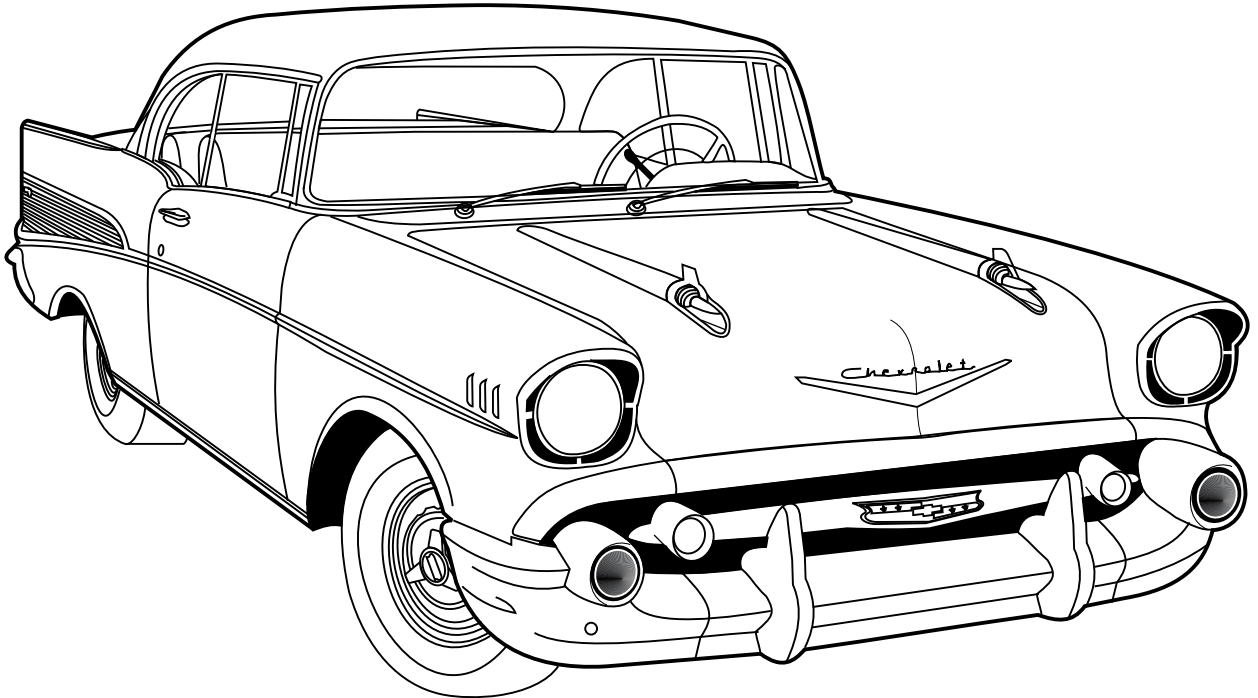




an ISO 9001:2008 Registered Company

1957 CHEVY

WITHOUT FACTORY AIR
561057



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



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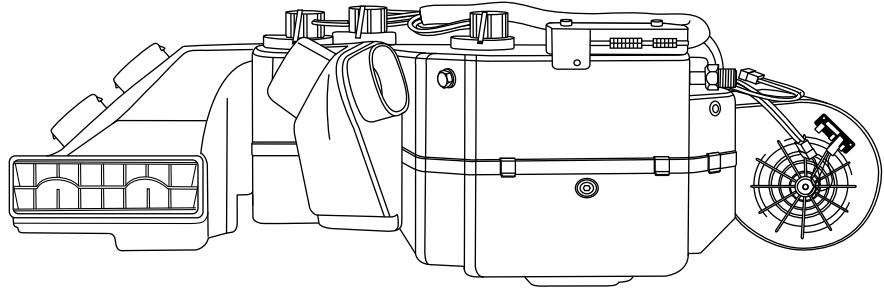
EVAPORATOR KIT PACKING LIST

**EVAPORATOR KIT
561057**

No.	QTY.	PART No.	DESCRIPTION
1.	1	761157	57 CHEVY w/o AC GEN IV EVAP SUB CASE
2.	1	781157	1957 CHEV. CAR 4 LEVER WO AC ACC. KIT

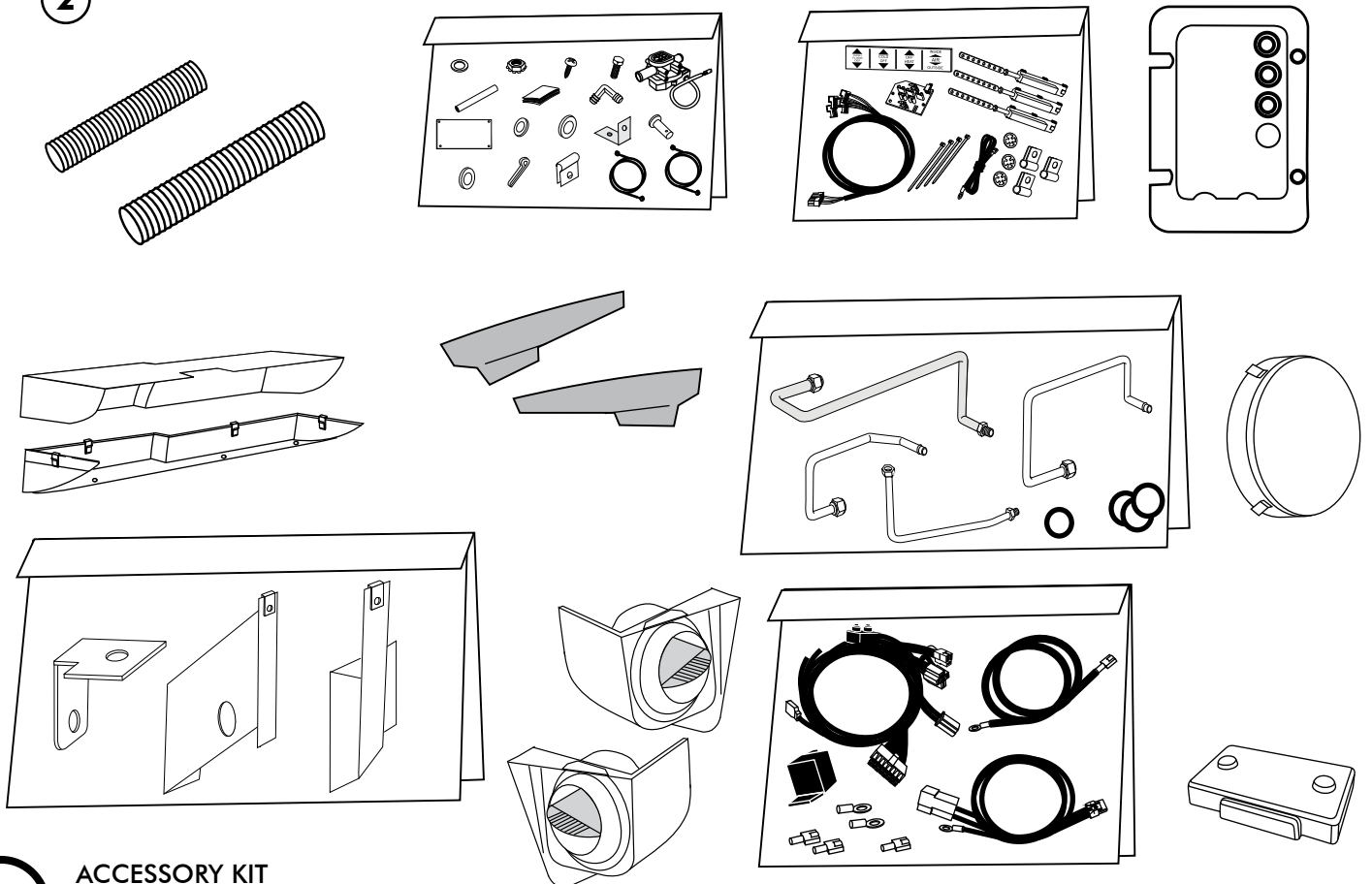
**** BEFORE BEGINNING INSTALLATION OPEN ALL PACKAGES AND CHECK CONTENTS OF SHIPMENT. PLEASE REPORT ANY SHORTAGES DIRECTLY TO VINTAGE AIR WITHIN 15 DAYS. AFTER 15 DAYS, VINTAGE AIR WILL NOT BE RESPONSIBLE FOR MISSING OR DAMAGED ITEMS.**

1



57 CHEVY w/o AC
GEN IV EVAP
SUB CASE 761157

2



ACCESSORY KIT
781157

3



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.

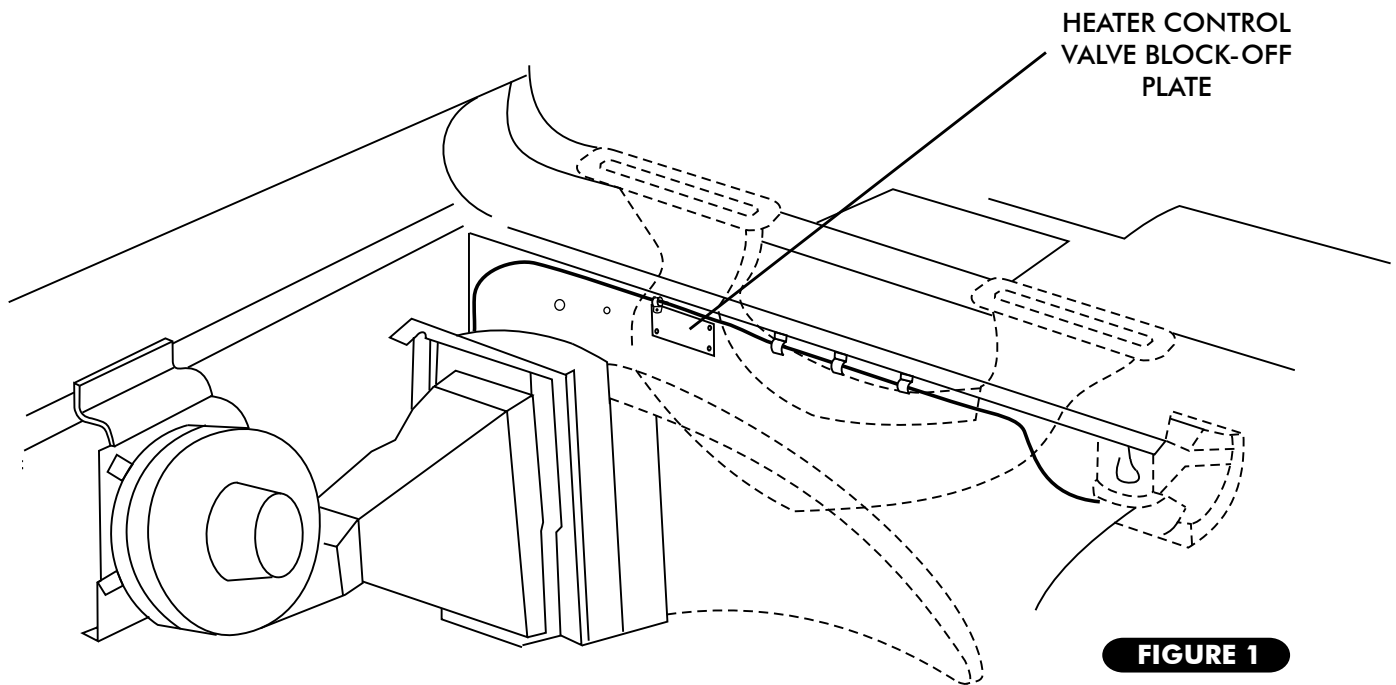
- Care must be taken, when installing the compressor lead, not to short it to ground. The compressor lead must not be connected to a condenser fan or to any other auxiliary device. Shorting to ground or connecting to a condenser fan or any other auxiliary device may damage wiring, the compressor relay, 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.
- REMOVE BATTERY TRAY.
- REMOVE AIR CLEANER.
- DRAIN RADIATOR.
- DISCONNECT HEATER HOSES.
- REMOVE OEM BLOWER ASSEMBLY FROM FIREWALL AND FENDER. KEEP THE TWO OEM FIREWALL COVER RETAINING BRACKETS FOR USE WITH THE NEW FIREWALL COVER.
- REMOVE OEM HEATER CONTROL VALVE AND DISCARD.
- INSTALL HEATER CONTROL VALVE BLOCK-OFF PLATE AS SHOWN IN FIGURE 1, BELOW.





