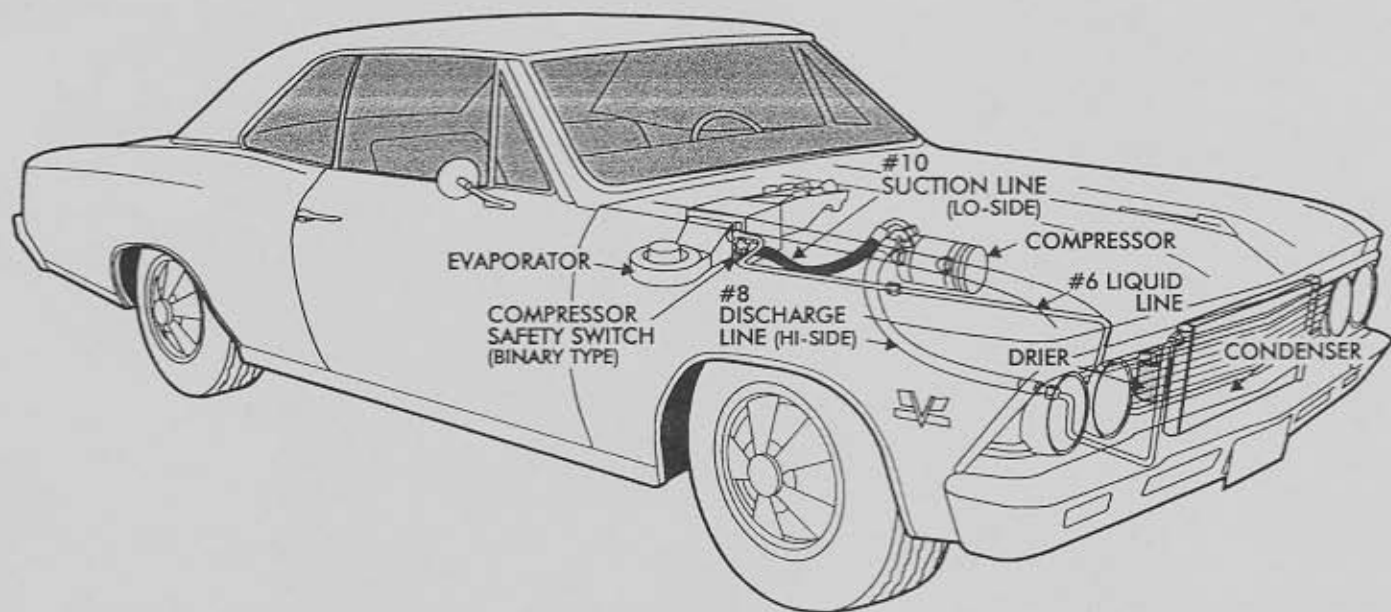


ADVANTAGE

INSTALLATION INSTRUCTIONS FOR
1966 CHEVELLE

WITHOUT FACTORY AIR CONDITIONING

55073-VCZ-A



1966 CHEVELLE

WITHOUT FACTORY AIR CONDITIONING

IMPORTANT NOTICE-PLEASE READ

**FOR MAXIMUM SYSTEM PERFORMANCE
VINTAGE AIR RECOMMENDS THE FOLLOWING:**

RADIATOR - 70071-VCR
SHROUD - 32071-VCF
FAN - 32518-VUF
FAN CLUTCH - 32000-VUF

SERVICE INFO:

EVACUATE THE SYSTEM FOR 35-45 MINUTES WITH SYSTEM COMPONENTS (DRIER, COMPRESSOR, EVAPORATOR AND CONDENSER) 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.

REFRIGERANT CAPACITIES

134a SYSTEM

CHARGE WITH 1.8 LBS. OF REFRIGERANT

R-12 SYSTEM

CHARGE WITH 2.0 LBS. OF REFRIGERANT

LUBRICANT CAPACITIES

NEW COMPRESSOR - NO ADDITIONAL OIL NEEDED
USED COMPRESSOR - CONSULT VINTAGE AIR

INSTALLATION INSTRUCTIONS

NOTE BEFORE STARTING THE AIR CONDITIONING INSTALLATION, CHECK FOR PROPER OPERATION OF ALL COMPONENTS (RADIO, LIGHTS, WIPERS, ETC.). STUDY THE INSTRUCTIONS, ILLUSTRATIONS AND DIAGRAMS. FOR EASE OF INSTALLATION CHECK OFF (✓) EACH PROCEDURE PRIOR TO MOVING ON TO NEXT STEP.

ENGINE COMPARTMENT (SEE FIGURE 1)

- JACK UP VEHICLE AND PLACE JACK STANDS UNDER FRAME.
- DRAIN RADIATOR.
- REMOVE HOOD LATCH ASSEMBLY (RETAIN).
- REMOVE GRILLE BRACE (RETAIN).
- REMOVE PASSENGER SIDE FRONT WHEEL (RETAIN).
- DISCONNECT PARKING LIGHT ELECTRICAL CONNECTION (UNDER BATTERY BOX).
PUSH GROMMET DOWN OUT OF INNER FENDER PANEL AND SECURE WIRES INSIDE BUMPER.
- REMOVE HEATER HOSE CLAMP FROM INNER FENDER PANEL AND SECURE HOSES TO ENGINE.
- ANY OTHER ACCESSORIES ATTACHED TO INNER FENDER PANEL MUST BE REMOVED AT THIS TIME.
- REMOVE INNER FENDER PANEL ATTACHING BOLTS AND FENDER BRACE AND LOWER THE INNER FENDER PANEL TOWARDS THE REAR OF THE CAR.

NOTE SLIGHT TWISTING MOTION WILL MAKE REMOVAL EASIER.

- REMOVE BLOWER MOTOR WIRING (DISCARD).
- REMOVE FIVE (5) NUTS AND TWO (2) SHEET METAL SCREWS FROM BLOWER PLENUM.
- PULL PLENUM AWAY FROM FIREWALL.

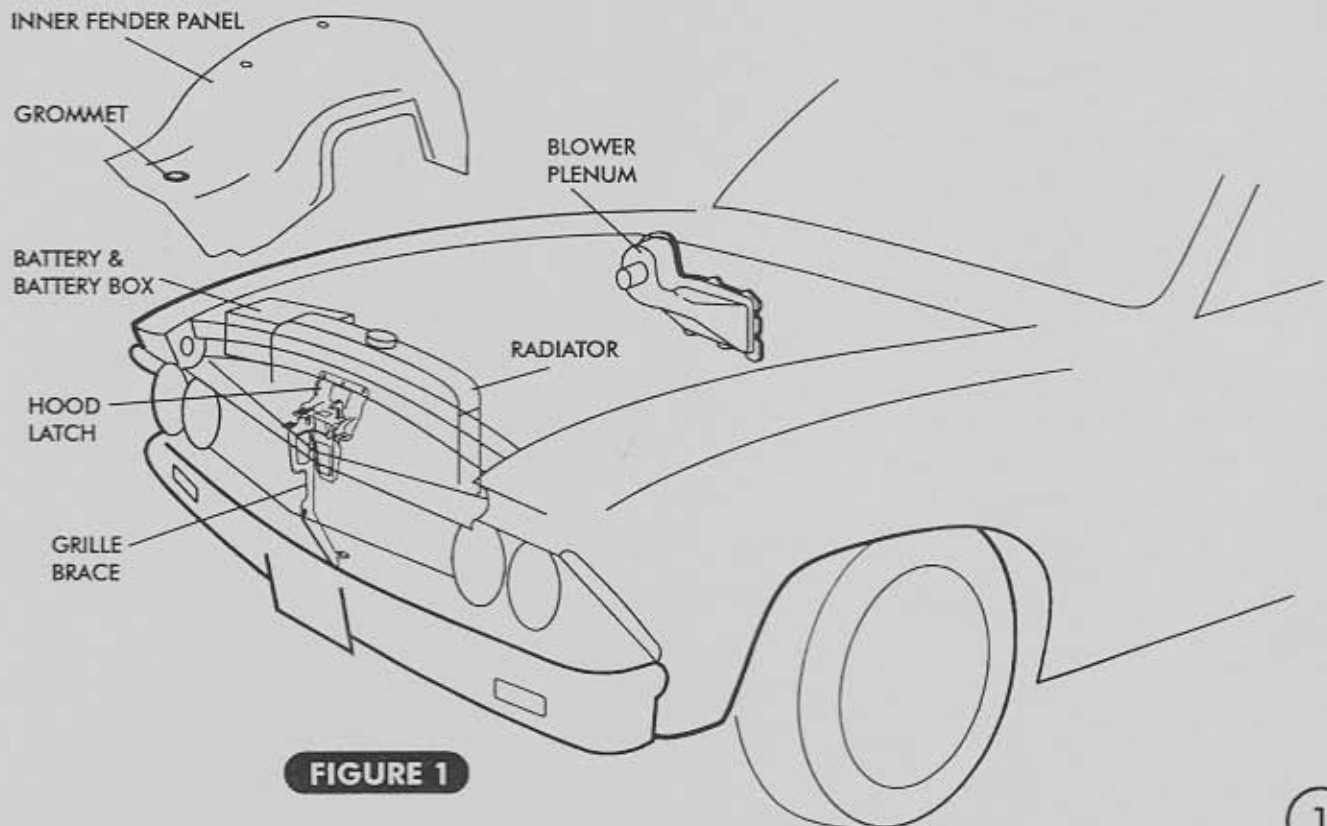


FIGURE 1

PASSENGER COMPARTMENT (SEE FIGURE 2)

- 1. REMOVE FRONT SEATS.
- 2. DISCONNECT LIGHT FOR GLOVE BOX DOOR IF EQUIPPED.
- 3. REMOVE GLOVE BOX DOOR (RETAIN) AND GLOVE BOX (DISCARD).
- 4. PLACE A TOWEL IN FLOOR AND REMOVE HEATER HOSES AT CORE.

NOTE THERE MAY STILL BE A SMALL AMOUNT OF WATER LEFT IN HEATER CORE AND HOSES. PLUG HEATER CORE OUTLETS BEFORE REMOVING FROM VEHICLE.

- 5. REMOVE THE CABLES FROM THE HEATER DISTRIBUTION DUCTING BOXES (DISCARD).
- 6. REMOVE DEFROST DUCTS (DISCARD).
- 7. REMOVE CONTROL PANEL (RETAIN).
- 8. REMOVE RADIO (RETAIN).

NOTE ALTHOUGH THE SURE FIT SYSTEM CAN BE INSTALLED WITH THE DASH IN PLACE. VINTAGE AIR HAS FOUND IT EASIER AND CLEANER TO REMOVE THE DASH TO CUT AND INSTALL THE LOUVERS.

- 9. LOOSEN STEERING COLUMN FROM DASH AND LOWER THE COLUMN.
- 10. REMOVE INSTRUMENT CLUSTER AND WIRING FROM BACK OF DASH.
- 11. REMOVE DASH.

