specializing in “AIR CONDITIONING, PARTS AND SYSTEMS” for your classic

“PERFECT FIT”
IN-DASH

HEAT/ COOL/ DEFROST

1968-71 CHRYSLER “B” BODIES

CONTROL & OPERATING INSTRUCTIONS

The controls on your new “Perfect Fit” system. Offers complete comfort capabilities in virtually every driving condition. This includes Temperature control in all of the modes. This system also provides DEHUMIDIFICATION in the defrost mode and the ability to blend the air between Face and Heat / Defrost modes.

THE PICTURE YOU SEE ABOVE SHOWS THE CONTROLS IN THE HEAT MODE. THIS MEANS THAT THE AIR WILL BE DISTRIBUTED THROUGH THE HEAT OUTLETS. THIS ALSO HAS THE TEMPERATURE LEVER IN THE HOT POSITION. WITH THE CONTROLS IN THIS POSITION YOU WILL GET THE AIR THROUGH THE HEAT OUTLETS WITH THE COMPRESSOR ON.

CAUTION: ALL OF THE OUTSIDE VENTS MUST BE CLOSED WHEN THE SYSTEM IS IN THE A/C MODE. THIS WILL ALLOW THE A/C SYSTEM TO FUCTION AT ITS MAXIMUM PERFORMANCE LEVEL.

THE FOLLOWING SUMMARY WILL DESCRIBE EACH OF THE CONTROL LEVERS FUNCTION.

FAN SPEED SWITCH: There are 3 speeds plus Off. When the switch is in the off position it will disconnect the 12V power to the Blower Motor and the A/C Clutch. This will shut down the entire system. When the switch is moved to any of the blower speeds 1, 2 or 3 there is 12V supplied to the Micro-Switch that is mounted on the Face Duct.

FACE / DEFROST / HEAT DOOR CONTROL: When the Control Knob is pushed all the way to the LEFT the air is distributed to the HEAT outlets. When the knob is pushed to the MIDDLE of the controls the air will go to the DEFROST outlets. In the Defrost position the compressor clutch is engaged for dehumidification. When the knob is pushed all the way to the RIGHT the air will go to the FACE outlets. In the FACE position the compressor is not disengaged.

TEMPERATURE CONTROL: The Temperature Knob as shown is at the HOTTEST temperature position. As the lever is PULLED out the temperature of the discharged air will FALL to the COLDEST point.

Note: The temperature lever will function in any of the modes.

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INSTALLATION ***INSTRUCTIONS***

1969-71 CHRYSLER “B” BODIES

Congratulations!! You have just purchased the highest quality, best performing A/C system ever designed for you Classic Car. To obtain the high level of performance and dependability our systems are known for, pay close attention to the following instructions.
Before beginning the installation check the box for the correct components.

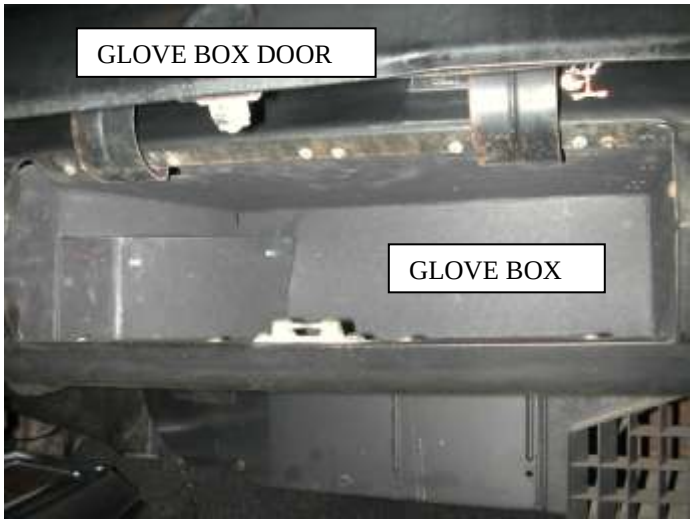
Evaporator
Face Duct Assembly
Inlet Air Block off Assembly
Flex hose 2” dia. x 1ft.
Flex hose 2” dia. x 2ft.
Flex hose 2” dia. x 3ft.
Flex hose 2” dia. x 4ft.
Flex hose 2 ½” dia. x 2ft.
Sack Kit Hardware
Sack Kit Control

