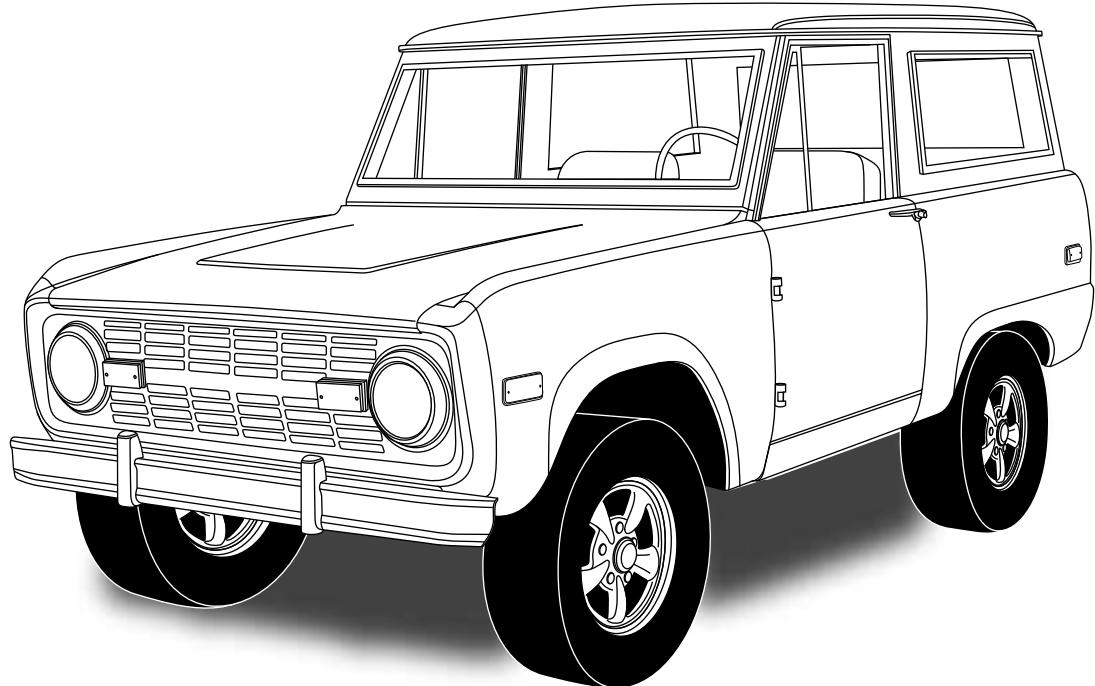




an ISO 9001:2008 Registered Company

1966-77 Ford Bronco

**Evaporator Kit
with 4-Vent Plenum
751151**



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



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Additional Info: Please Read Before Beginning

The following parts (not included with this kit) may be required for some installations:

Fan Shroud: Vintage Air Part # 32067-LFF

Fan Blade: Vintage Air Part # 32917-VUF

Upper Radiator Hose: Gates Hose Part # 22628



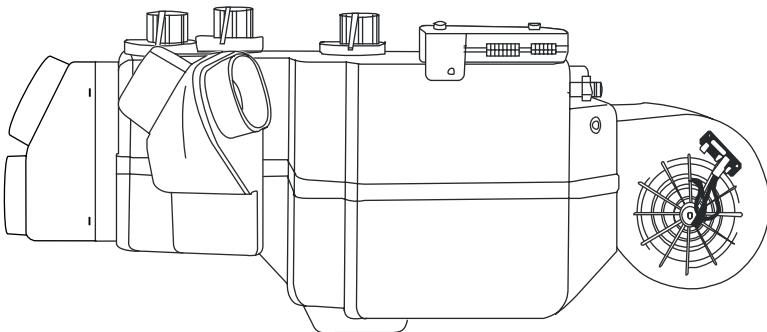
Packing List

Evaporator Kit (751151)

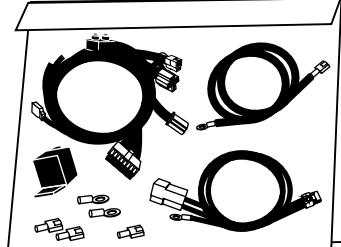
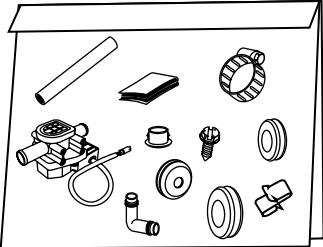
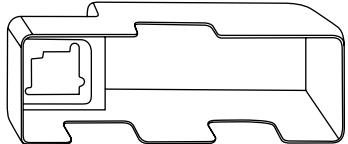
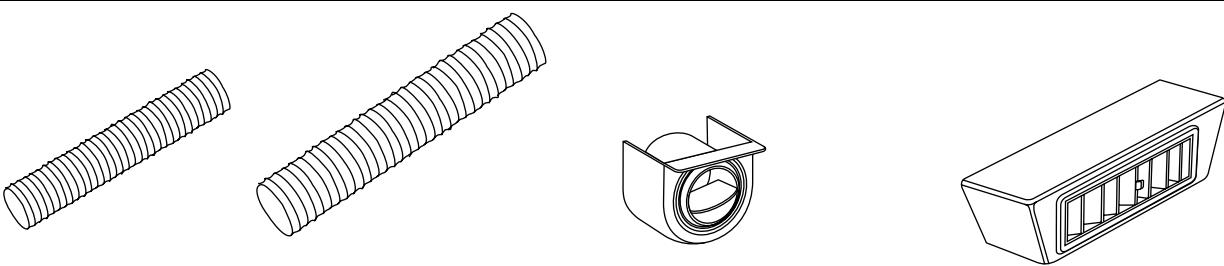
No.	Qty.	Part No.	Description
1.	1	744004-VUE	Gen IV 4-Vent Evaporator Sub Case w/ 204 ECU
2.	1	791178	Accessory Kit, 66-77 Ford Bronco with 4-Vent Plenum

**** 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)



(2)



Accessory Kit
791178

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



Important Notice—Please Read

For Maximum System Performance, Vintage Air Recommends the Following:

NOTE: Vintage Air systems are designed to operate with R134a refrigerant only. Use of any other refrigerant could damage your A/C system and/or vehicle, and possibly cause a fire, in addition to potentially voiding the warranties of the A/C system and its components.

Refrigerant Capacities:

Vintage Air System: 1.8 lbs. (1 lb., 12 oz.) of **R134a**, charged by weight with a quality charging station or scale. **NOTE: Use of the proper type and amount of refrigerant is critical to system operation and performance.**

Other Systems: Consult manufacturer's guidelines.

Lubricant Capacities:

New Vintage Air-supplied Sanden Compressor: No additional oil needed (Compressor is shipped with proper oil charge).

All Other Compressors: Consult manufacturer (Some compressors are shipped dry and will need oil added).

Safety Switches

Your Vintage Air system is equipped with a binary pressure safety switch. A binary switch disengages the compressor clutch in cases of extreme low pressure conditions (Refrigerant Loss) or excessively high head pressure (406 PSI) to prevent compressor damage or hose rupture. A trinary switch combines Hi/Lo pressure protection with an electric fan operation signal at 254 PSI, and should be substituted for use with electric fans. Compressor safety switches are extremely important since an A/C system relies on refrigerant to circulate lubricant.

Service Info:

Protect Your Investment: Prior to assembly, it is critical that the compressor, evaporator, A/C hoses and fittings, hardlines, condenser and receiver/drier remained capped. Removing caps prior to assembly will allow moisture, insects and debris into the components, possibly leading to reduced performance and/or premature failure of your A/C system. This is especially important with the receiver/drier.

Additionally, when caps are removed for assembly, **BE CAREFUL!** Some components are shipped under pressure with dry nitrogen.

Evacuate the System for 35-45 Minutes: Ensure that system components (Drier, compressor, evaporator and condenser) are at a temperature of at least 85° F. On a cool day, the components can be heated with a heat gun **or** by running the engine with the heater on before evacuating. Leak check and charge to specifications.

Bolts Passing Through Cowl and/or Firewall:

To ensure a watertight seal between the passenger compartment and the vehicle exterior, for all bolts passing through the cowl and/or firewall, Vintage Air recommends coating the threads with silicone prior to installation.

Heater Hose (Not Included With This Kit):

Heater hose may be purchased from Vintage Air (Part# 31800-VUD) or your local parts retailer. Routing and required length will vary based on installer preference.



Important Wiring Notice—Please Read

Some Vehicles May Have Had Some or All of Their Radio Interference Capacitors Removed. There Should Be a Capacitor Found At Each of the Following Locations:

- 1. On the positive terminal of the ignition coil.**
- 2. If there is a generator, on the armature terminal of the generator.**
- 3. If there is a generator, on the battery terminal of the voltage regulator.**

Most alternators have a capacitor installed internally to eliminate what is called “whining” as the engine is revved. If whining is heard in the radio, or just to be extra cautious, a radio interference capacitor can be added to the battery terminal of the alternator.

It is also important that the battery lead is in good shape and that the ground leads are not compromised. There should be a heavy ground from the battery to the engine block, and additional grounds to the body and chassis.

