



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

“PERFECT FIT”

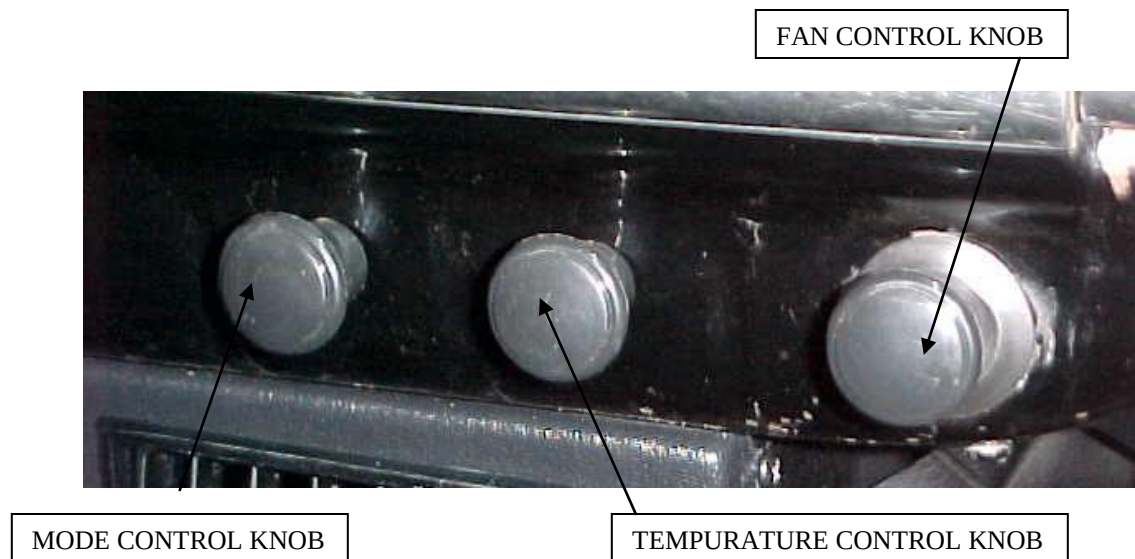
IN-DASH

HEAT/ COOL/ DEFROST

1947 - EARLY 1955 CHEVROLET PICKUP

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 the ability to blend the air between Face and Heat / Defrost modes.



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

FACE AND FLOOR / DEFROST MODE: When the push pull cable is pulled all the way OUT, it will direct the air to the floor / and defrost ducts. The cable can be moved any position from full in to full out. This will give blend between all distribution outlets.

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.

AIR CONDITIONING MODE: The picture shows the Knob in the Face Mode (air-flow out the face outlets).

When the Mode control knob is pushed all the way IN the Air Conditioning is activated the compressor clutch is on. When the compressor is activated the Temperature Lever will control the air from maximum cold through maximum heat.



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

INSTALLATION INSTRUCTIONS 1947- EARLY 55 CHEVROLET PICKUP

Congratulations! ! You have just purchased the highest quality, best performing A/C system ever designed for you Classic Truck. 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 Louver Assembly
Flex Hose 2”dia. x 15 ft.
Sack Kit Hardware
Sack Kit Control
Glove Box

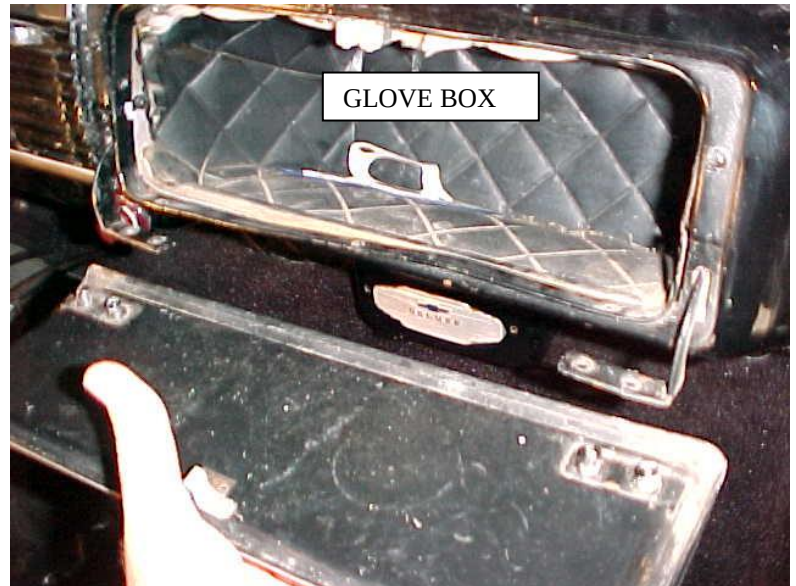
IMPORTANT INFORMATION

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.

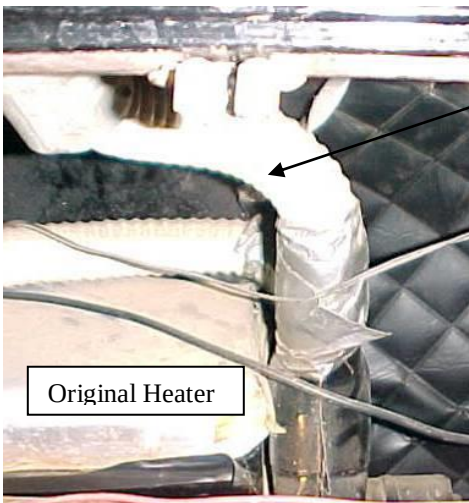
YOU CAN NOW BEGIN THE INSTALLATION

CAUTION: DISCONNECT BATTERY GROUND CABLE

Remove the Glove box door retain original hardware, remove and discard glove box .



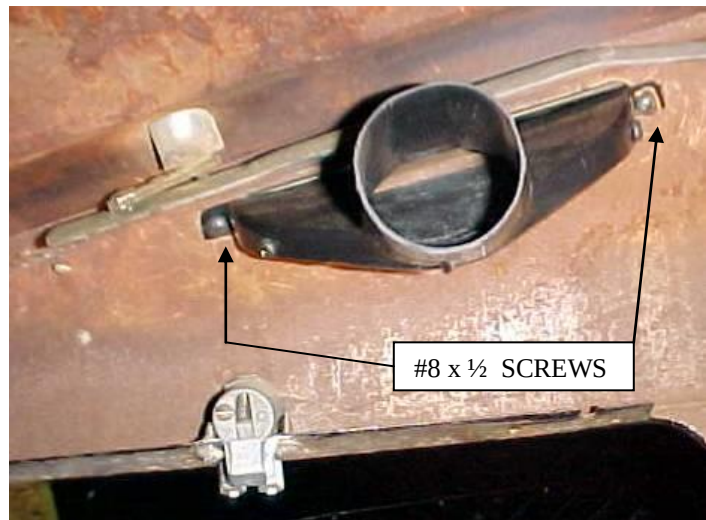
Remove and discard the original blower switch.



. There are various heater assemblies available with this series truck. If the truck that you have is equipped with the optional Defrost blower and distribution hoses, and ducts. Remove the flex duct and discard. The defrost diffusers may be used if they are in good condition. If they are not we have provided (2) diffusers in the kit.

If required install the Defrost Diffusers provided using (2) #8 x ½ pan head screws.

View shown is behind and above the glove box opening. Drivers side Duct is installed the same way.