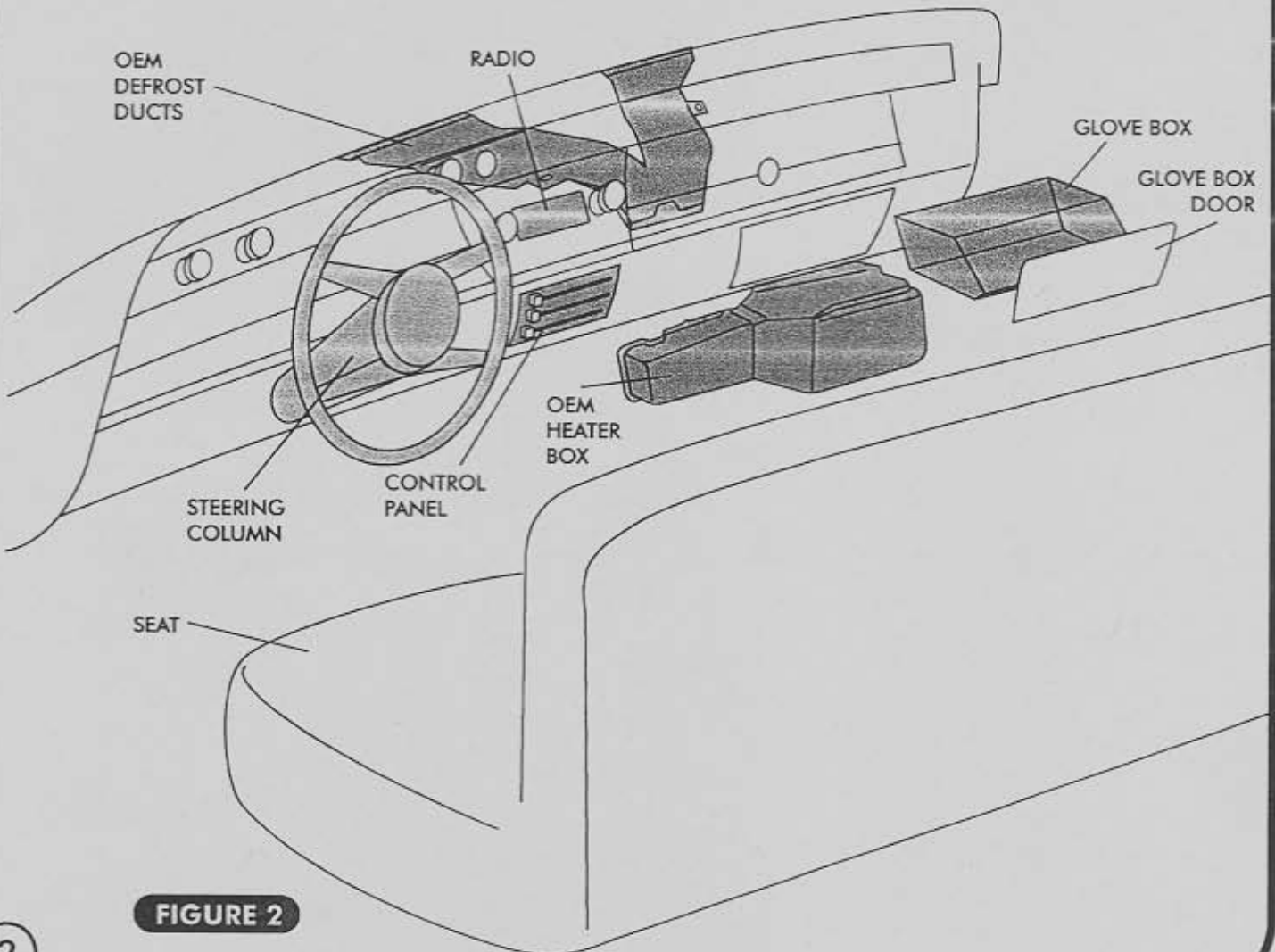


FIGURE 2

ASSEMBLY - ENGINE COMPARTMENT

COMPRESSOR AND BRACKETS

- REFER TO SEPARATE INSTRUCTIONS TO INSTALL COMPRESSOR BRACKET USING HARDWARE INCLUDED WITH THE BRACKET.
- INSTALL COMPRESSOR USING TABS "C" AND "G" AS PIVOT POINTS. SEE FIGURE 3.

BELTS AND PULLEYS (SEE FIGURE 3)

SMALL BLOCK CHEVY: A/C BELT ROUTES AROUND THE BACK GROOVE ON WATER PUMP. ALT. BELT ROUTES AROUND THE FRONT GROOVE ON WATER PUMP.

PULLEY REQUIREMENTS-

DOUBLE GROOVE WATER PUMP PULLEY

DOUBLE GROOVE CRANK PULLEY

IF EQUIPPED WITH POWER STEERING PUMP,
A THREE GROOVE CRANK PULLEY IS REQUIRED.

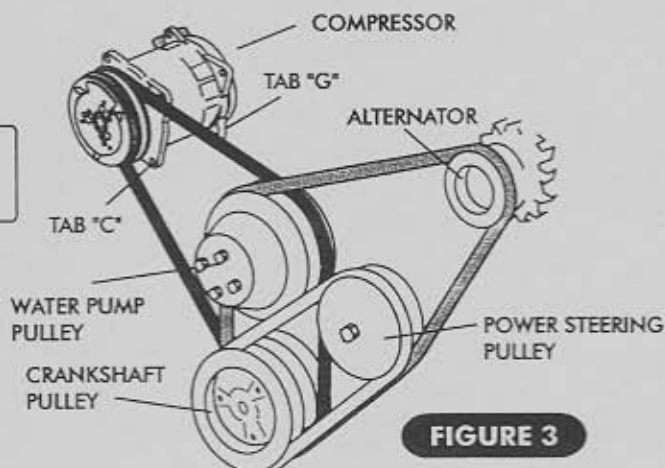


FIGURE 3

BIG BLOCK CHEVY: A/C BELT ROUTES AROUND THE FRONT GROOVE ON WATER PUMP. ALT. BELT ROUTES AROUND THE BACK GROOVE ON WATER PUMP.

PULLEY REQUIREMENTS-

DOUBLE GROOVE WATER PUMP PULLEY

DOUBLE GROOVE CRANK PULLEY

IF EQUIPPED WITH POWER STEERING PUMP,
A THREE GROOVE CRANK PULLEY IS REQUIRED.

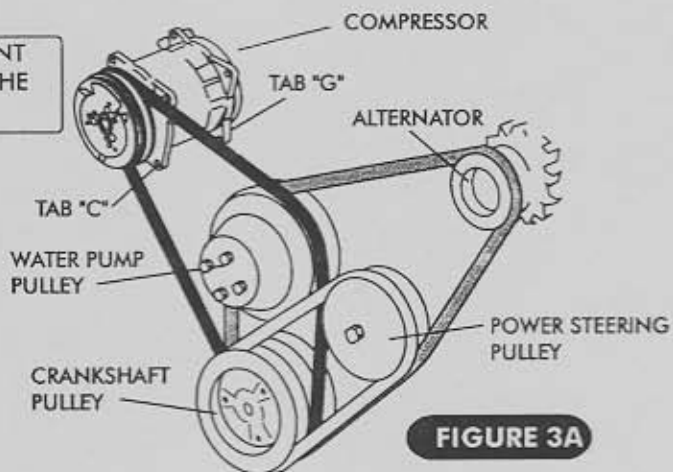


FIGURE 3A

CONDENSER ASSEMBLY

- ATTACH CONDENSER TO THE FRONT SIDE OF RADIATOR SUPPORT BY USING THE PROTRUDING RADIATOR ATTACHING BOLTS AS STUDS AND FASTEN WITH THE TWO (2) 5/16" NUTS (SUPPLIED). SEE FIGURE 7, PG. 4.
- THE TOP BRACKET GOES BEHIND THE CORE SUPPORT'S FRONT FLANGE. SEE FIGURE 6, PG. 4..
- REMOVE THE SLIP-ON NUTS FROM THE CORE SUPPORT AND PLACE THEM ON THE TOP BRACKET. SEE FIGURE 7, PG. 4. REINSTALL THE HOOD LATCH ASSEMBLY USING OEM BOLTS.
- LOCATE THE O'RING PACKAGE. THERE IS A SPECIFIC SIZE AND THICKNESS O'RING FOR EACH CONNECTION. THE SMALL WHITE TUBE IS A SPECIFIC OIL FOR O'RINGS AND THREADS. SEE FIGURE 4. O'RINGS SHOULD NOT BE REUSED ONCE A FITTING IS TIGHTENED (DISCARD AND INSTALL NEW O'RINGS). DO NOT OVER TIGHTEN. ALWAYS USE TWO (2) WRENCHES TO PREVENT TWISTING FITTINGS ON HARDLINE (SEE FIGURE 5).

**FOR A PROPER SEAL OF FITTINGS
INSTALL SUPPLIED
O-RINGS AS SHOWN
AND LUBRICATE
WITH SUPPLIED OIL.**

SUPPLIED OIL
FOR O-RINGS

O-RING,
SLIDE OVER
MALE INSERT TO
SWAGED LIP



FIGURE 4

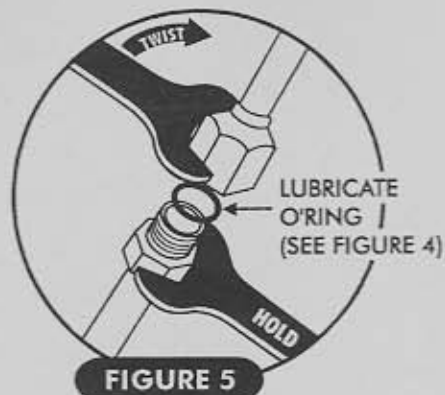
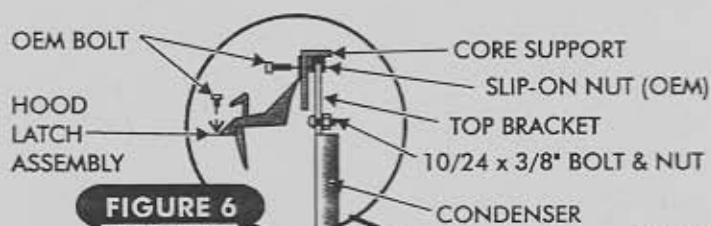


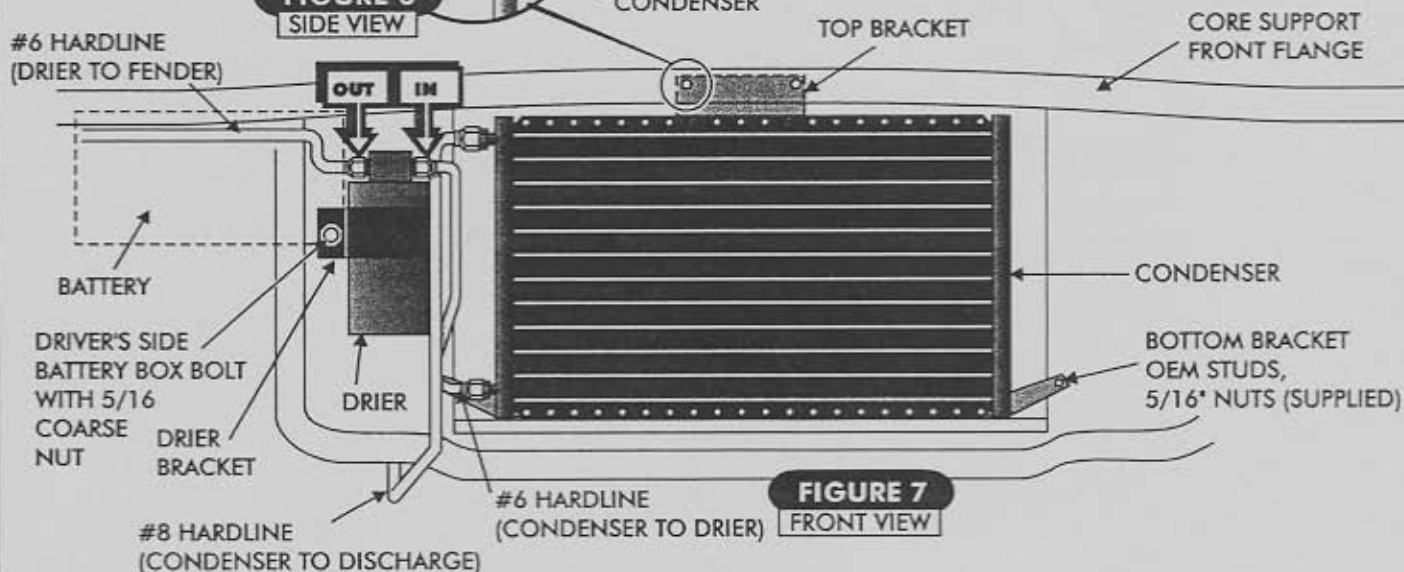
FIGURE 5

CONDENSER ASSEMBLY (CONTINUED)

- INSTALL BATTERY BOX USING OEM HARDWARE.
- LOCATE DRIER AND BRACKET. INSTALL ASSEMBLY ON DRIVER SIDE BATTERY BOX BOLT THAT IS PROTRUDING THRU THE CORE SUPPORT. USE THE SUPPLIED 5/16" COARSE NUT (SEE FIGURE 7). DO NOT TIGHTEN NUT UNTIL HARDLINES ARE CONNECTED AND TIGHTENED.
- LOCATE THE #8 (CONDENSER TO DISCHARGE SIDE OF COMPRESSOR) HARDLINE. LUBRICATE THE O-RING (SEE FIGURE 4, PG. 4) AND ATTACH TO THE TOP CONDENSER FITTING. SEE FIGURE 7. ATTACH THE OTHER END TO THE FRAME USING AN ADEL CLAMP AND SHEET METAL SCREW IN THE POSITION SHOWN IN FIGURE 19, PG. 8..
- LOCATE #6 (CONDENSER TO DRIER) HARDLINE AND TWO (2) #6 O-RINGS. LUBRICATE AND INSTALL O-RINGS (SEE FIGURE 4, PG.4) ON THE LINE AND ATTACH TO THE LOWER CONDENSER FITTING AND INLET FITTING ON THE DRIER. SEE FIGURE 7. TIGHTEN USING TWO WRENCHES (SEE FIGURE 5, PG. 4).



