

UNI-VENT COMPANY, INC.

P. O. Box 8259
Jacksonville, Florida

INSTALLATION INSTRUCTIONS

for

UNI-VENT AIR VENTILATION SYSTEMS

TYPE III (1600)

FAST or SQUAREBACK

General Information:

- A. UNI-VENT Systems (both sides) can be installed in one hour or less.
- B. Special tools required are: $\frac{1}{2}$ " (actual hole size $\frac{7}{8}$ ") and 2" (actual hole size $2\frac{3}{8}$ ") Greenlee hole punch. This is a standard electrical tool that may be purchased at most electrical supply

houses or can be purchased from UNI-VENT CO. at a cost of \$12.50 per set.

- C. There is no right or left. Each system will install on either side.
- D. UNI-VENTS are constructed of high impact Poly Vinyl Chloride plastic which will not rust, corrode, or rupture. Screws are chrome plated. Springs and clips are stainless steel.

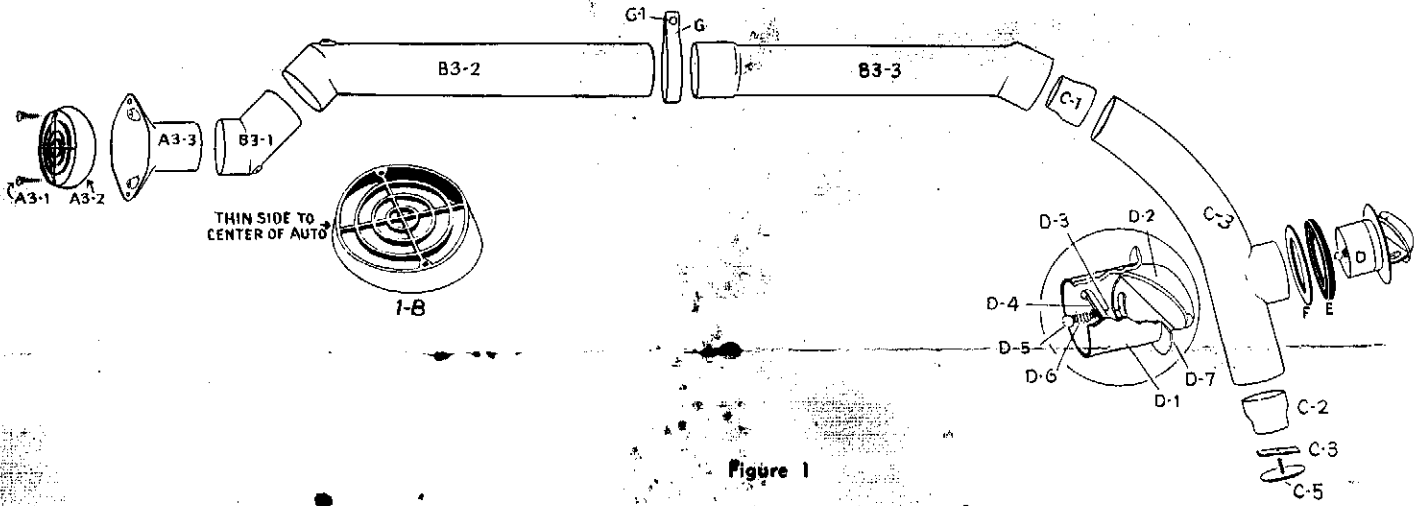


Figure 1

Install as follows: Both sides are the same.

