

SUPPLEMENTARY INSTALLATION INSTRUCTION FOR GMC/MH ROSTRA'S ALL ELECTRIC CRUISE CONTROL

Reference: Rostra Form for 250-1223

Date: Sept, 08

STEP 1: Throttle Cable Set-up (Three Bead Connector & Extension Bracket w/Snap-In Adapter)

- A) Cut & bend Extension Bracket for use of Square Hole inboard of OEM square hole Accelerator cable mount. Attach (Rivet, weld or bolt) Ext. Bracket onto OEM Throttle Cable bracket next to & inboard of OEM Square hole. Similar to Fig 23 only new cable is inside position & OEM Carb. Accelerator cable is outboard position.
- B) Thread ¼-20 nut onto Cable assemble approximately 2" of total thread (Fig 20 & 21)
- C) Install Snap-On Adapter onto cable & adjust for approximate length required to fit Carburetor Cruise Control Shaft. Note: Don't snap into bracket at this time.

Step II: Signal Generator Installation

- A) Disconnect OEM Speedometer Cables (2) from OEM Cruise Control Sensor. Remove OEM Cruise Control Sensor, Vacuum actuator unit & Vacuum tubing (plug/seal vacuum tubing).
- B) Route Speedometer Cable from T-mission inboard with large loop of cable w/end toward Port side (outboard) about 2 feet from Distributor. Attach cable to Signal Generator's small black male threaded fitting (use small o-ring).
- C) Route Speedometer Cable to speedometer outboard with large cable loop in front of Vertical Step section. Attach to Signal Generator's large black male threaded fitting. Secure PG w/wire ties, against the vertical step near the port side of the engine cover opening

Step III: Actuator Assembly (AA) Program Switch Setting (ref. pp 7)

- A) Remove the rubber cover (rectangular) from AA & view Switches/LED.
- B) Set Program Switches (12) as follows: (2, 3, 4, 11 & 12 Switch is on)

Sw# 1	Off	NOTE: See Manual (pp 8) for other custom setting, as desired !!!!!
Sw# 2,3,4,11 & 12	ON	
Sw# 5,6,7,8,9 & 10	Off	NOTE: Replace Rubber Cover

Step IV: Actuator Assemble (AA) Installation

- A) Route Cruise Control's Throttle Cable beside OEM Throttle Cable & the Distributor Cap thru the Square hole (do not snap in place).
- B) Locate & mount the AA to bottom of floorboard (Port Side) near Engine Cover Opening (above T-mission dipstick & aft of Air Cleaner Horn). Cut off of the mounting bracket if clearance is required, leaving a large hole at end of bracket & attach to AA with bracket aimed in the direction of the throttle cable. Attach bracket via the end large hole (or center if not cut off) to the Floorboard using the existing 5/16" bolt that is thru the floorboard & metal frame (seat pedestal, middle bolt fore & aft). Aim the throttle cable aft & slightly outboard & then inboard such that a large arc is formed. Snap cable into Square Hole & attach the Three Bead Connector & cable to the carburetor's Cruise Control shaft. Install slip-on clip (GM Hat Clip, item N) to secure the Three Beads Connector (cut small section of clip & spread to allow installation over the shaft end). Push on for final position. Adjust cable for slight slack w/throttle closed.

Step V: Wiring Installation (DO NOT USE BLUE OR RED SELF STRIPPING CONNECTORS)

A) Route a portion of AA wire harness aft:

- 1) 2 wire connector to Signal Generator (shorten twisted blue & gray as necessary--plug connector in "ALL THE WAY" & tape to seal)
- 2) Blue wire to Distributor's Tack output connector terminal as stated in installation book, pp 7 OR to chassis Ground w/black wire IF excessive "Drop Outs Occur".
- 3) Black Ground wire. Clean "Engine Opening" metal frame & attach Black Ground Wire (use battery corrosion prevention material (or other) on metal frame & attachment parts).

NOTE: Install a section of the split tubing over the aft wires to the Signal Generator & remaining tubing over the forward wires. Tape the ends/center of the split tubing.

B) Remove Dash Instrument cover (next to windshield) & Route remaining AA wire harness forward below floorboard & up into the existing bulkhead hole w/rubber grommet (behind Radio & contains wires & Temperature Control Bowden cable from Heater Control Panel). Disconnect the square 4-wire connectors for ease of routing thru the bulkhead hole. Lift Bowden cable & insert square 4-wire connectors w/ wires thru the hole. NOTE: Stow or remove Gray wire...not used. Mate the square 4-wire connectors & tape close for seal & prevent accidental disconnection.

C) Route Brown wire w/fuse holder thru dashboard (under Radio) to fuse panel behind Glove Box. Insert onto/under Accessory/Heater Fuse (non fused end).

D) Remove Lower portion of Instrument (cover for lower steering column) & Locate Brake Switch (above Brake Peddle) & note connector w/3 wires (orange, white & blue) or two wires (white & blue on late models). Probe these wires & determine which is "hot" all the time. Remove insulation on section of the "Hot" wire (Orange or Blue) & solder onto it the Red wire w/fuse holder. Remove insulation on section of White wire & solder onto it the Violet wire. Tape over solder connections.

Note: ALTERNATE WIRING FOR VIOLET WIRE: Locate the OEM Cruise Control Disable Switch (near/top of Brake Lite Switch w/Pink & Brown wires) & cut both wires from switch w/a few inches of wire remaining on switch connector. Attach the Violet wire to one of Switch lead wires (pink) & attach a short wire to the other Switch wire (Brown). Route this wire (Brown) to a good chassis ground. SEE NOTE 3.

E) Install Control Switch onto OEM Turn Signal Lever (Loctite set screws). If Alternate violet wire method is not used, disable/disconnect (pull off) the OEM Cruise Control Disable Switch (near/top of Brake Light Switch w/ Pink & Brown wire) & then cut off the OEM Turn Signal Lever w/Tube Cutter. Cut & stow internal wires. Route 4-wire connector (flat/in-line) up thru bottom of Dash Board near Steering Column to area where wires were routed thru rubber grommet (below radio). Mate 4-pin connector (in-line) & tape up to seal & prevent accidental disconnection.

F) See pp19 for installation instructions for the Light Green Neutral Safety (NSS) & the Orange Enable Output (ENO) wires if desired. SEE NOTE 2.

END !!! HAPPY GMC CRUISING !!!! Rostra's Technical Assistance 800-732-4744

NOTE:

- 1) Some Alternators create Electrical Interference with the CC. Best to add a 6 AWG wire between the Alternator & the Engine cover frame to minimize the Electrical Interference as a precautionary step.
- 2) If you want the Dash's Tell-Tale CC Light (Green) to function, connect the Orange wire to the OEM CC's Transducer/Regulator wire of the single wire connector at the Transducer/Regulator.
- 3) Verify CC OEM Electrical Dump Switch adjustment as follows:

After Violet wire & Ground wire is attached to the switch, verify the switch adjustment with a DC Test Lite. Attach Test Lite wire to +12v DC & probe the Violet wire. Test Lite should glow. Press on the brake peddle & lamp should go out. Release the brake peddle & lamp should glow. Repeat to verify operation. Adjust brake lite mounting nuts as necessary to obtain proper operation.