



manufacturing



specializing in "AIR CONDITIONING, PARTS AND SYSTEMS" for your classic

**INSTALLATION**  
**"PERFECT FIT"**  
**IN-DASH**

HEAT/ COOL/ DEFROST  
**1967-72 CHRYSLER "A" BODIES**

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 DEHUMIDIFICATION in the defrost mode.



THE PICTURE YOU SEE ABOVE SHOWS THE CONTROLS IN THE HEAT MODE. THIS MEANS THAT THE AIR WILL BE DISTRIBUTED THROUGH THE HEAT OUTLETS. THIS ALSO HAS THE TEMPERATURE LEVER IN THE COLD POSITION. WITH THE CONTROLS IN THIS POSITION YOU WILL GET THE AIR THROUGH THE HEAT OUTLETS WITH THE COMPRESSOR OFF.

**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 Defrost Duct.

***HEAT / FACE / DEFROST DOOR CONTROL:*** When the Control Knob is pushed all the way to the LEFT the air is distributed to the DEFROST outlets. When the knob is pushed to the MIDDLE of the controls the air will go to the FACE outlets. In the FACE position the compressor is engaged. When the knob is pushed all the way to the RIGHT the air will go to the HEAT outlets. In the Defrost position the compressor clutch is engaged for dehumidification.

***TEMPERATURE CONTROL:*** The Temperature Knob as shown is at 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.



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## ***INSTALLATION INSTRUCTIONS 1967- 72 CHRYSLER “A” BODIES***

Congratulations!! You have just purchased the highest quality, best performing A/C system ever designed for you Classic Car. To obtain the high level of performance and dependability our systems are known for, pay close attention to the following instructions.

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

Evaporator  
Defrost Duct assembly  
Face Duct Assembly  
Inlet Air Block off Assembly  
Firewall Block off Assembly  
Flex hose 2” dia. 1ft (2)  
Flex hose 2” dia. 2ft (2)  
Flex hose 2” dia. 3ft (1)  
Flex hose 2” dia. 4ft (1)  
Sack Kit Hardware  
Sack Kit Control  
Glove Box

### ***IMPORTANT INFORMATION***

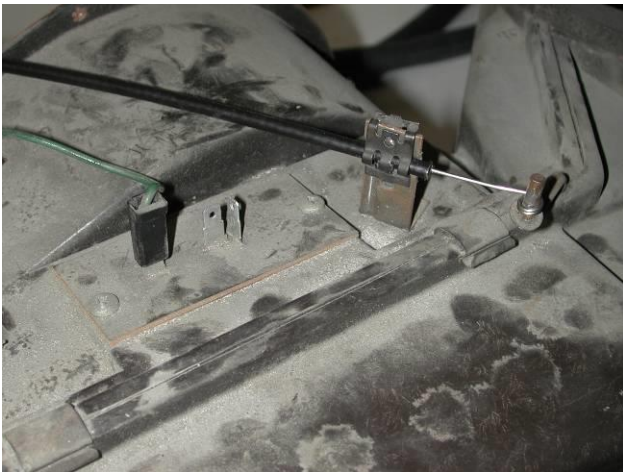
1. Before starting, read the instructions carefully and follow proper sequence.
2. Check condition of engine mounts. Excessive engine movement can damage hoses to A/C, heater, radiator, transcooler, and power steering systems.
3. Before starting, check vehicle interior electrical functions. i.e. interior 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 Glove box door and glove box. Retain door and original hardware.  
Discard the glove box.



### DRAIN RADIATOR AND DISCONNECT BATTERY.



Removal of the Original Heater Assembly can be accomplished by disconnecting the control cables.

Disconnect cable to the blend air door.

Disconnect electrical harness from the resistor block.

Disconnect control cable from the heat defrost door.



Disconnect cable from the air shut off door.



Around perimeter of the Bower Motor remove (4) nuts that hold heater assembly to the firewall.

Disconnect heater hoses to the heater core.

Open fresh air door on the passenger side. Remove the screw that holds support rod in place. Remove and discard the support rod.



Remove kick panel and disconnect ground wire to the blower motor.

Remove the heater assembly and discard.

Locate the Inlet Block off plate and (3) #10 x 3/4" tek screws.

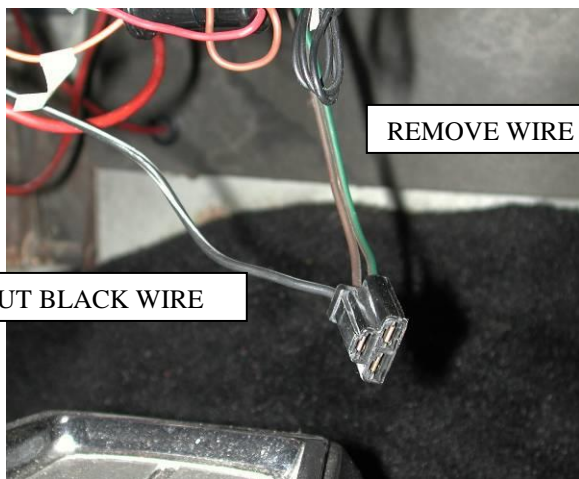
Attach block off over the air inlet opening using #10 screws.



