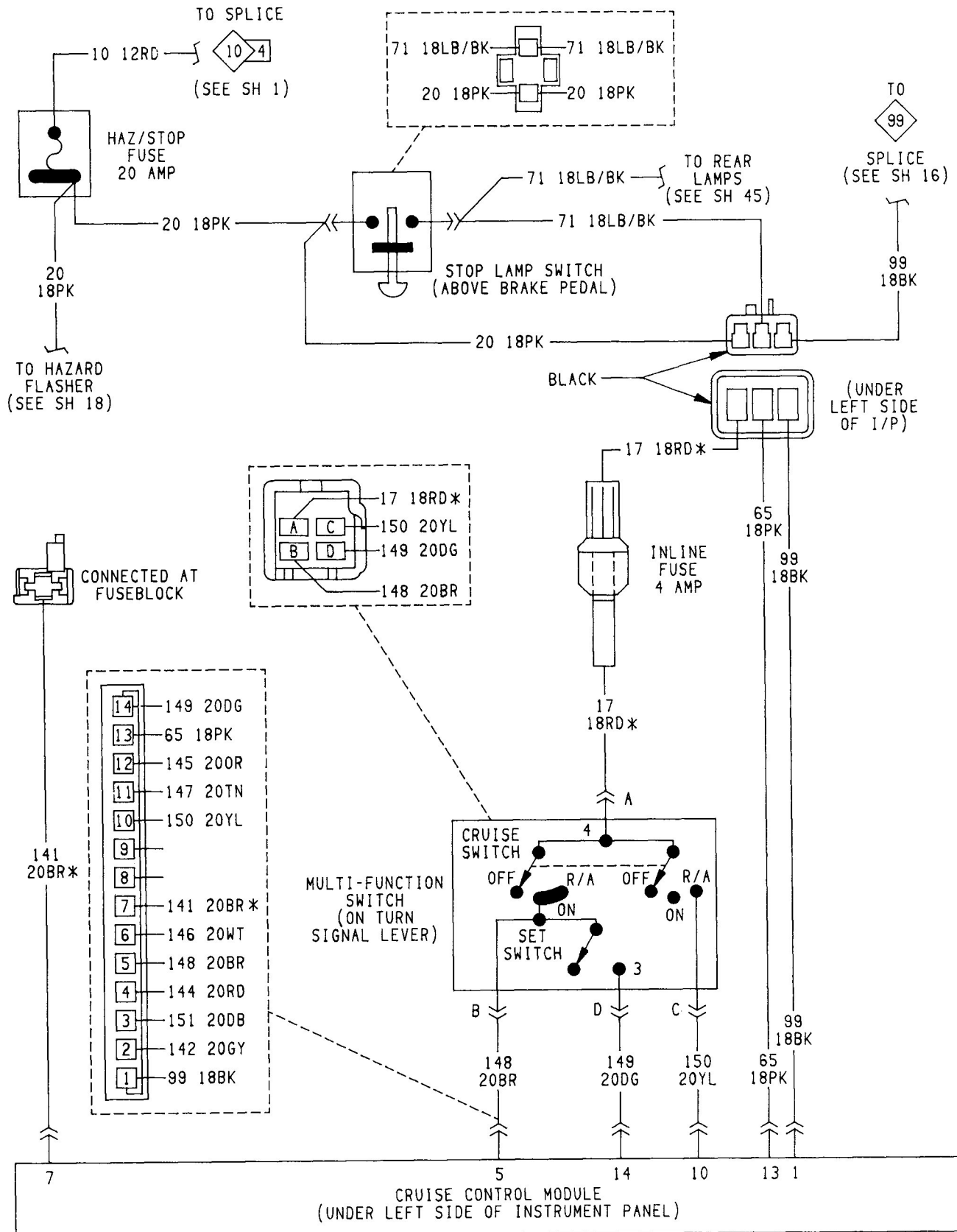
