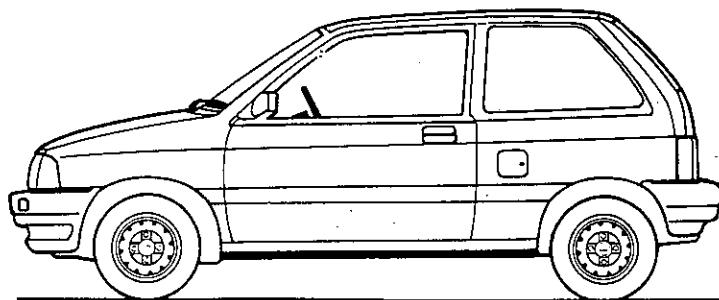




**FORD COMMAND
COMPUTERIZED
CRUISE CONTROL**



**FOR
FESTIVA**

FOBZ-9A818-A

For installation and service assistance,
call collect person to person for Mr. C.C. Ford — **(817) 877-4221.**

INSTALLATION INSTRUCTIONS FOR FORD FESTIVA

For an overview of system installation refer to installation layout before starting installation.

1. Disconnect the negative (-) battery terminal as shown in **FIGURE 1**.

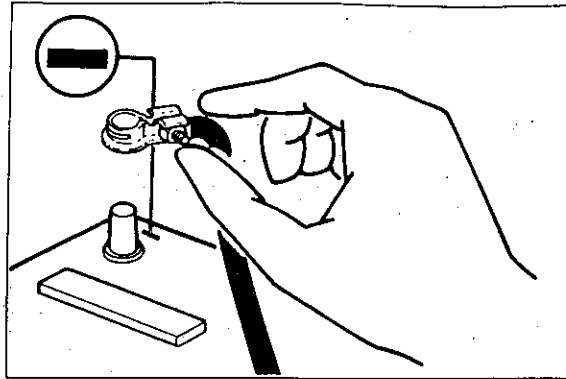


Figure 1

CRUISE CONTROL SWITCH LEVER INSTALLATION

2. Remove (5) five self tapping screws from bottom of lower shroud. Do not remove shrouds. See **FIGURE 2**.

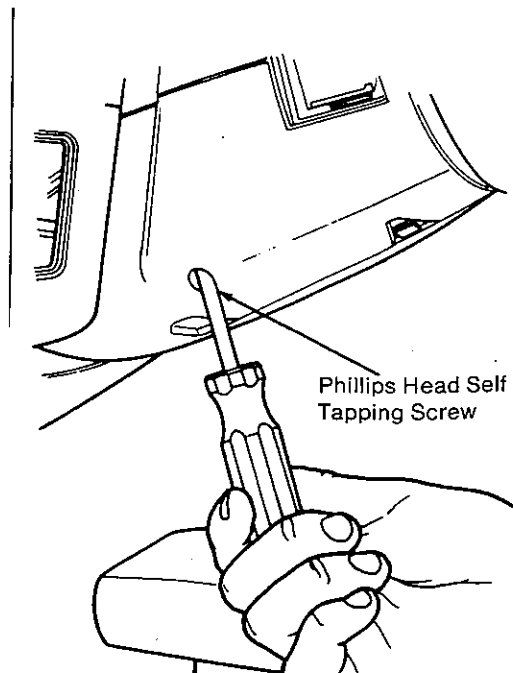
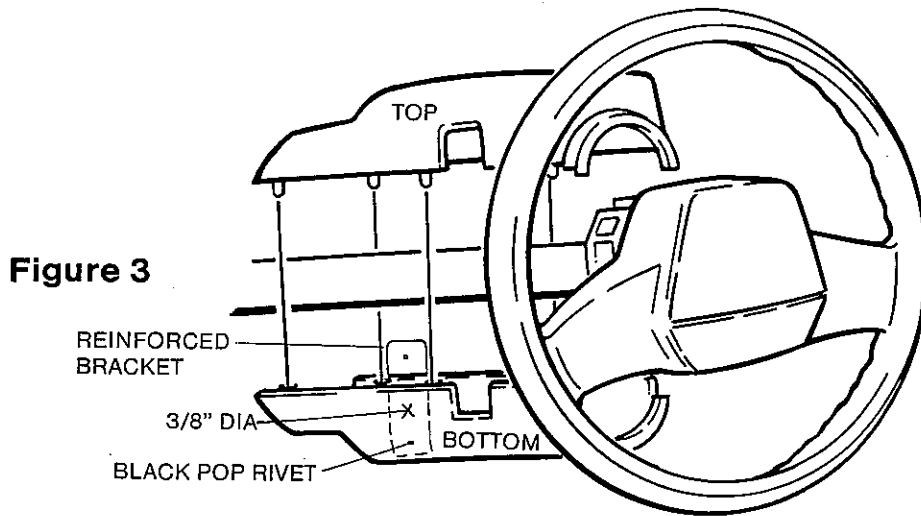


Figure 2

3. Remove the top and bottom shroud from steering column. Then hold the shroud together and use the template provided in the kit to mark and drill (3) three holes in the shrouds. Notice the $7/64$ " diameter hole is located in the top shroud. See **FIGURE 3**.



4. Install the reinforced bracket in the kit to the shroud.
 - a. Align the existing $3/8$ " dia. hole in the bracket with the hole in the bottom shroud.
 - b. Install the bracket on the bottom shroud with the (1) one black pop rivet provided in the kit. See **FIGURE 3**.
5. Install the shaft assembly provided in the kit as shown in **FIGURE 4**.

Align shaft as close as possible with the turn lever by rotating the bevel washers.

NOTE: If one bevel washer is silver, install the silver one on the inside of the shroud.

