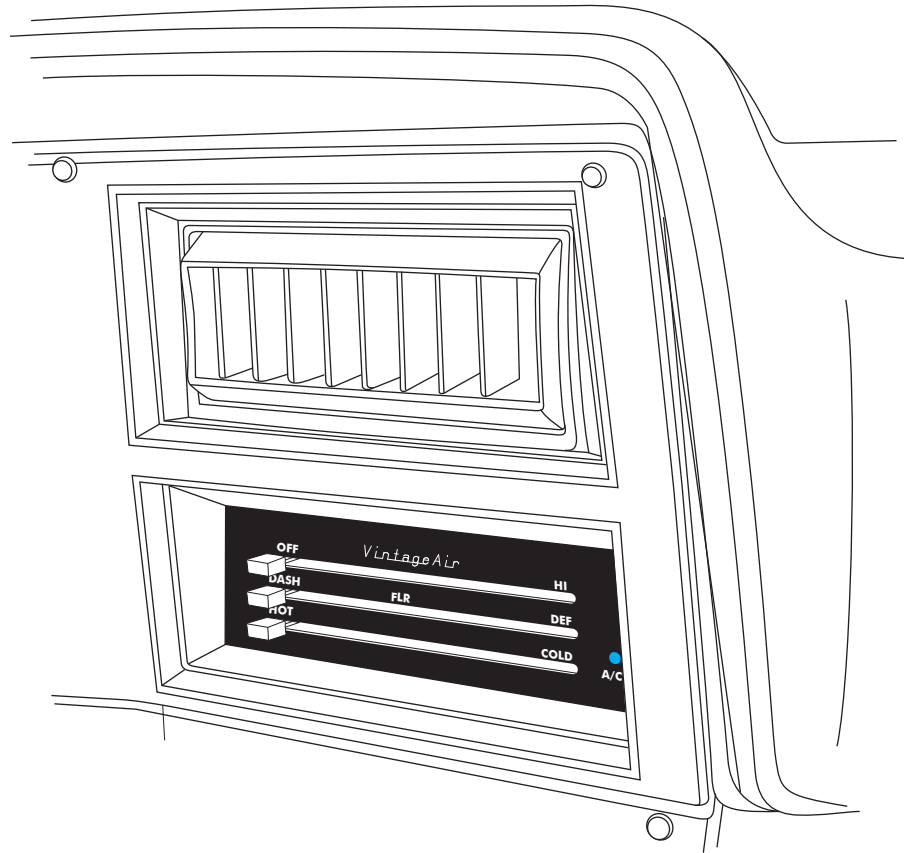




an ISO 9001:2008 Registered Company

# 1973-87 CHEV P-UP

CONTROL PANEL CONVERSION KIT  
473274



18865 GOLL ST. - SAN ANTONIO, TX. - 78266 ph.210-654-7171 - fax 210-654-3113



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