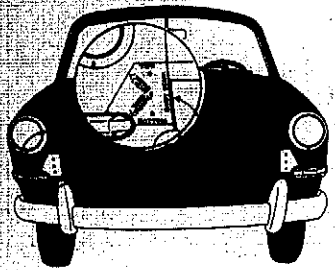


Figure 2

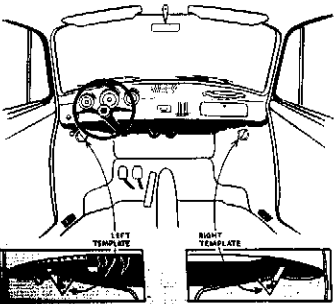


Figure 3

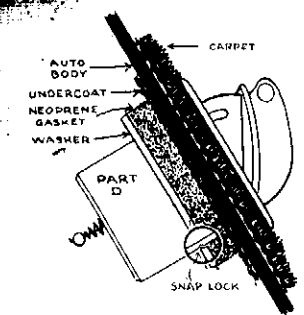


Figure 4

- I.
 - A. Place white template with adhesive back on each side of vehicle as instructed on each template, leave templates on until all holes are completed. (Figure II)
 - B. Drill $\frac{3}{8}$ " hole in location as instructed by templates (Center of Figure II)
 - C. Drill $\frac{3}{16}$ " hole in location as instructed by template (top and bottom of template) Figure II.
 - D. Insert $\frac{1}{2}$ " Greenlee hole punch ($\frac{7}{8}$ " actual hole cut) with male part of punch on underside of fender. Tighten punch until cut is completed.
 - E. Insert 2" Greenlee hole punch ($2\frac{3}{8}$ " actual hole cut) with male part on underside of fender. Tighten punch until cut is completed.
 - F. Repeat for both sides.
- II.
 - A. Install grill (part A3-2) with $1\frac{1}{2}$ " stainless screws through the two $\frac{3}{16}$ " holes previously drilled with screws extending through into the scoop (part A3-3). Bosses are provided to receive these screws. Do not overtighten. The thin side of grill is placed toward the center of the auto with screw holes vertical. The scoop on the underside of the auto body is placed (reverse) with the angle out. This provides proper alignment for straight through passage of the system. See Figures 1 and IB.
- III.
 - A. Place yellow template as instructed on template for each side. Figure III. This location is critical and should be exact. This provides opening for control valve part D.
 - B. Punch $\frac{3}{8}$ " hole through carpet and metal body as instructed on template. (Do not use drill, use $\frac{3}{8}$ " punch and drive through with hammer.)
 - C. Insert $\frac{1}{2}$ " Greenlee hole punch ($\frac{7}{8}$ " actual hole cut) with male part of punch on carpet side through the $\frac{3}{8}$ " hole in carpet and body. Tighten punch from underside until cut is completed.
 - D. Insert 2" Greenlee hole punch ($2\frac{3}{8}$ " actual hole cut) with male part of punch on carpet side through the $\frac{7}{8}$ " hole previously cut. Tighten punch from underside until cut is completed.
 - E. Tamp metal around $2\frac{3}{8}$ " hole to eliminate slight curve. This will provide a flat surface to properly seat the Valve Rim.
 - F. Insert assembled valve (part D) through the opening with valve face in the interior of auto.
 - G. Prime underside of body where valve is inserted with undercoat compound to assure a water tight seal (Figure IV).
 - H. Place neoprene gasket (part E) on underside of body and press firmly against primed body surface. (Figure IV).
 - I. Place plastic washer (part F) in same manner behind neoprene gasket. (Note: Plastic washer is tapered to accomplish a locking action and can only be installed with the taper favorable to the slip-on direction (Figure IV). Force plastic lock ring into groove on valve housing. Be sure the plastic ring is in the locking groove (Figure IV).
- IV.
 - After the scoop and valve assemblies have been installed it is a simple matter of fitting tubing parts to the fittings to complete the installation. This is accomplished as follows: See Figures 1 and V.
 - A. Slip B3-1 onto the scoop (part A3-3). Slip B3-2 onto B3-1. Slip B3-3 onto B3-2. Leave this assembly angled out from auto body.

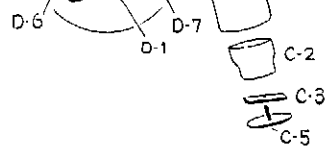


Figure 1

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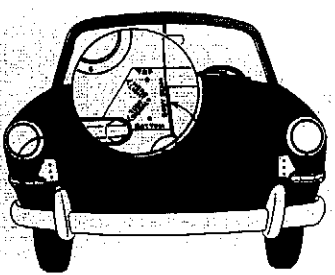