PASSENGER COMPARTMENT

- REMOVE CONTROL PANEL BEZEL.
- REMOVE THE OEM CONTROL PANEL ASSEMBLY & DISCONNECT CABLES (RETAIN OEM CONTROL PANEL AND DISCARD CABLES) AS SHOWN IN FIGURE 2, BELOW. REFER TO CONTROL PANEL CONVERSION KIT INSTRUCTIONS FOR INSTALLATION OF CONTROLS.
- REMOVE GLOVE BOX (DISCARD).
- REMOVE GLOVE BOX DOOR.
- REMOVE RADIO (OPTIONAL).
- REMOVE CLOCK.
- REMOVE AND DISCARD THE OEM HEATER ASSEMBLY AND HEATER DUCT.
- REMOVE AND DISCARD DEFROSTER DUCT.

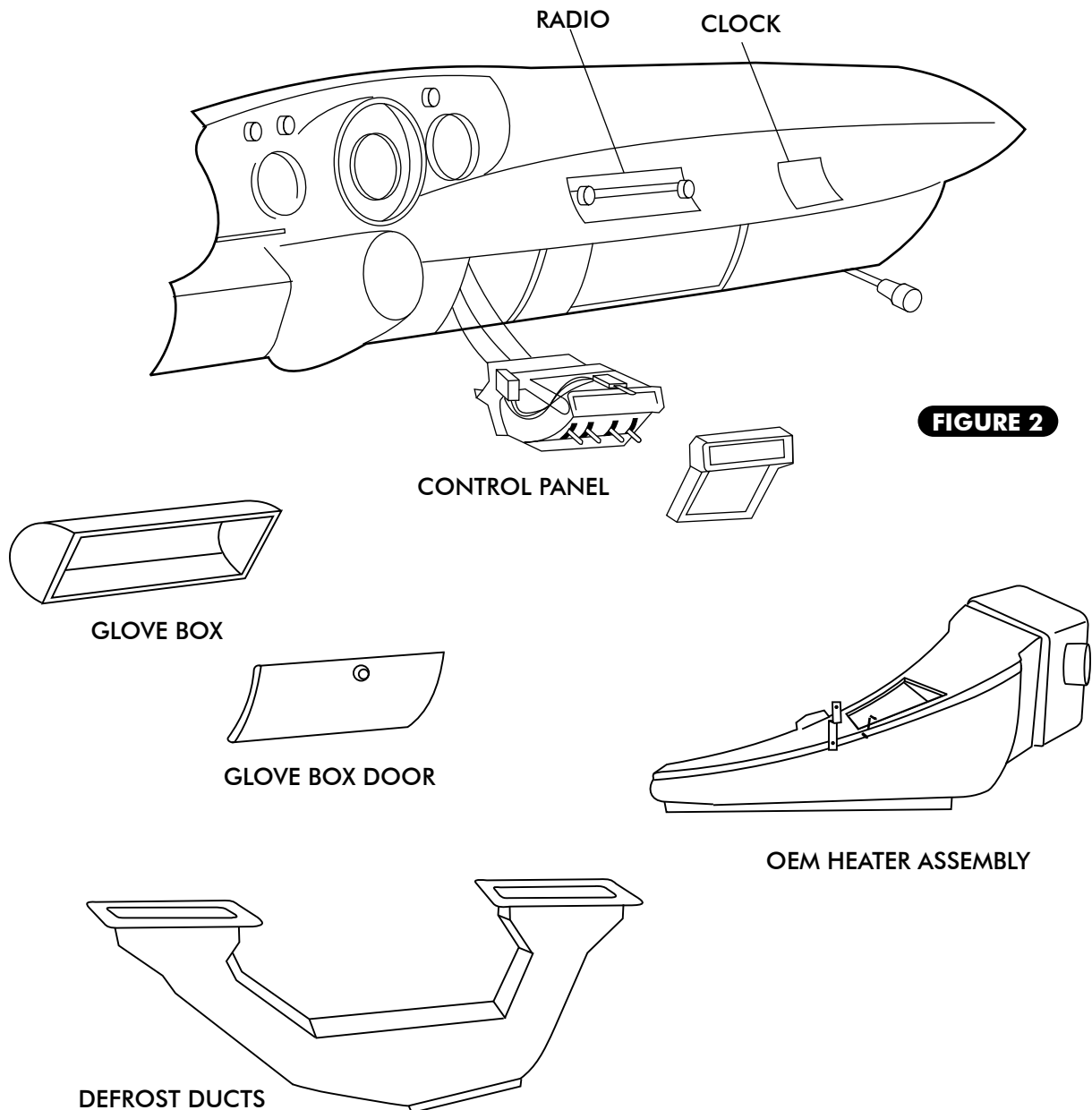


FIGURE 2



ENGINE COMPARTMENT

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

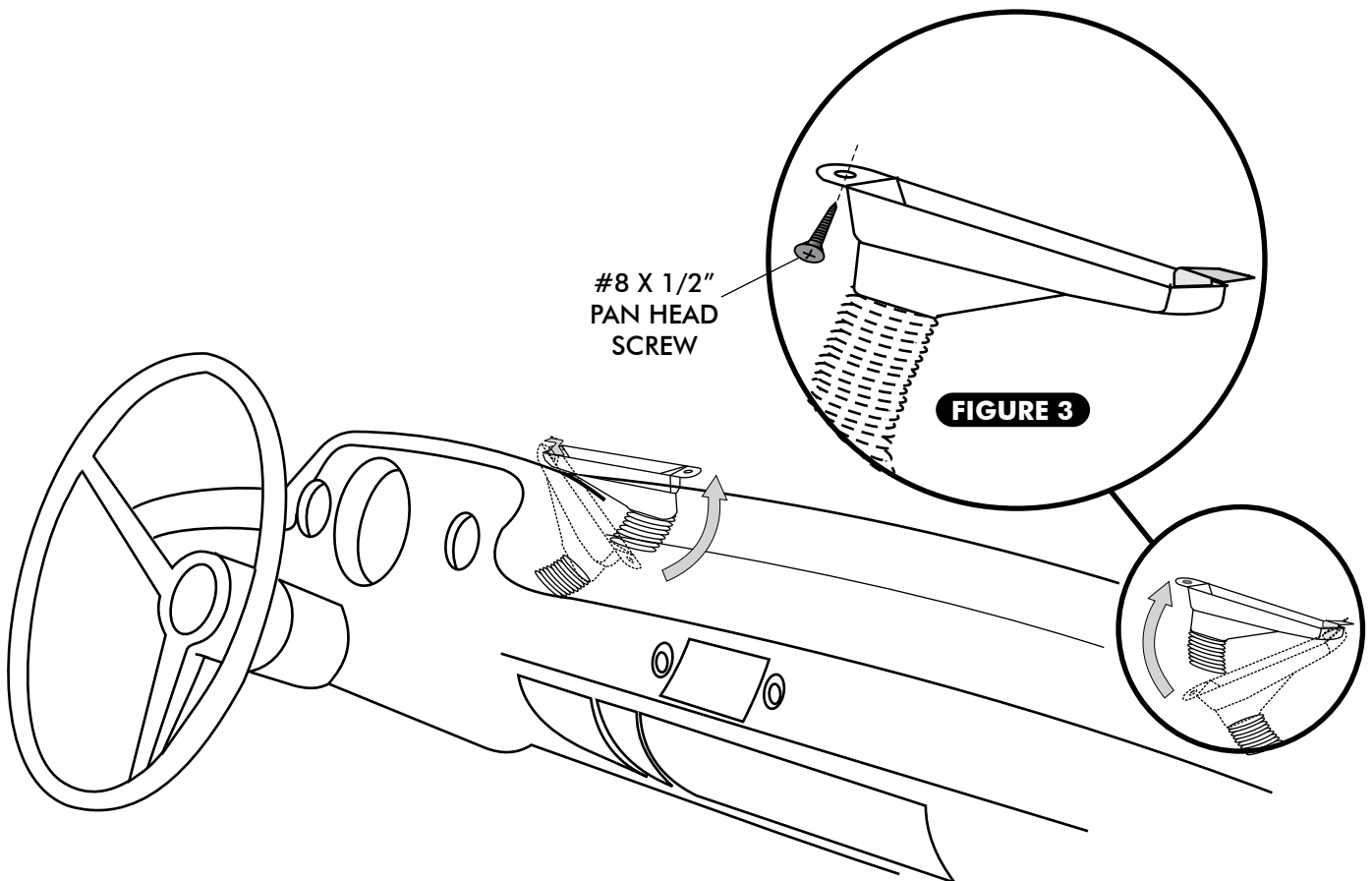
- REFER TO SEPARATE INSTRUCTIONS INCLUDED WITH THE BRACKET KIT TO INSTALL THE COMPRESSOR BRACKET.

PULLEYS

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

DEFROST DUCT INSTALLATION

- INSTALL DEFROST DUCTS WITH 2" DUCT HOSE (PASSENGER SIDE: 2" x 10") (DRIVER SIDE: 2" x 24").
SEE FIGURE 3, BELOW, & FIGURE 8, PAGE 11.





EVAPORATOR INSTALLATION

- ON A WORKBENCH, INSTALL EVAPORATOR REAR BRACKETS, AND INSTALL EVAPORATOR HARDLINES WITH PROPERLY LUBRICATED O-RINGS (SEE FIGURE 16, PAGE 18, AND FIGURE 13b, PAGE 15).
- INSTALL FRONT MOUNTING BRACKET TO EVAPORATOR UNIT WITH 1/4-20 x 1/2" BUTTON HEAD SCREW & WASHER. TIGHTEN AS SHOWN IN FIGURE 7, PAGE 10. LOOSELY ATTACH FRONT MOUNTING BRACKET TO DASH WITH 1/4-20 x 1" BOLT, WASHER AND NUT. SEE FIGURE 7, PAGE 10.
- LIFT EVAPORATOR UNIT UP & UNDER THE DASHBOARD (SEE FIGURES 4 & 5, BELOW, & FIGURE 6, PAGE 10). SECURE LOOSELY TO THE FIREWALL FROM THE ENGINE COMPARTMENT SIDE WITH (2) 1/4-20 x 1" BOLTS AND WASHERS. SEE FIGURE 7, PAGE 10, & FIGURE 14, PAGE 16.
- INSTALL CENTER A/C PLENUM TO EVAPORATOR WITH (2) 10/32 X 1/2" SCREWS. SEE FIGURE 7, PAGE 10.
- LOOSELY SECURE THE CENTER PLENUM TO DASH WITH THE CENTER PLENUM MOUNTING BRACKET, USING A 1/4-20 x 1" BOLT AND WASHER. SEE FIGURE 7, PAGE 10.
- VERIFY THAT EVAPORATOR UNIT IS LEVEL AND SQUARE TO THE DASH, THEN TIGHTEN ALL SECURING BOLTS. **NOTE: TIGHTEN THE TWO BOLTS ON FIREWALL FIRST. THEN TIGHTEN THE FRONT MOUNTING BRACKET BOLT AND NUT. TIGHTEN THE CENTER PLENUM MOUNTING BOLT LAST.**

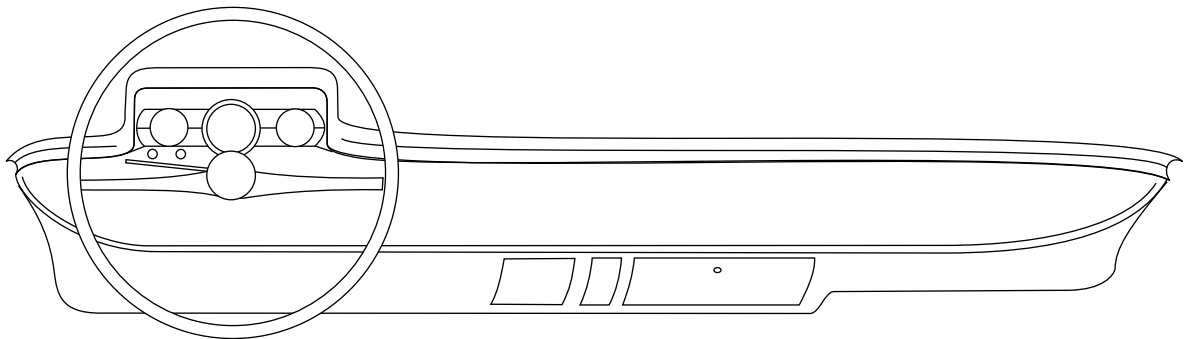


FIGURE 4

INSTALL EVAPORATOR UNIT FROM PASSENGER SIDE FLOORBOARD.

