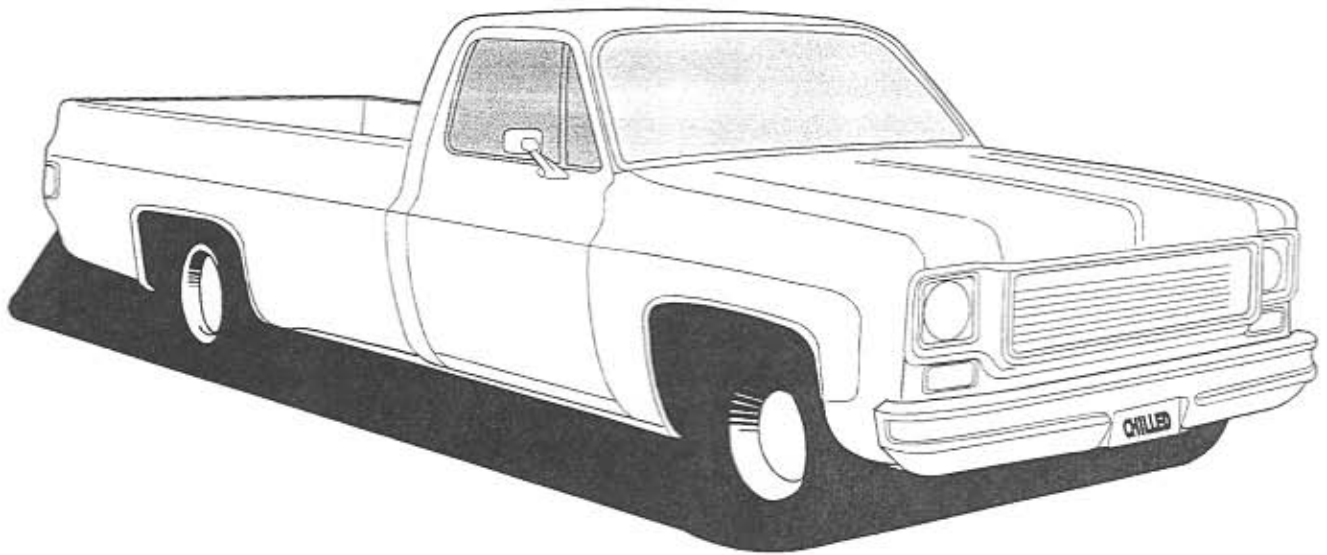


**ADVANTAGE
AIR**

INSTALLATION INSTRUCTIONS FOR

**73-86
CHEVY TRUCK
WITH FACTORY AIR**



1973-86 CHEVROLET Pick-up

WITH FACTORY AIR CONDITIONING

IMPORTANT NOTICE-PLEASE READ

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

32518-VUF - 18" FAN

32000-VUF - FAN CLUTCH

SAFETY SWITCHES:

VINTAGE AIR ALWAYS RECOMMENDS A 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 PSI.), 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 PSI. COMPRESSOR SAFETY SWITCHES ARE EXTREMELY IMPORTANT SINCE AN A/C SYSTEM RELIES ON REFRIGERANT TO CARRY LUBRICATION THROUGH THE SYSTEM.

•NOTE: BINARY SAFETY SWITCH INCLUDED WITH VINTAGE AIR SURE FIT KITS.

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.

THE PROPER AMOUNT OF REFRIGERANT IS CRITICAL TO PROPER SYSTEM OPERATION. VINTAGE AIR RECOMMENDS OUR SYSTEMS BE CHARGED BY WEIGHT WITH A QUALITY CHARGING STATION OR SCALE.

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 1973-86 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)

- 1. DISCONNECT BATTERY.
- 2. DRAIN ENGINE COOLANT AND DISCONNECT HEATER HOSES FROM THE FIREWALL.
- 3. REMOVE ENGINE FAN ASSEMBLY & SHROUD (RETAIN).
- 4. LEAN RADIATOR BACK TOWARD ENGINE.
- 5. REMOVE COMPRESSOR & A/C HOSES (DISCARD).
- 6. REMOVE A/C BRACKET (RETAIN),
- 7. REMOVE GRILL INSERT, AND ON 73-80 MODELS, REMOVE CENTER GRILL SUPPORT (RETAIN).
- 8. REMOVE DRIER AND CONDENSER (DISCARD).
- 9. REMOVE EVAPORATOR & BLOWER ASSEMBLY FROM FIREWALL (DISCARD), AND CLEAN FIREWALL OF ALL O.E.M. SEALANT.
- 10. REMOVE THE OEM A/C WIRING HARNESS COMING THRU THE TWO HOLE GROMMET IN THE FIREWALL (DISCARD). PLUG THE HOLE IN THE FIREWALL WITH THE 1-9/16" PLUG LOCATED IN THE DRAIN KIT. IF YOUR RADIO ANTENNA WIRE WAS ALSO PASSING THRU THE OEM GROMMET DRILL A HOLE IN THE SUPPLIED 1-9/16" PLUG AND ROUTE THE WIRE AS IT WAS ORIGINALLY. (SEE FIG. 2a)

INSTALL THE FOLLOWING:

1. INSTALL THE FRESH AIR COVER ON THE FIREWALL, USING 1/4" x 1" BOLT & 1/4" BEAD OF SILICONE. SEE FIGURE 2a.

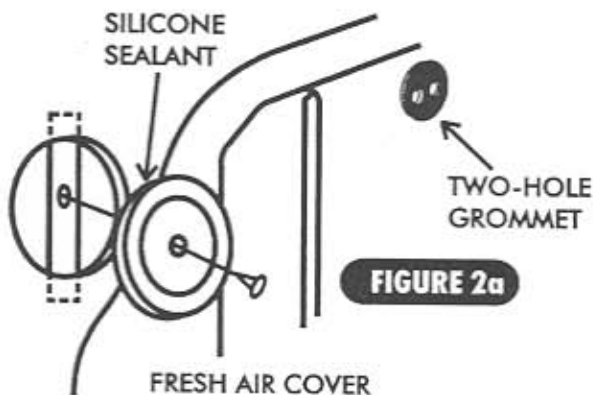


FIGURE 2a

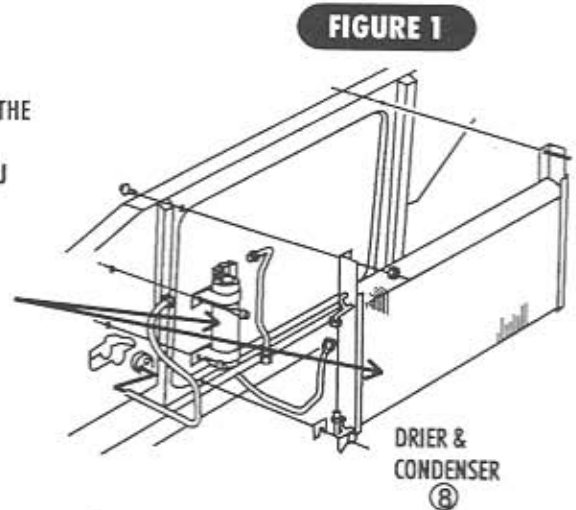


FIGURE 1

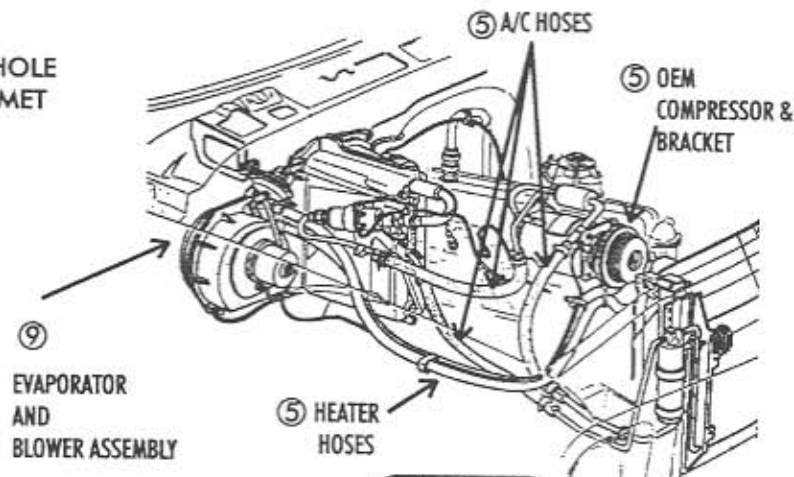


FIGURE 2

1

PASSENGER COMPARTMENT

REMOVE THE FOLLOWING:

- 1. REMOVE FRONT SEAT (OPTIONAL).
- 2. REMOVE GLOVE BOX DOOR ASSEMBLY (RETAIN).
- 3. REMOVE DASH INSTRUMENT BEZEL (RETAIN).
- 4. REMOVE HEATER ASSEMBLY WITH HEATER CORE (DISCARD).
DO NOT REMOVE O.E.M. DEFROST DUCT ASSEMBLY OR UPPER A/C DUCT.
- 5. REMOVE O.E.M. CONTROL PANEL (DISCARD).
- 6. REMOVE ASH TRAY (RETAIN).
- 7. REMOVE DASH PAD (RETAIN).
- 8. REMOVE THE TWO SHEET-METAL SCREWS THAT SECURE THE DASH TO THE STEERING COLUMN BRACKET. THESE SCREWS ARE LOCATED ON EACH SIDE OF THE STEERING COLUMN. RETAIN THESE SCREWS.
- 9. REMOVE THE SCREW LOCATED ON THE LOWER PART OF THE DASH, BELOW THE RADIO. THIS WILL RELEASE A BRACKET HOLDING THE DASH. (RETAIN THIS SCREW).
- 10. REMOVE PASSENGER SIDE KICK-PANEL ASSEMBLY. (RETAIN PANEL, BUT DISCARD DOOR & ACTUATOR). RETAIN THE ACTUATOR COVER.