In order to remove the Control head the dash bezel needs to be loosened to gain access to screws on back of the control head.

Remove (2) screws holding controls onto the dash bezel.

Retain original hardware.



REMOVE WIRE HARNESS

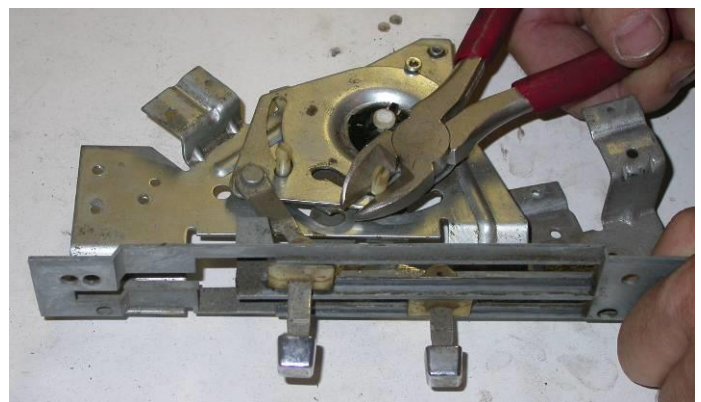
CUT BLACK WIRE

Locate original wire harness that was attached to the blower switch. Cut the connector off. Attach (1) ¼" male spade connector to the BLACK wire.

### ***1968 AND LATER "A" BODY'S***

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

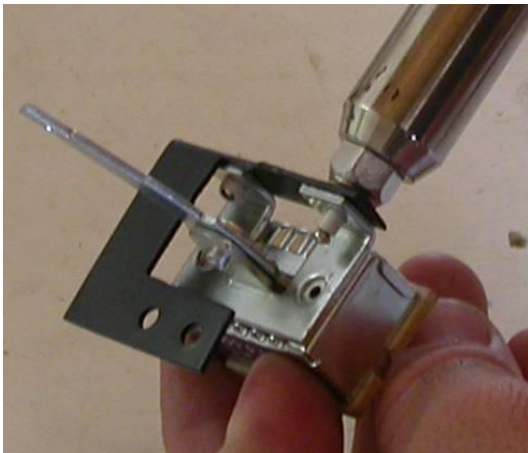
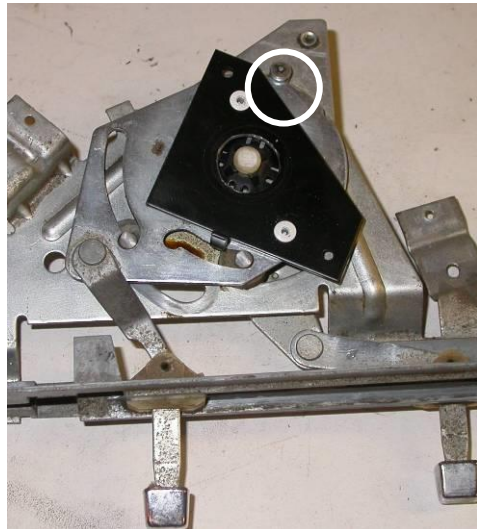
- (1) Original Blower Switch
- (2) Heat Cable
- (3) Temp Cable
- (4) Air Shutoff Cable



Cut off (2) control cable hook up pins.

Locate the cable attachment bracket and (3) 1/8" pop rivets.

Place the bracket over center nut and rotate so that the bracket just misses the center spring clip. Drill (3) 1/8" dia holes in lever using the bracket as a template. Install the pop rivets.

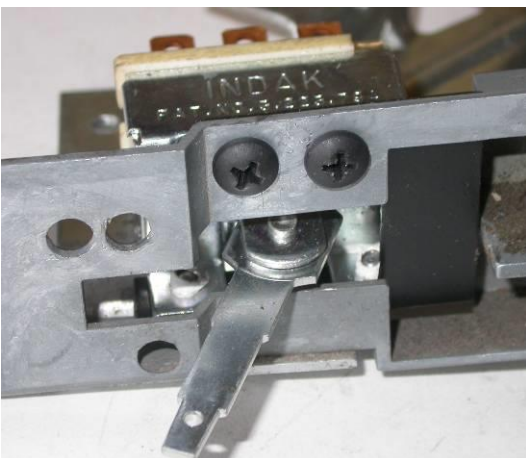


Locate the switch bracket, blower switch and (2) 1/8" pop rivets.

Attach switch to mounting bracket using pop rivets as shown.



Using the switch assembly as a guide. Match drill mounting holes into the control assembly. Use a 1/8" drill bit.