IMPORTANT INFORMATION

1. Before starting, read the instructions carefully and follow proper sequence.
2. Check condition of engine mounts. Excessive engine movement can damage hoses to A/C, heater, radiator, transcooler, and power steering systems.
3. Before starting, check vehicle interior electrical functions. i.e. interior lights, radio, horn, etc. When ready to start installation, disconnect battery.
4. Fittings. Use one or two drops of lubricant on O’rings, threads and rear of bump for O’ring where female nut rides. Do not use thread tape or sealants.
5. Always use two wrenches to tighten fittings. Try holding in one hand while squeezing together while other hand holds fitting in position.
6. Shaft seals in a small percentage of compressors will require as much as 3-4 hours run time to become leak free.
7. Compressors supplied in our complete systems are filled with proper amount of oil.
8. Compressor requires technician to hand turn 15-20 revolutions before and after charging with liquid from a charging station before running system. Compressors with damaged reed valves cannot be warranted.
9. Should you have any technical questions, or are suspect of missing, or defective parts, call us immediately. Our knowledgeable staff will be glad to assist you.

YOU CAN NOW BEGIN THE INSTALLATION

Carefully remove the Glove box door and glove box. Retain door, glove box and original hardware.



DRAIN RADIATOR AND DISCONNECT AND REMOVE BATTERY.

Removal of the Original Heater Assembly can be accomplished by disconnecting the control cables.

Disconnect cable to the fresh air door.

Remove push / pull assembly that was attached to the fresh air door.

Disconnect control cable from the blend air door.

Disconnect electrical harness from the resistor block. Also disconnect blower motor power wires.

Disconnect Heat / Defrost cable from top of the heater box.

Also remove defrost flex duct from the drivers and passengers defrost outlet.

Discard duct hoses.

Disconnect the heater hoses to the heater core.

Locate and remove (2) nuts from the heater box. Discard hardware.

Locate on drivers side of the firewall (1) nut that attaches the heater box.

Remove and discard nut.

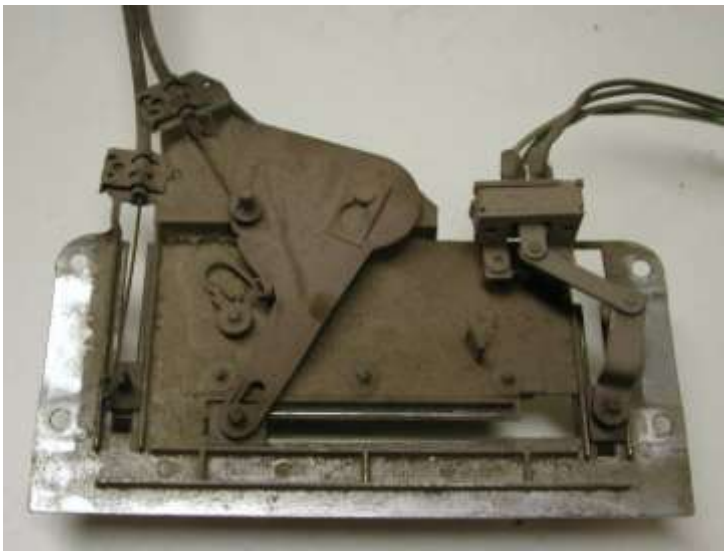
Remove front support brace from the unit and the air box above the heater.

Retain hardware and the support brace.

Remove Heater Box from behind instrument panel. Set aside.

Locate Heater Controls above the radio. Remove (4) screws around perimeter and remove the control head.

Disconnect electrical harness from the controls.

