



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

“PERFECT FIT” IN-DASH

HEAT/ COOL/ DEFROST

LATE 1955-1959 CHEVROLET PICKUP

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



THE PICTURE YOU SEE ON THE FIRST PAGE 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.



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“PERFECT FIT”

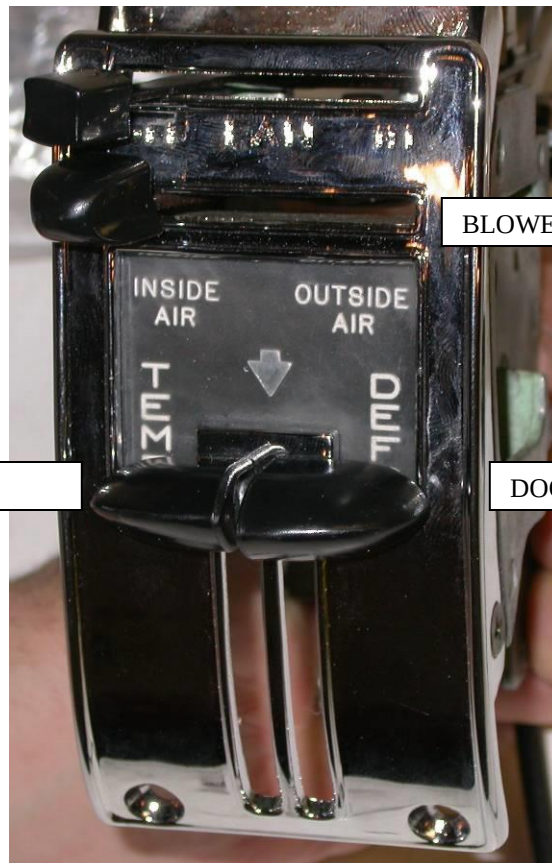
IN-DASH

HEAT/ COOL/ DEFROST

LATE 1955-1959 CHEVROLET PICKUP

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



BLOWER SWITCH

TEMPERATURE CONTROL

DOOR CONTROLLER

THE PICTURE YOU SEE ON THE FIRST PAGE 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 ORIGINAL FAN SPEED LEVER NOT USED.

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 lever is PUSHED all the way down this will direct the air to the floor / and defrost ducts. The cable can be moved to any position from TOP to BOTTOM. This will give blend between all distribution outlets.

TEMPERATURE CONTROL: The temperature LEVER as shown is in the COLDEST temperature position. As the lever is PUSHED down 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 UP 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 LATE 1955-59 CHEVROLET PICKUP

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 boxes for the correct components.

Evaporator 1-1080 Auxiliary Install Kit 1-1030

Flex Hose 2”dia. x 15 ft.

Sack Kit Hardware

Sack Kit Control

(2) Refrigerant Hoses

(2) Heater Hoses

(2) Defrost Diffusers

Center Louver Assembly

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, remove and discard the left door stop, also remove the glove box. Retain the glove box door and discard the glove box housing.

LEFT DOOR STOP
REMOVE AND DISCARD



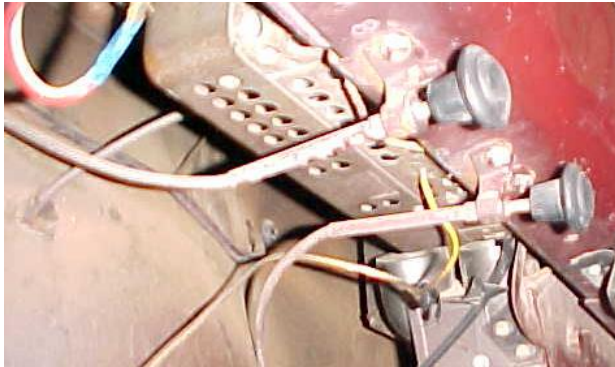
Remove and discard the original blower switch and switch mounting panel.

SWITCH AND MOUNTING PANEL

Remove the (2) screws that attach the floor distribution plenum (1) at the heater box and (1) under the instrument panel.



Rotate the air plenum as shown remove and discard.

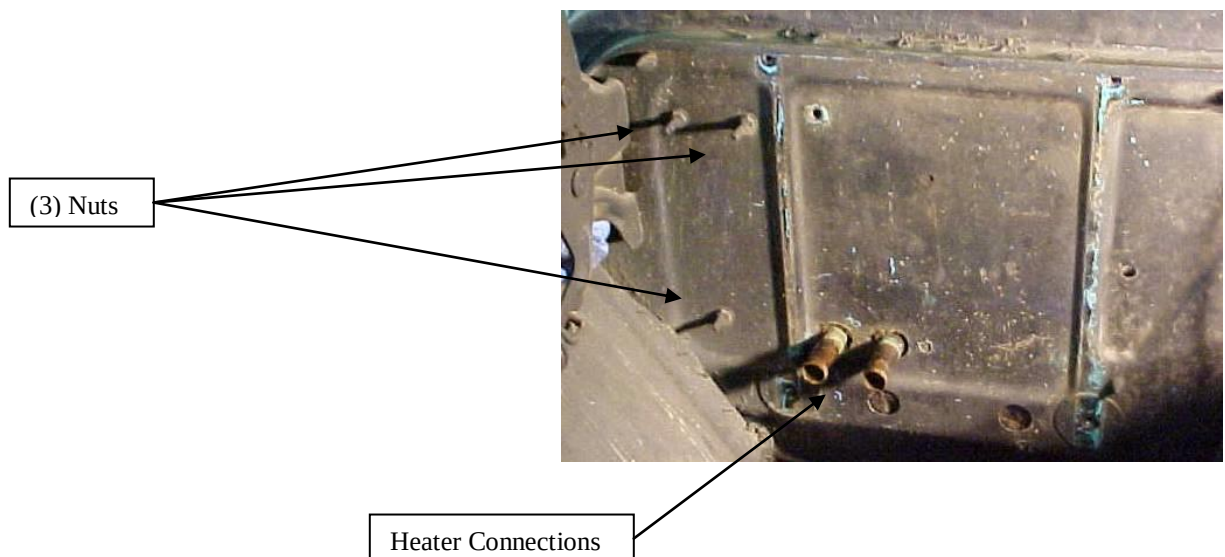


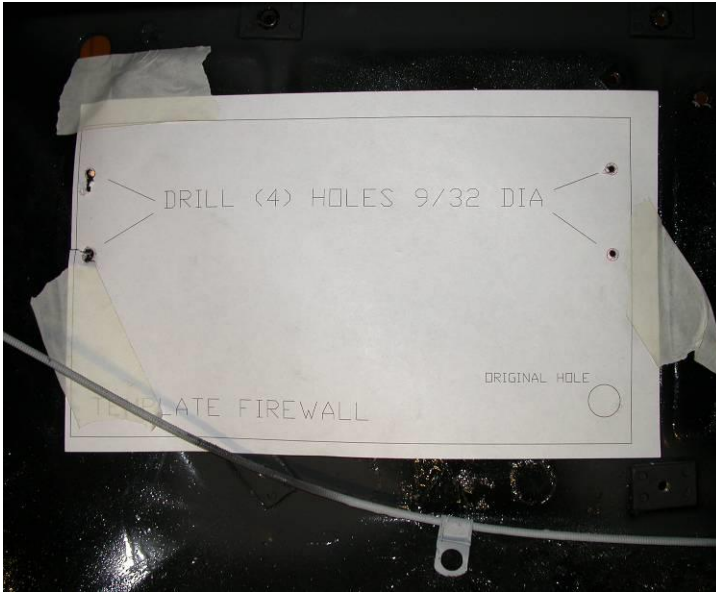
Remove the screws that hold the vent cables.
Let the cables hang, retain original hardware.

