

CHRYSLER CORP.

Chrysler Corp.

DESCRIPTION

System is electrically actuated and vacuum operated. Turn signal lever on steering column incorporates a slide switch which has three positions: "OFF", "ON" and "RESUME SPEED". A speed set button is located in the end of lever. System will not function under 30 MPH.

OPERATION

Engaging System — Move slide switch to "ON" position, attain desired speed, then momentarily depress and release speed set button. Remove foot from accelerator and speed will be maintained at selected level. Moving slide switch from "OFF" to "ON" while car is in motion establishes memory without system engagement at that speed.

Disengaging System — Normal brake application or a soft tap on brake pedal will disengage control unit without erasing speed memory. Moving slide switch to "OFF" or turning ignition off also disengages system and in addition, erases speed memory.

Resuming Speed — Move slide switch to "RESUME" position.

Changing Speed Setting — To increase speed, accelerate to desired speed and momentarily depress and release speed set button. When unit is engaged, tapping button will increase speed in small amounts. To decrease speed, tap brake pedal lightly to disengage system. When desired speed has been obtained, depress and release speed set button. Decrease in

speed can also be obtained by holding set button depressed until desired speed is attained. Releasing button engages system at that speed.

TROUBLE SHOOTING

NO SPEED CONTROL WHEN BUTTON PRESSED

Slide switch in "OFF" position. Fuse blown. Faulty electrical circuit. Vacuum leak. Insufficient brake switch clearance. Speed control throttle cable disconnected.

NO RESUME WHEN SLIDE SWITCH MOVED

Insufficient movement of slide switch. Faulty electrical circuit.

NO AUTO. RELEASE WITH PEDAL DEPRESSED

Speed control cable kinked or damaged. Improper adjustment of brake switch. Faulty electrical circuit.

SPEED CONTROL ENGAGES WITHOUT ACTUATING SPEED SET BUTTON

Faulty electrical circuit.

CARBURETOR DOES NOT RETURN TO NORMAL IDLE

Speed control cable kinked or damaged. Speed control cable improperly adjusted. Standard throttle linkage faulty.

