CONTENTS

PARTS IDENTIFICATION................................................. 2
HELPFUL HINTS.......................................................... 3
INSTALLATION............................................................. 4
WIRING DIAGRAM........................................................ 11
TROUBLESHOOTING GUIDE............................................. 12
OPERATING INSTRUCTIONS............................................. 15
<table>
<thead>
<tr>
<th>ITEM</th>
<th>QUANTITY</th>
<th>SERVICE NUMBER</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>A 1</td>
<td>250-2606 **</td>
<td>Module/Harness Assembly</td>
</tr>
<tr>
<td></td>
<td>A 2</td>
<td></td>
<td>Cable Screws/Gasket</td>
</tr>
<tr>
<td>2</td>
<td>A 1</td>
<td>250-2607 **</td>
<td>Cable Assembly</td>
</tr>
<tr>
<td></td>
<td>B 1</td>
<td>250-2608 **</td>
<td>Cable Bracket</td>
</tr>
<tr>
<td></td>
<td>C 1</td>
<td>250-2609 **</td>
<td>Throttle Lever Bracket</td>
</tr>
<tr>
<td></td>
<td>D 2</td>
<td></td>
<td>Cotter Pin</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Washer-Plain #10</td>
</tr>
<tr>
<td>3</td>
<td>A 1</td>
<td>250-2610 **</td>
<td>Module Bracket</td>
</tr>
<tr>
<td></td>
<td>A 1</td>
<td></td>
<td>6 mm Bolt</td>
</tr>
<tr>
<td>5</td>
<td>A 1</td>
<td>250-3717 ***</td>
<td>Control Switch Assembly</td>
</tr>
<tr>
<td></td>
<td>B 1</td>
<td></td>
<td>Nut-hex 3/8&quot;-24 thin</td>
</tr>
<tr>
<td></td>
<td>C 1</td>
<td></td>
<td>Connector-female 2 pin</td>
</tr>
<tr>
<td></td>
<td>D 2</td>
<td></td>
<td>Connector-female 4 pin</td>
</tr>
<tr>
<td></td>
<td>E 2</td>
<td></td>
<td>Lockwasher-3/8&quot; internal</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Wedge-17.5 degrees</td>
</tr>
<tr>
<td>6</td>
<td></td>
<td>250-2611</td>
<td>Harness Assembly</td>
</tr>
<tr>
<td>7</td>
<td></td>
<td>250-2612</td>
<td>Hardware Package: M8-1 Bolt, M6-1 Bolt, Female T-Tap (3), Tie Straps (10), Putty</td>
</tr>
</tbody>
</table>
1. BEFORE STARTING INSTALLATION:
   Familiarize yourself with the Installation Instructions and Cruise Control components.

2. MATING CONNECTORS:
   A. When disconnecting connectors, hold connector and press the lock downward while pulling connectors apart. **Figure 1**
   
   **CAUTION: DO NOT PULL ON WIRES**
   
   B. When connecting mating connectors, push connectors together until locking mechanisms are firmly locked together. **Figure 2**

3. ANTI-THEFT RADIO:
   If vehicle is equipped with an Anti-Theft Radio, the radio code must be written down prior to disconnecting battery cable. The code must be reentered when the negative battery cable is reinstalled.

4. REMOVAL OF NEGATIVE BATTERY CABLE:
   Remove the negative battery cable before installing the Cruise Control components for safety precautions. **Figure 3**

5. FEMALE T-TAP CONNECTOR:
   When installing female **T-Tap Connectors**, ensure wire is inside groove of the female **T-Tap Connector** before closing on wire with pliers. **Figure 4**
INSTALLATION

STEP 1: VEHICLE PREPARATION

Location: Driver’s Side Engine Compartment.

1. Remove (4) Bolts securing the plastic engine cover guard to expose engine. Figure 5

2. Remove (2) 10mm Bolts securing fuse box and (1) one 10mm bolt securing power steering fluid reservoir to battery tray. Figure 5

3. Loosen (1) Philips Screw and (2) Nuts retaining the breather piping and remove to make room for cruise cable routing. Figure 6

4. Loosen (2) 10mm Bolts securing the engine coolant reservoir and slide cruise mounting bracket beneath. Retighten which may cause damage to the plastic canister. Figure 7

STEP 2: WIRE HARNESS ROUTING

1. Attach Wire Harness Ground to factory ground point along fenderwell. Figure 8

2. Secure Cruise Control to mounting bracket and route harness around battery along vehicle harness towards firewall grommet under brake booster as illustrated in Figure 8.

