



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

# “PERFECT FIT SERIES” FACTORY AIR CONVERSION

HEAT/ COOL/ DEFROST  
1967-68 CHEVROLET CAMARO

## 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 ON PAGE ONE SHOWS THE CONTROLS IN THE DEFROST MODE. THIS MEANS THAT THE AIR WILL BE DISTRIBUTED THROUGH THE DEFROST OUTLETS. 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 AVAILABLE.

**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 FLOOR 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 HOTEST point.

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

**AIR CONDITIONING MODE:** The picture shows the controls in the DEFROST 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 1967-68 CHEVROLET CAMARO FACTORY AIR CONVERSION***

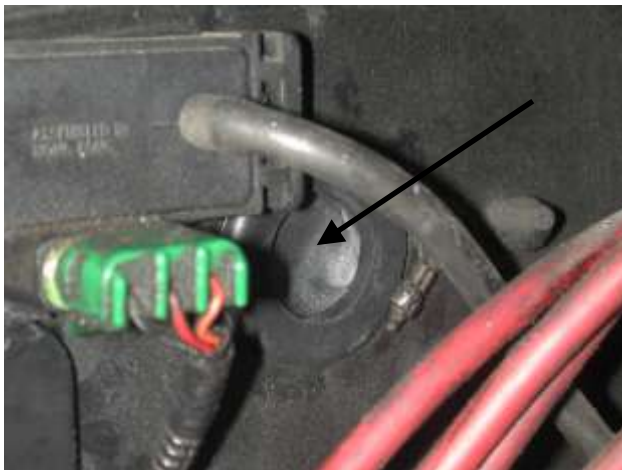
Sack Kit Control  
Firewall Block off

The Auxiliary Kit that you have purchased is designed to replace the Factory Air Conditioning. This kit is to be used along with the standard “Perfect Fit” system for the heater only vehicle. Please follow the directions for the heater only system and use these instructions as a supplement.

Pages 2 thru 6 follow the directions for the removal of the heater and a/c unit.

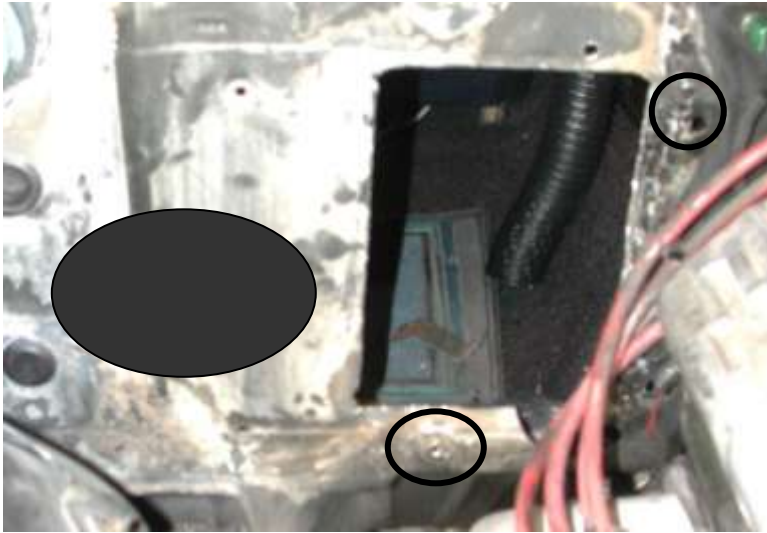
NOTE: The inside heater assembly must be removed first on the factory air vehicle.

Remove all of the factory air wiring, and vacuum harnesses. Discard.



After the removal of the wire, and vacuum harness there will be a hole in the firewall.

Locate the 1 ½” cap plug from the auxiliary kit. Install over hole.



Locate template on the last (2) pages.

Attach to the firewall using the (2) holes as shown in the picture.

Follow directions on the templates and cut the hole a/c tubes on the evaporator.

### **PAGE 7 TOP PICTURE MAIN INSTRUCTIONS**

Remove the defrost duct.

Do not follow the next (2) steps on page 7.

### **PAGE 8 THRU PAGE 9 MAIN INSTRUCTIONS**

Bottom picture disregard.

### **PAGE 10 MAIN INSTRUCTIONS**

Follow the bottom step and on thru the bottom of page 12.

On the center step on page 12 attach the block off supplied in the FA kit.

Attach the 0034FA firewall block off. Using the (3) 1/4"-20 x 5/8" hex head screws and flange nuts, and (2) #14 x 3/4" tek screws.



The bottom step, find the water valve supplied in the FA kit.

Locate the blower switch from the main control sack kit.  
Using pliers modify the lever as shown.



Locate the original controls; remove the original cables, vacuum switch, and blower switch.

Retain original hardware.

Locate the switch mounting bracket, and (2) #6 x 3/8" pan head screws.

Attach bracket to the original switch mounting holes using the original hardware.



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

Put the blower switch in the down position. Rotate the switch so that the lever clears the face bezel.

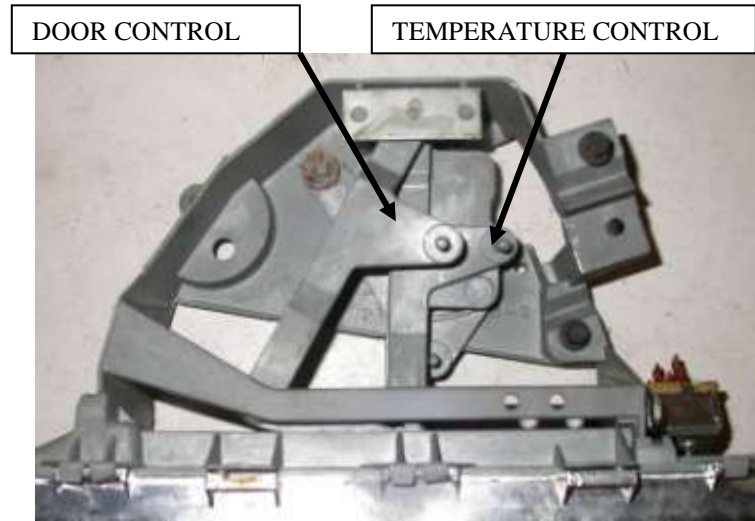
Drill (1) 7/64" hole using the switch for a template.

Attach the switch thru the drilled hole using (1) #6 pan head screw.  
Locate the control cable with the eyelet on both ends, (1) cable clip, (1) push nut, original hardware.

Attach the cable to the control head on the right lever assembly. Attach with push nut and original screw.

Locate the last cable, cable clip, push nut and original hardware.

Attach the eyelet end to the left lever assembly. Attach with push nut and original screw.



Complete the remainder of the installation using the main install instructions.