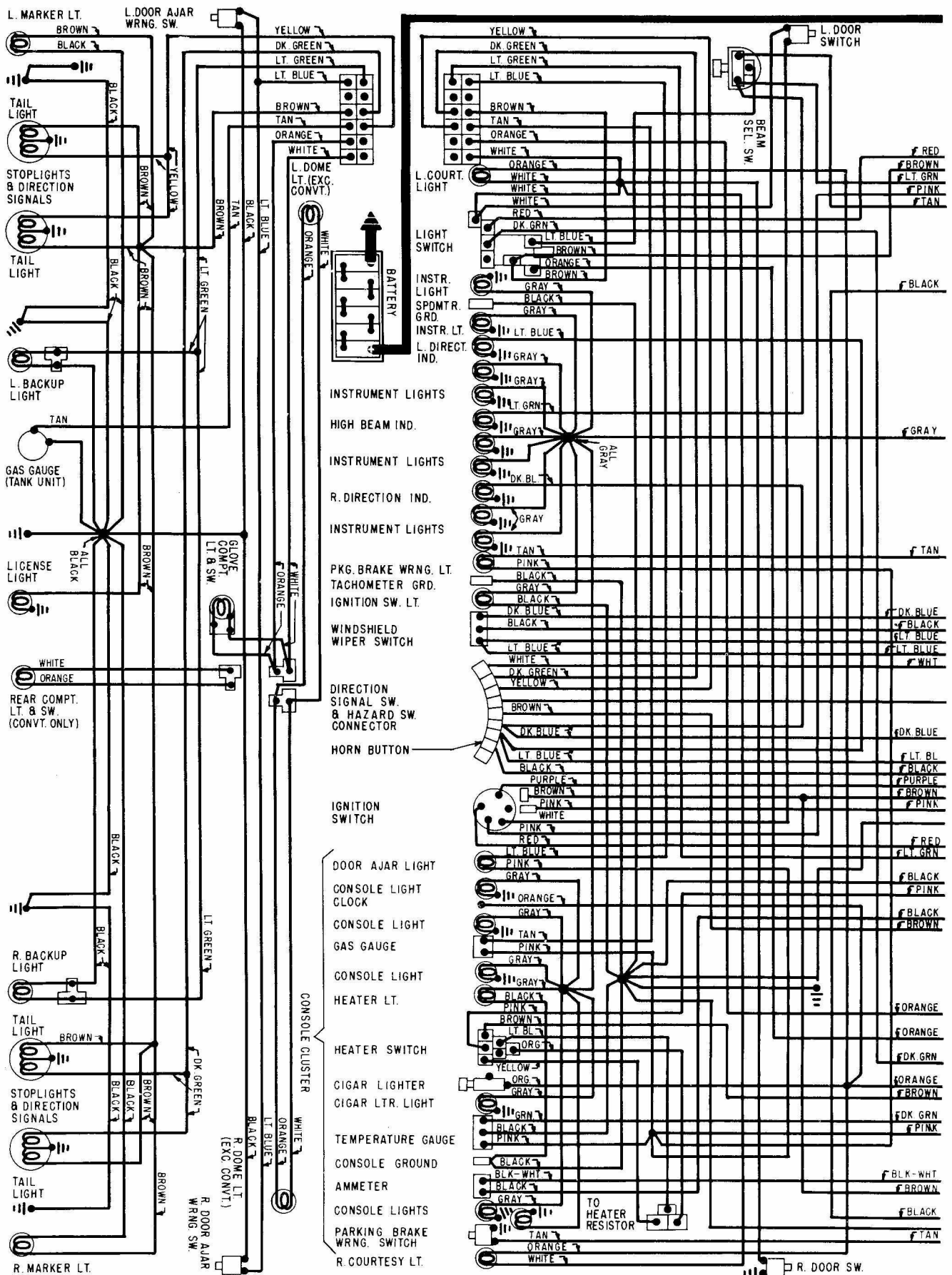
