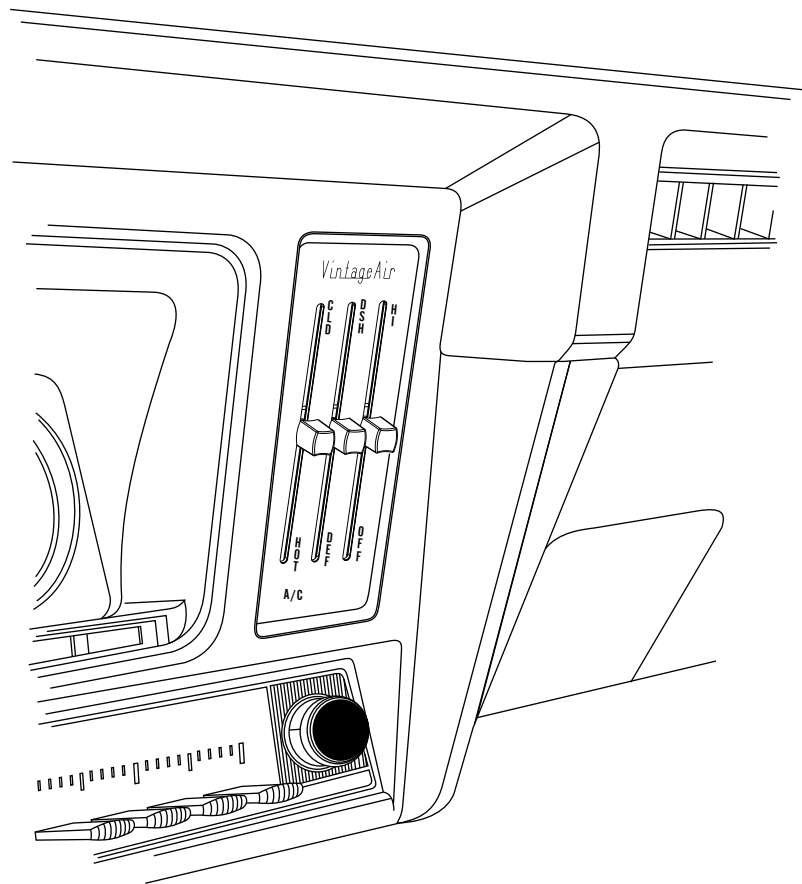




an ISO 9001:2015 Registered Company

1969 Chevrolet Camaro/ 1969-74 Chevrolet Nova

Control Panel Replacement Kit (473046)



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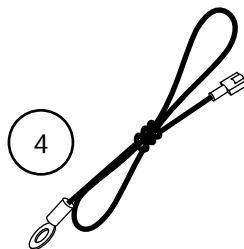
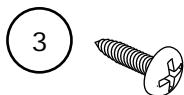
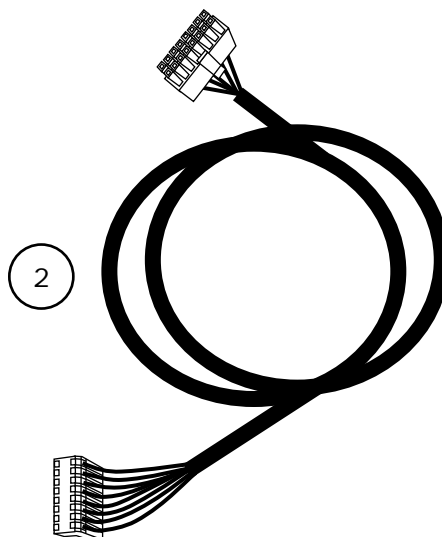
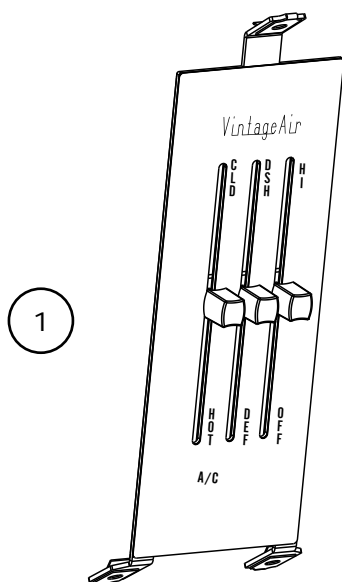