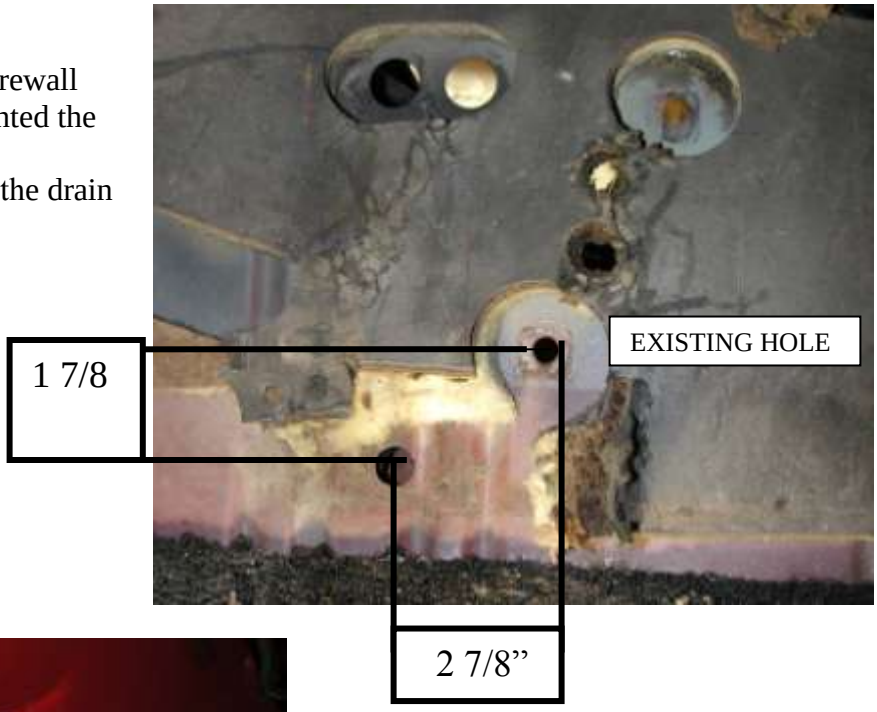


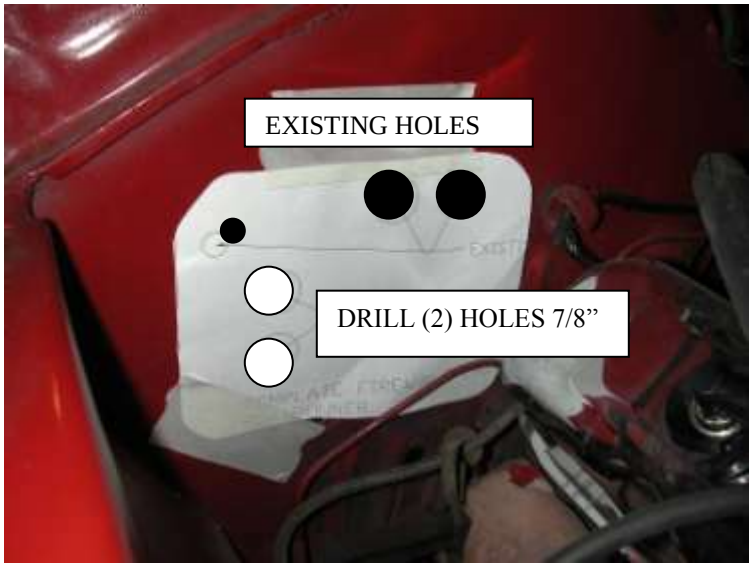
Remove (2) cables and the blower switch.

Do not discard cable clips or the switch mounting screws.

Discard the switch and cables.

Locate behind dash and on firewall the hole that previously mounted the heater box.
Drill (1) 11/16” dia. hole for the drain tube as shown





Locate the Firewall Template from the install instructions.

Attach template on the firewall and align three holes to the existing hole.

Drill (2) holes 7/8” dia. as shown.

Locate the Inlet Block off plate and (3) #10 x ¾" tek screws.

Attach block off over the air inlet opening and attach using #10 screws.

Locate the evaporator, Air Distribution Duct assembly and (4) #10 x 5/8" pan head screws.

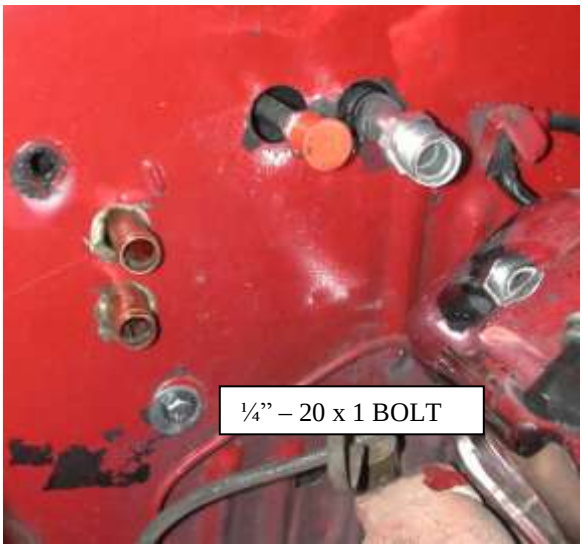
Place evaporator on the bench and attach Distribution assembly onto the evaporator using (4) #10 x 5/8" pan head screws.

