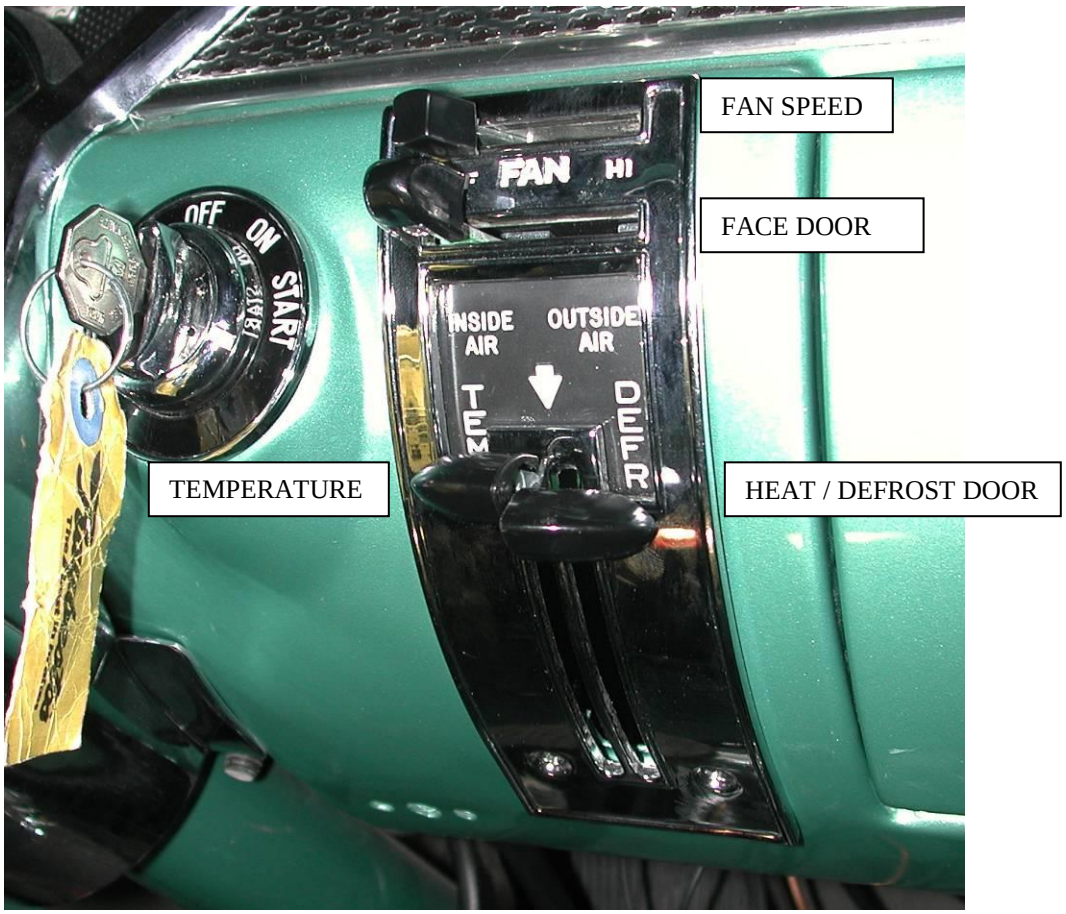
specializing in “AIR CONDITIONING, PARTS AND SYSTEMS” for your classic

“PERFECT FIT SERIES”
IN-DASH
HEAT/ COOL/ DEFROST
1955 - 1956 CHEVROLET SEDAN
WITH DELUXE CONTROLS

CONTROL & OPERATING INSTRUCTIONS

The controls on your new “Perfect Fit” system. Offers complete comfort capabilities in virtually every driving condition. This includes Temperature control in all of the modes. This system also provides DEHUMIDIFICATION in the defrost mode and the ability to blend the air between Face, Heat, and Defrost modes.



THE PICTURE YOU SEE ON THE FIRST PAGE SHOWS THE CONTROLS IN THE HEAT MODE. THIS MEANS THAT THE AIR WILL BE DISTRIBUTED THROUGH THE HEATER OUTLETS. THIS ALSO HAS THE TEMPERATURE LEVER IN THE COLDEST POSITION. WITH THE CONTROLS IN THIS POSITION YOU WILL GET THE AIR THROUGH THE HEATER OUTLETS AND THE OUTLET TEMPERATURE AT THE COLDEST POSIBBLE DEGREE.

CAUTION: ALL OF THE OUTSIDE VENTS MUST BE CLOSED WHEN THE SYSTEM IS IN THE A/C MODE. THIS WILL ALLOW THE A/C SYSTEM TO FUCTION AT ITS MAXIMUM PERFORMANCE LEVEL.

THE FOLLOWING SUMMARY WILL DESCRIBE EACH OF THE CONTROL LEVERS FUNCTION.

FAN SPEED SWITCH: There are 3 speeds plus Off. When the switch is in the off position it will disconnect the 12V power to the Blower Motor and the A/C Clutch. This will shut down the entire system. When the switch is moved to any of the blower speeds 1,2 or 3 there is 12V supplied to the Micro-Switch that is mounted on the main housing.

HEAT / DEFROST DOOR CONTROL: When the Control Knob is PUSHED to the bottom position the air is distributed to the DEFROST outlets and the drivers and passenger outlets. When the knob is PULLED to the TOP the air is distributed to the HEATER outlets. The lever can be moved any position from the top to the bottom. This will give blend between the defrost and the heat outlets.

FACE DOOR CONTROL: When the Control Knob is pushed all the way to the right the air is distributed to the FACE outlets. In this position the Compressor clutch is engaged and you have A/C.

NOTE: THE FACE DOOR LEVER MUST BE IN THE RIGHT POSITION TO HAVE DEHUMIDIFIED DEFROST.

TEMPERATURE CONTROL: The Temperature Knob as shown is in the COLDEST temperature position. As the lever is PUSHED down the temperature of the discharged air will rise to the HOTTEST point.

Note: The temperature lever will function in any of the modes.

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THE PICTURE YOU SEE ABOVE SHOWS THE CONTROLS IN THE DEFROST MODE. THIS MEANS THAT THE AIR WILL BE DISTRIBUTED THROUGH THE DEFROST OUTLETS. THIS ALSO HAS THE TEMPERATURE LEVER IN THE COLD POSITION. WITH THE CONTROLS IN THIS POSITION YOU WILL GET THE AIR THROUGH THE DEFROST OUTLETS WITH THE COMPRESSOR ON.

CAUTION: ALL OF THE OUTSIDE VENTS MUST BE CLOSED WHEN THE SYSTEM IS IN THE A/C MODE. THIS WILL ALLOW THE A/C SYSTEM TO FUCTION AT ITS MAXIMUM PERFORMANCE LEVEL.

THE FOLLOWING SUMMARY WILL DESCRIBE EACH OF THE CONTROL LEVERS FUNCTION.

FAN SPEED SWITCH: There are 3 speeds plus Off. When the switch is in the off position it will disconnect the 12V power to the Blower Motor and the A/C Clutch. This will shut down the entire system. When the switch is moved to any of the blower speeds 1,2 or 3 there is 12V supplied to the Micro-Switch that is mounted on the main housing.

HEAT / DEFROST DOOR CONTROL: When the Control Knob is pushed in the air is distributed to the defrost and the drivers and passenger outlets. When the knob is pulled out the air will go to the floor. The knob can be moved any position from the in position to all of the way out. This will give blend between the defrost and the heat outlets.

FACE DOOR CONTROL: When the Control Knob is pushed all the way in the air is distributed to the floor outlets. When the Knob is pulled out the air is distributed to the Face outlets. In the out position the Compressor clutch is engaged and you have A/C.

NOTE: THE HEAT / DEFROST DOOR CONTROL AND THE FACE DOOR CONTROL MUST BE PULLED OUT IN ORDER TO HAVE A/C.

TEMPERATURE CONTROL: The Temperature Knob as shown is in the COLDEST temperature position. As the lever is pulled out the temperature of the discharged air will rise to the HOTTEST point.
Note: The temperature lever will function in any of the modes.

specializing in “AIR CONDITIONING, PARTS AND SYSTEMS” for your classic

INSTALLATION INSTRUCTIONS
1955-56 CHEVROLET SEDAN

Congratulations! ! You have just purchased the highest quality, best performing A/C system ever designed for you Classic Car. To obtain the high level of performance and dependability our systems are known for, pay close attention to the following instructions.

