

Cruise control system, removing and installing

Cruise control system for vehicles with diesel engines

In vehicles with diesel engines, the functions of the cruise control system are controlled by the fuel injection control module.

Aside from the cruise control switch in the turn signal lever, there are no additional components.

Cruise control system for vehicles with 4 and 6-cylinder gasoline engines

CAUTION!

Disconnect the battery Ground (GND) strap before working on the electrical system.

Notes:

- ◆ *Before disconnecting the battery, determine the correct coding for the anti-theft radio.*
- ◆ *Once the battery is reconnected, check and activate the vehicle's electrical equipment (radio, clock, comfort and convenience features, etc.) as outlined in this Repair Manual or the Owners Manual.*

Vehicles with electronically-operated throttle valve

In vehicles with fuel injection, the functions of the cruise control system are controlled by the fuel injection control module.

Aside from the cruise control switch in the turn signal lever, there are no additional components.

Vehicles with mechanically-operated throttle valve

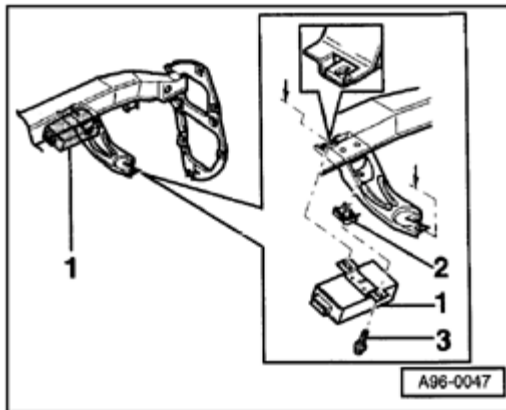
The cruise control, control module -J213- is located behind the airbag unit on the passenger side.

Cruise control, control module -J213-, removing and installing

Follow the sequence of operations below:

- Remove glove box.

⇒ [Repair Manual Body Interior, Repair Group 68](#)



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- Detach control module -1- by removing Phillips-head screw -3- from clip nut -2-.
- Tightening torque: 3 Nm (27 in. lb)
- Withdraw control module from mounting bracket and disconnect harness connector.

Actuator linkage, adjusting

4-cylinder engines

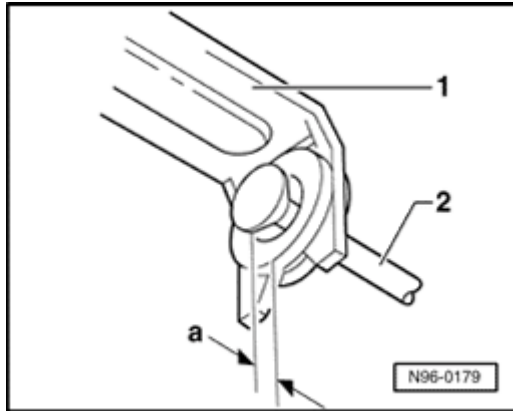
Depending on the engine, only the installation position of the linkage varies in the different 4-cylinder engines.

Follow the sequence of operations below:

- Start engine and allow to idle (throttle valve at idle).
- Screw in linkage -2- up to stop and then turn back one turn ($360^\circ \pm 90^\circ$).

The play -a- between linkage -2- and actuator -1- must be 0.5-1.0 mm.

- Secure linkage from moving (locknut).

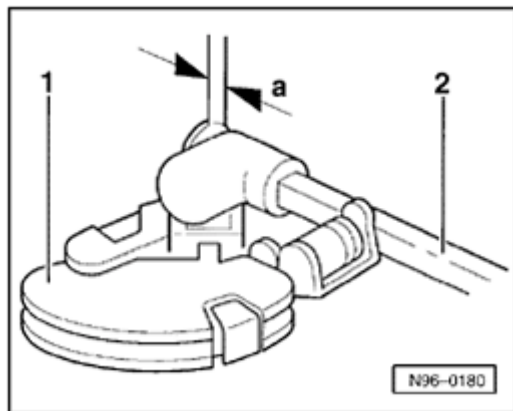


6-cylinder engines

The adjustment is the same as on the 4-cylinder engine.

The play -a- between linkage -2- and the stop plate on cam plate -1- must be 0.5-1.0 mm.

- Secure linkage from moving (locknut).



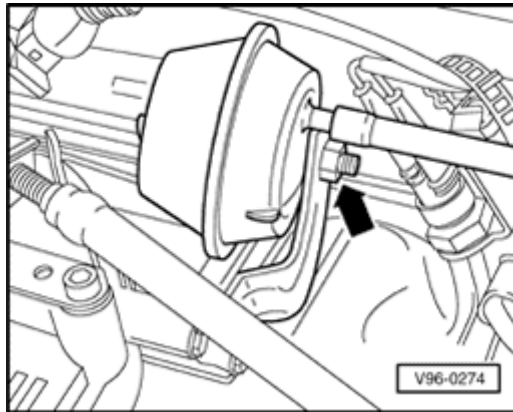
Actuator, removing and installing

Depending on the engine, the installation position of the individual actuators can vary.