On the engine side of the firewall remove and retain the following components.
The Battery, and the Battery mounting box and all of its hardware.



Drain radiator and then remove heater hoses from the heater connections. Also remove (3) nuts that attach the heater assembly through the firewall.





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

On the firewall below the glove box opening there are (2) holes that the original heater tubes inserted through to the engine compartment. Carefully pull back the insulation. Attach the firewall template to the firewall using masking tape. The hole on the right will be utilized for the location of the template. Drill the (4) 5/16" holes as indicated on the template.

Push insulation back in place. Cut holes in the insulation to match the unit mounting locations

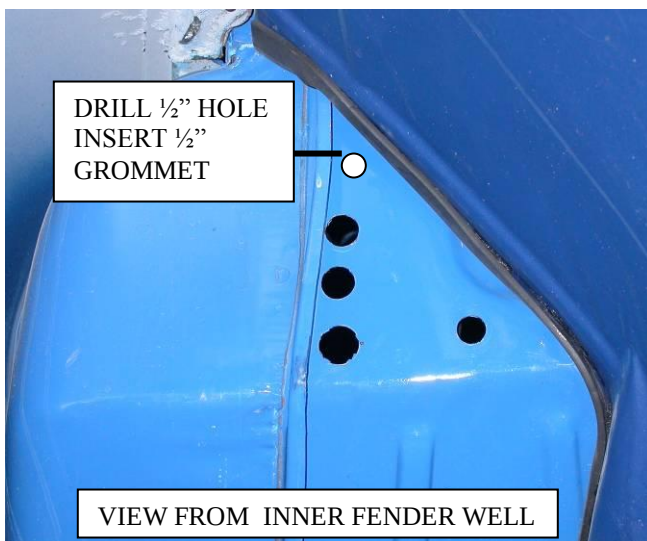
It will be necessary to remove the passenger wheel assembly.

Locate the template that locates the holes for the a/c and heater connections.

Attach the template to the firewall behind the inner fender well and on the firewall as shown. Use masking tape to secure while locating holes.



LOCATE TEMPLATE
ALONG INNER EDGE



VIEW FROM INNER FENDER WELL

CAUTION: USE TEMPLATE VERY CAREFULLY HOLES MUST BE IN THE CORRECT POSITION.

VIEW FROM INSIDE TRUCK



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



Locate the suction hose assembly and the liquid hose assembly from the condenser kit. (w/o service ports)

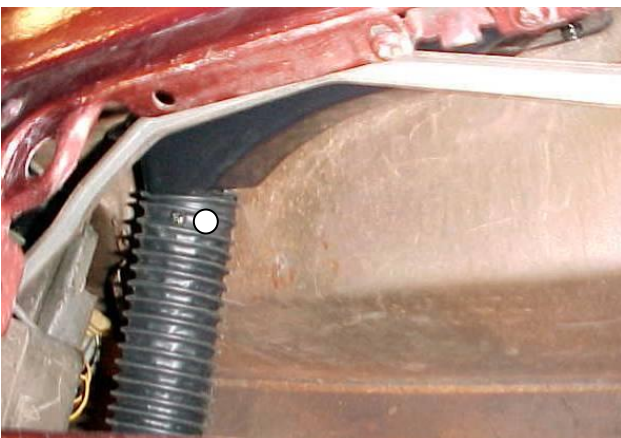
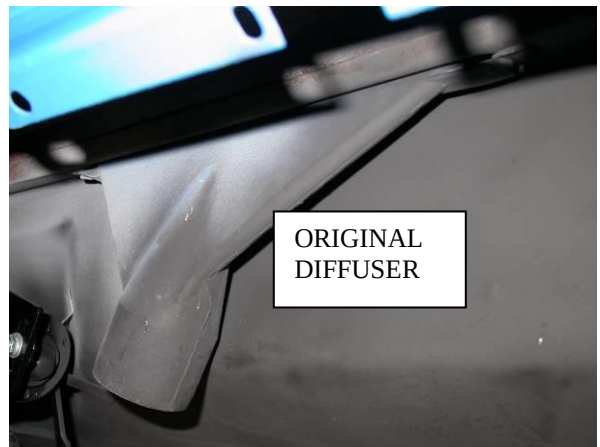
Insert through the bottom (2) holes as shown.

Install nuts on the inside of the firewall.



Looking through the glove box opening locate the defrost diffuser mounting location. Vehicle may be equipped with original diffusers. If not follow the next few steps.

The passenger side diffuser will require (2) #8 x 3/8" pan head screws. Attach the supplied diffuser as shown.



Attach the flex hose to the diffuser using (2) #8 x 3/8" pan head screws.



Loosen the instrument cluster and carefully pull back for access to the defrost diffuser.

Locate (1) Defrost air diffuser. Attach the assembly over the opening in the cowling using (2) #8 pan head screws.

Attach the flex hose to the diffuser using (2) #8 x 3/8 pan head screws.

Reattach instrument cluster.

Defrost Diffuser

Locate the Evaporator and lay on the bench.

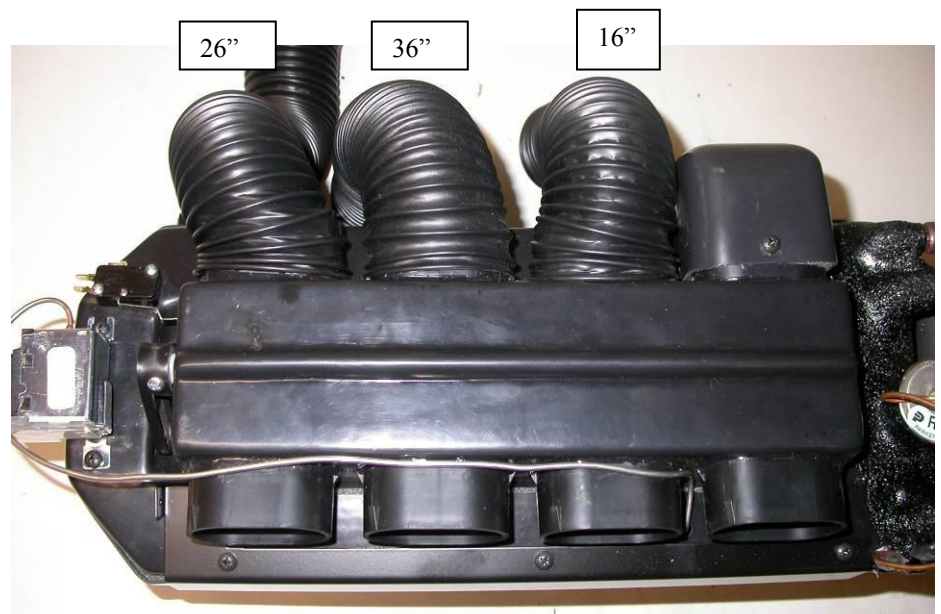


Remove the right heat dump and discard.

REMOVE
AND
DISCARD

Locate the 2" flex duct from the kit. Cut (3) pieces 16", 26", and 36" long.

