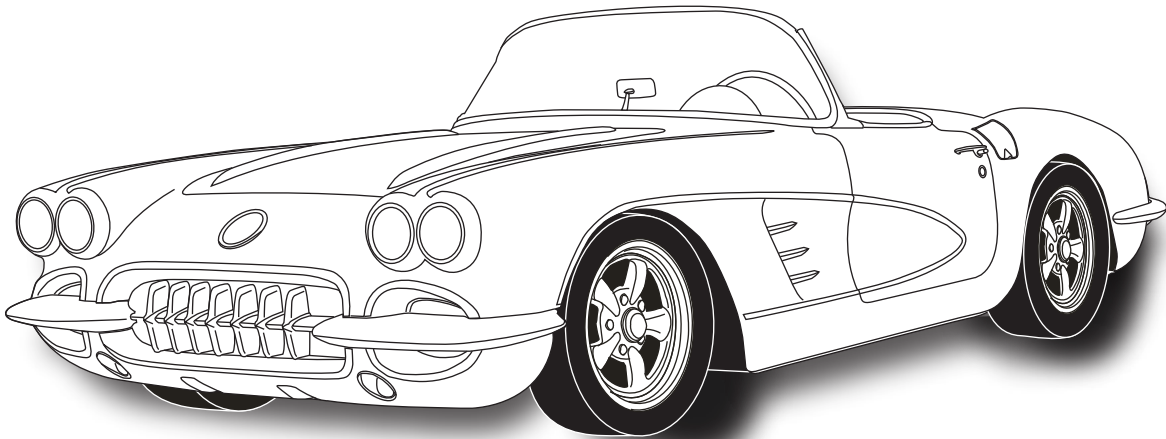




an ISO 9001:2008 Registered Company

1958-60 CORVETTE

561059



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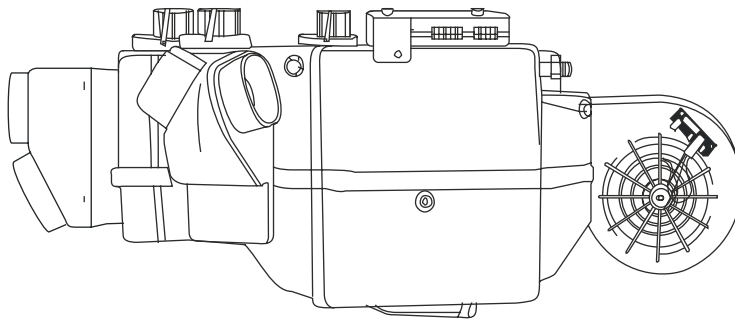
EVAPORATOR KIT PACKING LIST

EVAPORATOR KIT
561059

No.	QTY.	PART No.	DESCRIPTION
1.	1	744008	GEN IV 4 VENT EVAP SUB CASE w/ 204 ECU
2.	1	781059	ACC KIT 58-60 CORVETTE

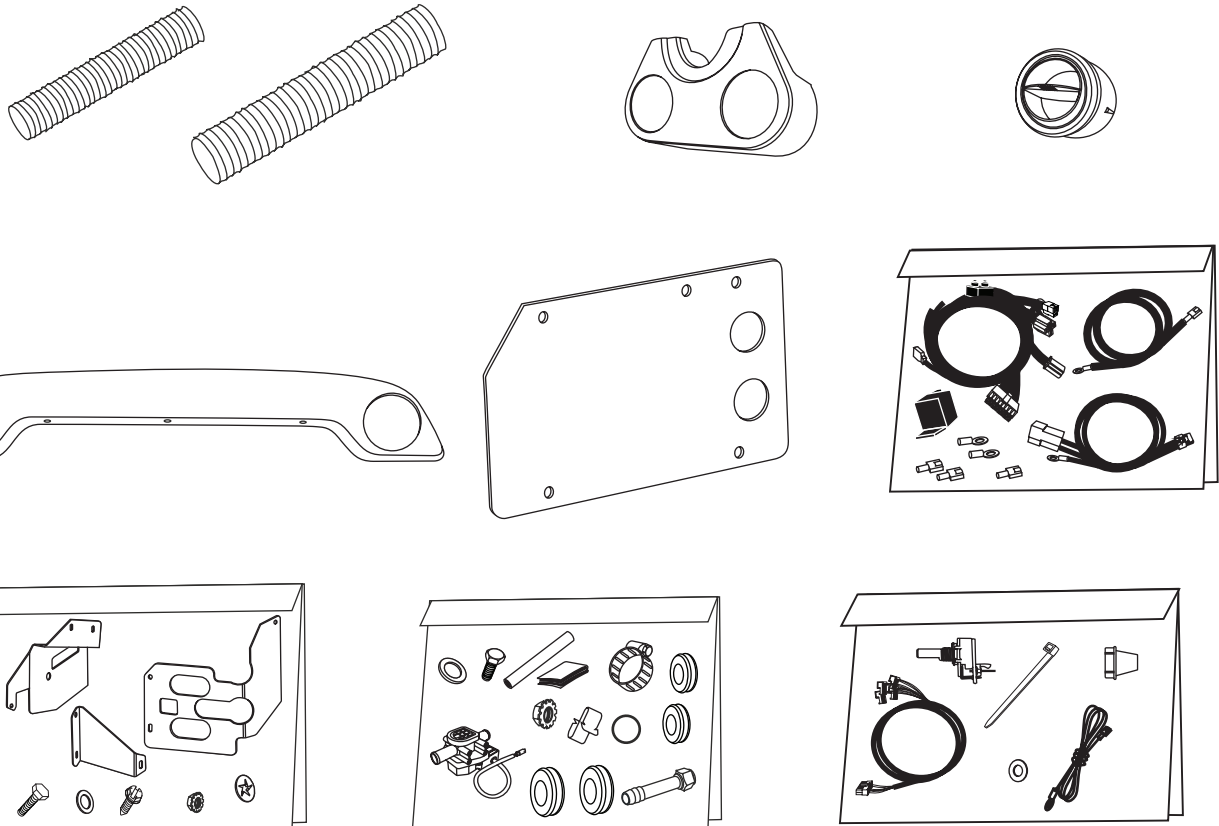
**** BEFORE BEGINNING INSTALLATION OPEN ALL PACKAGES AND CHECK CONTENTS OF SHIPMENT. PLEASE REPORT ANY SHORTAGES DIRECTLY TO VINTAGE AIR WITHIN 15 DAYS. AFTER 15 DAYS, VINTAGE AIR WILL NOT BE RESPONSIBLE FOR MISSING OR DAMAGED ITEMS.**

1



**GEN IV 4 VENT
EVAP SUB CASE
w/ 204 ECU
744008**

2



3

**ACCESSORY KIT
781059**

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:

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 INSTALLATION, CHECK THE FUNCTION OF THE VEHICLE (HORN, LIGHTS, ETC.) FOR PROPER OPERATIONS. STUDY THE INSTRUCTIONS, ILLUSTRATIONS, & DIAGRAMS.

ENGINE COMPARTMENT

REMOVE THE FOLLOWING

- DRAIN RADIATOR.
- DISCONNECT BATTERY.
- OEM BLOWER MOTOR ASSEMBLY (UNDER HOOD)
- OEM HEATER HOSES (DISCARD). SEE FIGURE 1.

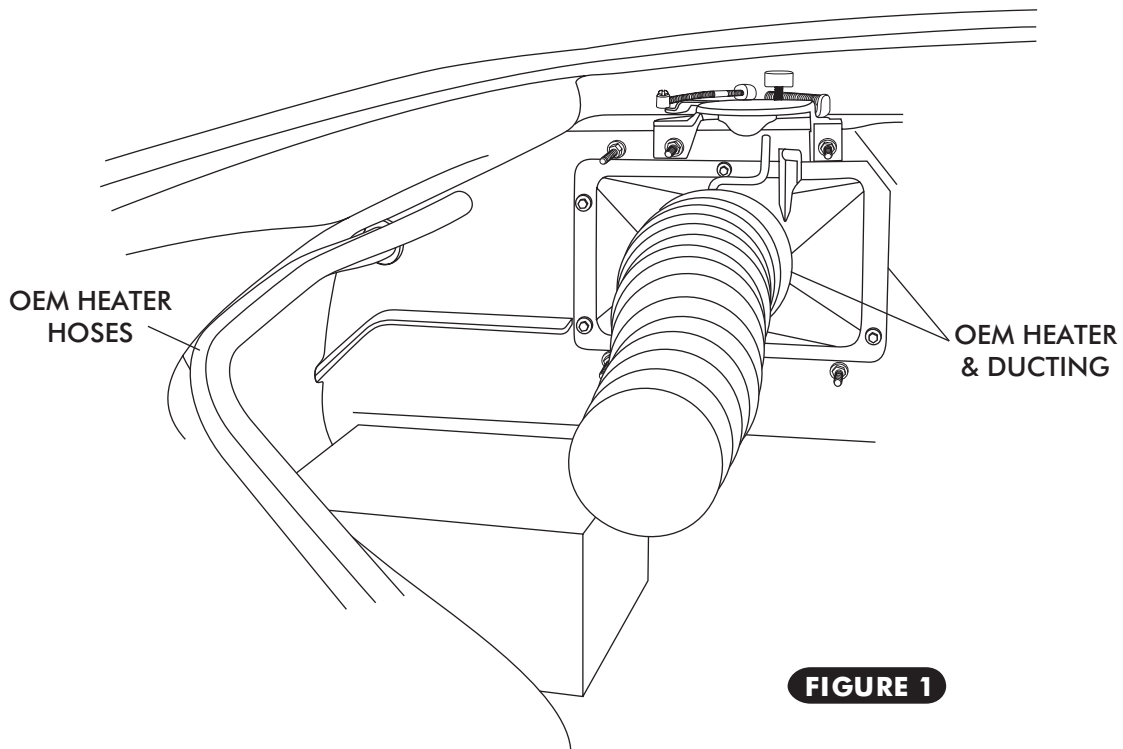


FIGURE 1



CONDENSER ASSEMBLY & INSTALLATION

- REFER TO SEPARATE INSTRUCTIONS INCLUDED WITH THE CONDENSER KIT TO INSTALL THE CONDENSER.
- BINARY SWITCH INSTALLATION (REFER TO CONDENSER INSTRUCTIONS)

COMPRESSOR & BRACKETS

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

PASSENGER COMPARTMENT

REMOVE THE FOLLOWING:

- PACKAGE TRAY. IF EQUIPPED (RETAIN). SEE FIGURE 2
- PASSENGER SIDE UNDER DASH COVER (RETAIN).
- DOOR STEP. (RETAIN).
- KICK PANEL (RETAIN).
- KICK PANEL BRACE (DISCARD).
- RESECURE TOP KICK PANEL BRACE USING 1/4-20 x 3/4 HEX BOLT, (2) 1/4 x 3/4 FLAT WASHERS AND 1/4-20 NUT w/ STAR WASHER AS SHOWN IN FIGURE 2a.
- DISCONNECT ALL WIRES AND CABLE FROM CONTROL PANEL.