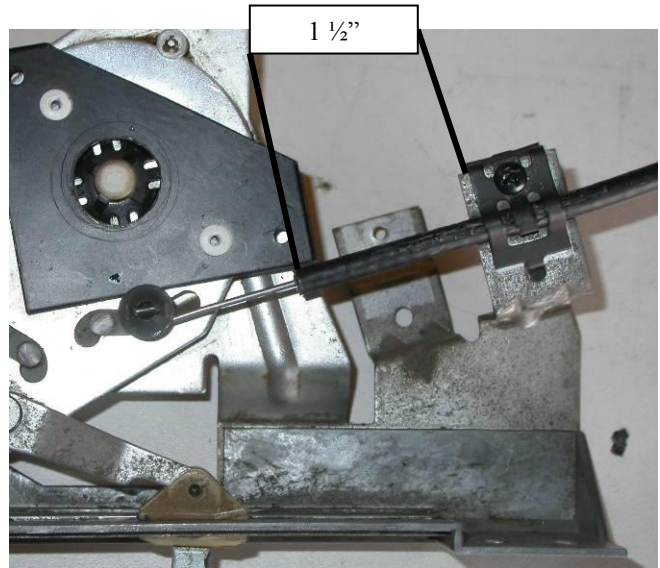


Open previously drilled holes to 5/32" dia. and attach the switch assembly using (2) #8 x 3/8" pan head screws.

Locate shortest of the control cables from the kit.

Attach cable to control head using the original cable retaining clip. Allow cable housing to be 1 1/2" from cable clip to end of the housing.

Push over tab on the attachment bracket (1) 3/16" push nut. Then put on the cable eyelet and another 3/16" push nut.



### ***1967 AND OLDER "A" BODIES***



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

- (1) Original Blower Switch
- (2) Heat Cable
- (3) Temp Cable
- (4) Air Shutoff Cable

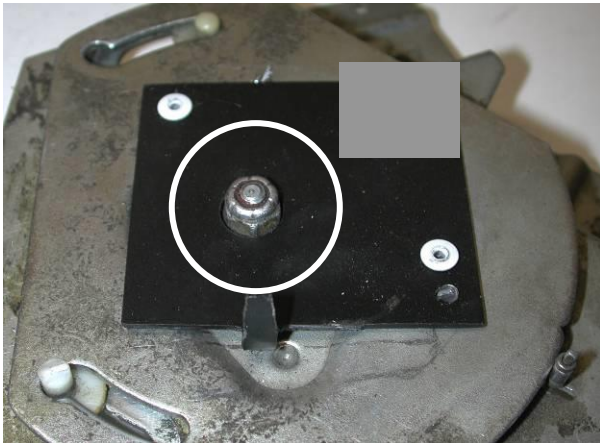


Cut off (2) control cable hook up pins.



Locate in the control sack kit the blower switch assembly.

Attach assembly to original control head using the original hardware.

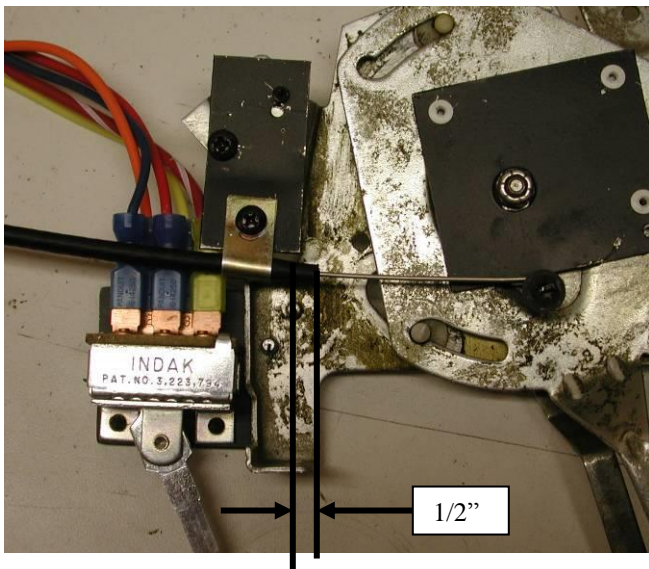


Locate the cable attachment bracket and (2 1/8" pop rivets.

Place bracket over the nut and rotate so that cable connection tab is just to the left of the dimple in the control lever. Drill (3) 1/8" dia holes in lever using the bracket as a template. Install the pop rivets.

Locate the cable connection bracket and (2) #8 x 3/8" pan head screw.

Attach bracket to control head using the #8 screws as shown.



Locate wire harness from the control sack kit.

Attach harness to blower switch according to the wiring diagram below.

Locate in the control sack kit (1) SHORT control cables, (1) LONG Temperature control cable, (1) cable clips, (1) #8 x 3/8" pan head screw and (2) 3/16" push nuts.

Attach shortest cable to the Face / Heat lever. Using (1) push nut, cable clip and #8 screw.

NOTE: Cable sleeve is 1/2" past the attachment bracket.

Attach temperature control cable to lever on bottom of the control head using the original hardware, and (1) 3/16" push nut.

NOTE: Cable sleeve is 1/4" from the cable clip bracket.



Reinstall control head using the original hardware.

Reattach dash bezel using original hardware.