DO NOT
REMOVE
OEM A/C DUCT

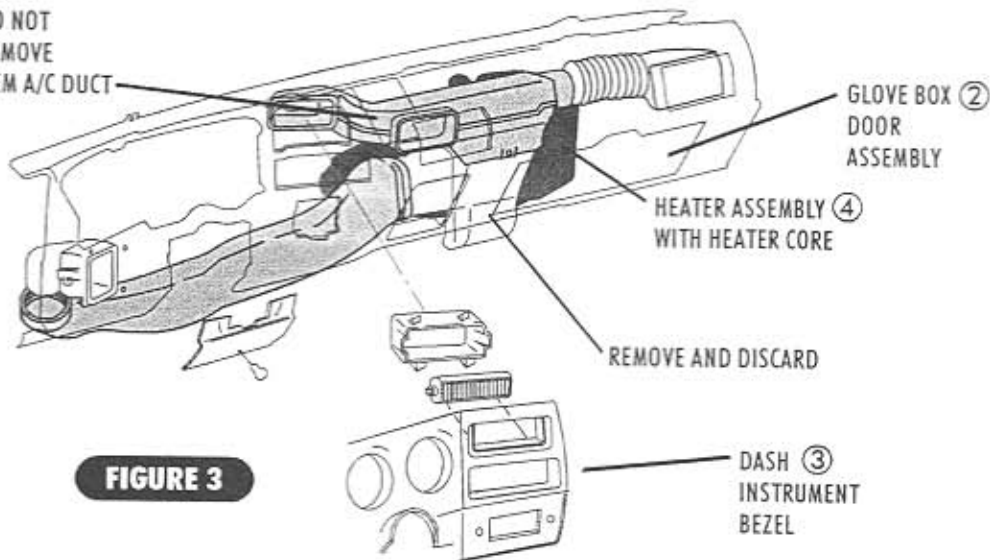
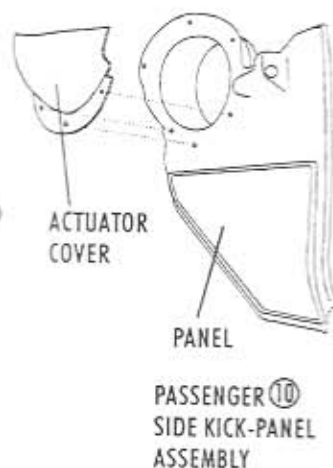


FIGURE 3



ASSEMBLY ENGINE COMPARTMENT

- **NOTE: THE O.E.M. A/C BRACKET MUST BE MODIFIED IF USING A SANDEN A/C COMPRESSOR. FOR SANDEN COMPRESSOR, USE THE TEMPLATE ON PAGE 13 TO MODIFY THE O.E.M. A/C BRACKET.**

COMPRESSOR & BRACKETS:

- REFER TO SEPARATE INSTRUCTIONS TO INSTALL COMPRESSOR BRACKET USING HARDWARE INCLUDED WITH THE BRACKET.
- INSTALL COMPRESSOR USING TABS "C" & "G" AS THE PIVOT POINT WITH OUTLETS FACING UP.

PULLEYS:

- THE BELTS AND PULLEYS ARE IN THE SAME ORDER AS ORIGINAL. CHECK ALIGNMENT OF PULLEYS. IN MOST INSTANCES THE BELT LENGTHS WILL REMAIN THE SAME AS ORIGINAL. SEE FIGURE 4.

- **NOTE: IF INSTALLING SYSTEM IN 81-86 TRUCK, TURN TO PAGE 5.**

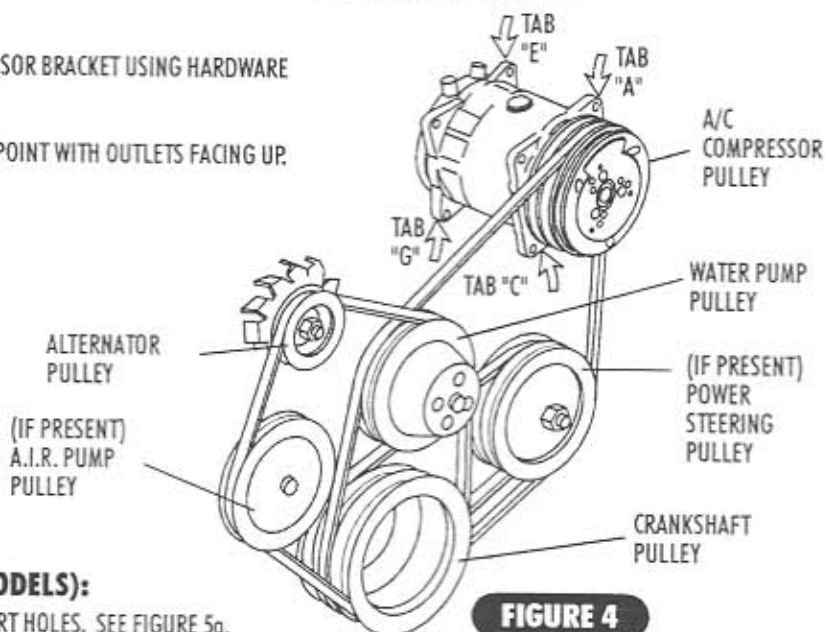


FIGURE 4

CONDENSER ASSEMBLY ('73 to '80 TRUCK MODELS):

- INSERT FOUR (4) WELL-NUTS INTO EXISTING CORE SUPPORT HOLES. SEE FIGURE 5a.
- PLACE CONDENSER INTO POSITION ON FRONT OF CORE SUPPORT.
- BOLT CONDENSER IN PLACE WITH THE FOUR (4) 1/4"-20 x 1" BOLTS.

CONDENSER HARDLINES ('73 to '80 TRUCK MODELS):

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 7. 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 HARDLINES.

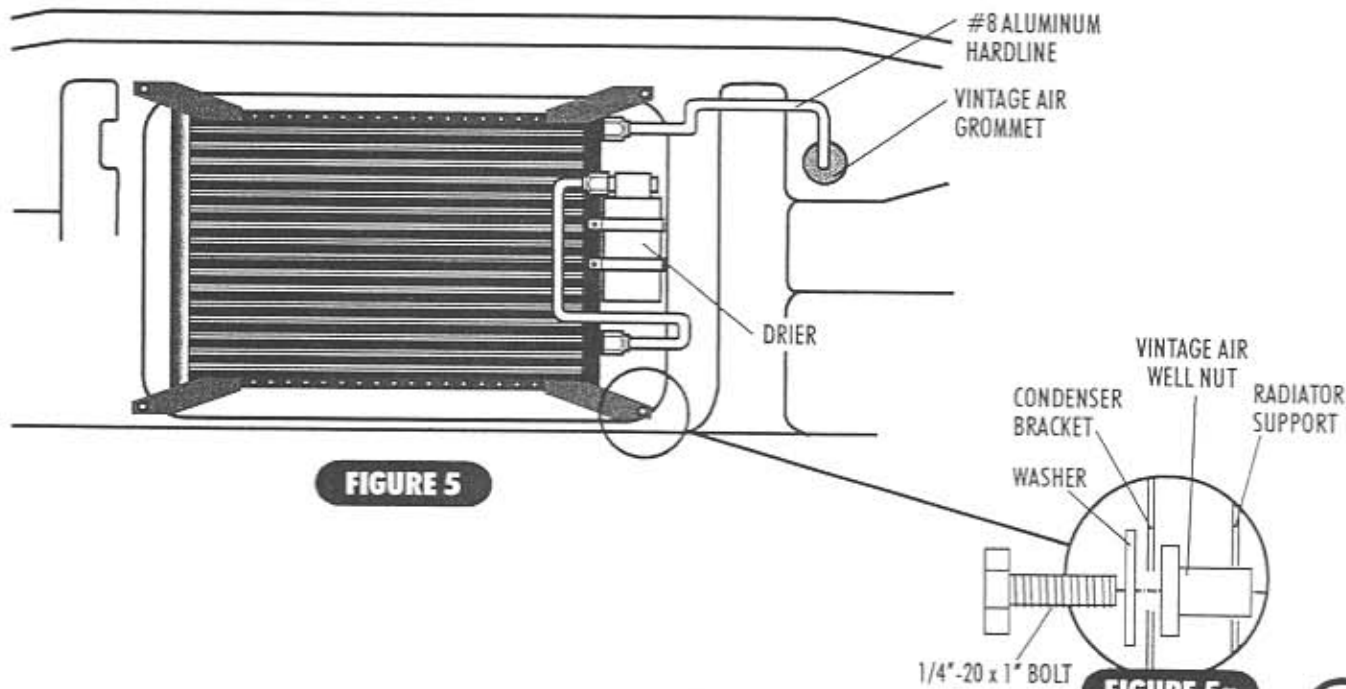


FIGURE 5

FIGURE 5a

CONDENSER HARDLINES 73-80 MODEL (CONTINUED) . . .

