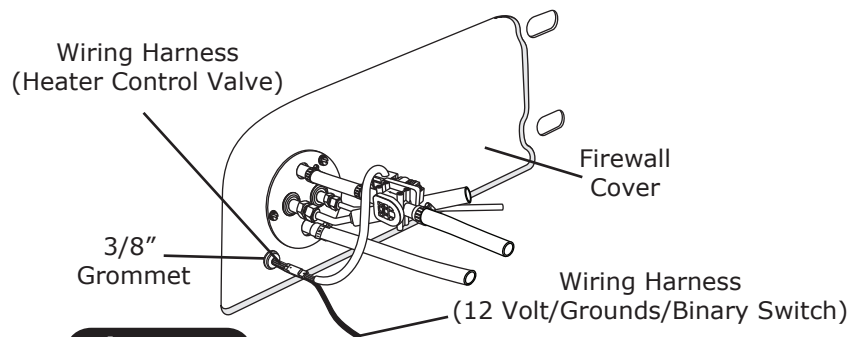


## Final Steps

1. Install duct hoses as shown in Figure 18, Page 18.
2. Route A/C wires through 3/8" grommet as shown in Figure 16, below (12 Volt/Ground/Binary Switch/Heater Valve).
3. Install control panel assembly.
4. Plug the control panel harness into the ECU module on the sub case as shown on Page 18.
5. Plug the wiring harness into the ECU module on the sub case as shown in Figure 18, Page 18 (Wire according to wiring diagram on Pages 20 & 21).

**NOTE: Control panel must be calibrated (Refer to control panel instructions for calibration procedures).**

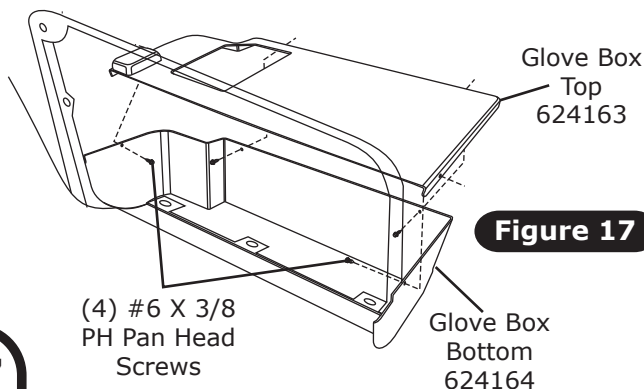
6. Glove box installation (See Figure 17, below).
7. Reinstall all previously removed items (battery, radio, speaker, instrument panel).
8. Fill radiator with at least a 50/50 mixture of approved antifreeze and distilled water. It is the owner's responsibility to keep freeze protection at the proper 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.
9. Double check all fittings, brackets and belts for tightness.
10. Vintage Air recommends that all A/C systems be serviced by a certified automotive air conditioning technician.
11. Evacuate the system for a minimum of 45 minutes prior to charging, and leak check prior to servicing.
12. Charge the system to the capacities stated on the information page (Page 4) of this instruction manual.



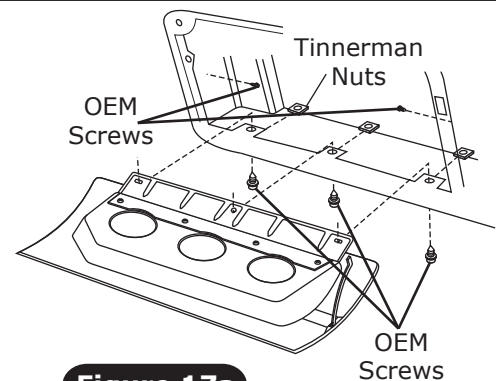
**Figure 16**

## Glove Box Installation

1. The new glove box is made in two (2) pieces for easy installation.
2. Insert bottom half of new glove box into glove box opening and position into place.
3. Insert top half of glove box and fasten to bottom half using (4) #6 X 3/8" black pan head Phillips screws (See Figure 17, below).
4. Install glove box door using (3) OEM screws through the Tinnerman nuts.
5. Install glove box using (2) OEM screws (See Figure 17a, below).