Remove heater hoses from the heater connections.

Remove (2) nuts that attach the heater assembly to the firewall.

Under the glove box opening carefully remove the original heater box and discard.

On the firewall looking through the glove box opening. We will be drilling the (4) mounting holes for the evaporator.

These holes will be located from the top edge of the firewall stiffener.

It may be necessary to carefully pull back the insulation on the firewall. Refer to the next (2) pictures.

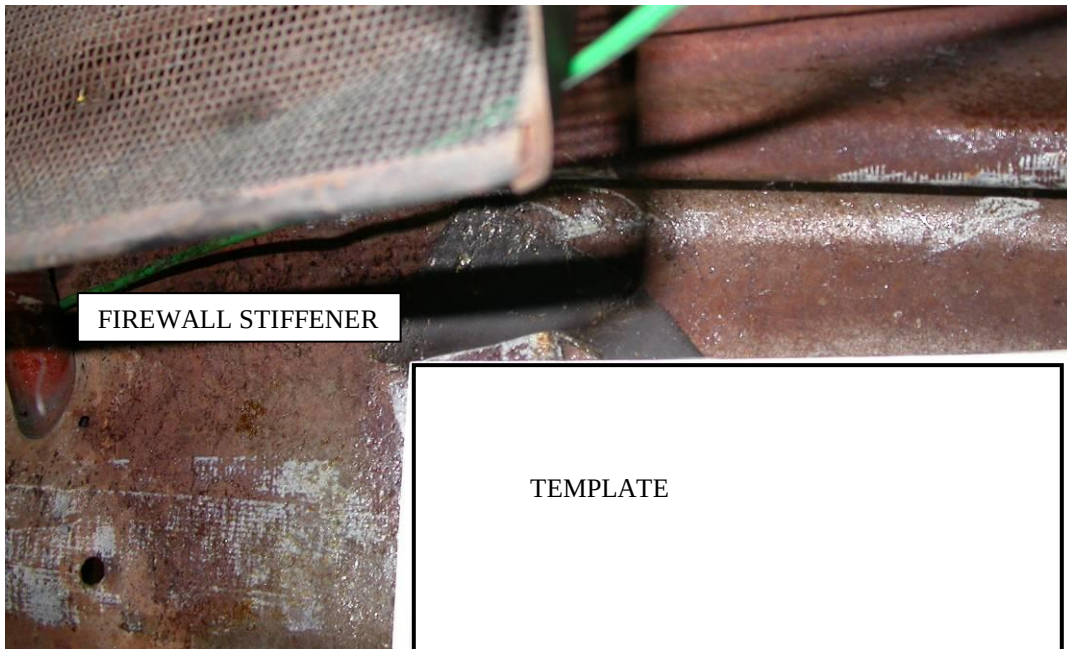


Locate the firewall template and tape to the firewall. Locate using the firewall stiffener.

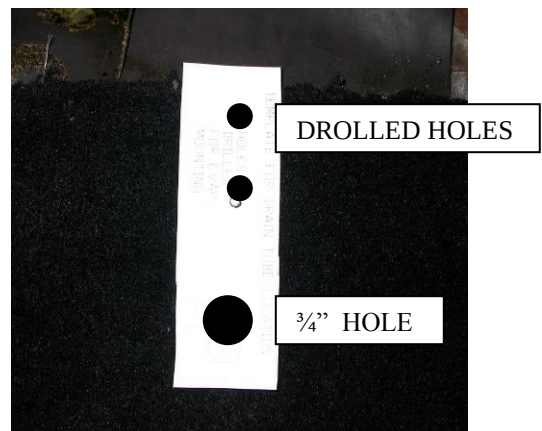
Drill (4) 5/16" dia holes.



CAUTION: TAKE EXTRA CARE THAT THE HOLES ARE PROPERLY LOCATED. THIS WILL INSURE A SMOOTH INSTALLATION.



Locate the drain tube template. Holding the template over the evaporator mounting holes on the passenger side. Drill the 3/4" dia hole for the drain tube.

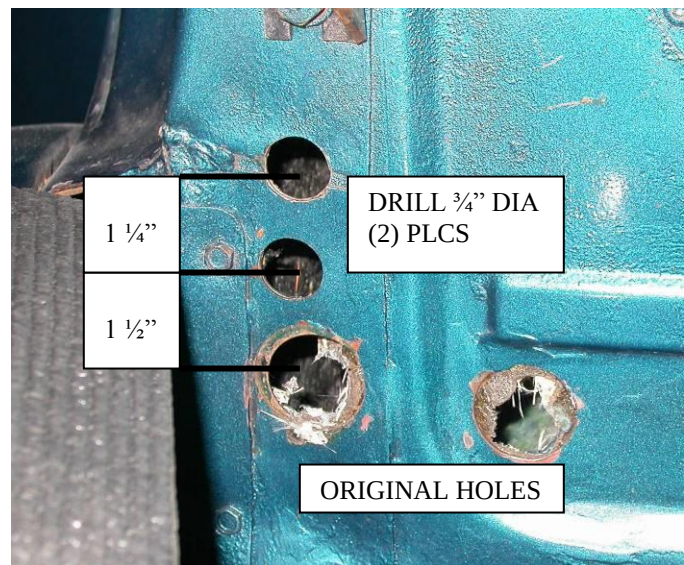


On the engine side of the firewall.

Locate the original holes under the hood hinge.

Using the left hole measure 1 1/2" straight up from the centerline of hole. Drill (1) hole 3/4" diameter.

Drill the second hole 3/4" diameter 1 1/4" above the first hole.



The modifications to the vehicle are complete. You can now begin installing your new Classic Auto Air conditioner.

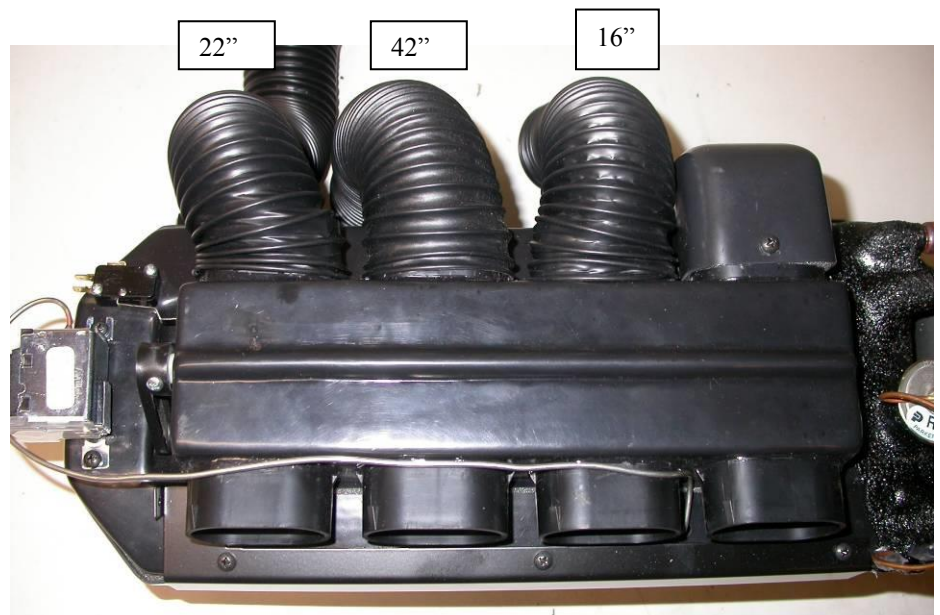
Locate the Evaporator and lay on the bench.



