

**ADVANTAGE
AIR**

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INSTALLATION INSTRUCTIONS FOR

67-72 CHEVY PICK UP TRUCK

WITH FACTORY AIR
(75168-LCZ-A)

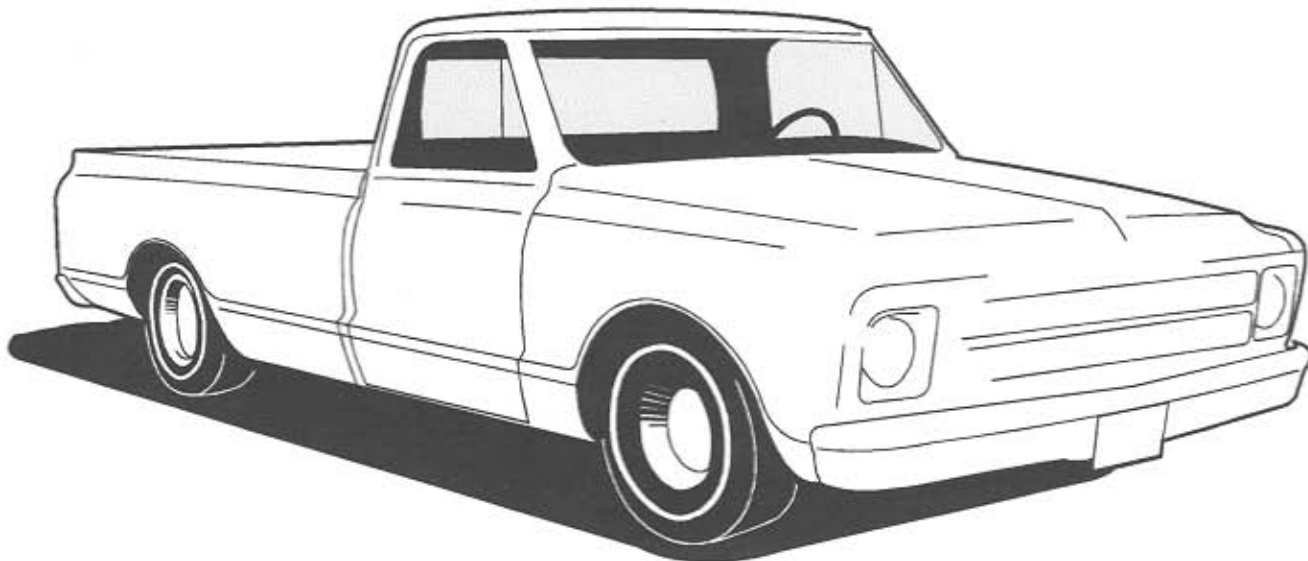


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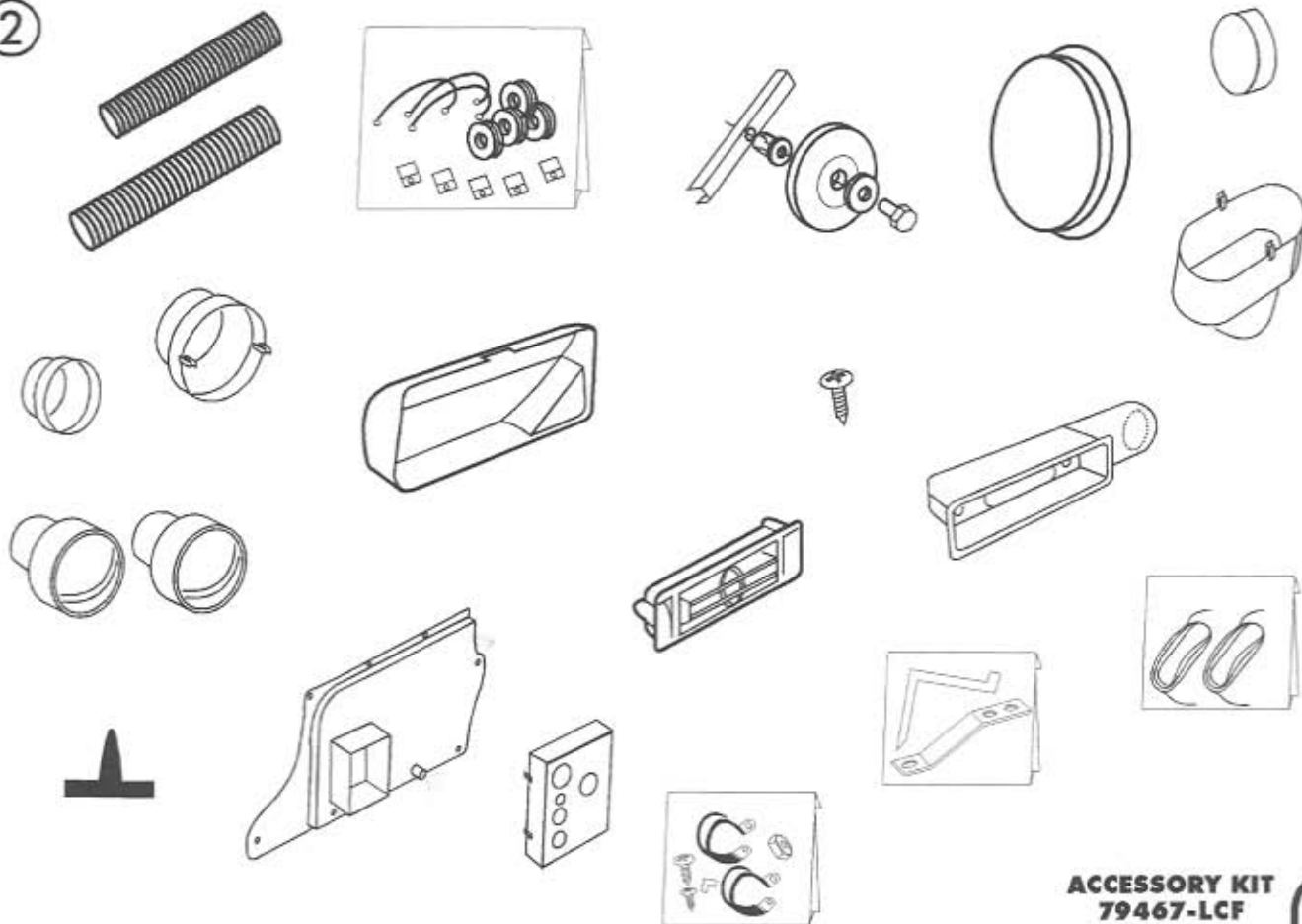
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**1967 - 72 CHEVY TRUCK w/ AIR
EVAPORATOR KIT PACKING LIST**
**EVAPORATOR KIT
75168-LCZ-A**

No.	QTY.	PART No.	DESCRIPTION
1.	1	55370-LCE-A	EVAPORATOR SUB-CASE
2.	1	79467-LCF	ACCESSORY KIT

**** 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

**EVAPORATOR
SUB-CASE
55370-LCE-A**
②

**ACCESSORY KIT
79467-LCF**
3

1967-72 CHEVROLET Pick-up

WITH FACTORY AIR CONDITIONING

IMPORTANT NOTICE-PLEASE READ

CHEVY PICK-UPS BUILT FROM 1967 TO 1972 WITH A 250 SIX CYL. AND STANDARD TRANSMISSION HAVE A LIGHT DUTY RADIATOR (26-1/4" x 17" x 1-1/4"). THIS RADIATOR WILL NOT ACCEPT A FACTORY FAN SHROUD AND MAY NOT PROPERLY COOL WITH THE ADDITION OF AN AIR CONDITIONER.

WE RECOMMEND UPGRADING TO THE HEAVY DUTY RADIATOR (28-3/8" x 17" x 2" TO 2-5/8") WITH A FAN SHROUD, AND A 18" FAN BLADE WITH A FAN CLUTCH. ALL OF THESE COMPONENTS ARE AVAILABLE FROM VINTAGE AIR.

FOR MAXIMUM SYSTEM PERFORMANCE VINTAGE AIR RECOMMENDS THE FOLLOWING:

70067-LCR -	HEAVY DUTY RADIATOR
71067-LCR -	SUPER DUTY RADIATOR
32067-LCF -	SHROUD
32518-VUF -	18" FAN
32000-VUF -	CLUTCH FAN

SERVICE INFO:

EVACUATE THE SYSTEM FOR 30-45 MINUTES WITH SYSTEM COMPONENTS (DRIER, COMPRESSOR, EVAPORATOR, 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 SPECS.

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 FOR 1967-72 CHEVROLET PICK-UP WITH FACTORY AIR



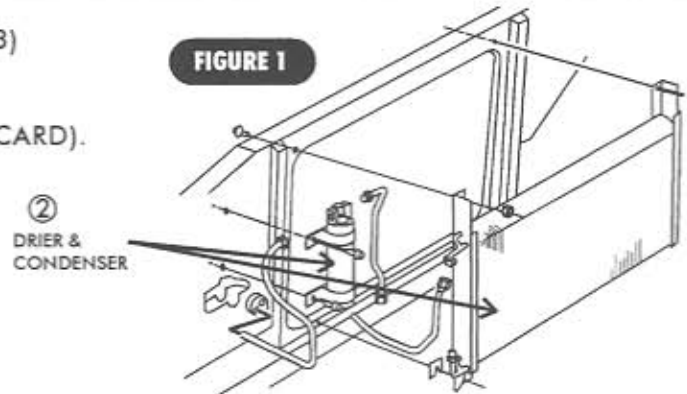
BEFORE STARTING THE AIR CONDITIONER INSTALLATION, CHECK FOR PROPER OPERATION OF ALL COMPONENTS (RADIO, LIGHTS, WIPERS, ETC.). STUDY THE INSTRUCTIONS, ILLUSTRATIONS AND DIAGRAMS.

ENGINE COMPARTMENT

REMOVE THE FOLLOWING (FIGURES 1, 2 & 3)

- 1. BATTERY AND RADIATOR (RETAIN).
- 2. DRIER AND CONDENSER ASSEMBLY (DISCARD).

FIGURE 1

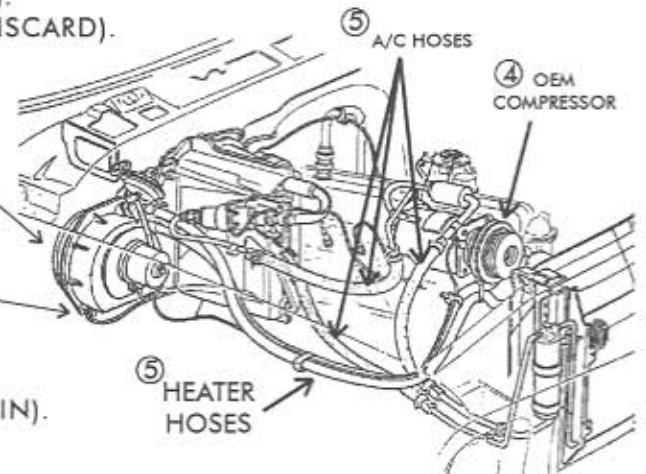


- 3. EVAPORATOR AND BLOWER ASSEMBLY (DISCARD). RETAIN O.E.M. SCREWS.
- 4. O.E.M. COMPRESSOR AND BRACKET (DISCARD).
- 5. O.E.M. HEATER AND A/C HOSES AND LINES (DISCARD).