If these precautions are not observed, it is possible for voltage spikes to be present on the battery leads. These spikes come from ignition systems, charging systems, and from switching some of the vehicle’s other systems on and off. Modern computer-operated equipment can be sensitive to voltage spikes on the power leads, which can cause unexpected resets, strange behavior, and/or permanent damage.

Vintage Air strives to harden our products against these types of electrical noise, but there is a point where a vehicle’s electrical system can be degraded so much that nothing can help.

Radio interference capacitors should be available at most auto and truck parts suppliers. They typically are cylindrical in shape, a little over an inch long, a little over a half inch in diameter, and they have a single lead coming from one end of the cylinder with a terminal on the end of the wire, as well as a mounting clip which is screwed into a good ground on the vehicle. The specific value of the capacitance is not too significant in comparison to ignition capacitors that are matched with the coil to reduce pitting of the points.

- Care must be taken, when installing the compressor lead, not to short it to ground. The compressor lead must not be connected to a condenser fan or to any other auxiliary device. Shorting to ground or connecting to a condenser fan or any other auxiliary device may damage wiring, the compressor relay, and/or cause a malfunction.
- When installing ground leads on Gen IV systems, the blower control ground and ECU ground must be connected directly to the negative battery post.
- For proper system operation, the heater control valve must be connected to the ECU.



Engine Compartment

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

Perform the Following:

1. Disconnect battery.
2. Remove battery and battery tray (retain).
3. Remove OEM fan & fan shroud (retain).
4. Drain and remove radiator (retain).
5. Remove all OEM heater hoses (discard).

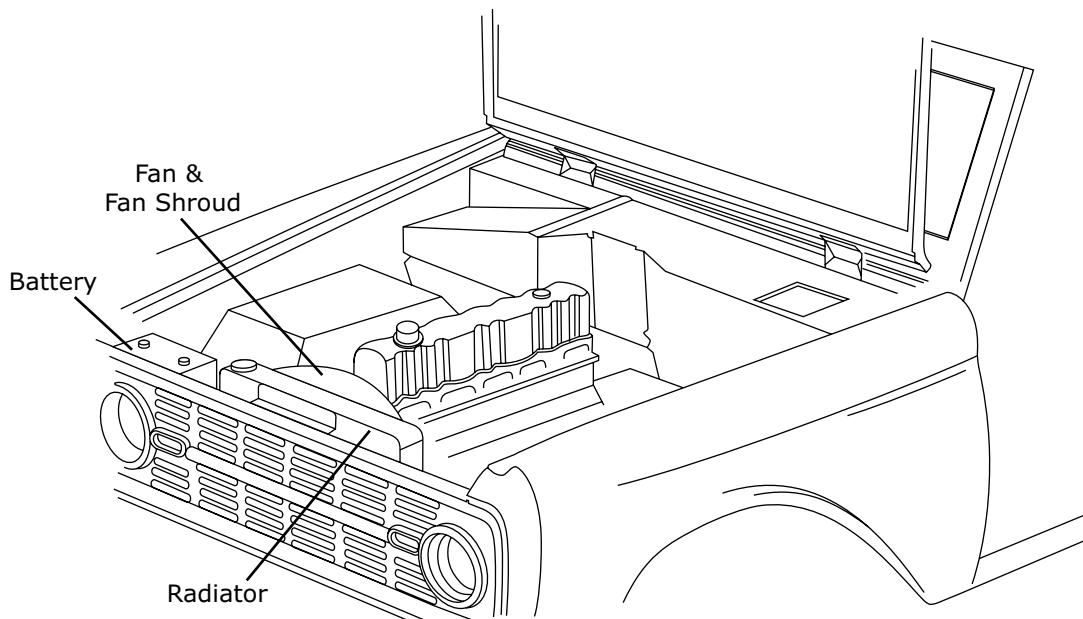


Figure 1

Condenser Assembly and Installation

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

Compressor and Bracket

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



Passenger Compartment

Perform the Following:

1. Remove glove box door (retain) and glove box (discard).
2. Disconnect all wires and cables from OEM heater control knobs.
3. Remove OEM heater control knobs.
4. Remove OEM heater assembly (discard).
5. Remove OEM duct hose from defrost ducts (discard).
6. Remove passenger side OEM kick panel fresh air cap (discard).

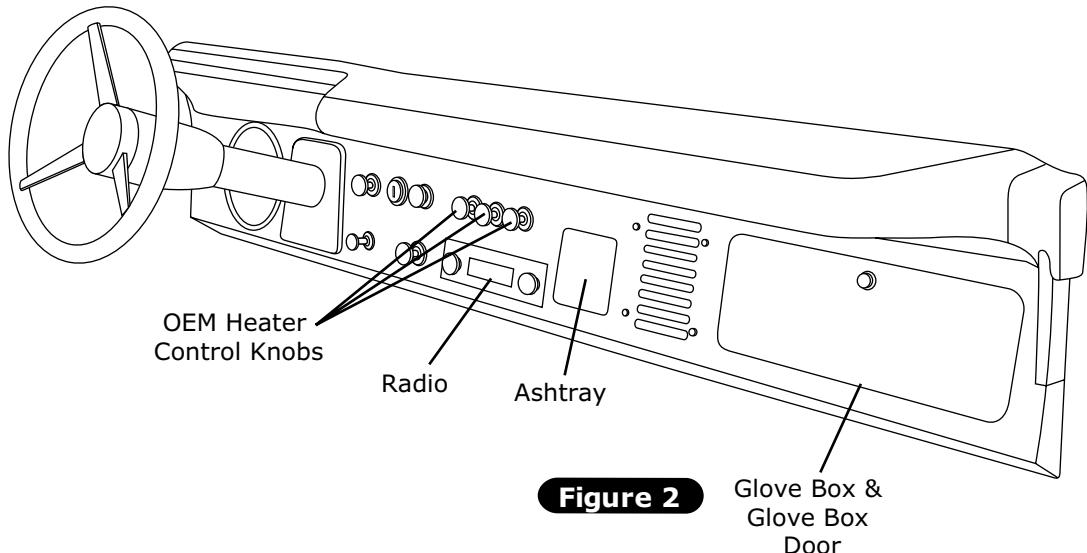


Figure 2

Glove Box &
Glove Box
Door

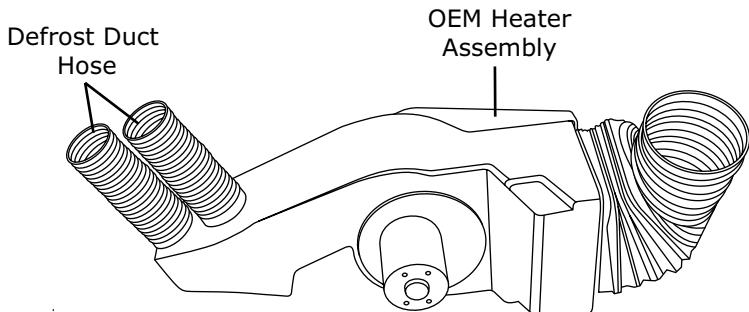


Figure 2a

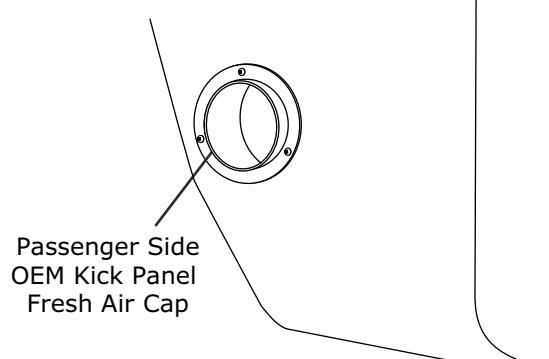


Figure 2b



Defrost Duct Hose Adapter Installation

1. Install (2) S-clips onto driver and passenger side hose adapters (See Figure 3a, below).
2. Install driver and passenger side hose adapters onto OEM defrost ducts as shown in Figure 3, below.

