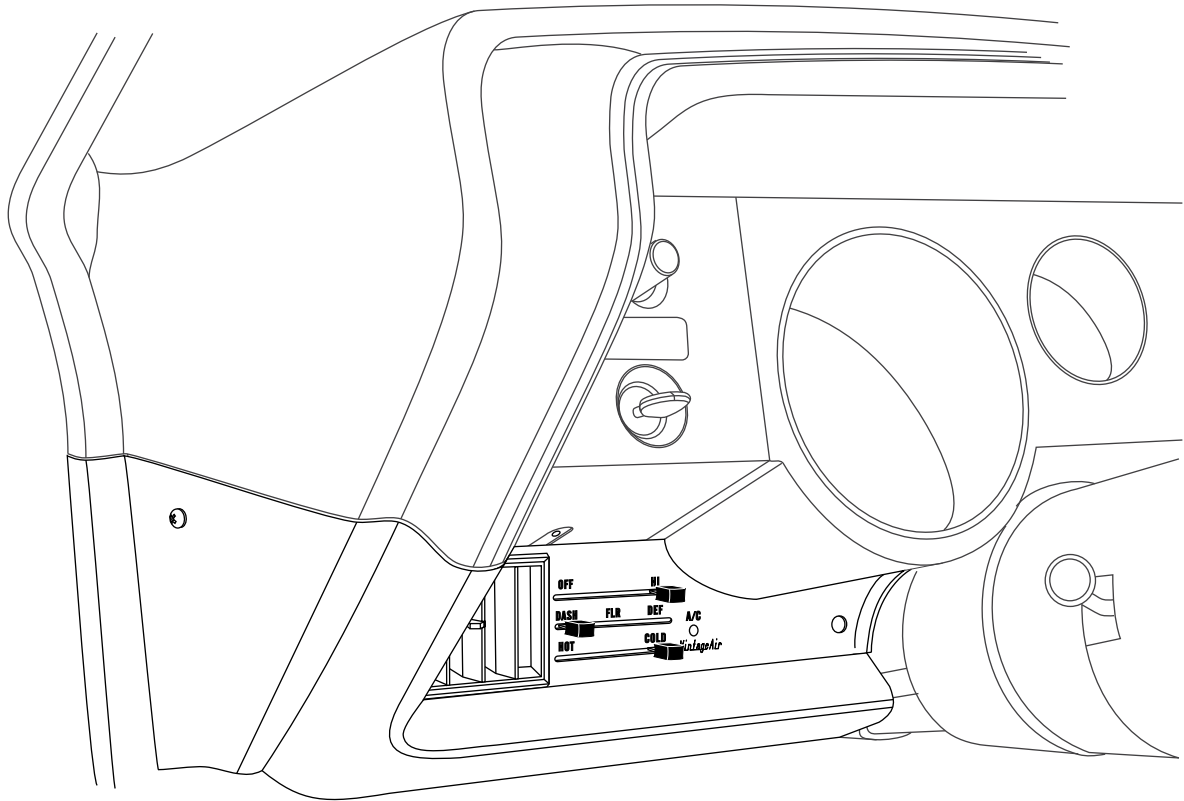




an ISO 9001:2015 Registered Company

1970-74 Challenger/Cuda

without Factory Air
Control Panel Conversion Kit
471075-EDA



18865 Goll St. San Antonio, TX 78266
Phone: 800-862-6658
Sales: sales@vintageair.com
Tech Support: tech@vintageair.com
www.vintageair.com



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Table of Contents

Cover.....	1
Table of Contents.....	2
Packing List/Parts Disclaimer.....	3
OEM Control Panel Removal.....	4
Control Panel Installation, Control Panel Bracket Installation.....	5
Control Panel Bracket Installation (Cont.).....	6
Control Panel Harness Installation, Louver Installation, Dash Installation.....	7
Wiring Diagram.....	8
Operation of Controls.....	9
Packing List.....	