3. Route harness through grommet in firewall to access the passenger compartment.
STEP 5: THROTTLE ATTACHMENT
_LOCATION: ENGINE THROTTLE SHAFT AREA_

1. MOUNT CRUISE CONTROL CABLE BRACKET IN THE HOLE LOCATED ON THE VEHICLE CABLE BRACKET UTILIZING SERRATED NUT AND BOLT PROVIDED IN THE KIT. _FIGURE 9_

2. REMOVE VEHICLE THROTTLE WASHER AND NUT AND PLACE CRUISE THROTTLE BRACKET ON STUD. REINSTALL VEHICLE THROTTLE WASHER AND NUT. _FIGURE 10_

3. SECURE CRUISE CABLE TO VEHICLE CABLE WITH TIE STRAPS PROVIDED AND REINSTALL BREATHER DUCTWORK. _FIGURE 11_

4. AFTER ASSEMBLY IS SECURED, MAKE SURE THE CABLE ASSEMBLY IS NOT HOLDING THE THROTTLE OPEN IN ANY WAY. THERE SHOULD BE 0.06-0.10" SLACK BETWEEN IN CRUISE CONTROL CABLE PLAY.

STEP 6A: HARNESS CONNECTIONS

_LOCATION: PASSENGER COMPARTMENT, ACCESS HARDWARE: MATING CONNECTORS_

1. LOCATE FIREWALL ACCESS GROMMET FROM PASSENGER COMPARTMENT AND PULL CRUISE CONTROL MODULE HARNESS CONNECTORS INSIDE VEHICLE.

2. LOCATE NSS (LIGHT GREEN WIRE) AND TACH (DARK BLUE WIRE) CIRCUIT TERMINALS THAT ARE TAPED IN HARNESS. _FIGURE 12_

_AUTOMATIC TRANSMISSION:_ INSTALL LIGHT GREEN NSS WIRE IN EMPTY CAVITY OF CRUISE HARNESS CONNECTOR.

_MANUAL TRANSMISSION:_ INSTALL DARK BLUE TACH WIRE IN EMPTY CAVITY OF CRUISE HARNESS CONNECTOR.

3. CONNECT MATING CRUISE CONTROL CONNECTORS. _FIGURE 12 & 13_
STEP 6B: BRAKE SWITCH CONNECTION

LOCATION: Brake Pedal Assembly
HARDWARE: Mating Connectors

1. Disconnect vehicle brake switch harness from brake switch. Figure 14

2. Connect mating connectors of Cruise Main Harness Assembly to the vehicle brake switch and harness. Figure 14

3. Route Harness Assemblies so that they do not interfere with any moving components.

STEP 6C: ECU CONNECTIONS Figure 15

LOCATION: Driver’s Side Firewall, Cockpit
HARDWARE: (3) Female T-Tap Connectors (Red)

1. Locate the vehicle computer located inside the passenger’s compartment, on the Driver’s Side, along the firewall just above the control pedals.


3. NSS/TACH Connections:
   
   For Automatic Transmission Vehicles: Locate Pink NSS Wire in ECM wire harness and install Red T-Tap. Connect the Dark Blue Wire from Cruise Harness to T-Tap previously installed.


4. VSS Connection: Locate Light Green/Yellow Vehicle Speed Signal Wire in ECM wire harness and install Red T-Tap. Connect the Gray Wire from Cruise Harness to T-Tap previously installed.

5. Secure all wires under dash with Cable Ties.
STEP 7: CONTROL SWITCH

**Location:** Left Side Lower Steering Column Cover

1. Remove lower steering column cover. *Figure 16*

2. Using the Lever Wedge as an angle template, drill 9.5mm (3/8") hole in lower shroud as shown in *Figure 16*

3. Ensure Lever Wedges are assembled as shown in *Figure 17*. To prevent the cruise control switch from rotating and creating a more positive lock when mounting, position the lockwashers as shown in *Figure 17*. Start nut and position lettering for driver's best view. Fully secure nut at 22-25 in lbs. Do not overtighten.

4. Route Control Switch Wire Harness so there is no interference with any moving parts. Operate tilt column if equipped. Secure steering column shroud.

5. Ensure that the switch can be seen during normal driving seating positioning. *Figure 18*

CONTROL SWITCH CONNECTION TO MODULE ASSEMBLY HARNESS

6. Install 4-pin connector on Red, Brown, Green, and Yellow wires. Install 2-pin connector on to Blue and Black wires of switch harness. *Figure 19*

   **NOTE:** The mating connector to this 4-pin connector will have a Red wire mating to the Brown wire, all other colors should match.

   Connect 4-pin and 2-pin connectors to Module Assembly Harness. Ensure that all pins lock into connector.

7. Secure Module Assembly Harness with Cable Ties to prevent harness from coming into contact with hot, sharp or moving objects.

