



“PERFECT FIT” IN-DASH

HEAT/ COOL/ DEFROST

1955-56 FORD FAIRLANE & CROWN VICTORIA CONTROL & OPERATING INSTRUCTIONS

The controls on your new “Perfect Fit” system, offer 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.



1955 CROWN VICTORIA



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THE PICTURES YOU SEE ABOVE SHOW THE CONTROLS IN THE A/C MODE. THIS MEANS THAT THE AIR WILL BE DISTRIBUTED THROUGH THE DASH LOUVERS. THIS ALSO HAS THE TEMPERATURE LEVER IN THE COLD POSITION. WITH THE CONTROLS IN THIS POSITION YOU WILL GET THE AIR THROUGH THE LOUVERS AT THE COLDEST TEMPERATURE AVAILABLE.

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 LOWER CONTROL LEVER CAN BE MOVED TO THE LEFT AND WILL OPEN THE PASSENGER FRESH AIR DOOR.
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 MOVED all the way RIGHT, it will direct the air to the floor / and defrost ducts. The lever can be moved to any position from CENTER to RIGHT. This will give blend between all distribution outlets. When the lever is in the CENTER position the passenger fresh air door is closed. When the LEVER is moved from the Center to the Left the passenger fresh air door is opened.

TEMPERATURE CONTROL: The temperature LEVER as shown is in the COLDEST temperature position. As the lever is pushed to the right 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 LEVER in the Face Mode (air-flow out the face outlets).
When the Mode control knob is pushed all the way to the LEFT against the lower stop in the control bezel 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.



***INSTALLATION INSTRUCTIONS
1955- 56 FORD FAIRLANE AND CROWN VICTORIA***

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 (2) box's for the correct components.

Evaporator

Firewall Block Off
Sack Kit Hardware (2)
Sack Kit Control
2" dia. Flex Duct 15ft
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-ring, 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
DISCONNECT BATTERY GROUND CABLE.***

Disconnect battery ground cable. Drain radiator.

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

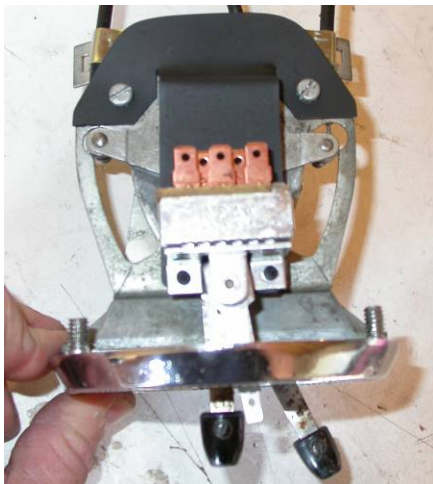
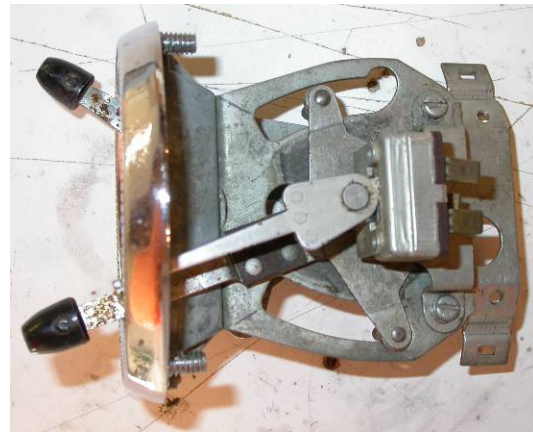
REMOVE THE ENTIRE HEATER ASSEMBLY AND DISCARD.

1955 CROWN VICTORIA

Locate behind the controls (3) retaining nuts. Remove these nuts and remove controls from the car. Note: Original cable that connects to passenger outside air door will be reused.

Locate power source to the original heater identify for use with new system.

