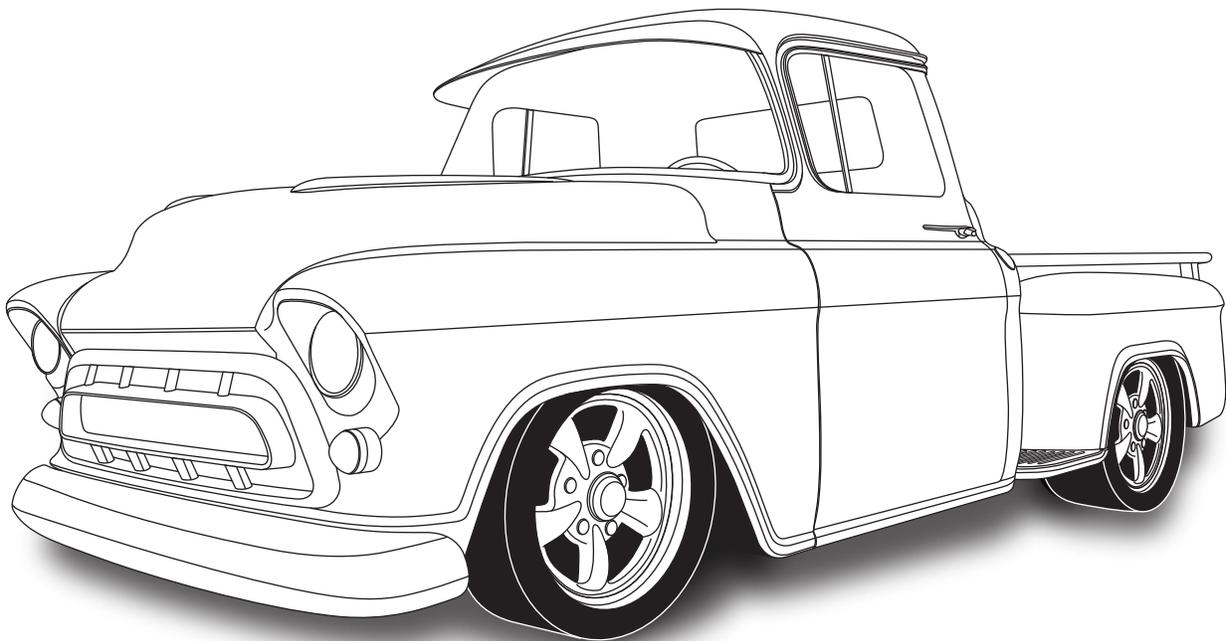




an ISO 9001:2008 Registered Company

# **1955-59 Chevrolet Pickup**

**Evaporator Kit**  
*with Standard Controls*  
**751155**



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



# Table of Contents

**Thank you for purchasing this evaporator kit from Vintage Air. When installing these components as part of a complete SureFit™ system, Vintage Air recommends working from front to back on the vehicle, installing the condenser kit, hose kit, and compressor first, followed by the wiring, evaporator, and finally the control panel.**

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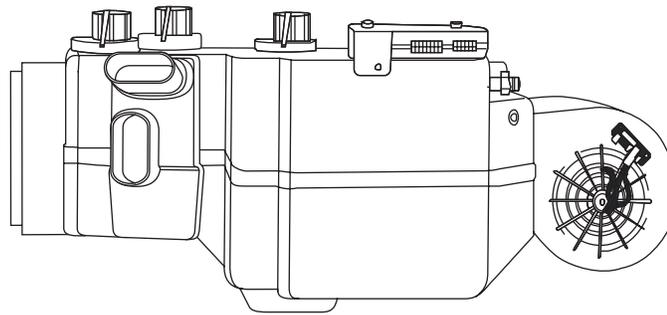
## Packing List Evaporator Kit (751155)

No.	Qty.	Part No.	Description
1.	1	744012	Gen IV Evaporator Sub Case
2.	1	791155	Accessory Kit

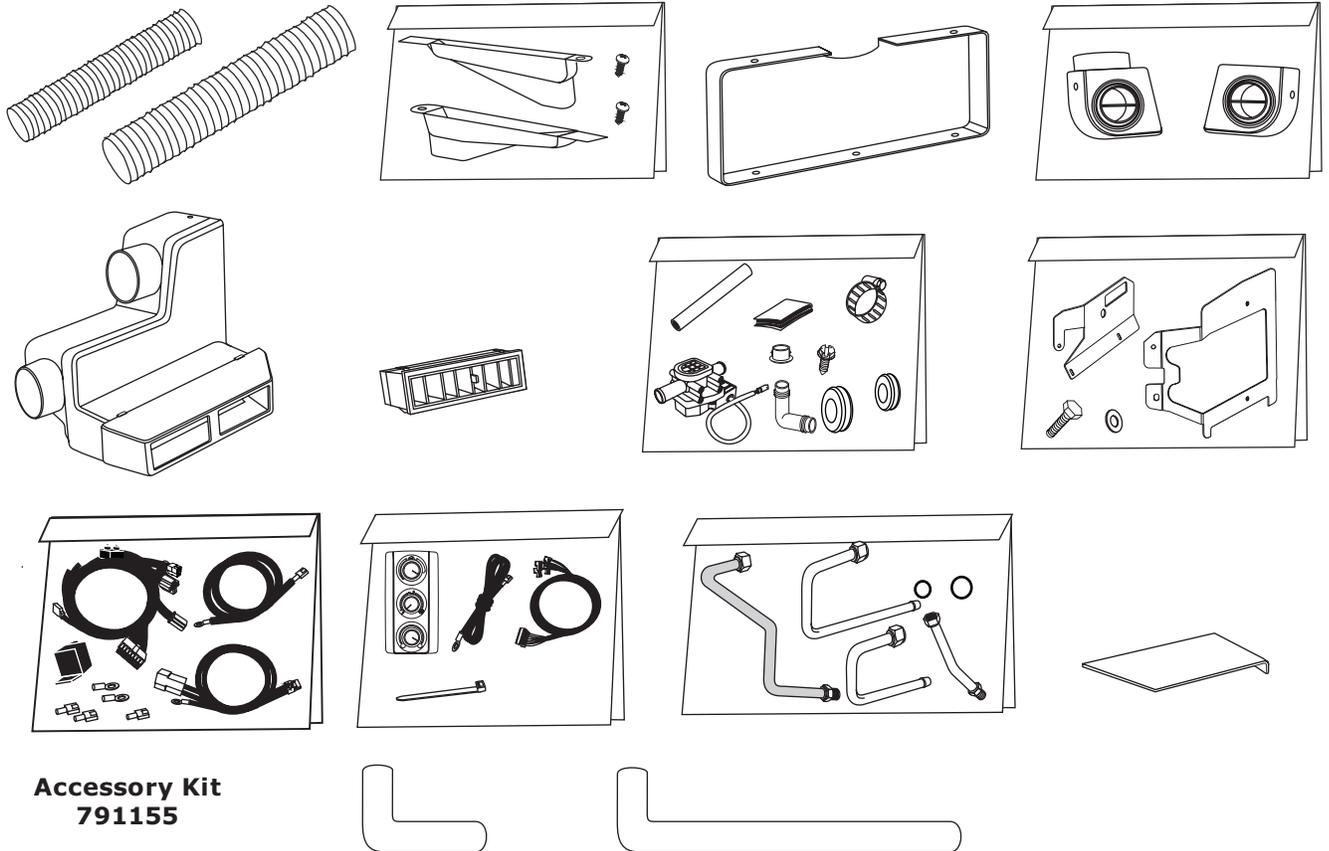
**\*\* Before beginning installation, open all packages and check contents of shipment. Please report any shortages directly to Vintage Air within 15 days. After 15 days, Vintage Air will not be responsible for missing or damaged items.**

①

**Gen IV Evaporator  
Sub Case  
744012**



②



**Accessory Kit  
791155**

**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 Disassembly

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

### Perform the Following:

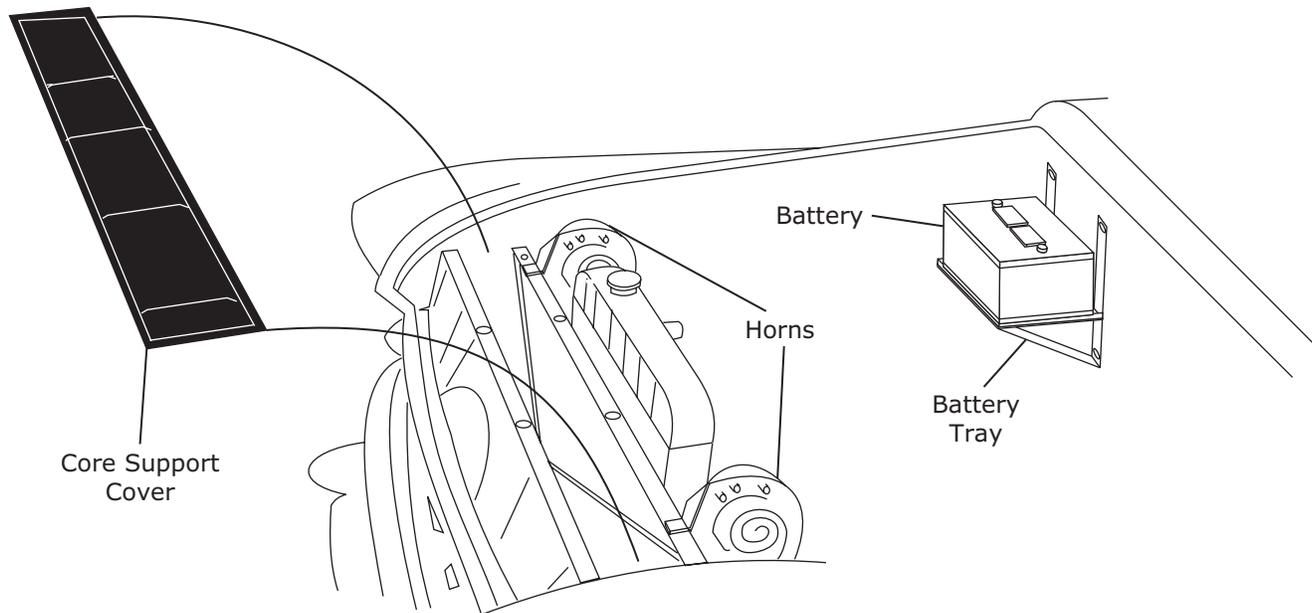
1. Disconnect the battery.
2. Remove the battery and battery tray (retain).
3. Remove the top cover on the radiator core support (retain).
4. Remove the OEM fan & fan shroud (retain).
5. Drain and remove the radiator (retain).
6. Remove the passenger side horn (retain).
7. Remove all OEM heater hoses (discard).

