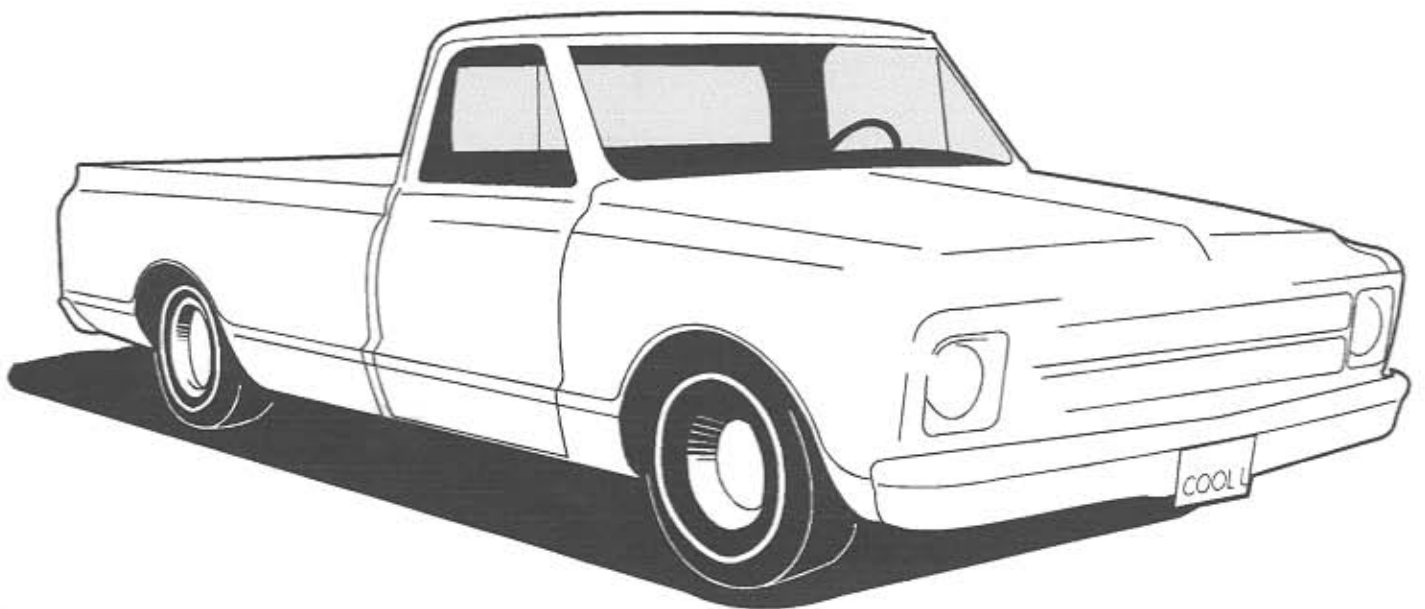


**ADVANTAGE**  
**AIR**

*INSTALLATION INSTRUCTIONS FOR*

# **67-72 CHEVY TRUCK**

*WITHOUT AIR WITH  
FACTORY AIR CONTROLS  
(75169-LCZ-A)*



# 1967-72 CHEVROLET TRUCK

## WITHOUT FACTORY AIR WITH FACTORY AIR CONTROLS

### IMPORTANT NOTICE-PLEASE READ

WHEN INSTALLING A FACTORY AIR CONTROL PANEL INTO A NON-AIR TRUCK, INSTALLATION KIT-23225-VUW MAY BE PURCHASED FROM VINTAGE AIR, AND INCLUDES AN ADAPTER, NEW BLOWER SWITCH, AND A NEW FACTORY AIR PANEL.

THE ADAPTER IS ALSO AVAILABLE SEPARATELY AS PART #65125-LCB.

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
49767-LCI -	FACTORY AIR CONTROL PANEL

### 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 EVACUATION.

### SAFETY SWITCHES:

VINTAGE AIR ALWAYS RECOMMENDS AN OPTIONAL COMPRESSOR SAFETY SWITCH BE INSTALLED ON EVERY A/C SYSTEM. A BINARY SWITCH (PART # 24677-VUS) DISENGAGES THE COMPRESSOR CLUTCH IN CASE OF EXTREME LOW PRESSURE CONDITION (REFRIGERANT LOSS) OR EXCESSIVELY HIGH HEAD PRESSURE (380 lb.), TO PREVENT COMPRESSOR DAMAGE OR HOSE RUPTURE. A TRINARY SWITCH (V.A. PART# 24678) COMBINES HI/LO PRESSURE PROTECTION WITH AN ELECTRIC FAN OPERATION SIGNAL AT 220 lbs. COMPRESSOR SAFETY SWITCHES ARE EXTREMELY IMPORTANT SINCE AN A/C SYSTEM RELIES ON REFRIGERANT TO CARRY LUBRICATION THROUGH THE SYSTEM.

### 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 TRUCK WITHOUT FACTORY AIR WITH FACTORY AIR CONTROLS



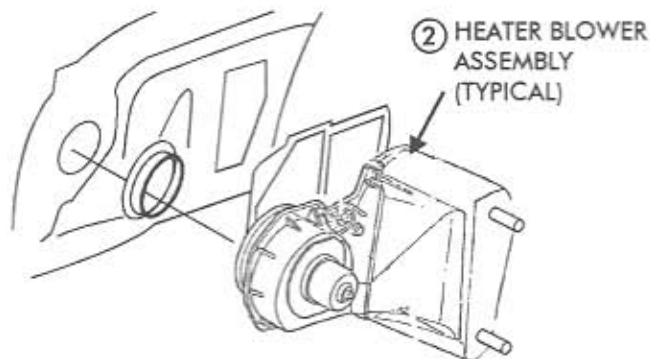
**BEFORE STARTING THE AIR CONDITIONER INSTALLATION, CHECK FOR PROPER OPERATION OF ALL COMPONENTS (RADIO, LIGHTS, WIPERS, ETC.). STUDY THE INSTRUCTIONS, ILLUSTRATIONS AND DIAGRAMS.**

## ENGINE COMPARTMENT

REMOVE THE FOLLOWING (FIGURES 1,2)

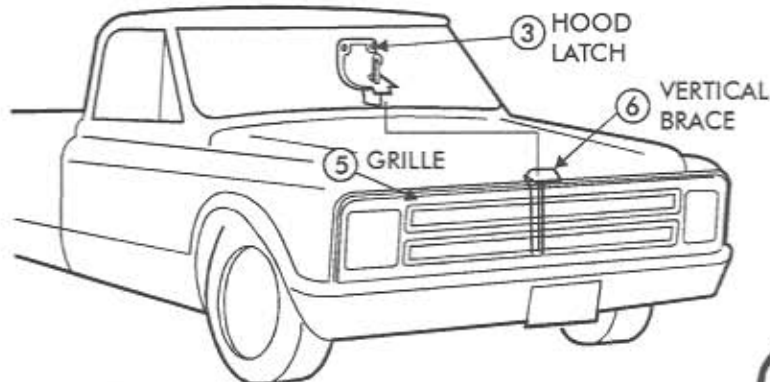
- 1. BATTERY AND RADIATOR (RETAIN).
- 2. BLOWER ASSEMBLY (DISCARD). RETAIN O.E.M. SCREWS.
- 3. REMOVE LOWER HOOD LATCH ASSEMBLY. (RETAIN)
- 4. O.E.M. HEATER HOSES AND LINES (DISCARD).

**FIGURE 1**



- 5. PLASTIC GRILL INSERT. (ON MODELS WITH ONE PIECE METAL GRILL REMOVE GRILL ATTACHING BOLTS AND ROCK FORWARD TO LIMIT OF WIRES.)
- 6. VERTICAL BRACE

**FIGURE 2**

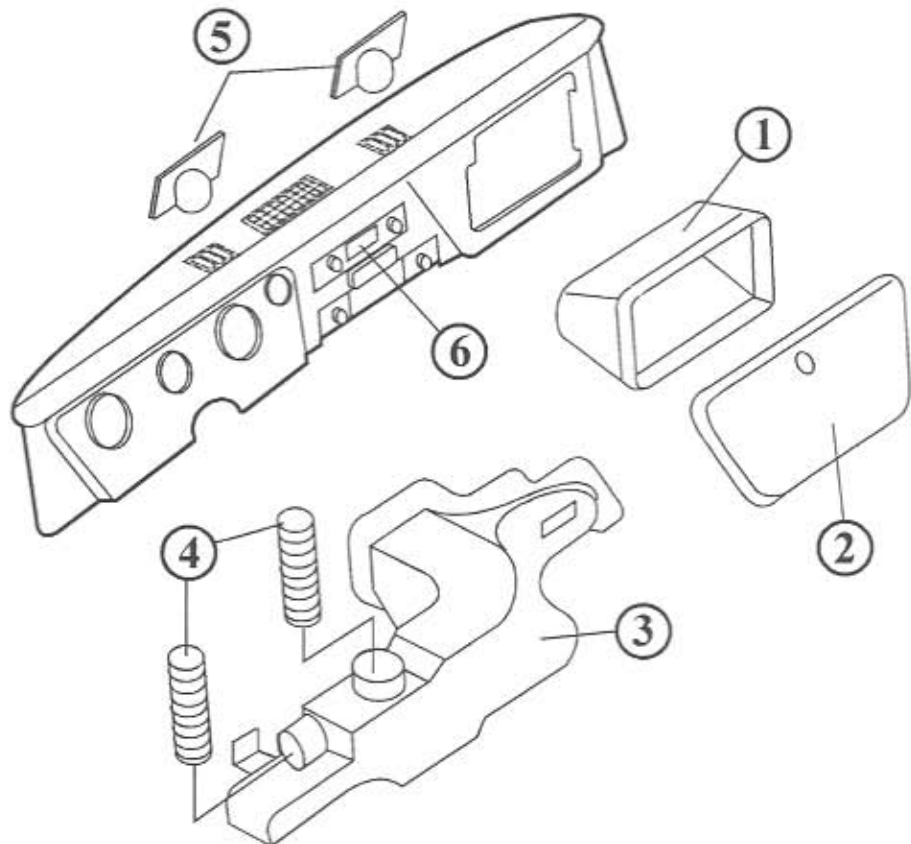


## PASSENGER COMPARTMENT

REMOVE THE FOLLOWING (FIGURE 3):

- 1. GLOVE BOX SHELL (DISCARD), **SAVE MOUNTING SCREWS.**
- 2. GLOVE BOX DOOR (RETAIN).
- 3. HEATER DUCT ASSEMBLY UNDER DASH (DISCARD).
- 4. DEFROSTER DUCT HOSES (DISCARD).
- 5. DASH DEFROSTER GRILLES (RETAIN).
- 6. RADIO (RETAIN).
- 7. REMOVE O.E.M. HEAT 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. YOU MAY USE THIS WIRE LATER FOR CONNECTING THE PURPLE WIRE IN THE VINTAGE AIR HARNESS, TO KEY ON POWER.

**FIGURE 3**



## ENGINE COMPARTMENT ASSEMBLY

### COMPRESSOR

- REFER TO MOUNTING INSTRUCTIONS PACKAGED WITH YOUR 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 4.