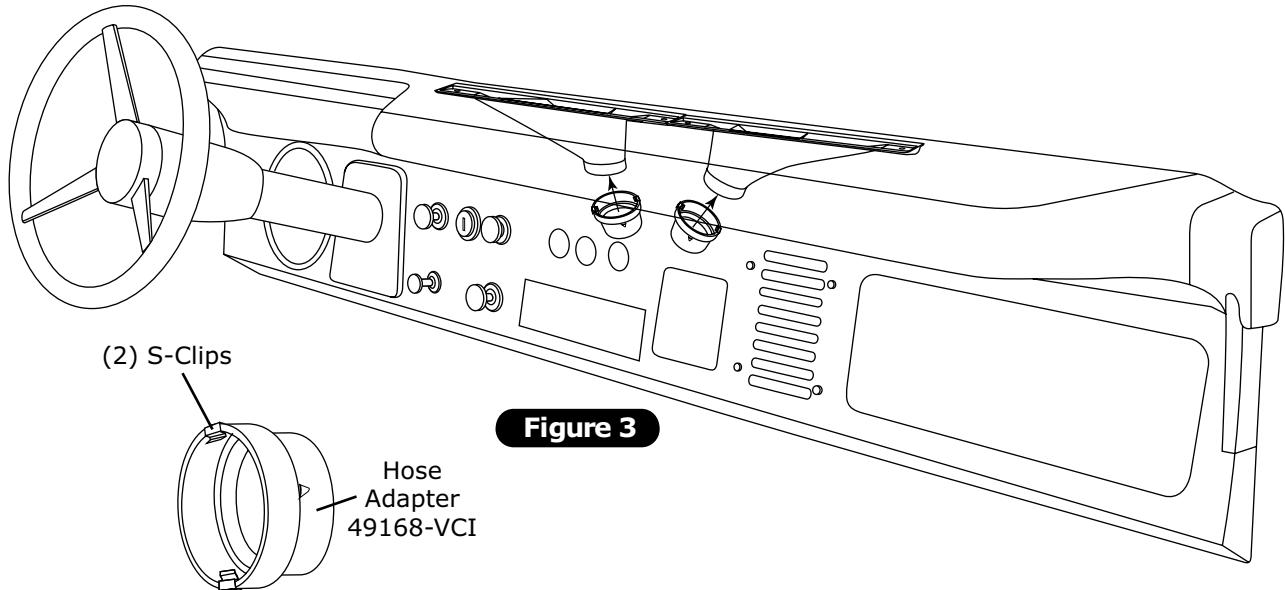


Figure 3a

Evaporator Bracket and Heater Hose Fitting Installation

1. On a workbench, install evaporator rear bracket and heater hose fittings with properly lubricated O-rings (See Figure 5, Page 9, and Figure 10, Page 12).
2. Install front mounting bracket onto evaporator using (2) 1/4-20 x 1/2" hex bolts, and tighten as shown in Figure 4, below.

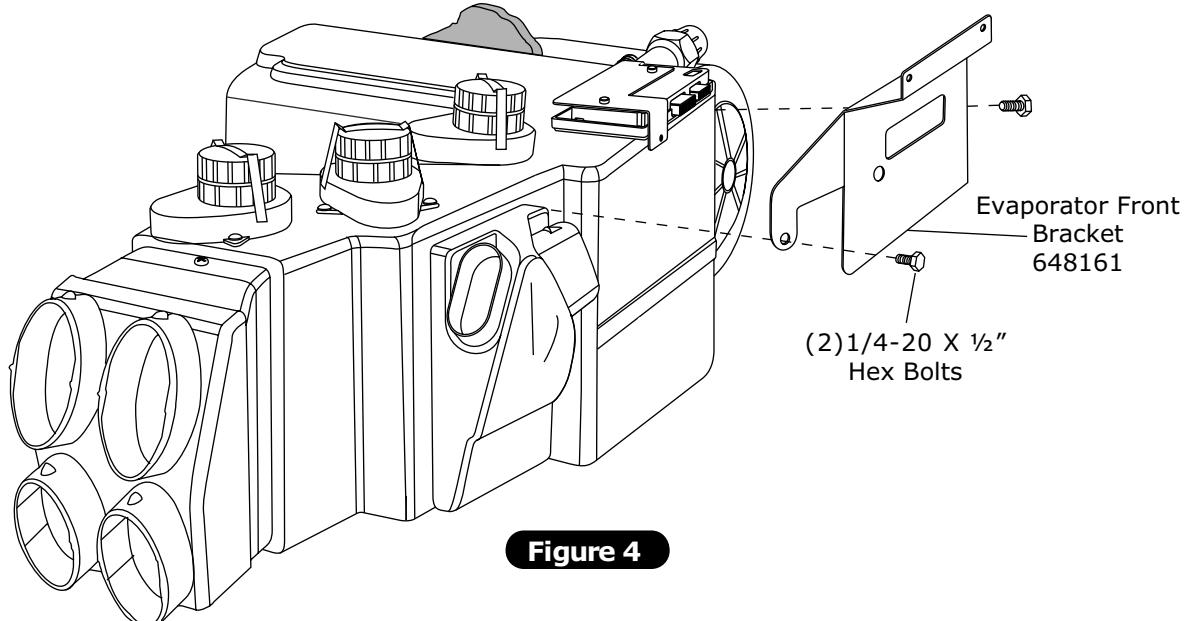


Figure 4



Evaporator Bracket and Heater Hose Fitting Installation (Cont.)

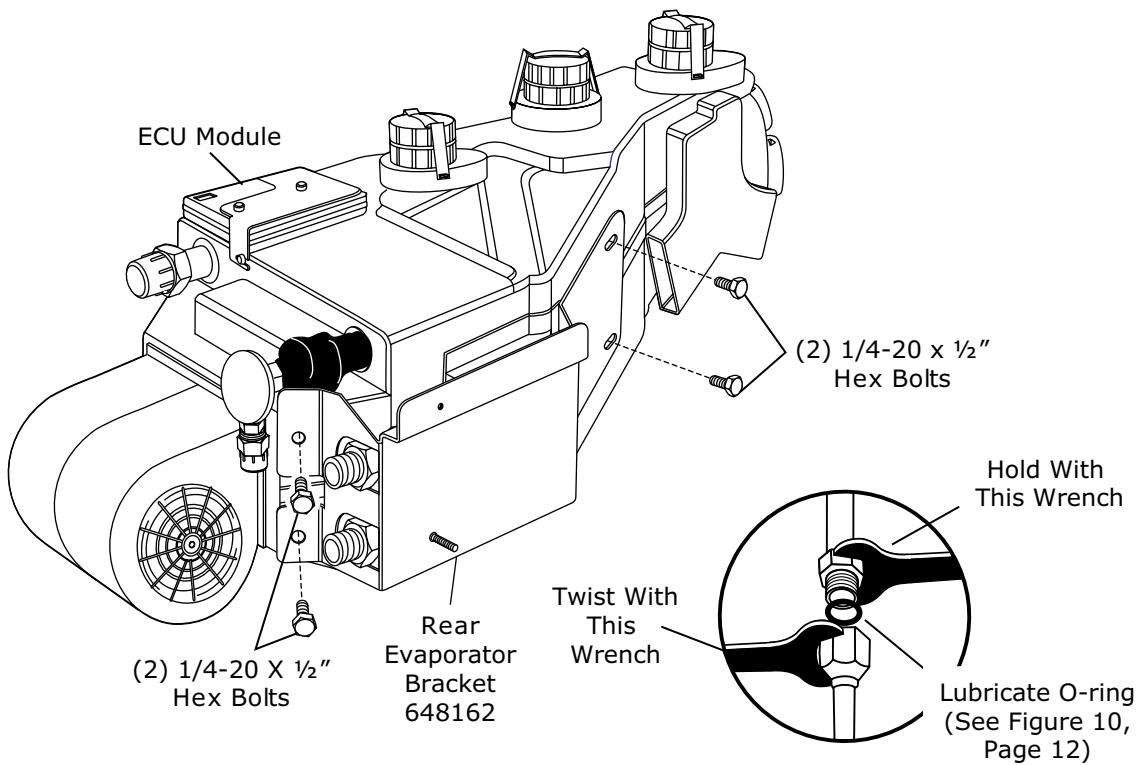
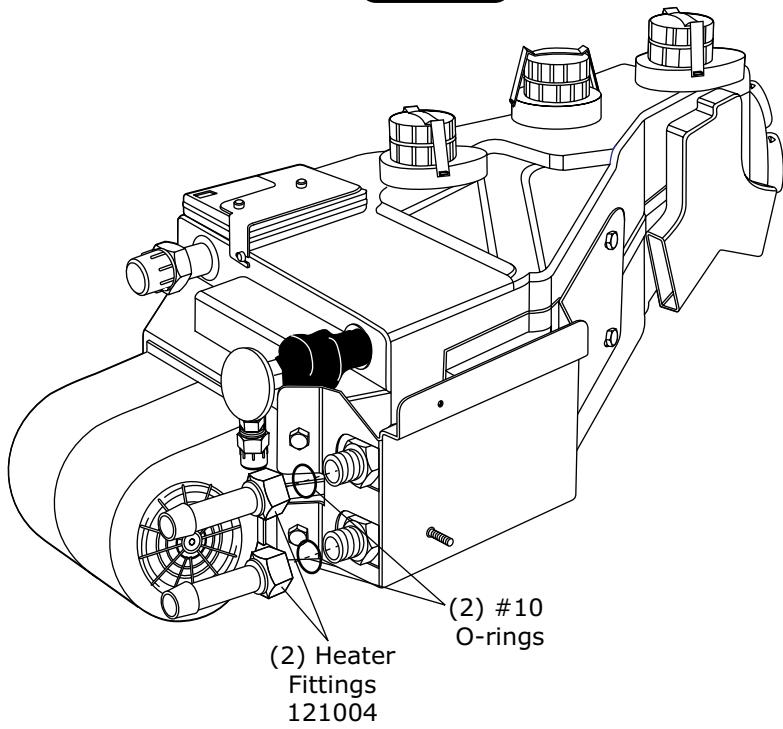


Figure 5





Airbox Modification

1. Drill (4) 1 1/4" holes in airbox (See Figure 6, below).
2. Install (4) 1 1/4" grommets in airbox. (See Figure 6a, below).

