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**Suggested Installation Instructions for:**  
**658-133 and 658-134**  
**1968-1976 Air Conditioning Retro-Fit System**

***1968-76 CHEVROLET CORVETTE***

**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 Face and Heat / Defrost modes.



**HEATER ONLY**



**FACTORY AIR**

THE PICTURES YOU SEE ABOVE SHOWS THE CONTROLS IN THE FACE MODE. THIS MEANS THAT THE AIR WILL BE DISTRIBUTED THROUGH THE FACE OUTLETS. THIS ALSO HAS THE TEMPERATURE WHEEL IN THE COLD POSITION. WITH THE CONTROLS IN THIS POSITION YOU WILL GET THE AIR THROUGH THE FACE 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 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 that is mounted on the main housing.

**FACE AND FLOOR / DEFROST MODE:** When the CONTROL WHEEL is rotated to the FRONT of the vehicle, it will direct the air to the floor / and defrost ducts. The control wheel can be moved both directions. This will give blend between all distribution outlets.

**TEMPERATURE CONTROL:** The temperature WHEEL as shown is in the COLDEST temperature position. As the wheel is rotated to the rear of the vehicle 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 CONTROL WHEEL in the Face Mode (air-flow out the face outlets).  
When the Mode control wheel is rotated to the REAR of the vehicle the Air Conditioning is activated the compressor clutch is on. When the compressor is activated the Temperature Lever will control the air from maximum cold through maximum heat.



**Suggested Installation Instructions for:**  
**658-133 and 658-134**  
**1968-1976 Air Conditioning Retro-Fit System**

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

Power pack  
Defrost Duct Assembly  
Firewall Block Off  
Inlet Block Off  
Air Distribution Assembly  
Flex Hose 2"dia. x 8 ft.  
Sack Kit Hardware  
Sack Kit Control  
Control Cables (2)

***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 HOOD FROM THE CAR AND SET ASIDE.

DISCONNECT BATTERY. (BATTERY IS LOCATED INSIDE THE CAR BEHIND THE DRIVERS SEAT).

**THE PROCEDURE TO REMOVE THE FACTORY AIR DASH IS THE SAME AS THE NON AIR CARS.**



On the passenger side of the instrument panel. Locate and remove the (5) screws that attach the cover to the car. Retain original hardware.

There are (2) screws located in the center of the dash to the right of the gauges. Remove and retain hardware.

Remove the dash cover and set aside for later reinstallation.



Remove the (3) screws that hold the center bezel in place.

Remove the screws that hold the heat duct to the center bezel. ( NOT FACTORY AIR)



Remove bezel and retain original hardware.



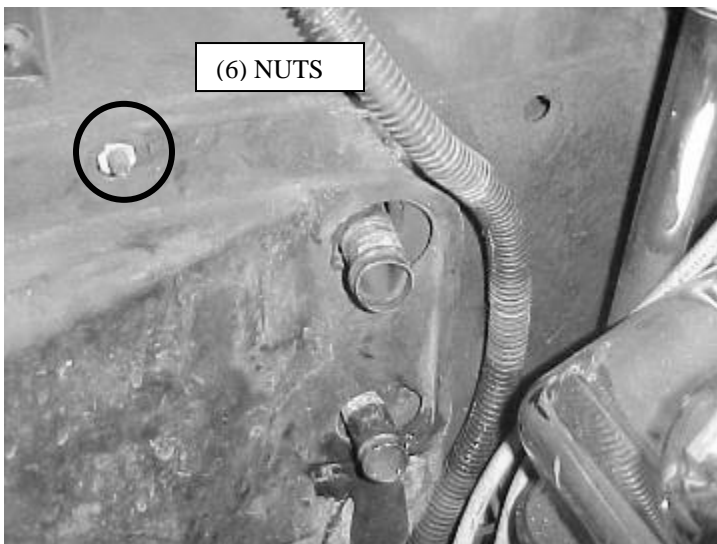
## HEATER ONLY VEHICLES



Remove the auxiliary heat duct from the top of the heater assembly. Discard the duct and the mounting hardware.

Located on the passenger side kick panel is the air inlet duct for the passenger louver.

Remove the wing nut and remove the duct. Discard duct and hardware.



