

INSTALLATION



1. REMOVE THE NEGATIVE BATTERY CABLE BEFORE INSTALLING THE CRUISE CONTROL COMPONENTS FOR SAFETY PRECAUTIONS. **FIGURE 1**

2. REMOVE (3) 10MM SCREWS TO RELEASE THE AIR-BAG AS SHOWN IN **FIGURE 2**.



CAUTION: ENSURE THAT BATTERY HAS BEEN DISCONNECTED FOR MORE THAN 90 SECONDS PRIOR TO REMOVAL OF AIRBAG; FAILURE TO HEED THIS WARNING MAY RESULT IN AIRBAG DISCHARGE AND MAY CAUSE SERIOUS INJURY OR DEATH.

3. PRESS IN SIDES OF BOTH CONNECTORS TO REMOVE AIRBAG.



CAUTION: BE SURE TO STORE AIRBAG FACE UP AS ILLUSTRATED IN FIGURE 3 TO REDUCE INJURY IN EVENT OF ACCIDENTAL DISCHARGE OF AIRBAG.

4. REMOVE PHILLIPS SCREWS TO RELEASE (2) SPOKE COVERS AT STEERING WHEEL. **FIGURE 4**. UNPLUG CONNECTOR FROM BACKSIDE AND DISCARD SPOKE COVERS. **FIGURE 5**.

NOTE: IF CRUISE SWITCH HARNESS IS NOT PRESENT IN WHEEL, VEHICLE CAN NOT BE UPGRADED FOR CRUISE.

5. PLUG IN SWITCHES AND USE SAME SCREWS TO INSTALL. REINSTALL AIRBAG. **FIGURE 6**.

6. MOST VEHICLES ARE PREWIRED FOR CRUISE. SEE PAGE 4 FOR REASSEMBLY AND TESTING INSTRUCTIONS. IF "CRUISE" LIGHT DOES NOT ILLUMINATE IN INSTRUMENT CLUSTER WHEN ON BUTTON IS PRESSED, USE THE CLOCKSPRING/ECM HARNESS AS SHOWN ON NEXT PAGE.

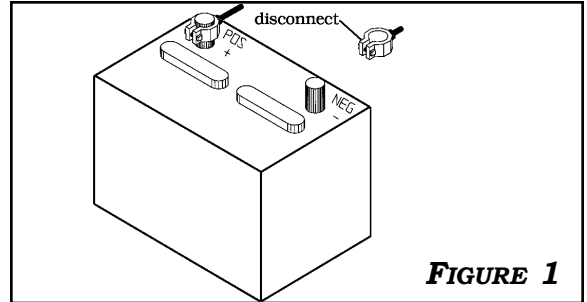
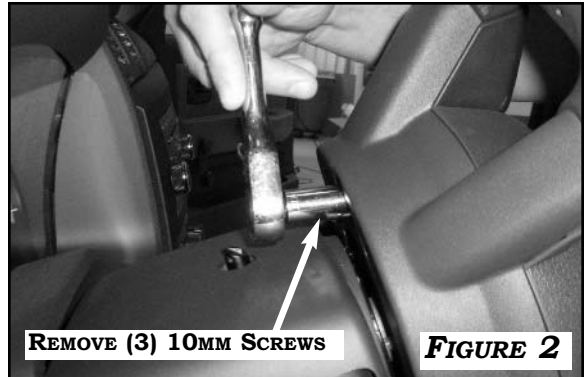
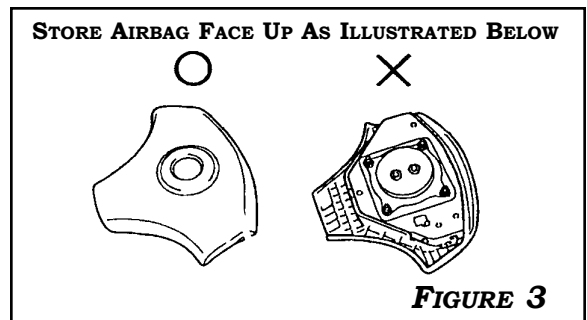


