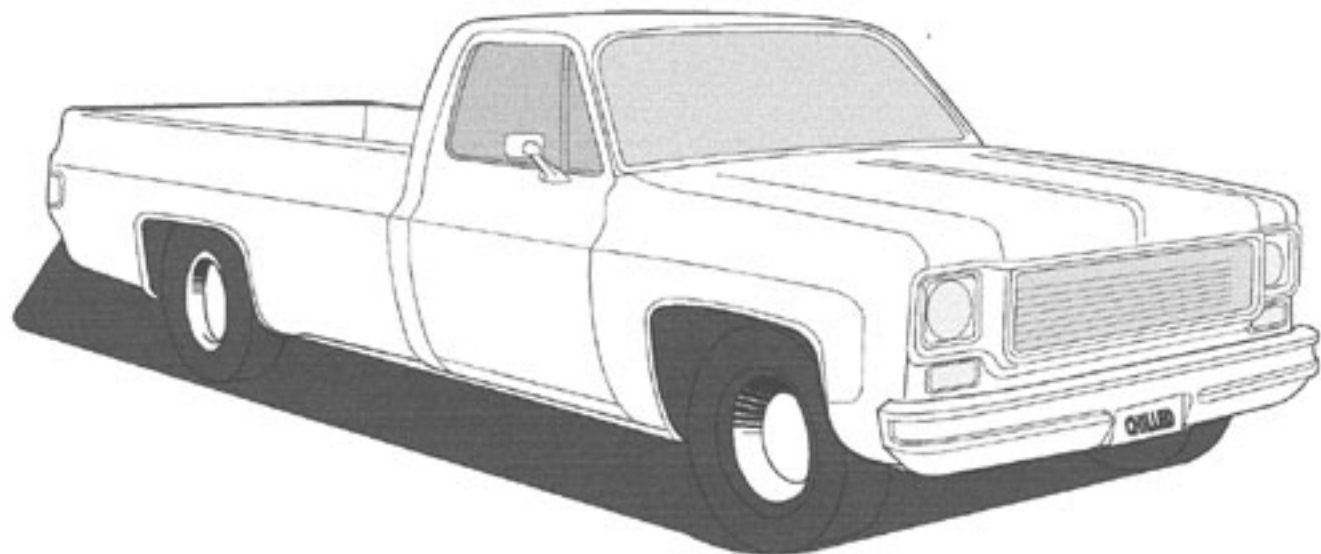


**ADVANTAGE  
AIR**

**INSTALLATION INSTRUCTIONS FOR**

**73-86  
CHEVY TRUCK  
WITHOUT FACTORY AIR**



# **1973-86 CHEVROLET TRUCK**

WITHOUT 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 W/O FACTORY AIR

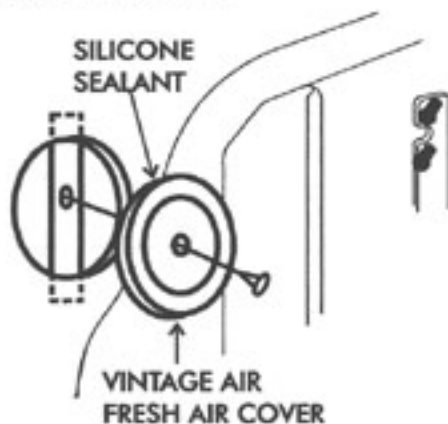


BEFORE STARTING THE AIR CONDITIONER INSTALLATION, CHECK FOR PROPER OPERATION OF ALL COMPONENTS (RADIO, LIGHTS, WIPERS, ETC.). STUDY THE INSTRUCTIONS, ILLUSTRATIONS AND DIAGRAMS.

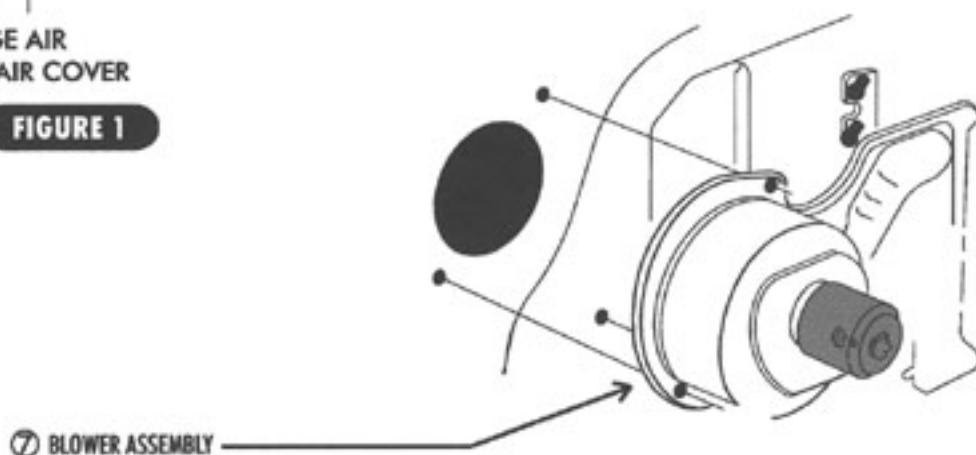
### ENGINE COMPARTMENT

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 GRILL INSERT, AND ON 73-80 MODELS, REMOVE CENTER GRILL SUPPORT (RETAIN).
- 7. REMOVE BLOWER MOTOR HOUSING ASSEMBLY FROM FIREWALL (DISCARD), AND CLEAN FIREWALL OF ALL O.E.M. SEALANT.
- 8. INSTALL FRESH AIR COVER, USING 1/4" x 1" BOLT & 1/4" BEAD OF SILICONE, AS SHOWN IN FIGURE 1.



**FIGURE 1**



**FIGURE 2**

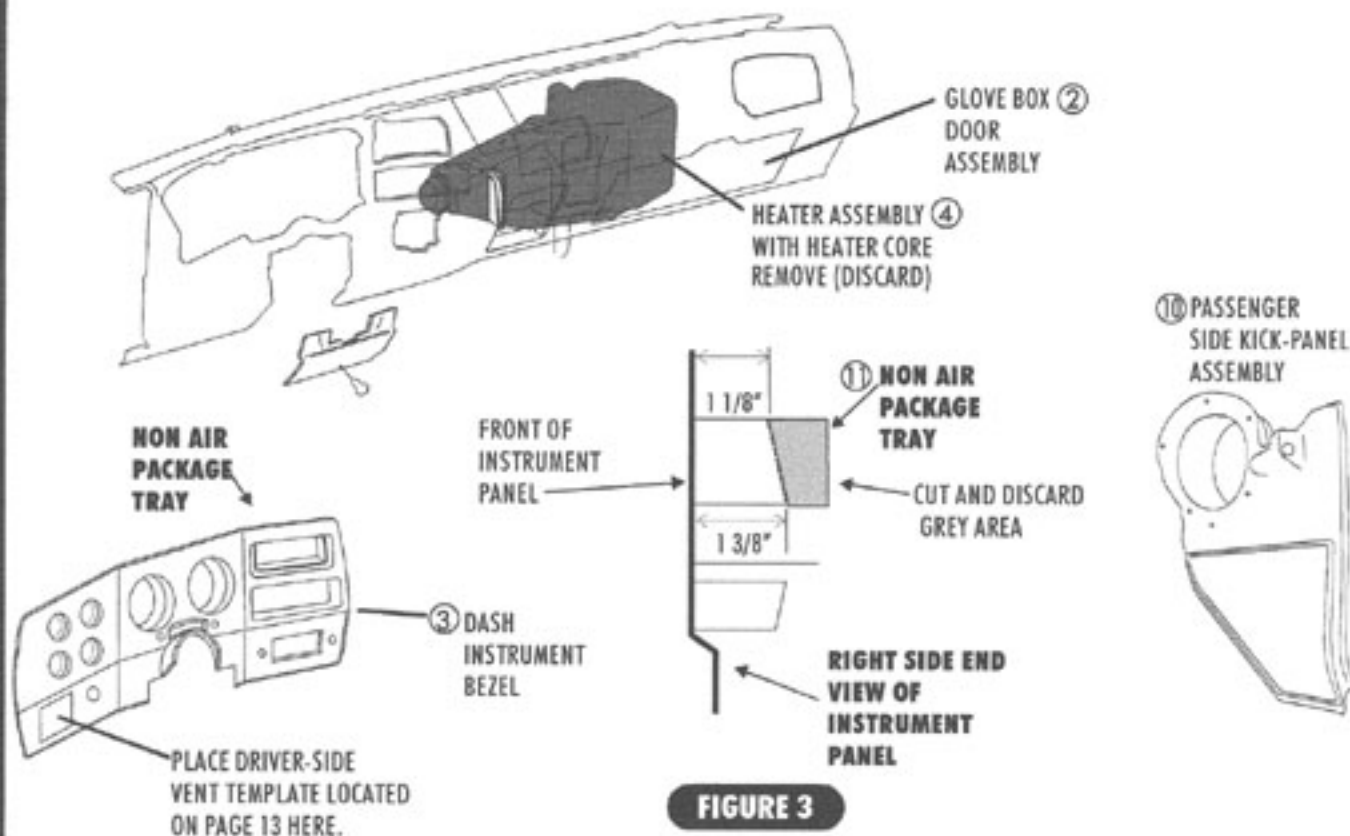
## PASSENGER COMPARTMENT

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.
- 5. REMOVE O.E.M. CONTROL PANEL (RETAIN).
- 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 THESE SCREWS).
- 10. REMOVE PASSENGER SIDE KICK-PANEL ASSEMBLY (RETAIN PANEL, BUT DISCARD DOOR & ACTUATOR).
- 11. CUT THE BACK OUT OF THE PACKAGE TRAY AS SHOWN IN FIG. 3. USE TEMPLATE ON PAGE 13 TO CUT OUT FOR DRIVER SIDE VENT. INSTALL ALL VENTS USING DIAGRAM ON PAGE 7.

