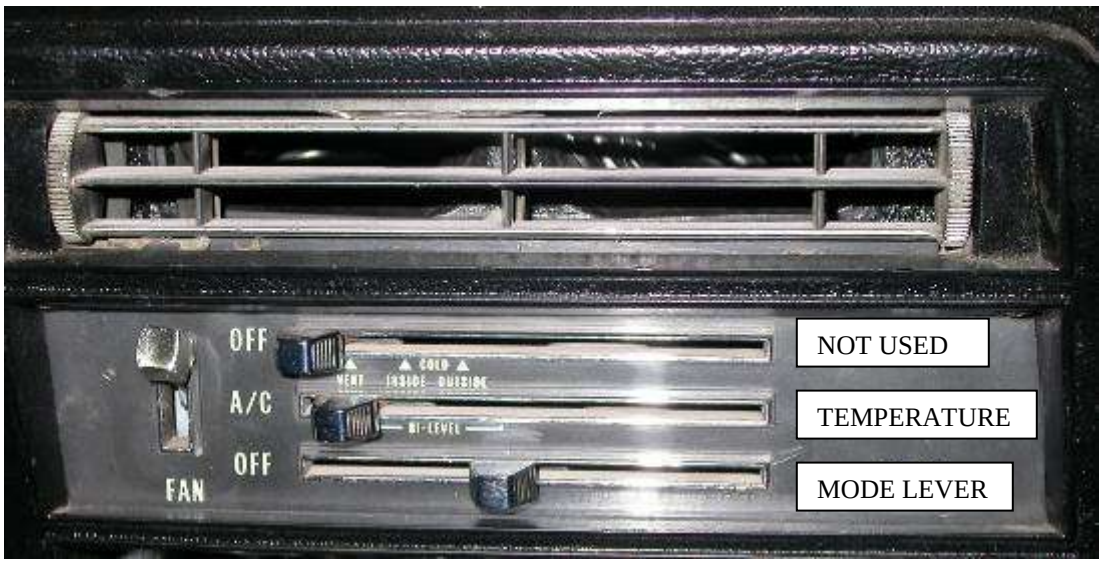
specializing in “AIR CONDITIONING, PARTS AND SYSTEMS” for your classic

1968-69 CHEVROLET CHEVELLE

“FACTORY AIR CONVERSION”

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 CONTROLS IN THE A/C MODE. THIS MEANS THAT THE AIR WILL BE DISTRIBUTED THROUGH THE DASH LOUVERS. THIS ALSO HAS THE TEMPERATURE LEVER IN THE COLD POSITION. WITH THE CONTROLS IN THIS POSITION YOU WILL GET THE AIR THROUGH THE LOUVERS AT THE COLDEST TEMPERATURE AVALIABLE.

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 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 floor 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 defrost outlets. When the lever is in the Defrost position the A/C Compressor is activated and provides Dehumidification.

TEMPERATURE CONTROL: The temperature lever as shown is in 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: The picture shows the controls in the A/C Mode (air-flow out the louvers).

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
FACTORY AIR CONVERSION
1968-69 CHEVELLE

The following instructions are to be used along with the instructions provided for the 68-69 Chevelle “Perfect Fit System”

The Air Conditioning unit and all of the distribution ducts must be removed.

PAGE 6 MAIN INSTALLATION INSTRUCTIONS

Locate the Defrost Air Duct behind the control opening in the instrument panel. Remove the defrost duct retain original hardware.

On the last page of the instructions there is a template provided for the Drivers Side of the duct. Cut out and tape the template in place. Cut the defrost duct into two pieces.

On the page 27 of the main instructions is the template for the Passenger side Defrost Duct. Tape in place and cut the trim line.

Located in the hardware sack kit is 2 ft. of ¼” x ½” open cell foam. Attach foam to the defrost duct as shown.

Locate in the hardware sack kit the (1) of the Defrost duct adaptors.

Attach over duct as shown using (2) #8 x 3/8” pan head Phillips screws.

Reinstall passenger defrost duct.

Located in the hardware sack kit is 2 ft. of ¼” x ½” open cell foam. Attach foam to the defrost duct as shown.

Locate in the hardware sack kit the (1) of the Defrost duct adaptors.

Attach over duct as shown using (2) #8 x 3/8” pan head Phillips screws.

Reinstall defrost ducts using original hardware.

Remove the original recirculation door assembly located on the passenger kick panel. Retain the original hardware.

