INSTALLATION INSTRUCTIONS FOR

1967 CHEVELLE
WITHOUT FACTORY AIR CONDITIONING

55075-VCZ-A
1967 CHEVELLE
WITHOUT FACTORY AIR CONDITIONING

IMPORTANT NOTICE-PLEASE READ
FOR MAXIMUM SYSTEM PERFORMANCE
VINTAGE AIR RECOMMENDS THE FOLLOWING:
RADIATOR - 70071-VCR
SHROUD - 32071-VCF
FAN - 32518-VUF
FAN CLUTCH - 32000-VUF

SERVICE INFO:
EVACUATE THE SYSTEM FOR 35-45 MINUTES WITH
SYSTEM COMPONENTS (DRIER, COMPRESSOR, EVAPORATOR
AND CONDENSER) AT A TEMPERATURE OF AT LEAST 85°F.
ON A COOL DAY THE COMPONENTS CAN BE HEATED
WITH A HEAT GUN OR BY RUNNING THE ENGINE WITH
THE HEATER ON BEFORE EVACUATING.

LEAK CHECK AND CHARGE TO SPECIFICATIONS.

REFRIGERANT CAPACITIES
134a SYSTEM
CHARGE WITH 1.8 LBS. OF REFRIGERANT

R-12 SYSTEM
CHARGE WITH 2.0 LBS. OF REFRIGERANT

LUBRICANT CAPACITIES
NEW COMPRESSOR - NO ADDITIONAL OIL NEEDED
USED COMPRESSOR - CONSULT VINTAGE AIR
INSTALLATION INSTRUCTIONS

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

ENGINE COMPARTMENT (SEE FIGURE 1)

- JACK UP VEHICLE AND PLACE JACK STANDS UNDER FRAME.
- DRAIN RADIATOR.
- REMOVE HOOD LATCH ASSEMBLY (RETAIN).
- REMOVE GRILLE BRACE (RETAIN).
- REMOVE PASSENGER SIDE FRONT WHEEL (RETAIN).
- DISCONNECT PARKING LIGHT ELECTRICAL CONNECTION (UNDER BATTERY BOX).

- PUSH GROMMET DOWN OUT OF INNER FENDER PANEL AND SECURE WIRES INSIDE BUMPER.
- REMOVE HEATER HOSE CLAMP FROM INNER FENDER PANEL AND SECURE HOSES TO ENGINE.
- ANY OTHER ACCESSORIES ATTACHED TO INNER FENDER PANEL MUST BE REMOVED AT THIS TIME.
- REMOVE INNER FENDER PANEL ATTACHING BOLTS AND FENDER BRACE AND LOWER THE INNER FENDER PANEL TOWARDS THE REAR OF THE CAR.

SLIGHT TWISTING MOTION WILL MAKE REMOVAL EASIER.

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

![Diagram of engine compartment](image-url)
PASSENGER COMPARTMENT (SEE FIGURE 2)

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

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

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

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

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

---

**FIGURE 2**
ASSEMBLY - ENGINE COMPARTMENT

COMPRESSOR AND BRACKETS

□ Refer to separate instructions to install compressor bracket using hardware included with the bracket.
□ Install compressor using tabs "C" and "G" as pivot points. See Figure 3.

BELTS AND PULLEYS (See Figure 3)

Small Block Chevy: A/C belt routes around the back groove on water pump. Alt. belt routes around the front groove on water pump.

PULLEY REQUIREMENTS-
Double groove water pump pulley
Double groove crank pulley
If equipped with power steering pump, a three groove crank pulley is required.

Big Block Chevy: A/C belt routes around the front groove on water pump. Alt. belt routes around the back groove on water pump.

PULLEY REQUIREMENTS-
Double groove water pump pulley
Double groove crank pulley
If equipped with power steering pump, a three groove crank pulley is required.

