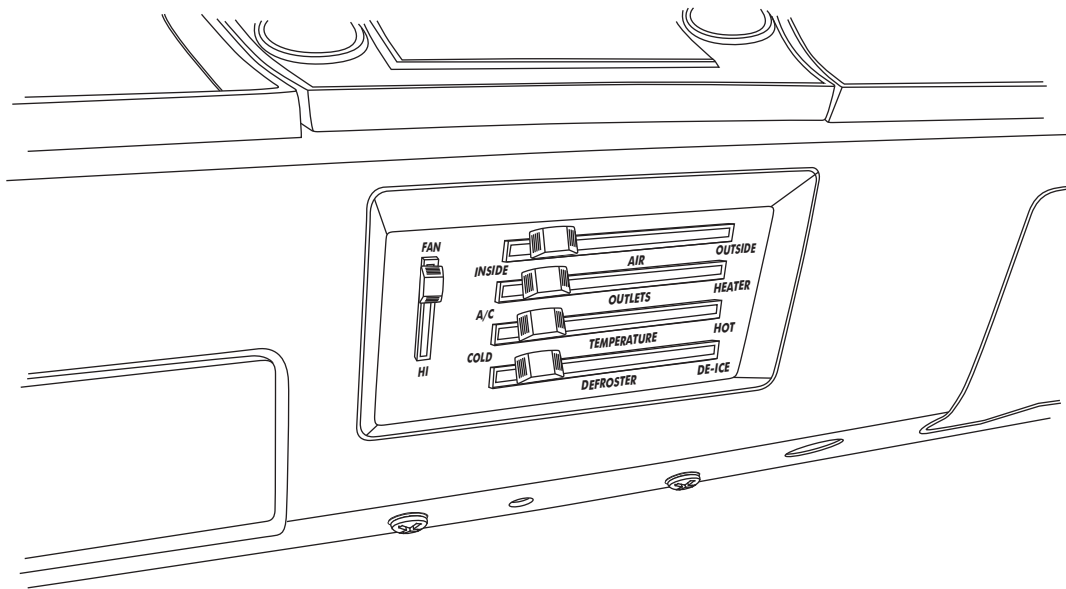




1966-67 Chevrolet Chevelle

with Factory Air
Control Panel Conversion Kit
(473065)



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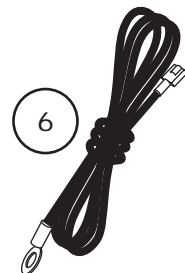
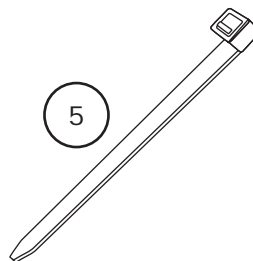
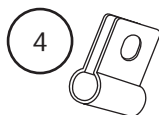
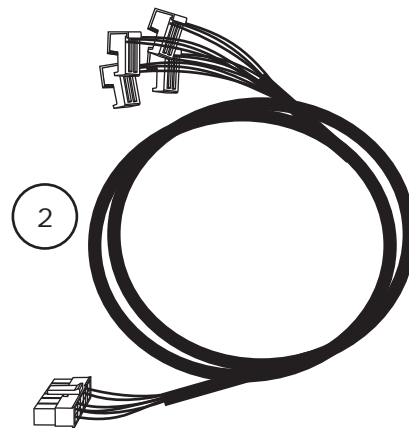
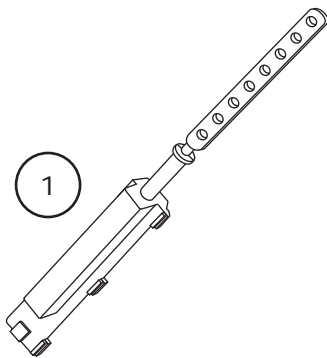


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Packing List: Control Panel Kit (473065)

| No. | Qty. | Part No. | Description |
|-----|------|------------|---|
| 1. | 3 | 112002-SUA | Cable Converter Assembly |
| 2. | 1 | 232002-VUA | Control Harness, Gen IV/Gen 5 Universal |
| 3. | 3 | 65976-VUE | Push-on Ring, 3/16" |
| 4. | 3 | 491010-VUR | Cable Converter Clamp |
| 5. | 5 | 21301-VUP | Tie Wrap, 4" |
| 6. | 1 | 231520 | Ground Wire |

**** Before beginning installation, open all packages and check contents of shipment.
Please report any shortages directly to Vintage Air within 15 days. After 15 days,
Vintage Air will not be responsible for missing or damaged items.**



**NOTE: Images may not depict actual parts and quantities.
Refer to packing list for actual parts and quantities.**



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OEM Control Panel Removal

Perform the following:

1. Remove (2) OEM screws from the bottom of the dash (retain) (See Figure 1, below).
2. Disconnect cables and wires from the back side of the OEM controls.
3. Remove the OEM control panel.

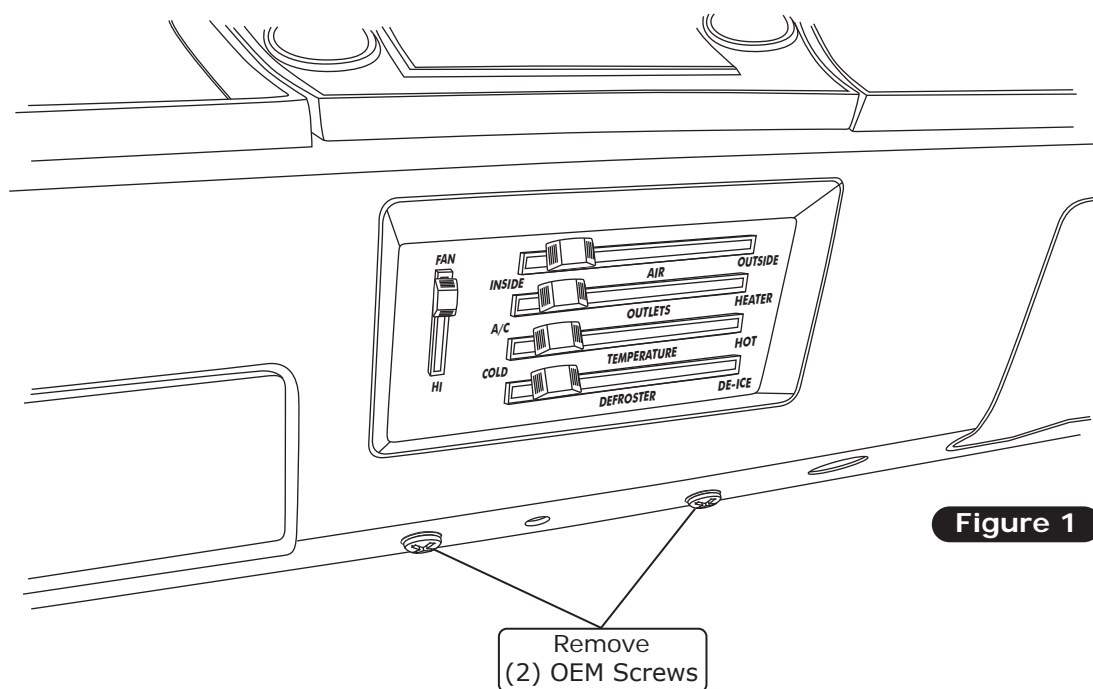


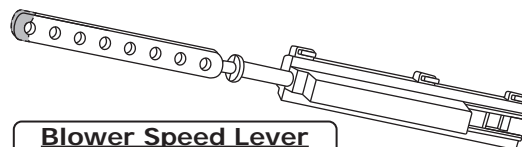
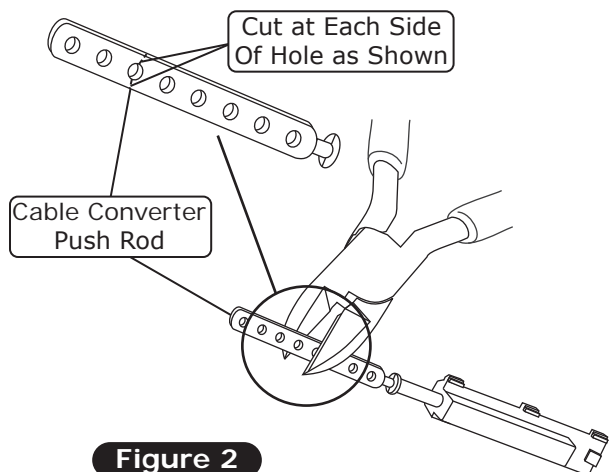
Figure 1



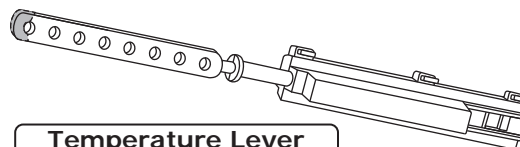
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Cable Converter Assembly Modification (1966 Models Only)

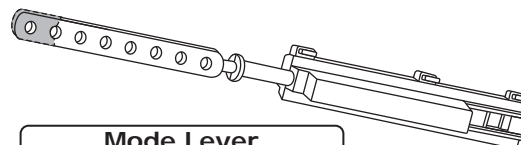
1. Locate the (3) cable converter assemblies. Using a pair of wire cutters, cut the cable converter push rods as shown in Figure 2, below.



Blower Speed Lever
Cut at 8th Hole
(Remove Shaded Portion)



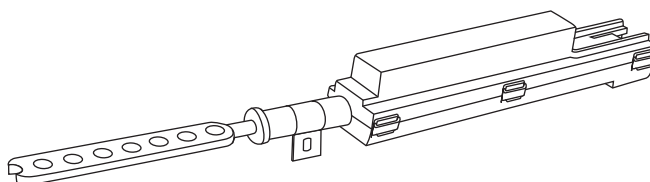
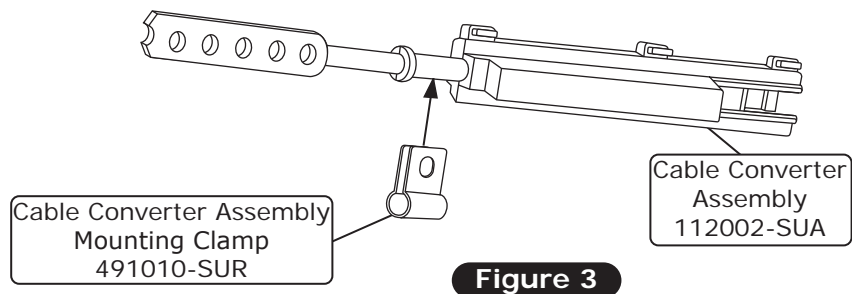
Temperature Lever
Cut at 8th Hole
(Remove Shaded Portion)



Mode Lever
Cut at 7th Hole
(Remove Shaded Portion)

Cable Converter Assembly Mounting Clamp Installation (1966 Models Only)

1. Install cable converter assembly mounting clamps (See Figure 3, below). **NOTE:** Orient clamps in relation to the (3) housing snaps on the cable converter assembly.





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Blower Speed Cable Converter Assembly Installation (1966 Models Only)

1. Install the cable converter push rod onto the OEM cable mounting stud on the blower speed lever (See Figure 4, below).
2. Secure the cable converter assembly to the control panel using the OEM screw.
3. Since the cable converter assembly can slide back and forth in the clamp before the screw is tightened, position the cable converter assembly such that the flat part of the rod is as close to flush as possible with the end of the housing at the lever's innermost position (See Figure 4a, below).
4. Secure the cable converter lever push rod onto the OEM cable mounting stud using a 3/16" push-on ring as shown in Figure 4, below.