Located on the engine side of the firewall is the blower assembly. Remove the (6) nuts around the outside of the housing. Disconnect the electricals to the motor. Drain radiator and disconnect heater hoses

In order to remove the blower housing it is necessary to remove the blower motor first.

Discard housing, blower assembly and the original mounting hardware.





Locate top of the heater the temperature cable.

Discard the original hardware.

Carefully pull the heater assembly away from the firewall. Lay the heater on the floor of the car.

Remove the mode door cable and discard the original hardware.

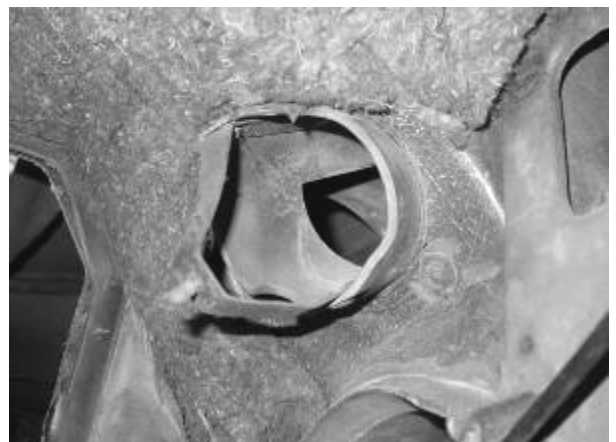
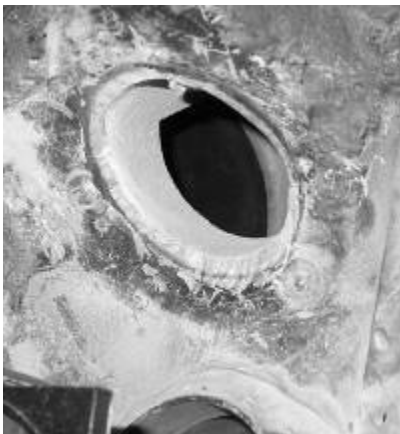


Turn the heater so that you can disconnect the resistor connection of the back of the heater box.

Remove the heater box and discard.

Locate on the passenger kick panel the inlet collar.

Carefully cut the collar off flush with the firewall.

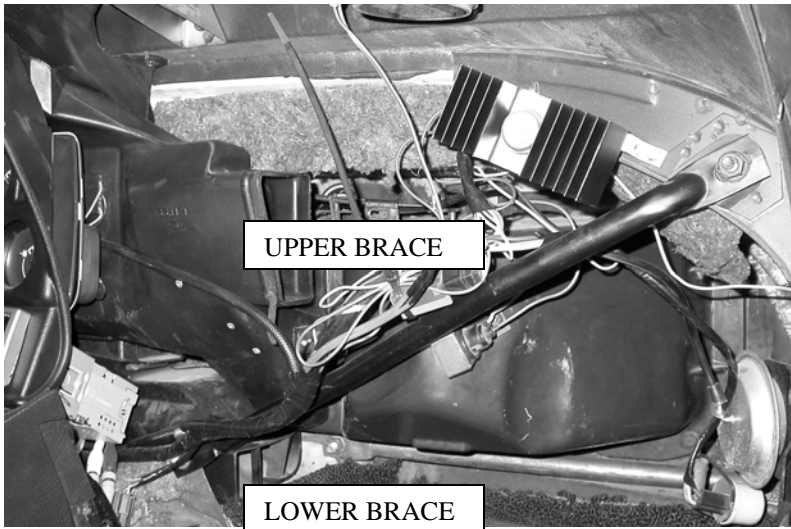


Locate in the hardware sack kit the inlet block off, and (2) #10 tek screws.

Attach the block off over the hole using the #10 screws.



### **HEATER ONLY AND FACTORY A/C CARS WITH CONVERTIBLE TOPS**

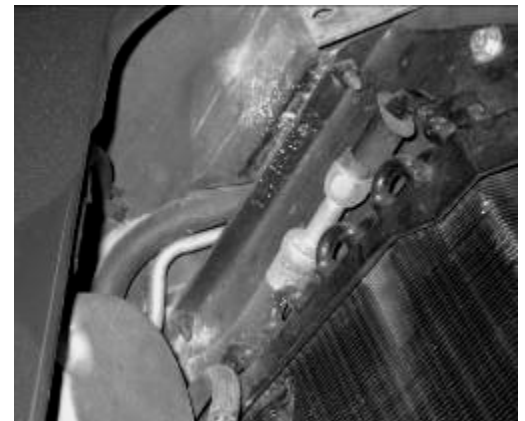


Remove and discard the upper brace.