Follow the sequence of operations below:

- Remove vacuum line.
- Unscrew or unclip linkage.
- Disconnect actuator from bracket (arrow).

Tightening torque: 25 Nm (18 ft lb)



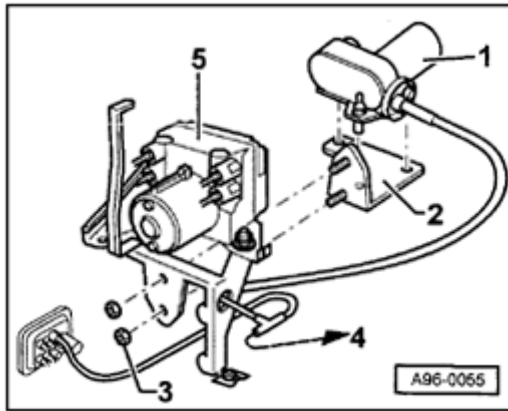
Vacuum pump, removing and installing

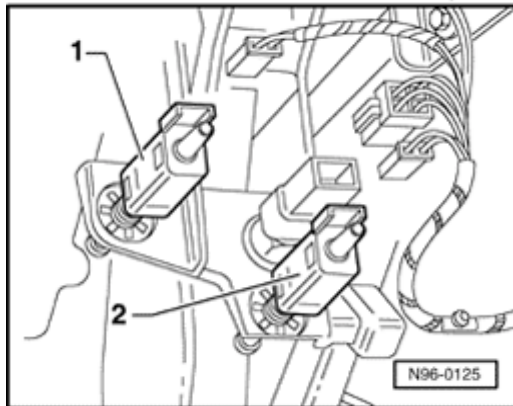
The vacuum pump is located under the ABS unit and can be removed after removing the left-front wheel housing liner.

Follow the sequence of operations below:

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- Remove retaining nuts -3- (5 Nm or 44 in. lb) and remove unit toward left through wheel housing.
- Lift vacuum pump -1- complete with its rubber nubs up and out of bracket -2-.
- 4 - Vacuum line routing to actuator





Vent valves, removing and installing

- A** *Follow the same procedure for both valves when removing and installing the clutch pedal vent valve -1- and the brake pedal vent valve -2-.*

Removing

Follow the sequence of operations below:

- Disconnect harness connector and vacuum line.
- Push or rotate vent valve out of its bracket.

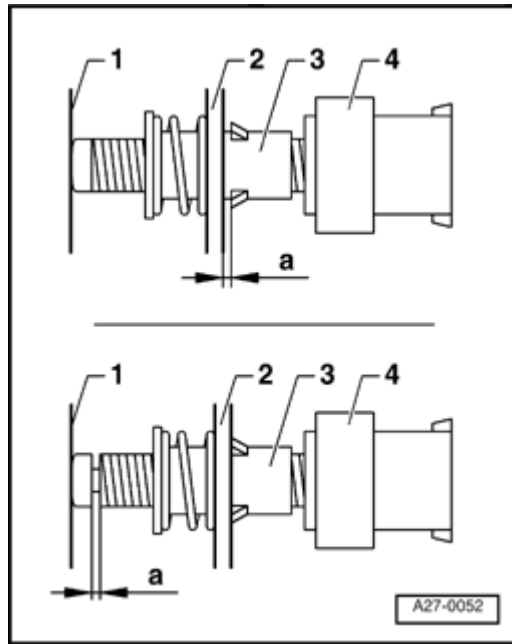
Installing

Note:

To ensure that the valve is seated firmly enough, the valve may only be re-installed once.

- Pedal in released position
- Push vent valve into bracket as far as stop (e.g. using 10 mm box wrench); do not rotate it in.

27-55



⚠ A new bracket is being used as of model year 1998 ➤.

After installation, the vent valve must be in the following position:

a - 0 - 0.7 mm

1 - Pedal stop surface

2 - Pedal bracket

3 - Bracket

4 - Vent valve

- Connect harness connector and vacuum line.

Cruise control vacuum system, checking for leaks

Follow the sequence of operations below:

- Remove vacuum line from vacuum pump.
- Push diaphragm on actuator inward.
- Plug removed vacuum line.
 - If actuator diaphragm remains pressed and does not move: system is airtight
 - If actuator diaphragm returns to its original position: system has a leak

Note:

Malfunctions can be caused by incorrectly set vent valves, leaking actuators or by cracks in the vacuum lines.