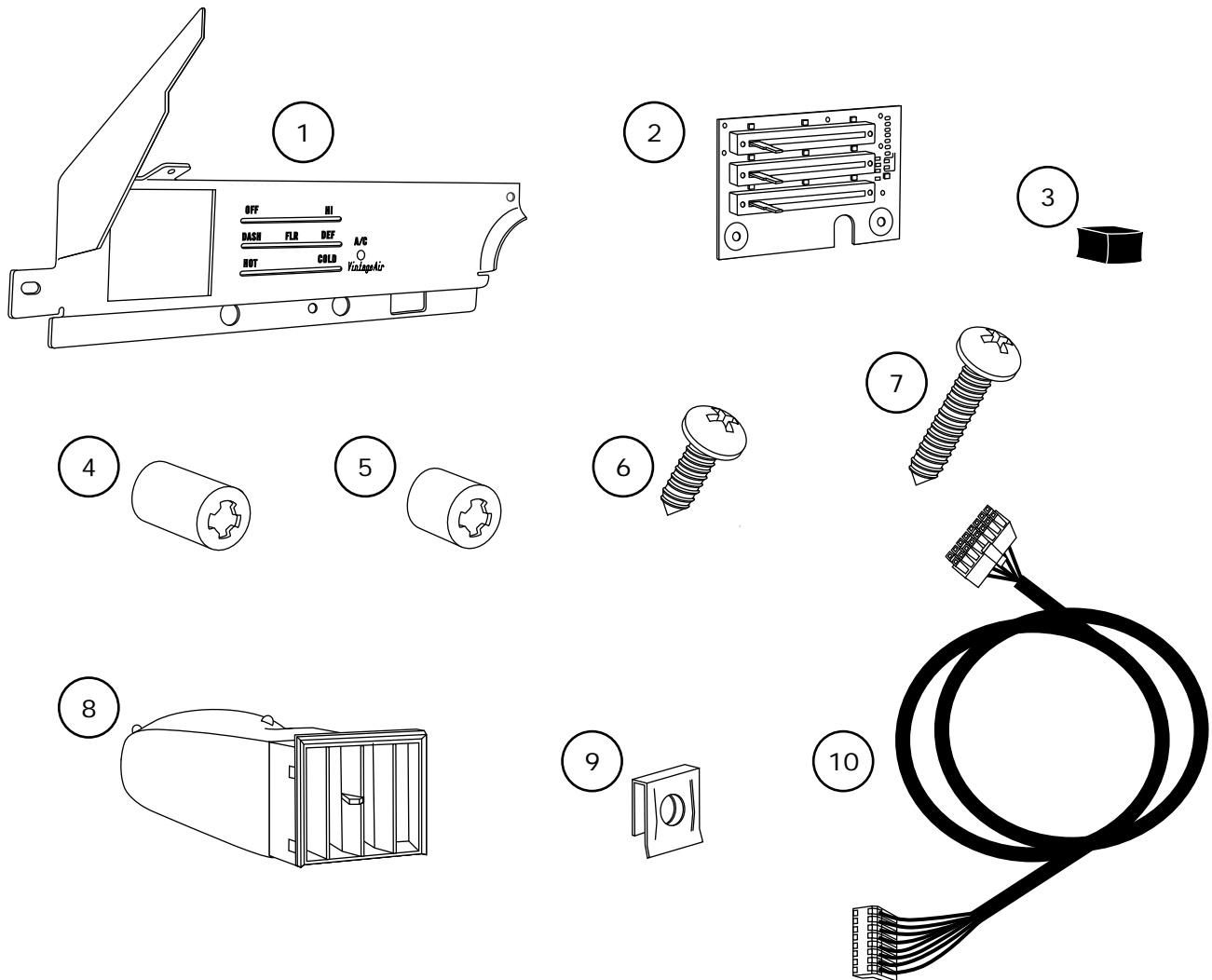


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Packing List: Control Panel Kit (471075-EDA)

No.	Qty.	Part No.	Description
1.	1	471072-EDA	Control Panel Assembly
2.	1	246112-PUA	PC Board Assembly
3.	3	491006-KUR	Knob, Slide POT
4.	1	180043-SSR	Spacer, .128/.198" ID x .313" OD x .500" Length, Nylon
5.	1	180041-SSR	Spacer, .128/.198" ID x .313" OD x .375" Length, Nylon
6.	4	18235-VUB	Screw, #8 x 1/2", Pan Head
7.	2	181075-PSR	Screw, #8 x 1", Pan Head
8.	1	497074-LMA	Louver Assembly
9.	2	18979-VUB	J-nut, #8
10.	1	232007-VUR	Control Harness, Gen IV Universal

**** 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. Drop the steering column to ease the installation.
2. Remove the bottom portion of the dash (retain) (See Figure 1, below).
3. Disconnect the wires from the back of the fan switch and the control lever cables. **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.**
4. Remove the OEM control panel (See Figure 2, below).