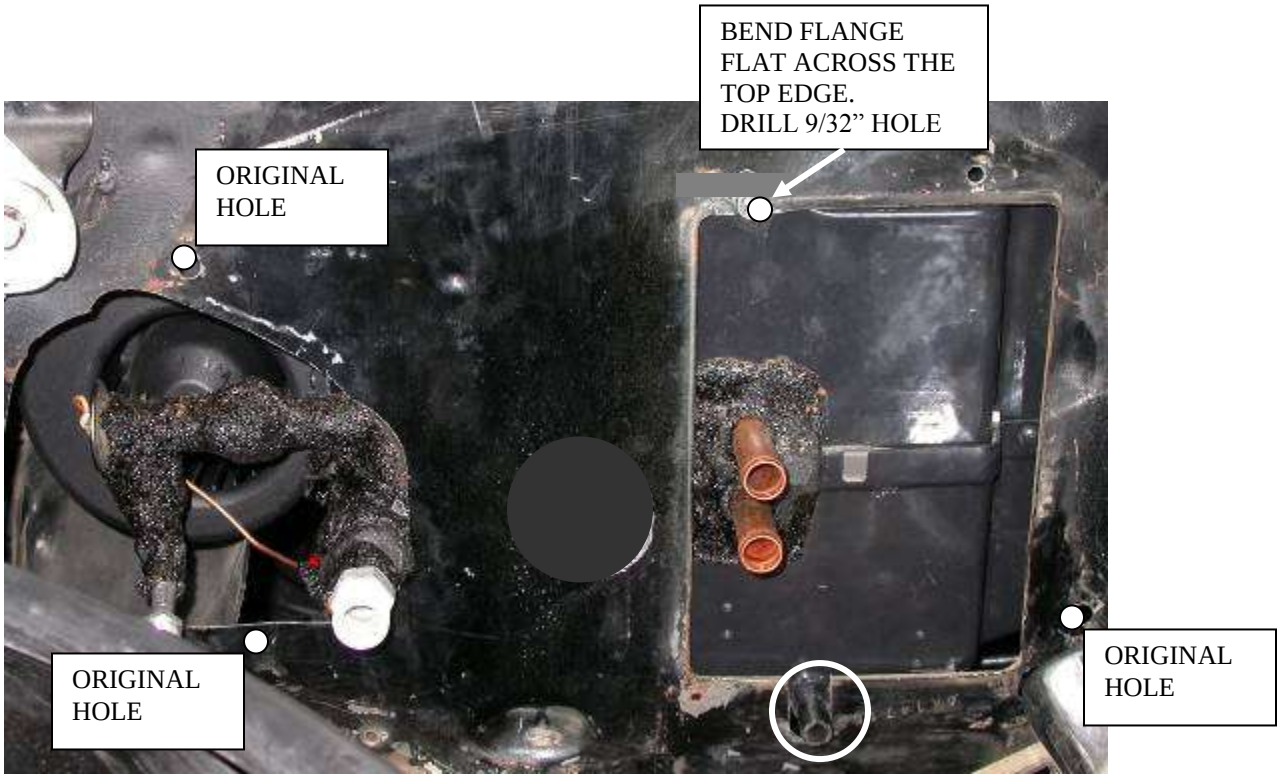
Locate the inlet block off plate from the 0034FA kit and attach over the hole using the original hardware.

PAGE 8 MAIN INSTALLATION INSTRUCTIONS

The picture below shows the evaporator located in the firewall after modifications were done.

Locate in the 0034FA kit the Firewall Block off and (3) ¼”-20 x 5/8” hex head screws and flange nuts.

Bend down and flat the top of the flange on the firewall opening.
Attach the block off to the firewall using the ¼” hex head screws and flange nuts.



Using the block off as a template, drill the 9/32” dia. hole for the upper mounting bracket on the evaporator, drill the drain tube hole ¾” dia. Also locate on the firewall the holes for the suction tube and the liquid tube.

The refrigerant tubes need to be installed after the unit is attached to the firewall. Open around the tube locations to gain access to install the tubes.

Remove the block off and install the evaporator refer to page 10 on main instructions.

PAGE 12 MAIN INSTALLATION INSTRUCTIONS.

Attach the 0034FA firewall block off. Using the (3) ¼”-20 x 5/8” hex head screws and flange nuts, and (2) #14 x ¾” tek screws.

PAGE 14 CENTER PICTURE.

Locate the original center louver and duct assembly. Remove the duct assembly from the louver retaining housing.

Modify the housing as shown by cutting the air deflectors off flush with the main housing.

Locate the dual hose adaptors supplied in the 0034 FA kit and slide it over the cut end of the louver retaining housing.