CONDENSER ASSEMBLY

□ Attach condenser to the front side of radiator support by using the protruding radiator attaching bolts as studs and fasten with the two (2) 5/16" nuts (supplied). See Figure 7, Pg. 4.
□ The top brackets go between the core support and the hood latch assembly. See Figure 6, Pg. 4.
□ Reinstall the hood latch assembly using OEM bolts.
□ Locate the O-ring package. There is a specific size and thickness O-ring for each connection. The small white tube is a specific oil for O-rings and threads. See Figure 4. O-rings should not be reused once a fitting is tightened (discard and install new O-rings). Do not overtighten. Always use two (2) wrenches to prevent twisting fittings on hardline (See Figure 5).
CONDENSER ASSEMBLY (CONTINUED)

☐ LOCATE THE #8 (CONDENSER TO DISCHARGE SIDE OF COMPRESSOR) HARDLINE. LUBRICATE THE
☐ O'RING (SEE FIGURE 4, PG. 4) AND ATTACH TO THE TOP CONDENSER FITTING. SEE FIGURE 7.
ATTACH THE OTHER END TO THE FRAME USING AN ADEL Clamp AND SHEET METAL SCREW IN THE
POSITION SHOWN IN FIGURE 19, PG. 8.
☐ MOUNT DRIER ON PASSENGER SIDE INNER FENDER-WELL. SEE FIGURE 19, PG. 8. LOCATE THE DRIER
BY USING THE O.E.M. DIMPLES AND THE #6 LIQUID LINE FOR EXACT LOCATION. DRILL A 3/8" HOLE
IN THE O.E.M. Dimple ON FENDER-WELL TO MOUNT THE DRIER.
☐ REMOVE PIPE PLUG FROM DRIER AND INSTALL BINARY SAFETY SWITCH (INCLUDED IN CONDENSER KIT).
SEE FIGURE 19, PAGE 8.
☐ LOCATE #6 (CONDENSER TO DRIER) HARDLINE AND TWO (2) #6 O'RINGs. LUBRICATE AND
INSTALL O'RINGS (SEE FIGURE 4, PG.4) ON THE LINE AND ATTACH TO THE LOWER CONDENSER
FITTING AND INLET FITTING ON THE DRIER. SEE FIGURES 7, THIS PAGE AND 19, PG. 8.. TIGHTEN USING
TWO WRENCHES (SEE FIGURE 5, PG. 4).

[Diagram of condenser assembly with labeled parts]
DEFROST & A/C VENT INSTALLATION

DEFROST OUTLETS

NOTE: IF EQUIPPED REMOVE OEM SPEAKER.

☐ LOCATE THE TWO (SUPPLIED) DEFROST VENTS. INSTALL BOTH DUCT HOSES ONTO THE DEFROST VENTS BEFORE ATTACHING VENTS TO DASH.
CENTER THE DEFROST DUCTS UNDER THE DEFROST OUTLET GRILLE OF THE DASH.
ATTACH EACH DEFROST DUCT WITH ONE #8 x ½" SCREW (SEE FIGURE 9) INTO THE COWL.

![Diagram of defrost outlet installation](image)

FIGURE 9
VIEW FROM BELOW AND BEHIND DASH

FIGURE 10

CENTER VENT ASSEMBLY

IMPORTANT

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

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

![Diagram of center vent assembly](image)

FIGURE 11

DRIVER'S SIDE VENT
2 ½" x 30" DRIVER'S SIDE DUCT HOSE (ROUTE OVER STEERING COLUMN)

2" x 8" CENTER VENT DUCT HOSES

2 ½" x 33" PASSENGER SIDE DUCT HOSE

PASSENGER'S SIDE VENT
**FIREWALL COVER INSTALLATION** (SEE FIGURE 13)

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

**EVAPORATOR INSTALLATION**

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

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

**HOSE: REFRIGERATION & HEAT**

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

☐ DRILL 1/8" HOLES FOR ADEL CLAMPS IN POSITION NOTED IN FIGURE 19, PG. 8, AND INSTALL ADEL CLAMPS USING SUPPLIED #8 x 1/2" SCREWS.

☐ LOCATE THE #8 DISCHARGE HOSE AND TWO (2) #8 O'RINGs. LUBRICATE O'RINGs (SEE FIGURE 4, PG. 4) AND CONNECT THE 135° FITTING TO THE COMPRESSOR'S DISCHARGE PORT AND THE OTHER END TO THE #8 HARDLINE ATTACHED TO THE FRAME AND TIGHTEN USING TWO (2) WRENCHES (SEE FIGURE 5, PG. 4).