Locate the evaporator. Slide evaporator under the instrument panel and up into place.

Insert a/c tubes through original heater holes and heater tubes through the (2) new holes drilled.

Locate in the hardware sack kit (1) ¼ - 20 x 1 bolt and washer.

Attach to the rear brace on unit through lower original hole that mounted the original heater.



Locate in the hardware sack kit (1) #10 x ¾" tek screw.

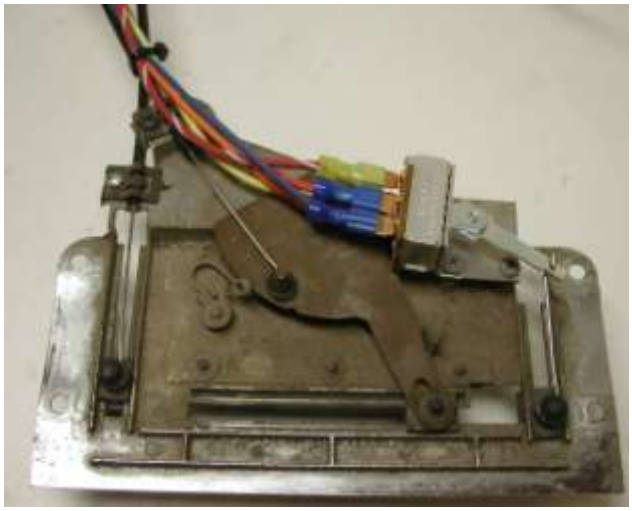
Attach support brace on blower to the air inlet box using the #10 screw.

Locate original brace and (1) nut and (1) #10 x ¾" tek screw.

Attach brace to the original stud on vehicle. Carefully adjust bracket to lay flat on the distribution duct. Attach to duct using the #10 screw.

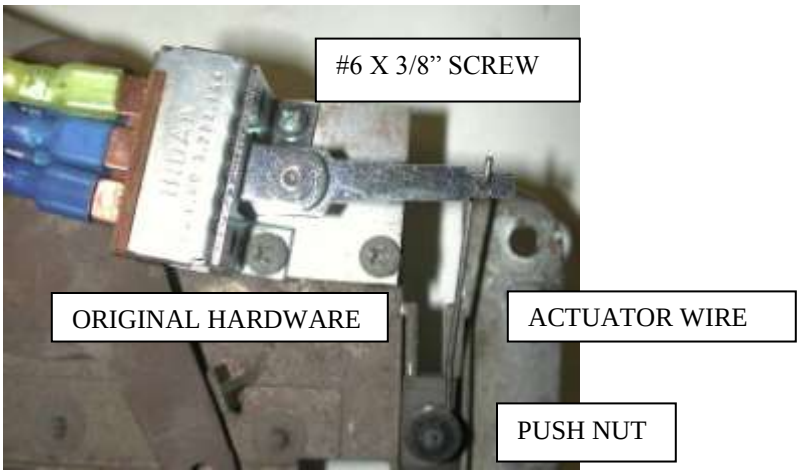
CAUTION: BE SURE THAT THE UNIT IS LEVEL BEFORE ATTACHING BRACE TO DISTRIBUTION DUCT.

Locate original wire harness that was attached to the blower switch. Cut the connector off. Attach (1) ¼" male spade connector to the BROWN wire.



Locate the original control assembly.

Locate in the control sack kit the blower switch, blower switch bracket, (3) 3/16" push nut, (1) control actuator wire and (3) #6 x 3/8" pan head Philips screws.



Attach blower switch to the switch bracket using (1) #6 x 3/8” pan head screws.

Attach assembly to original control head using the original hardware.

Attach control actuator rod to switch and the switch knob using (1) push nut on the knob.