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Packing List: Control Panel Kit (473046)

No.	Qty.	Part No.	Description
1.	1	473048	Control Panel Assembly
2.	1	232007-VUR	Control Harness, Gen IV Universal
3.	3	18235-VUB	Screw, #8 x 1/2", Pan Head
4.	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

1. Remove (3) OEM screws from the instrument panel (See Figure 1, below).
2. Disconnect the cables and wires from the back side of the OEM controls. **NOTE: Make sure the glove box and glove box door have been removed.**
3. Remove the OEM control panel from behind the dash, and through the glove box opening in the dash.

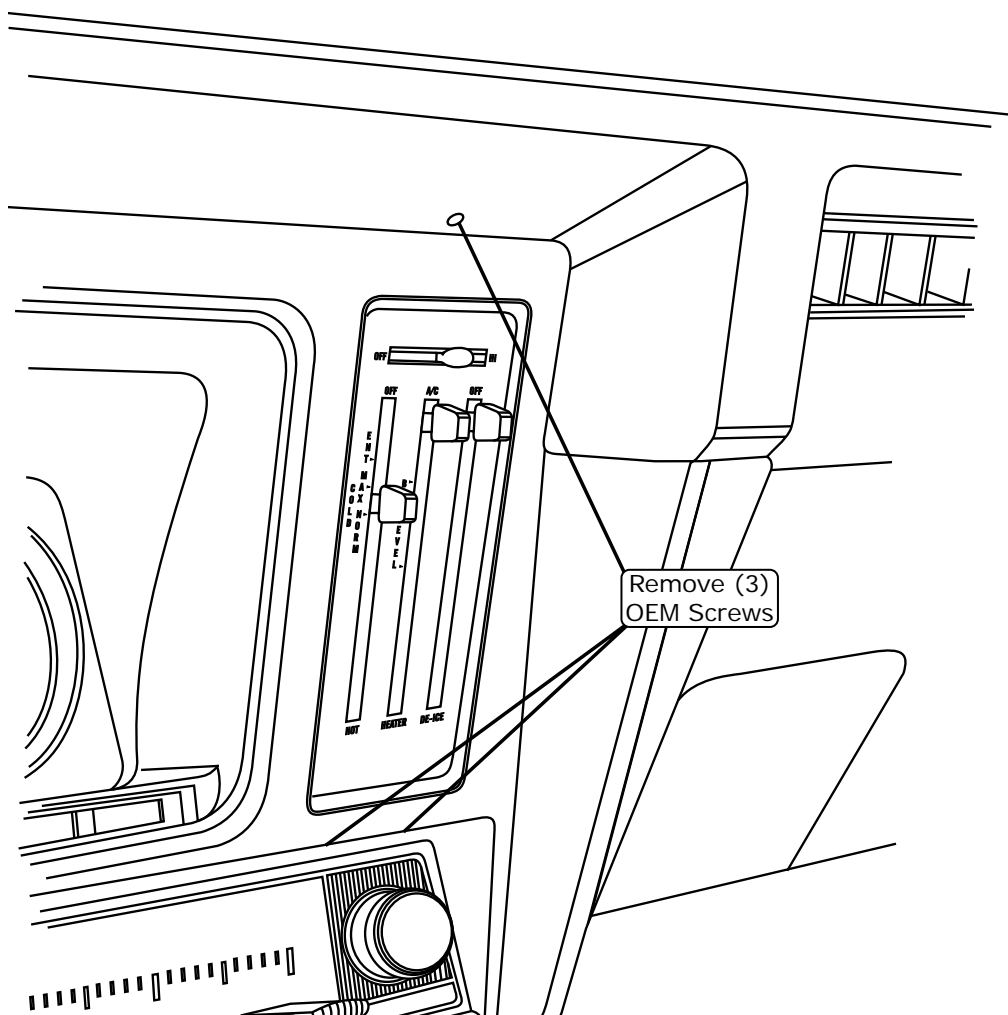


Figure 1



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Control Panel Installation

Perform the Following:

1. Plug the control harness into the control panel (See Figure 1, below).
2. From behind the dash, place the control panel against the dash opening (See Figure 2, below).
3. Secure the control panel to the dash using (3) #8 x 1/2" pan head screws (See Figure 2, below).
4. Plug the control harness into the ECU module on the sub case (See Figure 3, below).
5. Reinstall the glove box and glove box door.

