SPEED CONTROL

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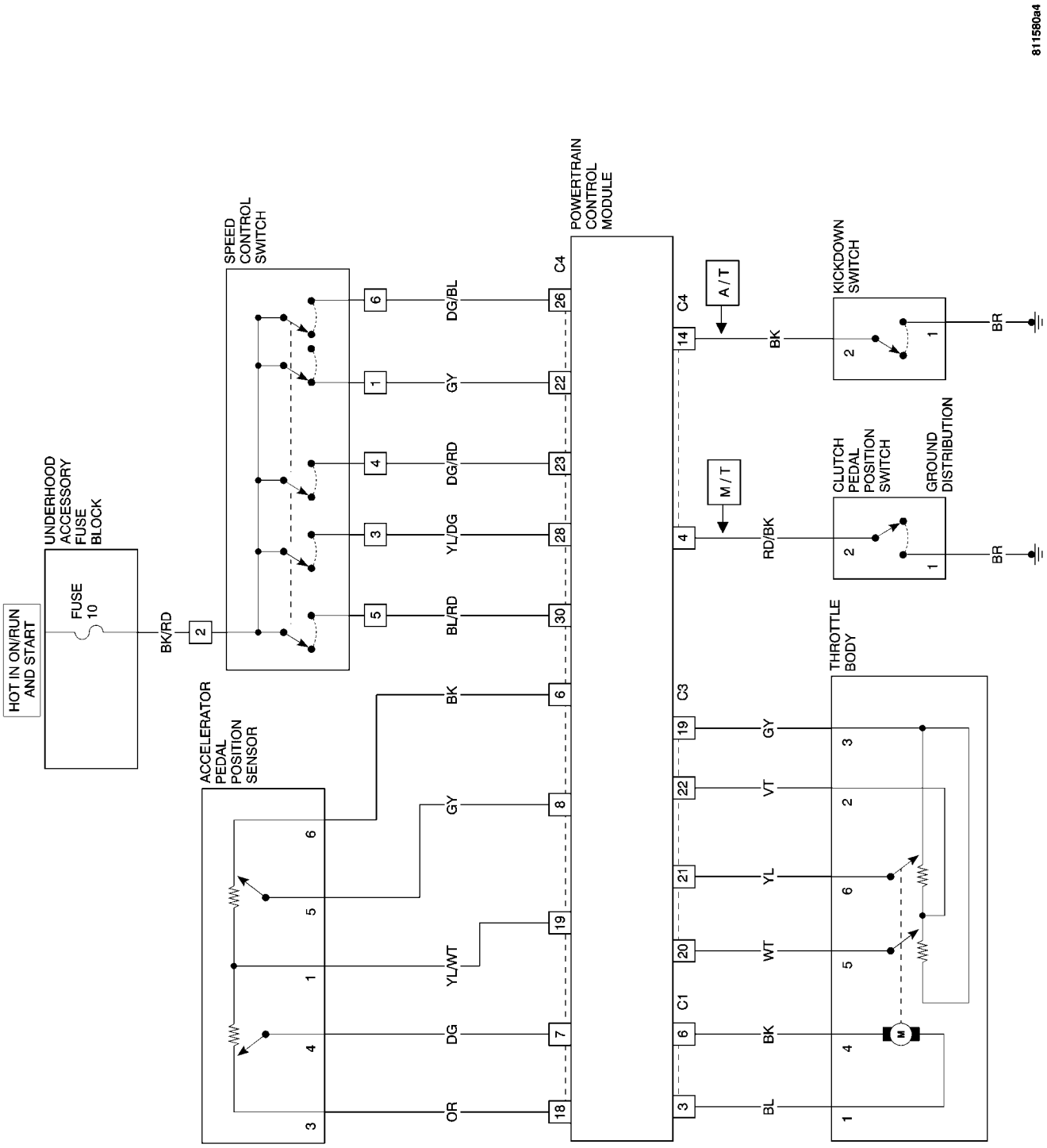
SCHEMATICS AND DIAGRAMS