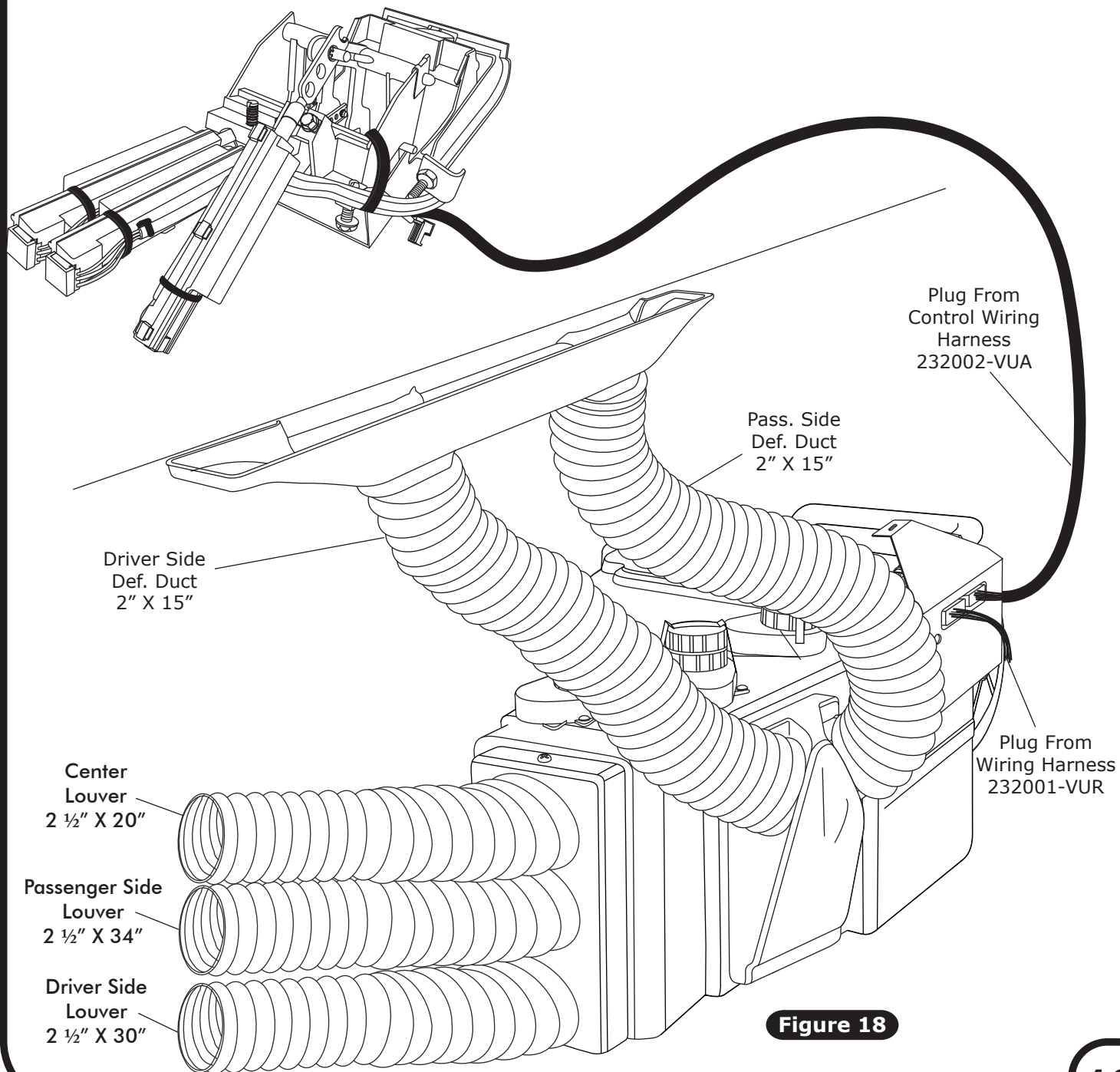
**Figure 17**



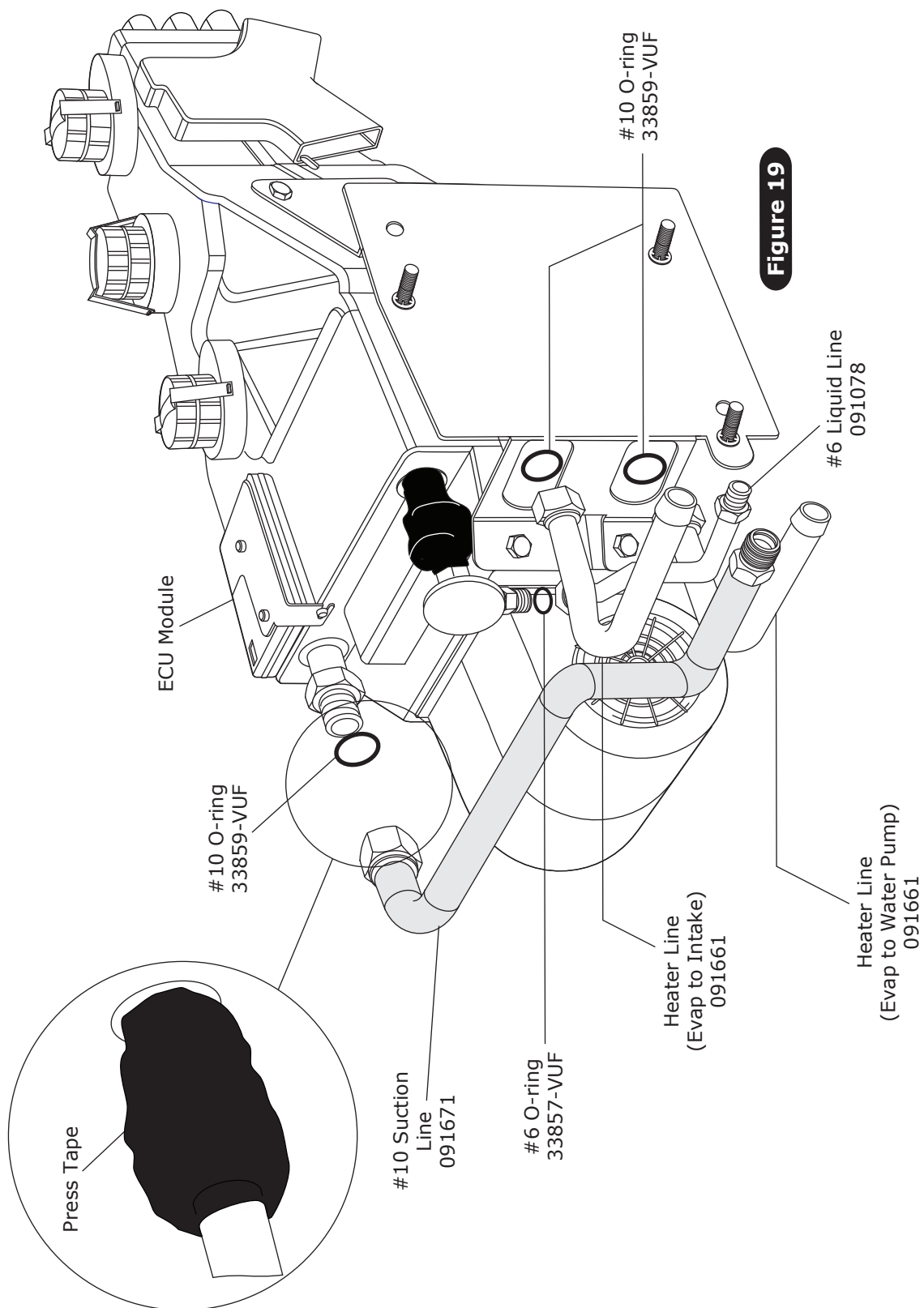
**Figure 17a**



## Control Panel & Duct Hose Routing



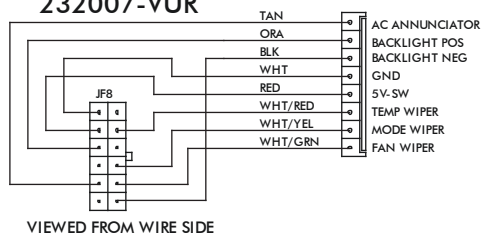
# Evaporator Hardline Installation



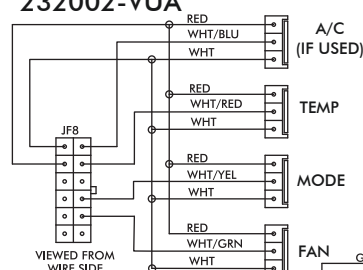