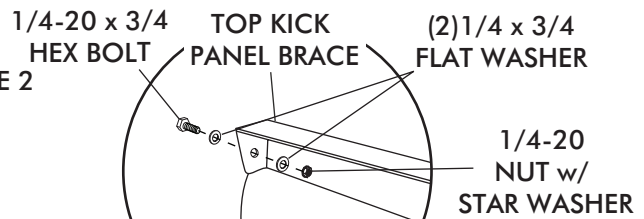


FIGURE 2a

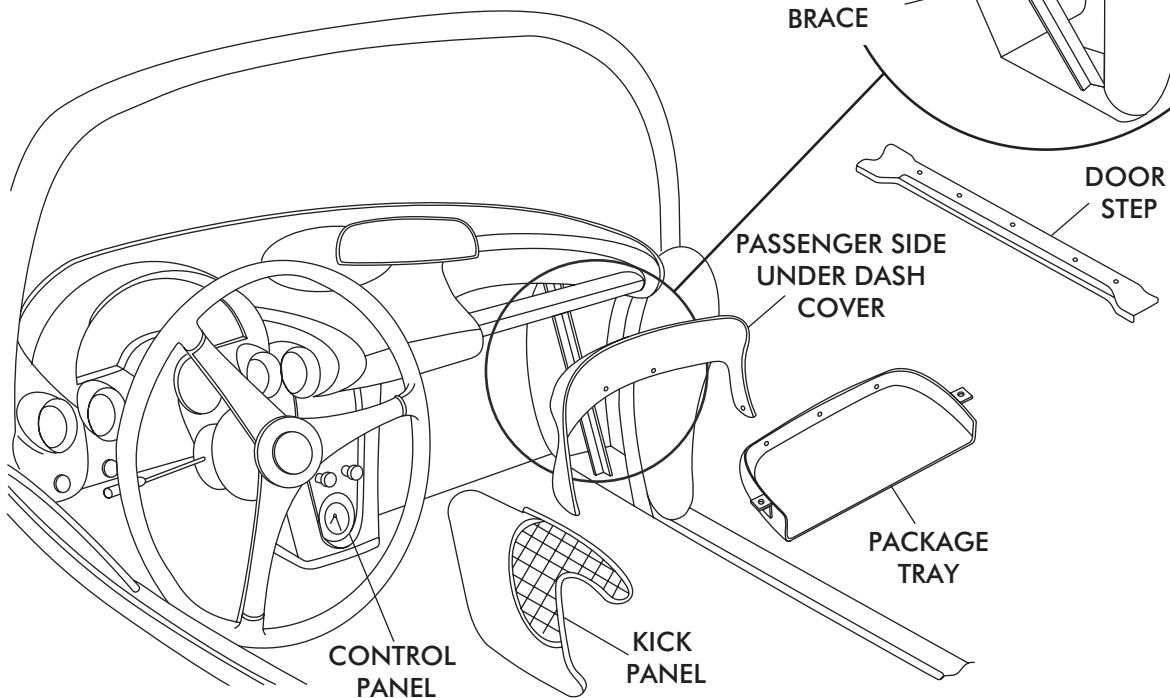
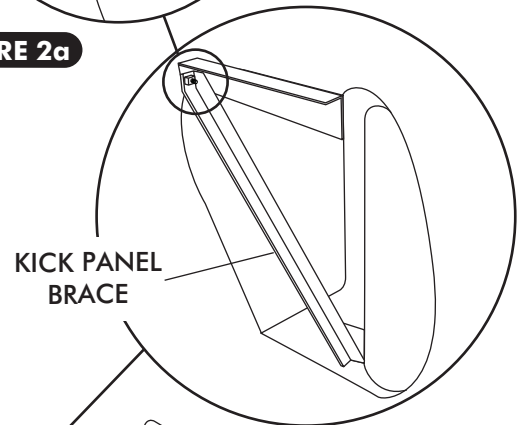


FIGURE 2



KICK PANEL MODIFICATION

- REMOVE KICK PANEL BY REMOVING (6) OEM SCREWS.
- MODIFY PASSENGER SIDE KICK PANEL AS SHOWN IN FIGURE 3 BELOW.

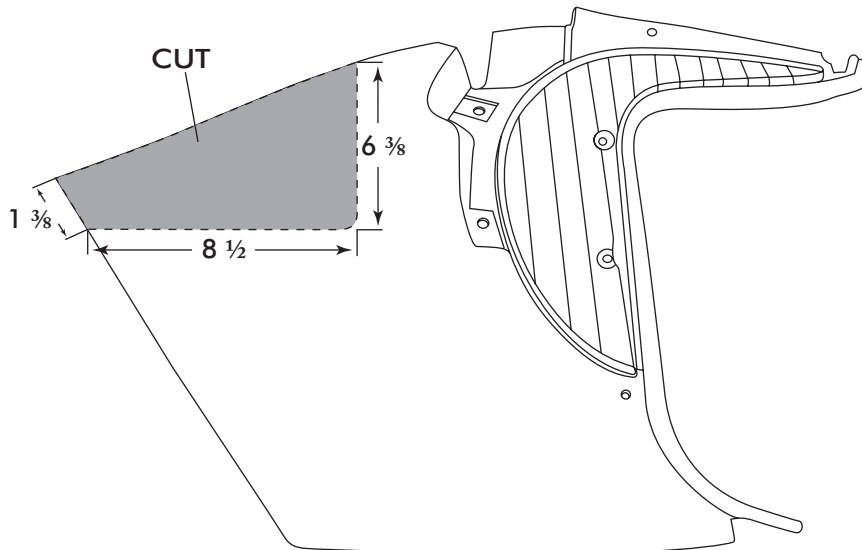
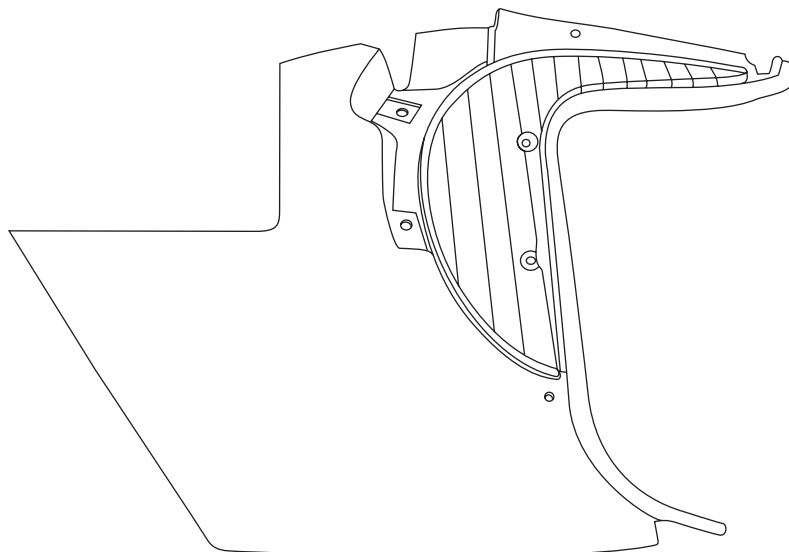


FIGURE 3





FIREWALL COVER INSTALLATION

- APPLY A 1/4" BEAD OF SILICONE AROUND THE BACK SIDE OF THE FIREWALL COVER AS SHOWN IN FIGURE 4, BELOW.
- FROM INSIDE THE CAR, INSTALL FIREWALL COVER ON FIREWALL USING (3) 1/4-20 x 1 HEX BOLTS, FLAT WASHERS AND 1/4-20 NUT WITH STAR WASHER, SEE FIGURE 4, BELOW. (NOTE: USE SEAM SEALER TO FILL GAP BETWEEN COVER & LIP IN FIREWALL BEFORE PAINTING.)
- ENLARGE OEM HEATER HOLE TO 1 1/4 AS SHOWN BELOW.
- INSTALL GROMMETS IN FIREWALL AS SHOWN BELOW.

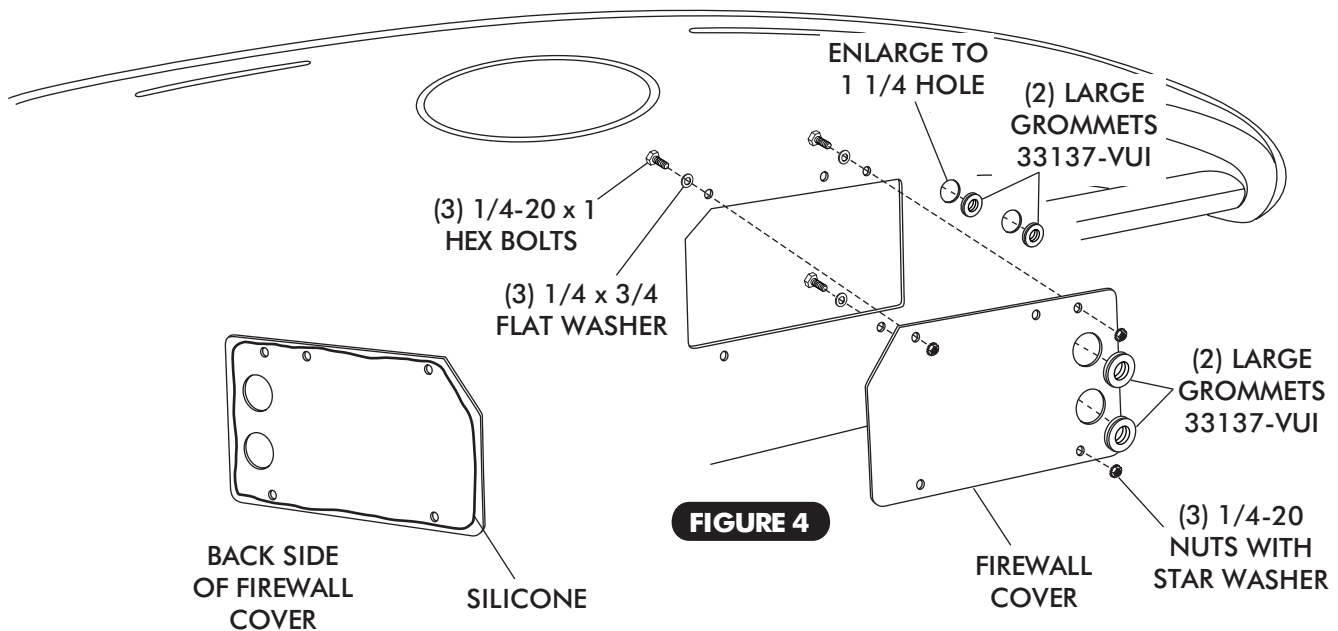


FIGURE 4

EVAPORATOR INSTALLATION

- ON A WORK BENCH INSTALL (2) HEATER FITTINGS WITH PROPERLY LUBRICATED O-RINGS. (SEE FIGURE 10, PAGE 12, AND FIGURE 6, PAGE 10.)
- INSTALL (2) 1/4-20 x 1 HEX BOLTS, AND (2) 1/4 PUSH NUT BOLT RETAINERS ON EVAP REAR BRKT AS SHOWN IN FIGURE 6, PAGE 10.
- INSTALL EVAPORATOR FRONT & REAR MOUNTING BRACKETS ON EVAPORATOR USING (6) 1/4-20 x 1/2 HEX BOLTS AND TIGHTEN AS SHOWN IN FIGURE 5 BELOW & FIGURE 6, PAGE 10.
- LAY EVAPORATOR SUBCASE ON PASSENGER SIDE FLOOR BOARD. INSTALL A/C & HEATER HOSE ON EVAPORATOR AS SHOWN IN FIGURE 7, PAGE 11 AND HOSE INSTALLATION ON PAGE 13 AND PAGE 14.
- **(NOTE: WRAP THE #10 FITTING CONNECTIONS WITH PRESS TAPE. SEE FIGURE 7, PAGE 11.)**