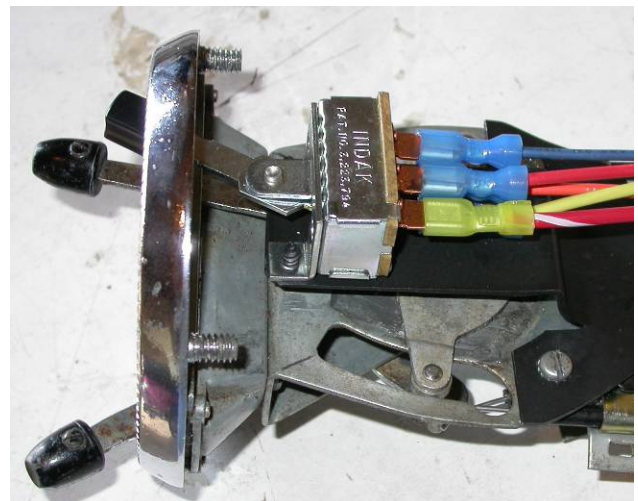
Remove original blower switch and control cables. Retain all original hardware.

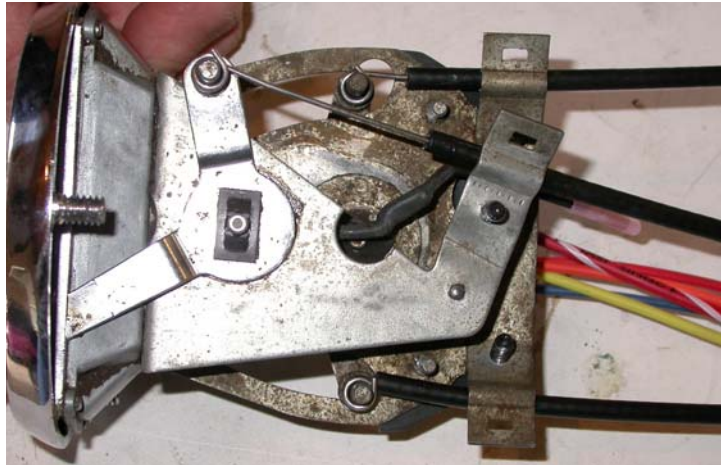


Locate in the control sack kit the new blower switch, switch mounting bracket, switch knob and (2) #8 x 3/8" pan head screw.

Attach switch to the bracket using (2) #8 screws. Attach the assembly to original controls using original hardware as shown. Install switch knob on to blower switch lever.

Locate electrical harness from the control sack kit and connect to the blower switch as shown.





ORIGINAL FRESH AIR CABLE

TEMPERATURE CABLE

FACE / HEAT DOOR CABLE

Locate (2) control cables from the unit box. Using original hardware attach to the control head as shown. Shortest of the cables is the face / heat door cable. Longest is the temperature door cable.

Reinstall control head and route the cables and harness to evaporator.

1955 – 56 FAIRLANE

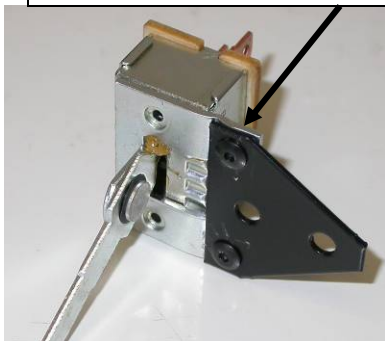
Locate behind the controls (2) retaining nuts. Remove these nuts and remove controls from the car. Note: Original cable that connects to passenger outside air door will be reused.

Locate power source to the original heater identify for use with new system.

Remove original blower switch and control cables. Retain all original hardware.