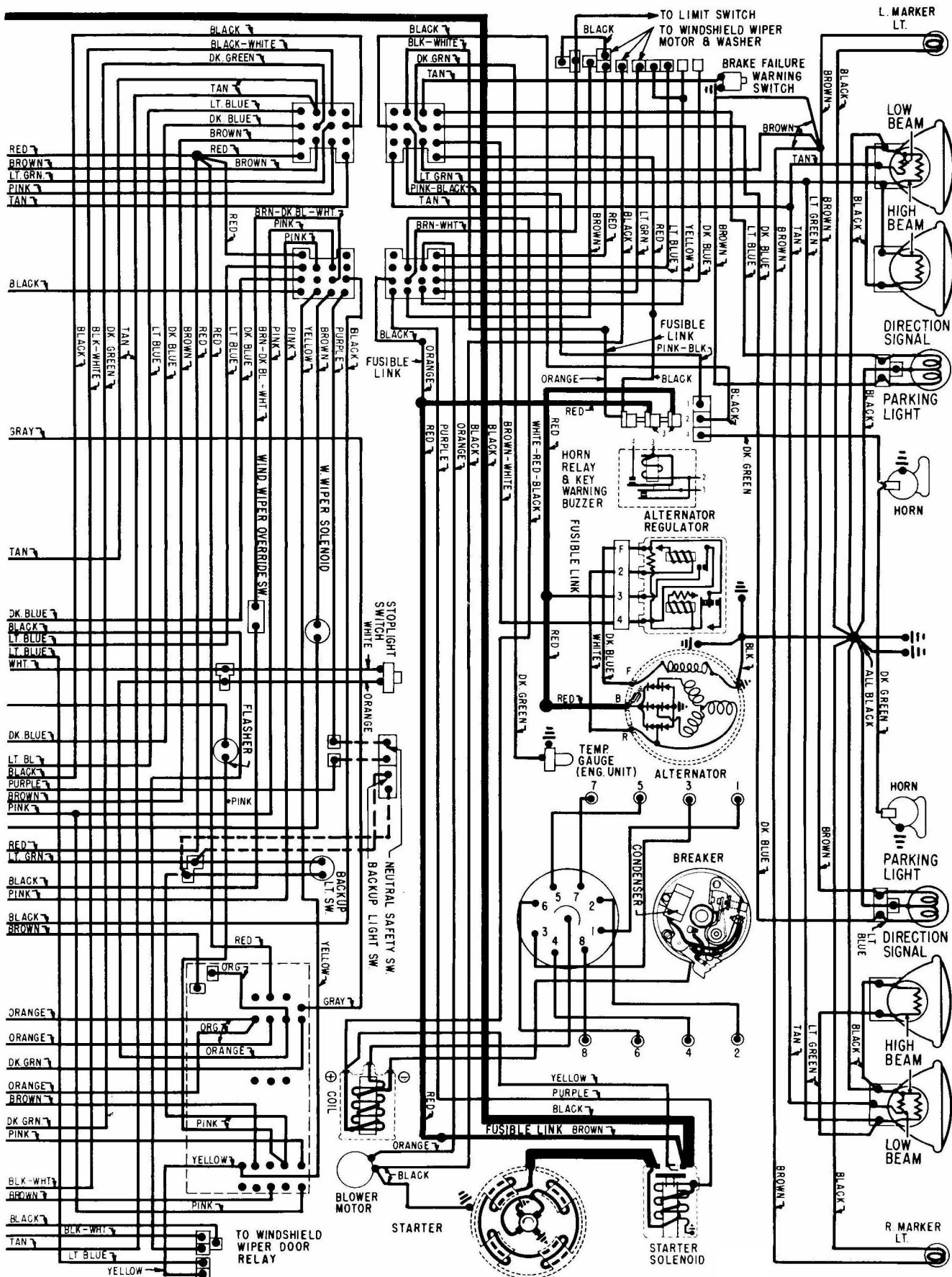