Reinstall the (2) louvers and the louver retaining housing assembly using the original hardware

PAGE 15 MAIN INSTALLATION INSTRUCTIONS

Locate the original control assembly. Remove and discard the following components. Retain all of the original hardware.

(1) Original Blower Switch and all of the switches to the Original A/C System.
(2) Heat Cable
(3) Temp Cable
(4) Air Shutoff Cable

Locate the blower switch supplied in the 0034FA kit, switch knob from the main kit, and (2) #6 x 3/8" pan head screws.

Hold the switch to the side of the control head and pre-drill 7/64" dia. holes through the switch.

Attach the switch using the (2) #6 pan head screws.

Install switch knob.

Locate in the control sack kit the (SHORT) Heat / Defrost control cable, the (LONG) Temperature control cable, (2) 3/16” push nuts, and (2) Cable Clips.

Rotate the control head upside down. Attach the temperature control cable and clip to the center lever arm using the original screw and 3/16” push nut.

NOTE: The cable sleeve is 1/8” beyond the clip.

Attach the Heat / Defrost cable to the control lever on the bottom. Using (1) cable clip, (1) push nut, and the original screw.

NOTE: The cable sleeve will be ½” from the cable clip.

PAGE 19 ON MAIN INSTALLATION INSTRUCTIONS

Remove the drivers and passenger ball louver assemblies. Remove and discard the original ball retaining housing.

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.

PAGE 20 MAIN INSTALLATION INSTRUCTIONS.

The installation of the interior components is complete. We will now install the under hood portion of the unit.

Drain the radiator.

Locate the Condenser, (2) top condenser mounting brackets, (2) bottom condenser mounting brackets, and (8) #10 x 3/8" hex head screws. Attach brackets to the condenser as shown. do not tighten at this time.

Locate the Receiver / Drier, Drier Mounting Bracket, Aluminum Liquid tube, (2) #6 o-rings, and (2) #10 x 3/8" hex head screws.

Install the Receiver drier to the condenser as to allow the Liquid Tube to attach as shown.

Install a few drops of mineral oil to the o-ring fittings, and secure.

Locate Hi-Low pressure switch and attach to the top of the receiver drier using a few drops of mineral oil.

Remove the hood latch assembly. Retain original hardware.

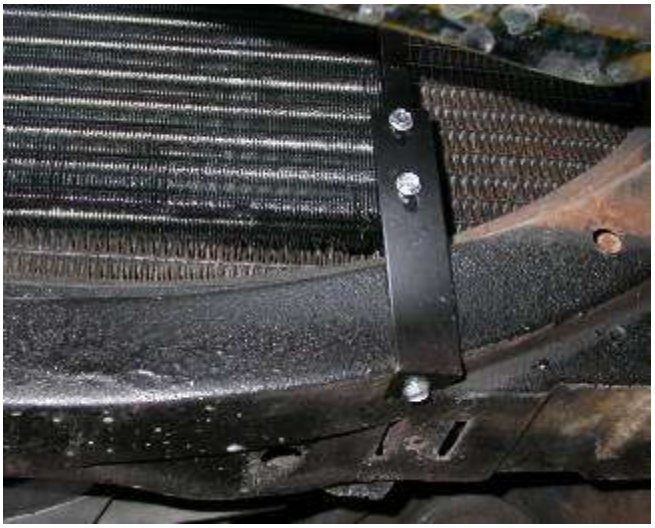
Slide condenser assembly down in front of the radiator.

Locate (2) #10 x ¾" tek screws from hardware sack kit.

Locate radiator in the center of the radiator. Attach top condenser brackets to the bulkhead using (2) #10 screws.

Located behind the air damn and at the lower radiator bulkhead, attach the lower condenser brackets using (2) # 10 screws. Tighten the #10 screws at the lower condenser brackets.

Reinstall the hood latch assembly using original hardware.



Locate the #6 liquid hose assembly supplied in the 0034FA kit. (2) #6 o-rings.

Attach one of the 90 deg ends to the drier using (1) #6 o-ring and a few drops of mineral oil.

Locate the #8 discharge hose assembly and (1) #8 o-ring.

Attach the 90 deg end without the service port to the condenser fitting using (1) #8 o-ring and a few drops of mineral oil.

The routing of the refrigerant hoses is just like the original factory air car. The hoses will enter the engine compartment behind the battery through the original hose grommet.

The #6 liquid hose will route inside the fender and back to the liquid fitting on the firewall.

The discharge hose will go around the battery and across the front of the engine to the compressor.

The pictures show the suction hose, and discharge hose routing for vehicles with passenger side compressor mounting.

Refer to the main installation instructions for driver side hose routing.