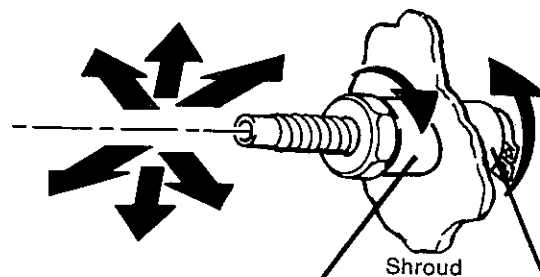
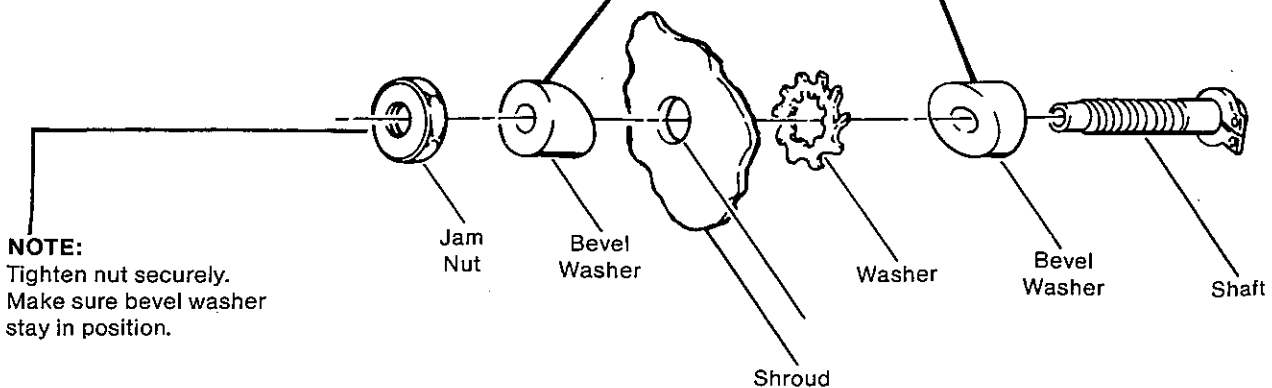


Figure 4



NOTE:
Tighten nut securely.
Make sure bevel washer
stay in position.

6. Route terminated wires into the shaft assembly. For easier insertion, after the first and second wires are completely through the shaft insert the third wire and terminal as far as possible into shaft and gently pull the first and second wires until third terminal shows. Insert the fourth wire and repeat the procedure.
 - a. Re-install shrouds and install the #6 self tapping screw through the top shroud.

NOTE: Make sure reinforced bracket hole lines up with shroud hole.
 - b. Make sure shaft and wires are free of interference.
 - c. Install the cruise control lever on the shaft assembly as shown in **FIGURE 5**. Make sure the cruise control lever is aligned with turn signal lever on the car.
 - d. Install and tighten (2) two set screws provided in the kit. The screws should be at the bottom of the lever arm. See **FIGURE 5**.

NOTE: INSURE THE LETTER GRAPHICS ARE ORIENTED SO THEY ARE VISIBLE TO A DRIVER SEATED IN THE FULL FORWARD POSITION.
DO NOT OVERTIGHTEN SET SCREWS.
 - e. Make sure the cruise control lever is secured and will not rotate on the shaft.

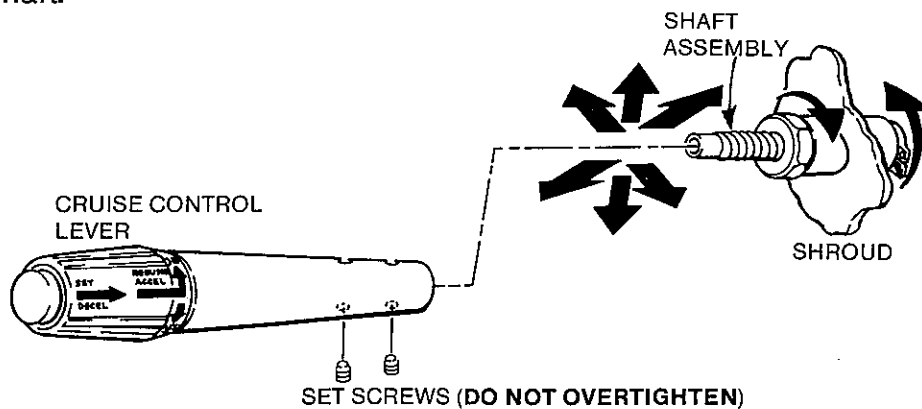


Figure 5

7. Route terminated wires down column with factory wires. Insert terminated wires into connector as shown in **FIGURE 6**. Terminals should snap into place with proper insertion.

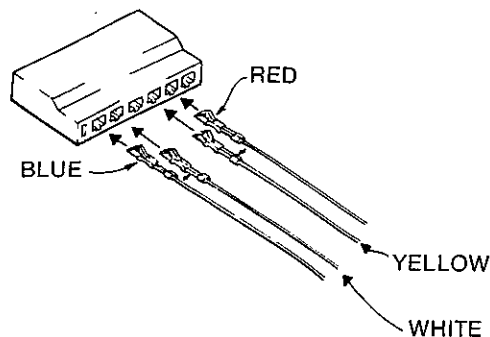
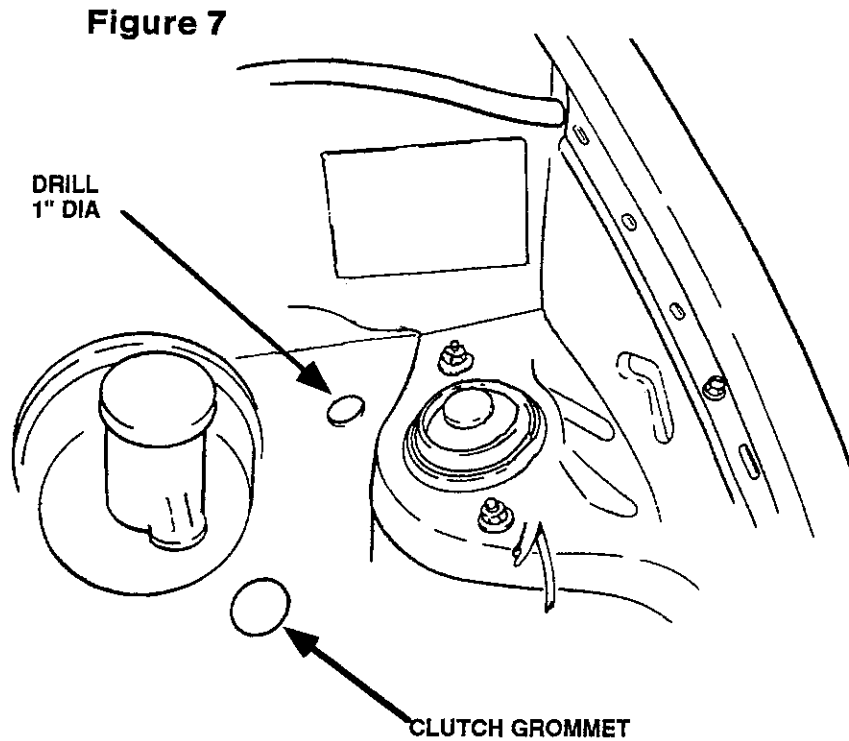


Figure 6

PASSENGER COMPARTMENT

8. Drill a (1) one inch diameter hole between the driver's side shock tower and brake booster cylinder as shown in **FIGURE 7**. Insert the grommet provided in the kit in the hole.