Attach to the rear outlets as shown.





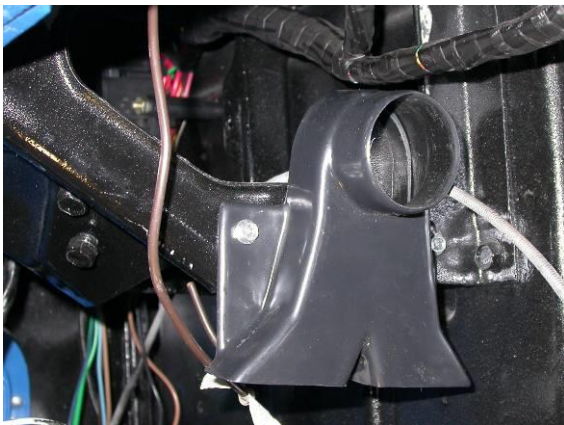
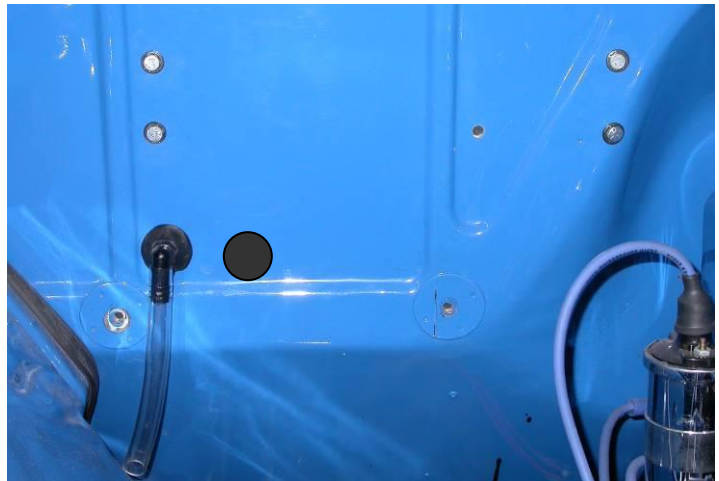
Lift Evaporator up and into location.

Locate (4) 1/4"-20 x 1" hex head screw. Attach the evaporator to the firewall through the (4) holes previously drilled.

NOTE: ENGINE SIDE OF FIREWALL

Locate the clear drain tube, and (1) 90 deg elbow. Cut 1 1/2" piece of the drain tube and insert the elbow between the short and long hose.

Insert the drain through the heater hole and attach to the evaporator. Seal the hole around the drain tube.



Locate the remote heat dump and (2) #10 x 3/4" tek screws.

Attach heat dump to the steering support assembly. Use the # 10 tek screws.

Route the 26" flex duct from the back of the evaporator to the remote heat dump attach using (1) #8 x 3/8 pan head screw.



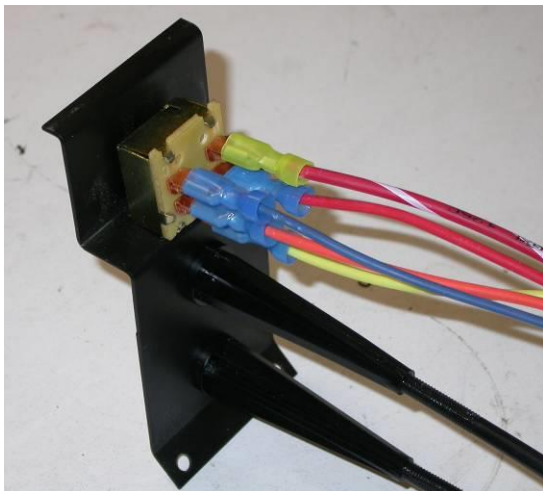


Route the 36" flex duct from the back of the evaporator over to the drivers defrost diffuser.

Route the 16" duct hose from the back of the evaporator to the passenger defrost diffuser.



STANDARD CONTROL ASSEMBLY:



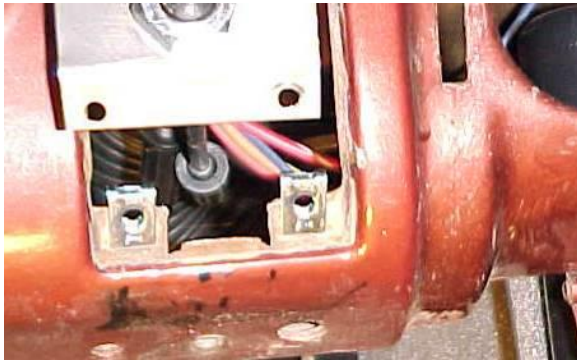
Locate in the Control sack kit the Control assembly.

Attach wire harness to the blower switch. Refer to the wiring diagram on page 10.

Insert the cables attached to the control assembly through the opening. The temperature cable will route over the evaporator and over to the kit panel.



Control Panel
behind I..P.



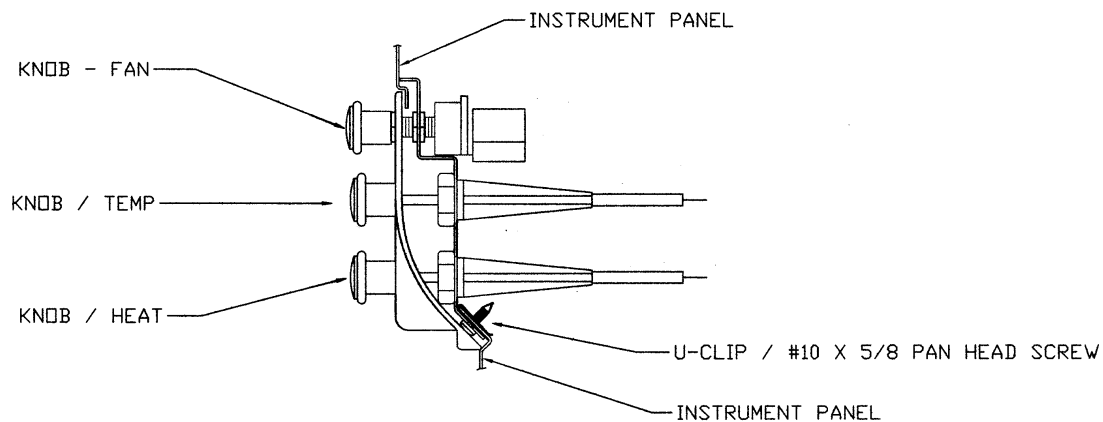
Attach using the u-clips and (2) #10 x 5/8 pan head screws. These are provided in the hardware sack kit.

Locate in the Control sack kit the Trim Bezel for the controls and (3) control knobs.

The drawing below shows how the assembly should be installed. The Bezel is installed using the Switch Nut. This you will find on the Blower Switch. Place the bezel over the switch and the cable stems. Install nut and carefully tighten. The nut is the only fastening device for the bezel.



CONTROL ASSEMBLY



Using an allen wrench attach the control knobs. Tighten securely.

DELUXE HEATER CONTROLS:

Remove the blower switch control knob.
Retain knob and hardware.