3 EVAPORATOR AND BLOWER ASSEMBLY

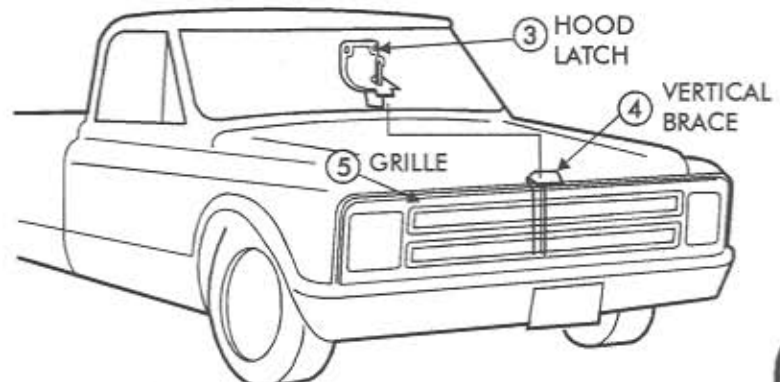
FIGURE 2

YOU MAY HAVE TO DROP RIGHT INNER FENDER PANEL TO GET THIS BOLT.



- 6. LOWER HOOD LATCH ASSEMBLY (RETAIN).
- 7. VERTICAL BRACE BENEATH HOOD LATCH (RETAIN).
- 8. PLASTIC GRILL INSERT.
- 9. ON MODELS WITH ONE PIECE METAL GRILL. REMOVE GRILL ATTACHING BOLTS AND ROCK FORWARD TO LIMIT OF WIRES

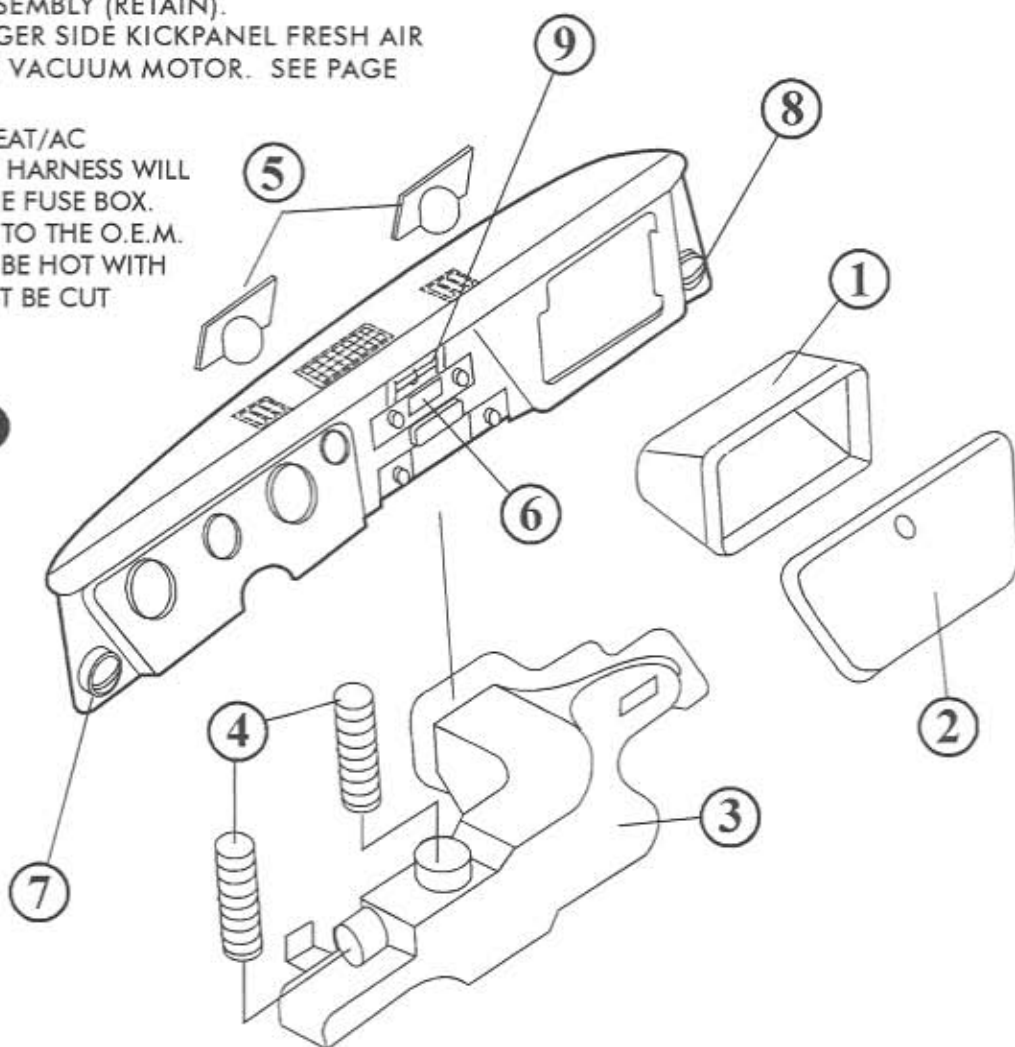
FIGURE 3



PASSENGER COMPARTMENT

REMOVE THE FOLLOWING

- 1. GLOVE BOX SHELL (DISCARD),SAVE MOUNTING SCREWS.
- 2. GLOVE BOX DOOR (RETAIN).
- 3. HEATER DUCT ASSEMBLY UNDERDASH (DISCARD).
- 4. DEFROSTER DUCT HOSES (DISCARD).
- 5. DASH DEFROSTER GRILLES (RETAIN).
- 6. RADIO (RETAIN).
- 7. DRIVER SIDE BALL VENT ASSEMBLY (RETAIN).
- 8. PASSENGER SIDE BALL VENT ASSEMBLY (RETAIN).
- 9. CENTER VENT ASSEMBLY (RETAIN).
- 10. REMOVE PASSENGER SIDE KICKPANEL FRESH AIR VENT DOOR AND VACUUM MOTOR. SEE PAGE 14 FOR DETAILS.
- 11. REMOVE O.E.M. HEAT/AC WIRING HARNESS. HARNESS WILL UNPLUG FROM THE FUSE BOX. THE BROWN WIRE TO THE O.E.M. FAN SWITCH WILL BE HOT WITH KEY ON AND MUST BE CUT AND INSULATED.

FIGURE 4

ENGINE COMPARTMENT ASSEMBLY
COMPRESSOR

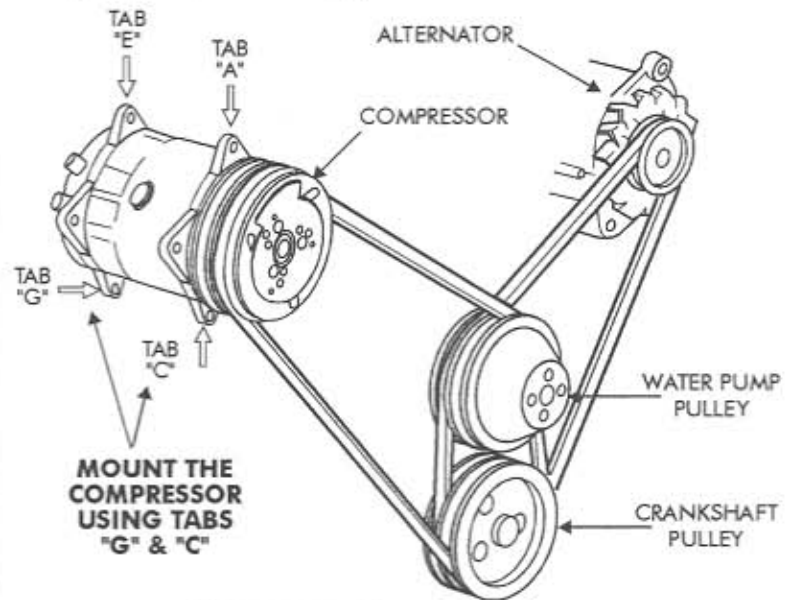
- REFER TO SEPARATE INSTRUCTIONS TO INSTALL COMPRESSOR BRACKET.
- INSTALL COMPRESSOR AND BRACKET USING HARDWARE INCLUDED WITH THE BRACKET KIT. ORIENT COMPRESSOR ON MOUNT SO THAT THE OUTLET FITTINGS POINT TOWARD THE PASSENGER SIDE FENDER. TABS "A,E" ARE UP. COMPRESSOR MOUNTS WITH TAB "G" & "C" AS THE PIVOT POINTS. SEE FIGURE 5, PAGE 7.

PULLEYS

- CHECK ALIGNMENT OF PULLEYS AND FOLLOW THE INSTRUCTIONS PROVIDED WITH THE BRACKET FOR PROPER PULLEY/BELT COMBINATION.
- IN MOST INSTANCES THE BELT LENGTHS WILL REMAIN THE SAME. SEE FIGURE 5.
- RECOMMENDED BELT: GOODYEAR #15572. (350 Chevy Short Pump)

**PULLEYS (VINTAGE AIR) SHORT PUMP
SMALL BLOCK CHEVY (STEEL PULLEY)**

- 22503-VCA** - WATER PUMP PULLEY
(DOUBLE GROOVE)
- 22506-VCA** - CRANKSHAFT PULLEY
(DOUBLE GROOVE)
(WITH POWER STEERING
A 3 GROOVE CRANK
PULLEY IS REQUIRED)
- 22507-VCA** - CRANKSHAFT PULLEY
(TRIPLE GROOVE)


FIGURE 5
CONDENSER

- THE CONDENSER/DRIER ASSEMBLY MOUNTS TO THE FRONT SIDE OF THE RADIATOR SUPPORT.
- THE TWO LOWER CONDENSER BRACKETS MOUNT TO THE ORIGINAL MOUNTING HOLES. THESE HOLES WILL HAVE TO BE DRILLED TO 3/8" DIA. **(BE CAREFUL NOT TO DRILL PAST HOLE AND INTO RADIATOR).** LOCATE THE 10-32 WELL NUTS AND INSERT IN THESE 3/8" LOWER HOLES.
- CAREFULLY LOWER THE CONDENSER INTO POSITION.
- SECURE TWO LOWER BRACKETS TO RADIATOR SUPPORT WELL NUTS WITH 10/32 SCREWS.
- THE TOP CONDENSER BRACKET WILL BE SECURED BETWEEN THE CORE SUPPORT AND THE HOOD LATCH ASSEMBLY. REINSTALL THE HOOD LATCH ASSEMBLY (NOTE: THE O.E.M. 5/16" BOLTS WILL PASS THROUGH THE HOOD LATCH BRACKET ASSEMBLY AND THE TOP BRACKET.
- LOCATE THE #8 1/2" (LARGE) CONDENSER HARDLINE. LUBRICATE THE FITTINGS AND O'RINGS AND ATTACH THE LINE TO THE UPPER CONDENSER FITTING BY FEEDING THE LONG END THROUGH THE EXISTING HOLE AND GROMMET IN THE RADIATOR SUPPORT AND UNDER THE BATTERY BOX. SEE FIGURE 6 and 7, PG.8.
- LOCATE THE #6 3/8" (SMALL) HARDLINE AND ATTACH IT TO THE DRIER FOLLOWING THE SAME PROCEDURE AS ABOVE. SEE FIGURES 6& 7, PG.8.
- ATTACH BOTH TUBES TO THE O.E.M. SUPPORT AT THE BOTTOM OF THE BATTERY BOX USING THE SUPPLIED 2 ADEL CLAMPS & BRACKETS. SEE FIGURE 7, PAGE 8.