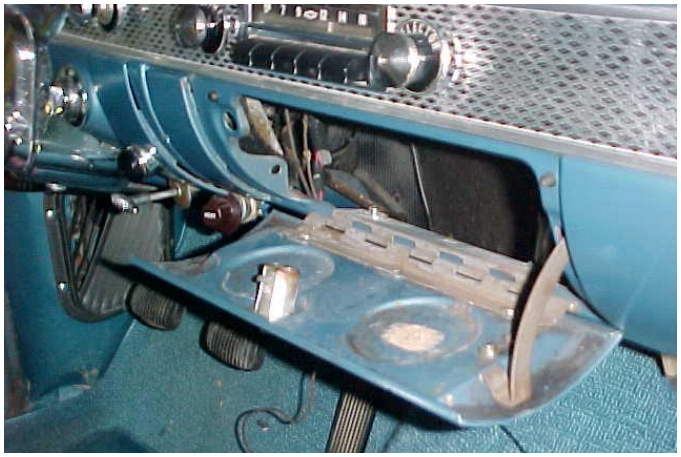
Before beginning the installation check the box for the correct components.

Evaporator
Face Duct Assembly
Flex Hose 2”dia. x 3ft.
Flex Hose 2”dia. x 4ft
Sack Kit Hardware
Sack Kit Control (2)
Glove Box

IMPORTANT INFORMATION

1. Before starting, read the instructions carefully and follow proper sequence.
2. Check condition of engine mounts. Excessive engine movement can damage hoses to A/C, heater, radiator, transcooler, and power steering systems.
3. Before starting, check vehicle interior electrical functions. i.e. interior lights, radio, horn, etc. When ready to start installation, disconnect battery.
4. Fittings. Use one or two drops of lubricant on O’rings, threads and rear of bump for O’ring where female nut rides. Do not use thread tape or sealants.
5. Always use two wrenches to tighten fittings. Try holding in one hand while squeezing together while other hand holds fitting in position.
6. Shaft seals in a small percentage of compressors will require as much as 3-4 hours run time to become leak free.
7. Compressors supplied in our complete systems are filled with proper amount of oil.
8. Compressor requires technician to hand turn 15-20 revolutions before and after charging with liquid from a charging station before running system. Compressors with damaged reed valves cannot be warranted.
9. Should you have any technical questions, or are suspect of missing, or defective parts, call us immediately. Our knowledgeable staff will be glad to assist you.

YOU CAN NOW BEGIN THE INSTALLATION



Locate the glove box.

Remove the glove box door and the glove box. Discard the glove box and retain all of the original hardware.

CAUTION: DISCONNECT BATTERY CABLES

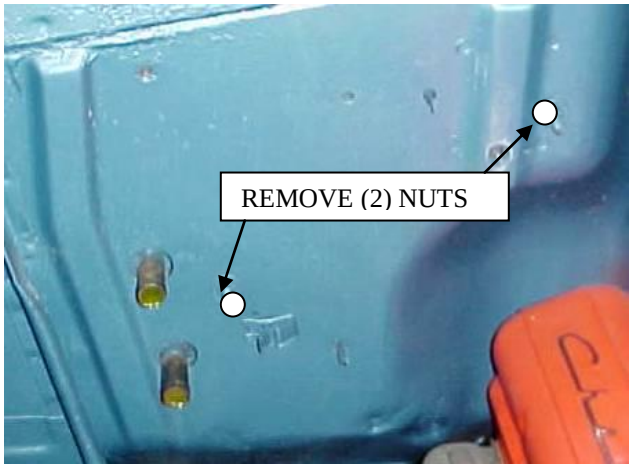
Remove Battery and Battery box. Retain all of the original hardware.

DRAIN RADIATOR

Remove heater hoses from the heater core. Discard the original hose clamps.

Locate on the firewall in the engine compartment (2) nuts as shown.

Remove and discard.



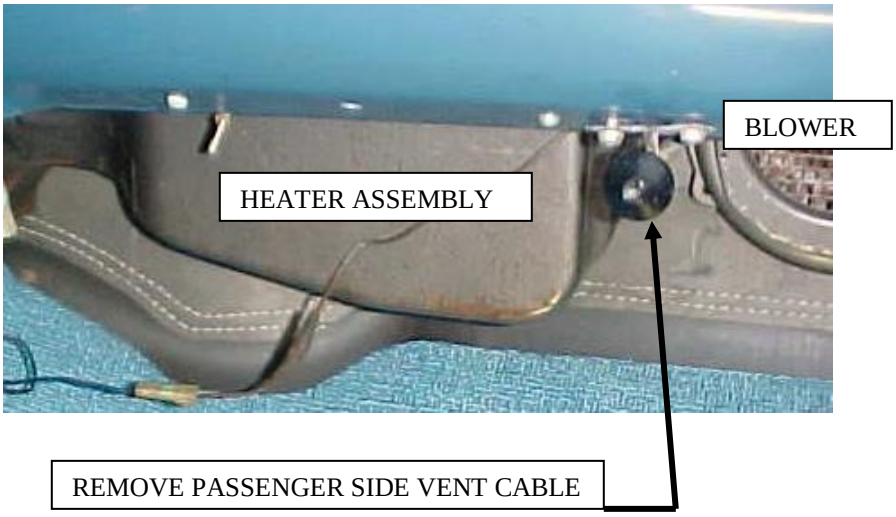
Remove the (3) nuts that are located under the hood hinge assembly.

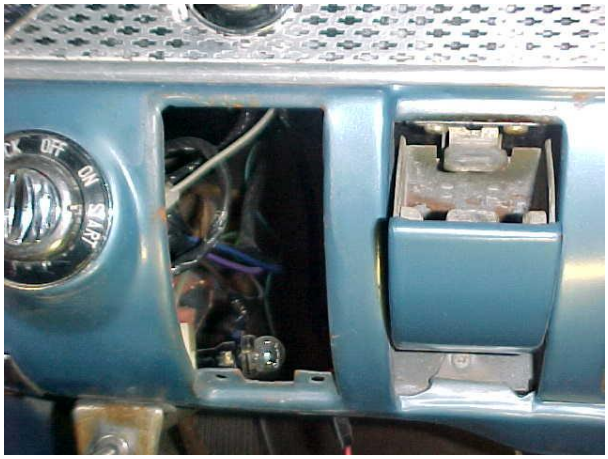
NOTE: STANDARD HEATER ONLY

Remove original passenger side vent cable. Retain original hardware.

Allow cable to set on the floor.

Remove and discard Heater Assembly and Blower Assembly.



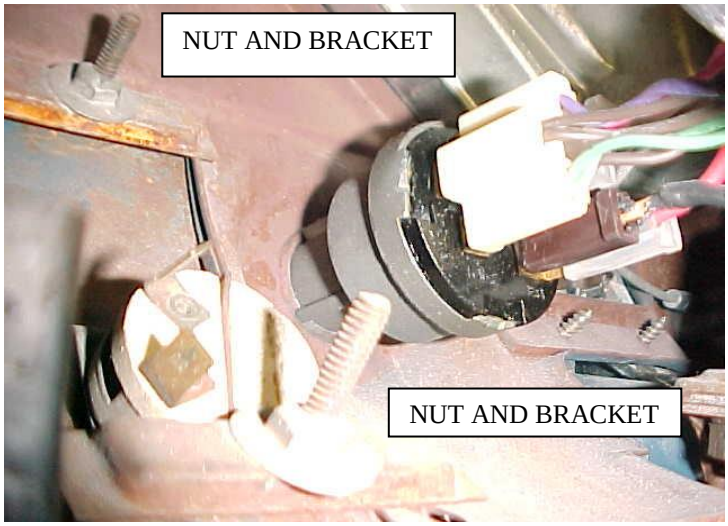


Remove and discard original Control Cover Plate located between the Ignition Switch and Ash Tray.

This can be accomplished as shown below.

Locate behind the original blower switch (2) brackets and nuts.

Remove nuts and retain the original brackets. Disconnect electrical connectors at switch.



NOTE: DELUXE HEATER ONLY

Locate, and remove Original Control Head.

Following steps are required to remove the control head.