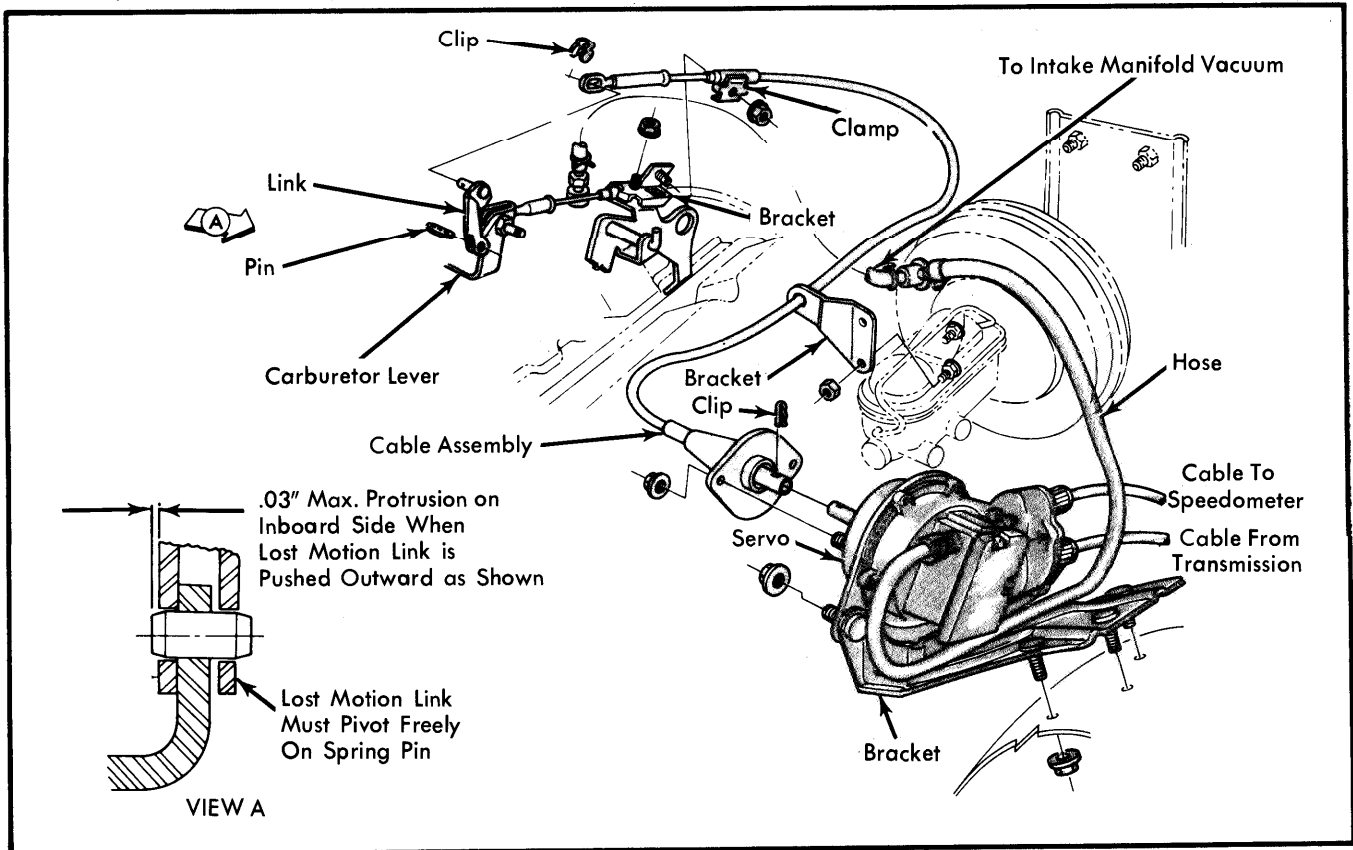


Fig. 1 Chrysler Corp. Speed Control Engine Components Identification

CHRYSLER CORP. (Cont.)

SPEEDOMETER NOISE, EXCESSIVE NEEDLE FLUTTER OR ERRATIC SERVO LOCK-IN PERFORMANCE

Speedometer cable kinked or damaged. Cable core bent or too long. Cable ferrule nut loose at speedometer head, transmission or speed control servo. No lubrication on speedometer cable or core. Noisy speedometer head assembly.

SPEED SETTING AFTER LOCK-IN, TOO HIGH OR TOO LOW

Improper speed control throttle cable adjustment. Vacuum leak. Improper speed control lock-in adjustment.

UNIT DISENGAGES ON ROUGH ROAD

Insufficient brake switch clearance.

RESUME SPEED POSSIBLE BELOW 20 MPH

Faulty low speed inhibit switch in servo unit. Faulty electrical circuit.

SPEED CONTROL ENGAGES WHEN ENGINE STARTED OR DOES NOT DISENGAGE WITH PEDAL DEPRESSED

Faulty electrical circuit.

TESTING

SPEED CONTROL SWITCH

1) Disconnect 4-wire connector at steering column. Connect a 12 volt positive source to terminal 3 in connector going to speed control switch. With switch in "ON" position, connect a test lamp between connector terminal 1 and ground. Lamp should light and then go out when speed set button is depressed. See Fig. 2.

2) Move test lamp lead to terminal 4. Lamp should light with switch in "ON" position and go out when switch is moved to "OFF" position. With switch in "ON" position, move test lamp lead to terminal 2. Lamp should light when speed set button is depressed or switch moved to "RESUME" position.

3) If switch does not operate properly in all tests, replace it. If switch operates properly in all tests, complete brake switch and servo unit tests.

BRAKE SWITCH

Disconnect double connector at switch pigtail and connect a 12 volt source to either terminal, then connect a test lamp from other terminal to ground. Test lamp should light with brake pedal in normal position. Test lamp light should go out when brake pedal is depressed a maximum of 1/2" if switch is correctly adjusted.

SERVO UNIT

Locking Coil Test — Turn ignition switch to "ACC" or "ON" position and move slide switch to "ON" position. Momentarily disconnect and connect the double connector at terminals at servo. A clicking sound should be detected in servo. If no clicking sound is heard, replace servo.

Holding Coil and Low Speed Switch Test — Without removing connectors at servo, place one test lamp lead to terminal with white-red wire and the other lead to ground. Block

front wheels, raise rear of vehicle, start vehicle and accelerate to 35 MPH. With slide switch in "ON" position, depress and release "SPEED SET" button. Speed should increase above 35 MPH and test lamp light should stay on. Depress brake pedal to disengage system and test lamp light should go out.