Remove the right heat dump and discard.

Locate the 2" flex duct from the kit. Cut (3) pieces 16", 22", and 42" long.

Attach to the rear outlets as shown.



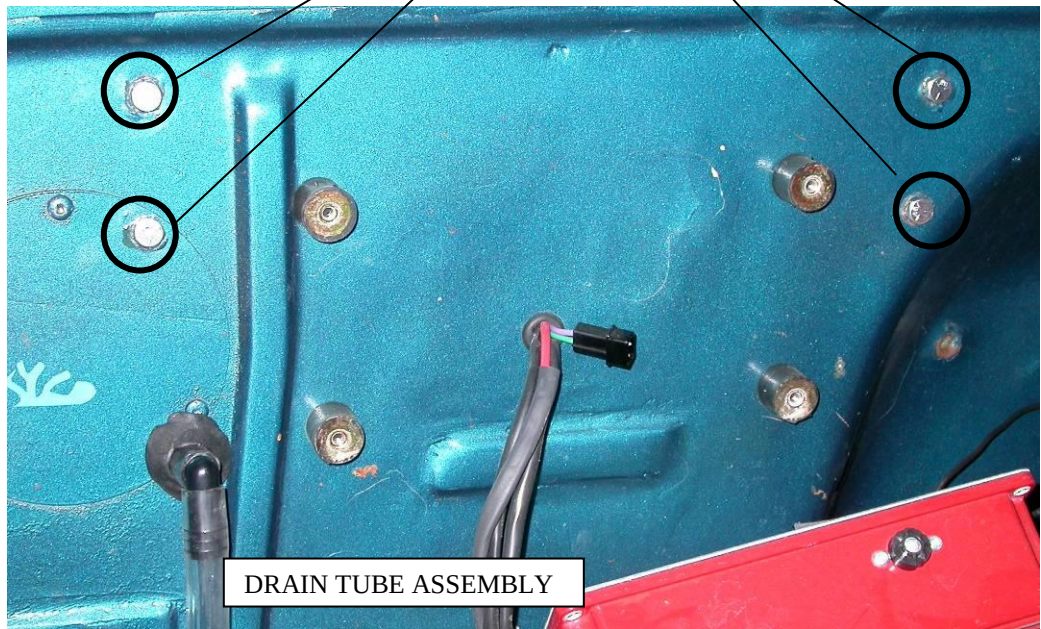


Slide evaporator up and behind the glove box opening.

Using the (4) ¼"-20 x 1" screws supplied in the kit attach the unit to the firewall. The attachment is through the 5/16" holes previously drilled.

Locate the drain tube and (1) 90 deg. Elbow cut the tube 1 ½" attach to the elbow and the rest of the drain tube to the other end.

Insert through the hole in the firewall and on to the evaporator.



DRAIN TUBE ASSEMBLY

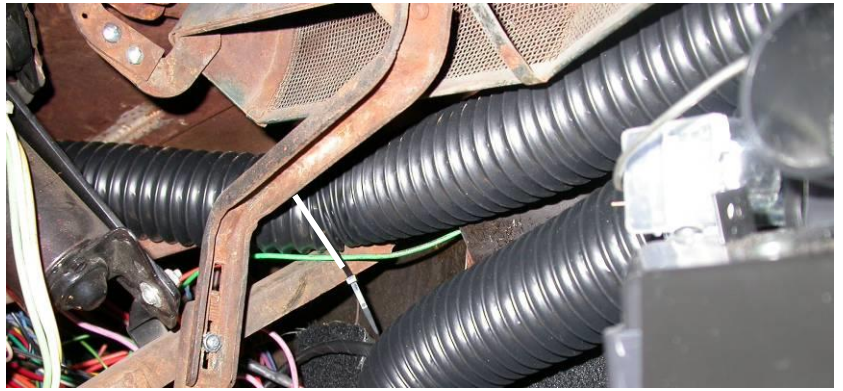


The duct hose on the right attaches to the passenger defrost diffuser.

Attach using (1) #8 x 3/8" pan head screw.

The next hose from the left of the passenger defrost hose, routes across the firewall to the drivers defrost diffuser.

Ty-rap the duct hose to the air inlet brace.



Locate (1) #14 x 3/4" tek screw, and the remote heat dump.

Screw through the center of the heat dump and attach to the firewall support brace on the drivers side.

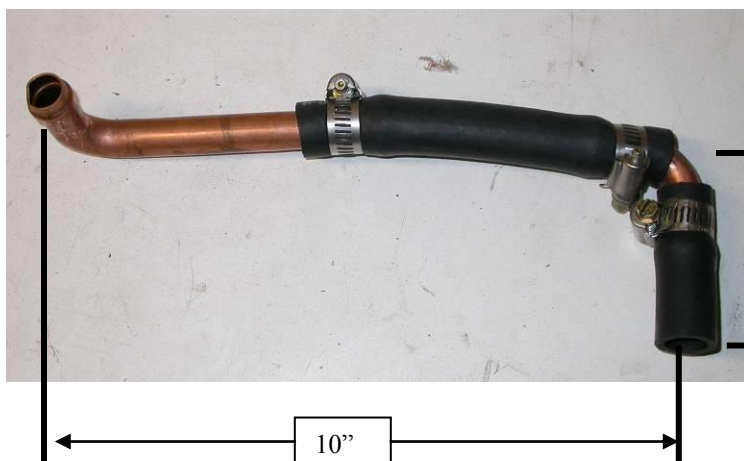


The remaining 22" hose from the back of the evaporator will be attached to the remote heat dump using (1) #8 x 3/8" pan head screw.

Locate the 5/8" heater hose and cut (1) piece 2 1/2" and (1) piece 6" long.

Also locate the long and short 90 deg hose splice and (3) worm gear clamps.

Assemble per picture to the left.





Attach the hose assembly to the rear heater fitting on the evaporator.

Use a worm gear clamp.

Route the assembly down the back and insert the 90 deg fitting through the firewall.



Locate the remaining heater hose, 5/8" hose splice, water valve and (3) worm gear clamps.



Cut 21" of the heater hose and attach it to the exiting end of water valve. The other end of the hose, attach the 5/8" hose splice.

Cut 6" of the heater hose and attach it to the entering end of the water valve.

Use the worm gear clamps as shown.

Attach the 6" end to the heater hookup tube using (1) worm gear clamp.



Insert the other end through firewall as shown.

Locate (1) hose clamp and (1) # 10 x ¾” tek screw.

Attach the clamp over the hose and to the kick panel.

Be careful not to kink the heater hose.



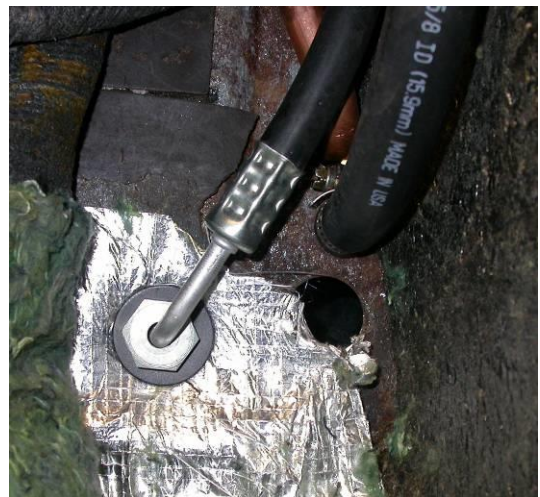
Locate the (4) flat washers from the Hardware sack kit. There are (2) different sizes of holes in the center of the washers.