SPEED CONTROL CIRCUIT DIAGRAM

SPEED CONTROL - SERVICE INFORMATION

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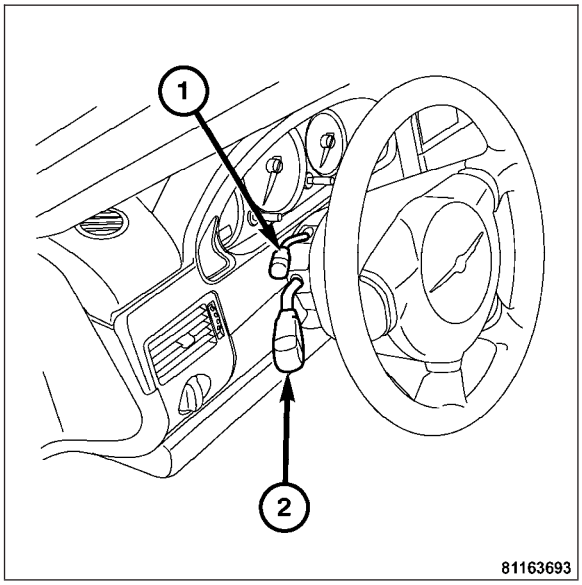
SPEED CONTROL - SERVICE INFORMATION

DESCRIPTION

WARNING: THE USE OF SPEED CONTROL IS NOT RECOMMENDED WHEN DRIVING CONDITIONS DO NOT PERMIT MAINTAINING A CONSTANT SPEED, SUCH AS IN HEAVY TRAFFIC OR ON ROADS THAT ARE WINDING, ICY, SNOW COVERED, OR SLIPPERY.

Note: A cable and a vacuum controlled servo are not used. This is a servo-less system.

Control of the speed control system is accomplished by a speed control switch (1) which is located just above the multi-function switch (2). The speed control system also uses other components of the vehicle to accomplish its tasks. The five other major components used are as follows; The PCM, Accelerator Pedal Position Sensor, Kickdown Simulator Switch, Throttle Body and the Clutch Pedal Position Switch (Manual Transmission). The speed control system is designed to operate at speeds above 25 m.p.h. (40 km/h).



OPERATION

When speed control operation is requested by the speed control switch, the PCM (Powertrain Control Module) allows a set speed to be stored in its memory for speed control. To store a set speed, press either of the SET switch functions while the vehicle is moving, at a speed above 25 m.p.h. (40 km/h). In order for the speed control to engage, the brakes cannot be applied, nor can the gear selector be indicating the transmission is in Park or Neutral.

The speed control can be disengaged manually by:

- Stepping on the brake pedal
- Pressing the speed control switch to OFF
- Depressing the clutch pedal (if equipped).

Note: Turning the Speed Control Switch OFF or turning off the ignition switch will erase the set speed stored in the PCM.

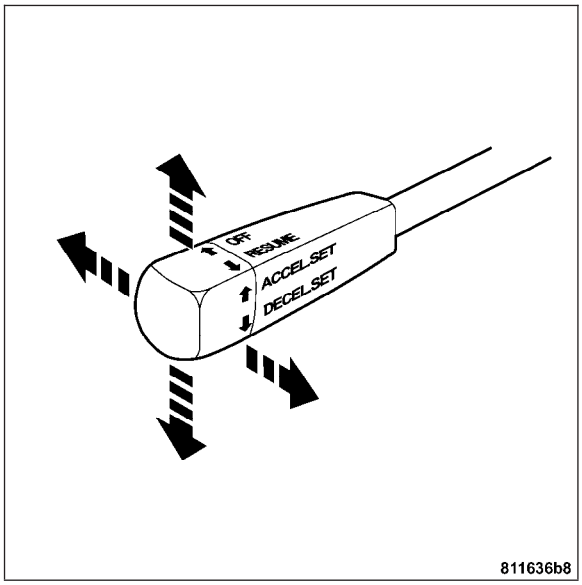
For added safety, the speed control system is programmed to disengage for any of the following conditions:

- An indication of Park or Neutral
- A rapid increase rpm (indicates that the clutch has been disengaged)
- Excessive engine rpm (indicates that the transmission may be in a low gear)
- The speed signal increases at a rate of 10 m.p.h. per second (indicates that the coefficient of friction between the road surface and tires is extremely low)
- The speed signal decreases at a rate of 10 m.p.h. per second (indicates that the vehicle may have decelerated at an extremely high rate)

Once the speed control has been disengaged, pulling the speed control switch forward into the RESUME position (when speed is greater than 30 m.p.h.) restores the vehicle to the target speed that was stored in the PCM.