## CONTROL PANEL CONVERSION:

- 1. REMOVE ALL THREE LEVER CONTROL KNOBS (RETAIN).
- 2. REMOVE O.E.M. CLEAR PLASTIC PLACKARD.
- 3. REMOVE O.E.M. FAN SPEED SWITCH.
- 4. INSTALL NEW FIVE POLE SWITCH AND BRACKET. (SEE PAGE 9, FIGURE 12).
- 5. INSTALL NEW VINTAGE AIR CLEAR PLASTIC PLACARD.
- 6. RE-INSTALL THE CHROME LEVER CONTROL KNOBS. REPLACE THE O.E.M. FAN SPEED SWITCH KNOB WITH THE SUPPLIED KNOB.



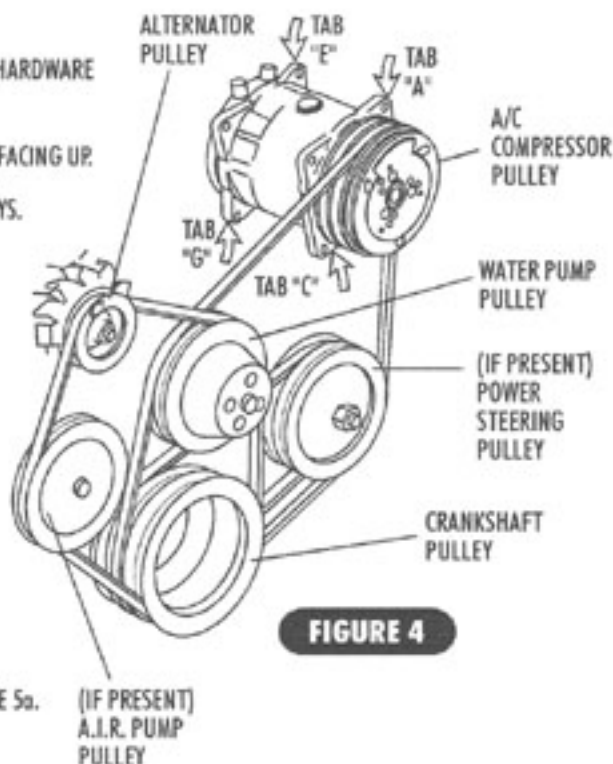
## ASSEMBLY ENGINE COMPARTMENT

### 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:** IT WILL BE NECESSARY TO CHANGE SINGLE PULLEYS TO DOUBLE PULLEYS. SEE TEXT ON PULLEYS BELOW:

PULLEYS (VINTAGE AIR) SHORT PUMP SMALL BLOCK CHEVY	BIG BLOCK CHEVY SHORT PUMP
#22302-VCQ - WATERPUMP PULLEY (DOUBLE GROOVE)	#22413-VCQ - WATER PUMP PULLEY (DOUBLE GROOVE)
#22312-VCQ - CRANKSHAFT PULLEY (DOUBLE GROOVE)	#22413-VCQ - CRANKSHAFT PULLEY (TRIPLE GROOVE)
#22313-VCQ - CRANKSHAFT PULLEY (TRIPLE GROOVE) (WITH POWER STEERING A 3 GROOVE CRANK PULLEY IS REQUIRED)	



**FIGURE 4**

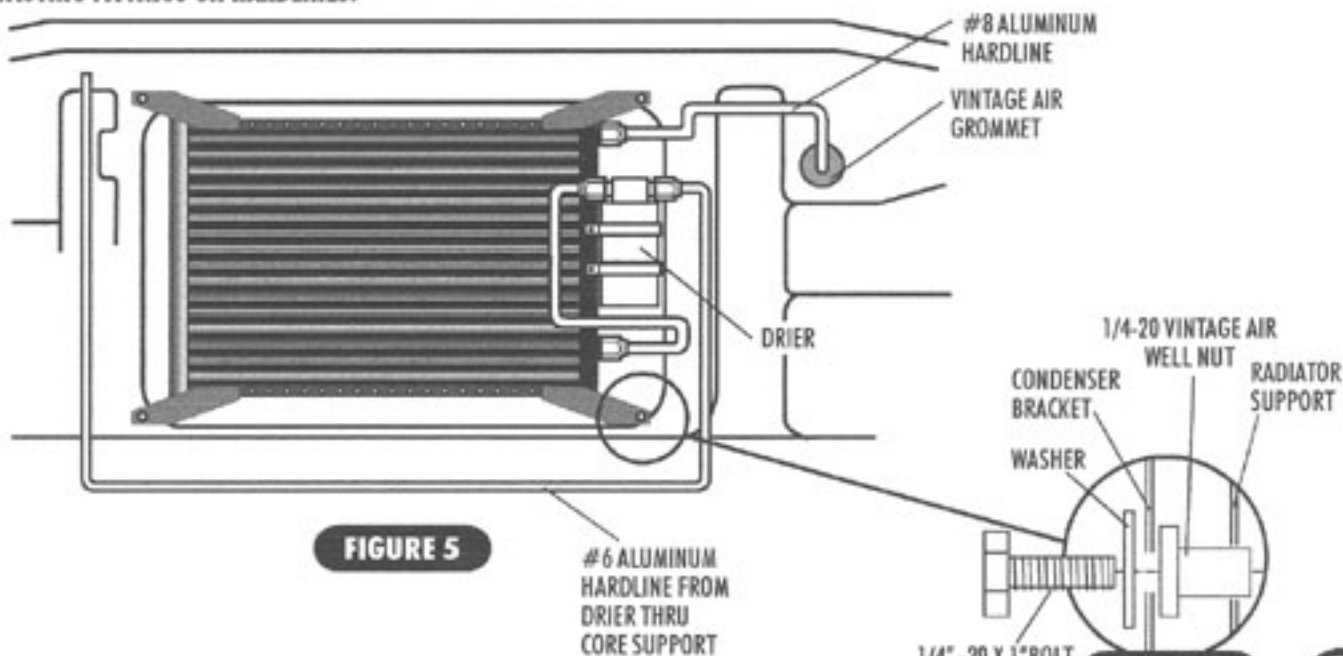
### CONDENSER ASSEMBLY ('73 to '80 TRUCK MODELS):

**NOTE:** IF INSTALLING A/C IN '81-'86 MODEL, GO TO PAGE 5.

- 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" SCREWS.