## Condenser Assembly and Installation

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

## Compressor and Brackets

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



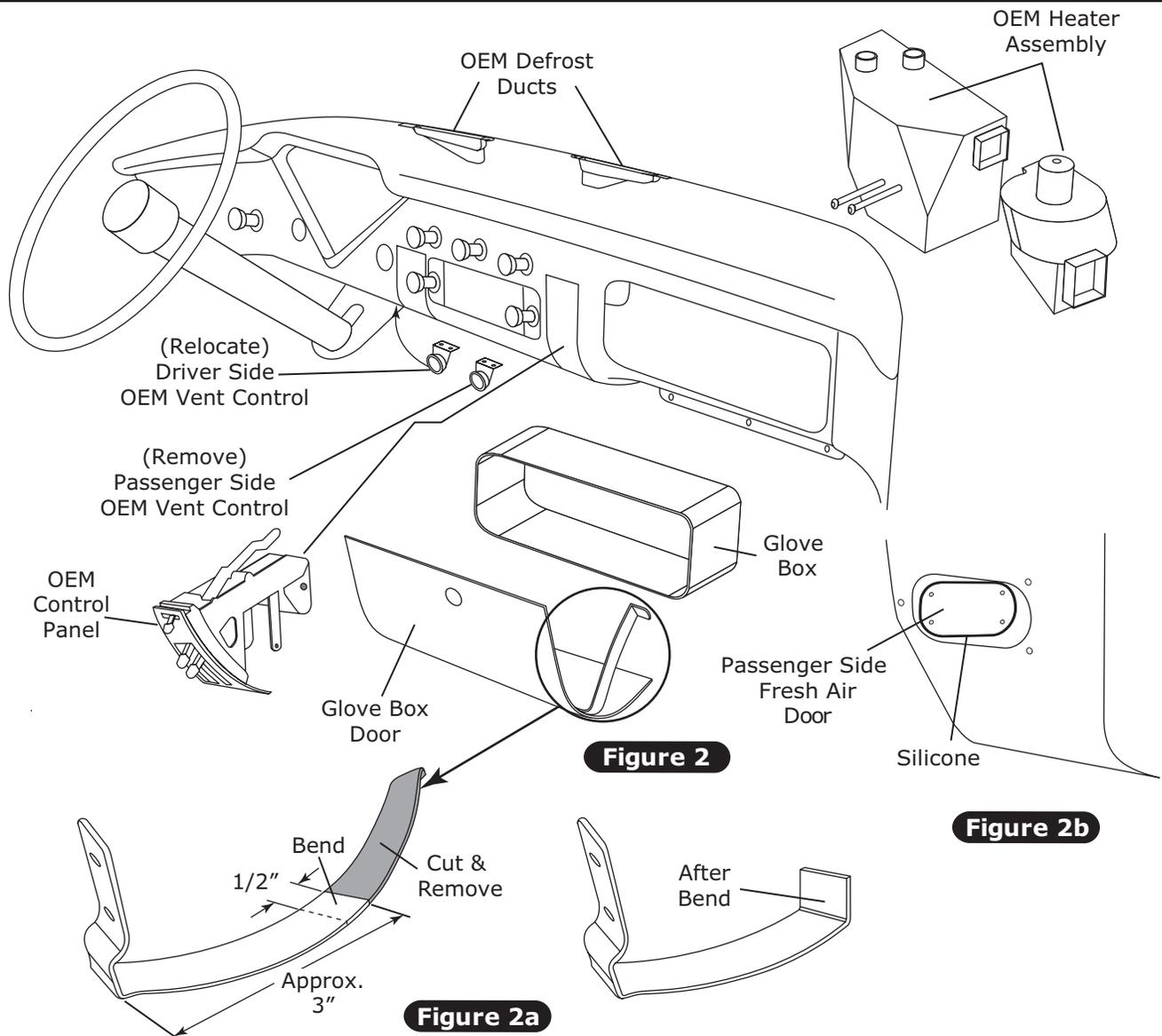
**Figure 1**



## Passenger Compartment Disassembly

### Perform the Following:

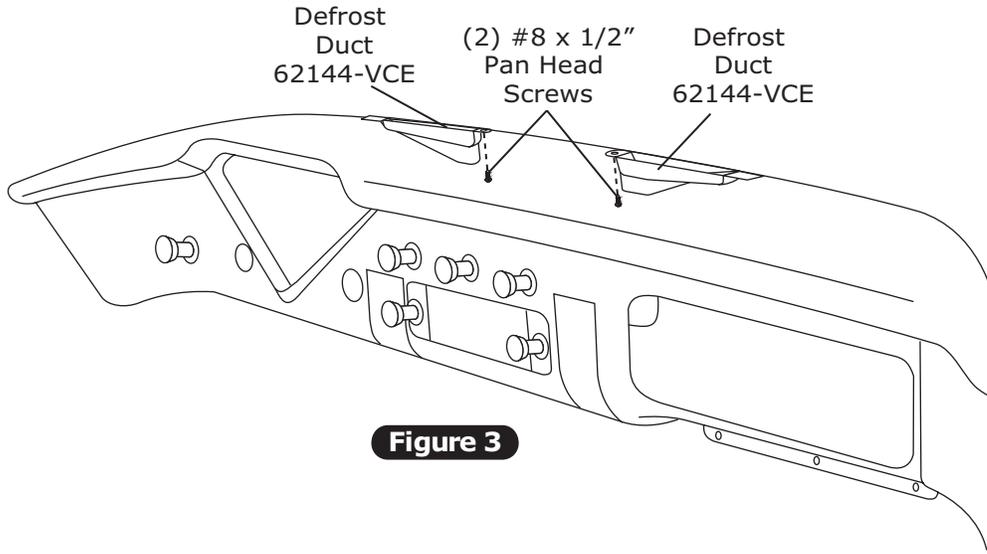
1. Remove the glove box door (retain) and glove box (discard).
2. Disconnect all wires and cables from the control panel.
3. Remove the control panel (discard).
4. Remove the passenger side OEM vent control (discard), and close and seal the kick panel vent with silicone (See Figure 2b, below).
5. Relocate the driver side OEM vent control next to the steering column using OEM screws (See Figure 2, below).
6. Remove the OEM heater assembly (discard).
7. Remove the OEM duct hoses from the defrost ducts (discard).
8. Remove the OEM defrost ducts (discard).
9. Modify the passenger side glove box door arm as shown in Figure 2a, below. **NOTE: Glove box door travel will be restricted to prevent interference with evaporator case assembly.**
10. Remove & discard the driver side glove box door arm.





## Defrost Duct Installation

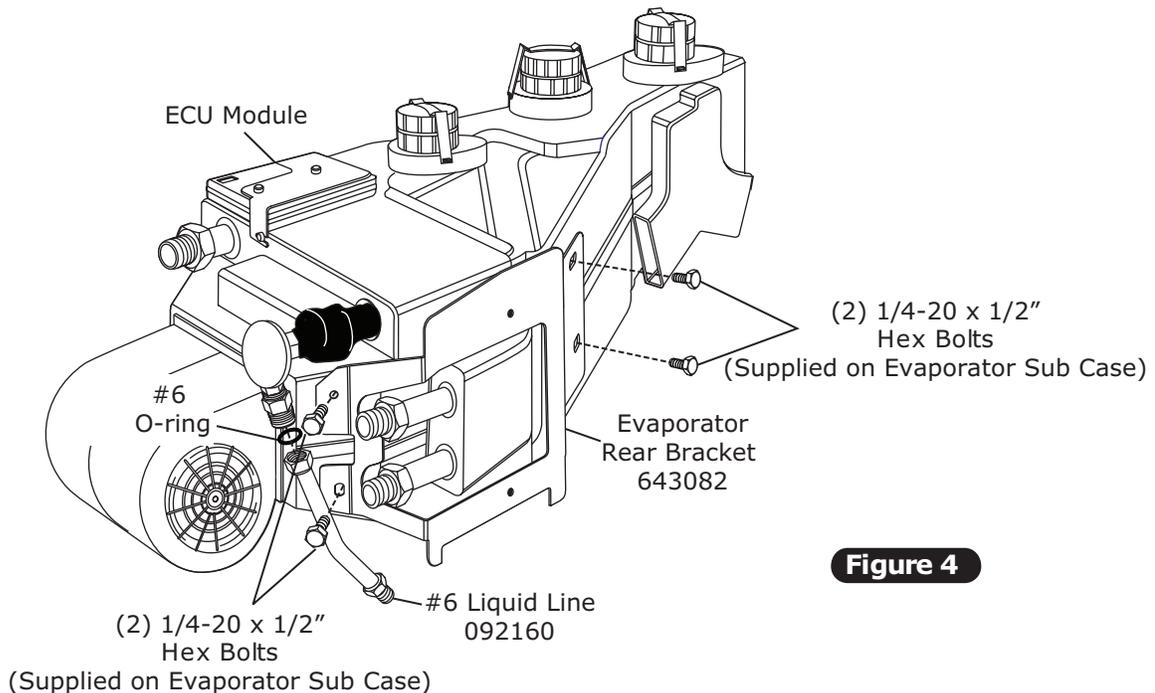
1. Install the driver and passenger side defrost ducts using (2) #8 x 1/2" pan head screws as shown in Figure 3, below.



