



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

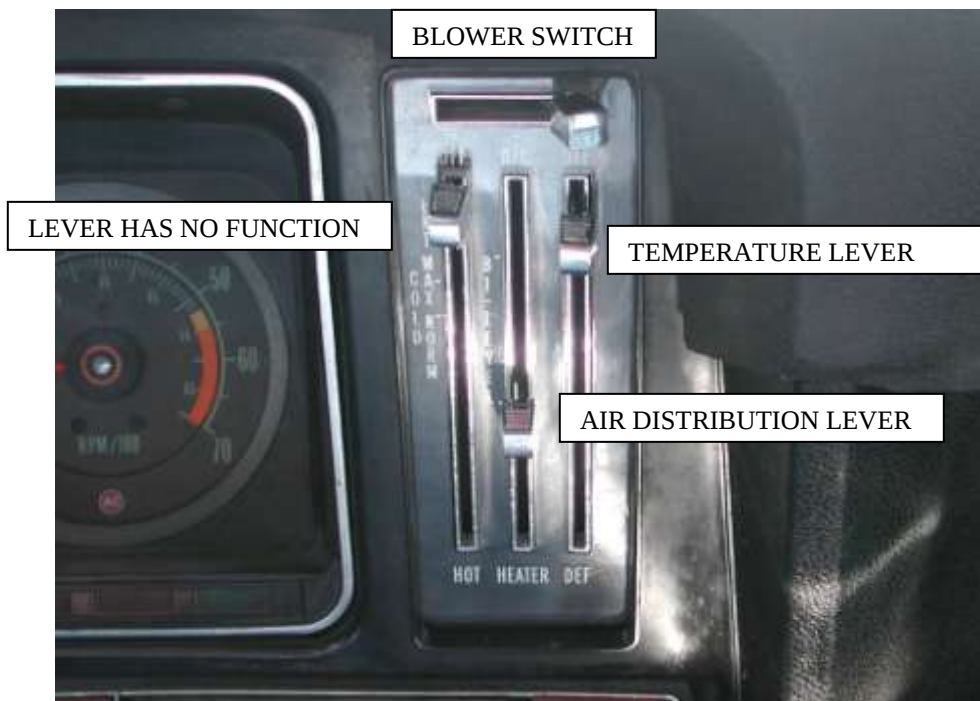
“PERFECT FIT SERIES” IN-DASH

HEAT/ COOL/ DEFROST

1969-74 CHEVROLET NOVA / WITH FACTORY AIR

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 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 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 CENTER lever is moved all the way to the TOP, 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 BOTTOM, 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 BOTTOM 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 RIGHT 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 1969-74 CHEVROLET NOVA FACTORY AIR CONVERSION

Sack Kit Hardware
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 5 follow the directions for the removal of the heater and a/c unit.

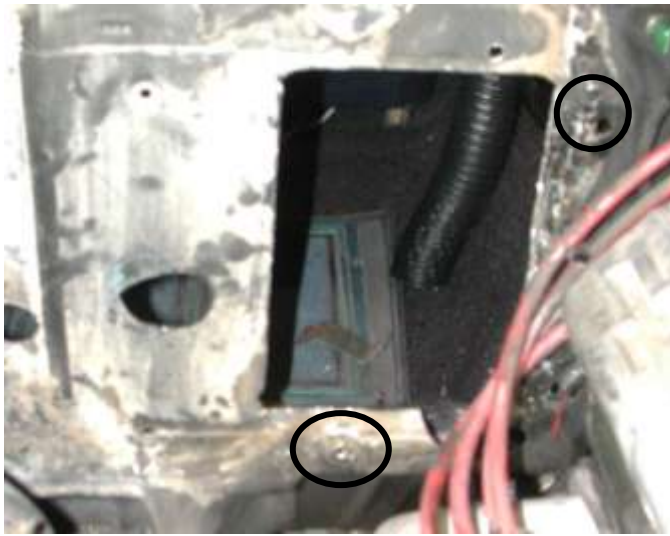
NOTE: The inside heater assembly must be removed first on the factory air vehicle.

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 next (2) pages.