Figure II

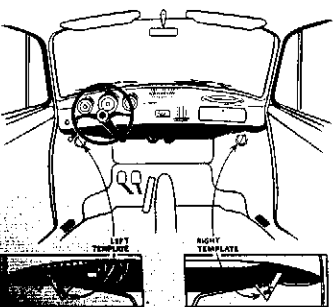


Figure III

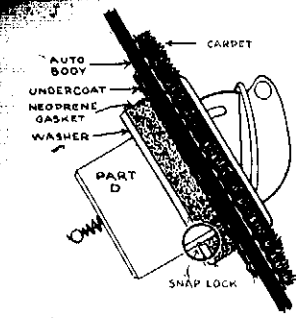


Figure IV

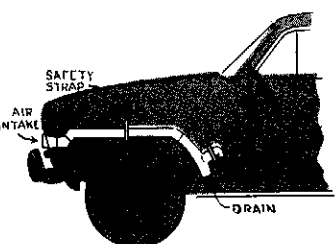


Figure V

- I.
 - A. Place White template with adhesive back on each side of vehicle as instructed on each template, leave templates on until all holes are completed. (Figure II)
 - B. Drill $\frac{3}{8}$ " hole in location as instructed by templates (Center) Figure II.
 - C. Drill $\frac{3}{16}$ " hole in location as instructed by template (top and bottom of template) Figure II.
 - D. Insert $\frac{1}{2}$ " Greenlee hole punch ($\frac{7}{8}$ " actual hole cut) with male part of punch on underside of fender. Tighten punch until cut is completed.
 - E. Insert 2" Greenlee hole punch ($2\frac{3}{8}$ " actual hole cut) with male part on underside of fender. Tighten punch until cut is completed.
 - F. Repeat for both sides.

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- III.
 - A. Place yellow template as instructed on template for each side. Figure III. This location is critical and should be exact. This provides opening for control valve part D.
 - B. Punch $\frac{3}{8}$ " hole through carpet and metal body as instructed on template. (Do not use drill, use $\frac{3}{8}$ " punch and drive through with hammer.
 - C. Insert $\frac{1}{2}$ " Greenlee hole punch ($\frac{7}{8}$ " actual hole cut) with male part of punch on carpet side through the $\frac{3}{8}$ " hole in carpet and body. Tighten punch from underside until cut is completed.
 - D. Insert 2" Greenlee hole punch ($2\frac{3}{8}$ " actual hole cut) with male part of punch on carpet side through the $\frac{7}{8}$ " hole previously cut. Tighten punch from underside until cut is completed.
 - E. Tamp metal around $2\frac{3}{8}$ " hole to eliminate slight curve. This will provide a flat surface to properly seat the Valve Rim.
 - F. Insert assembled valve (part D) through the hole in the metal body with valve face in the interior of auto.
 - G. Prime underside of body where valve is inserted with undercoat compound to assure a water tight seal. (Figure IV).
 - H. Place neoprene gasket (part E) on underside of body and press firmly against primed body surface. (Figure IV).
 - I. Place plastic washer (part F) in same manner behind neoprene gasket. (Note: Plastic washer is taper cut to accomplish a locking action and can only be installed with the taper favorable to the slip-on direction). (Figure IV). **Force plastic lock ring into groove on valve housing. Be sure the plastic ring is in the lock groove (Figure IV).**

- IV.

After the scoop and valve assemblies have been installed it is a simple matter of fitting tubing parts to these fittings to complete the installation. This is accomplished as follows: See Figures 1 and V.

 - A. Slip B3-1 onto the scoop (part A3-3). Slip B3-2 onto B3-1. Slip B3-3 onto B3-2. Leave this assembly angled out from auto body.
 - B. Slip the short Tee fitting of part C3 on the valve housing extending through the auto body. Press part C3 firmly on valve housing, leaving other end angled out from auto body.
 - C. Gently work the loose ends of part B3-3 and C3 together. Fit B3-3 over C3 to accomplish a slip connection. After the connection is started simply work the system against the back side of fender well into proper alignment. See Figure V.
 - D. Install safety strap as illustrated (Figure V) with screw into auto body.
 - E. **Check the valve from inside the auto to assure it is locked into position. If valve appears loose simply hold the system from the underside directly below the valve and have someone gently drive the valve into locked position with rubber hammer.**

