

2004 CHEVROLET AVEO

AUTOMATIC TRANSMISSION ONLY
(REQUIRES 250-4371 ADAPTER FOR MANUAL TRANSMISSION)

CRUISE CONTROL INSTALLATION INSTRUCTIONS PART No. 250-1753

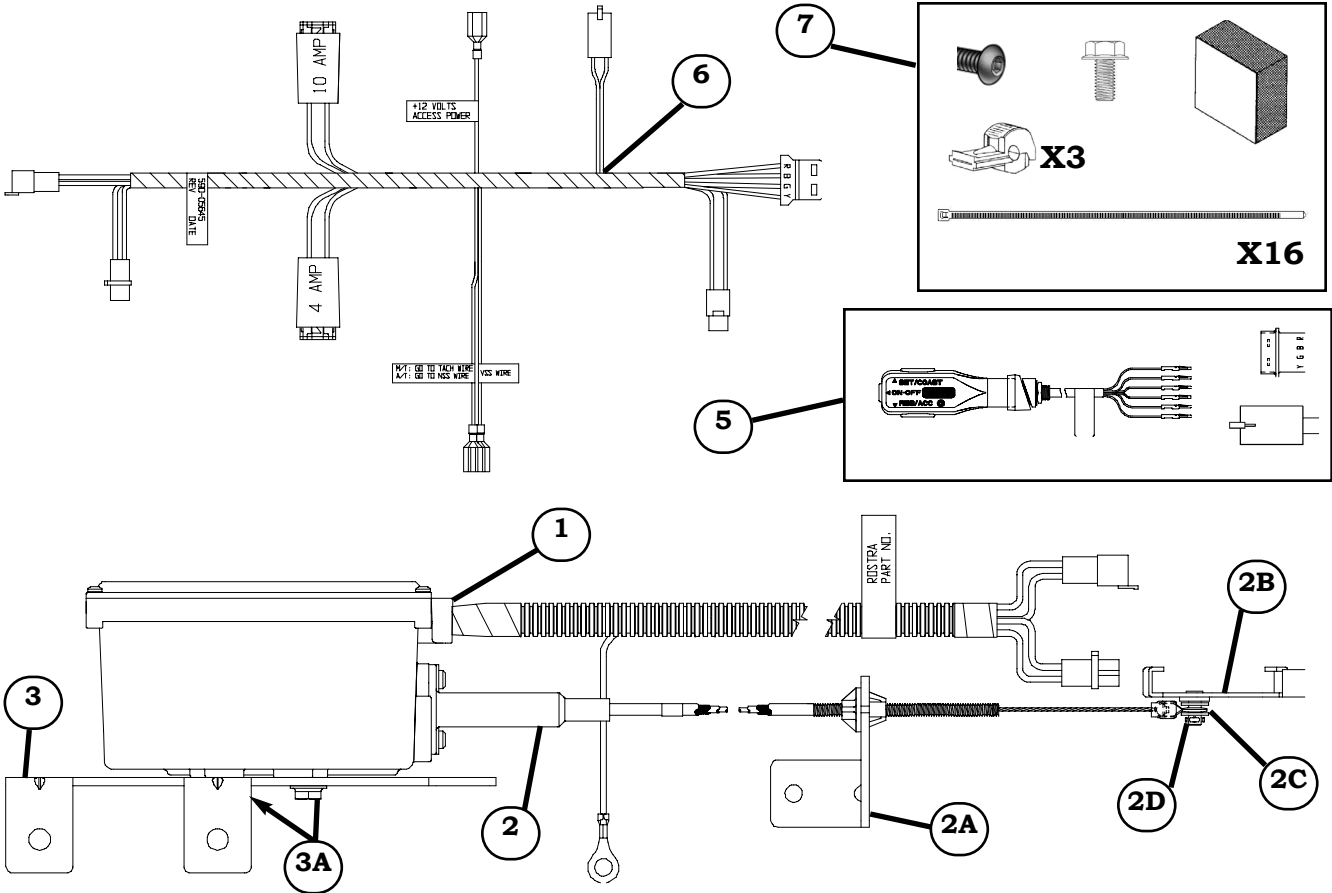


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PARTS IDENTIFICATION

ITEM	QUANTITY	SERVICE NUMBER	DESCRIPTION
1	1	250-2606	MODULE/HARNESS ASSEMBLY CABLE SCREWS/GASKET
A	2	**	
2	1	250-2607	CABLE ASSEMBLY CABLE BRACKET THROTTLE LEVER BRACKET COTTER PIN WASHER-PLAIN #10
A	1	250-2608	
B	1	250-2609	
C	1	**	
D	2	**	
3	1	250-2610	MODULE BRACKET 6 MM BOLT
A	1	**	
5	1	250-3717	CONTROL SWITCH ASSEMBLY NUT-HEX 3/8"-24 THIN CONNECTOR-FEMALE 2 PIN CONNECTOR-FEMALE 4 PIN LOCKWASHER-3/8" INTERNAL WEDGE-17.5 DEGREES
A	1	***	
B	1	***	
C	1	***	
D	2	***	
E	2	***	
6	1	250-2611	HARNESS ASSEMBLY
7	1	250-2612	HARDWARE PACKAGE: M8-1 BOLT, M6-1 BOLT, FEMALE T-TAP (3), TIE STRAPS (10), PUTTY



HELPFUL HINTS

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:

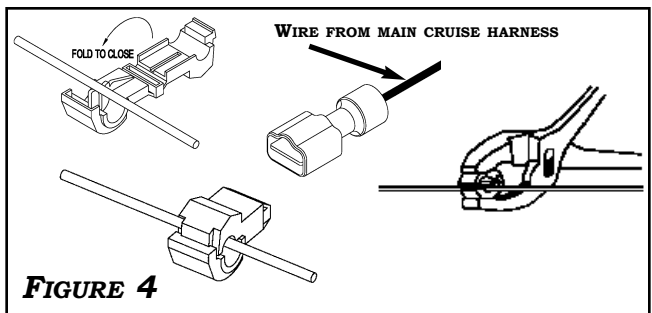
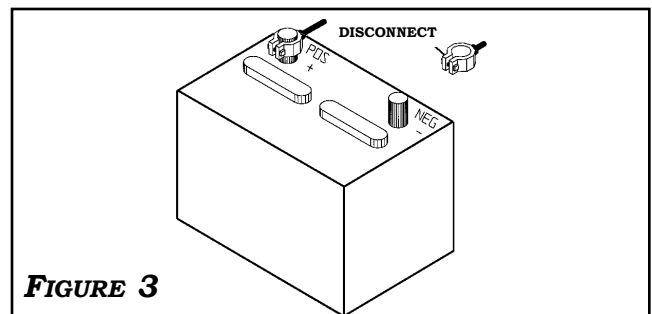
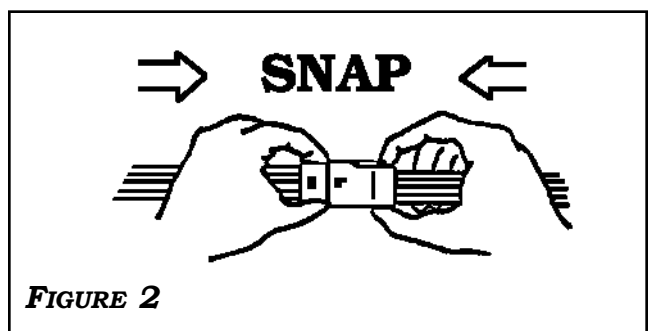
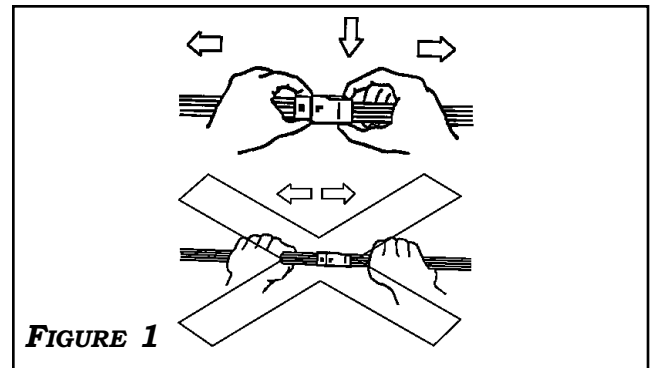
IF VEHICLE IS EQUIPPED WITH AN ANTI-THEFT RADIO, THE RADIO CODE MUST BE WRITTEN DOWN PRIOR TO DISCONNECTING BATTERY CABLE. THE CODE MUST BE REENTERED WHEN THE NEGATIVE BATTERY CABLE IS REINSTALLED.

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. DISCONNECT NEGATIVE SIDE OF BATTERY (AS ILLUSTRATED IN HINTS). REMOVE THE PLASTIC COVER OVER POSITIVE TERMINAL AND DISCONNECT POSITIVE SIDE OF THE BATTERY. **FIGURE 6**
2. REMOVE (2) TWO 10MM BOLTS SECURING FUSE BOX AND (1) ONE 10MM BOLT SECURING POWER STEERING FLUID RESERVOIR TO BATTERY TRAY. **FIGURE 6**
3. LOOSEN (2) TWO 10MM NUTS RETAINING THE BATTERY PLACEMENT BAR AND REMOVE. REMOVE BATTERY. REMOVE (4) 12MM BOLTS FROM BATTERY TRAY AND REMOVE TRAY FROM VEHICLE. **FIGURE 7**

STEP 2: WIRE HARNESS ROUTING

1. PLACE **CRUISE CONTROL MODULE ASSEMBLY** IN THE APPROXIMATE LOCATION FOR MOUNTING (TWO THREADED HOLES OF BATTERY TRAY) AND ROUTE CABLE AND HARNESS TOWARD FIREWALL. **FIGURE 8**
2. REMOVE (2) TWO 10MM NUTS SECURING THE RADIATOR SURGE TANK AND PULL AWAY FROM FIREWALL TO ACCESS FIREWALL GROMMET LOCATED BEHIND IT. **FIGURE 9**
3. ROUTE CRUISE CONTROL HARNESS TOWARD FIREWALL ACCESS HOLE ALONG FACTORY VEHICLE HARNESS.