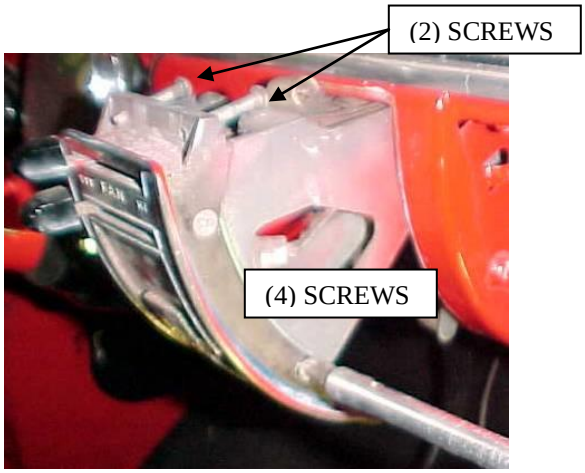
Locate three cables attached to the back of the control head. Cut these off at the control head.

Remove (2) screws at bottom of the control head.

Picture to the right shows the (2) screws that retain the control head at the top. These are behind the dash.

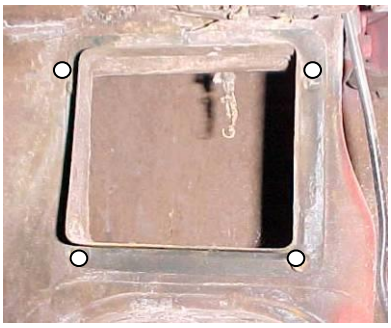
Loosen and pull controls through the opening.

Remove (4) screws that attach the control face to the mechanism.



Remove control knobs as shown.

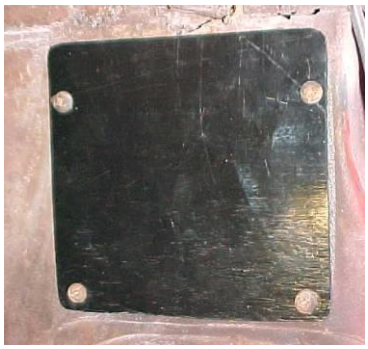
Control head can then be removed through the back of dash.



Remove and discard original heater.

After removal of heater there is a flange for fresh air. Remove and discard, retain original hardware.

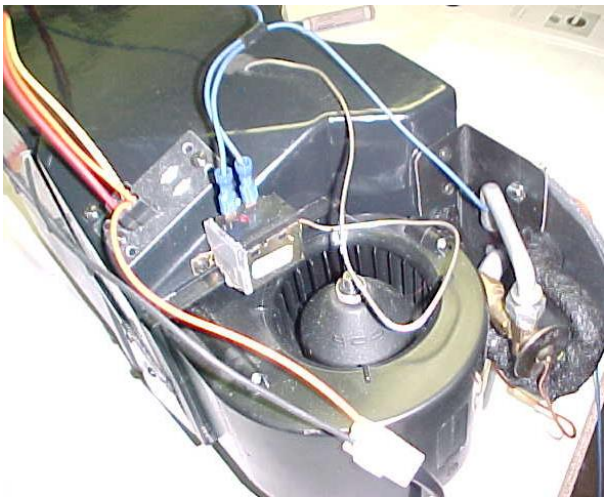
Locate in the hardware sack kit the Inlet Block Off assembly. Attach over hole using original hardware.



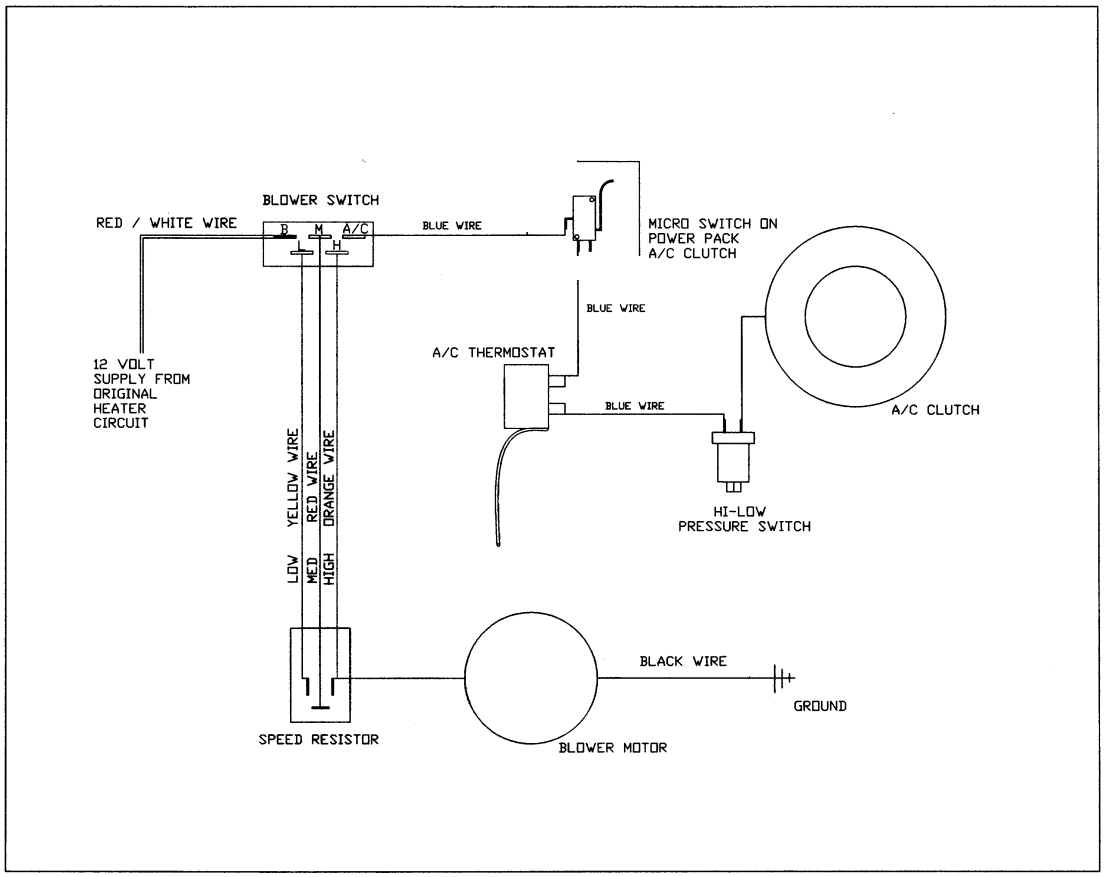
Locate in the Hardware Sack Kit (2) 1” dia Cap Plugs. Attach over original heater tube holes.

MODIFICATIONS TO VEHICLE ARE COMPLETE YOU CAN NOW BEGIN INSTALLING YOUR CLASSIC AIR "PERFECT FIT SYSTEM".

Locate the Evaporator and set on floor of the vehicle.

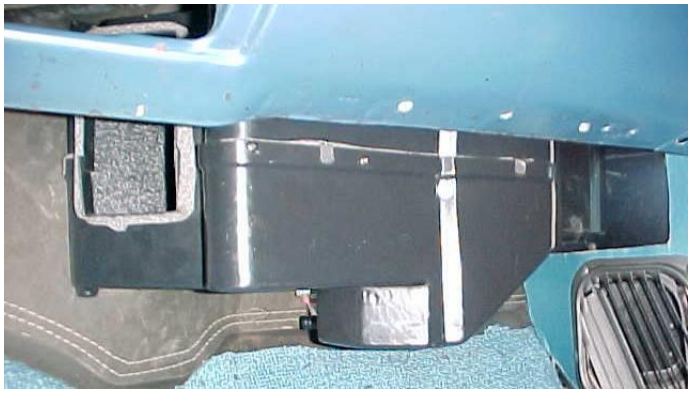


Locate Wire Harness supplied in kit and install onto the unit as shown in the diagram below.



WIRING DIAGRAM 1955-56 CHEVROLET SEDAN

Raise Evaporator into position. Insert studs through the firewall next to original blower motor hole and attach using (2) ¼-20 Flange Nuts.



On right side of unit attach using (1) ¼-20 x 1" hex head screw. This screws goes through original hole that the heater mounted through.

Locate insulation tape provided and seal (2) holes in the firewall that mounted the original heater and blower.

Locate in the Hardware Sack Kit (1) 9" clear drain hose.

Drill (1) 11/16" dia. hole through firewall under the evaporator and over to the left approximately 3" and lower than the drain nipple as shown.

Insert through the hole and onto the drain nipple.

Locate behind the glove box opening 2” from the evaporator. Drill (1) 3/8” dia. hole through the firewall.

CAUTION: CHECK ON ENGINE SIDE OF FIREWALL FOR CLEARANCE.