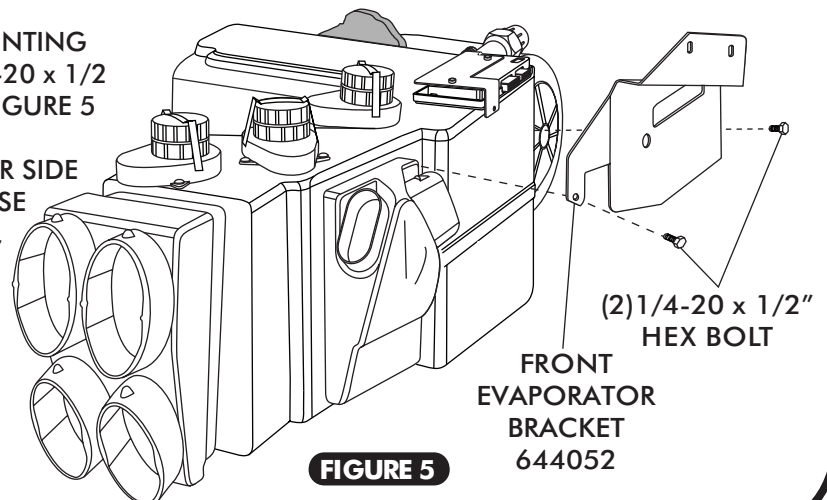
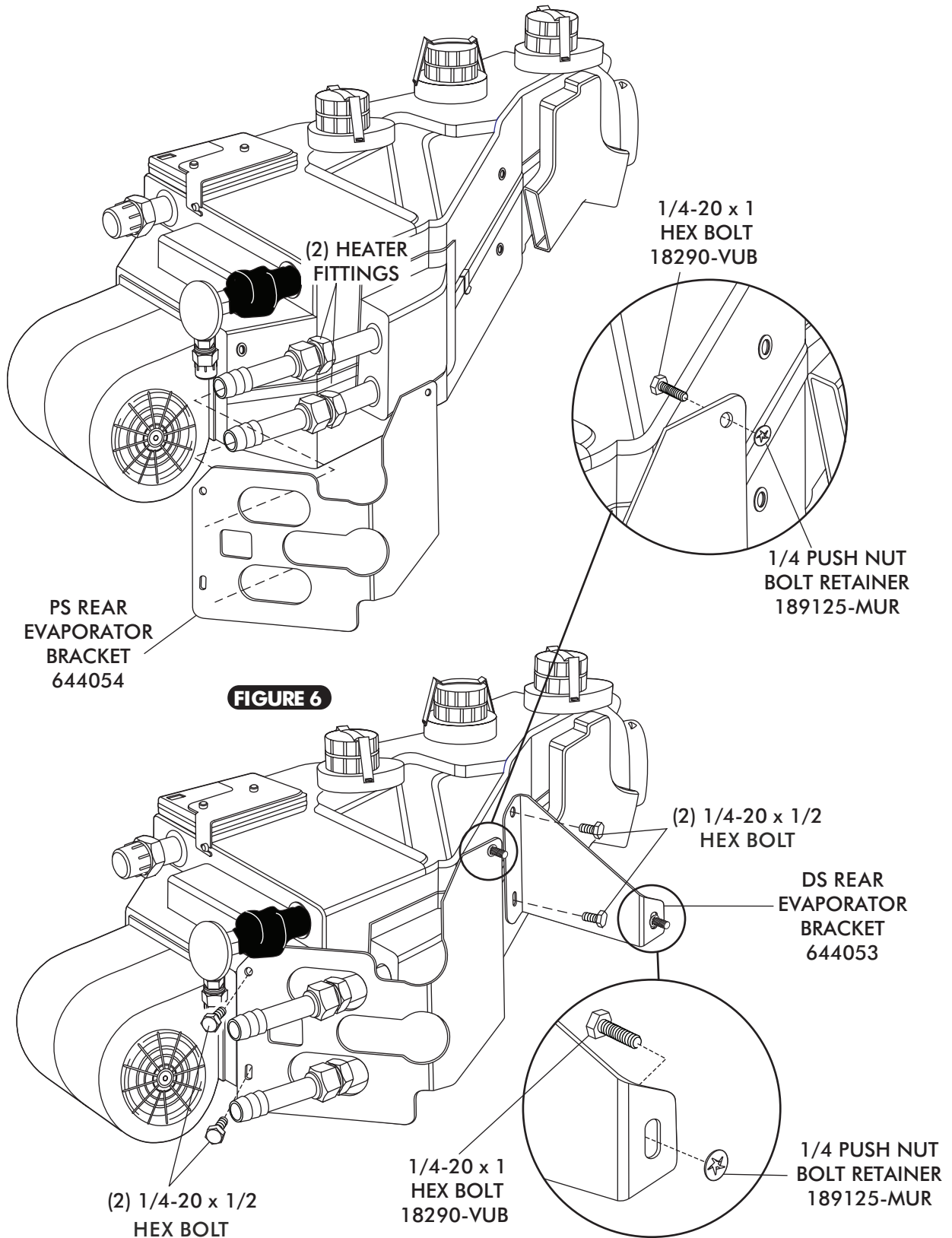


FIGURE 5



BRACKET INSTALLATION





EVAPORATOR INSTALLATION CONT.

- USING TEMPLATE PROVIDED ON PAGE 23, DRILL (2) 3/16 HOLES IN DASH BRACE AS SHOWN BELOW IN FIGURE 8a.
- LIFT EVAPORATOR UNIT UP UNDER THE DASHBOARD. SECURE LOOSELY TO THE FIREWALL FROM THE ENGINE COMPARTMENT SIDE USING (2) 1/4-20 NUT WITH STAR WASHER, FLAT WASHERS. SEE FIGURE 8.
- SECURE THE FRONT EVAPORATOR MOUNTING BRACKET TO COWL USING (2) #14 x 3/4 HEX SHEET METAL SCREWS SEE FIGURE 8 BELOW.
- VERIFY THAT EVAPORATOR UNIT IS LEVEL AND SQUARE TO THE DASH, THEN TIGHTEN ALL MOUNTING BOLTS. (**NOTE: TIGHTEN THE BOLT ON FIREWALL FIRST, THEN THE FRONT MOUNTING BRACKET.**)

