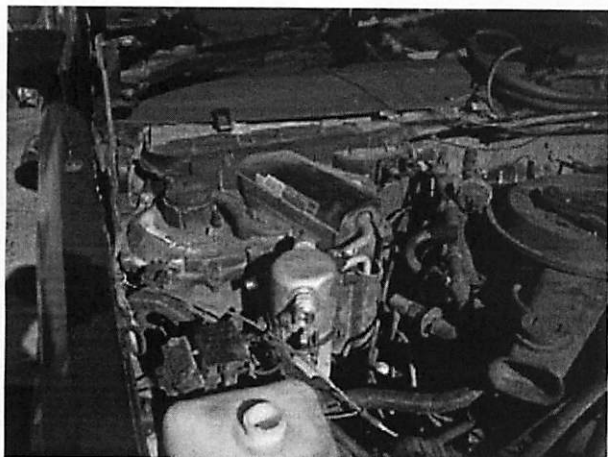


1978-88 G-Body AC Delete Cover Installation Instructions



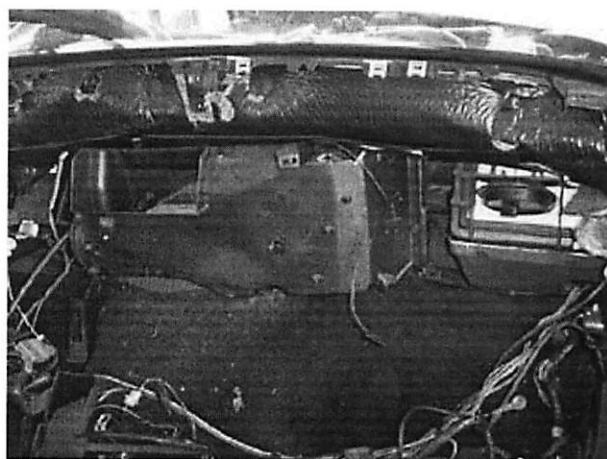
This is the before photo on an AC Delete Cover installation for the 78-88 G-Body model car. This car is a 1985 Monte Carlo with a 305 V8.



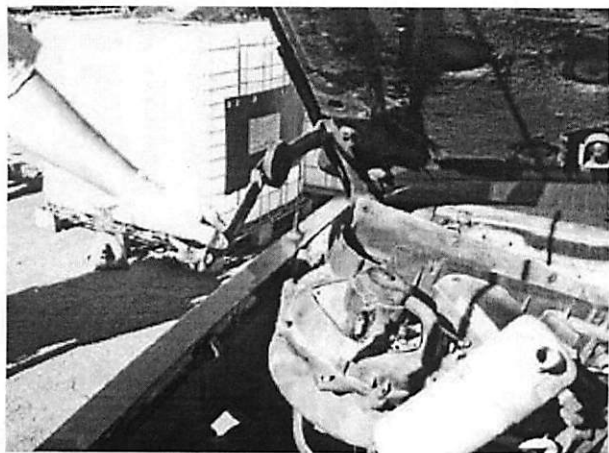
Step 1: Begin by removing the cowl screen and related pieces to provide access to the firewall mounting hardware.



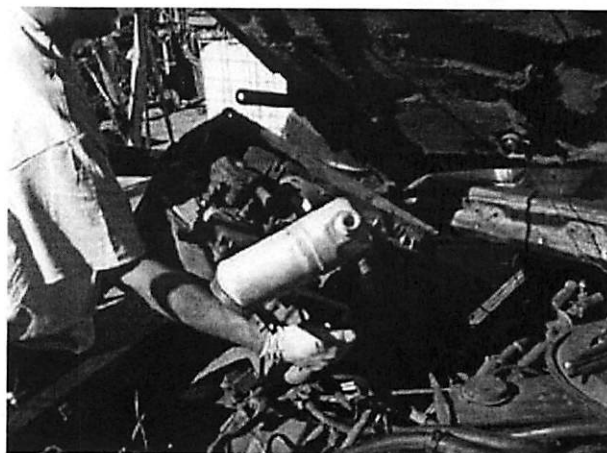
Step 2: Now remove the right front (passenger side) plastic inner fender to allow access to the firewall area.