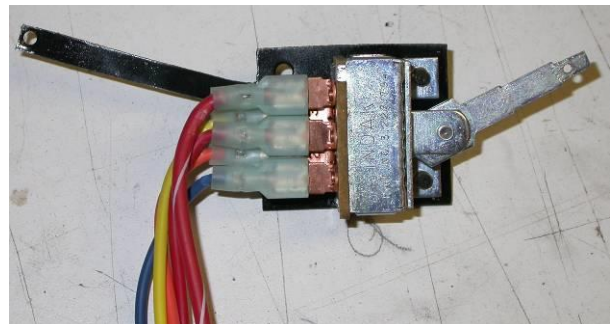


Remove and discard the original blower switch and hardware.

Locate the switch assembly, and (5) ¼" female spade connectors from the FA kit.

Cut the switch connector off the wire harness supplied in the main unit box.

Attach the spade connectors to the wires and connect to the blower switch per the diagram on page 12.



Using the (2) #10 screws and nuts from the FA sack kit, attach the switch assembly to the control head as shown.

NOTE: SWITCH IS INSTALLED BACKWARDS.

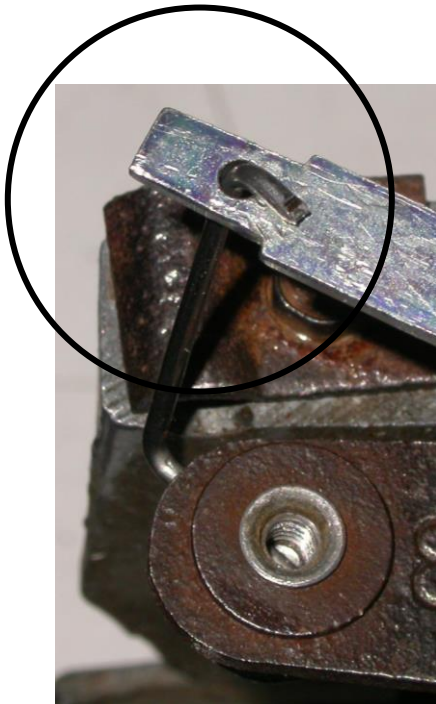
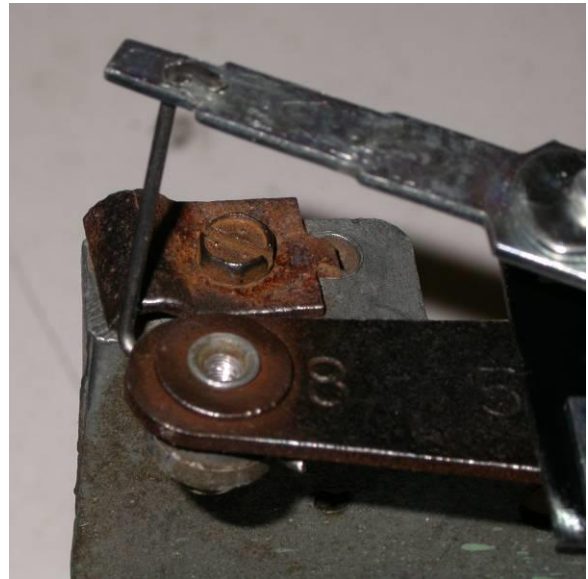


Locate the original blower control knob and screw and attach to the fixed lever as shown.

Locate the connecting wire from the control kit.

Insert the short end of the connecting wire through the hole in the blower switch. The long end of the wire goes into the control arm.

Move the control lever to the left when looking at the front of the control head. The blower switch lever will be in the off position.



Tighten the set screw on the control lever so that the connecting wire will not rotate as the lever is moved from left to right.

Locate the longest of the control cables. Cut off the ring at the end of the cable.



Locate the shortest of the control cables. Cut off the offset at the end of the cable.



Attach the shortest of the control cables to the temp side of the controls. With the lever all the way down the cable hosing should just clear the arm.

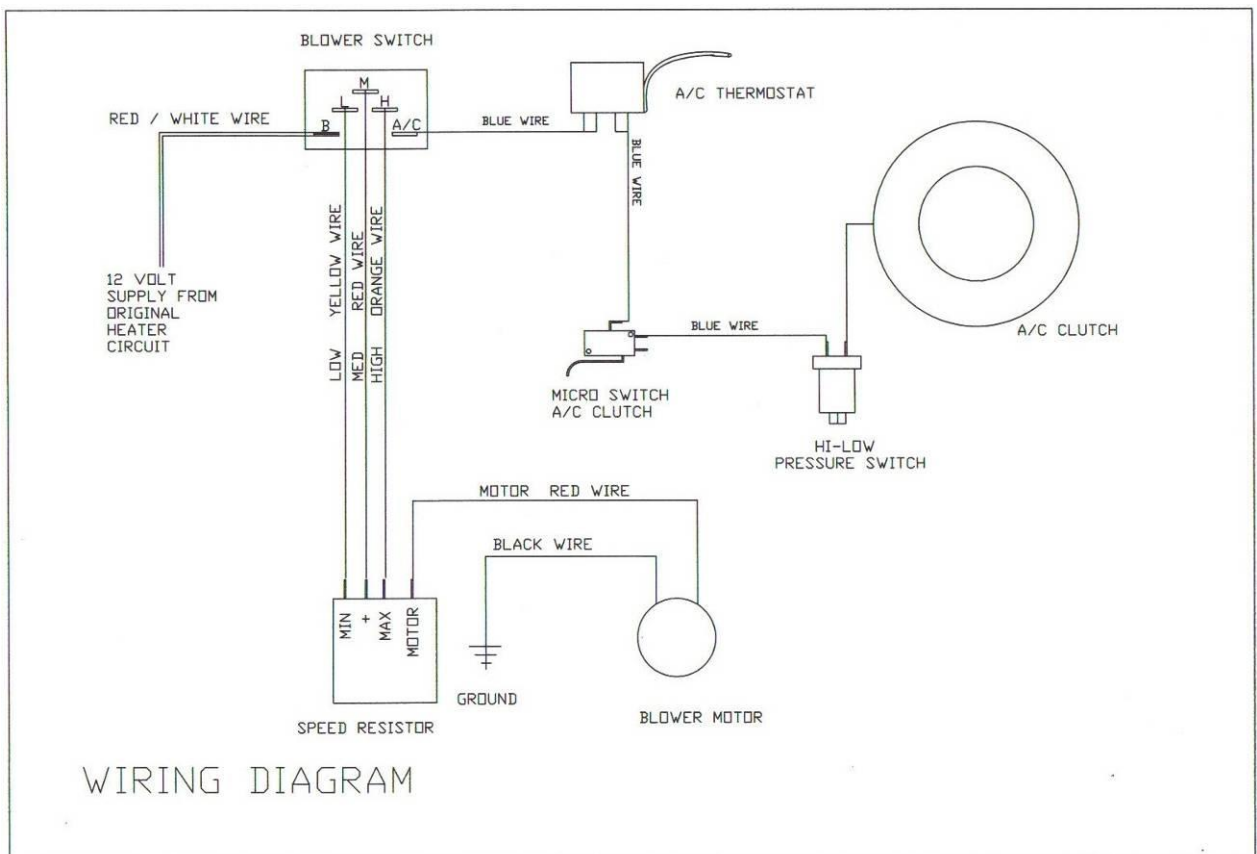


The longest of the control cables is attached to the right lever. The cable housing should be 3/8" from the control clamp.

Reinstall the control head.

Locate the deluxe heater inlet block off from the FA kit. Attach using original hardware.