**FIGURE 6
SIDE VIEW**



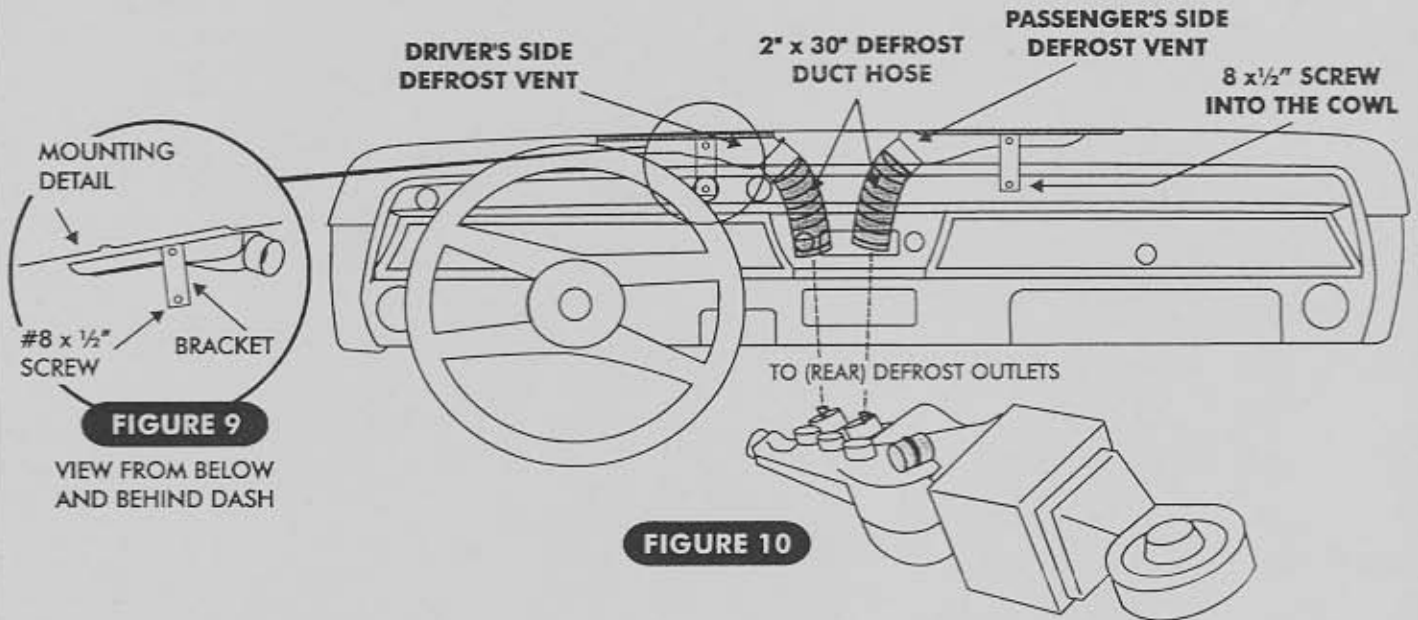
**FIGURE 7
FRONT VIEW**

DEFROST & A/C VENT INSTALLATION

DEFROST OUTLETS

NOTE IF EQUIPPED, REMOVE OEM SPEAKER.

- LOCATE THE TWO (SUPPLIED) DEFROST VENTS. INSTALL BOTH DUCT HOSES ONTO THE DEFROST VENTS BEFORE ATTACHING VENTS TO DASH. CENTER THE DEFROST DUCTS UNDER THE DEFROST OUTLET GRILLE OF THE DASH. ATTACH EACH DEFROST DUCT WITH ONE #8 x 1/2" SCREW. (SEE FIGURE 9) INTO THE COWL.



CENTER VENT ASSEMBLY

IMPORTANT

NOTE IF INSTALLING OPTIONAL BILLET ALUMINUM VENTS - USE TEMPLATE SUPPLIED WITH VENTS. **DO NOT USE TEMPLATE INCLUDED IN THESE A/C INSTRUCTIONS.** IF USING STANDARD CENTER VENT ASSEMBLY - FOLLOW INSTRUCTIONS ON PAGE 17.

NOTE IF USING OPTIONAL OEM STYLE SIDE VENTS - USE CUTTING TEMPLATE SUPPLIED WITH OPTIONAL VENTS. IF USING STANDARD DRIVER AND PASSENGER SIDE VENTS - FOLLOW INSTRUCTIONS ON PAGES 15 & 16.

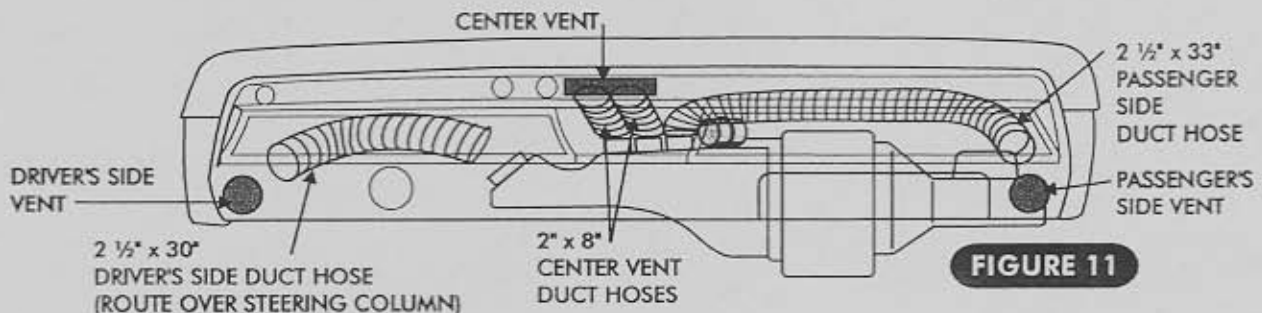


FIGURE 11

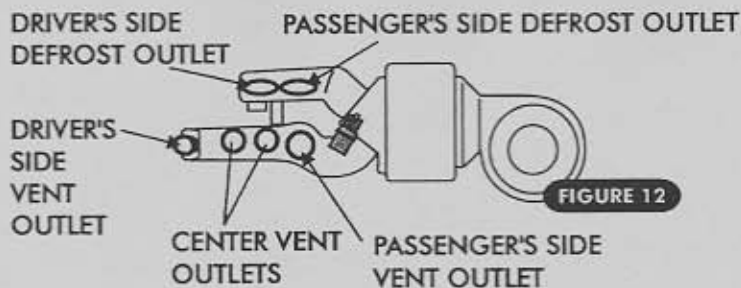
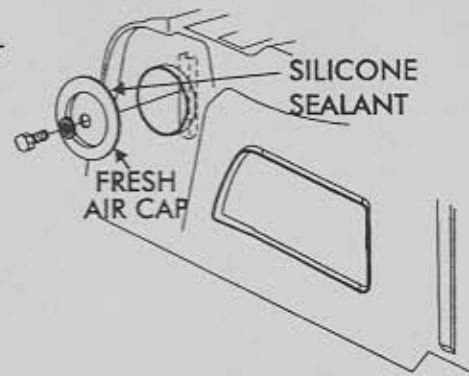


FIGURE 12



FIREWALL COVER INSTALLATION (SEE FIGURE 13)

- APPLY A BEAD OF SEALER (1/4" TALL) AROUND THE INSIDE EDGE OF FIREWALL COVER AND INSTALL ON THE OUTSIDE OF THE FIREWALL USING FOUR (4) 1/4" x 1/2" BOLTS & NUTS SUPPLIED.
- DO NOT INSTALL THE 1/4" x 1" BOLT BUT MAKE SURE THE HOLE IS UNOBSTRUCTED. THIS BOLT WILL HOLD THE EVAPORATOR TO THE FIREWALL. DO NOT OVER TIGHTEN THE BOLTS.
- ATTACH FRESH AIR CAP TO FIREWALL WITH 1/4" x 1" BOLT & 1/4" BEAD OF SILICONE. (SEE FIGURE 13).

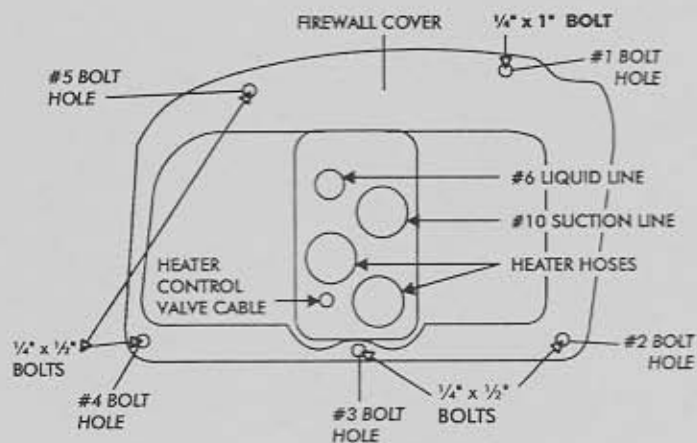


FIGURE 13

EVAPORATOR INSTALLATION

★ IMPORTANT: BEFORE PROCEEDING WITH THE INSTALLATION OF THE THE EVAPORATOR BE SURE THAT ALL WIRING AND CABLES HAVE BEEN CHECKED FOR PROPER OPERATION BY FOLLOWING PAGES 9, 10, 11, 12 & 13).

- LAY EVAPORATOR UNDER DASH ON PASSENGER SIDE (SEE FIGURE 16, PG. 7).
- NOTE** USING A 1/2" x 1" LONG STUD INSTALLED IN THE BRACKET ON THE BACK OF THE EVAPORATOR WILL EASE INSTALLATION (SEE FIGURE 14). REMOVE STUD AND REPLACE IT WITH THE SUPPLIED BOLT ONCE ALL EVAPORATOR BRACKETS ARE ATTACHED.
- WITH STUD IN PLACE RAISE EVAPORATOR UP AND ALIGN STUD WITH FIREWALL BOLT HOLE #1 (SEE FIGURE 13).
- ATTACH BLOWER BRACKET TO UNDERDASH BETWEEN THE FRESH AIR CABLE BRACKET AND THE DASH USING OEM HOLES AND OEM HARDWARE. SEE FIGURE 15, PG. 7.
- ATTACH THE LONG BRACKET ON THE A/C PLENUM (TO THE OEM DEFROST DUCT MOUNTING HOLE) USING THE OEM SCREW AND TIGHTEN. SEE FIGURE 16, PG. 7.
- DRILL A 1/8" HOLE IN FIREWALL USING DEFROST PLENUM BRACKET FOR HOLE LOCATION AND INSTALL A #8 x 1/2" SCREW AND TIGHTEN. REMOVE THE PREVIOUSLY INSTALLED STUD ON THE BACK OF THE EVAPORATOR AND REPLACE IT WITH THE SUPPLIED 1/4" x 1" BOLT AND TIGHTEN.
- DRILL A 9/16" HOLE 1" BELOW EVAPORATOR IN LINE WITH THE DRAIN AND ATTACH THE DRAIN HOSE TO THE EVAPORATOR AND ROUTE THRU THE 9/16" HOLE. INSTALL THE 90° FITTING AND 4" DRAIN HOSE. CUT AND ORIENT HOSE AS SHOWN IN FIGURE 17, PG. 7.