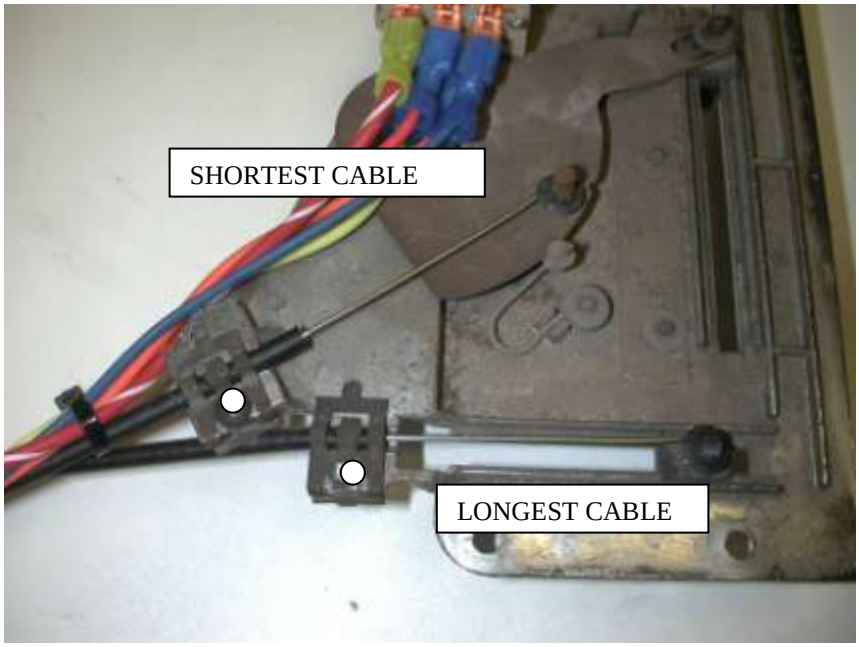
Locate the wire harness from the control sack kit.

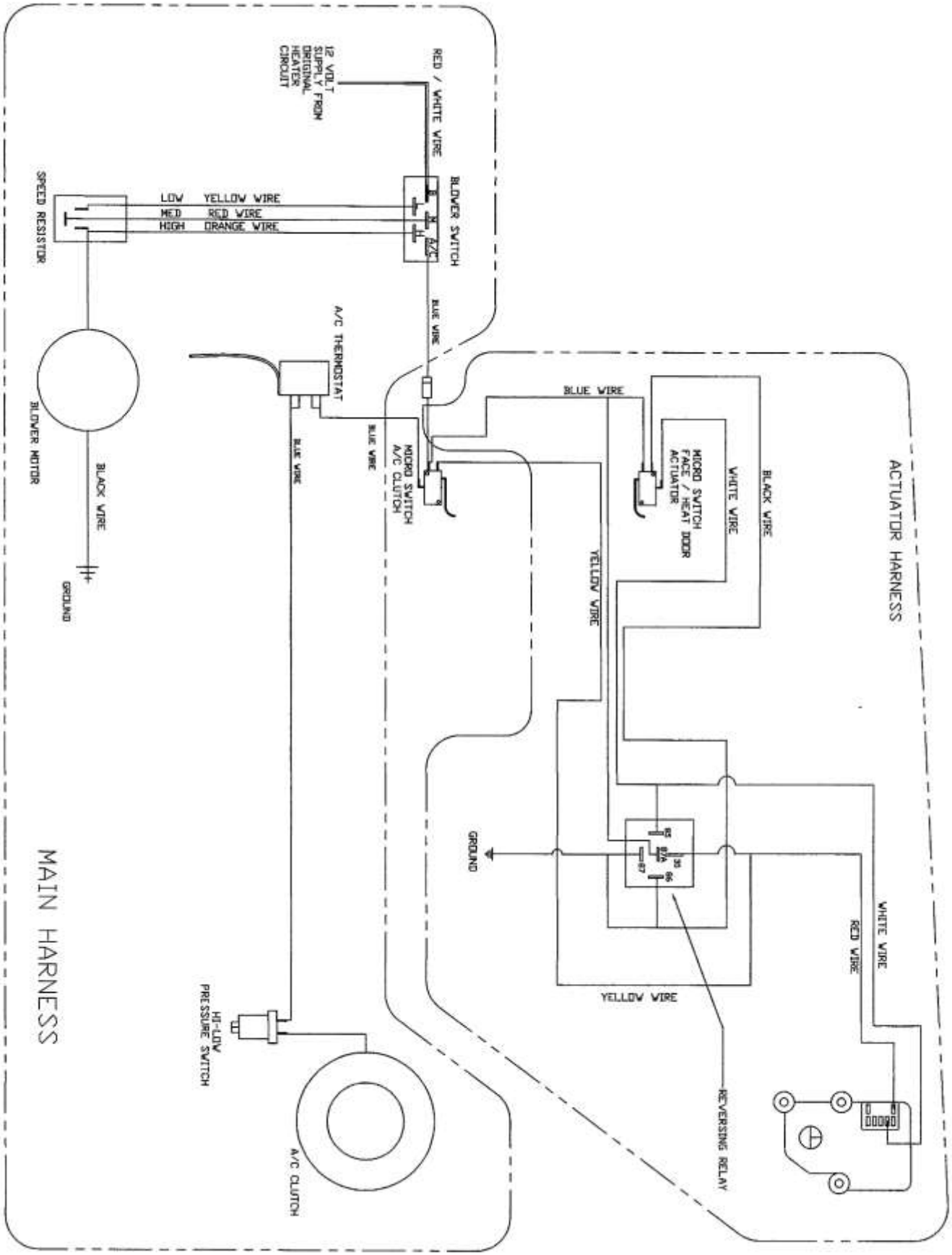
Attach the harness to blower switch according to the wiring diagram on next page.