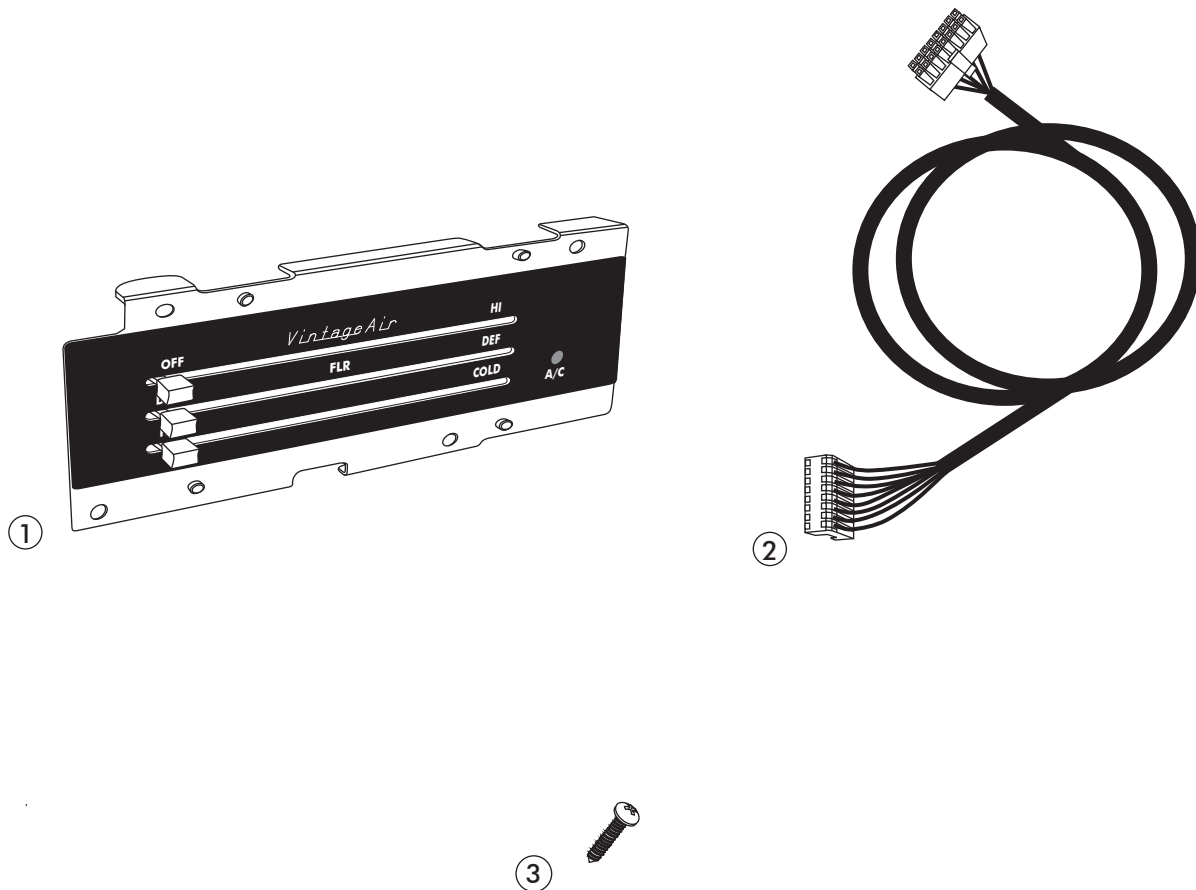


## CONTROL KIT PACKING LIST

CONTROL KIT  
473274

No	QTY	PART No.	DESCRIPTION
1.	1	473075	73-87 CHEV P-UP CNTRL PNL ASM
2.	1	232007-VUR	GEN IV UNIVERSAL CONTROL HARNESS (TYPE C)
3.	4	181075-PSR	#8 x 1" PH PAN HEAD SCREW