**Figure 3**

## Bracket & Evaporator Hardline Installation

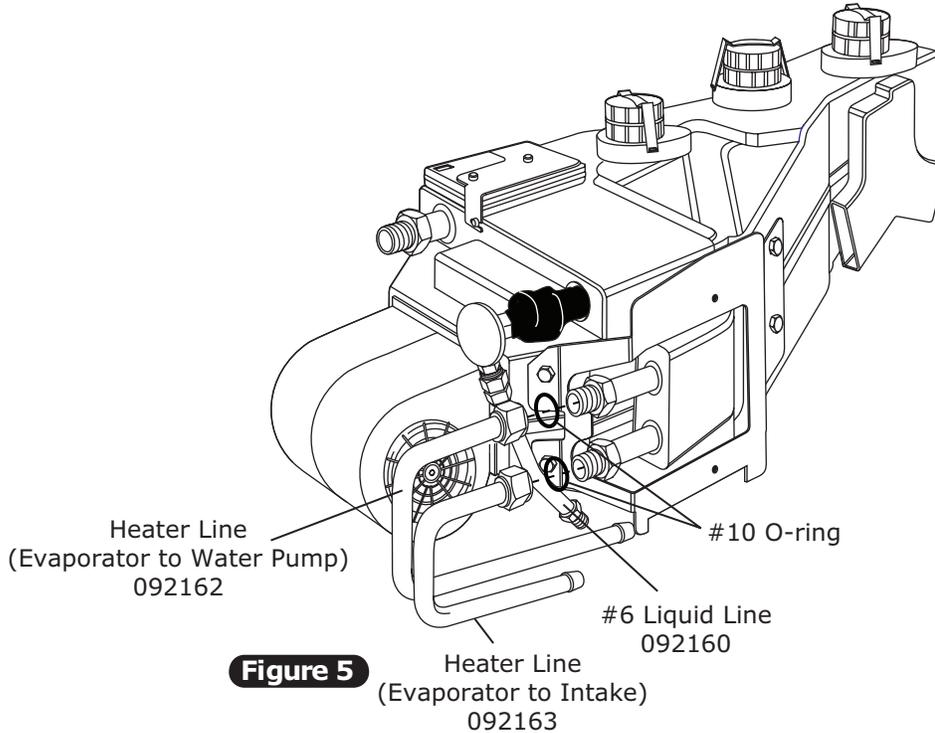
1. On a workbench, install the evaporator rear bracket using (4) 1/4-20 x 1/2" hex bolts (supplied on the evaporator sub case) (See Figure 4, below).
2. Install the hardlines with properly lubricated O-rings (See Figure 4, below, Figure 5, Page 9, and Figure 11, Page 12).



**Figure 4**

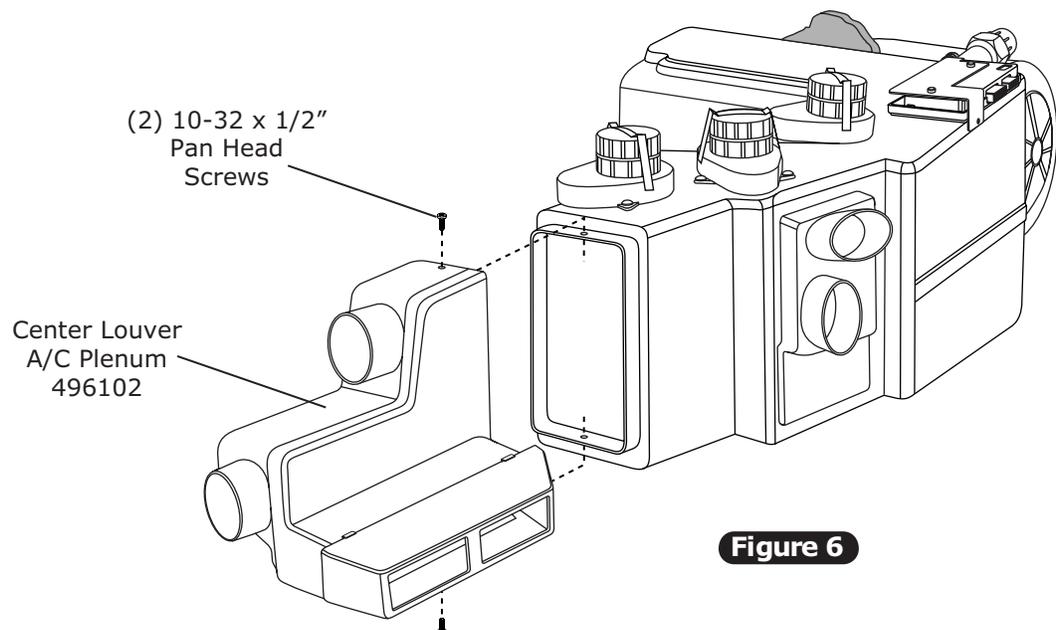


## Bracket & Evaporator Hardline Installation (Cont.)



## Center Louver A/C Plenum Installation

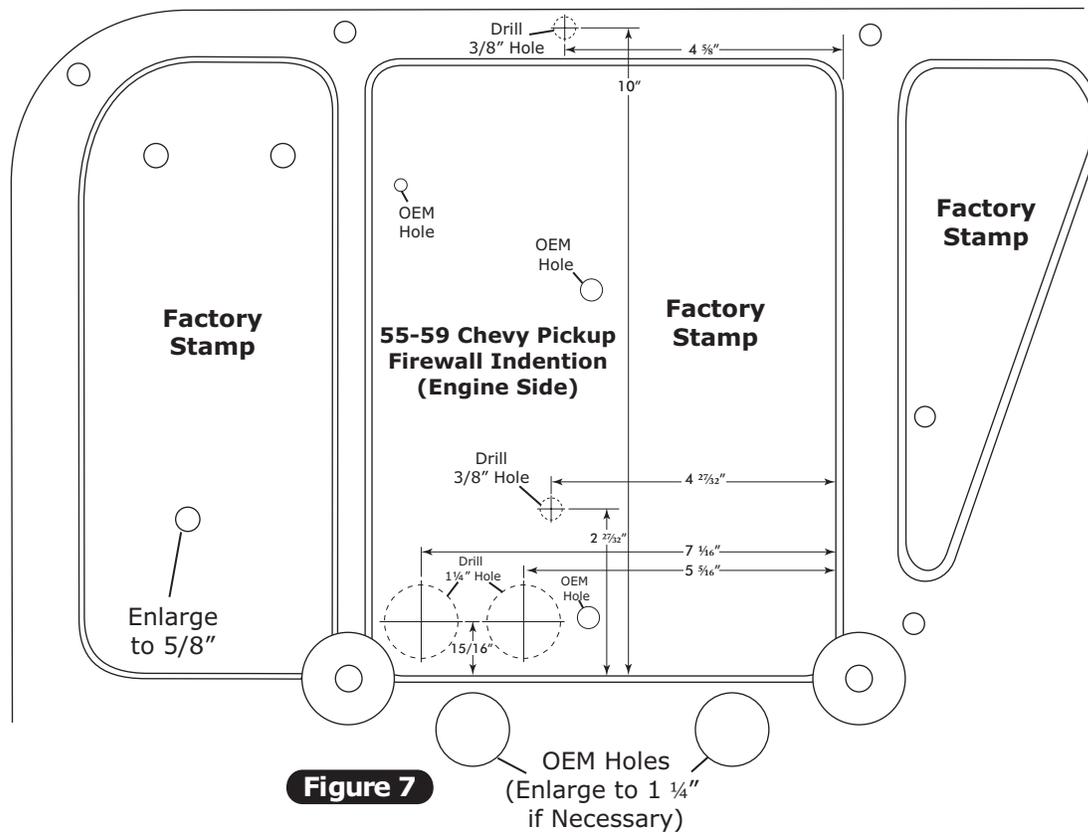
1. Install the center louver A/C plenum onto the evaporator sub case using (2) 10-32 x 1/2" pan head screws as shown in Figure 6, below.





## Firewall Modification

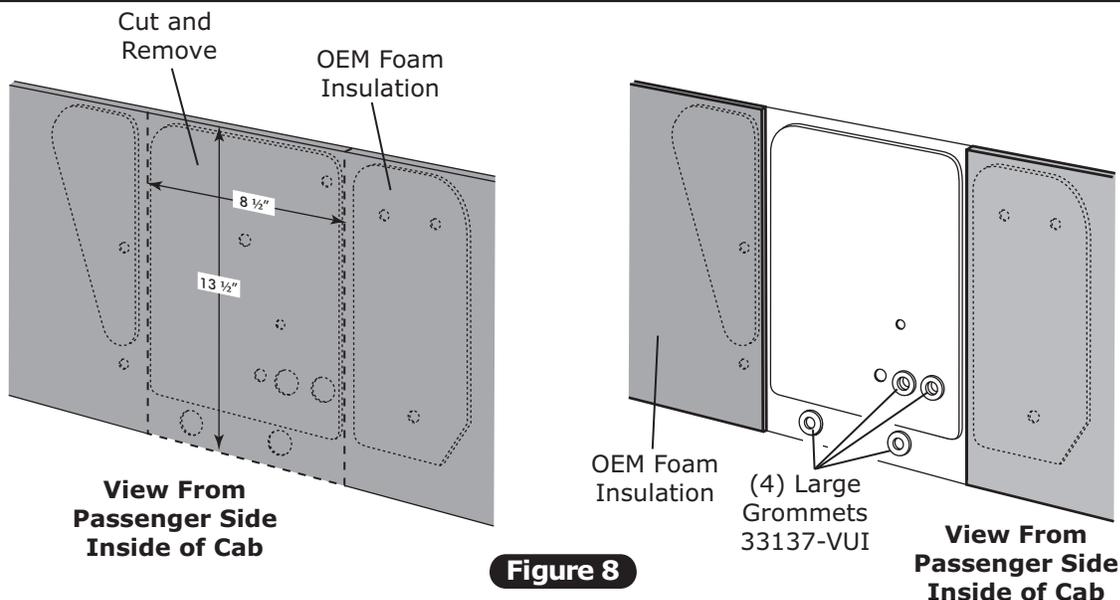
1. Drill (2) 1 1/4" holes and (2) 3/8" holes into the firewall (See Figure 7, below).
2. Enlarge an OEM hole in the firewall to 5/8" as shown in Figure 7, below.