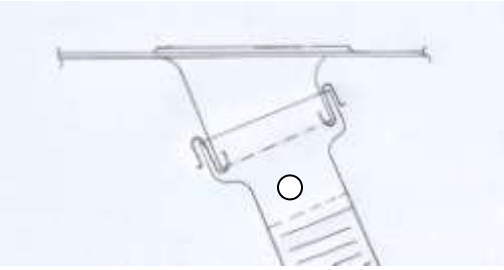
Locate in the control sack kit (2) control cables, (2) #6 x 3/8” pan head screws and (2) push nuts.

Attach longest of the cables to the temp knob using (1) push nut, and original cable clip. Attach #6 screw through the cable clip as shown.

Attach shortest of the cables to the mode control lever using (1) push nut and the original cable clip. Attach #6 screw through the cable clip as shown.




MAIN HARNESS
ACTUATOR HARNESS
12 VOLT SUPPLY FROM ORIGINAL HEATER CIRCUIT
RED / WHITE WIRE
BLOWER SWITCH
SPEED RESISTOR
LOW YELLOW WIRE
MED RED WIRE
HIGH ORANGE WIRE
A/C THERMOSTAT
BLUE WIRE
BLOWER MOTOR
BLACK WIRE
GROUND
MICRO SWITCH A/C CLUTCH
MICRO SWITCH FACE / HEAT DOOR ACTUATOR
WHITE WIRE
YELLOW WIRE
GROUND
HI-LOW PRESSURE SWITCH
A/C CLUTCH
REVERSING RELAY
RED WIRE



Locate in the hardware sack kit (2) defrost hose adapters. Locate (1) 1ft 2” dia flex hose and (1) 2ft flex hose and cut 18” long.

Attach hose to the adapters using (2) #8 pan head screws provided.

Attach assembly with the 12” hose to rear outlet on the defrost duct, around the unit brace and push on to the passengers defrost outlet on the dash.

Attach assembly with the 18” hose to front outlet on the defrost duct an over to the drivers defrost outlet.

Pull hose forward and attach to the instrument panel brace using (1) tyrap from the hardware sack kit

Locate black wire that was attached to the original blower switch. Cut off the connector and attach (1) ¼” male spade connector.

Reinstall the control head using original hardware.

NOTE: THE NEXT FEW STEPS ARE LOCATED BEHIND THE INSTRUMENT PANEL.

Locate the Center Duct Assembly and (2) #8 x ½" pan head screws.

Route the door cable from controls down to the Face / Heat door on the side of center duct. Assembly attach using (1) #8 screw. Cable is located in 3rd hole from the pivot of the crank arm.

Attach micro switch wires from main harness to switch on side of the face / heat duct. Refer to the wiring diagram for correct connections.

Route the main harness across front of unit and to the resistor and blower motor. Route blue clutch wire over evaporator and out through grommet in firewall along with the temp. cable. Secure ground from the blower motor using (1) #10 x ¾ "hex head Tek screw.

REFER TO THE WIRING DRAWING FOR PROPER CONNECTIONS.

Locate in the hardware sack kit the remote louver bezel, (2) #8 x 3/8" pan head screws and (2) #10 x ¾" hex head tek screws.

Attach remote louver bezel on drivers side of instrument panel using (2) #10 tek screws.

Insert louver assembly into the bezel.

Locate (1) 3ft 2" dia flex hose from the unit box. Attach flex hose to the louver assembly using (2) #8 x 3/8" pan head screws. Route over the steering column and attach to left outlet on the face / heat duct.

