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.

SUPPLEMENTARY INSTALLATION INSTRUCTION FOR GMCMH 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
Sw# 2,3,4,11 &12	ON	desired !!!!!
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.

INSTALLATION

III. ATTACHING CRUISE CABLE TO THROTTLE (Continued)

B. Pulley Assembly *(Dual)* Using The T-BAR ADAPTOR

1. Remove air cleaner to expose the dual pulley segments.
2. Find the blank anchor that is located above the throttle anchor. Follow the instructions for anchoring the CRUISE CABLE, See ***Page 15***.
3. Attach a BEAD CHAIN CONNECTOR onto the CRUISE CABLE. ***Figure 11***
4. Attach the T-BAR ADAPTOR to the top pulley segment. Slide the CONNECTOR COVER onto the T-BAR ADAPTOR.
5. Attach the T-BAR ADAPTOR to the BEAD CHAIN CONNECTOR. Make sure to slide the CONNECTOR COVER over the BEAD CHAIN CONNECTOR. ***Figure 12***

C. Pedal Attachment

1. Select a TUBE CLAMP that fits around the top of the accelerator pedal shaft. Make sure the tabs of the TUBE CLAMP point away from the bulkhead.
2. Attach the BEAD CHAIN to the CRUISE CABLE with a BEAD CHAIN CONNECTOR. Make sure to use a CONNECTOR COVER.
3. After you determine the length of BEAD CHAIN needed to attach to the accelerator pedal shaft, cut BEAD CHAIN and attach to the EYELET CONNECTOR. Make sure to use a CONNECTOR COVER.
4. Put M5 BOLT through the holes in the TUBE CLAMP. Slide the EYELET CONNECTOR over the bolt. Thread LOCKNUT onto the bolt and tighten. ***Figure 13***

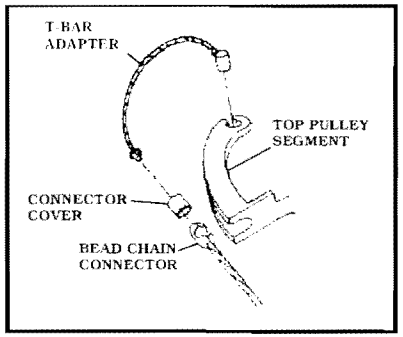


Figure 11

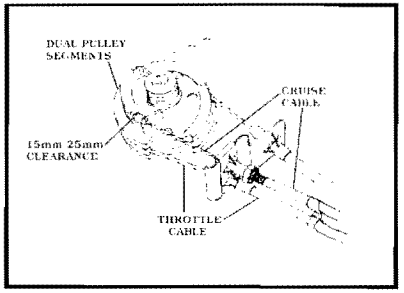


Figure 12

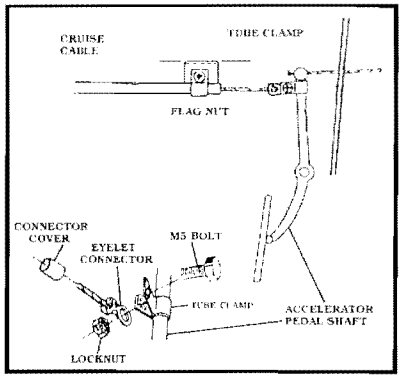


Figure 13

WARNING
Failure to follow the instruction manual could not only cause the **GlobalCruise** to work improperly, but could cause the throttle to hang up, possibly causing damage to your vehicle and injury and/or death to you and your passengers.

INSTALLATION

III. ATTACHING CRUISE CABLE TO THROTTLE (Continued)

D. **Ford**™ Throttle

1. Select a TUBE CLAMP that fits the throttle cable. Make sure the tabs of the TUBE CLAMP point away from the carburetor or air throttle, this will prevent the throttle from hanging. ***Figure 14***
2. Attach CRUISE CABLE to the EYELET CONNECTOR.

NOTE: Use the CONNECTOR COVER.