HOSE: REFRIGERATION & HEAT

- LOCATE THE (EXPANSION VALVE TO FENDER) #6 HARDLINE AND TWO (2) #6 O'RINGS. LUBRICATE O'RINGS (SEE FIGURE 4, PG. 4) AND ROUTE 90° END THRU TOP FIREWALL COVER OPENING (SEE FIGURE 13) AND ATTACH HAND TIGHT TO EXPANSION VALVE (SEE FIGURE 18, PG. 7). ATTACH OTHER END TO THE #6 HARDLINE FROM THE DRIER. TIGHTEN AT EXPANSION VALVE USING TWO (2) WRENCHES (SEE FIGURE 5, PG. 4) THEN TIGHTEN THE CONNECTION INSIDE THE FENDER-WELL. ALSO TIGHTEN THE CONNECTION AT THE DRIER.

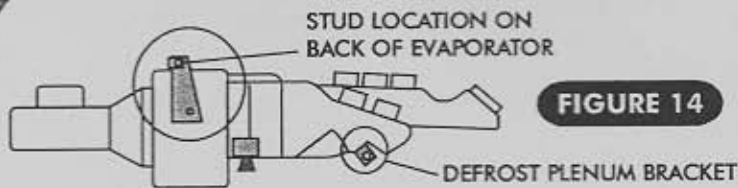


FIGURE 14

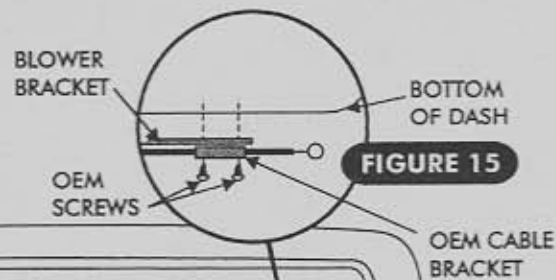


FIGURE 15

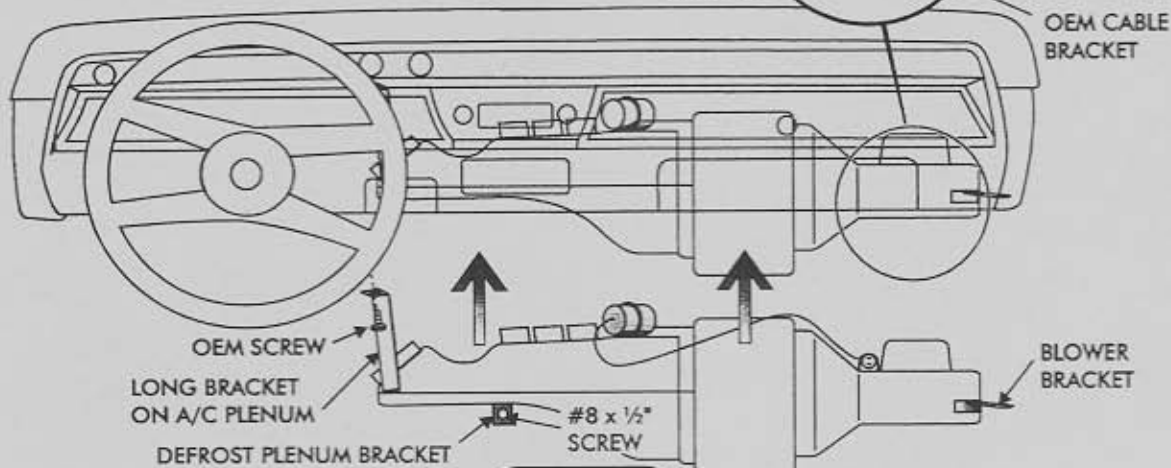


FIGURE 16

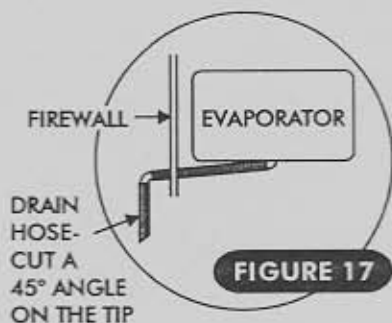


FIGURE 17

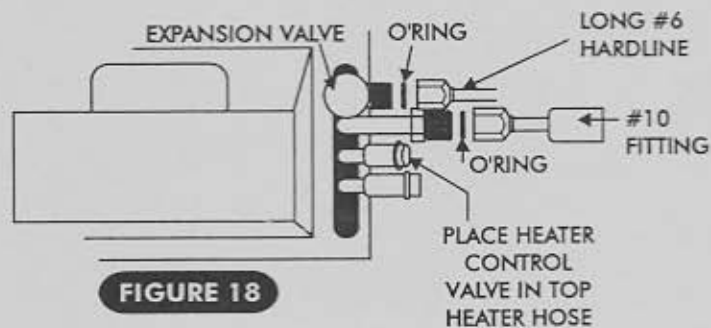


FIGURE 18

HOSE: REFRIGERATION & HEAT

- DRILL 1/8" HOLES FOR ADEL CLAMPS IN POSITION NOTED IN FIGURE 19, PG. 8, AND INSTALL ADEL CLAMPS USING SUPPLIED #8 x 1/2" SCREWS.
- LOCATE THE #8 DISCHARGE HOSE AND TWO (2) #8 O'RINGS. LUBRICATE O'RINGS (SEE FIGURE 4, PG. 4) AND CONNECT THE 135° FITTING TO THE COMPRESSOR'S DISCHARGE PORT AND THE OTHER END TO THE #8 HARDLINE ATTACHED TO THE FRAME AND TIGHTEN USING TWO (2) WRENCHES (SEE FIGURE 5, PG. 4).
- LOCATE THE #10 SUCTION HOSE AND TWO (2) O'RINGS. LUBRICATE O'RINGS AND THREADS (SEE FIGURE 4, PG. 4). PUSH STRAIGHT END THRU FIREWALL COVER OPENING (SEE FIGURE 13, PG. 6) FROM ENGINE SIDE AND ATTACH TO THE SUCTION FITTING ON EVAPORATOR (SEE FIGURE 18). INSTALL 135° END TO SUCTION PORT ON COMPRESSOR. SEE FIGURE 19 ON PG. 8.
- WRAP THE METAL FITTINGS OF THE #10 SUCTION LINE AND #6 LIQUID LINE AT THE EVAPORATOR AND EXPANSION VALVE WITH PRESS TAPE TO PREVENT CONDENSATION LEAKS INSIDE THE VEHICLE (SEE FIGURE 20, PG. 8).
- ROUTE HEATER HOSES THRU THE FIREWALL COVER OPENINGS (SEE FIGURE 19, PG. 8) AND CONNECT THE HOSES TO THE HEATER CORE AND INSTALL HEATER CONTROL VALVE ORIENTED AS SHOWN IN FIGURE 19 AND 19A, PG. 8.
- INSTALL COMPRESSOR SAFETY SWITCH (BINARY TYPE) BEING CAREFUL NOT TO OVER TIGHTEN. SEE FIGURE 19, PG. 8.

OEM HEATER CONTROL PANEL CONVERSION

- REMOVE OEM BLOWER SWITCH (DISCARD).
- REMOVE TOP ARM (DISCARD). SEE FIGURE 22.
- REMOVE REMAINING ARMS (RETAIN).
- REINSTALL ARMS WITH NEW BUSHINGS.
- SLIDE BLOWER SWITCH INTO PLACE.
- ALIGN MICRO BRACKET ON TOP OF THE MOUNTING LEGS OF BLOWER SWITCH. INSTALL TWO (2) #6 x 3/8" SCREWS FROM BOTTOM AND TIGHTEN (MAKE SURE THE ARM ON THE MICRO IS TOUCHING THE 2nd ARM AS IN FIGURE 21).

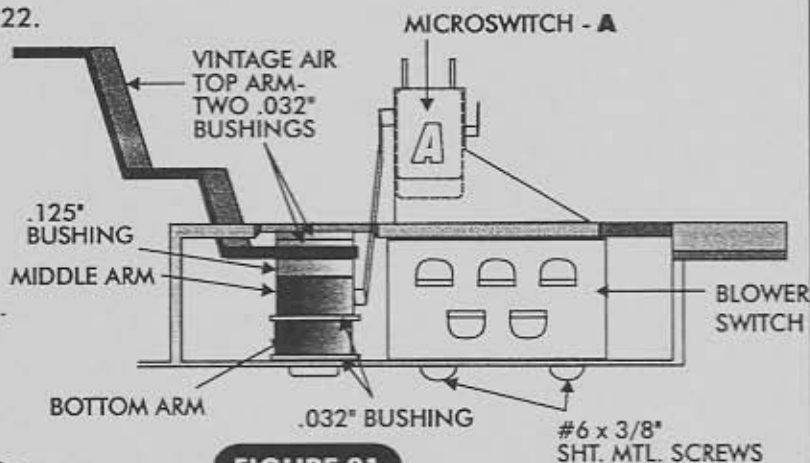


FIGURE 21

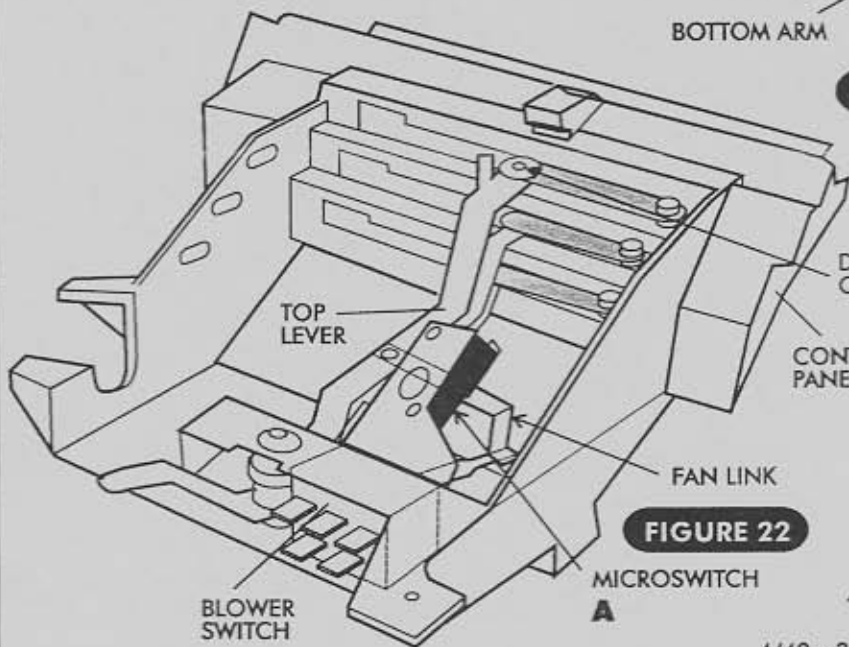


FIGURE 22

- ATTACH FAN LINK ARM TO BLOWER SWITCH ARM WITH A 4/40 x 3/8" BOLT & NYLOCK. DO NOT OVER TIGHTEN. FAN LINK SHOULD STILL BE FREE TO ROTATE. ATTACH OTHER END OF FAN LINK TO LEVER USING 4/40 x 3/8" BOLT & NYLOCK AND AGAIN IT SHOULD BE FREE TO ROTATE.