**Figure 7**

## Firewall Modification (Cont.)

1. Cut & remove the OEM foam insulation as shown in Figure 8, below.
2. Install (4) large grommets as shown in Figure 8, below.



**Figure 8**

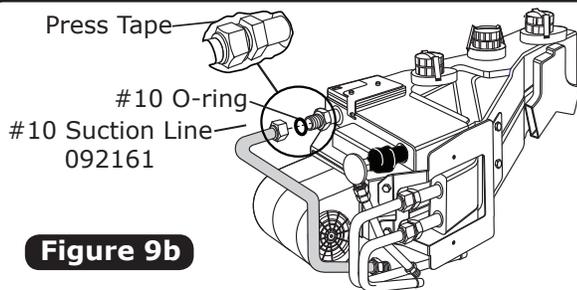


## Evaporator Installation

**NOTE:** To ensure a watertight seal between the passenger compartment and the vehicle exterior, for all bolts passing through the firewall, Vintage Air recommends coating the threads with silicone prior to installation. Before installing the evaporator assembly under the dashboard, the glove box door hinge needs to be reinstalled (if removed). Once the evaporator assembly is installed, there will be insufficient clearance to reinstall the glove box door hinge.

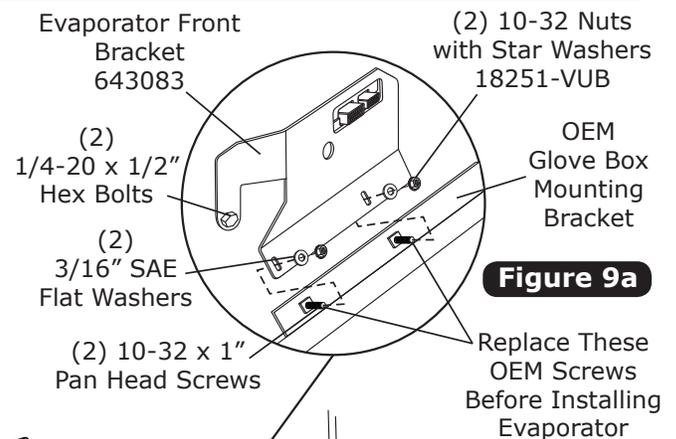
### Perform the Following:

1. Lift the evaporator unit up under the dashboard. Secure loosely to the firewall using (2) 1/4-20 x 1" hex bolts and (2) 1/4" washers (See Figure 9, below). **NOTE: To ensure proper drainage, it is very important that the evaporator is level, both left-right and fore-aft. Check for level on the flat portions of the case around the drain.**
2. Install the evaporator front bracket onto the evaporator using (2) 1/4-20 x 1/2" hex bolts, and tighten as shown in Figure 9, below.
3. Remove & replace the OEM screws in the glove box mounting brackets. Replace with (2) 10-32 x 1" pan head screws.
4. Secure the evaporator front bracket to the OEM glove box mounting bracket using (2) 3/16" SAE flat washers and (2) 10-32 nuts with star washers (See Figure 9a, below).
5. Using the center louver A/C plenum as a guide, mark and drill (2) 5/32" holes into the dash bottom (See Figure 9, below).
6. Secure the evaporator plenum to the dash using (2) #8 x 1/2" pan head screws, and install (2) 1/2" plastic plugs into the holes as shown in Figure 9, below.
7. Install the (2) louvers into the evaporator plenum as shown in Figure 9, below.
8. Verify that the evaporator unit is level and square to the dash; then tighten all mounting bolts. **NOTE: Tighten the bolt on the firewall first. Then tighten the front mounting bracket.**
9. Install the #10 suction line as shown in Figure 9b, below. **NOTE: Wrap the #10 fitting connections with press tape.**

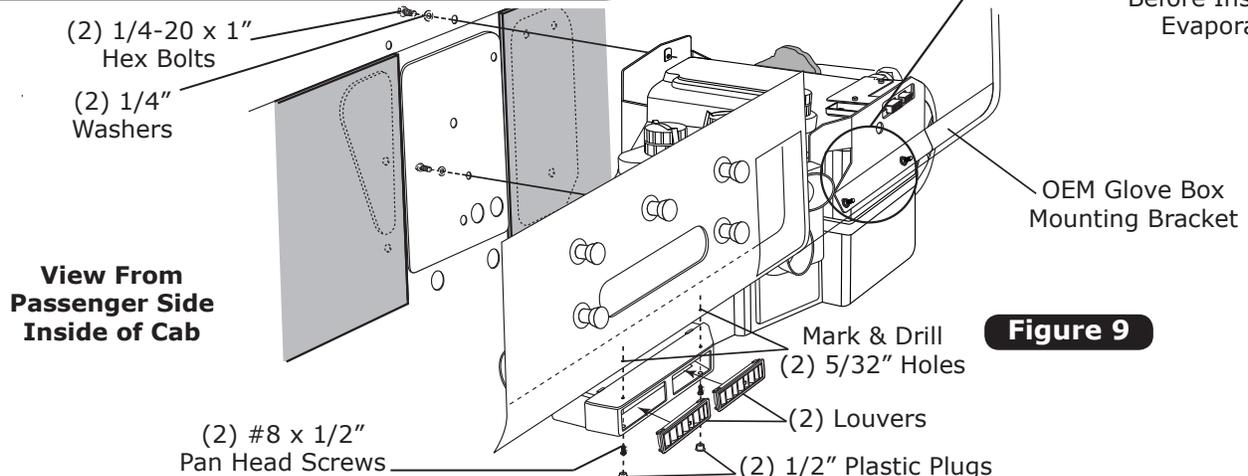


**Figure 9b**

**NOTE:** After installing #10 suction line, wrap all exposed metal (fitting & tube) with supplied press tape.



**Figure 9a**

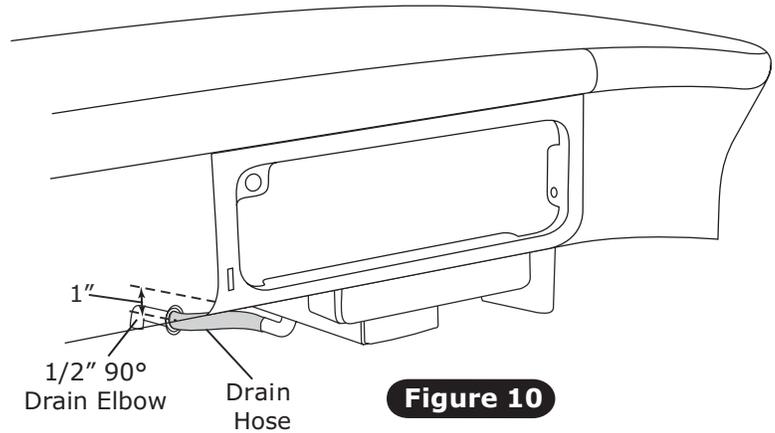
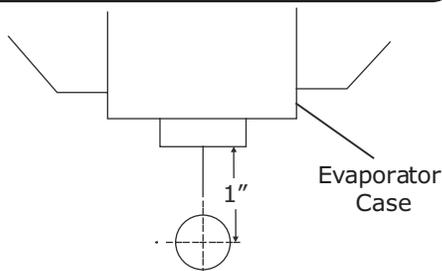


**Figure 9**

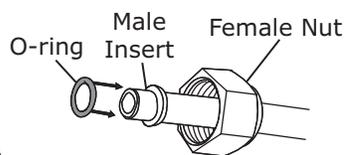
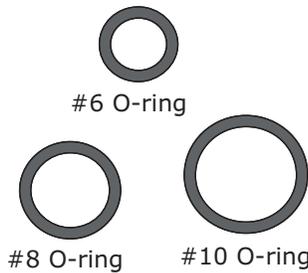


## Drain Hose Installation

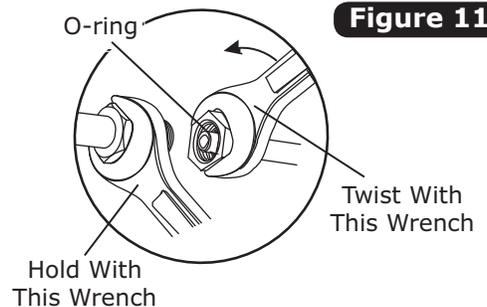
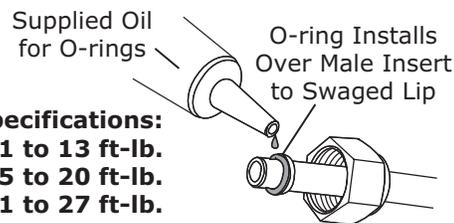
1. Locate the evaporator drain on the bottom of the evaporator case.
2. In line with the drain, lightly make a mark on the firewall. Measure 1" down and drill a 5/8" hole into the firewall.
3. Install the drain hose onto the bottom of the evaporator unit and route it through the firewall. Install a 1/2" 90° drain elbow onto the drain hose.