CHEVROLET 1968 CORVETTE



CHEVROLET 1968 CORVETTE



SEAT ADJUSTOR SWITCH

LT. GREEN

LT. BLUE

YELL.

ORG. BLK.

ORG. BLK.

NOT USED WITH RELAY

RED-WHITE PINK

TO FUSE BLOCK (IGN TER)

RELAY (OLDSMOBILE)

SEAT ADJUSTOR MOTOR & RELAY

GREEN

RED

YELLOW

SOLENOIDS

CUIT AKER

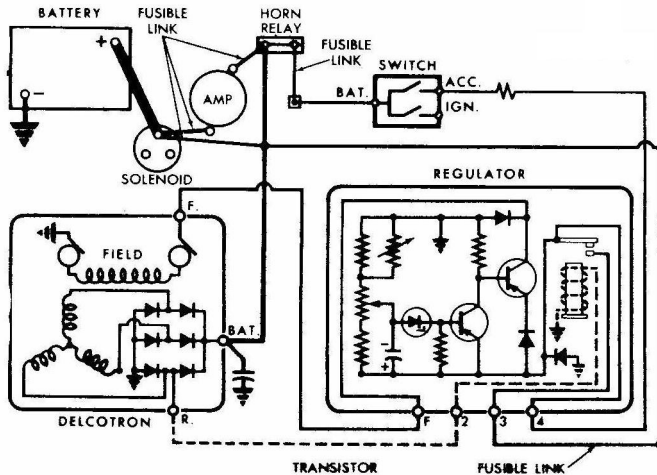
PINK

This diagram illustrates the electrical connections for a seat adjuster system. The main components shown are the SEAT ADJUSTER SWITCH, SEAT ADJUSTER MOTOR & RELAY, and SOLENOIDS. The switch is a multi-terminal unit with terminals labeled 1 through 6. Terminal 1 is connected to LT. GREEN, terminal 2 to RED-WHT, terminal 3 to ORG-BLK, terminal 4 to ORG-BLK OR RED-WHT, terminal 5 to TAN, and terminal 6 to LT. BLUE. The motor and relay assembly includes a FUSE BLOCK (IGN TER) and a RELAY (OLDSMOBILE). The wiring is color-coded: TAN, LT. BLUE, ORG-BLK OR RED-WHT, DK GRN, YELLOW, RED, and GREEN. The diagram also indicates that the ORG-BLK terminal is NOT USED WITH RELAY. The SOLENOIDS are connected to the TAN, LT. BLUE, and ORG-BLK OR RED-WHT lines.

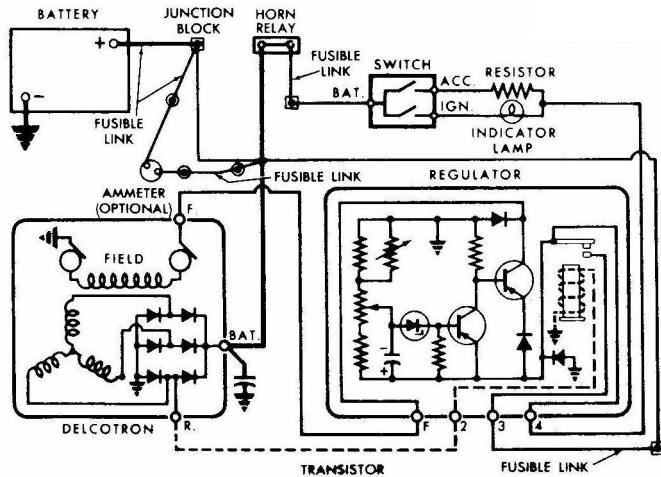
This diagram illustrates the electrical connections for a seat adjuster switch and solenoids. The switch has four terminals: 5 (LT. GREEN), 2 (YELLOW), 3 (DK. GREEN), and 4 (LT. BLUE). Terminal 5 is connected to the LT. GREEN wire, which goes to the top of the solenoids. Terminal 2 is connected to the YELLOW wire, which goes to the top of the solenoids. Terminal 3 is connected to the DK. GREEN wire, which goes to the top of the solenoids. Terminal 4 is connected to the LT. BLUE wire, which goes to the top of the solenoids. The switch is also connected to a circuit breaker and a fuse block (IGN. TER.). The solenoids are connected to the seat adjuster motor and relay. The seat adjuster motor and relay are connected to the circuit breaker and the fuse block. The seat adjuster motor and relay are also connected to the solenoids.