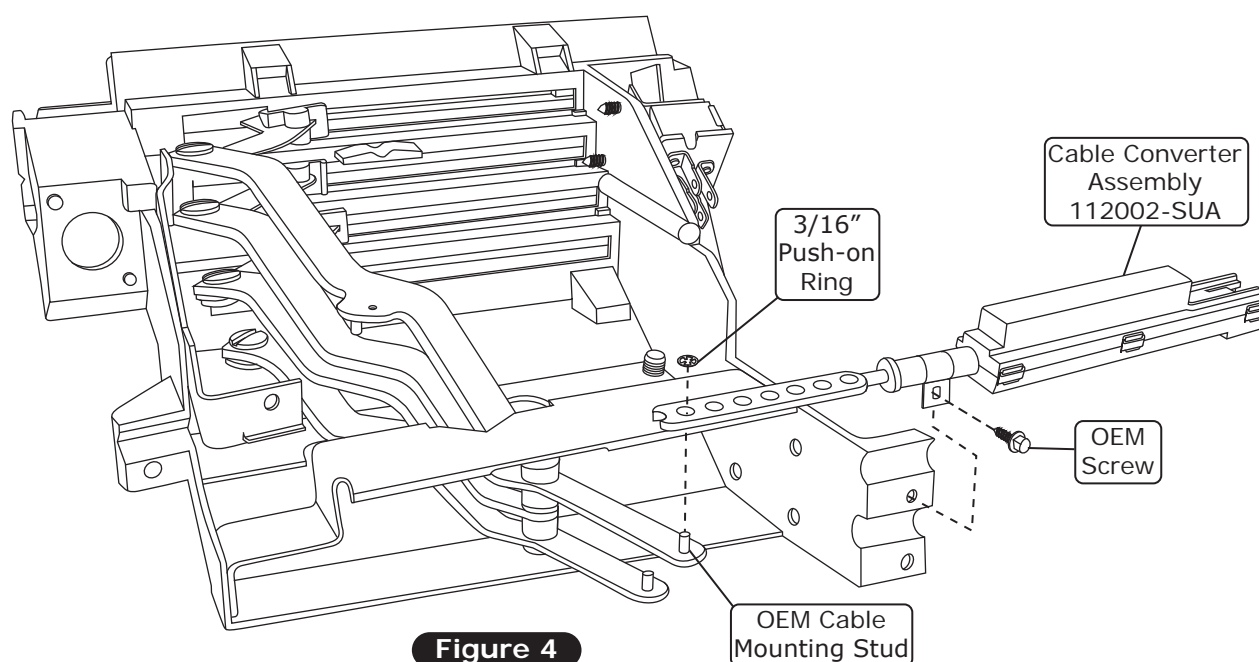
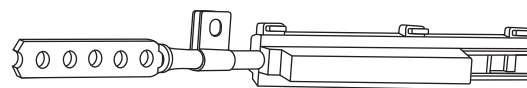
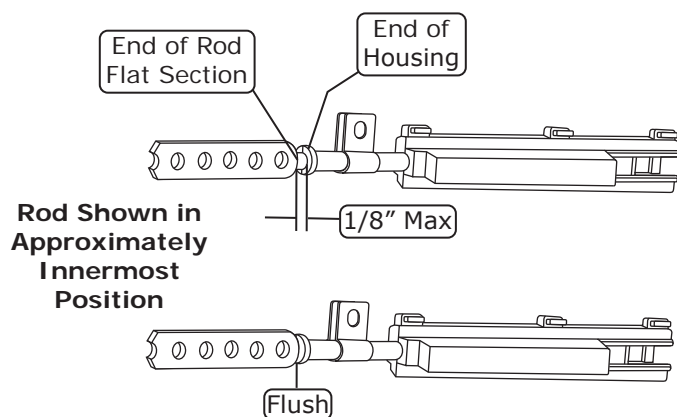


Figure 4



NOTE: Do not allow rod to separate housing when rod is in innermost position.

Figure 4a



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Blower Speed Control Harness (1966 Models Only)

1. Locate the control panel wiring harness, and plug the corresponding connector into the correct cable converter assembly as shown in Figure 5, below.
2. Once the connector is correctly plugged into the cable converter assembly, secure the wires to the cable converter assembly using the supplied tie wraps (See Figure 6, below). The tie wrap must be located between the end of the wire jacket and the step in the cable converter housing, forcing a bend in each wire as it passes over the step in the cable converter housing. The head of the tie wrap must fall on the edge of the housing to remain tight. Ensure that the tie wraps are tight enough that the wires cannot move (See Figure 6, below).