FOR ABS EQUIPPED VEHICLE, ROUTE CRUISE CONTROL MODULE HARNESS HARNESS BENEATH BRAKE PRESSURE MODULE ALONG FACTORY WIRING HARNESS. FIGURE 10

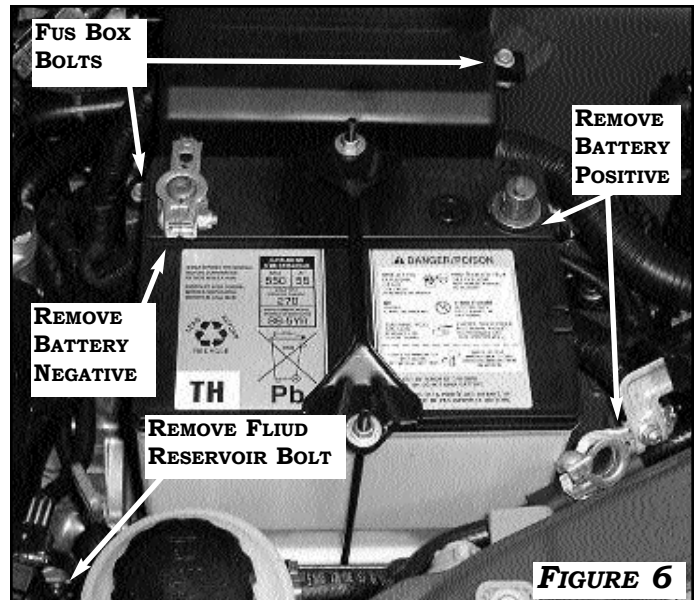


FIGURE 6

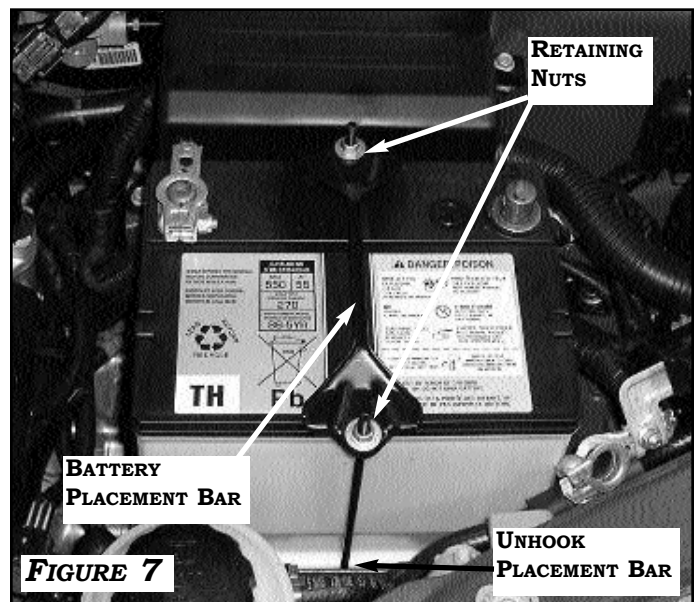


FIGURE 7

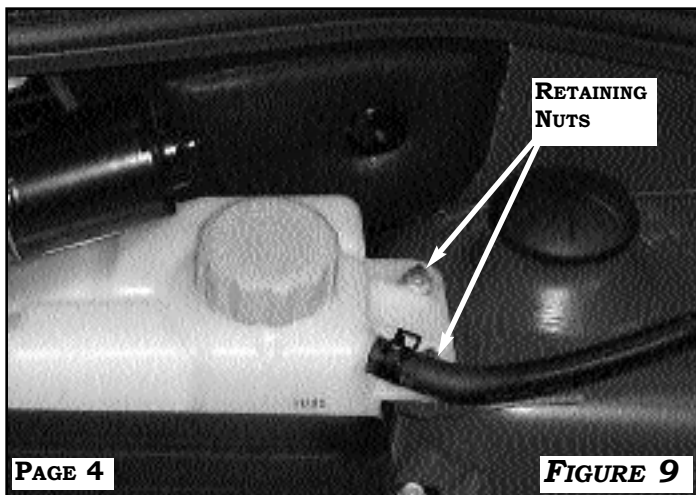


FIGURE 9

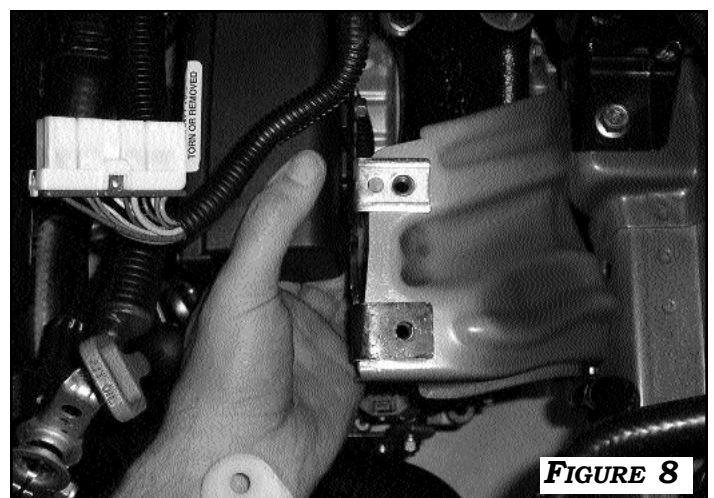


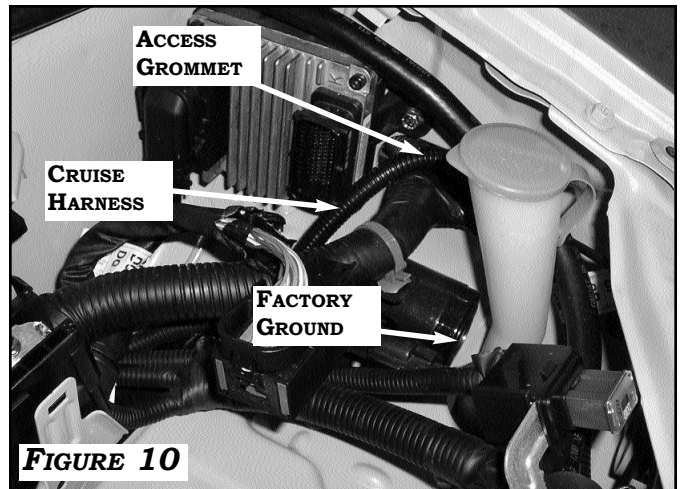
FIGURE 8

INSTALLATION

STEP 2: WIRE HARNESS ROUTING CONT.