BEND MOUNTING TABS



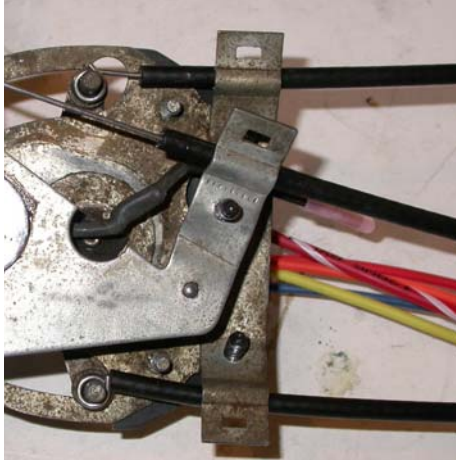
Locate in the control sack kit the blower switch assembly, switch mounting bracket #2 and (2) 1/8" pop rivets.

The blower switch needs to be modified as shown. Assemble switch to bracket using the 1/8" pop rivets as shown.



Attach switch assembly to original controls using original hardware as shown.

Install switch knob on to blower switch lever.



ORIGINAL FRESH AIR CABLE

TEMPERATURE CABLE

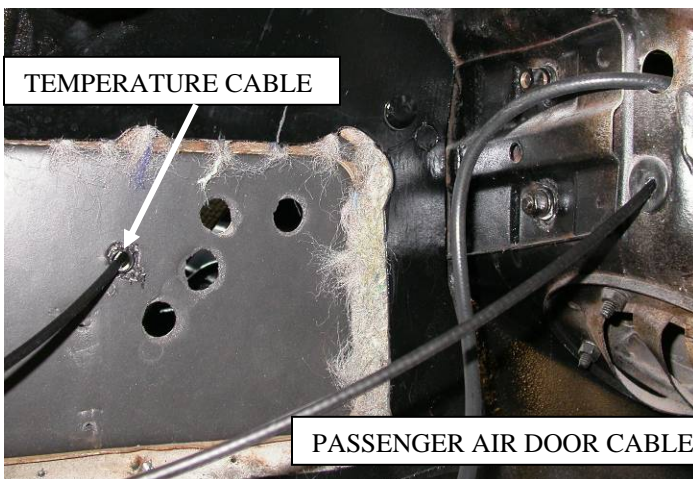
FACE / HEAT DOOR CABLE

Locate (2) control cables from the unit box. Using original hardware attach to the control head as shown. Shortest of the cables is the face / heat door cable. Longest is the temperature door cable.

Reinstall control head and route the cables and harness to evaporator.

Locate firewall block off and (6) #10 x 3/4" tek screws.

Attach over opening on the firewall using #10 screws.



TEMPERATURE CABLE

PASSENGER AIR DOOR CABLE

Route temperature cable across and out through the 1/2" grommet in the firewall block off.

Locate evaporator and (4) hookup tubes from the unit box.

Locate (4) hose clamps and (2) pieces of heater hose.

Attach heater tubes to the heater outlets as shown. **NOTE: BE SURE TO TIGHTEN THE HOSE CLAMPS FIRMLY.**



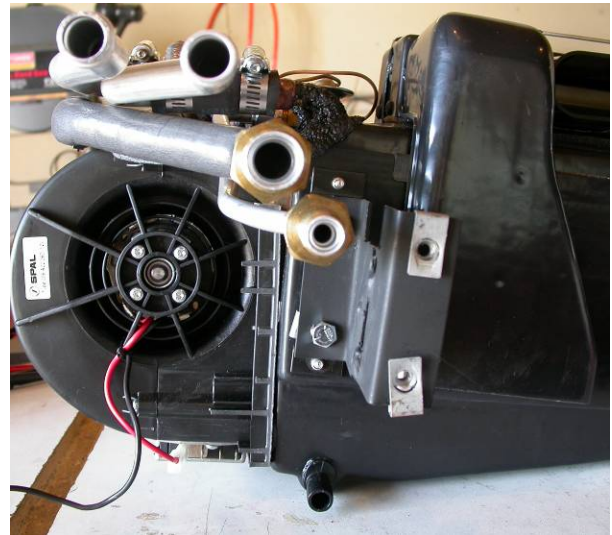
Attach small liquid tube to the expansion valve using (1) #6 o-ring and a few drops of mineral oil.