FIGURE 6

CONDENSER ASSEMBLY

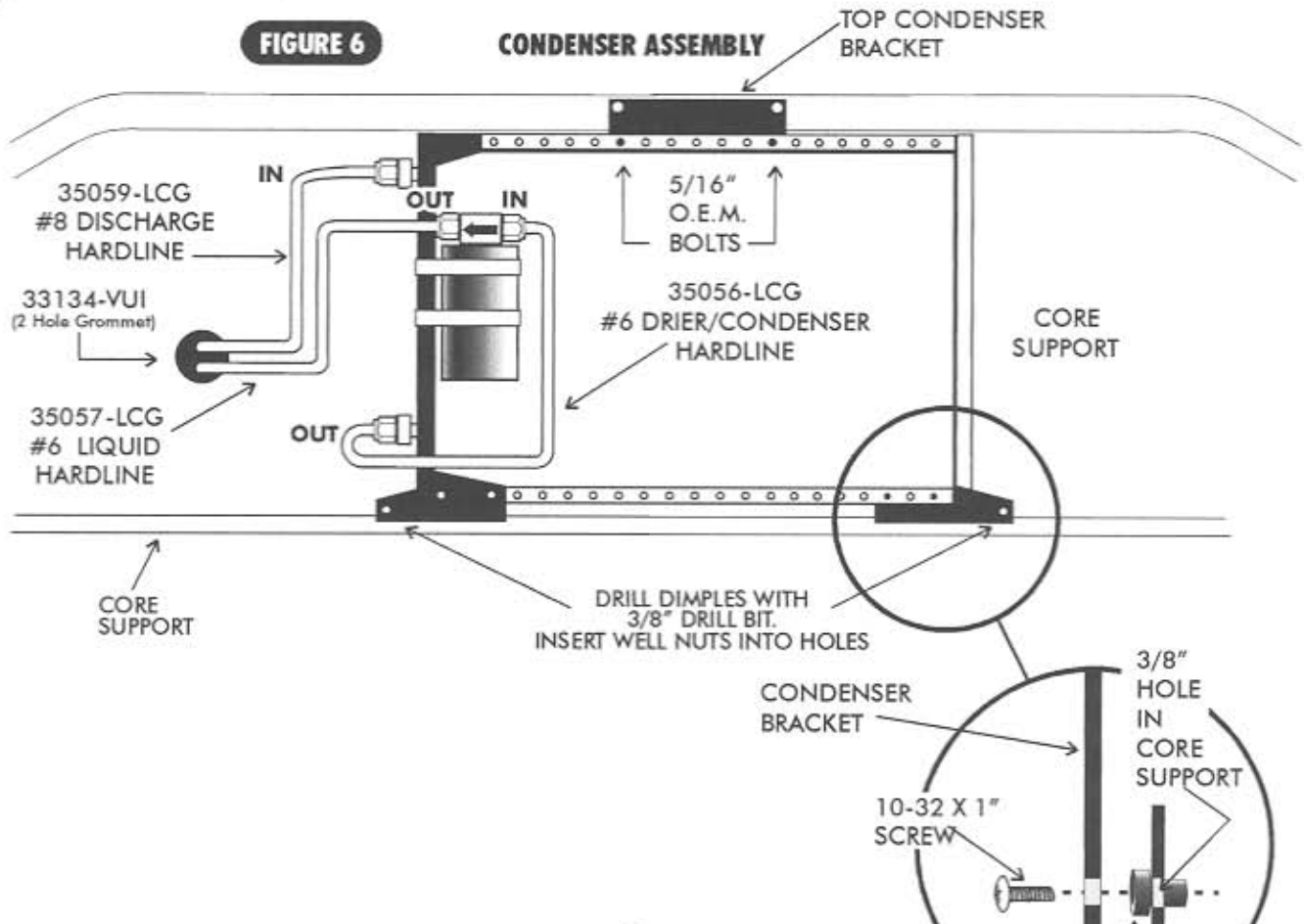
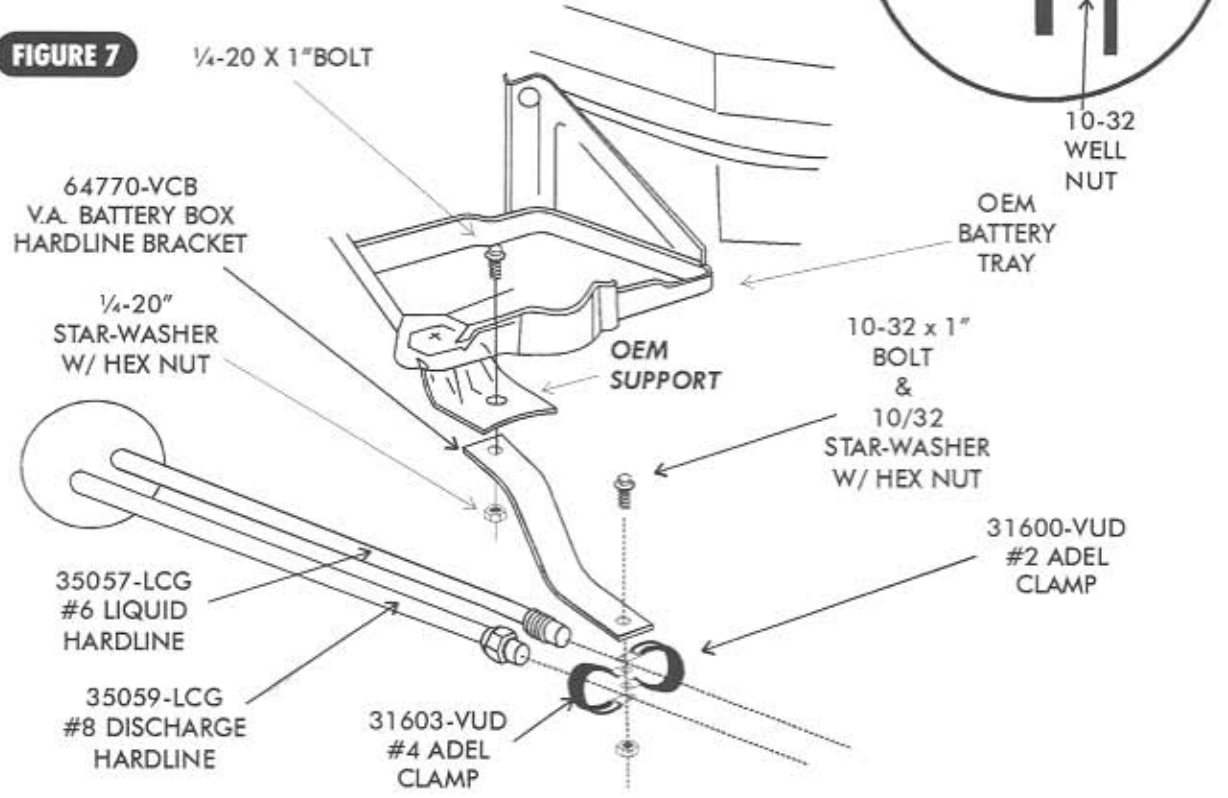


FIGURE 7



VENT INSTALLATION

CENTER VENT

- LOCATE CENTER VENT CHROME FACE. REMOVE THE STUDS FROM THE OEM CENTER VENT AND INSTALL THEM INTO THE NEW CHROME FACE. INSTALL THE VENT ASSEMBLY AS SHOWN IN FIGURE 9, BELOW. PLACE CENTER VENT HOSE ADAPTER BEHIND DASHBOARD. INSTALL IN DASH BY ATTACHING CHROME FACE TO CENTER VENT WITH O.E.M. STUDS AND NUTS. SEE FIGURE 9a, BELOW.

SIDE VENTS

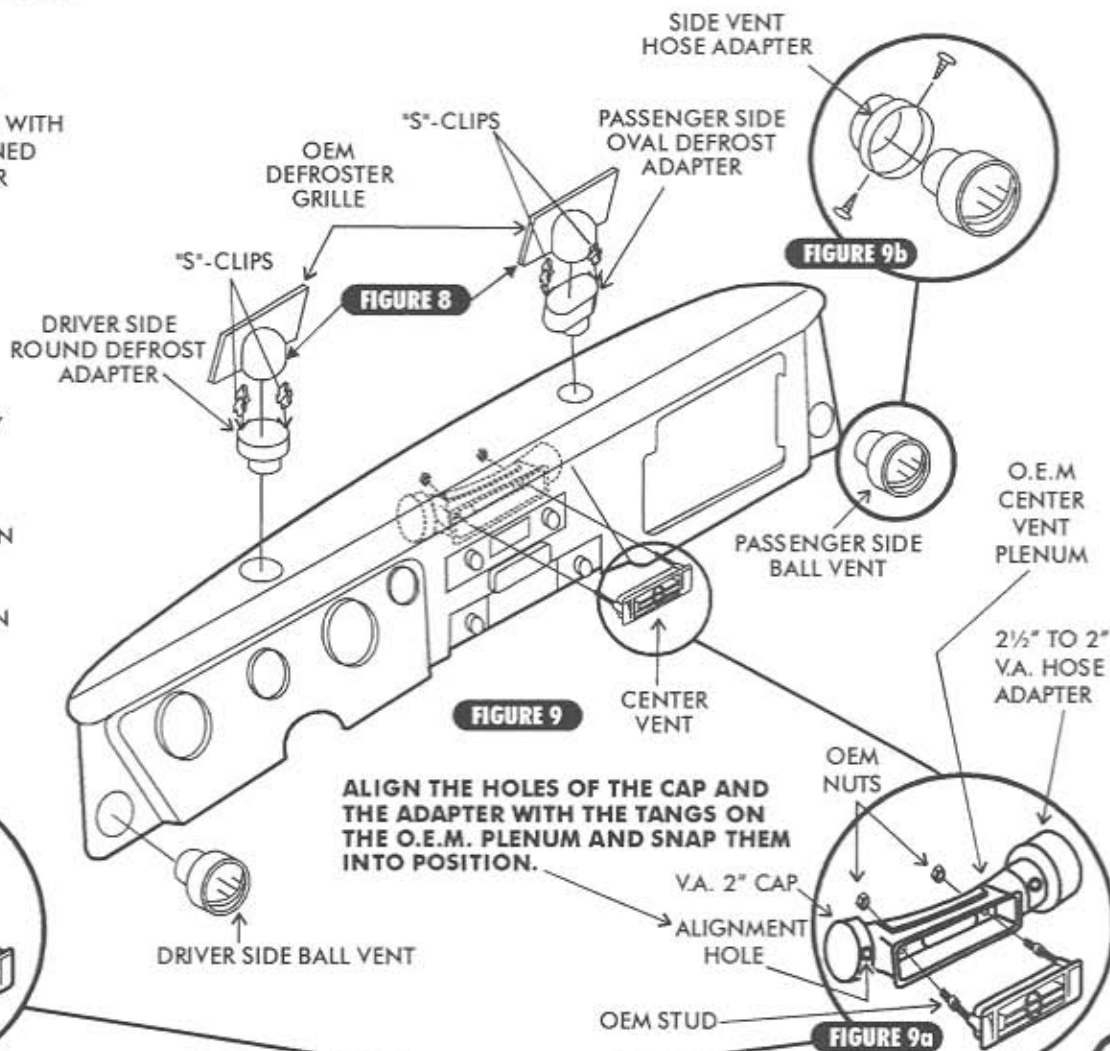
- LOCATE O.E.M. PASSENGER & DRIVER BALL VENT ASSEMBLIES. ATTACH SUPPLIED 2½" ADAPTERS TO O.E.M. BALL VENTS WITH TWO #8 X ½" SCREWS. SEE FIGURE 9b, BELOW. REINSTALL RIGHT & LEFT ASSEMBLY IN DASH

DEFROST VENTS

- LOCATE SUPPLIED DEFROST ADAPTERS. ATTACH THE DEFROSTER HOSE ADAPTER TO THE O.E.M. DEFROSTER GRILLE BY SLIDING THE GRILLE ONTO "S-CLIPS" ON EACH ADAPTER. SEE FIGURE 8, BELOW. REINSTALL IN DASH.

