1957 CHEVY
WITHOUT FACTORY AIR
561057
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**EVAPORATOR KIT PACKING LIST**

<table>
<thead>
<tr>
<th>No.</th>
<th>QTY.</th>
<th>PART No.</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>1</td>
<td>761157</td>
<td>57 CHEVY w/o AC GEN IV EVAP SUB CASE</td>
</tr>
<tr>
<td>2.</td>
<td>1</td>
<td>781157</td>
<td>1957 CHEV. CAR 4 LEVER WO AC ACC. KIT</td>
</tr>
</tbody>
</table>

**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**
Important Notice—Please Read

For Maximum System Performance, Vintage Air Recommends the Following:

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.

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.

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:
Attention: The following system components are capped: Compressor, evaporator, condenser & drier. Caps may be under pressure with dry nitrogen. Be careful removing caps. Do not remove caps prior to installation. Removing caps prior to installation will cause components to collect moisture and lead to premature failure and reduced performance.

Evacuate the system for 35-45 minutes with system components (Drier, compressor, evaporator and condenser) 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.

Vintage Air Systems Are Designed to Operate With R134a Refrigerant Only! Use of Any Other Refrigerants Is a Fire Hazard and Could Damage Either Your Air Conditioning System or Your Vehicle.

Use of Any Other Refrigerants Will Void All Warranties of the Air Conditioning System and Components. Use of the Proper Type and Amount of Refrigerant Is Critical to Proper System Operation. Vintage Air Recommends Our Systems Be Charged By Weight With a Quality Charging Station or Scale.

Refrigerant Capacity for Vintage Air Systems:
(For other systems, consult manufacturer’s guidelines)

R134a System
Charge with 1.8 lbs. (1 lb., 12 oz.) of refrigerant.

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).
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.

![Diagram of engine compartment with HEATER CONTROL VALVE BLOCK-OFF PLATE]
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 DEFROST DUCTS.
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.
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.

INSTALL EVAPORATOR UNIT FROM PASSENGER SIDE FLOORBOARD.

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

NOTE: REMOVE FIREWALL PAD RETENTION PLUG AND REPLACE WITH BOLT

1/4-20 x 1” BOLT & WASHER

DEFOST DOOR

DASH/FLOOR DOOR

WASHER

1/4-20 x 1”

CENTER A/C PLENUM

10/32 x 1/2” SCREW

FIGURE 6

FIGURE 7

BOTTOM LIP OF DASH

CENTER PLENUM MOUNTING BRACKET

CENTER A/C PLENUM

10/32 x 1/2” SCREW

DASH

SIDE VIEW
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

- ECU module
- Passenger side louver 2 1/2” x 42”
- Driver side louver 2 1/2” x 48”
- Passenger side defrost duct 2” x 10”
- Driver side defrost duct 2” x 24”
INSTALL PASSENGER AND DRIVER SIDE BALL LOUVERS BY SLIDING THE SIDE FLANGE OF BALL LOUVER BETWEEN THE KICK PANEL AND KICK PANEL RETAINING STIP.