On **AUTOMATIC TRANSMISSION VEHICLES (EFI ENGINES)**, use the clutch grommet located underneath the brake booster. See **FIGURE 7**.



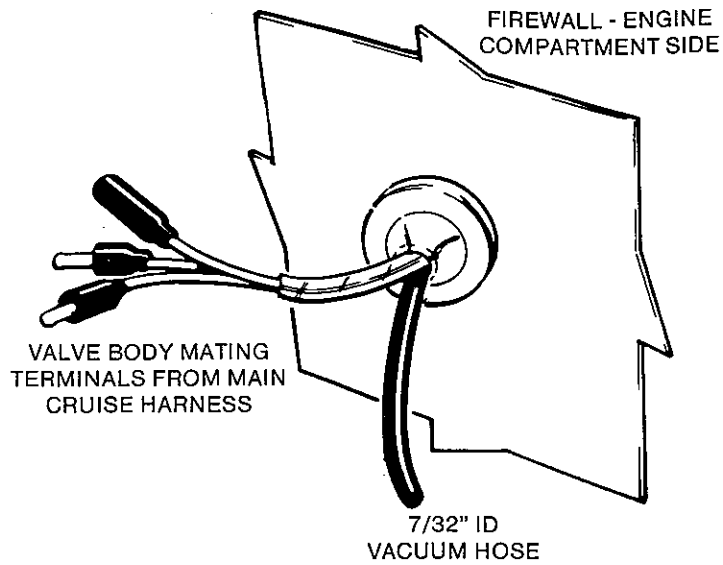
WIRE ROUTING - VALVE BODY

9. Route valve body wires (3 wires-brown, white and yellow with molded bullet connectors) into engine compartment through grommet. Pull enough wire into engine compartment to reach the passenger side near the shock tower. **FIGURE 8**.

VACUUM HOSE ROUTING

10. Pull enough hose into engine compartment to reach the passenger side near the shock tower. See **FIGURE 8**.

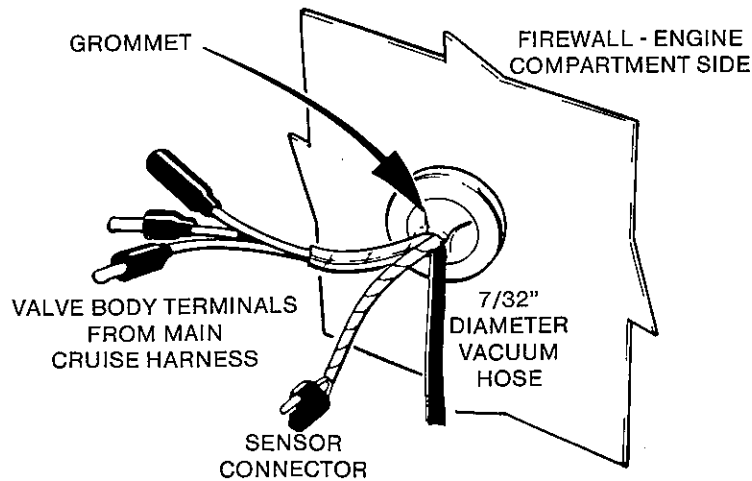
Figure 8



WIRE ROUTING - SPEED SENSOR

11. Route the speed sensor 2-wire (blue and black) with molded connector from the master speed control harness into engine compartment through firewall grommet. Pull enough wire into engine compartment to reach the end of the cable at the transaxle. **FIGURE 9.**

Figure 9



ELECTRICAL BRAKE

12. Disconnect the vehicle brake switch 2-position connector. Connect the (white) 2-position male connector from the cruise control master wire harness to the vehicle brake switch. Connect the male brake switch connector from the vehicle wire harness to the female connector from the master wire harness. See **FIGURE 10.**

**SPEED CONTROL WIRING
FACTORY BRAKE LIGHT SWITCH**

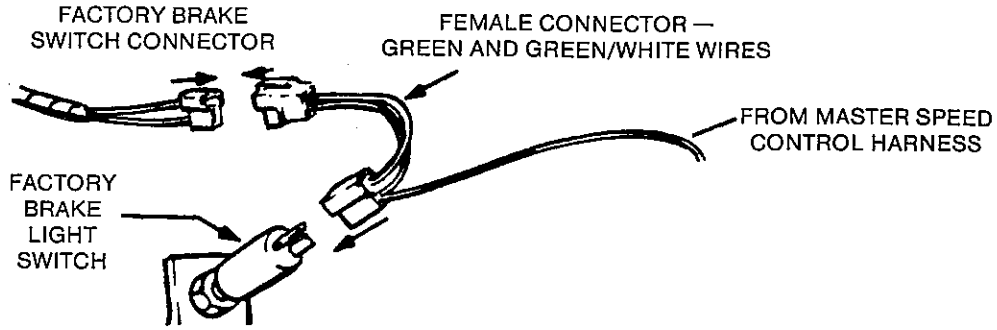


Figure 10

ELECTRICAL CLUTCH

13. Loosen vehicle clutch switch jam nut and slide microswitch assembly, provided in the kit, into place. Make sure microswitch arm will press against clutch pedal. See **FIGURE 11**. Tighten jam nut firmly and check operation of switch by depressing brake pedal, (a click should be heard each time pedal is depressed).

SPEED CONTROL CLUTCH SAFETY SWITCH

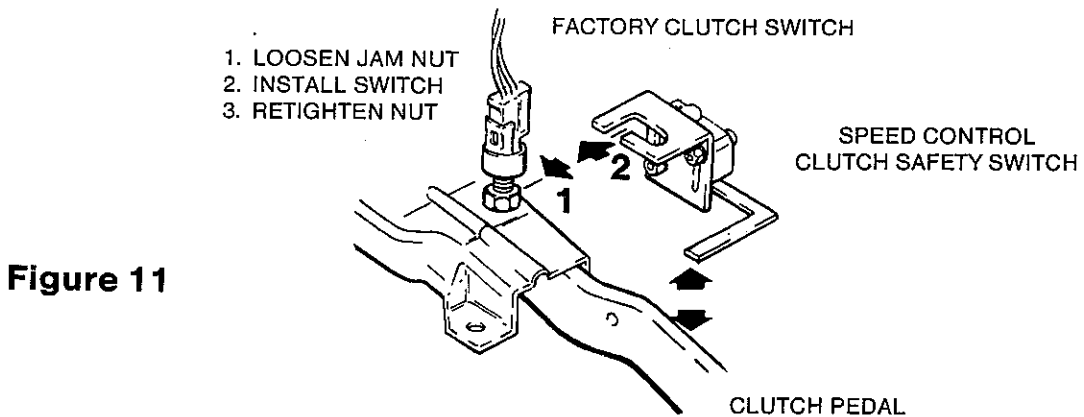


Figure 11

AUTOMATIC TRANSMISSION — WIRE JUMPER

14. Install small jumper into clutch switch connector (2-wires, both green) from master wire harness to complete circuit. **FIGURE 12**. **NOTE:** System will not function without this wire jumper connection.