Place (1) of the washers with the small hole over the Liquid hose.

Place (1) of the washers with the large hole over the Suction hose fitting.

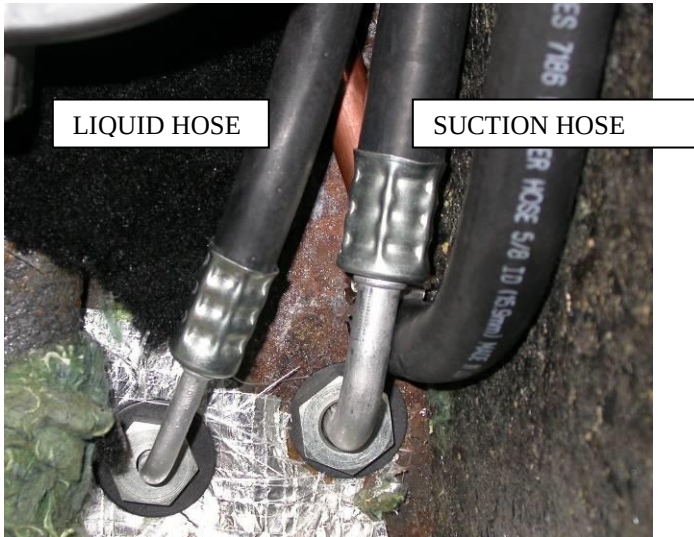
Insert the small diameter liquid hose assembly through the left hole under the evaporator.

On the engine side of the firewall, place second flat washer and bulkhead nut on to the fitting.



Route the open end of the liquid hose over the blower and attach to the expansion valve.

Use (1) #6 o-ring and a few drops of mineral oil.



Insert the suction hose assembly through the remaining hole in the firewall.

On the engine side of the firewall, place second flat washer and bulkhead nut on to the fitting.



Route the open end of the suction hose over the blower and attach to the a/c coil.

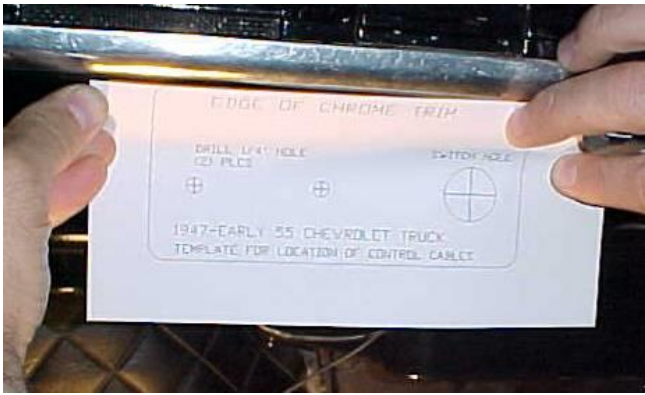
Use (1) #10 o-ring and a few drops of mineral oil.
Route



Locate the refrigerant tape in the kit.

Wrap all of the exposed metal surfaces of the fitting.

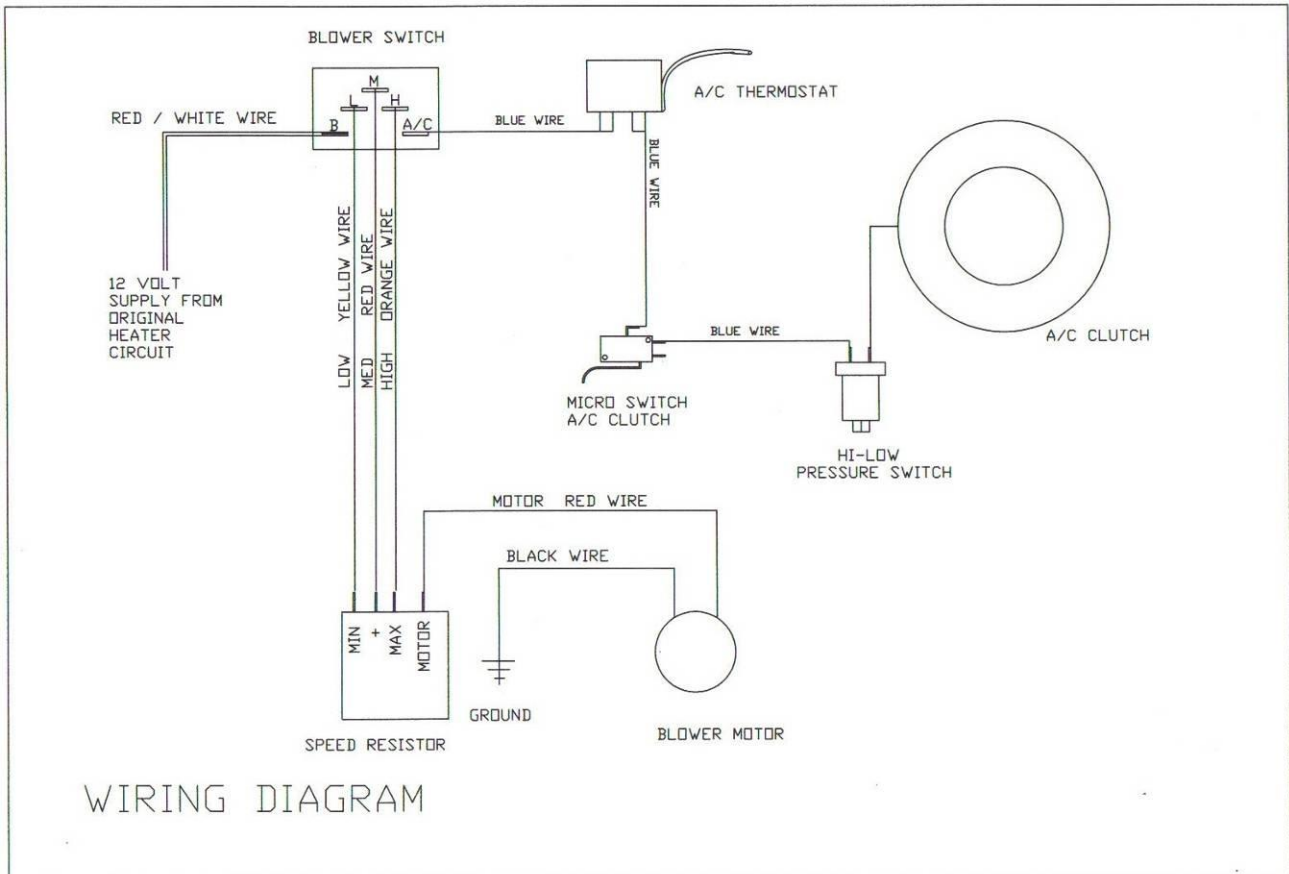
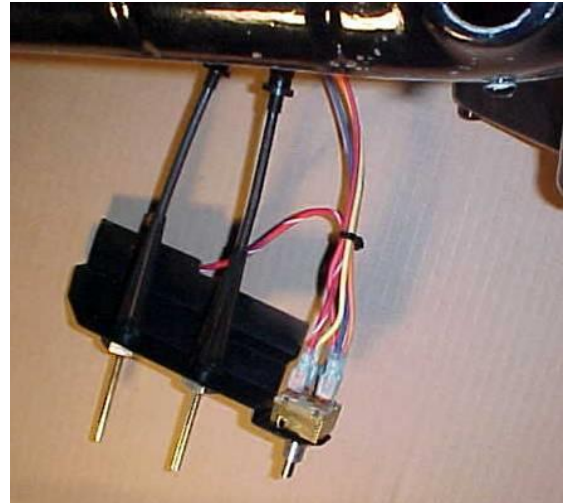




Locate in the Control sack kit the Control assembly and the template provided at the end of the instructions. Place the template over the original blower switch hole. Tape into position and carefully drill the two 5/16" diameter holes for the control cables.