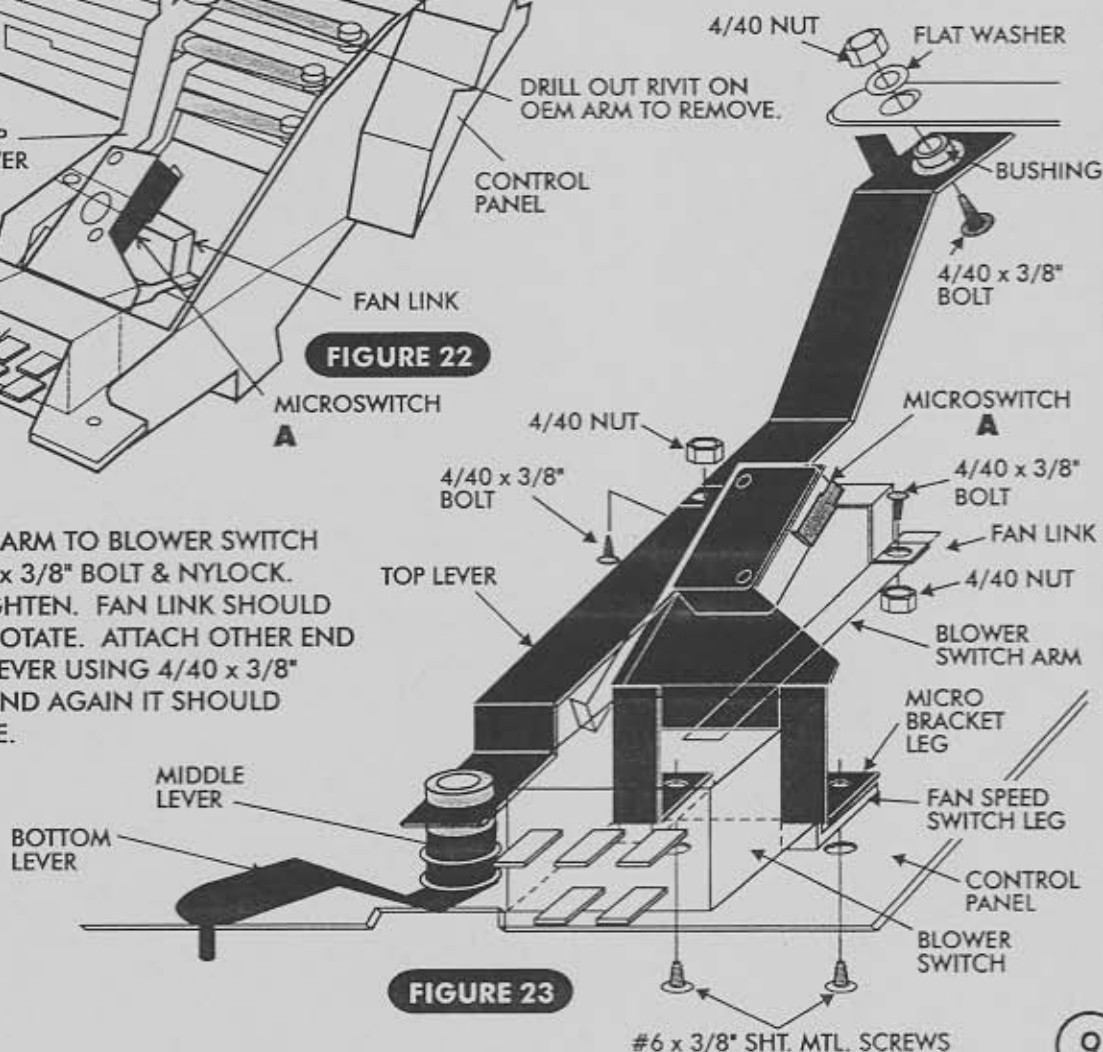


FIGURE 23

#6 x 3/8" SHT. MTL. SCREWS

OEM HEATER CONTROL PANEL CONVERSION (CONTINUED)

- MICRO SWITCH SHOULD NOT NEED ADJUSTING... HOWEVER PROPER OPERATION MUST BE VERIFIED TO INSURE TIMING. CHECK OPERATION BY SLIDING THE CENTER CONTROL LEVER (HEATER CONTROL VALVE CABLE) TO THE RIGHT, AFTER MOVING ABOUT $\frac{3}{4}$ " AN AUDIBLE CLICK WILL BE HEARD FROM THE MICRO SWITCH (IN THE CONTROL PANEL). IF YOU HAVE TO MOVE LEVER MORE THAN $\frac{3}{4}$ ", ADJUST MICRO SWITCH ARM SO THAT IT CLICKS AS SPECIFIED.
- WIRE SWITCH ACCORDING TO WIRING DIAGRAM FIGURE 24 AND PAGE 11.

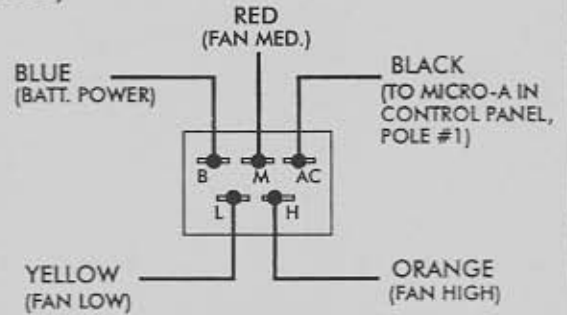
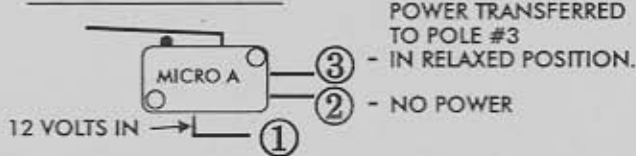


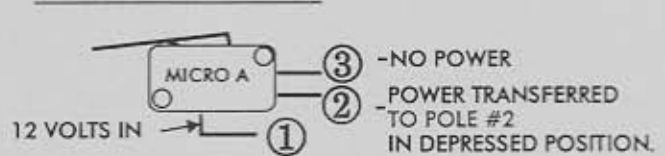
FIGURE 24

MICRO SWITCH ADJUSTMENTS

NORMAL POSITION



DEPRESSED POSITION



BY DEPRESSING THE ARM ON THE MICRO SWITCH AN AUDIBLE CLICK WILL BE HEARD TRANSFERRING POWER TO POLE #2. RELEASE THE ARM AND ANOTHER CLICK WILL BE HEARD, TRANSFERRING POWER TO POLE #3.

CONTROL LEVERS

TOP - BLOWER SPEED ONLY (NO CABLE).

MIDDLE - AC/HEAT MICROSWITCH AND HEATER CONTROL VALVE.

BOTTOM - HEAT/DEFROST DOOR.

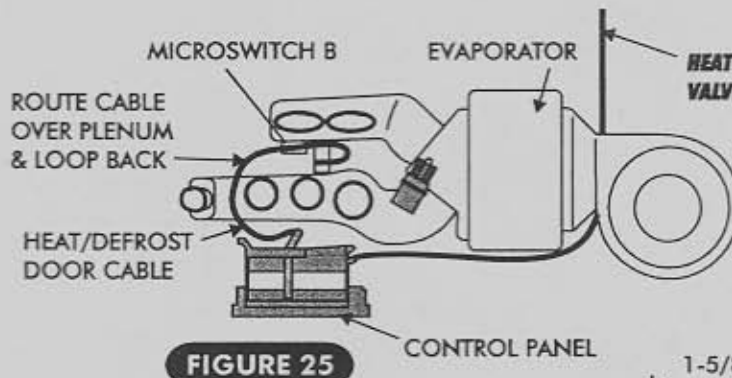


FIGURE 25

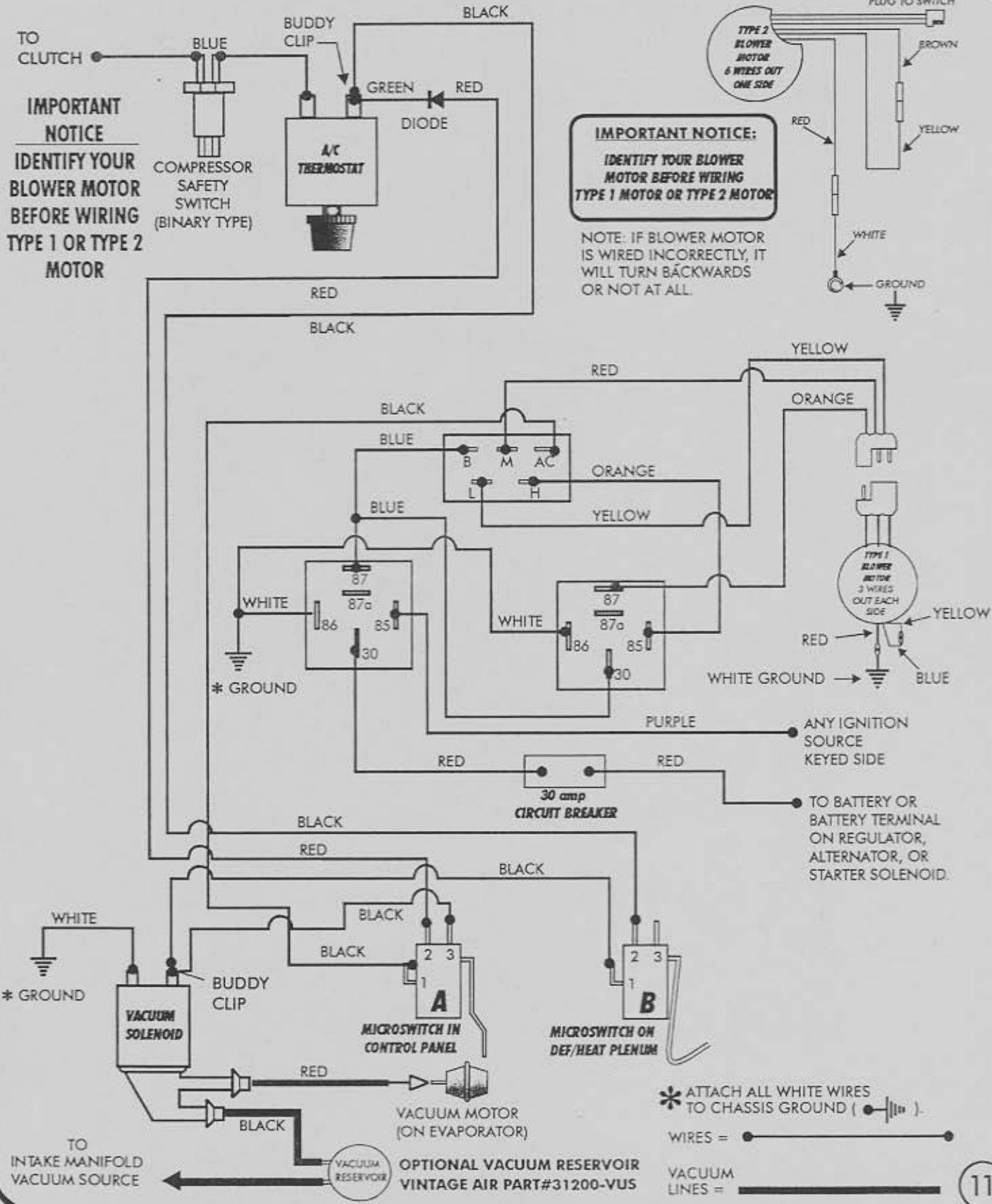


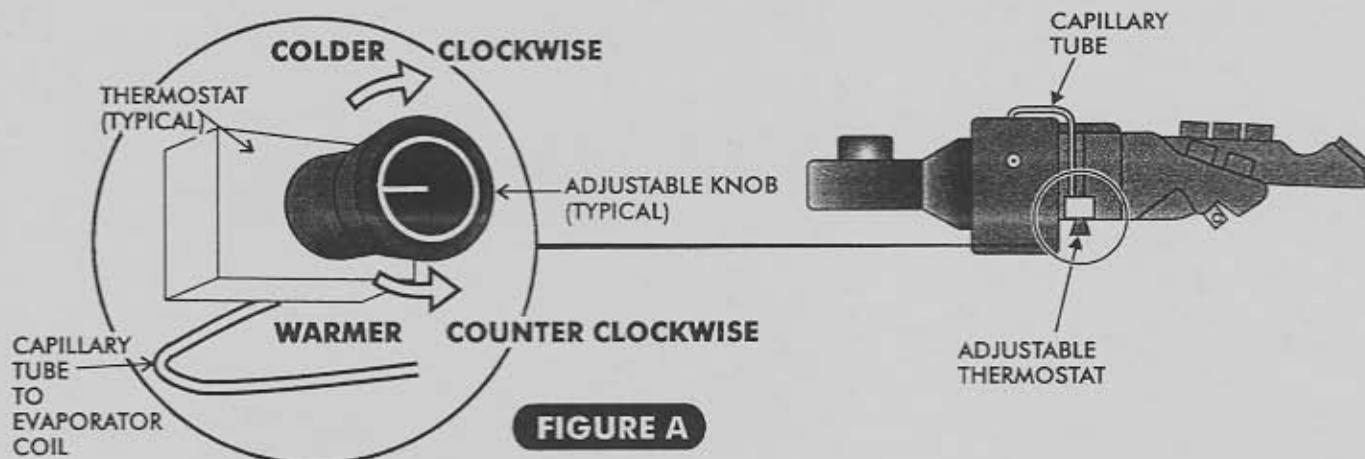
FIGURE 26



FIGURE 27

WIRING/VACUUM DIAGRAM




FIGURE A

AIR CONDITIONING ADJUSTMENTS:

- THE AIR CONDITIONER THERMOSTAT CONTROLS COIL TEMPERATURE, IT IS SHIPPED ADJUSTED FULLY COLD (CLOCKWISE), IN THE MAJORITY OF CASES THE A/C WILL OPERATE CORRECTLY AS SHIPPED.
- TURNING THE KNOB ON THE THERMOSTAT TO THE RIGHT (CLOCKWISE) MAKES THE SYSTEM OPERATE COLDER. IF THE THERMOSTAT IS SET TOO COLD THE EVAPORATOR WILL "ICE UP" - THE EVAPORATOR COIL IS RESTRICTED WITH ICE AND COLD AIR FLOW WILL BE REDUCED.
- TURNING THE KNOB TO THE LEFT (COUNTER CLOCKWISE) MAKES THE SYSTEM OPERATE WARMER. THE COMPRESSOR CLUTCH WILL CYCLE OFF FREQUENTLY AND THE A/C SYSTEM WILL NOT GET AS COOL AS IT COULD.

