



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

“UNIVERSAL ELECTRIC SERIES” HEAT/ COOL/ DEFROST CONTROL & OPERATING INSTRUCTIONS

The controls on your new “UNIVERSAL ELECTRIC” system. Offers complete comfort capabilities in virtually every driving condition. This includes Temperature control in all of the modes. This system provides the ability to blend the air between Face and Heat / Defrost modes. The system also provides “DEHUMIDIFIED AIR” in the defrost position.



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 unit.

AIR CONDITIONING MODE: The center Knob when rotated to the right will put the system in the A/C Mode (air-flow out the FACE outlets). When the Mode control knob is in this position the Air Conditioning is activated and the compressor clutch is on. When the Knob is rotated to the left about ¼ turn the compressor clutch is disengaged and the air is distributed at ambient temperature.

HEAT & DEFROST MODE: As the center Knob is rotated to the LEFT the A/C compressor will disengage and the air will blend between Face and the Heat / Defrost Mode. When the knob is ROTATED all the way to the LEFT the compressor clutch is engaged and will provide “DEHUMIDIFIED DEFROST”.

TEMPERATURE CONTROL: The temperature Knob when rotated to the LEFT is in the COLDEST temperature position. As the knob is rotated to the RIGHT the temperature of the discharged air will rise to the HOTTEST point.

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



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INSTALLATION INSTRUCTIONS 1-1081 STREET ROD COOLER II - ELECTRIC

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

IMPORTANT INFORMATION

1. Before starting, read the instructions carefully.
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

The “Universal Unit” that you have purchased comes with the following components. The next few pages will address the correct installation procedures for each component.

- 1) “Evaporator”
- 2) Electronic Controls
- 3) Electrical Harnesses (2)
- 4) Electronic Water Valve
- 5) Hardware for mounting.
- 6) 15 ft 2” Flex Hose
- 7) Remote Heat Diffuser

The 0102E unit is designed for “Center, Drivers, or Passenger” location.

(4) FACE OUTETS



HEAT DEF DEF HEAT



The heat dumps on the back of the unit can be removed and the remote heat dump can be attached away from the unit and connected with flex hose to either side of the unit.

0031-7 DIFFUSER

0028-7 DIFFUSER



REMOTE HEAT DUMP

Different styles of defrost diffusers are available for you requirements.

The center (2) rear hose adaptors are for the defrost.

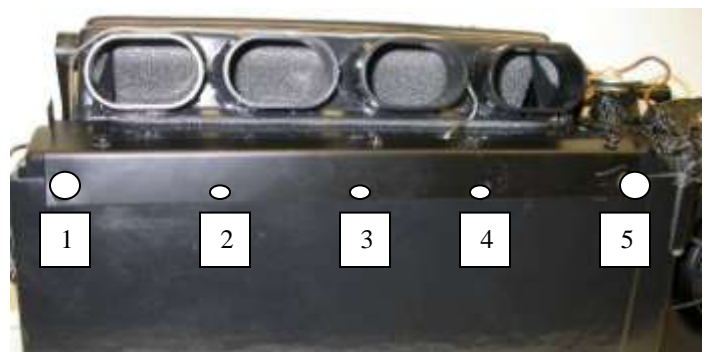


The Evaporator is equipped with (4) mounting points located on the back of the unit.

There is a hole location template on the last page of the instructions.

On the front of the unit there is a bracket with (5) holes. The outboard holes have screws in them. These can be removed if required for proper mounting. But must be replaced.

Any of the (5) holes can be used for supporting the front of the unit. There are screws provided in the hardware sack kit for these holes.



The screws cannot be longer than 5/8".

Locate a stable and fixed mounting location. Looking at the front of the unit. Be sure that the top of the unit is level with the ground. The drain pan on the bottom of the unit should be slightly lower at the firewall than the front of the unit to insure proper condensation drainage.