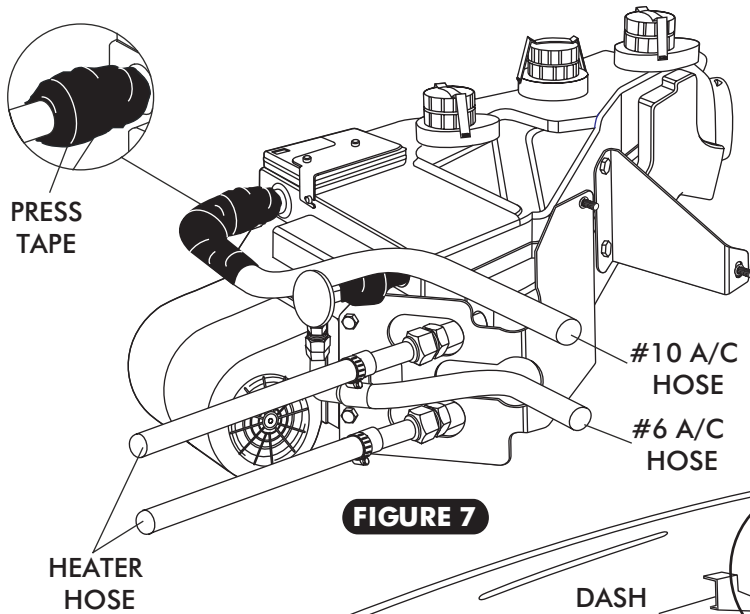


FIGURE 7

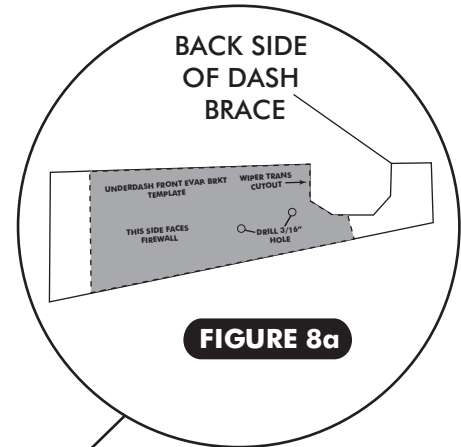


FIGURE 8a

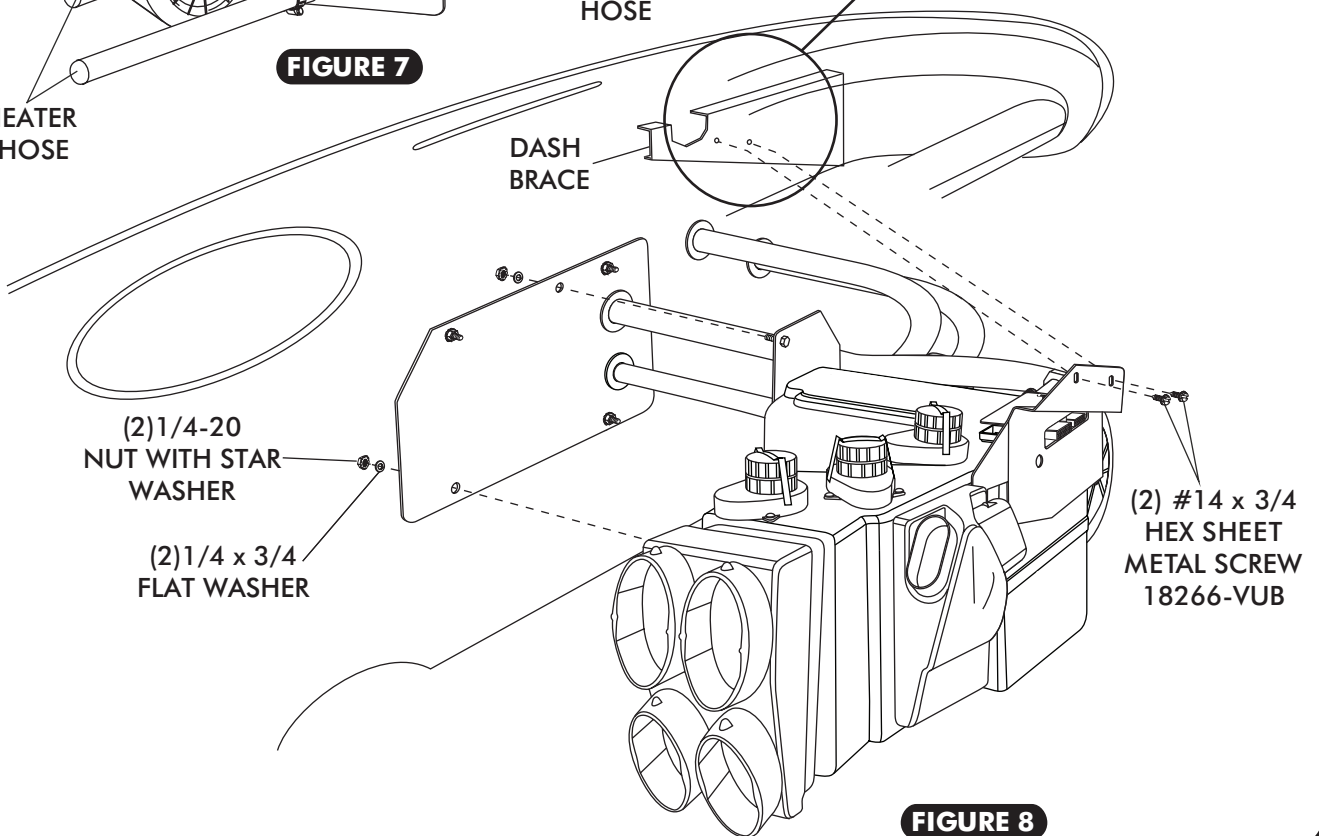


FIGURE 8



DRAIN HOSE INSTALLATION

- LOCATE EVAPORATOR DRAIN ON BOTTOM OF EVAPORATOR CASE.
- IN-LINE WITH DRAIN, LIGHTLY MAKE A MARK ON THE FIREWALL MEASURE 1" DOWN AND DRILL A 5/8" HOLE THROUGH THE FIREWALL. SEE FIGURE 9 BELOW.
- INSTALL DRAIN HOSE TO BOTTOM OF EVAPORATOR UNIT AND ROUTE THROUGH FIREWALL. INSTALL 1/2" 90° DRAIN ELBOW ON DRAIN HOSE SEE FIGURE 9.

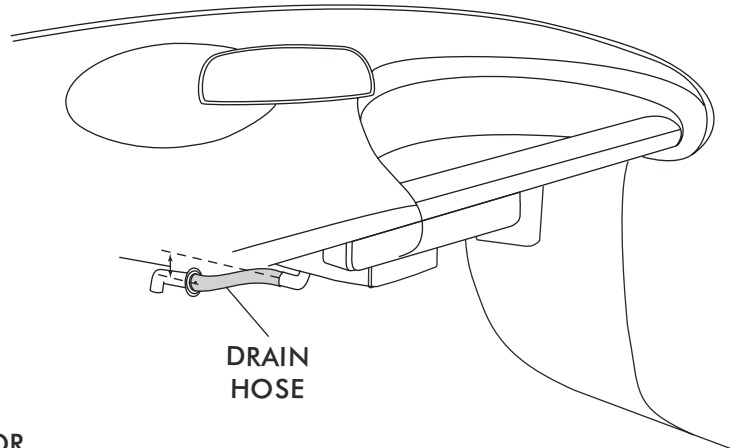
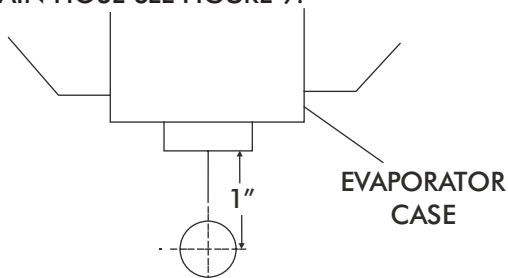


FIGURE 9

LUBRICATING O-RINGS

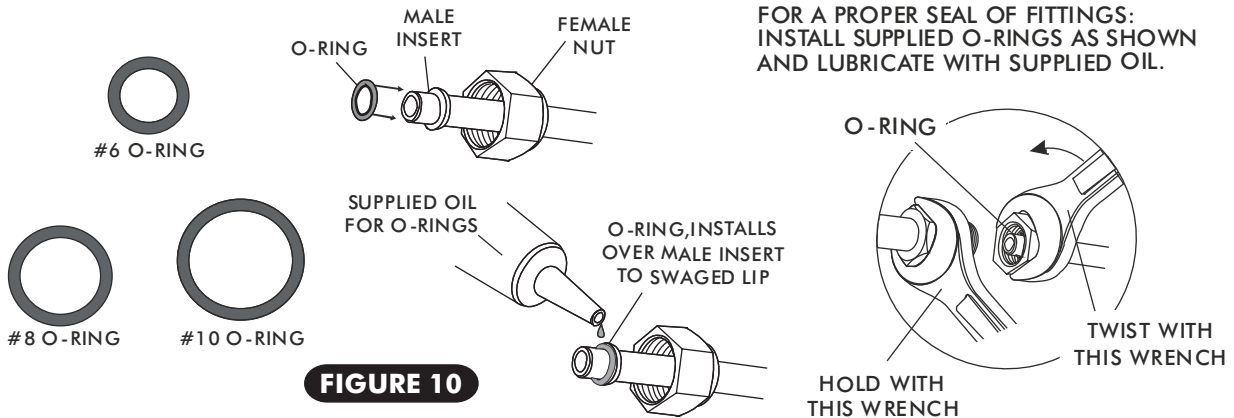


FIGURE 10

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

A/C HOSE INSTALLATION

STANDARD HOSE KIT

- LOCATE THE #8 COMPRESSOR A/C HOSE. LUBRICATE (2) #8 O-RINGS (SEE FIGURE 10, ABOVE) AND CONNECT THE 90° FEMALE FITTING TO THE #8 DISCHARGE PORT ON THE COMPRESSOR. ROUTE THE STR FEMALE FITTING w/ 134a SERVICE PORT TO THE #8 CONDENSER HARDLINE COMING THROUGH CORE SUPPORT. SEE FIGURE 11 PAGE 13 AND FIGURE 12 PAGE 14. TIGHTEN EACH FITTING CONNECTION AS SHOWN IN FIGURE 10 ABOVE.
- LOCATE THE #10 COMPRESSOR A/C HOSE. LUBRICATE (2) #10 O-RINGS (SEE FIGURE 10, ABOVE) AND CONNECT THE #10 135° FEMALE FITTING w/134a SERVICE PORT TO THE #10 SUCTION PORT ON THE COMPRESSOR. ROUTE THE 135° FEMALE FITTING TO THE #10 EVAPORATOR. SEE FIGURE 11, PAGE 13 AND FIGURE 12, PAGE 14. TIGHTEN EACH FITTING CONNECTION AS SHOWN IN 10 ABOVE.
- LOCATE THE #6 EVAPORATOR A/C HOSE. LUBRICATE (2) #6 O-RINGS (SEE FIGURE 10, ABOVE) AND CONNECT THE STR FEMALE FITTING TO THE DRIER. ROUTE THE 90° FEMALE FITTING TO THE #6 EVAPORATOR. SEE FIGURE 11, PAGE 13 AND FIGURE 12, PAGE 14. TIGHTEN EACH FITTING CONNECTION AS SHOWN IN FIGURE 10, ABOVE.

MODIFIED A/C HOSE KIT

- REFER TO SEPARATE INSTRUCTIONS INCLUDED WITH MODIFIED HOSE KIT.



**DRIVER SIDE COMPRESSOR MOUNT
AC & HEATER HOSE ROUTING
62 CORVETTE SHOWN**

NOTE: OEM WATER PUMP OUTLET IS 3/4". A 3/4 x 5/8
REDUCER FITTING IS REQUIRED (NOT SUPPLIED)

HEATER HOSE & HEATER CONTROL VALVE INSTALLATION

- ROUTE A PIECE OF HEATER HOSE FROM THE WATER PUMP TO THE TOP HEATER FITTING OF HEATER CORE AS SHOWN IN FIGURE 7, PAGE 11 AND FIGURE 11 BELOW. SECURE USING HOSE CLAMPS.
NOTE: OEM WATER PUMP OUTLET IS 3/4". A 3/4 x 5/8 REDUCER FITTING IS REQUIRED (NOT SUPPLIED)
- ROUTE A PIECE OF HEATER HOSE FROM THE INTAKE TO THE BOTTOM HEATER FITTING OF HEATER CORE AS SHOWN IN FIGURE 7, PAGE 11 AND FIGURE 11, BELOW. INSTALL HEATER CONTROL VALVE IN-LINE WITH INTAKE MANIFOLD (PRESSURE SIDE) HEATER HOSE, SECURE USING HOSE CLAMPS AS SHOWN IN FIGURE 11, BELOW. **NOTE PROPER FLOW DIRECTION.**