1. LOCATE THE 1/2" #8 HARDLINE. ROUTE THRU THE CORE SUPPORT AS SHOWN IN FIGURE 6.
2. INSTALL A #8 O'RING ON THIS LINE AND CONNECT TO THE CONDENSER.
3. LOCATE THE THREE (3) 3/8" #6 ALUMINUM HARDLINES.
4. ROUTE THE SHORT 3/8" #6 LINE THRU THE CORE SUPPORT. INSTALL A #6 O'RING AND CONNECT TO THE DRIER AS SHOWN IN FIGURE 6.
5. LOCATE THE LONGEST 3/8" #6 ALUMINUM HARDLINE THAT ROUTES BETWEEN THE FRAME AND BODY UNDER THE RADIATOR. INSTALL A #6 O'RING AND CONNECT THIS LINE TO THE 3/8" #6 LINE FROM THE DRIER.

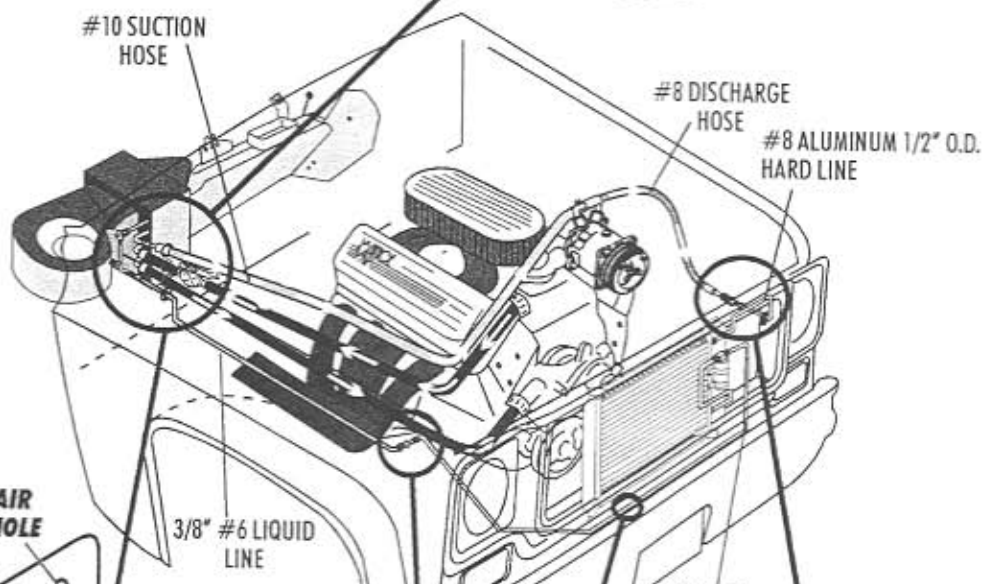
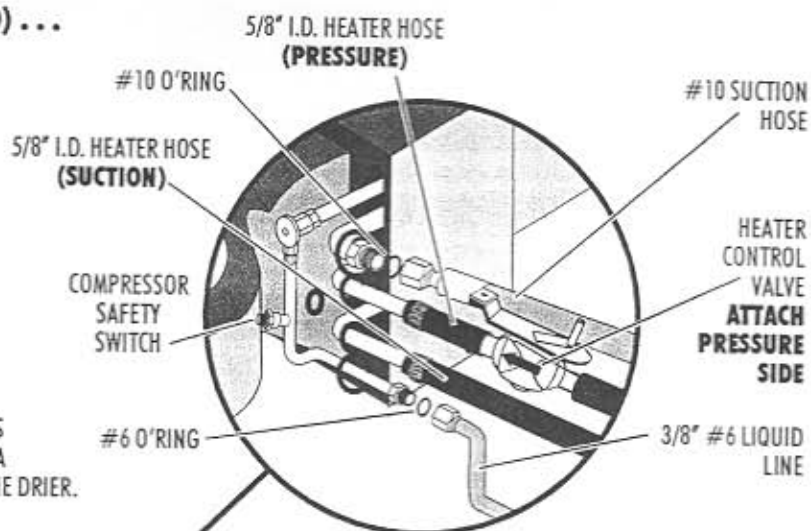


FIGURE 6

ALL FIREWALL COVER HOLES TAKE 1/4"-20 x 1/2" BOLTS w/STAR WASHER NUTS

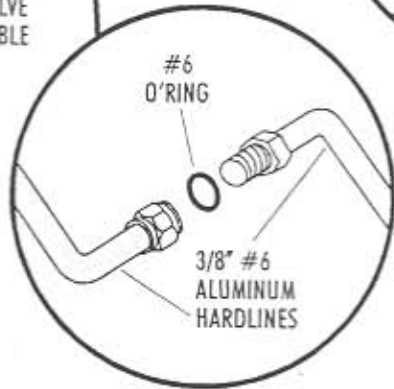
FACT. AIR OEM HOLE

FACT. AIR OEM HOLE

HEATER CONTROL VALVE CABLE

#8 O'RING

VINTAGE AIR GROMMET



3/8" HOLE FOR CABLE

35090-LCG #6 FEEDER/EXPANSION VALVE

DRILL 5/8" HOLE FOR DRAIN HOSE

4

CONDENSER ASSEMBLY ('81 to '86 TRUCK MODELS):

1. LOWER CONDENSER INTO POSITION.
2. BOLT LOWER BRACKETS TO CORE SUPPORT WITH #10-32 x 1/2" BOLTS.
3. BOLT UPPER BRACKETS TO CORE SUPPORT WITH SHEET METAL SCREWS THRU O.E.M. CONDENSER MOUNTING HOLES.

CONDENSER HARDLINES ('81 to '86 TRUCK MODELS):

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 7. 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 HARDLINES.



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

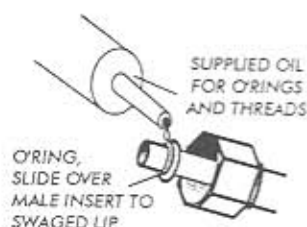
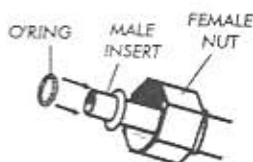


FIGURE 7

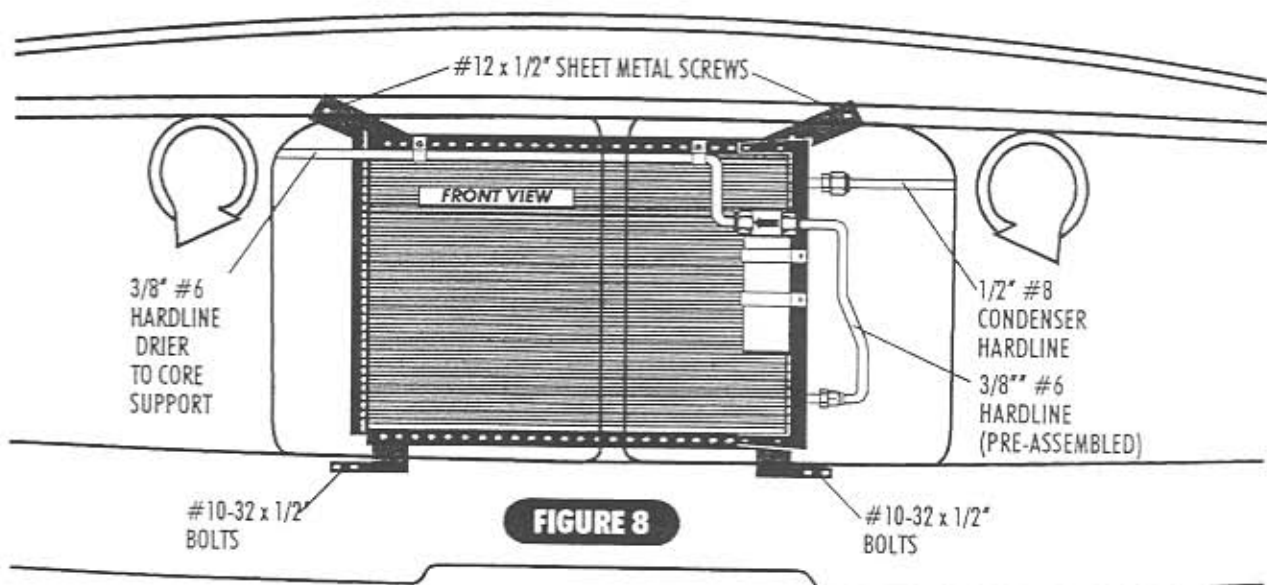
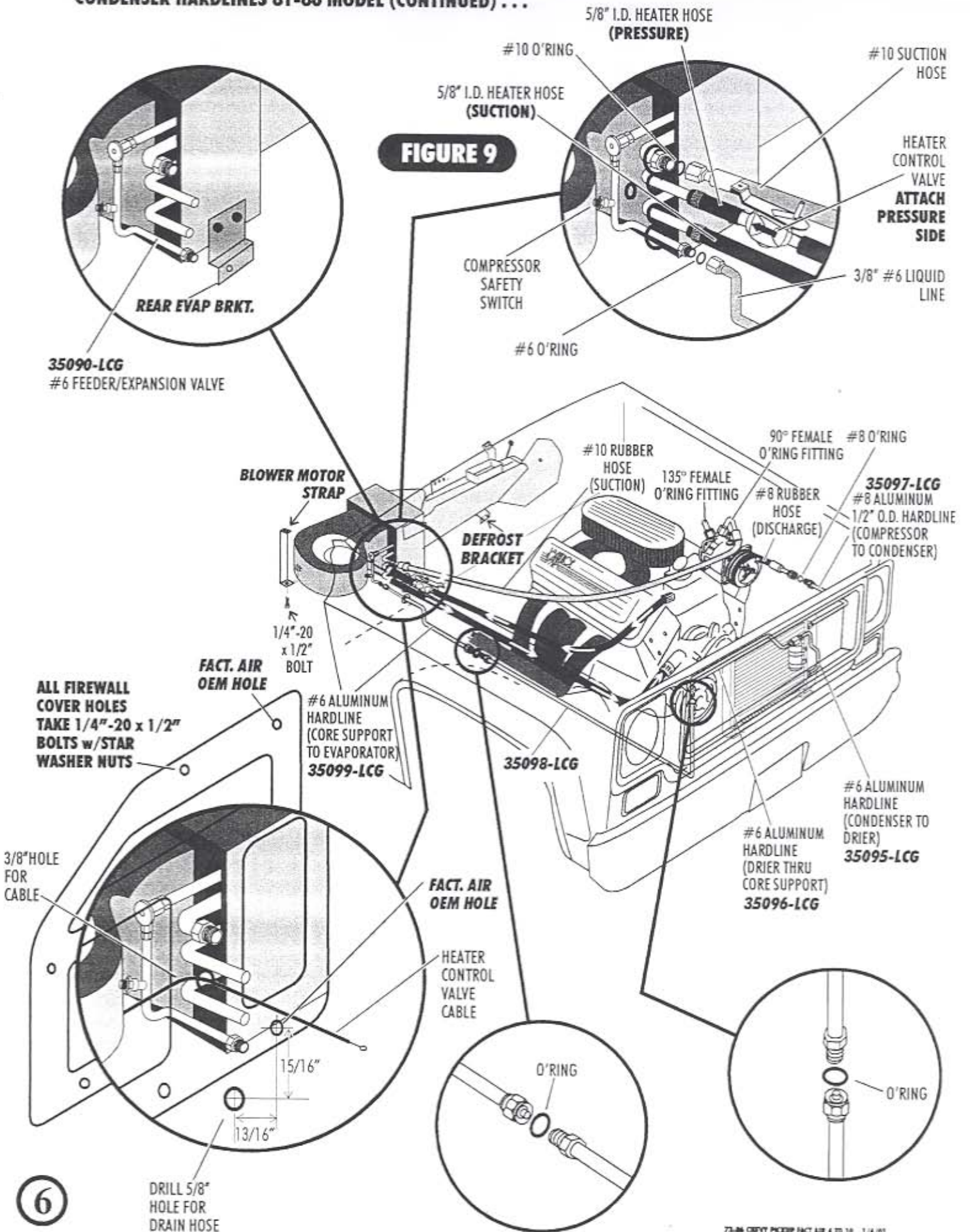