### 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.

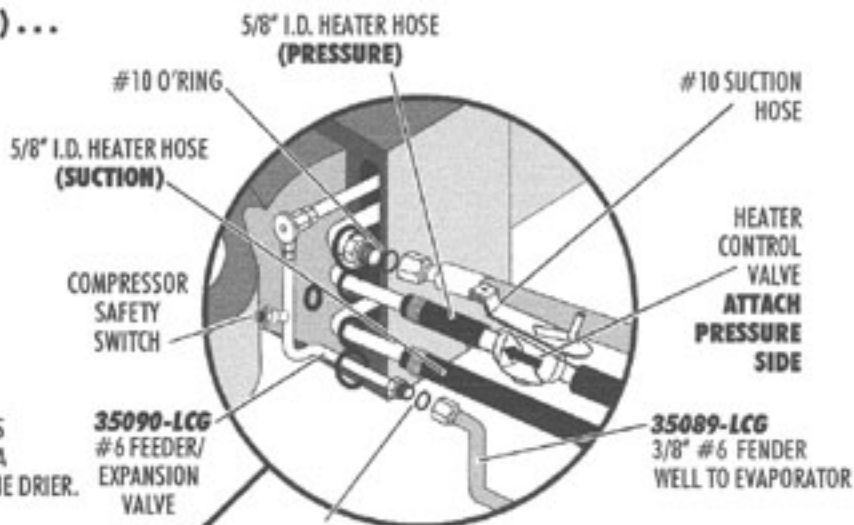


**FIGURE 5**

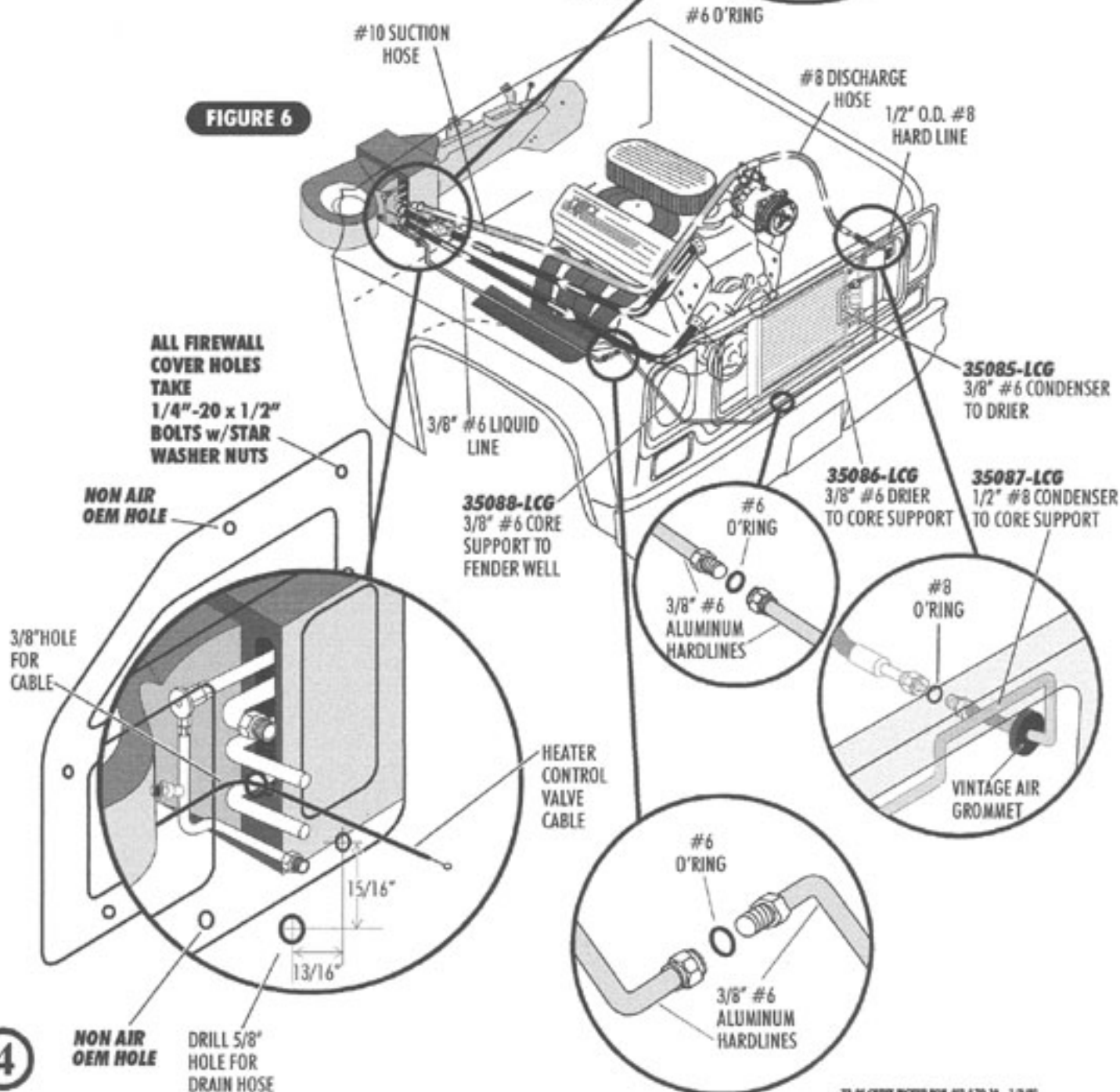
**FIGURE 5a**

## 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**



4



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

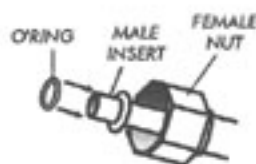
1. LOWER CONDENSER INTO POSITION.
2. BOLT LOWER BRACKETS TO CORE SUPPORT WITH #10-32 x 1/2" NUTS & BOLTS.
3. BOLT UPPER BRACKETS TO CORE SUPPORT WITH SHEET METAL SCREWS THRU O.E.M. CONDENSER MOUNTING HOLES.

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

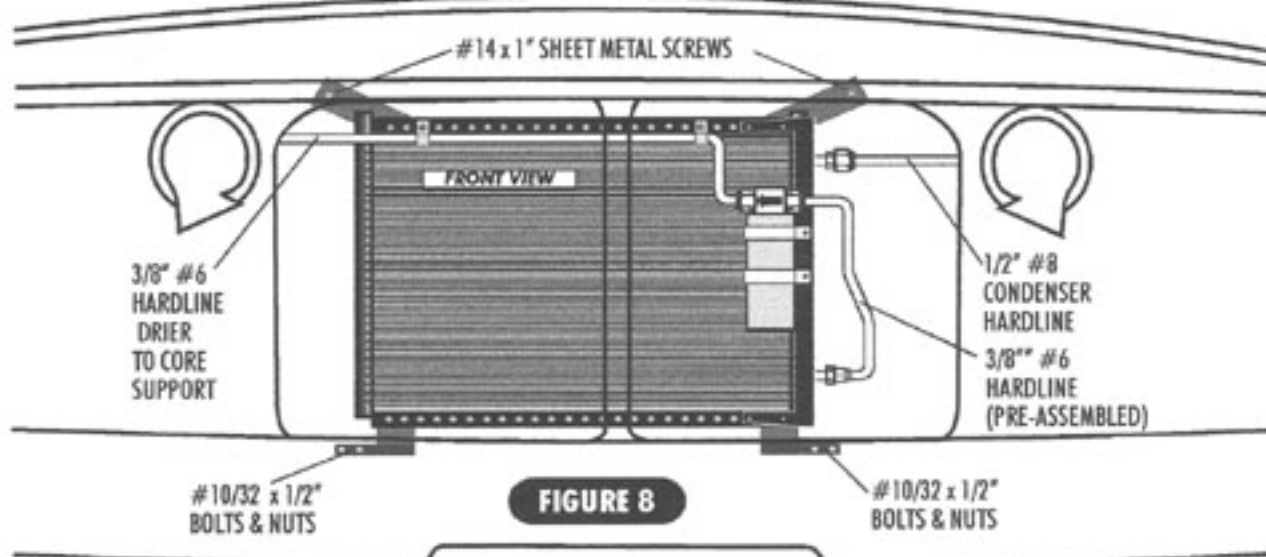
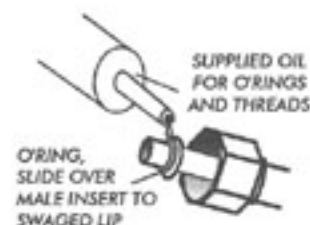
**LOCATE THE O-RING PACKAGE. THERE IS A SPECIFIC SIZE AND THICKNESS O-RING FOR EACH CONNECTION. THE SMALL WHITE TUBE IS A SPECIFIC OIL FOR O-RINGS AND THREADS. SEE FIGURE 7. O-RINGS SHOULD NOT BE REUSED ONCE A FITTING IS TIGHTENED (DISCARD AND INSTALL NEW O-RINGS). DO NOT OVER TIGHTEN. ALWAYS USE TWO (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.**



