

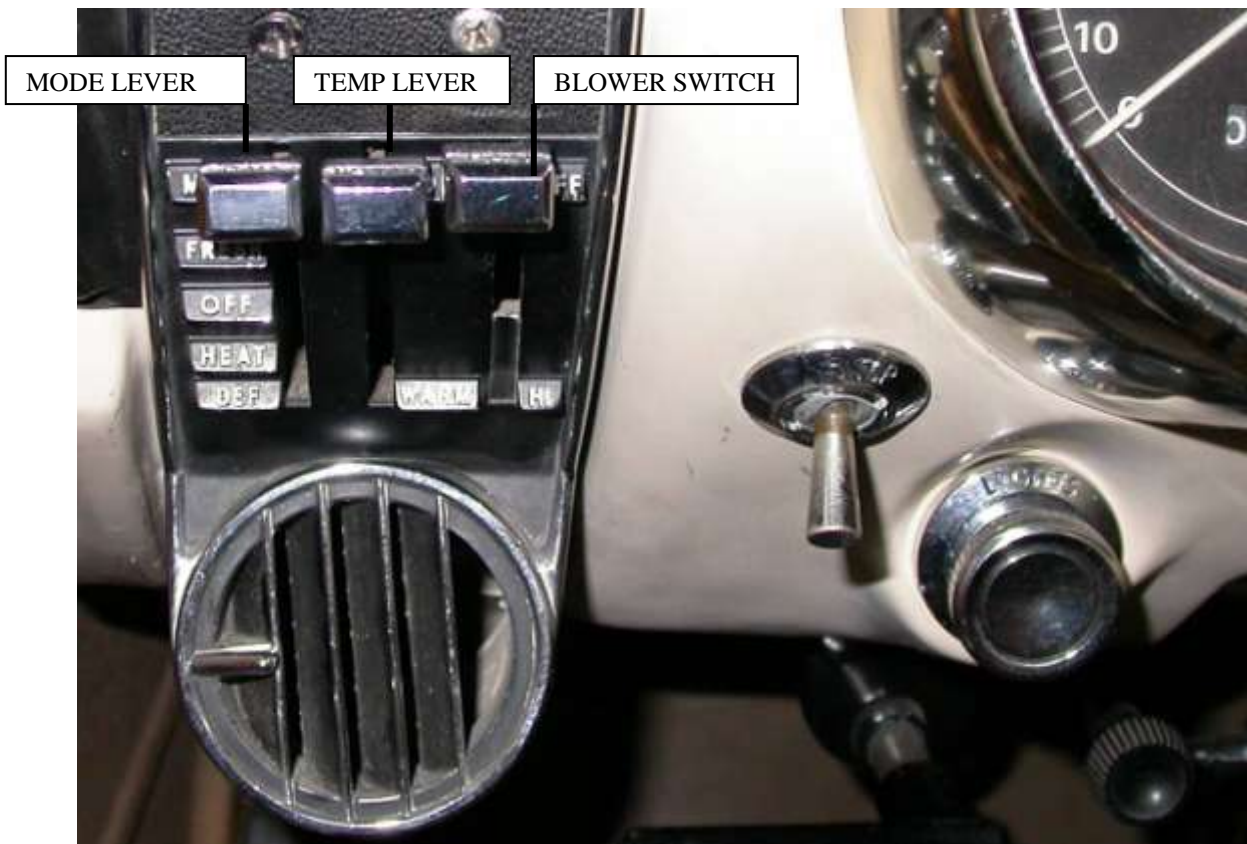


specializing in “AIR CONDITIONING, PARTS AND SYSTEMS” for your classic

***“PERFECT FIT SERIES”***  
***IN-DASH***  
***FACTORY A/C CONVERSION***  
***1967 - 68 MUSTANG***

**CONTROL & OPERATING INSTRUCTIONS**

The controls on your new “Perfect Fit” system. Offers complete comfort capabilities in virtually every driving condition. This includes Temperature control in all of the modes. This system also provides De-humidified Defrost.



THE PICTURE YOU SEE ON THE PREVIOUS PAGE SHOWS THE CONTROLS IN THE DEFROST MODE. THIS MEANS THAT THE AIR WILL BE DISTRIBUTED THROUGH THE DEFROST OUTLETS. THIS ALSO HAS THE TEMPERATURE LEVER IN THE COLD POSITION. WITH THE CONTROLS IN THIS POSITION YOU WILL GET THE AIR THROUGH THE DEFROST WITH THE COMPRESSOR ENGAGED.

**CAUTION:** ALL OF THE OUTSIDE VENTS MUST BE CLOSED WHEN THE SYSTEM IS IN THE A/C MODE. THIS WILL ALLOW THE A/C SYSTEM TO FUNCTION AT ITS MAXIMUM PERFORMANCE LEVEL.

THE FOLLOWING SUMMARY WILL DESCRIBE EACH OF THE CONTROL LEVERS FUNCTION.