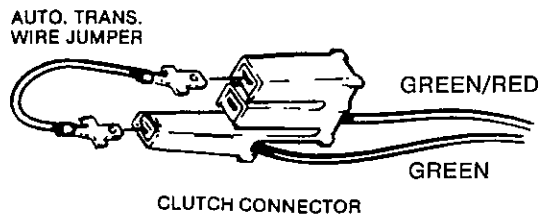


Figure 12

BRAKE SAFETY VALVE

IMPORTANT

15. Mount the brake safety vacuum drum valve bracket extension PART I, to the brake master cylinder support bracket stud located directly below the brake pedal on the firewall. **FIGURE 13.** Remove nut from stud and install PART I bracket, replace nut and hand tighten only.

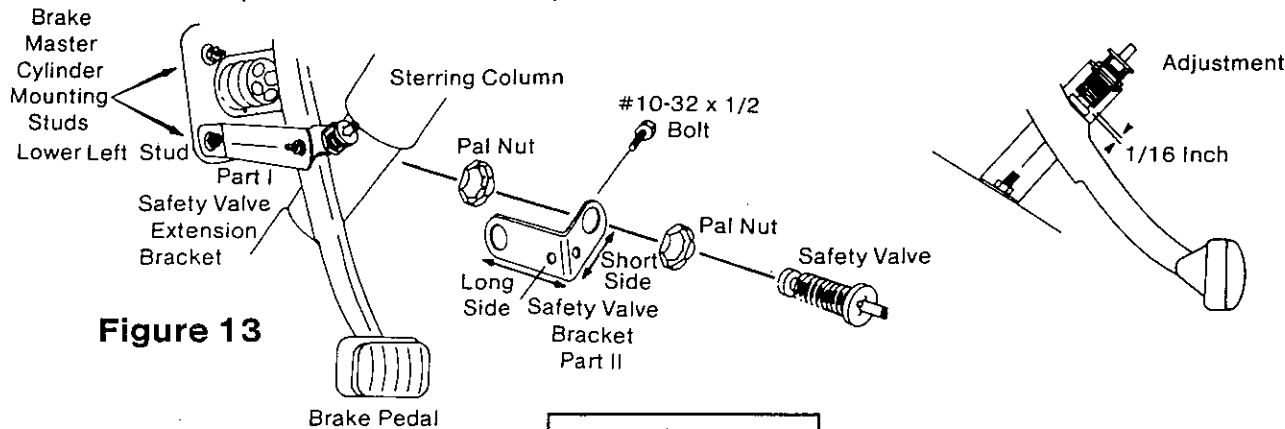


Figure 13

ADJUSTMENT

16. a. Center the safety valve on the brake pedal arm by rotating PART I left or right. Adjust valve depth to pedal arm by screwing valve in or out or by sliding PART II up or down in slot if further adjustment is needed. PART II valve bracket should be positioned so angle of valve is slanted the same as the brake pedal arm. Valve plunger should be flush up against pedal arm and fully depressed without pressing brake. Once all adjustments are completed, tighten PART I mounting nut and PART II stud nut firmly. Check operation. **NOTE:** Safety valve plunger should be fully depressed by pedal arm, leaving approximately 1/16 inch between valve cab and valve housing. See **FIGURE 13.**
- b. Connect the 7/32" ID vacuum hose provided to brake safety and route through firewall grommet and into engine compartment.

SYSTEM POWER

17. Connect the red wire for ignition power to a +12 volt source at the fuse box using the fuse adapter (gold) supplied, installed as shown in illustration. Insure that desired power location is switched "ON" and "OFF" with ignition key. **NOTE:** Best operation of the cruise control will be obtained when a 12V source that is free from interference is selected. The best source is the fuse marked "CRUISE CONTROL." Next best option is the "RADIO" fuse. **FIGURE 14.**

Do not use a 12V source connected to the headlights, lighter, windshield wiper, heater, or turn signal.

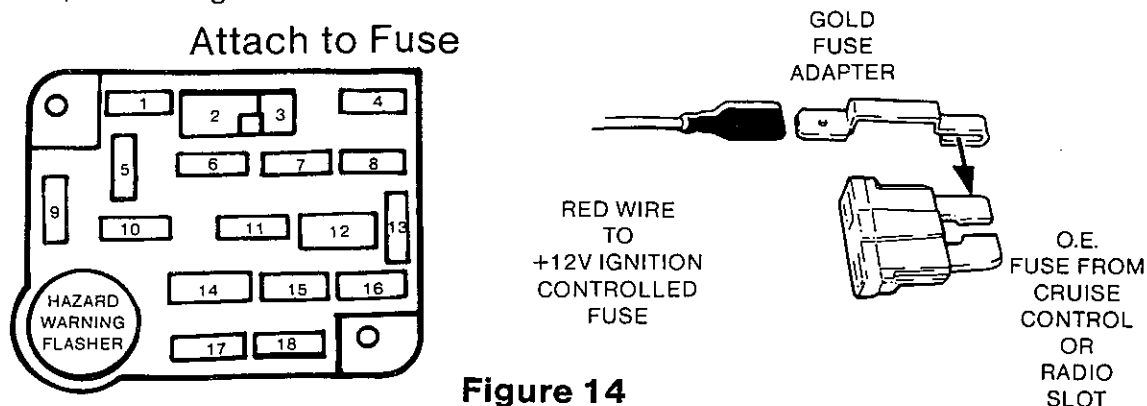
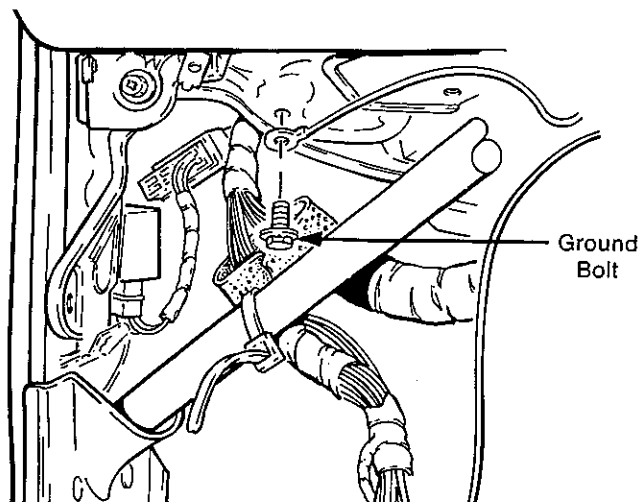