2

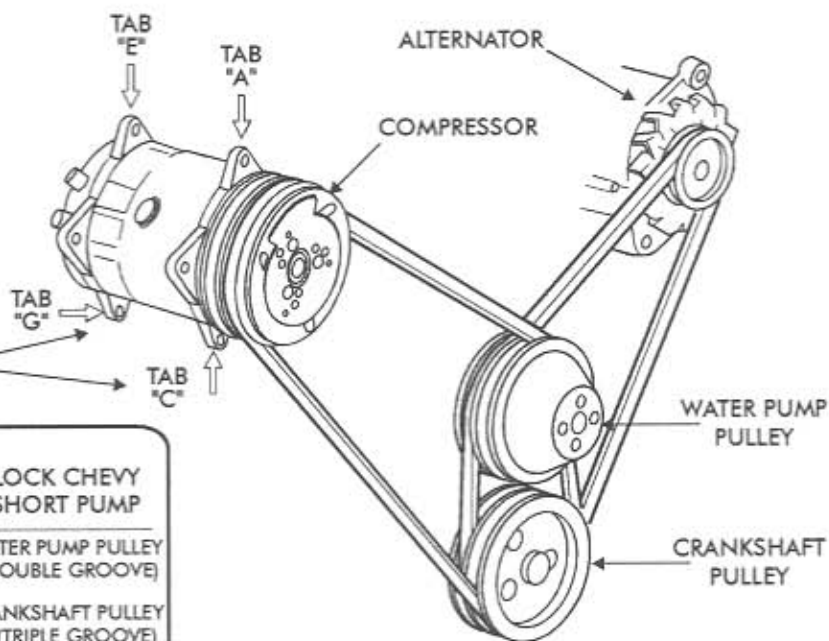
## PULLEYS

- CHECK ALIGNMENT OF PULLEYS AND FOLLOW THE INSTRUCTIONS PROVIDED WITH THE BRACKET FOR PROPER PULLEY/BELT COMBINATION.

RECOMMENDED BELT: GOODYEAR #15572. (350 Chevy Short Pump)

**FIGURE 4**

**MOUNT THE COMPRESSOR USING TABS "G" & "C"**



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

#22302-VCQ - WATER PUMP PULLEY  
(DOUBLE GROOVE)

#22312-VCQ - CRANKSHAFT PULLEY  
(DOUBLE GROOVE)

#22313-VCQ - CRANKSHAFT PULLEY  
(TRIPLE GROOVE)  
(WITH POWER STEERING  
A 3 GROOVE CRANK  
PULLEY IS REQUIRED)

**BIG BLOCK CHEVY  
SHORT PUMP**

#22412-VCQ-WATER PUMP PULLEY  
(DOUBLE GROOVE)

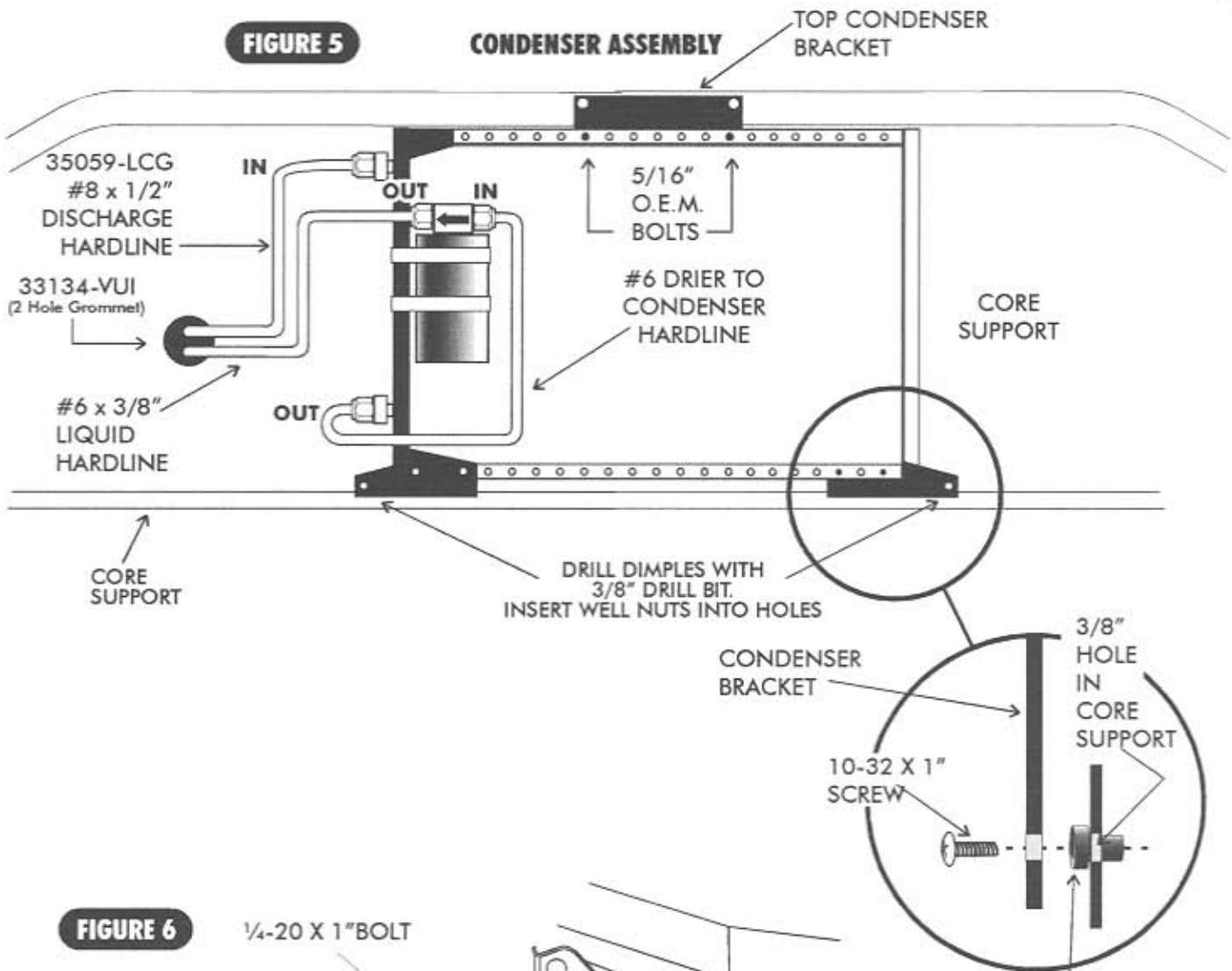
#22413-VCQ-CRANKSHAFT PULLEY  
(TRIPLE GROOVE)

## CONDENSER

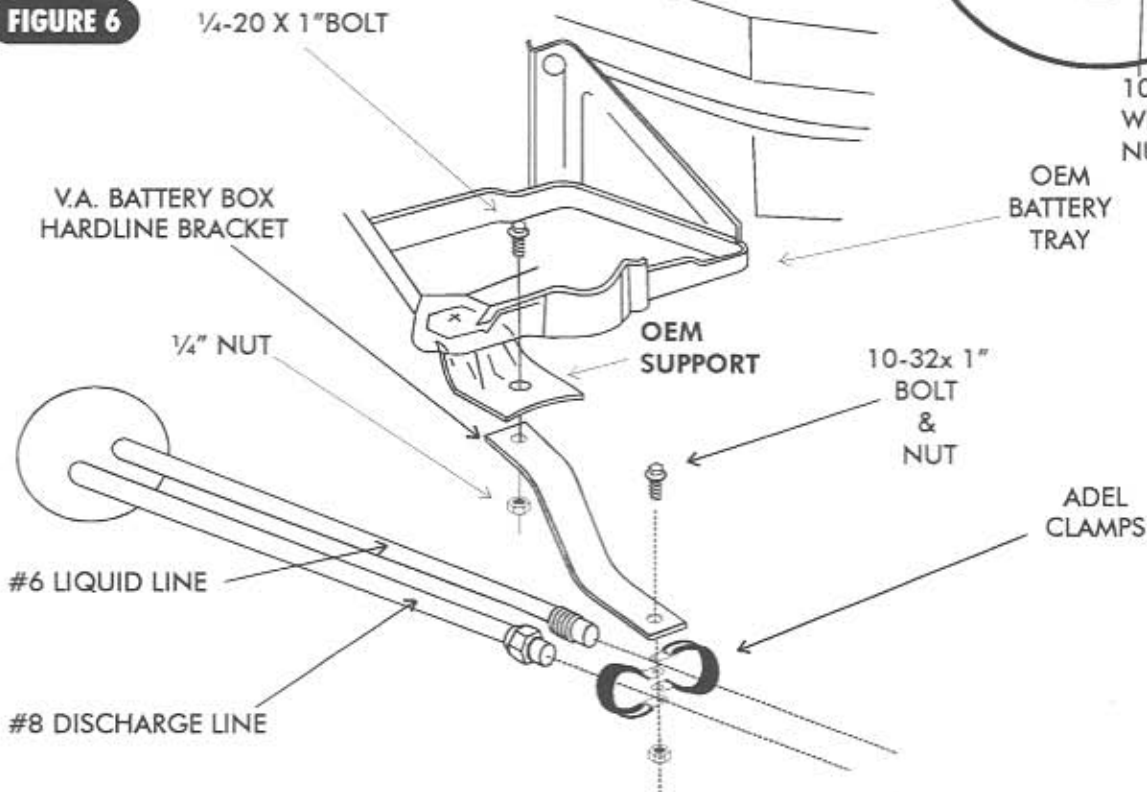
- THE CONDENSER/DRIER ASSEMBLY MOUNTS TO THE FRONT SIDE OF THE RADIATOR SUPPORT.
- LOCATE AND DRILL THE 2 LOWER CORE SUPPORT DIMPLES TO 3/8" .. **(BE CAREFUL NOT TO DRILL PAST HOLE AND INTO THE RADIATOR).** LOCATE THE 10-32 WELL NUTS AND INSERT IN THESE 3/8" LOWER HOLES.(SEE FIG 5.)
- CAREFULLY LOWER THE CONDENSER INTO POSITION.
- SECURE TWO LOWER BRACKETS TO RADIATOR SUPPORT WELL NUTS WITH 10/32 x 1" 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 x 1/2" O.D. CONDENSER DISCHARGE HARDLINE. LUBRICATE THE FITTINGS AND O'RINGS AND ATTACH THE LINE TO THE UPPER CONDENSER FITTING BY FEEDING THE LONG END THROUGH THE HOLE AND GROMMET IN THE RADIATOR SUPPORT AND UNDER THE BATTERY BOX. SEE FIGURE 5 and 6, PG.4. AND FIG. 17 & 19 PAGE 16.
- LOCATE THE #6 x 3/8" O.D. LIQUID HARDLINE AND ATTACH IT TO THE OUTLET ON THE DRIER, FOLLOWING THE SAME PROCEDURE AS ABOVE. SEE FIGURES 5 & 6, PG.4. ATTACH BOTH HARDLINES TO THE O.E.M. SUPPORT AT THE BOTTOM OF THE BATTERY BOX USING THE SUPPLIED 2 ADEL CLAMPS & BRACKET.

**FIGURE 5**

**CONDENSER ASSEMBLY**



**FIGURE 6**



## VENT INSTALLATION

### CENTER VENT

- LOCATE TEMPLATE ON PAGE 17. FOLLOW CUTTING INSTRUCTIONS PROVIDED LOCATE CENTER VENT FACE. INSTALL THE VENT ASSEMBLY AS SHOWN IN FIGURE 8. PLACE CENTER VENT HOSE ADAPTER BEHIND DASHBOARD. INSTALL IN DASH BY ATTACHING FACE TO CENTER VENT WITH STUDS AND NUTS. SEE FIGURE 8.

### SIDE VENTS

- LOCATE TEMPLATES ON PAGE 18. FOLLOW CUTTING INSTRUCTIONS PROVIDED. **(IF USING OPTIONAL VENTS FOLLOW INSTRUCTIONS SUPPLIED WITH OPTIONAL VENTS)** LOCATE VINTAGE AIR PASSENGER & DRIVER BALL VENT ASSEMBLIES. INSTALL RIGHT & LEFT ASSEMBLY IN DASH.