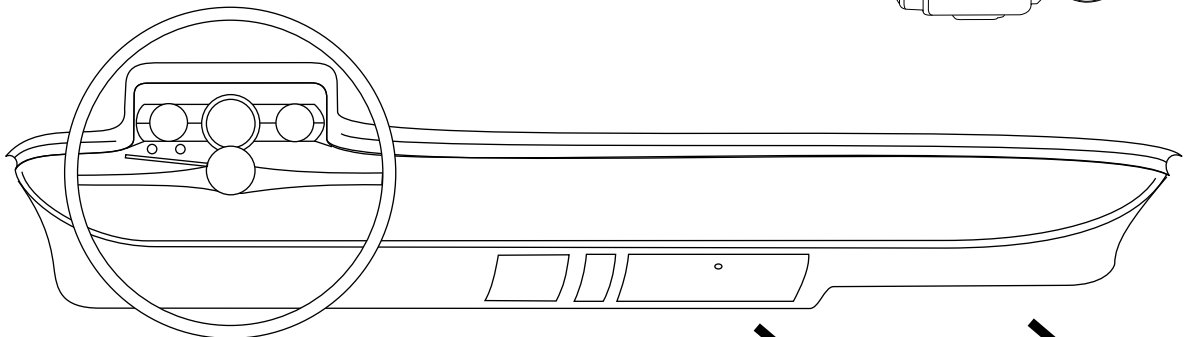
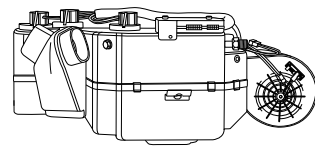
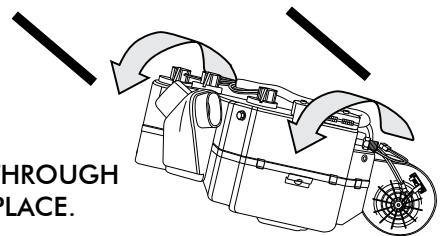


FIGURE 5

ROTATE EVAPORATOR UNIT SO LINES PASS THROUGH OPENING IN FIREWALL, AND LIFT INTO PLACE.



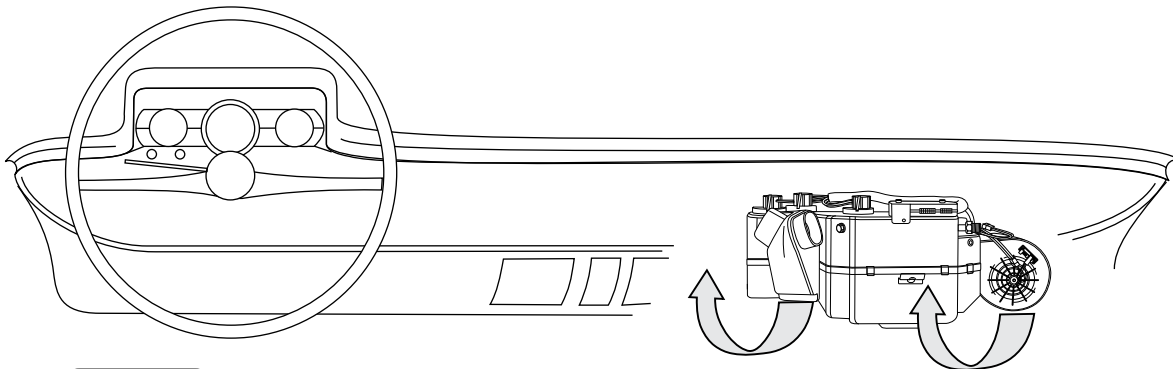


FIGURE 6

ONCE INTO PLACE, SECURE EVAPORATOR UNIT TO FIREWALL.

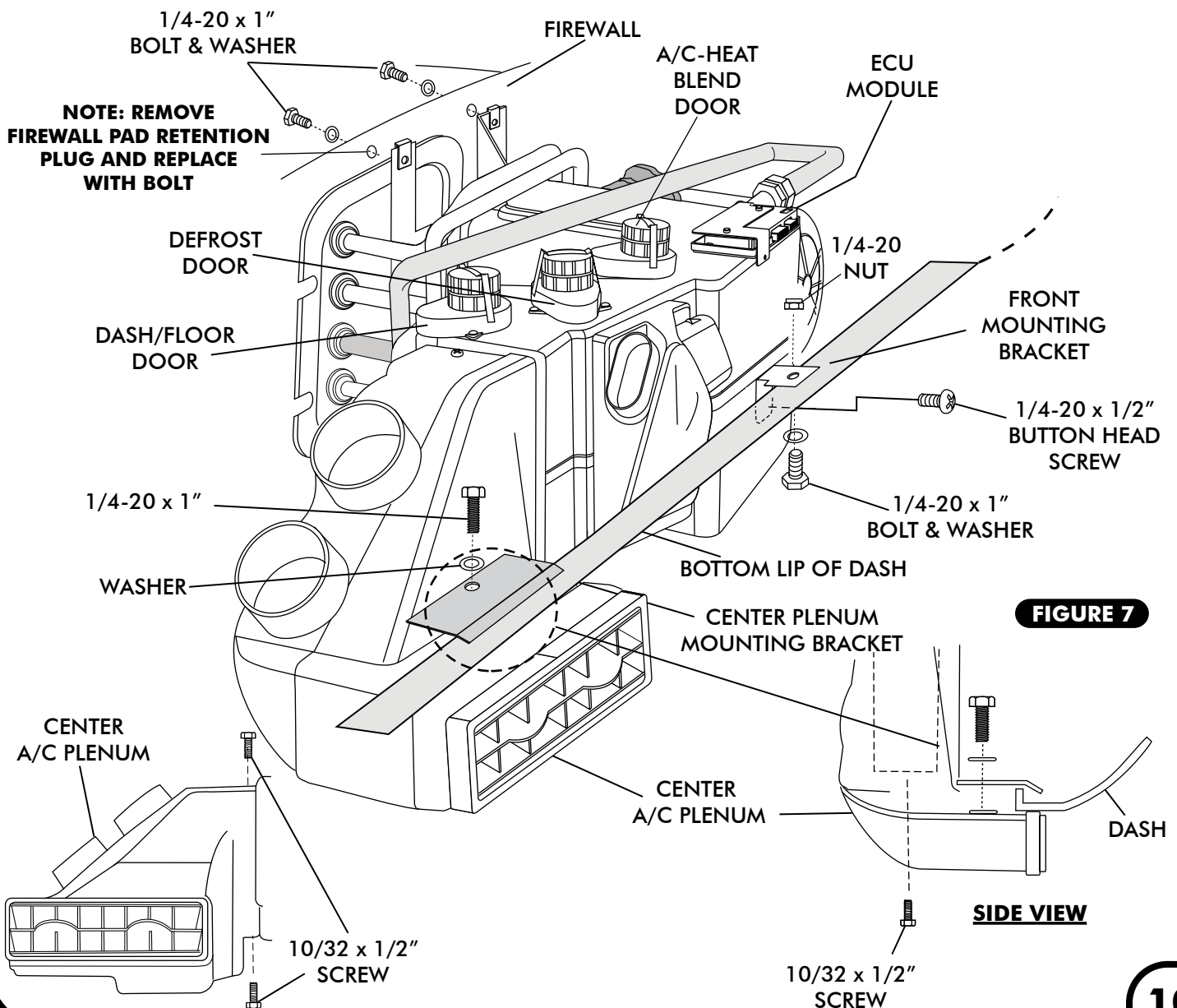


FIGURE 7



DUCT & DRAIN HOSE ROUTING

- DRILL 5/8" HOLE IN FIREWALL FOR DRAIN HOSE, USING FIREWALL HOLE TEMPLATE ON PAGE 24. SEE FIGURE 14, PAGE 16.
- CONNECT DRAIN HOSE TO BOTTOM OF EVAPORATOR UNIT AND ROUTE TO FIREWALL (SEE FIGURE 14, PAGE 16).
- INSTALL DUCT HOSES AS SHOWN IN FIGURE 8, BELOW.
- INSTALL DRIVER & PASSENGER UNDER-DASH LOUVERS. SEE FIGURE 9, PAGE 12.