Locate longest of the control cables supplied in kit. Push through hole approximately 10”. Let cable hang in place.

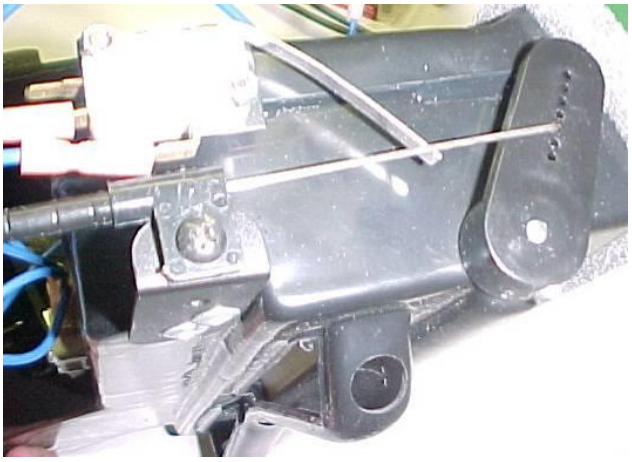
Locate the face duct assembly, and (1) #10 x 5/8” pan head screw.

Locate next longest of the control cables supplied in kit. Attach to Face / Defrost door using (1) #10 x 5/8” pan head screw.

NOTE: CABLE INSERTS INTO 3rd HOLE FROM THE CENTER OF THE DOOR.

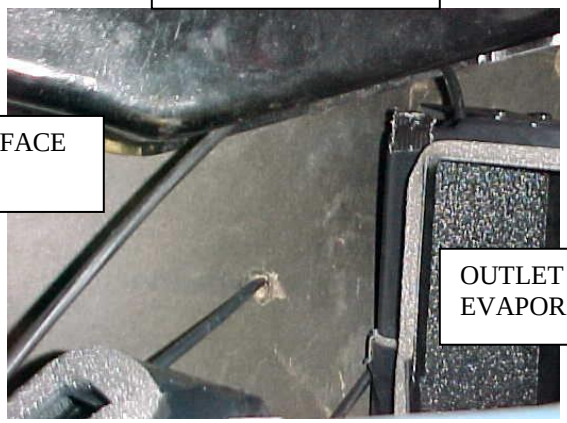
Locate shortest of the control cables supplied in kit. Attach to Face / Heat door using (1) #10 x 5/8” pan head screw.

NOTE: CABLE INSERTS INTO 3rd HOLE FROM THE CENTER OF THE DOOR.



Locate the Center Duct Assembly.

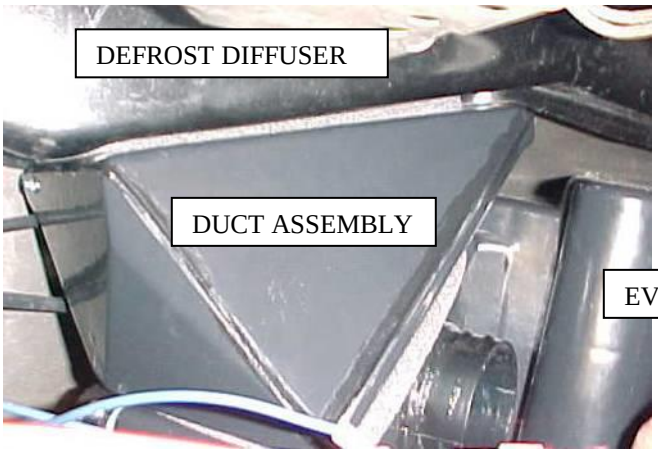
Set on floor under the glove box opening.

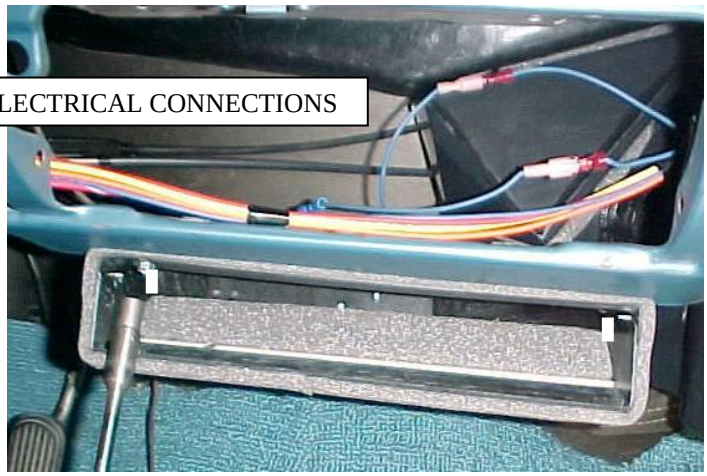


Locate control cable that connects to the Defrost / Face door.

Insert cable between the evaporator and firewall.

Attach Center Duct Assembly to the Evaporator.
Be sure that the defrost duct is aligned with the original defrost diffuser.





ELECTRICAL CONNECTIONS

Locate in the hardware sack kit (2) #10 x ¾" hex head tek screws.

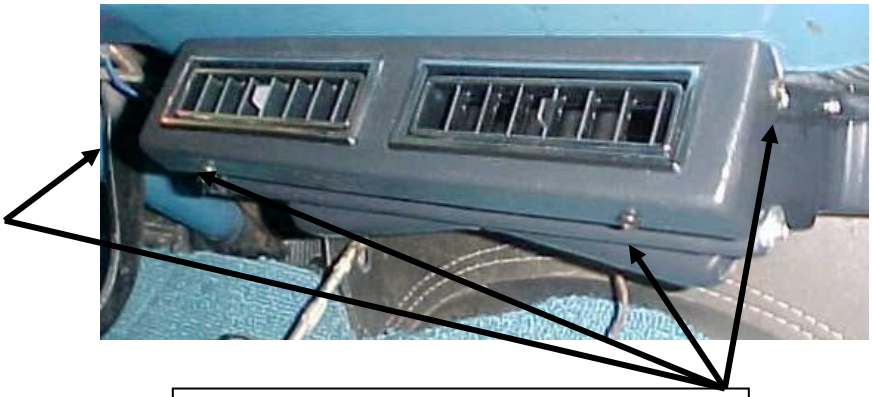
Attach Duct Assembly to bottom of the dash as shown.

Connect blue wires from micro switch to the wire harness as shown.

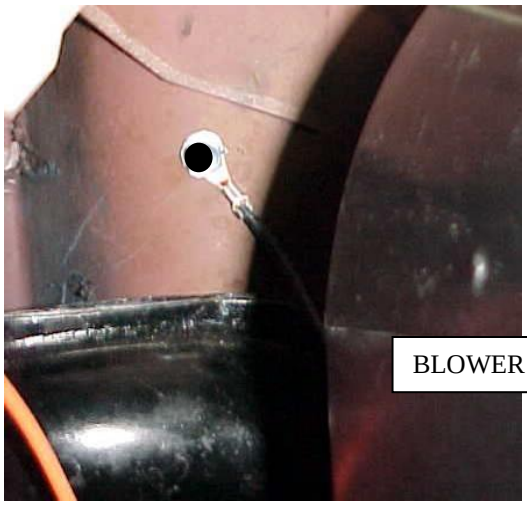
Locate Center Louver assembly.

Locate in the hardware sack kit (4) #8 x ½" Pan Head Phillips Screws.

Attach louver assembly to Duct as shown.



(4) #8 X ½ PAN HEAD PHILLIPS SCREWS



BLOWER MOTOR

0n passenger side of dash, above blower, locate Black Ground wire from blower motor.

Secure to body using (1) #10 x ¾" hex head tek screw.

Locate in hardware sack kit the Passenger Side Ball Louver and (2) #10 x ¾" hex head tek screws.

Remove ball assembly from housing. Attach the housing top to under side of the dash as shown.

Reinstall ball louver.

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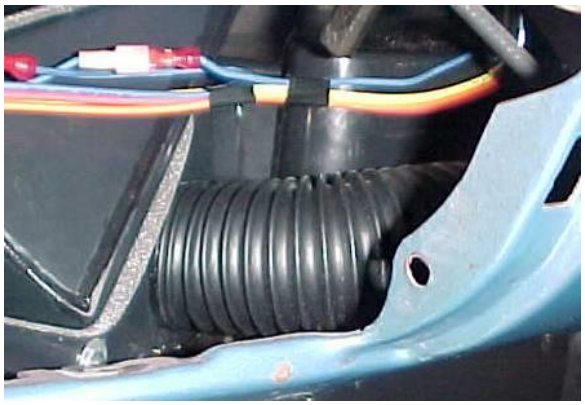


Locate the 2" dia. flex hose 36" long. Cut 30" of hose and attach it to Center Duct outlet as shown.