Repeat mounting process for the passenger side.

Locate 2” dia x 48” flex hose from the unit box.

Attach flex hose to the louver using (2) #8 x 3/8” pan head screws. Route over evaporator and behind defrost duct. Attach to right outlet on face / heat duct.

Locate the center face distribution hose adapter, (2) pieces of 2 ½”dia flex duct 1ft long, cut both to 8”, and (2) #10 x ¾” tek screws.

Attach adapter under center of the instrument panel using the (2) #10 tek screws.

Attach 8” flex hose between center hose adapter and the distribution duct hose adaptors.

Locate Center Louver Bezel Assembly and (4) #8 x 3/8” pan head screws.

Attach bezel assembly over the hose adaptor and fasten with (4) #8 screws. (2) on bottom and (1) on each side.

Caution: Carefully check under the Instrument Panel for all cables, electrical harness, or Flex hoses that might interfere with the safe operation of the vehicle.

Reinstall glove box and glove box door using original hardware.

Installation of the interior components is complete. We will now install the under hood portion of the system.

INSTALL THE COMPRESSOR ADAPTER KIT AND COMPRESSOR AT THIS TIME PER THE MANUFACTURERS DIRECTIONS.

Locate in the hardware sack kit the 5/8” hose nipple.

Remove and discard ½” nipple from the engine.

Using a small amount of pipe sealer attach 5/8” nipple to the engine.

Locate the Water Valve and (3) worm gear clamps.

Supply line from engine is attached to the LOWER heater hookup tube. Cut 6” off end of the **RETURN LINE** and install water valve using (3) worm gear clamps as shown above.
Attach other end of return line to the pipe nipple previously installed. Also set control lever to cold position.

Attach temperature control cable to the water valve. Adjust valve to the off position.

Note: It is recommended that you replace heater hoses from the engine to the hookup tubes.

Locate the Condenser, (1) Right condenser mounting bracket, (1) Left condenser mounting bracket and (4)
#10 x 3/8” hex head screws.
Attach brackets to the condenser as shown.

Locate the lower mounting bracket to bottom rail in front of the radiator.

Attach (2) ¼”-20 j-clip to the frame rail over the existing holes.

Attach lower bracket to the frame rail using (2) ¼”-20 x 5/8” hex head screws.

Slide condenser down and in front of the radiator.

Slide condenser into the lower mounting bracket

Left mounting bracket should line up with a hole in the radiator support.

Attach with (1) ¼”-20 x 5/8” hex head screw and (1) 1/4 -20 flange nut.

Right mounting bracket should line up with a hole in the radiator support.

Attach with (1) ¼”-20 x 5/8” hex head screw and (1) ¼-20 flange nut.

Locate Liquid Tube and (1) #6 o-ring.

Insert tube through bulkhead opening in front of the battery box. Attach to lower condenser fitting using (1) #6 0-ring and a few drops of mineral oil.

Locate #8 discharge tube, and (1) #8 o-ring.

Insert tube through bulkhead opening along with the #6 tube.

Attach to the upper condenser fitting using (1) #8 o-ring and a few drops of mineral oil.

Locate (1) #8 hose clamp, (1) #6 hose clamp, and (2) #10 tek screws.

Attach tubes to the fender well as shown.

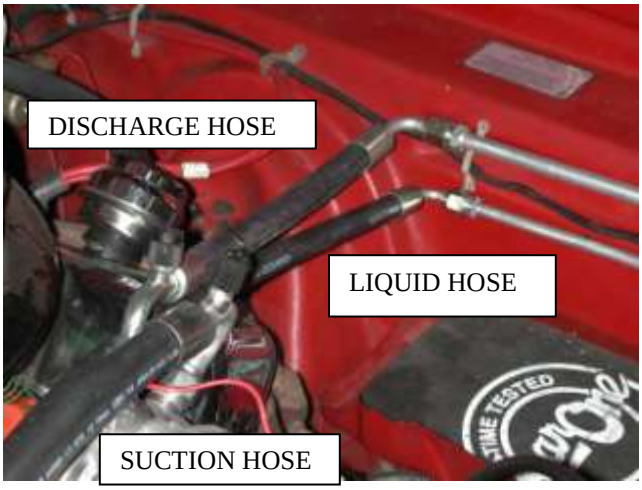
Locate the short Liquid Tube, (2) #6 o-rings, Filter Drier, Hi/Low Pressure switch and (3) #10-32 x 1" screws and nuts.