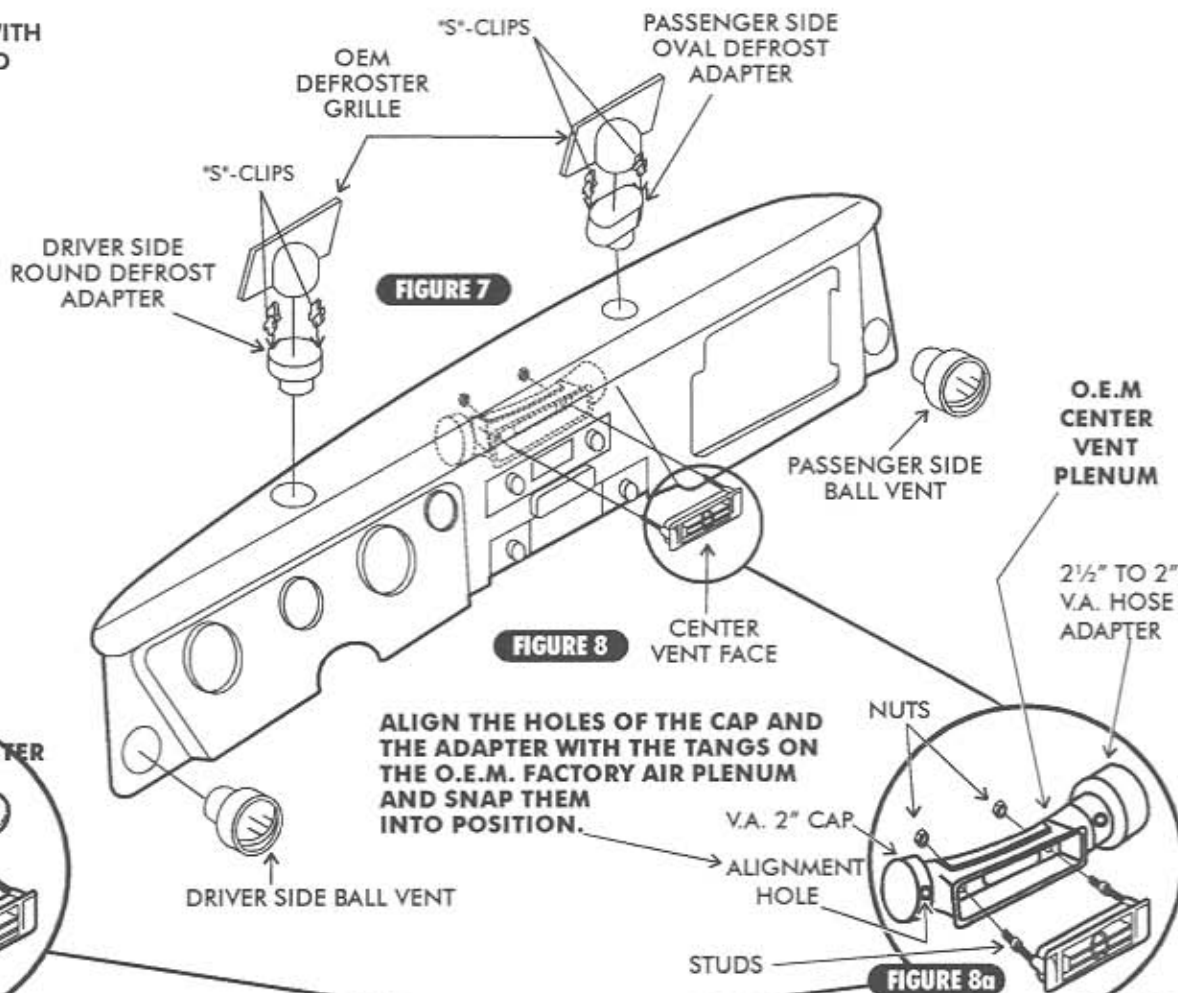
### DEFROST VENTS

- 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 7. REINSTALL IN DASH.

### CENTER VENT

THE CENTER VENT PLENUM SUPPLIED WITH THIS KIT IS DESIGNED WITH A 1/2" LARGER AIR INLET THAN THE OEM. IT MAY NOT CLEAR ALL LARGE OEM SPEAKERS

IF YOU WISH TO RETAIN OEM SPEAKER YOU MAY USE A FACTORY AIR OEM CENTER VENT PLENUM. INSTALL THE V.A. 2" CAP ON DRIVER SIDE AND THE 2 1/2" 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. FACTORY AIR PLENUM AND SNAP THEM INTO POSITION.

## ELECTRICAL WIRING

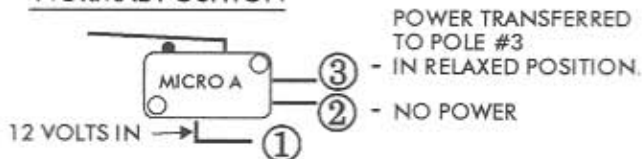
- VINTAGE AIR RECOMMENDS TESTING OF CONTROL PANEL & EVAPORATOR ON THE WORKBENCH FOR PROPER OPERATION, PRIOR TO INSTALLATION.**

**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)**

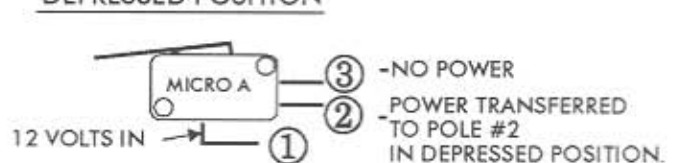
**NOTE** → **ALL VINTAGE AIR MICRO SWITCHES ARE CAREFULLY SET AT THE FACTORY. HOWEVER... IF YOU SHOULD EXPERIENCE A PROBLEM WITH THE OPERATION OF YOUR A/C UNIT - DOUBLE CHECK THE ADJUSTMENT OF THE MICRO SWITCHES.**

## MICRO SWITCH ADJUSTMENTS

### 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.

**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.**

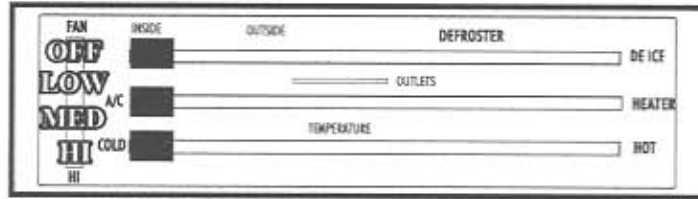
## WIRING FOR TESTING

- CONNECT WIRING FROM EVAPORATOR UNIT TO SWITCHES. REFER TO WIRING DIAGRAM ON PG. 8.
- 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.7 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 IN THE HEAT MODE.
- AFTER VERIFYING PROPER SYSTEM OPERATION, **TAG AND LABEL** THE WIRES FOR EASE OF INSTALLATION INTO THE VEHICLE.
- REMOVE CABLES FROM THE EVAPORATOR AND CONTROL PANEL.