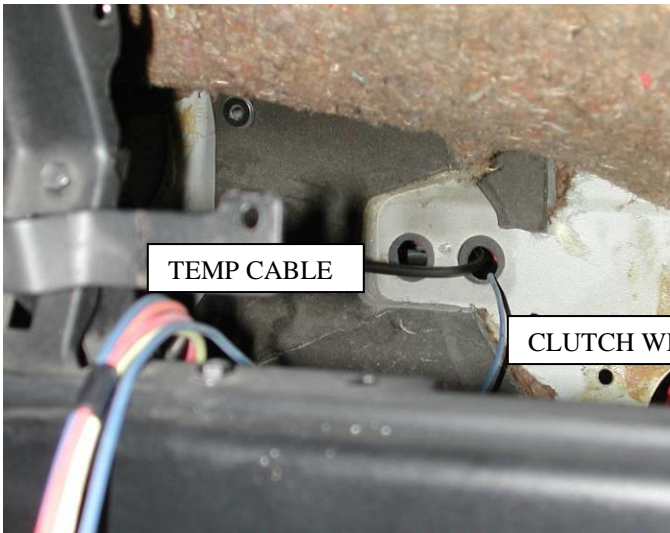
Locate chrome switch knob and attach to the blower switch.

Also reinstall the original lever knobs.

Remove insulation around the blower hole as shown.



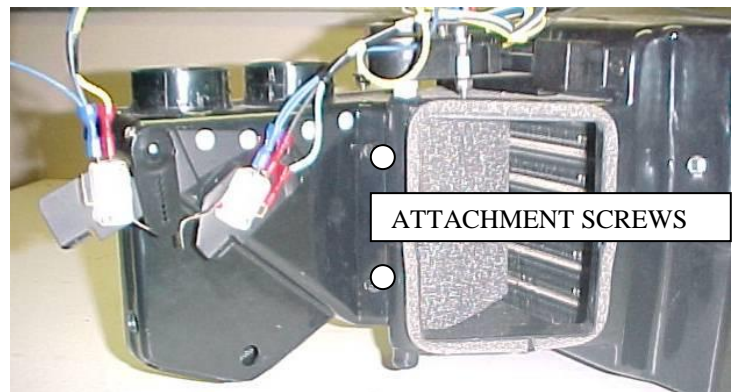
***All modifications to the vehicle are complete. We will now begin the installation of the system.***



Insert temperature cable through the original heater tube hole.

Hang electrical harness out the glove box opening. Insert blue clutch wire through same opening as the temp. cable.

Locate Evaporator, Defrost Duct Assembly and (2) #10 x 5/8" pan head screws. Attach defrost duct to the evaporator using (2) screws. Be sure that s-clips on back of the duct are attached to opening flange on the evaporator.



Locate electrical harness that is attached to the face door and connect to the micro switches. Refer to wiring diagram on the last page for correct connections. Place evaporator on floor of the vehicle, Lift unit up and behind the glove box opening.

Insert hookup tubes through the original heater motor hole.

Attach evaporator to the firewall using (2) 1/4"-20 x 5/8" screws and flat washers provided.



Locate the blower support brace and (1) #10 x 3/4" tek screw.

Attach brace to the air box as shown.

Locate in the hardware sack kit the unit support bracket, (1) #10 x 3/4" tek screw and (1) #10 x 5/8" pan head philips screw.

Attach bracket to top pre drilled hole in the unit using #10 pan head screw.

**CAUTION: DO NOT USE POWER SCREW DRIVER**

Attach other end to the body using #10 tek screw.

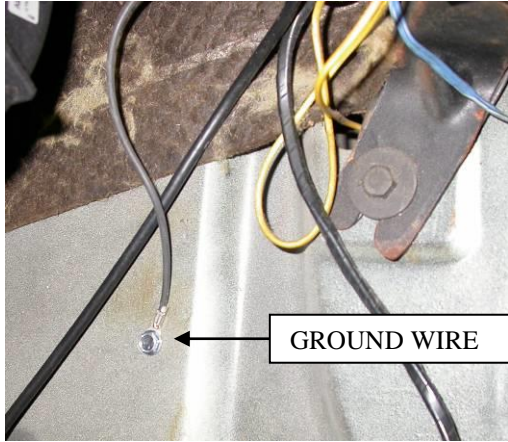


Locate the Firewall Block Off plate, (4) #10 x 3/4" tek screws.

On engine side of firewall attach over hookup tubes from the evaporator using #10 Tek screws.

Route main harness across top of the unit to the resistor and blower motor.

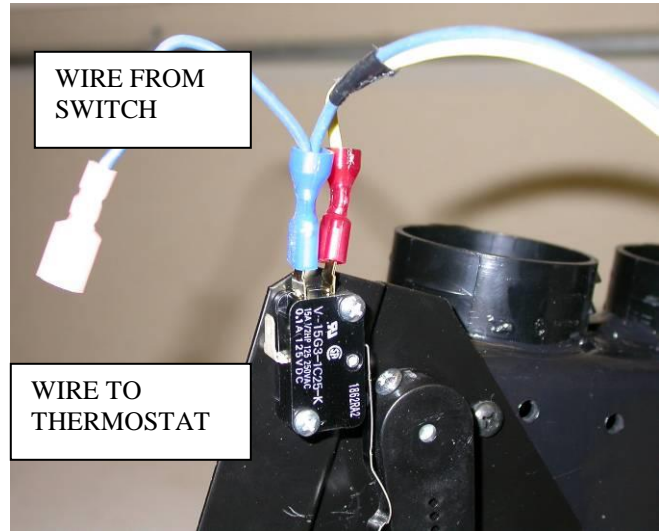
**REFER TO THE WIRING DRAWING FOR PROPER CONNECTIONS.**



Secure ground from the blower motor using (1) #10 x 3/4 "hex head Tek screw.