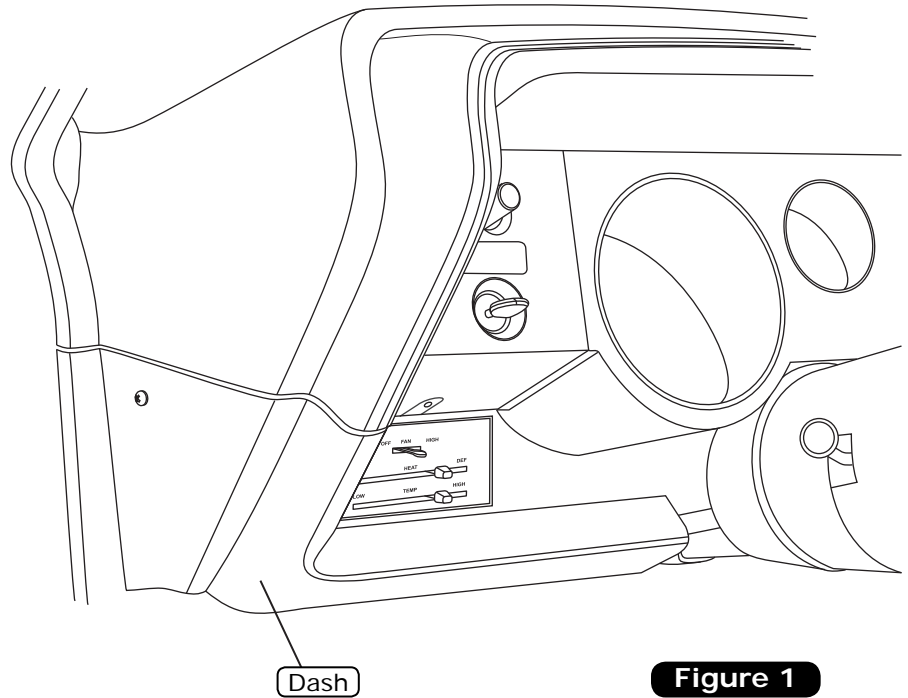


Figure 1

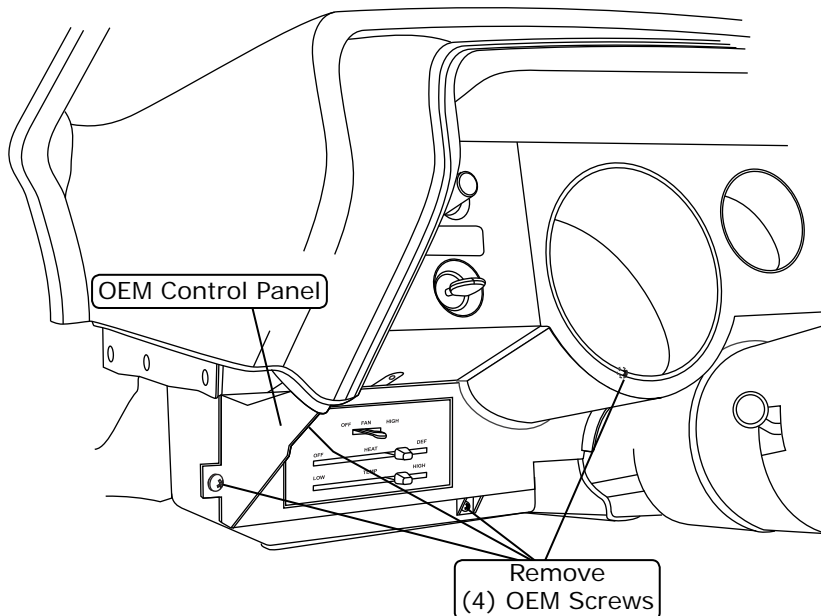


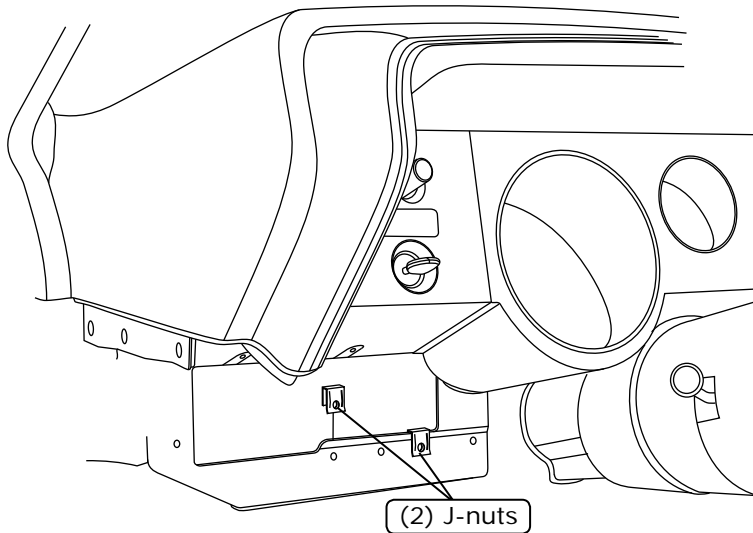
Figure 2



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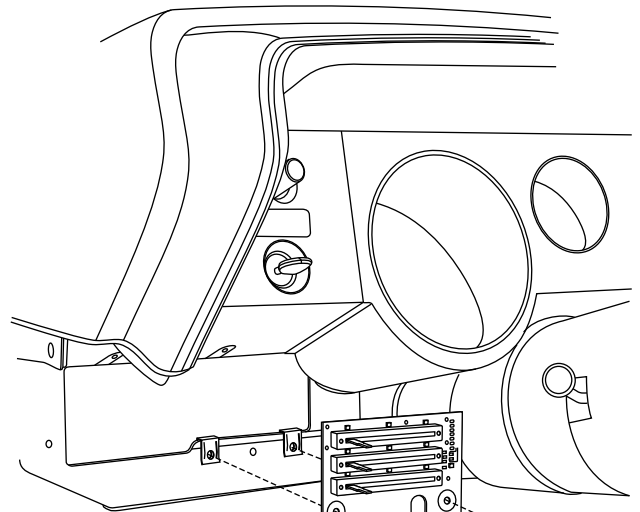
Control Panel Installation

1. Install (2) J-nuts onto the dash (See Figure 3, below).
2. Using (2) #8 x 1/2" pan head screws, install the PC board assembly as shown in Figure 3, below.



(2) J-nuts

Figure 3



PC Board
Assembly
246112-PUA