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

HOLD WITH THIS WRENCH

#6 O-RING

TWIST WITH THIS WRENCH

#8 O-RING

O-RING, INSTALLS OVER MALE INSERT TO SWAGED LIP

#10 O-RING

SUPPLIED OIL FOR O-RINGS

FEMALE NUT

FOR A PROPER SEAL OF FITTINGS:
INSTALL SUPPLIED O-RINGS AS SHOWN AND LUBRICATE WITH SUPPLIED OIL

HEATER CONTROL VALVE INSTALLATION

NOTE: FLOW DIRECTION FOLLOWS MOLDED ARROW ON VALVE.
A/C & HEATER HOSE AND HARDLINE ROUTING

NOTE: COMPRESSOR HARDLINES ARE INCLUDED WITH STANDARD HOSE KIT ONLY

#8 COMPRESSOR ALUMINUM HARDLINE EXT. (DISCHARGE SIDE)
35038-VUG-A

#10 COMPRESSOR ALUMINUM HARDLINE EXT. (SUCTION SIDE)
35037-VUG-A

#8 CONDENSER LINE
35018-VCG

#6 HARDLINE
35017-VCG

SPLIT RUBBER GROMMET IN HOLE IN CORE SUPPORT

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

FIGURE 13

FIGURE 13a

FIGURE 13b
INSTALL FRESH AIR CAP TO FRESH AIR DUCT UNDER PASSENGER SIDE FENDER AS SHOWN IN FIGURE 14, BELOW.

- FIREWALL COVER & FRESH AIR CAP
- INSTALL FRESH AIR CAP TO FRESH AIR DUCT UNDER PASSENGER SIDE FENDER AS SHOWN IN FIGURE 14, BELOW.

GROMMETS:
- 33137-VUI (2) HEATER HOSE GROMMETS
- 33137-VUI #10 SUCTION LINE GROMMET
- 33135-VUI #6 LIQUID LINE GROMMET

- 62757-PCR FIREWALL COVER
- 1/4-20 x 1” BOLT w/ FLAT WASHER
- 90° DRAIN ELBOW
- #6 LIQUID LINE
- OEM SLIDE Retaining Brackets
- 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.
☐ 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.

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

#10 SUCTION LINE (09159-PCS)

#10 O-RING (33859-VUF)

HEATER LINE (EVAP TO WATER PUMP) 09161-PCH

#6 LIQUID LINE (09158-PCL)

#6 O-RING (33857-VUF)

TWIST WITH THIS WRENCH

ECU MODULE

DRIVER SIDE (EVAP. BRKT) 64353-PCB

1/4-20 x 1/2" BOLT (LOCATED ON SUB CASE)

1/4-20 x 1/2" BOLT (LOCATED ON SUB CASE)

PASSENGER SIDE (EVAP. BRACKET) 64357-PCB

#10 O-RING (33859-VUF)

HEATER LINE (EVAP TO INTAKE) 09160-PCH

#10 O-RING (33859-VUF)

HOLD WITH THIS WRENCH

LUBRICATE O-RING (SEE FIGURE 11, PAGE 14)

FIGURE 16
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.
**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.

SYSTEM OFF

BLOWER SPEED CONTROL (LOW/MED/HI)

A/C MODE

HEAT MODE

DEFOST MODE

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

BI-LEVEL A/C MODE

BI-LEVEL HEAT MODE
### Troubleshooting Guide

<table>
<thead>
<tr>
<th>Symptom</th>
<th>Condition</th>
<th>Checks</th>
<th>Actions</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1a.</td>
<td>Blower stays on high speed when ignition is on.</td>
<td>Check for damaged pins or wires in control head plug.</td>
<td>Verify that all pins are inserted into plug. Ensure that no pins are bent or damaged in ECU.</td>
<td>Loss of ground on this wire renders control head inoperable.</td>
</tr>
<tr>
<td></td>
<td>No other functions work.</td>
<td>Check for damaged ground wire (white) in control head harness.</td>
<td>Verify continuity to chassis ground with white control head wire at various points.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>All other functions work.</td>
<td>Check for damaged blower switch or potentiometer and associated wiring.</td>
<td></td>
<td></td>
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<tr>
<td>1b.</td>
<td>Blower stays on high speed when ignition is on or off.</td>
<td>Unplug 3-wire BSC control connector from ECU. If blower shuts off, ECU is either improperly wired or damaged.</td>
<td>Be sure the small, 20 GA white ground wire is connected to the battery ground post. If it is, replace the ECU.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>No other functions work.</td>
<td>Unplug 3-wire BSC control connector from ECU. If blower stays running, BSC is either improperly wired or damaged.</td>
<td>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.</td>
<td>Replace BSC (This will require removal of evaporator from vehicle).</td>
</tr>
<tr>
<td></td>
<td>All other functions work.</td>
<td>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.</td>
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2. **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.