Step 3; This shows the under dash duct work that is attached to the evaporator cover under the hood. Remove all hardware that attaches the complete unit to the firewall.



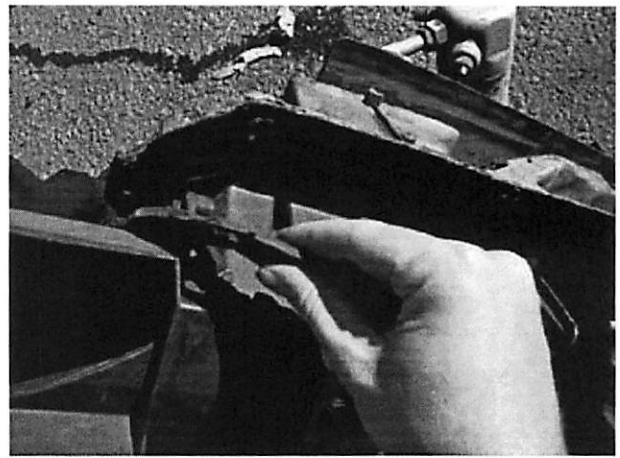
Step 4: Now you will need to remove the passenger side hood hinge to allow the complete AC unit to be removed in one piece.



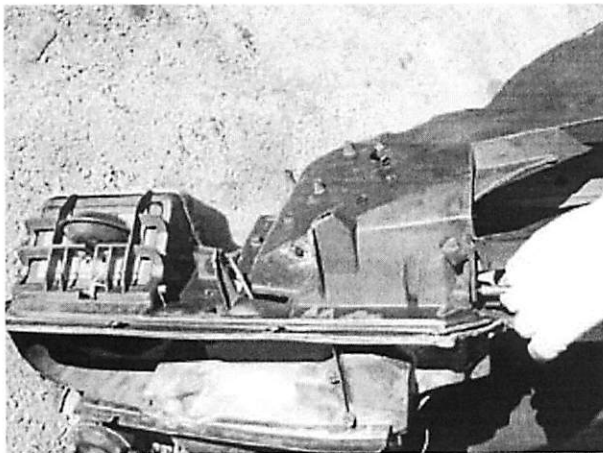
Step 5; With the hood hinge removed the AC unit should slide out in one piece revealing the large hole left in the firewall.



Step 6: With the firewall exposed now is a good time to clean all of the grease, grime and other related materials that might have accumulated over the years.



Step 7: If possible try and save the original gasket that seals the unit to the firewall, as they are no longer available from GM dealers. If the gasket is unusable we recommend a 3M silicone sealant that can be used in its place.



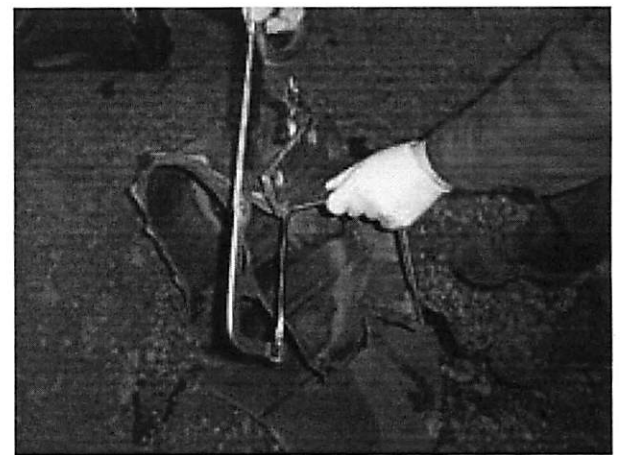
Step 8: Remove all hardware that attaches the under dash duct work to the under hood evaporator unit.