CENTER VENT
THE CENTER VENT PLENUM SUPPLIED WITH THIS KIT IS DESIGNED WITH A ½" LARGER AIR INLET THAN THE OEM. IT MAY NOT CLEAR ALL LARGE OEM SPEAKERS

IF YOU WISH TO RETAIN OEM SPEAKER YOU MAY USE THE OEM CENTER VENT PLENUM. INSTALL THE V.A. 2" CAP ON DRIVER SIDE AND THE 2½" TO 2" HOSE ADAPTER ON THE PASSENGER SIDE.



VINTAGE AIR CENTER VENT PLENUM

ALIGN THE HOLES OF THE CAP AND THE ADAPTER WITH THE TANGS ON THE O.E.M. PLENUM AND SNAP THEM INTO POSITION.

ELECTRICAL WIRING

- ❑ VINTAGE AIR RECOMMENDS TESTING OF CONTROL PANEL & EVAPORATOR ON THE WORK-BENCH FOR PROPER OPERATION, PRIOR TO INSTALLATION.

AFTER INSTALLING CABLES AND VERIFYING FULL OPENING AND CLOSING OF EVAPORATOR DOOR, HEAT/DEFROST DOOR AND HEATER CONTROL VALVE. YOU ARE READY TO COMPLETE THE WIRING TO VERIFY PROPER OPERATION OF THE UNIT.

NOTE → **THE COMPRESSOR SAFETY SWITCH (BOTH BINARY OR TRINARY TYPE) WILL NOT OPERATE COMPRESSOR CLUTCH, (SWITCH ON) UNTIL THERE IS REFRIGERANT PRESSURE AVAILABLE. CHECK FOR PROPER A/C COMPRESSOR CLUTCH POWER (12 VOLTS) AT THE THERMOSTAT. (THE OPTIONAL TRINARY SWITCH CONTROLS AN ELECTRICAL FAN. SEE INSTRUCTIONS PACKAGED WITH THE SWITCH)**

NOTE → ALL VINTAGE AIR MICRO SWITCHES ARE CAREFULLY SET AT THE FACTORY. HOWEVER... IF YOU SHOULD EXPERIENCE A PROBLEM WITH THE OPERATION OF YOUR A/C UNIT - DOUBLE CHECK THE ADJUSTMENT OF THE MICRO SWITCHES.

MICRO SWITCH ADJUSTMENTS



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.

WIRING FOR TESTING

- ❑ CONNECT WIRING FROM EVAPORATOR UNIT TO SWITCHES. REFER TO WIRING DIAGRAM ON PG. 19.
- ❑ ATTACH ALL WHITE WIRES TOGETHER AND GROUND TEMPORARILY.
- ❑ THE RED WIRE IN THE WIRING HARNESS CONNECTS TO BATTERY POWER. (12 VOLTS)
- ❑ THE PURPLE WIRE WILL ALSO NEED TO BE CONNECTED TO DIRECT POWER FOR TESTING PURPOSES. *IT MUST BE HOOKED TO IGNITION ON POWER ONLY ONCE INSTALLED IN THE VEHICLE.*
- ❑ CONNECT HEATER CONTROL VALVE CABLE TO THE COLD HOT LEVER ON THE CONTROL PANEL. ADJUST THE CABLE ON THE VALVE AND TIGHTEN THE CLAMP.
- ❑ ADJUST THE CONTROL PANEL LEVERS TO THE **A/C MODE**. SEE PG.18 VERIFY THAT THE HEATER CONTROL VALVE IS CLOSED.
- ❑ TURN THE BLOWER SPEED SWITCH TO **LOW**. THERE SHOULD BE POWER AT THE A/C THERMOSTAT.
- ❑ ADJUST THE CONTROL PANEL TO THE DEFROST MODE. YOU SHOULD HAVE POWER AT THE A/C THERMOSTAT.
- ❑ ADJUST THE CONTROL PANEL LEVERS TO THE HEAT MODE. YOU SHOULD NOT HAVE POWER AT THE THERMOSTAT AT THE HEAT MODE.
- ❑ IF ALL TESTS WERE SUCCESSFUL **TAG AND LABEL** THE WIRES FOR EASE OF INSTALLATION INTO THE VEHICLE.
- ❑ REMOVE CABLES FROM THE EVAP AND CONTROL PANEL.

EVAPORATOR ASSEMBLY
MOUNTING BRACKET ADJUSTMENTS (SOME 67-68 MODELS ONLY) *

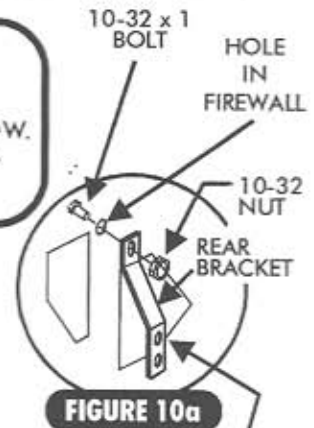
LOCATE THE EVAPORATOR REAR BRACKET STRAP IN THE KIT. INSTALL ON THE PASSENGER SIDE INSIDE OF FIREWALL AS SHOWN IN FIGURE 10a, BELOW. ON SOME 1967-68 TRUCKS THE BLOWER HOUSING BRACKET WILL HAVE TO BE MOVED APPROX. 4 INCHES TOWARD THE PASSENGER SIDE.

IN ORDER TO FIND THE EXACT LOCATION TO REATTACH THE BLOWER BRACKET, FIRST...

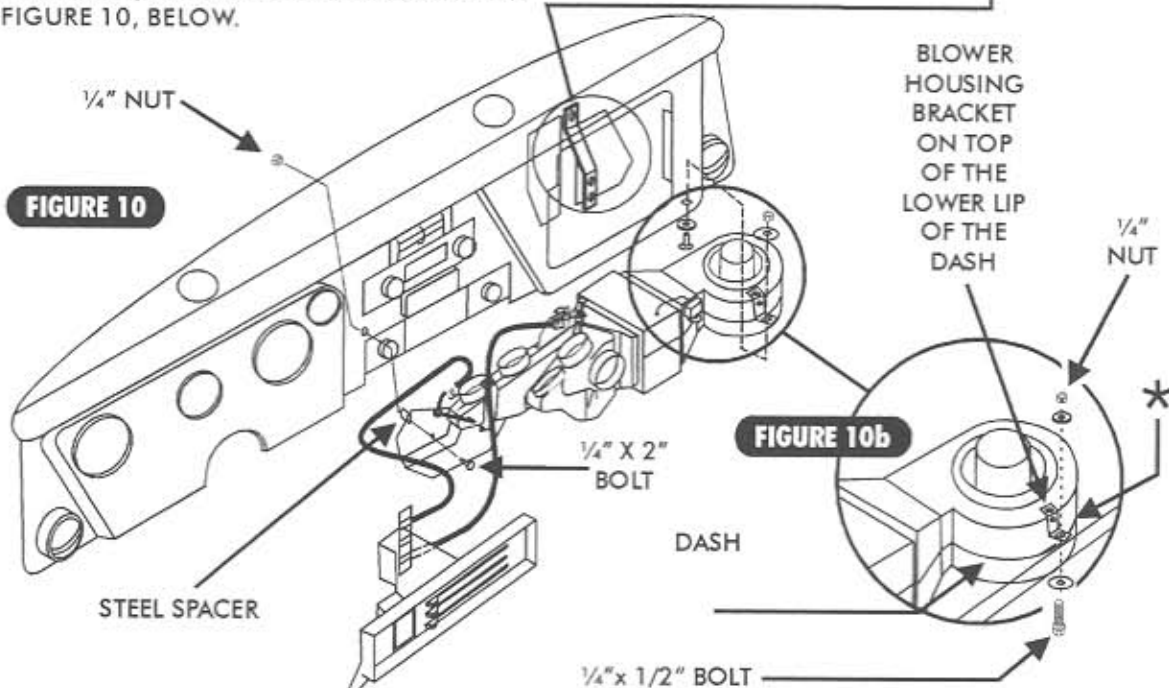
- BOLT THE REAR BRACKET TO THE FIREWALL, SEE FIGURE 10a, BELOW.
- RAISE THE EVAPORATOR INTO POSITION AND INSTALL THE 1/4" X 1/2" BOLT THRU THE REAR BRACKET AND HAND TIGHTEN THE BOLT INTO THE THREADED INSERT LOCATED ON THE BACK OF THE EVAPORATOR SEE FIGURE 10a, BELOW.
- INSTALL THE 2" LONG 1/4" BOLT AND 3/4" x 13/32" x 1 1/8" STEEL SPACER ON THE DRIVER SIDE DEFROST PLENUM. PUSH BOLT THRU THE OEM HOLE AND INSTALL THE 1/4" NUT AS SHOWN IN FIGURE 10, BELOW.
- LEVEL THE EVAPORATOR AND REATTACH THE BLOWER BRACKET..

EVAPORATOR INSTALLATION (ALL OTHER YEARS)

- ATTACH REAR BRACKET FOR EVAPORATOR TO FIREWALL USING 10/32 x 1" BOLT, AND NUT AS SHOWN IN FIGURE 10a, BELOW. LIFT EVAPORATOR INTO PLACE UNDER PASSENGER SIDE DASH AND ATTACH TO REAR BRACKET WITH 1/4" x 1/2" BOLT.
- ATTACH BLOWER HOUSING BRACKET USING 1/4" x 1" BOLT, FLAT WASHER, LOCK-WASHER AND NUT THROUGH OEM HOLE IN THE BOTTOM LIP OF THE DASH - SEE FIGURE 10b, BELOW. ATTACH DRIVER SIDE DEFROST PLENUM TO THE OEM HOLE IN FIREWALL USING THE 1/4" X 2" BOLT, 3/4" x 13/32" x 1 1/8" STEEL SPACER, WASHER AND NUT AS SHOWN IN FIGURE 10, BELOW.