ELECTRICAL CONTROLS:

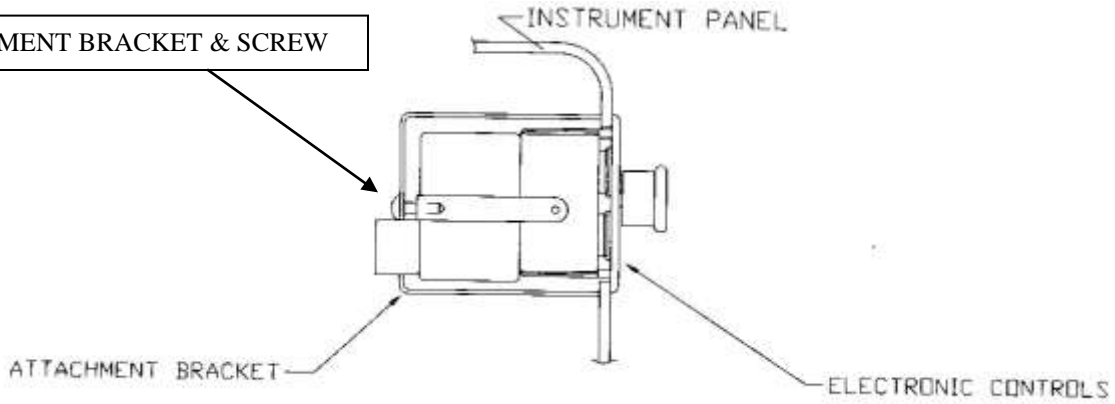
Locate a flat area to mount the control head.

The template for the cutout is on the last page of the instructions. Do a rough cut and then file the hole to the correct size.



Attach the controls through the cut opening and use the attachment bracket and screw.

ATTACHMENT BRACKET & SCREW

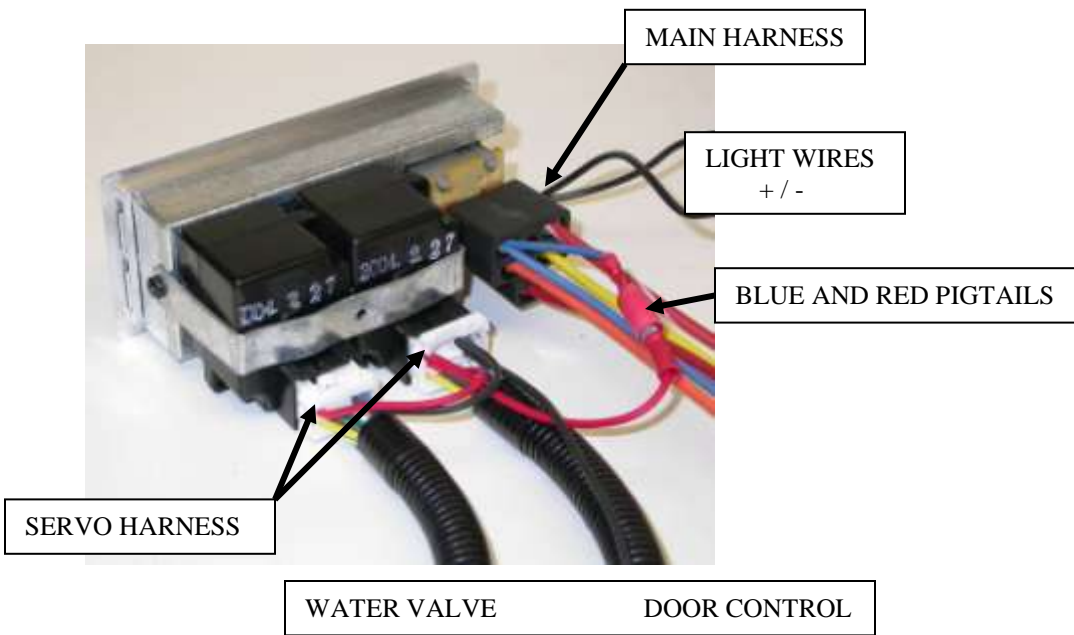


The diagram above shows the correct mounting of the controls. The attachment bracket will hold the controls in place.