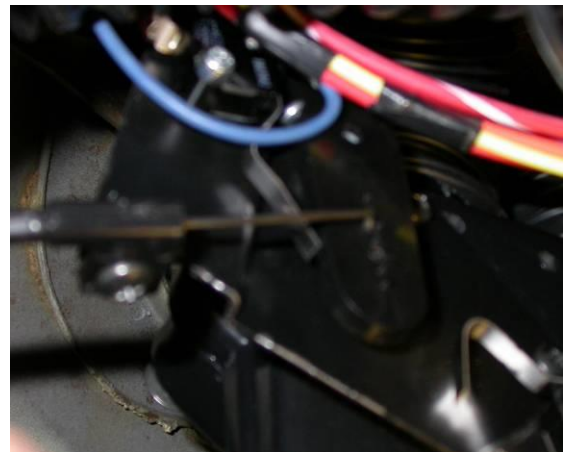
Reinstall the passenger kit panel using original hardware.

Locate (2) blue wires on the wire harness. Blue wire from blower switch connects to the blue pigtail. Wire to the thermostat connects to tab on side of the micro switch.



**Caution:** Carefully check under the Instrument Panel for all cables, electrical harness that might interfere with safe operation of the vehicle.

Route mode control cable down and attach to the defrost duct. Insert cable into 3<sup>rd</sup> hole from the pivot of the crank arm. Attach cable to the bracket using (1) #10 X 5/8" screw.

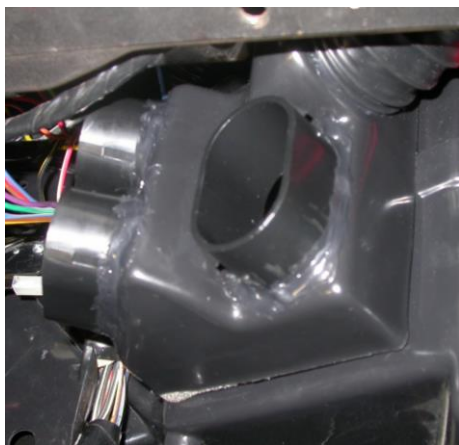




Locate (2) defrost hose adapters, (4) #8 x 3/8" pan head screws and the 2" flex hose.

Cut 1 piece 18" long and attach to the hose adapter using (2) #8 screws. Attach over defrost outlet on the drivers side. Route up and attach hose adapter on drivers side. Note: picture below. Both passenger and drivers defrost attach the same.

Cut 1 piece 24" long and attach to passenger outlet on the defrost duct. Route hose along firewall and then back to the passenger defrost outlet.



Locate the face duct assembly.

Attach face duct over outlet on the evaporator as shown. Be sure that s-clips on top and bottom are attached.

Locate the center louver assembly and (2) #10 x 3/4" tek screws.

Attach rear of the assembly to under side of dash. Centered on the ash tray.

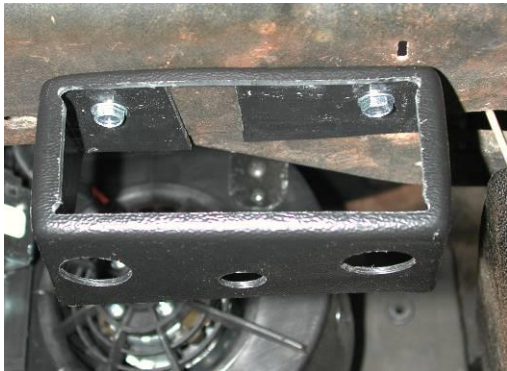


Locate the Center Louver Bezel Assembly and (2) #8 x 3/8" pan head screws.



Attach the bezel assembly over the hose adapter and fasten with (2) #8 screws on the bottom.

Locate the drivers and passenger louvers, and (4) #10 x 3/4" tek screws.



Attach housings to the lower dash on drivers and passenger side using the #10 screws.

Insert louver into the housing as shown.