3. Put the M5 BOLT through the holes in the TUBE CLAMP. Slide the EYELET CONNECTOR over the bolt. Thread the LOCKNUT onto the bolt and tighten. ***Figure 14***
4. ***Figure 15*** is an example of a **Ford**™ Throttle connection using the TUBE CLAMP.

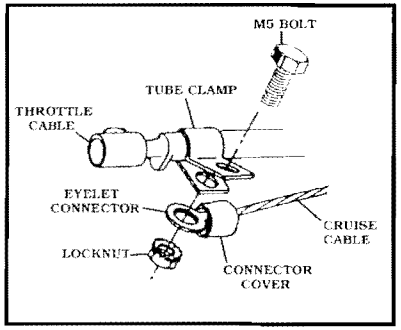


Figure 14

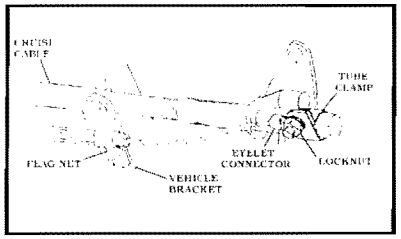


Figure 15

E. ***General Motors***™ and **Chrysler**™ Throttle using THREE BEAD CONNECTOR.

1. Most **General Motors**™ vehicles and many **Chrysler**™ vehicles can use the THREE BEAD CONNECTOR to attach the CRUISE CABLE. ***Figure 16***

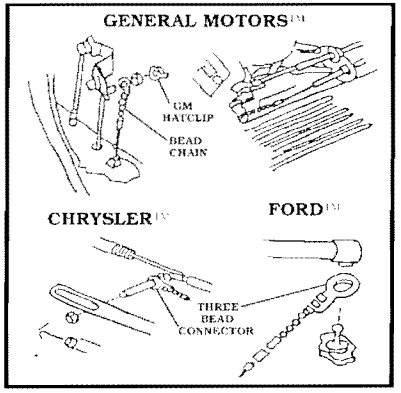


Figure 16

WARNING
Failure to follow the instruction manual could not only cause the **GlobalCruise** to work improperly, but could cause the throttle to hang up, possibly causing damage to your vehicle and injury and/or death to you and your passengers.

III. ATTACHING CRUISE CABLE TO THROTTLE (Continued)

E. General Motors™ and Chrysler™ Throttle using THREE BEAD CONNECTOR. (Continued)

2. Attach the BEAD CHAIN to the THREE BEAD CONNECTOR. Secure beads by folding the metal tabs. ***Figure 17***
3. Remove clip or pin which retains throttle cable *(and washer if provided)* and install THREE BEAD CONNECTOR on the same side of throttle cable that the CRUISE CABLE will be anchored *(this is necessary so that CRUISE CABLE and throttle cable will not cross)*.
4. The THREE BEAD CONNECTOR may need to be bent so that it clears the throttle cable. ***Figure 18*** Use the TIE STRAP ***(102MM)*** to hold the THREE BEAD CONNECTOR to the sleeve of the throttle cable. ***Figure 18***