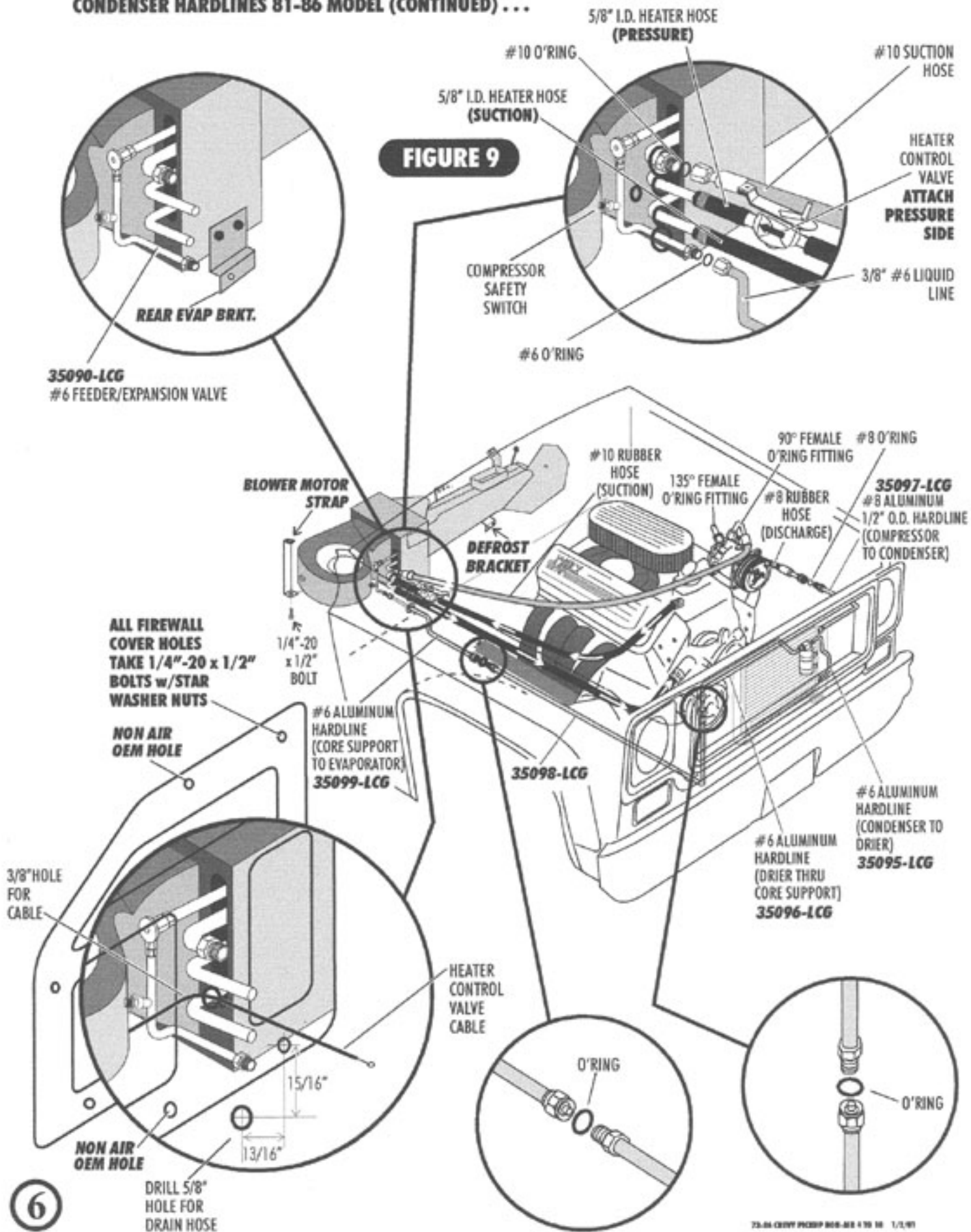
**FIGURE 7**



**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) . . .**





## 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 WITH TWO (2) #6 x 3/8" PAN-HEAD SHEET-METAL SCREWS.
2. RE-INSTALL KICK-PANEL.

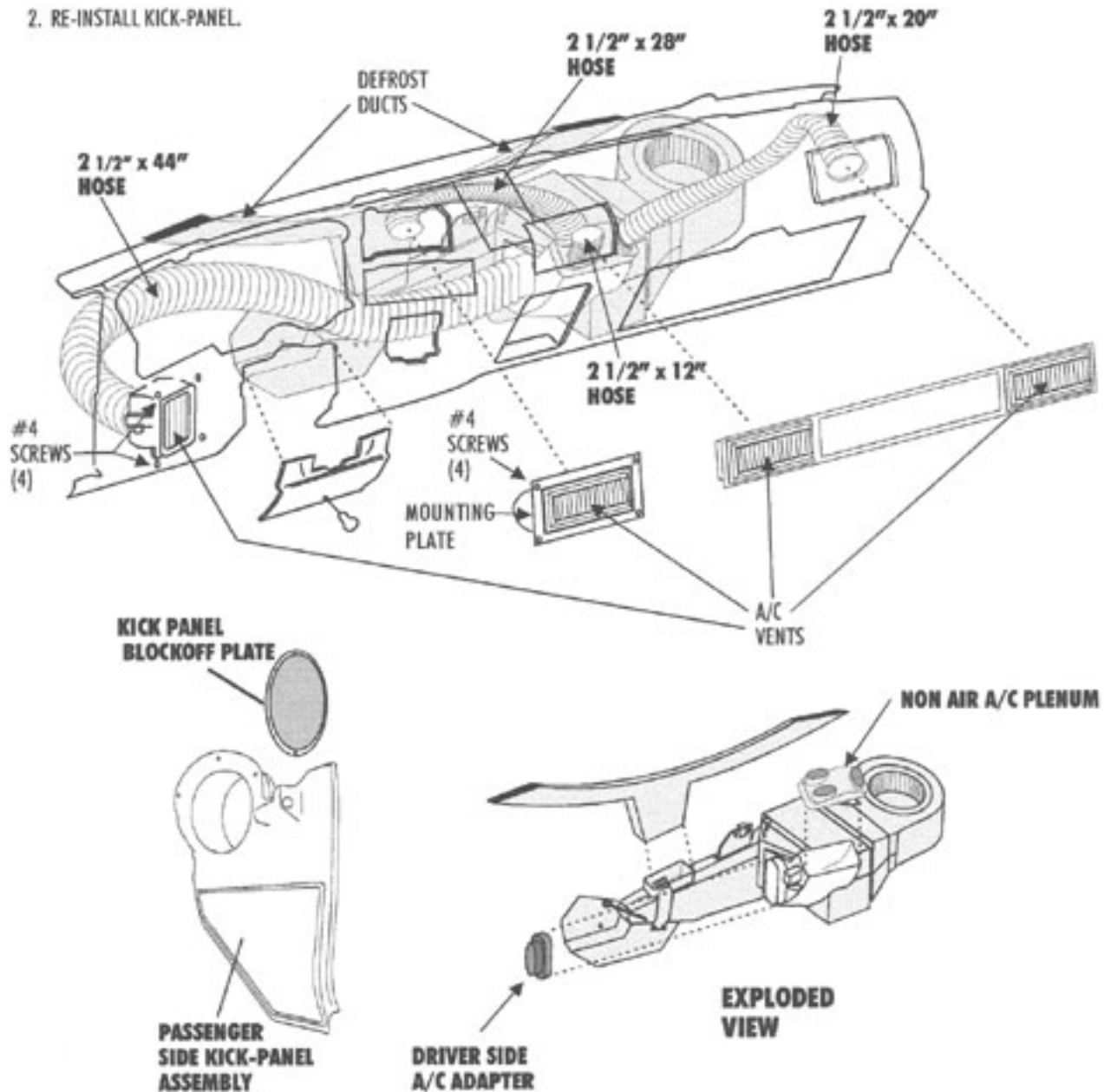


FIGURE 10

## 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.

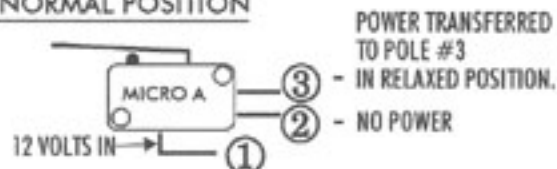
AFTER INSTALLING CABLES AND VERIFYING FULL OPENING AND CLOSING OF EVAPORATOR HEAT/AC DOOR, HEAT/DEFROST DOOR AND HEATER CONTROL VALVE. YOU ARE READY TO CONNECT THE WIRING TO VERIFY PROPER OPERATION OF THE UNIT.