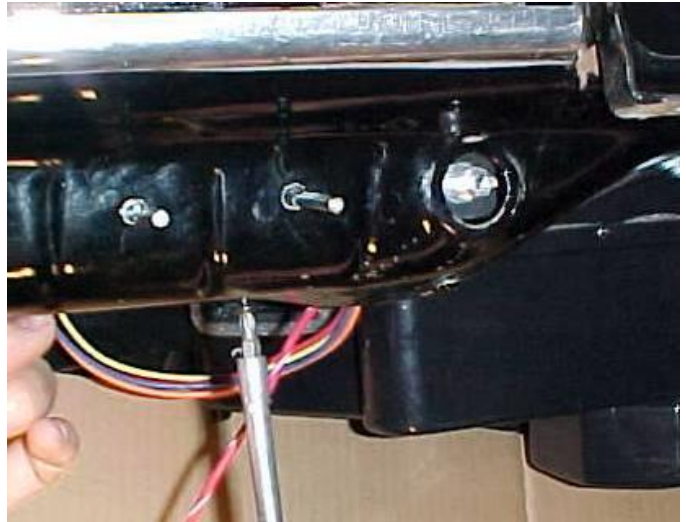
Hold the control assembly under the instrument panel as shown. The temperature cable will route over the top of the unit and over to the water valve.

Attach the Wire harness using the diagram below.



Carefully insert the control assembly through the holes in the instrument panel.

Attach using (2) #10 x 5/8" pan head screw into the mounting holes as shown.



Locate in the Control sack kit (2) control knobs. (TEMP, HEAT)

Using an allen wrench install and tighten securely.

Locate in the hardware sack kit the Hole Cover Plug. Push into the hole over the blower switch.

Locate FAN knob and attach over the blower switch lighten with allen wrench.

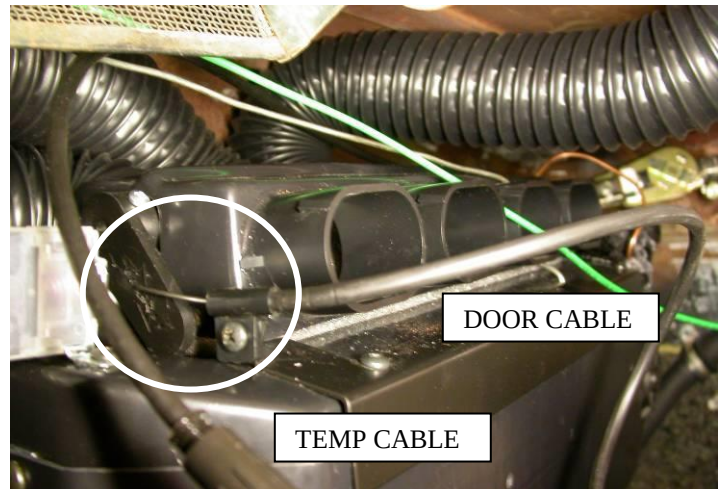


Locate the Red / White Stripped Wire from the back of the blower switch and attach it to the original blower power wire.

The original power wire that was hooked to the original blower switch must be a minimum of 12 ga. And have an inline fuse with a minimum of 25 amp capability. It may be necessary to upgrade this wire assembly.

Route the door cable to the face / heat defrost door. Insert the cable center into the 3rd hole from the center of the crank arm.

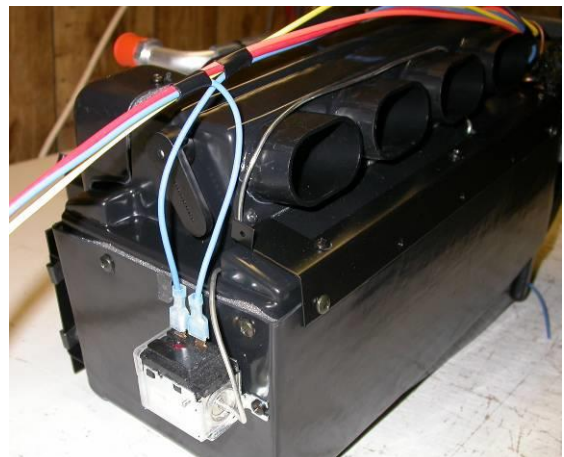
Attach to the unit using (1) #8 x 3/8" pan head screw.



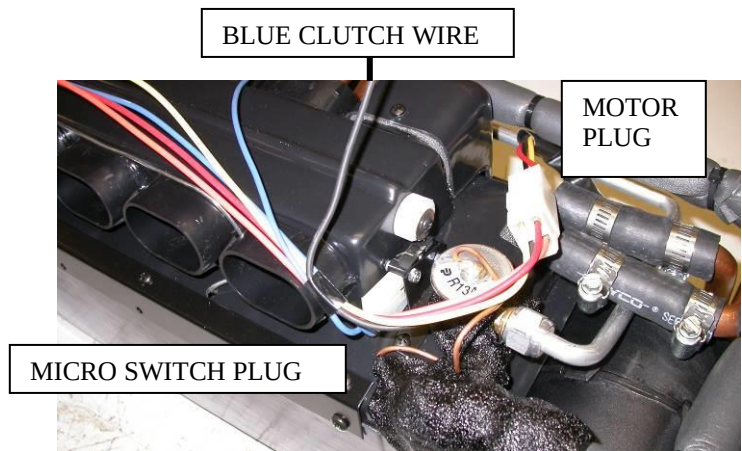
Route the temperature cable over the top of the unit and attach to the water valve.

Route the wire harness over to the thermostat.

Attach the blue terminals to the thermostat. Refer to wiring diagram.



Route the wire harness across the top of the evaporator and connect to the micro switch and the blower motor.



Connect the black wire to the ground wire from the blower motor.

Route wire to the kick panel and using (1) #10 tek screw ground it to the body.