## Lubricating O-rings



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



**NOTE: Standard torque specifications:**

**#6: 11 to 13 ft-lb.**

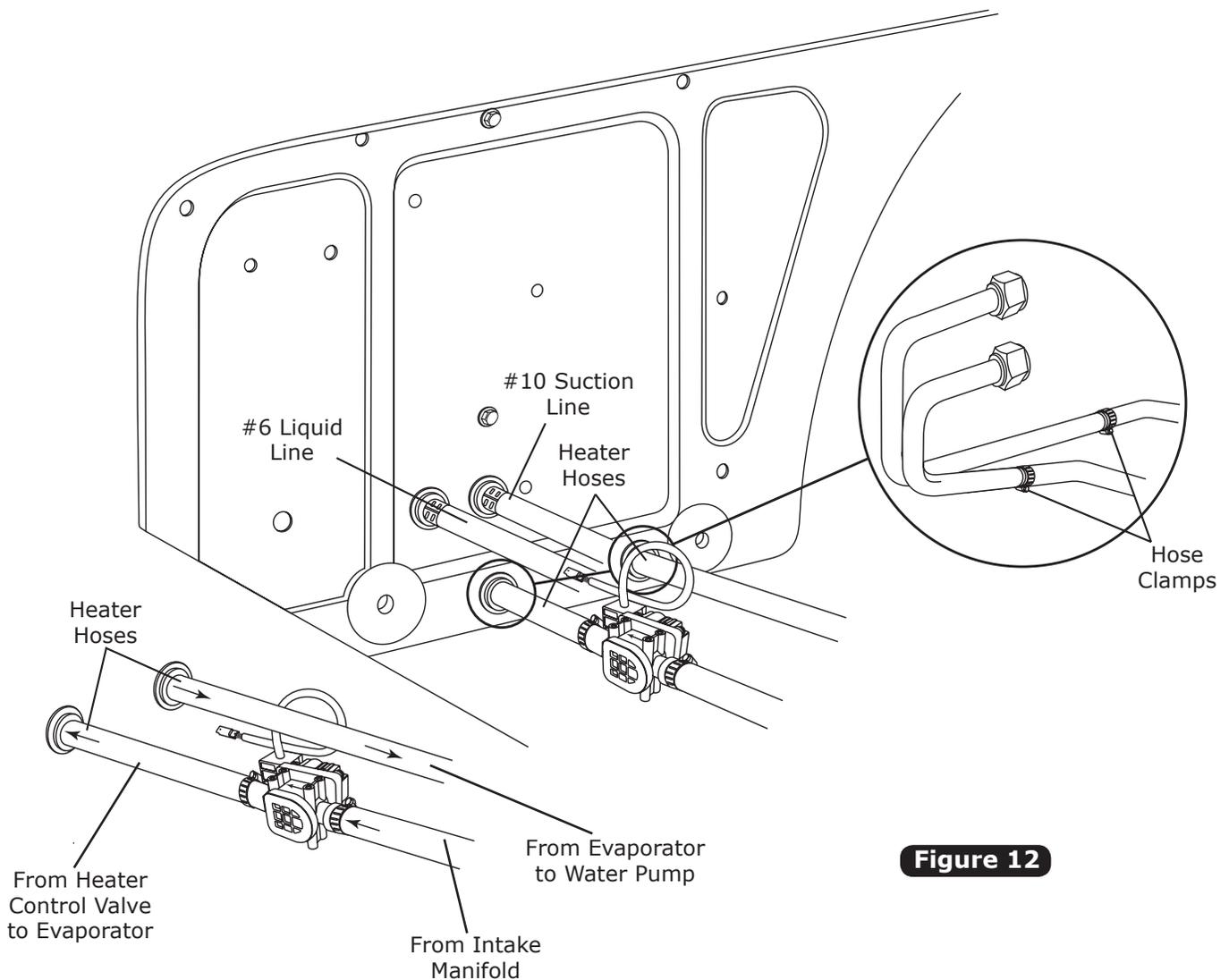
**#8: 15 to 20 ft-lb.**

**#10: 21 to 27 ft-lb.**



## Heater Hose & Heater Control Valve Installation

1. Route a 90° heater hose through the firewall, and connect to the heater line on the evaporator as shown in Figure 12, below. Route the other end of the hose to the water pump, and secure using hose clamps. **NOTE: A small amount of silicone spray will ease heater hose installation.**
2. Route a 90° heater hose through the firewall, and connect to the heater line on the evaporator. Route the other end of the hose to the intake. **NOTE: Install heater control valve in line with intake manifold (pressure side) heater hose, and secure using hose clamps as shown. Also note proper flow direction.**



**Figure 12**

**NOTE: Flow direction follows molded arrow on valve.**





## A/C and Heater Hose Routing (1958-59 Models Only)

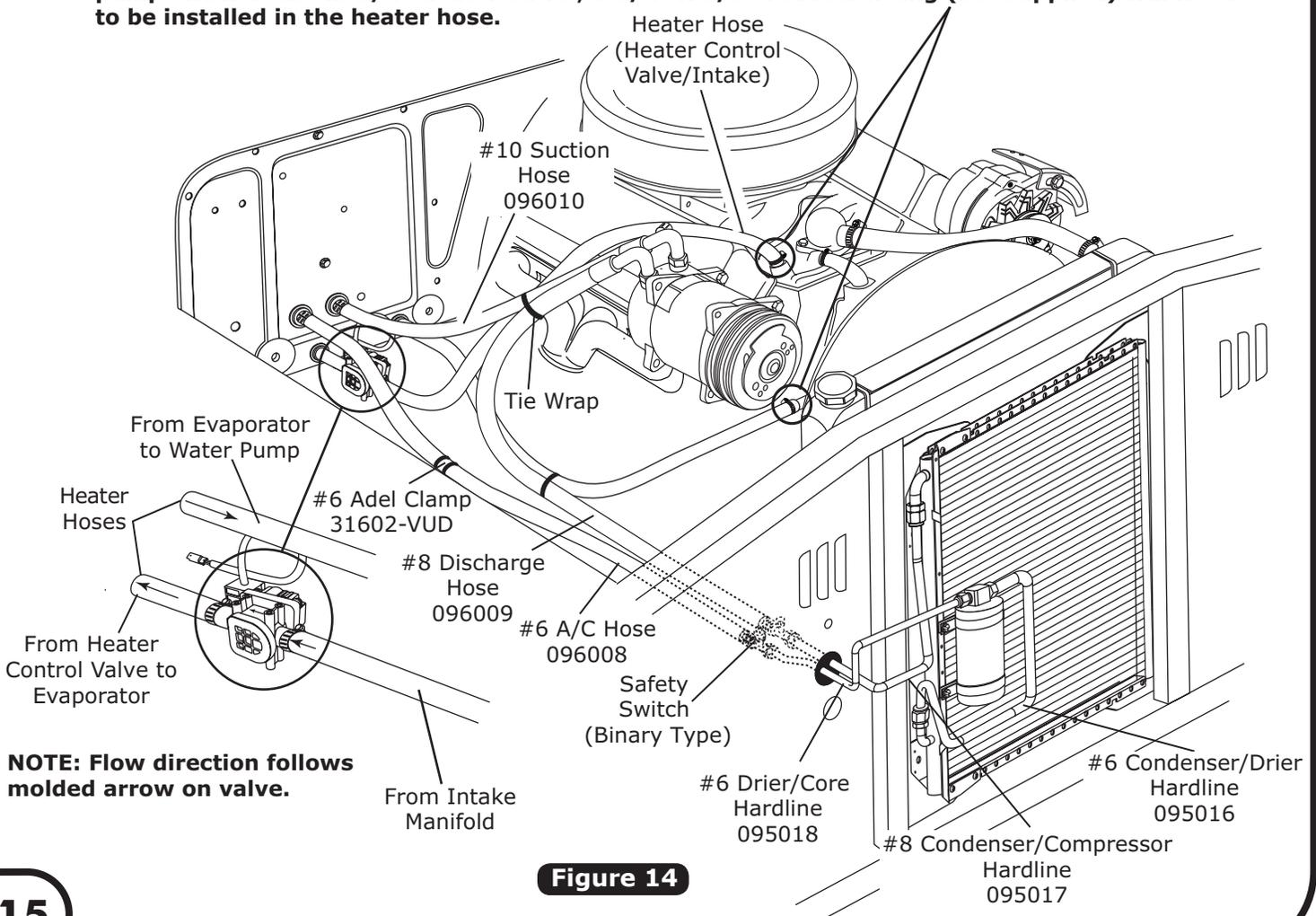
### Standard Hose Kit:

1. Locate the #8 compressor A/C hose. Lubricate (2) #8 O-rings (See Figure 11, Page 12) and connect the 135° female fitting to the #8 discharge port on the compressor. Then route the straight female fitting with service port to the #8 condenser hardline coming through the core support (See Figure 14, below). Tighten each fitting connection as shown in Figure 11, Page 12.
2. Locate the #10 compressor A/C hose. Lubricate (2) #10 O-rings (See Figure 11, Page 12) and connect the 135° female fitting with service port to the #10 suction port on the compressor. Then route the 90° female fitting to the #10 evaporator hardline (See Figure 12, Page 13, and Figure 14, below). Tighten each fitting connection as shown in Figure 11, Page 12.
3. Locate the #6 evaporator/drier hose. Lubricate (2) #6 O-rings (See Figure 11, Page 12) and connect the straight female fitting with the binary switch service port to the #6 drier hardline coming through the core support. Then route the 90° female fitting to the #6 evaporator hardline (See Figure 12, Page 13, and Figure 14, below). Tighten each fitting connection as shown in Figure 11, Page 12.