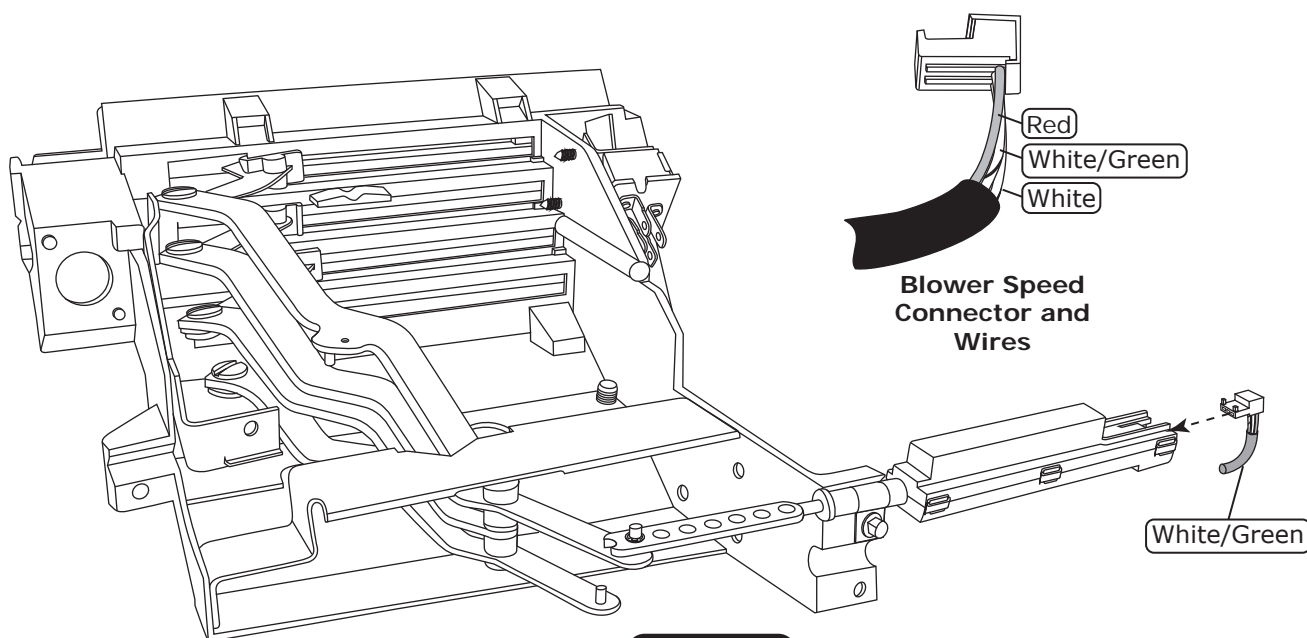


Figure 5

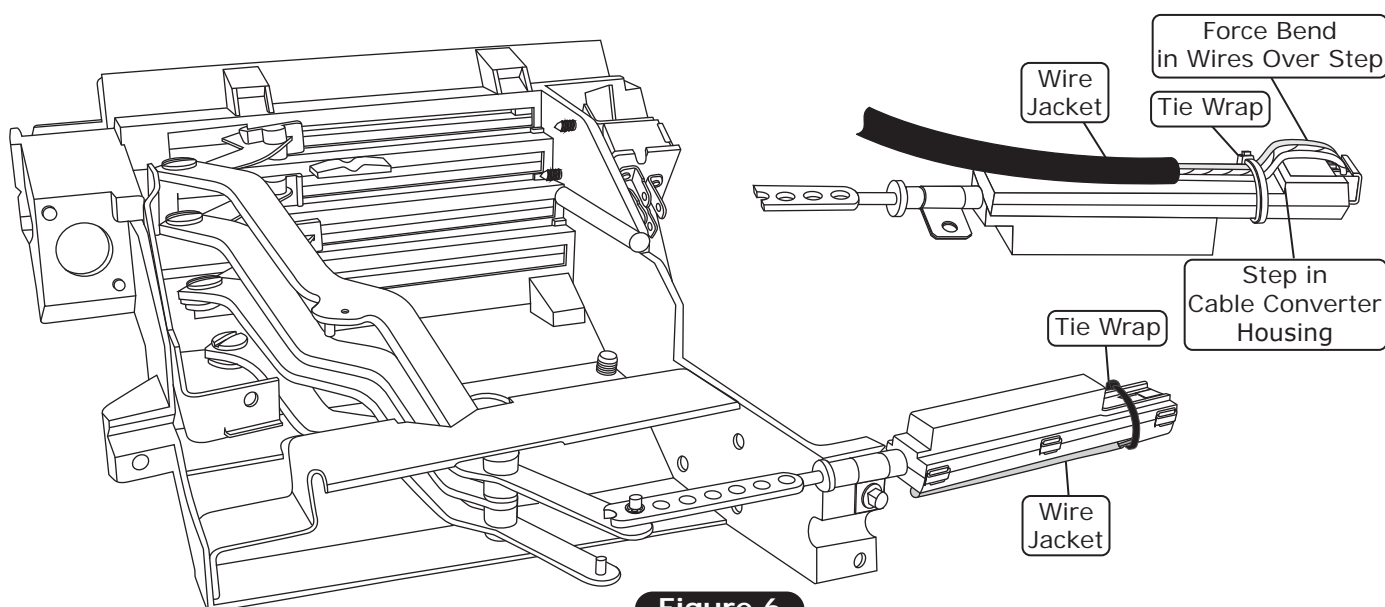


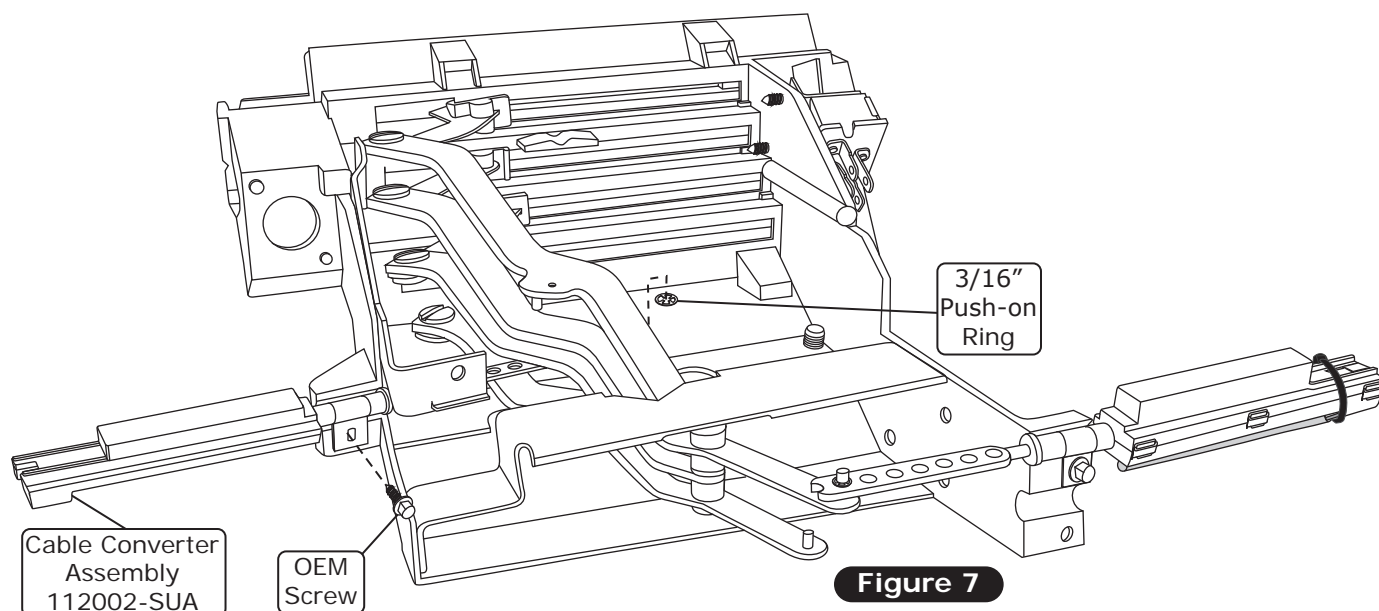
Figure 6



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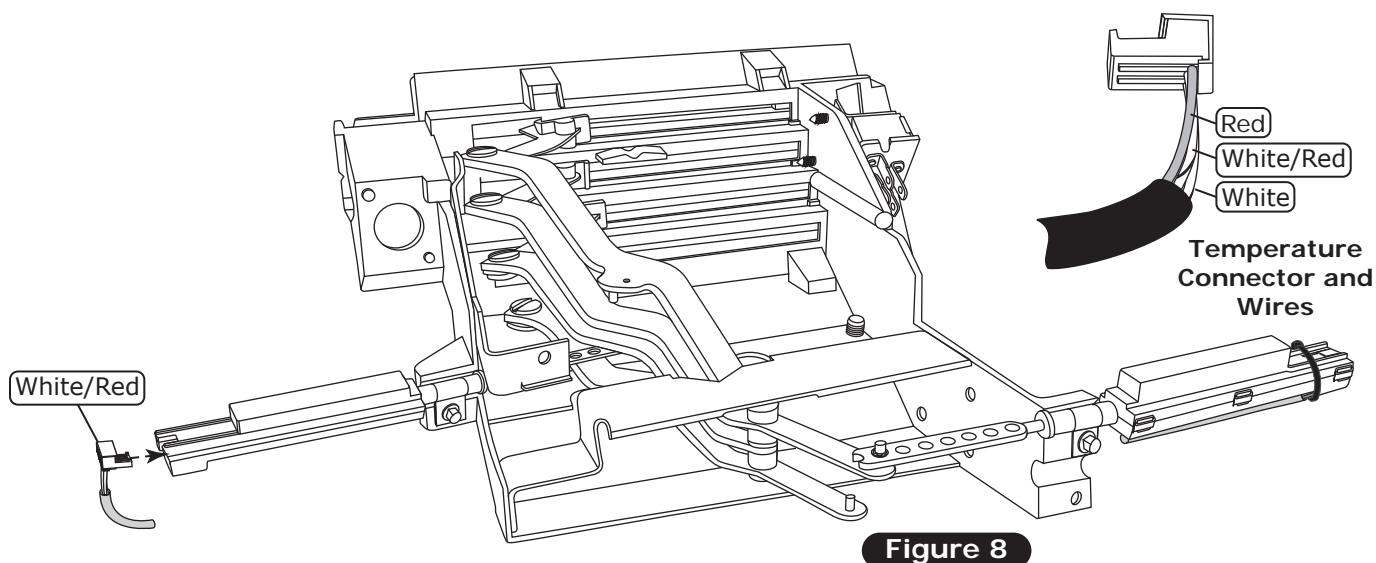
Temperature Cable Converter Assembly Installation (1966 Models Only)

1. Install the cable converter push rod onto the OEM cable mounting stud on the temperature lever (See Figure 7, below).
2. Secure the cable converter assembly to the control panel using the OEM screw (See Figure 7, below).
3. Since the cable converter assembly can slide back and forth in the clamp before the screw is tightened, position the cable converter assembly such that the flat part of the rod is as close to flush as possible with the end of the housing at the lever's innermost position (See Figure 4a, Page 6).
4. Secure the cable converter lever push rod onto the OEM cable mounting stud using a 3/16" push-on ring as shown in Figure 7, below.



Temperature Control Harness (1966 Models Only)

1. Locate the control panel wiring harness, and plug the corresponding connector into the correct cable converter assembly as shown in Figure 8, below.

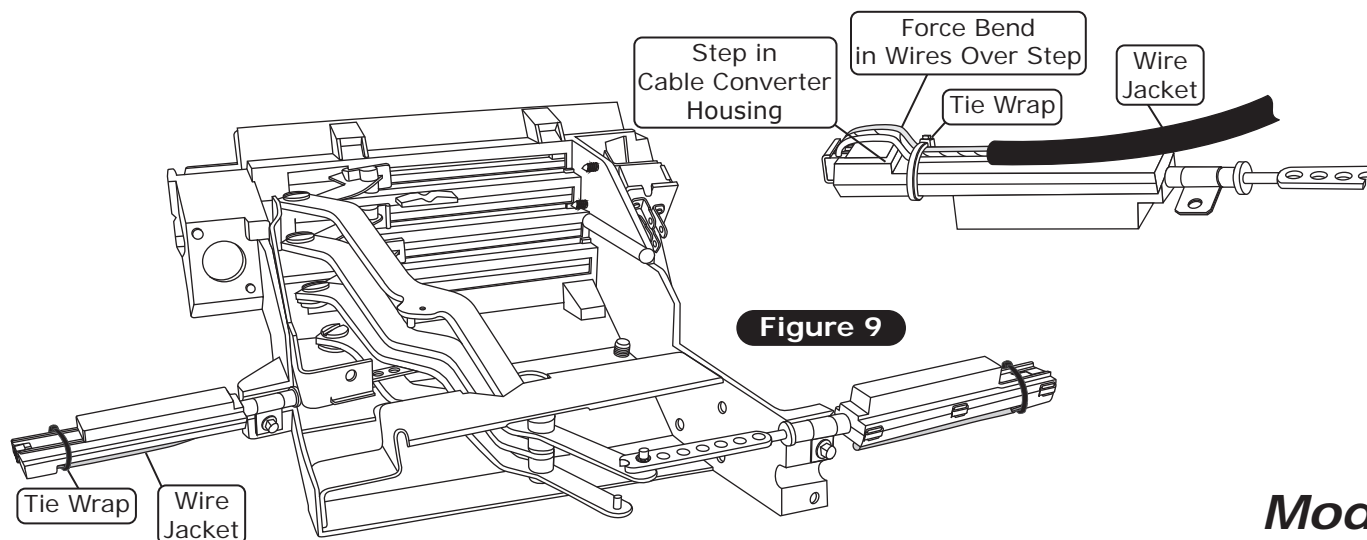




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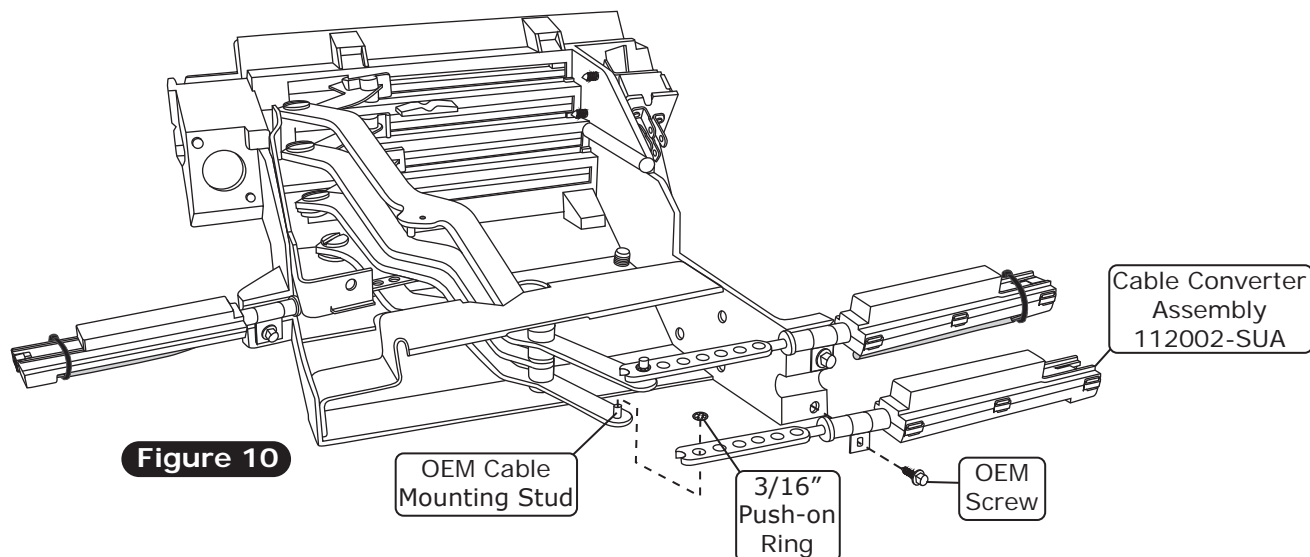
Temperature Control Harness (Cont.) (1966 Models Only)

1. Once the connector is correctly plugged into the cable converter assembly, secure the wires to the cable converter assembly using the supplied tie wraps (See Figure 9, below). The tie wrap must be located between the end of the wire jacket and the step in the cable converter housing, forcing a bend in each wire as it passes over the step in the cable converter housing. The head of the tie wrap must fall on the edge of the housing to remain tight. Ensure that the tie wraps are tight enough that the wires cannot move (See Figure 9, below).



Mode Cable Converter Assembly Installation (1966 Models Only)

1. Install the cable converter push rod onto the OEM cable mounting stud on the mode lever (See Figure 10, below).
2. Secure the cable converter assembly to the control panel using the OEM screw in the OEM cable clamp mounting location (See Figure 10, below).
3. Since the cable converter assembly can slide back and forth in the clamp before the screw is tightened, position the cable converter assembly such that the flat part of the rod is as close to flush as possible with the end of the housing at the lever's innermost position (See Figure 4a, Page 6).
4. Secure the cable converter lever push rod onto the OEM cable mounting stud using a 3/16" push-on ring as shown in Figure 10, below.





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Mode Control Harness (1966 Models Only)

1. Locate the control panel wiring harness, and plug the corresponding connector into the correct cable converter assembly as shown in Figure 11, below.
2. Once the connector is correctly plugged into the cable converter assembly, secure the wires to the cable converter assembly using the supplied tie wraps (See Figure 12, below). The tie wrap must be located between the end of the wire jacket and the step in the cable converter housing, forcing a bend in each wire as it passes over the step in the cable converter housing. The head of the tie wrap must fall on the edge of the housing to remain tight. Ensure that the tie wraps are tight enough that the wires cannot move (See Figure 12, below).