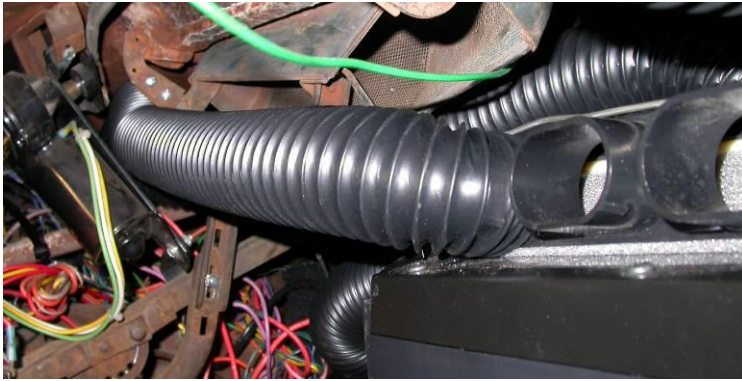
CHECK FOR OPERATION OF DOOR AND WATER VALVE. BE SURE THAT THE DOOR MOVES FREELY AND THE AT THE WATER VALVE CLOSING COMPLETELY.

Locate the Drivers Louver Housing and (2) #10 x 3/4" TEK screws. Attach the louver housings to the instrument panel as shown.

Insert the louver assembly into the housing.

Locate the 2" diameter flex hose. Cut 42" of hose. Attach the hose to the drivers louver.





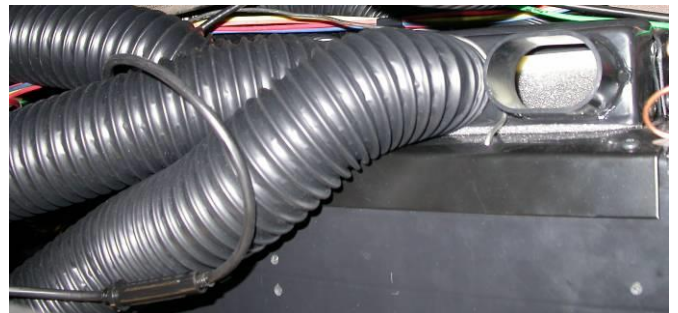
Route the hose up and behind the instruments and over to the left outlet on the evaporator.

Locate the center double lover assembly. Remove the front and attach the hose adaptor to the bottom center of the dash using (2) #10 tek screws.

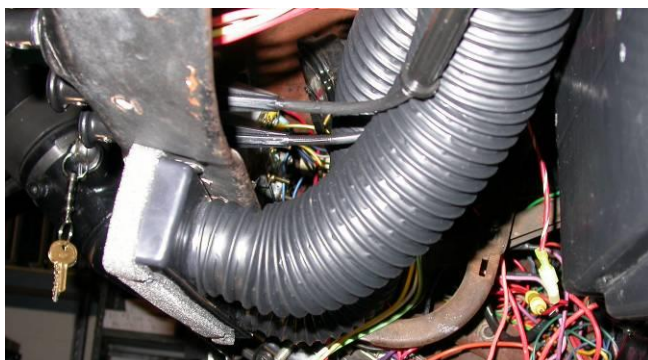


Locate the 2" dia. flex duct and cut off (2) pieces 22" long.

Attach (1) of the hoses to the next outlet from the left on the evaporator assembly.



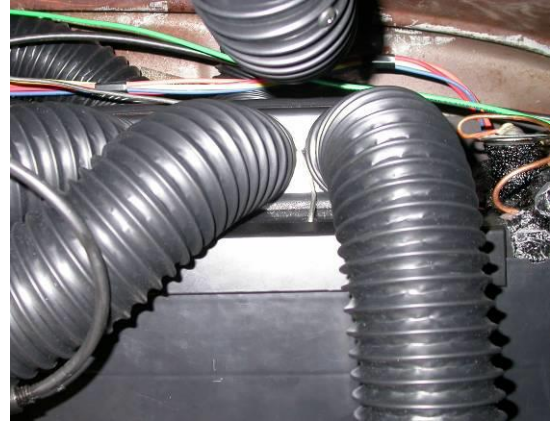
Attach the second 22" hose to the next outlet on the evaporator assembly.



Route the (2) hoses and attach them to the center duct assembly.

Locate the last piece of 2" flex duct.

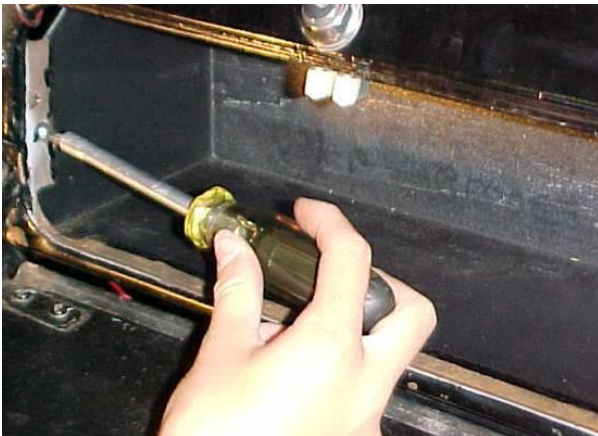
Trim it to 18" and attach it to the last of the outlets on the evaporator. Let the hose hang down the front of the unit.



Locate the center face louver assembly and attach it to the hose adaptor using (2) #8 x 3/8" pan head.

CAUTION: The control cables are equipped with inline adjusters. Adjust the Defrost, Face / Heat door, and Water valve cable so that the full travel of the Control operates the door to its full travel. Make sure that the water valve completely closes when the Lever is in the cold position.

The Micro Switch that is mounted on the Face / heat door is used to turn on the compressor clutch. This will occur when the control lever is in the face position. It may be necessary to adjust the thin metal arm on the switch. Make sure that the Clutch Micro Switch is depressed when the lever is in the face position.



Locate Glove Box supplied and attach to opening using original hardware.

Reinstall original glove box door. use original hardware.

Locate the passenger louver housing. Attach the housing to the dash under the glove box opening.

Use (2) #10 tek screws. Install the louver assembly Into housing.



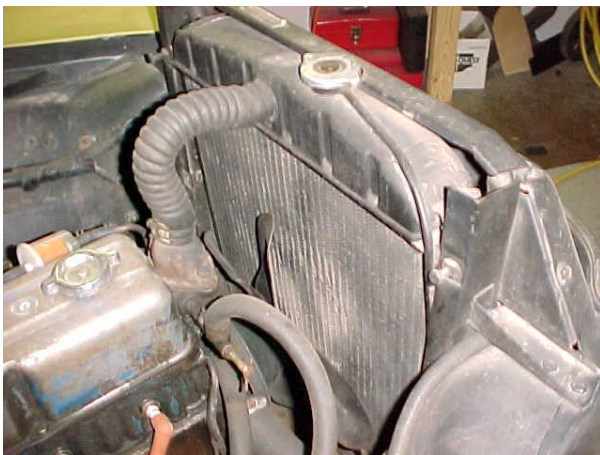
Attach the right duct hose to the back of the louver.

The engine compartment components should be installed at this time. Carefully follow the electrical diagram provided on page 11.

THE COMPRESSOR MOUNTING COMPONENTS WILL DIFFER DEPENDING ON THE ENGINE AND DRIVE ACCESSORIES THAT YOUR VEHICLE IS EQUIPT WITH. THE FOLLOWING INSTRUCTIONS SHOW THE PROPER INSTALLATION SEQUENCE FOR THIS VEHICLE

THE VEHICLE SHOWN IS A STANDARD SHIFT, 12 VOLT ALTERNATOR, NO POWER STEERING. CHEVROLET 230 INLINE 6 CYL.
IF THE VEHICLE THAT YOU ARE INSTALLING IS EQUIPT WITH A V8 ENGINE TAKE NOTE OF THE INSTALL DIFFERENCES.