(2) #8 x 1/2"
Pan Head Screws

Control Panel Bracket Installation

1. Install the control panel bracket assembly (See Figures 4 & 4a, below). **NOTE: The left side of the bracket installs into the channel of the dash same as the OEM panel.**

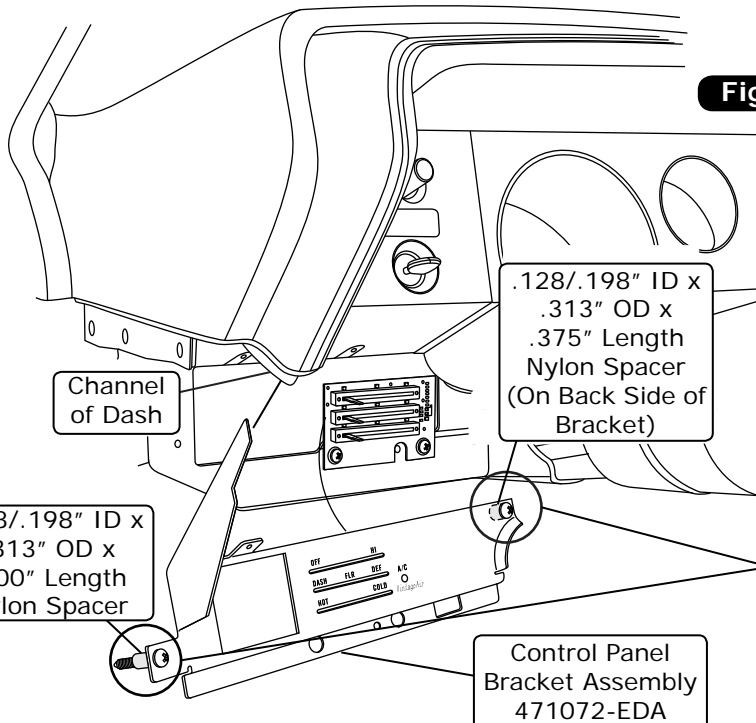


Figure 4

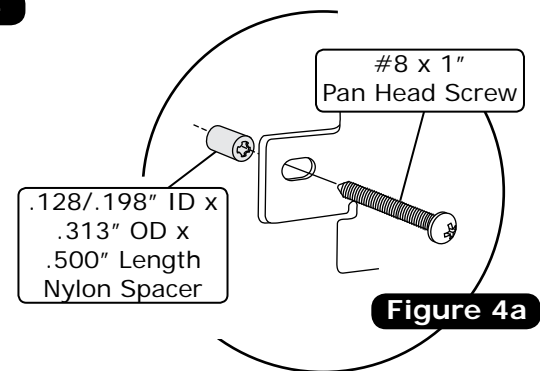


Figure 4a

.128/.198" ID x
.313" OD x
.500" Length
Nylon Spacer

.128/.198" ID x
.313" OD x
.375" Length
Nylon Spacer
(On Back Side of
Bracket)