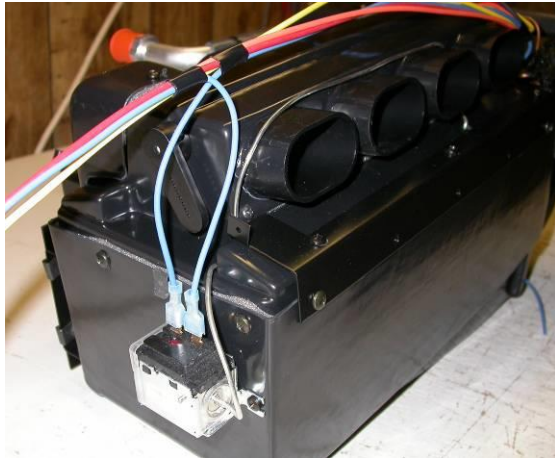
NOTE: CHECK THE TEMPERATURE, AND THE HEAT CABLE TO INSURE THAT THEY OPERATE SMOOTHLY.



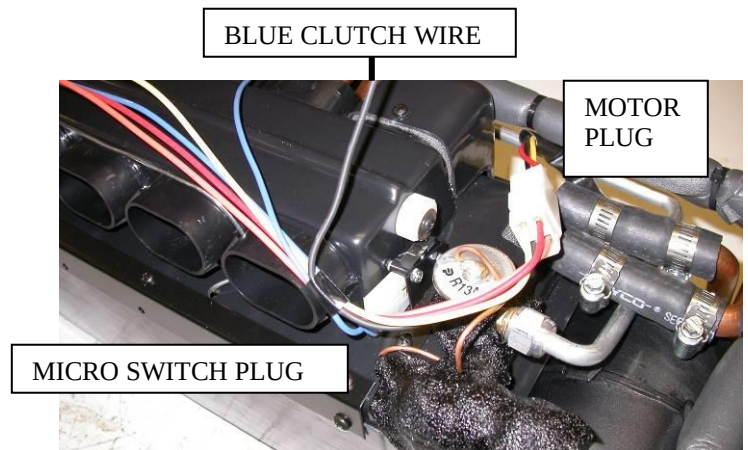
Locate the Red / White Stripped Wire from the back of the blower switch and attach it to the original blower power wire.

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.

Attach wire harness to the thermostat. Route the blue clutch wire over the top and out the ½” hole.



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



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



Vehicles equipped with STANDARD CONTROLS

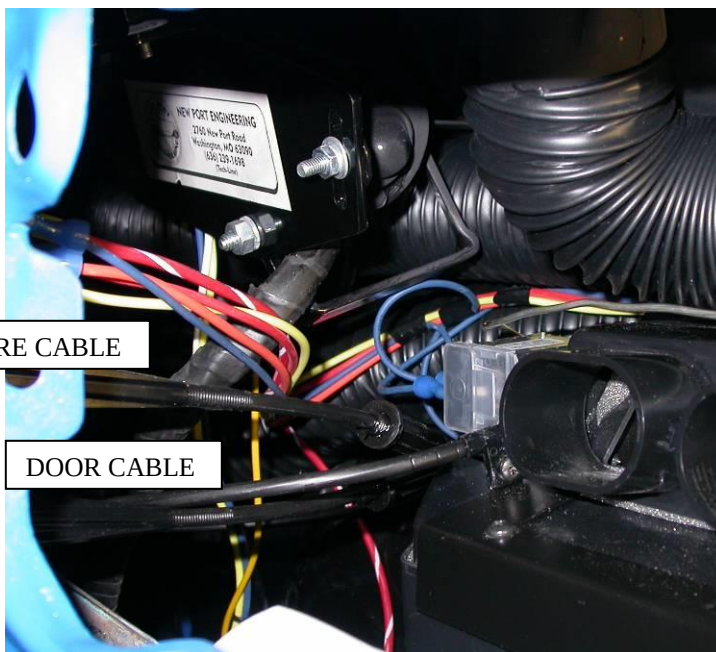
Attach the door control cable to the crank arm. Insert into the first hole from the center of the door shaft.

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

Vehicles equipped with DELUXE CONTROLS

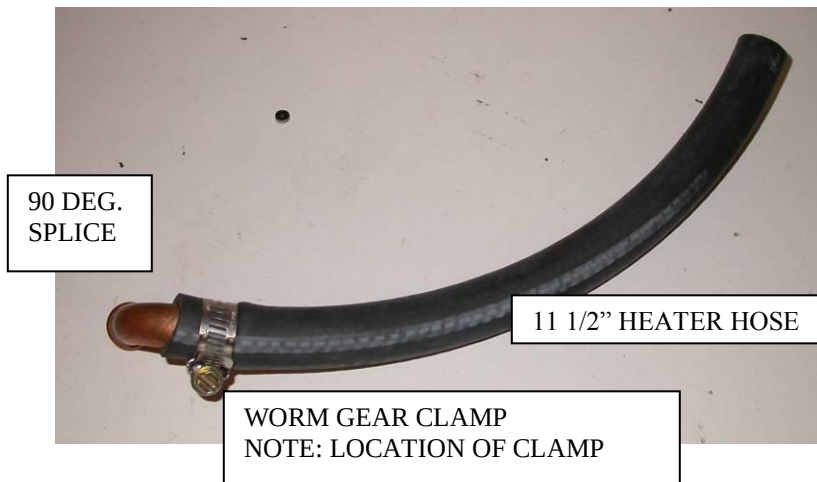
Attach the door control cable to the 4th hole from the center of the door shaft.

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



When routing the cables the temperature cable will route under the thermostat and up and over the top of the evaporator towards the blower.

The door cable will loop towards the driver and then back to the evaporator.



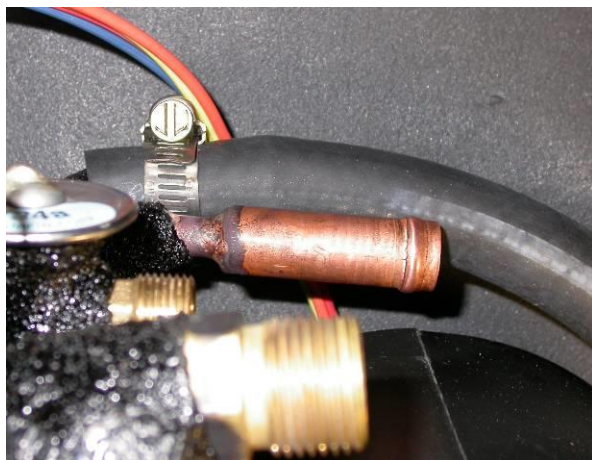
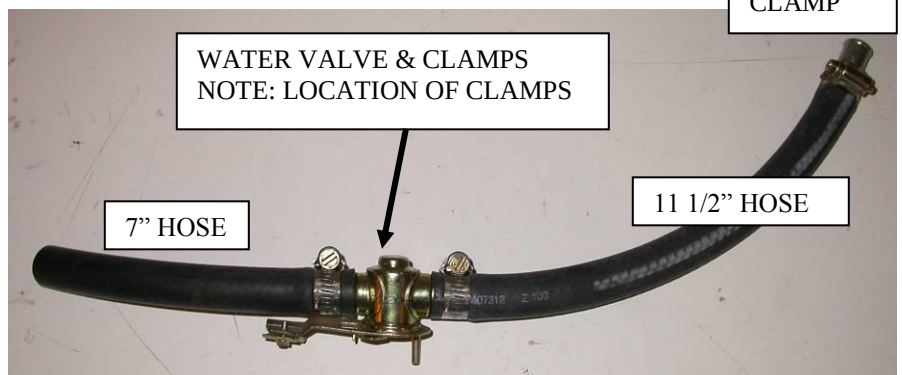
Locate the heater hose, (1) 90 deg splice, and (1) worm gear clamp.