STEP 8: REASSEMBLY

1. Reconnect Negative Battery Cable and torque to 35 in lbs. *Figure 3*

2. If equipped with anti-theft Radio, reenter the code and pre-recorded stations
Connect to NEUTRAL SAFETY FOR AUTOMATIC TRANSMISSION and Connect to TACH for MANUAL TRANSMISSION VEHICLE.

Connect to NEUTRAL SAFETY FOR AUTOMATIC TRANSMISSION and Connect to TACH for MANUAL TRANSMISSION VEHICLE.

Tape securing the light green and dark blue wires with the un-installed terminals.

FIGURE 20

PAGE 8
A. ELECTRICAL TESTING:

1. Testing of the Cruise Control System is best done at the (10) wires at the Cruise Control Module.

2. Depending upon the test being conducted, a VOLT OR OHM METER must be used for accurate results. A test light will NOT provide accurate information in some circuits being tested.

**WARNING: TEST LIGHTS MAY CAUSE DAMAGE TO THE VEHICLE.**

3. Using a VOLT/OHM METER, conduct the following tests where the wiring harness enters the Cruise Control Module. View Figure 21 for wire color and location at rear of cruise control module.

![Figure 21](image-url)

<table>
<thead>
<tr>
<th>Connector as viewed from the harness side</th>
</tr>
</thead>
<tbody>
<tr>
<td>R/BR=RED/BROWN=CONTROL SWITCH POWER</td>
</tr>
<tr>
<td>V=VIOLET= BRAKE LIGHT GROUND</td>
</tr>
<tr>
<td>BL=BLACK=MODULE GROUND</td>
</tr>
<tr>
<td>Y=YELLOW=ACCEL/RESUME</td>
</tr>
<tr>
<td>DB= DARK BLUE =NO CONNECTION</td>
</tr>
<tr>
<td>BR=BROWN=IGNITION POWER</td>
</tr>
<tr>
<td>GR=GRAY=VSS SIGNAL CIRCUIT</td>
</tr>
<tr>
<td>DG=DARK GREEN=SET/COAST</td>
</tr>
<tr>
<td>LG=LIGHT GREEN=NEUTRAL SAFETY</td>
</tr>
<tr>
<td>O=ORANGE=NO CONNECTION</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Test</th>
<th>Function</th>
<th>Condition</th>
<th>Desired Results</th>
<th>OK</th>
<th>NG</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-1</td>
<td>“OFF”</td>
<td>Ignition “OFF”</td>
<td>Zero volts at all wires</td>
<td>A-2</td>
<td>B-1</td>
</tr>
<tr>
<td>A-2</td>
<td>SYSTEM POWER</td>
<td>Control Switch “OFF” Ignition “ON”</td>
<td>12VDC on BROWN wire only</td>
<td>A-3</td>
<td>B-2</td>
</tr>
<tr>
<td>A-3</td>
<td>CRUISE SWITCH POWER</td>
<td>Control Switch “OFF” Ignition “ON”</td>
<td>12VDC on BROWN wire</td>
<td>A-4</td>
<td>B-3</td>
</tr>
<tr>
<td>A-4</td>
<td>BRAKE CIRCUIT</td>
<td>Control Switch “ON” Ignition “ON”</td>
<td>12VDC on RED wire</td>
<td>A-5</td>
<td>B-1</td>
</tr>
<tr>
<td>A-5</td>
<td>SET/COAST</td>
<td>Push Brake Pedal Ignition “ON” Control Switch “ON”</td>
<td>12VDC on DARK GREEN wire</td>
<td>A-6</td>
<td>B-4</td>
</tr>
<tr>
<td>A-6</td>
<td>ACCEL/RESUME</td>
<td>Push SET Button Ignition “ON” Control Switch “ON”</td>
<td>12VDC on YELLOW wire</td>
<td>A-7</td>
<td>B-4</td>
</tr>
<tr>
<td>A-7</td>
<td>VEHICLE SPEED SENSOR</td>
<td>Push ACCEL Button Ignition “ON” Control Switch “ON”</td>
<td>4.5VDC to Zero volts on GRAY wire, 3-4 times in 10 feet</td>
<td>A-8</td>
<td>B-5</td>
</tr>
<tr>
<td>A-8</td>
<td>SYSTEM GROUND</td>
<td>Roll vehicle 10 feet Ignition “ON”</td>
<td>Continuity to Ground on BLACK wire</td>
<td>A-9</td>
<td>B-6</td>
</tr>
<tr>
<td>A-9</td>
<td>(OHM METER) AUTOMATIC ONLY</td>
<td>Control Switch “ON” Ignition “ON”</td>
<td>Zero to 0.5 volts in “P” or “N” on LIGHT GREEN wire</td>
<td>A-10</td>
<td>B-7</td>
</tr>
<tr>
<td>A-10</td>
<td>CLUTCH SWITCH MANUAL</td>
<td>Ignition “ON” Control Switch “ON” Push on Clutch Pedal</td>
<td>Continuity to ground with Clutch Pedal NOT depressed and “NO” continuity to ground with Clutch Pedal depressed on the VIOLET wire</td>
<td>C-1</td>
<td>B-8</td>
</tr>
</tbody>
</table>
B. ELECTRICAL TESTING DIAGNOSTIC:
B-1.....CHECK BRAKE LIGHT FUSE, BULBS, WIRES & CONNECTORS TO BRAKE SWITCH AND CLUTCH SWITCH IF MANUAL
B-2.....CHECK IGNITION SWITCH LINK WIRES, CONNECTOR AND IGNITION FUSE.
B-3.....CHECK IGNITION SWITCH LINK WIRES, CONNECTOR AND IGNITION FUSE, CRUISE SWITCH WIRES AND CONNECTOR.
B-4.....CHECK CRUISE CONTROL SWITCH WIRES AND CONNECTOR.
B-5.....CHECK VEHICLE ECU WIRE AND CONNECTOR, T-TAP AT VSS WIRE.
B-6.....CHECK VEHICLE BATTERY GROUND, MODULE GROUND WIRE CONNECTION.
B-7.....CHECK IGNITION LINK HARNESS, WIRES AND CONNECTOR, VEHICLE NEUTRAL SAFETY SWITCH.
B-8.....CHECK WIRES AND CONNECTOR, CLUTCH SWITCH FOR DAMAGE AND/OR ADJUST SWITCH.