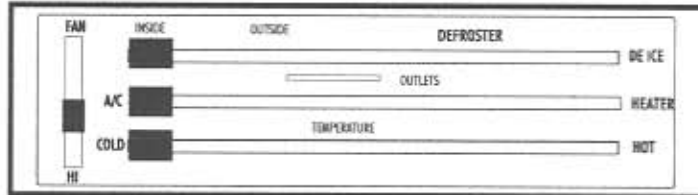


## OPERATION OF CONTROLS

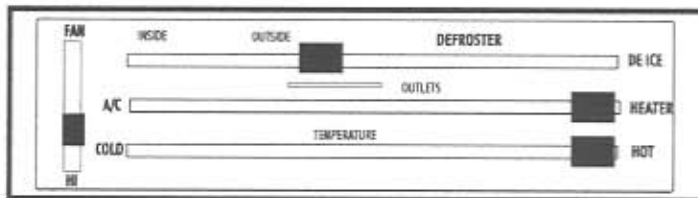
**FAN SPEED -**



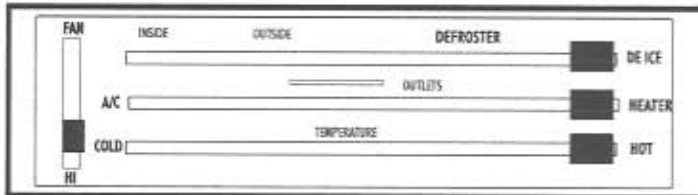
**A/C MODE -**



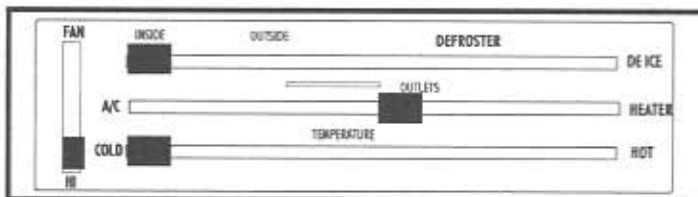
**HEAT MODE -**



**DEFROST MODE -**

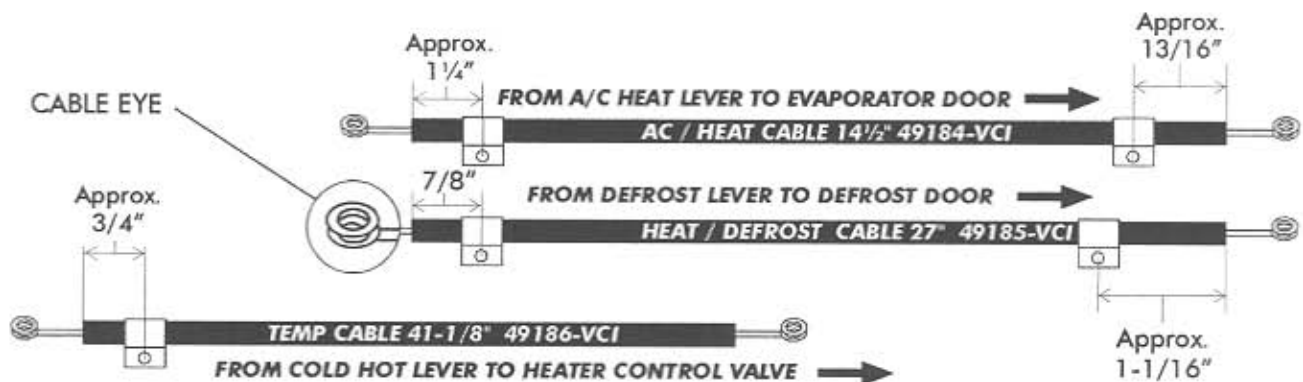


**BI LEVEL A/C MODE -**



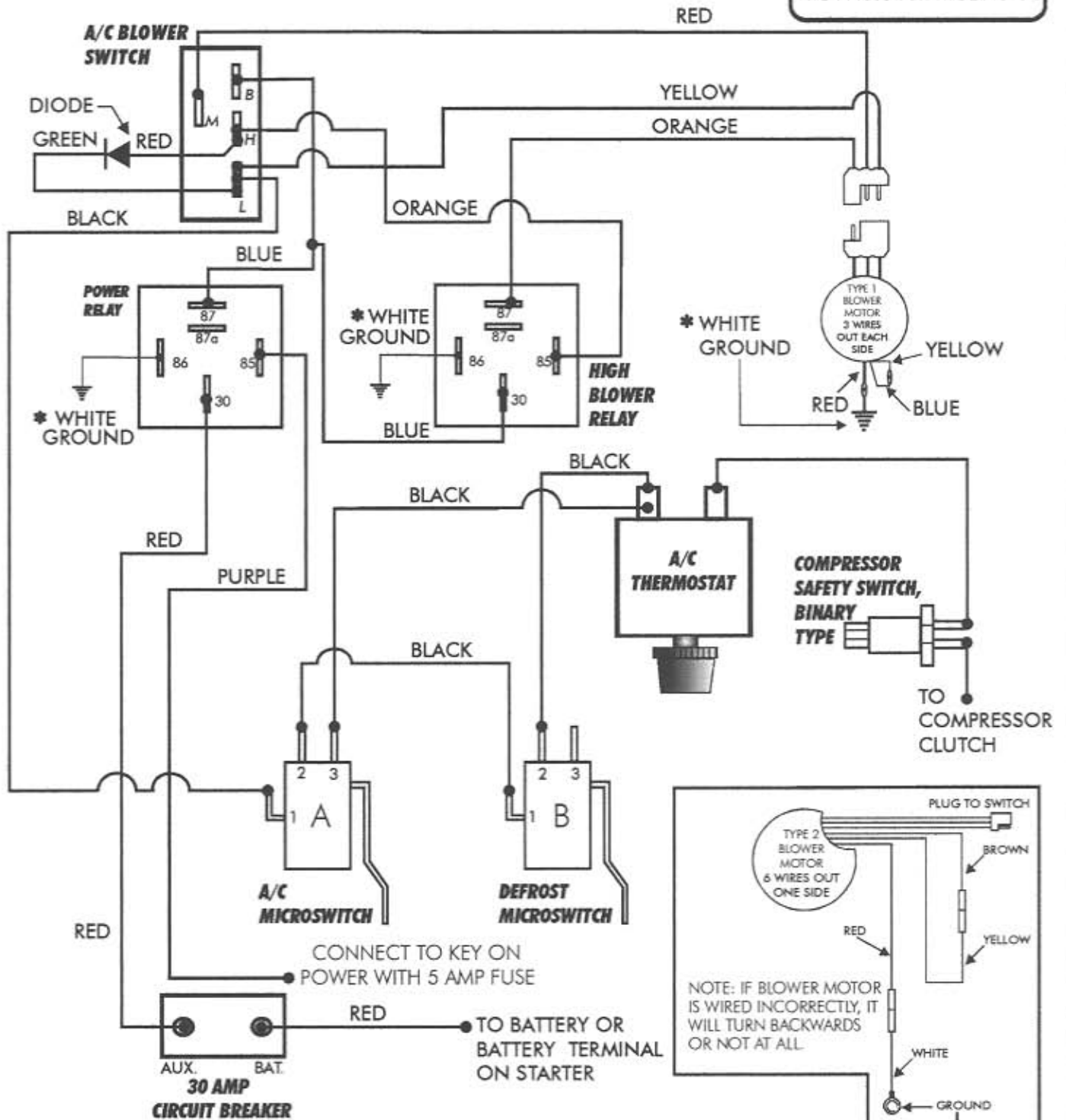
### NOTE:

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 9 FOR THERMOSTAT LOCATION.

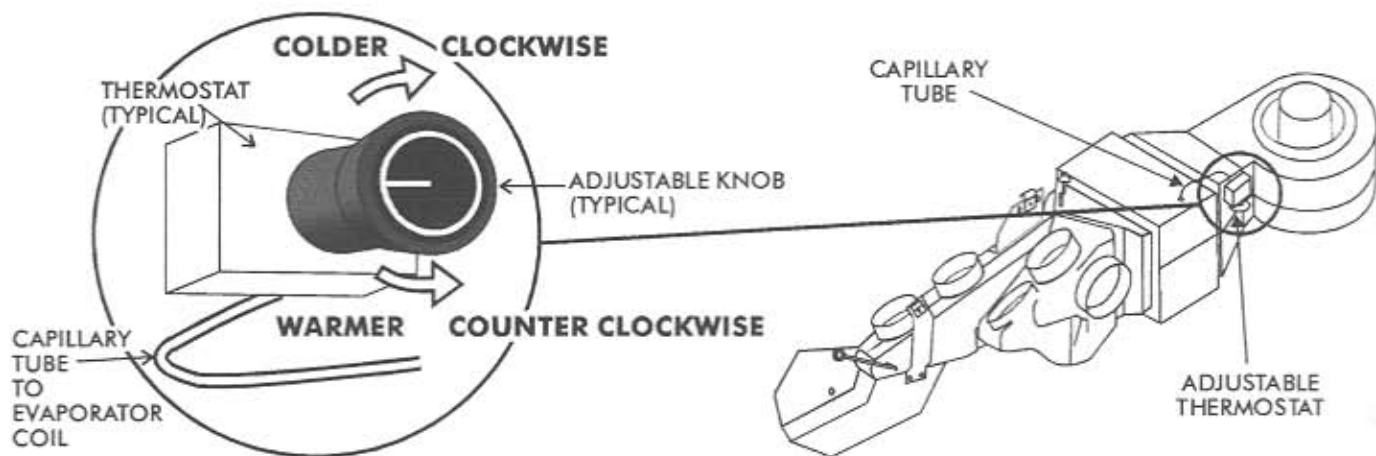


## WIRING DIAGRAM

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



\* ATTACH ALL WHITE WIRES ( ) TO CHASSIS GROUND.



## 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 QUITS 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.

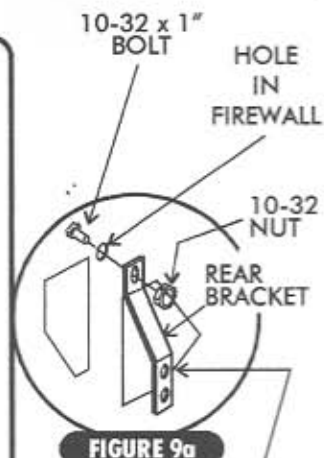
## EVAPORATOR ASSEMBLY

### 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 9a. 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...

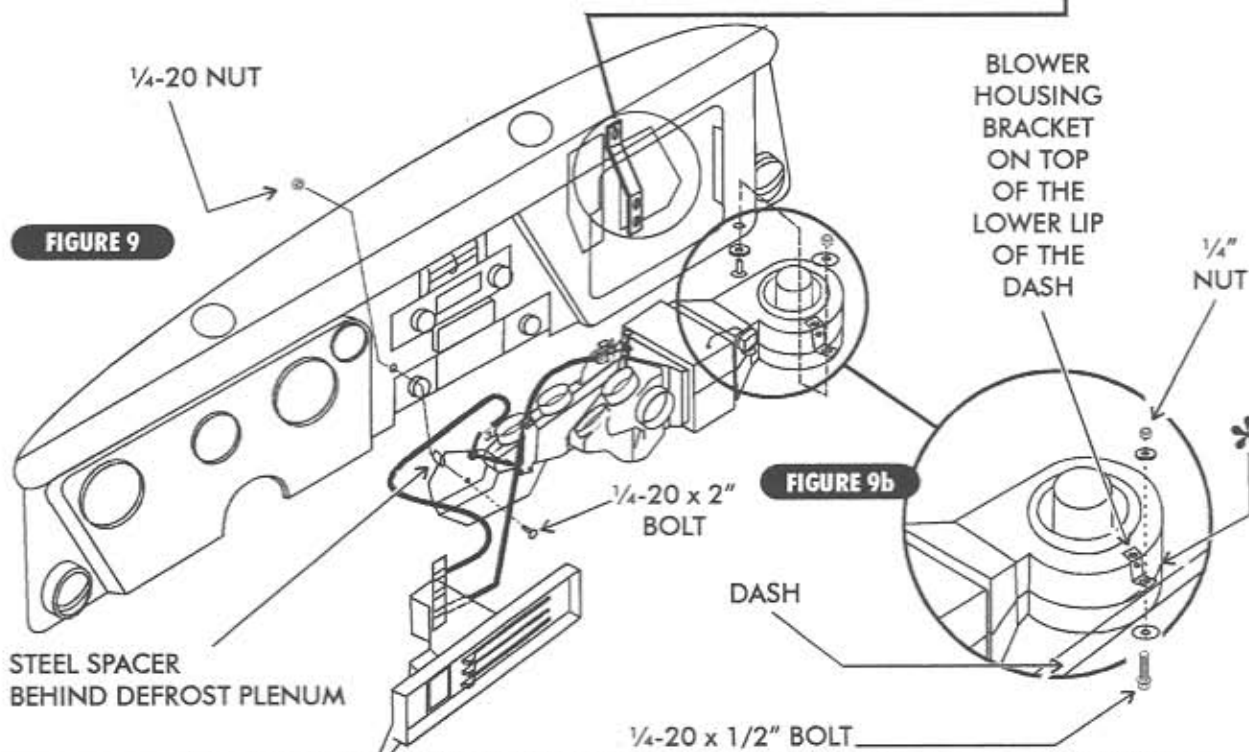
- BOLT THE REAR BRACKET TO THE FIREWALL, SEE FIGURE 9a.
- RAISE THE EVAPORATOR INTO POSITION AND INSTALL THE  $\frac{1}{4}$ -20 X  $\frac{1}{2}$ " BOLT THRU THE REAR BRACKET AND HAND TIGHTEN THE BOLT INTO THE THREADED INSERT LOCATED ON THE BACK OF THE EVAPORATOR SEE FIGURE 9a. INSTALL THE  $\frac{1}{4}$ -20 X 2" LONG BOLT AND  $\frac{3}{4}$  X  $\frac{13}{32}$  X 1" STEEL SPACER ON THE DRIVER SIDE DEFROST PLENUM. PUSH BOLT THRU THE OEM HOLE AND INSTALL THE  $\frac{1}{4}$ " NUT AS SHOWN IN FIGURE 9a.
- LEVEL THE EVAPORATOR AND REATTACH THE BLOWER BRACKET.



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

### EVAPORATOR INSTALLATION (ALL OTHER YEARS)

- ATTACH REAR BRACKET FOR EVAPORATOR TO FIREWALL USING 10/32 x 1" BOLT, AND NUT AS SHOWN IN FIGURE 9a. LIFT EVAPORATOR INTO PLACE UNDER PASSENGER SIDE DASH AND ATTACH TO REAR BRACKET WITH  $\frac{1}{4}$ -20 x  $\frac{1}{2}$ " BOLT IN THE LOWER REAR BRACKET HOLE.
- ATTACH BLOWER HOUSING BRACKET USING  $\frac{1}{4}$ -20 x 1" BOLT, FLAT WASHER, LOCK-WASHER AND NUT THROUGH OEM HOLE IN THE BOTTOM LIP OF THE DASH - SEE FIGURE 9b. ATTACH DRIVER SIDE DEFROST PLENUM TO THE OEM HOLE IN FIREWALL USING THE  $\frac{1}{4}$ -20 x 2" BOLT,  $\frac{3}{4}$  X  $\frac{13}{32}$  X 1" STEEL SPACER, WASHER AND NUT AS SHOWN IN FIGURE 9.