**FAN SPEED SWITCH:** There are 3 speeds plus Off. When the switch is in the off position it will disconnect the 12V power to the Blower Motor and the A/C Clutch. This will shut down the entire system. When the switch is moved to any of the blower speeds 1,2 or 3 there is 12V supplied to the Micro-Switch which is mounted on the defrost air housing.

**FLOOR / FACE / DEFROST MODE:** When the left lever is pulled all the way to the TOP, it will direct the air to the DEFROST ducts. When the lever is moved into the CENTER position the air is directed to the Dash Louvers. When the lever is pushed all the way down, the air will be directed onto the FLOOR outlets. When the lever is in the Defrost position the A/C Compressor is activated and provides Dehumidification.

**TEMPERATURE CONTROL:** The temperature lever as shown is in the COLDEST temperature position. As the lever is pushed down the temperature of the discharged air will rise to the HOTTEST point.

Note: The temperature lever will function in any of the modes.

**AIR CONDITIONING MODE:** The picture shows the controls in the DEFROST Mode (air-flow out the face outlets).

When Air Conditioning is required the compressor clutch must be activated. This is accomplished when the top lever is in the Center position. When the compressor is activated the Temperature Lever will control the air from maximum cold through maximum heat.



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## ***INSTALLATION INSTRUCTIONS FACTORY AIR CONVERSION 1967-68 MUSTANG***

The following instructions are to be used along with the instructions provided for the 67-68 Mustang “Perfect Fit System”

The Air Conditioning unit and all of the distribution ducts must be removed.

### **PAGE 5 MAIN INSTALLATION INSTRUCTIONS**

Remove the evaporator from the system box. Set on the bench. Locate the crank arm for the face door as shown in the picture.



Using screw driver remove the crank arm and discard.

Locate in the sack kit of the conversion kit the Electronic Actuator Adaptor and (1) #6 x 1” pan head screw.

Attach to the face door shaft. Drill a hole through the door shaft using a drill 5/64” dia.



# 6 X 1"  
PAN HEAD



Install the #6 screw through the hole that you just drilled. The screw should go all the way through the actuator adaptor.



Using a 3/16" drill, remove the cable attachment bracket and discard.



Locate the actuator attachment bracket and (2) #8 x 3/8" pan head screws.

Attach the bracket over the door shaft. Install the (2) screws as shown.

NOTE: the screws tap into the plastic next to the original holes that the pop rivets were in.

Locate the defrost duct assembly from the main unit box. Locate the micro switch and (2) #4-40 screw and nuts from the sack kit in the F.A. kit.

Carefully review the next (3) pictures to understand the correct way to add the micro-switch to the duct.



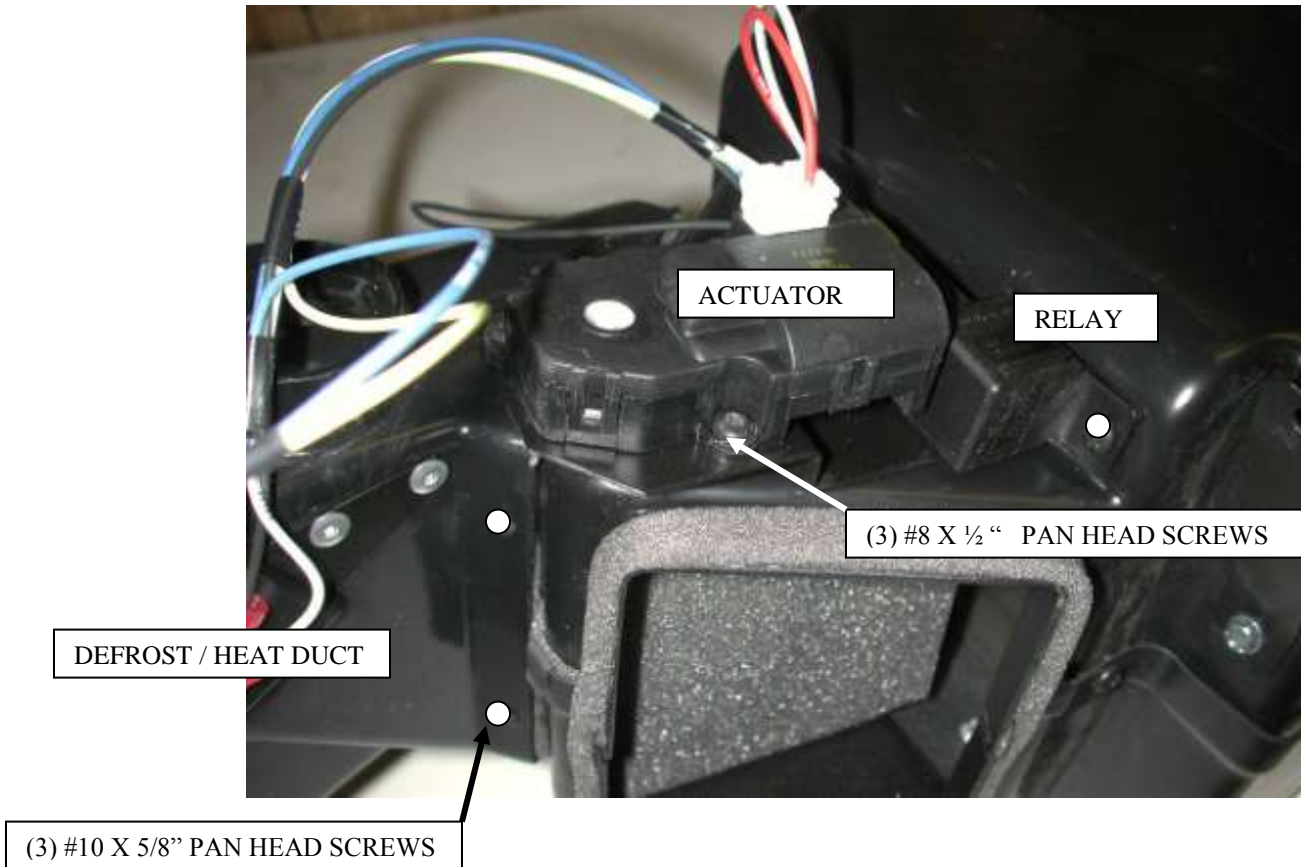
Using a pair of pointed nose pliers hold nut in place and attach the micro-switch to the bracket as shown.