Attach suction tube assembly to the coil outlet fitting using (1) #10 o-ring and a few drops of mineral oil. Locate refrigerant tape from the hardware sack kit and wrap the connection as shown. Be sure there is no exposed metal.

Bend hookup tubes to be in approximate location as shown.

Locate rear unit mounting bracket and (2) 1/4"-20 x 5/8" hex head screws.

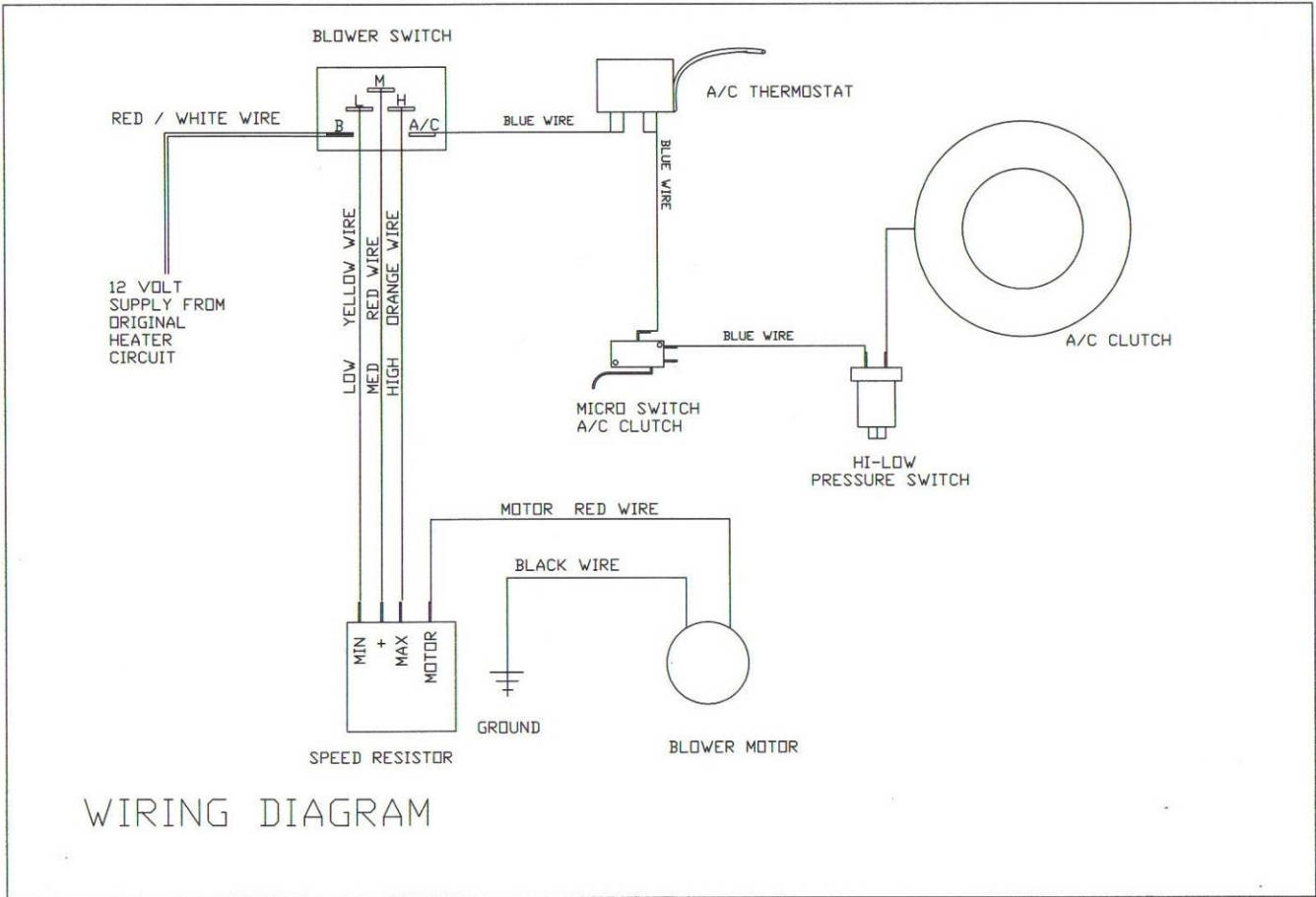
Attach bracket to the evaporator using 1/4" screws as shown.