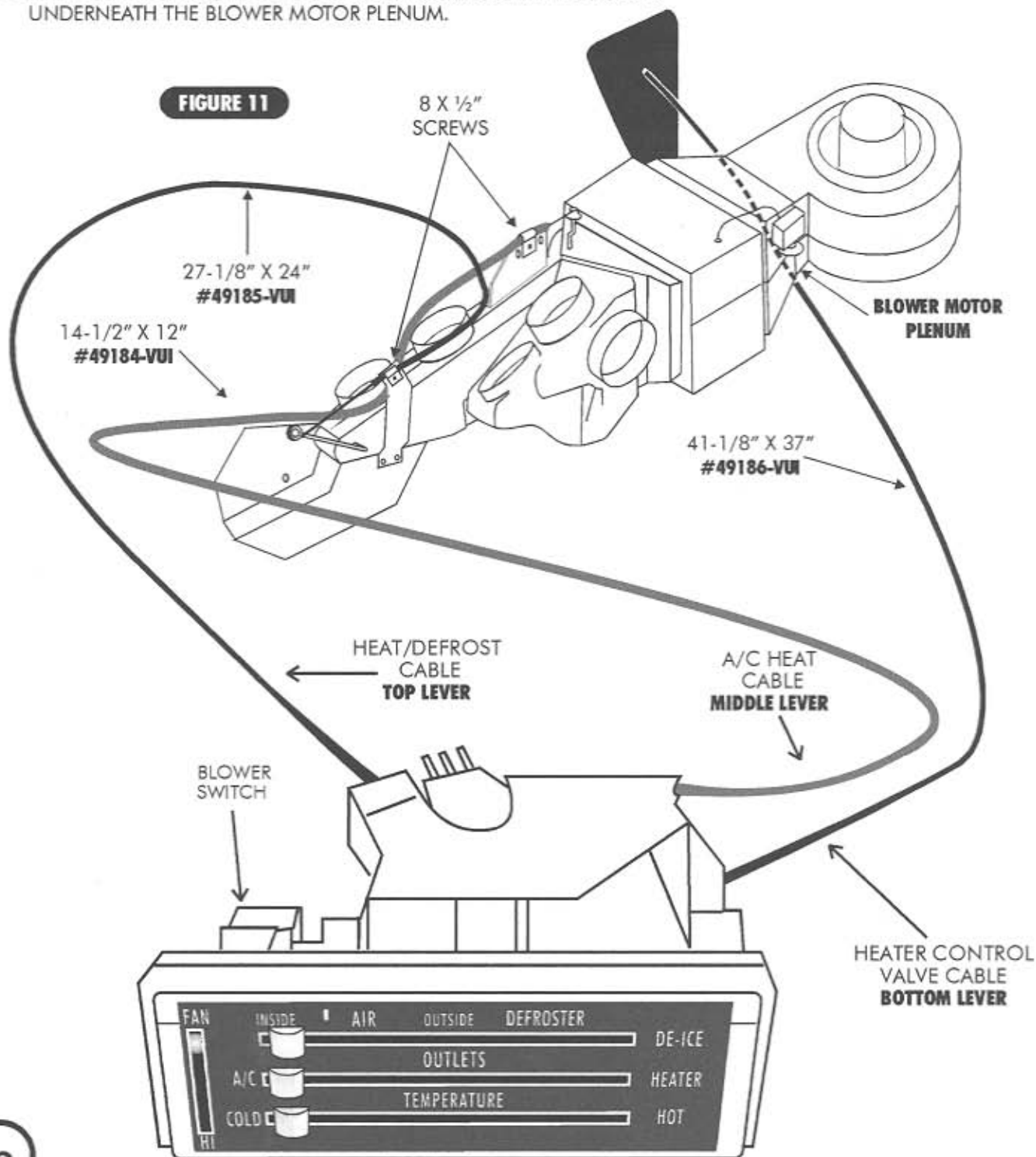
ATTACH TO EVAPORATOR USING THE TOP HOLE FOR SOME 1968 MODELS ONLY.



CONTROL CABLES & WIRING

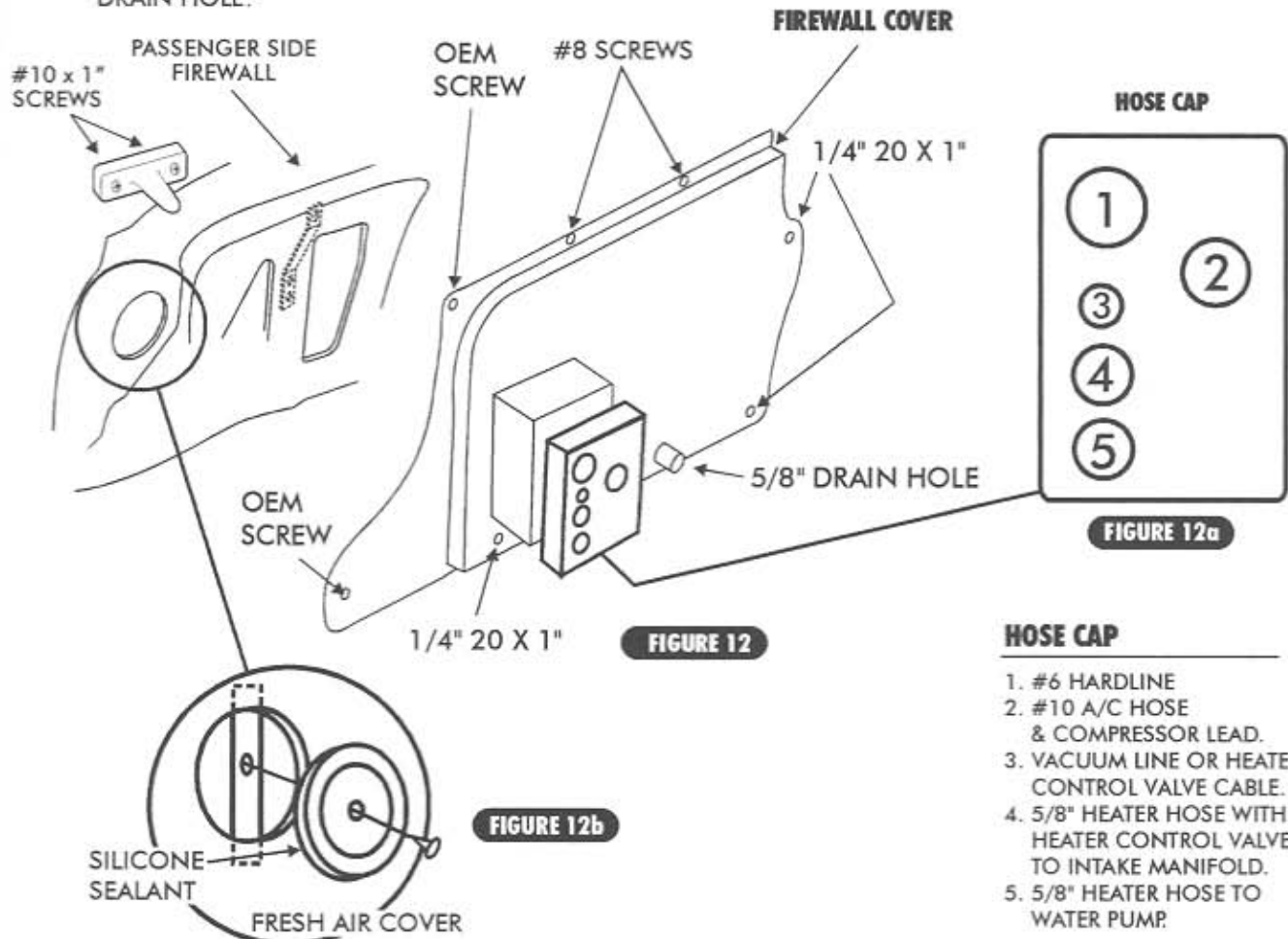
- REINSTALL RADIO.
- REINSTALL CONTROL PANEL.
- ATTACH THE CABLES FROM THE CONTROL PANEL TO THE EVAPORATOR UNIT AS SHOWN IN FIGURE 11, BELOW.
- ATTACH ALL WIRING ACCESSORIES.
- ATTACH HEATER CONTROL VALVE CABLE TO CABLE CLAMP LOCATED UNDERNEATH THE BLOWER MOTOR PLENUM.

FIGURE 11



FIREWALL COVER

- RUN BEAD OF SILICONE AROUND PERIMETER OF FIREWALL COVER, INSTALL FIREWALL COVER ON FIREWALL. SEE FIGURE 12, BELOW.
- THE COVER IS ATTACHED USING TWO O.E.M. HEATER ASSEMBLY BOLTS, THREE 1/4" X 20 X 1" BOLTS, NUTS AND TWO #8 SCREWS. SEE FIGURE 12, BELOW.
- RUN A BEAD OF SILICONE AROUND THE FRESH AIR CAP, AND SECURE TO THE FIREWALL WITH 1/4" X 1" BOLT. SEE FIGURE 12b, BELOW.
- DRILL 5/8" HOLE THRU THE FIREWALL FOR THE DRAIN HOSE TO EXIT THRU THE FIREWALL COVER DRAIN HOLE.


FIGURE 12
FIGURE 12a
FIGURE 12b
HOSE CAP

1. #6 HARDLINE
2. #10 A/C HOSE & COMPRESSOR LEAD.
3. VACUUM LINE OR HEATER CONTROL VALVE CABLE.
4. 5/8" HEATER HOSE WITH HEATER CONTROL VALVE TO INTAKE MANIFOLD.
5. 5/8" HEATER HOSE TO WATER PUMP.

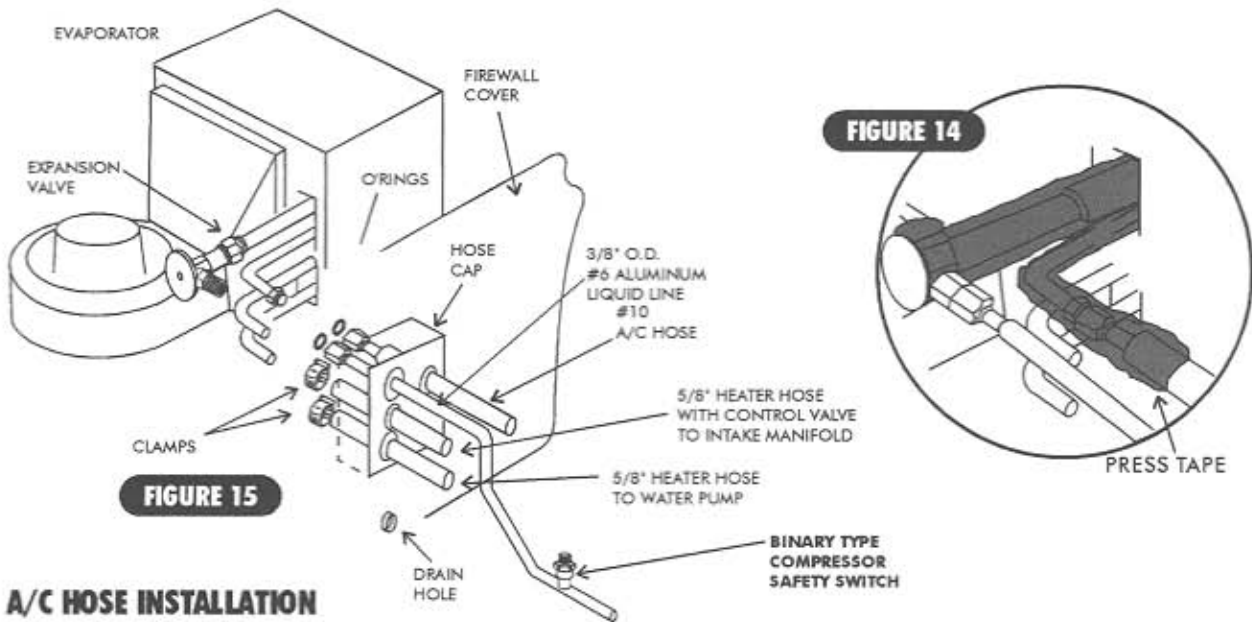
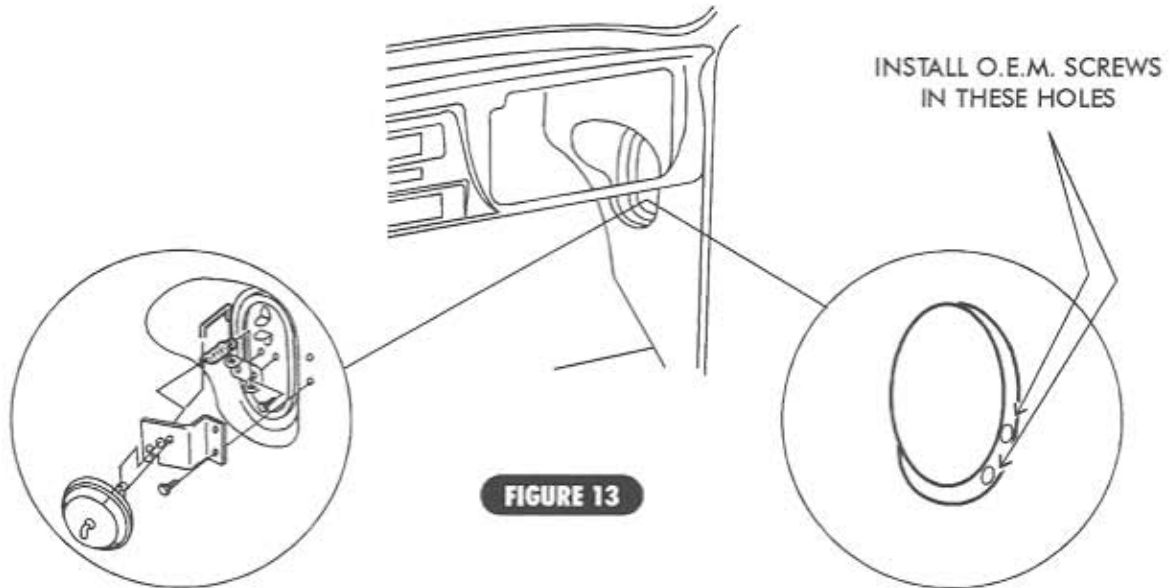
HEATER HOSE INSTALLATION (HEATER HOSES NOT SUPPLIED)

- INSERT TWO 5/8" HEATER HOSES THROUGH THE HOSE CAP AND CONNECT THE TOP HOSE TO THE TOP HEATER TUBE ON THE BACK OF THE EVAPORATOR. CONNECT THE BOTTOM HOSE TO THE BOTTOM HEATER TUBE AS SHOWN THIS PAGE AND FIGURE 15, PG. 14.