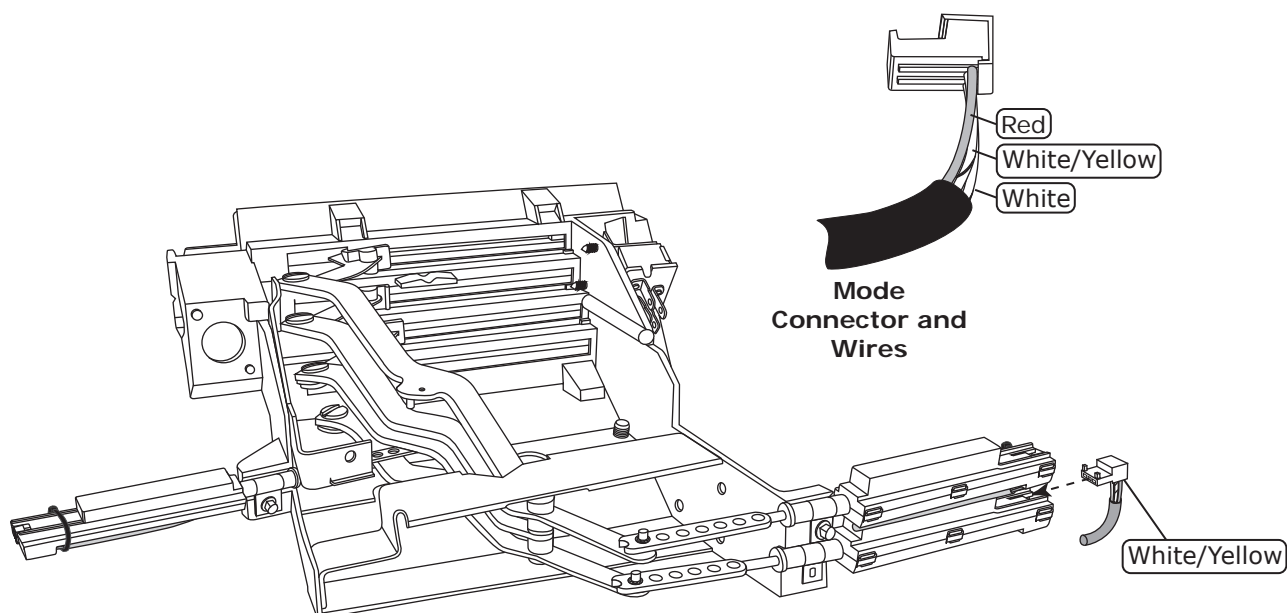


Figure 11

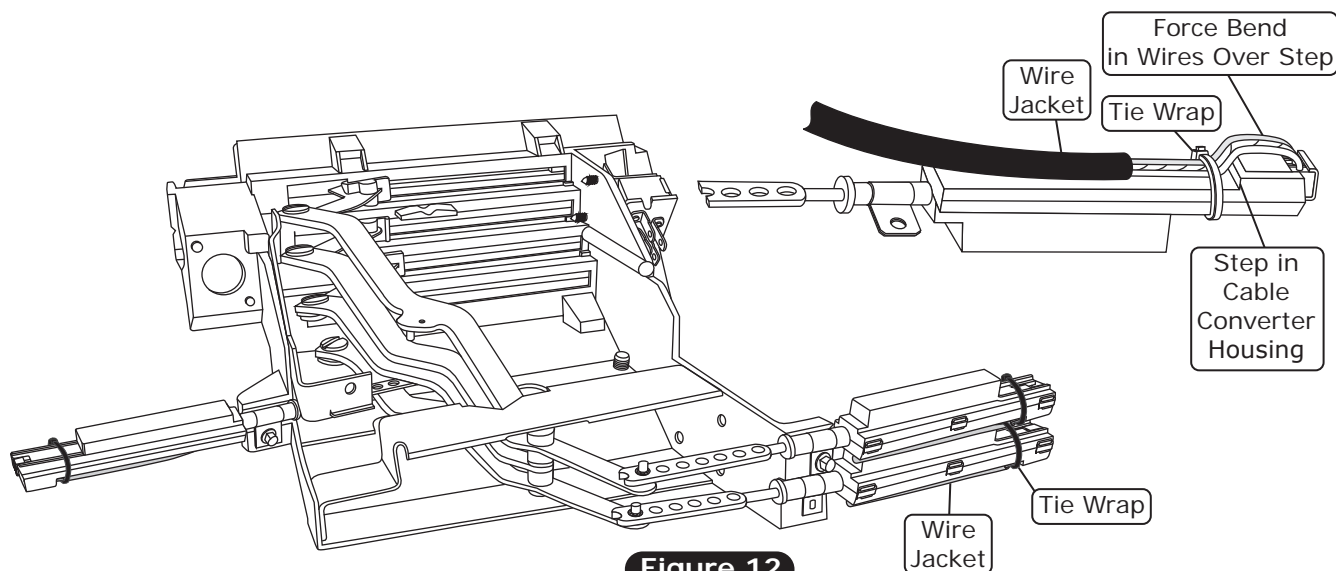


Figure 12



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Cable Converter Assembly Modification (1967 Models Only)

1. Locate the (3) cable converter assemblies. Using a pair of wire cutters, cut the cable converter push rods as shown in Figure 13, below.

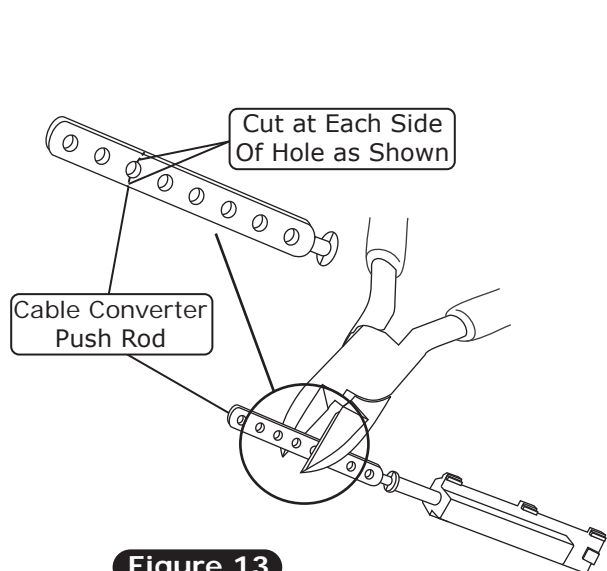
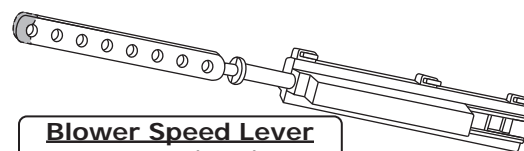
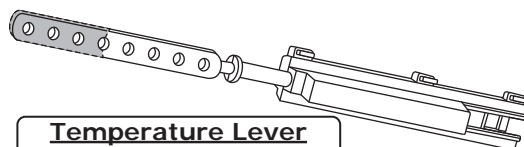


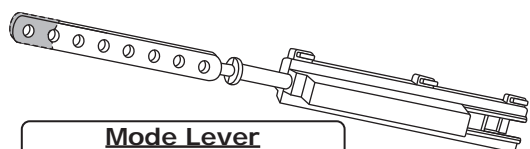
Figure 13



Blower Speed Lever
Cut at 8th Hole
(Remove Shaded Portion)



Temperature Lever
Cut at 5th Hole
(Remove Shaded Portion)



Mode Lever
Cut at 7th Hole
(Remove Shaded Portion)

Cable Converter Assembly Mounting Clamp Installation (1967 Models Only)

1. Install cable converter assembly mounting clamps (See Figure 14, below). **NOTE: Orient clamps in relation to the (3) housing snaps on the cable converter assembly.**

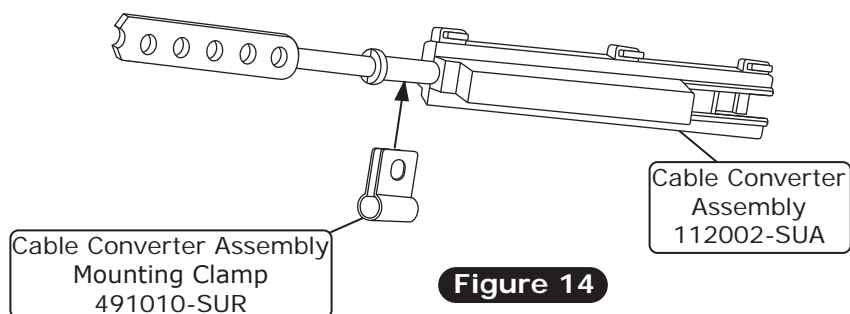
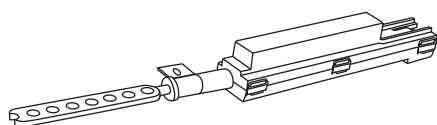
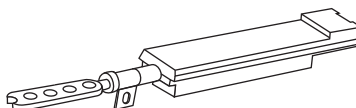


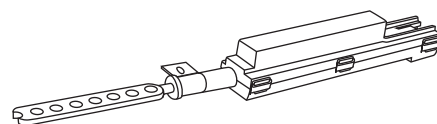
Figure 14



**Blower Speed
Cable Converter
Assembly**



**Temperature
Cable Converter
Assembly**



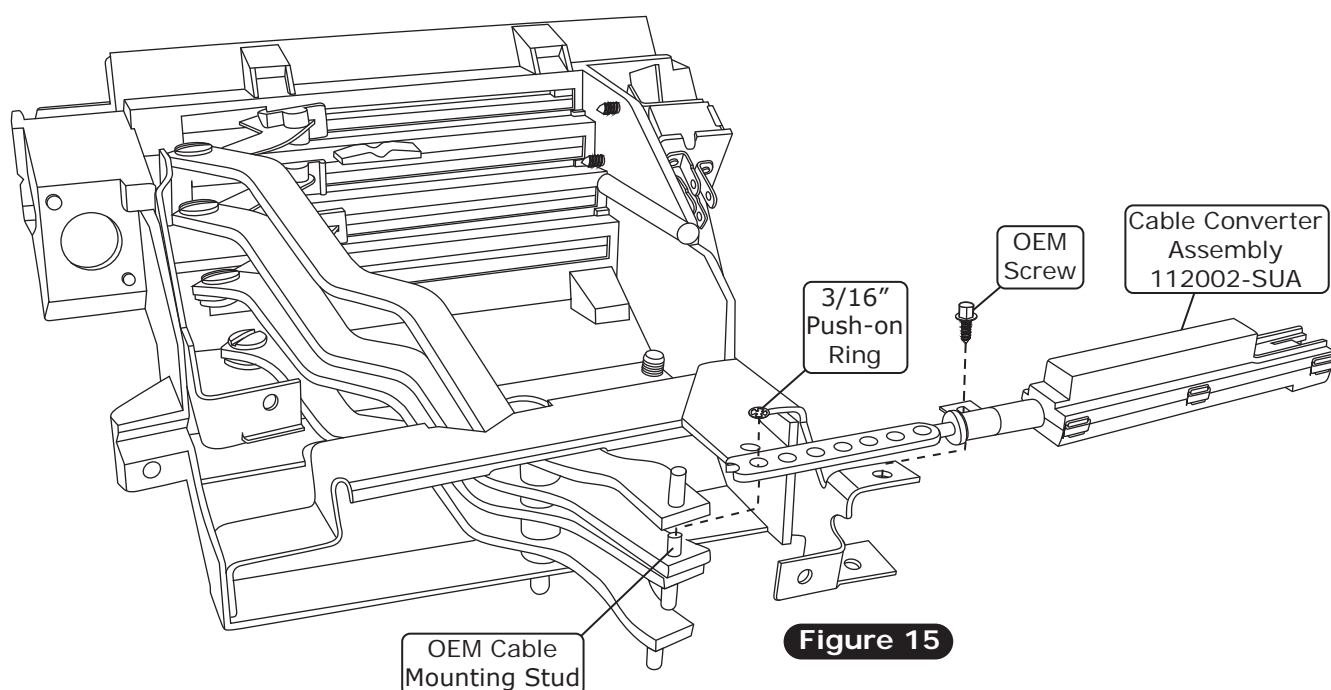
**Mode
Cable Converter
Assembly**



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Blower Speed Cable Converter Assembly Installation (1967 Models Only)

1. Install the cable converter push rod onto the OEM cable mounting stud on the blower speed lever (See Figure 15, below).
2. Secure the cable converter assembly to the control panel using the OEM screw.
3. Since the cable converter assembly can slide back and forth in the clamp before the screw is tightened, position the cable converter assembly such that the flat part of the rod is as close to flush as possible with the end of the housing at the lever's innermost position (See Figure 4a, Page 6).
4. Secure the cable converter lever push rod onto the OEM cable mounting stud using a 3/16" push-on ring as shown in Figure 15, below.