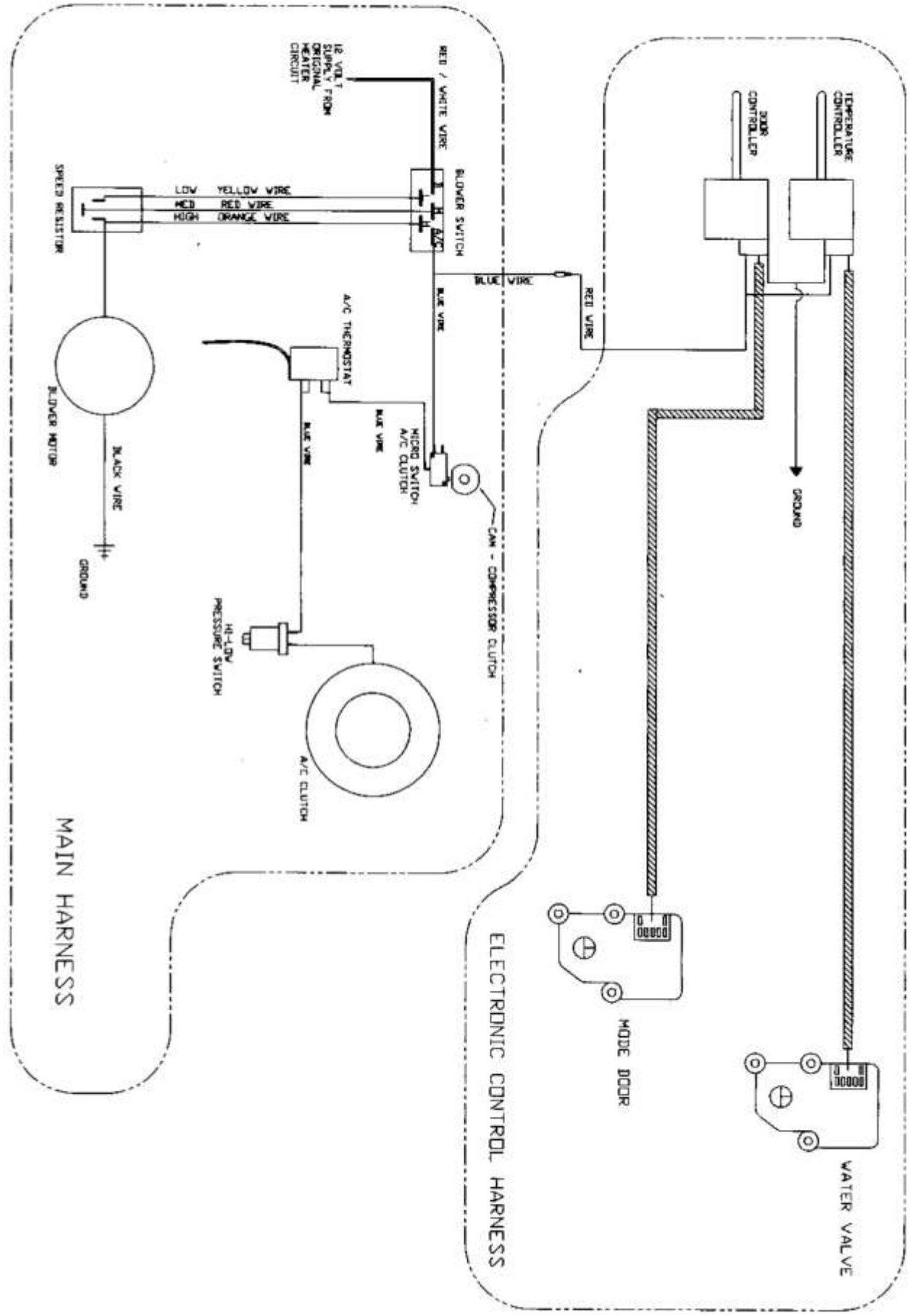
Locate the (2) wiring harnesses from the control box.
Attach the main harness to the blower switch.

Attach the servo harness to the controllers as shown. Note: the harness has (2) circuits the longest part of the harness is the water valve control. Ground the black wire from the door control side of the harness.

The red pigtail with the male bullet connector from the door controller goes to the blue pigtail with the female bullet from the main harness.