FIGURE 8

1. LOCATE THE #8 ALUMINUM 1/2" O.D. HARDLINE. ROUTE THRU THE CORE SUPPORT AS SHOWN IN FIGURE 9.
2. INSTALL A #8 O-RING ON THIS LINE AND CONNECT TO THE CONDENSER.
3. LOCATE THE THREE (3) #6 ALUMINUM HARDLINES.
4. ROUTE THE SHORT #6 LINE FROM THE DRIER THRU THE CORE SUPPORT. INSTALL A #6 O-RING AND CONNECT TO THE DRIER AS SHOWN IN FIGURE 9.

CONDENSER HARDLINES 81-86 MODEL (CONTINUED) . . .

FIGURE 9



6

DRILL 5/8" HOLE FOR DRAIN HOSE

RADIATOR FAN & SHROUD:

1. PULL RADIATOR BACK INTO POSITION AND SECURE.
2. REINSTALL FAN SHROUD.
3. REINSTALL FAN.
4. REINSTALL GRILLE ASSEMBLY.

INTERIOR ASSEMBLY:

KICK-PANEL MODIFICATIONS & INSTALLATION:

1. INSTALL NEW KICK-PANEL BLOCK-OFF ON THE BACK SIDE OF THE KICK PANEL WITH TWO (2) #6 x 3/8" PAN-HEAD SHEET-METAL SCREWS.
2. RE-INSTALL KICK-PANEL.

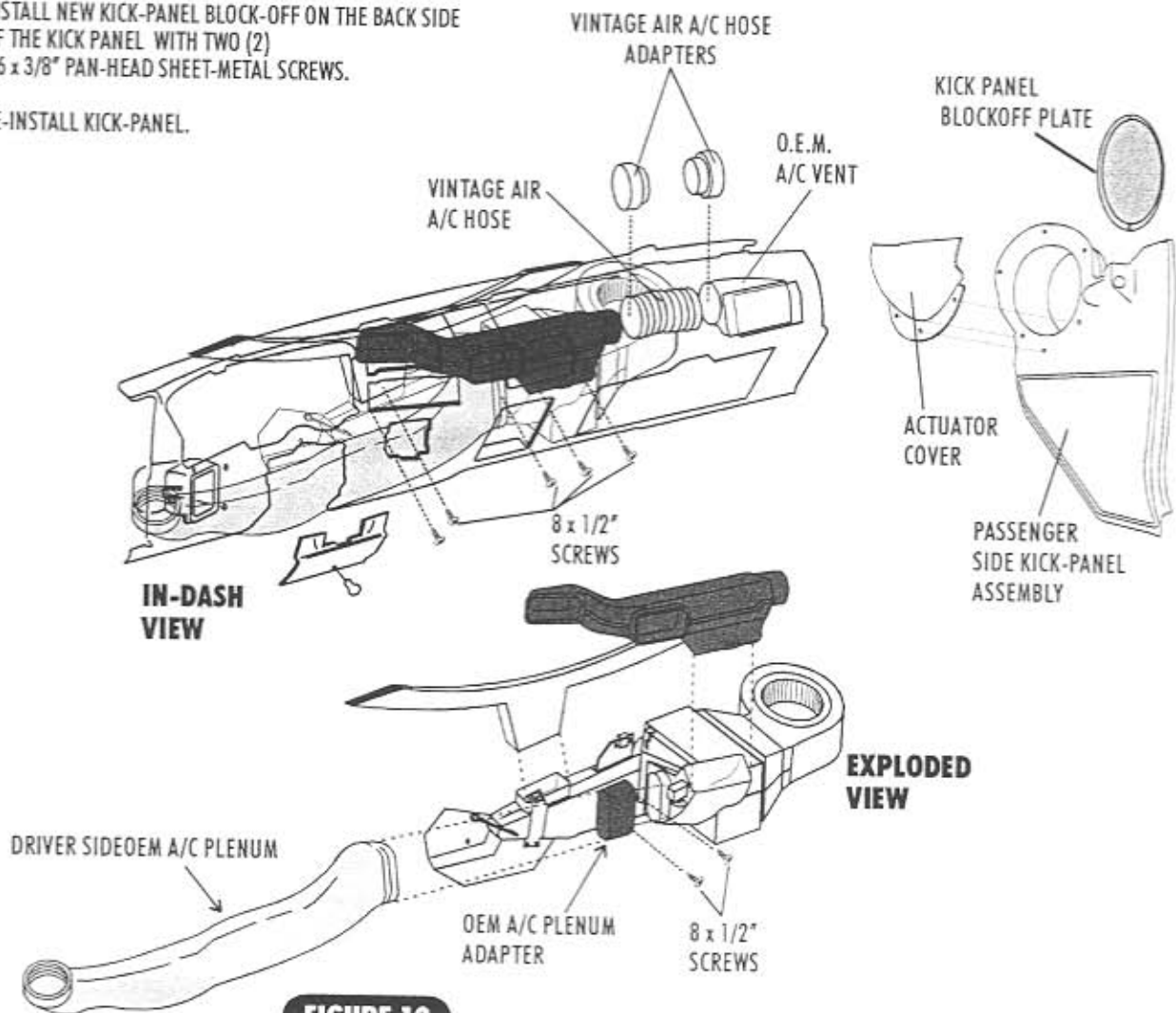


FIGURE 10

ELECTRICAL WIRING

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

CONNECT HEAT/DEFROST DOOR CABLE FROM CONTROL PANEL TO EVAPORATOR AS SHOWN ON PAGE 9, FIGURE 11.

CONNECT HEAT/AC DOOR CABLE FROM CONTROL PANEL TO EVAPORATOR AS SHOWN ON PAGE 9, FIGURE 11.

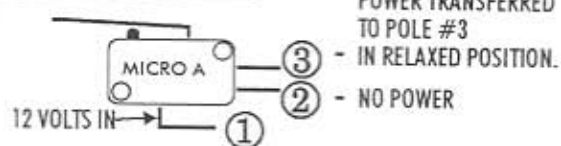
AFTER INSTALLING CABLES AND VERIFYING FULL OPENING AND CLOSING OF EVAPORATOR HEAT/AC DOOR, HEAT/DEFROST DOOR AND HEATER CONTROL VALVE. YOU ARE READY TO CONNECT THE WIRING TO VERIFY PROPER OPERATION OF THE UNIT.