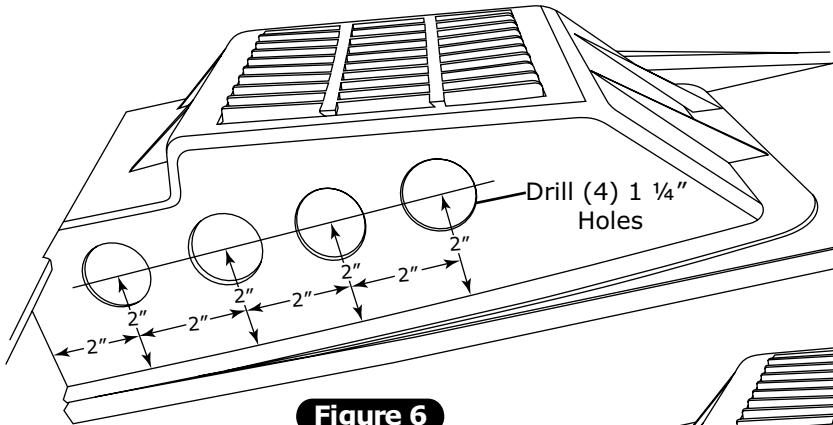


Figure 6

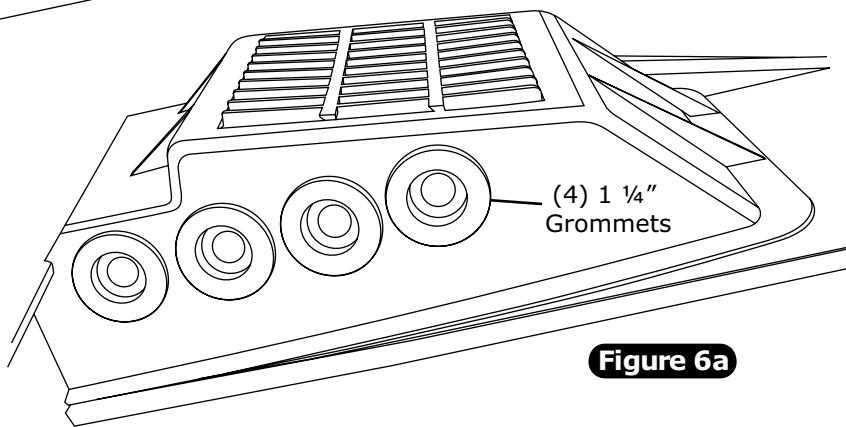


Figure 6a

Kick Panel Fresh Air Cap Installation

1. Install (4) grommets in kick panel fresh air cap (See Figure 7b, below).
2. Route A/C and heater hoses through fresh air box and kick panel fresh air cap as shown in Figures 7 and 7a, below.
3. Apply a 1/4" bead of silicone around the back side of the kick panel fresh air cap as shown in Figure 7b, below.
4. Secure kick panel fresh air cap using (3) OEM screws as shown in Figure 7a, below.

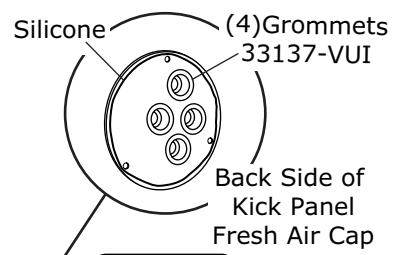


Figure 7b

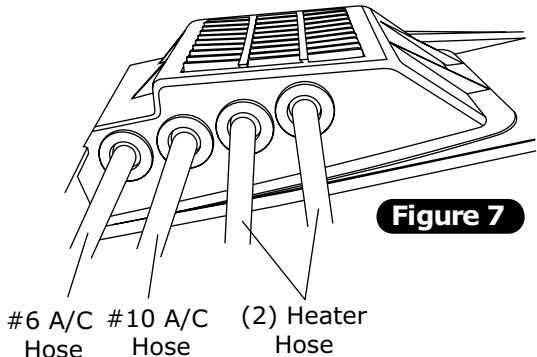


Figure 7

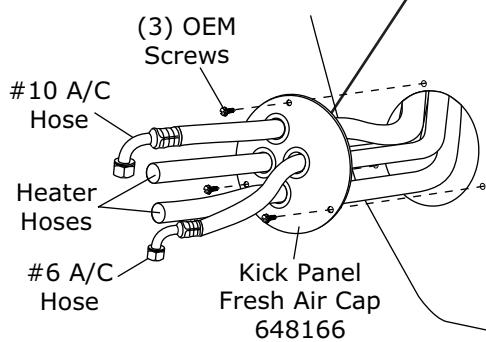
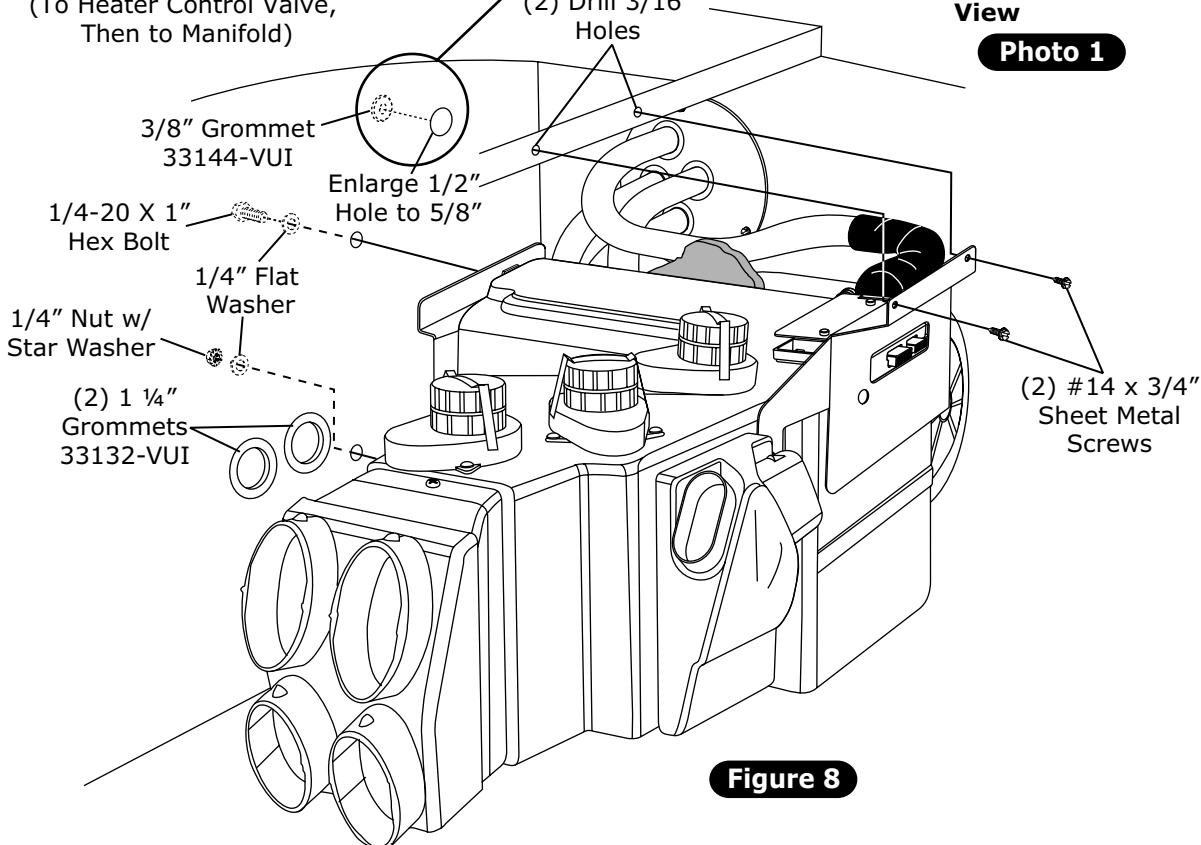
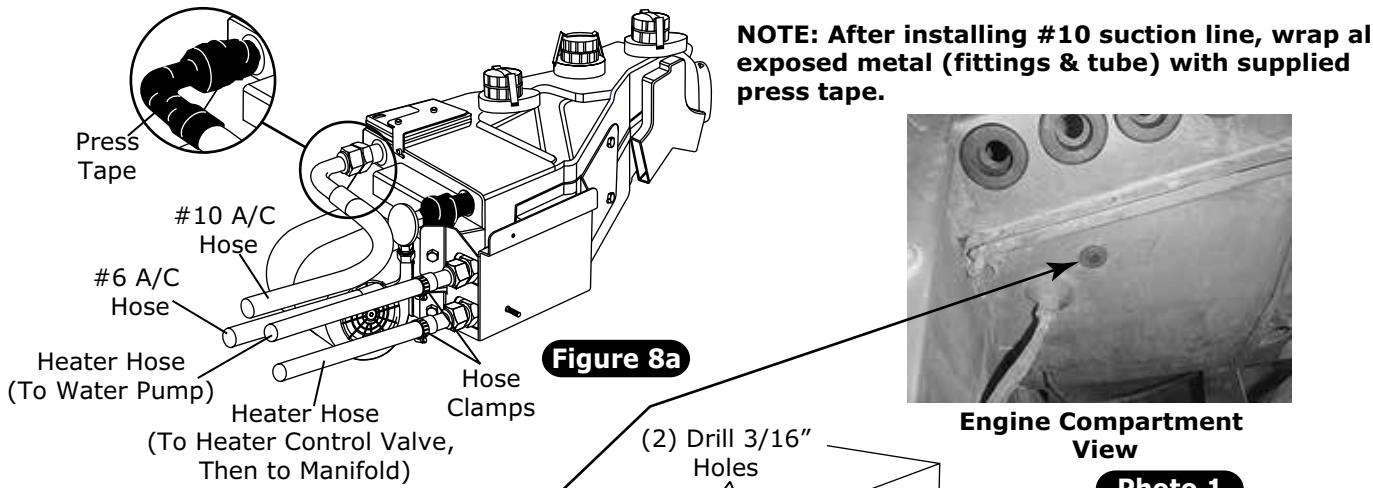