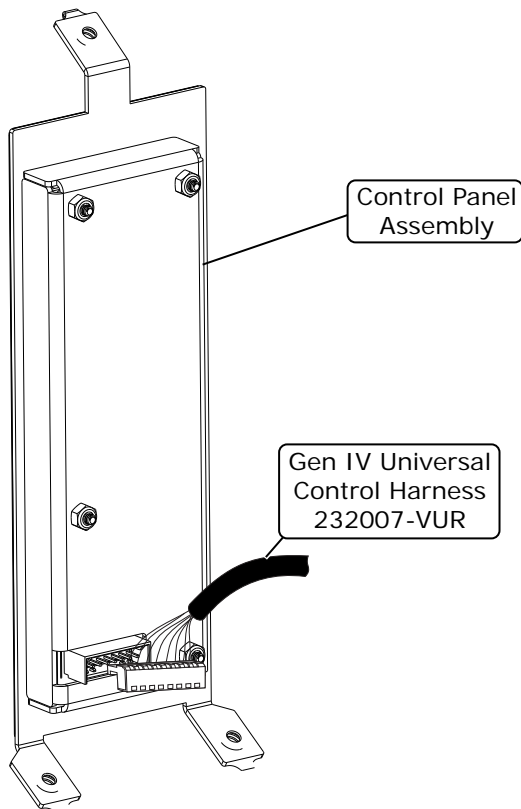


Figure 1

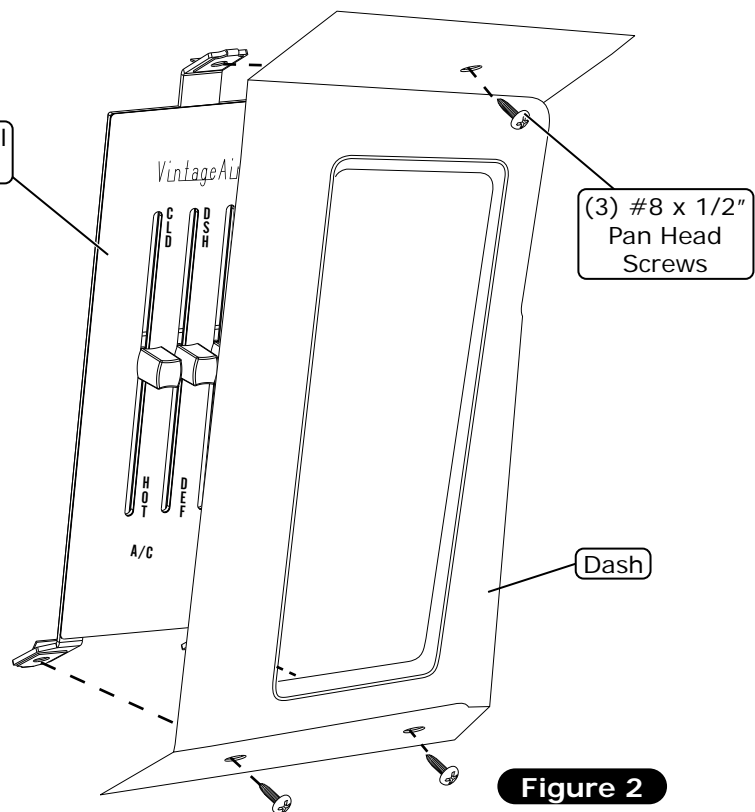


Figure 2

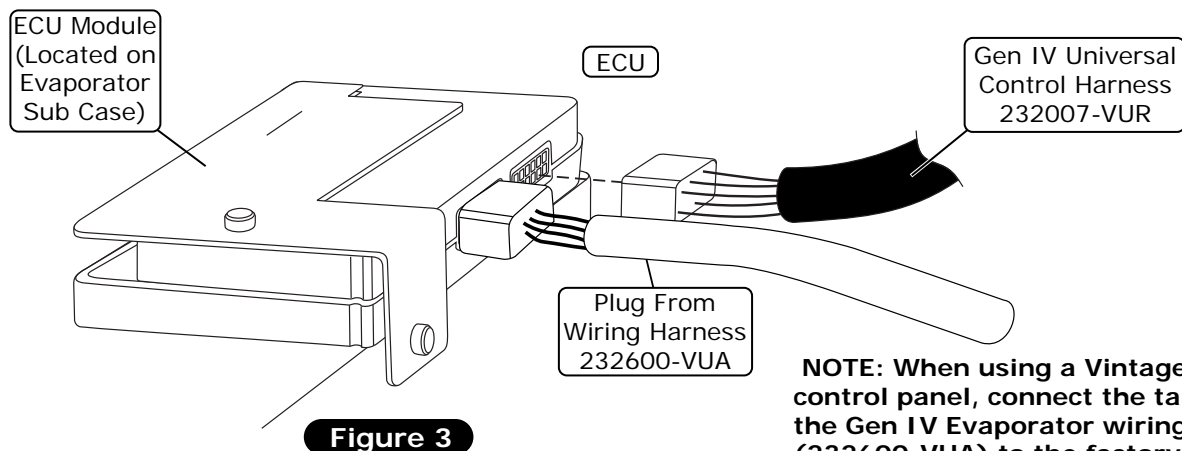


Figure 3

NOTE: When using a Vintage Air supplied control panel, connect the tan wire from the Gen IV Evaporator wiring harness (232600-VUA) to the factory dash lights to enable panel backlighting.