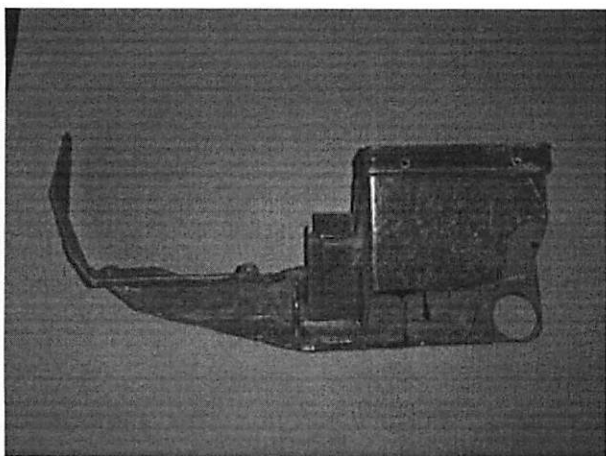
Step 9: With all hardware removed you can now separate the interior duct from the unit. Be sure to save all related pieces as they will be needed later in the installation.



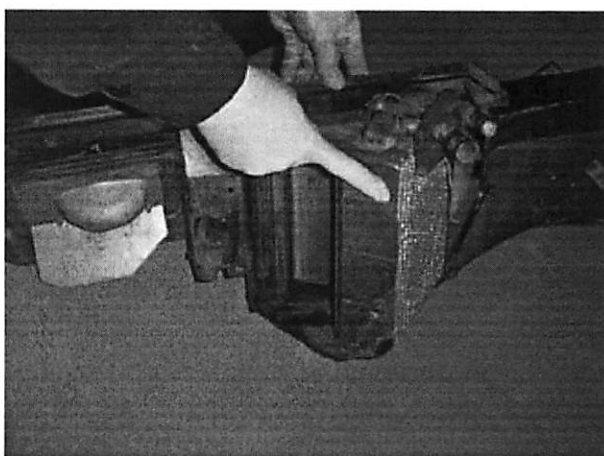
Step 10: With all interior duct work removed you will need to separate the under hood portion from the under dash portion and save the blower housing area which will be modified later in the installation to provide proper air flow to the heater core.



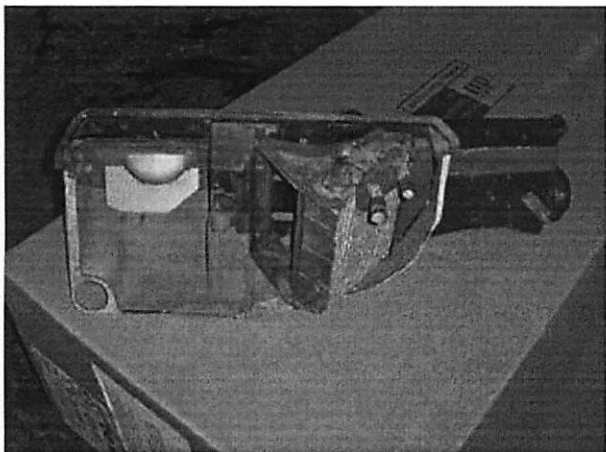
Step 11: A cutoff wheel or a hack saw can be used to separate the sections mentioned in step 10. Before making cuts, refer to step 12 for reference as to size and dimensions of the needed part.