Figure 14

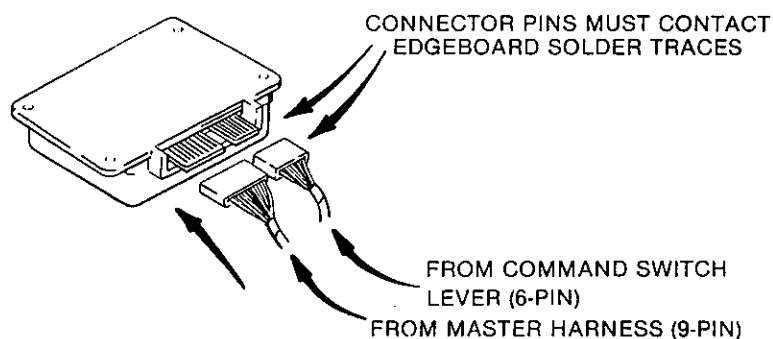
SYSTEM GROUND

18. Connect the black wire with eyelet to a good ground in the under-dash area. Mount the grounding ring terminal to any existing stud or bolt and test for good ground. **FIGURE 15.**

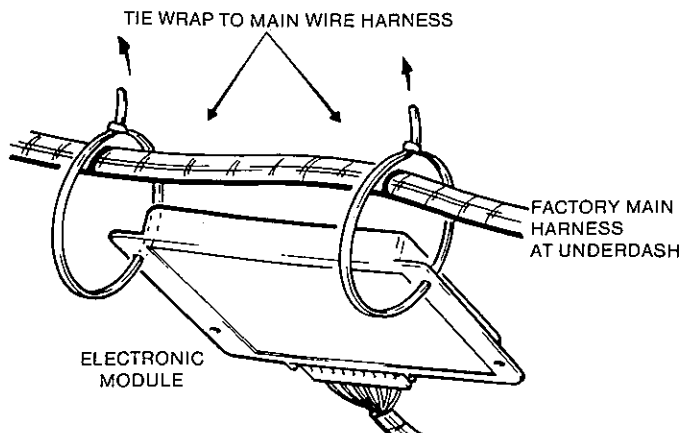


ELECTRONIC MODULE

19. Plug electronics module into cruise wire harness. The thin side of the connector goes toward the top of the electronics module, so that the connector pins contact with the solder traces on the circuit board. **FIGURE 16.**



20. Mount the electronics module to the main wire harness with tie wraps supplied. Be sure that it cannot rattle against any nearby parts. Pull all excess wire and vacuum hose into the engine compartment. **FIGURE 17.**
21. Tie up all loose wires. Be sure wiring and vacuum hose clears all moving parts.



SERVO/VALVE BODY BRACKET ASSEMBLY

22. Mount the servo/valve body bracket assembly to the firewall on the left side (passenger side) near the shock tower. See **FIGURE 18**.

a. Find an existing thread (M6) hole in the firewall located about 1.87" high from the flange edge and .62" from the edge of the vehicle VIN # plate in the left side (passenger side). See **FIGURE 18**.

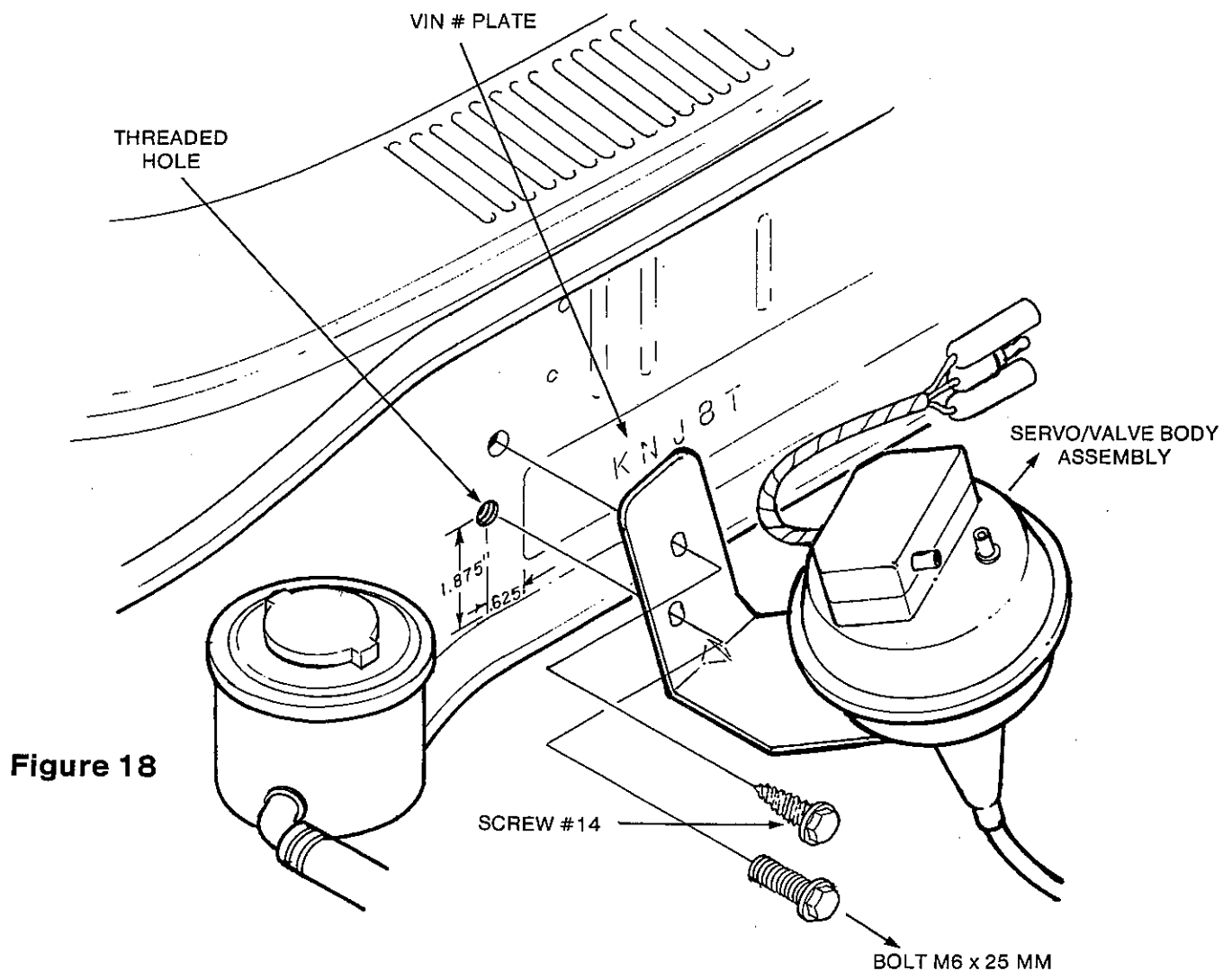
b. If there is not a thread hole in the firewall, using the dimensions described in step "a", locate the right position, mark and punch one (1) hole.