Route hose over to Passenger side Ball Louver and attach it to the hose adaptor on back.

Locate in the hardware sack kit (2) #10 x ¾" hex washer head tek screws.

Reattach kick panel vent knob next to the passenger louver as shown.

Locate in the hardware sack kit the Drivers Side Ball Louver and (2) #10 x ¾" hex head tek screws.

Remove ball assembly from housing. Attach the housing top the under side of dash as shown.

Reinstall ball louver.

Located on back side of Center Duct Assembly is the hose adaptor for the drivers side louver.

Locate 2" dia. flex hose 48" long, cut 42" long. Attach it over the hose adapter and route over and behind instruments and attach to the Drivers Ball Louver.

Locate New Glove Box provided in the kit.

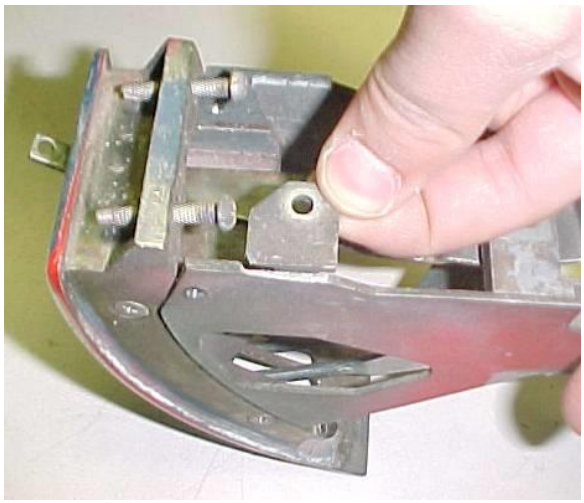
Carefully incert box from the driver's side of center duct assembly, and then into place. Attach using original hardware.

Reattach glove box door using original hardware.

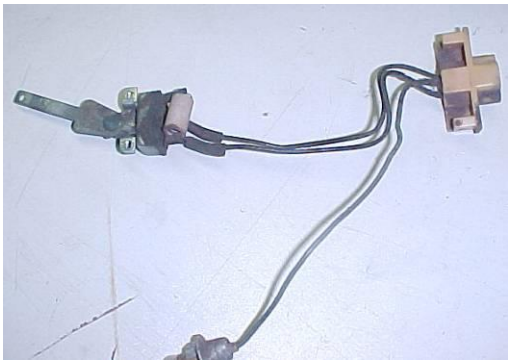
THE FOLLOWING (2) PAGES ARE FOR THE INSTALLATION OF THE ORIGINAL DELUXE HEATER CONTROLS.

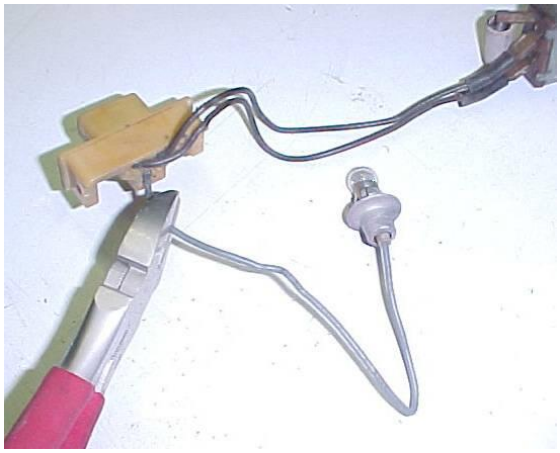
Locate the Original Control Head.

Remove the Original Blower switch assembly, cable clips, and hardware. Retain cable clips and hardware.



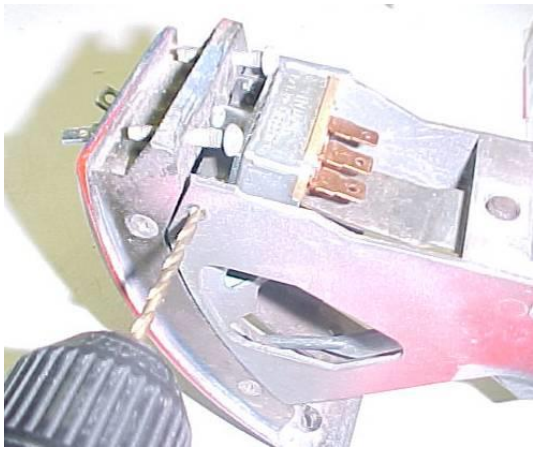
Carefully snap off the mounting tabs to original blower switch.





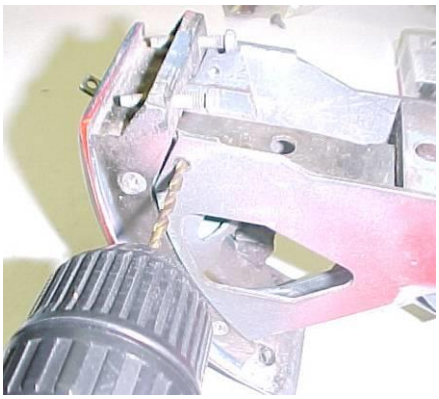
The light bulb assembly from the original blower switch assembly will be used.

Cut wire at the plug and attach (1) ¼" male spade connector. Attach bulb assembly to the original wire harness.

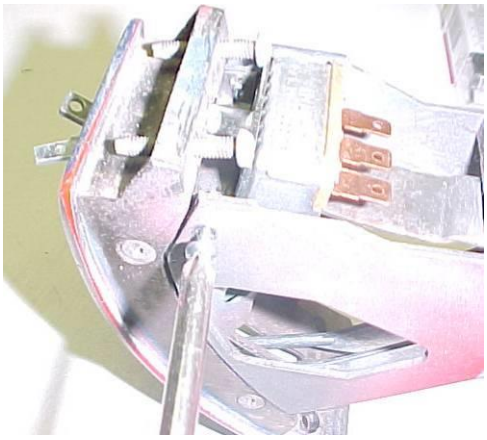


Locate in the control sack kit the Blower Switch Assembly, and (2) #6 x 3/8" pan head phillips screws.

Slide the new blower switch assembly into the control head as shown. Carefully drill (1) 1/8” hole on both sides through control head and through the switch bracket.



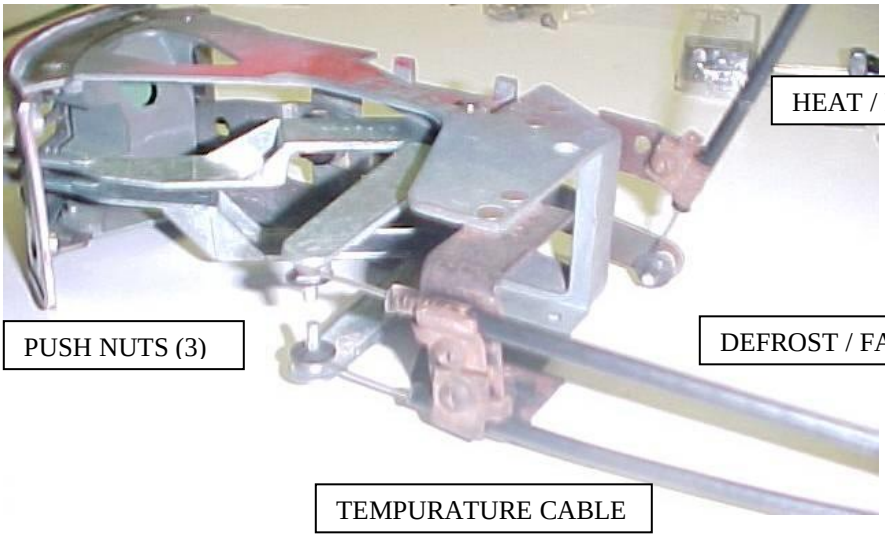
Remove blower switch. And open the holes in the control bracket to 5/32” dia.



Install blower switch into the control head using (2) #6 x 3/8” pan head phillips screws.

Locate (3) control cables, (3) 3/16” dia. push nuts, and the original cable clips and hardware.

Attach longest of the cables to the temperature lever using original hardware and (1) push nut.
Attach next longest cable to the defrost door using original hardware and (1) push nut.
Attach shortest of the cables to the horizontal lever under blower switch using original hardware and (1) push nut.