Locate drivers rear unit mounting bracket and (2) 1/4"-20 x 5/8" hex head screws.

Attach bracket to the evaporator using 1/4" screws as shown.

Attach wire harness to the micro switch and the thermostat and route harness over to the blower assembly.



Locate (1) #8 x 3/8" pan head screw from the hardware sack kit.

Route control cable and insert end of the cable into second hole from pivot of the crank arm

Attach using the #8 screw.



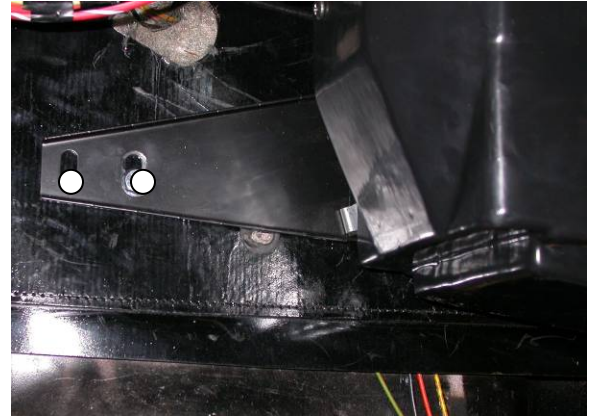
Lift evaporator assembly up and insert hookup tubes through the firewall block off.

Locate the 1/4"-20 x 1 hex head screws and attach rear mounting bracket to the block off.

Screw on the bulkhead nuts.

Locate the drivers' side mounting bracket, (2) 1/4"-20 x 1" hex head screw and flange nuts.

Holding evaporator level, match drill through the firewall and attach bracket using the screws and nuts.



Locate the blower support bracket, (2) #8 x 3/8" pan head screws and (2) #10 x 3/4" tek screw.

Attach bracket to blower and to bottom of dash as shown.

Locate black ground wire from motor and using #10 screw ground to the body.

Locate 2" dia. flex hose (1) 1ft. and (2) 3ft., in the unit box. In the hardware sack kit (2) defrost hose adapters and (4) #8 x 3/8" pan head screws.

Cut 1ft. flex hose to 8" and attach to defrost adapters using (2) #8 screws.

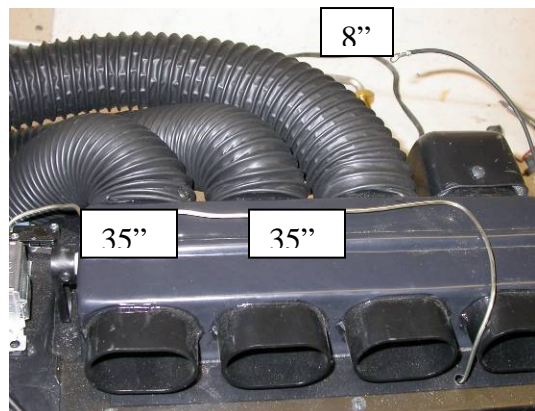


Cut 3ft. flex hose to 35" and attach to defrost adapters using (2) #8 screws.

Cut 3ft flex hose to 35" long. Attach 1st 35" hose to 1st outlet on the left.

Attach 2nd 35" hose with the defrost adapter to 2nd outlet.

Attach 8" hose with the defrost adapter to 3rd outlet.



Locate the remote heat dump and (2) #10 x ¾ tek screws from the hardware sack kit. Attach heat dump to the firewall to the left of the steering column using #10 screws.

Route hoses as shown below.