NOTE: It is very critical to obtain the right position.

23. Using bracket as a template, mark and drill the second hole.

Install the assembly with one (1) M6 bolt and one (1) #14 sheet metal.

IMPORTANT: Make sure the servo/valve body clear the hood and air conditioner discard valve and tube.



SERVO CABLE

24. Route servo cable to firewall in a smooth manner. **FIGURE 19** illustrates the correct routing configurations. **CAUTION:** Improperly routed servo cable could cause binding or erratic performance. **NOTE:** On some vehicle installations, the servo cable will have some excess length after the system is properly installed. Most excess length can be adjusted out by looping or spiraling cable in a well-curved manner as shown in **FIGURE 19**.

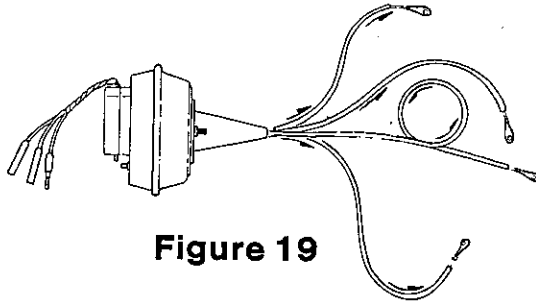


Figure 19

25. Route servo cable into passenger compartment through grommet. Pull enough servo cable to reach the top of gas pedal.

SERVO CABLE MOUNTING

26. Loosen vehicle brake switch jam nut and slide servo cable clamp bracket into place as shown in **FIGURE 20**.

NOTE: Re-tighten jam nut paying special attention to switch adjustment. Do not twist brake switch when loosening or tightening jam nut. Make sure screw cable clamp slot is all the way to the end and secure.

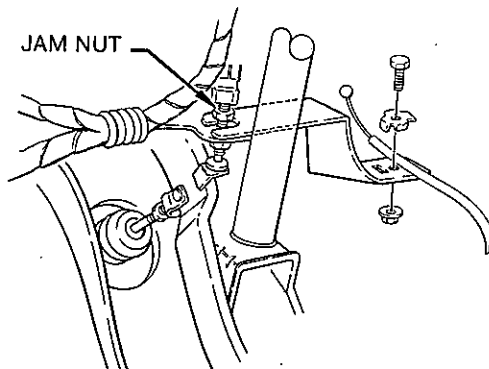


Figure 20

27. Install servo cable ball with coupling as shown in **FIGURE 21**. For easier installation open the coupling with a screw driver. Install the OEM throttle cable at the other end and close the coupling with pliers.

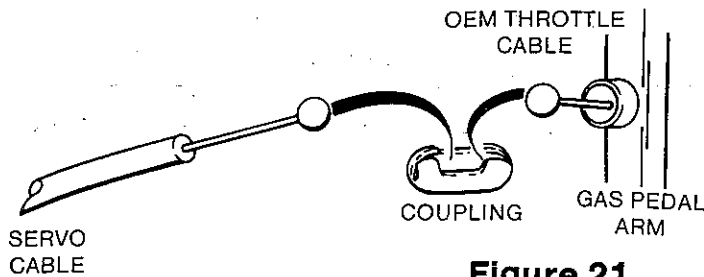
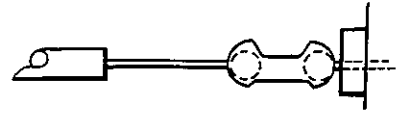


Figure 21



28. Once servo cable clamp is mounted, extend servo cable over bracket and secure with clamp, 1/4 inch bolt and nut supplied—do not tighten. **NOTE:** Once the servo cable is clamped, cable should point directly at connection at linkage. See **FIGURE 22**.

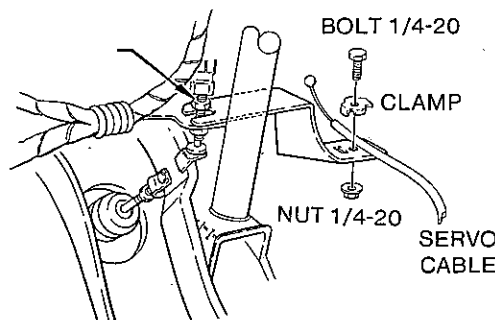


Figure 22

ADJUSTMENT - SERVO CABLE

29. Release the carburator fast-idle cam to make sure that the throttle is at the curb idle (hot idle) position. Hold vehicle throttle pedal linkage stationary while pulling servo cable housing until there is **NO SLACK IN SERVO CABLE**, tighten servo cable clamp. Make sure servo cable does not interfere with clutch or brake pedal movement in passenger compartment. Tie wrap cable as required. Seal firewall grommet with sealer package provided.

VACUUM RESERVOIR

30. Mount the vacuum reservoir to the right fenderwell or fender inner panel with (1) one #14 self tapping screw provided. See **FIGURE 23**.