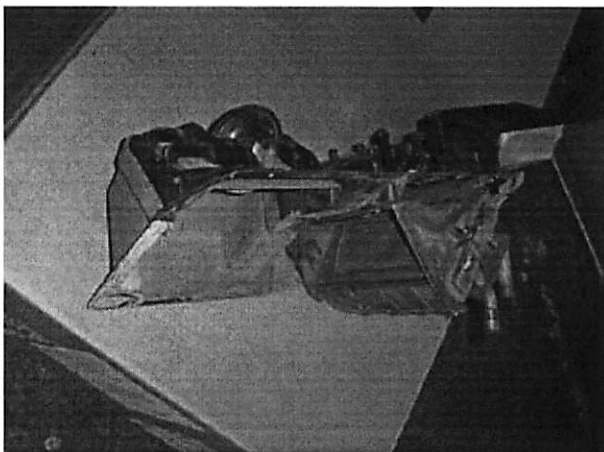
Step 12: This shows the finished piece that was cut off of the under hood evaporator unit (shown in step 11). This needs to be reattached to the under dash duct unit. As shown in step 14.



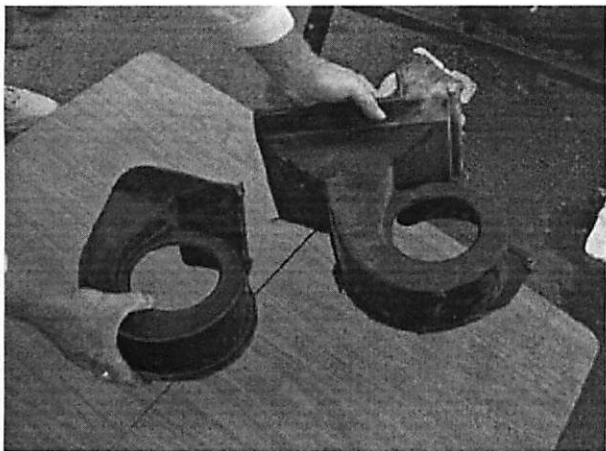
Step 13: You must trim the outer edge of the original heater core housing to allow proper clearance of the new AC Delete Cover. If this is not done the new cover *will not fit!*



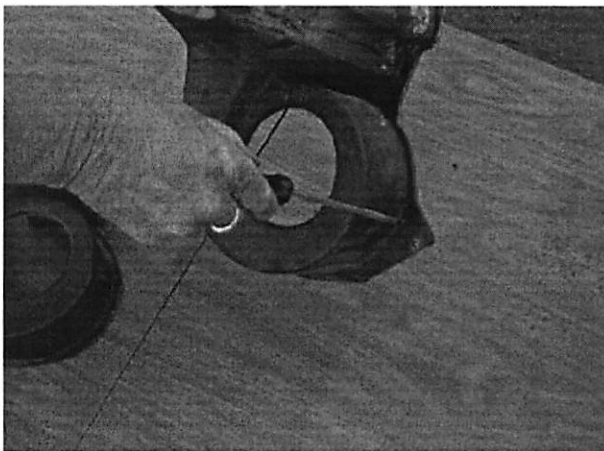
Step 14: Reassemble the piece that was cut from the evaporator unit to the under dash duct work as shown. Including the heater core.



Step 15: This shows a side view of the under dash duct unit, which will be attached to the new AC Delete Cover and reinstalled as one complete unit.



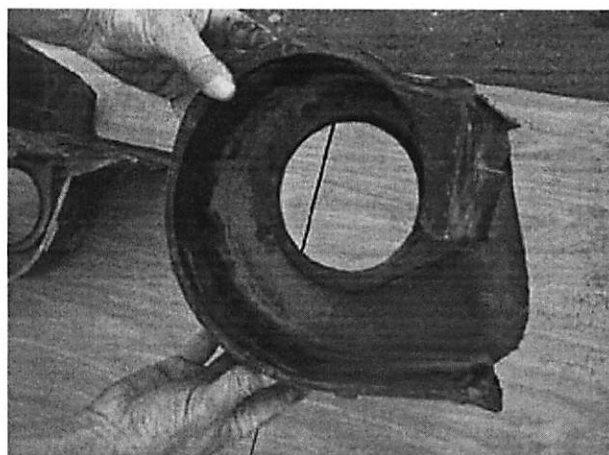
Step 16: Redesign the original blower motor housing as shown on the left to provide proper air flow to the heater core. This will allow your heater and defroster to remain functional. The part on the right is the original housing before modification.