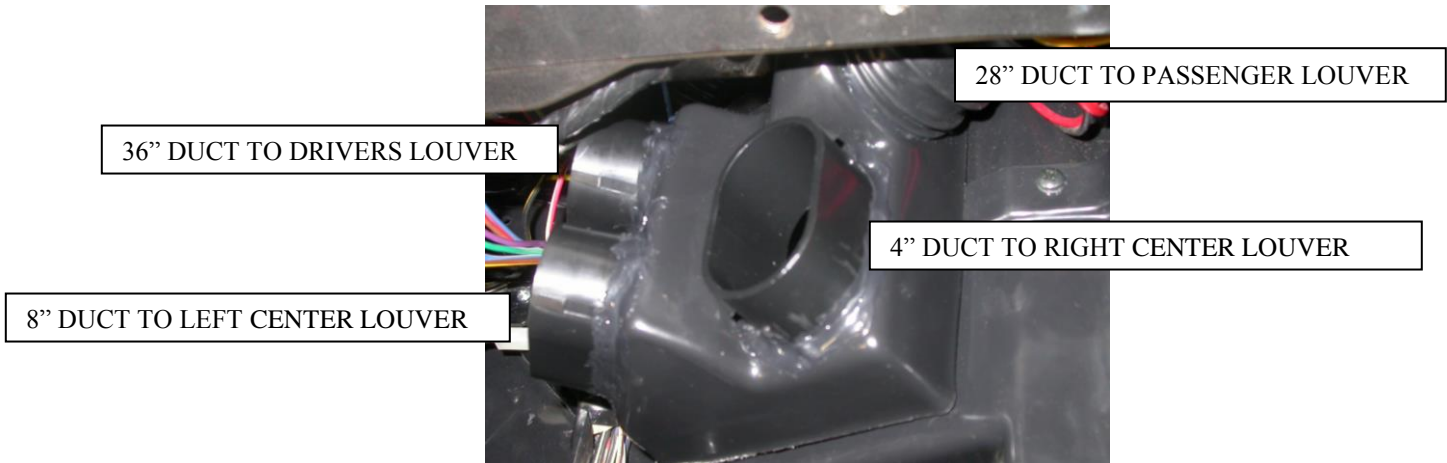
Locate 2" flex hose and cut to the following lengths. 4" long, 8" long, 28" long and 36" long.

Attach 4" piece between right bottom outlet and the right center louver.

Attach 8" piece between left bottom outlet and the left center louver.

Attach 28" piece between top right outlet and the passenger louver.

Attach 36" piece between top left outlet, across and over steering column to the drivers louver.



Locate new glove box and the original mounting screws.

Slide glove box into position and attach using original hardware.



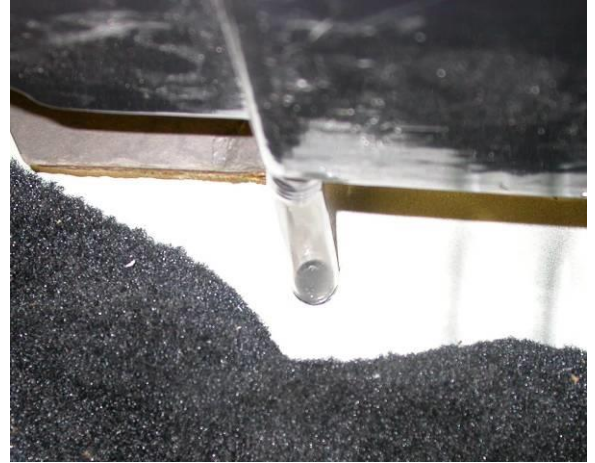
Reinstall glove box door using original hardware.



Locate clear drain tube from the hardware sack kit.

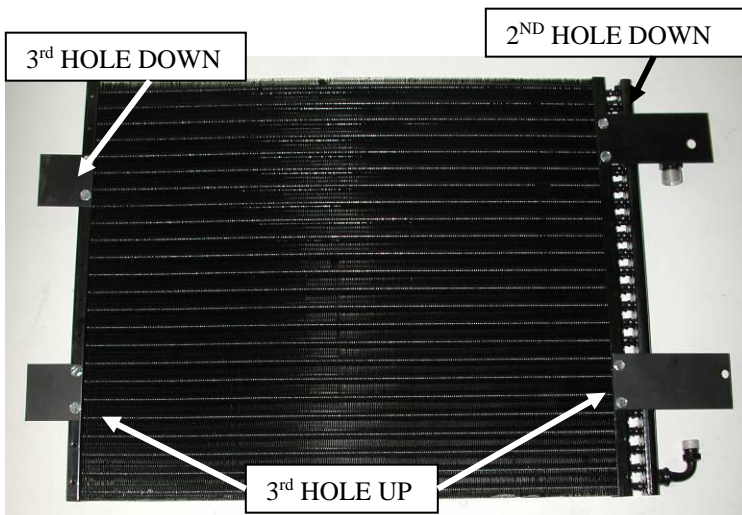
Carefully drill a 11/16" diameter hole just below the drain nipple.

Insert drain tube through hole and over nipple under the evaporator.



Drain radiator and remove fan and fan shroud. Retain all original hardware.

## **INSTALL THE COMPRESSOR ADAPTER KIT AND COMPRESSOR AT THIS TIME PER THE MANUFACTURERS DIRECTIONS.**



Locate the Condenser, (2) Right condenser mounting brackets, (2) Left condenser mounting brackets and (8) #10 x 3/8" hex head screws.

Attach brackets to the condenser as shown.

Remove the upper radiator mounting bolts and retain.

Loosen the bottom mounting bolts.

Carefully slide Condenser Assembly between Radiator support and the radiator.