Figure 7a



Evaporator Installation

1. Install (2) 1 1/4" grommets in firewall (See Figure 8, below).
2. Enlarge 1/2" hole on firewall to 5/8" and install 3/8" grommet as shown in Figure 8 and Photo 1, below.
3. Install A/C & heater hoses as shown in Figure 8a, below.
4. Lift evaporator unit up under the dashboard. Secure loosely to the firewall using a 1/4-20 x 1" hex bolt, (2) flat washers and a 1/4" nut with star washer (See Figure 9, below). **NOTE: To ensure proper drainage, it is very important that the evaporator is level, both left-right and fore-aft. Check for level on the flat portions of the case around the drain.**
5. Using front evaporator bracket as a guide, mark and drill (2) 3/16" holes in cowl (See Figure 8, below).
6. Using (2) #14 x 3/4" sheet metal screws, secure the front evaporator mounting bracket to the inner cowl (See Figure 8, below).
7. Verify that evaporator unit is level and square to the dash; then tighten all mounting bolts. **NOTE: Tighten the bolt on the firewall first. Then tighten the front mounting bracket.**





Drain Hose Installation

1. Locate evaporator drain on bottom of evaporator case.
2. In line with the drain, lightly make a mark on the firewall. Measure one inch down and drill a 5/8" hole through the firewall (See Figure 9, below).
3. Install drain hose to bottom of evaporator unit and route through firewall (See Figure 9, below).

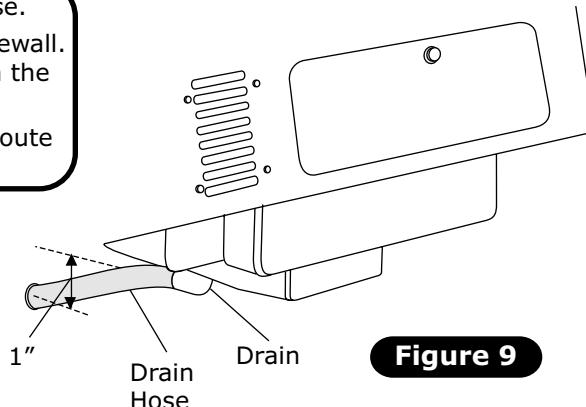


Figure 9

Lubricating O-rings

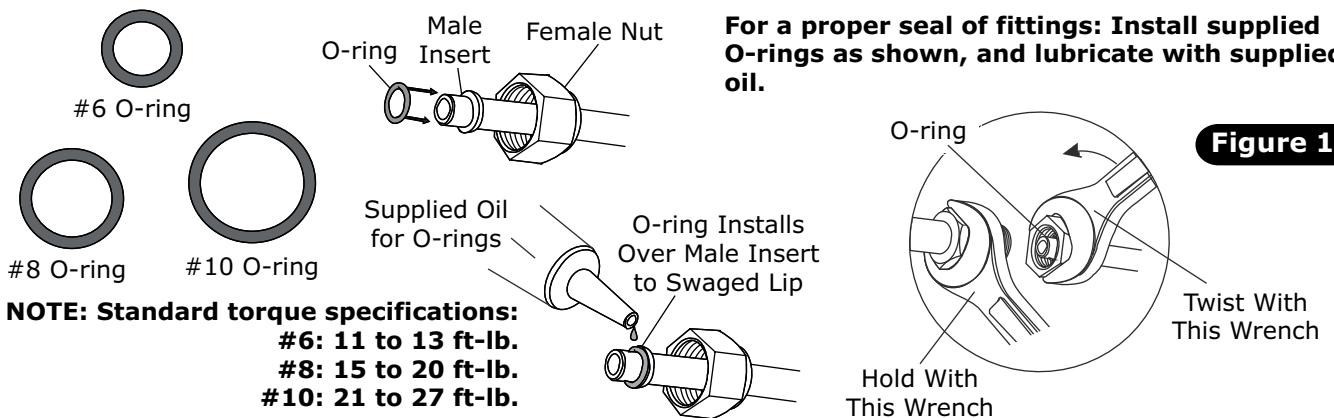


Figure 10

A/C Hose Installation

Standard Hose Kit:

1. Locate the #8 compressor A/C hose. Lubricate (2) #8 O-rings (See Figure 10, above) and connect the 135° female fitting with 134a service port to the #8 discharge port on the compressor. Route the 90° female fitting to the #8 condenser hardline (See Figure 11, Page 13). Tighten each fitting connection as shown in Figure 10, above.
2. Locate the #10 compressor A/C hose. Lubricate (2) #10 O-rings (See Figure 10, above) and connect the #10 135° female fitting with 134a service port to the #10 suction port on the compressor. Route the 90° female fitting to the #10 fitting on evaporator (See Figure 8a, Page 11, and Figure 11, Page 13). Tighten each fitting connection as shown in Figure 10, above.
3. Locate the #6 evaporator A/C hose. Lubricate (2) #6 O-rings (See Figure 10, above) and connect the 90° female fitting to the drier. Route the 90° female fitting to the #6 fitting on evaporator (See Figure 8a, Page 11, and Figure 11, Page 13). Tighten each fitting connection as shown in Figure 10, above.

Modified A/C Hose Kit:

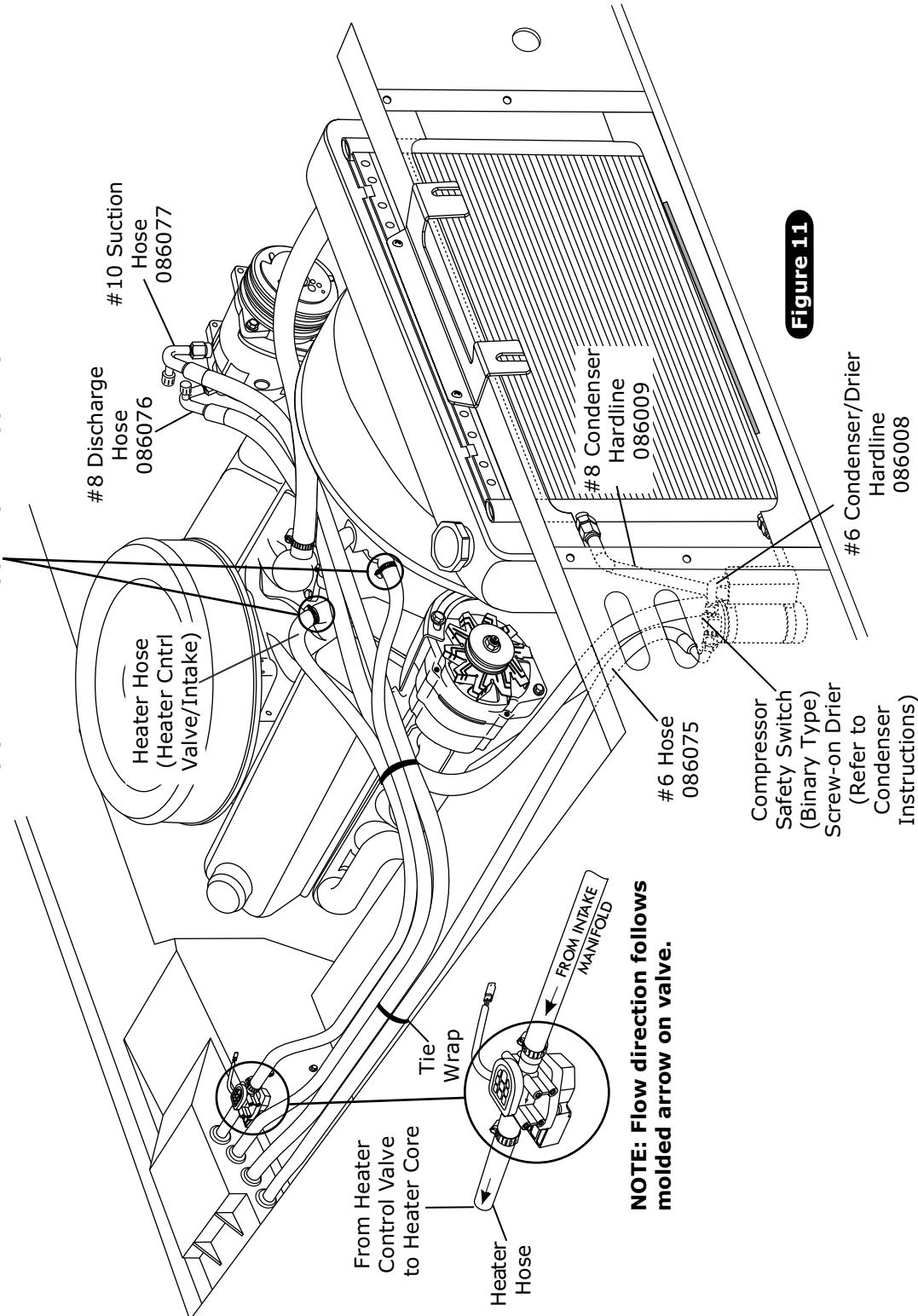
1. Refer to separate instructions included with modified hose kit.