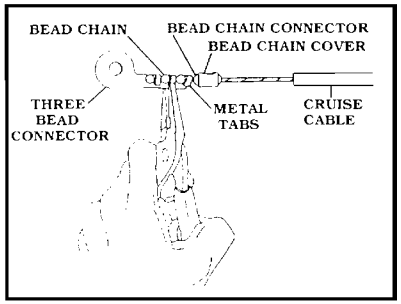


Figure 17

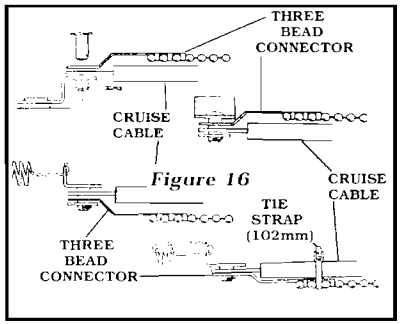


Figure 16

Figure 18

F. General Motors™, Ford™and Chrysler™ Throttle using STUD-CLIP W CABLE.

1. Some **General Motors™, Ford™**and **Chrysler™** vehicles have an attachment stud on the throttle pulley.
2. Slide a BEAD CHAIN CONNECTOR COVER over the CRUISE CABLE, then attach the Bead CHAIN CONNECTOR to the cable. Attach the STUD-CLIP W CABLE to the BEAD CHAIN CONNECTOR and slide the CONNECTOR COVER over the BEAD CHAIN CONNECTOR. ***Figure 19***
3. Slide the STUD CLIP W CABLE over the throttle pulley attachment stud. Push the STUD-CLIP onto the vehicle stud until it snaps firmly onto the stud.

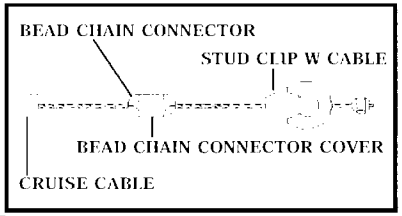


Figure 19

NOTE
After the CRUISE CABLE has been attached, manually move the throttle to assure the CRUISE CABLE does not hang up on any part of the vehicle.

WARNING
Failure to follow the instruction manual could not only cause the **GlobalCruise** to work improperly, but could cause the throttle to hang up, possibly causing damage to your vehicle and injury and/or death to you and your passengers.

III. ATTACHING CRUISE CABLE TO THROTTLE

This section will cover the proper ways to use the hardware available. Each method contains sample illustrations showing how the connector is used in an actual installation. It must be noted, however, that you should have an understanding of how each attachment method works so that a proper installation is achieved.

There are ***five (5)*** different types of throttle connections.

A. Pulley Assembly Using The LOOP CABLE
B. Pulley Assembly Using T-BAR ADAPTOR *(See **Page 7**)*
C. Pedal Attachment.
D. **Ford™** Throttle
E. **General Motors™** and **Chrysler™** Throttle Using THREE BEAD CONNECTOR

A. Pulley Assembly Using The LOOP CABLE

1. On some vehicles it may be necessary to remove the air cleaner to access the throttle pulley segment.
2. Set the pulley segment in an **OPEN** throttle position, and remove the throttle cable from the pulley.
3. Hold the LOOP CABLE between the holes in each side of the pulley. Slide the barrel at the end of the throttle cable through the slotted hole, then through the LOOP CABLE and into the second hole. ***Figure 9***
4. Connect the LOOP CABLE to the CRUISE CABLE using the BEAD CHAIN CONNECTOR as follows:

Slide a CONNECTOR COVER on the LOOP CABLE. Install a BEAD CHAIN CONNECTOR onto the LOOP CABLE and then onto the CRUISE CABLE. BEAD CHAIN CONNECTOR may need to be spread slightly for cables to enter. After the BEAD CHAIN CONNECTOR is installed, lightly crimp the connector without pinching the cables. Then slide the CONNECTOR COVER over the center of the BEAD CHAIN CONNECTOR.

5. To secure the LOOP CABLE to the throttle cable, punch a small hole in the CONNECTOR COVER and slide the TIE STRAP ***(102MM)*** through the hole and secure to the throttle cable. ***Figure 10***

NOTE: Firmly tighten the TIE STRAP ***(102MM)*** and remove excess to prevent possible throttle interference.