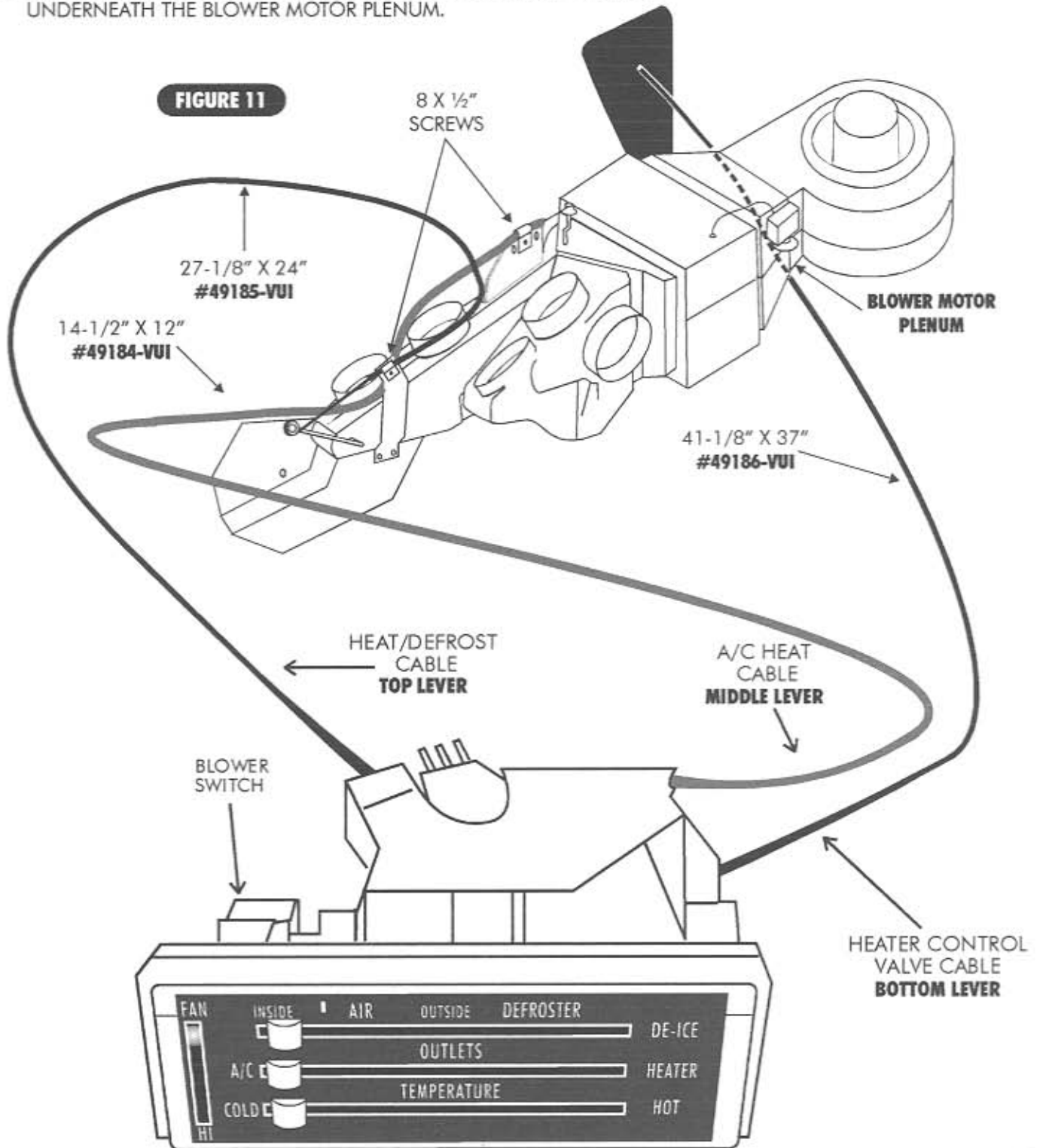


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## CONTROL CABLES & WIRING

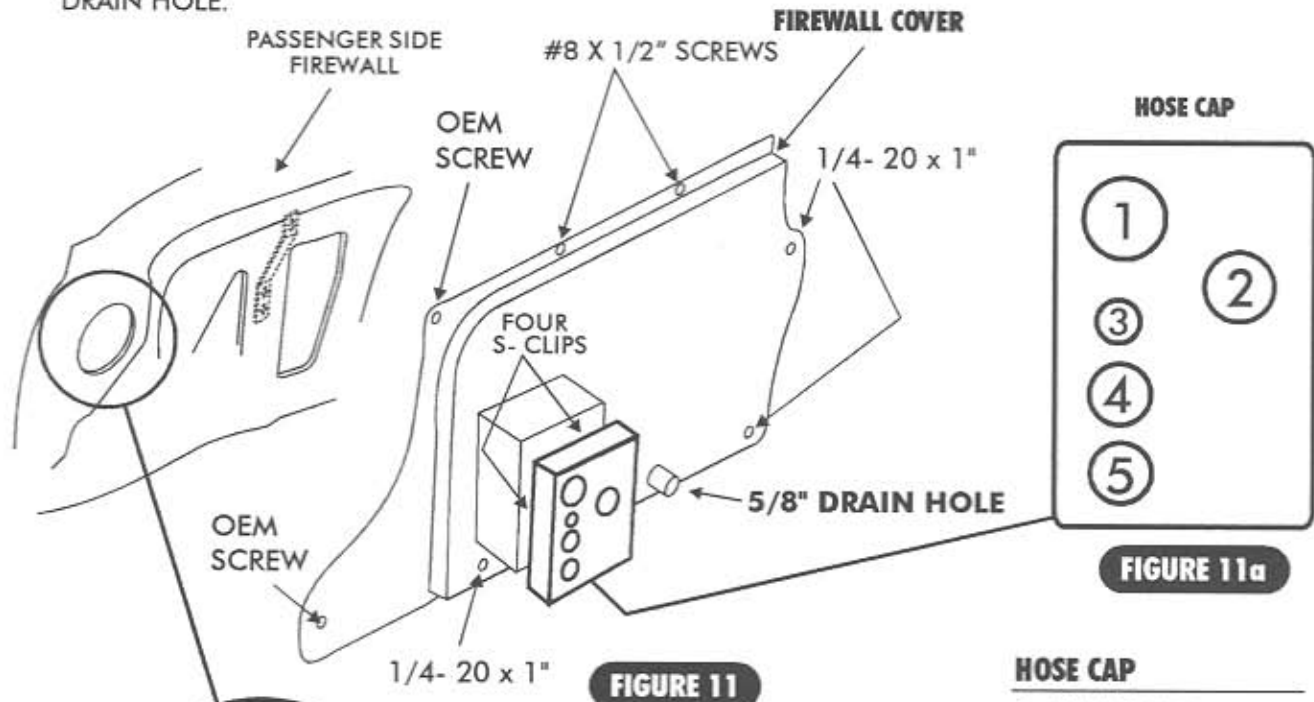
- REINSTALL RADIO.
- REINSTALL CONTROL PANEL.
- ATTACH THE CABLES FROM THE CONTROL PANEL TO THE EVAPORATOR UNIT AS SHOWN IN FIGURE 11.
- ATTACH ALL WIRING ACCESSORIES.
- ATTACH HEATER CONTROL VALVE CABLE TO CABLE CLAMP LOCATED UNDERNEATH THE BLOWER MOTOR PLENUM.

**FIGURE 11**

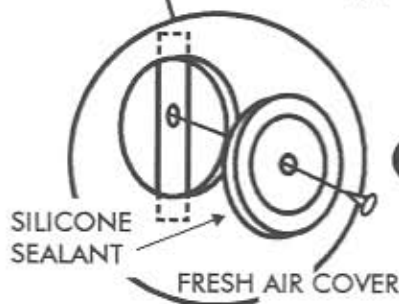


## FIREWALL COVER

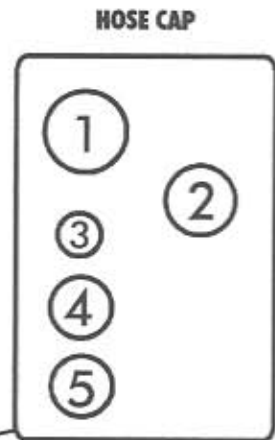
- RUN BEAD OF SILICONE AROUND PERIMETER OF FIREWALL COVER, INSTALL FIREWALL COVER ON FIREWALL. SEE FIGURE 11
- THE COVER IS ATTACHED USING TWO O.E.M. HEATER ASSEMBLY BOLTS, THREE 1/4- 20 x 1" BOLTS, NUTS AND TWO #8 SCREWS. SEE FIGURE 11.
- ATTACH FRESH AIR CAP TO THE FIREWALL WITH 1/4" x 1" BOLT AND 1/4" BEAD OF SILICONE. (SEE FIGURE 11b).  
DRILL 5/8" HOLE THRU THE FIREWALL FOR THE DRAIN HOSE TO EXIT THRU THE FIREWALL COVER DRAIN HOLE.



**FIGURE 11**



**FIGURE 11b**



**FIGURE 11a**

### HOSE CAP

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

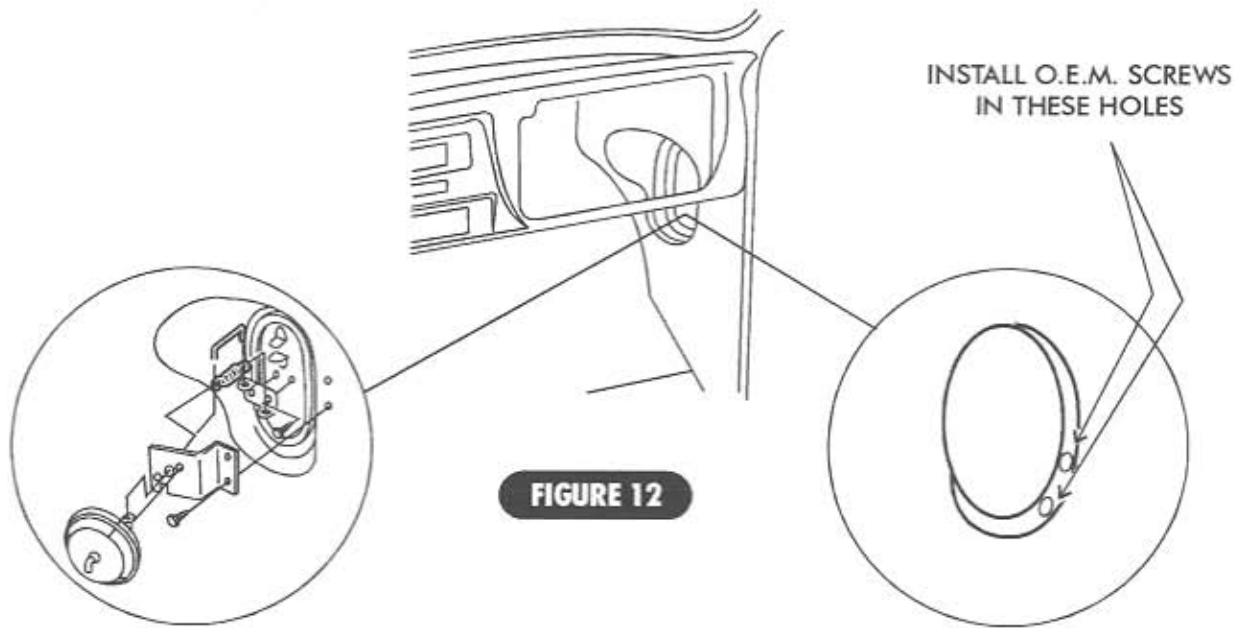
### HEATER HOSE INSTALLATION (HEATER HOSES NOT SUPPLIED)

- 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 IN FIGURE 14, PAGE 13.