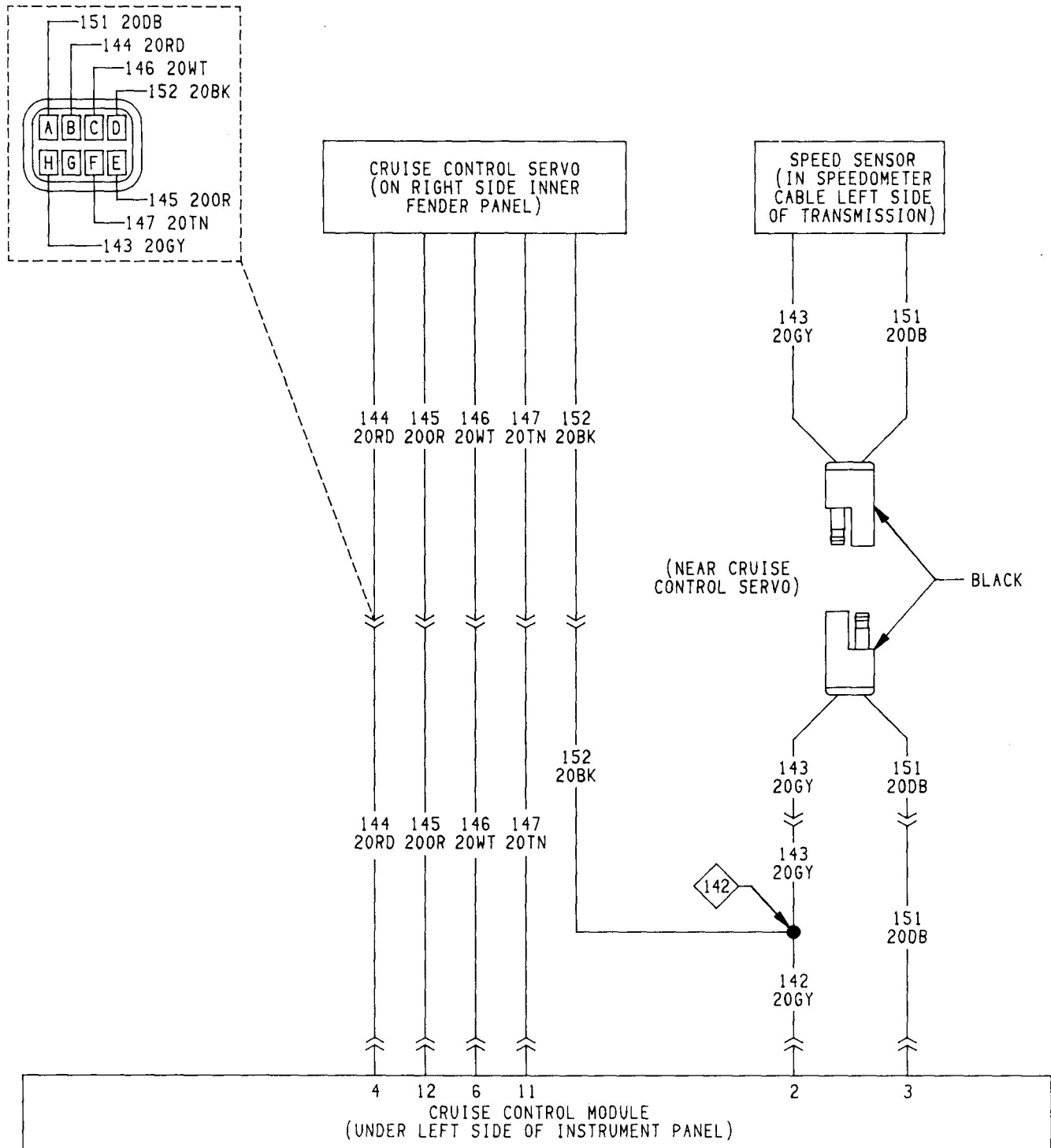