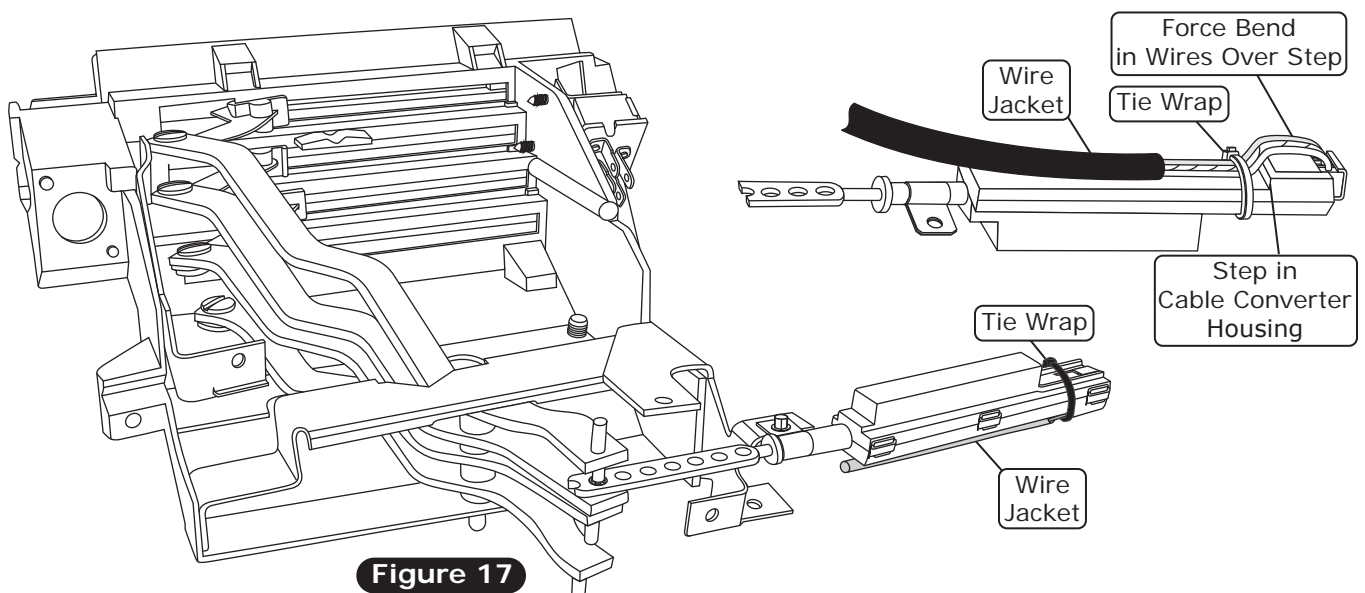
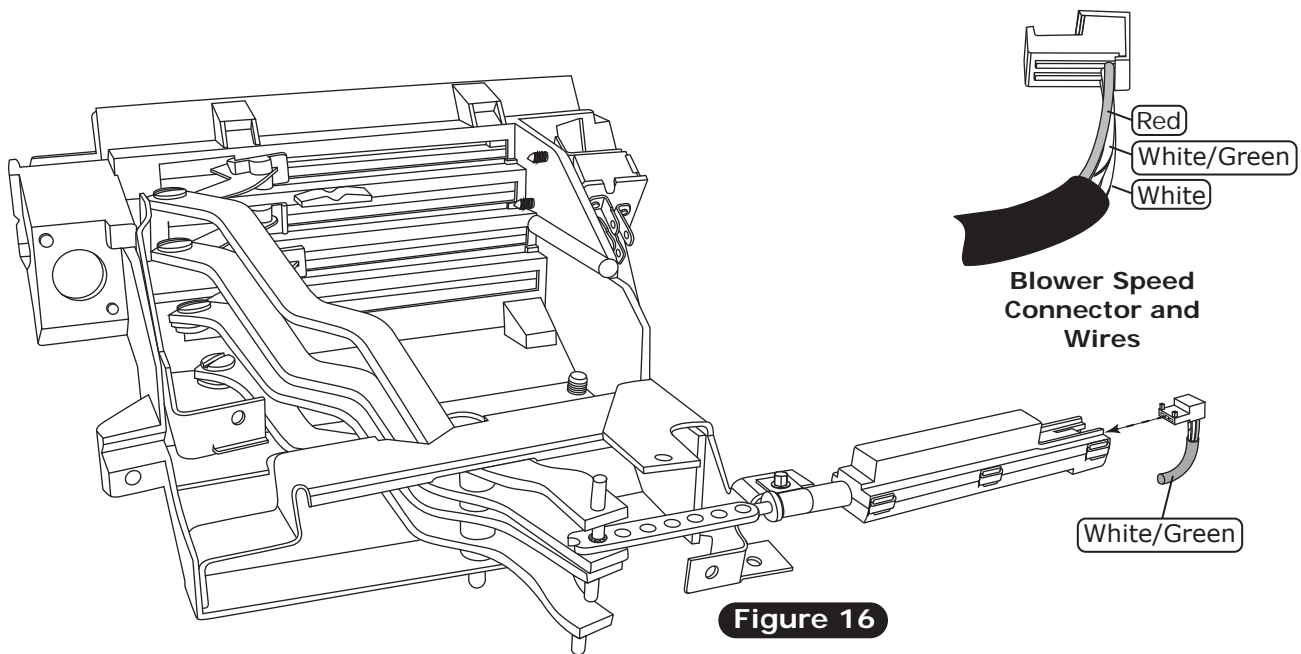




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Blower Speed Control Harness (1967 Models Only)

1. Locate the control panel wiring harness, and plug the corresponding connector into the correct cable converter assembly as shown in Figure 16, below.
2. Once the connector is correctly plugged into the cable converter assembly, secure the wires to the cable converter assembly using the supplied tie wraps (See Figure 17, below). The tie wrap must be located between the end of the wire jacket and the step in the cable converter housing, forcing a bend in each wire as it passes over the step in the cable converter housing. The head of the tie wrap must fall on the edge of the housing to remain tight. Ensure that the tie wraps are tight enough that the wires cannot move (See Figure 17, below).

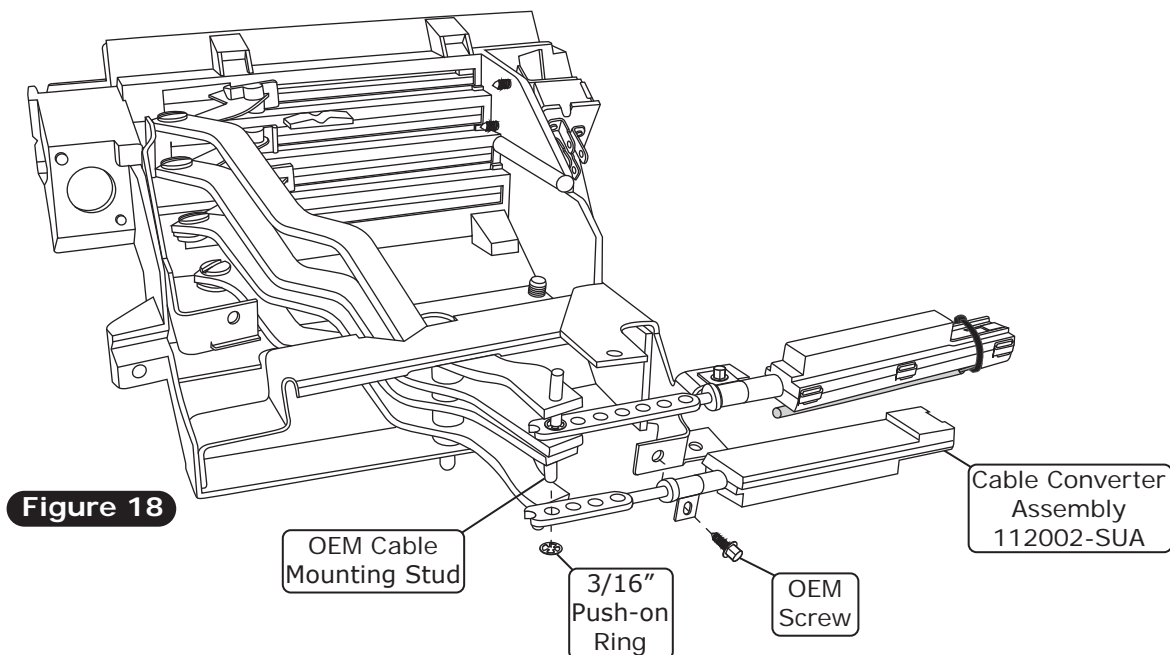




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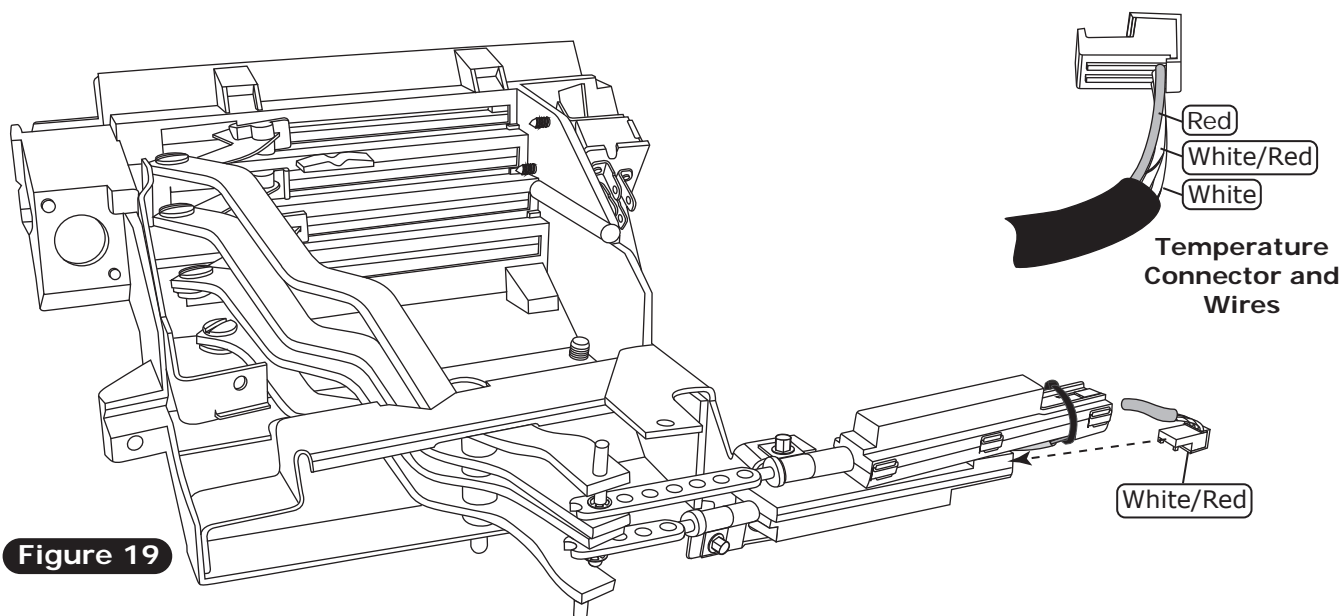
Temperature Cable Converter Assembly Installation (1967 Models Only)

1. Install the cable converter push rod onto the OEM cable mounting stud on the temperature lever (See Figure 18, below).
2. Secure the cable converter assembly to the control panel using the OEM screw (See Figure 18, below).
3. Since the cable converter assembly can slide back and forth in the clamp before the screw is tightened, position the cable converter assembly such that the flat part of the rod is as close to flush as possible with the end of the housing at the lever's innermost position (See Figure 4a, Page 6).
4. Secure the cable converter lever push rod onto the OEM cable mounting stud using a 3/16" push-on ring as shown in Figure 18, below.