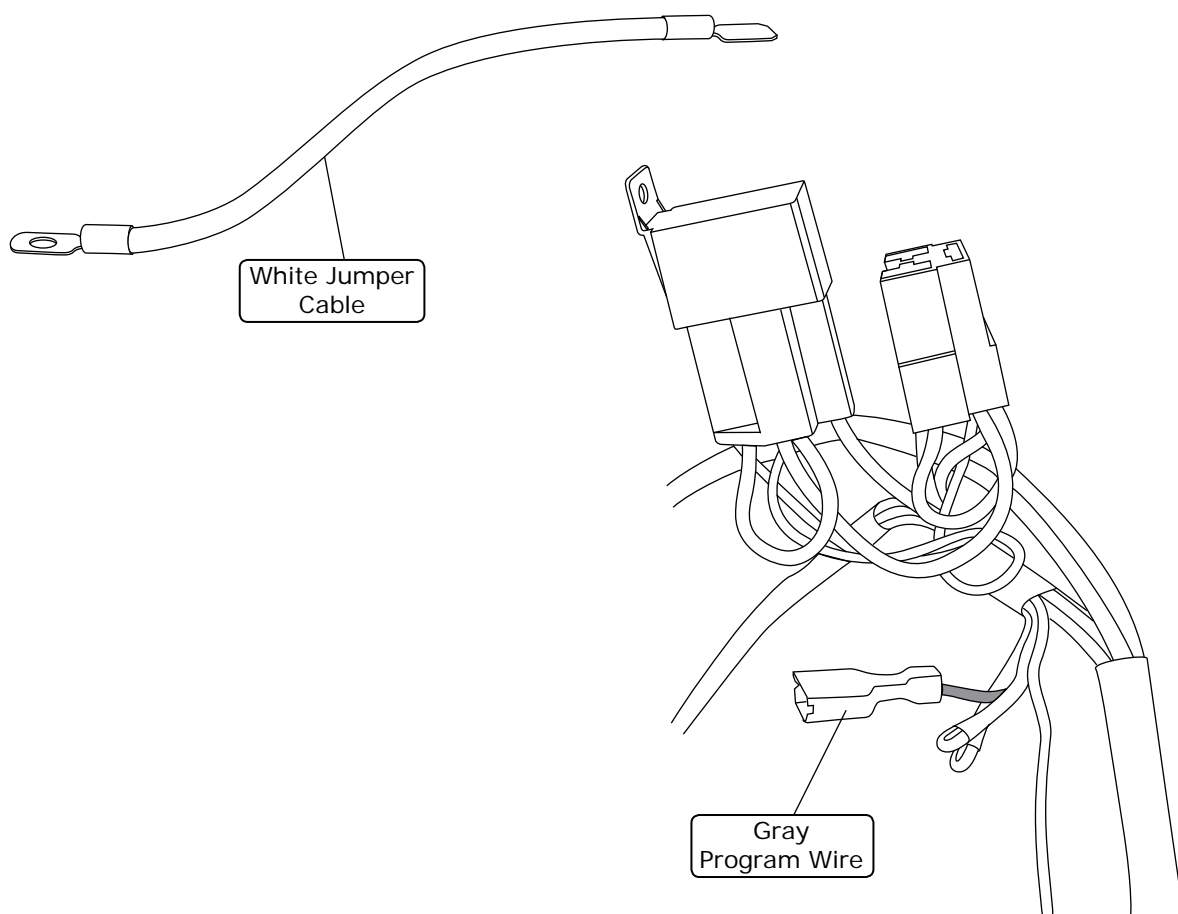


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Control Panel Calibration Procedure

On Vintage Air Gen IV 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 stroke of your control panel levers or knobs is translated into precise control of the fan 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.

In preparation for calibration, you will need to attach the supplied white ground jumper wire 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 again change speeds, signaling that the lower limits have been learned and that the calibration procedure is complete.

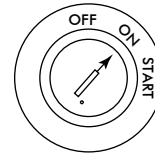




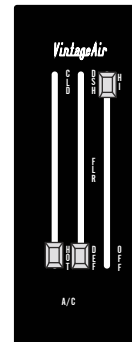
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Control Panel Calibration Procedure (Cont.)

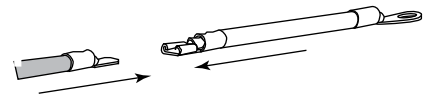