LOCATION: DRIVER'S SIDE FENDERWELL ACCESS.

4. ROUTE CRUISE CONTROL HARNESS UNDER BATTERY TRAY ALONG FACTORY HARNESS TOWARD DRIVER SIDE FENDERWELL ACCESS. **FIGURE 10.** SECURE **MODULE HARNESS** WITH **CABLE TIE** TO FACTORY WIRE HARNESS (**ONCE INSTALLED**).
5. MOUNT **BLACK CRUISE CONTROL GROUND WIRE** TO FACTORY GROUND POINT AS ILLUSTRATED IN **FIGURE 10**
6. REMOVE FENDERWELL PANEL AND ROUTE CRUISE HARNESS ALONG FACTORY HARNESS TO ACCESS THE PASSENGER COMPARTMENT. **FIGURES 11A & 11B.**
7. FROM INSIDE THE PASSENGER COMPARTMENT, SEAL **CRUISE MAIN HARNESS** AND SLIT IN GROMMET WITH **SEALING PUTTY** PROVIDED IN KIT.



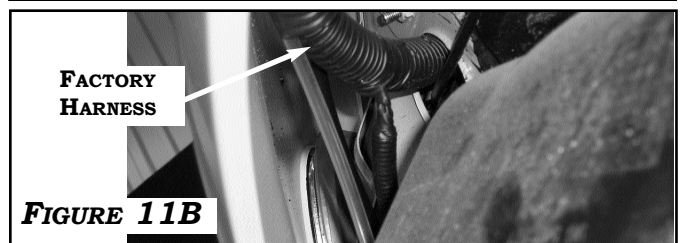
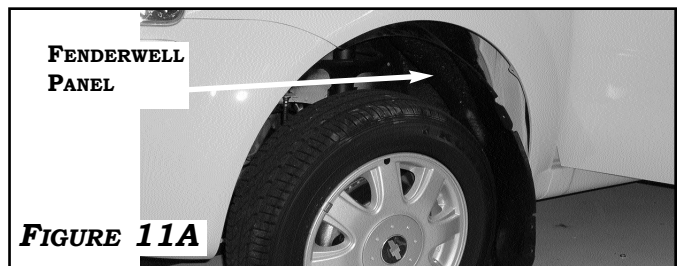
STEP 3: MODULE MOUNTING

LOCATION: DRIVER'S SIDE ENGINE COMPARTMENT.

1. REINSTALL BATTERY TRAY WHILE ALIGNING MOUNTING HOLES ON **CRUISE CONTROL MODULE BRACKET** WITH THOSE IN BATTERY TRAY. **FIGURES 8 & 12**

INSTALL (2) TWO 12MM BOLTS SECURING CRUISE CONTROL IN PLACE. **FIGURE 12**

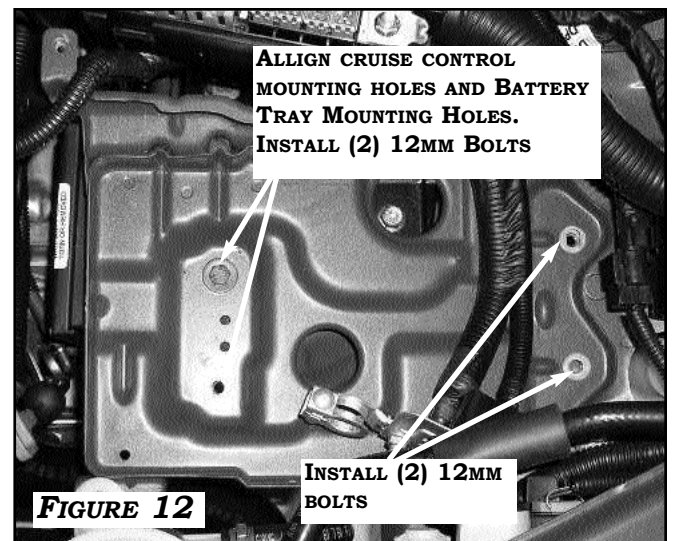
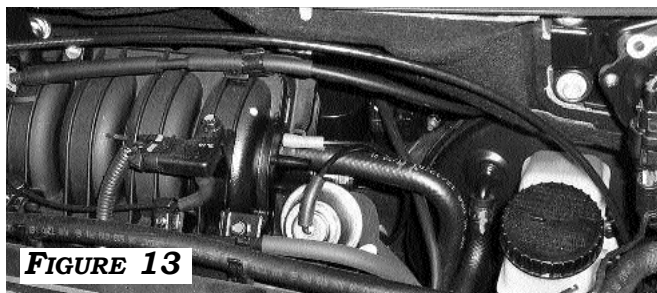
2. INSTALL REMAINING (2) TWO 12MM BOLTS IN BATTERY TRAY. **FIGURE 12**