35" HOSE



35" HOSE WITH DEFROST ADAPTOR
DRIVERS DEFROST DIFFUSER



8" WITH DEFROST
ADAPTOR

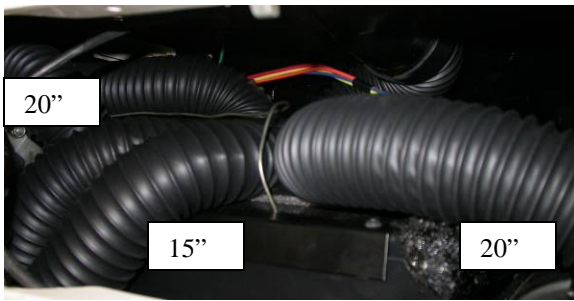
Locate 2" flex hose 15 ft long, cut (1) piece 43", cut (2) pieces to 20" and (1) pieces to 15".



ATTACH LOUVER HOUSING TO
DRIVERS SIDE OF THE DASH USING
(2) #10 TEK SCREWS



ROUTE 43" HOSE OVER
RADIO AND OVER TO THE DRIVERS LOUVER



ATTACH FLEX HOSE AS SHOWN
ROUTE TO THE DUAL LOUVER ASSEMBLY
AS SHOWN BELOW

ATTACH PASSENGER LOUVER
HOUSING TO THE DASH USING (2)
#10 SCREWS. ROUTE 20" FLEX
HOSE OVER TO THE PASSENGER
LOUVER



Locate the center dual louver
assembly, (2) #10 x 3/4" tek screws and
(2) #8 x 3/8" pan head screws.

Attach hose adapter to bottom of the
dash using #10 screws. Be sure to
center the louvers under the radio.

Attach dual louver assembly to the hose
adapter using (2) #8 x 3/8" pan head screws.



Insert clutch wire through grommet hole in the firewall bracket along with the water valve cable.

Locate power wire previously identified and attach to the red / white wire from the unit wire
harness.



Drill (1) 11/16" hole for the drain tube as shown.

Locate clear drain tube from the hardware
sack kit. Attach to the drain fitting on the
unit and out through hole previously
drilled.

CAUTION: The control cables are equipped with inline adjusters. Adjust the Defrost, Heat / Face door, and Water valve cable so that the full travel of Control cable operates the door to its full travel. Make sure that water valve completely closes when cable 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 thin metal arm on the switch. Make sure that the Clutch Micro Switch is depressed when lever is in the face position.

The engine compartment components should be installed at this time. Carefully follow the electrical diagram provided on page 5

This install is done with a vehicle that is equipped with a 289 V8 ENGINE.

Install the engine kit following the instructions provided.

Remove the hood latch panel and retain original hardware. Remove the hood seal panel and retain original hardware.



Locate the condenser, (2) of the condenser mounting brackets and (4) #10 x 3/8" hex head screws from the condenser box.

Set condenser in front of the radiator and modify brackets to mount from the condenser to the radiator bulkhead bolts.

Locate the discharge hose assembly and (1) #8 o-ring.

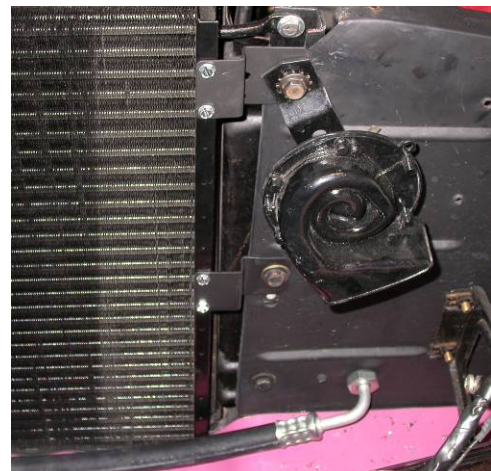
Loosely attach straight end of the hose to the condenser using (1) #8 o-ring and a few drops of mineral oil.

Locate last (2) condenser mounting brackets, and (4) #10 x 3/8" hex head screws.