NOTE: USE A SMALL AMOUNT OF DISH SOAP ON THE OUTSIDE OF THE HOSES TO ALLOW THEM TO SLIP THRU THE GROMMETS EASIER.

- INSTALL HEATER CONTROL VALVE AS SHOWN IN FIGURE 19, PG. 17.
- LEAVE HOSE CAP A FEW INCHES AWAY FROM FIREWALL COVER TO ALLOW ACCESS TO EVAPORATOR FITTINGS

- REMOVE OEM VENT ASSEMBLY FROM PASSENGER KICK PANEL AREA AND INSTALL BLOCK-OFF PLATE PROVIDED WITH OEM SCREWS. SEE FIGURE 13, BELOW.



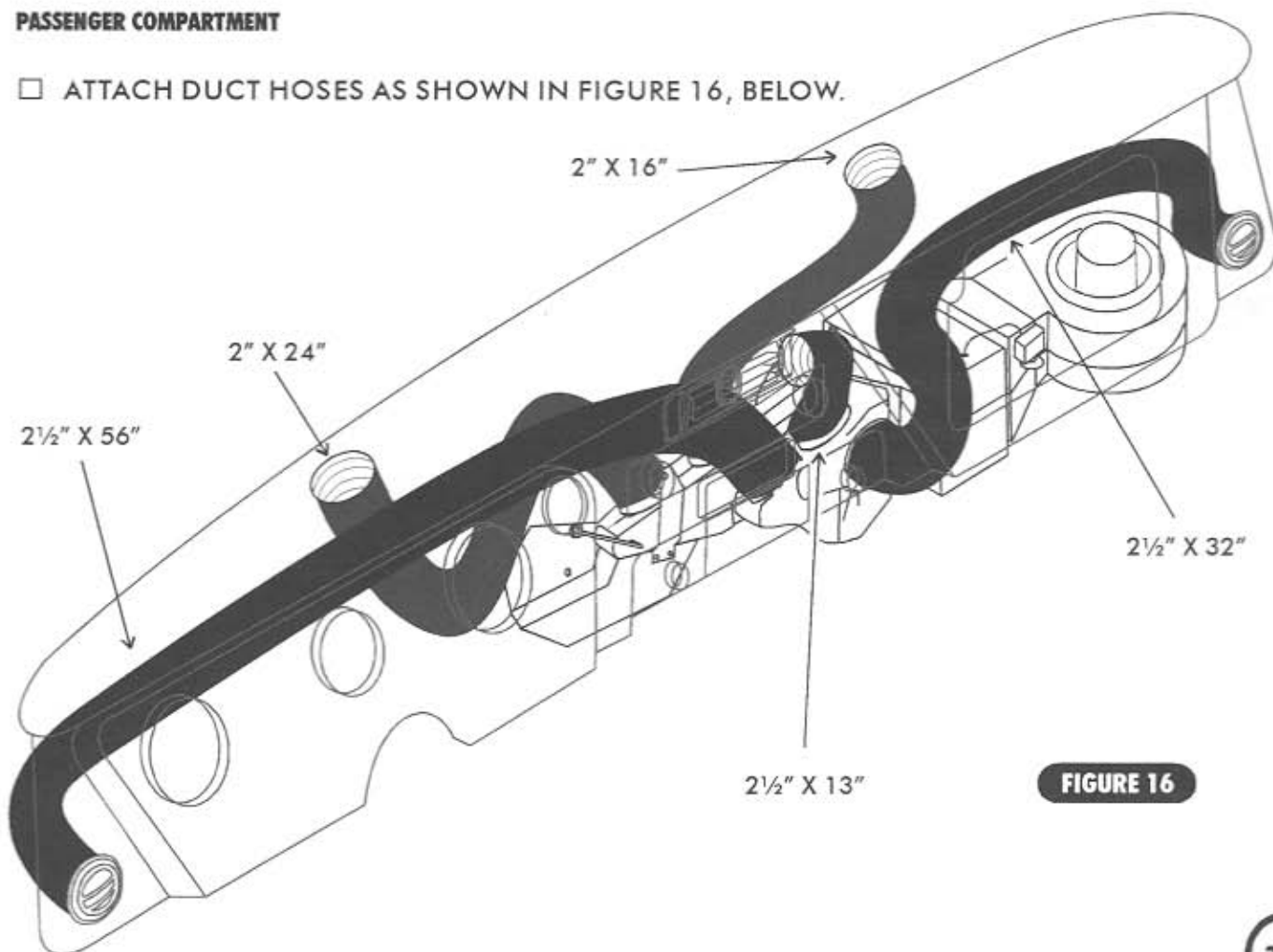
A/C HOSE INSTALLATION

- LOCATE THE O-RING PACKAGE. THERE IS A SPECIFIC SIZE AND THICKNESS O-RING FOR EACH CONNECTION. SEE FIGURE 18, PG. 17. THE SMALL WHITE TUBE IS A SPECIFIC OIL FOR O-RINGS AND THREADS. O-RINGS SHOULD NOT BE REUSED ONCE A FITTING IS TIGHTENED.
- FOR HOSE ROUTING - (SEE FIGURE 20, PG. 17).
- LOCATE THE #8 SMALL 13/32" I.D. RUBBER DISCHARGE HOSE THAT RUNS FROM THE COMPRESSOR DISCHARGE PORT TO THE #8 HARDLINE AT THE BATTERY BOX CLAMP. THIS HOSE HAS A 90 DEGREE FITTING (WITH SERVICE PORT-134a ONLY) AT THE COMPRESSOR END AND A STRAIGHT FITTING AT THE CONDENSER END. LUBRICATE THE FITTINGS AND O-RINGS WITH SUPPLIED REFRIGERANT OIL AND ATTACH (SEE FIGURES 18, PG. 17).

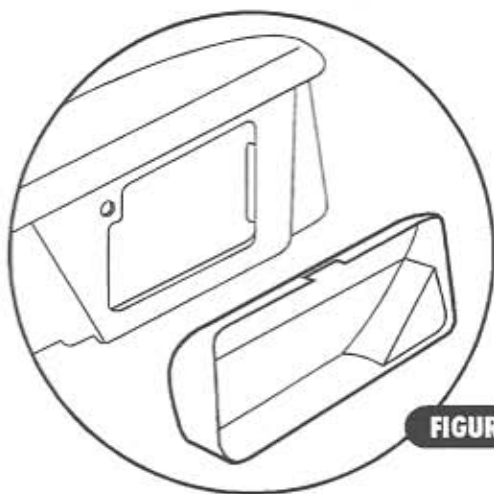
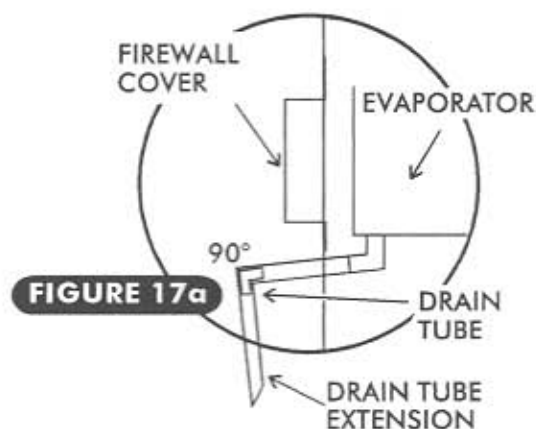
- ❑ LOCATE THE #10 (LARGE SIZE) ½" I.D. RUBBER SUCTION LINE THAT RUNS THROUGH THE FIREWALL TO THE SUCTION SIDE OF THE COMPRESSOR. THIS HOSE HAS A 90 DEGREE FITTING (WITH A SERVICE PORT (134a ONLY) AT THE COMPRESSOR SUCTION END AND A STRAIGHT FITTING AT THE EVAPORATOR (FIREWALL END). INSTALL LARGE GROMMET OVER THE STRAIGHT FITTING ON THIS LINE. BEFORE MAKING FIREWALL CONNECTION LUBRICATE THE FITTINGS AND O'RINGS WITH SUPPLIED REFRIGERANT OIL AND ATTACH. SEE FIGURES 18 AND 20, PG. 17.
- ❑ THE TWO SERVICE PORTS AT THE COMPRESSOR FITTINGS MUST BE INSTALLED AS TO NOT INTERFERE WITH HOSE ATTACHMENT SO THAT THE UNIT MAY BE CHARGED. ON R-12 SYSTEMS THE SERVICE PORTS ARE FIXED TO THE REAR OF THE COMPRESSOR. ON 134a SYSTEMS THE SERVICE PORTS ARE FIXED ON THE COMPRESSOR FITTINGS.
- ❑ LOCATE THE #6 (LONG) ALUMINUM HARDLINE. LUBRICATE THE FITTINGS AND O'RINGS WITH SUPPLIED REFRIGERANT OIL AND RUN FROM THE EVAPORATOR (FIREWALL) TO THE #6 FITTING AT THE BATTERY BOX CLAMP. SEE FIGURE 18, 19 AND 20 PG. 17.
- ❑ THE METAL PARTS OF THE SUCTION (LARGE) HOSE AT THE EVAPORATOR MUST BE COVERED WITH PRESS TAPE TO PREVENT CONDENSATION LEAKS INSIDE THE TRUCK. (SEE FIGURE 14, PG. 14)
- ❑ DO NOT TIE A HEATER HOSE TO THE #6 LIQUID LINE.
- ❑ SLIDE HOSE COVER AGAINST FIREWALL COVER AND INSTALL GROMMETS.

PASSENGER COMPARTMENT

- ❑ ATTACH DUCT HOSES AS SHOWN IN FIGURE 16, BELOW.


FIGURE 16

- INSTALL NEW GLOVE BOX PROVIDED AS SHOWN IN FIGURE 17, BELOW, USING (4) OEM SCREWS AT DOOR HINGE AND (4) #8 X 1/2" PHILLIPS PAN HEAD SCREW (ONE AT EACH SIDE & TWO ON TOP OF SHELL).