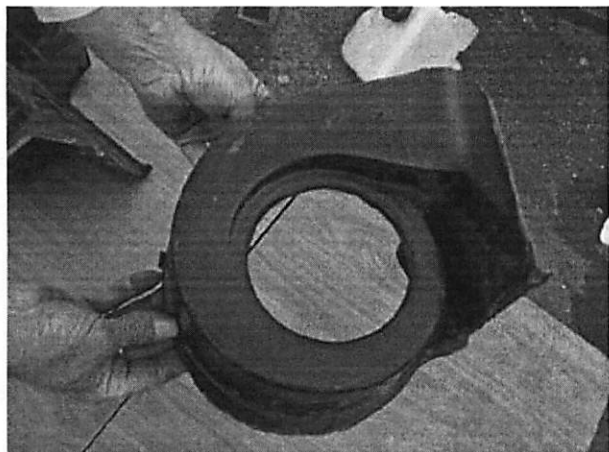
Step 17: Trim the housing in the area indicated above, to allow the housing to fit properly inside the new AC Delete Cover.



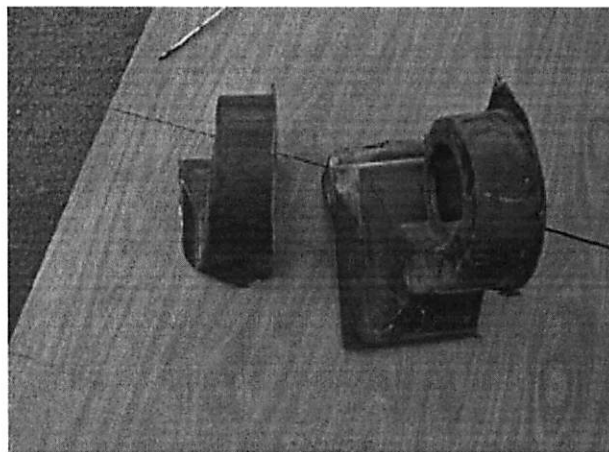
Step 18: This is a backside view of the modified housing compared to the original on the right.



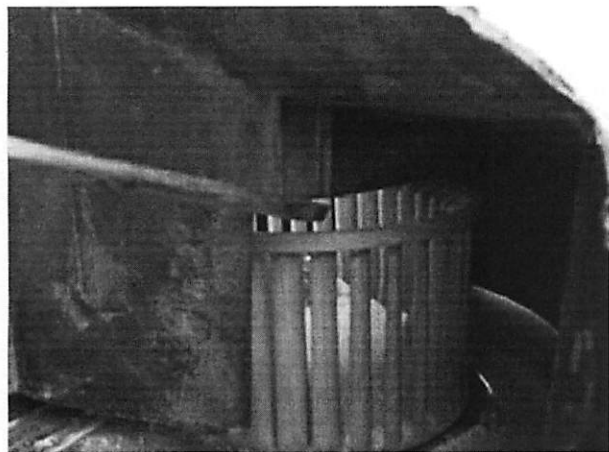
Step 19: Here is a close up backside view of the modified original blower motor housing. Your finished product should look just like this.



Step 20: Here is a close up topside view of the modified original blower motor housing. Your finished product should look just like this.