.128/.198" ID x
.313" OD x
.500" Length
Nylon Spacer

Control Panel
Bracket Assembly
471072-EDA

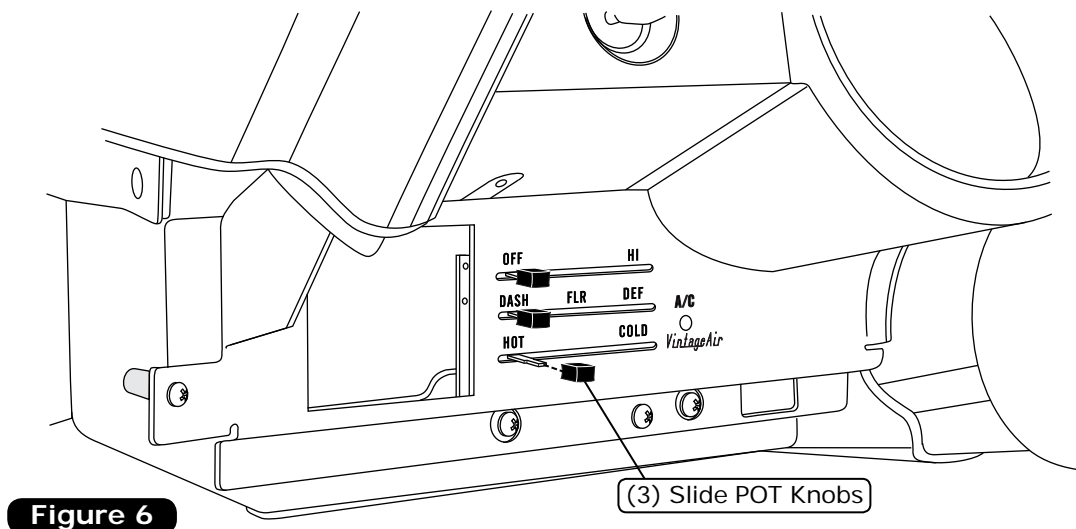
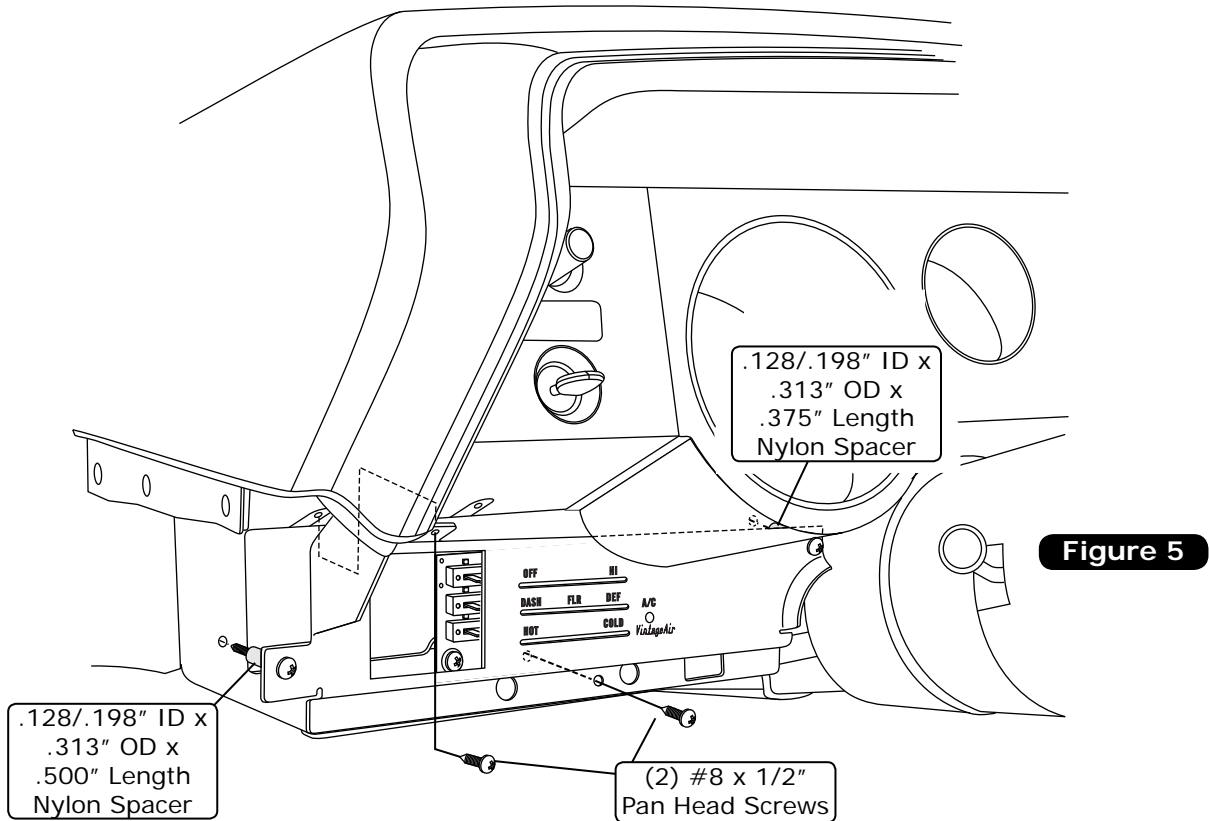
NOTE: Install the spacers on the bracket as shown in Figure 4a, above, before installing the bracket. This will hold the spacers in place to ease installation.