# Wiring Diagram

## 232007-VUR



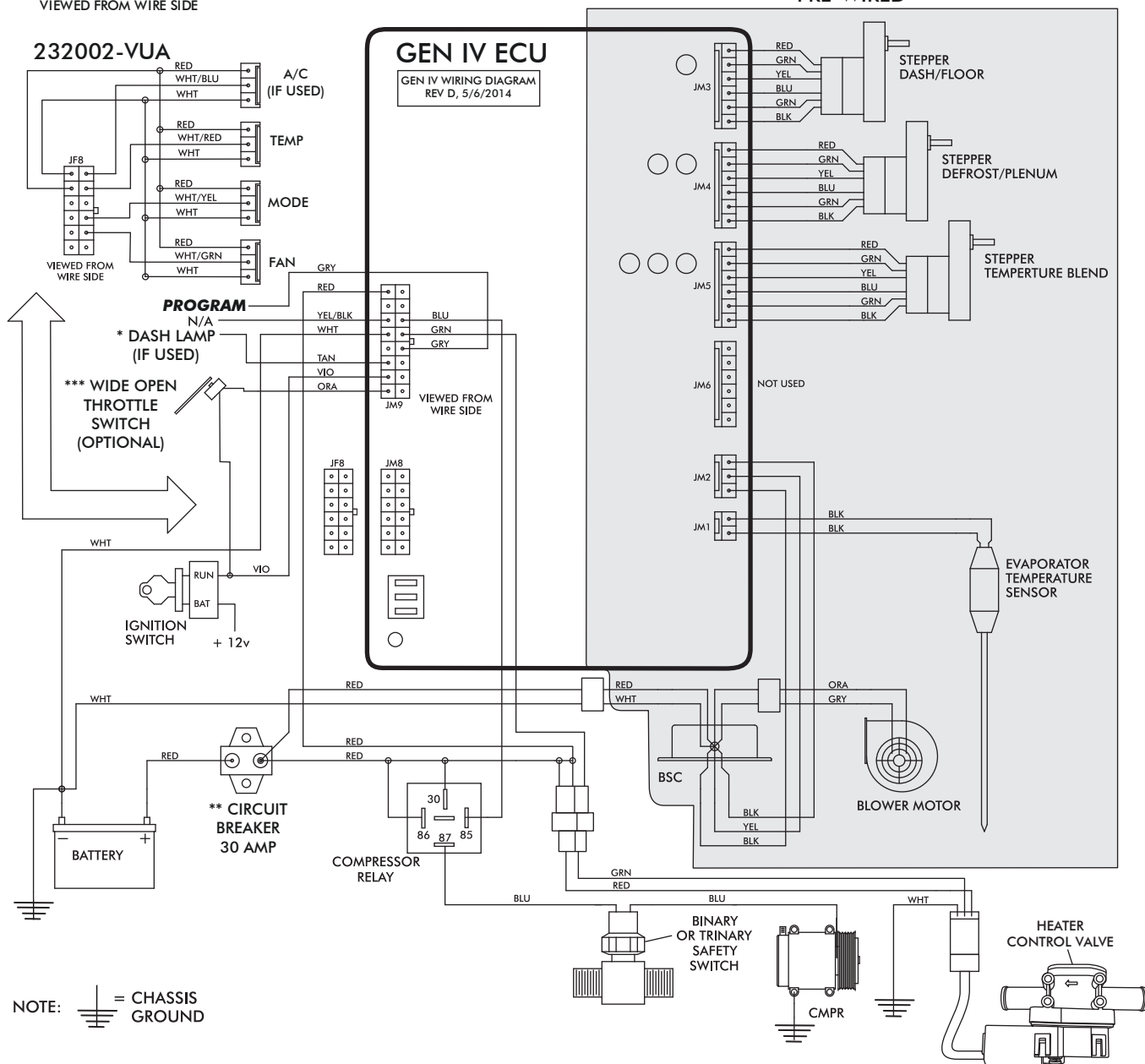
## 232002-VUA



## GEN IV ECU

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

## PRE-WIRED

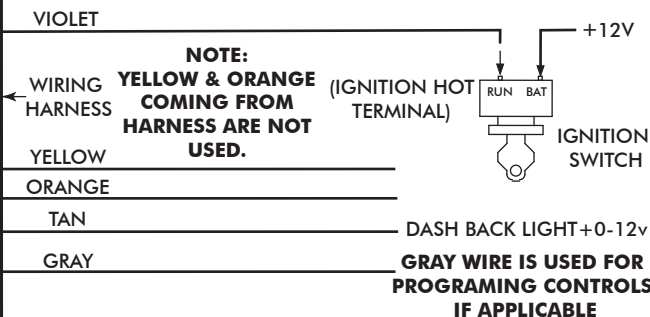
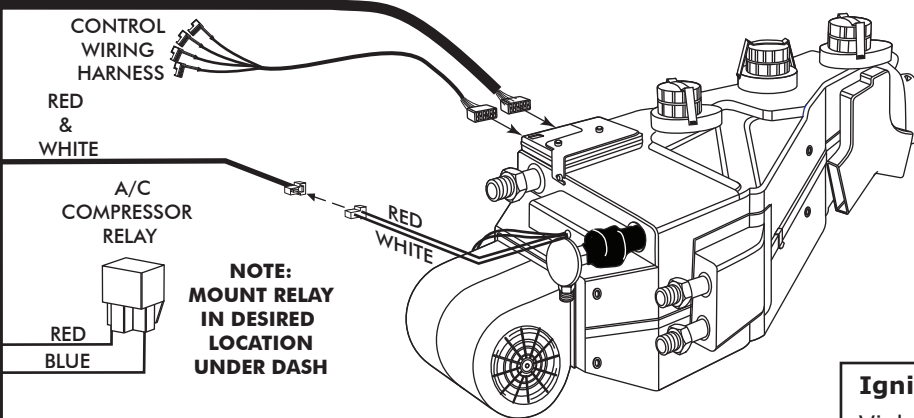