Heater Hose & Heater Control Valve Installation

1. Route a piece of heater hose from the water pump to the top heater fitting of the heater core as shown in Figure 8a, Page 11, and Figure 11, below. Secure using hose clamps.
2. Route a piece of heater hose from the intake to the bottom heater fitting of the heater core as shown in Figure 8a, Page 11, and Figure 11, below. **NOTE: Install heater control valve in line with intake manifold (pressure side) heater hose, and secure using hose clamps as shown in Figure 11, below. Also note proper flow direction.**

A/C & Heater Hose Routing

NOTE: Vintage Air systems require
(2) 5/8" hose nipples (not supplied)





Under Dash Louver Installation

1. Install louvers under dash using (8) #8 x 1/2" Phillips pan head screws (See Figure 12, below).

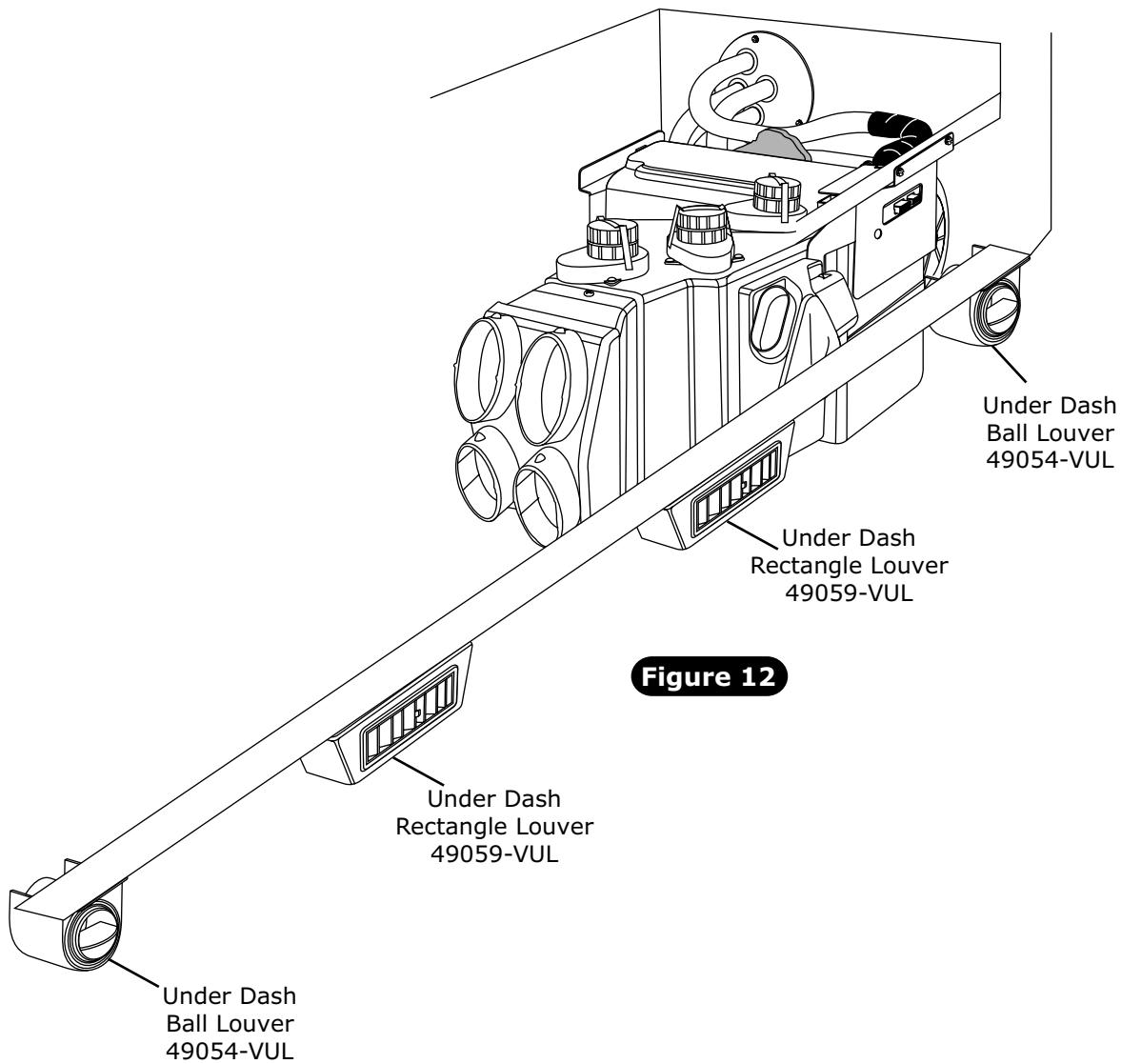


Figure 12



Final Steps

1. Install duct hoses as shown in Figure 15, Page 16.
2. Route A/C wires (12 volt/grounds/binary switch/heater valve) through 3/8" grommet as shown in Figure 13, below.
3. Install control panel assembly. Refer to control panel instructions.
4. Plug the wiring harnesses into the ECU module on the sub case as shown in Figure 15, Page 16 (Wire according to wiring diagrams on Pages 17 and 18).
5. Trim the driver side of the new glove box insert for the OEM fuse panel (See Figure 14, below). **NOTE: Applies to 1972-77 Bronco only.**
6. Install glove box into opening. **NOTE: Carefully squeeze glove box to fit into opening in dash. Then insert glove box and allow it to spring back into shape. Install fuse panel using OEM screws. Secure glove box with OEM screws.**
7. Install glove box door using OEM screws.
8. Reinstall all previously removed items.
9. Fill radiator with at least a 50/50 mixture of approved antifreeze and distilled water. It is the owner's responsibility to keep the freeze protection at the proper level for the climate in which the vehicle is operated. Failure to follow antifreeze recommendations will cause heater core to corrode prematurely and possibly burst in A/C mode and/or freezing weather, voiding your warranty.
10. Double check all fittings, brackets and belts for tightness.
11. Vintage Air recommends that all A/C systems be serviced by a certified automotive air conditioning technician.
12. Evacuate the system for a minimum of 45 minutes prior to charging, and perform a leak check prior to servicing.
13. Charge the system to the capacities stated on Page 4 of this instruction manual.
14. See Operation of Controls procedures on Page 19.

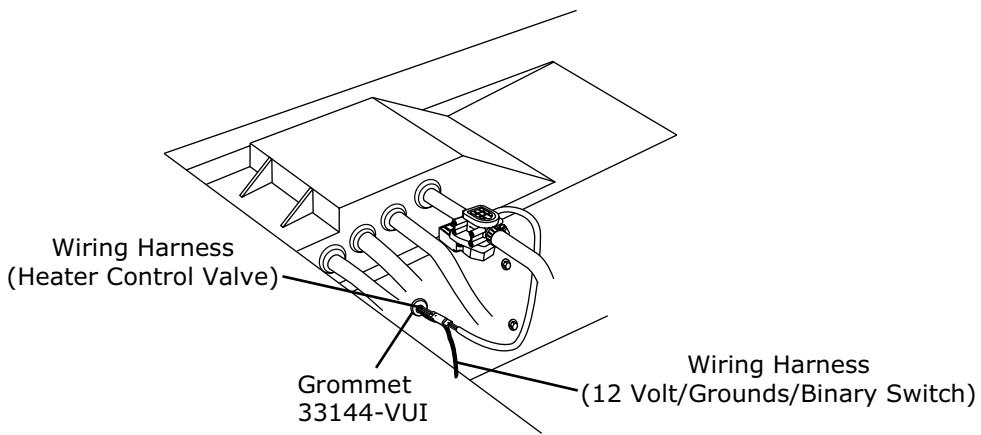


Figure 13

NOTE: On 1972-77 Bronco Only, Trim Glove Box for OEM Fuse Panel.