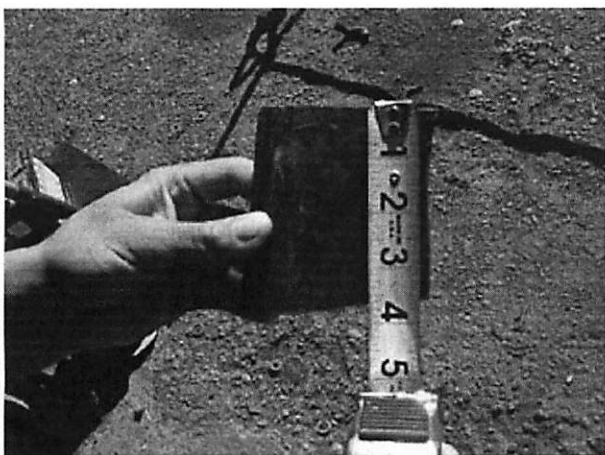
Step 21: Here is a close up side view of the modified original blower motor housing (left) compared to the original (right). Your finished product should look just like this.



Step 22: Attach your blower motor and fan to the new AC Delete cover and trial fit the modified blower housing as shown above. Make sure you have clearance for the blower fan to spin freely.



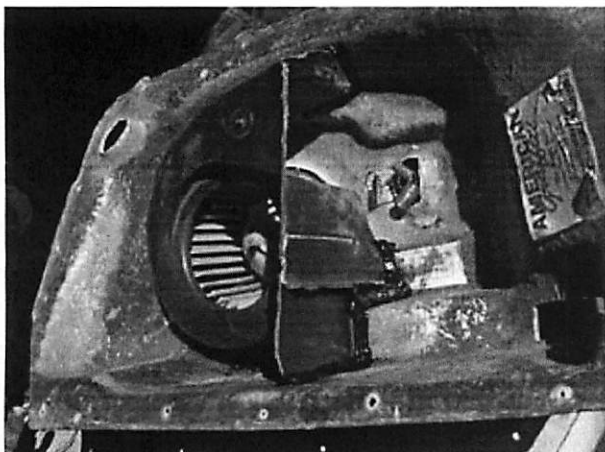
Step 23: Using some of the excess material from the blower motor housing modifications, cut a rectangle section approximately 4 x 3 1/2 inches. This will be used inside the new cover to help seal the modified blower motor housing and enhance airflow.



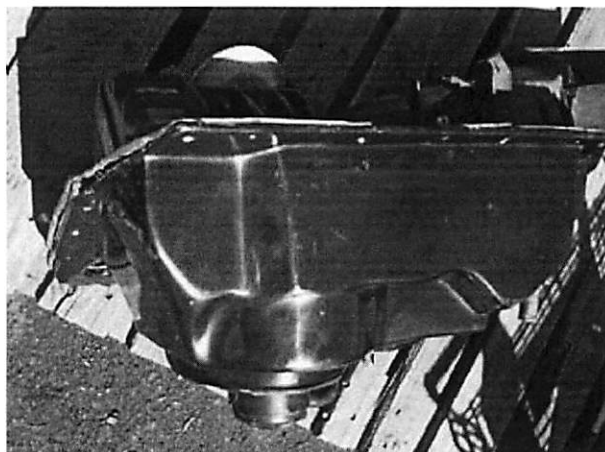
Step 24: Using some of the excess material from the blower motor housing modifications, cut a rectangle section approximately 4 x 3 1/2 inches. This will be used inside the new cover to help seal the modified blower motor housing and enhance airflow.



Step 25: Insert the 4 x 3 1/2" piece inside the AC Delete cover as shown above and in step 26. This will help direct the airflow to the heater core and enhance the heater and defrost functions.

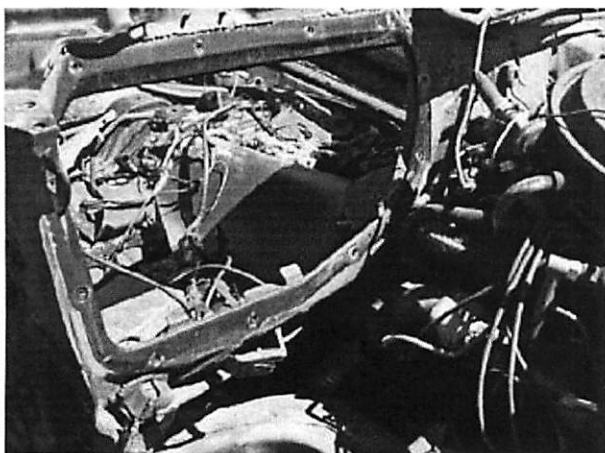


Step 26: Using the recommended 3M silicone sealant, bond the 4 x 3 1/2" section as well as the modified blower housing into the new AC Delete Cover as shown. Make sure you have adequate clearance for the blower fan to spin freely. Allow 24 hours for the silicon to set up.