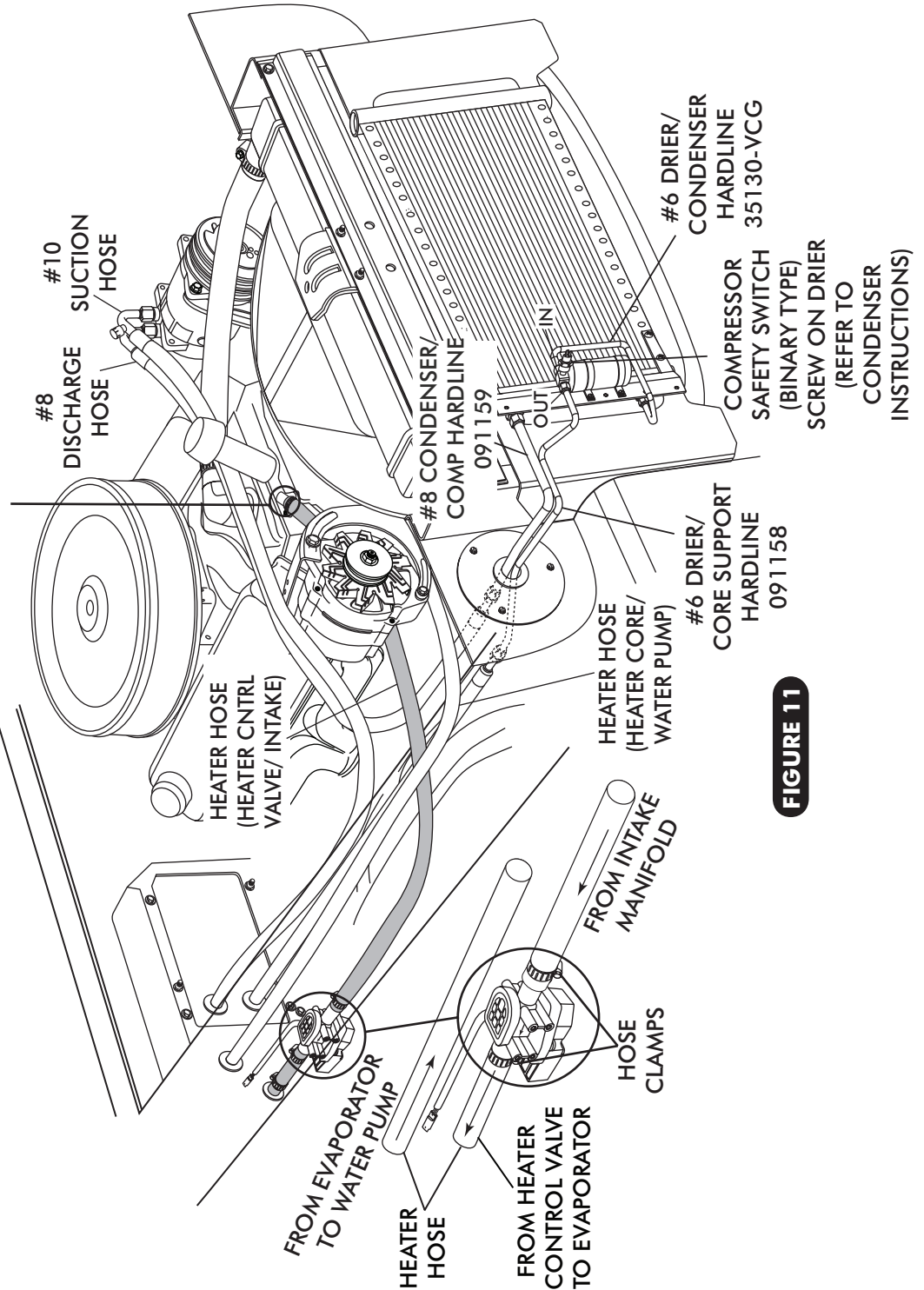


FIGURE 11



HEATER HOSE & HEATER CONTROL VALVE INSTALLATION

- ROUTE A PIECE OF HEATER HOSE FROM THE WATER PUMP TO THE TOP HEATER FITTING OF HEATER CORE AS SHOWN IN FIGURE 7, PAGE 11 AND FIGURE 12 BELOW. SECURE USING HOSE CLAMPS.
NOTE: OEM WATER PUMP OUTLET IS 3/4". A 3/4 x 5/8 REDUCER FITTING IS REQUIRED (NOT SUPPLIED)
- ROUTE A PIECE OF HEATER HOSE FROM THE INTAKE TO THE BOTTOM HEATER FITTING OF HEATER CORE AS SHOWN IN FIGURE 7, PAGE 11 AND FIGURE 12, BELOW. INSTALL HEATER CONTROL VALVE IN-LINE WITH INTAKE MANIFOLD (PRESSURE SIDE) HEATER HOSE, SECURE USING HOSE CLAMPS AS SHOWN IN FIGURE 12, BELOW. **NOTE PROPER FLOW DIRECTION.**

PASSENGER SIDE COMPRESSOR MOUNT AC & HEATER HOSE ROUTING 62 CORVETTE SHOWN

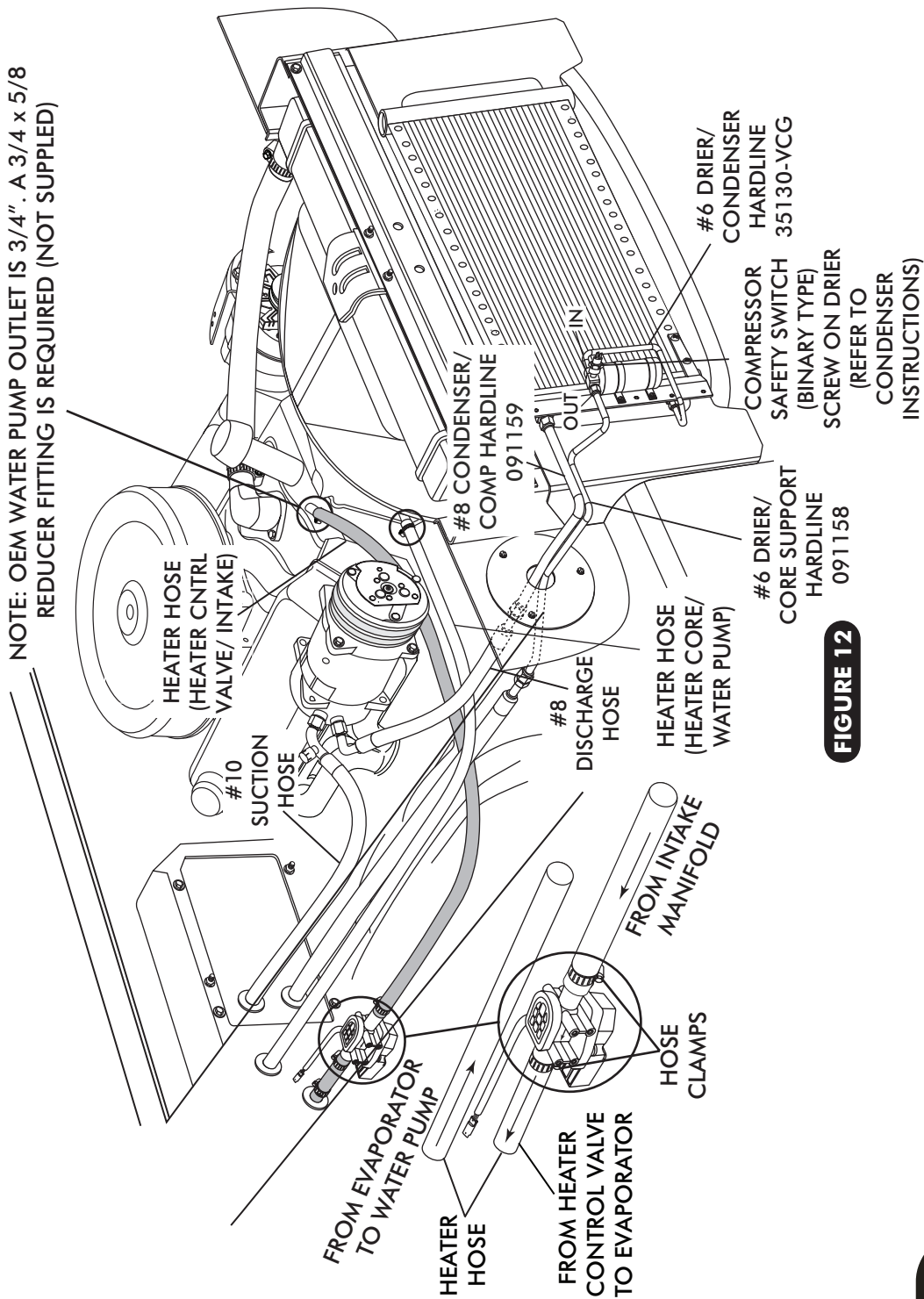


FIGURE 12



FINAL STEPS

- INSTALL DUCT HOSES AS SHOWN IN FIGURE 14, PAGE 16.
 - DRILL 5/8 HOLE FOR GROMMET AS SHOWN BELOW.
 - ROUTE A/C WIRES THROUGH 3/8 GROMMET AS SHOWN ON FIGURE 13 (12 VOLT/ GROUND/ BINARY SWITCH/ HEATER VALVE).
 - INSTALL CONTROL PANEL ASM.
 - PLUG THE WIRING HARNESS IN THE ECU MODULE ON SUB CASE AS SHOWN IN FIGURE 14, PAGE 16 (WIRE ACCORDING TO WIRING DIAGRAM ON PAGE 18 AND 19.)
 - REINSTALL PASSENGER SIDE UNDER DASH COVER, PACKAGE TRAY. IF EQUIPPED.
 - REINSTALL KICK PANEL.
 - REINSTALL ALL PREVIOUSLY REMOVED ITEMS.
- 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 AC MODE AND/OR FREEZING WEATHER, VOIDING YOUR WARRANTY.
- DOUBLE CHECK ALL FITTINGS, BRACKETS AND BELTS FOR TIGHTNESS.
 - VINTAGE AIR RECOMMENDS THAT ALL AC SYSTEMS BE SERVICED BY A CERTIFIED AUTOMOTIVE AIR CONDITIONING TECHNICIAN.
 - EVACUATE THE SYSTEM FOR A MINIMUM OF 45 MINUTES PRIOR TO CHARGING AND LEAK CHECK PRIOR TO SERVICING.
 - CHARGE THE SYSTEM TO THE CAPACITIES STATED ON THE INFORMATION PAGE (PAGE 4) OF THIS INSTRUCTION MANUAL.
 - SEE OPERATION OF CONTROLS PROCEDURES ON PAGE 20.