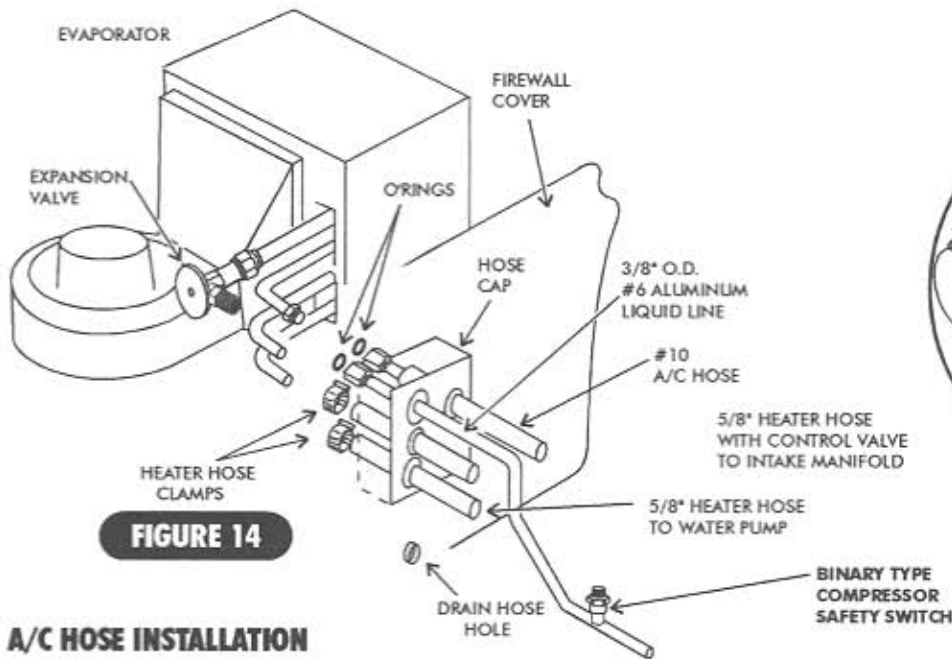
**NOTE: USE A SMALL AMOUNT OF DISH SOAP ON THE OUTSIDE OF THE HOSES TO ALLOW THEM TO SLIP THRU THE GROMMETS EASIER.**

- INSTALL HEATER CONTROL VALVE AS SHOWN IN FIGURE 18, PAGE 16.
- 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 12.



**FIGURE 12**



**FIGURE 14**



**FIGURE 13**

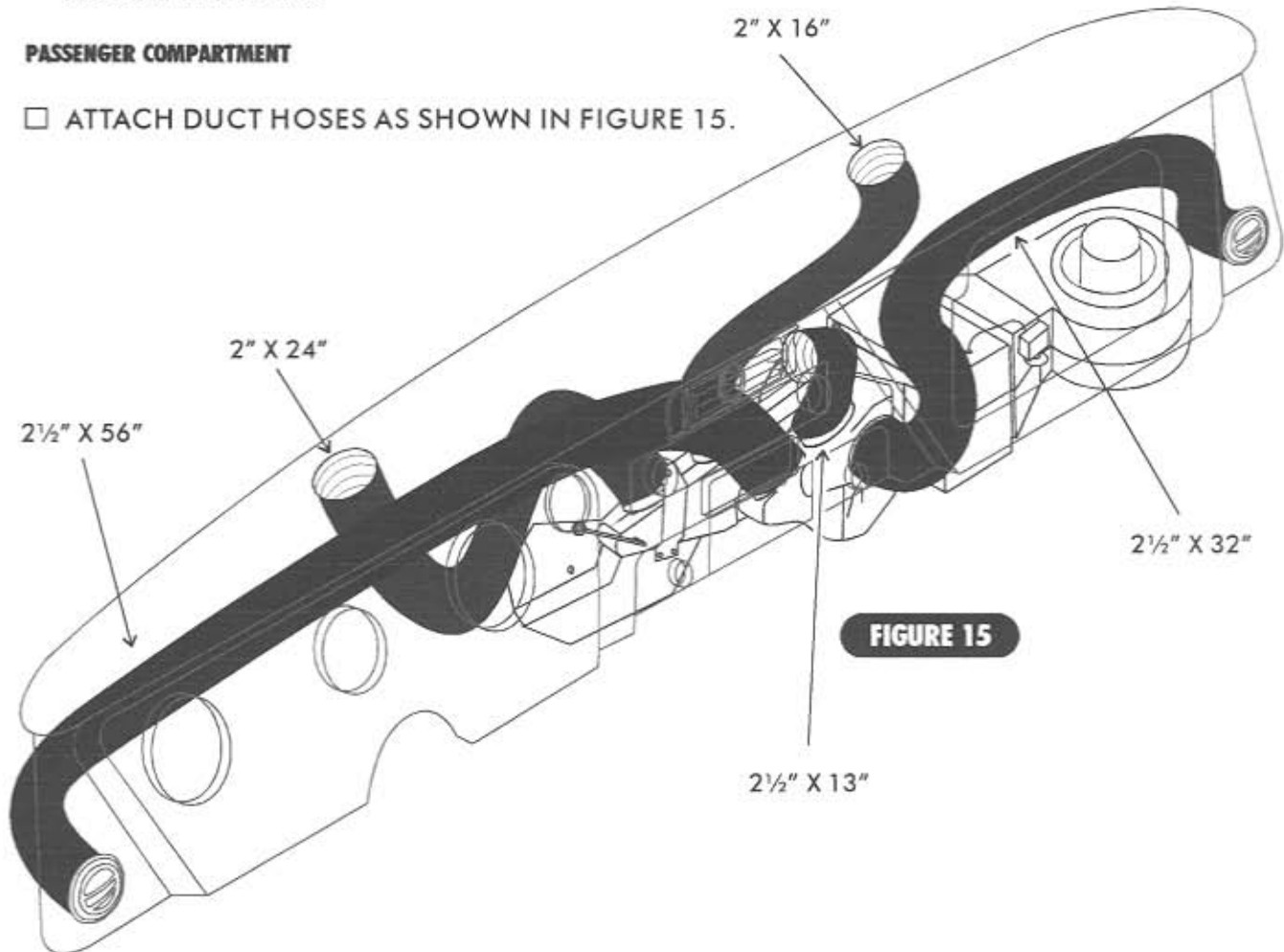
## A/C HOSE INSTALLATION

- **LOCATE THE O-RING PACKAGE. THERE IS A SPECIFIC SIZE AND THICKNESS O-RING FOR EACH CONNECTION. SEE FIGURE 17, PG. 16. 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 19, PG. 16). LOCATE THE #8 SMALL 13/12" 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 FIGURE 19, PG. 16).

- ❑ 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 FIGURE 14, PAGE 13 AND FIGURE 19, PAGE 16.
- ❑ 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 19, PAGE 16.
- ❑ THE METAL PARTS OF THE SUCTION (LARGE) HOSE AT THE EVAPORATOR MUST BE COVERED WITH PRESS TAPE TO PREVENT CONDENSATION FROM FORMING AND DRIPPING INSIDE THE TRUCK. (SEE FIGURE 13, PAGE 13).
- ❑ SLIDE HOSE COVER AGAINST FIREWALL COVER AND PRESS S-CLIPS INTO POSITION. APPLY A THIN BEAD OF SILICONE AROUND THE EDGE OF THE HOSE COVER TO MAKE A COMPLETE SEAL.

**PASSENGER COMPARTMENT**

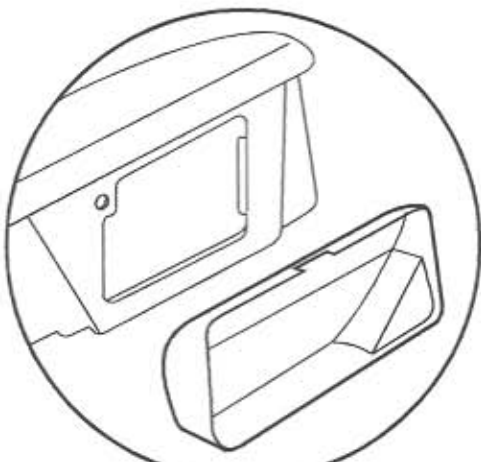
- ❑ ATTACH DUCT HOSES AS SHOWN IN FIGURE 15.