Assemble 11 1/2" of hose to the splice using the worm gear clamp.

Note location of the clamp.

Locate the heater hose and cut (1) piece 7", (1) piece 11 1/2" long, (3) worm gear clamps, (1) 5/8" hose splice and (1) water valve.

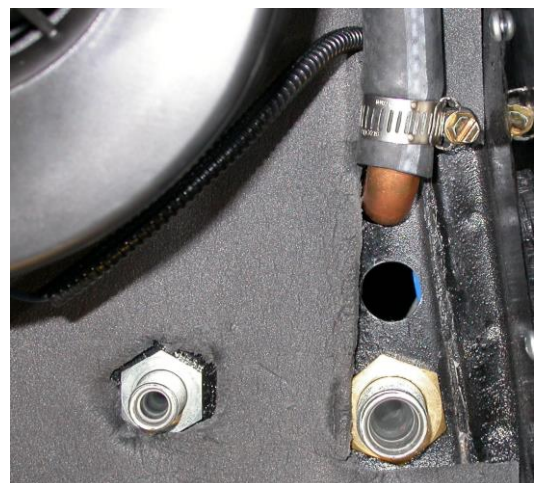
Assemble as shown. Be sure that the clamps are positioned as shown.



Attach the hose assembly without the water valve to the heater connection next to the firewall.

Attach using (1) #8 worm gear clamp.

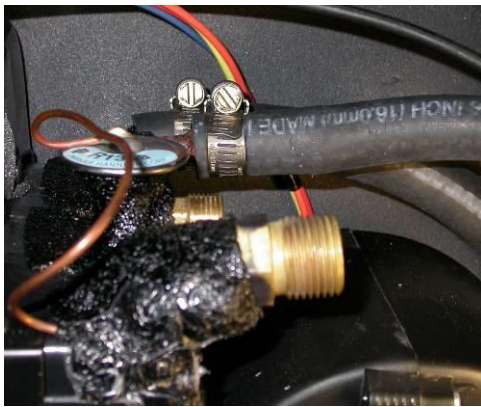
Route towards the kick panel and insert 90 deg splice through the top hole.





Locate the temperature control cable and pull it out through the glove box opening. Attach the cable to the water valve. As shown.

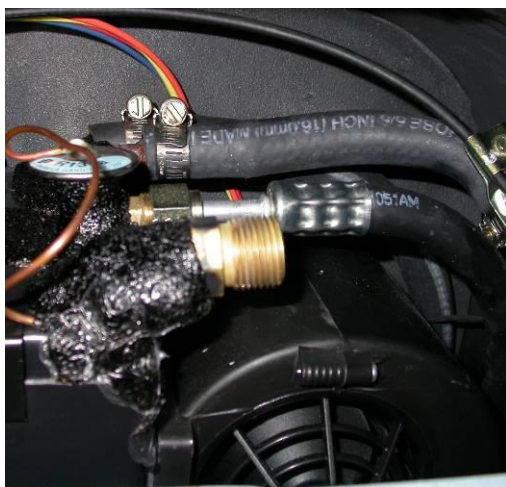
Note: the cable housing will be in line with water valve stop tab.



Attach the hose assembly to the remaining heater connection using (1) #8 worm gear clamp.

Route the heater hose down and insert through the bottom hole in the firewall.

Attach the hose to the access panel using (1) #10 hose clamp and the original screw.



Locate the Liquid Hose assembly from the unit box.

Attach the straight end to the expansion valve using (1) #6 o-ring and a few drops of mineral oil.

The other end attaches to the bulkhead fitting on the firewall. Attach using (1) #6 o-ring and a few drops of mineral oil.



Attach the other end to the bulkhead on the firewall using (1) #10 o-ring and a few drops of mineral oil.



Locate the Drivers and the Passengers Louver Outlet Housing. The ball louver is loosely attached. Remove the ball louver assembly and retain.

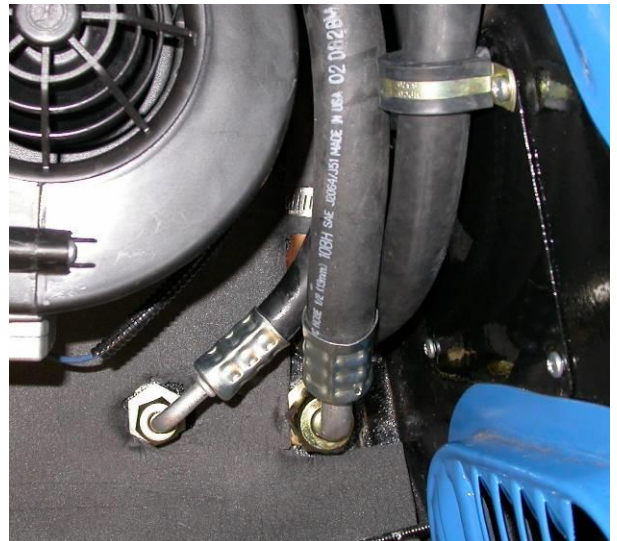
Attach using (2) #10 x ¾ tek screws for each side.



Locate the suction hose from the unit box.

Attach one of the ends to the coil using (1) #10 o-ring and a few drops of mineral oil.

Wrap all of the metal surface on the suction hose with refrigerant tape provided.



Attach the louver housings to the kick panels as shown.
Reinstall the ball louvers into the housings.

Locate the 2" dia. flex duct and cut off a piece 18" long. Attach to the right outlet on the evaporator assembly.



Route over and down to the passenger louver outlet. Ty-rap the hose to the suction line.