**\*\* 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.**

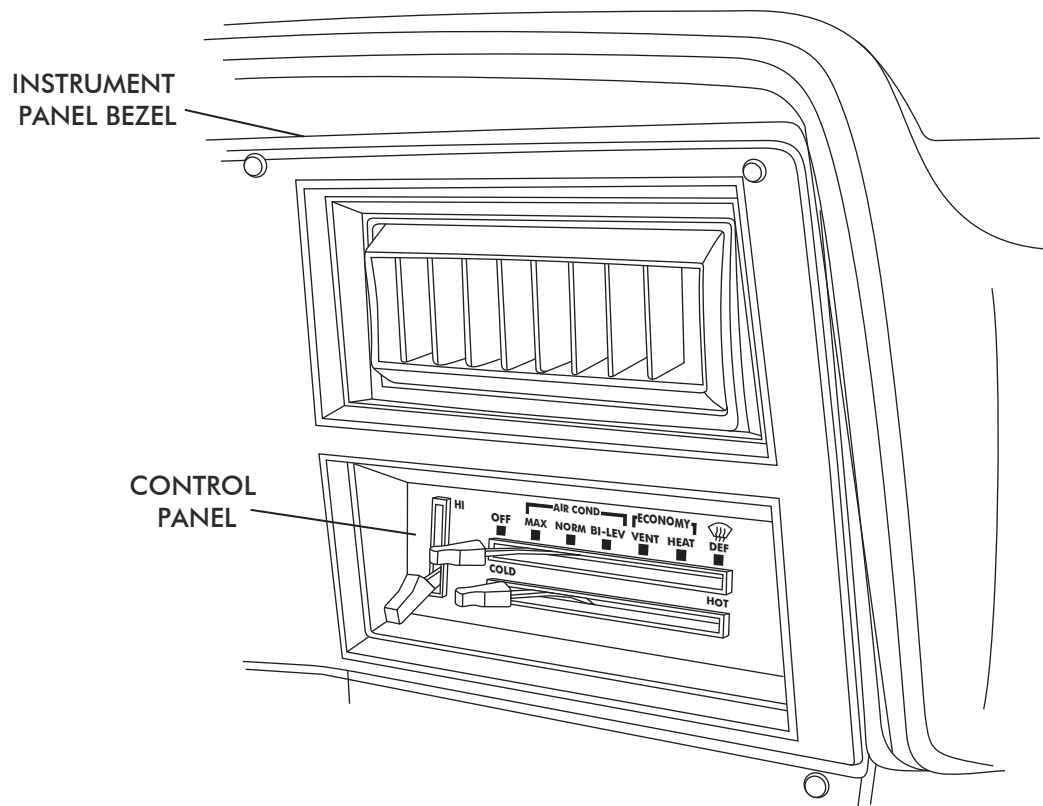


**NOTE: IMAGES MAY NOT DEPICT ACTUAL PARTS AND QUANTITIES. REFER TO PACKING LIST FOR ACTUAL PARTS AND QUANTITIES**



## REMOVING OEM CONTROL PANEL

- DISCONNECT BATTERY GROUND CABLE.
- REMOVE INSTRUMENT PANEL BEZEL. (RETAIN)
- DISCONNECT ALL WIRES AND CABLES FROM CONTROL PANEL.
- REMOVE CONTROL PANEL FROM DASH. (DISCARD)

