



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

## ***FACTORY AIR CONVERSION***

HEAT/ COOL/ DEFROST

### ***1966-67 CHEVROLET CHEVELLE***

#### 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 the ability to blend the air between Heat, and Defrost modes.



THE PICTURE YOU SEE ABOVE SHOWS THE TOP TWO LEVERS IN THE LEFT POSITION THESE LEVERS DO NOT FUNCTION. THE BOTTOM LEVER CONTROLS THE AIR DISTRIBUTION DOOR. THE SECOND LEVER FROM THE BOTTOM CONTROLS THE TEMPERATURE OF THE OUTLET AIR.

**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 FUNCTION 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 which is mounted on the defrost air housing.

***FLOOR / FACE / DEFROST MODE:*** When the BOTTOM lever is pulled all the way to the LEFT, it will direct the air to the DEFROST ducts. When the lever is moved into the CENTER position the air is directed to the Dash Louvers. When the lever is pushed to the far Right, the air will be directed onto the HEAT outlets. When the lever is in the Defrost position the A/C Compressor is activated and provides Dehumidification.

***TEMPERATURE CONTROL:*** The temperature lever pulled to the left the COLDEST temperature position. As the lever is pushed to the RIGHT the temperature of the discharged air will rise to the HOTTEST point.

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

***AIR CONDITIONING MODE:*** When Air Conditioning is required the compressor clutch must be activated. This is accomplished when the bottom lever is in the Center position. When the compressor is activated the Temperature Lever will control the air from maximum cold through maximum heat.



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**INSTALLATION INSTRUCTIONS  
1966-67 CHEVROLET CHEVELLE  
FACTORY AIR CONVERSION**

Before beginning the installation check the box for the correct components.

- Face Duct Assembly
- Inlet Air Block off Assembly (4)
- Flex hose 2 1/2” dia. x 1 ft.
- Sack Kit Hardware
- Sack Kit Control

This Conversion kit is to be used along with the 0040 “Perfect Fit” system. Follow the instructions in the main unit. The removal of the heater a/c system is similar to the heater only system.

Remove the original compressor, compressor mounting brackets, condenser, drier, and all of the refrigerant hoses. Discard.

***On page 3 and 4, the inner fender needs to be completely removed.***

Remove the blower, air inlet housing assembly. Discard the assembly and transition between the blower and a/c unit in the fender.

Remove the (8) screws around the a/c housing assembly and carefully pull the assembly out of the fender well.

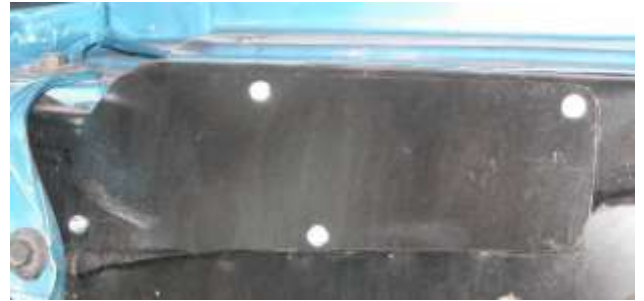




Locate the largest of the air inlet block off plates and (5) #10 x 3/4" tek screws.

Install the block off over the a/c hole using the #10 screws.

Locate the second of the air inlet block offs and attach over the opening using (4) #10 tek screws.



Locate the third of the air inlet block offs and attach over the opening using (4) #10 tek screws.

Reinstall the inner fender using the original hardware.

Remove the heater and air distribution assembly from under the dash.

Do not remove the center louver factory duct assembly.

Do not remove and modify the defrost duct assembly.



Locate the last of the air inlet block offs. And attach over the hole in the passenger kick panel. Attach using (8) #10 tek screws.



Remove the drivers and passengers dash louvers. Do not discard the housing and ball louver.

Locate in the hardware sack kit (2) hose adaptors.

Insert original ball into the original louver housing. Attach hose adaptors to the back of housing.

Reinstall louver assemblies into original holes using original hardware.



***Follow the directions on page 6 for the location of the condensation drain.***

***Follow the directions for the modifications of the electrical harness on page 7, and continue thru page 10.***

Attach the 5" long 2" flex hose to the top of the defrost duct. And insert into the original defrost plenum.



Locate the original control head assembly. Remove and discard the (4) control cables, and the original blower switch.



Locate the drill Template from the last page of the instructions.

Cut out the template and tape the template to the side of the controls. Locate on the original blower switch holes.

Carefully drill (2) holes 7/64" dia. as shown on the template.

Locate the blower switch, and (2) #6 pan head screws from the auxiliary kit. Note: the blower switch provided in the main kit will not work.



Locate the chrome switch knob from the control sack kit.