Temperature Control Harness (1967 Models Only)

1. Locate the control panel wiring harness, and plug the corresponding connector into the correct cable converter assembly as shown in Figure 19, below.





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Temperature Control Harness (Cont.) (1967 Models Only)

1. Once the connector is correctly plugged into the cable converter assembly, secure the wires to the cable converter assembly using the supplied tie wraps (See Figure 20, below). The tie wrap must be located between the end of the wire jacket and the step in the cable converter housing, forcing a bend in each wire as it passes over the step in the cable converter housing. The head of the tie wrap must fall on the edge of the housing to remain tight. Ensure that the tie wraps are tight enough that the wires cannot move (See Figure 20, below).

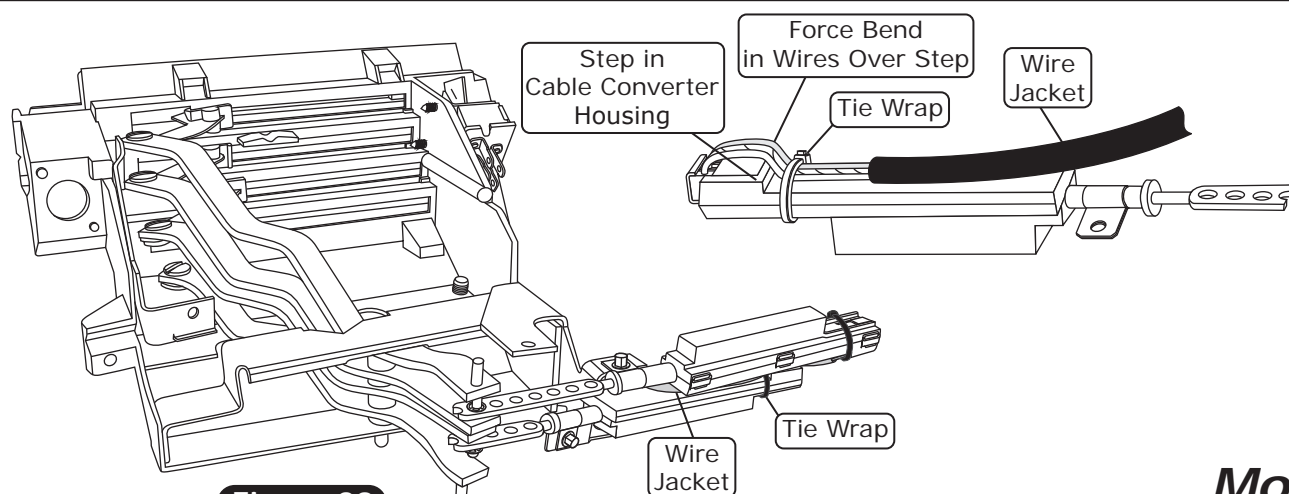


Figure 20

Mode Cable Converter Assembly Installation (1967 Models Only)

1. Install the cable converter push rod onto the OEM cable mounting stud on the mode lever (See Figure 21, below).
2. Secure the cable converter assembly to the control panel using the OEM screw in the OEM cable clamp mounting location (See Figure 21, below).
3. Since the cable converter assembly can slide back and forth in the clamp before the screw is tightened, position the cable converter assembly such that the flat part of the rod is as close to flush as possible with the end of the housing at the lever's innermost position (See Figure 4a, Page 6).
4. Secure the cable converter lever push rod onto the OEM cable mounting stud using a 3/16" push-on ring as shown in Figure 21, below.

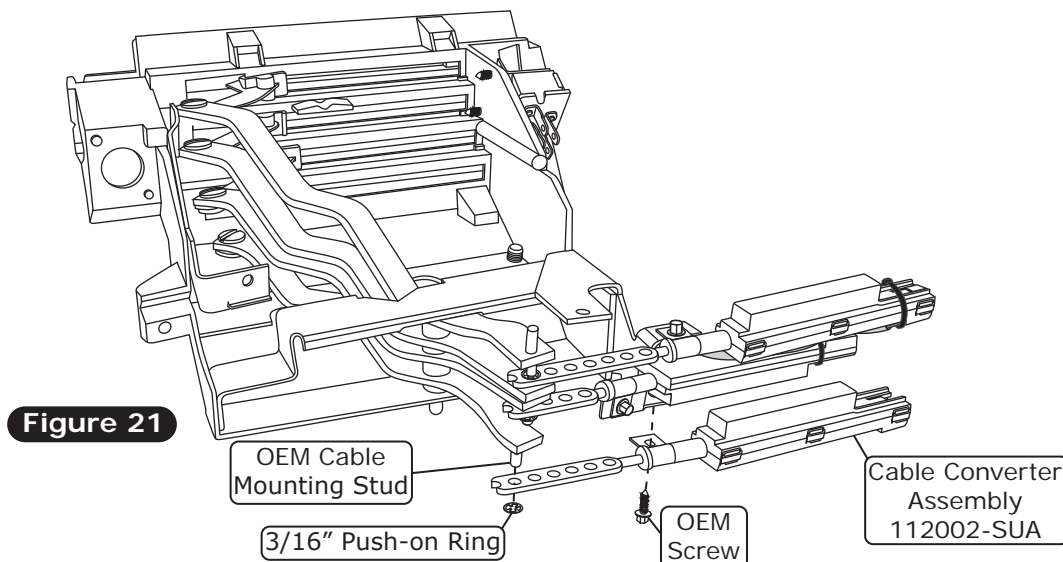


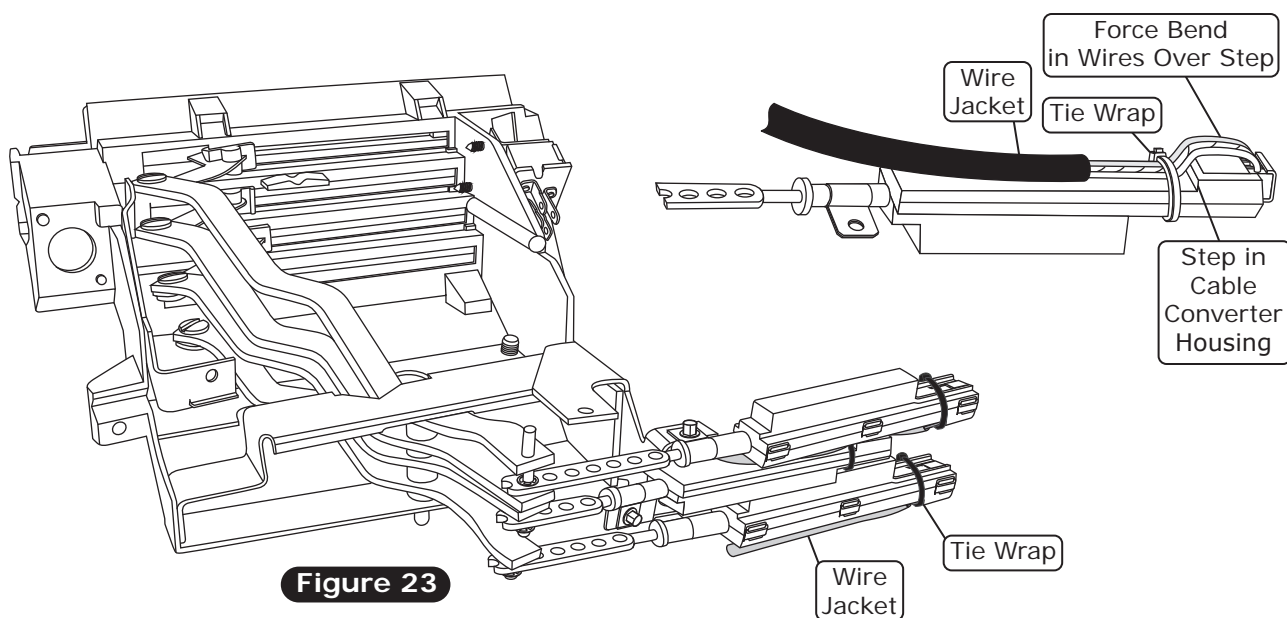
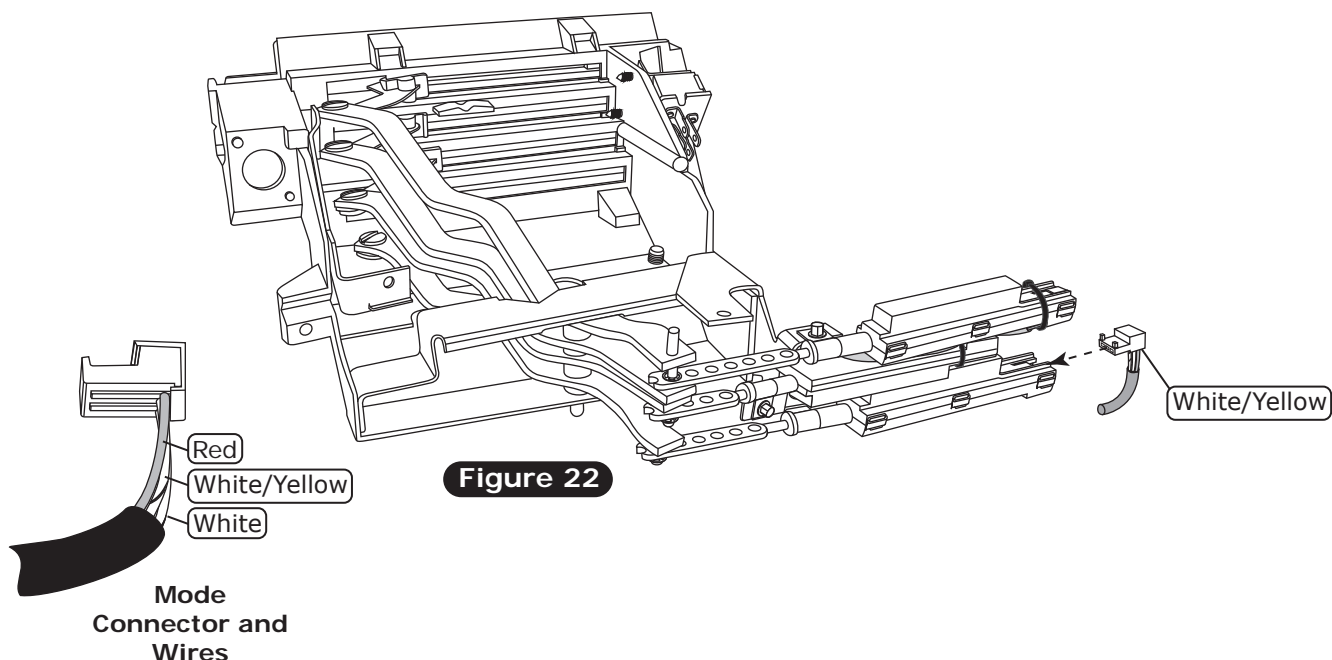
Figure 21



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Mode Control Harness (1967 Models Only)

1. Locate the control panel wiring harness, and plug the corresponding connector into the correct cable converter assembly as shown in Figure 22, below.
2. Once the connector is correctly plugged into the cable converter assembly, secure the wires to the cable converter assembly using the supplied tie wraps (See Figure 23, below). The tie wrap must be located between the end of the wire jacket and the step in the cable converter housing, forcing a bend in each wire as it passes over the step in the cable converter housing. The head of the tie wrap must fall on the edge of the housing to remain tight. Ensure that the tie wraps are tight enough that the wires cannot move (See Figure 23, below).