Remove Bulkhead support. Retain all of the original hardware.



Remove original fan, drain and remove radiator. Retain all of the original hardware.

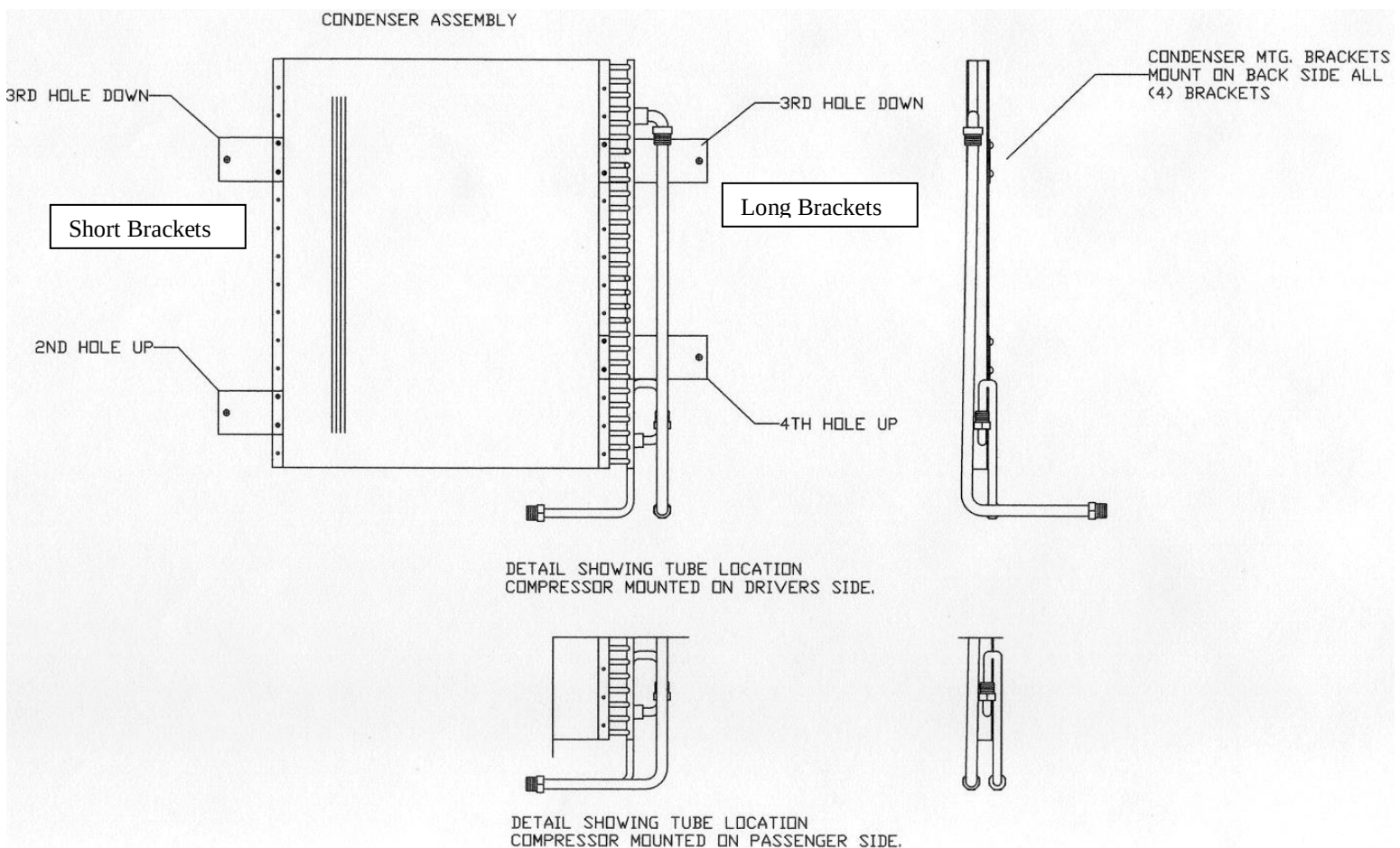
***INSTALL THE ENGINE KIT AND COMPRESSOR AT THIS TIME
PER MANUFACTURERS INSTRUCTIONS.***

CAUTION: IF VEHICLE IS EQUIPTED WITH A (4) BLADE FAN IT IS NECESSARY TO UPGRADE TO A (6) BLADE FAN.

Locate the following components from the under hood components box.

Condenser
Receiver Drier / Hi -Low pressure switch
Drier mounting bracket
Discharge tube.
Liquid tube
Right and Left condenser mounting brackets (4)
(10) #10 x 3/8 hex washer head screws

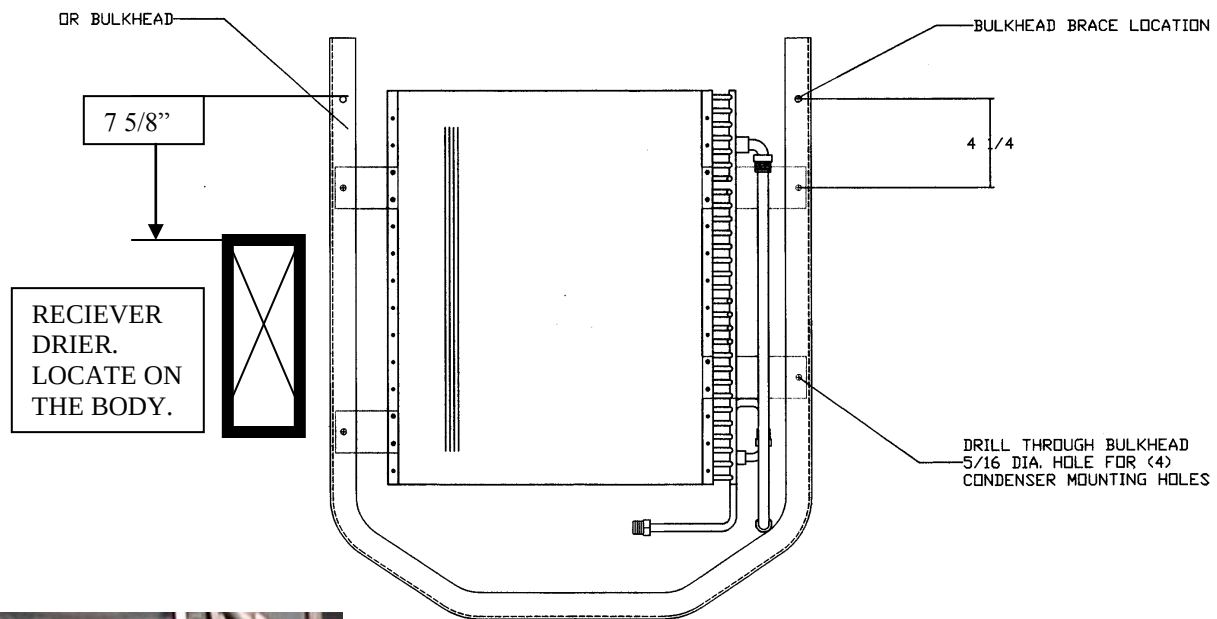
Following the diagram below pre-assemble the above components. Be sure to use o-rings and place a few drops of mineral oil on every tube connection. Tighten all fittings and secure all attachment screws.