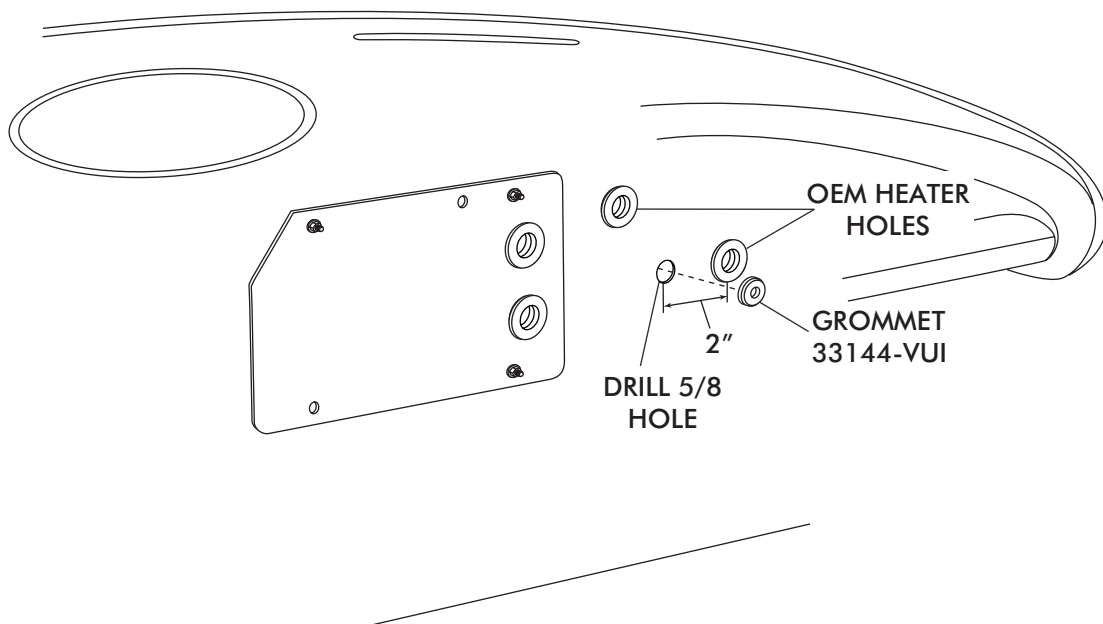


FIGURE 13



CONTROL PANEL & DUCT HOSE ROUTING

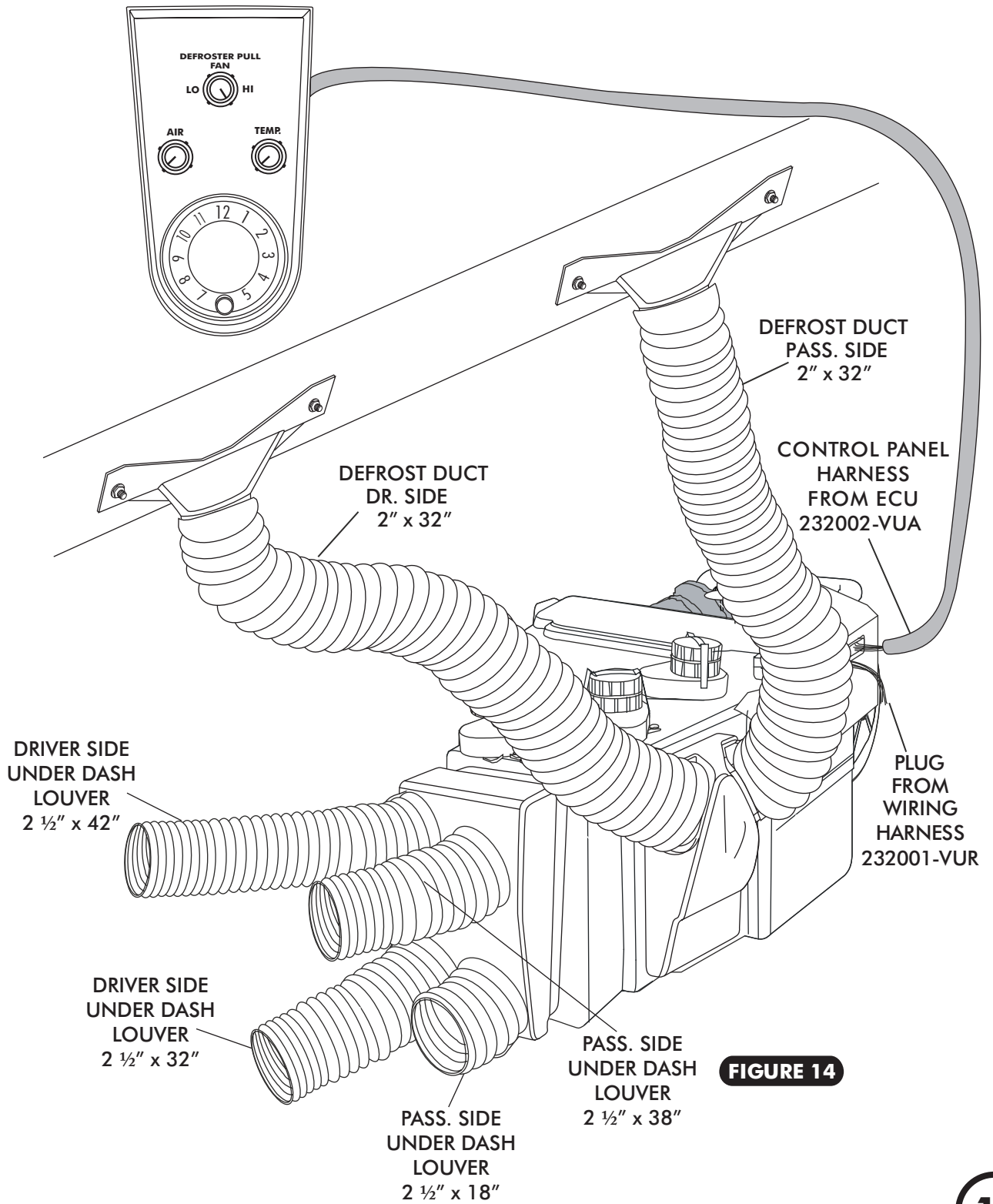
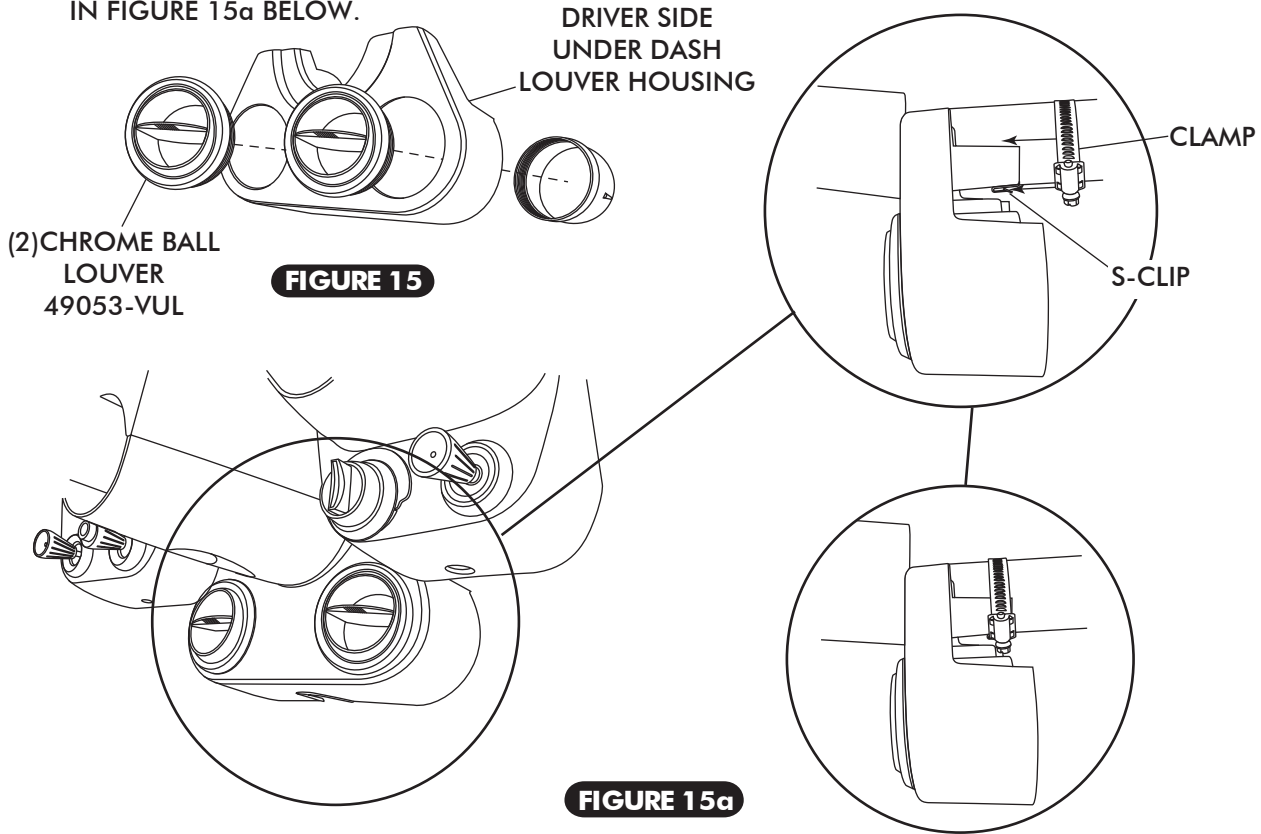


FIGURE 14



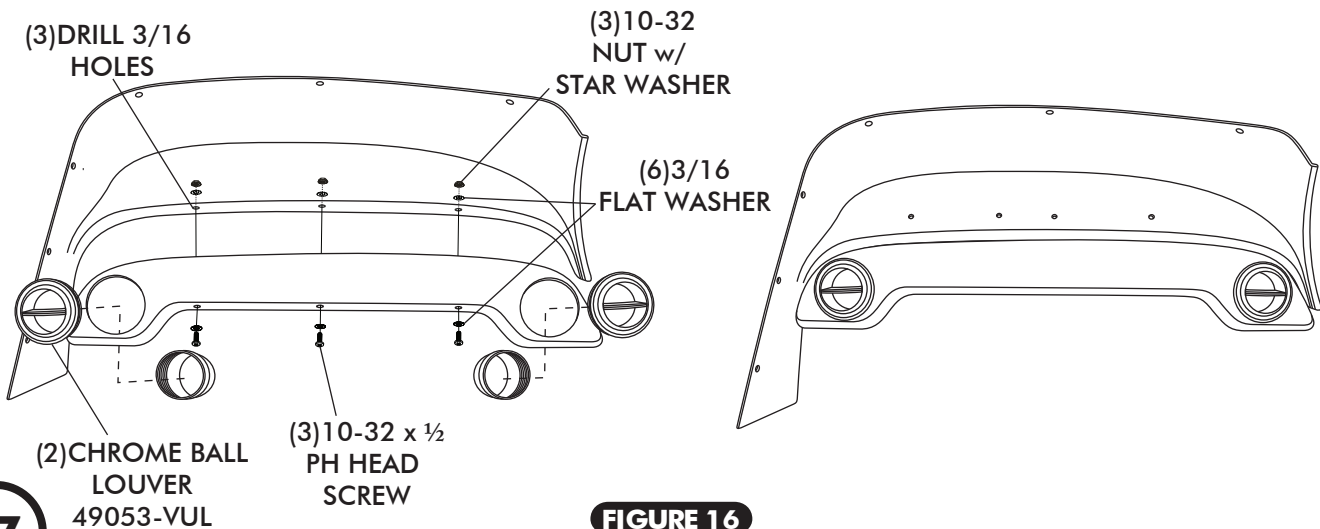
DRIVER SIDE UNDER DASH LOUVER INSTALLATION

- INSTALL LOUVERS IN DRIVER SIDE UNDER DASH LOUVER HOUSING AS SHOWN IN FIGURE 15.
- SECURE LOUVER HOUSING TO UNDER DASH STEERING COLUMN USING S-CLIP AND CLAMP AS SHOWN IN FIGURE 15a BELOW.



PASSENGER SIDE UNDER DASH LOUVER INSTALLATION

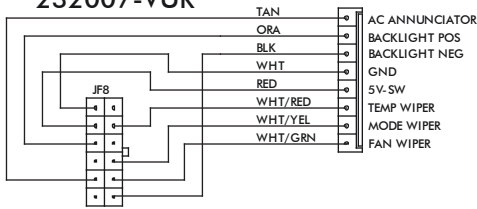
- LOCATE PASSENGER SIDE UNDER DASH LOUVER HOUSING AND DRILL (3) 3/16 HOLES.
- SECURE LOUVER HOUSING TO DASH USING (3) 10-32 x 1/2 PH HEAD SCREWS, (6) 3/16 FLAT WASHERS AND (3) 10-32 NUTS w/ STAR WASHERS AS SHOWN IN FIGURE 16 BELOW.
- INSTALL LOUVERS IN UNDER DASH HOUSING AS SHOWN IN FIGURE 16.