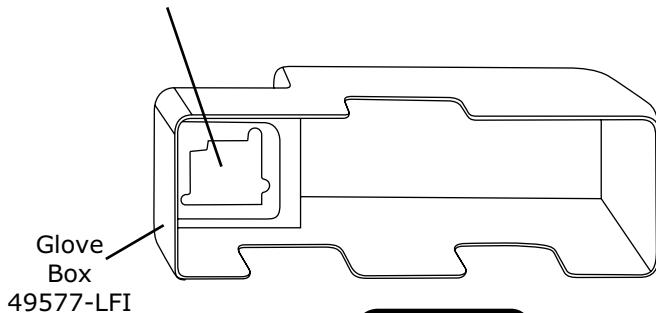


Figure 14



Control Panel and Duct Hose Routing

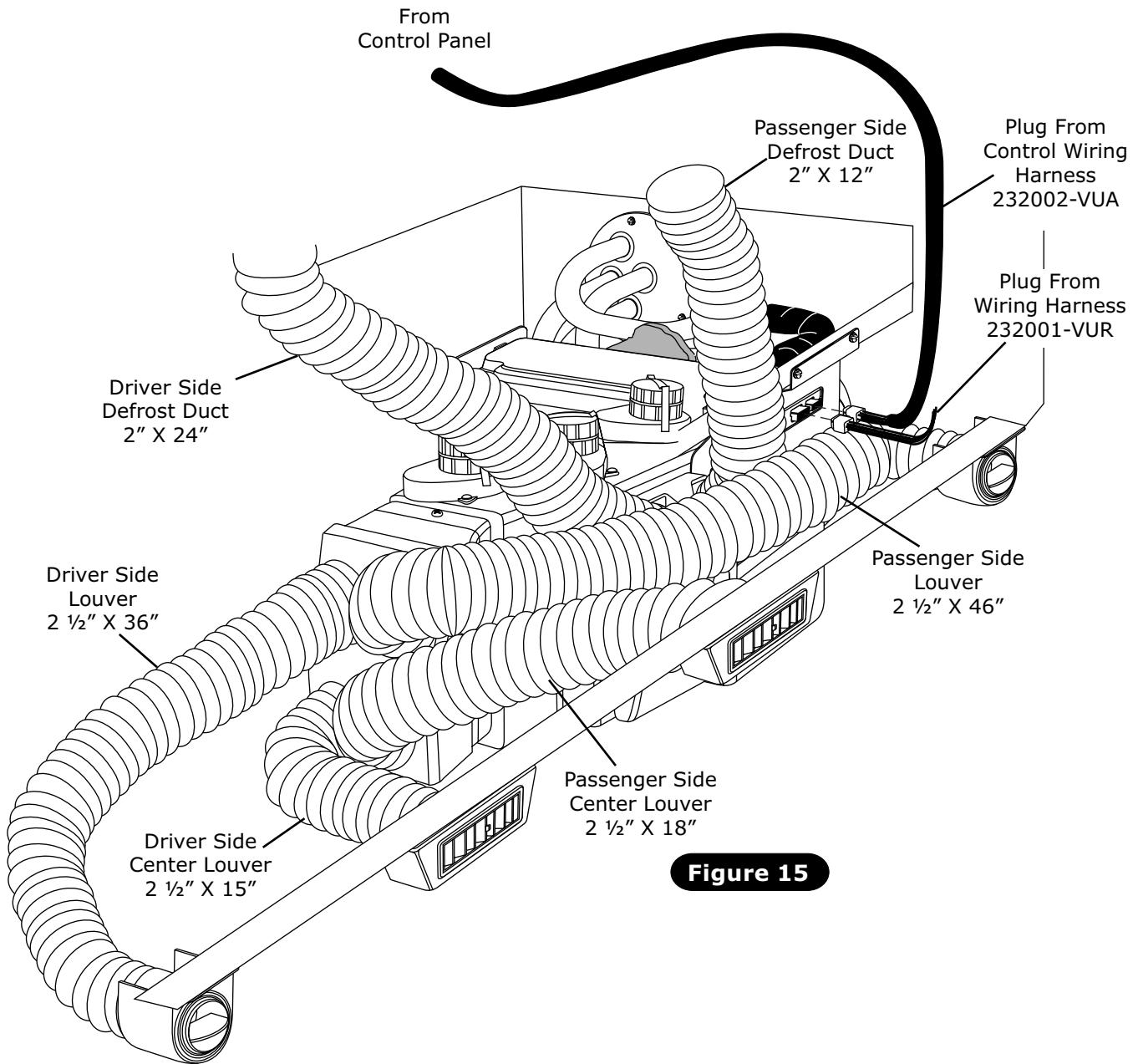
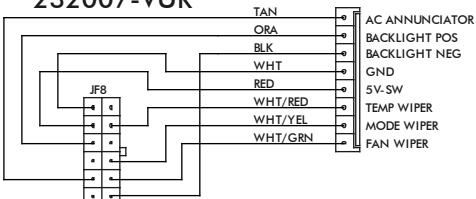


Figure 15



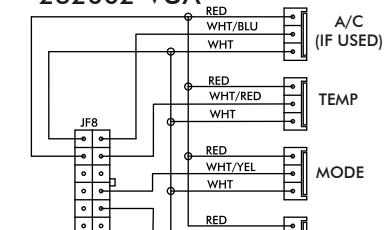
Wiring Diagram

232007-VUR



VIEWED FROM WIRE SIDE

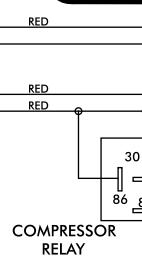
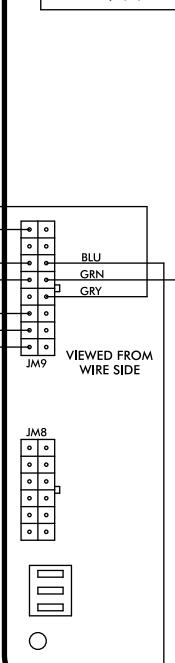
232002-VUA



VIEWED FROM WIRE SIDE

GEN IV ECU

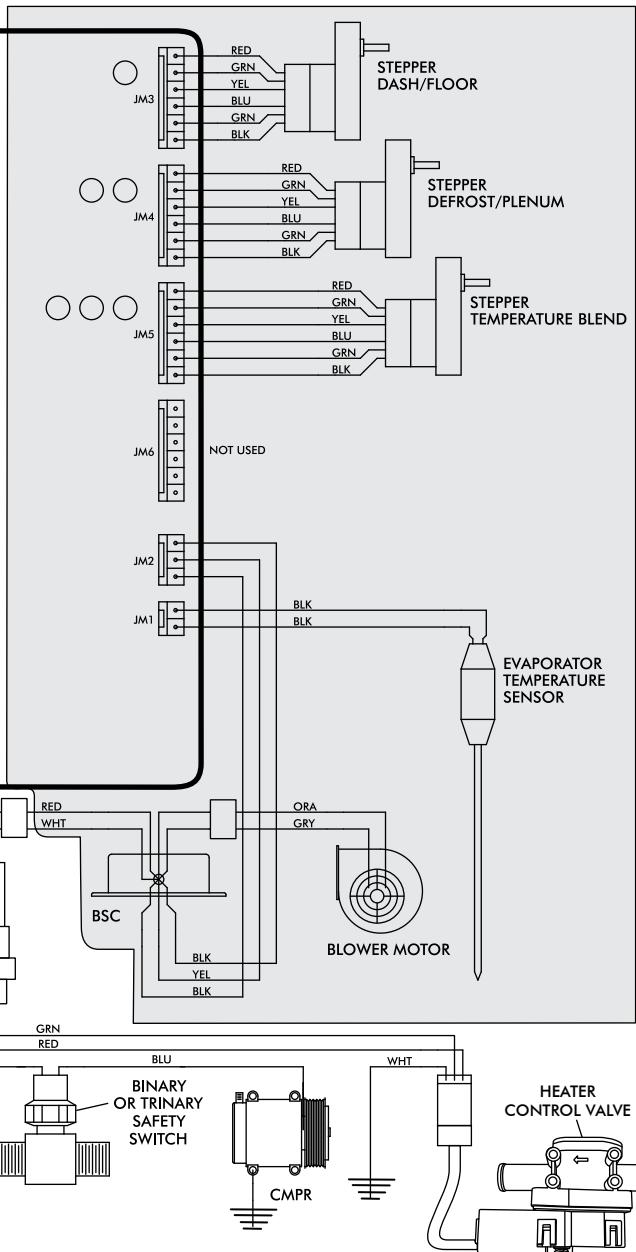
GEN IV WIRING DIAGRAM
REV D, 5/6/2014



** CIRCUIT BREAKER
30 AMP

NOTE: = CHASSIS GROUND

PRE-WIRED



- 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

CONTROL WIRING HARNESS
RED & WHITE

A/C COMPRESSOR RELAY

RED
BLUE

NOTE:
MOUNT RELAY IN DESIRED LOCATION UNDER DASH

VIOLET

WIRING HARNESS
YELLOW & ORANGE COMING FROM HARNESS ARE NOT USED.