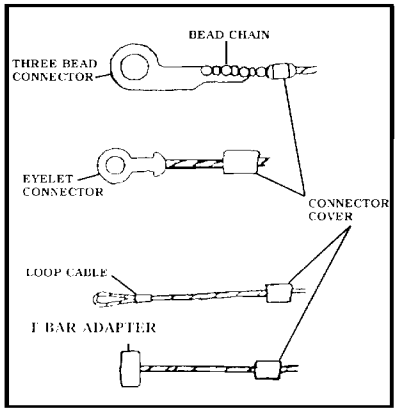


Figure 8

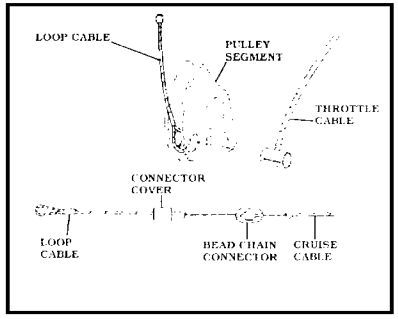


Figure 9

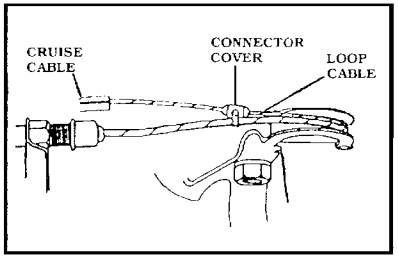


Figure 10

WARNING
If the LOOP CABLE is not secured to the existing throttle cable, it could come out of the pulley segment possibly causing the throttle to be held in a partially open position.

INSTALLATION

IV. ANCHORING CRUISE CABLE (CONTINUED)

B. General Motors™ Blank Anchor

4. Insert the CRUISE CABLE through the blank anchor and thread the other LOCKWASHER NUT in place. ***Figure 25***

NOTE
If you do not use the other LOCKWASHER NUT, install a TUBE CLAMP ***152mm 178mm*** from the anchor point ***Figure 26*** This will keep the CRUISE CABLE from backing out of the anchor.

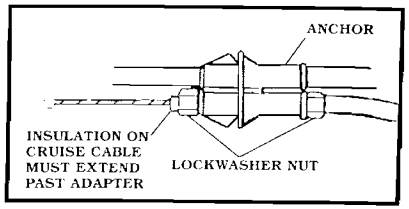


Figure 25

5. The LOCKWASHER NUT can also be used if there is a pre-existing ***6.4mm*** hole in a bracket on the vehicle or if it is possible to drill a ***6.4mm*** hole in a bracket on the vehicle

CAUTION
When using the FLAG NUT on the CRUISE CABLE the Adjustable Sleeve **MUST** be **REMOVED.**

When using a TUBE CLAMP on the CRUISE CABLE the adjustable sleeve **MUST** be **USED** to prevent slippage or binding of cable.

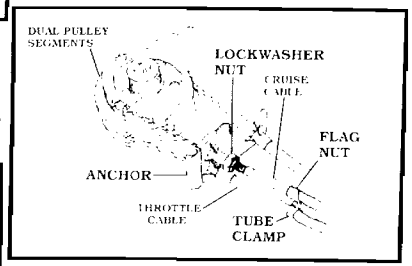


Figure 26

C. FLAG NUT

1. Before using the FLAG NUT, it will be necessary to form threads on the end of the CRUISE CABLE. This is easily accomplished by placing the LOCKWASHER NUT on the end of the CRUISE CABLE with your fingers. Then use an ***11mm*** box end wrench and turn clockwise until the desired amount of threads have been formed. ***Figure 20, Page 15***
2. After the threads have been formed, screw the FLAG NUT onto the CRUISE CABLE. ***Figure 28***
3. The FLAG NUT may be used to anchor the CRUISE CABLE to the existing throttle cable bracket. ***Figure 29*** In some cases there is an existing hole, in other cases you can drill a ***5mm (.20")*** hole in the bracket.
4. The FLAG NUT may also be used to anchor the CRUISE CABLE using the CABLE BRACKET. ***Figure 30***