ADJUSTING A/C THERMOSTAT

1.) SYMPTOM: THE A/C WORKS WELL AT FIRST THEN QUILTS COOLING. THE AIR FLOW FROM THE VENTS IS LOW AND THE COMPRESSOR CYCLES INFREQUENTLY.

SOLUTION: THE THERMOSTAT IS SET TOO COLD AND THE EVAPORATOR IS "ICING UP" AND RESTRICTING AIR FLOW. ALLOW THE ICE TO MELT AND SET THE THERMOSTAT WARMER (COUNTER CLOCKWISE) 10% OF A TURN EACH ADJUSTMENT UNTIL THE SYMPTOMS DIMINISH.

2.) SYMPTOM: A/C NEVER GETS COLD AND THE COMPRESSOR CLUTCH CYCLES FREQUENTLY.

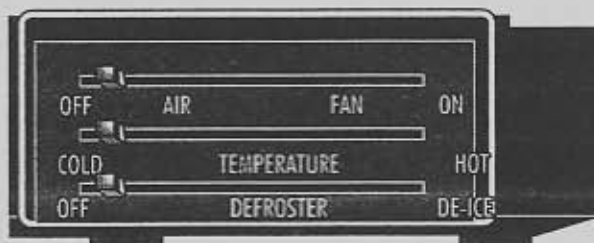
SOLUTION: THE THERMOSTAT IS SET TOO WARM. SET THE THERMOSTAT COLDER (CLOCKWISE) 10% OF A TURN EACH ADJUSTMENT UNTIL THE COMPRESSOR CLUTCH CYCLES INFREQUENTLY. AVOID SETTING THE THERMOSTAT TOO COLD.

3.) SYMPTOM: THE A/C NEVER GETS COLD, SOMETIMES EVEN BLOWS HOT, AND THE A/C COMPRESSOR CLUTCH INFREQUENTLY CYCLES OFF.

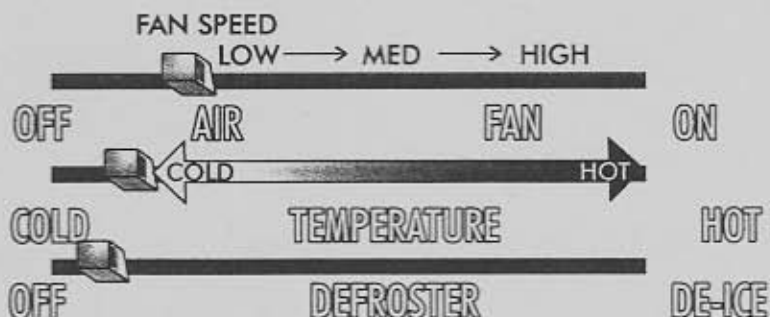
SOLUTION: THE HEATER MAY BE ON AT ALL TIMES. CAREFULLY FEEL AROUND THE HEATER HOSES AT THE FIREWALL. THEY SHOULD BE COLD WHEN THE A/C IS ON. IF THE HOSES ARE HOT...

- A) - THE HEATER CONTROL VALVE MAY BE INSTALLED BACKWARDS. CHECK THE FLOW DIRECTION ARROW ON THE VALVE AGAINST THE ILLUSTRATION IN YOUR INSTALLATION INSTRUCTIONS.
- B) - CABLE OPERATED: THE VALVE MAY BE MISADJUSTED.
- C) - HEATER CONTROL VALVE IS INSTALLED IN WRONG HEATER HOSE.

OPERATION OF CONTROLS

 CONTROL
PANEL →

HEAT MODE
LOW BLOWER SPEED

- SELECT FAN SPEED
- SLIDE CENTER LEVER TO THE FAR RIGHT FOR MAX. HEAT, OR ANYWHERE IN BETWEEN FOR VARYING DEGREES OF HEAT.


A/C MODE
LOW BLOWER SPEED

- SELECT FAN SPEED
- BOTTOM TWO LEVERS MUST BE IN THE FAR LEFT POSITION FOR THE A/C MODE.

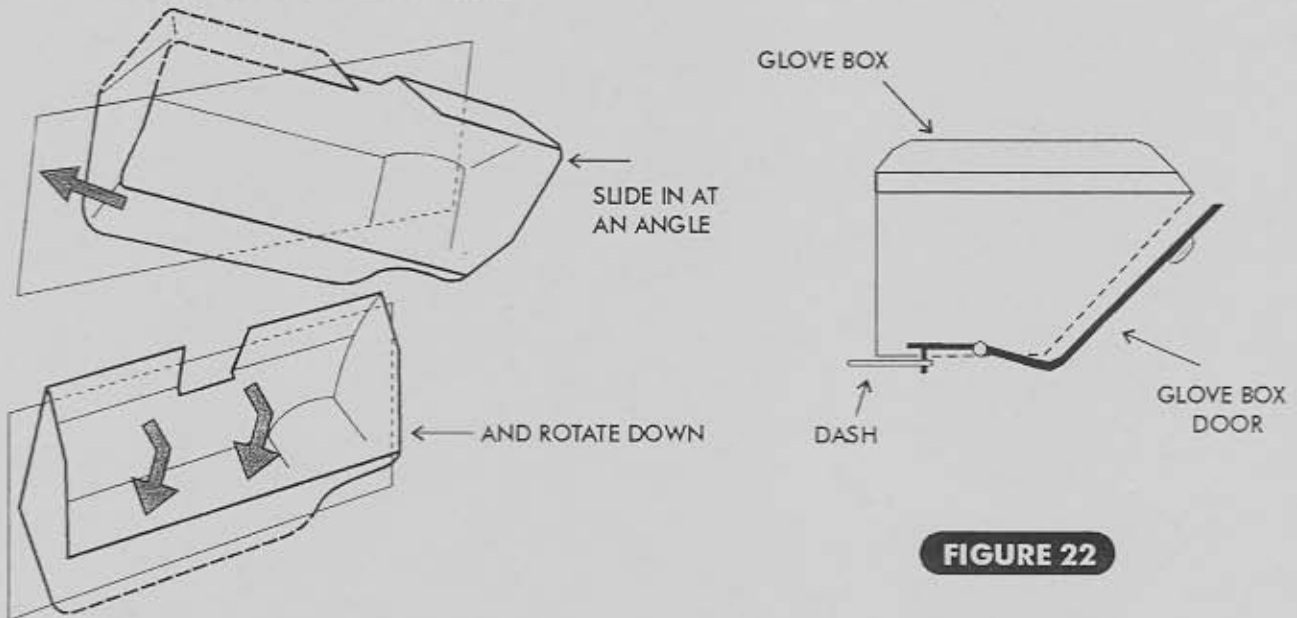

DEFROST MODE
LOW BLOWER SPEED

- SELECT FAN SPEED
- SELECT TEMPERATURE BY SLIDING THE CENTER LEVER TO THE RIGHT.
- ACTIVATE A/C BY SLIDING THE BOTTOM LEVER ALL THE WAY TO THE RIGHT.
- ADJUST THERMOSTAT TO WARMER SETTING.



FINAL STEPS

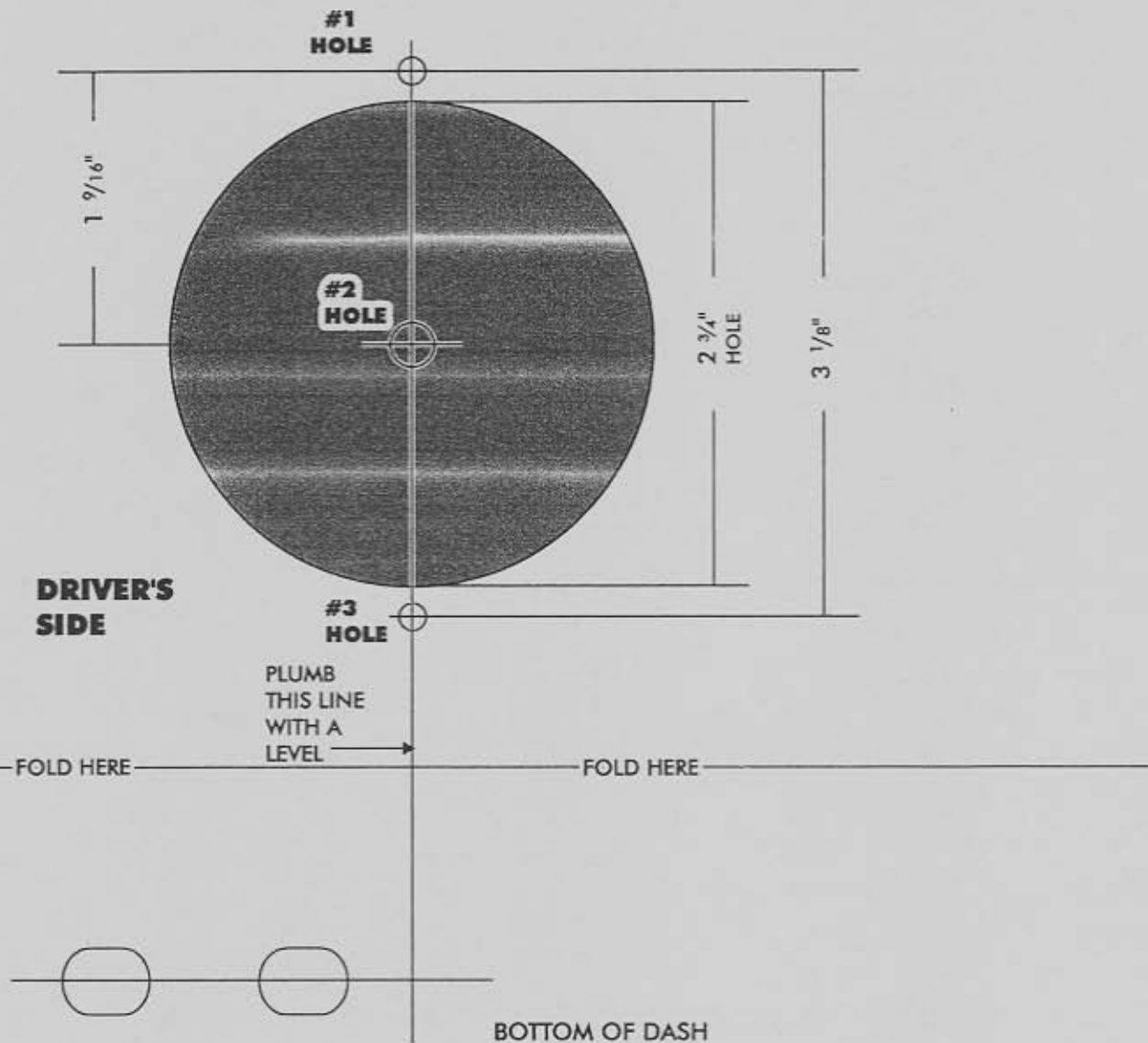
- ASSEMBLE NEW GLOVE BOX WITH FIVE (5) SUPPLIED S-CLIPS. INSTALL AS SHOWN IN FIGURE 22.
- ALIGN GLOVE BOX IN DASH AND SECURE WITH 2 EACH #8 PAN-HEAD SHEET METAL SCREWS ON EACH SIDE.
- INSTALL GLOVE BOX DOOR STUDS THROUGH THE DASH. SECURE THE GLOVE BOX DOOR TO THE DASH USING O.E.M. FASTENERS. SEE FIGURE 22.