- Dash Lamp Is Used Only With Type 232007-VUR Harness.
- Warning: Always Mount Circuit Breaker As Close to the Battery As Possible. (NOTE: Wire Between Battery and Circuit Breaker Is Unprotected and Should Be Carefully Routed to Avoid a Short Circuit).
- Wide Open Throttle Switch Contacts Close Only at Full Throttle, Which Disables A/C Compressor.



# Gen IV Wiring Connection Instruction

WIRING  
HARNESS

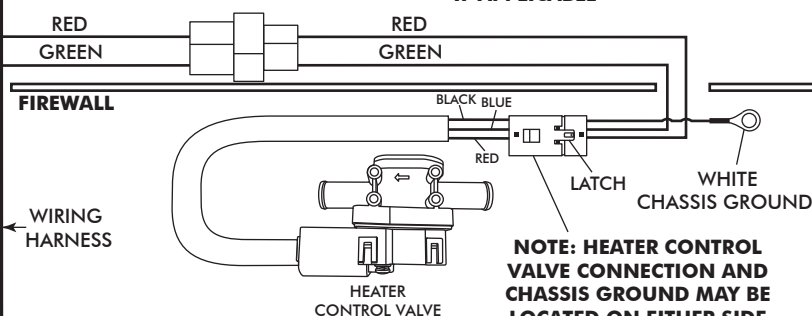


## Ignition Switch:

Violet 12V Ign Switch Source (Key On Accessory) Position Must Be Switched.