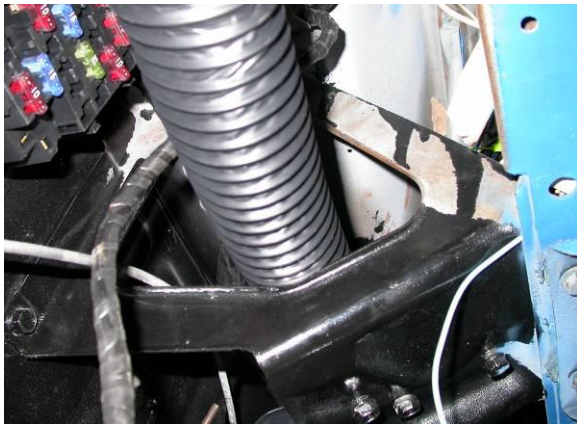
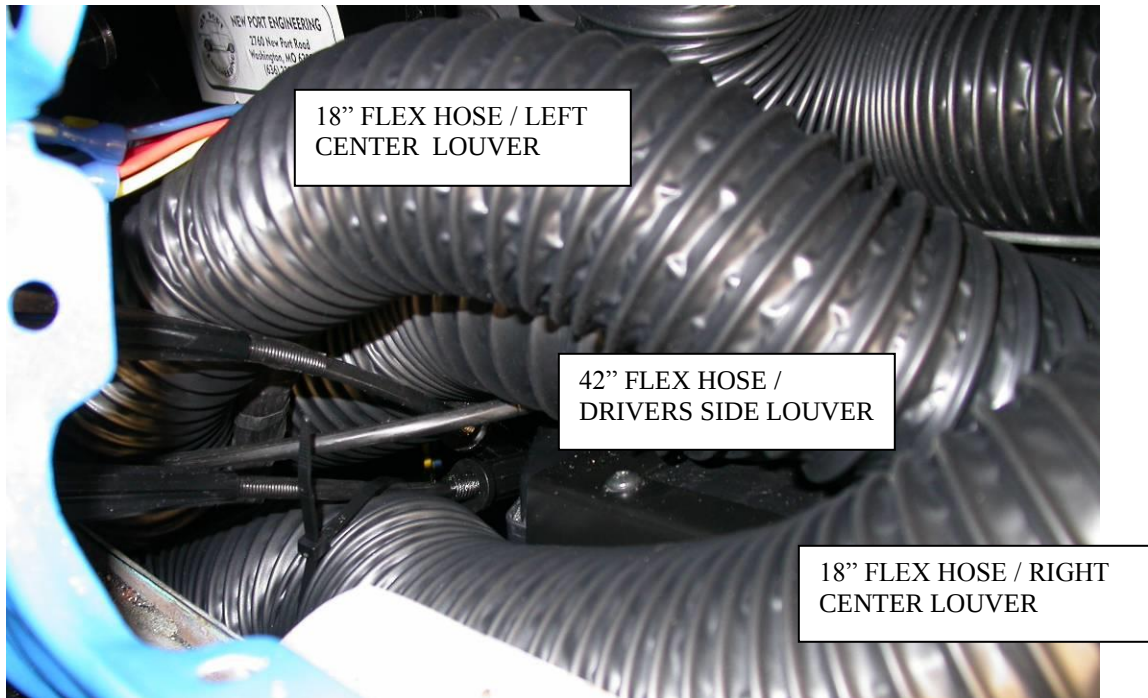


Locate the center double louver assembly. Remove the front and attach the hose adaptor to the bottom center of the dash using (2) #10 tek screws.

Attach the louver bezel over the hose adaptor using (2) #8 x 3/8" pan head screws through the bottom holes in the bezel.



Locate the 2" flex hose and cut 42". Attach to the left hose adaptor on the evaporator.



Locate the 2" flex duct and cut (2) pieces 18" long.
Attach both of the hoses to the evaporator.

Picture shows the 42" flex duct routed over to the
drivers louver.

The picture is viewed from the drivers side of the
steering column.

Locate the 18" flex duct and route over to
the center louver assembly and attach to
the hose outlets.

Attach the fresh air control cable
assembly to both sides of the face duct.
Use (4) #10 x $\frac{3}{4}$ " tek screws.





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

Reinstall original glove box door.

Do not install the left door stop.

Use original hardware.

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 lever, 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.

The engine compartment components should be installed at this time. Carefully follow the electrical diagram provided on page 7.

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, NO POWER STEERING.
CHEVROLET 235 CID 6 cyl.



BULKHEAD SUPPORT

Remove Bulkhead support. Retain all of the original hardware.

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

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.

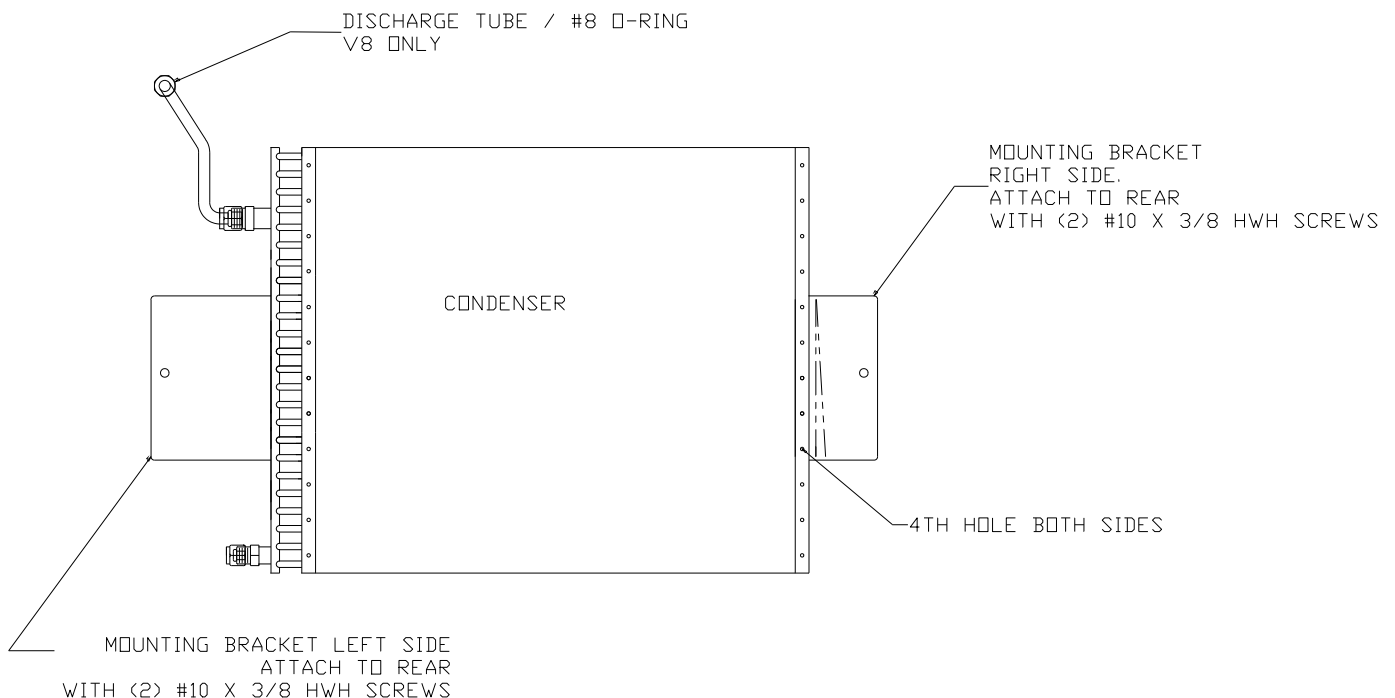
Condenser

Discharge tube (V8 ONLY)

Right and Left condenser mounting brackets

(4) #10 x 3/8 hex washer head screws

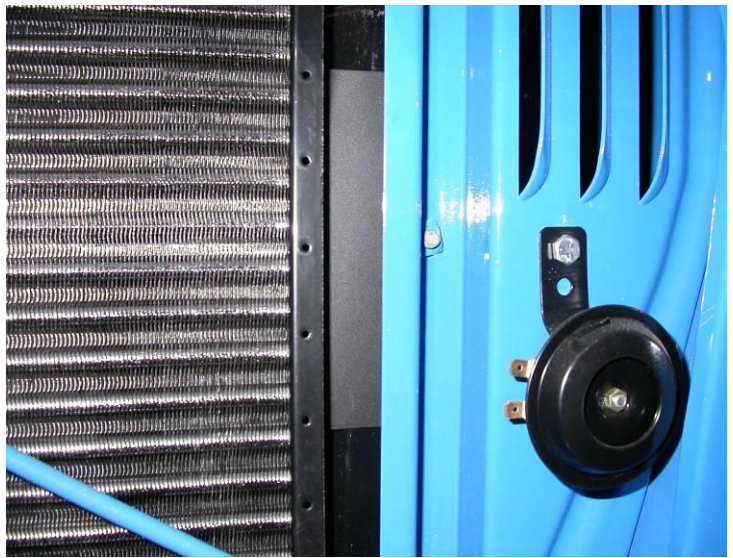
Following the diagram below pre-assemble the above components. Be sure to use o-rings and place a few drops of mineral oil on every tube connection. Tighten the fitting and secure all attachment screws.