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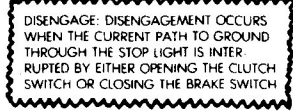
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CRUISE CONTROL DIAGNOSIS

CONDITION	POSSIBLE CAUSE	CORRECTION
A. System Does Not Engage in ON Position	(1) Restricted vacuum hose or no vacuum (2) Control switch defective (3) Control module defective (4) Speed sensor defective (5) Brake lamps defective (6) Brake lamp switch defective (7) Brake lamp switch wire disconnected (8) Open circuit between brake lamp switch and brake lamps (9) Mechanical vent valve position improperly adjustedp	(1) Locate restriction or air leak and repair (2) Replace switch (3) Replace control module (4) Replace sensor (5) Replace brake lamp bulbs (6) Replace switch (7) Connect wire to switch (8) Adjust open circuit (9) Adjust vent valve position
B. Resume Feature Inoperative	(1) Defective servo ground connection (2) Control switch defective	(1) Check servo ground wire connection and repair as necessary (2) Replace switch
C. Accelerate Function Inoperative	(1) Accelerate circuit in control module inoperative (2) Cruise switch defective	(1) Replace control module (2) Replace switch
D. System Re-engages When Brake Pedal Or Clutch Is Released	(1) Control module defective (2) Mechanical vent valve not opening (3) Kink in mechanical vent valve hose (4) Brake lamp switch defective	(1) Replace control module (2) Adjust position or replace valve (3) Reroute hose to remove kink (4) Adjust or replace switch
E. Throttle Does Not Return To Idle Position	(1) Improper linkage adjustment (2) No slack in lost motion link	(1) Adjust properly (2) Adjust servo cable
F. Road Speed Changes More Than 2 MPH (3.2km/h)When Setting Speed	(1) Centering adjustment set wrong	(1) Adjust centering screw
G. Engine Accelerates When Started	(1) No slack in bead chain (2) Vacuum hose connections reversed at servo (3) Servo defective	(1) Adjust chain (2) Check connection and correct (3) Replace servo
H. System Disengages On Level Road Without Applying Brake Or Clutch	(1) Loose wire connection (2) Loose vacuum hose connection (3) Servo linkage broken (4) Defective brake lamp switch	(1) Repair connection (2) Check vacuum hose connection and repair as necessary (3) Repair linkage (4) Replace switch
I. Erratic Operation	(1) Reverse polarity (2) Servo defective (3) Control module defective	(1) Check position of speed sensor wires at connector (2) Replace servo (3) Replace control module
J. Vehicle Continues to Accelerate When Set Button is Released	(1) Servo defective (2) Control module defective	(1) Replace servo (2) Replace control module
K. System Engages But Slowly Loses Set Speed	(1) Air leak at vacuum hose connection or in hoses (2) Air leak at vent release valve at brake pedal	(1) Check hoses and connections and repair as necessary (2) Replace vacuum vent valve

1990



CRUISE CONTROL MODULE TESTS

The cruise control module adjustments are pre-set. If all other components of the system appear to be functioning normally and the cruise control remains inoperative, perform the following adjustments to determine if the module is functional.

CAUTION: The adjustment potentiometers are extremely delicate. Insert the screwdriver into the slots very carefully and do not push hard or turn hard against the stops. The potentiometer has a maximum turning angle of 270 degrees (three-quarter turn).

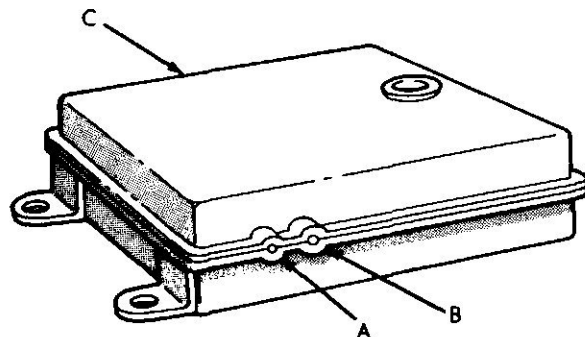
Verify the cruise control module is not working by using the indicated settings (Fig. 3)

- (1) Turn the sensitivity adjustment full clockwise (3).
- (2) Turn the low speed adjustment to the 10 o'clock position (2).
- (3) Turn the centering adjustment to the 10 o'clock position (1).