**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)**

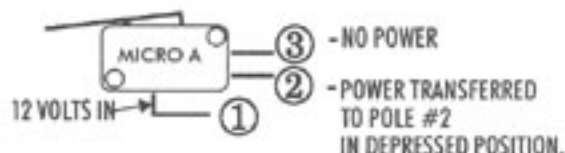
**NOTE** → **ALL VINTAGE AIR MICRO SWITCHES ARE CAREFULLY SET AT THE FACTORY. HOWEVER.... IF YOU SHOULD EXPERIENCE A PROBLEM WITH THE OPERATION OF YOUR A/C UNIT - DOUBLE CHECK THE ADJUSTMENT OF THE MICRO SWITCHES.**

### MICRO SWITCH ADJUSTMENTS

#### NORMAL POSITION



#### DEPRESSED POSITION

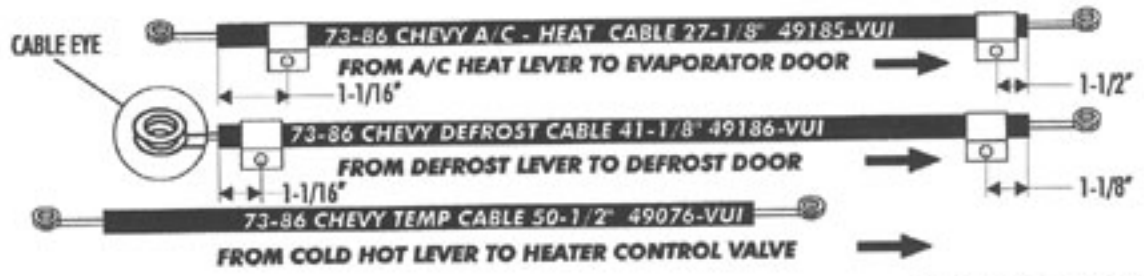
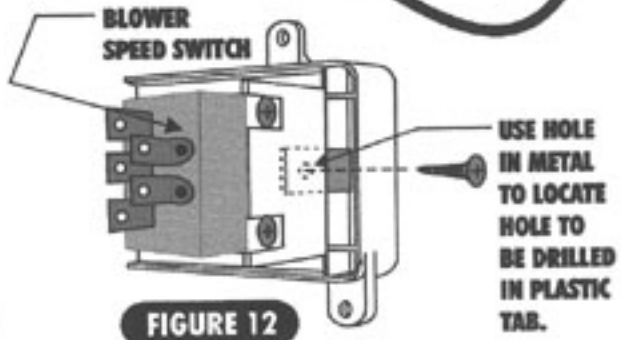
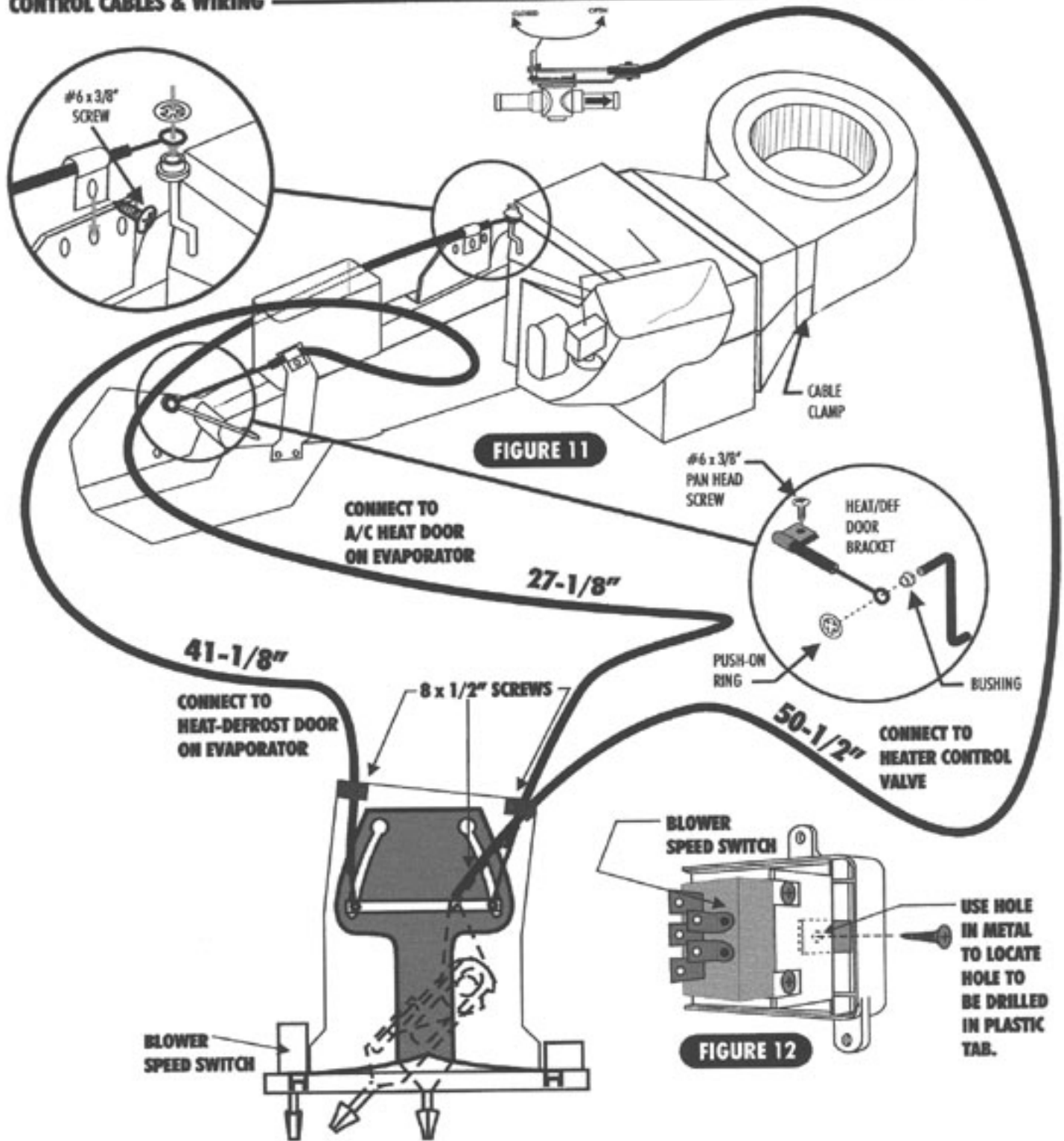


BY DEPRESSING THE ARM ON THE MICRO SWITCH AN AUDIBLE CLICK WILL BE HEARD TRANSFERRING POWER TO POLE #2. RELEASE THE ARM AND ANOTHER CLICK WILL BE HEARD, TRANSFERRING POWER TO POLE #3.

### 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.**

**CONTROL CABLES & WIRING**



## EVAPORATOR INSTALLATION:

1. INSTALL THE FIREWALL COVER WITH (2) 1/4"-20 x 1/2" BOLTS & NUTS IN THE TWO FACTORY NON AIR F FIREWALL HOLES AS NOTED ON PAGE 4. SCRIBE THRU ALL THE HOLES IN THE FIREWALL COVER, INCLUDING HOLES FOR EVAPORATOR LINES. DRILL THRU THE FIVE MOUNTING HOLES IN THE COVER WITH A 1/4" DRILL BIT. REMOVE THE COVER AND CUT OUT THE TOP & BOTTOM EVAPORATOR LINE HOLES TO 2 1/2" O.D. CUT THE AREA OUT FOR THE EVAP TUBES TO PASS THRU THE FIREWALL AS SHOWN IN FIG. 6 ON PAGE 4.
2. PLACE THE NON-AIR A/C PLENUM ADAPTER ONTO THE A/C PLENUM. SEE FIG. 11.
3. PLACE EVAPORATOR ON FLOOR IN CAB.
4. GENTLY PULL BOTTOM OF DASH OUT TO ALLOW AMPLE ROOM TO INSTALL EVAPORATOR UNIT.
5. 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. INSTALL A 1/4" -20 x1/2" BOLT THROUGH THE REAR LOWER RIGHT HAND EVAP BRACKET, THRU THE FIREWALL AND INSTALL THE NUT LOOSELY. (SEE FIG. 9A)
6. ATTACH THE OEM DEFROST PLENUM TO THE EVAPORATOR WITH TWO 8 x1/2" 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. ATTACH THE BLOWER MOTOR TO COWL STRAP WITH TWO 8 x 1/2" SCREWS. (APPLY SILICONE SEALANT TO THE THREADS).
7. INSTALL FIREWALL PLUG IN FACTORY 1-5/8" DIAMETER HOLE NEXT TO FIREWALL COVER.

## CONTROL PANEL INSTALLATION:

1. CONNECT ALL WIRING AS SHOWN ON WIRING DIAGRAM PAGE 12. 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 THE PROPER OPERATION OF THE DOORS, AND ADJUST IF NECESSARY.
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.