SWITCH IN SEAT SIDE PANEL

CHEVY CORVETTE TRANSISTOR IGNITION 1968

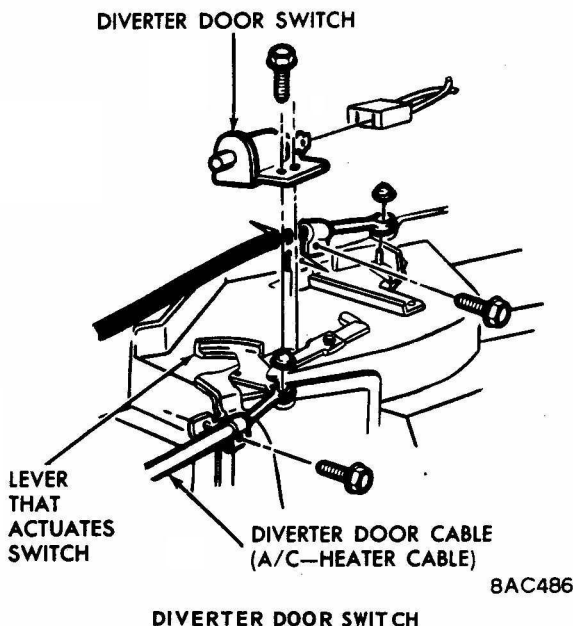


CHEVY TRANSISTOR IGNITION 1968



GENERAL MOTORS — AIR CONDITIONER-HEATERS 1968 CORVETTE (Cont.)

Diverter Door Switch - This switch, mounted on distributor case, stops compressor operation when controls are set in heater mode.



VACUUM DIAPHRAGM ACTUATORS

Vacuum Control Switches - Mounted on control assembly at instrument panel and are operated by the thumbwheels through interconnecting linkage.

Air Door Actuators - Doors are spring loaded in one position and are opened or closed when vacuum applied to line. Two vacuum actuators used to control plenum door and inside air door. With no vacuum, plenum door is open and inside air door is closed to provide for operation on outside (fresh) air. When vacuum applied to line, plenum door is closed and inside air door is open to provide for operation on inside (recirculated) air.

Diverter Door Actuator - Door is spring held in bi-level position and is actuated by a double acting type diaphragm vacuum actuator.

Water Shut-Off Actuator - Water shut-off valve is vacuum operated diaphragm which opens valve when temperature wheel moves past cold detent.

CORVETTE VACUUM CONTROL OPERATION

OUTLET VACUUM SWITCH (Right Hand Thumbwheel)			
Thumbwheel Position	Vacuum To Line	Diverter Door Position ①	Diverter Switch
A/C	#2 None	Upper Bi-Metal	Closed Closed
HTR. DE-ICE	#3	Lower	Open

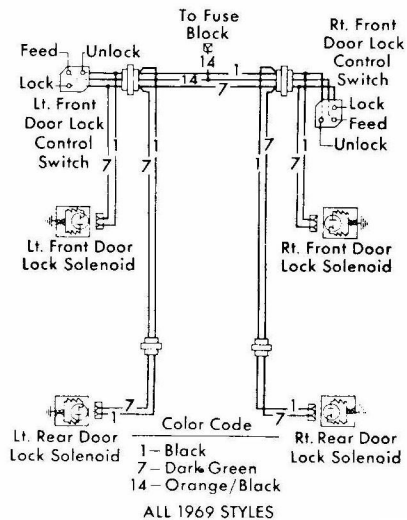
① - Air discharge outlet open.

TEMPERATURE VACUUM SWITCH (Left Hand Thumbwheel)			
Thumbwheel Position	Vacuum To Line	Air Intake ②	Water Valve
OFF	#3	I.A.	Closed
VENT	None	O.A.	Closed
COLD to HOT	#3	I.A.	Closed
	None	O.A.	Closed
	#2	O.A.	Open

② - O.A. - Outside air door open.

I.A. - Inside (recirculated) air door open.

GM DOOR LOCKS 1968



GM HORN RELAY BUZZER 1968