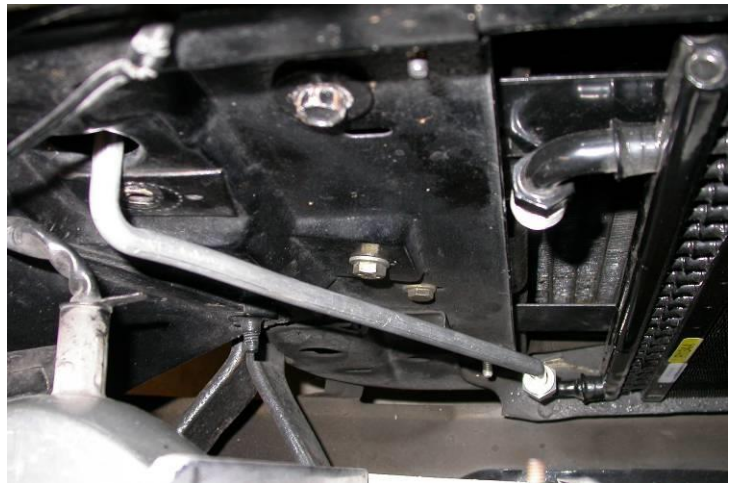
Reinstall radiator upper bolts clamping condenser brackets between radiator support and the radiator.



Be sure that the condenser is located all the way to the drivers side of opening.

Locate the Liquid Tube and (1) #6 o-ring.

Insert tube through the radiator support opening on passenger side. Attach to lower condenser fitting using (1) #6 o-ring and a few drops of mineral oil.





Locate the Filter Drier, (3) ¼” – 20 x 1” screws, flange nuts and pressure switch kit.

Using liquid tube to location the drier, drill (3) ¼” diameter holes in the inner fender. Attach drier using (3) screws and nuts.

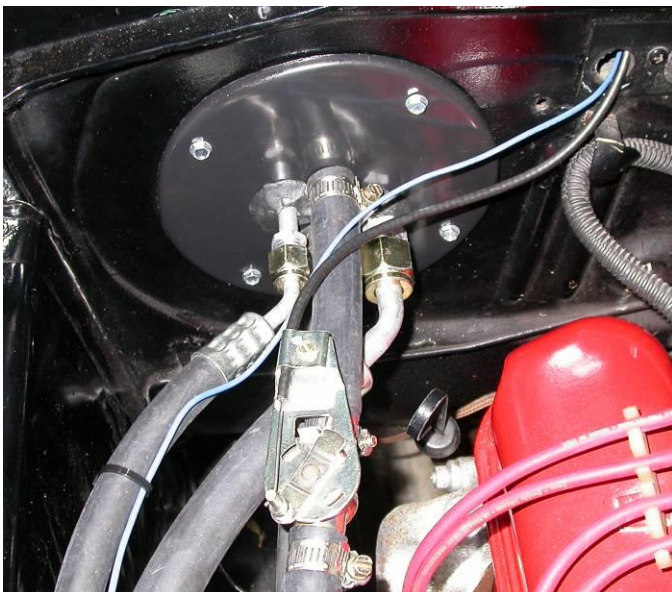
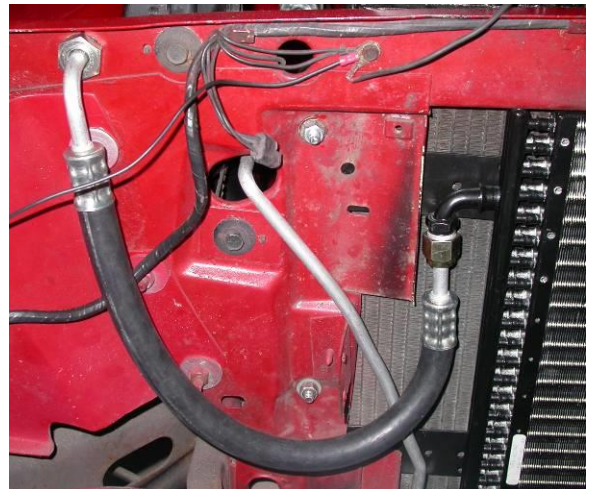
Attach pressure switch and harness to the liquid tube using a few drops of mineral oil. Attach #6 fitting to the drier using (1) #6 O-ring and a few drops of mineral oil.

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

Insert hose through hole on the radiator bulkhead.

Attach to upper condenser fitting using (1) #8 o-ring and a few drops of mineral oil.

NOTE: Grille removed for clarity.



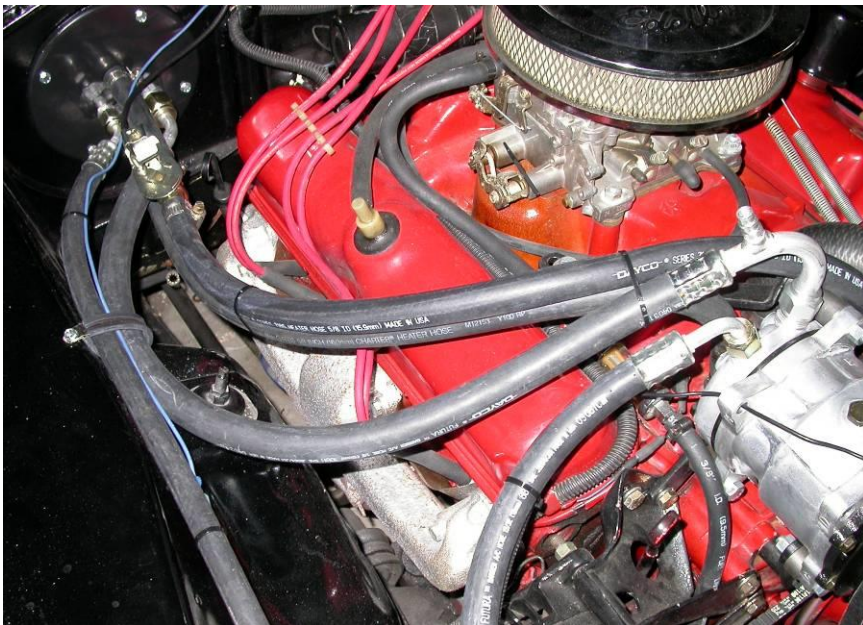
Locate the Water Valve and (3) worm gear clamps.