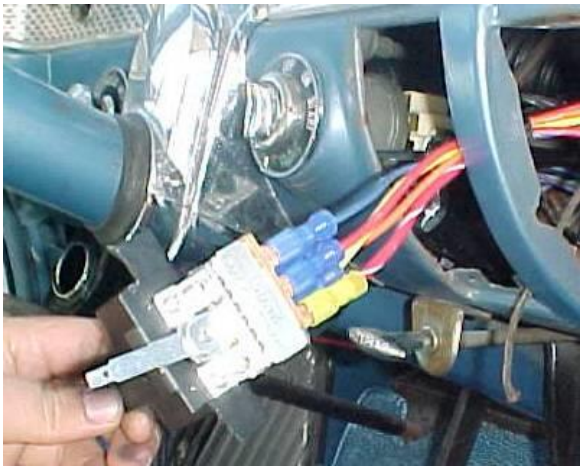
Hookup wire harness to the blower switch. Refer to wiring diagram on page 6.

Reinstall the original controls.

NOTE: THE NEXT (1 ½) PAGES ARE FOR THE STANDARD CONTROLS

Locate in the Control Sack Kit the control switch mounting bracket assembly.

Pull wire harness through the Control opening and attach per the wiring diagram on page 5.



Locate in the hardware sack kit (2) #8 u-clips and (2) #8 x ½" pan head screws.

Attach u-clips over lower mounting holes in the instrument panel.

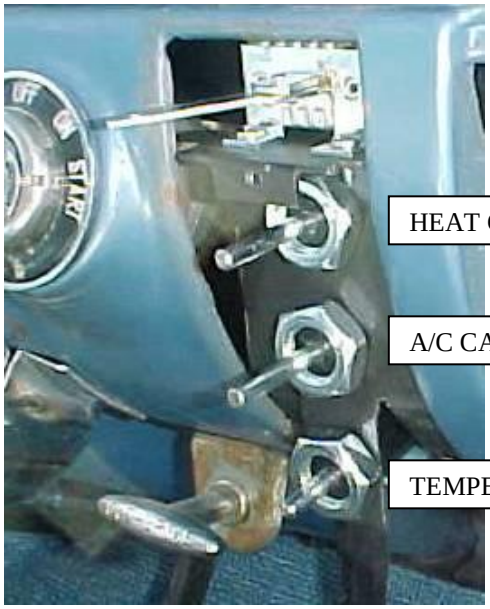
Insert control mounting bracket through the opening and over the u-clips as shown. tighten securely.

Locate the (3) Push Pull cables behind control head.

Insert cable attached to the Defrost / Face door through top hole and attach with nut provided. Tighten securely.

Insert shortest of the cables that is attached to the Heat / Face door through middle hole and attach with nut provided. Tighten securely.

Insert last cable that is hooked to the water valve through bottom hole and attach with nut provided. Tighten securely.



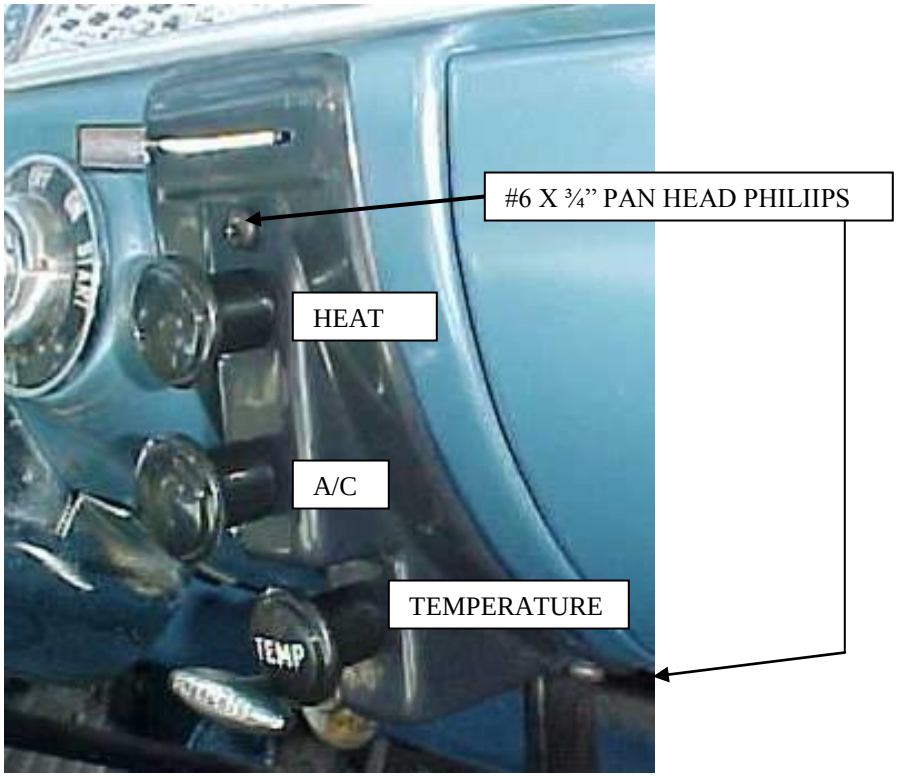
Locate Control Cover Bezel and the (1) Square Fan Knob, (3) Cable Knobs and (3) #6 x ¾" pan head phillips screws.

Attach cover over control head using (1) #6 x ¾” screw in the center hole.

Drill (2) 1/8” dia. holes through the holes in the cover and into lower edge of dash. Install the remaining #6 x ¾” screws.

Attach knob to the blower switch by pushing on.

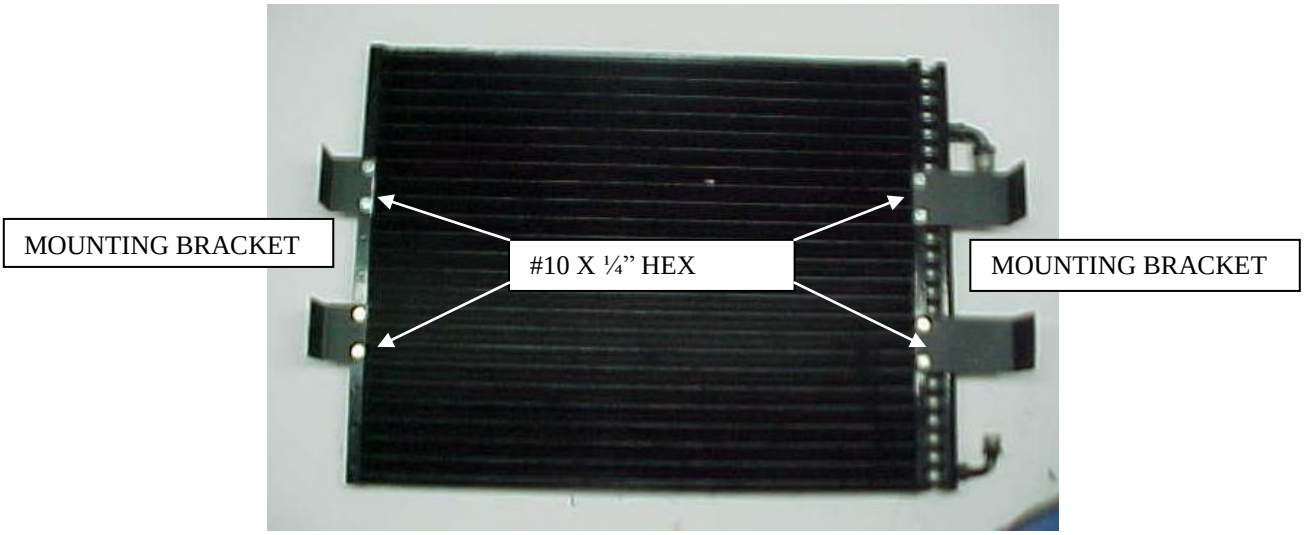
Attach remaining knobs using an allen wrench in the order shown in picture.



INSTALL THE COMPRESSOR ADAPTOR KIT AND COMPRESSOR AT THIS TIME PER THE MANUFACTURERS DIRECTIONS.