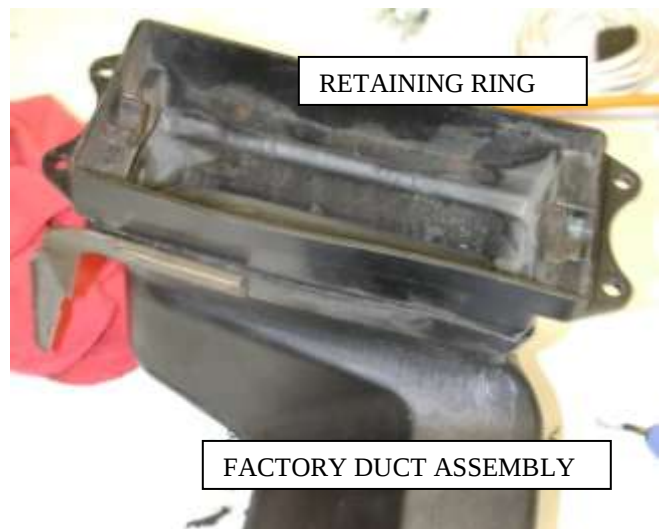
Attach to the firewall using the (2) holes as shown in the picture.

Follow directions on the templates and drill the holes for the evaporator.

Remove all of the original factory air ducts and discard.

The drivers louver assembly must be removed so that the louver retainer and the original duct can be separated.

Separate the louver retaining ring and the duct. Discard the duct and reinstall the louver and ring.



Locate in the auxiliary kit the drivers hose adaptor, and 52" of flex hose. Attach the hose to the hose adaptor using (2) #8 x 3/8" pan head screws. Follow the steps on page 10.



On the passenger side the louver assembly is different.

Do not remove the original assembly. Attach the hose adaptor to the original assembly as shown.

Follow the instructions up to page 13. The firewall block off is provided for the factory a/c car.
Install using (4) #10 x $\frac{3}{4}$ " tek screws and (1) $\frac{1}{4}$ "-20 flange nut.



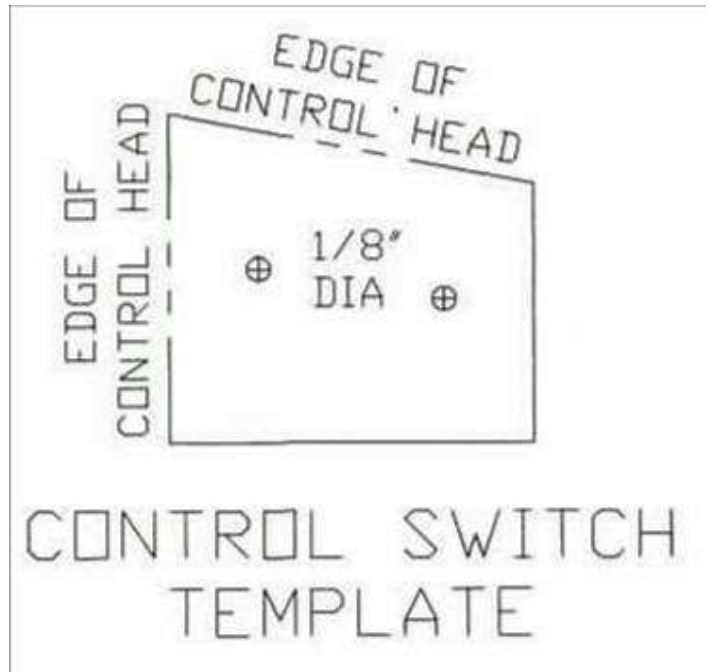
Locate the original controls and the switch template below.

Attach template to the top of the controls as shown in the picture to the left.

Drill (2) holes $\frac{1}{8}$ " diameter.

Locate the blower switch and (2) #6 X 3/8" pan head screws.

Attach the switch to the control head using (2) #6 x 3/8" pan head screws provided.



Locate the control cable with the eyelet on both ends, (1) cable clip, (1) push nut, (1) #10 -32 x 1/2" pan head screw and #10 -32 nut.

Attach the cable to the control head on the right lever assembly. Attach with push nut and #10-32 x 1/2" screw.



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

Attach the eyelet end to the center lever assembly, using the push nut.

NOTE:
THE 10-32 SCREW AND NUT ARE
INSTALLED TO HOLD BOTH CABLES.

Remove center louver from the dash pad. Retain mounting hardware.

Attach hose adapter to the center louver by drilling (4) 7/64" holes through the hose adapter and louver. Attach hose adapter using (4) #6 x 3/8 PHP screws.



Reinstall center louver using original hardware.