Step 27: Now you will reattach the new AC Delete cover to the under dash duct unit that was modified previously in steps 11-15. Use the hardware provided to attach the two pieces together.

**Note: use a small amount of silicone on the end of the screws to keep the nut from coming loose over time.*

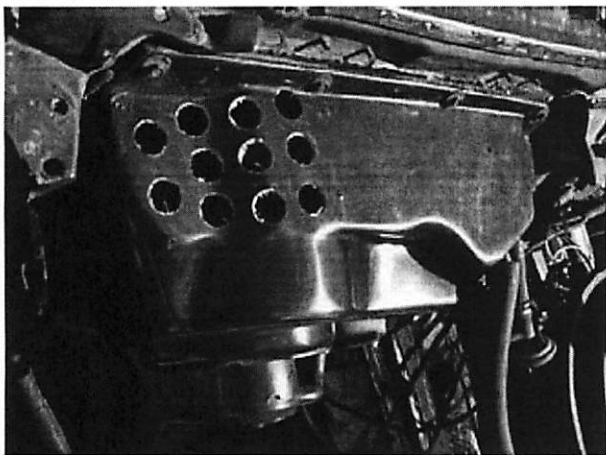


Step 28: If you were able to save the original gasket reinstall it at this time, or you can use the 3M silicone to seal the unit to the firewall. We recommend putting the silicone directly on the firewall rather than the new AC Delete cover, this will help keep the installation as neat as possible.

**Note: you do not need to remove the fender, we did this for demonstration purposes only.*

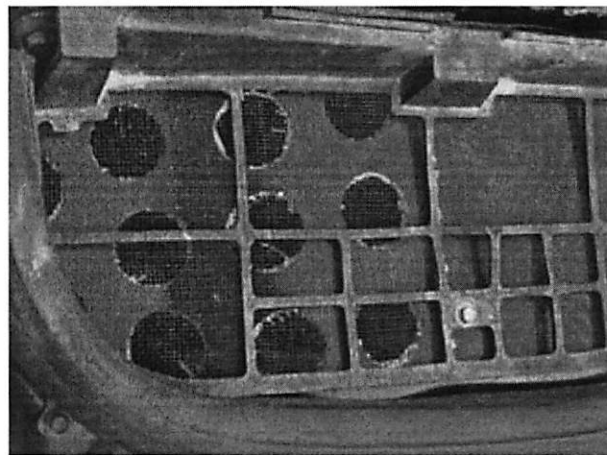


Step 29: You can now instal the new AC Delete Cover complete with all under dash ducting and modifications in place of the original factory unit. Transfer the original resistor and relay components at this time. This will allow you to use the original wiring harness.

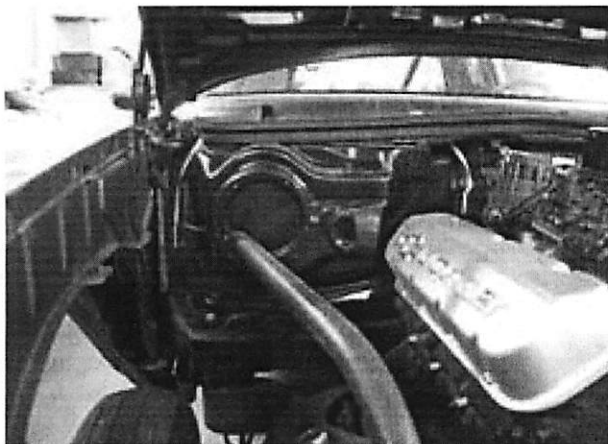


Step 30: To allow airflow into the new AC Delete cover, holes will need to be drilled into the cover.