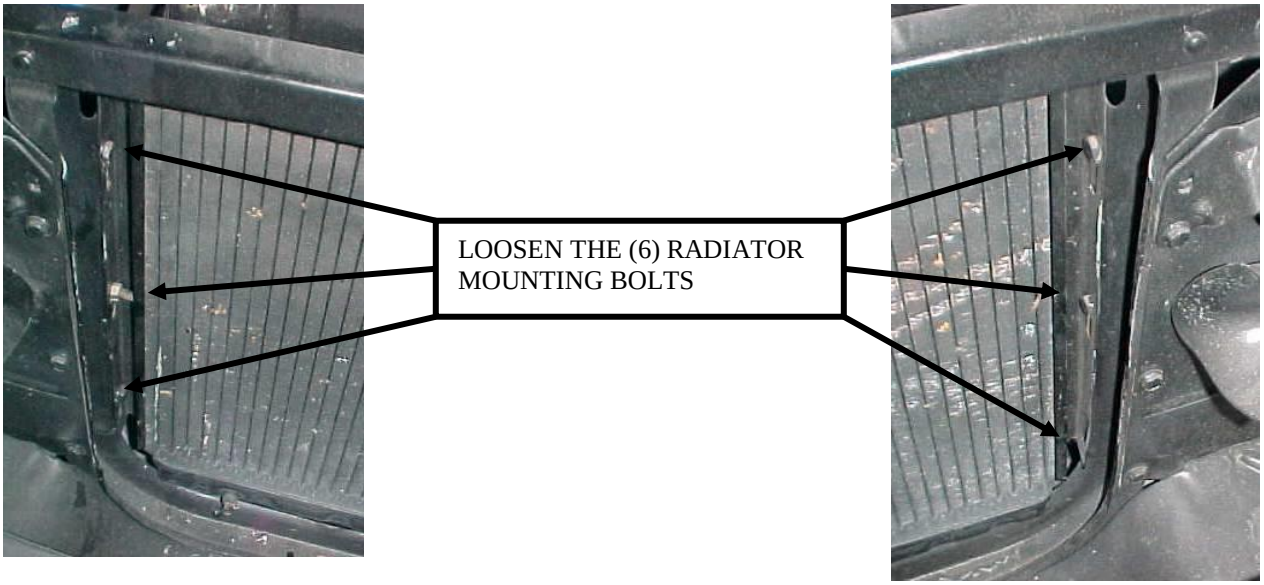
NOTE: THIS INSTALL IS CORRECT FOR A 265CID V8 ENGINE. IF YOUR VEHICLE IS EQUIPTED WITH A DIFFERENT ENGINE PACKAGE IT WILL BE NECESSARY TO ROUTE THE HOSES DIFFERENT.

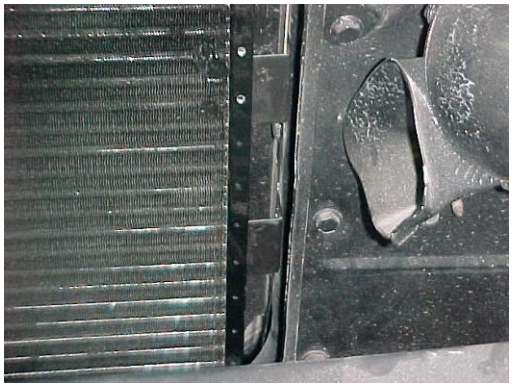
THE RADIATOR IN THE INSTALLATION SHOWN IS IN THE V8 POSITION WHEN THE CONDENSER IS MOUNTED, AND IN THE 6 CYL POSITION WHERE THE TUBE INSTALLATION IS SHOWN.



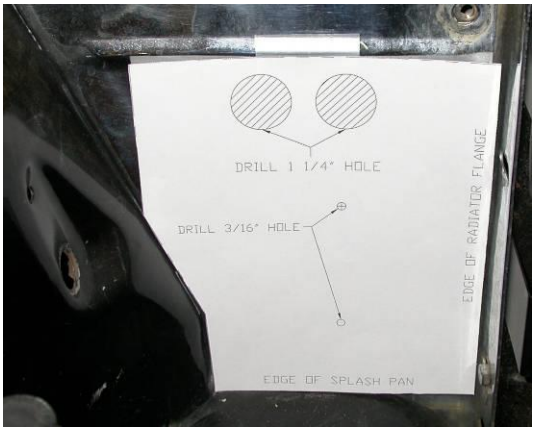
Locate the Condenser supplied in kit, (2) Mounting Brackets Left, (2) Mounting Brackets Right, and (8) #10 x 1/4" HEX HEAD screws.

Attach left and right brackets 4th hole from the top, and 4th hole from the bottom.





Place Condenser Assembly in front of the radiator and insert mounting brackets between radiator and the radiator mounting brackets.

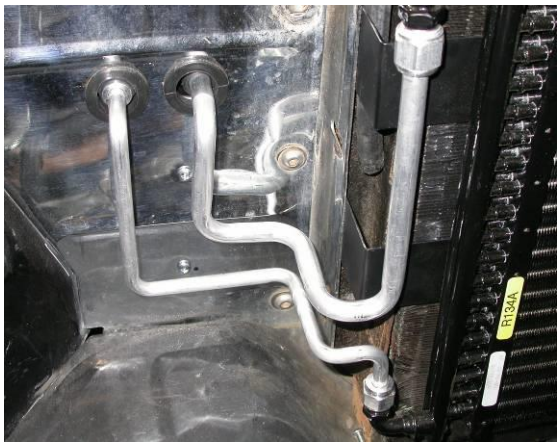


Locate the drill template from last page of the instructions.

Cut out as shown on the template. Carefully tape to the radiator bulkhead on passenger side of the radiator.

Drill (2) 3/16” diameter holes for the drier mounting, and (2) 1 ¼” diameter holes for the tubes.

Locate (2) 1 ¼” grommets and install them into the drilled holes.

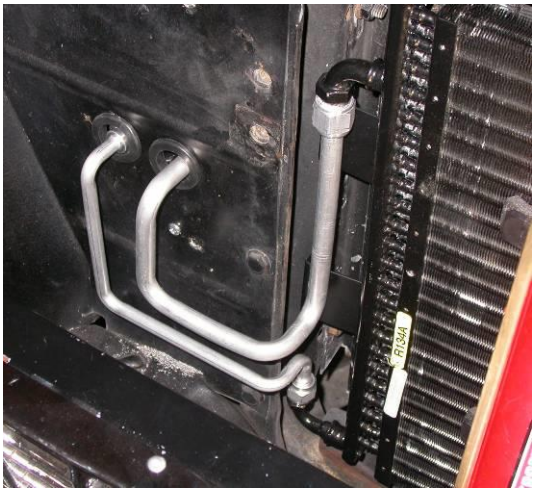


6 CYL. RADIATOR POSITION

Locate the 3/8” dia Liquid tube/ condenser and (1) o-ring .

Attach at the lower fitting on condenser using a few a few drops of mineral oil, and insert other end through the left grommet hole. Tighten securely.

Locate the ½” diameter discharge tube and (1) #8 o-ring.
Attach the tube to top condenser fitting using #8 o-ring and a few drops of mineral oil. Other end inserts through the right grommet hole.



V8 RADIATOR POSITION

Locate the receiver drier / pressure switch, drier mounting bracket, discharge tube support bracket, ½" vinyl wrap hose clamp, (3)
#10-32 x ½" screw and nylock nut.

Install pressure switch on drier and place drier inside bracket.
Attach the discharge tube bracket along with the drier mounting bracket through the (2) 3/16" holes previously drilled, use #10 screw and bolt.

Using (1) #6 o-ring and a few drops of mineral oil attach #6 fitting to the inlet side of the drier.

Attach ½" hose clamp to the discharge tube using a #10 screw and nut.
Locate the remaining 3/8" dia. liquid tube, and (2) #6 o-ring.

Attach tube to the outlet side of the drier, route tube along inner fender well and attach other end to connection at the firewall.

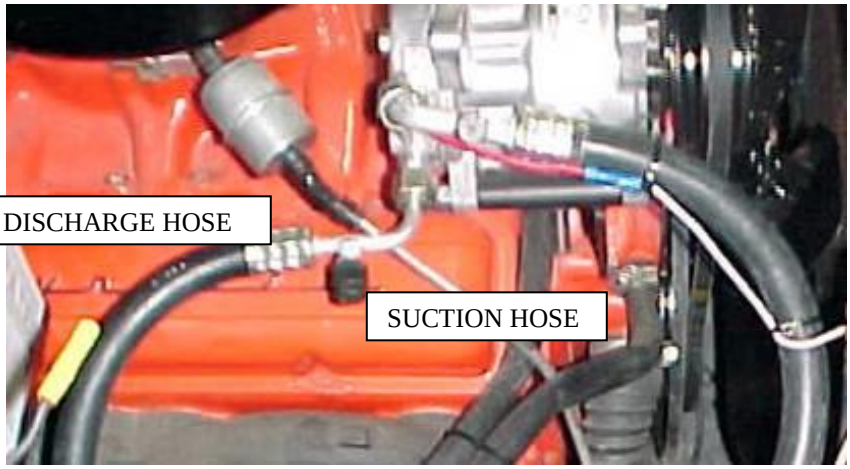
Attach both fittings using a few drops of mineral oil. Tighten securely.