### Modified Hose Kit:

1. Refer to separate instructions included with modified hose kit.

**NOTE: Vintage Air Systems use 5/8" heater connections. On engines equipped with 3/4" hose nipples, these will need to be removed and replaced with 5/8" nipples (not supplied). For water pumps with a cast-in 3/4" heater outlet, a 3/4" x 5/8" reducer fitting (not supplied) will need to be installed in the heater hose.**

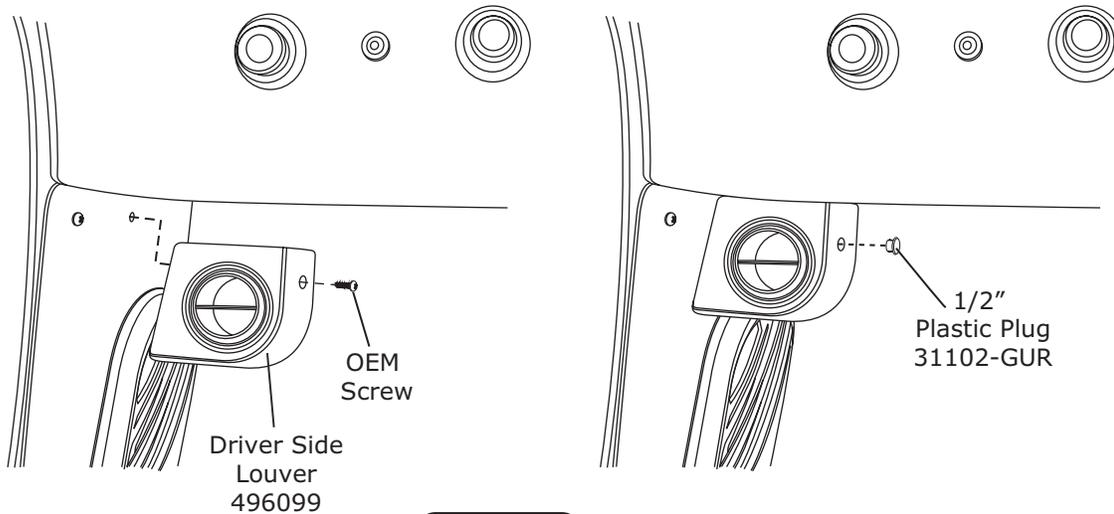


**Figure 14**



## Driver Side Under Dash Louver Installation

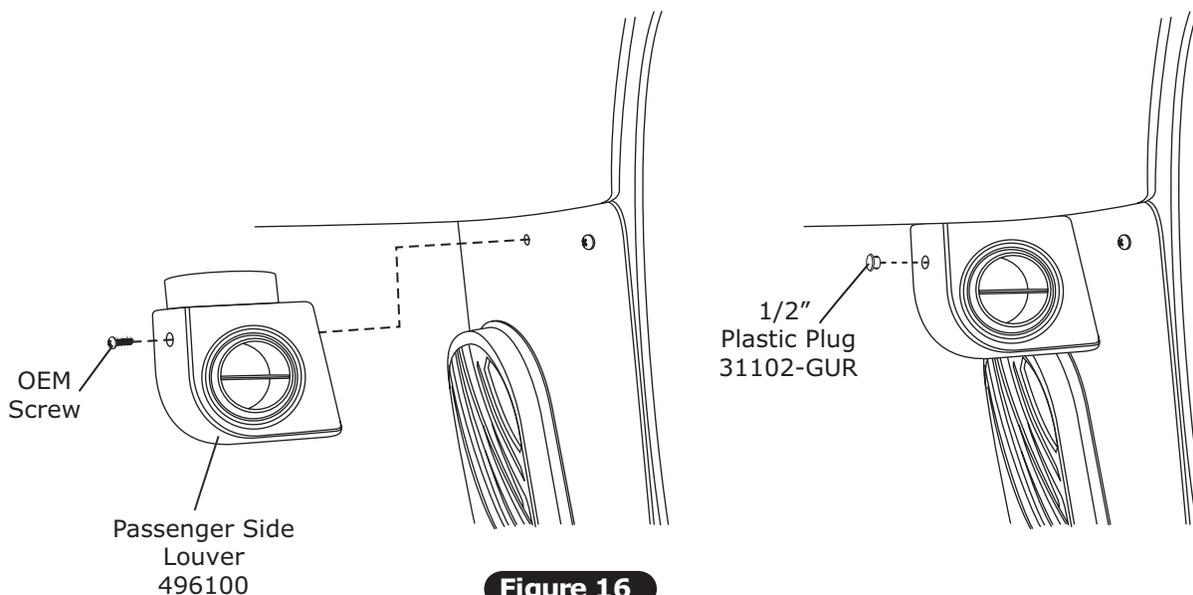
1. Install the driver side louver under the dash, and secure it using an OEM screw as shown in Figure 15, below.
2. Install a 1/2" plastic plug into the driver side louver as shown in Figure 15, below.



**Figure 15**

## Passenger Side Under Dash Louver Installation

1. Install the passenger side louver under the dash and secure it using an OEM screw as shown in Figure 16, below.
2. Install a 1/2" plastic plug into the passenger side louver as shown in Figure 16, below.

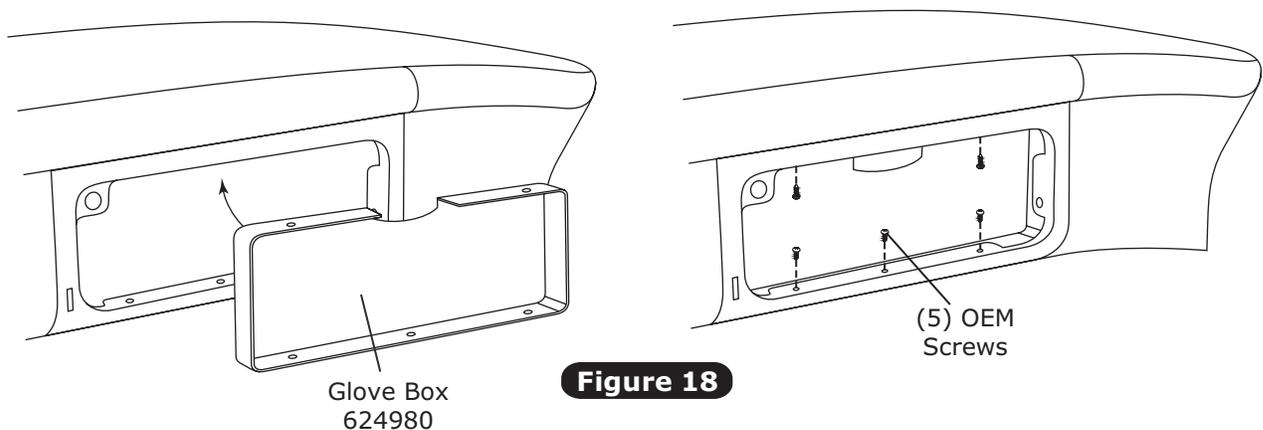
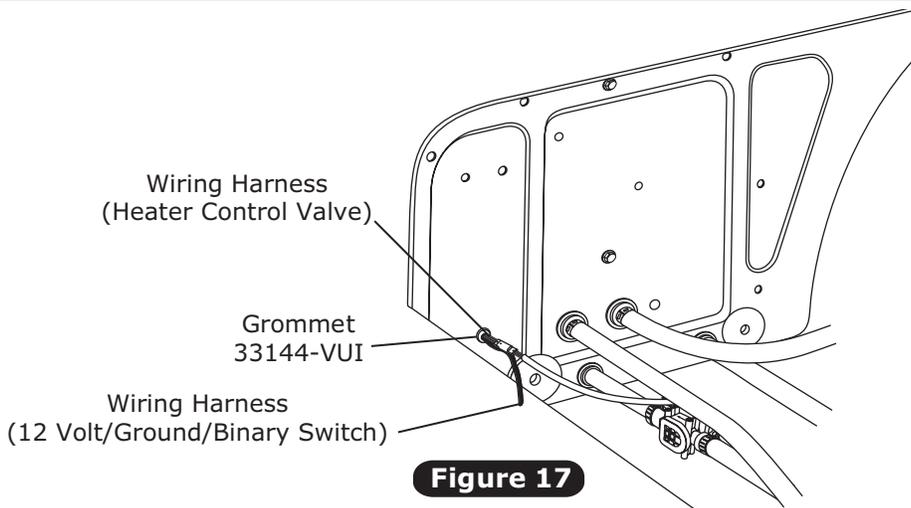