Attach pressure switch to the liquid tube using a few drops of mineral oil.

Attach tube to the fitting from the unit using (1) #6 o-ring and a few drops of mineral oil.

Using the tube as a locating device. Mark and drill 3/16" dia. hole (3) places for the drier.

Attach drier using the #10 screws and nuts. Hookup liquid tube to the drier using (1) #6 o-ring and a few drops of mineral oil.
Locate in the hardware sack kit the refrigerant tape. Seal around tubes at the firewall.



Locate the Liquid Hose and (2) #6 o-rings. Attach 90 deg. end to tube behind the battery. Use (1) #6 o-ring and a few drops of mineral oil. Route other end over compressor and along the passenger fender well. Attach to the drier using (1) #6 o-ring and a few drops of mineral oil.

Locate the Discharge hose and (2) #8 o-rings. Attach end with service port to the compressor and other end to the tube behind the battery. Use (1) #8 o-ring on each of the fittings and a few drops of mineral oil.

Locate the suction hose and (2) #10 o-rings. Attach end with service port to the compressor and other end to fitting at the firewall. Use (1) #10 o-ring on each of the fittings and a few drops of mineral oil.

Route (1) of the white wires along with the #6 refrigerant hose. Attach to the compressor clutch. Other white wire attaches to Blue Clutch wire from the thermostat.

Reinstall the battery.

THE ENGINE COMPARTMENT OF YOUR SYSTEM IS COMPLETE. THE UNIT IS READY FOR EVACUATION AND CHARGING.

THIS SHOULD BE DONE BY A QUALIFIED AND CERTIFIED AIR CONDITIONING TECHNICIAN.

NOTE: ***COMPRESSOR IS SUPPLIED WITH THE CORRECT OIL CHARGE. DO NOT ADD OIL TO SYSTEM.***

134A SYSTEMS 24 oz OF REFRIGERANT
Recommend that power fuse is 25amp minimum

Congratulations you have completed the install of your CLASSIC AUTO AIR "Perfect Fit Series" climate control system.

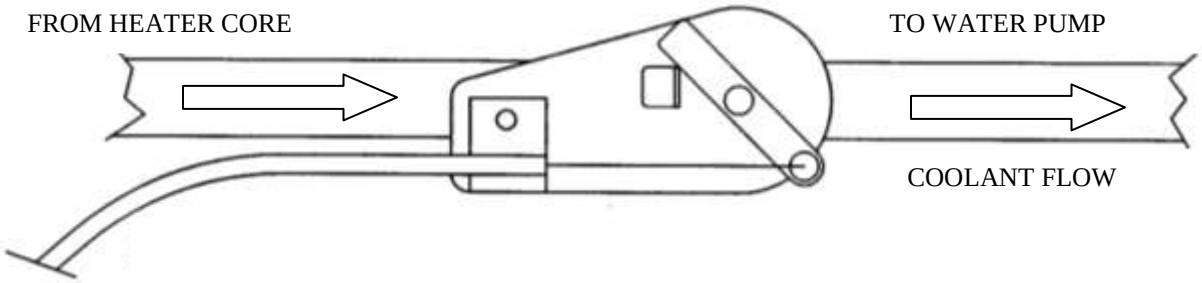
IMPORTANT

CAUTION: WATER VALVE MUST BE INSTALLED PER THE INSTRUCTIONS.

Classic Auto Air has done extensive testing on the correct method to install the water valve in order to get a repeatable and progressive temperature control.

Locate the **bottom** connection from the evaporator/heater unit off of the firewall and attach a 6" piece of 5/8" dia. heater hose with the supplied hose clamp. Next attach the inlet side of the water valve using another supplied hose clamp, (make sure the arrow on the water valve points toward the engine) Attach a heater hose from the outlet side of the water valve and route to the connection on the water pump.

NOTE: WATER VALVE = WATER PUMP



CAUTION: WATER VALVE MUST BE INSTALLED ON HEATER LINE ROUTED TO WATER PUMP.

NOTE: ***COMPRESSOR PURCHASED WITH KIT IS SUPPLIED WITH THE CORRECT OIL CHARGE. DO NOT ADD OIL TO SYSTEM.***

134A SYSTEMS 24 oz OF REFRIGERANT

Recommend that power fuse is 25amp minimum