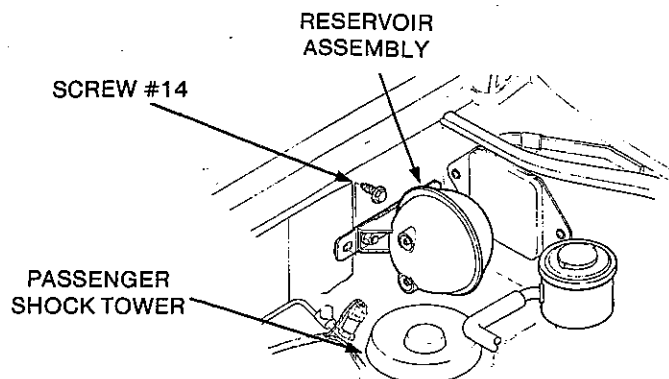


Figure 23

SPEED CONTROL SPEED SENSOR ASSEMBLY INSTALLATION

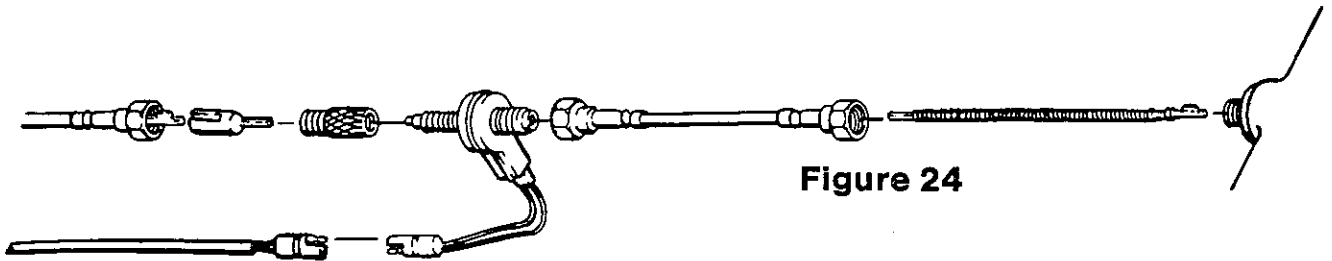
31. a. Unscrew and remove the vehicle speedometer cable from the transmission.

NOTE: Ensure that adapter cable to the transmission has an installed "O" ring.

- b. Install speed sensor and adapter cable with cylinder and drive pin to transmission as shown in **FIGURE 24**.
- c. Remove factory clamp securing speedo cable and re-route speedo cable. Screw speedo cable onto sensor assembly.

IMPORTANT: Make sure speedo cable is routed in a smooth manner (with no kinks or sharp bends) and is protected by the frame. Tie wrap the speedo cable and connector securely.

- d. Route speed sensor wiring along speedo cable and plug into sensor.

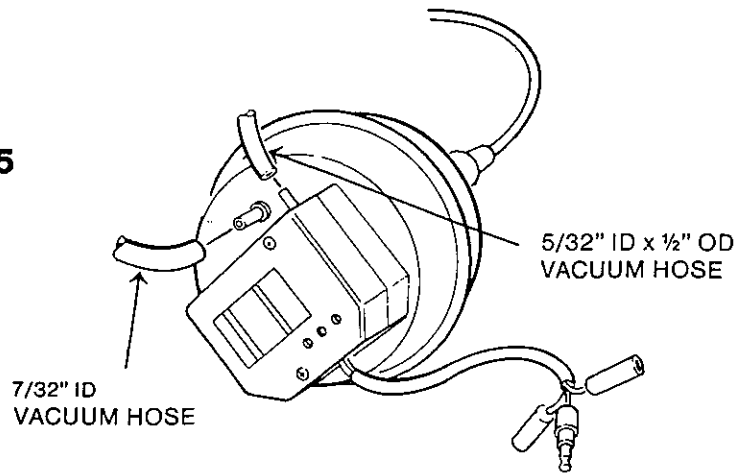


ELECTRIC VALVE BODY

32. Route and connect the valve body molded bullet connectors and 7/32" I.D. vacuum hose from the brake safety valve extending through the firewall to the valve body on the main bracket assembly. Matching colors, plug connectors together. **FIGURE 25**.

Connect the 7/32" I.D. vacuum hose from the brake safety valve to the black port on the servo.

Figure 25



VACUUM HOSE LEGEND

33. Install the 7/32" I.D. vacuum hose to the vacuum "tree" port, located on the firewall or to an intake manifold unused port. Route 7/32" I.D. hose through cowl area and connect to vacuum reservoir tank port marked "VAC". **FIGURE 26.**

NOTE: If there is no open port on the vacuum "tree" or the intake manifold, use the large plastic tee and splice into a good vacuum source. **Vacuum directly from intake manifold is best.**

34. Route and connect the 5/32" I.D. x 1/2" O.D. vacuum hose from the vacuum reservoir to valve body "blue" port. **FIGURE 26.**