## DASH:

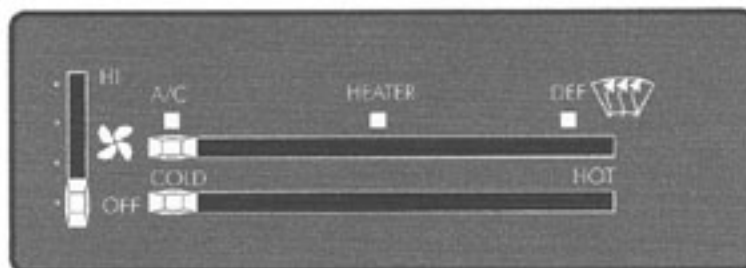
1. REINSTALL THE FOUR (4) 5/16" BOLTS THAT SECURE THE DASH TO THE CAB.
2. REINSTALL THE TWO SCREWS WHICH SECURE THE DASH TO THE COLUMN SUPPORT.
3. REINSTALL THE SCREW THAT SECURES THE LOWER PART OF THE DASH BELOW THE RADIO TO SECURE THE BRACKET THAT HOLDS THE DASH.
4. REINSTALL THE DASH PAD ASSEMBLY.

## DUCT HOSES:

1. CUT THE DUCT HOSES TO THE LENGTHS SHOWN IN FIG 10. ROUTE AND ATTACH THEM TO THE LOCATIONS SHOWN ON PAGE 7.

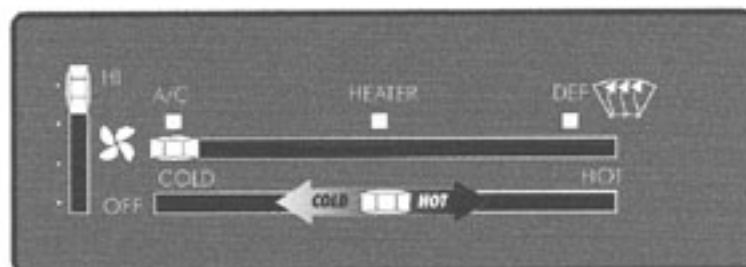
## OPERATION OF CONTROLS

### SYSTEM OFF



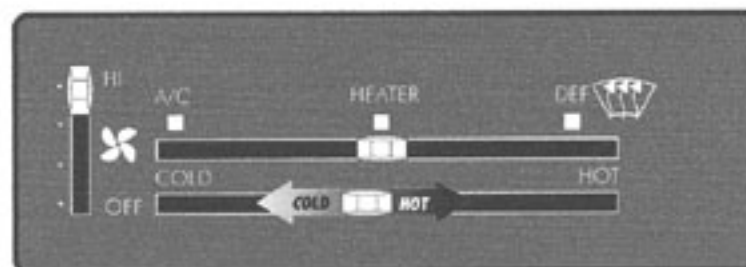
### A/C MODE

- 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.

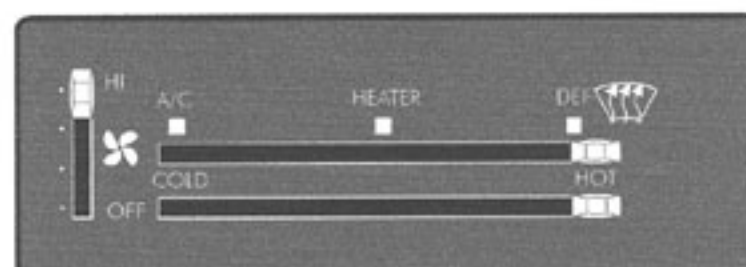
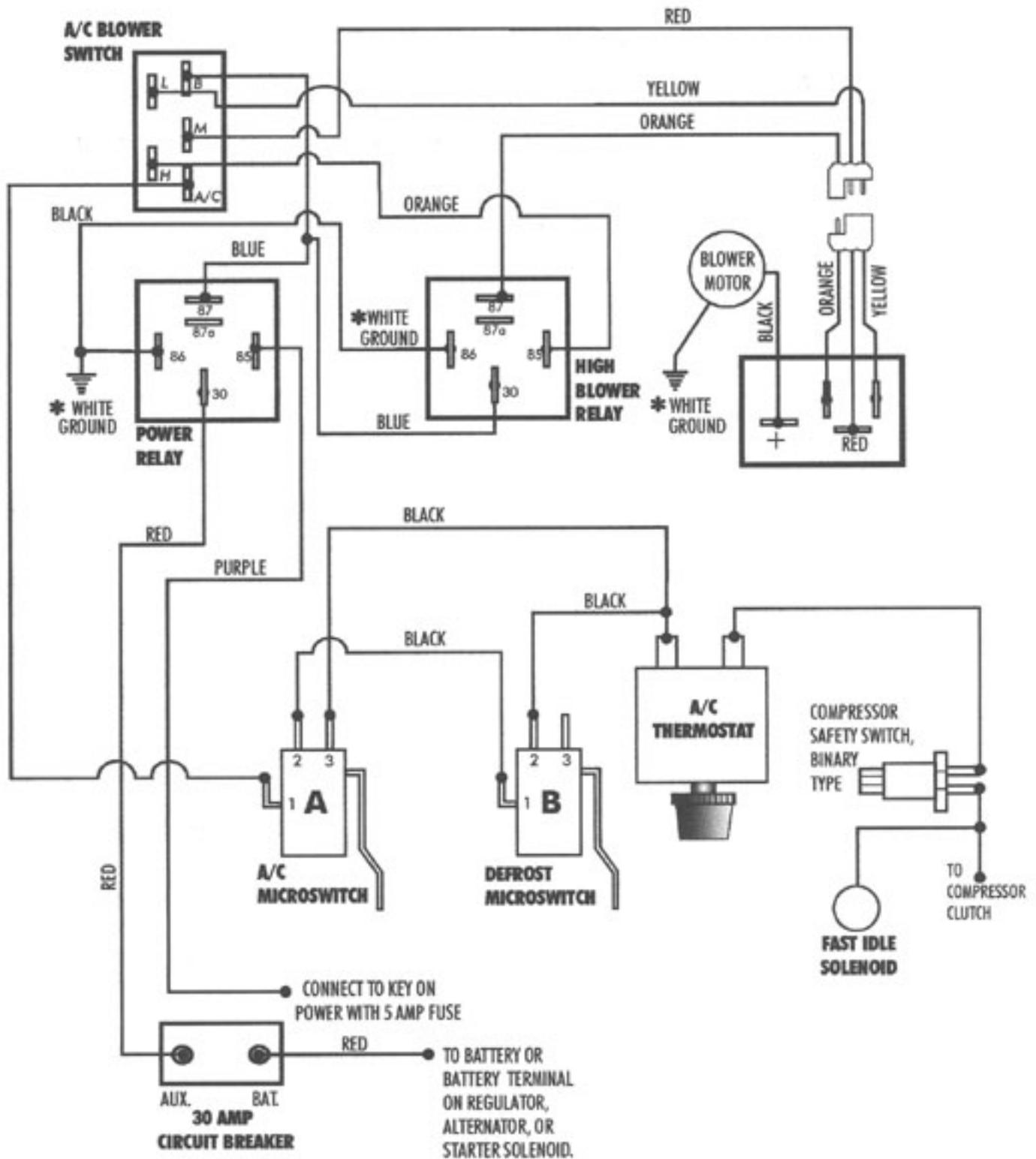