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Control Panel Bracket Installation (Cont.)

2. Secure the control panel bracket (See Figure 5, below). **NOTE: Install the right side of the control panel bracket located on the other side of the speedometer first.**
3. Reaching through the duct hole opening in the bracket, support the back side of the PC board assembly. Install the (3) knobs as shown in Figure 6, below.





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Control Panel Harness Installation

1. From under the dash, plug in the control panel wiring harness as shown in Figure 7, below.

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.

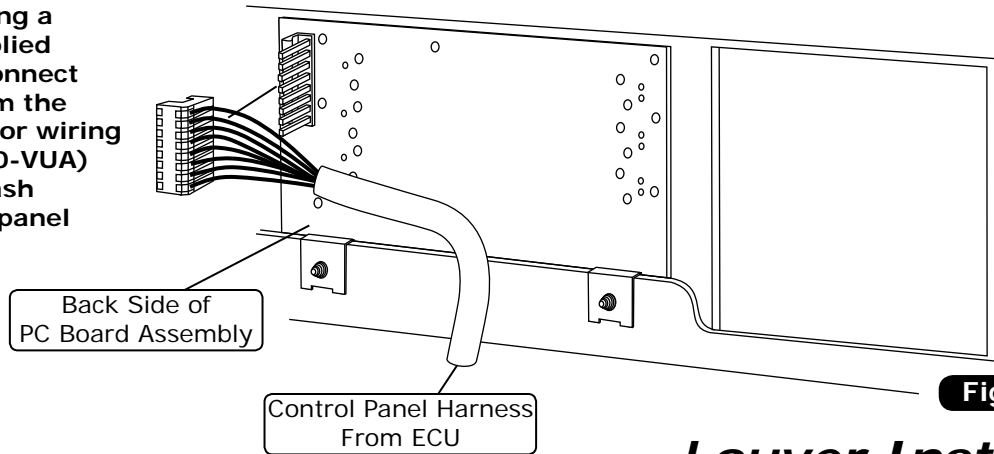


Figure 7

Louver Installation