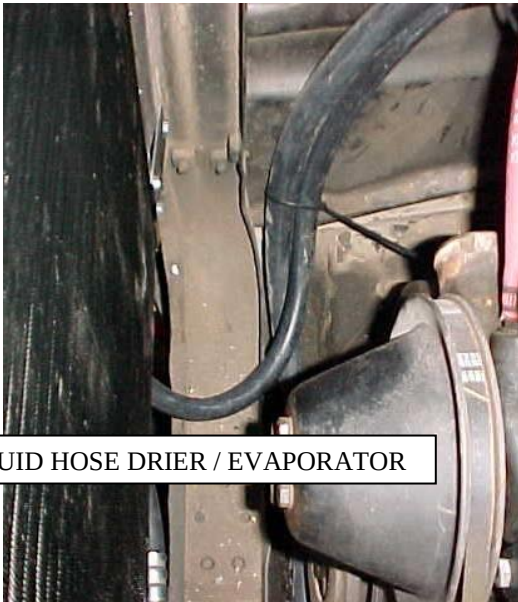
Place condenser assembly inside of radiator mounting frame as shown. Brackets should be inside of frame.

Locate and drill (4) 5/16 dia. holes in the radiator mounting flange. The drawing below shows the location.



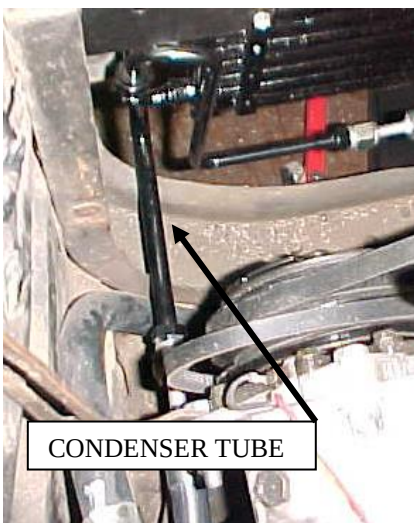
Locate the Receiver Drier and Mounting Bracket and (2) #10 x 3/4 tek screws from the parts supplied. Attach the drier assembly to the body on the passenger side behind the grille 7 5/8" below the bulkhead brace mounting hole.

Locate the (2) Liquid Hose Assemblies, the shortest hose assembly routes from the liquid tube under the condenser up in front of condenser and attaches to the inlet side of the drier. Use #6 o-ring and a few drops of mineral oil on all fittings.



The longest hose attaches to the outlet of the drier (shown on previous page) and down under the condenser along the passenger fender skirt.

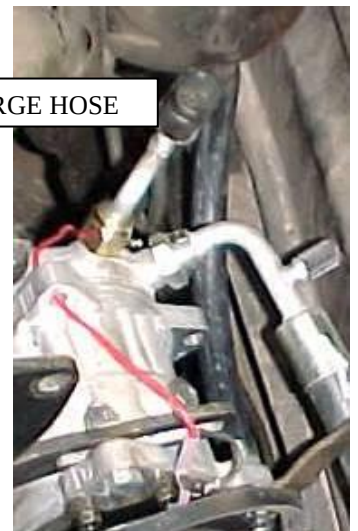
Route the Liquid Hose Assembly along the passenger fender skirt to the firewall and attach to the #6 bulkhead fitting. Use (1) #6 o-ring and a few drops of mineral oil. Tighten both ends securely.



Locate the Discharge Hose Assembly and attach to the condenser tubes. Use (1) #8 o-ring adding a few drops of mineral oil to the connection.

Route the Discharge hose from the condenser tube back below the compressor and up and attach to the compressor. Use (1) #8 o-ring adding a few drops of mineral oil to the connection.

DISCHARGE HOSE





Locate the Suction Hose Assembly and attach to the compressor using (1) # 10 o-ring adding a few drops of mineral oil to the connection. Route compressor hose forward and down. Hose will lay into the frame channel under the drive pulley.

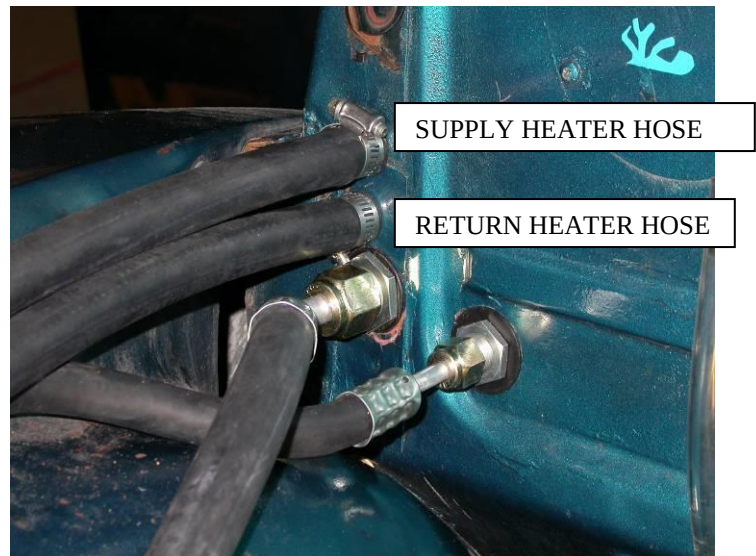


Route the suction hose up and follow the liquid hose along the passenger fender skirt to the firewall and attach to the suction bulkhead fitting. Use #10 o-ring and a few drops of mineral oil.



There are two white wires attached to the pressure switch route one of them to the compressor clutch and attach a Female bullet connector. The other wire route through the bulkhead with the original wire harness assembly and attach to the thermostat wire coming through the firewall. Secure wires with ty-raps provided.

Hookup the heater hoses to the connections coming through the firewall.



NOTE: THE SUPPLY LINE FROM THE ENGINE WILL BE HOOKED TO THE TOP FITTING USING A WORM GEAR CLAMP.

It is recommended that the heater hoses be replaced at this time.

Reinstall the radiator, the correct fan and Bulkhead support cover 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

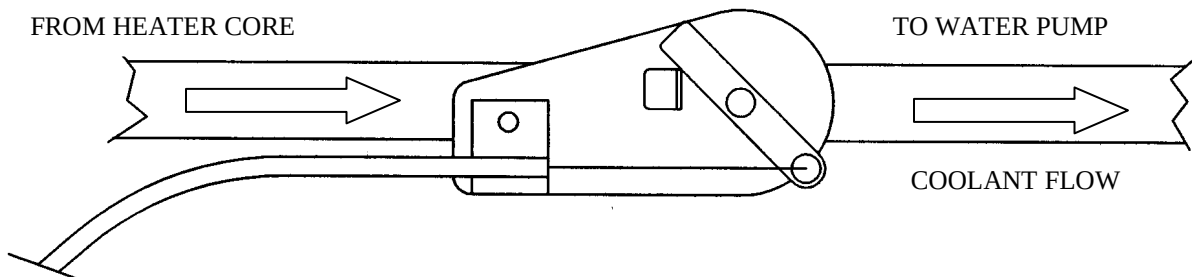
IMPORTANT

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***

TEMPLATE FIREWALL

TEMPLATE FOR DRAIN TUBE LOCATION

HOLES
DRILLED
FOR EVAP.
MOUNTING



3/4"
HOLE

DRILL (4) HOLES 9/32 DIA

ORIGINAL SUPPORT BRACKET

DRILL

TE