FIGURE 1



REMOVE (3) 10MM SCREWS

FIGURE 2



STORE AIRBAG FACE UP AS ILLUSTRATED BELOW

FIGURE 3

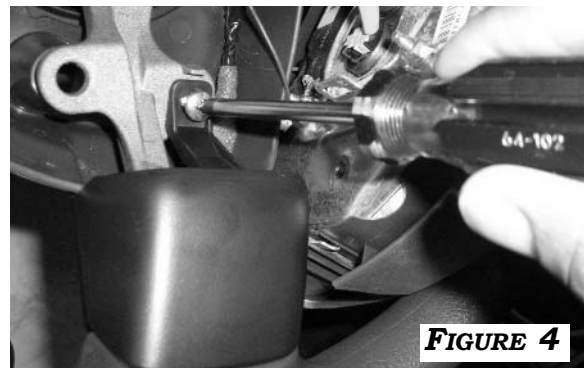


FIGURE 4



FIGURE 5



FIGURE 6

INSTALLATION

CLOCKSPRING/ECM HARNESS



1. REMOVE THE NEGATIVE BATTERY CABLE.
2. REMOVE LOWER STEERING COLUMN SHROUD. VERIFY POSITIONS ARE OCCUPIED.
3. LOCATE FAR RIGHT CLOCKSPRING CONNECTOR BELOW STEERING COLUMN. **FIGURE 7.** USING **CLOCKSPRING/ECM HARNESS** IN KIT, INSERT **PINK** CRUISE WIRE TO **PIN 4**, **YELLOW** CRUISE WIRE TO **PIN 5** AND **VIOLET** CRUISE WIRE TO **PIN 6**. IF WIRES ARE PRESENT, REMOVE PINS FROM ROSTRA CLOCKSPRING/ECM HARNESS ON CLOCKSPRING SIDE AND USE IN LINE CONNECTORS SUPPLIED IN KIT TO CONNECT. ROUTE CLOCKSPRING/ECM HARNESS THROUGH FIREWALL TO ECM.
4. LOCATE ECM AT PASSENGER SIDE FENDER WELL. GO TO THIRD CONNECTOR (WHITE ON BOTTOM SIDE). **FIGURE 8.** REMOVE TOP OF CONNECTOR. LOCATE **PIN 15 VIOLET/BROWN WIRE**, **PIN 18 VIOLET/ORANGE WIRE**, AND **PIN 34 VIOLET WIRE**. **FIGURE 9.** IF WIRES ARE PRESENT, THEN VEHICLE IS PREWIRED. REMOVE PINS FROM ROSTRA CLOCKSPRING/ECM HARNESS ON ECM SIDE AND USE IN LINE CONNECTORS SUPPLIED IN KIT TO CONNECT.
5. RELEASE SLOT CLIP TO FREE PINS IN CONNECTOR. USE PRECISION TOOL TO BREAK PLASTIC INSERT IN OPENING OF **PIN 15, 18 AND 34** OF CONNECTOR **FIGURE 10.** THEN PUSH OUT REMAINS ON REVERSE SIDE AS SHOWN IN **FIGURE 11.**

CAUTION: BE SURE PLASTIC INSERT IS FULLY REMOVED BEFORE INSERTING EACH PIN.
6. INSERT **PINK** CRUISE WIRE TO **PIN 18** OF ECM, **VIOLET** CRUISE WIRE TO **PIN 34**, AND **YELLOW** CRUISE WIRE TO **PIN 15**. ONCE PINS ARE INSERTED, RE-ASSEMBLE CONNECTOR.