1. Turn on the ignition switch (Do not start the engine).



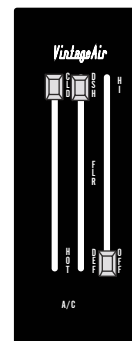
2. Move the control levers/knobs to the positions shown.



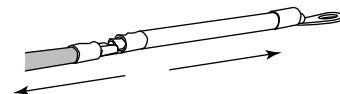
3. Connect the white jumper wire to the gray program wire. Wait for the blower speed to change (Approximately 5 seconds).



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



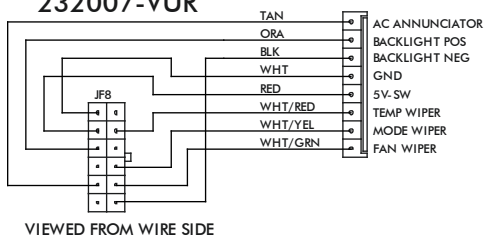
5. Disconnect the white jumper wire from the gray program wire. The blower speed will change, indicating completion of the calibration procedure.



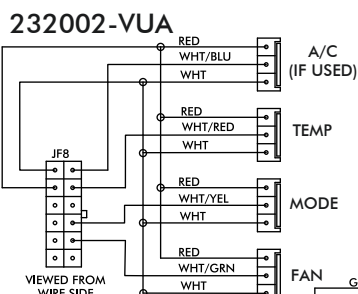
6. Confirm proper operation of controls. Repeat procedure if necessary. When finished, tape over program wire connector with electrical tape to prevent accidental contact with chassis ground.