Using the second #4-40 screw and nut attach through the slot as shown below.

With door positioned in the center adjust the micro-switch so that it is engaged. Tighten the #4 screws firmly.



Locate (3) #8 x 1/2" pan head screws, (2) #10 x 5/8" pan head screws.



Attach the Defrost / Heat duct to the outlet on the evaporator using (2) #10 x 5/8" pan head screws. NOTE: be sure that the s-clips are attached to the flange on the outlet.

Attach the actuator to the bracket using (3) #8 x 1/2" pan head screws. There is a flat on the inside of the actuator that will slide over the door adaptor.

Attach the relay to the evaporator behind the actuator as shown. Use (1) #10 x 5/8" pan head screw.

**PAGE 10 OF MAIN INSTALLATION INSTRUCTIONS.**



Locate the original control head. Remove the blower switch, and discard the switch. Retain the original hardware.



Using an allen wrench remove the original switch knob. Retain.



Turn controls over and remove and discard the Vacuum switch.

NOTE: "CLASSIC AUTO AIR WILL PURCHASE THE VACUMM SWITCH FOR \$10.00. CALL FOR DETAILS.

Discard switch and screw.

Turn the controls over so that the temp lever is seen. Carefully cut off the retaining tab on lever. This will give clearance for the blower switch assembly.



Locate blower switch assembly.

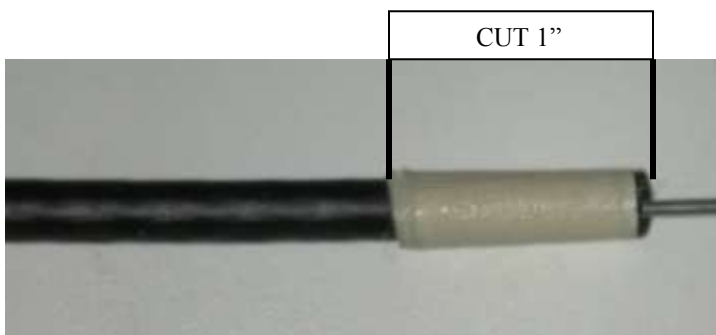
Attach the control head in the same holes and using the same fasteners that the original switch mounted.

Reattach the control knob onto the new blower switch.

Locate the shortest of the cables supplied in the 0019 Unit Box.

Cut the end off that has the loop. Cut right behind the loop.

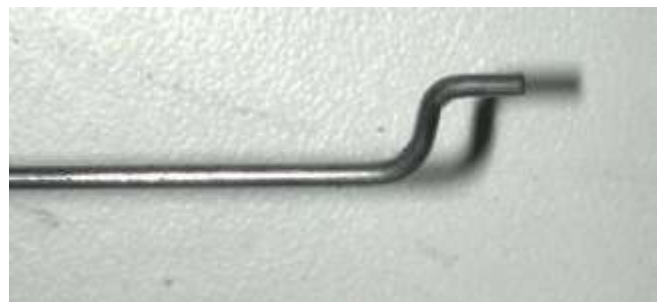
Remove the wire from the sleeve. Retain the wire.



With the center wire removed cut 1" of the housing off.

Reinstall the wire into the housing.

Carefully bend the end of the cable with an offset to match the other end of the cable.





Locate the Cable Attachment bracket, cable clip, and (2) #8 x 3/8" pan head screw from bag kit.

Attach the cable bracket to the control head using (1) #8 x 3/8 screw.

Attach cable clip to the end of the modified cable and attach to the mounting bracket as shown using (1) #8 screw.

Before the installation of the control head.

Attach the 2 1/2" x 2" hose adaptor to the air duct.



The center factory louver assembly needs to be left in the dash of the vehicle.

The picture to the left is to show how the hose adaptors are installed onto the rear of the louver assembly.



Locate the new Defrost Diffusers from the kit. Install using the original hardware.

Now go back to the Installation Instructions from the main "PERFECT FIT" system.