CONTROL WIRING

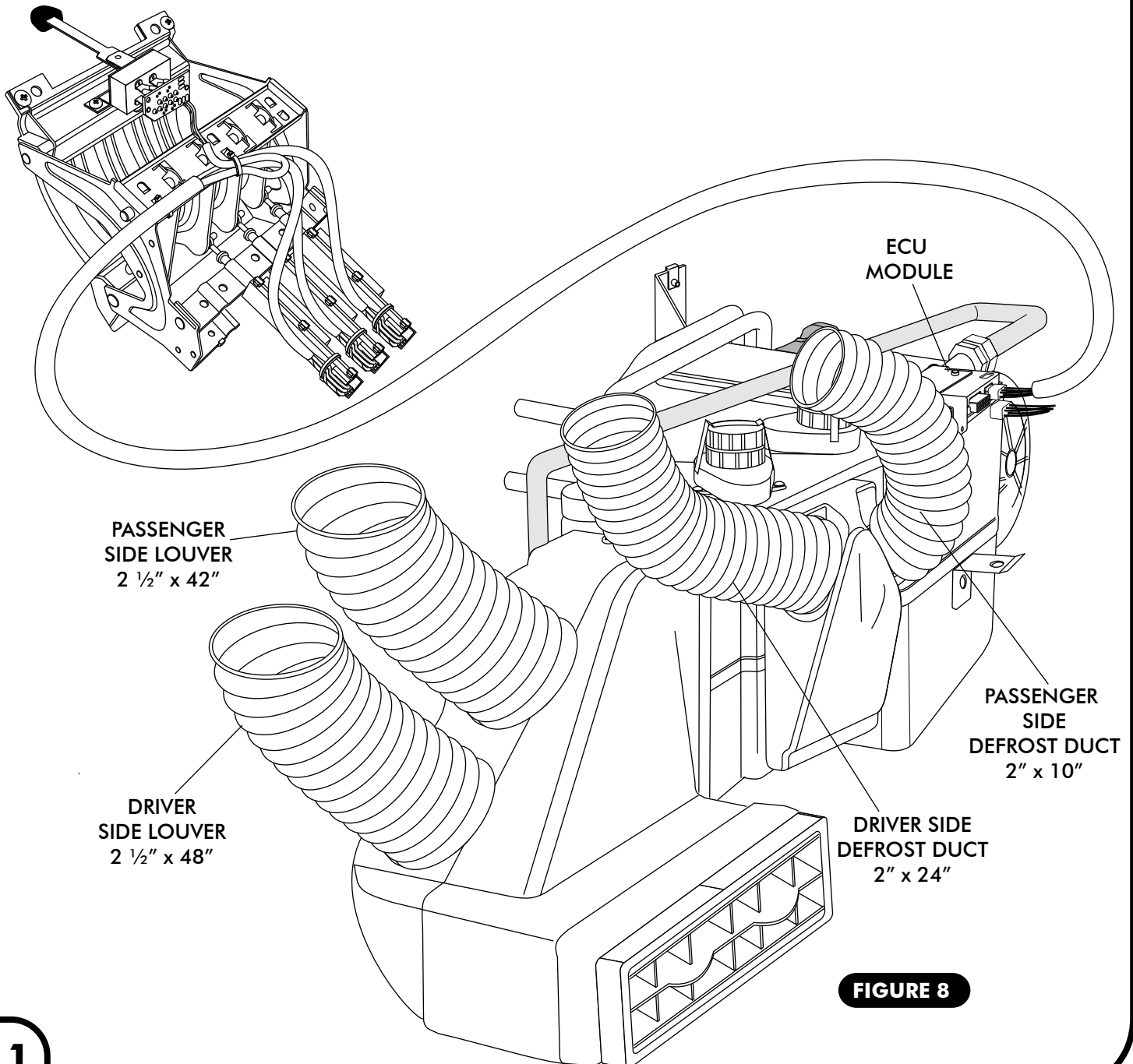


FIGURE 8



PASSENGER AND DRIVER SIDE UNDER DASH LOUVER INSTALLATION

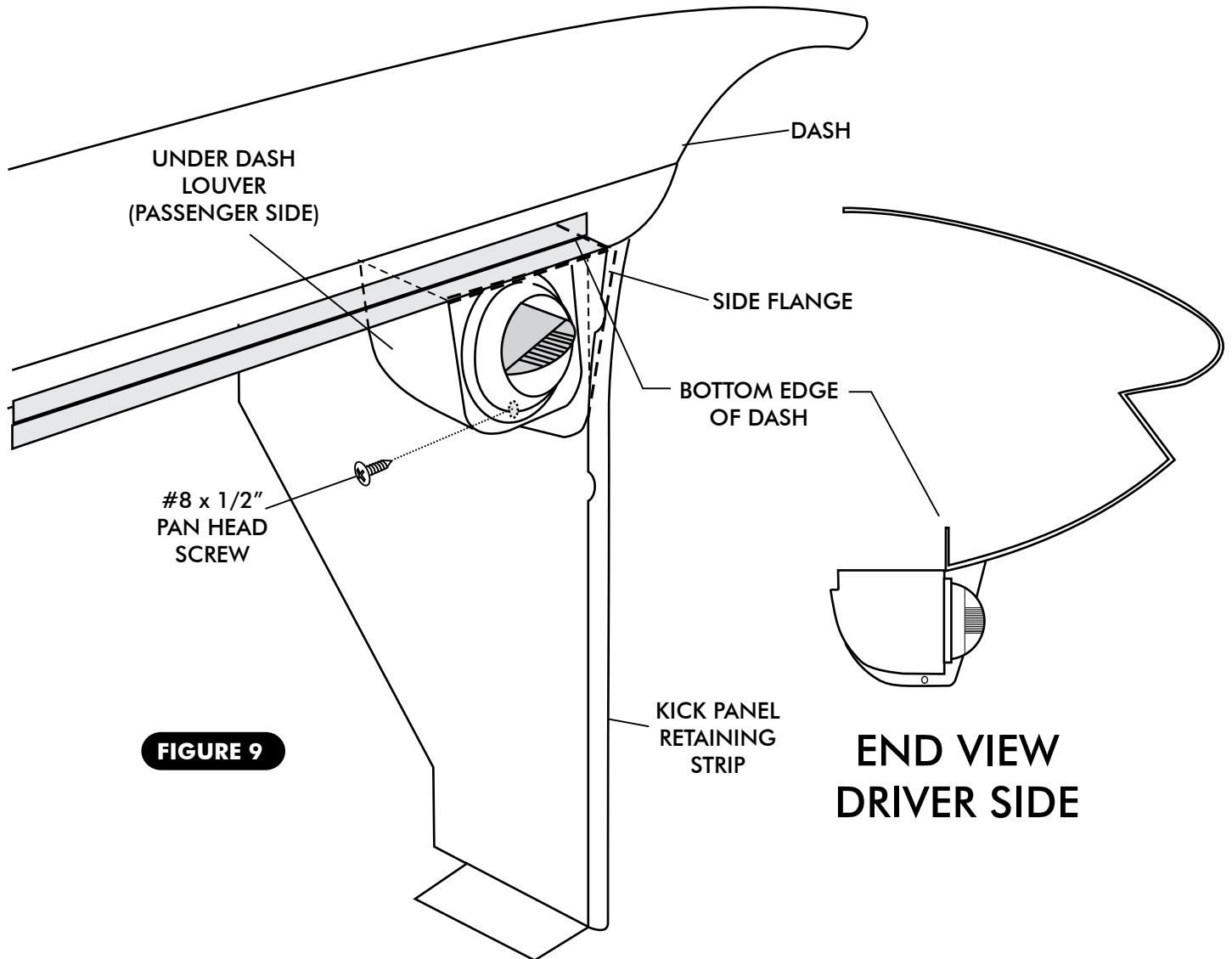


FIGURE 9

- INSTALL PASSENGER AND DRIVER SIDE BALL LOUVERS BY SLIDING THE SIDE FLANGE OF BALL LOUVER BETWEEN THE KICK PANEL AND KICK PANEL RETAINING STRIP.
- SLIDE LOUVER UP TOWARD BOTTOM OF DASH UNTIL LOUVER IS SEATED AGAINST DASH, AND SECURE TO KICK PANEL WITH SUPPLIED #8 x 1/2" PAN HEAD SCREW. SEE FIGURE 9, ABOVE.



HARDLINE & HOSE INSTALLATION

STANDARD HOSE KIT

- LOCATE THE TWO COMPRESSOR ALUMINUM HARDLINE EXTENSIONS. SEE FIGURE 13, PAGE 15.
- LOCATE THE #8 COMPRESSOR ALUMINUM HARDLINE. LUBRICATE (1) #8 O-RING AND INSTALL ON THE FEMALE O-RING END. CONNECT THIS LINE TO THE #8 DISCHARGE PORT ON THE COMPRESSOR AND TIGHTEN. SEE FIGURE 13, PAGE 15.
- LOCATE THE #10 COMPRESSOR ALUMINUM HARDLINE. LUBRICATE (1) #10 O-RING AND INSTALL ON THE FEMALE O-RING END. CONNECT THIS LINE TO THE #10 SUCTION PORT ON THE COMPRESSOR AND TIGHTEN. SEE FIGURE 13, PAGE 15.
- SECURE THE TWO COMPRESSOR HARDLINES TO THE COMPRESSOR USING THE SUPPLIED CLAMP. SEE FIGURE 13a, PAGE 15.
- LOCATE THE #8 RUBBER HOSE. THIS HOSE WILL CONNECT TO THE #8 ALUMINUM COMPRESSOR HARDLINE AND #8 ALUMINUM HARDLINE FROM CONDENSER. LUBRICATE (2) #8 O-RINGS, AND INSTALL ONE ON EACH END OF THE #8 RUBBER HOSE. ROUTE HOSE AS SHOWN IN FIGURE 13, PAGE 15, AND TIGHTEN. **NOTE: THE 90° DEGREE HOSE END CONNECTS TO THE CONDENSER HARDLINE.**
- PASS THE #6 LIQUID LINE THROUGH THE BOTTOM HOLE IN THE FIREWALL COVER. SEE FIGURE 13b, PAGE 15.
- PULL FIREWALL COVER BACK AND INSTALL THE #6 LIQUID LINE, LUBRICATE (1) #6 O-RING AND TIGHTEN. SEE FIGURE 13b, PAGE 15.
- SECURE THE FIREWALL COVER USING TWO OEM RETAINING BRACKETS. SEE FIGURE 14, PAGE 16.
- LOCATE THE #10 RUBBER HOSE. THIS HOSE WILL CONNECT TO THE #10 ALUMINUM COMPRESSOR HARDLINE AND #10 ALUMINUM HARDLINE FROM EVAPORATOR. LUBRICATE (2) #10 O-RINGS AND INSTALL ONE ON EACH END OF THE #10 RUBBER HOSE. ROUTE HOSE AS SHOWN IN FIGURE 13, PAGE 15, AND TIGHTEN. **NOTE: THE 90° DEGREE HOSE END CONNECTS TO THE COMPRESSOR HARDLINE.**
- INSTALL HEATER HOSES TO HEATER LINES AND ROUTE AS SHOWN IN FIGURES 13-13b, PAGE 15. SECURE WITH HOSE CLAMPS. NOTE: THIS KIT DOES NOT CONTAIN HEATER HOSE. IT WILL BE NECESSARY TO PURCHASE 5/8" DIAMETER HEATER HOSE FROM YOUR LOCAL PARTS RETAILER.

MODIFIED HOSE KIT

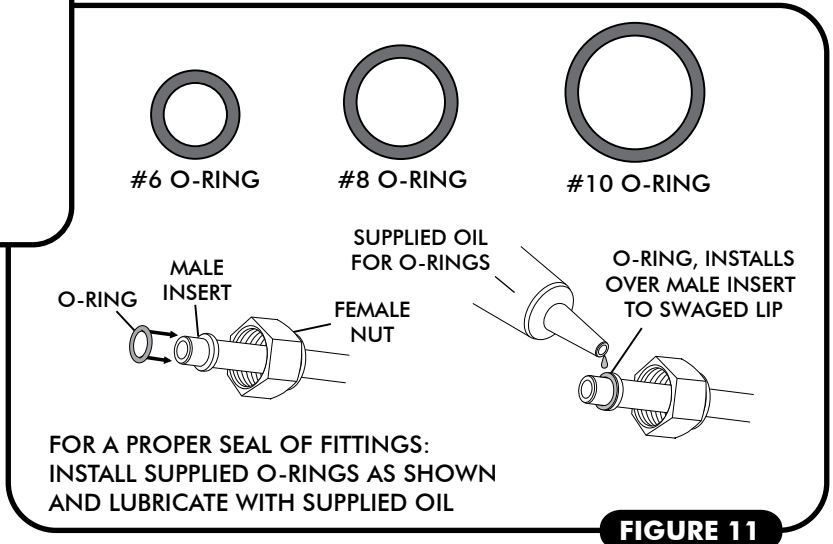
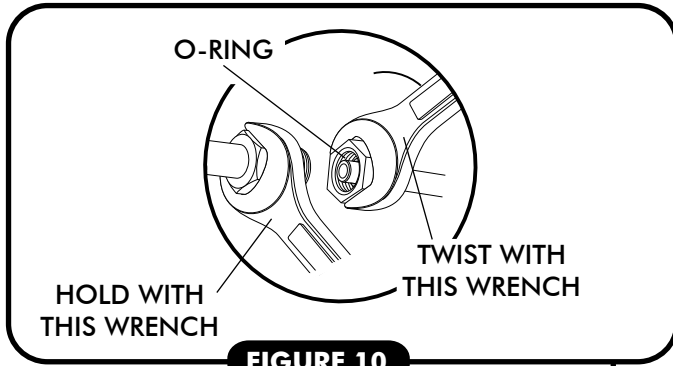
- REFER TO SEPARATE INSTRUCTIONS INCLUDED WITH MODIFIED HOSE KIT.

HEATER CONTROL VALVE & #6 LIQUID LINE

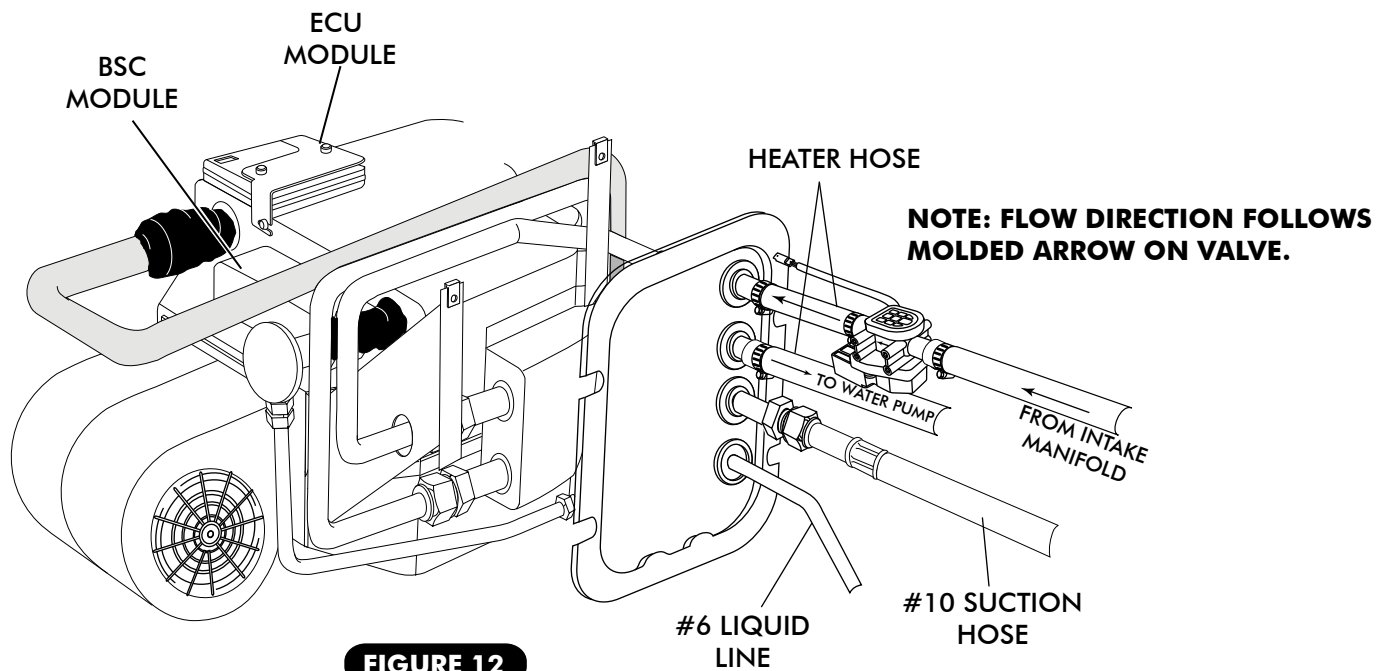
- INSTALL HEATER CONTROL VALVE IN LINE WITH INTAKE MANIFOLD (PRESSURE SIDE) HEATER HOSE. SEE FIGURE 12, PAGE 14.
- INSTALL THE #6 LIQUID LINE TO DRIER WITH LUBRICATED O-RING AND TIGHTEN. SEE FIGURE 13, PAGE 15.
- INSTALL BINARY SWITCH ON #6 LIQUID LINE. SEE FIGURE 13, PAGE 15.
- SECURE THE #6 LIQUID LINE TO THE FENDER USING THE SUPPLIED ADEL CLAMP. SEE FIGURE 13, PAGE 15.