Remove and retain the lower brace and hardware.

### **FACTORY A/C CARS**

Remove and discard the original condenser assembly and the a/c hoses.





Remove and retain the overflow canister.



Removing the a/c assembly under the hood will require separating the housings.



Remove V.I.R. assembly.



Remove and discard compressor and all mounting brackets.

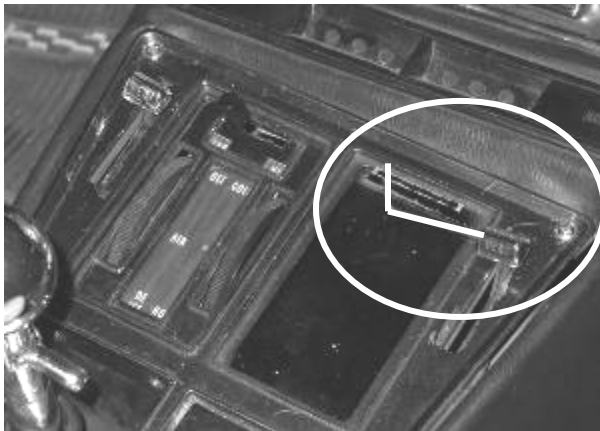
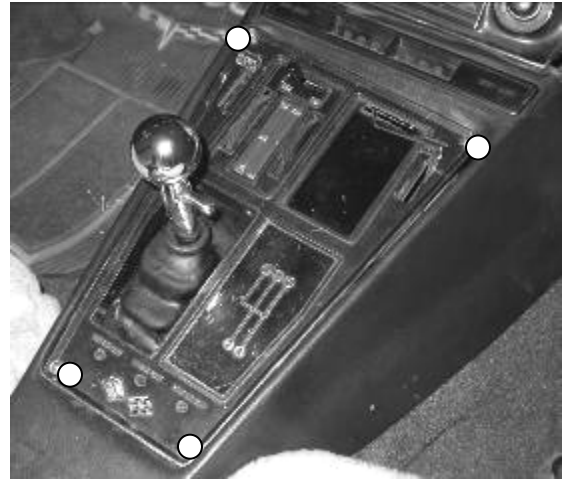
Remove the radio and the center gauge cluster. Remove and discard the factory distribution ducts all the way to the drivers louver.





**ALL CARS 68-73**

Remove the (4) screws that hold the console control assembly.



Remove the “VENT” knobs using an allen wrench. Retain knobs.

Remove the console cover. Retain all original hardware.



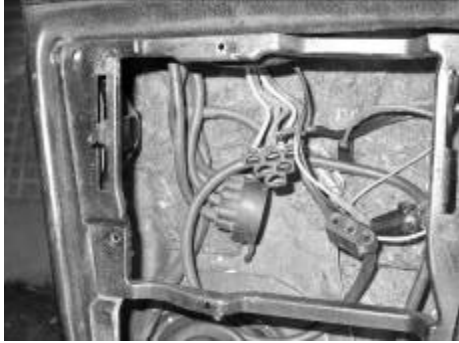
**CAUTION: WHEN VEHICLE IS EQUIPTED WITH FIBRE OPTICS. CAREFULLY REMOVE THE CONSOLE COVER.**

After the removal of the console cover remove the (2) screws that hold the control head to the console.



## 1969-73 CONTROL W/WO FACTORY AIR

Disconnect the vacuum connectors from the controls.



On heater only cars leave harness in console.



On factory air cars remove the entire vacuum harness and the firewall grommet.

Locate the 1 1/2" cap plug from the hardware sack kit and install over hole.