1. Install the driver side louver as shown in Figure 8, below.

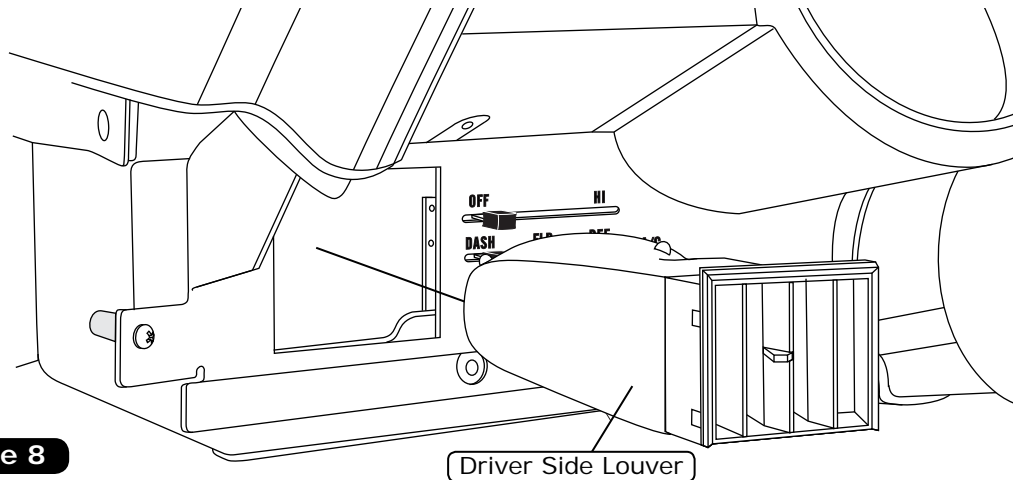


Figure 8

Dash Installation

1. Using the OEM screws, reinstall the bottom portion of the dash as shown in Figure 9, below.

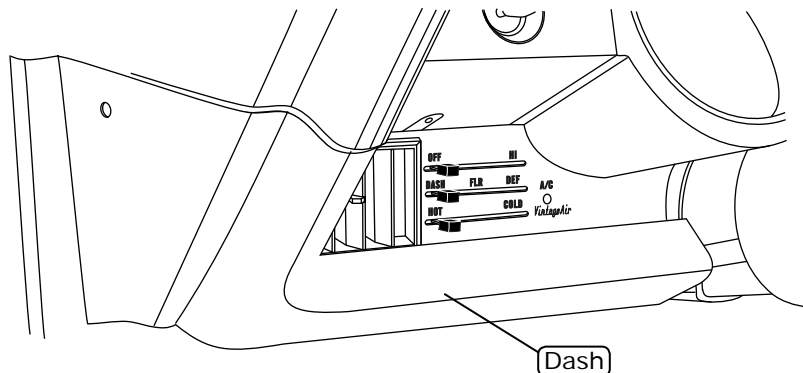


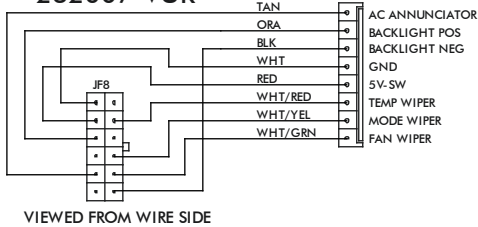
Figure 9



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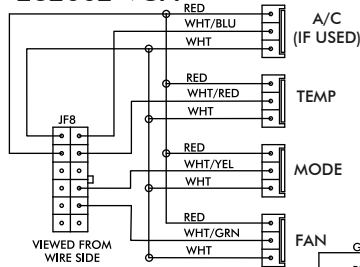
Wiring Diagram

232007-VUR



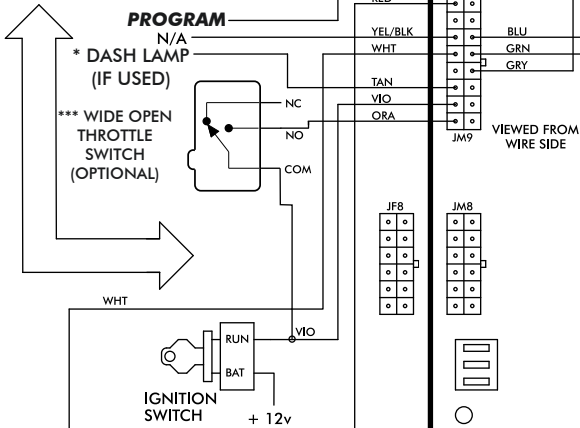
VIEWED FROM WIRE SIDE

232002-VUA



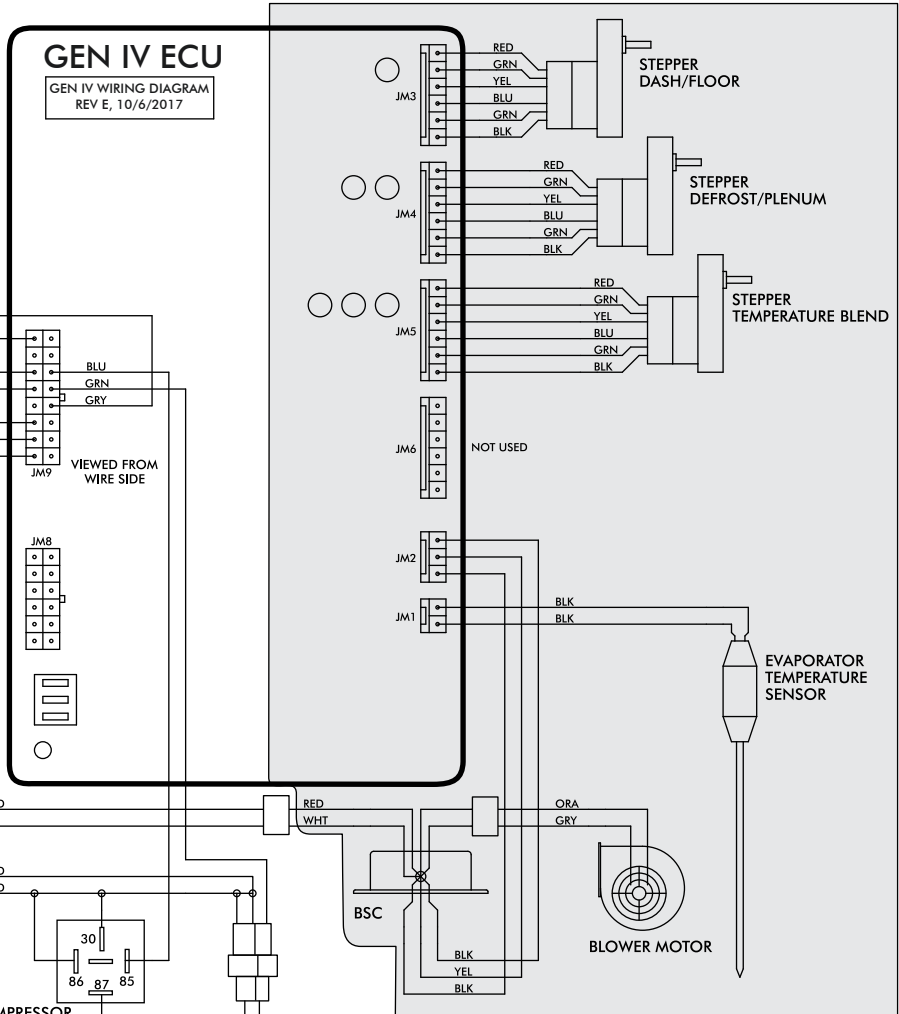
VIEWED FROM WIRE SIDE

PROGRAM



GEN IV ECU

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



PRE-WIRED

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.