Push the knob over the switch lever.



The factory control head comes with (4) control levers. The requirements to operate the “Perfect Fit” system is only (2) control levers and the blower switch.

The top (2) levers will not be used and should remain in the left hand position.

The bottom lever marked “defroster” will be used to operate the mode door on the new system.

Locate (1) cable clip, (1) push nut, and the shortest of the (2) cables in the main unit box.

With the bottom lever all the way to the right.

Attach the short cable to the control head so that the cable housing touches the lever.

Use the cable clip, push nut, and the original hardware.



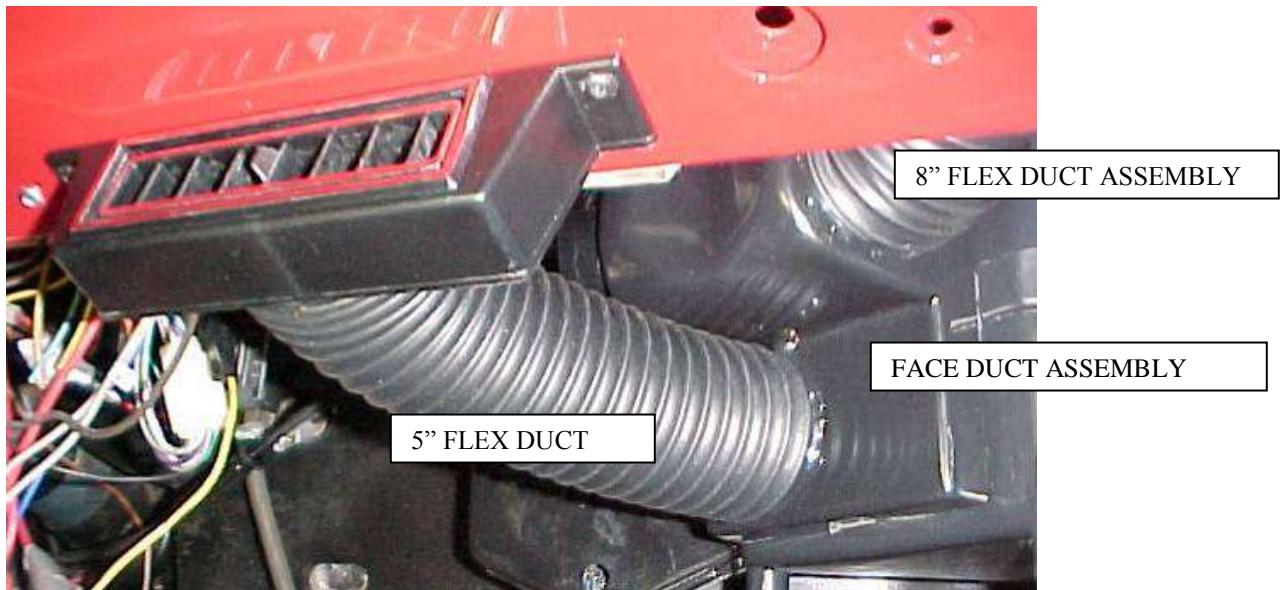


Locate (1) cable clip, (1) push nut, and the longest of the control cables.

Attach the cable to the lever labeled "Temperature".

Use the cable clip, push nut, and the original hardware.

***Follow the instructions from the bottom of page 12 thru 14.***



Locate the face duct assembly. Attach to the evaporator outlet using the s-clips at the top and the bottom of the duct.

Locate in the hardware sack kit the Under Dash Louver Assembly with the 2" oval hose adaptor. Attach it under center of the Instrument Panel under the controls as shown. Attach using (2) #10 x 5/8" pan head screws. Also cut 5" of 2" dia. flex duct. Attach the flex hose to the louver and back to the front outlet on the face duct.

Locate the 2" Dia. flex duct. Cut (1) piece 6" long. Attach the hose over the small end of the 2 x 2 1/4" hose adaptor from the sack kit, using (2) #8 x 3/8" pan head screws.

Attach to the face duct over the right outlet. Route straight up and insert into the center duct assembly.



Locate the 2" Dia. flex duct. Cut (1) piece 36" long. Attach to the face duct over the left outlet. Route above and behind the instrument cluster, and down to the drivers ball louver.  
Locate the 2" Dia. flex duct. Cut (1) piece 28" long. Attach to the face duct over the top outlet. Route across the top of the unit and down to the passenger ball louver.



Locate the Original glove box door and the new Glove Box supplied in kit. Attach to the back side of the door using (3) #8 x 3/8" pan head screws.

Reinstall the glove box assembly using original hardware.



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

**Follow the directions for the engine side of the installation from the main install instructions.**