



[www.vintageair.com](http://www.vintageair.com)

## **Gen IV/Gen 5 3-Lever/Knob**

### **Control Panel Calibration Procedure**

On Vintage Air Gen IV and Gen 5 systems using cable converters or replacement electronic controls, it is necessary to calibrate the system to your specific control panel. This procedure ensures that the travel of your control panel levers or knobs is translated into precise control of the blower speed, temperature blend and mode door position. Please carefully read and understand these procedures before beginning. The procedure may be repeated as many times as necessary to get it right.

#### **Gen IV Systems:**

In preparation for calibration, you will need to attach the supplied white ground jumper wire (PN 231520) to a suitable chassis ground. This jumper wire must be easily connected to the gray programming wire located in the main Gen IV wiring harness next to the compressor relay. During the calibration procedure, you will connect the white jumper to the gray program wire, which will "teach" the Gen IV ECU the upper limits of the control levers or knobs. The blower will momentarily change speeds, signaling that the upper limits have been "learned". You will move the levers or knobs to opposite extreme positions of their travel and then disconnect the white jumper. The blower will pulse on/off, signaling that the lower limits have been learned and that the calibration procedure is complete.

#### **Gen 5 Systems:**

In preparation for calibration, you will need to attach the supplied white ground jumper wire (PN 231520) to a suitable chassis ground. This jumper wire must be easily connected to the gray programming wire located in the main Gen 5 wiring harness, see the Gen 5 wiring diagram and instructions for more information. During the calibration procedure, you will connect the white jumper to the gray program wire, and ground, which will then put the ECU into calibration mode. When the ECU is in calibration mode, the blower will default to medium speed and the ECU will flash a solid red light. Once in calibration mode you will cycle the controls as indicated in the calibration procedure on the next page. When complete, the jumper and program wire will be disconnected. The blower will turn off indicating calibration is complete.

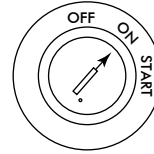


www.vintageair.com

## Gen IV/Gen 5 3-Lever/Knob

### Control Panel Calibration Procedure (Cont.)

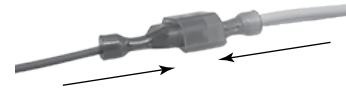
1. Turn on the ignition switch (Do not start the engine).



2. Move the (3) control panel levers or knobs to the following positions:

- A. **Blower Speed:** HIGH
- B. **Mode:** DEFROST
- C. **Temperature:** HOT

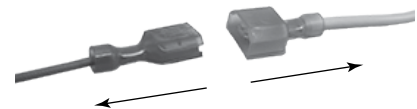
3. Connect the white jumper wire to the gray program wire.  
Wait approximately 5 seconds for the blower speed to change if using a Gen IV system, if using a Gen 5 system wait for the blower to default to medium speed.



4. Move the (3) control panel levers or knobs to the following positions:

- A. **Blower Speed:** LOW
- B. **Mode:** DASH
- C. **Temperature:** COLD

5. Disconnect the white jumper wire from the gray program wire. The blower speed will change if using a Gen IV system, and will shut off if using a Gen 5 system, indicating completion of the calibration procedure.



6. Confirm proper operation of controls. Repeat procedure if necessary. When finished, tape over program wire connector with electrical tape to prevent accidental contact with chassis ground.