VACUUM HOSE LEGEND

7/32" ID VACUUM HOSE

RESERVOIR TO VACUUM SOURCE

5/32" ID x 1/2" OD VACUUM HOSE

RESERVOIR TO VALVE BODY

7/32" ID VACUUM HOSE

BRAKE SAFETY VALVE TO SERVO/VALVE BODY

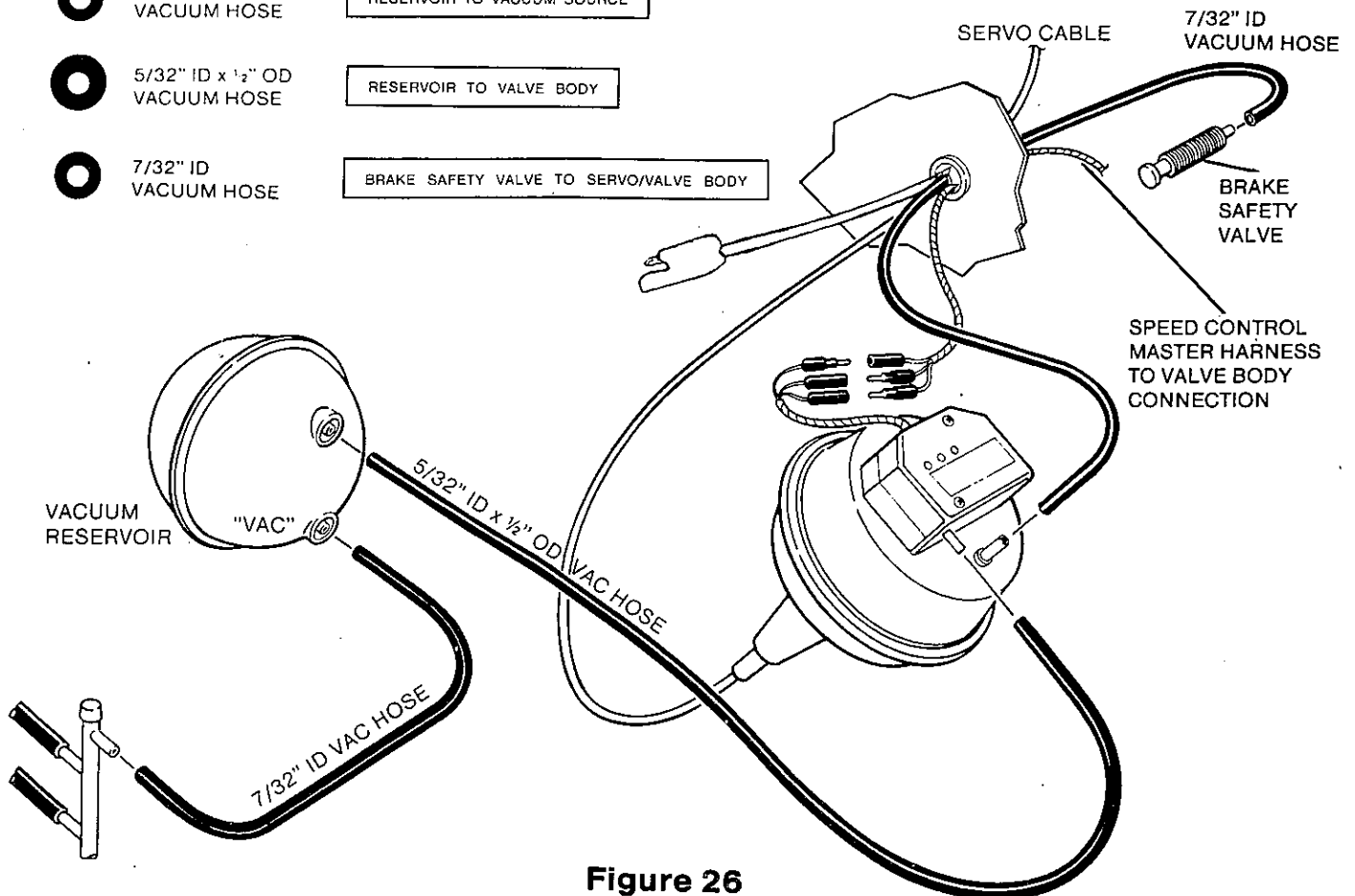
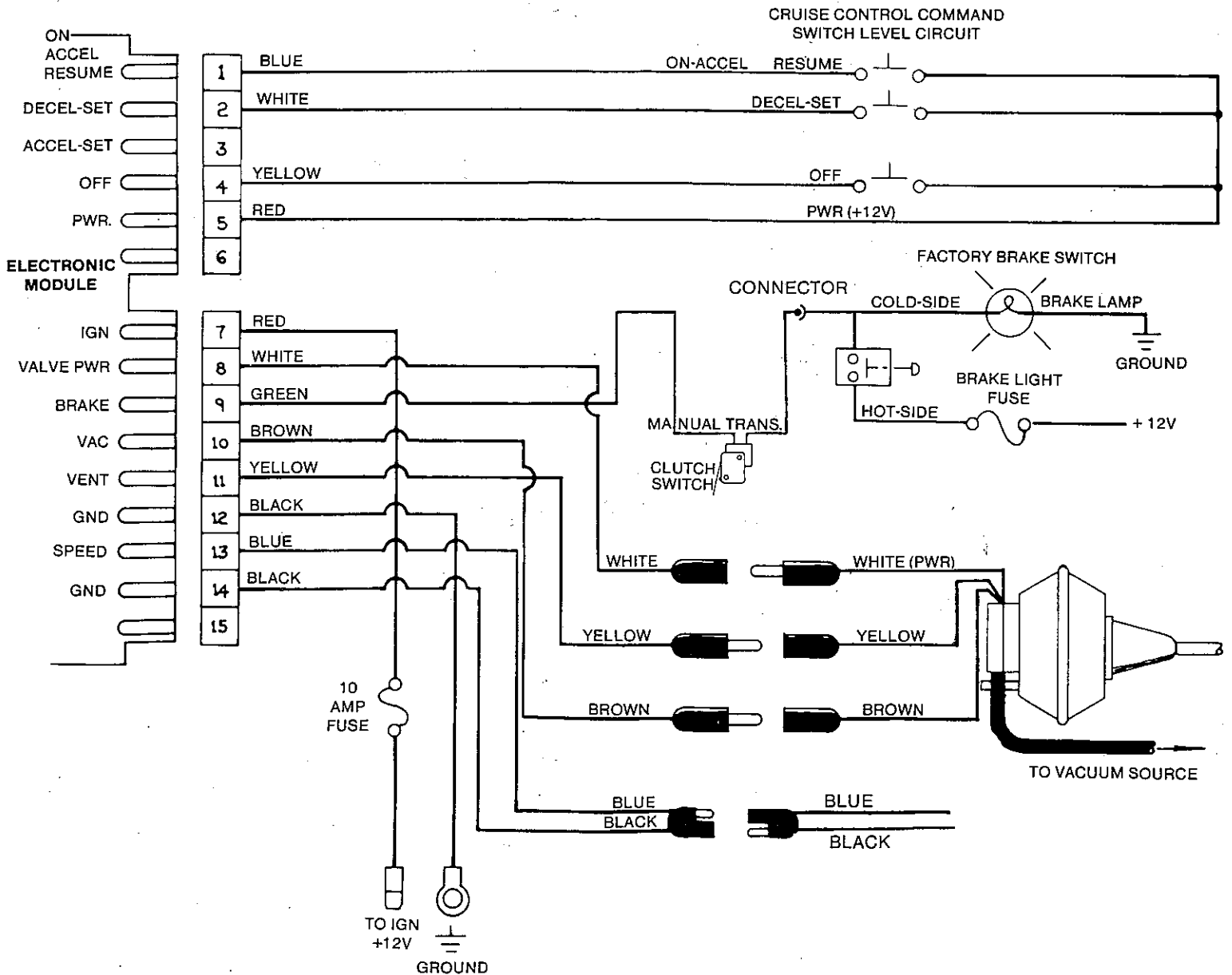


Figure 26

35. Group all wires and hoses together and tie wrap as required to keep wires and hoses away from hot engine parts and away from any moving parts.

MECHANICAL CHECK

36. Replace any disconnected part, vacuum or emissions hoses. **IMPORTANT:** Verify smooth, free and unobstructed throttle movement from idle to full throttle. Also operate the throttle with the accelerator pedal.
37. Reconnect battery ground cable.
38. Road test and check all functions as per instruction tag. Insure owner's operating instruction tag is properly attached to rear-view mirror. **INFORMATION:** An Electronic Field Tester/Analyser (**E4AZ-9A840-B**) is available through your Ford Depot which can be used to function test the cruise system or to electronically diagnose and trouble shoot any component failure quickly and accurately without the delay of road testing the vehicle.



TYPICAL INSTALLATION LAYOUT