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)**

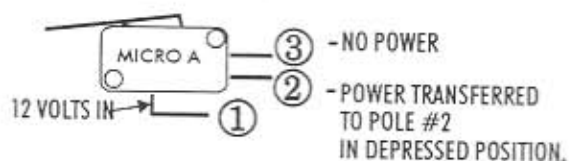
NOTE → **ALL VINTAGE AIR MICRO SWITCHES ARE CAREFULLY SET AT THE FACTORY. HOWEVER.... IF YOU SHOULD EXPERIENCE A PROBLEM WITH THE OPERATION OF YOUR A/C UNIT - DOUBLE CHECK THE ADJUSTMENT OF THE MICRO SWITCHES.**

MICRO SWITCH ADJUSTMENTS

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.

WIRING FOR TESTING

- CONNECT WIRING FROM EVAPORATOR UNIT TO SWITCHES. REFER TO WIRING DIAGRAM ON PAGE 12.
- 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 PAGE 11, FIGURE 13, OPERATIONS OF CONTROLS PAGE. 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 CONFIRMING UNIT IS OPERATING PROPERLY, **TAG AND LABEL** THE WIRES FOR EASE OF INSTALLATION INTO THE VEHICLE.
- LEAVE THE TOP A/C HEAT DOOR CABLE CONNECTED TO THE EVAPORATOR, AND DISCONNECT IT FROM THE CONTROL PANEL.** REMOVE THE DEFROST CABLE FROM THE EVAPORATOR.

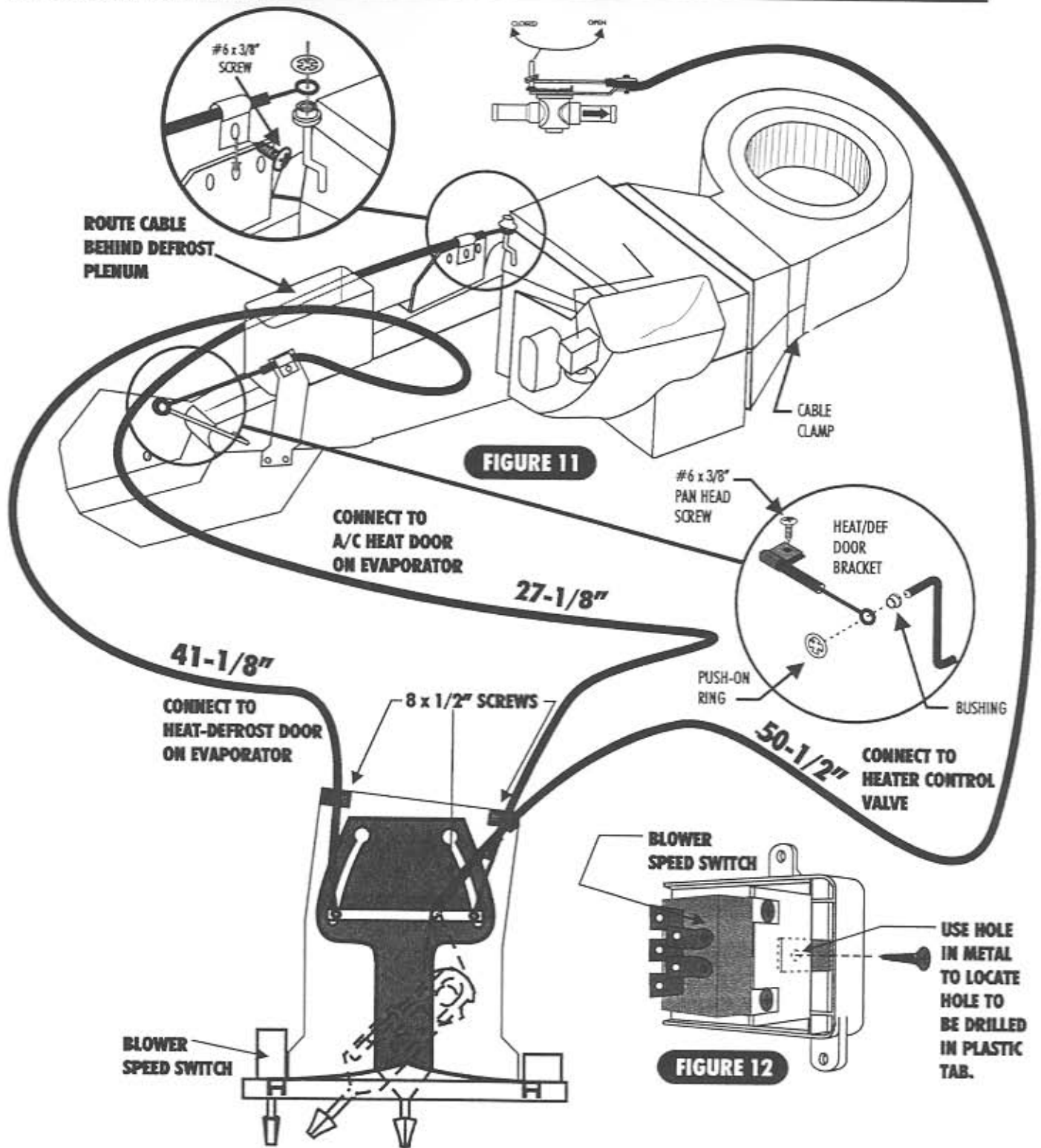
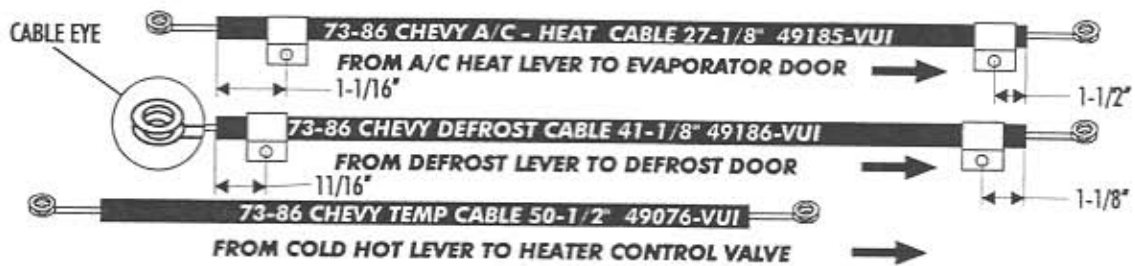


FIGURE 12



1973-86 CHEVY TRUCK WITH FACTORY AIR

EVAPORATOR INSTALLATION:

1. PLACE EVAPORATOR ON FLOOR IN CAB.
2. GENTLY PULL BOTTOM OF DASH OUT TO ALLOW AMPLE ROOM TO INSTALL EVAPORATOR UNIT.
3. ROTATE THE EVAPORATOR INTO POSITION BEHIND DASH. THE DEFROST PLENUM OUTLET WILL SLIP INTO THE O.E.M. DEFROST PLENUM INLET, WHICH SHOULD STILL BE MOUNTED IN THE DASH. THE OEM A/C DUCT WILL SLIP OVER THE VINTAGE AIR A/C PLENUM. INSTALL A 1/4" -20 x 1/2" BOLT THROUGH THE REAR LOWER RIGHT HAND EVAP BRACKET, THRU THE FIREWALL AND INSTALL THE NUT BUT DO NOT TIGHTEN. (SEE FIGURE 9, PAGE 6).
4. ATTACH THE DEFROST PLENUM TO THE EVAP WITH TWO 8 x 1/2" SCREWS AS SHOWN IN FIG 10. ATTACH THE DEFROST PLENUM BRACKET TO THE FIREWALL WITH TWO 6 x 3/8" SCREWS AS SHOWN IN FIG 9.
5. ATTACH THE BLOWER MOTOR STRAP TO THE COWL WITH TWO #8 SCREWS. **(APPLY SILICONE TO THE THREADS.)**
6. REMOVE THE REAR EVAP BRACKET TO FIREWALL BOLT AND NUT. APPLY A BEAD OF SILICONE SEALANT AROUND THE PERIMETER OF THE FIREWALL COVER & POSITION THE FIREWALL COVER OVER THE EVAP TUBES. REINSTALL THE LOWER BOLT & NUT BUT DO NOT TIGHTEN YET. INSTALL ANOTHER 1/4" -20 x 1/2" BOLT THRU THE HOLE IN THE COVER THAT ALIGNS WITH THE TOP OEM HOLE IN THE FIREWALL. DRILL THRU THE REMAINING 1/4" HOLES IN THE FIREWALL COVER AND INSTALL THE HARDWARE AS SHOWN IN FIG 9A. DRILL 5/8" HOLE IN FIREWALL FOR DRAIN HOSE. SEE PAGE 4 OR PAGE 6, FIG. 9, FOR DRAIN HOLE LOCATION.
7. INSTALL FIREWALL PLUG IN FACTORY 1-5/8" DIAMETER HOLE NEXT TO FIREWALL COVER.

CONTROL PANEL INSTALLATION:

THE FACTORY AIR PANEL IS NOT USED WITH THE VINTAGE AIR SYSTEM. YOU MUST USE THE VINTAGE AIR CONTROL PANEL WHICH COMES FULLY ASSEMBLED AND READY FOR INSTALLATION.