STEP 4: CABLE ROUTING

LOCATION: ENGINE COMPARTMENT

1. ROUTE **CABLE ASSEMBLY** FROM **MODULE ASSEMBLY**, BEHIND POWER STEERING FLUID RESERVOIR AND TOWARDS VEHICLE'S THROTTLE AREA. **FIGURE 13**
2. ALSO, SECURE **CABLE ASSEMBLY** WITH **CABLE TIES** TO FACTORY CABLE. **FIGURE 13**



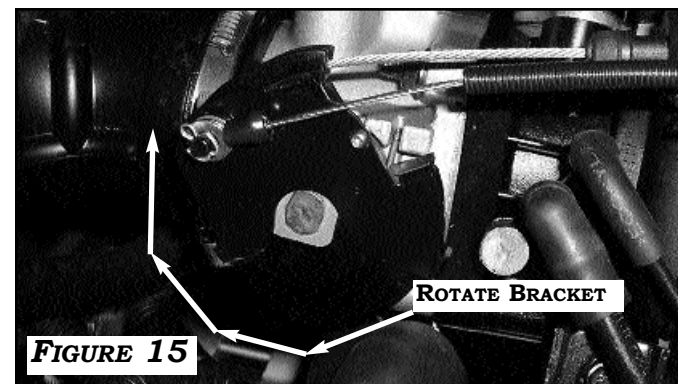
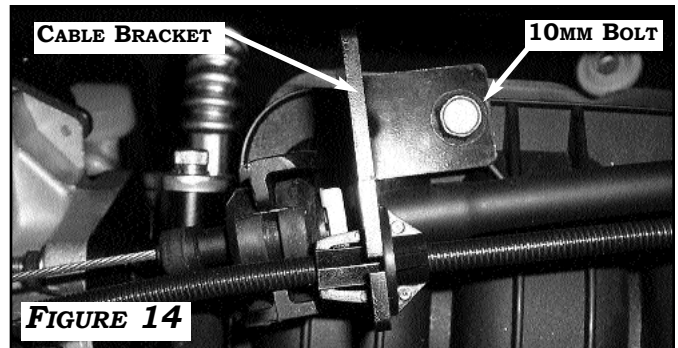
NOTE: KEEP CABLE CLEAR OF SHARP, HOT OR MOVING OBJECTS

INSTALLATION

STEP 5: THROTTLE ATTACHMENT

LOCATION: ENGINE THROTTLE SHAFT AREA

1. **MOUNT CRUISE CONTROL CABLE BRACKET** IN THE THREADED HOLE ON INTAKE MANIFOLD UTILIZING (1) **10MM BOLT** SUPPLIED IN KIT. **DO NOT OVERTIGHTEN.** **FIGURE 14**
2. PLACE **THROTTLE BRACKET** OVER VEHICLE THROTTLE BODY AND ROTATE CLOCKWISE INTO PLACE ENSURING THAT LEGS BEND AROUND THE BACKSIDE OF THE THROTTLE BODY. **FIGURE 15**
3. INSERT **#4-40 SOCKET HEAD CAP SCREW** INCLUDED IN KIT INTO THREADED HOLE OF THROTTLE BRACKET AND FULLY SEAT ALONG TOP EDGE OF THROTTLE BODY WITH $\frac{1}{4}$ " **HEX WRENCH** TO PREVENT BRACKET ROLL-BACK. **FIGURE 16**
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