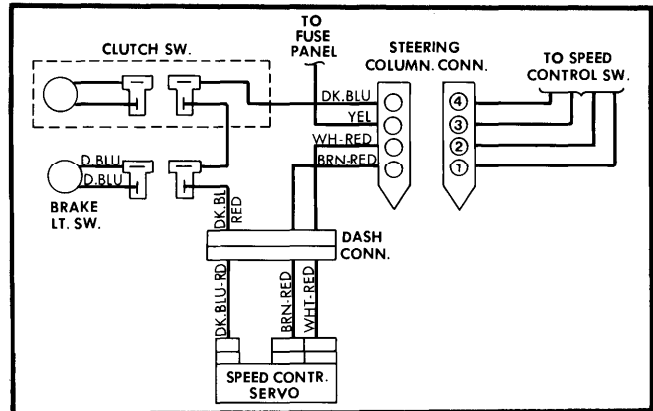


Fig. 2 Wiring Diagram of Chrysler Corp. Speed Control System

ADJUSTMENTS

SPEED CONTROL THROTTLE CABLE

Remove spring clip and insert a 1/16" diameter pin between forward end of slot in cable and carburetor linkage pin. With choke in full open position and carburetor at curb idle, pull back on cable (toward dash panel), without moving carburetor linkage, until all free play is removed. Tighten cable clamp bolt to 45 INCH lbs., remove pin and install clip.

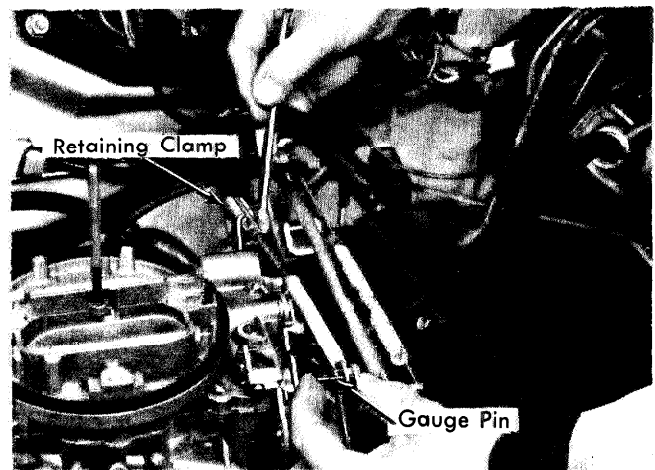


Fig. 3 View Showing Adjustment of Servo Throttle Cable

BRAKE LIGHT/SPEED CONTROL SWITCH

1) Loosen switch assembly to pedal bracket screws and slide switch assembly away from pedal blade or push rod. Push in on brake pedal, release and allow pedal to return to natural position.

NOTE — Do not pull back on brake pedal.

5-58 Speed Control Systems — Automatic

CHRYSLER CORP. (Cont.)

2) Insert a suitable spacer gauge (.150" on Gran Fury, .130" on all others) on brake pedal blade. Slide switch toward pedal blade until plunger is fully depressed. Tighten switch bracket screws to 75 INCH lbs. Remove spacer and check switch operation.

SERVO UNIT (LOCK-IN SCREW ADJUSTMENT)

NOTE — Lock-in accuracy will be affected by engine being out of tune, adverse power-to-weight ratio, and improper slack in throttle control cable.

If speed drops more than 2 to 3 MPH when speed control is activated, lock-in adjusting screws should be turned counter-clockwise approximately $\frac{1}{4}$ turn for each 1 MPH correction required. If speed increases more than 2 to 3 MPH, turn screw clockwise approximately $\frac{1}{4}$ turn for each 1 MPH correction required. If screw is loose, stake side of servo housing adjacent to screw to ensure a snug fit.

CAUTION — Screw should never be turned more than 2 turns in either direction or damage to servo unit may occur.

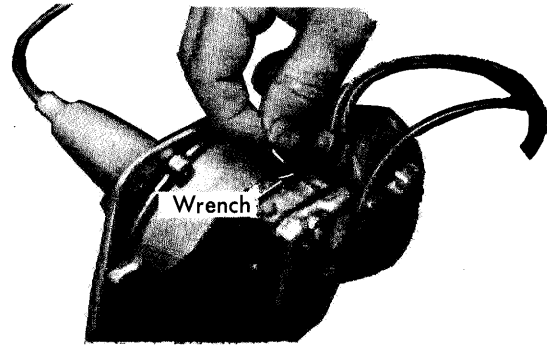


Fig. 4 View Showing Adjustment of Lock-In-Screw