1. CONNECT ALL WIRING AS SHOWN ON WIRING DIAGRAM. ROUTE WIRES FOR CONTROL PANEL TO THE CONTROL PANEL OPENING IN THE DASH.
2. ROUTE THE DEFROST CABLE AND THE HEATER CONTROL VALVE CABLE THRU THE CONTROL PANEL OPENING IN THE DASH AND CONNECT AS YOU DID IN THE WIRING FOR TESTING. ROUTE THE A/C HEAT DOOR CABLE TO THE CONTROL PANEL AS YOU DID IN THE TESTING SECTION.
3. ~~CHECK FOR A/C PRESSURE IN THE SYSTEM BY PRESSING THE A/C SWITCH ON THE CONTROL PANEL. THE PRESSURE SHOULD BE 20-30 PSI. IF THE PRESSURE IS LOW, RECHARGE THE SYSTEM. IF THE PRESSURE IS HIGH, REPAIR THE SYSTEM. IF THE PRESSURE IS NORMAL, PROCEED WITH THE INSTALLATION.~~ CHECK FOR A/C PRESSURE IN THE SYSTEM BY PRESSING THE A/C SWITCH ON THE CONTROL PANEL. THE PRESSURE SHOULD BE 20-30 PSI. IF THE PRESSURE IS LOW, RECHARGE THE SYSTEM. IF THE PRESSURE IS HIGH, REPAIR THE SYSTEM. IF THE PRESSURE IS NORMAL, PROCEED WITH THE INSTALLATION. USE THE INCLUDED ADAPTER TO MAKE THE CONNECTION TO THE EVAPORATOR A/C PLENUM. (SEE FIG 10, PAGE 7).
4. CONNECT THE WIRING TO THE CONTROL PANEL SWITCH AS SHOWN ON THE WIRING DIAGRAM ON PAGE 12 AND INSTALL THE CONTROL PANEL IN DASH.
- 5.

DASH:

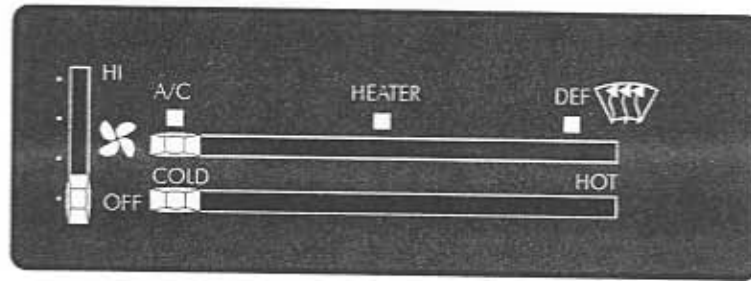
1. REINSTALL THE FOUR (4) 5/16" BOLTS THAT SECURE THE DASH TO THE CAB.
2. REINSTALL THE TWO SCREWS WHICH SECURE THE DASH TO THE COLUMN SUPPORT.
3. REINSTALL THE SCREW THAT SECURES THE LOWER PART OF THE DASH BELOW THE RADIO TO SECURE THE BRACKET THAT HOLDS THE DASH.
4. REINSTALL THE DASH PAD ASSEMBLY
5. REINSTALL THE INSTRUMENT BEZEL.

DUCT HOSES:

1. INSTALL THE PASSENGER SIDE HOSE ADAPTERS, AND CONNECT THE 3" O.D. X 12" LONG DUCT HOSE.. SEE FIGURE 10, PAGE 7.

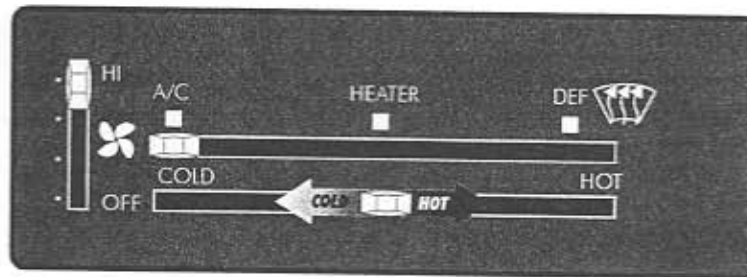
OPERATION OF CONTROLS

SYSTEM OFF



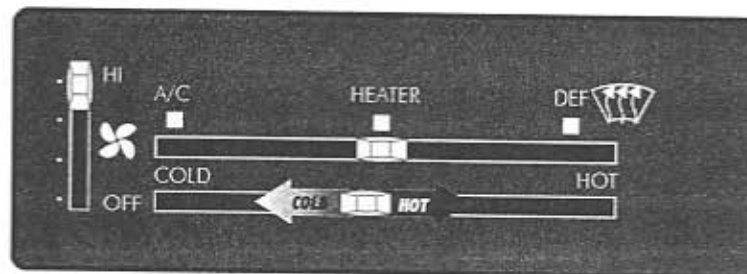
A/C MODE

- TOP LEVER TO THE LEFT
- SELECT BLOWER SPEED
- SLIDE BOTTOM LEVER TO FAR LEFT FOR MAX. COOLING OR ANYWHERE IN BETWEEN FOR VARYING DEGREES OF COOLING.



HEATER MODE

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



DEFROST MODE

- TOP LEVER TO THE RIGHT
- SELECT BLOWER SPEED
- SLIDE BOTTOM LEVER TO FAR RIGHT FOR MAX. HEAT.

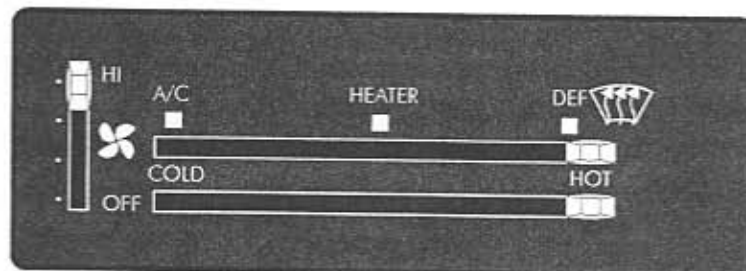
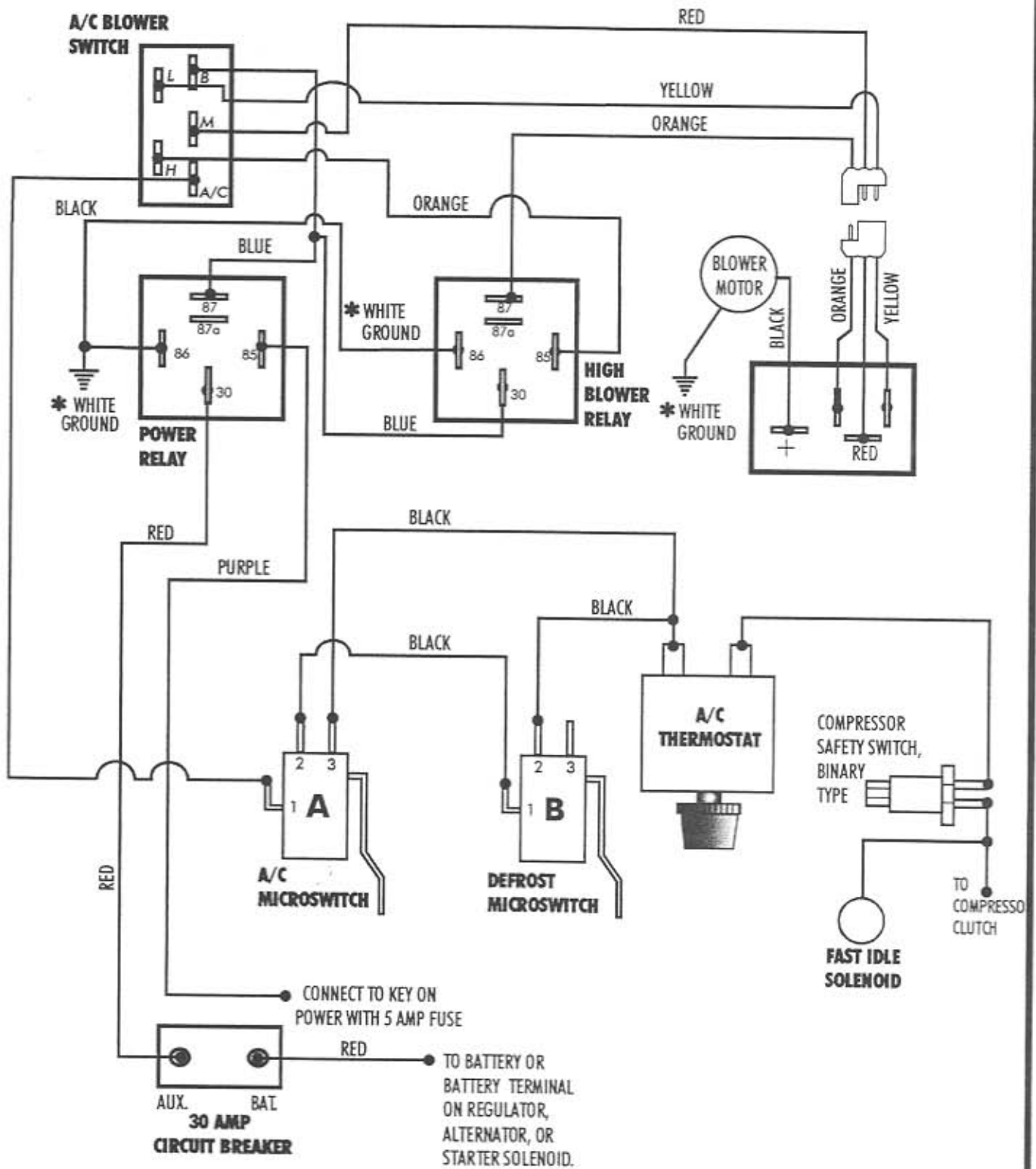