   - Compressor will not turn on (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.

   - System is charged.
     - Check for disconnected or faulty thermistor.
     - 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.
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<tbody>
<tr>
<td>System will not turn on, or runs</td>
<td>Works when engine is not running; shuts off when engine is started (Typically early Gen IV, but possible on all versions).</td>
<td>Noise interference from either ignition or alternator.</td>
<td>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.</td>
<td>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.</td>
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<tr>
<td>intermittently.</td>
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<td></td>
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<td>Verify connections on power lead, ignition lead, and both white ground wires.</td>
<td>Check for positive power at heater valve green wire and blower red wire. Check for ground on control head white wire.</td>
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<td></td>
<td>Verify battery voltage is greater than 10 volts and less than 16.</td>
<td>Verify proper meter function by checking the condition of a known good battery.</td>
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<tr>
<td>5. TRIP OVER</td>
<td>No mode change at all.</td>
<td>Check for damaged mode switch or potentiometer and associated wiring.</td>
<td>Check for the condition of a known good battery.</td>
<td>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.</td>
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<tr>
<td></td>
<td>Partial function of mode doors.</td>
<td>Check for obstructed or binding mode doors.</td>
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<tr>
<td></td>
<td>Partial function of mode doors.</td>
<td>Check for damaged stepper motor or wiring.</td>
<td></td>
<td></td>
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<tr>
<td>6. Blower turns on and off rapidly.</td>
<td>Battery voltage is at least 12V.</td>
<td>Check for at least 12V at circuit breaker.</td>
<td>Ensure all system grounds and power connections are clean and tight.</td>
<td>System shuts off blower at 10V. Poor connections or weak battery can cause shutdown at up to 11V.</td>
</tr>
<tr>
<td></td>
<td>Battery voltage is less than 12V.</td>
<td>Check for faulty battery or alternator.</td>
<td>Charge battery.</td>
<td></td>
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<tr>
<td>7. Erratic functions of blower, mode, temp, etc.</td>
<td>Check for damaged switch or pot and associated wiring.</td>
<td>Repair or replace.</td>
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</tr>
<tr>
<td>8. When ignition is turned on, blower momentarily comes on, then shuts off. This occurs with the blower switch in the OFF position.</td>
<td>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.</td>
<td>Run red power wire directly to battery.</td>
<td></td>
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</tr>
</tbody>
</table>
FIREWALL DRAIN HOLE TEMPLATE

OPENING IN FIREWALL

(From Inside Car)

5/8" DIAMETER DRAIN HOLE

CUT ALONG DOTTED LINE OPENING IN FIREWALL & PLACE EDGE AGAINST FIREWALL SUPPORT

1 1/4" DIAMETER

EXISTING HOLES

5/16" DIAMETER

CORE SUPPORT TEMPLATE

FOLD PAGE AT THIS LINE AND POSITION AT EDGE OF CORE SUPPORT (REMOVABLE PANEL)

2 3/4"

2 3/8"

2 1/8"

1/2"

PASSENGER SIDE FENDER

3 3/16"

2 1/4"

2 5/16"
# EVAPORATOR KIT PACKING LIST

<table>
<thead>
<tr>
<th>No.</th>
<th>QTY.</th>
<th>PART No.</th>
<th>DESCRIPTION</th>
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<td>761157</td>
<td>57 CHEVY w/o AC GEN IV EVAP SUB CASE</td>
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<tr>
<td>2.</td>
<td>1</td>
<td>781157</td>
<td>1957 CHEV. CAR 4 LEVER WO AC ACC. KIT</td>
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</tbody>
</table>

CHECKED BY: __________
Packed By: __________
Date: __________

---

**1**

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

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**2**

ACCESSORY KIT
781157