☐ LOCATE THE #10 SUCTION HOSE AND TWO (2) O'RINGs. LUBRICATE O'RINGs AND THREADS (SEE FIGURE 4, PG. 4). PUSH STRAIGHT END THRU FIREWALL COVER OPENING (SEE FIGURE 13, PG. 6) FROM ENGINE SIDE AND ATTACH TO THE SUCTION FITTING ON EVAPORATOR (SEE FIGURE 18). INSTALL 135° END TO SUCTION PORT ON COMPRESSOR. SEE FIGURE 19 ON PG. 8.

☐ WRAP THE METAL FITTINGS OF THE #10 SUCTION LINE AND #6 LIQUID LINE AT THE EVAPORATOR AND EXPANSION VALVE WITH PRESS TAPe TO PREVENT CONDENSATION LEAKS INSIDE THE VEHICLE (SEE FIGURE 20, PG. 8).

☐ ROUTE HEATER HOSES THRU THE FIREWALL COVER OPENINGS (SEE FIGURE 19, PG. 8.) CONNECT THE HOSES TO THE HEATER CORE AND INSTALL HEATER CONTROL VALVE ORIENTED AS SHOWN IN FIGURE 19 AND 19A, PG.8.

☐ INSTALL COMPRESSOR SAFETY SWITCH (BINARY TYPE) BEING CAREFUL NOT TO OVER TIGHTEN. SEE FIGURE 19, PG. 8.
OEM HEATER CONTROL PANEL CONVERSION

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

FIGURE 21

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

☐ MICRO SWITCH SHOULD NOT NEED ADJUSTING....
HOWEVER PROPER OPERATION MUST BE VERIFIED TO
INSURE TIMING. CHECK OPERATION BY SLIDING THE
CENTER CONTROL LEVER (HEATER CONTROL VALVE
CABLE) TO THE RIGHT, AFTER MOVING ABOUT ¾" AN
AUDIBLE CLICK WILL BE HEARD FROM THE MICRO SWITCH
(IN THE CONTROL PANEL).
IF YOU HAVE TO MOVE LEVER MORE THAN ¾", ADJUST
MICRO SWITCH ARM SO THAT IT CLICKS AS SPECIFIED.
☐ WIRE SWITCH ACCORDING TO WIRING DIAGRAM FIGURE 24
AND PAGE 11.

MICRO SWITCH ADJUSTMENTS

NORMAL POSITION

12 VOLS IN

POWER TRANSFERRED
TO POLE #3
IN RELAXED POSITION.

-NO POWER

12 VOLS IN

DEPRESSED POSITION

-NO POWER
POWER TRANSFERRED
TO POLE #2
IN DEPRESSED POSITION.

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

CONTROL LEVERS

TOP - BLOWER SPEED ONLY (NO CABLE).

MIDDLE - AC/HEAT MICROSWITCH AND HEATER CONTROL VALVE.

BOTTOM - HEAT/DEFROST DOOR.

CONNECT THIS END TO THE CONTROL PANEL MIDDLE LEVER.

HEATER CONTROL VALVE CABLE (41")

CONNECT THIS END TO THE CONTROL PANEL BOTTOM LEVER.

DEFROST CABLE (30")
NOTE: If blower motor is wired incorrectly, it will turn backwards or not at all.
AIR CONDITIONING ADJUSTMENTS:

- THE AIR CONDITIONER THERMOSTAT CONTROLS COIL TEMPERATURE, IT IS SHIPPED ADJUSTED FULLY COLD (CLOCKWISE), IN THE MAJORITY OF CASES THE A/C WILL OPERATE CORRECTLY AS SHIPPED.

- TURNING THE KNOB ON THE THERMOSTAT TO THE RIGHT (CLOCKWISE) MAKES THE SYSTEM OPERATE COLDER. IF THE THERMOSTAT IS SET TOO COLD THE EVAPORATOR WILL "ICE UP" - THE EVAPORATOR COIL IS RESTRICTED WITH ICE AND COLD AIR FLOW WILL BE REDUCED.