O-RING LUBRICATION



HEATER CONTROL VALVE INSTALLATION





A/C & HEATER HOSE AND HARDLINE ROUTING

NOTE: COMPRESSOR HARDLINES ARE INCLUDED WITH STANDARD HOSE KIT ONLY

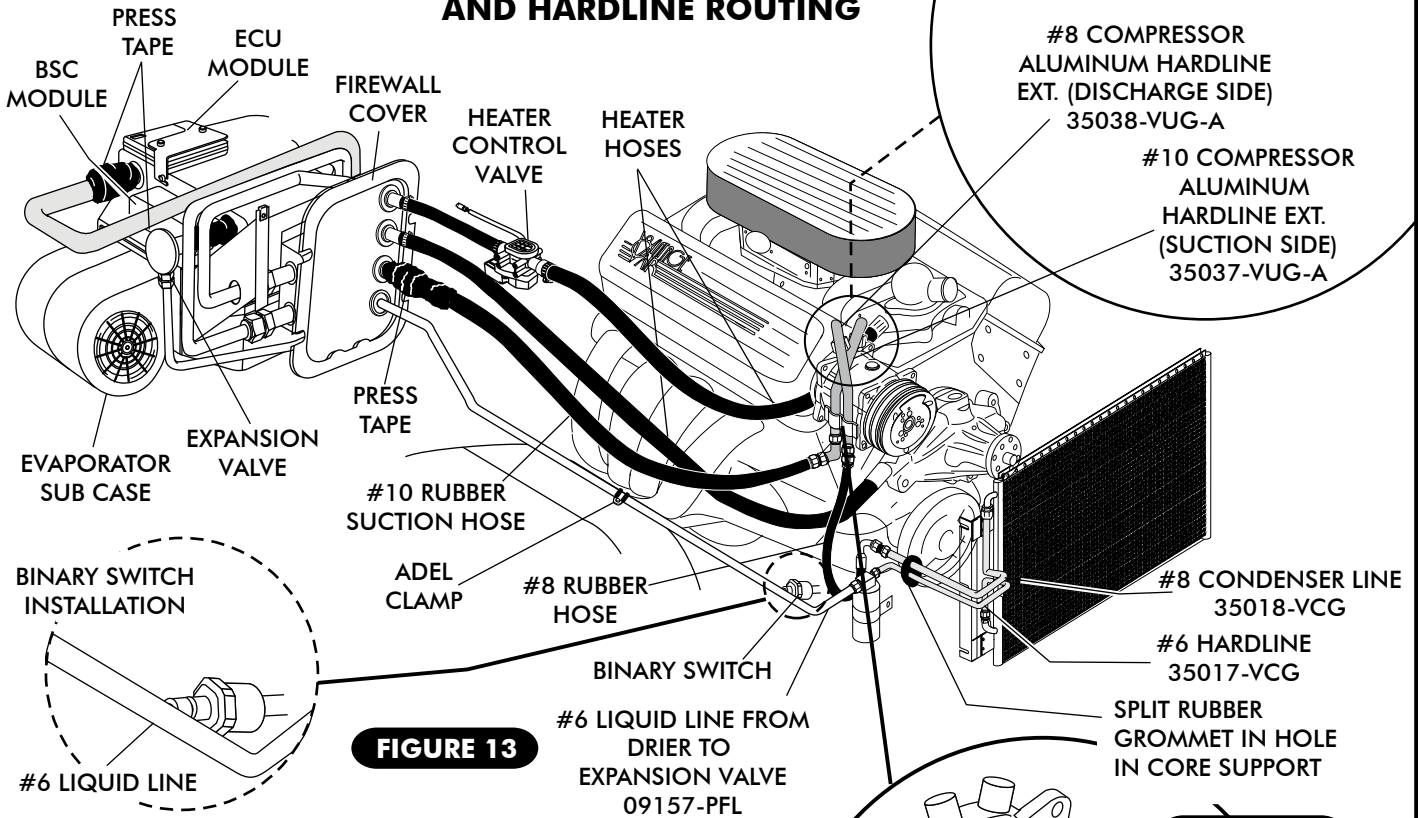


FIGURE 13

NOTE: MODIFIED HOSE KITS INCLUDE (2) 135° COMPRESSOR FITTINGS (REFER TO MODIFIED HOSE KIT INSTRUCTIONS INCLUDED WITH HOSE KIT).

ALUMINUM CLAMP (STANDARD HOSE KIT ONLY)

FIGURE 13a

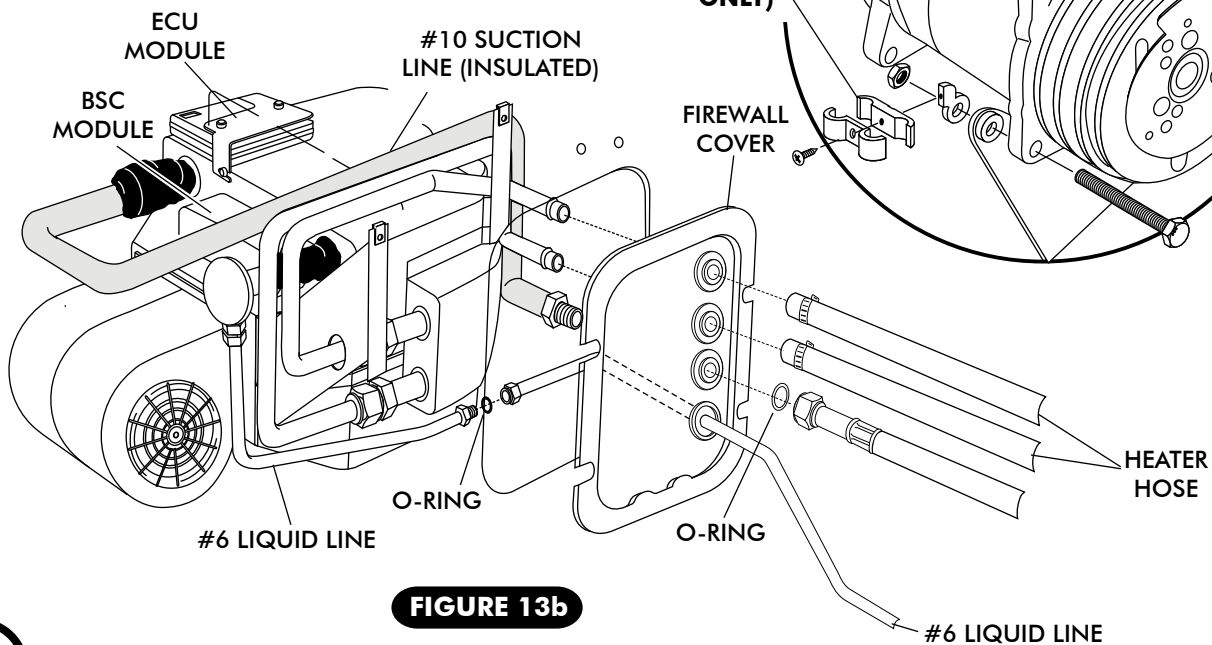


FIGURE 13b



FIREWALL COVER & FRESH AIR CAP

□ INSTALL FRESH AIR CAP TO FRESH AIR DUCT UNDER PASSENGER SIDE FENDER AS SHOWN IN FIGURE 14, BELOW.

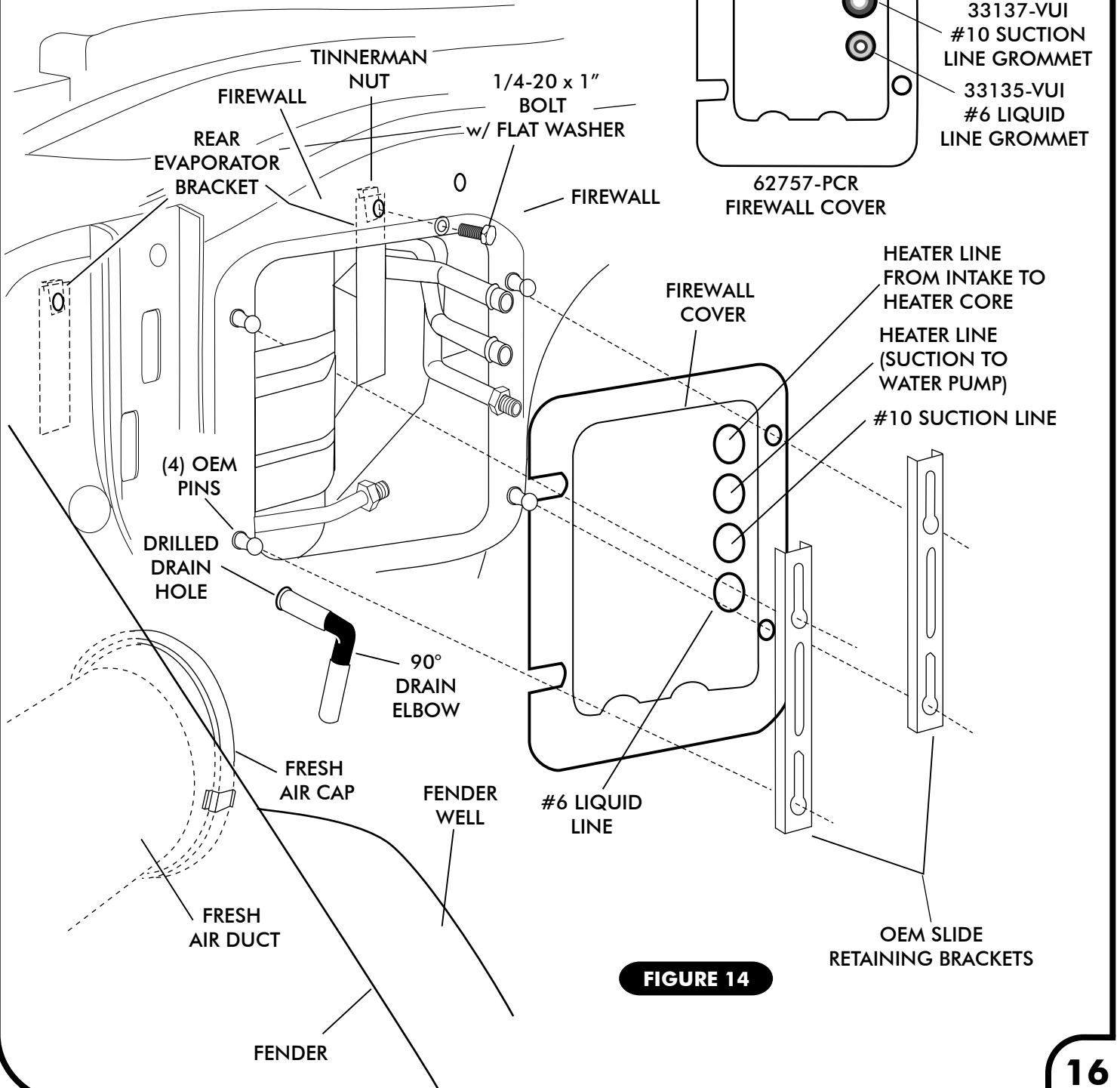


FIGURE 14



FINAL STEPS

- INSTALL CONTROL PANEL AND WIRE ACCORDING TO WIRING DIAGRAM ON PAGE 19.
- PLUG CONTROL WIRING HARNESS INTO ECU MODULE. SEE WIRING DIAGRAMS ON PAGES 19 & 20.
- REMOVE THE BACKING FROM THE VELCRO STRIP ON THE INSIDE OF THE ECU COVER, AND INSTALL THE ECU COVER ONTO THE ECU AS SHOWN IN PHOTO 1, BELOW. **NOTE: ENSURE MATING SURFACES ARE CLEAN AND FREE OF GREASE.**
- INSTALL GLOVE BOX BOTTOM AND GLOVE BOX DOOR, AND SECURE TO DASH WITH (3) OEM SCREWS. SEE FIGURE 15, BELOW.
- WITH GLOVE BOX BOTTOM AND DOOR IN PLACE, INSTALL GLOVE BOX TOP TO THE S-CLIPS ON THE GLOVE BOX BOTTOM, AND SECURE TOP TO DASH WITH (5) OEM SCREWS. SEE FIGURE 15, BELOW.