YELLOW

ORANGE

TAN DASH BACK LIGHT +0-12V

GRAY

GRAY WIRE IS USED FOR PROGRAMMING CONTROLS IF APPLICABLE

RED
GREEN

RED
GREEN

FIREWALL
WIRING HARNESS

BLACK BLUE
RED
LATCH
WHITE CHASSIS GROUND

NOTE: HEATER CONTROL VALVE CONNECTION AND CHASSIS GROUND MAY BE LOCATED ON EITHER SIDE OF THE FIREWALL. ENSURE CONNECTOR IS LATCHED FIRMLY.

BINARY SAFETY SWITCH

BLACK

BLUE
COMPRESSOR

WHITE

RED

RED

CIRCUIT BREAKER
30 AMP

NOTE: CONNECT WHITE WIRES DIRECTLY TO (-) BATTERY TERMINAL

RED
BATTERY

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).

Ignition Switch:

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

Dash Light:

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

Heater Control Valve:

Install With Servo Motor Facing Down, As Shown. Note Flow Direction Arrow Molded Into Valve Body, And Install Accordingly.

Binary/Trinary & Compressor:

Binary: Connect As Shown (Typical Compressor Wiring). Be Sure Compressor Body Is Grounded.

Trinary Switch: Connect According To Trinary Switch Wiring Diagram.

Circuit Breaker/Battery:

White **Must** Run To (-) Battery, Red May Run To (+) Battery Or Starter. Mount Circuit Breaker As Close to Battery As Possible.



Operation of Controls

On Gen IV systems with three lever/knob controls, the temperature control toggles between heat and A/C operations. To activate A/C, move the temperature lever/knob all the way to cold and then back it off to the desired vent temperature. For heat operation, move the temperature lever/knob all the way to hot and then adjust to the desired vent temperature. The blower will momentarily change speed, each time you toggle between operations, to indicate the change. **NOTE: For proper control panel function, refer to control panel instructions for calibration procedure.**

Blower Speed

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

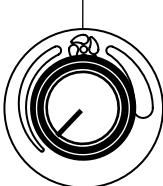
Mode Control

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

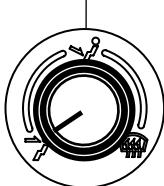
Temperature Control

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

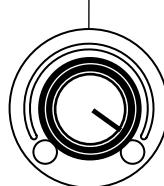
Blower Speed



Mode Control



Temperature Control



A/C Operation

Blower Speed

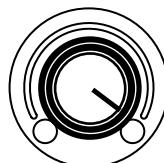
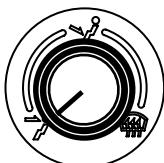
Adjust to desired speed.

Mode Control

Adjust to desired mode position (DASH position recommended).

Temperature Control

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



Heat Operation

Blower Speed

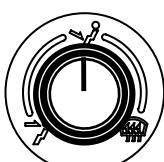
Adjust to desired speed.

Mode Control

Adjust to desired mode position (FLOOR position recommended).

Temperature Control

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



Defrost/De-fog Operation

Blower Speed

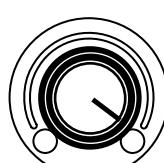
Adjust to desired speed.

Temperature Control

Adjust to desired temperature.

Mode Control

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





Troubleshooting Guide

Symptom	Condition	Checks	Actions	Notes
1a.	Blower stays on high speed when ignition is on.	Check for damaged pins or wires in control head plug. Check for damaged ground wire (white) in control head harness. Check for damaged blower switch or potentiometer and associated wiring.	Verify that all pins are inserted into plug. Ensure that no pins are bent or damaged in ECU. Verify continuity to chassis ground with white control head wire at various points. See blower switch check procedure.	Loss of ground on this wire renders control head inoperable.
1b.	Blower stays on high speed when ignition is on or off.	Unplug 3-wire BSC control connector from ECU. If blower shuts off, ECU is either improperly wired or damaged. Unplug 3-wire BSC control connector from ECU. If blower stays running, BSC 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. 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. Replace BSC (This will require removal of evaporator from vehicle).	No other part replacements should be necessary.
2.	System is not charged.	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.
3.	Compressor will not turn on (All other functions work).	Check for faulty A/C potentiometer or associated wiring (Not applicable to 3-pot controls). System is charged.	Check continuity to ground on white control head wire. Check for disconnected or faulty thermistor. Check 2-pin connector at ECU housing.	To check for proper pot function, check voltage at white/blue wire. Voltage should be between 0V and 5V, and will vary with pot lever position. Disconnected or faulty thermistor will cause compressor to be disabled.
	Compressor will not turn off (All other functions work).	Check for faulty A/C potentiometer or associated wiring.	Repair or replace pot/control wiring. Check for faulty A/C relay.	Red wire at A/C pot should have approximately 5V with ignition on. White wire will have continuity to chassis ground. White/Blue wire should vary between 0V and 5V when lever is moved up or down.



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. Will not turn on under any conditions.	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.	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.	Will not turn on under any conditions.	Verify connections on power lead, ignition lead, and both white ground wires. Verify battery voltage is greater than 10 volts and less than 16.	Verify proper meter function by checking the condition of a known good battery.	
6.	No mode change at all. Loss of mode door function.	Check for damaged mode switch or potentiometer and associated wiring. Check for obstructed or binding mode doors. Check for damaged stepper motor or wiring.	Check for at least 12V at circuit breaker. Check for faulty battery or alternator.	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.
7.	Battery voltage is at least 12V. Blower turns on and off rapidly.	Check for faulty battery or alternator.	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.
8.	Erratic functions of blower, mode, temp, etc.	Check for damaged switch or pot and associated wiring.	Repair or replace.	Run red power wire directly to battery.
				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.



Packing List

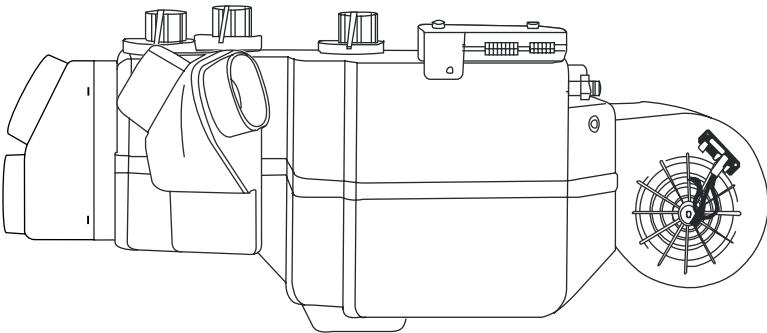
Evaporator Kit (751151)

No.	Qty.	Part No.	Description
1.	1	744004-VUE	Gen IV 4-Vent Evaporator Sub Case w/ 204 ECU
2.	1	791178	Accessory Kit, 66-77 Ford Bronco with 4-Vent Plenum

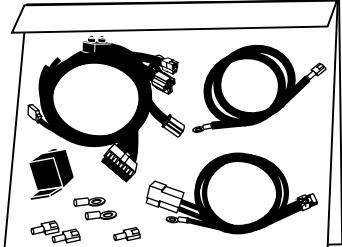
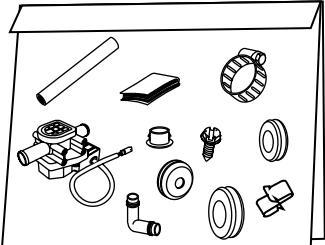
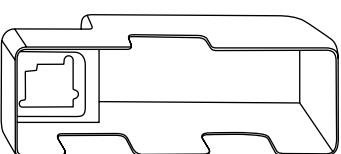
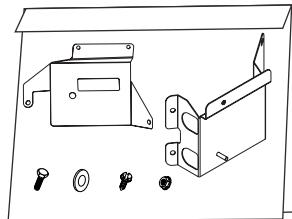
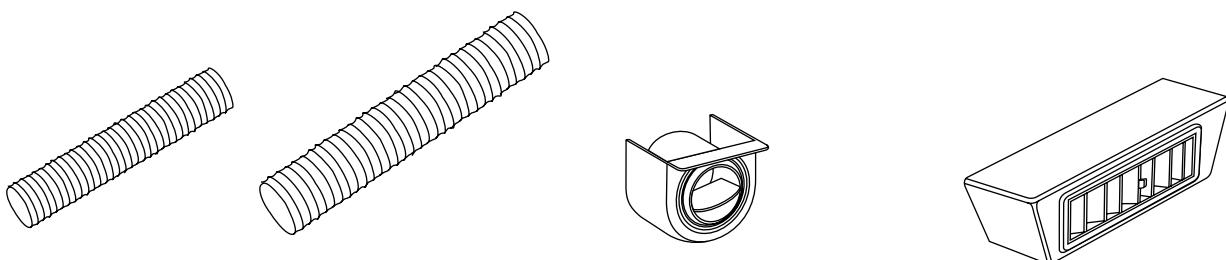
Checked By: _____
Packed By: _____
Date: _____

①

**Gen IV 4-Vent Evaporator
Sub Case w/ 204 ECU
744004-VUE**



②



**Accessory Kit
791178**

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