**Figure 16**



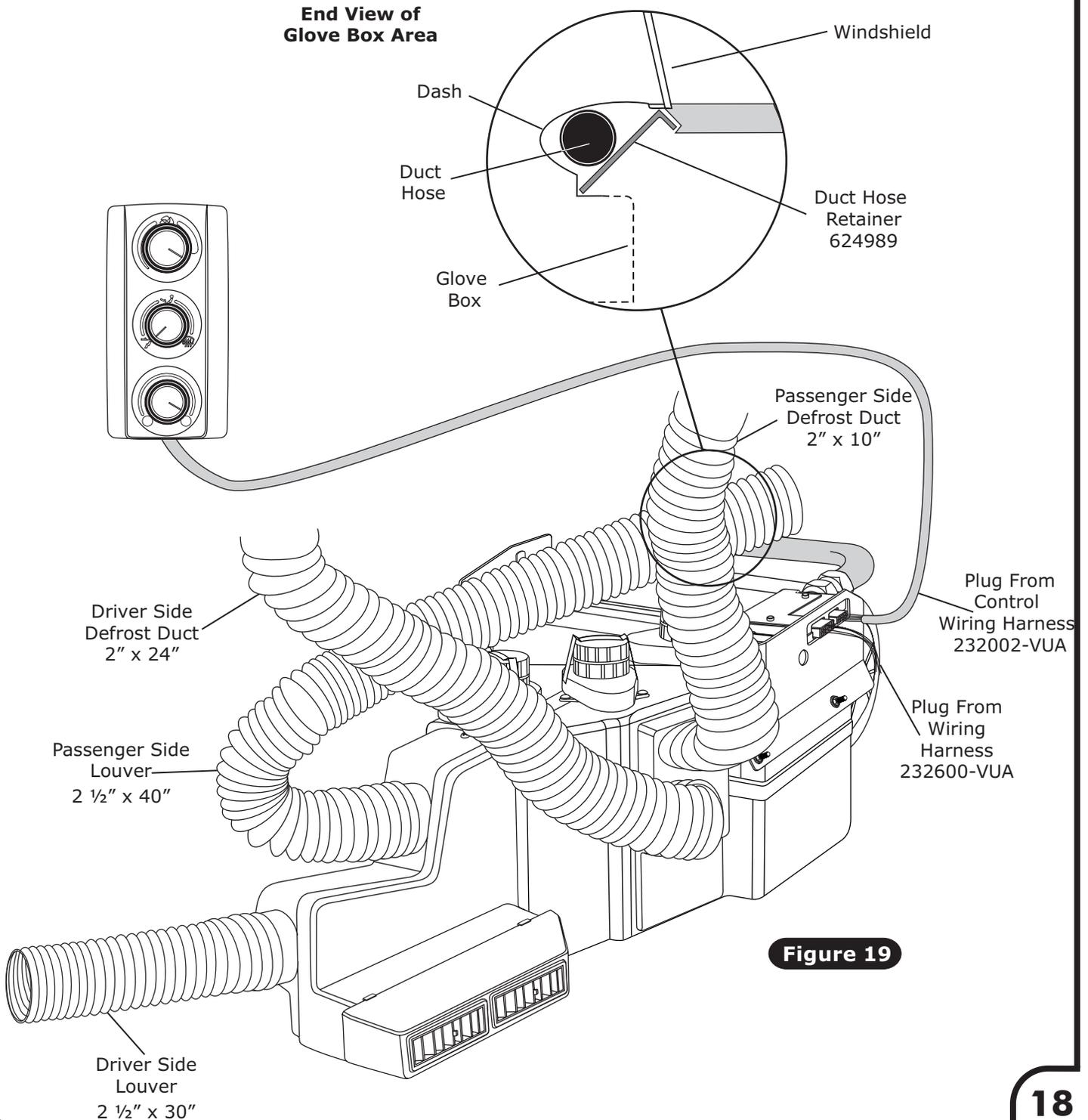
## Final Steps

1. Install the duct hoses as shown in Figure 19, Page 18.
2. Route the A/C wires (12 volt/ground/binary switch/heater valve) through the 3/8" grommet as shown in Figure 17, below.
3. Install the control panel assembly. Refer to the control panel instructions.
4. Plug the wiring harnesses into the ECU module on the sub case as shown in Figure 19, Page 18 (Wire according to wiring diagrams on Pages 19 and 20).
5. Install the new glove box using (5) OEM screws (See Figure 18, below).
6. Install the glove box door. **NOTE: The glove box door opening and capacity will be very limited with the Gen IV system.**
7. Reinstall all previously removed items.
8. Fill radiator with at least a 50/50 mixture of approved antifreeze and distilled 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.
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 perform a leak check prior to servicing.
12. Charge the system to the capacities stated on Page 4 of this instruction manual.
13. See Operation of Controls procedures on Page 21.





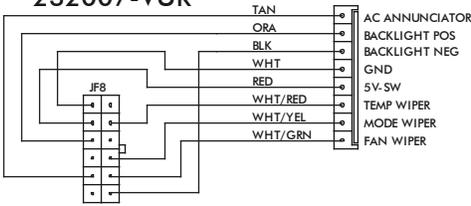
# Control Panel & Duct Hose Routing





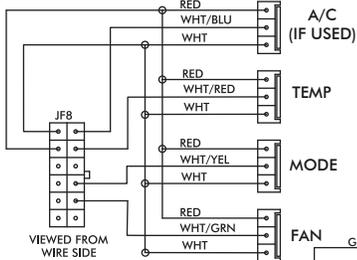
# Wiring Diagram

232007-VUR

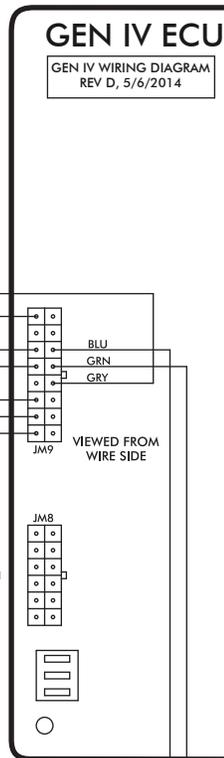


VIEWED FROM WIRE SIDE

232002-VUA

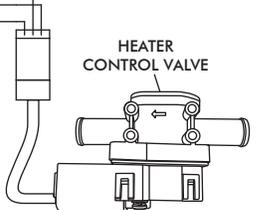
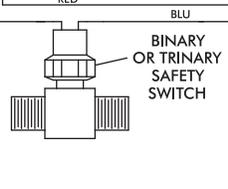
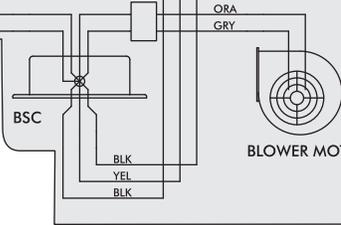
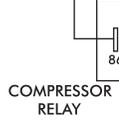
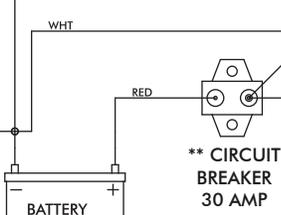
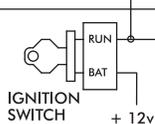
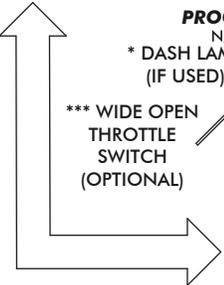
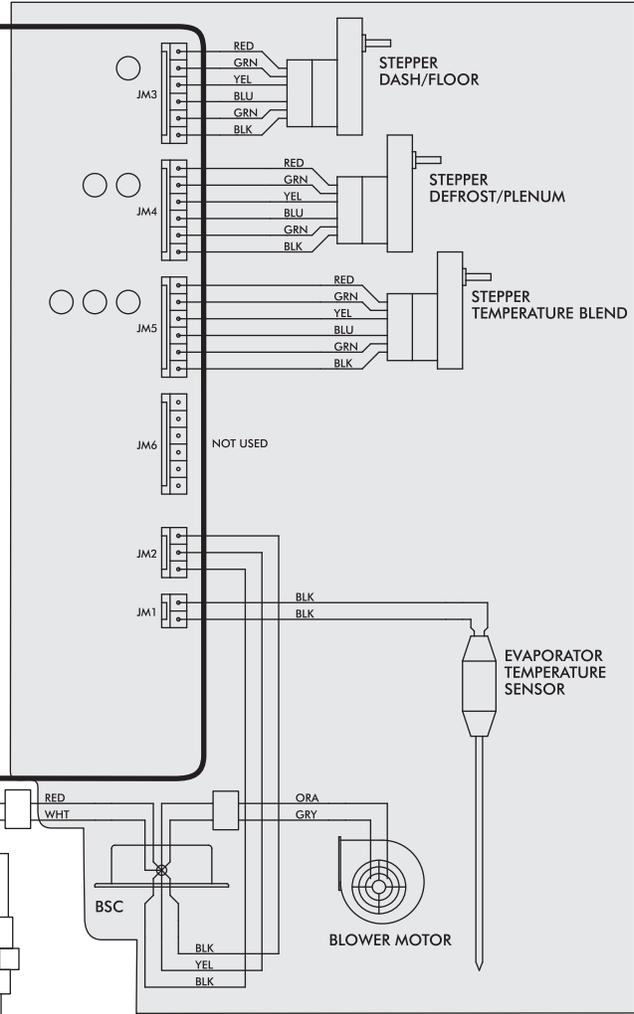


VIEWED FROM WIRE SIDE



VIEWED FROM WIRE SIDE

PRE-WIRED



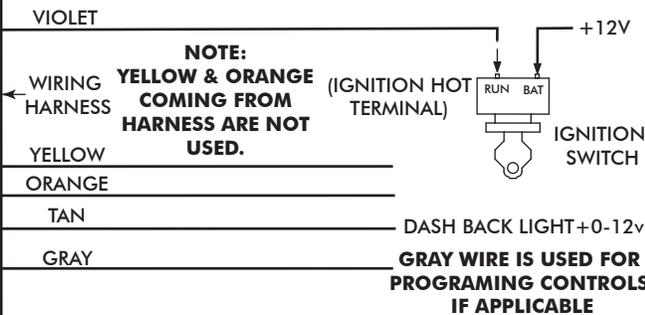
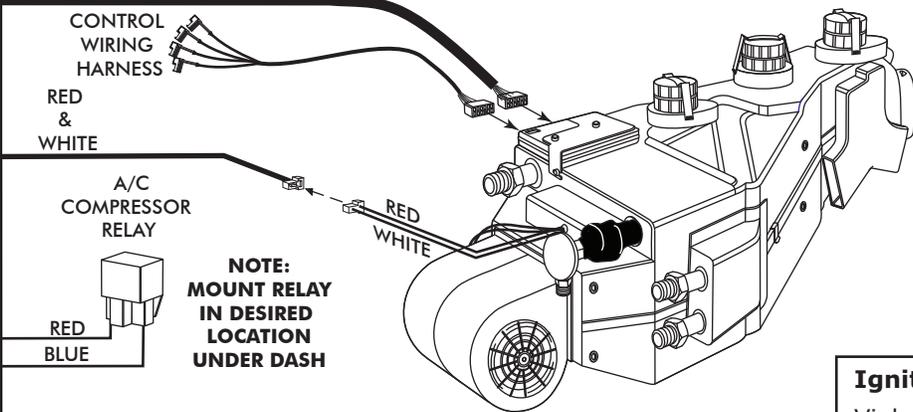
NOTE: = CHASSIS GROUND

- 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.