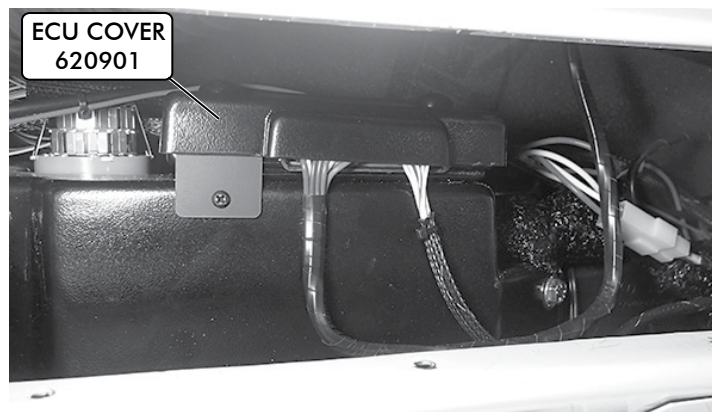


PHOTO 1

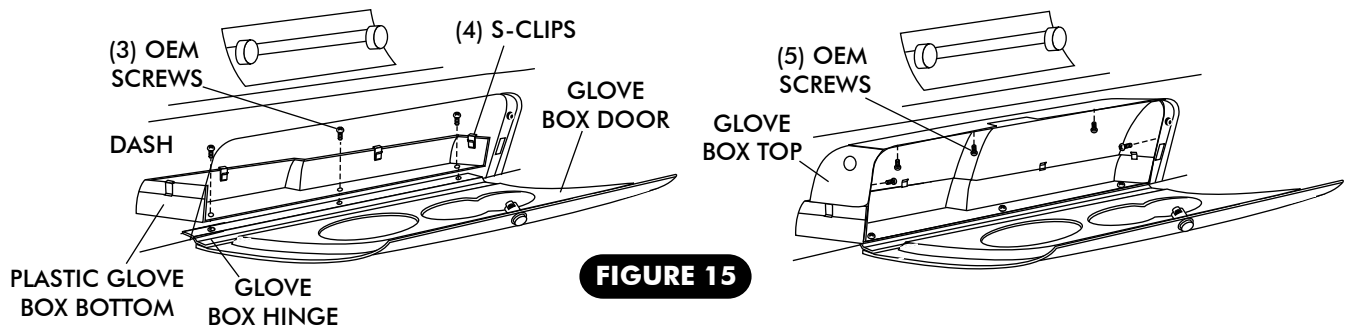
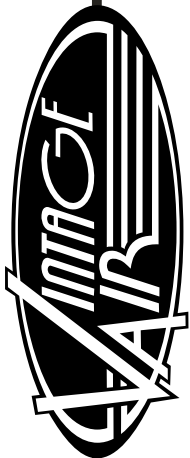
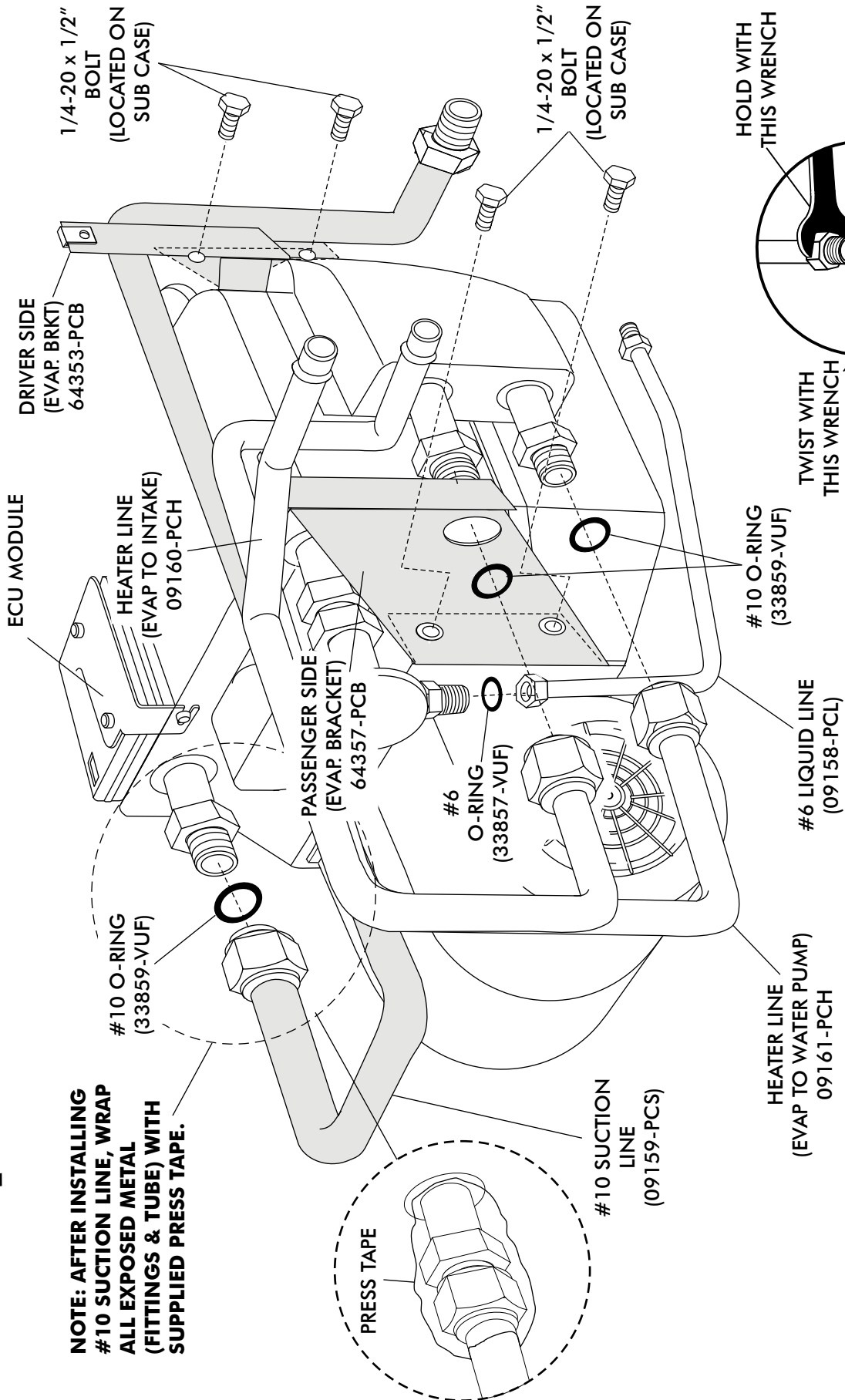


FIGURE 15

- REINSTALL ALL PREVIOUSLY REMOVED ITEMS (BATTERY BOX & BATTERY).
- FILL RADIATOR WITH AT LEAST A 50/50 MIXTURE OF APPROVED ANTIFREEZE AND WATER. IT IS THE OWNER'S RESPONSIBILITY TO KEEP THE FREEZE PROTECTION AT THE PROPER LEVEL FOR THE CLIMATE IN WHICH THE VEHICLE IS OPERATED. FAILURE TO FOLLOW ANTIFREEZE RECOMMENDATIONS WILL CAUSE HEATER CORE TO CORRODE PREMATURELY AND POSSIBLY BURST IN A/C MODE AND/OR FREEZING WEATHER, VOIDING YOUR WARRANTY.
- DOUBLE CHECK ALL FITTINGS, BRACKETS AND BELTS FOR TIGHTNESS.
- VINTAGE AIR RECOMMENDS THAT ALL A/C SYSTEMS BE SERVICED BY A CERTIFIED AUTOMOTIVE AIR CONDITIONING TECHNICIAN.
- EVACUATE THE SYSTEM FOR A MINIMUM OF 45 MINUTES PRIOR TO CHARGING, AND LEAK CHECK PRIOR TO SERVICING.
- CHARGE THE SYSTEM TO THE CAPACITIES STATED ON THE INFORMATION PAGE (PAGE 4) OF THIS INSTRUCTION MANUAL.



EVAPORATOR HARDLINE INSTALLATION



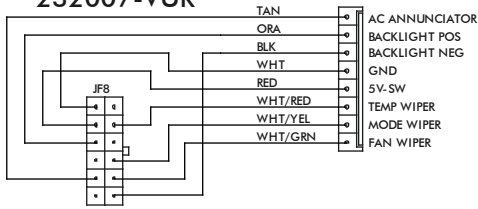
NOTE: AFTER INSTALLING #10 SUCTION LINE, WRAP ALL EXPOSED METAL (FITTINGS & TUBE) WITH SUPPLIED PRESS TAPE.