FIGURE 22

- RE INSTALL PASSENGER SIDE KICK PANEL. (NOTE: YOU MAY NEED TO TRIM 1/2"-3/4" OFF THE TOP CORNER OF THE KICK PANEL TO CLEAR THE BLOWER.)
- RE INSTALL ANY PREVIOUSLY REMOVED COMPONENTS (BATTERY, GLOVE BOX DOOR, RADIO AND DASHBOARD).
- FILL RADIATOR WITH AT LEAST A 50/50 MIXTURE OF APPROVED ANTIFREEZE AND WATER. IT IS THE OWNERS 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.
- CHECK COMPLETE A/C ASSEMBLY FOR PROPER OPERATION.
- VINTAGE AIR RECOMMENDS THAT ALL A/C SYSTEMS BE SERVICED BY A CERTIFIED AUTOMOTIVE AIR CONDITIONING TECHNICIAN ONLY. SEE INSIDE COVER FOR SERVICE INFORMATION.

STANDARD DRIVER'S SIDE VENT TEMPLATE FOR VENT #49867-VCL

NOTE: IF USING OPTIONAL VENTS - REFER TO TEMPLATE INCLUDED WITH THE VENTS PURCHASED.



- LINE UP HOLES IN TEMPLATE WITH SLOTTED HOLES UNDER THE DASH, TAPE IN PLACE AND PLUMB THE VERTICAL LINE.
- CENTER PUNCH HOLES #1, #2 & #3.
- DRILL HOLES #1 AND #3 TO 5/32".
- USING A 2 3/4" HOLESAW, DRILL HOLE #2.
- CENTER THE VENT IN THE HOLE AND INSTALL #8 x 1/2" SCREWS (FROM THE BACKSIDE OF THE DASH) INTO THE VENT. SEE FIGURE 27.

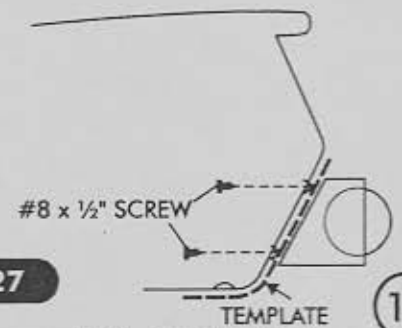
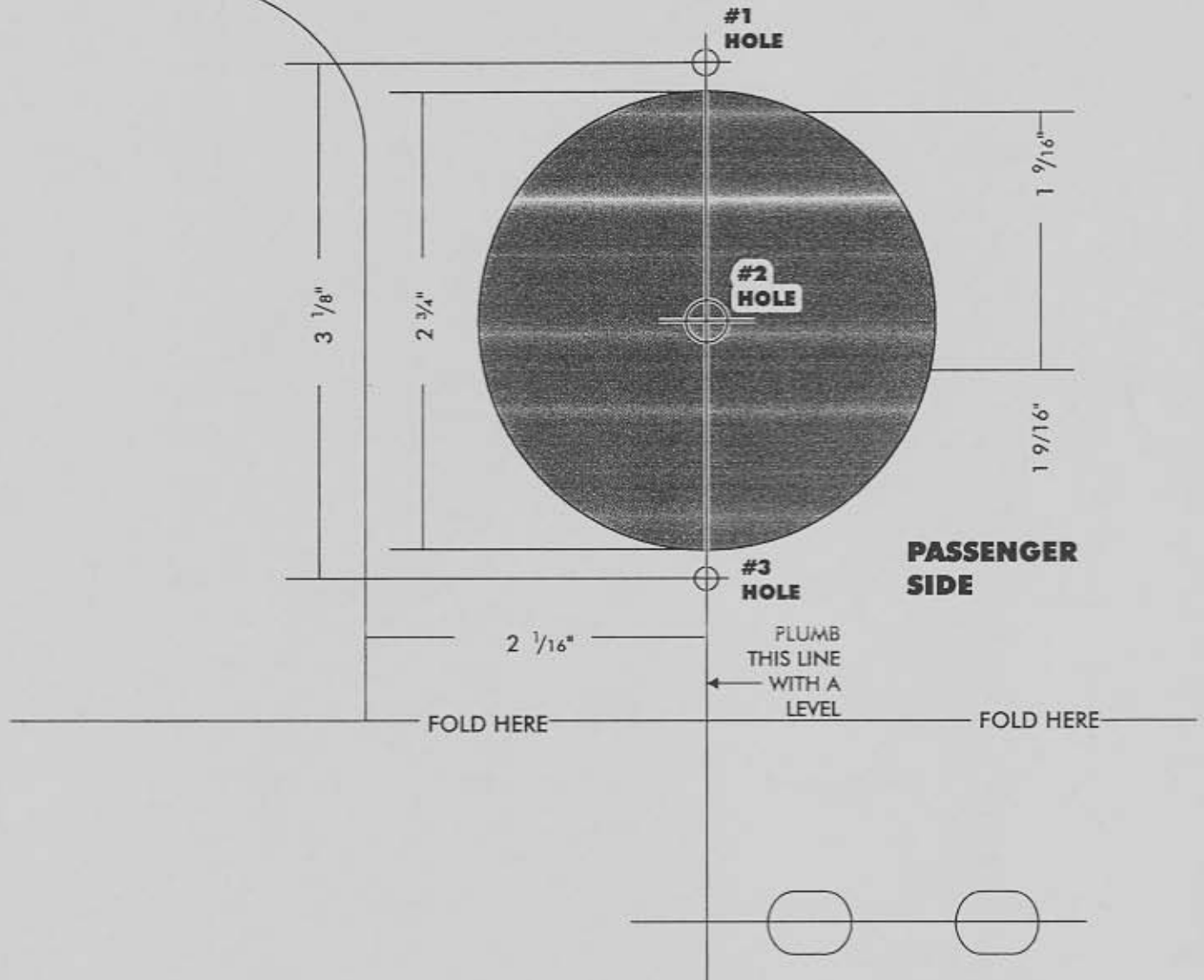


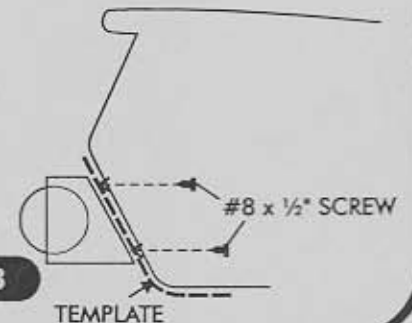
FIGURE 27

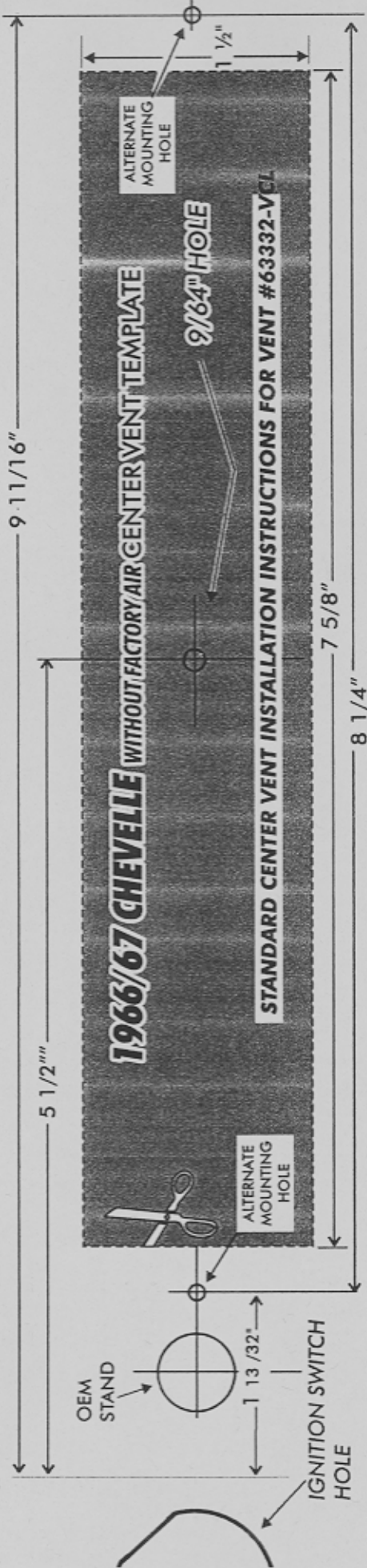
STANDARD PASSENGER SIDE VENT TEMPLATE FOR VENT #49867-VCL

NOTE: IF USING OPTIONAL VENTS - REFER TO TEMPLATE INCLUDED WITH THE VENTS PURCHASED.



- LINE UP HOLES IN TEMPLATE WITH SLOTTED HOLES UNDER THE DASH, TAPE IN PLACE AND PLUMB THE VERTICAL LINE.
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- DRILL HOLES #1 AND #3 TO 5/32".
- USING A 2 3/4" HOLESAW, DRILL HOLE #2.
- CENTER THE VENT IN THE HOLE AND INSTALL #8 x 1/2" SCREWS (FROM THE BACKSIDE OF THE DASH) INTO THE VENT. SEE FIGURE 28.


FIGURE 28



- REMOVE FACE PANEL FROM DASH. DRILL A 9/64" HOLE THRU CENTER STAND FROM BACK OF FACE PANEL. TURN PANEL OVER (FACE UP) AND CUT OUT TEMPLATE ALONG DOTTED LINE AND ALIGN THE 9/64" HOLE IN TEMPLATE WITH THE 9/64" HOLE DRILLED IN FACE PANEL.

NOTE: DO NOT EXCEED THE DIMENSIONS SHOWN ON TEMPLATE WHEN CUTTING.

- AFTER CHECKING TO MAKE SURE BOTH VENTS FIT IN FACE PANEL CORRECTLY, REMOVE THEM AND REINSTALL THE FACE PANEL ON DASH. CENTER IGNITION SWITCH HOLE AND MARK THE DASH USING THE INSIDE OF THE FACE PANEL VENT OPENING AS A TEMPLATE.
- REMOVE FACE PANEL AND CUT OUT DASH HOLE. CUT OUTSIDE OF THE LINE ABOUT 1/32 OF AN INCH.

NOTE: IF FACE PANEL IS NOT EQUIPPED WITH PLASTIC STANDS AND BRACKETS YOU MUST USE THE ALTERNATE MOUNTING PROCEDURE.

- USING THE TEMPLATE, LOCATE THE HOLES FOR ALTERNATE MOUNTING.
- ALIGN THE TEMPLATE OVER THE OPENING CUT INTO THE DASH. MARK MOUNTING HOLE LOCATION AND REMOVE TEMPLATE.
- DRILL HOLES TO 1/8".
- COUNTERSINK 1/8" HOLE BY DRILLING PART WAY INTO METAL WITH A 1/4" DRILL BIT.
- LOCATE THE TWO CENTER VENT DUCT HOSES AND CONNECT THESE TO THE CENTER VENT HOSE ADAPTER.

INSTALL FACE PANEL AND VENTS. ATTACH HOSE ADAPTER TO THE BACK OF THE DASH. HOSES MUST BE ATTACHED WHEN INSTALLING HOSE ADAPTER TO VENTS.

NOTE: REMOVE OEM SPEAKER IF EQUIPPED AND REINSTALL AFTER HOSE ADAPTER IS ATTACHED.

- LOOSEN OEM SCREWS AND ROTATE OEM BRACKETS 90°. TIGHTEN SCREWS WITH HOSE ADAPTER FLANGE BETWEEN BRACKET AND THE DASH. SEE FIGURE 29.