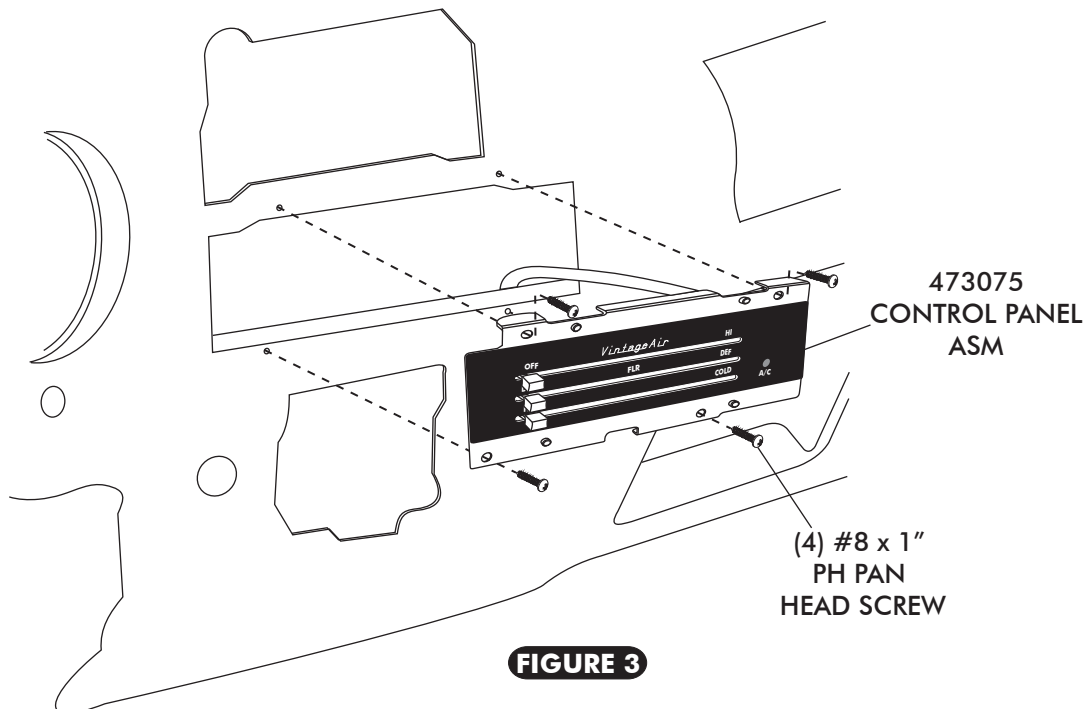
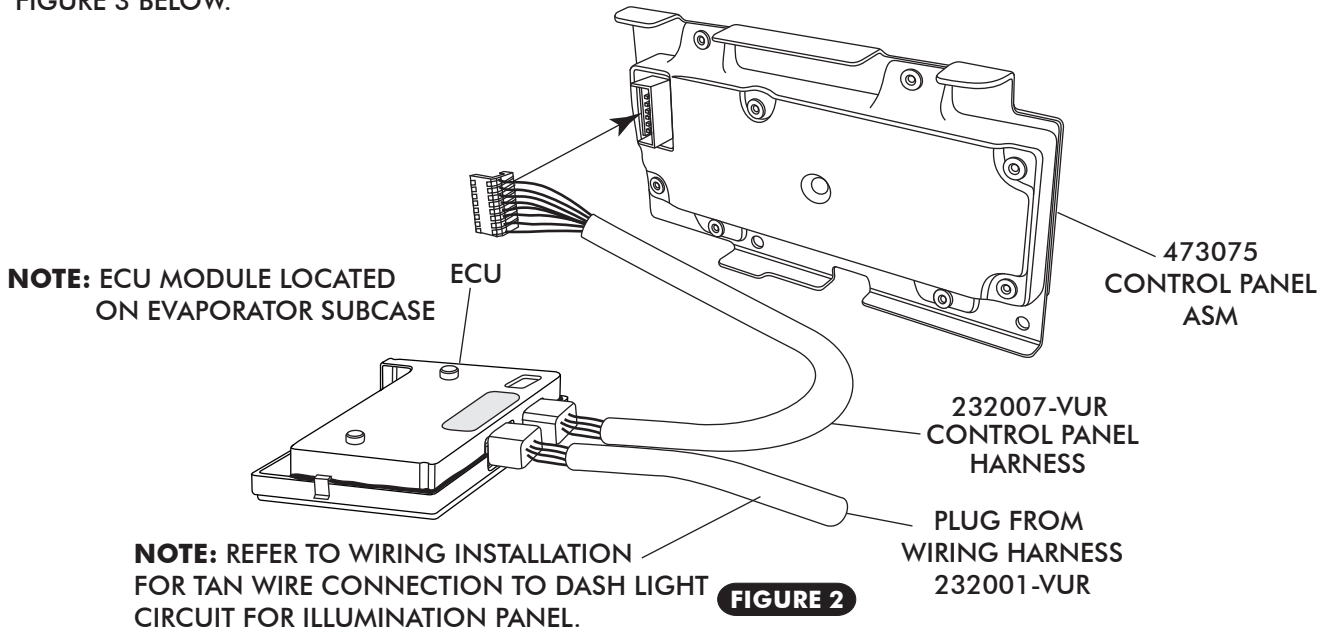