FIGURE 16



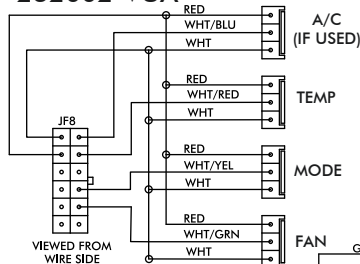
Wiring Diagram

232007-VUR



VIEWED FROM WIRE SIDE

232002-VUA

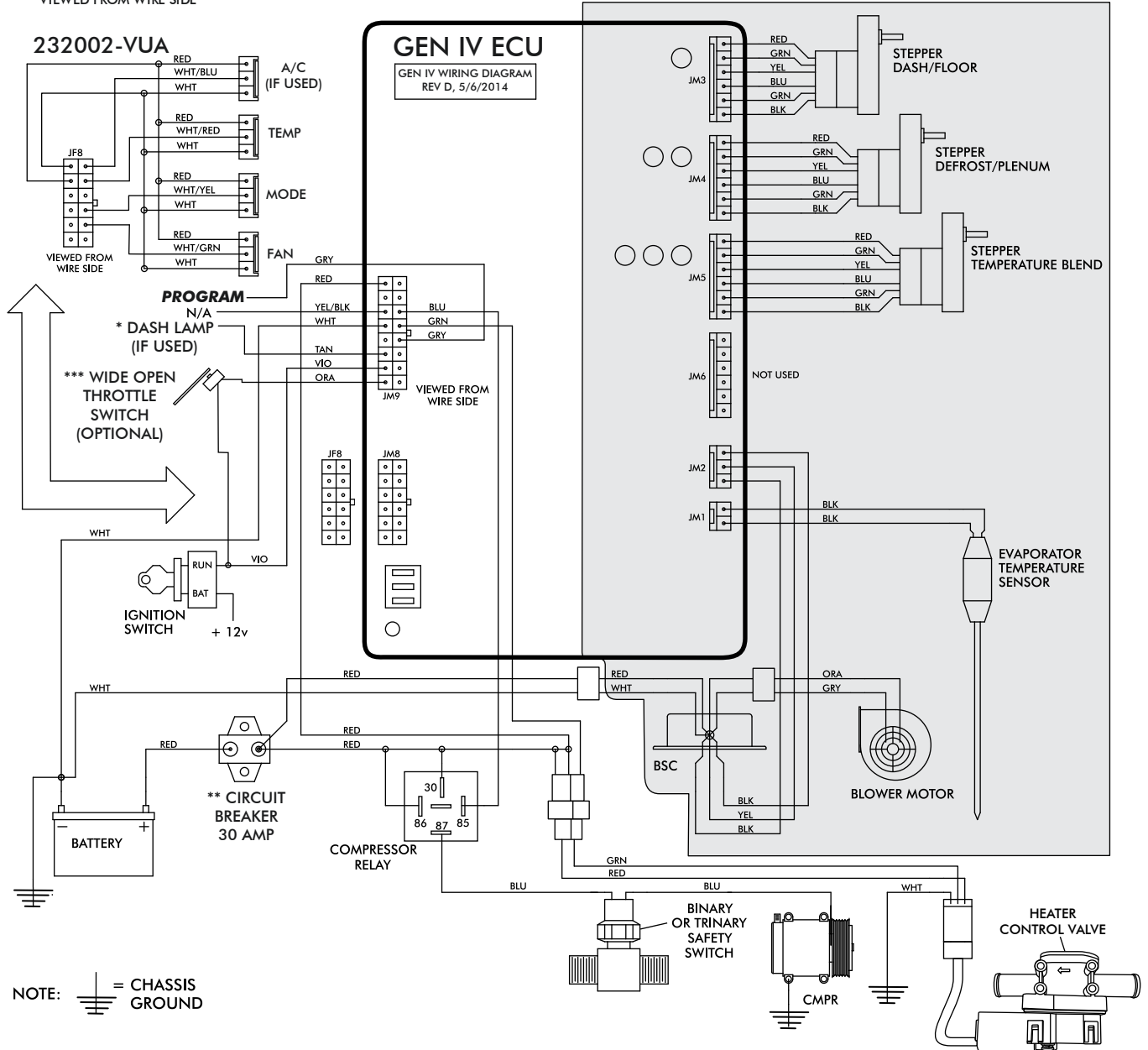


VIEWED FROM WIRE SIDE

GEN IV ECU

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

PRE-WIRED



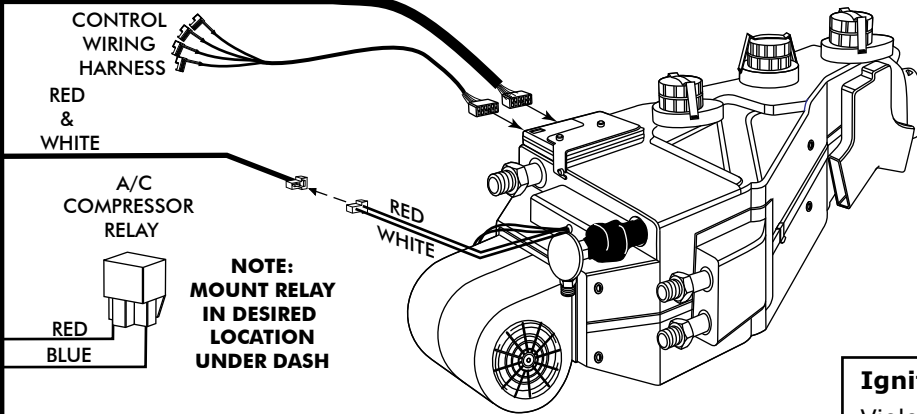
NOTE: = CHASSIS GROUND

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

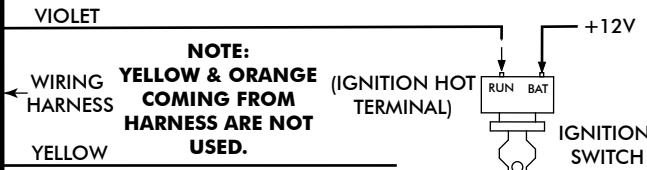


Gen IV Wiring Connection Instruction

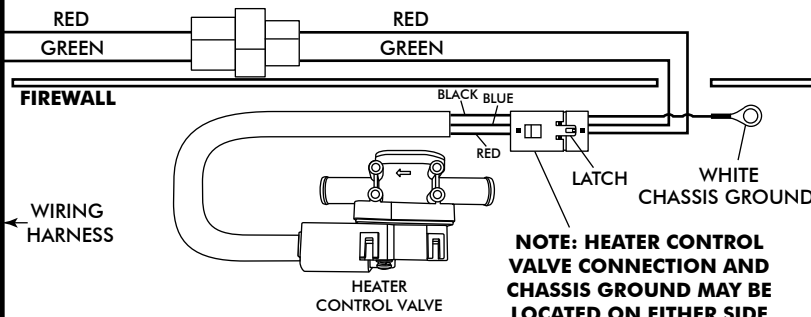
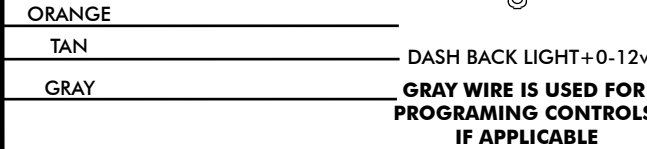
WIRING HARNESS



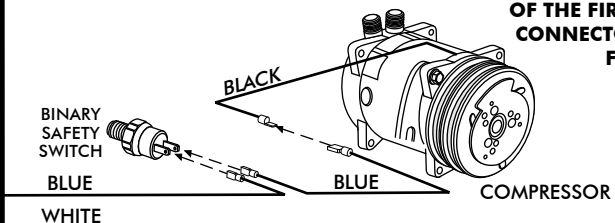
Ignition Switch:
Violet 12V Ign Switch Source (Key On Accessory) Position Must Be Switched.



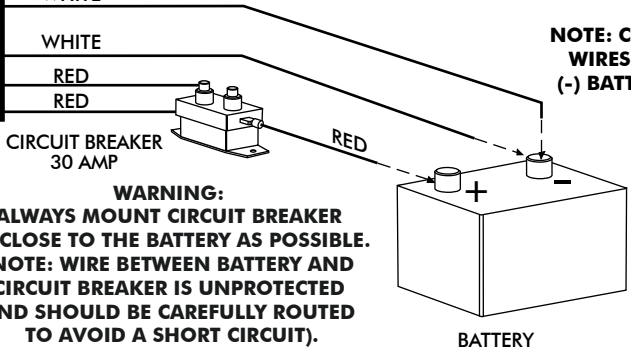
Dash Light:
Tan Wire Used Only With Vintage Air Supplied Control Panel With LED Back Light.



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.



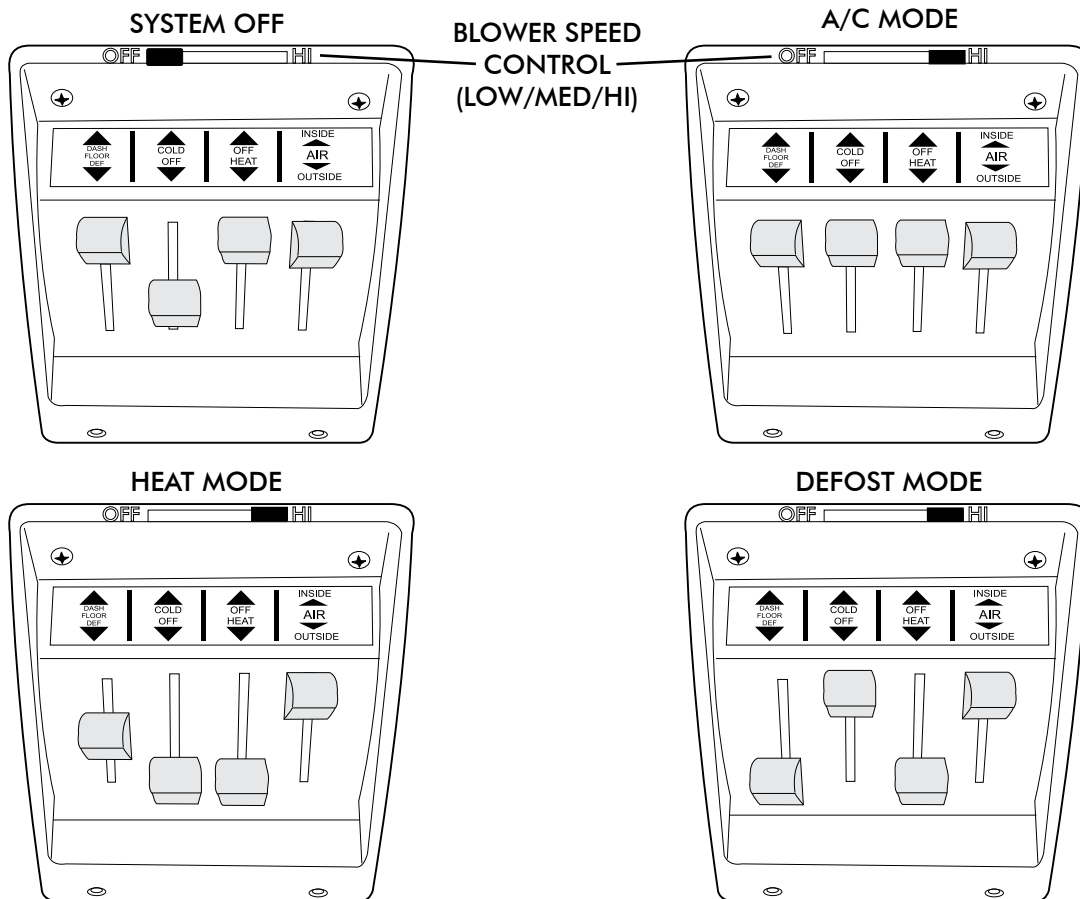
Circuit Breaker/Battery:
White **Must** Run To (-) Battery. Red May Run To (+) Battery Or Starter. Mount Circuit Breaker As Close to Battery As Possible.



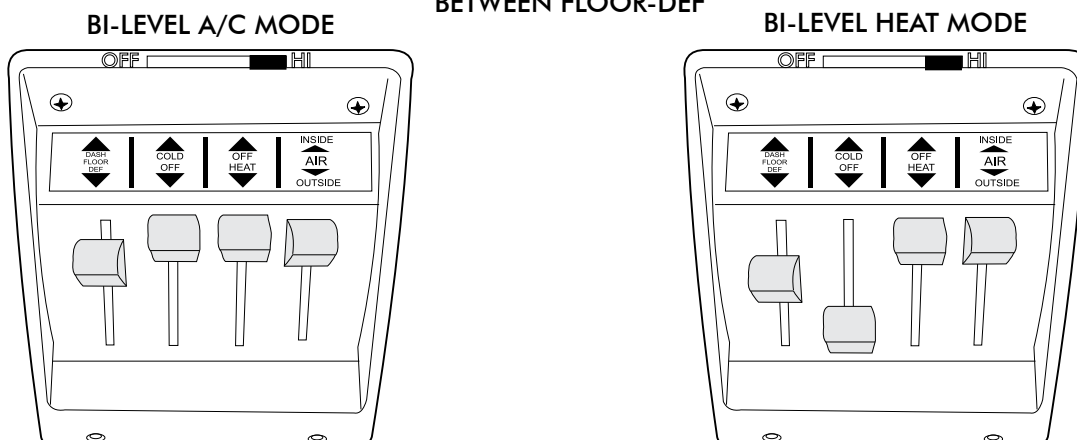
OPERATION OF CONTROLS

FOR MAXIMUM COOLING AND HEATING, THE AIR LEVER MUST BE IN "INSIDE MODE" POSITION

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 REINITIALIZATION. DURING START UP, A LOW BATTERY MAY DROP BELOW 7 VOLTS, TRIGGERING REINITIALIZATION.



