CHEVROLET MOTOR DIVISION
General Motors Corporation
Chevrolet Service Department

Chevrolet Dealer Service Technical Bulletin

67-T-15
Number:
Ia
Section:
March 6, 1967
Date:

Subject: FOUR SEASON AIR CONDITIONING INFORMATION - CHEVROLET AND CAMARO

Attn: Service Manager

To: ALL CHEVROLET DEALERS

Customers with early production 1967 Chevrolets or Camaros equipped with Four Season air conditioning have, in some cases, expressed dissatisfaction with the operation of the air conditioning in the following four areas.

1. Low air volume at the side air outlets.
2. Windshield fogging.
3. Controls difficult to set for an even comfortable car temperature.
4. Blower motor runs during fresh air venting.

The major problems resulted from operation of the new temperature slide lever system and particularly, on early units, to misadjustment of the temperature valve door. Modifications to correct problem areas and to more accurately control car temperatures have been incorporated in production as follows.

1. On November 2, 1966, a detent spring was installed in the control head. This spring is to aid the operator in discerning, by feel, the transition from the heat cycle to the cooling cycle and provide a detent for maximum cold position.
2. A revised cam has also been released to more accurately control compressor engagement. This cam entered production on December 8, 1966.
3. As of December 19, 1966, the low blower operational control was removed from the temperature control lever and restored to the blower switch proper.
4. New control cables for the temperature valve door have also been released to aid production in the proper alignment of this door.

A review of the system operation and service corrections, where applicable on the above items, is detailed on the following pages.

Chevrolet Motor Division
General Motors Corporation

c: Dealer List
Chevrolet List

Important That All Service Personnel Read—Please Initial

Service Manager		Shop Foreman		Service Salesman			Service Technicians							

FOUR SEASON AIR CONDITIONING PROBLEMS AND CORRECTION

LOW AIR VOLUME

Some owners have expressed dissatisfaction with a lower volume of air coming from the side air outlets than in past years. The 1967 air distribution ducts have been designed to provide for improved rear seat cooling by having more air flowing out the center console duct. If the air volume at the side outlets is exceptionally weak, the duct system should be checked for possible air leaks at all connections. As necessary, duct joints should be taped and sealed (Refer to Figure 1).

WINDSHIELD FOGGING

Windshield fogging usually occurs when only inside air with a high humidity enters the duct system through the recirculating door and is blown onto the windshield. This condition is usually caused by an inoperative recirculating air door. The operation of the door can be easily checked by placing the temperature slide control in the coldest position and starting the car - the door can be heard when it closes.

An inoperative door is generally caused by a disconnected vacuum hose or a vacuum leak. Check for these two conditions if the door does not operate. Another possible cause of inside air circulation is improper installation of the evaporator or heater case to the dash, such as the dash mat being caught under the heater housing flange.

TEMPERATURE CONTROL

Poor temperature control is generally caused by a misaligned temperature valve door. If poor cooling or heating is encountered, the valve door should be checked.

Remove the blower motor resistor from the evaporator housing and inspect, with the aid of a light through the resistor hole, the alignment of the door to housing in both the cold and hot positions (Refer to Figure 2). A properly adjusted door will have the rubber lip contact the seal against the white die cast housing for the full length of the door.

If the temperature valve door is properly adjusted, refer to the 1967 Chassis Service Manual for other possible causes of poor cooling. If the valve door is improperly adjusted, proceed as follows.

1. Disconnect battery ground cable.
2. Remove glove box interior.
3. Adjust temperature valve door by:
   a. Loosen (3) screws which attach the temperature control cable mounting bracket to heater case.
   b. Check to assure the bracket can move freely and that the control cable is routed between the defroster duct and the dash.

c. Cycle the temperature control lever from maximum cold to maximum hot and back again. This should cause the door to center itself and relieve excessive tension at either end of its travel.

d. Tighten one screw in the cable mounting bracket and view the operation of the valve door through the resistor hole.

e. If the gap remains between the door and the housing, loosen the cable bracket and rotate it until the gap is eliminated. Recheck door travel.

f. Retighten cable mounting bracket screws. Caution should be taken not to overtorque the screws and cause stripping.

4. Reverse Steps 1 and 2 for reinstallation.

BLOWER MOTOR RUNNING

The design intent for the 1967 Four Season air conditioning system was to produce constant air circulation at all times. For this reason, a master switch was installed in the system that would cause the blower motor to run on low speed when the control lever was in the vent position.

If complaints of the blower motor running during outside air venting are encountered, the master switch should be removed from the circuit by following the procedure as outlined in Figure 3. This revised wiring will make the blower motor manually operated at all times.

