

DIAGNOSIS AND TESTING (Continued)

The actuator cable should be adjusted as tightly as possible without opening the throttle plate or increasing the idle speed. Electrical connections must be complete and tight. The wiring harness must be properly routed. Look for damaged wiring insulation or evidence of shorts.

Any concern revealed by the visual inspection should be corrected before further tests of the speed control system are made.

Control Switches Test

Tools Required:

- Rotunda Digital Volt-Ohmmeter 014-00407
- Rotunda Speed Control Tester 007-00013

Check main feed fuse and stoplamp fuse first. If these fuses are OK proceed with test. Disconnect the 6-pin connector at the speed control amplifier assembly. Refer to the wiring diagram before performing the following checks.

1. Connect a voltmeter across Circuit 151 (LB/BK) and ground. With ignition in the ON position depress the ON button and check for battery voltage.

2. Connect an ohmmeter between Circuit 151 (LB/BK) and ground.
3. Rotate the steering wheel throughout its full range of motion while making the following checks.
 - a. Depress the OFF button and check for a reading between 0 and 1 ohm.
 - b. Depress the SET ACCEL button and check for a reading between 714 and 646 ohms.
 - c. Depress the COAST button and check for a reading between 126 and 114 ohms.
 - d. Depress the RESUME button and check for a reading between 2310 and 2090 ohms.

If resistance values are above the allowable limits, check the switch assemblies, clockspring circuits and ground circuit.

Reconnect the 6-pin connector at the speed control amplifier.