The adjustments may not be precisely correct for the automobile, but will be acceptable to determine if the regulator is functioning. The need for more precise adjustments can be determined by a road test.

If the adjustments have no effect on the cruise control operation, replace the regulator.

The regulator is the only component of the system that cannot be isolated and tested separately. It must be tested while connected to the other components of the system.



CENTERING
ADJUSTMENT



LOW SPEED SWITCH
ADJUSTMENT



SENSITIVITY
ADJUSTMENT



J898H-1

Fig. 3 Cruise Control Module Adjustments

CRUISE CONTROL MODULE ADJUSTMENTS

CENTERING ADJUSTMENT

Adjustment is made by turning the centering adjustment screw on the regulator.

If the controlled speed is more than 3 km/h (2 mph) above or below the "Set Speed", turn the CENTERING ADJ.;

- counterclockwise to decrease
- clockwise to increase

Check for proper centering adjustment by engaging the cruise control on a level road after each adjustment.

SENSITIVITY ADJUSTMENT

The SENSITIVITY ADJ. is on the opposite side of the regulator from the CENTERING ADJ. If sensitivity needs to be adjusted turn the SENSITIVITY ADJ.:

- counterclockwise to decrease
- clockwise to increase

Changes in the sensitivity setting affect centering, so if sensitivity is changed, check the centering again and adjust as required.

LOW SPEED SWITCH (ENGAGEMENT) ADJUSTMENT

If the Low Speed Setting is not between 43 and 53 km/h (27 and 33 mph) turn the LOW SPEED SW.ADJ. screw:

- counterclockwise to lower or slow the speed
- clockwise to increase or raise the speed

VENT VALVE ADJUSTMENT**1990**

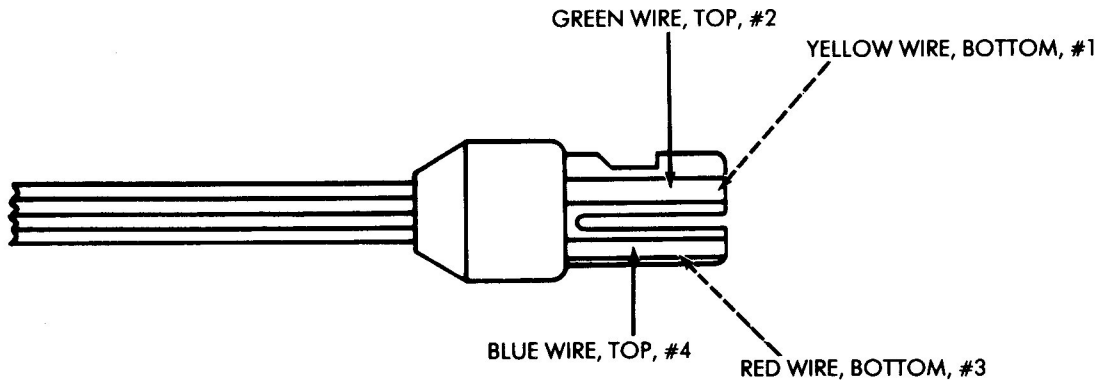
- (1) Hold the brake pedal in the depressed position. (3) Release the brake pedal.
 (2) Push the vent valve forward as far as possible.

CRUISE CONTROL SWITCH TESTING

SET/COAST (S/C) SW	POSITION SLIDER	1-2	1-3	1-4	2-3	2-4	3-4
Normal	Off	○	○	○	○	○	○
Normal	On	○	○	○	○	C	○
Normal	R/A	C	○	C	○	C	○
Depressed	Off	○	○	○	C	○	○
Depressed	On	○	○	○	C	C	C
Depressed	R/A	C	C	C	C	C	C

C —CLOSED (ZERO OHMS)

○ —OPEN (∞ (INFINITE))

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