FIGURE 13

WIRING DIAGRAM



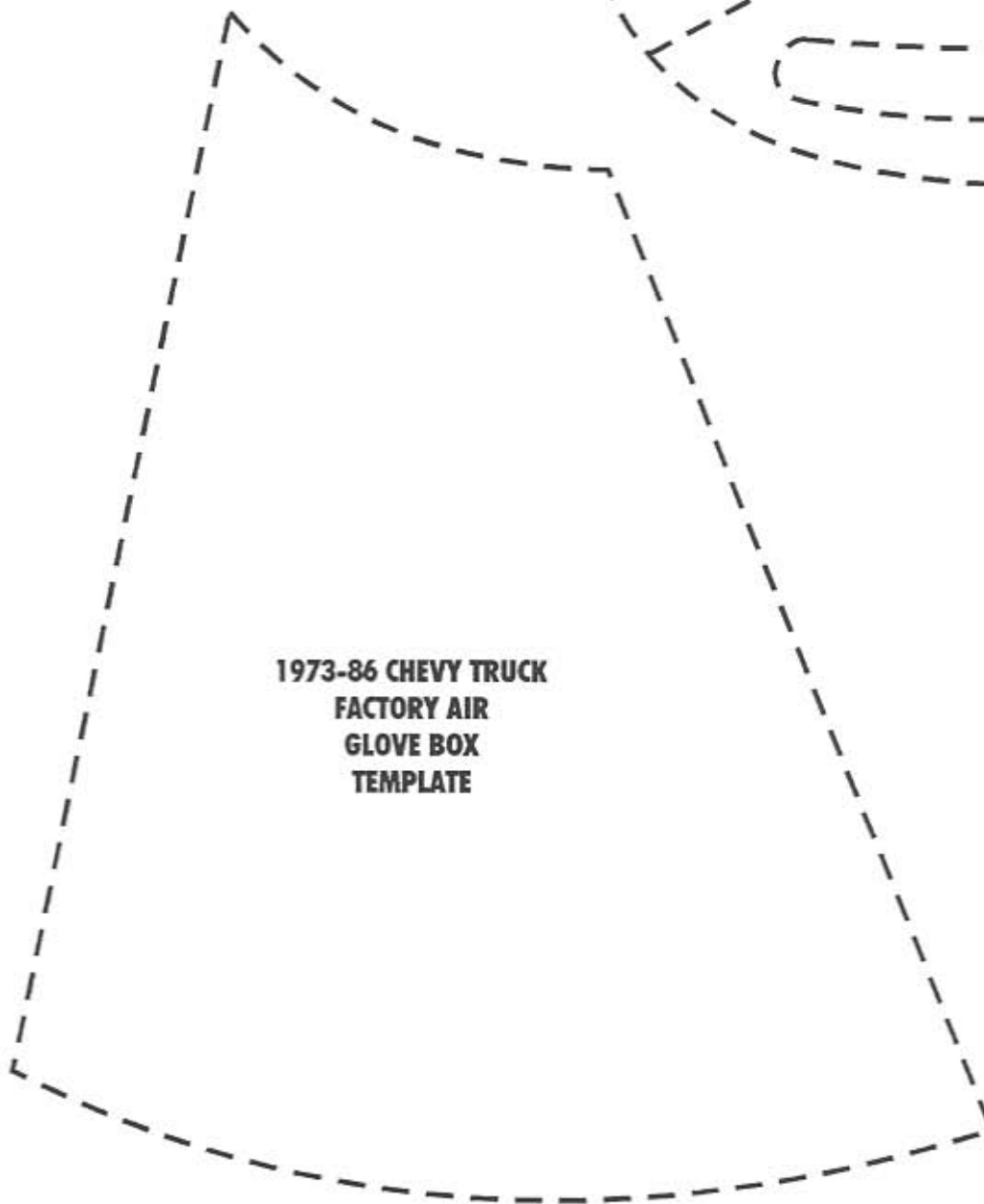
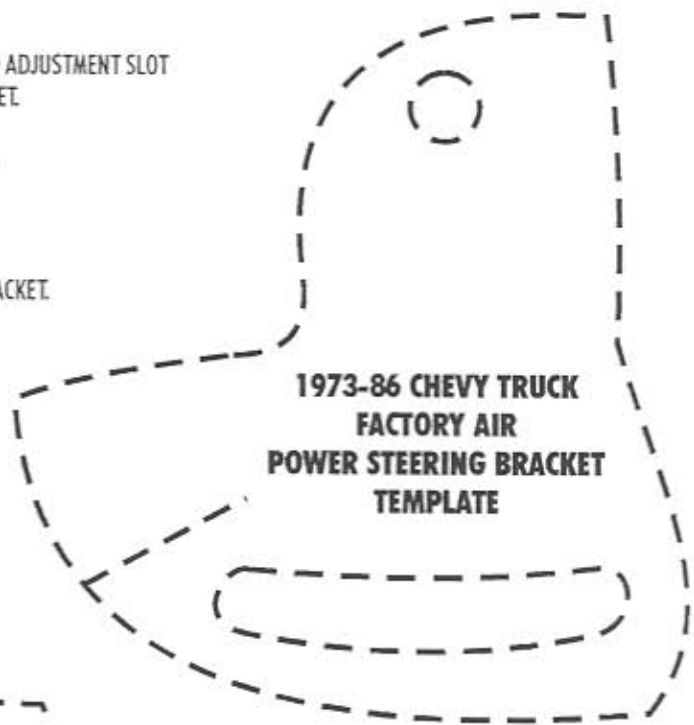
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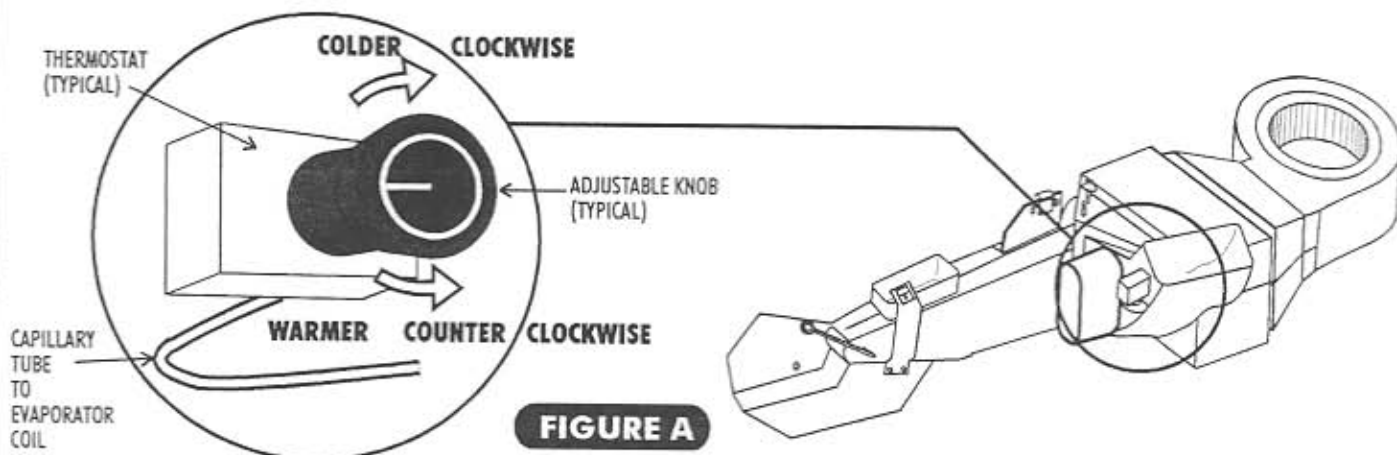
* ATTACH ALL WHITE WIRES (—) TO CHASSIS GROUND.

1973-86 CHEVY TRUCK FACTORY AIR TEMPLATE PAGE

(CUT ALONG DASHED LINES)

- CUT ALONG DASHED LINES AND ALIGN THE TEMPLATE HOLE AND ADJUSTMENT SLOT WITH THE HOLE AND ADJUSTMENT SLOT ON THE OEM A/C BRACKET.
- MARK THE BRACKET AROUND THE PERIMETER OF THE TEMPLATE.
- CUT THE BRACKET WITH A HACKSAW OR TORCH.
- DISCARD THE A/C COMPRESSOR MOUNTING PORTION OF THE BRACKET.
- REINSTALL THE POWER STEERING PORTION OF THE BRACKET ON THE POWER STEERING PUMP.