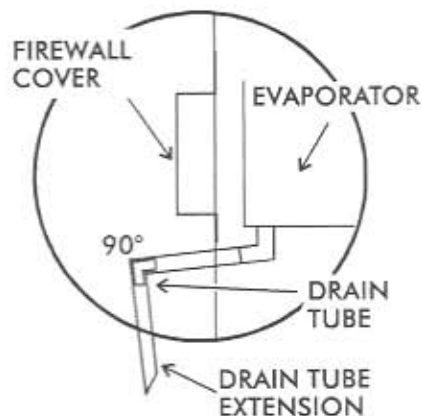
**FIGURE 15**



- INSTALL NEW GLOVE BOX PROVIDED AS FIGURE 16 SHOWS, 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 16**

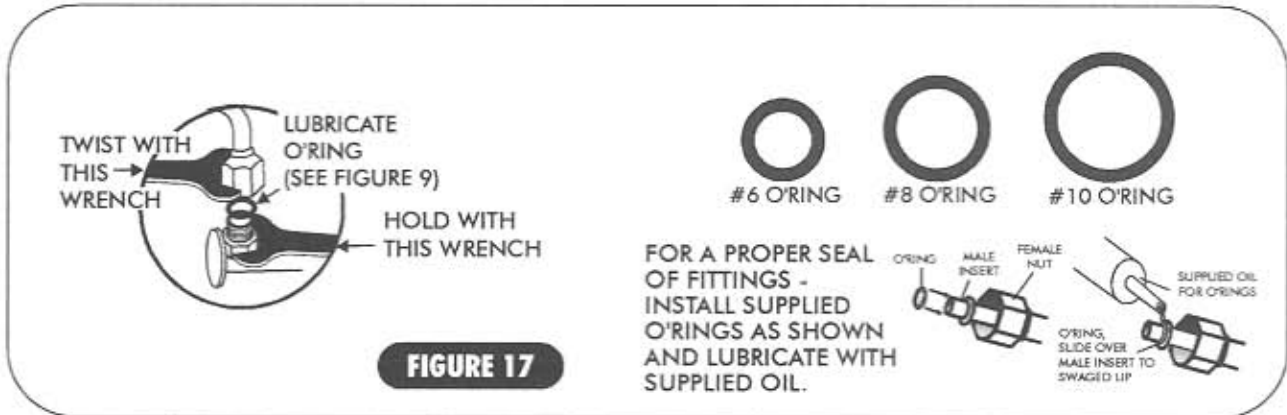


**FIGURE 16a**

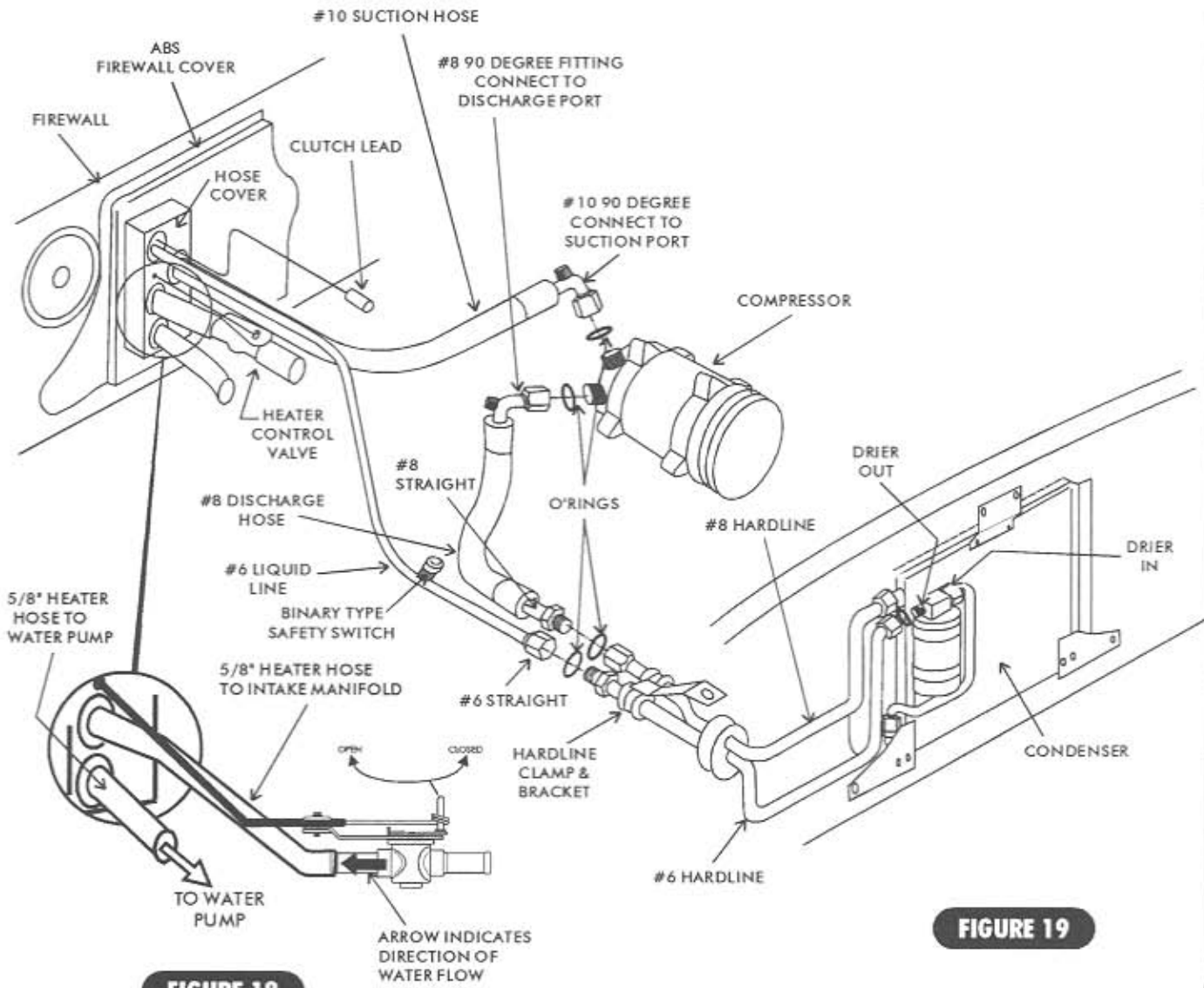
- REINSTALL ALL PREVIOUSLY REMOVED ITEMS (BATTERY, RADIATOR, LOWER HOOD LATCH ASSEMBLY, VERTICAL BRACE & GRILLE).
- **FILL RADIATOR WITH AT LEAST A 50/50 MIXTURE OF APPROVED ANTIFREEZE AND WATER. IT IS THE OWNERS RESPONSIBILITY TO KEEP THE FREEZE PROTECTION AT THE PROPER LEVEL FOR THE CLIMATE IN WHICH 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. AFTER SERVICING THE SYSTEM AND BEFORE TESTING THE A/C MODE, OPERATE THE HEATER UNTIL THE ENGINE THERMOSTAT OPENS AND ALLOWS THE PROPER MIX OF ANTIFREEZE TO CIRCULATE THRU THE HEATER COIL.**
- CHECK COMPLETE ASSEMBLY FOR PROPER OPERATION. SEE PAGE 7 (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



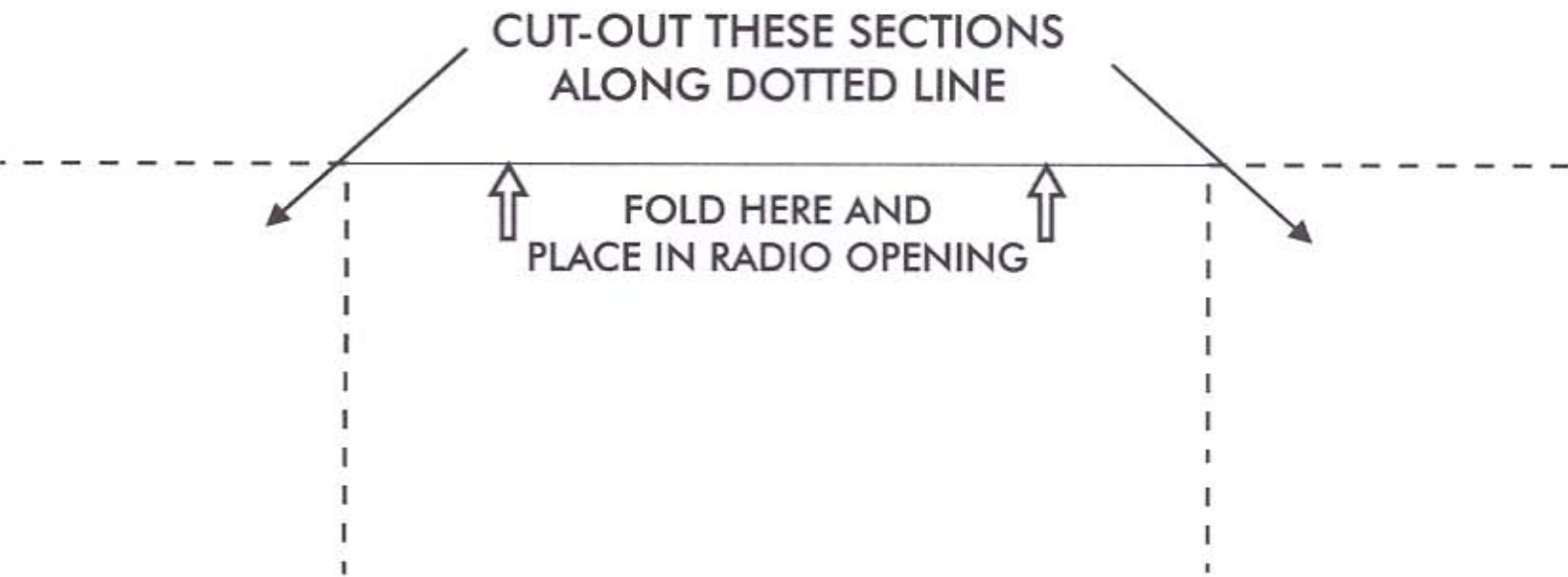
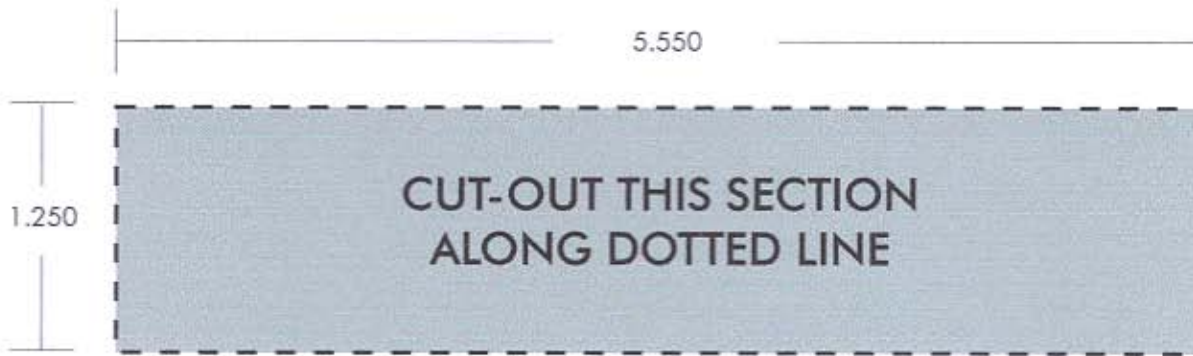
**FIGURE 17**

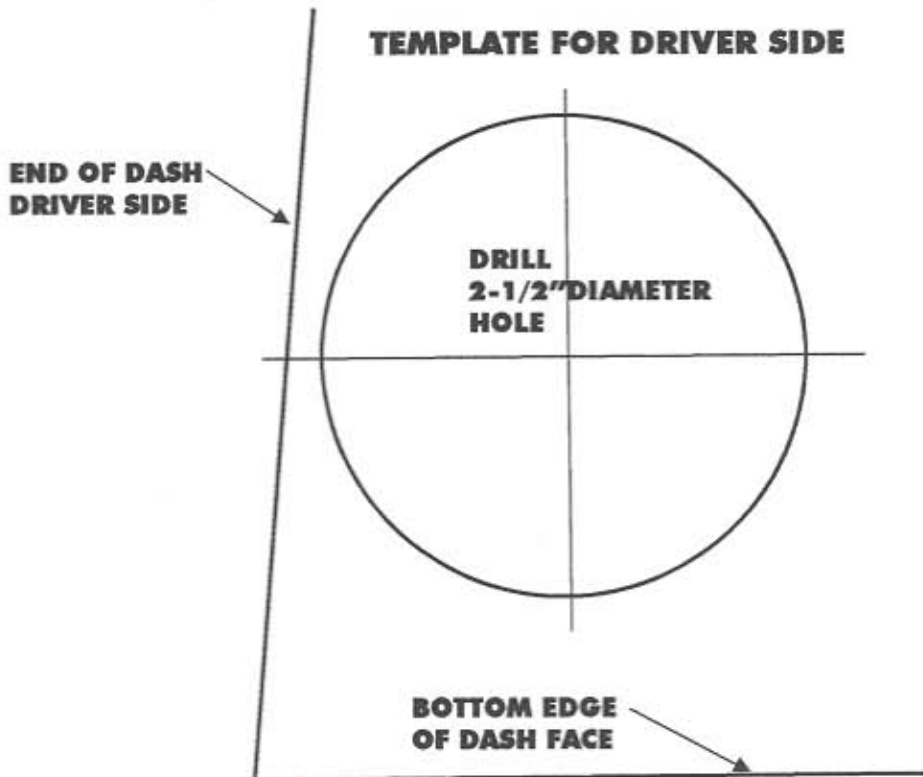


**FIGURE 18**

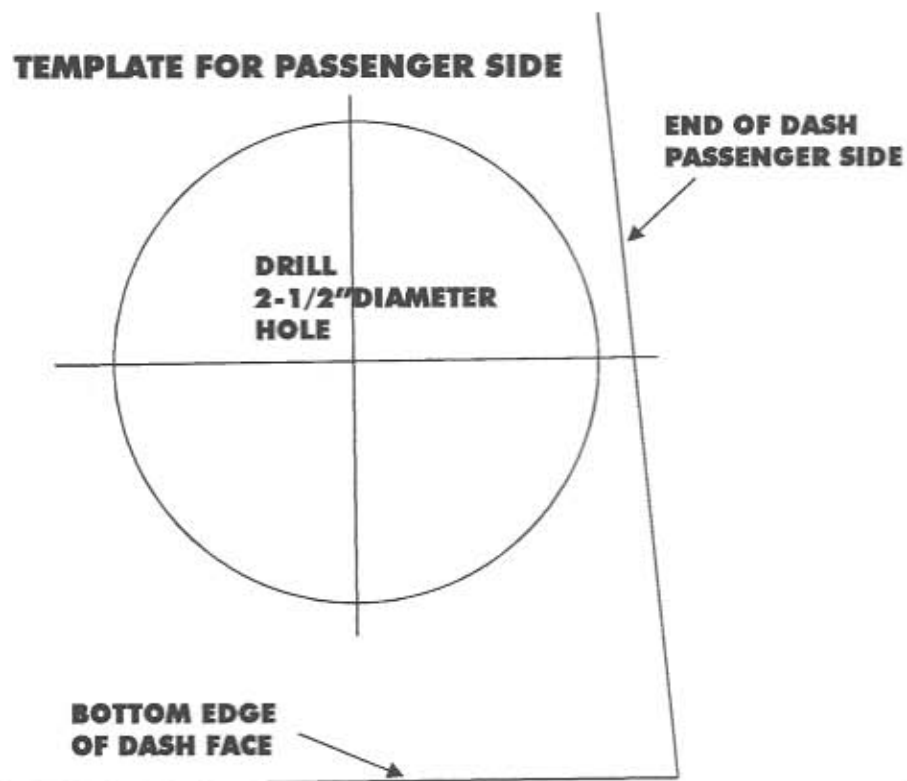
# 1967-72 CHEVROLET PICK-UP CENTER VENT TEMPLATE