FIGURE 17

FIGURE 17a

- INSTALL COWL VENT ROD CAP AS SHOWN IN FIGURE 12, PG.13, USING TWO (2) #10 X 1" PAN HEAD SHEET METAL SCREWS.
- INSTALL DRAIN HOSE ON BOTTOM OF EVAPORATOR UNIT AND INSERT LOOSE END THROUGH THE 5/8" HOLE IN FIREWALL COVER. SEE FIGURE 17a, ABOVE.
- REINSTALL ALL PREVIOUSLY REMOVED ITEMS (BATTERY, RADIATOR, LOWER HOOD LATCH ASSEMBLY, VERTICAL BRACE & GRILLE).
- 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 AC MODE AND/OR FREEZING WEATHER, VOIDING YOUR WARRANTY.
- CHECK COMPLETE ASSEMBLY FOR PROPER OPERATION. SEE PAGE 18 (OPERATION OF CONTROLS PAGE.)
- VINTAGE AIR RECOMMENDS THAT ALL A/C SYSTEMS BE SERVICED BY A CERTIFIED AUTOMOTIVE AIR CONDITIONING TECHNICIAN ONLY. SEE FRONT INSIDE COVER FOR SERVICE INFO.

HOSE KIT INSTALLATION

LUBRICATE O'RINGS WITH SUPPLIED REFRIGERANT OIL

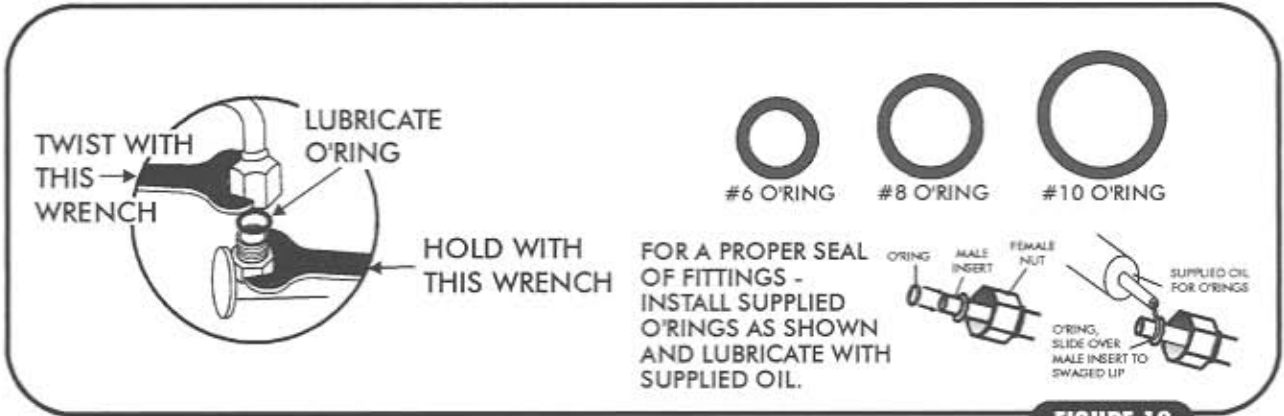


FIGURE 18

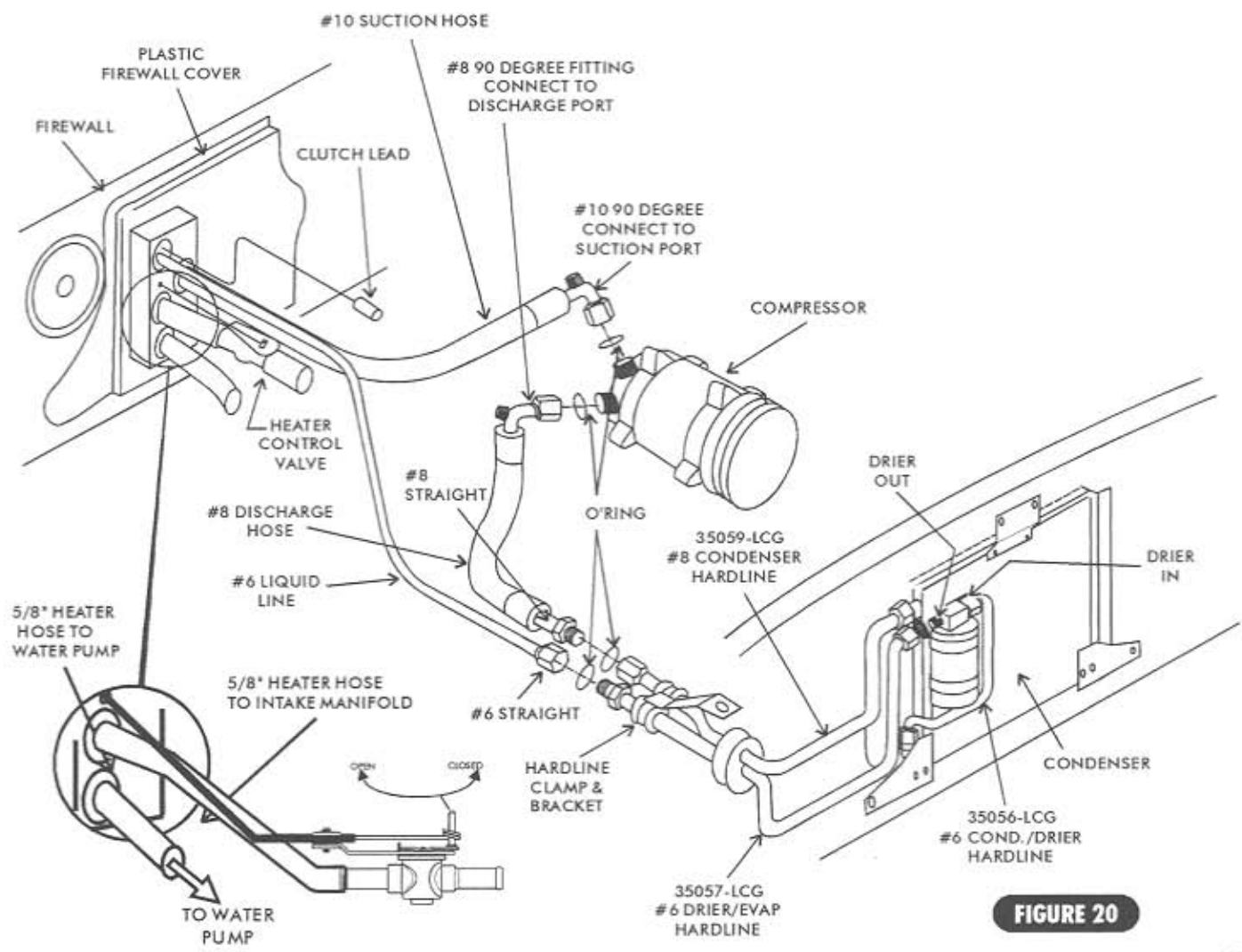
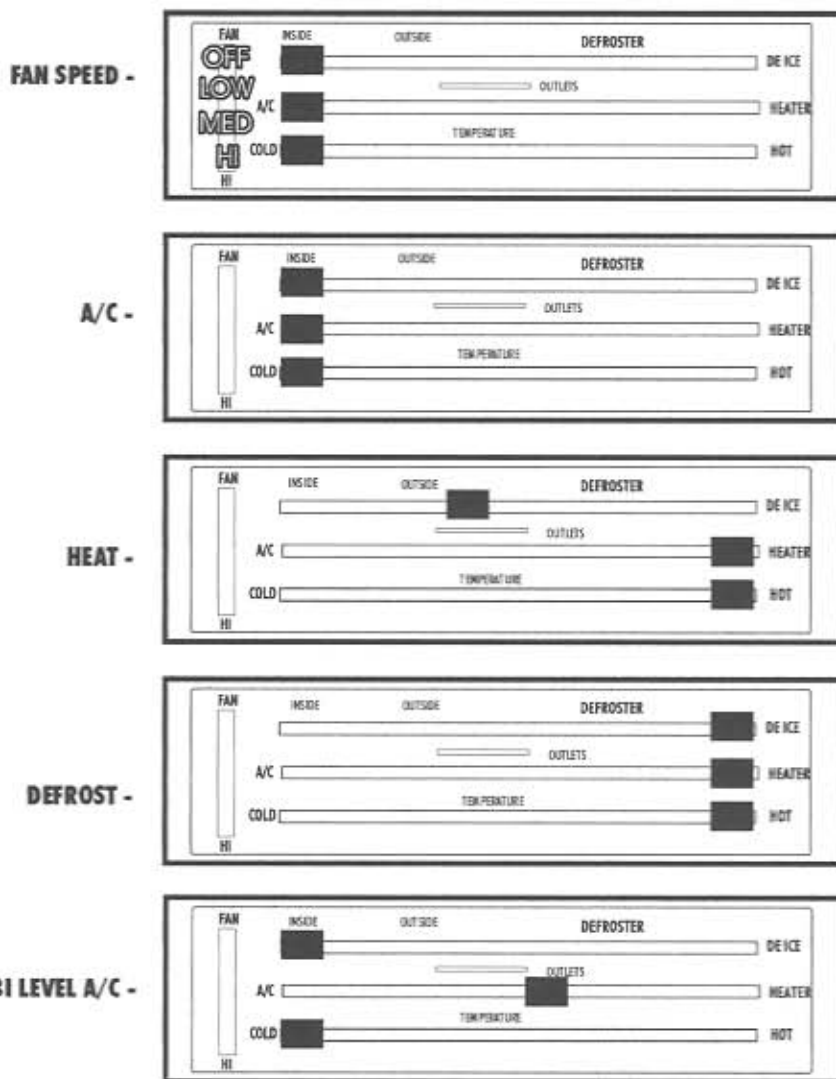