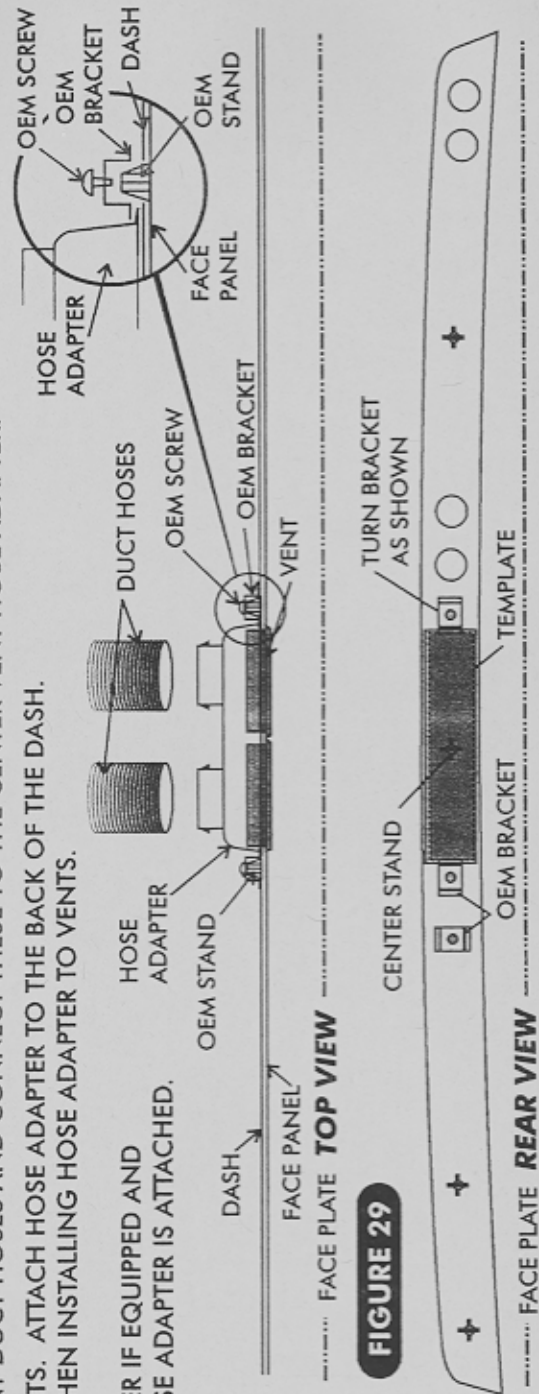
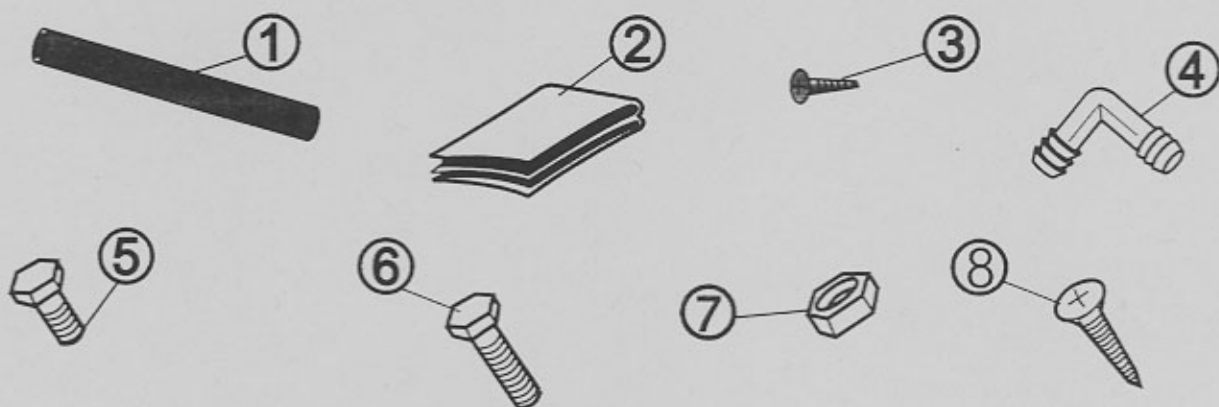


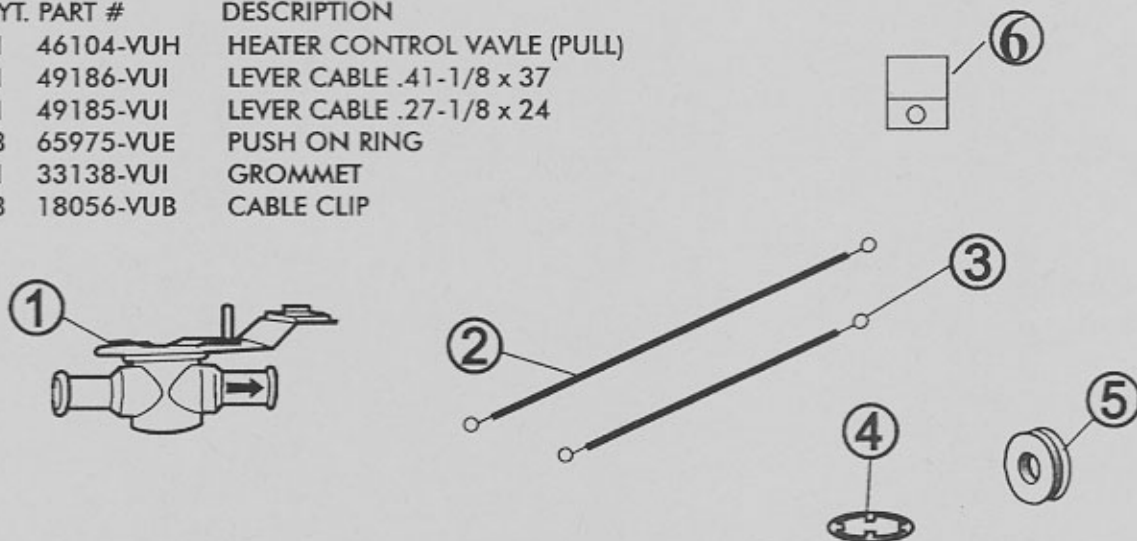
FIGURE 29

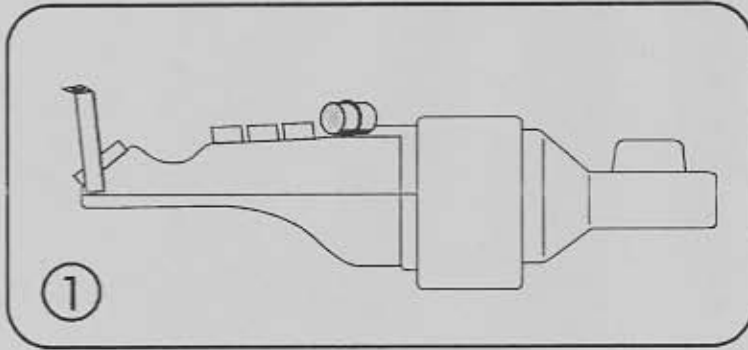
63286-VCE
DRAIN KIT PARTS LIST

No.	QTY.	PART #	DESCRIPTION
1.	13	31050-VUD	1/2" DRAIN HOSE (per inch)
2.	20	49003-VUP	PRESS TAPE (per inch)
3.	14	18235-VUB	#8 x 1/2" PAN HD SCREW
4.	1	65598-VUE	1/2" DRAIN ELBOW
5.	4	18287-VUB	1/4" x 1/2" COARSE BOLT
6.	1	18290-VUB	1/4" x 1" COARSE BOLT
7.	4	18136-VUB	1/4" COARSE NUT
8.	2	18234-VUB	#4 COUNTERSUNK SCREW

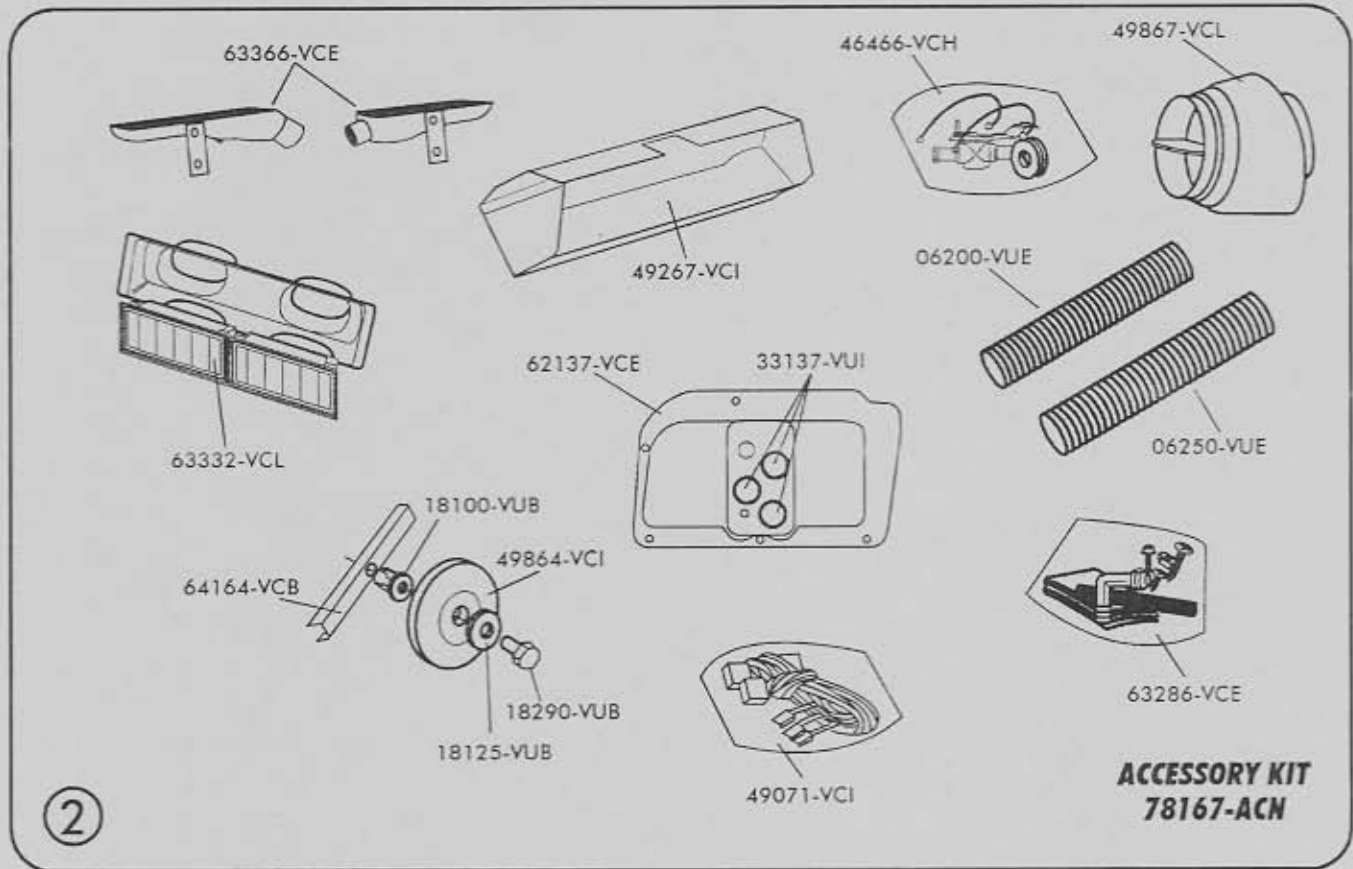

46466-VCH
CABLE KIT PARTS LIST

No.	QTY.	PART #	DESCRIPTION
1.	1	46104-VUH	HEATER CONTROL VALVE (PULL)
2.	1	49186-VUI	LEVER CABLE .41-1/8 x 37
3.	1	49185-VUI	LEVER CABLE .27-1/8 x 24
4.	3	65975-VUE	PUSH ON RING
5.	1	33138-VUI	GROMMET
6.	3	18056-VUB	CABLE CLIP





EVAPORATOR KIT 55073-VCZ-A



ACCESSORY KIT 78167-ACN

1966 CHEVELLE WITHOUT FACTORY AIR CONDITIONING EVAPORATOR KIT PACKING LIST

No.	QTY.	PART No.	DESCRIPTION
1.	1	55374-VCE-A	EVAPORATOR SUBCASE
2.	1	78167-ACN	1966-67 CHEVELLE ACCESSORY KIT

CHECKED BY: _____
 PACKED BY: _____
 DATE: _____