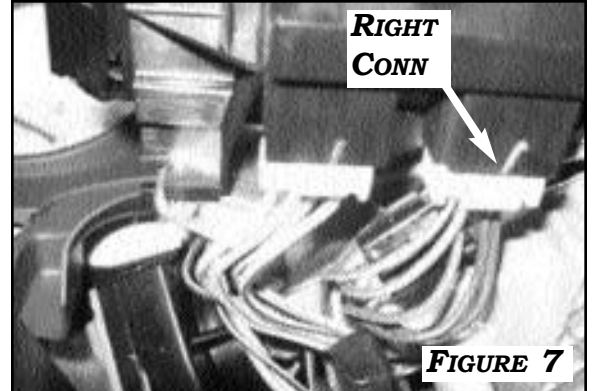


FIGURE 7

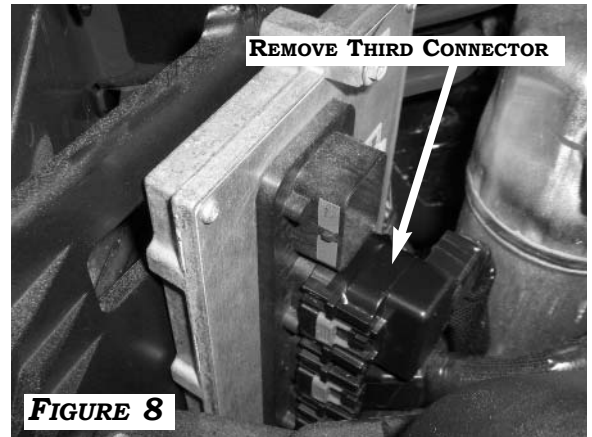


FIGURE 8

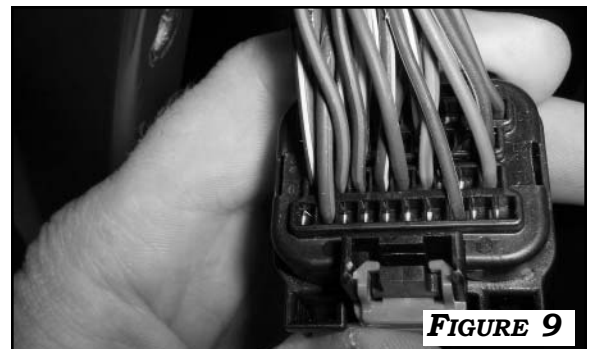


FIGURE 9

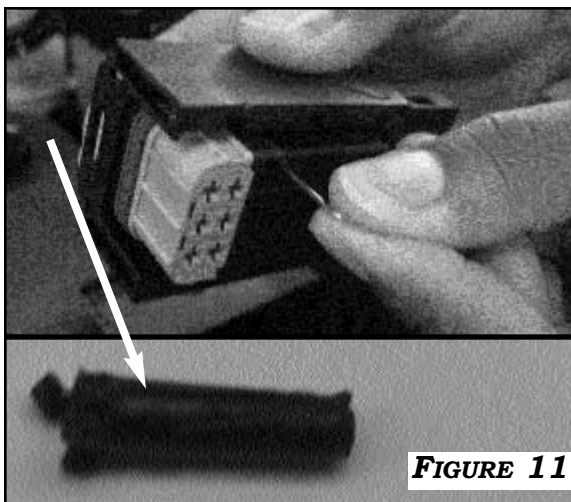


FIGURE 11

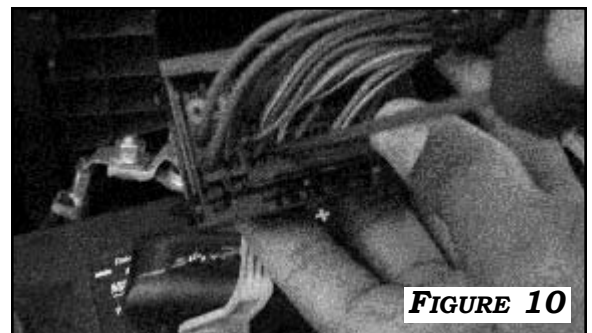


FIGURE 10

INSTALLATION

REASSEMBLY



1. RECONNECT NEGATIVE BATTERY CABLE AND TORQUE NUT TO **35 FT*LBS.**

TESTING

PRESS [**On/Off**] BUTTON AND VERIFY “CRUISE” LIGHT ILLUMINATES IN INSTRUMENT CLUSTER. IF IT DOES NOT, SEE PAGE 3.

WHILE DRIVING VEHICLE, PRESS [**On/Off**] BUTTON ON CRUISE SWITCH TO ENGAGE CRUISE CONTROL. WITH VEHICLE ABOVE MINIMUM SET SPEED (REFER TO OWNER’S MANUAL), VERIFY THE FOLLOWING:

1. PRESSING [**Set**] ON CRUISE SWITCH CAUSES CRUISE TO CONTROL VEHICLE AT DESIRED SPEED.
2. PRESSING VEHICLE’S **BRAKE** PEDAL OR SHIFTING INTO NEUTRAL RETURNS CONTROL OF VEHICLE SPEED TO DRIVER.
3. PRESSING [**Resume**] ON CRUISE SWITCH CAUSES CRUISE TO RETURN VEHICLE TO DESIRED SPEED.
4. PRESSING [**Cancel**] ON CRUISE SWITCH RETURNS CONTROL OF VEHICLE SPEED TO DRIVER. PRESSING [**Resume**] ON CRUISE SWITCH CAUSES CRUISE TO RETURN VEHICLE TO DESIRED SPEED.
5. PRESSING [**On/Off**] TURNS OFF CRUISE AND RETURNS CONTROL OF VEHICLE SPEED TO DRIVER. PREVIOUSLY SET SPEED IS REMOVED FROM CRUISE’S MEMORY.

TROUBLESHOOTING

1. CHECK ALL INSERTIONS AND CONNECTIONS AT THE ECM, CLOCKSPRING, AND CONNECTOR BEHIND AIRBAG.
2. CHECK FOR CONTINUITY FROM AIRBAG CONNECTOR TO ECM.
3. MAKE SURE WIRE COLORS ON THE CLOCKSPRING/ECM HARNESS MATCH ALL PIN LOCATIONS ON PAGE 3.



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