- TURNING THE KNOB TO THE LEFT (COUNTER CLOCKWISE) MAKES THE SYSTEM OPERATE WARMER. THE COMPRESSOR CLUTCH WILL CYCLE OFF FREQUENTLY AND THE A/C SYSTEM WILL NOT GET AS COOL AS IT COULD.

ADJUSTING A/C THERMOSTAT

1.) SYMPTOM: THE A/C WORKS WELL AT FIRST THEN QUILTS COOLING. THE AIR FLOW FROM THE VENTS IS LOW AND THE COMPRESSOR CYCLES INFREQUENTLY.
   SOLUTION: THE THERMOSTAT IS SET TOO COLD AND THE EVAPORATOR IS "ICING UP" AND RESTRICTING AIR FLOW. ALLOW THE ICE TO MELT AND SET THE THERMOSTAT WARMER (COUNTER CLOCKWISE) 10% OF A TURN EACH ADJUSTMENT UNTIL THE SYMPTOMS DIMINISH.

2.) SYMPTOM: A/C NEVER GETS COLD AND THE COMPRESSOR CLUTCH CYCLES FREQUENTLY.
   SOLUTION: THE THERMOSTAT IS SET TOO WARM. SET THE THERMOSTAT COLDER (CLOCKWISE) 10% OF A TURN EACH ADJUSTMENT UNTIL THE COMPRESSOR CLUTCH CYCLES INFREQUENTLY. AVOID SETTING THE THERMOSTAT TOO COLD.

3.) SYMPTOM: THE A/C NEVER GETS COLD, SOMETIMES EVEN BLOWS HOT, AND THE A/C COMPRESSOR CLUTCH INFREQUENTLY CYCLES OFF.
   SOLUTION: THE HEATER MAY BE ON AT ALL TIMES. CAREFULLY FEEL AROUND THE HEATER HOSES AT THE FIREWALL. THEY SHOULD BE COLD WHEN THE A/C IS ON. IF THE HOSES ARE HOT....
   A) - THE HEATER CONTROL VALVE MAY BE INSTALLED BACKWARDS. CHECK THE FLOW DIRECTION ARROW ON THE VALVE AGAINST THE ILLUSTRATION IN YOUR INSTALLATION INSTRUCTIONS.
   B) - CABLE OPERATED: THE VALVE MAY BE MISADJUSTED.
   C) - HEATER CONTROL VALVE IS INSTALLED IN WRONG HEATER HOSE.
OPERATION OF CONTROLS

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

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

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

☐ ASSEMBLE NEW GLOVE BOX WITH FIVE (5) SUPPLIED S-CLIPS. INSTALL AS SHOWN IN FIGURE 22.

☐ ALIGN GLOVE BOX IN DASH AND SECURE WITH 2 EACH #8 PAN-HEAD SHEET METAL SCREWS ON EACH SIDE.

☐ INSTALL GLOVE BOX DOOR STUDS THROUGH THE DASH. SECURE THE GLOVE BOX DOOR TO THE DASH USING O.E.M. FASTENERS. SEE FIGURE 22.

☐ RE INSTALL PASSENGER SIDE KICK PANEL. (NOTE: YOU MAY NEED TO TRIM 1/2"-3/4" OFF THE TOP CORNER OF THE KICK PANEL TO CLEAR THE BLOWER.)

☐ RE INSTALL ANY PREVIOUSLY REMOVED COMPONENTS (BATTERY BOX, BATTERY, GLOVE BOX DOOR, RADIO AND DASHBOARD).

☐ FILL RADIATOR WITH AT LEAST A 50/50 MIXTURE OF APPROVED ANTIFREEZE AND WATER.
IT IS THE OWNERS RESPONSIBILITY TO KEEP THE FREEZE PROTECTION AT THE PROPER LEVEL FOR THE CLIMATE IN WHICH THE VEHICLE IS OPERATED. FAILURE TO FOLLOW ANTIFREEZE RECOMMENDATIONS WILL CAUSE HEATER CORE TO CORRODE PREMATURELY AND POSSIBLY BURST IN A/C MODE AND/OR FREEZING WEATHER, VOIDING YOUR WARRANTY.

☐ CHECK COMPLETE A/C ASSEMBLY FOR PROPER OPERATION.