TEMPLATE: 75169-LCZ-A-001





TEMPLATE: 75169-LCZ-A-002



TEMPLATE: 75169-LCZ-A-003

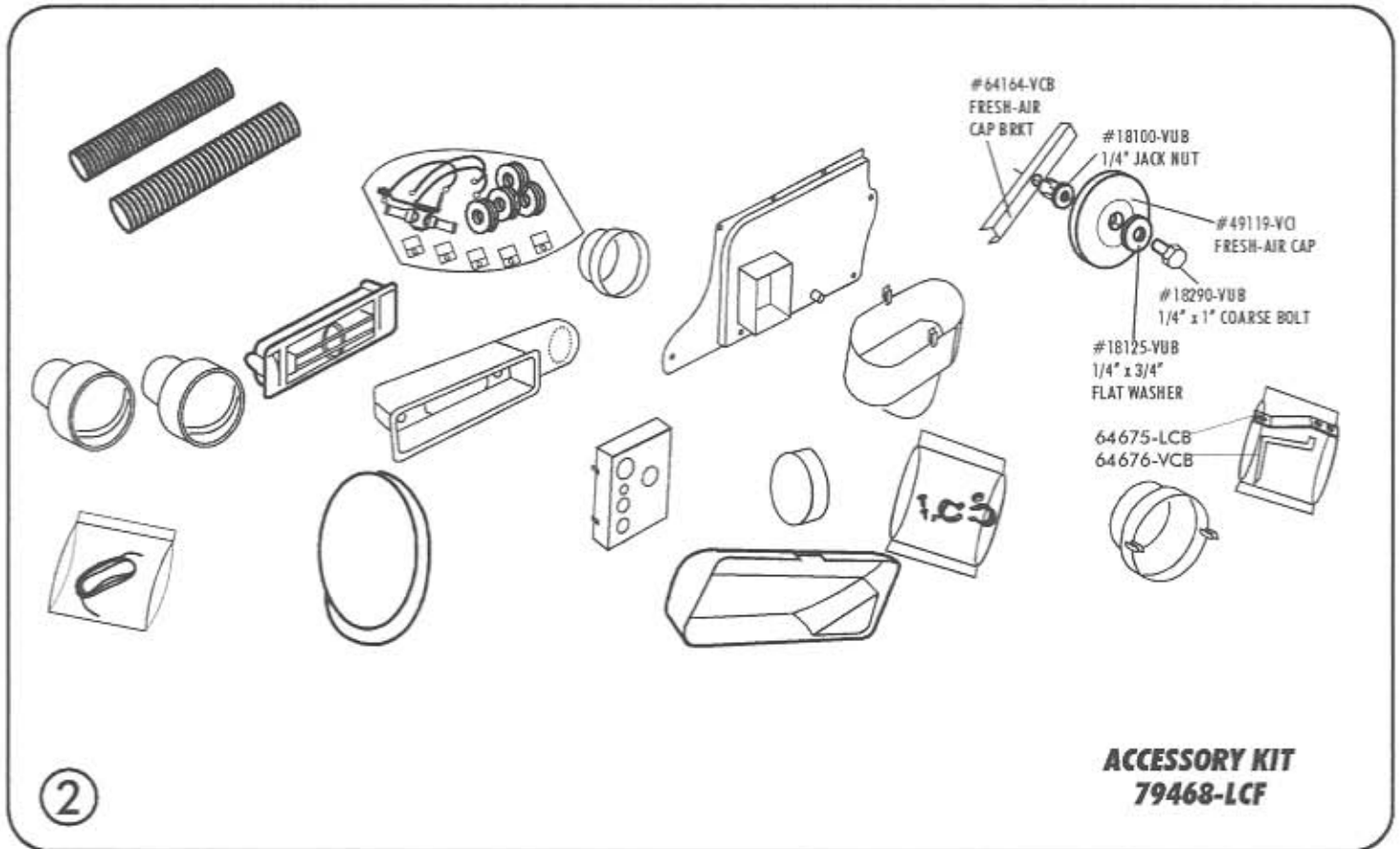
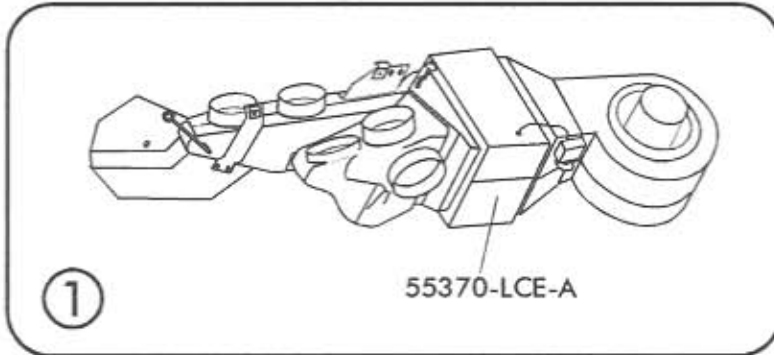
# '67-'72 CHEVY TRUCK INSTALLATION INSTRUCTION INDEX

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  15. GLOVE BOX INSTALLATION
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## EVAPORATOR KIT

75169-LCZ-A



### 1967-72 CHEVY TRUCK w/OUT AIR w/FACTORY CONTROLS

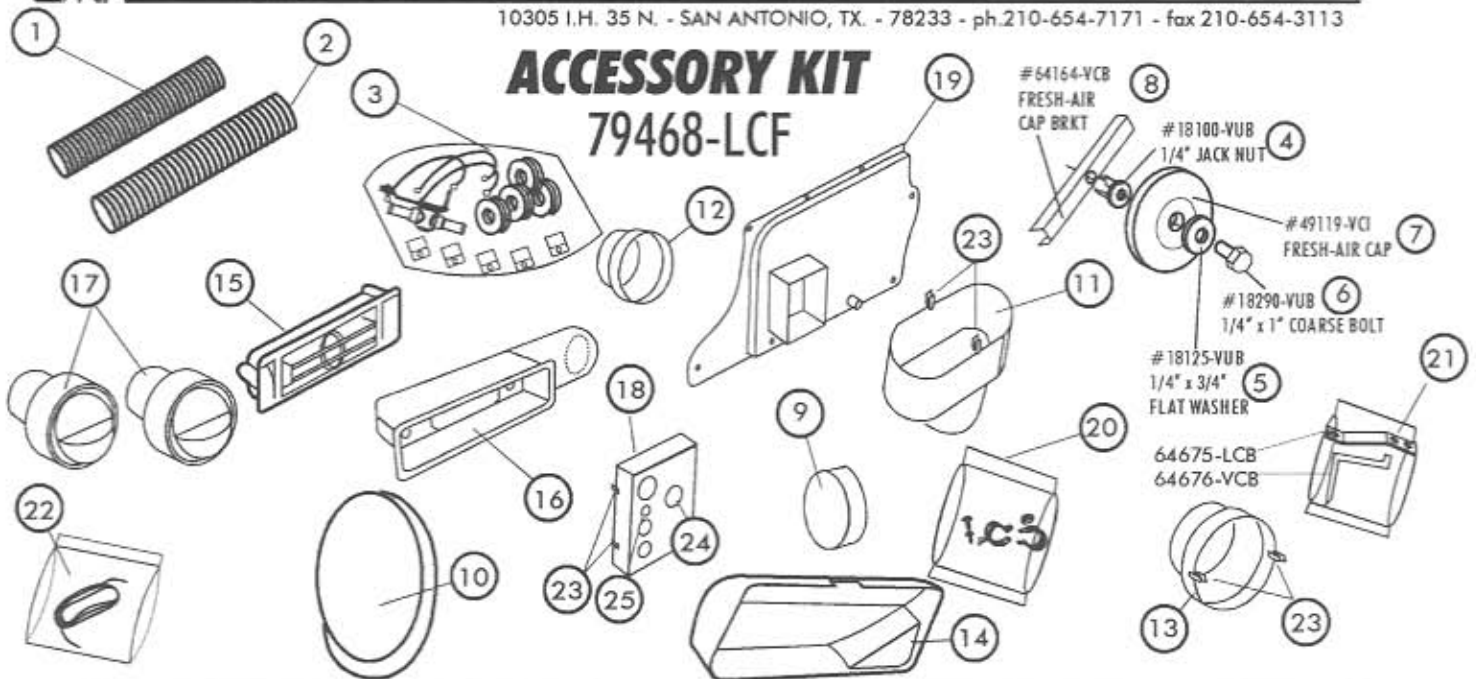
#### EVAPORATOR KIT PACKING LIST

No.	QTY.	PART No.	DESCRIPTION
1.	1	55370-LCE-A	EVAPORATOR SUBCASE
2.	1	79468-LCF	1967-72 CHEVY TRUCK w/OUT AIR w/FACTORY CTRLS ACCESSORY KIT

CHECKED BY: \_\_\_\_\_

PACKED BY: \_\_\_\_\_

DATE: \_\_\_\_\_



## 1967-72 CHEVY TRUCK w/OUT AIR w/FACTORY CONTROLS ACCESSORY KIT PACKING LIST

No.	QTY.	PART NUMBER	DESCRIPTION	
1.	4'	06200-VUE	2" DUCT HOSE	_____
2.	9'	06250-VUE	2½" DUCT HOSE	_____
3.	1	46803-LCH	67-72 CHEVY TRUCK CABLE KIT	_____
4.	1	18100-VUB	1/4" JACK NUT	_____
5.	1	18125-VUB	1/4" x 3/4" FLAT WASHER	_____
6.	1	18290-VUB	1/4" x 1" COARSE BOLT	_____
7.	1	49119-VCI	FRESH AIR CAP	_____
8.	1	64164-VCB	FRESH AIR CAP BRACKET	_____
9.	1	49163-LCI	67-72 CHEVY TRUCK OEM CENTER VENT CAP	_____
10.	1	49164-VCI	67-72 CHEVY TRUCK KICK PANEL BLOCK OFF PLATE	_____
11.	1	49167-VCI	67-72 CHEVY TRUCK DEFROST OVAL HOSE ADAPTER	_____
12.	1	49168-VCI	67-72 CHEVY TRUCK DEFROST ROUND HOSE ADAPTER	_____
13.	1	49170-LCI	67-72 CHEVY TRUCK OEM CENTER VENT ADAPTER	_____
14.	1	49196-VCI	67-72 CHEVY TRUCK GLOVE BOX	_____
15.	1	49770-LCL	67-72 CHEVY TRUCK OEM CENTER VENT	_____
16.	1	49774-LCI	VINTAGE AIR CENTER VENT	_____
17.	2	49053-VUL	2-7/8" x 2-1/2" IN-DASH LOUVERS	_____
18.	1	62205-LCI	67-72 CHEVY TRUCK HOSE COVER	_____
19.	1	62207-LCI	67-72 CHEVY TRUCK FIREWALL COVER w/OUT AC	_____
20.	1	63523-LCE	67-72 CHEVY TRUCK INSTALLATION KIT	_____
21.	1	64902-LCB	67-72 CHEVY TRUCK EVAPORATOR BRACKET KIT	_____
22.	1	23268-LCW	67-72 CHEVY TRUCK W/AC WIRING KIT	_____
23.	8	65980-VUE	S-CLIPS	_____
24.	1	33137-VUI	LARGE GROMMET	_____
25.	1	33140-VUI	1/4" GROMMET	_____

CHECKED BY: \_\_\_\_\_  
 PACKED BY: \_\_\_\_\_  
 DATE: \_\_\_\_\_