FIGURE 19

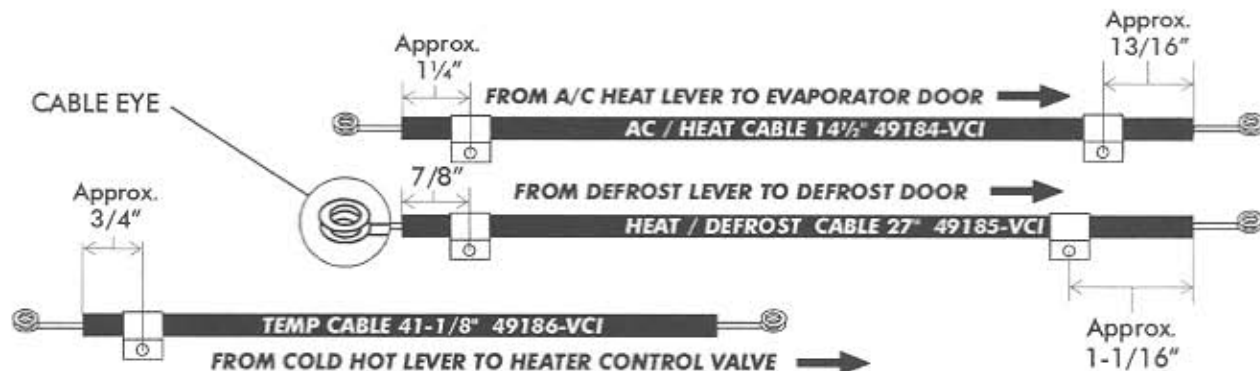
FIGURE 20

OPERATION OF CONTROLS



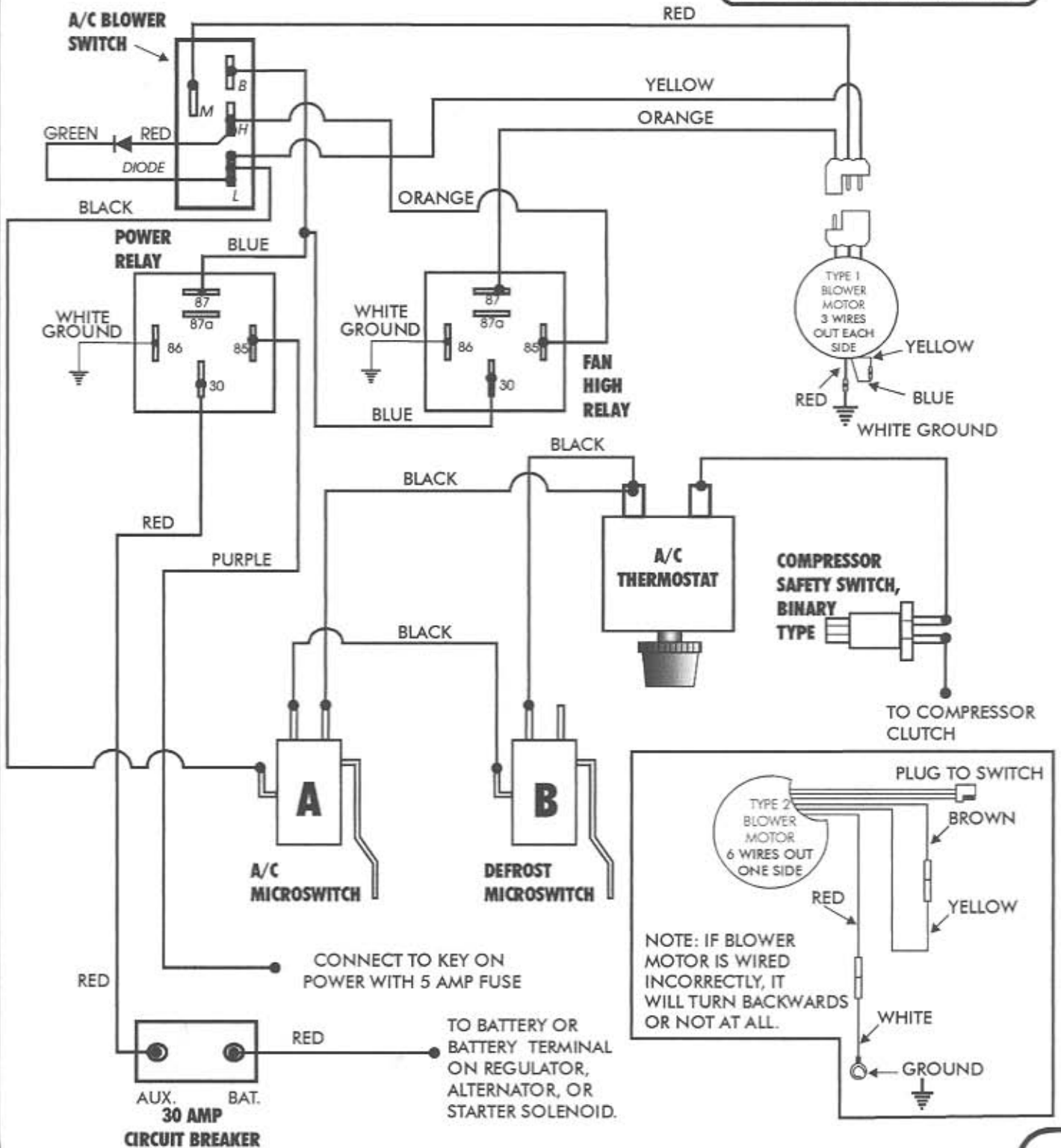
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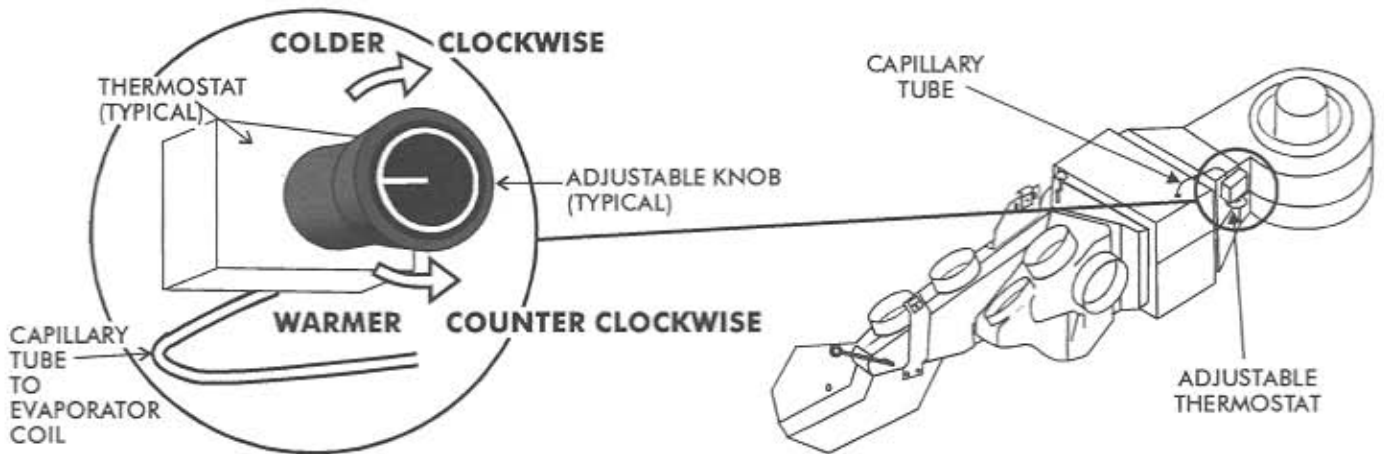
WHEN IN DEFROST MODE POSITION TURN THERMOSTAT KNOB FULL COUNTER CLOCKWISE AND THEN CLOCKWISE 1/8 TURN OR UNTIL THERMOSTAT CLICKS ON, THIS WILL GIVE OPTIMUM DEFROST PERFORMANCE. SEE PAGE 20 FOR THERMOSTAT LOCATION.



WIRING DIAGRAM

IMPORTANT NOTICE:
IDENTIFY YOUR BLOWER MOTOR BEFORE WIRING
TYPE 1 MOTOR OR TYPE 2 MOTOR





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

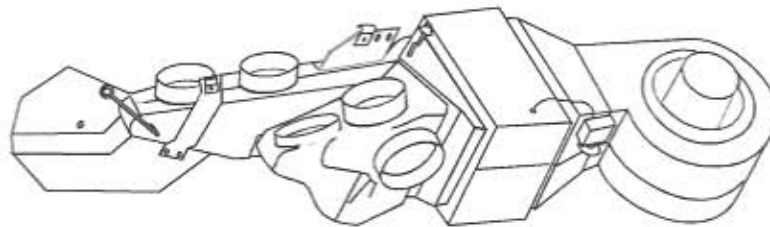
- 1.) **SYMPTOM:** THE A/C WORKS WELL AT FIRST THEN QUILTS COOLING. THE AIR FLOW FROM THE VENTS IS LOW AND THE COMPRESSOR CYCLES INFREQUENTLY.
SOLUTION: THE THERMOSTAT IS SET TOO COLD AND THE EVAPORATOR IS "ICING UP" AND RESTRICTING AIR FLOW. ALLOW THE ICE TO MELT AND SET THE THERMOSTAT WARMER (COUNTER 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.

**1967 - 72 CHEVY TRUCK w/ AIR
EVAPORATOR KIT PACKING LIST**
**EVAPORATOR KIT
75168-LCZ-A**

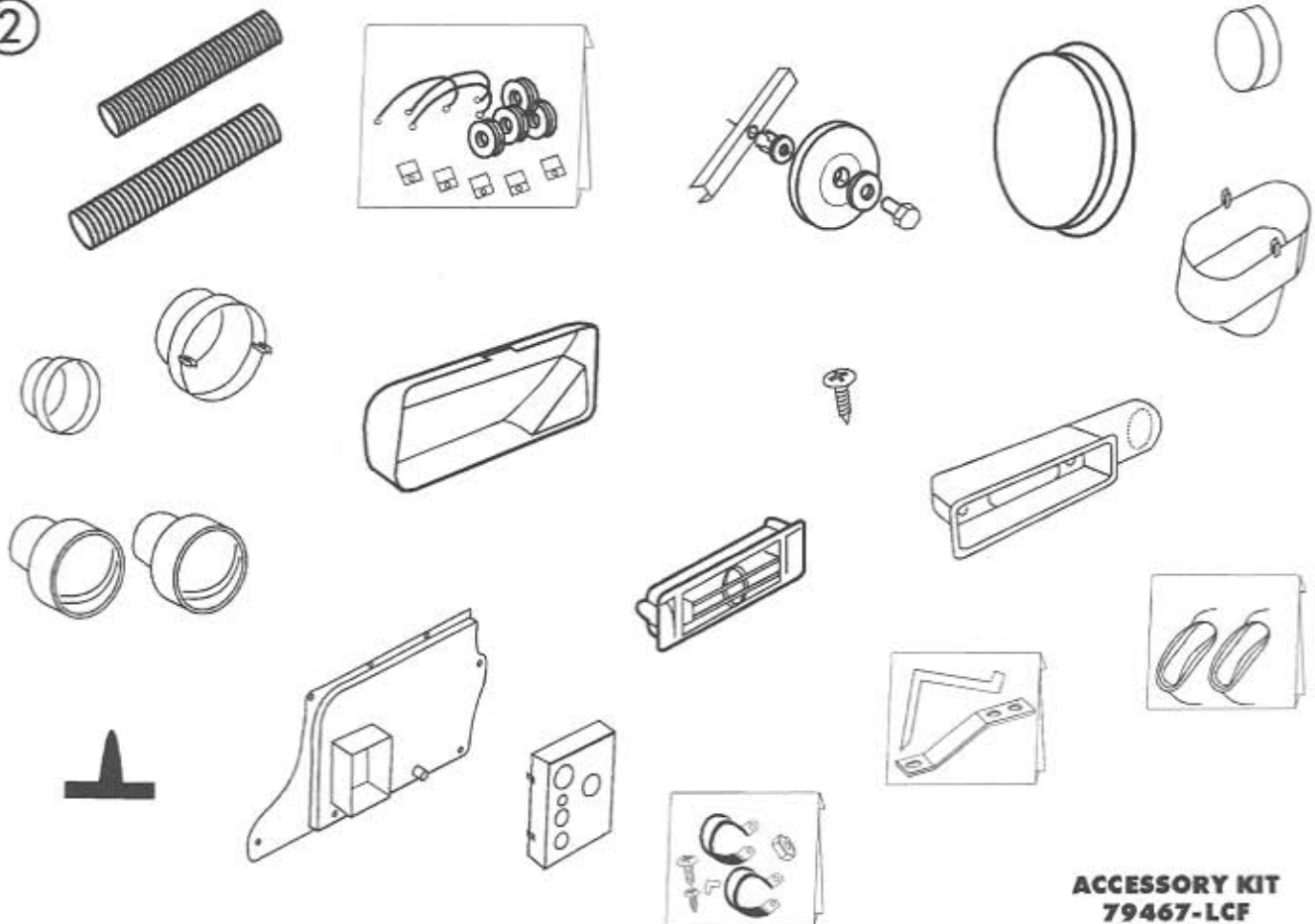
No.	QTY.	PART No.	DESCRIPTION
1.	1	55370-LCE-A	EVAPORATOR SUB-CASE
2.	1	79467-LCF	ACCESSORY KIT

 CHECKED BY: _____
 PACKED BY: _____
 DATE: _____

①


**EVAPORATOR
SUB-CASE
55370-LCE-A**

②


**ACCESSORY KIT
79467-LCF**