DISCONNECT MASTER SWITCH - CAMARO

1. Disconnect battery ground cable.

2. Remove front center instrument cluster panel - includes radio knobs and retaining nuts.

3. Remove glove box door, interior, and flexible duct (Shown in Figure 1).

4. Remove two screws holding center outlet duct to dash, move outlet back and up, tape in "Up" position.

5. Disconnect electrical lead from clutch switch (Shown in Figure 3).

6. Remove four screws holding air conditioning control assembly.

7. Twist control assembly and pull far enough through dash to gain access to the master and blower switch plugs.

8. Disconnect the two plugs. Cut, tape, and reroute the wires per Figure 3.

9. Reinstall in reverse order.

DISCONNECT MASTER SWITCH - CHEVROLET

1. Disconnect battery ground cable.
2. Remove instrument panel trim bezel.
3. Remove center trim bezel and radio control knobs.
4. Remove ash tray and retainer.
5. Remove left section of distributor duct.
6. Remove radio assembly.
7. Disconnect Four Season control panel from instrument panel.
8. Disconnect electrical disconnects from both switches, cut, tape, and reroute wires per Figure 3.
9. Reinstall in reverse order.

PARTS AND LABOR DATA - Master Control Switch Disconnect - Chevrolet

	QUA.	PART NO.	PART DESCRIPTION	P	FC	L	T	OPERATION NO.	TIME
1.								C958090	.8

PARTS AND LABOR DATA - Master Control Switch Disconnect - Camaro

	QUA.	PART NO.	PART DESCRIPTION	P	FC	L	T	OPERATION NO.	TIME
1.								C958091	.6

PARTS AND LABOR DATA - Temperature Valve Door Adjust - Chevrolet

	QUA.	PART NO.	PART DESCRIPTION	P	FC	L	T	OPERATION NO.	TIME
1.								C977490	.5

PARTS AND LABOR DATA - Temperature Valve Door Adjust - Camaro

	QUA.	PART NO.	PART DESCRIPTION	P	FC	L	T	OPERATION NO.	TIME
1.								C977491	.4

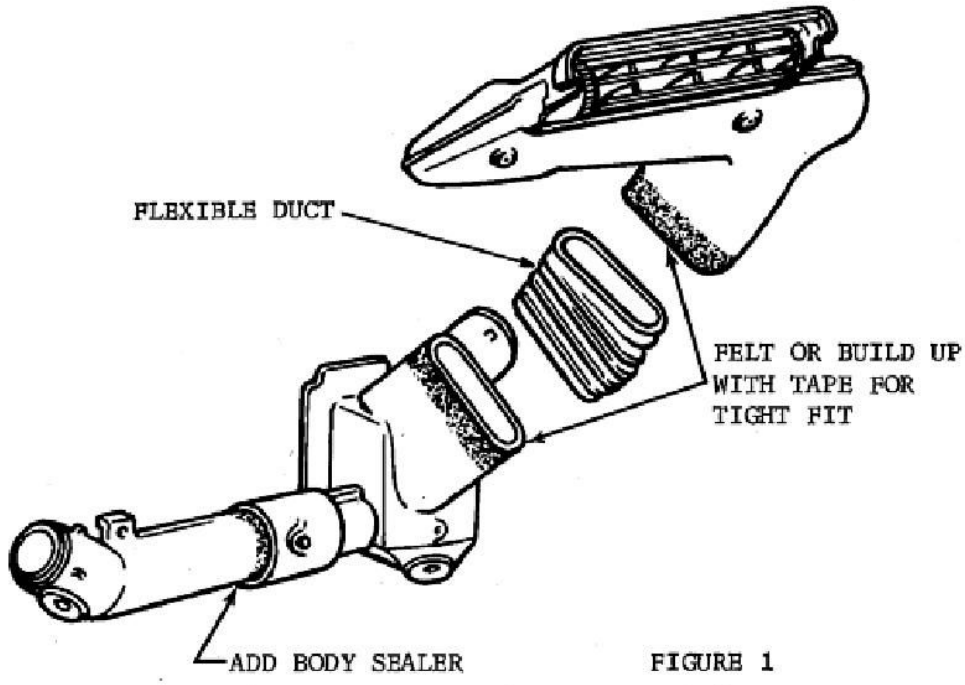
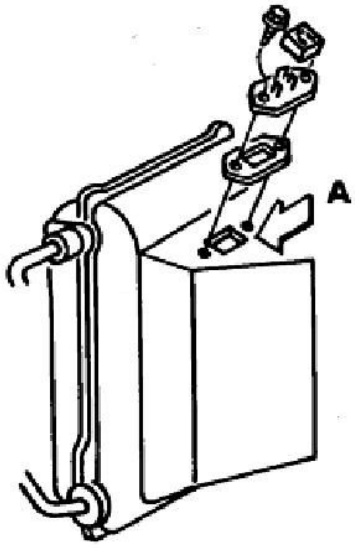
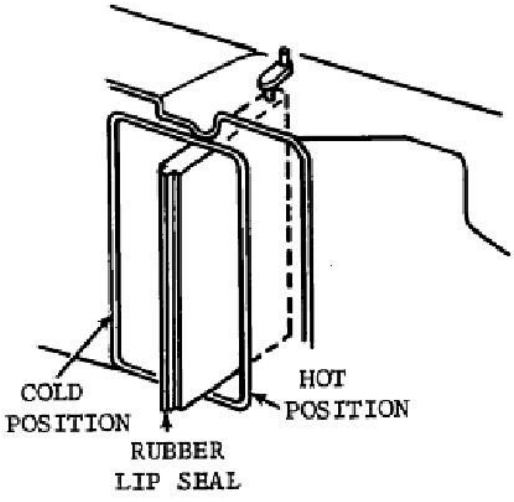