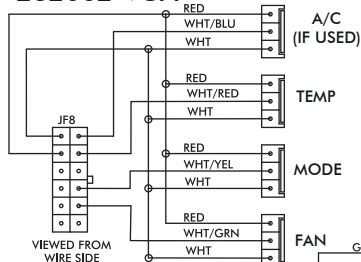
Wiring Diagram

232007-VUR



VIEWED FROM WIRE SIDE

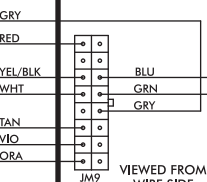
232002-VUA



VIEWED FROM WIRE SIDE

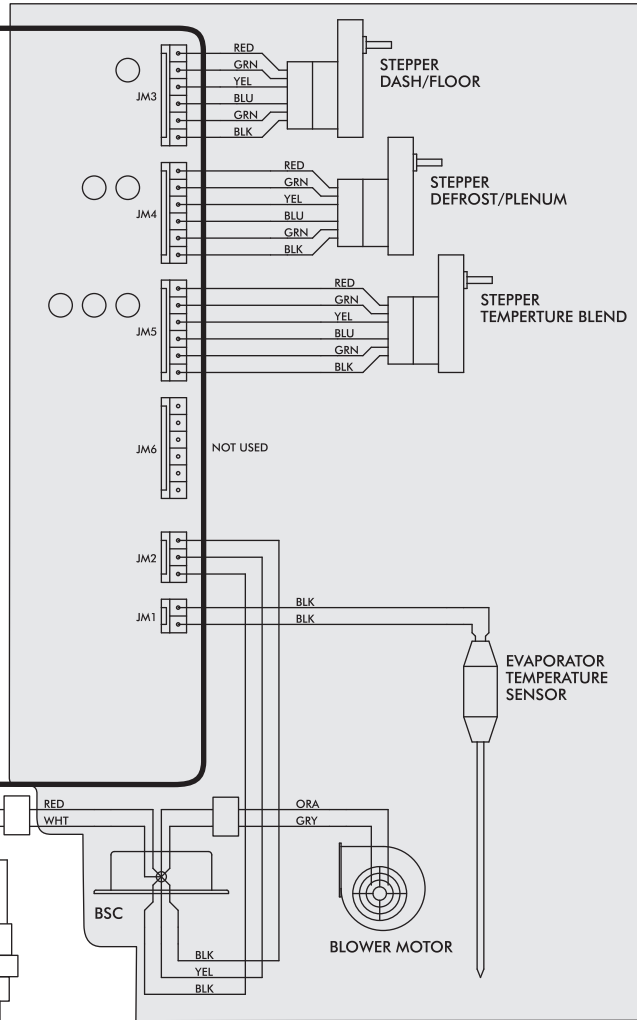
GEN IV ECU

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



VIEWED FROM WIRE SIDE

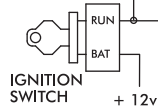
PRE-WIRED



PROGRAM

* DASH LAMP (IF USED)

*** WIDE OPEN THROTTLE SWITCH (OPTIONAL)



** CIRCUIT BREAKER 30 AMP

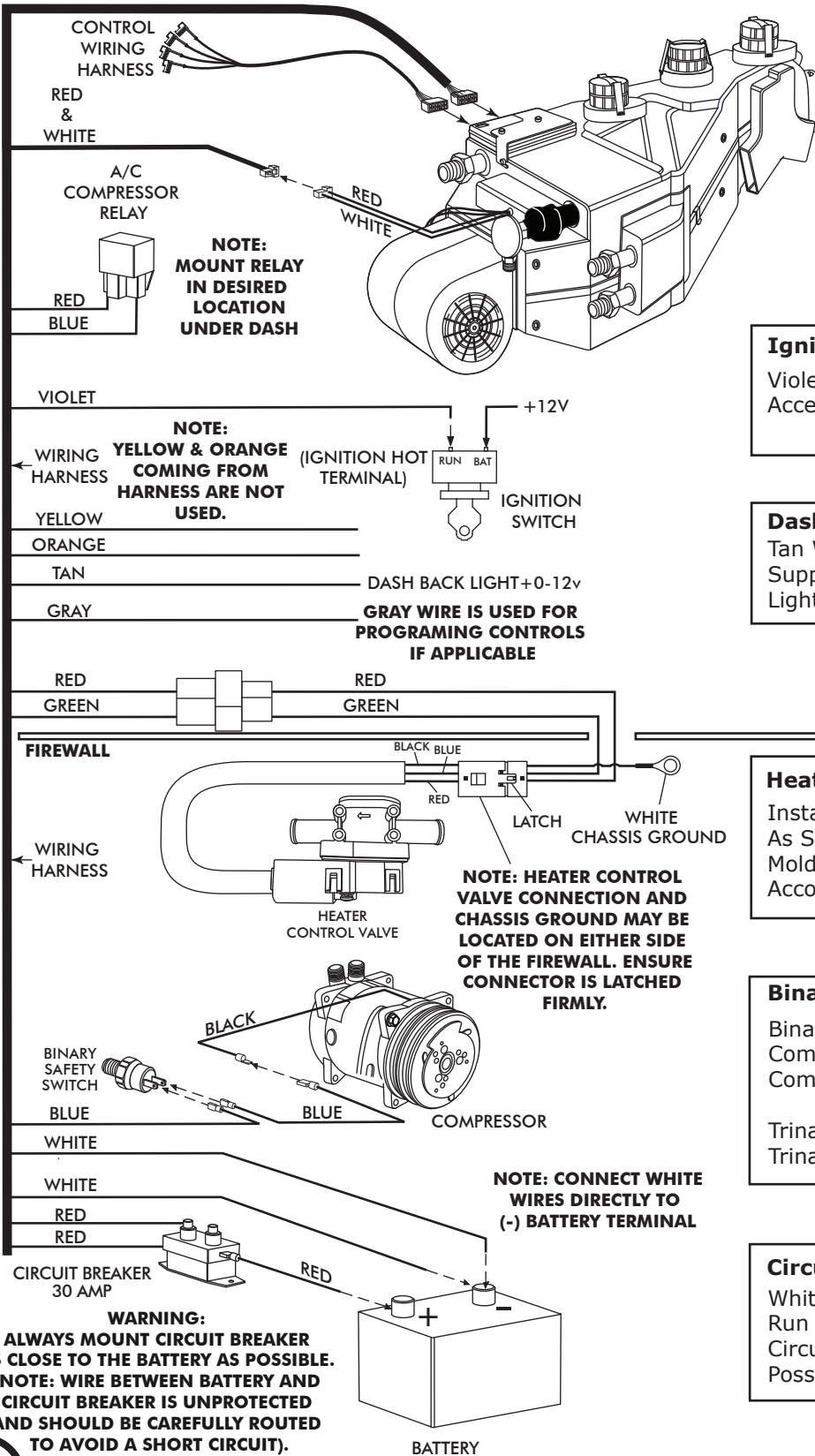
NOTE: = CHASSIS GROUND

- 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.

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).



OPERATION OF CONTROLS

THE TEMPERATURE KNOB TOGGLES BETWEEN A/C AND HEAT MODES. FOR A/C MODE ROTATE THE TEMPERATURE KNOB ALL THE WAY LEFT. FOR HEAT MODE ROTATE THE KNOB ALL THE WAY TO THE RIGHT TO DISENGAGE THE COMPRESSOR, THEN MOVE THE KNOB TO SELECT DESIRED TEMPERATURE.

NOTE: EACH TIME THE SYSTEM TOGGLES BETWEEN MODES, THE BLOWER WILL MOMENTARILY CHANGE SPEEDS.

ALL SWITCHES ARE VARIABLE BETWEEN POSITIONS, SYSTEM WILL PERFORM A BLEND BETWEEN THE FUNCTIONS.

BLOWER SPEED

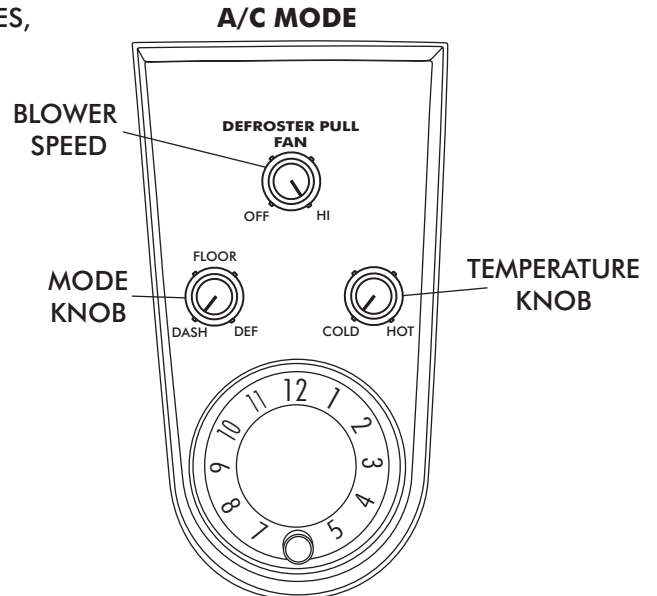
THIS KNOB CONTROLS THE BLOWER SPEED, FROM OFF TO HI

MODE KNOB

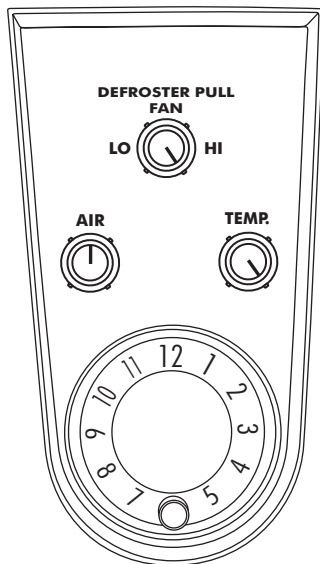
ROTATE THE KNOB TO THE LEFT TO DIRECT AIR FLOW TO THE DASH VENTS

TEMPERATURE KNOB

IN A/C MODE ROTATE THE TEMPERATURE KNOB ALL THE WAY LEFT TO THE COLD POSITION TO ENGAGE COMPRESSOR. (ROTATE KNOB LEFT OR RIGHT TO ADJUST DESIRED TEMPERATURE)



HEAT MODE



BLOWER SPEED

ROTATE KNOB RIGHT TO DESIRED BLOWER SPEED FROM OFF TO HI.

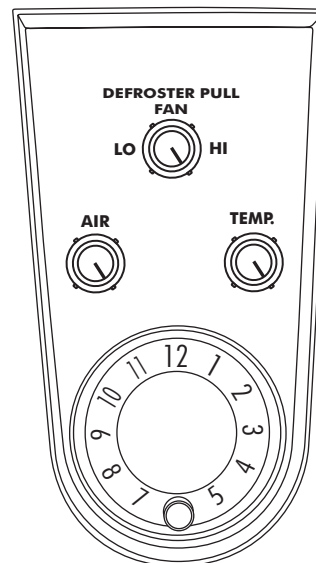
MODE KNOB

ROTATE THE KNOB TO THE CENTER TO DIRECT AIR FLOW TO THE FLOOR.

TEMPERATURE KNOB

IN HEAT MODE ROTATE THE TEMPERATURE KNOB ALL THE WAY RIGHT TO THE HOT POSITION. (ROTATE KNOB LEFT OR RIGHT TO ADJUST DESIRED TEMPERATURE)

DEFROST/ DE-FOG MODE



BLOWER SPEED

ROTATE KNOB RIGHT TO DESIRED BLOWER SPEED FROM OFF TO HI.