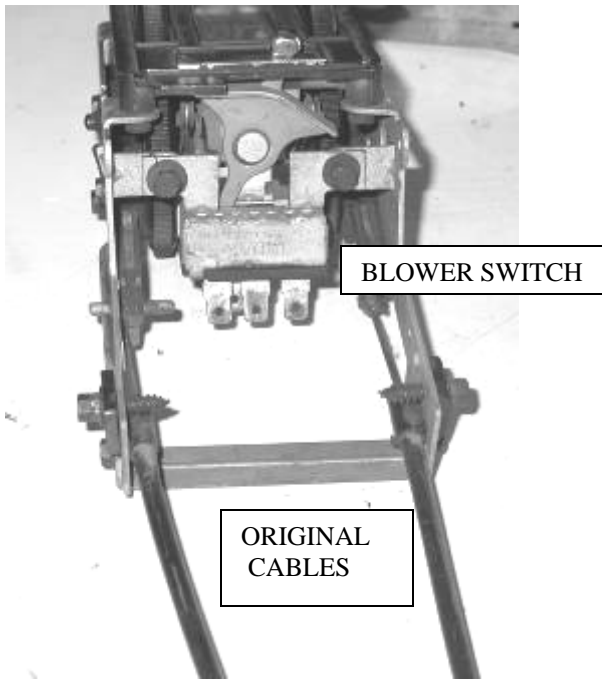
Locate the source for the a/c vacuum harness and remove the t-fitting and add a splice.

## 1968 - 73 CONTROLS W/WO FACTORY AIR

Disconnect the electrical plug from the switch. Unplug the light to the control. Carefully remove the controls and cables.

Tyrap the plug that was attached to the resistor to the original wire harness.

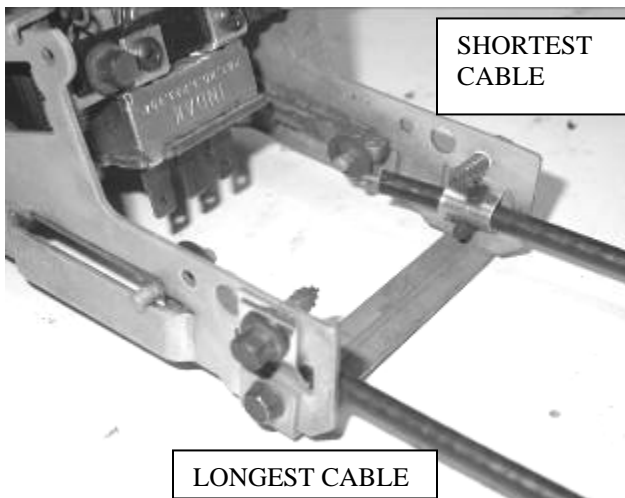
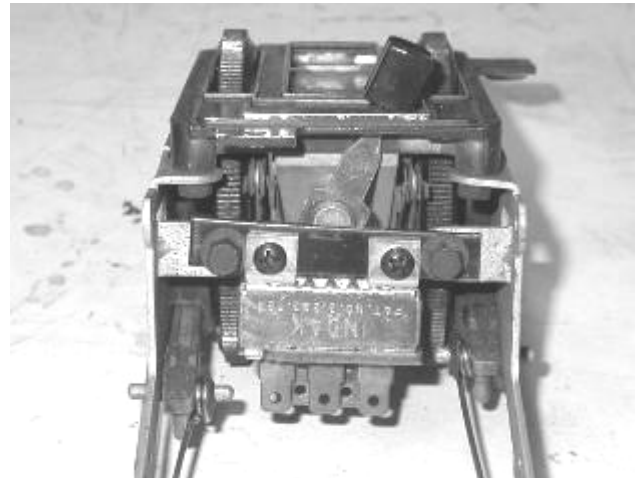




Place controls on bench and remove all of the original electrical switches, vacuum switch and the control cables. Retain original hardware.

Locate in the control bag kit the blower switch assembly, and black switch knob.

Attach the control switch to the control head using the original hardware. Attach the black switch knob to the switch as shown.



Locate the (2) new cable assemblies from the a/c box, (2) push nuts, and (2) cable clips from the control sack kit.

Attach the longest of the control cables to the control head using (1) cable clip and the original hardware.

Locate the end of the cable housing 1/32" from the ring attachment and slide ring over the control rod. Secure using the push nut.

Attach the shortest of the control cables to the control head using (1) cable clip and the original hardware.

Locate the end of the cable housing 1/32" from the ring attachment and slide ring over the control rod. Secure using the push nut.

Locate the wire extension harness in the control sack kit.

Attach to the control switch. Follow the wiring diagram below.