C. MECHANICAL TESTING PROCEDURES:
C-1 VERIFY CABLE AND/OR LINKAGE:
   VISUALLY INSPECT ALL RELATED PARTS OF THE THROTTLE CONNECTION. ENSURE THAT CABLE OPERATES FREELY AND ALL BRACKETS ARE SECURED AND NOT DAMAGED. REPLACE ANY DAMAGED OR WORN PARTS.
SPEED CONTROL OPERATING INSTRUCTIONS

ON- To operate the cruise control, push the cruise "ON/OFF" button "ON". (Green indicator will light.) Wait 3 seconds before setting speed.

SET SPEED- To engage system, drive at any speed above 33 MPH, press "SET/COAST" or press "RESUME/ACCEL" and release, then remove your foot from the accelerator pedal. Automatic control will be at the speed of the vehicle when button is released plus or minus 1-1/2 MPH. Press accelerator and speed will increase, release accelerator and you will return to set speed. THE RESUME/ACCEL BUTTON WILL SET THE CRUISE CONTROL WITHOUT PRESSING THE SET BUTTON FIRST.

COAST- Press and hold the "SET/COAST" button and your speed will decrease. Release button and speed of vehicle at time button is released will be new set speed if above 33 MPH.

ACCEL- Press and hold the "RESUME/ACCEL" button and your speed will increase. Release button and you will have a new higher set speed.

TAP-UP- You can gradually increase your speed by quickly pressing and releasing the "RESUME/ACCEL" button. Each time you press and release the button your speed will increase by one to two MPH.

TAP-DOWN- You can gradually decrease your speed by quickly pressing and releasing the "SET/COAST" button. Each time you press and release the button your speed will decrease by one or two MPH.

DISENGAGE- Depress brake pedal slightly - automatic speed control will cease but set speed will stay in system’s memory. Also, you can disengage by pressing button to OFF position, but this erases the memory. To get the RESUME feature to work again, you must first set a speed. Turning off the ignition also clears the system’s memory.

RESUME- After disengaging system with brake or clutch, return to set speed by driving above 33 MPH. Then press "RESUME/ACCEL" button and release it. If acceleration rate is faster or slower than you like, drive to within a few MPH of your set speed, then press and release the RESUME/ACCEL button.

THINGS YOU SHOULD KNOW ABOUT YOUR CRUISE CONTROL

The performance of the Cruise Control is dependent upon the condition of the engine, its size and even by the type of emission control equipment it has. Driving at higher altitude will have an effect on the vehicle Cruise Control performance.

Under normal conditions and with proper regulator adjustments, speed should be controlled within plus or minus 1-1/2 MPH. There may be situations; however, which make it seem as if the Cruise Control is not capable of functioning accurately, such as an extra heavy load, a very steep hill, or a severe headwind.

CAUTION: Do not use Cruise Control on a slippery road nor in heavy traffic.

CAUTION: (Manual Transmission) While driving with Cruise Control "ON", do not shift to neutral without depressing the clutch pedal, as this may cause engine racing or overrevving. If this happens, depress the clutch pedal or turn “OFF” the main Cruise Control switch immediately.