MODE KNOB

ROTATE THE KNOB TO THE RIGHT TO DIRECT AIR FLOW TO THE DEFROST VENTS.

TEMPERATURE KNOB

ROTATE KNOB LEFT OR RIGHT TO ADJUST DESIRED TEMPERATURE. (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.	No other functions work.	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.		
All other functions work.		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.	
		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 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.	Red wire at A/C pot should have approximately 5V with ignition on. White wire will have continuity to chassis ground. White/Blue wire should vary between 0V and 5V when lever is moved up or down.	
	Check for faulty A/C relay.	Replace relay.			

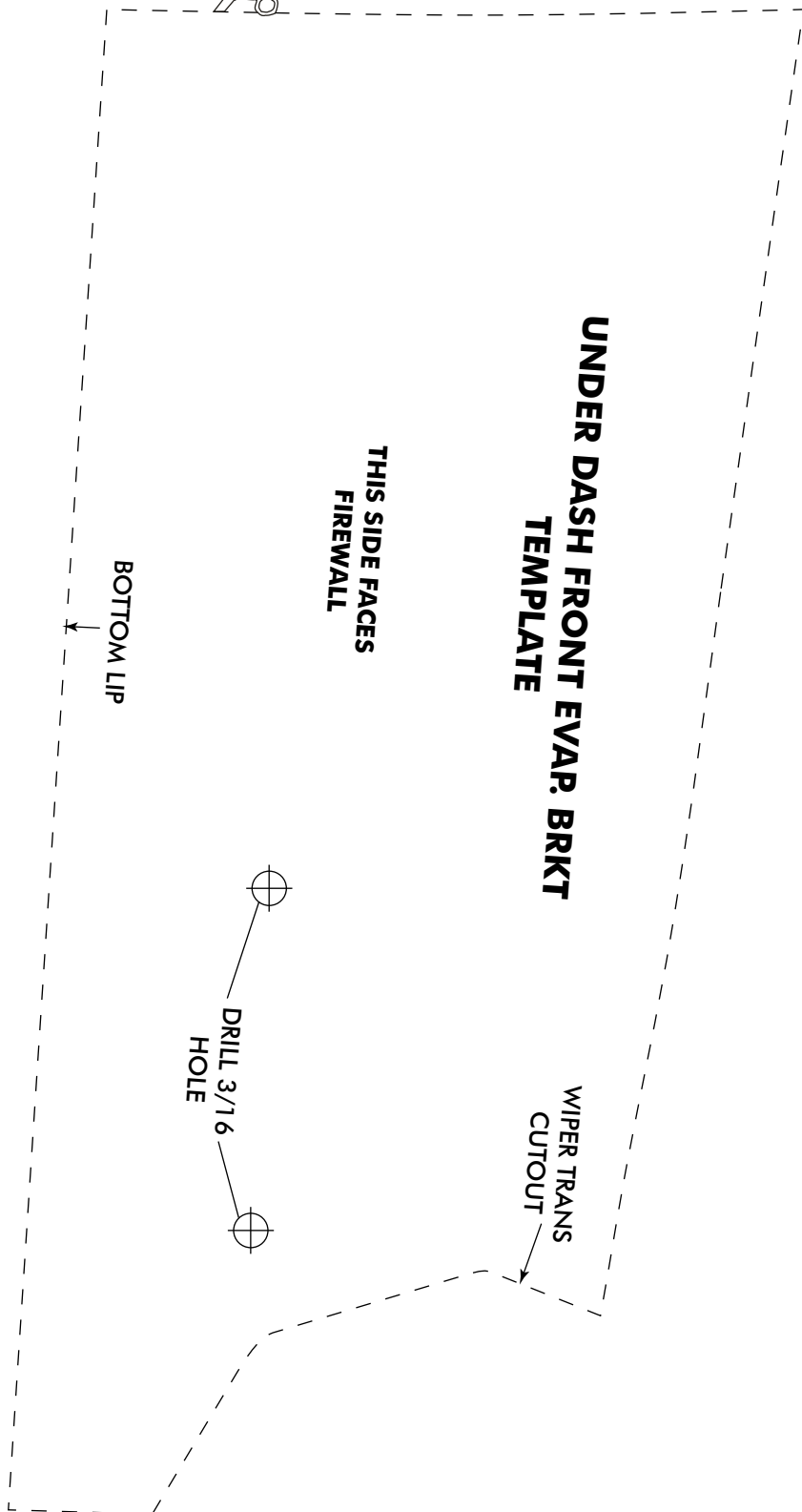


Troubleshooting Guide (Cont.)

Symptom	Condition	Checks	Actions	Notes
4.	Works when engine is not running; shuts off when engine is started (Typically early Gen IV, but possible on all versions). System will not turn on, or runs intermittently.	Noise interference from either ignition or alternator. Verify connections on power lead, ignition lead, and both white ground wires. Verify battery voltage is greater than 10 volts and less than 16.	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. Check for positive power at heater valve green wire and blower red wire. Check for ground on control head white wire. Verify proper meter function by checking the condition of a known good battery.	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.
5.	No mode change at all. Partial function of mode doors.	Check for damaged mode switch or potentiometer and associated wiring. Check for obstructed or binding mode doors. Check for damaged stepper motor or 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.
6.	Blower turns on and off rapidly.	Battery voltage is at least 12V. Battery voltage is less than 12V.	Ensure all system grounds and power connections are clean and tight. Charge battery.	System shuts off blower at 10V. Poor connections or weak battery can cause shutdown at up to 11V.
7.	Erratic functions of blower, mode, temp, etc.	Check for damaged switch or pot and associated wiring.	Repair or replace.	
8.	When ignition is turned on, blower momentarily comes on, then shuts off. This occurs with the blower switch in the OFF position.	This is an indicator that the system has been reset. Be sure the red power wire is on the battery post, and not on a switched source. Also, if the system is pulled below 7V for even a split second, the system will reset.	Run red power wire directly to battery.	



CUT ALONG
DOTTED LINE



**UNDER DASH FRONT EVAP. BRKT
TEMPLATE**

**THIS SIDE FACES
FIREWALL**

BOTTOM LIP

**DRILL 3/16
HOLE**

**WIPER TRANS
CUTOUT**



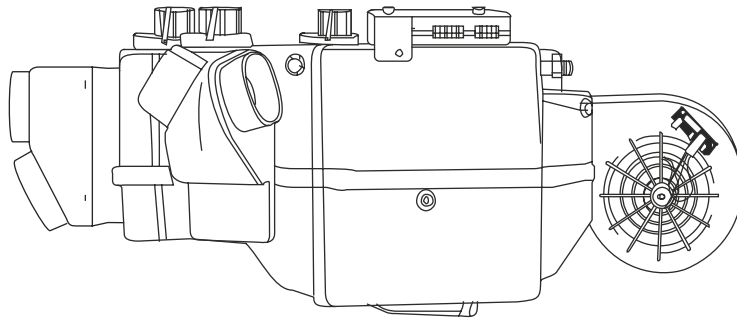
EVAPORATOR KIT PACKING LIST

EVAPORATOR KIT
561059

No.	QTY.	PART No.	DESCRIPTION
1.	1	744008	GEN IV 4 VENT EVAP SUB CASE w/ 204 ECU
2.	1	781059	ACC. KIT 58-60 CORVETTE

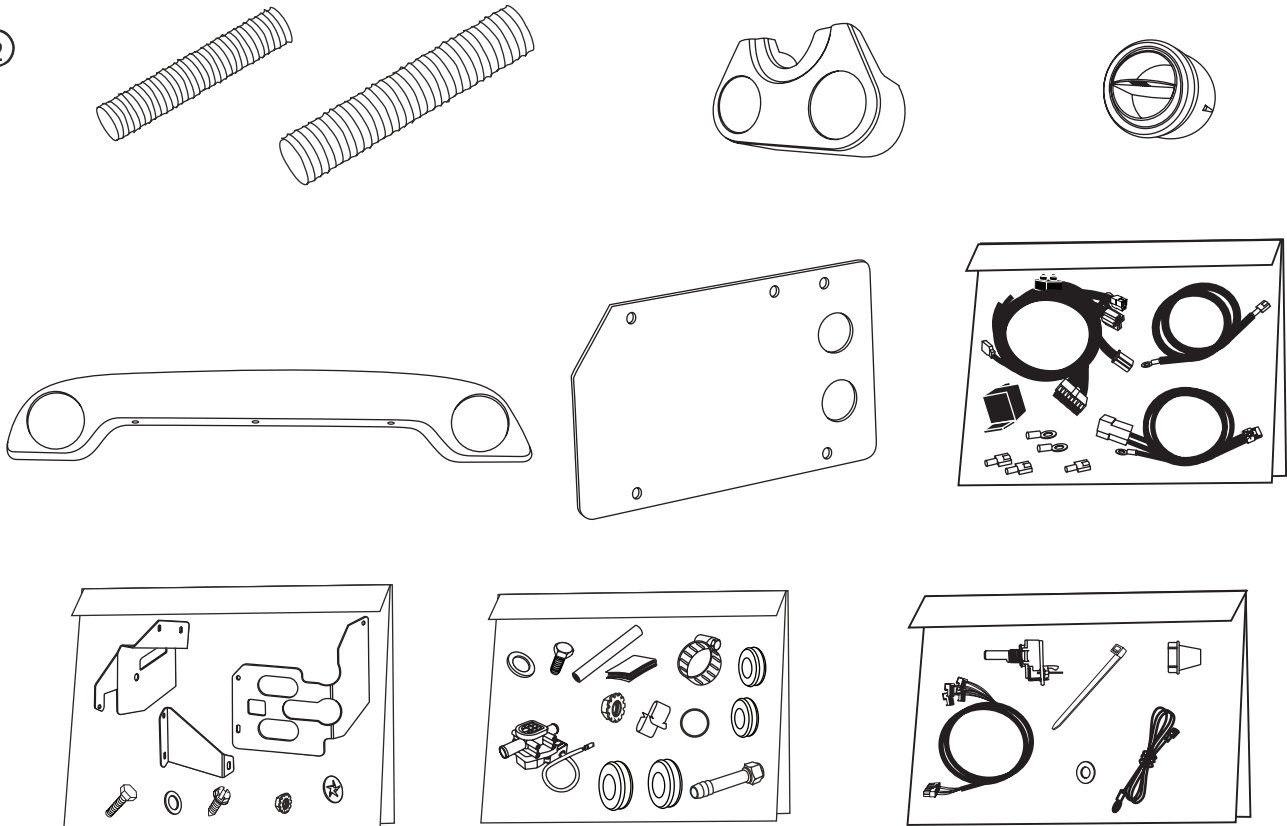
CHECK BY: _____
 PACKED BY: _____
 DATE: _____

①



**GEN IV 4 VENT
EVAP SUB CASE
w/ 204 ECU
744008**

②



**ACCESSORY KIT
781059**

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