During our travels to many shows over the years, we have seen numerous 1st Gen cars with the heater core bypassed due to leaks. We decided it was time to tackle a heater core replacement to add more enjoyment to travel in a 1st Gen Camaro. Just think how much more cruising can be done in comfort with a functional heater. Follow along as we replace the heater core in an A/C equipped '69 Camaro. These steps are nearly identical for a non-A/C equipped 1st Gen Camaro with only a few less steps. We will replace the heater core, heater hoses and heater control valve.

**Part Needed:**
- 706152 67-69 Firewall pad with clips (non A/C)
- 706153 67-69 Firewall pad with clips (A/C)
- 706154 70-81 Firewall pad with clips
- 718050 67 Heater core, SB (non A/C)
- 718051 67 Heater core, BB (non A/C)
- 718052 67-68 Heater core, SB/BB (with A/C)
- 718053 68-69 Heater core, SB (non A/C)
- 718100 69 Heater core, BB 1st design (non A/C)
- 718101 69 Heater core, BB 2nd design (non A/C)
- 718102 69 Heater core, SB/BB (with A/C)
- 703025 67-69 Heater box seal kit (non A/C)
- 703026 67-69 Heater box seal kit (with A/C)
- 718221 67-69 Heater control valve (for A/C cars)

**Tools Needed:**
- 1/4" Drive nut driver and ratchet
- 1/4" Socket
- 9/32" Socket
- 5/16" Socket
- 7/16" Socket (3/8" drive)
- 7/16" wrench
- Short Phillips head screwdriver
- Small flat blade screwdriver
- Spring Ring Pliers
- Needle nose pliers
- Utility knife

**Time Frame:**
4 Hours

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**Photo #1:** The first step is to drain the coolant system, unless the heater core has been bypassed. After the coolant system is drained, then move to the inside of the car where the real fun begins. First, remove the glovebox by removing the phillips head screws.

**Photos #2 & #3:** The glovebox liner will now slide down to the floorboard area and out of the car. Next, remove the screws holding the kick panels in place.

**Photos #4 & #5:** Use care to remove the kick panel assembly, as it will be tight in the corner where it meets the heater box. The next step is to remove the heater hoses, nuts and screws that secure the heater box to the firewall.
Photo #6: With the hoses disconnected, now remove the 7/16” nuts securing the heater box to the firewall.

Photo #7: These are accessible from the engine compartment side and are tricky to get to. There are two ways to get to them. One is to remove the inner fender and the second is to cut an access hole in the rear of the inner fender. Since our tech car is a weekend cruiser/driver, we choose to use the later route and create an access hole to make it easier to replace the heater hoses for future routine maintenance.

Photo #8: Next step is to go back under the dash and remove the heater box assembly. Remove the A/C duct work from the heater box by removing the two 5/16” screws.

Photo #9: Now slowly pull the heater box from under the dash while disconnecting the wiring and vacuum hoses.

Photo #10: Be sure to label or make notes of where the vacuum hoses and wiring are located to reattach correctly during reinstallation. Now the heater box is out of the car and ready for disassembly to replace the heater core.

Photo #11: First, remove the inlet/outlet tube grommet.

Photo #12: Ours was in excellent shape, so we carefully removed it and will reinstall it later with weather strip adhesive. Now remove the four 1/4” screws that secure the heater core mounting assembly into the heater box.

Photo #13: Note that there are also two 1/4” screws inside the heater flow door.
Photo #14: Next, remove the three 9/32” screws holding the heater flow door lever to the top of the heater box.

Photo #15: Now separate the heater core mounting assembly from the heater box using a thin blade screwdriver to separate the gasket. The heater core mounting assembly can now be disassembled to remove and replace the heater core.

Photo #16: The core is taken out by removing the four 1/4” screws that hold the retaining brackets in place. Once the core is separated, simply remove the retaining brackets and place them on the new core, insert the new heater hose tubes through the holes and resecure the core to the heater core assembly.

Now the heater core assembly is ready for reinstallation. Install the heater core assembly, P/N #718060, back into the heater box and reverse the steps for removal. Remember to replace or reinstall the heater box to firewall seals, P/N #703026, to prevent any air leakage around the heater box. We found that weather-strip adhesive works very well. Once the heater box is installed back into the car, reconnect the vacuum lines and electrical connectors, reconnect the ductwork and reinstall the kick panel and glovebox.

Then move to the outside and resecure the heater box with the four 7/16” nuts and install new heater hoses as well as a heater control valve, refill the anti-freeze and the job is done.