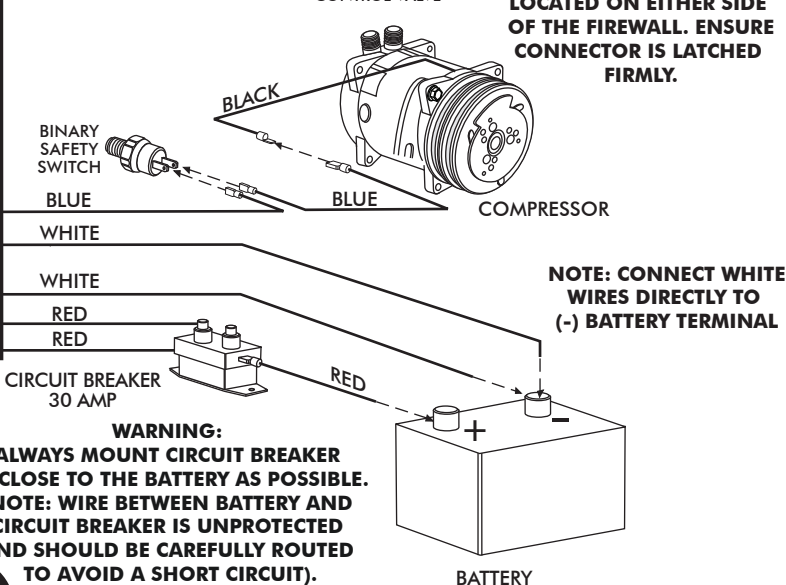
## Dash Light:

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.

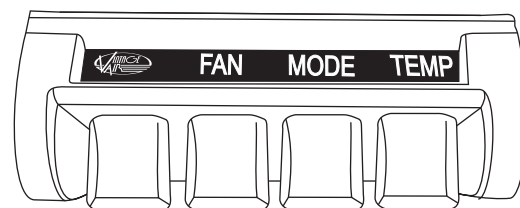




## Operation of Controls

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.**



**Note:**  
**Original Blower Switch Will Not Be Used.**

### **Blower Speed**

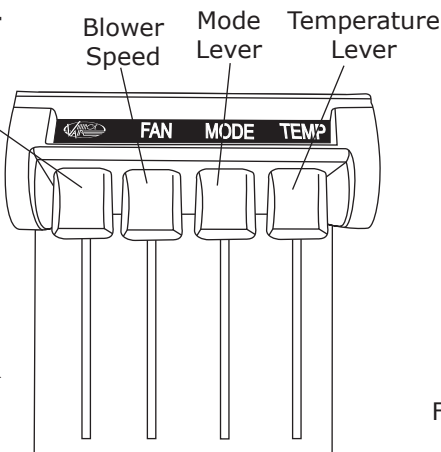
This lever controls blower speed, from OFF to HI.

### **Mode Lever**

This lever controls the mode positions, from DASH to FLOOR to DEFROST.

### **Temperature Lever**

This lever controls the temperature, from HOT to COLD.



**System Off**

### **Blower Speed**

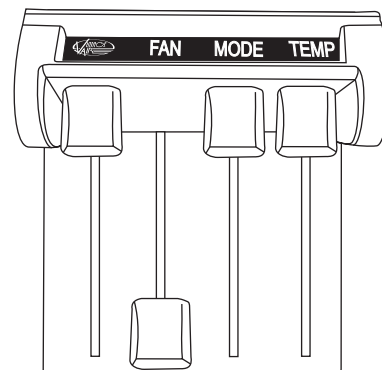
Adjust to desired speed.