☐ VINTAGE AIR RECOMMENDS THAT ALL A/C SYSTEMS BE SERVICED BY A CERTIFIED AUTOMOTIVE AIR CONDITIONING TECHNICIAN ONLY. SEE INSIDE COVER FOR SERVICE INFORMATION.
STANDARD DRIVER'S SIDE VENT TEMPLATE FOR VENT #49867-VCL

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

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

FIGURE 27
STANDARD PASSENGER SIDE VENT TEMPLATE FOR VENT #49867-VCL

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

#1 HOLE

#2 HOLE

#3 HOLE

PLUMB THIS LINE WITH A LEVEL

FOLD HERE

FOLD HERE

☐ LINE UP HOLES IN TEMPLATE WITH SLOTTED HOLES UNDER THE DASH, TAPE IN PLACE AND PLUMB THE VERTICAL LINE.
☐ CENTER PUNCH HOLES #1, #2 & #3.
☐ DRILL HOLES #1 AND #3 TO 5/32".
☐ USING A 2 3/16" HOLESAW, DRILL HOLE #2.
☐ CENTER THE VENT IN THE HOLE AND INSTALL #8 x 1/2" SCREWS (FROM THE BACKSIDE OF THE DASH) INTO THE VENT. SEE FIGURE 28.

FIGURE 28
1967 CHEVELLE WITH FACTORY AIR CENTER VENT TEMPLATE

STANDARD CENTER VENT INSTALLATION INSTRUCTIONS FOR 9/64' HOLE

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

2. DO NOT EXCEED THE DIMENSIONS SHOWN ON TEMPLATE WHEN CUTTING.

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

4. DO NOT EXCEED THE DIMENSIONS SHOWN ON TEMPLATE WHEN CUTTING.

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

6. DO NOT EXCEED THE DIMENSIONS SHOWN ON TEMPLATE WHEN CUTTING.

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

8. DO NOT EXCEED THE DIMENSIONS SHOWN ON TEMPLATE WHEN CUTTING.

9. REMOVE FACE PANEL FROM DASH. DRILL A 9/64" HOLE THRU CENTER STAND FROM BACK OF FACE PANEL. TURN PANEL OVER (FACE UP) AND CUT OUT TEMPLATE ALONG DOTTED LINE AND ALIGN THE 9/64" HOLE IN TEMPLATE WITH THE 9/64" HOLE DRILLED IN FACE PANEL.
1967 CHEVELLE WITHOUT FACTORY AIR CONDITIONING

EVAPORATOR KIT PACKING LIST

<table>
<thead>
<tr>
<th>No.</th>
<th>QTY</th>
<th>PART No.</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1</td>
<td>55374-VCE-A</td>
<td>EVAPORATOR SUBCASE</td>
</tr>
<tr>
<td>2</td>
<td>2</td>
<td>78167-ACN</td>
<td>1966-67 CHEVELLE ACCESSORY KIT</td>
</tr>
</tbody>
</table>

CHECKED BY: ____________________
PACKED BY: ____________________
DATE: ____________________

6/29/01 67 CHEVELLE 13 TO END
### 63286-VCE
**DRAIN KIT PARTS LIST**

<table>
<thead>
<tr>
<th>No.</th>
<th>QTY</th>
<th>PART #</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>13</td>
<td>31050-VUD</td>
<td>1/2\text{&quot;} DRAIN HOSE (per inch)</td>
</tr>
<tr>
<td>2</td>
<td>20</td>
<td>49003-VUP</td>
<td>PRESS TAPE (per inch)</td>
</tr>
<tr>
<td>3</td>
<td>14</td>
<td>18235-VUB</td>
<td>#8 x 1/2\text{&quot;} PAN HD SCREW</td>
</tr>
<tr>
<td>4</td>
<td>1</td>
<td>65598-VUE</td>
<td>1/2\text{&quot;} DRAIN ELBOW</td>
</tr>
<tr>
<td>5</td>
<td>4</td>
<td>18287-VUB</td>
<td>1/4\text{&quot;} x 1/2\text{&quot;} COARSE BOLT</td>
</tr>
<tr>
<td>6</td>
<td>1</td>
<td>18290-VUB</td>
<td>1/4\text{&quot;} x 1\text{&quot;} COARSE BOLT</td>
</tr>
<tr>
<td>7</td>
<td>4</td>
<td>18136-VUB</td>
<td>1/4\text{&quot;} COARSE NUT</td>
</tr>
<tr>
<td>8</td>
<td>2</td>
<td>18234-VUB</td>
<td>#4 COUNTERSUNK SCREW</td>
</tr>
</tbody>
</table>