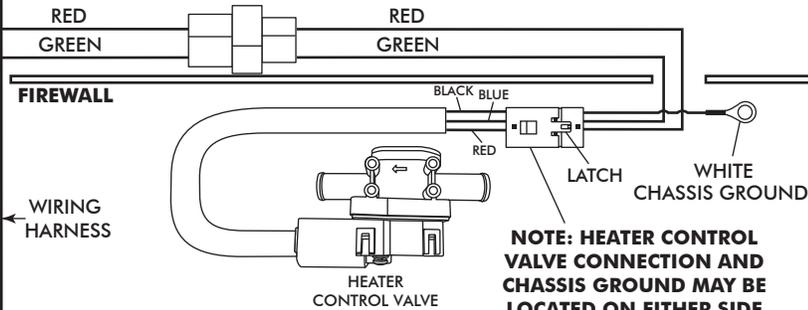
# Gen IV Wiring Connection Instruction

WIRING HARNESS

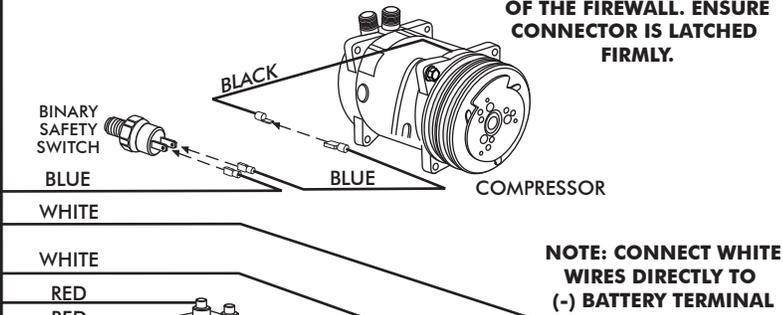


**Ignition Switch:**  
Violet 12V Ign Switch Source (Key On Accessory) Position Must Be Switched.

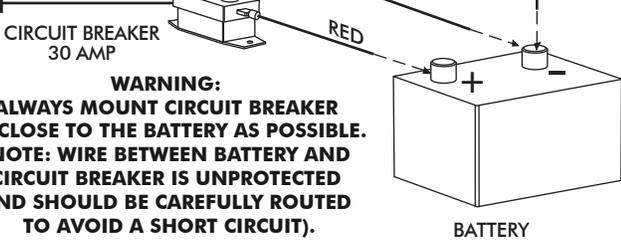
**Dash Light:**  
Tan Wire Used Only With Vintage Air Supplied Control Panel With LED Back Light.



**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

On Gen IV systems with three lever/knob controls, the temperature control toggles between heat and A/C operations. To activate A/C, move the temperature lever/knob all the way to cold and then back it off to the desired vent temperature. For heat operation, move the temperature lever/knob 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.

### **Blower Speed**

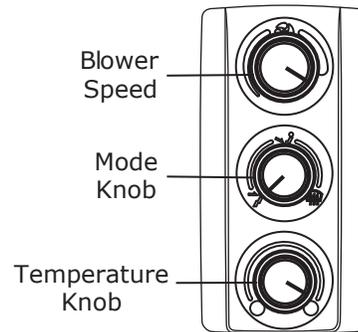
This lever/knob controls blower speed, from OFF to HI.

### **Mode Control**

This lever/knob controls the mode positions, from DASH to FLOOR to DEFROST, with a blend in between.

### **Temperature Control**

This lever/knob controls the temperature, from HOT to COLD.



## A/C Operation

### **Blower Speed**

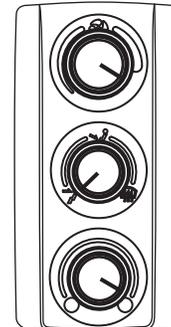
Adjust to desired speed.

### **Mode Control**

Adjust to desired mode position (DASH position recommended).

### **Temperature Control**

For A/C operation, adjust to coldest position to engage compressor (Adjust between HOT and COLD to reach desired temperature).



## Heat Operation

### **Blower Speed**

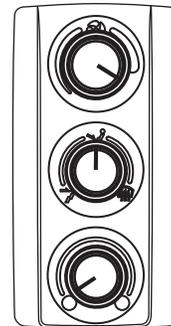
Adjust to desired speed.

### **Mode Control**

Adjust to desired mode position (FLOOR position recommended).

### **Temperature Control**

For maximum heating, adjust to hottest position (Adjust between HOT and COLD to reach desired temperature).



## Defrost/De-fog Operation

### **Blower Speed**

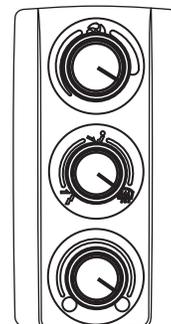
Adjust to desired speed.

### **Temperature Control**

Adjust to desired temperature.

### **Mode Control**

Adjust to DEFROST position for maximum defrost, or between FLOOR and DEFROST positions for a bi-level blend (Compressor is automatically engaged).





# 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.	Loss of ground on this wire renders control head inoperable.	
	All other functions work.	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.	See blower switch check procedure.		
	1b. Blower stays on high speed when ignition is on or off.	System is not charged.	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.		
System is charged.		System must be charged for compressor to engage.	Charge system or bypass pressure switch.	<b>Danger: Never bypass safety switch with engine running. Serious injury can result.</b>	
		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.		
2. Compressor will not turn on (All other functions work).	System is not charged.	Check for disconnected or faulty thermistor.	Check 2-pin connector at ECU housing.	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 faulty A/C potentiometer or associated wiring.	Repair or replace pot/control wiring.		Disconnected or faulty thermistor will cause compressor to be disabled.
	System is charged.	Check for faulty A/C potentiometer or associated wiring.	Replace relay.	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.		
3. Compressor will not turn off (All other functions work).	System is not charged.	System must be charged for compressor to engage.	Charge system or bypass pressure switch.	<b>Danger: Never bypass safety switch with engine running. Serious injury can result.</b>	
		Check for faulty A/C potentiometer or associated wiring.	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.	Disconnected or faulty thermistor will cause compressor to be disabled.	
		Check for faulty A/C potentiometer or associated wiring.	Repair or replace pot/control wiring.		
System is charged.	Check for faulty A/C potentiometer or associated wiring.	Replace relay.	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.	
		Check for damaged mode switch or potentiometer and associated wiring.		
5. Loss of mode door function.	No mode change at all.	Check for obstructed or binding mode doors.		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 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.	
		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.	



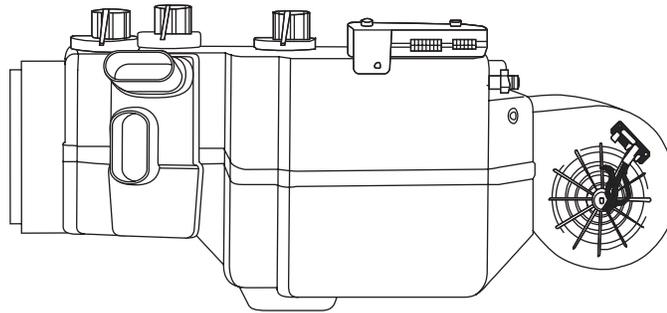
## Packing List Evaporator Kit (751155)

No.	Qty.	Part No.	Description
1.	1	744012	Gen IV Evaporator Sub Case
2.	1	791155	Accessory Kit

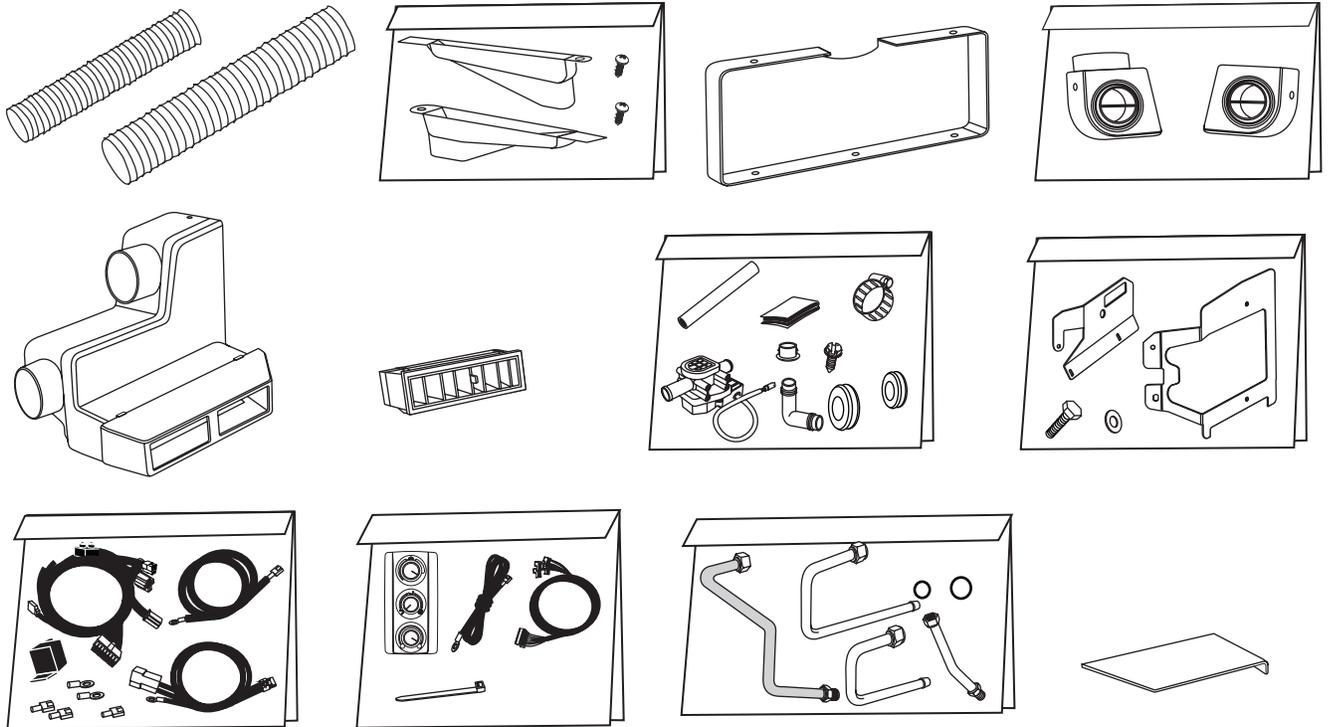
Checked By: \_\_\_\_\_  
 Packed By: \_\_\_\_\_  
 Date: \_\_\_\_\_

①

**Gen IV Evaporator  
Sub Case  
744012**



②



**Accessory Kit  
791155**



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