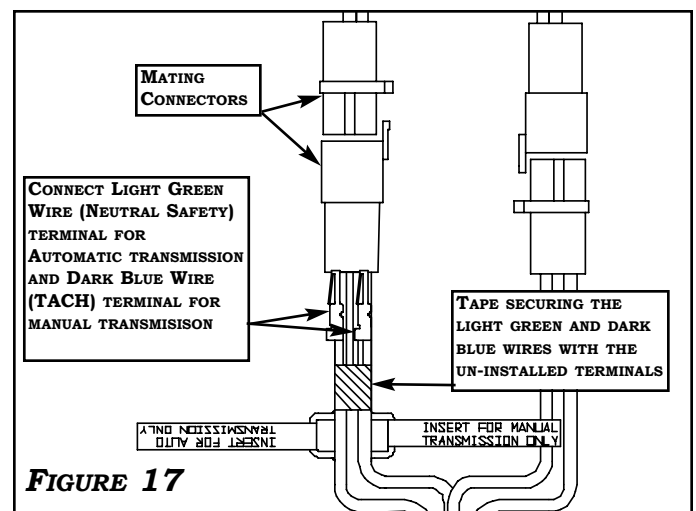
LOCATION: PASSENGER COMPARTMENT, ACCESS HARDWARE: MATING CONNECTORS

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 17**

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 17**



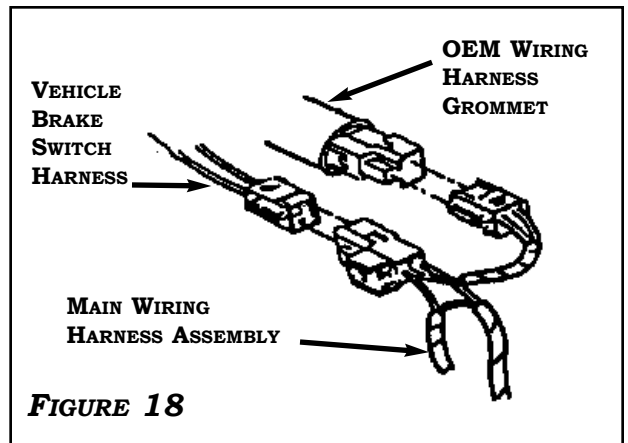
INSTALLATION

STEP 6B: BRAKE SWITCH CONNECTION

LOCATION: BRAKE PEDAL ASSEMBLY

HARDWARE: MATING CONNECTORS

1. DISCONNECT VEHICLE BRAKE SWITCH HARNESS FROM BRAKE SWITCH. **FIGURE 18**
2. CONNECT MATING CONNECTORS OF **CRUISE MAIN HARNESS ASSEMBLY** TO THE VEHICLE BRAKE SWITCH AND HARNESS. **FIGURE 18**
3. ROUTE **HARNESS ASSEMBLIES** SO THAT THEY DO NOT INTERFERE WITH ANY MOVING COMPONENTS.

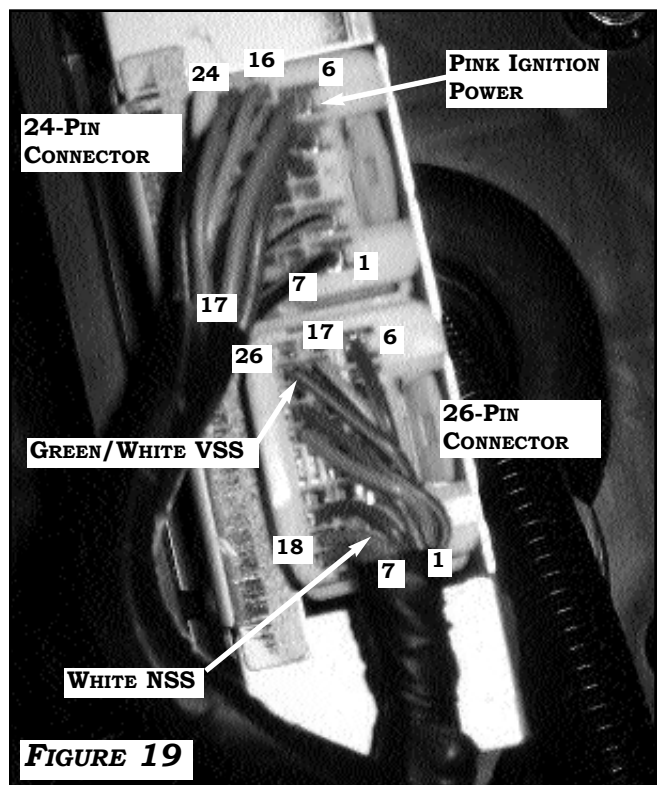


STEP 6C: ECU CONNECTIONS **FIGURE 19**

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.
2. **IGNITION POWER:** LOCATE **IGNITION POWER WIRE** IN **WHITE 24 PIN CONNECTOR**, **POSITION #6, PINK WIRE** AND INSTALL **RED T-TAP**. CONNECT THE **BROWN WIRE** FROM **CRUISE HARNESS** TO T-TAP PREVIOUSLY INSTALLED.
3. **NSS CONNECTIONS:**
FOR AUTOMATIC TRANSMISSION VEHICLES: LOCATE **NSS WIRE** IN **WHITE 26 PIN CONNECTOR**, **POSITION #7, WHITE WIRE** AND INSTALL **RED T-TAP**. CONNECT THE **DARK BLUE WIRE** FROM **CRUISE HARNESS** TO T-TAP PREVIOUSLY INSTALLED.
4. VSS CONNECTION: LOCATE **VEHICLE SPEED SIGNAL WIRE** IN **WHITE 26 PIN CONNECTOR**, **POSITION #25, GREEN/WHITE WIRE** 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**.

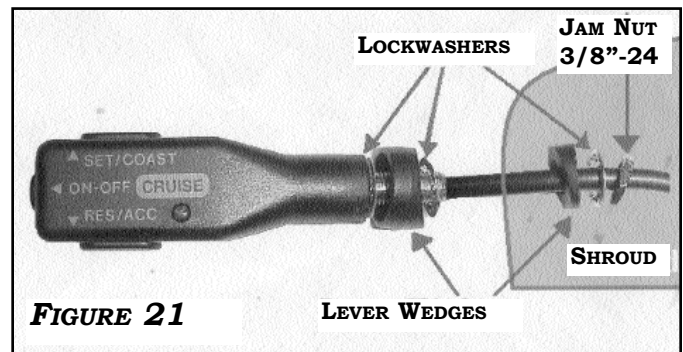
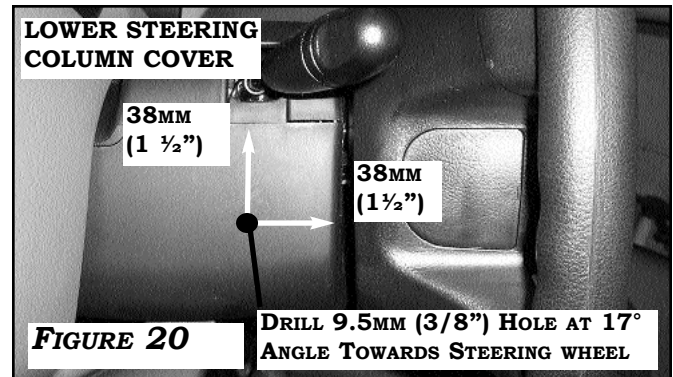