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).



NOTE: A/C operation toggles on & off when thermostat lever is moved to the HOT or COLD ends of travel. A/C mode is indicated by the blue A/C light.

Heat Operation

Blower Speed

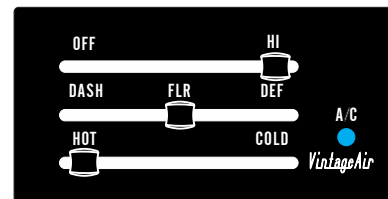
Adjust to desired speed.

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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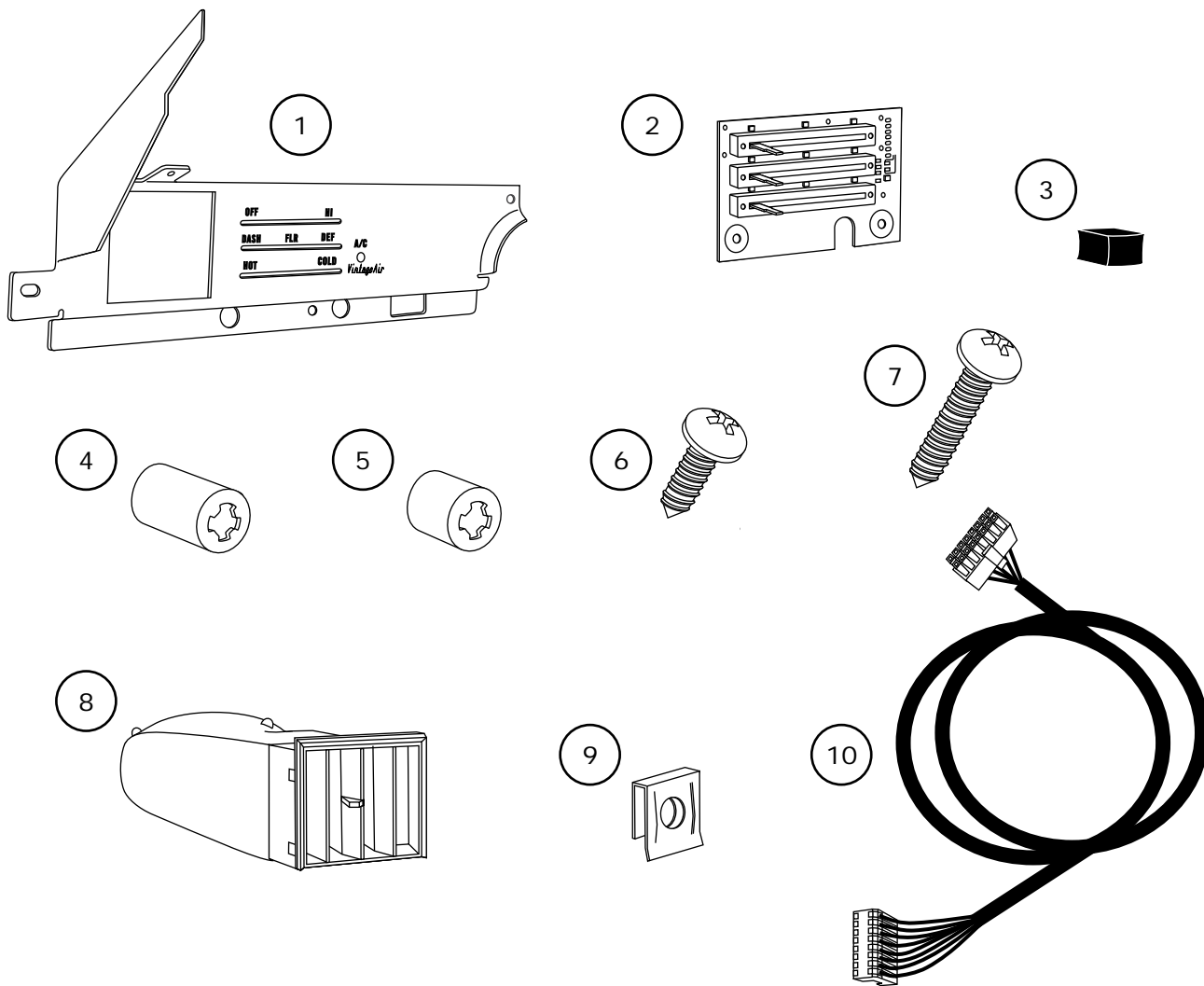
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Checked By: _____

Packed By: _____

Date: _____



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