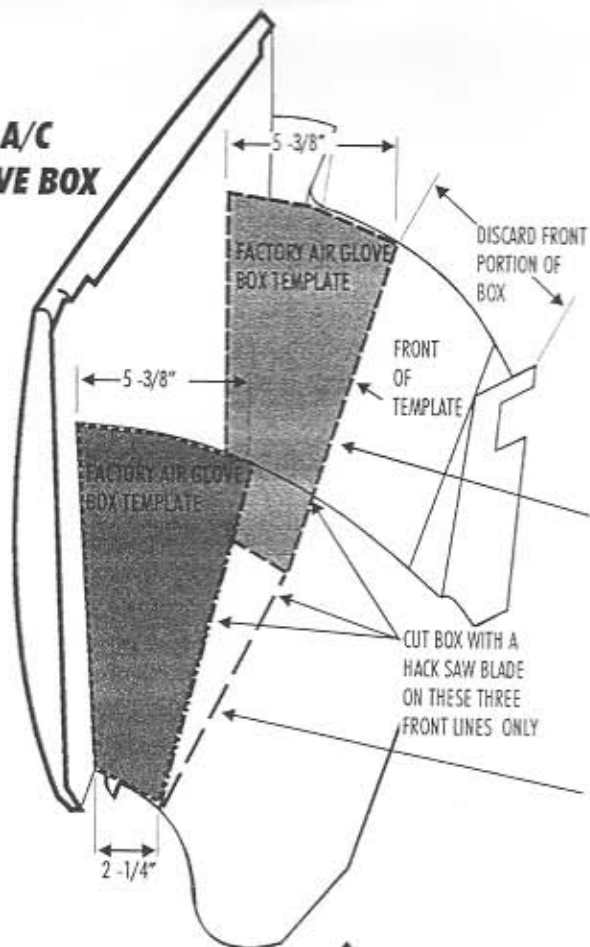
AIR CONDITIONING ADJUSTMENTS:

- 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 THEN:
 - 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 IN WRONG HEATER HOSE.

**OEM A/C
GLOVE BOX**



STEP 1 PLACE TEMPLATE ON THE INSIDE OF THE GLOVE BOX. MARK THE INSIDE OF THE GLOVE BOX ALONG THE FRONT OF THE TEMPLATE.

STEP 2 PLACE THE SAME TEMPLATE ON THE INSIDE OF THE GLOVE BOX ON THE OPPOSITE SIDE. MARK THE INSIDE OF THE GLOVE BOX ALONG THE FRONT OF THE TEMPLATE.

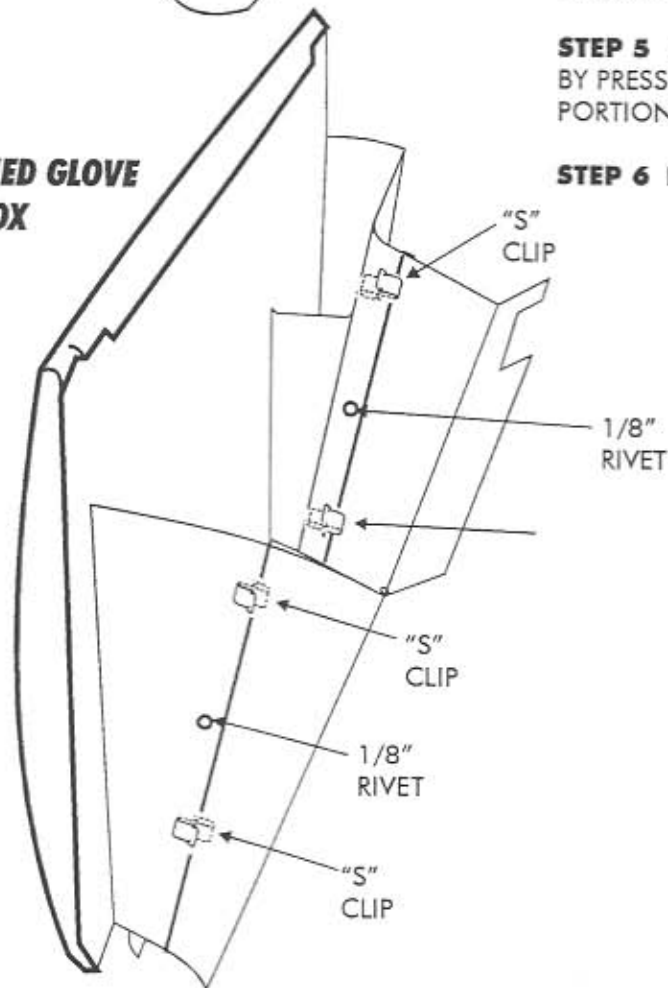
STEP 3 MARK THE BOTTOM OF THE BOX CONNECTING EACH END TEMPLATE.

STEP 4 CUT THE BOX ON THE LINES YOU HAVE MARKED. DISCARD THE FRONT PORTION OF THE BOX.

STEP 5 INSTALL THE NEW SUPPLIED GLOVE BOX BY PRESSING THE S-CLIPS ONTO THE OEM PORTION OF THE BOX.

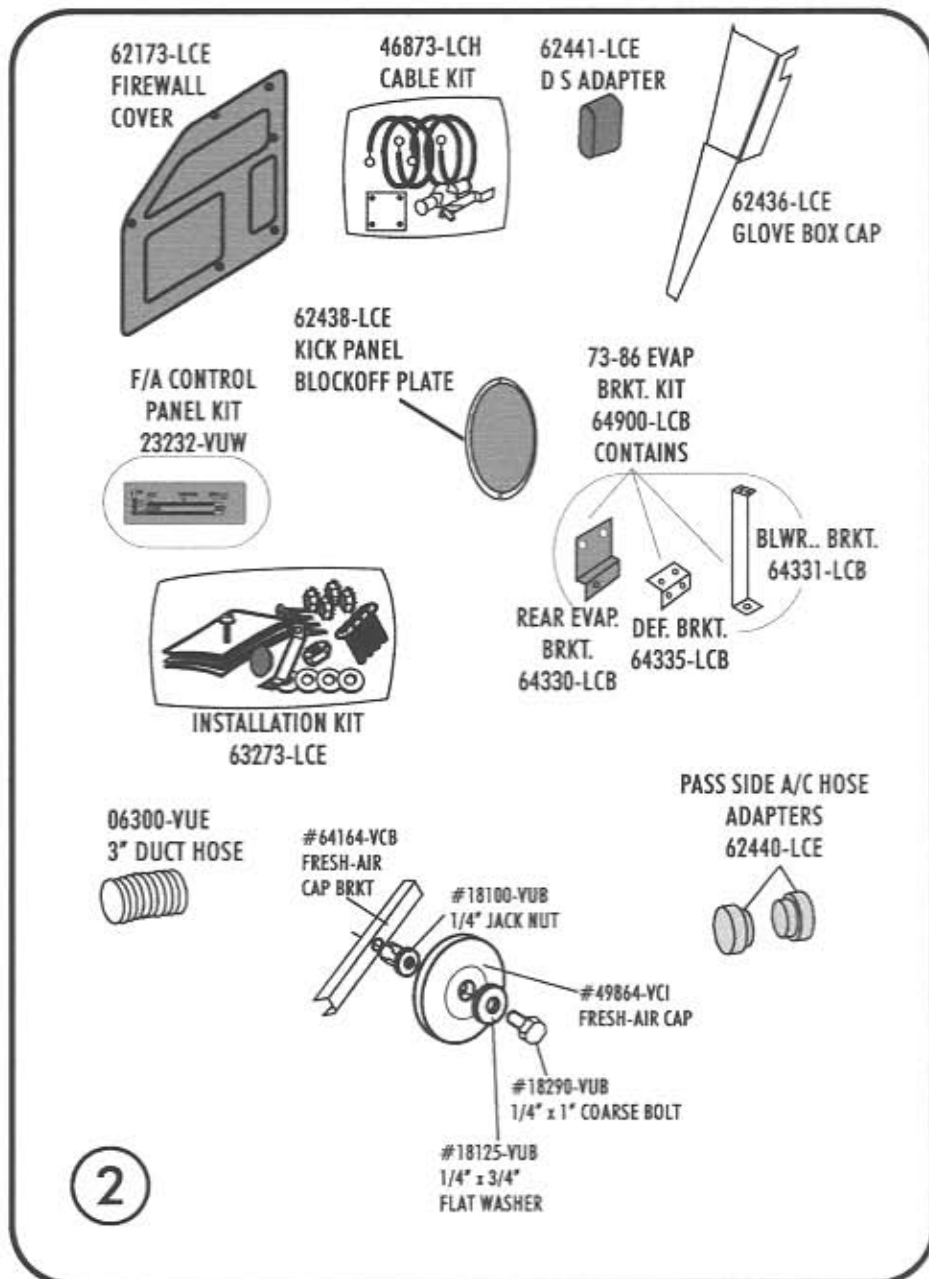
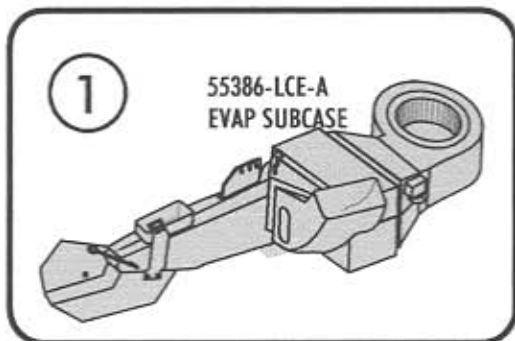
STEP 6 INSTALL (1) 1/8" RIVET ON EACH SIDE.

**MODIFIED GLOVE
BOX**



EVAPORATOR KIT

75174-LCZ 73-86 CHEVY TRUCK w/AIR



73-86 CHEVY TRUCK with AIR EVAPORATOR PACKING LIST

NO.	QTY.	PART NUMBER	DESCRIPTION	INITIALS
1.	1	55386-LCE-A	EVAPORATOR SUB-CASE	_____
2.	1	79086-LCF	73-86 WITH AIR ACCESSORY KIT	_____

75174-LCZ 8/3/91

DATE _____
PACKED BY _____