Modify brackets to mount from condenser to the radiator bulkhead bolts.

Using the discharge hose assembly as a guide locate and drill (1) 13/16" dia. hole.

Insert bulkhead fitting through hole and install the bulkhead nut.





Locate (2) liquid tube assemblies, receiver drier, drier mounting bracket, (3) #6 o-rings, (2) #10 x 3/8 hex screws and hi/low pressure switch.

Attach shortest of the liquid tubes to the condenser fitting using (1) o-ring and a few drops of mineral oil.

Using the tube as locator attach tube to the drier inlet using (1) #6 o-ring and a few drops of mineral oil. Attach drier to the condenser using the mounting bracket and (2) #10 x 3/8" hex head screws. Tighten the fittings.

Loosely attach the last of the liquid tubes to the drier and locate the hole in the radiator support. Remove the tube. Drill (1) 11/16" hole. Reinstall liquid tube to the drier using (1) #6 o-ring and a few drops of mineral oil. Insert the bulkhead fitting through hole and install the bulkhead nut.

Reinstall hood latch panel and hood seal panel using the original hardware.



Locate liquid hose and (2) #6 o-rings.

Attach 90 deg fitting to the bulkhead fitting on the radiator support using (1) #6 o-ring and a few drops of mineral oil.

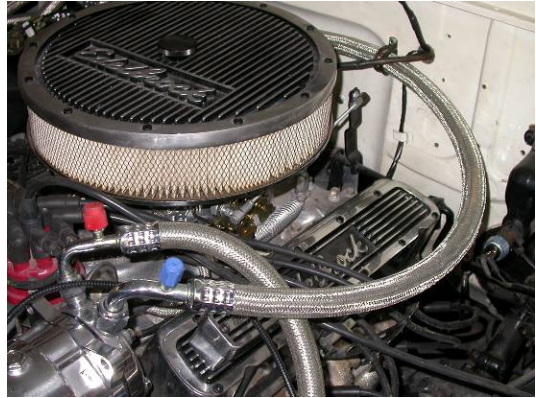
Route hose behind battery and connect to #6 fitting on the firewall. Use (1) #6 o-ring and a few drops of mineral oil.



Locate #10 suction hose and (2) #10 o-rings.

Attach 90 deg fitting without the service port to #10 fitting on the firewall using (1) #10 o-ring and a few drops of mineral oil.

Route other end around and attach to the compressor using (1) #10 o-ring and a few drops of mineral oil.



Locate #8 discharge hose and (2) #8 o-rings.

Attach #8 fitting with service port to the compressor using (1) #8 o-ring and a few drops of mineral oil.

Attach other end to #8 fitting on the radiator support using (1) #8 o-ring and a few drops of mineral oil.



Locate the inlet block off from the hardware sack kit.

Attach it over the air inlet behind the battery.

***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" system.***

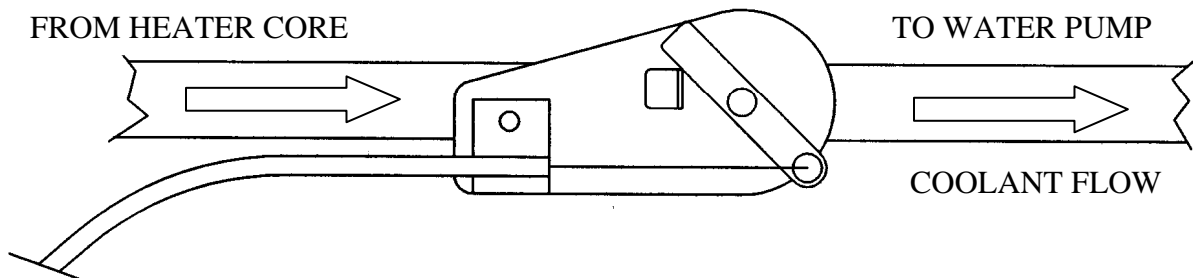
IMPORTANT

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***