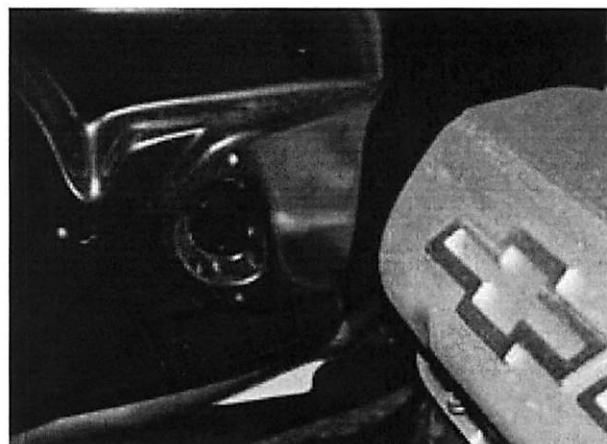
(This will all be hidden once the cowl screen assembly is reinstalled, you will also need to drill a small drain hole at the bottom of the cover to ensure that water doesn't accumulate.)



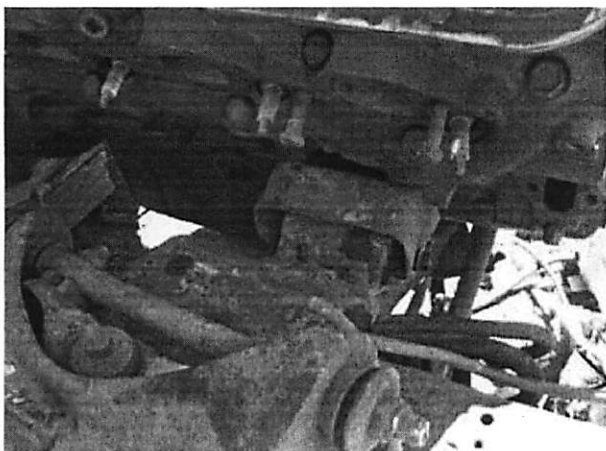
Step 31: Reinstall the cowl screen assembly and the rubber hood to cowl seal as shown above. This will complete the installation of the new AC Delete Cover to your car.



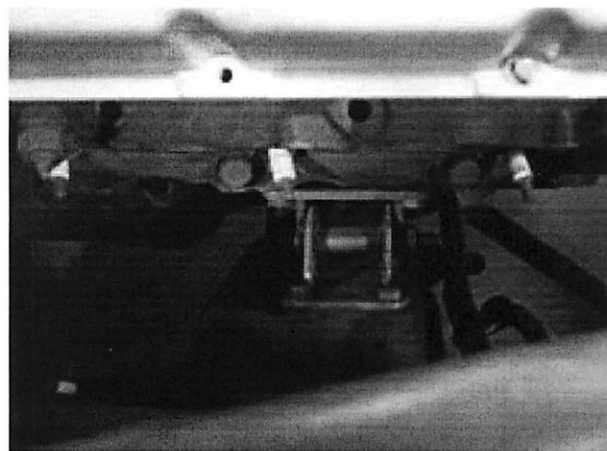
The photo above shows the AC Delete cover installed on an 81 Monte Carlo with a 454 big block and tall GM aluminum valve covers. As shown, there are no clearance issues for this application.



This is a close up of the big block tall valve cover and the AC Delete cover showing ample clearance for any engine application that you may choose to install.



The stock GM motor mounts (shown above) are suggested as the best stock style application that you can use. Provided you use the stock motor mounts, clearance on any application is not a problem.



As an alternate, solid motor mounts can also be used, and are available from Moroso. (These are designed for racing applications).