NOTE: THERE ARE TWO BI-LEVEL POSITIONS: BETWEEN DASH-FLOOR AND BETWEEN FLOOR-DEF





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.
		No other functions work.	Verify continuity to chassis ground with white control head wire at various points.	
1b.	Blower stays on high speed when ignition is on or off.	All other functions work.		
		Check for damaged ground wire (white) in control head harness. Check for damaged blower switch or potentiometer and associated wiring.	Be sure the small, 20 GA white ground wire is connected to the battery ground post. If it is, replace the ECU. 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.	
2.	Compressor will not turn on (All other functions work).	Unplug 3-wire BSC control connector from ECU. If blower shuts off, ECU is either improperly wired or damaged.	Replace BSC (This will require removal of evaporator from vehicle).	No other part replacements should be necessary.
		System is not charged.	Charge system or bypass pressure switch.	Danger: Never bypass safety switch with engine running. Serious injury can result. 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.
3.	Compressor will not turn off (All other functions work).	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.	Disconnected or faulty thermistor will cause compressor to be disabled.
		System is charged.	Check 2-pin connector at ECU housing.	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.

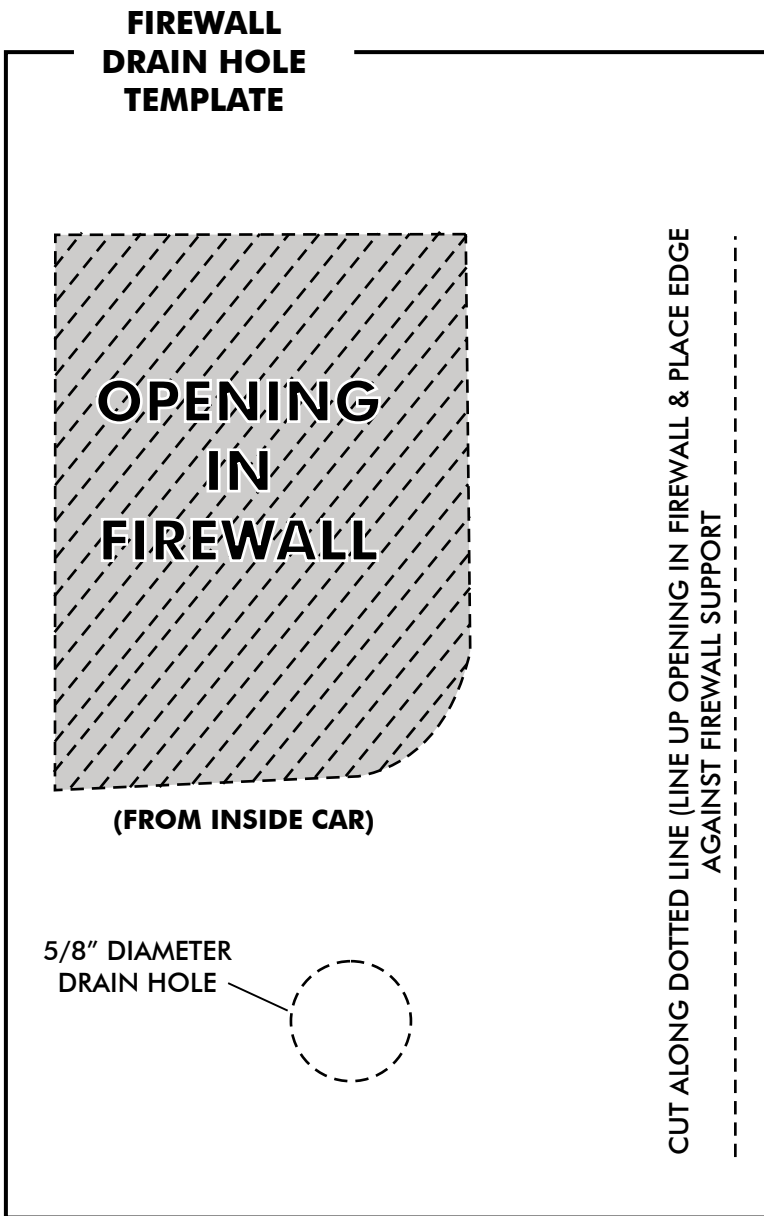


Troubleshooting Guide (Cont.)

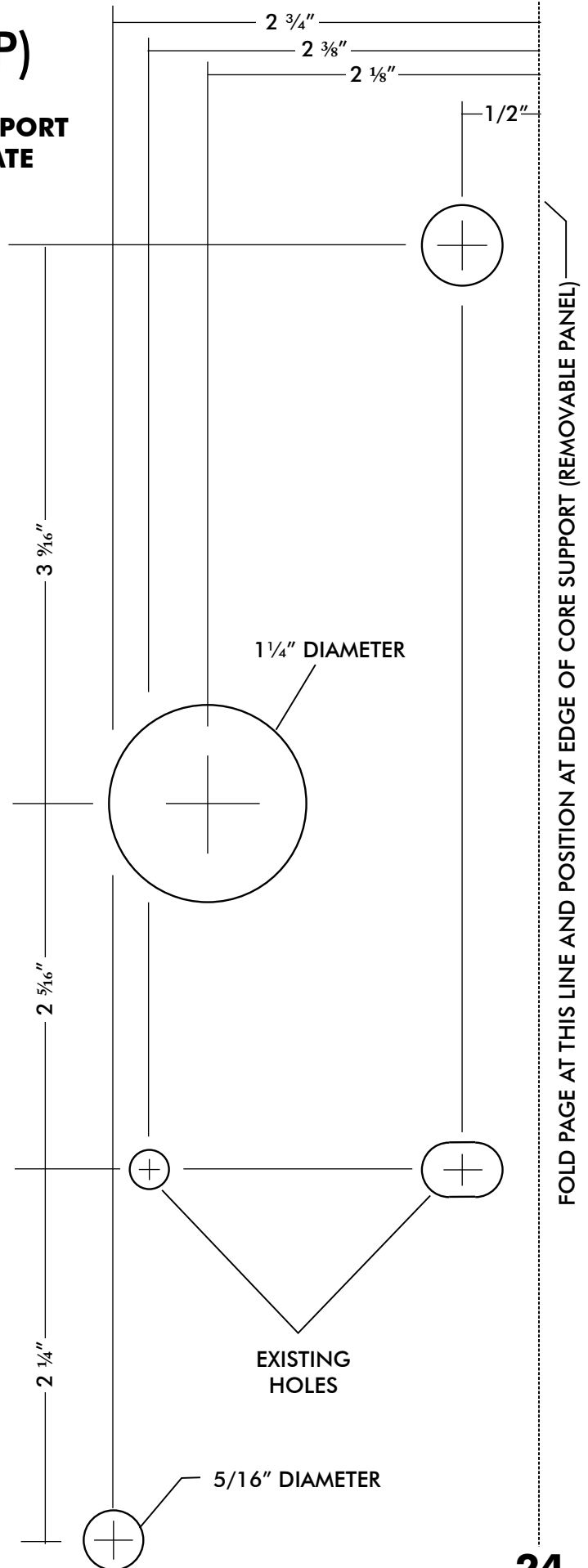
Symptom	Condition	Checks	Actions	Notes
4. System will not turn on, or runs intermittently.	Works when engine is not running; shuts off when engine is started (Typically early Gen IV, but possible on all versions).	Noise interference from either ignition or alternator.	Install capacitors on ignition coil 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.	
	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.	

(TOP)

**CORE SUPPORT
TEMPLATE**



PASSENGER SIDE FENDER





EVAPORATOR KIT PACKING LIST

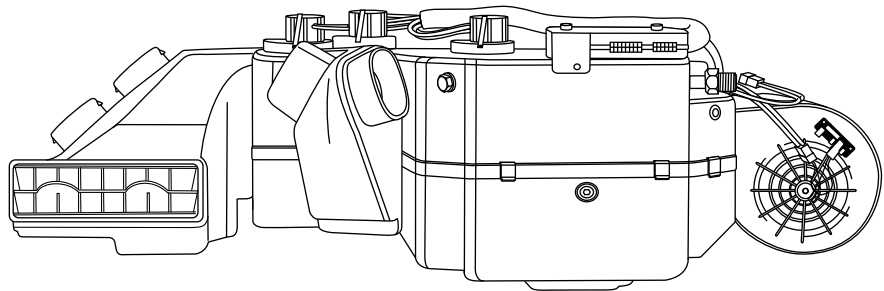
**EVAPORATOR KIT
561057**

No.	QTY.	PART No.	DESCRIPTION
1.	1	761157	57 CHEVY w/o AC GEN IV EVAP SUB CASE
2.	1	781157	1957 CHEV. CAR 4 LEVER WO AC ACC. KIT

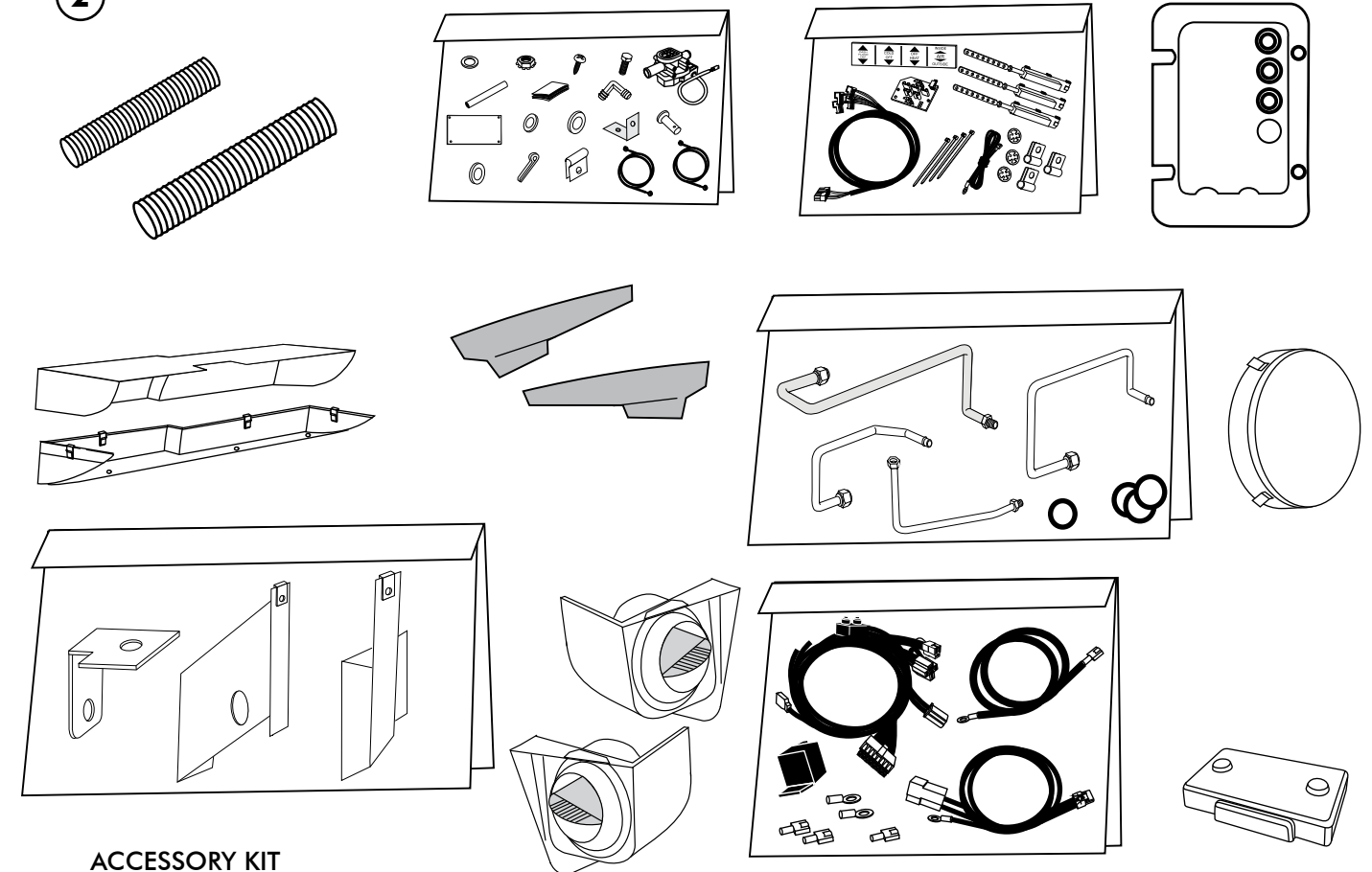
CHECKED BY: _____
 PACKED BY: _____
 DATE: _____

①

57 CHEVY w/o AC
 GEN IV EVAP
 SUB CASE 761157



②



ACCESSORY KIT
 781157