Place the condenser assembly from the engine side of the bulkhead into the area in front of the bulkhead.

Reinstall the radiator and the fan shroud. Attach with just the lower (2) bolts.

Holding the condenser assembly in place the middle bolts will go through the shroud, radiator and then through the condenser mounting brackets. The top (2) bolts can now be installed. Tighten all mounting bolts.



Locate the short Liquid hose and (1) hose grommet.

Carefully drill a 1 3/8" diameter hole just below the vent louvers. This hole will accept the hose grommet and will allow the liquid hose to pass into the fender well behind the tire.

Attach the 90 deg fitting to the lower condenser fitting using (1) #6 o-ring and a few drops of mineral oil. Tighten fitting.



Install grommet into drilled hole and insert the other end of the liquid hose inserts through the grommet.

Locate the Discharge Hose Assembly and attach the 90 deg end to the condenser connection. Use (1) #8 o-ring and a few drops of mineral oil.

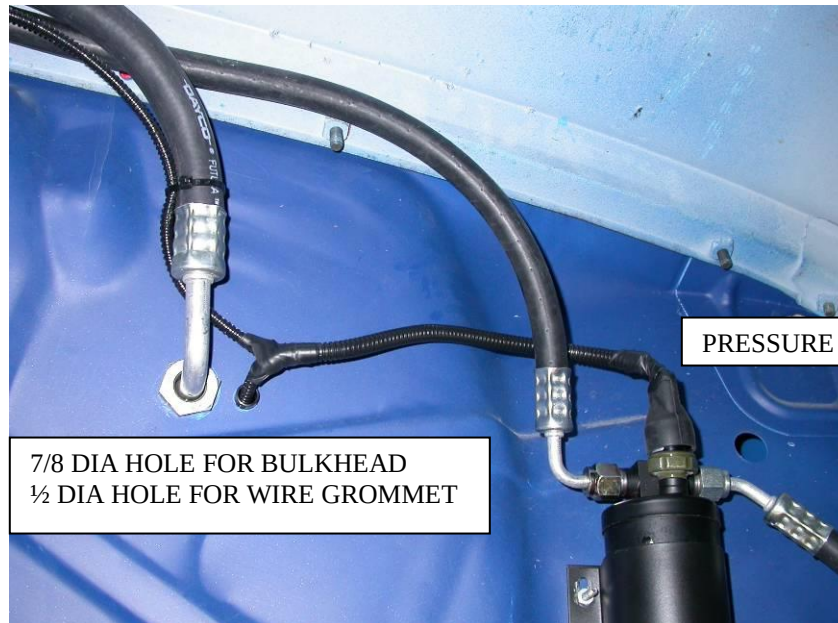
Route the hose straight down and lay on the floor.





Locate the drier to the inner fender using the drier mounting bracket and (2) #10-32 x 1/2" screw and nuts.

Using the 45 deg fitting on the liquid hose locate the drier assembly. Attach to the fender using the #10 screws and nuts.



PRESSURE SWITCH ASSEMBLY

7/8 DIA HOLE FOR BULKHEAD
1/2 DIA HOLE FOR WIRE GROMMET

Attach pressure switch and electrical harness to the drier using a few drops of mineral oil.

Drill (2) holes (1) 7/8" dia and (1) 1/2" dia. the large hole is located on a dimple that is in the original inner fender. The small hole is just to the right of the big hole.

Locate the Suction Hose Assembly that was attached the firewall on page 5 and insert the bulkhead through the 7/8" hole. Insert 1/2" grommet in the small hole.

There are two white wires attached to the pressure switch route one of them through the wire grommet and one of them along the suction hose to the clutch wire coming through the firewall. Secure wires with ty-raps provided. The other wire routes along the suction hose and connects to the blue wire at the grommet on the firewall.

Route the Liquid Hose Assembly along the suction hose attach the #6 fitting to the drier. Use (1) #6 o-ring and a few drops of mineral oil. Tighten both ends securely.

Locate the hose support bracket, (1) double hose clamp, (1) 5/16 nut, and (1) #10 x 1/2" screw and nut.



Attach the bracket to fender bolt. And the hose clamp over the hoses to the support bracket.



The heater hoses must be at least 7 ft long each.

As shown in the picture to the left, attach the heater hoses to the connections coming through the firewall using #10 worm gear clamps.

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

Route the heater hose down and around the inner fender.

Attach hoses to the fender using (3) double hose clamps, screws and nuts.



Route the hose along the bottom of the fender inside the engine compartment.



Route heater hose along the bottom of the inner fender, and up to the engine.

CAUTION: THE HOSE CONNECTED TO THE TOP FITTING ON THE FIREWALL MUST BE THE SUPPLY LINE FROM THE ENGINE.

VEHICLES WITH 6 CYL ENGINES:

Attach suction hose to the bulkhead fitting on the inner fender and route down and across the frame. The discharge hose will route along with the suction hose.

Attach to the frame using (2) double hose clamps provided.



Attach the service port ends to the compressor using o-rings and a few drops of mineral oil.

Route the white wire from the pressure switch along with the refrigerant hoses.



VEHICLES WITH V8 ENGINES:

Attach the discharge tube to the radiator bulkhead using (1) hose clamp and a #10 tek screw.

Locate the discharge hose assembly. Attach the 45 deg end to the discharge tube using (1) o-ring and few drops of mineral oil.



Locate the suction hose assembly. Attach the 45 deg end to the bulkhead on the fender.

Route towards the firewall and then curve over to the compressor. Attach fittings using (2) o-rings and a few drops of mineral oil.



Reinstall the Bulkhead support cover using the original hardware.

Reinstall the battery, and the battery box using 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***

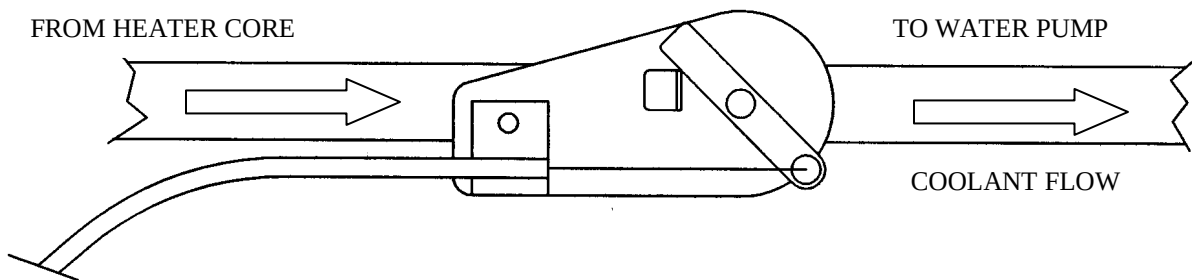
IMPORTANT

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***

HOLE

9/32 DIA



ORIGINAL HOLE



WALL



DRILL (4) HOLES

9

TEMPLATE FIREWALL