While the speed control is engaged, the driver can increase the vehicle speed by pushing the speed control switch upward into the ACCEL,SET position. The new target speed is stored in the PCM when the ACCEL,SET switch position is released. The PCM also has a “tap-up” feature in which vehicle speed increases at a rate of approximately 2 m.p.h. for each momentary switch activation of the ACCEL,SET switch position.

A “tap down” feature is used to decelerate without disengaging the speed control system. To decelerate from an existing recorded target speed, momentarily push the speed control switch downward into the DECEL,SET switch position. For each switch activation, speed will be lowered approximately 1 m.p.h.



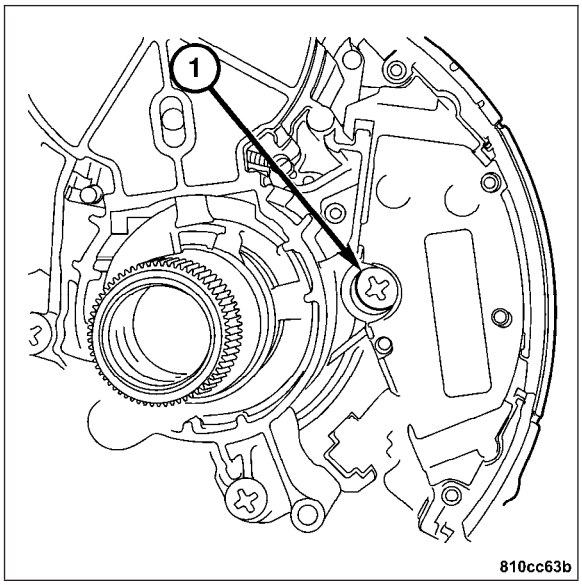
SWITCH

REMOVAL

WARNING: CAREFULLY READ ALL WARNINGS AND CAUTIONS ASSOCIATED WITH THE AIRBAG SYSTEM. Refer to Page 8O-82.

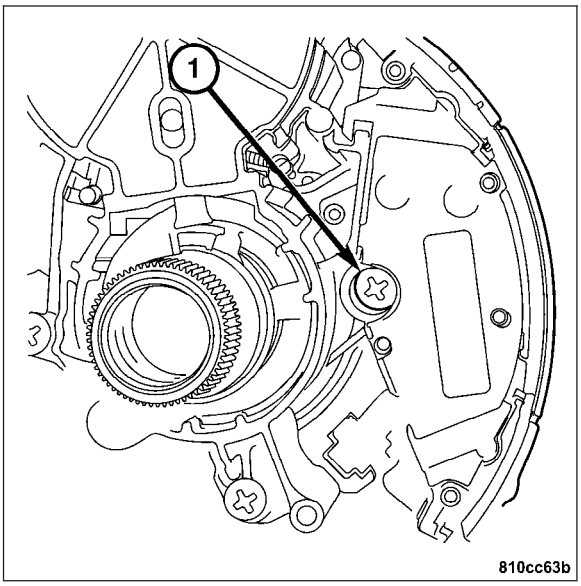
1. Disconnect the negative battery cable.
2. Remove the steering wheel. **Refer to Page 19-25**.
3. Remove the clockspring. **Refer to Page 8O-94**.
4. Remove the lower instrument panel. **Refer to Page 23-149**.

5. Remove the screw (1) attaching the speed control switch to the multi-function switch.
6. Disconnect the electrical connectors on the steering column.
7. Disconnect the wiring from the column.



INSTALLATION

1. Connect the wiring to the column.
2. Connect the electrical connectors on the steering column.
3. Install the screw (1) attaching the speed control switch to the multi-function switch.



4. Install the lower instrument panel. **Refer to Page 23-155**.
5. Install the clockspring. **Refer to Page 8O-96**.
6. Install the steering wheel. **Refer to Page 19-26**.
7. Connect the negative battery cable.