232007-VUR



VIEWED FROM WIRE SIDE



VIEWED FROM
WIPE SIDE

PROGRAM

* DASH LAMP (IF USED)

*** WIDE OPEN
THROTTLE
SWITCH
(OPTIONAL)

WHT

WHT

**** CIRCUIT
BREAKER
30 AMP**

COMPRESSOR RELAY

GEN IV ECU

GEN IV WIRING DIAGRAM
REV E, 10/6/2017

BLU
GRN
GRY

VIEWED FROM
WIRE SIDE

VIEWED FROM
WIRE SIDE

The diagram shows two 8x2 grids of circles. The left grid is labeled JF8 and the right grid is labeled JM8. Both grids have a small square attached to the right side of the 5th row from the top.

86 87 85

100

—

PRE-WIRED

STEPPER
DASH/FLOOR

STEPPER
DEFROST/PLENUM

STEPPER
TEMPERATURE BLEND


NOT USED

EVAPORATOR
TEMPERATURE
SENSOR

BLOWER MOTOR

BINARY
- OR TRINARY
SAFETY
SWITCH

HEATER
CONTROL VALVE

NOTE:  = CHASSIS GROUND

- * 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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Operation of Controls

On Gen IV 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 between operations, to indicate the change. **NOTE: For proper control panel function, refer to Pages 6 & 7 for calibration procedure.**

Blower Speed

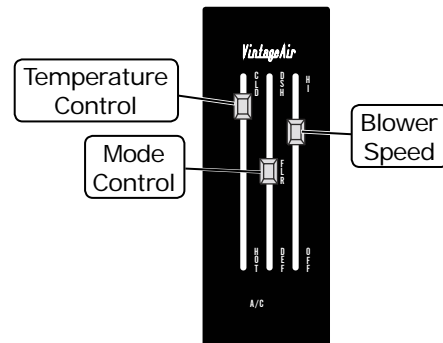
This lever/knob controls blower speed, from OFF to HI.

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

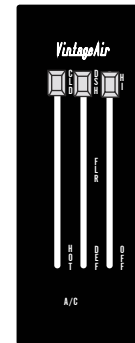
Adjust to desired speed.

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

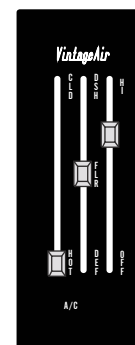
Adjust to desired speed.

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

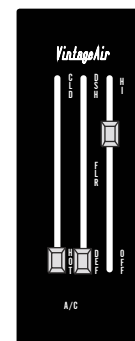
Adjust to desired speed.

Temperature Control

Adjust to desired temperature.

Mode Control

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



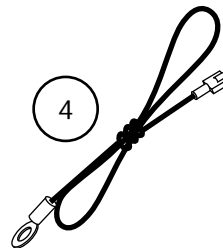
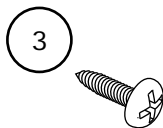
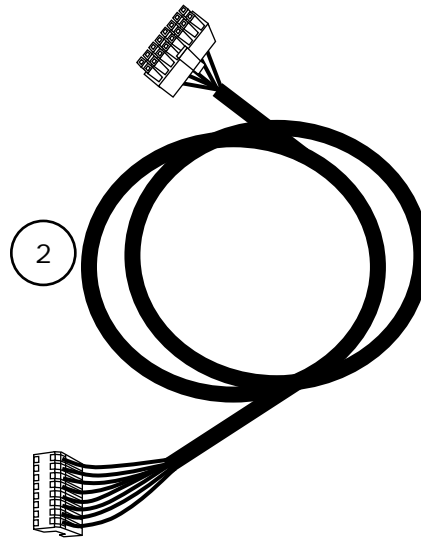
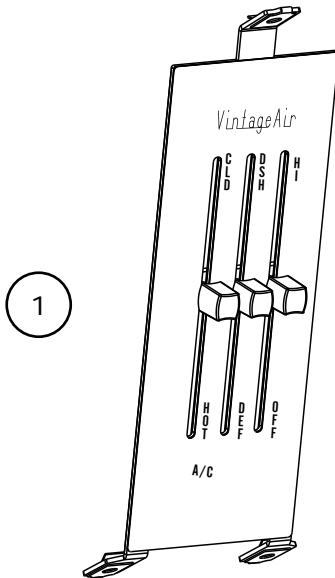


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Checked By: _____
Packed By: _____
Date: _____



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