FIGURE 13

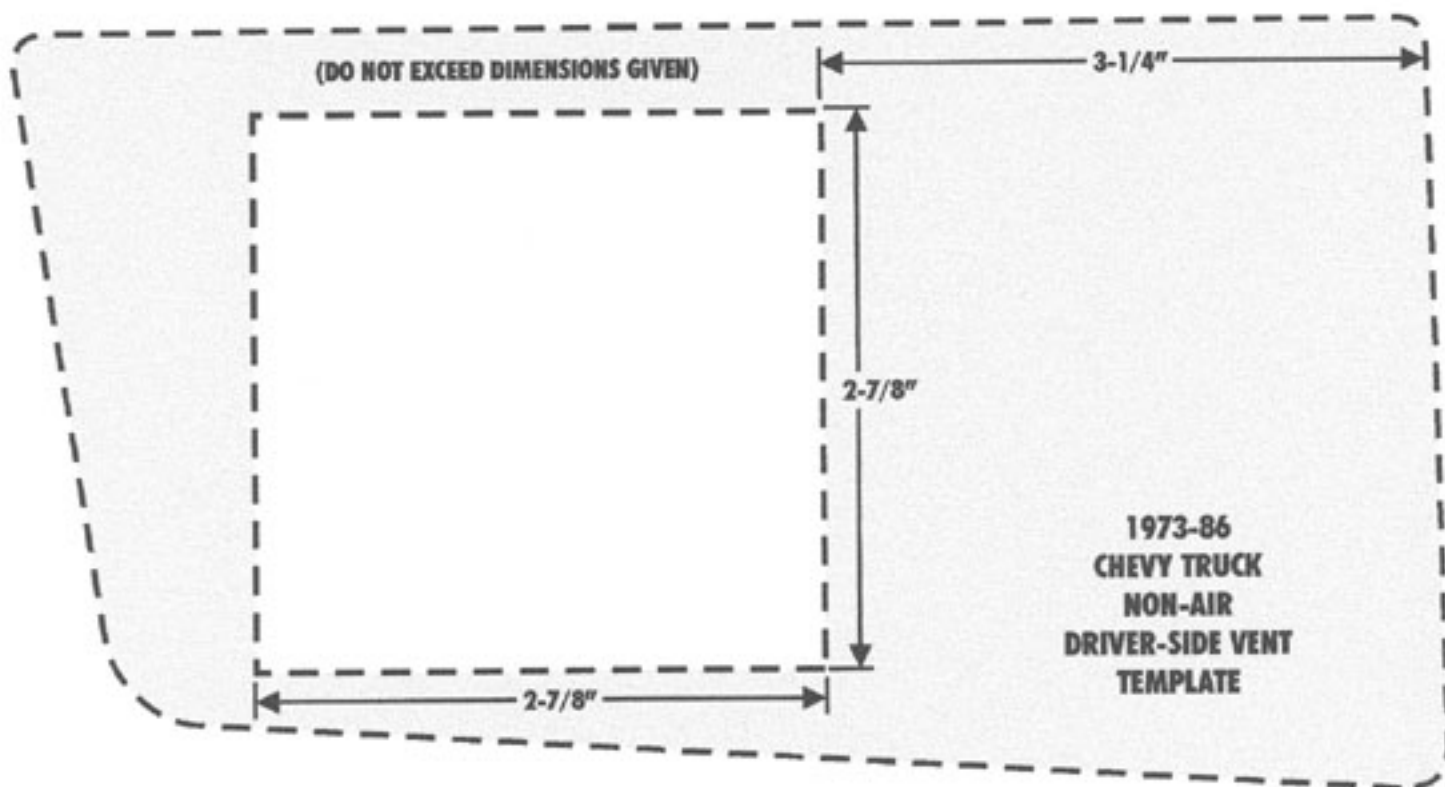


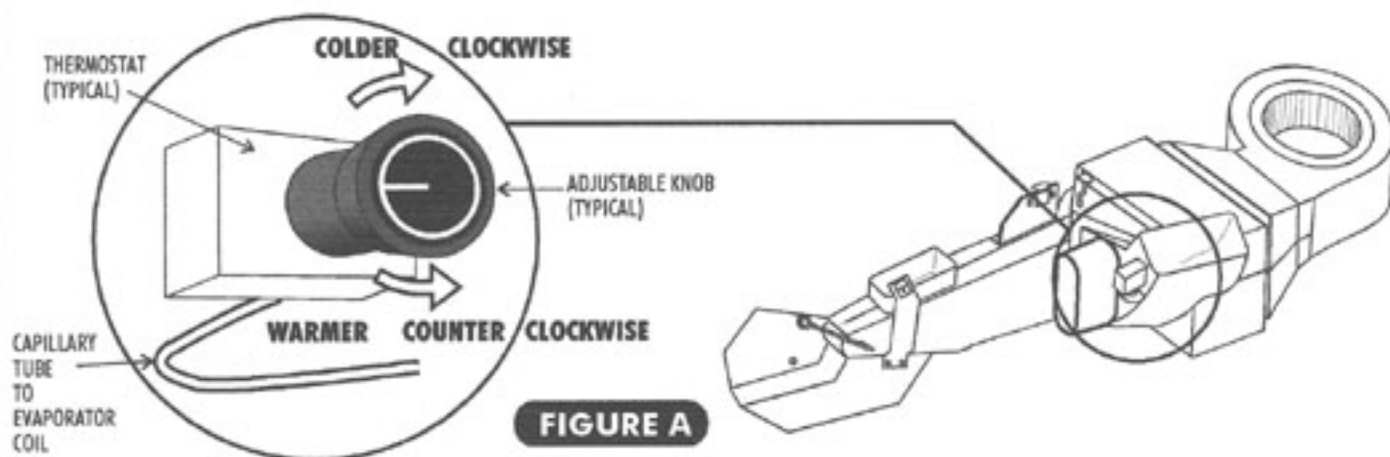
## WIRING DIAGRAM



\* ATTACH ALL WHITE WIRES TO CHASSIS GROUND.

**1973-86 CHEVY TRUCK NON-AIR TEMPLATE PAGE**  
(CUT ALONG DASHED LINES)





## 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.

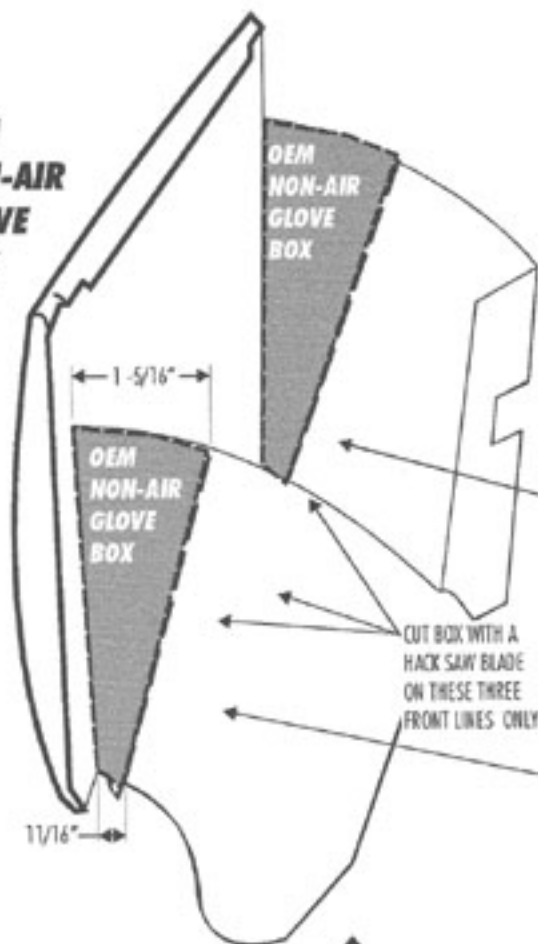
3.) SYMPTOM: THE A/C NEVER GETS COLD, SOMETIMES EVEN BLOWS HOT, AND THE A/C COMPRESSOR CLUTCH INFREQUENTLY CYCLES OFF.

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 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.

# NON-AIR GLOVE-BOX MODIFICATION

**OEM  
NON-AIR  
GLOVE  
BOX**



CUT BOX WITH A  
HACK SAW BLADE  
ON THESE THREE  
FRONT LINES ONLY

**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.

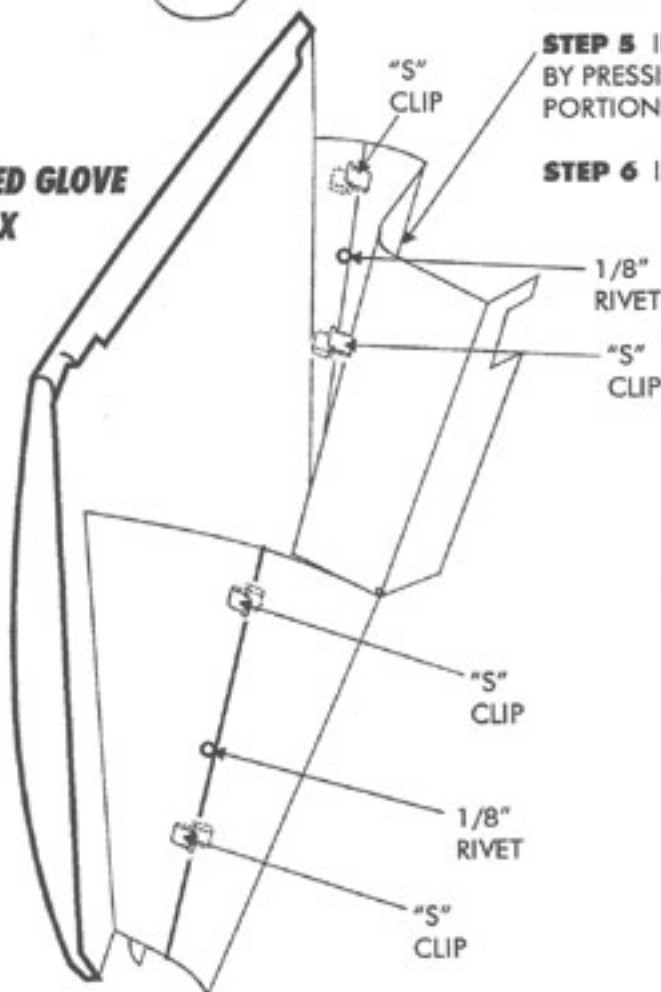
**STEP 3** MARK THE BOTTOM OF THE BOX CONNECTING EACH END TEMPLATE.