INSTALLATION

STEP 7: CONTROL SWITCH

LOCATION: LEFT SIDE LOWER STEERING COLUMN COVER

1. REMOVE LOWER STEERING COLUMN COVER. **FIGURE 20**
2. USING THE **LEVER WEDGE** AS AN ANGLE TEMPLATE, DRILL **9.5MM (3/8")** HOLE IN LOWER SHROUD AS SHOWN IN **FIGURE 20**
3. ENSURE **LEVER WEDGES** ARE ASSEMBLED AS SHOWN IN **FIGURE 21**. TO PREVENT THE CRUISE CONTROL SWITCH FROM ROTATING AND CREATING A MORE POSITIVE LOCK WHEN MOUNTING, POSITION THE LOCKWASHERS AS SHOWN IN **FIGURE 21**. 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 22**



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 23**

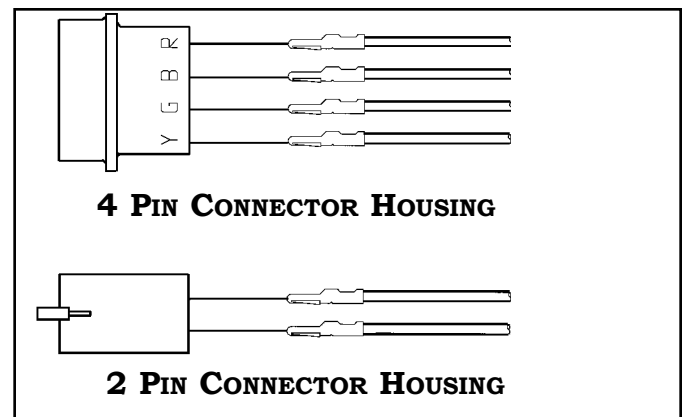
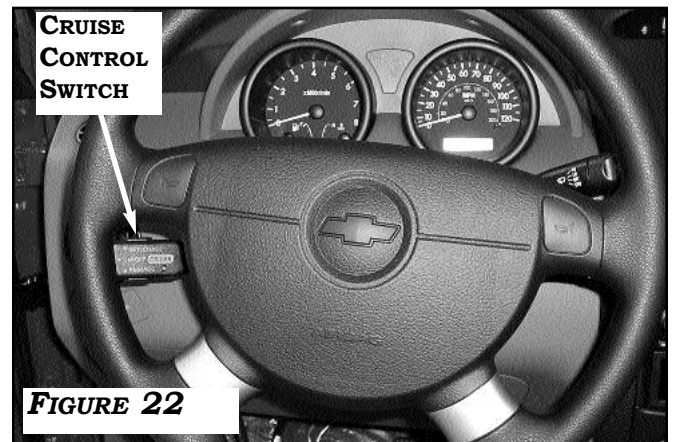
NOTE: THE MATING CONNECTOR TO THIS 4-PIN CONNECTOR WILL HAVE A RED WIRE MATING TO THE BROWN WIRE, ALL OTHER COLORS SHOULD MATCH.