### **Mode Lever**

Slide the lever all the way up (DASH position).

### **Temperature Lever**

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



**A/C Operation**

### **Blower Speed**

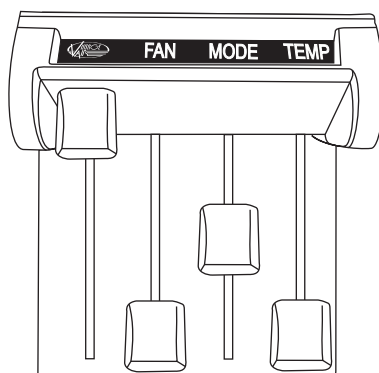
Adjust to desired speed.

### **Mode Lever**

Slide the lever to the center for FLOOR position (Slide lever up or down to blend between positions).

### **Temperature Lever**

For heat operation, slide the temperature lever all the way down for maximum heating (Slide lever up or down to adjust to desired temperature).



**Heat Operation**

### **Blower Speed**

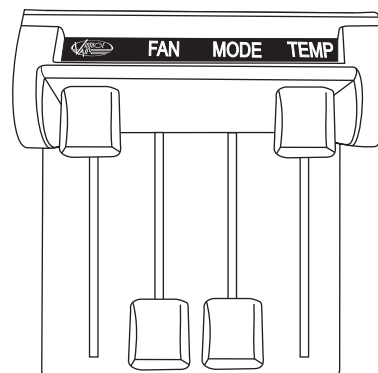
Adjust to desired speed.

### **Mode Lever**

Slide the lever all the way down (DEFROST position).

### **Temperature Lever**

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



**Defrost Operation**





# Troubleshooting Guide

Symptom	Condition	Checks	Actions	Notes
1a.	Blower stays on high speed when ignition is on.	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.	Loss of ground on this wire renders control head inoperable.  See blower switch check procedure.
		Check for damaged ground wire (white) in control head harness.	Verify continuity to chassis ground with white control head wire at various points.	
		Check for damaged blower switch or potentiometer and associated wiring.		
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.	No other part replacements should be necessary.
		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).	
2.	Compressor will not turn on (All other functions work).	System is not charged.	Charge system or bypass pressure switch.	<b>Danger: Never bypass safety switch with engine running. Serious injury can result.</b>  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.  Disconnected or faulty thermistor will cause compressor to be disabled.
			Check for faulty A/C potentiometer or associated wiring (Not applicable to 3-pot controls).	
		System is charged.	Check 2-pin connector at ECU housing.	
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.	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 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.		Ensure all system grounds and power connections are clean and tight.	
			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.		Check for damaged switch or pot and associated wiring.	
			Run red power wire directly to battery.	





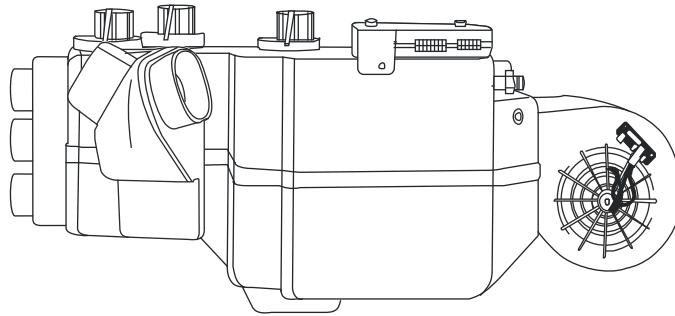
## Packing List Evaporator Kit (564064)

No.	Qty.	Part No.	Description	
1.	1	744005	Gen IV 3-Vent Evaporator Sub Case w/ 204 ECU	_____
2.	1	784164	1964 Impala with A/C Accessory Kit	_____