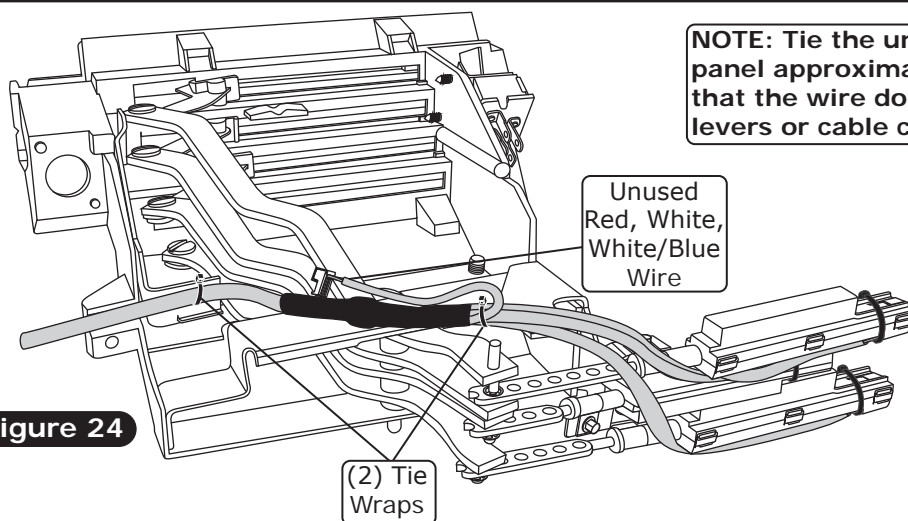




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Control Harness Final Step

1. Using the supplied tie wraps, tie the wires to the control panel as shown in Figure 24, below. Confirm that wires are secured and do not interfere with lever operation or cable converter assemblies.



NOTE: Tie the unused wire to the control panel approximately as shown. Ensure that the wire does not interfere with levers or cable converter assemblies.

Figure 24

Control Panel Reinstallation and Final Steps

1. Reinstall the control panel into the dash.
2. Plug the wiring harnesses into the ECU module on the sub case (See Figure 25, below).
3. Wire according to the wiring diagram on Page 20 or 21.
4. Calibration procedure and operation instructions:
 - A. Calibrating the control panel will set the range of travel for the cable converters connected to the OEM control panel levers. Performing this procedure will set the limits of the cable converters at their highest and lowest points.
 - B. Locate the gray wire with an unused connector in the wiring harness near the cable harness relay. This wire is labeled PROGRAM on the wiring diagram on Page 20 or 21.
 - C. It will be necessary to ground the gray wire for approximately five seconds while moving the controls, so it is sometimes helpful to attach one end of the white jumper to the vehicle's ground (for example, the chassis) and have the other end ready to connect to the gray PROGRAM wire when the procedure requires it.
 - D. To calibrate the control panel, follow the calibration procedure on Pages 18 and 19.

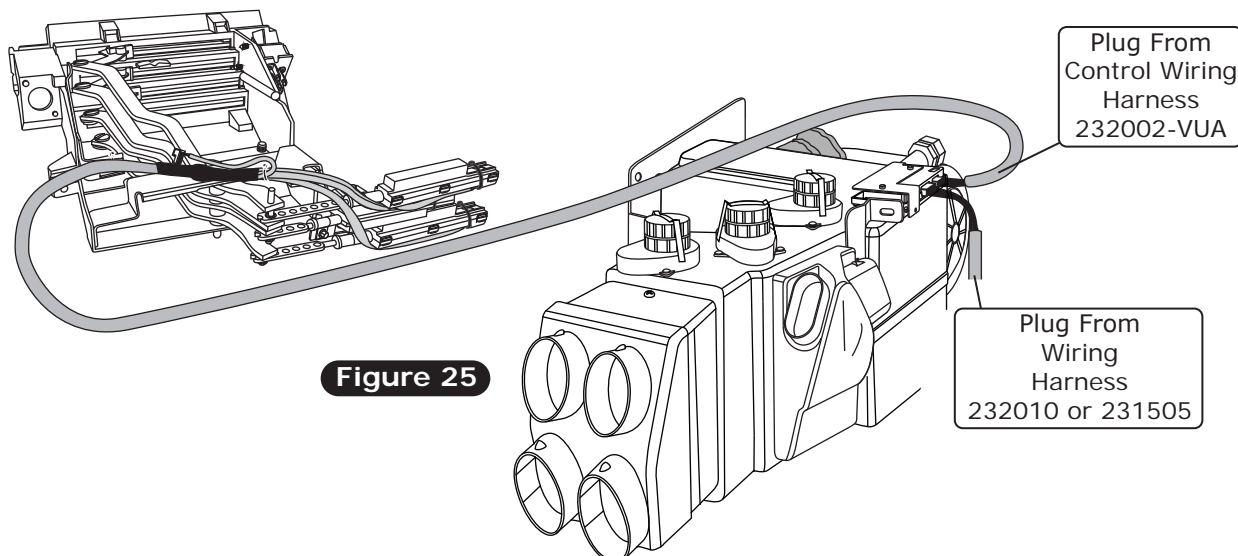


Figure 25



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Control Panel Calibration Procedure

On Vintage Air Gen IV and Gen 5 systems using cable converters or replacement electronic controls, it is necessary to calibrate the system to your specific control panel. This procedure ensures that the travel of your control panel levers or knobs is translated into precise control of the blower speed, temperature blend and mode door position. Please carefully read and understand these procedures before beginning. The procedure may be repeated as many times as necessary to get it right.

Gen IV Systems:

In preparation for calibration, you will need to attach the supplied white ground jumper wire (PN 231520) to a suitable chassis ground. This jumper wire must be easily connected to the gray programming wire located in the main Gen IV wiring harness next to the compressor relay. During the calibration procedure, you will connect the white jumper to the gray program wire, which will "teach" the Gen IV ECU the upper limits of the control levers or knobs. The blower will momentarily change speeds, signaling that the upper limits have been "learned". You will move the levers or knobs to opposite extreme positions of their travel and then disconnect the white jumper. The blower will pulse on/off, signaling that the lower limits have been learned and that the calibration procedure is complete.

Gen 5 Systems:

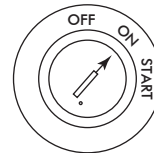
In preparation for calibration, you will need to attach the supplied white ground jumper wire (PN 231520) to a suitable chassis ground. This jumper wire must be easily connected to the gray programming wire located in the main Gen 5 wiring harness, see the Gen 5 wiring diagram and instructions for more information. During the calibration procedure, you will connect the white jumper to the gray program wire, and ground, which will then put the ECU into calibration mode. When the ECU is in calibration mode, the blower will default to medium speed and the ECU will flash a solid red light. Once in calibration mode you will cycle the controls as indicated in the calibration procedure on the next page. When complete, the jumper and program wire will be disconnected. The blower will turn off indicating calibration is complete.



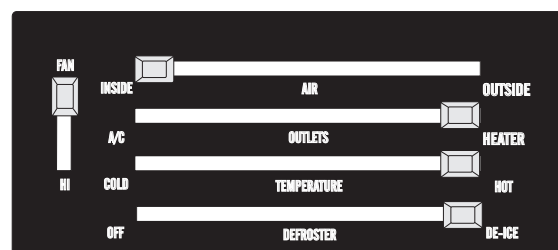
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Control Panel Calibration Procedure (Cont.)

1. Turn on the ignition switch (Do not start the engine).



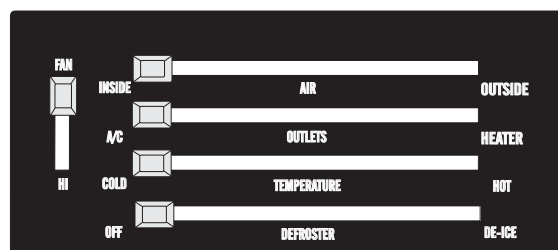
2. Move the control levers/knobs to the positions shown.



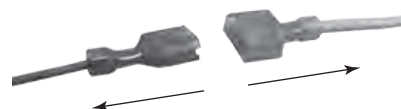
3. Connect the white jumper wire to the gray program wire. Wait approximately 5 seconds for the blower speed to change if using a Gen IV system, if using a Gen 5 system wait for the blower to default to medium speed.



4. Move the control levers/knobs to the positions shown.



5. Disconnect the white jumper wire from the gray program wire. The blower speed will change if using a Gen IV system, and will shut off if using a Gen 5 system, indicating completion of the calibration procedure.

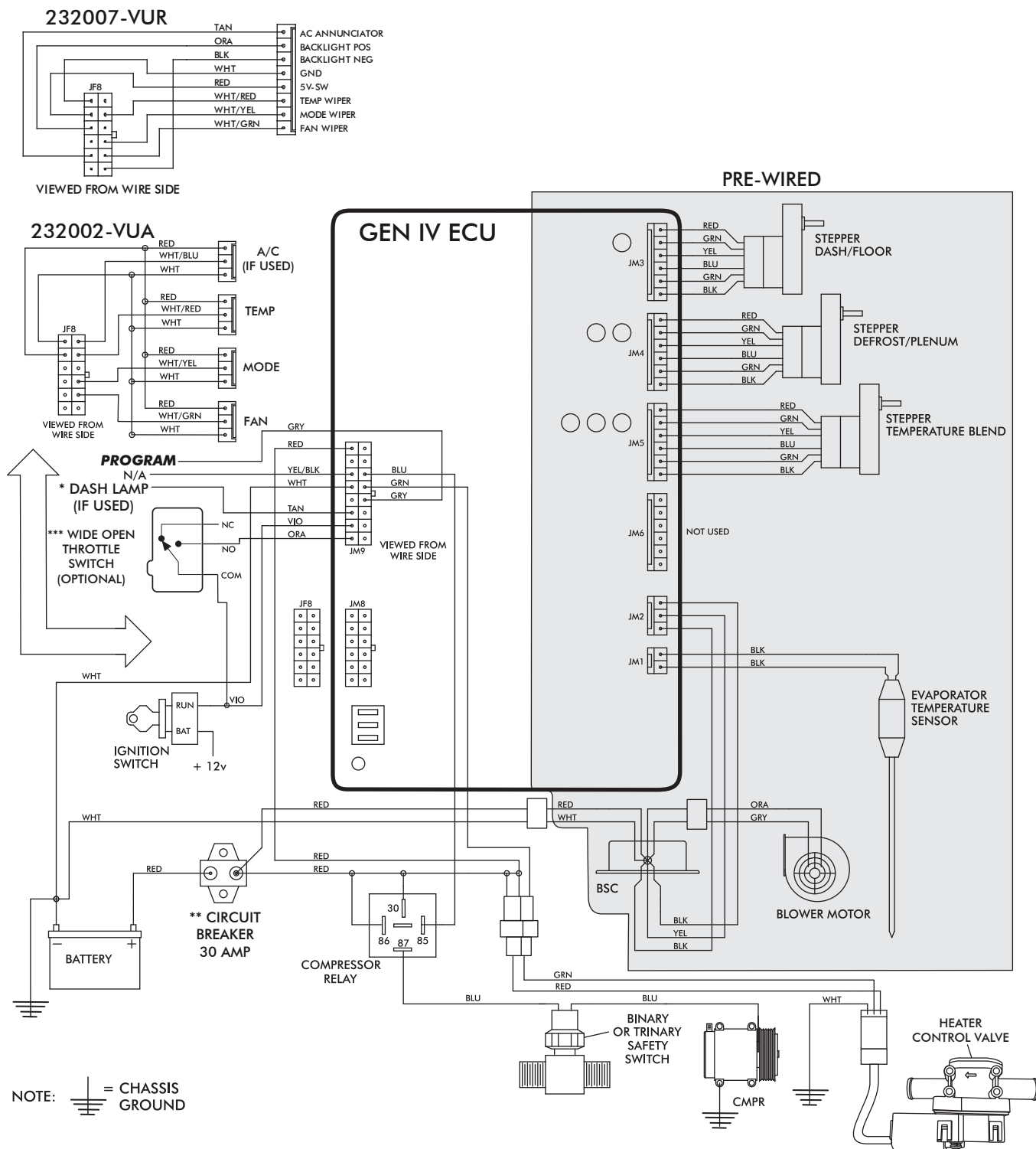


6. Confirm proper operation of controls. Repeat procedure if necessary. When finished, tape over program wire connector with electrical tape to prevent accidental contact with chassis ground.