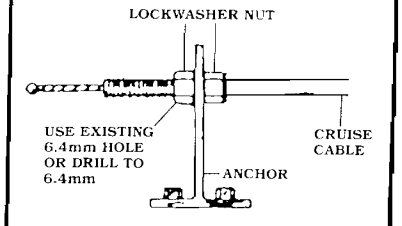


Figure 27

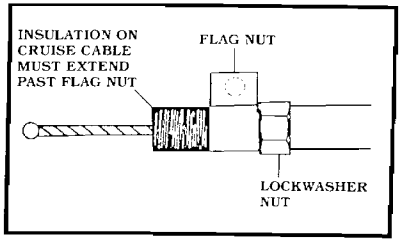


Figure 28

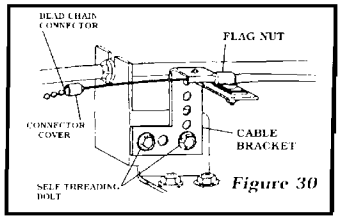


Figure 30

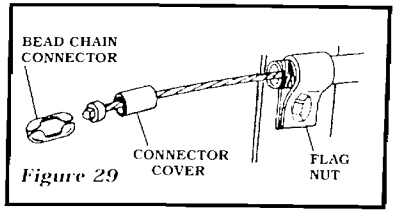


Figure 29

INSTALLATION

I. CRUISE MODULE MOUNTING

NOTE
DO NOT MOUNT THE CRUISE MODULE IN THE FOLLOWING AREAS:

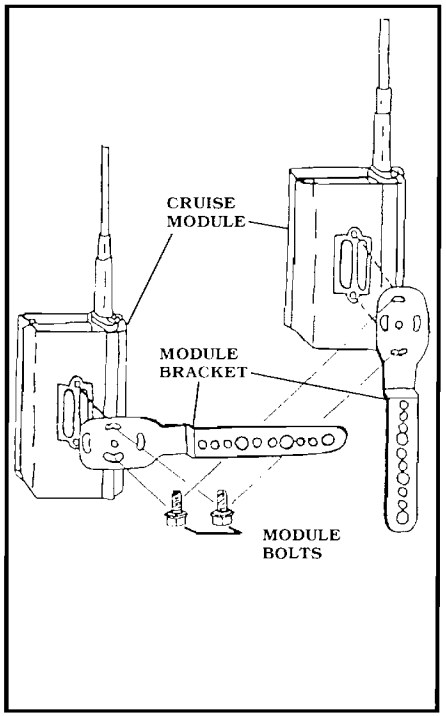
- Under the fender.
- Under the vehicle.
- Directly to the engine.
- With the cable pointed down.
- Near sharp, hot or moving objects.
- Near ignition coil *[No closer than 255mm (10")]*.
- In the passenger compartment *(Noise)*
- Where it will interfere with service checks.

A. Select a possible location to mount your CRUISE MODULE, set the CRUISE MODULE unmounted in that area. The reason for leaving the CRUISE MODULE unmounted is to make sure the CRUISE HARNESS will reach the passenger compartment and the CRUISE CABLE will reach the throttle attaching point.

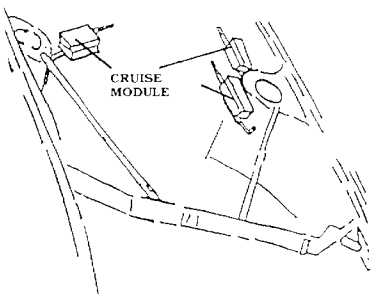
B. Once you have selected a location, install the MODULE BRACKET to the bottom of the CRUISE MODULE with the ***two (2)*** MODULE BOLTS provided. It may be necessary to cut and bend the MODULE BRACKET to achieve a custom fit. ***Figure 2***

NOTE
DO NOT OVERTIGHTEN! DAMAGE TO THE CRUISE MODULE WILL OCCUR IF THE BOLTS ARE OVERTIGHTENED.

C. Mount the CRUISE MODULE in the spot you have selected using ***two (2)*** of the SELF-THREADING BOLTS provided in the kit. Be sure to set the programming switches located underneath the rubber grommet on top of the CRUISE MODULE *(See **Page 7**)* before mounting the **GlobalCruise**. ***Figure 3***



POSSIBLE MOUNTING LOCATIONS FOR CRUISE MODULE



WARNING
Failure to follow the instruction manual could not only cause the **GlobalCruise** to work improperly, but could cause the throttle to hang up, possibly causing damage to your vehicle and injury and/or death to you and your passengers.