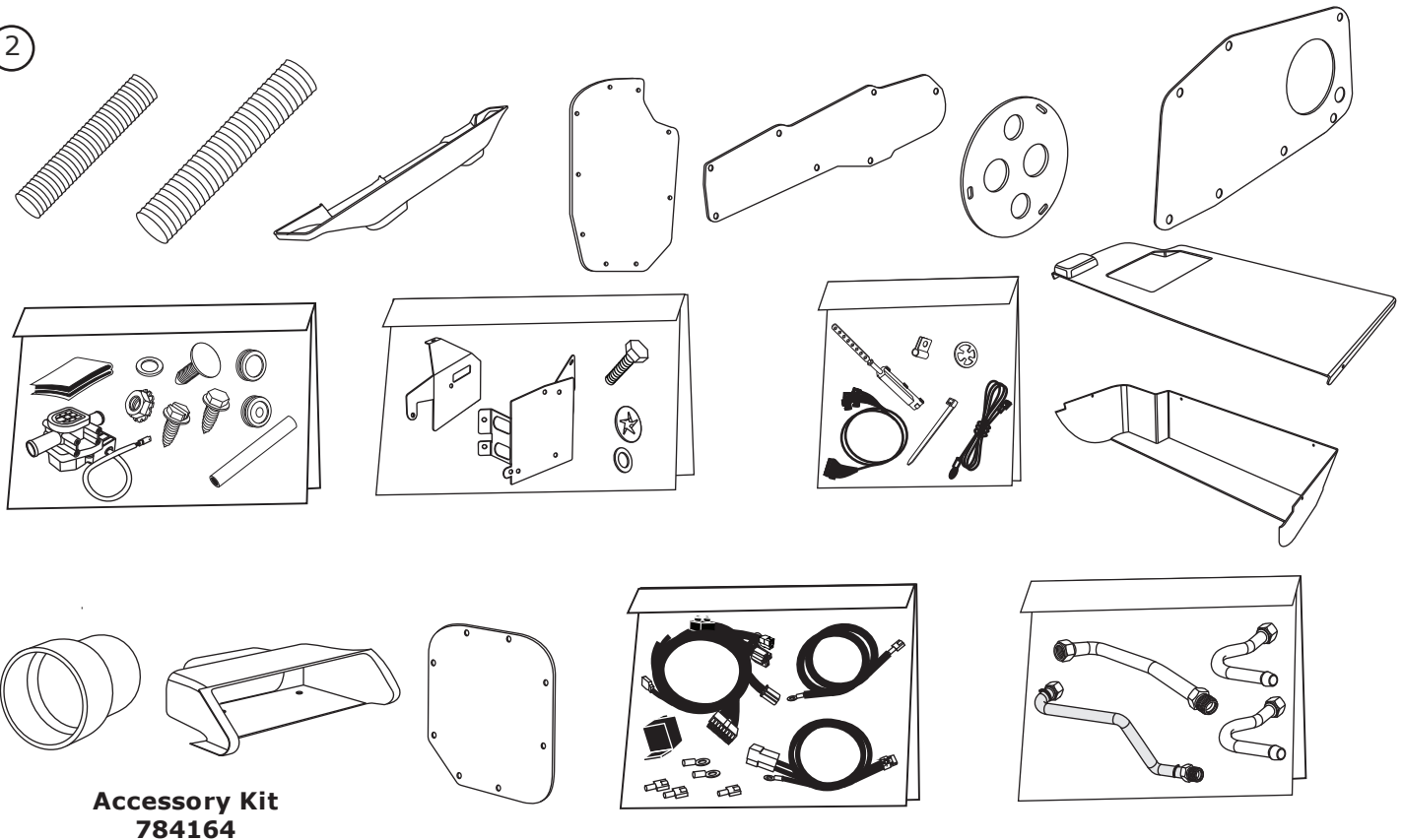
Checked By: \_\_\_\_\_  
Packed By: \_\_\_\_\_  
Date: \_\_\_\_\_

1

**Gen IV 3-Vent  
Evaporator Sub Case  
w/ 204 ECU  
744005**



2



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