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



WIRING DIAGRAM

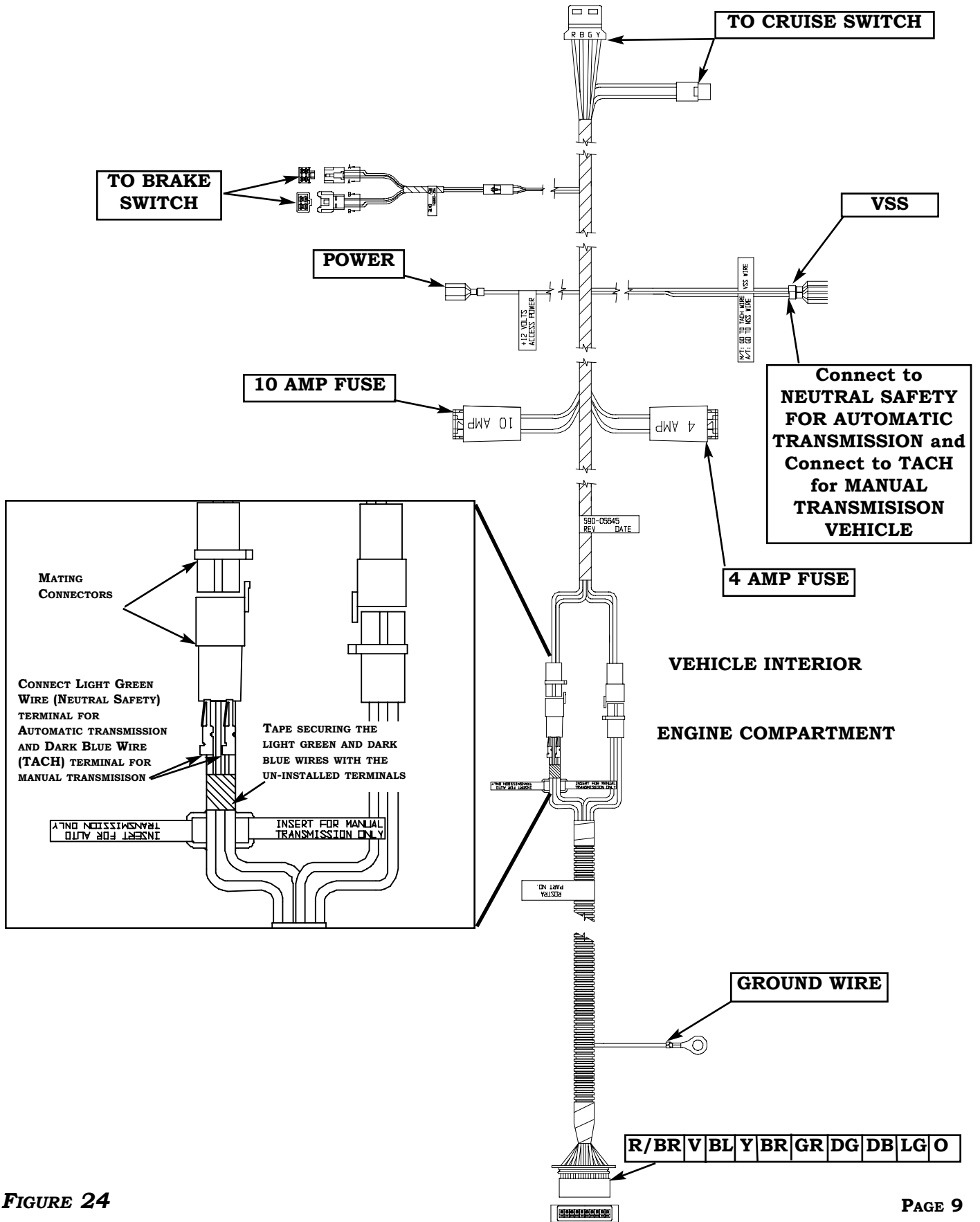


FIGURE 24

TROUBLESHOOTING

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 25 FOR WIRE COLOR AND LOCATION AT REAR OF CRUISE CONTROL MODULE.*

R/BR | V | BL | Y | BR | GR | DG | DB | LG | O

FIGURE 25

CONNECTOR AS VIEWED FROM THE HARNESS SIDE

<p>R/BR=RED/BROWN=CONTROL SWITCH POWER V=VIOLET=BRAKE LIGHT GROUND BL=BLACK=MODULE GROUND Y=YELLOW=ACCEL/RESUME DB=DARK BLUE=NO CONNECTION</p>	<p>BR=BROWN=IGNITION POWER GR=GRAY=VSS SIGNAL CIRCUIT DG=DARK GREEN=SET/COAST LG=LIGHT GREEN=NEUTRAL SAFETY O=ORANGE=NO CONNECTION</p>
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TEST	FUNCTION	CONDITION	DESIRED RESULTS	OK	NG
A-1	"OFF"	IGNITION "OFF"	ZERO VOLTS AT ALL WIRES	A-2	B-1
A-2	SYSTEM POWER	CONTROL SWITCH "OFF" IGNITION "ON"	12VDC ON <i>BROWN</i> WIRE ONLY	A-3	B-2
A-3	CRUISE SWITCH	CONTROL SWITCH "OFF" IGNITION "ON"	12VDC ON <i>BROWN</i> WIRE	A-4	B-3
A-4	POWER BRAKE CIRCUIT	CONTROL SWITCH "ON" IGNITION "ON"	12VDC ON <i>RED</i> WIRE	A-5	B-1
A-5	SET/COAST	CONTROL SWITCH "ON" PUSH BRAKE PEDAL IGNITION "ON"	12VDC ON <i>DARK GREEN</i> WIRE	A-6	B-4
A-6	ACCEL/RESUME	CONTROL SWITCH "ON" PUSH SET BUTTON IGNITION "ON"	12VDC ON <i>YELLOW</i> WIRE	A-7	B-4
A-7	VEHICLE SPEED SENSOR	CONTROL SWITCH "ON" PUSH ACCEL BUTTON IGNITION "ON"	4.5VDC TO ZERO VOLTS ON <i>GRAY</i> WIRE, 3-4 TIMES IN 10 FEET	A-8	B-5
A-8	SYSTEM GROUND	IGNITION "ON" ROLL VEHICLE 10 FEET	CONTINUITY TO GROUND ON	A-9	B-6
A-9	(OHM METER) NEUTRAL SAFETY AUTOMATIC ONLY (VOLT METER)	CONTROL SWITCH "ON" IGNITION "ON" CONTROL SWITCH "ON" MOVE SHIFT LEVER FROM "P" OR "N" TO ANY GEAR POSITION	<i>BLACK</i> WIRE ZERO TO 0.5 VOLTS IN "P" OR "N" ON <i>LIGHT GREEN</i> WIRE	A-10	B-7
A-10	CLUTCH SWITCH MANUAL (OHM METER)	IGNITION "ON" CONTROL SWITCH "ON" PUSH ON CLUTCH PEDAL	CONTINUITY TO GROUND WITH CLUTCH PEDAL NOT DEPRESSED AND " NO " CONTINUITY TO GROUND WITH CLUTCH PEDAL DEPRESSED ON THE <i>VIOLET</i> WIRE	C-1	B-8

TROUBLESHOOTING

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.

NOTES

OPERATING INSTRUCTIONS

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 OVERREVING. IF THIS HAPPENS, DEPRESS THE CLUTCH PEDAL OR TURN “OFF” THE MAIN CRUISE CONTROL SWITCH IMMEDIATELY.