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Gen IV Wiring Diagram



* Dash lamp is used only with type 232007-VUR harness.

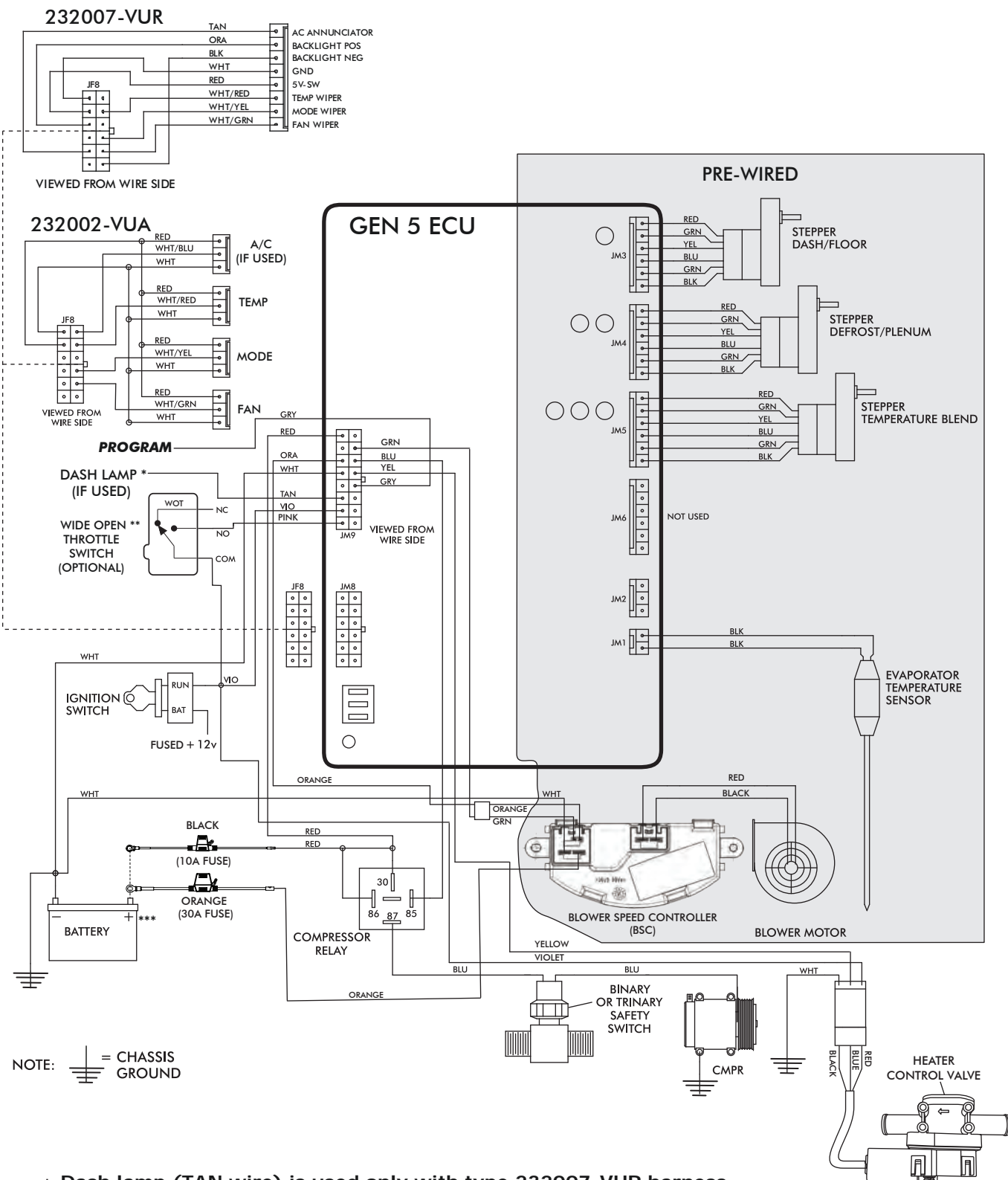
** Warning: Always mount circuit breaker as close to the battery as possible. (NOTE: Wire between battery and circuit breaker is unprotected and should be carefully routed to avoid a short circuit).

*** Wide open throttle switch contacts close only at full throttle, which disables A/C compressor.



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Gen 5 Wiring Diagram



* Dash lamp (TAN wire) is used only with type 232007-VUR harness.

** Wide open throttle switch contacts close only at full throttle, which disables A/C compressor.

*** Install fuse assemblies at or as near to the battery as possible.



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Operation of Controls

On Gen IV or Gen 5 systems with three lever/knob controls, the temperature control toggles between heat and A/C operations. To activate A/C, move the temperature lever/knob all the way to cold and then back it off to the desired vent temperature. For heat operation, move the temperature lever/knob all the way to hot and then adjust to the desired vent temperature. The blower will momentarily change speed, each time you toggle in and out of heat and A/C operations, to indicate the change. **NOTE: For proper control panel function, refer to calibration procedure on Pages 18 and 19.**

Blower Speed

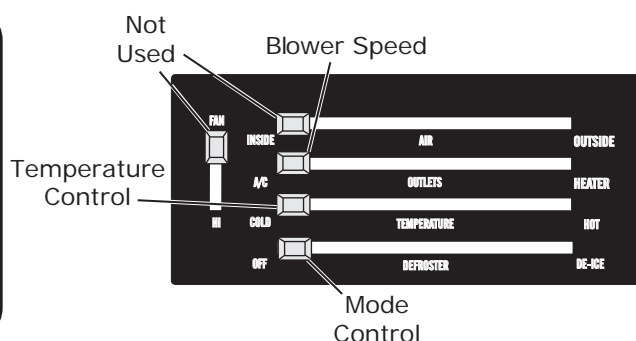
This lever/knob controls blower speed, from OFF to HI.

Mode Control

This lever/knob controls the mode positions, from DASH to FLOOR to DEFROST, with a blend in between.

Temperature Control

This lever/knob controls the temperature, from HOT to COLD.



A/C Operation

Blower Speed

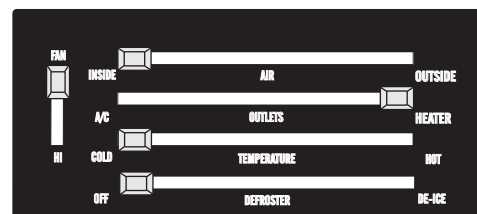
Adjust to desired speed.

Mode Control

Adjust to desired mode position (DASH position recommended).

Temperature Control

For A/C operation, adjust to coldest position to engage compressor (Adjust between HOT and COLD to reach desired temperature).



Heat Operation

Blower Speed

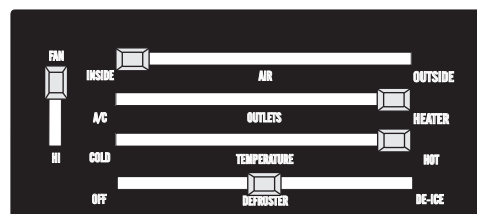
Adjust to desired speed.

Mode Control

Adjust to desired mode position (FLOOR position recommended).

Temperature Control

For maximum heating, adjust to hottest position (Adjust between HOT and COLD to reach desired temperature).



Defrost/De-fog Operation

Blower Speed

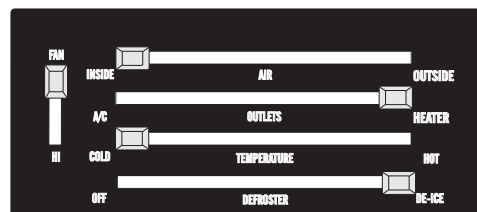
Adjust to desired speed.

Mode Control

Adjust to DEFROST position for maximum defrost, or between FLOOR and DEFROST positions for a bi-level blend (Compressor is automatically engaged).

Temperature Control

Adjust to desired temperature.



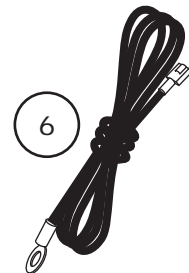
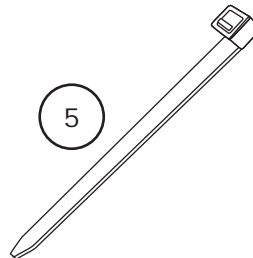
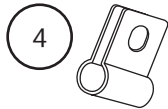
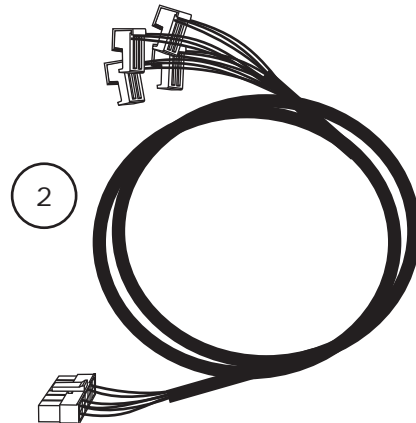
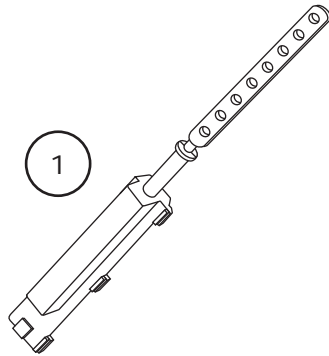


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Packing List: Control Panel Kit (473065)

| No. | Qty. | Part No. | Description | |
|-----|------|------------|---|-------|
| 1. | 3 | 112002-SUA | Cable Converter Assembly | _____ |
| 2. | 1 | 232002-VUA | Control Harness, Gen IV/Gen 5 Universal | _____ |
| 3. | 3 | 65976-VUE | Push-on Ring, 3/16" | _____ |
| 4. | 3 | 491010-VUR | Cable Converter Clamp | _____ |
| 5. | 5 | 21301-VUP | Tie Wrap, 4" | _____ |
| 6. | 1 | 231520 | Ground Wire | _____ |

Checked By: _____
Packed By: _____
Date: _____



NOTE: Images may not depict actual parts and quantities.
Refer to packing list for actual parts and quantities.