**FIGURE 1**



## CONTROL PANEL AND CONTROL HARNESS INSTALLATION

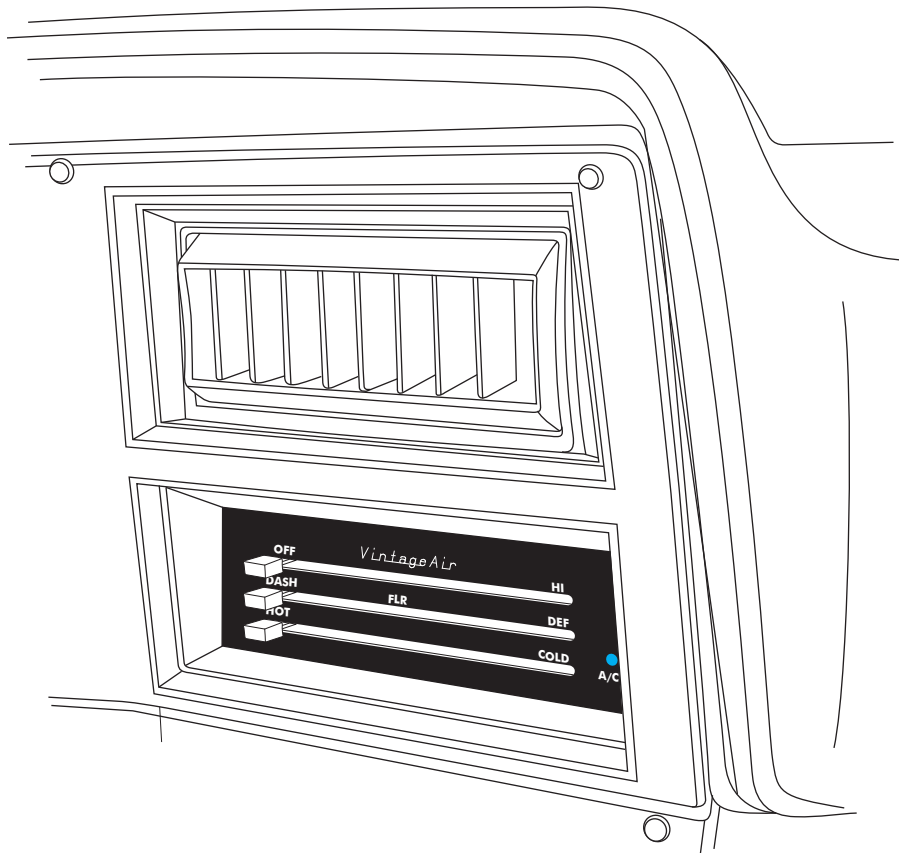
- PLUG THE CONTROL PANEL HARNESS INTO ECU AND CONTROL PANEL PC BOARD ASM AS SHOWN IN FIGURE 2 BELOW. **NOTE:** REFER TO WIRING INSTALLATION FOR TAN WIRE CONNECTION TO DASH LIGHT CIRCUIT FOR ILLUMINATION PANEL.
- INSTALL CONTROL PANEL ASM TO DASH USING (4) #8 x 1" PH PAN HEAD SCREWS AS SHOWN IN FIGURE 3 BELOW.





## FINAL STEPS

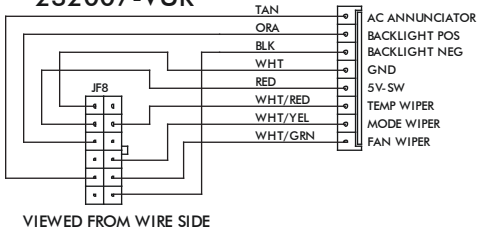
- REINSTALL ALL PREVIOUSLY REMOVED ITEMS ( INSTRUMENT PANEL)