Locate pressure switch harness with boot and attach it over the hi/low pressure switch. Connect the white wires inline with the compressor clutch wire. Refer to wiring diagram on page 6.

Locate the Suction Hose and (2) #10 o-rings. Attach using a few drops of mineral oil.

The 90 deg. end goes on compressor as shown. Straight end will attach to #10 fitting at the firewall.

Locate the Discharge Hose and (2) #8 o-rings.
Attach using a few drops of mineral oil.



The 90 deg. end with service port goes on the compressor and other end is connected to fitting at the bulkhead.

Locate in the hardware sack kit a Water Valve, and (2) #10 worm gear clamps. Cut off 6" of the heater hose return line. Attach water valve between the cut off piece and the return line using the worm gear clamps supplied.

The supply line attaches to the inboard heater tube.

Locate the refrigeration tape and seal around tubes at firewall.

Reinstall Battery Box and Battery using the original hardware.

THE ENGINE COMPARTMENT OF YOUR SYSTEM IS COMPLETE. THE UNIT IS READY FOR EVACUATION AND CHARGING.

THIS SHOULD BE DONE BY A QUALIFIED AND CERTIFIED AIR CONDITIONING TECHNICIAN.

NOTE: COMPRESSOR IS SUPPLIED WITH THE CORRECT OIL CHARGE. DO NOT ADD OIL TO SYSTEM.

134A SYSTEMS 24 oz OF REFRIGERANT
Recommend that power fuse is 25amp minimum

Congratulations you have completed the install of your CLASSIC AUTO AIR "Perfect Fit Series" climate control system.

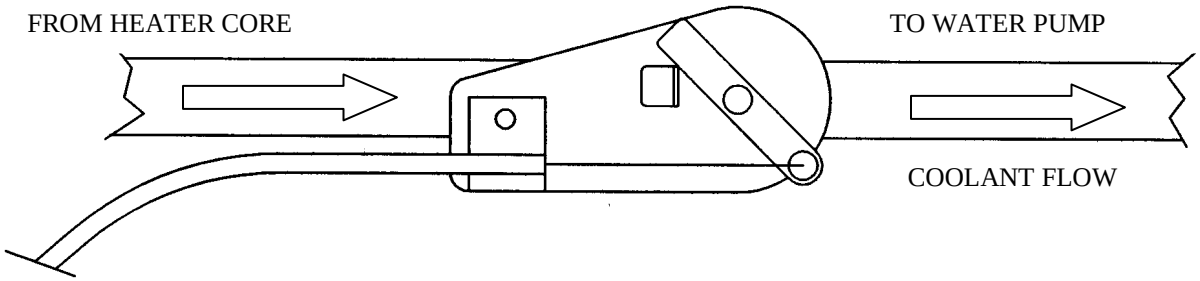
IMPORTANT

CAUTION: WATER VALVE MUST BE INSTALLED PER THE INSTRUCTIONS.

Classic Auto Air has done extensive testing on the correct method to install the water valve in order to get a repeatable and progressive temperature control.

Locate the **bottom** connection from the evaporator/heater unit off of the firewall and attach a 6" piece of 5/8" dia. heater hose with the supplied hose clamp. Next attach the inlet side of the water valve using another supplied hose clamp, (make sure the arrow on the water valve points toward the engine) Attach a heater hose from the outlet side of the water valve and route to the connection on the water pump.

NOTE: WATER VALVE = WATER PUMP

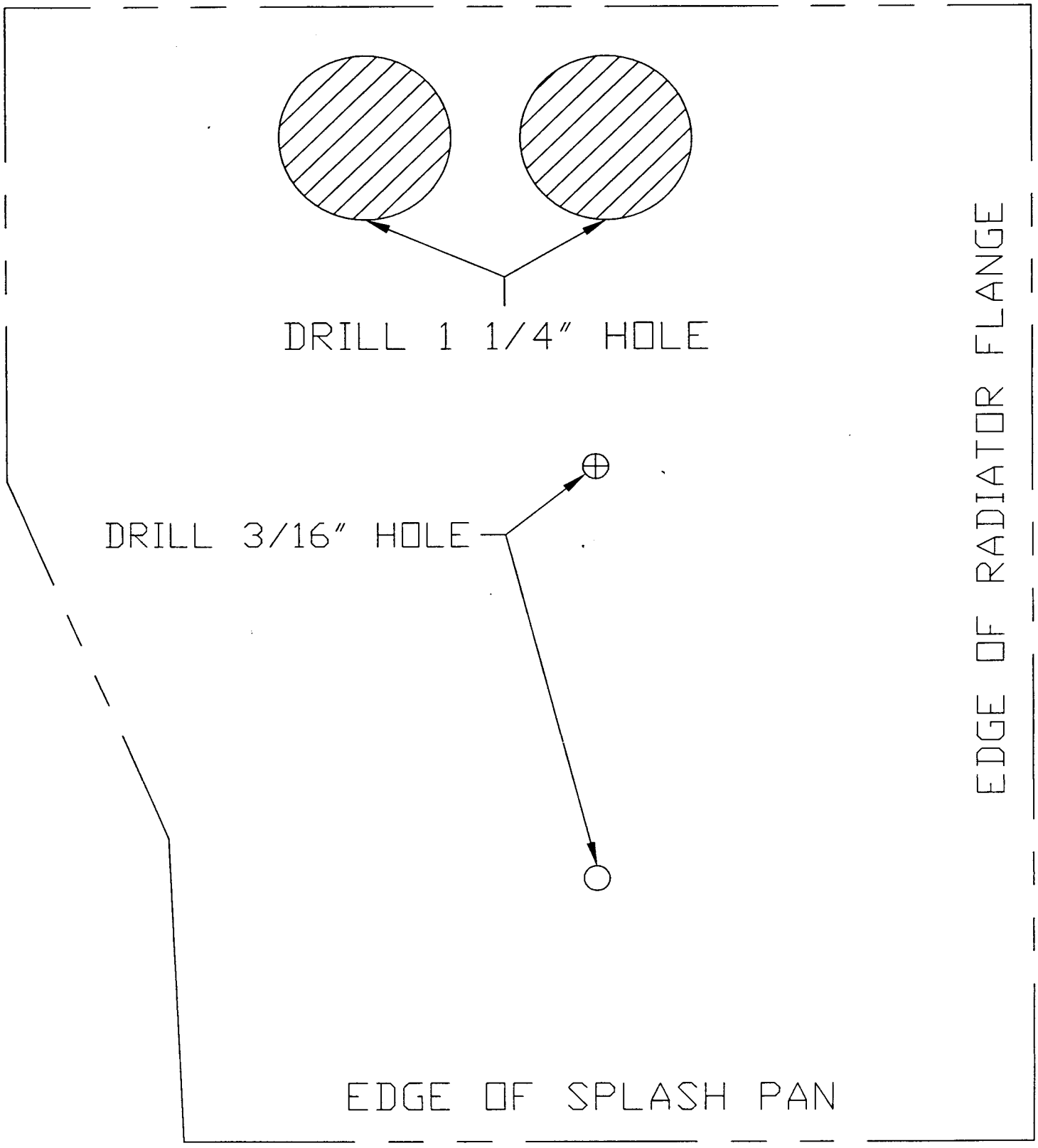


CAUTION: WATER VALVE MUST BE INSTALLED ON HEATER LINE ROUTED TO WATER PUMP.

NOTE: ***COMPRESSOR PURCHASED WITH KIT IS SUPPLIED WITH THE CORRECT OIL CHARGE. DO NOT ADD OIL TO SYSTEM.***

134A SYSTEMS 24 oz OF REFRIGERANT

Recommend that power fuse is 25amp minimum


DRILL 1 1/4" HOLE
DRILL 3/16" HOLE
EDGE OF RADIATOR FLANGE
EDGE OF SPLASH PAN

TEMPLATE #1