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

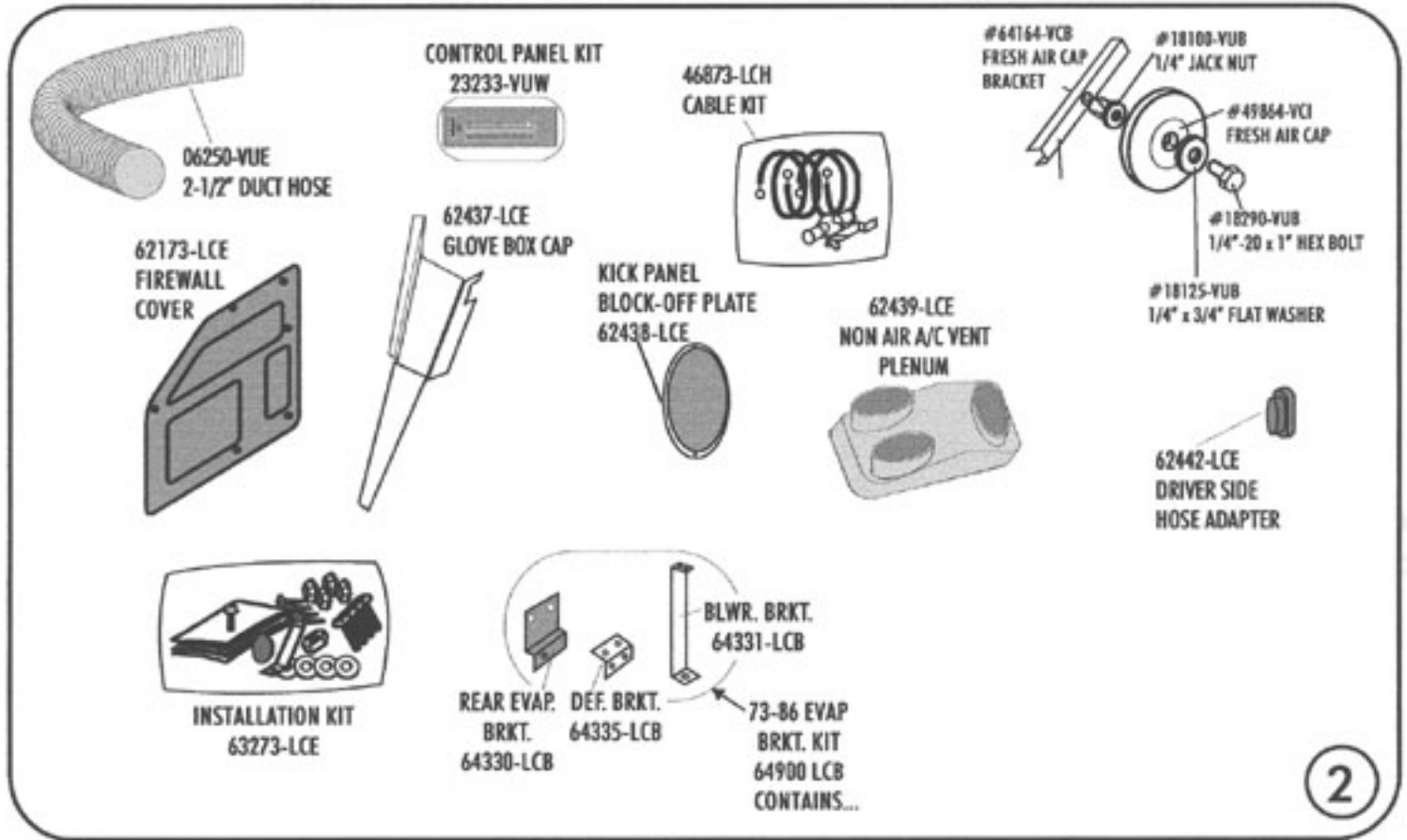
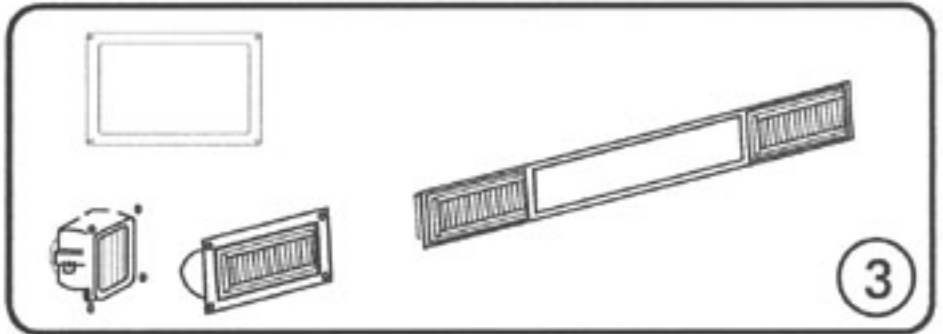
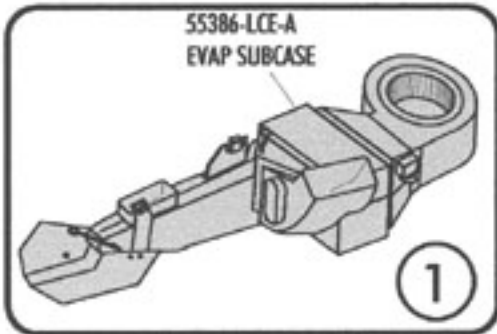
**STEP 5** INSTALL THE NEW SUPPLIED GLOVE BOX BY PRESSING THE S-CLIPS ONTO THE OEM PORTION OF THE BOX.

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

**MODIFIED GLOVE  
BOX**



## EVAPORATOR KIT 75173-LCZ



### 1973-80 CHEVY TRUCK w/OUT AIR EVAPORATOR PACKING LIST

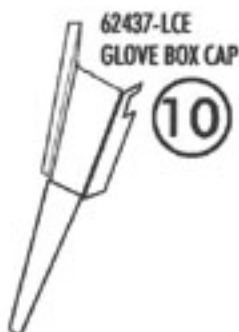
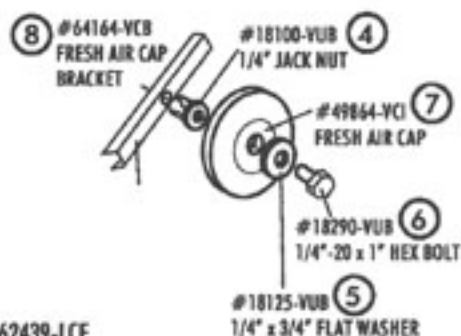
NO.	QTY.	PART NUMBER	DESCRIPTION	INITIALS
1.	1	55386-LCE-A	EVAPORATOR SUB-CASE	_____
2.	1	79073-LCN	73-86 CHEVY TRUCK NON-AIR ACCESSORY KIT	_____
3.	1	49080-LCL	73-80 CHEVY TRUCK LOUVER KIT	_____

75173-LCZ 8/3/81

DATE \_\_\_\_\_  
PACKED BY \_\_\_\_\_



## ACCESSORY KIT 79073-LCN



### 1973-86 CHEVY TRUCK WITHOUT AIR ACCESSORY KIT PACKING LIST

NO.	QTY.	PART NUMBER	DESCRIPTION	INITIALS
1.	10'	06250-VUE	2-1/2" DUCT HOSE	_____
2.	1	23233-VUW	CONTROL PANEL KIT	_____
3.	1	46873-LCH	CABLE KIT	_____
4.	1	18100-VUB	1/4" JACKNUT	_____
5.	1	18125-VUB	1/4" x 3/4" FLAT WASHER	_____
6.	1	18290-VUB	1/4"-20 x 1" HEX BOLT (ZINC)	_____
7.	1	49864-VCI	FRESH AIR CAP	_____
8.	1	64164-VCB	FRESH AIR CAP BRACKET	_____
9.	1	62173-LCE	FIREWALL COVER	_____
10.	1	62437-LCE	GLOVE BOX CAP	_____
11.	1	62438-LCE	KICK PANEL BLOCK-OFF PLATE	_____
12.	1	62439-LCE	NON-AIR A/C VENT PLENUM	_____
13.	1	62442-LCE	DRIVER SIDE HOSE ADAPTER	_____
14.	1	63273-LCE	INSTALLATION KIT	_____
15.	1	64900-LCB	73-86 EVAP BRACKET KIT	_____

79073-LCN 8/14/81

DATE \_\_\_\_\_  
PACKED BY \_\_\_\_\_