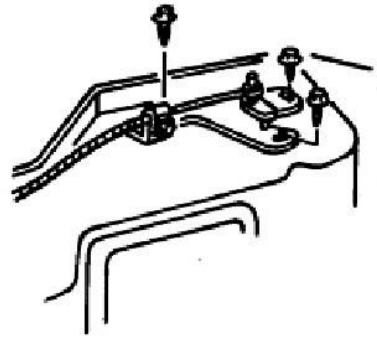
FIGURE 1



BLOWER MOTOR RESISTOR MOUNTING

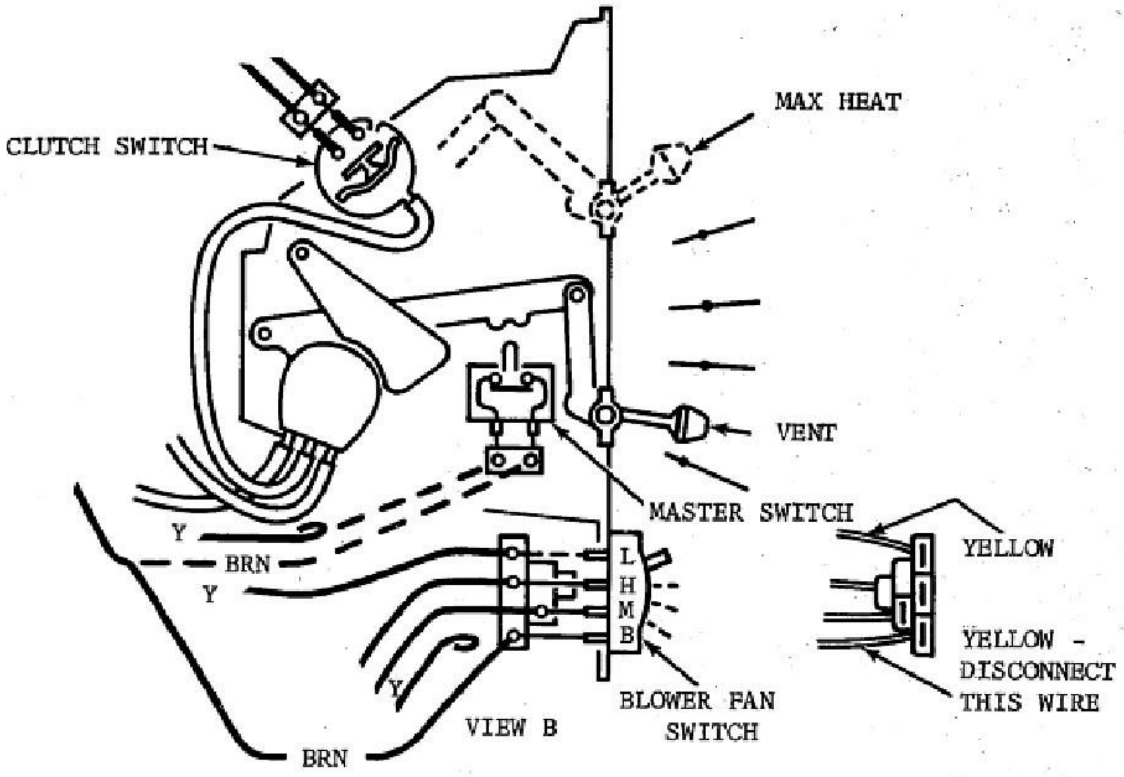


VIEW A TEMPERATURE VALVE DOOR



TEMPERATURE CONTROL TO CABLE BRACKET

FIGURE 2



1. REMOVE YELLOW WIRE FROM "B" TERMINAL OF BLOWER FAN SWITCH AND CUT THE WIRE TERMINAL OFF AND TAPE BACK.
2. REROUTE BROWN WIRE FROM MASTER SWITCH AND CONNECT TO "B" TERMINAL OF BLOWER FAN SWITCH.
3. REMOVE YELLOW WIRE FROM MASTER SWITCH AND CUT OFF TERMINAL, TAPE BACK WIRE END.

FIGURE 3