Supply line from engine is attached to the LOWER heater hookup tube. Cut 6” off end of the **RETURN LINE** and install water valve using (3) worm gear clamps as shown above.

Attach control cable to the water valve. The wire of the cable needs to be all the way out when attaching to water valve. Also set the control lever in cold position.

*Note: It is recommended that you replace heater hoses from the engine to the hookup tubes.*

Locate the Liquid Hose and (2) #6 o-rings. Attach 45 deg. end to the tube at firewall. Use (1) #6 o-ring and a few drops of mineral oil. Route other end along fender to the drier using (1) #6 o-ring and a few drops of mineral oil.



Locate the Discharge hose and (2) #8 o-rings. Attach end with the service port to tube next to drier and the other end to compressor. Use (1) #8 o-ring on each of the fittings and a few drops of mineral oil.

Locate the suction hose and (2) #10 o-rings. Attach end with the service port to compressor and other end to fitting at the firewall. Use (1) #10 o-ring on each of the fittings and a few drops of mineral oil.

Locate the double hose clamp and (1) #10 x 3/4" tek screw. Clamp suction and liquid hose to the fender as shown.

Route (1) of the white wires along with #8 refrigerant hose. Attach to the compressor clutch. Other white wire attaches to Blue Clutch wire from the thermostat.

Reconnect battery and fill the radiator.

***THE ENGINE COMPARTMENT OF YOUR SYSTEM IS COMPLETE.  
THE UNIT IS READY FOR EVACUATION AND CHARGING.***

***THIS SHOULD BE DONE BY A QUALIFIED AND CERTIFIED AIR  
CONDITIONING TECHNICIAN.***

***NOTE: COMPRESSOR IS SUPPLIED WITH THE  
CORRECT OIL CHARGE. DO NOT ADD OIL TO SYSTEM.***

***134A SYSTEMS      24 oz OF REFRIGERANT  
Recommend that power fuse is 25amp minimum***

***Congratulations you have completed the install of your  
CLASSIC AUTO AIR "Perfect Fit Series"  
climate control system.***

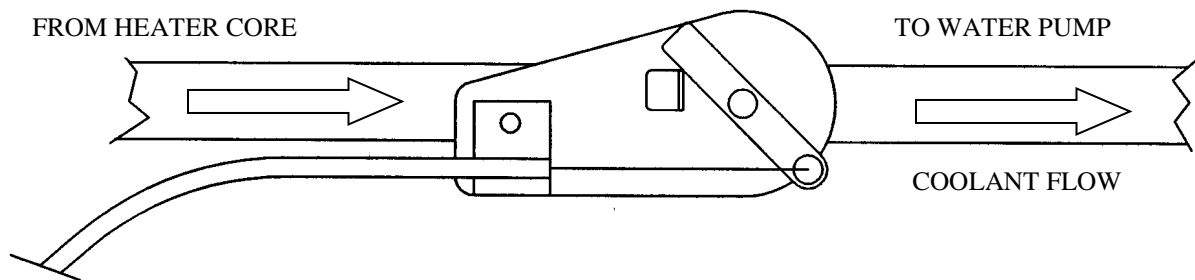
# **IMPORTANT**

**CAUTION: WATER VALVE MUST BE INSTALLED PER THE INSTRUCTIONS.**

Classic Auto Air has done extensive testing on the correct method to install the water valve in order to get a repeatable and progressive temperature control.

Locate the **bottom** connection from the evaporator/heater unit off of the firewall and attach a 6" piece of 5/8" dia. heater hose with the supplied hose clamp. Next attach the inlet side of the water valve using another supplied hose clamp, (make sure the arrow on the water valve points toward the engine) Attach a heater hose from the outlet side of the water valve and route to the connection on the water pump.

**NOTE: WATER VALVE = WATER PUMP**



**CAUTION: WATER VALVE MUST BE INSTALLED ON HEATER LINE ROUTED TO WATER PUMP.**

***NOTE: COMPRESSOR PURCHASED WITH KIT IS SUPPLIED WITH THE CORRECT OIL CHARGE. DO NOT ADD OIL TO SYSTEM.***

***134A SYSTEMS      24 oz OF REFRIGERANT***

***Recommend that power fuse is 25amp minimum***