---

### 46466-VCH
**CABLE KIT PARTS LIST**

<table>
<thead>
<tr>
<th>No.</th>
<th>QTY</th>
<th>PART #</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1</td>
<td>46104-VUH</td>
<td>HEATER CONTROL VALVE (PULL)</td>
</tr>
<tr>
<td>2</td>
<td>1</td>
<td>49186-VUI</td>
<td>LEVER CABLE .41-1/8 x 37</td>
</tr>
<tr>
<td>3</td>
<td>1</td>
<td>49185-VUI</td>
<td>LEVER CABLE .27-1/8 x 24</td>
</tr>
<tr>
<td>4</td>
<td>3</td>
<td>65975-VUE</td>
<td>PUSH ON RING</td>
</tr>
<tr>
<td>5</td>
<td>1</td>
<td>33138-VUI</td>
<td>GROMMET</td>
</tr>
<tr>
<td>6</td>
<td>3</td>
<td>18056-VUB</td>
<td>CABLE CLIP</td>
</tr>
</tbody>
</table>
### 1966-67 CHEVELLE WITHOUT FACTORY AIR CONDITIONING

#### ACCESSORY KIT PACKING LIST

<table>
<thead>
<tr>
<th>No.</th>
<th>QTY.</th>
<th>PART No.</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1</td>
<td>46466-VCH</td>
<td>CABLE KIT</td>
</tr>
<tr>
<td>2</td>
<td>2</td>
<td>49867-VCL</td>
<td>'66-'67 CHEVELLE PS/DR SIDE VENT</td>
</tr>
<tr>
<td>3</td>
<td>1</td>
<td>63366-VCE</td>
<td>DEFROST KIT ASSEMBLY</td>
</tr>
<tr>
<td>4</td>
<td>1</td>
<td>49267-VCI</td>
<td>GLOVE BOX ASSEMBLY</td>
</tr>
<tr>
<td>5</td>
<td>9&quot;</td>
<td>06200-VUE</td>
<td>2&quot; DUCT HOSE</td>
</tr>
<tr>
<td>6</td>
<td>6&quot;</td>
<td>06250-VUE</td>
<td>2 ½&quot; DUCT HOSE</td>
</tr>
<tr>
<td>7</td>
<td>1</td>
<td>63332-VCL</td>
<td>CENTER LOUVER ASSEMBLY</td>
</tr>
<tr>
<td>8</td>
<td>1</td>
<td>62137-VCE</td>
<td>FIREWALL COVER</td>
</tr>
<tr>
<td>9</td>
<td>3</td>
<td>33137-VU1</td>
<td>LARGE GROMMET</td>
</tr>
<tr>
<td>10</td>
<td>1</td>
<td>49864-VCI</td>
<td>FRESH AIR CAP</td>
</tr>
<tr>
<td>11</td>
<td>1</td>
<td>64164-VCB</td>
<td>FRESH AIR CAP BRACKET</td>
</tr>
<tr>
<td>12</td>
<td>1</td>
<td>18100-VUB</td>
<td>1/4&quot; JACK NUT</td>
</tr>
<tr>
<td>13</td>
<td>1</td>
<td>18290-VUB</td>
<td>1/4&quot; x 1&quot; COARSE BOLT</td>
</tr>
<tr>
<td>14</td>
<td>1</td>
<td>18125-VUB</td>
<td>1/4&quot; x 3/4&quot; FLAT WASHER</td>
</tr>
<tr>
<td>15</td>
<td>1</td>
<td>49071-VCI</td>
<td>CONTROL PANEL/WIRE KIT</td>
</tr>
<tr>
<td>16</td>
<td>1</td>
<td>63286-VCE</td>
<td>INSTALLATION KIT</td>
</tr>
</tbody>
</table>

**CHECKED BY:**

**PACKED BY:**

**DATE:**