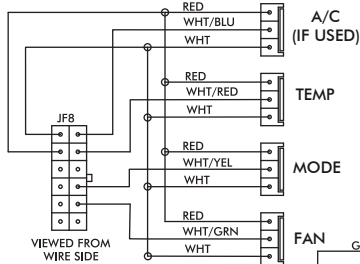
# Wiring Diagram

232007-VUR



VIEWED FROM WIRE SIDE

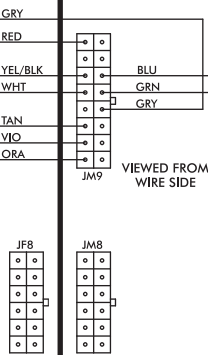
232002-VUA



VIEWED FROM WIRE SIDE

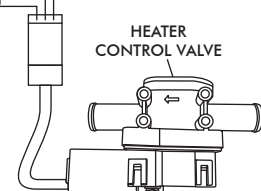
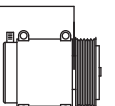
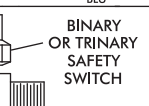
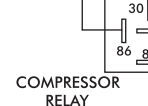
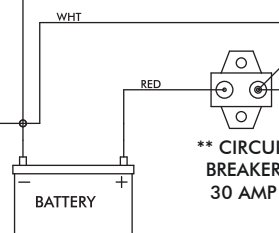
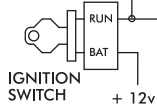
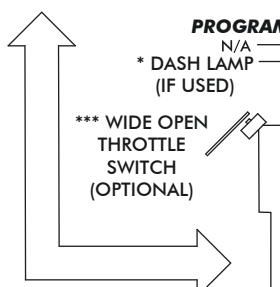
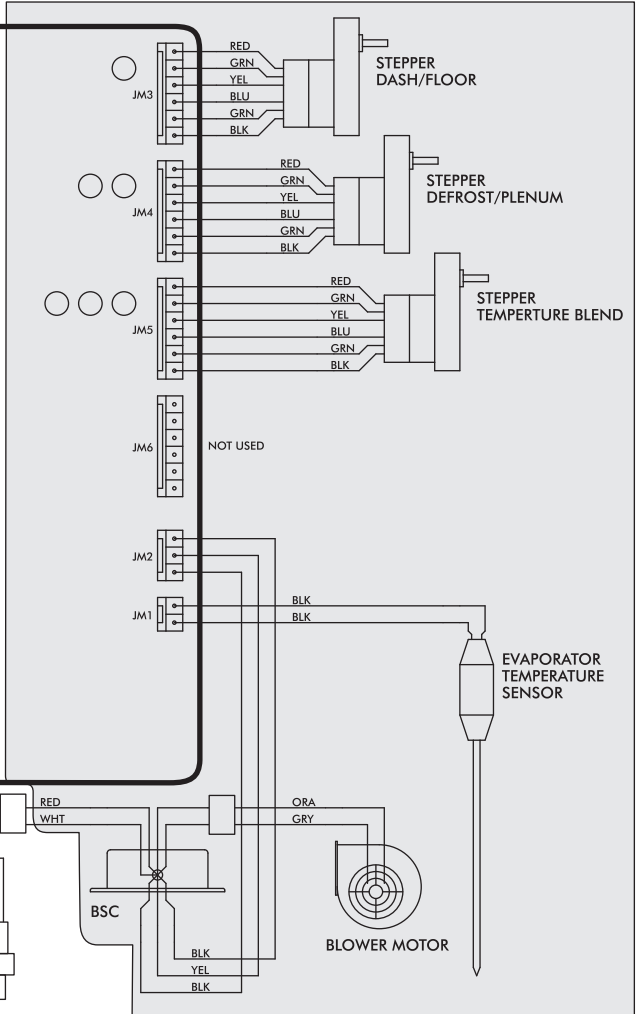
GEN IV ECU

GEN IV WIRING DIAGRAM  
REV D, 5/6/2014



VIEWED FROM WIRE SIDE

PRE-WIRED



NOTE: = CHASSIS GROUND

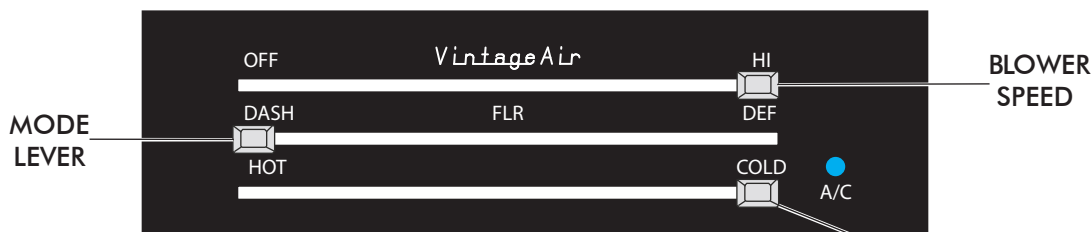
- Dash Lamp Is Used Only With Type 232007-VUR Harness.
- Warning: Always Mount Circuit Breaker As Close to the Battery As Possible. (NOTE: Wire Between Battery and Circuit Breaker Is Unprotected and Should Be Carefully Routed to Avoid a Short Circuit).
- Wide Open Throttle Switch Contacts Close Only at Full Throttle, Which Disables A/C Compressor.