II. MEASURING THROTTLE CABLE TRAVEL

THIS IS A VERY IMPORTANT STEP. FAILURE TO DETERMINE THROTTLE CABLE TRAVEL COULD CAUSE DAMAGE TO YOUR VEHICLE AND/OR GlobalCruise.

MEASURE ONLY WITH THE ENGINE OFF. The CRUISE CABLE moves ***41mm (1-5/8").***

To measure throttle travel, measure the distance from Position "A" *(Idle)* to Position "B" *(Wide Open Throttle).*

A. Make a mark on the throttle cable when the throttle is in the idle position. ***Figure 4***

B. Depress accelerator pedal and make a mark on the throttle cable when the throttle is in the wide open position. ***Figure 5***

C. Measure the Distance "C" between the two marks. ***Figure 6*** If the distance is greater than ***41mm (1-5/8")***, go to ***Page 11:*** If it is less, go to **Step D.**

D. If the throttle travel is less than ***41mm (1-5/8")***, you must add length to the CRUISE CABLE to provide slack.

NOTE: Slack is the distance the CRUISE CABLE moves before the throttle starts to move.

E. Slide a CONNECTOR COVER on the throttle LOOP CABLE and on the CRUISE CABLE. Install a BEAD CHAIN CONNECTOR on the end of the LOOP CABLE and on the end of the CRUISE CABLE. The BEAD CHAIN CONNECTOR may need to be spread slightly for cable to enter.

F. Install the end bead of the BEAD CHAIN in each BEAD CHAIN CONNECTOR with a bead *(or beads)* between them to add additional length. The beads inside the BEAD CHAIN CONNECTORS do not add length.

NOTE: Each bead of the BEAD CHAIN added between the BEAD CHAIN CONNECTORS will give you ***7mm (.28")*** of slack.

Example: If your throttle travels ***35mm (1-3/8")***, you will need to add ***one (1)*** bead between connectors. ***Figure 7***

G. After the BEAD CHAIN is installed, lightly crimp the BEAD CHAIN CONNECTORS without pinching the cables and center the CONNECTOR COVERS over the BEAD CHAIN CONNECTORS.

NOTE: You must always use the CONNECTOR COVERS.

After determining your throttle cable travel, continue to **Section III.**

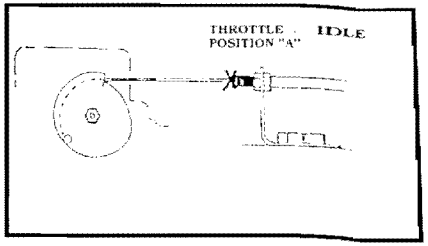


Figure 4

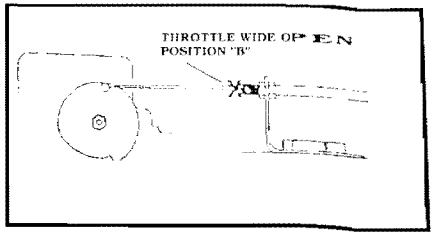


Figure 5

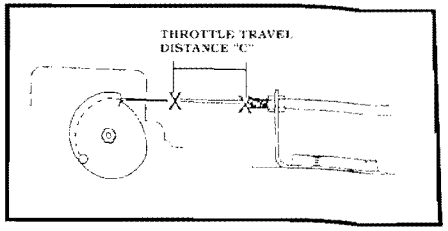


Figure 6

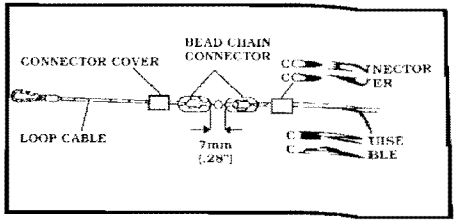


Figure 7

IV. ANCHORING CRUISE CABLE

There are ***three (3)*** types of connectors used to anchor the CRUISE CABLE:

A. SNAP-IN ADAPTOR
B. **General Motors**™ Blank Anchor
C. FLAG NUT

A. SNAP-IN ADAPTOR

1. Before using the SNAP-IN ADAPTOR, remove the Adjustable Sleeve from the CRUISE CABLE. To use the SNAP-IN ADAPTOR, it will be necessary to form threads on the end of the CRUISE CABLE. This is easily accomplished by placing the LOCKWASHER NUT on the end of the CRUISE CABLE with your fingers. Then using an ***11mm*** box end wrench and turning clockwise until the desired amount of threads have been formed. ***Figure 20***
2. After the threads have been formed, screw the SNAP-IN ADAPTOR onto the CRUISE CABLE. ***Figure 21***

NOTE
Insulation on the CRUISE CABLE must extend past the end of the SNAP-IN ADAPTOR on all applications.

3. The SNAP-IN ADAPTOR snaps into the square hole of the CABLE BRACKET ***Figure 22*** or snaps into an existing square hole on the vehicle *(common on GM™ vehicles).* ***Figure 23***

B. **General Motors**™ Blank Anchor

1. To locate the blank anchor on **General Motors**™ vehicles, it is necessary to remove the air cleaner. The blank anchor is located above the throttle anchor.
2. This anchor is hollow except at one end. Use a ***6.4mm (.25")*** bit drill as shown in ***Figure 24.***
3. Before using the LOCKWASHER NUT, remove the Adjustable sleeve from the CRUISE CABLE. Then use the LOCKWASHER NUT to form threads on the end of the CRUISE CABLE. This is easily accomplished by placing the LOCKWASHER NUT on the end of the CRUISE CABLE with your fingers. Then use an ***11mm*** box end wrench and turn clockwise until the desired amount of threads have been formed ***Figure 20.***

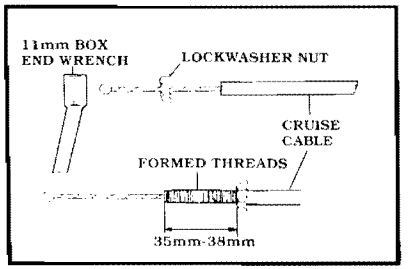


Figure 20

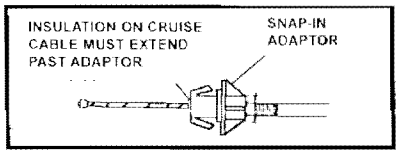


Figure 21

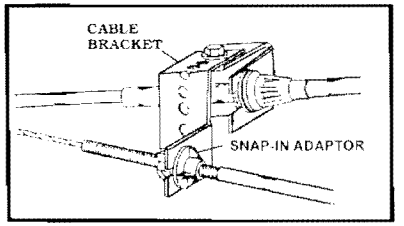


Figure 22

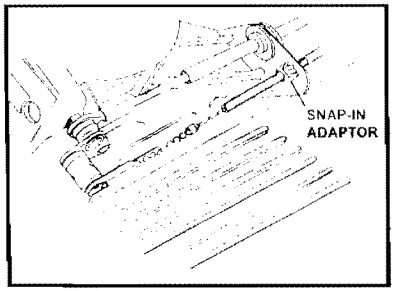


Figure 23

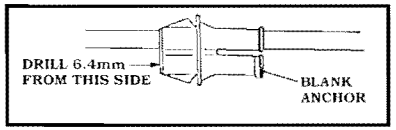


Figure 24

SWITCH SETTINGS

The CRUISE MODULE must be programmed for the vehicle on which it is installed. The ***twelve (12)*** programming switches must be set according to the chart below in order for the **GlobalCruise** to operate properly. ***Figure 1***

NOTE 1: Both the **VSS** ***(Gray)*** and **TACH** ***(Dark Blue)*** wires must be connected. *(If the **Gray** wire is not used, an auxiliary road speed source must be used.)* See ***Page 18.***

NOTE 2: If using an "Open Circuit" contro, switch with the **GlobalCruise**. Switch number ***twelve (12)*** will have to be **OFF**. If you are unsure as to whether the control switch is "Open Circuit" or "Closed Circuit", look at the label of the packaging in which the switch came, or See ***Page 22.***

NOTE 3: If any of the ***twelve (12)*** switches need to be changed after installation of the **GlobalCruise**, the control switch and the vehicle ignition must be in the **OFF** position; this is to allow the **GlobalCruise** to **RESET**.