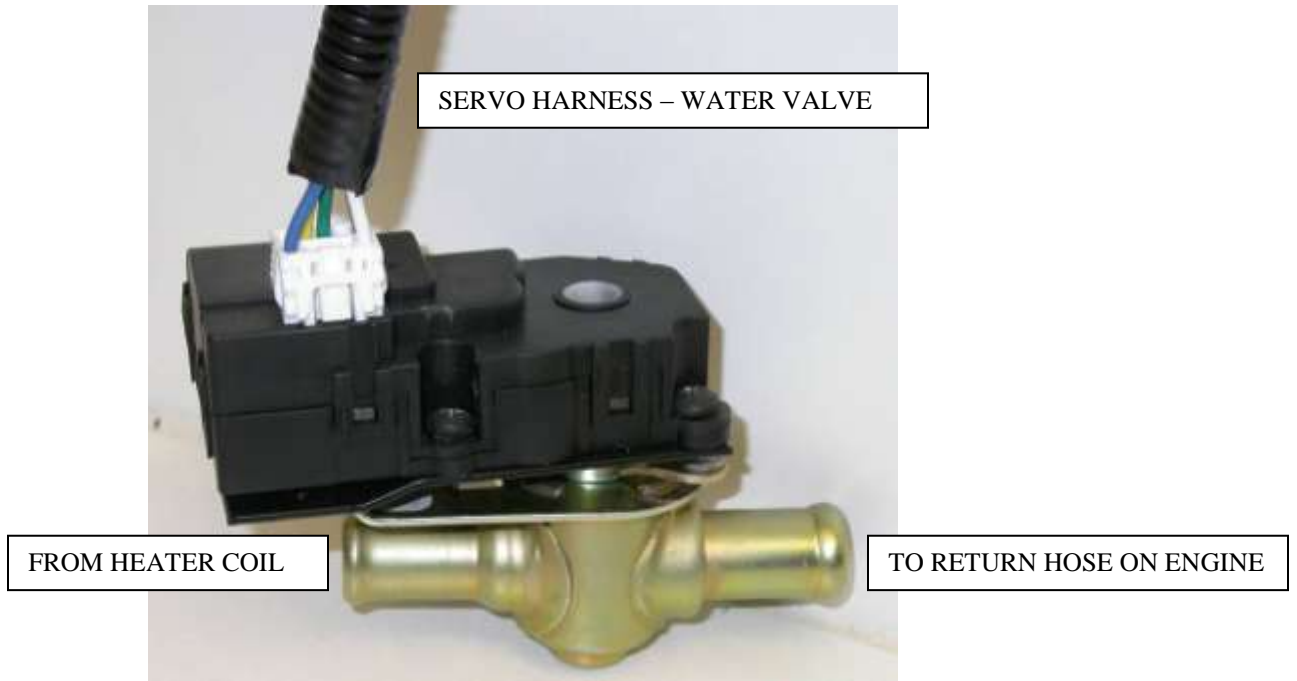
Attach the wires from the light. (1) to ground on chassis and (1) to the running light wire on the vehicle lighting circuit. The wiring diagram is on the next page.



WATER VALVE:

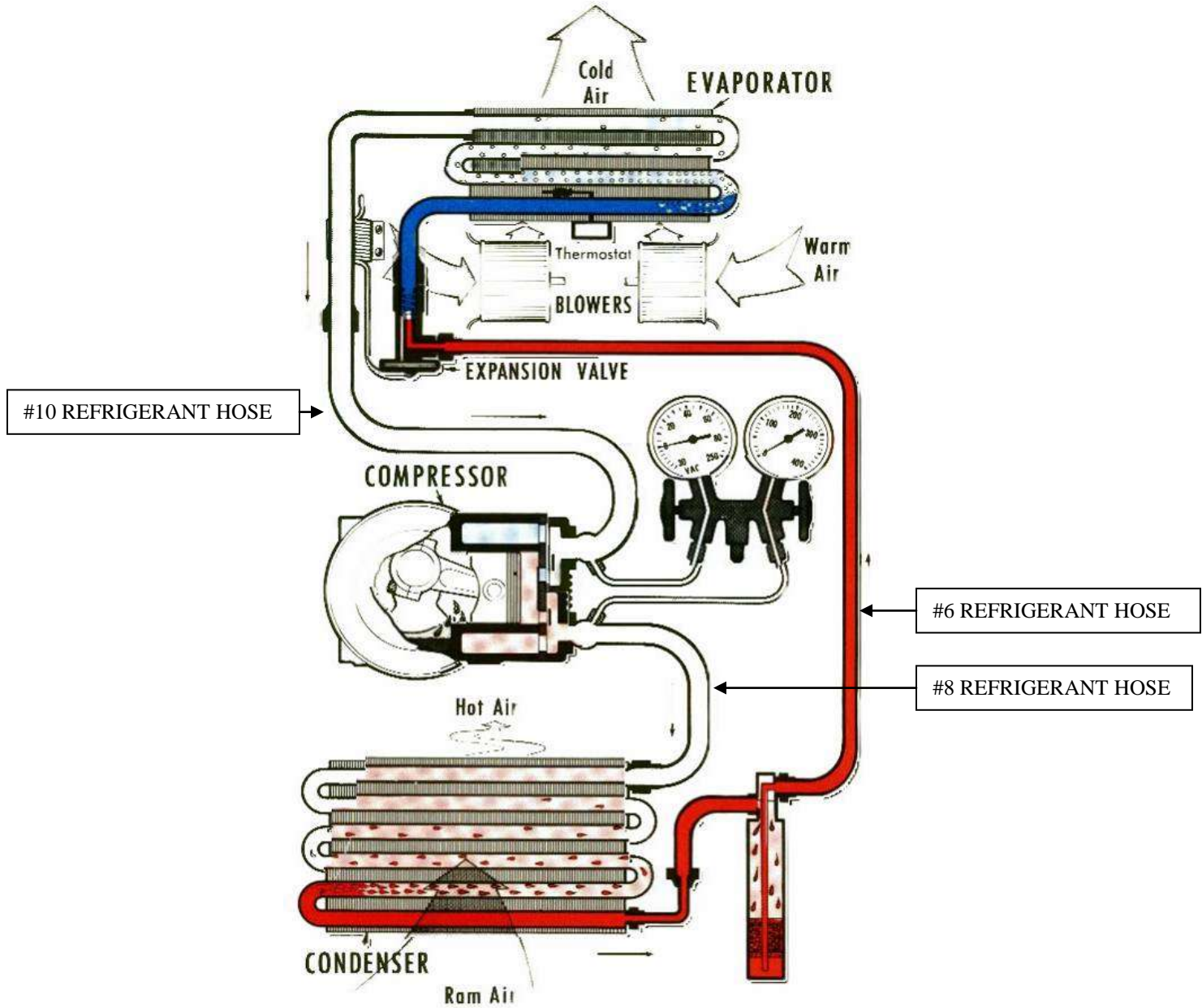
The evaporator is equipped with a Water Valve that is used for the Temperature control. The valve will properly meter the water flow through the heat coil. But the valve must be installed properly. The valve must be installed on the “RETURN HOSE”.

The water must flow from the ENGINE to the HEAT COIL and then through the WATER VALVE and back to the WATER PUMP on the engine.



Properly installing the water valve will provide trouble free temperature control.

THE DIAGRAM BELOW SHOWS THE PROPER REFRIGERANT CIRCUIT.



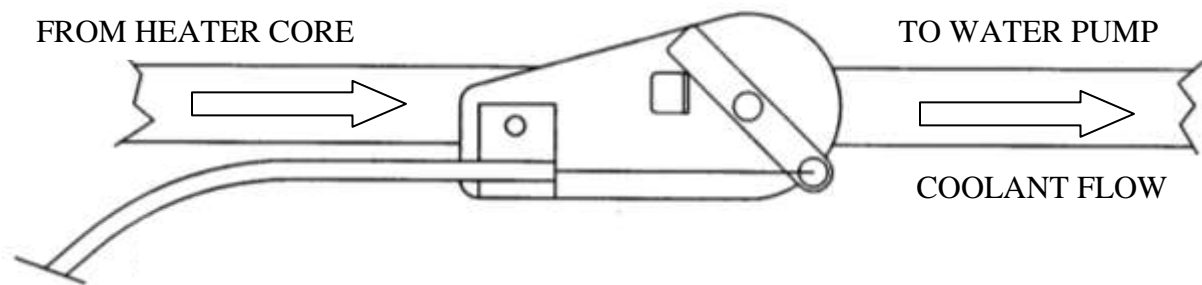
IMPORTANT

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***