## OPERATION OF CONTROLS

**NOTE: WHEN BATTERY POWER IS FIRST CONNECTED TO THE ECU, THE MICRO PROCESSOR GOES THROUGH AN INITIALIZATION SEQUENCE. THIS INITIALIZATION MAY TAKE UP TO 30 SECONDS. DURING INITIALIZATION THE BLOWER WILL NOT OPERATE, BUT THE DOORS INSIDE THE UNIT WILL BE OPERATING. A LOW BATTERY OR DISCONNECTING THE BATTERY MAY ALSO TRIGGER A RE-INITIALIZATION. DURING START UP, A LOW BATTERY MAY DROP BELOW 7 VOLTS, TRIGGERING RE-INITIALIZATION.**

### AC MODE



**BLOWER SPEED**  
ADJUST TO DESIRED SPEED

**MODE LEVER**  
SLIDE THE LEVER TO THE LEFT POSITION

**TEMPERATURE LEVER**  
IN A/C MODE SLIDE THE TEMPERATURE LEVER ALL THE WAY TO THE RIGHT TO ENGAGE COMPRESSOR. (SLIDE LEVER LEFT OR RIGHT TO ADJUST DESIRED TEMPERATURE)

### HEAT MODE



**BLOWER SPEED**  
ADJUST TO DESIRED SPEED

**MODE LEVER**  
SLIDE THE LEVER TO THE CENTER POSITION (SLIDE LEVER LEFT OR RIGHT TO DESIRED TEMPERATURE)

**TEMPERATURE LEVER**  
SLIDE THE TEMPERATURE LEVER ALL THE WAY LEFT TO THE HOT POSITION.

### DEFROST/ DE-FOG MODE



**BLOWER SPEED**  
ADJUST TO DESIRED SPEED

**MODE LEVER**  
SLIDE THE LEVER TO THE RIGHT POSITION

**TEMPERATURE LEVER**  
ADJUST LEVER TO DESIRED TEMPERATURE. (COMPRESSOR IS AUTOMATICALLY ENGAGED)





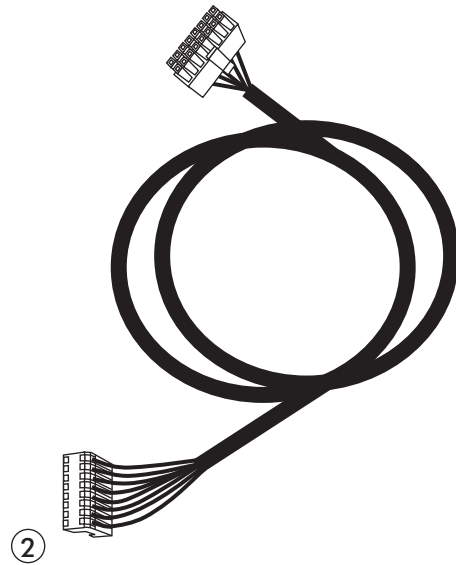
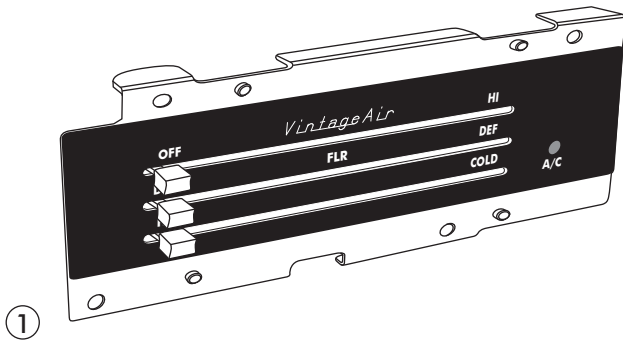


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CHECKED BY: \_\_\_\_\_  
 PACKED BY: \_\_\_\_\_  
 DATE: \_\_\_\_\_



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 REFER TO PACKING LIST FOR ACTUAL PARTS AND QUANTITIES**