The twelve *(12)* programming switches are located under the *Black* Rubber Grommet on top of the CRUISE MODULE.

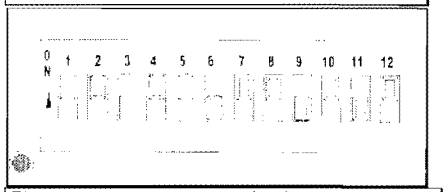


Figure 1 represents the ***twelve (12)*** programming switches for a vehicle characterized by:

Switch ***(1 & 2)*** High Gain;
Switch ***(3 thru 6) 18000 PPM***;
Switch ***(7 thru 9) 6*** Cylinder/Extra High SetUp Timer;
Switch ***(10)*** Square Wave Input;
Switch ***(11)*** Manual Transmission; and
Switch ***(12)*** Closed Circuit Control Switch.

Programming Functions	1	2	3	4	5	6	7	8	9	10	11	12
Gain (Sensitivity)												
Extra Low	OFF	OFF										
Low	ON	OFF										
Mid	OFF	ON										
High	ON	ON										
Pulses/Mile (Pulses/Kilometer) see ***Page 18***												
2000 (1250)			OFF	OFF	OFF	OFF						
3000 (1750)			ON	OFF	OFF	OFF						
4000 (2500)			OFF	ON	OFF	OFF						
8000 (5000)			ON	ON	OFF	OFF						
10000 (6200)			OFF	OFF	ON	OFF						
12000 (7500)			ON	OFF	ON	OFF						
18000 (11200)			OFF	ON	ON	OFF						
24000 (15000)			ON	ON	ON	OFF						
3200 (2000)			OFF	OFF	OFF	ON						
4800 (3000)			ON	OFF	OFF	ON						
9650 (6000)			OFF	ON	OFF	ON						
12870 (8000)			ON	ON	OFF	ON						
16090 (10000)			OFF	OFF	ON	ON						
19300 (12000)			ON	OFF	ON	ON						
28960 (18000)			OFF	ON	ON	ON						
38600 (24000)			ON	ON	ON	ON						
Engine/SetUp Timer												
8 Cylinder/Low							OFF	OFF	OFF			
4 Cylinder/Low							ON	OFF	OFF			
6 Cylinder/Low							OFF	ON	OFF			
6 Cylinder/Extra High							ON	ON	OFF			
8 Cylinder/High							OFF	OFF	ON			
4 Cylinder/High							ON	OFF	ON			
6 Cylinder/High							OFF	ON	ON			
4 Cylinder/Extra High							ON	ON	ON			
VSS Source see ***Page 18***												
Sine Wave Input*										OFF		
Square Wave Input**										ON		
Transmission												
Manual											OFF	
Automatic											ON	
Control Switch see ***Page 22***												
Open Circuit												OFF
Closed Circuit												ON

* VEHICLE'S COMPUTER

** AUXILIARY **VSS** SOURCE *(SIGNAL GENERATOR, MAGNET KIT)*

INSTALLATION

V. CRUISE HARNESS

A. Push Rubber Grommet securely into place on the cover of the CRUISE MODULE. ***Figure 31***

B. Straighten the CRUISE HARNESS and find the ***2*** & ***4***-pin mating connectors. Seperate the ***2***- & ***4***-pin connectors. A small screwdriver may be needed *(See **K** in **Figure 34**).*

C. CRUISE HARNESS needs a ***19mm (.75")*** hole to pass through bulkhead. You may find one nearby, such as the speedometer cable hole or a small one you can file larger. If you find the right size hole in the right place, remove vehicle grommet. If not, drill, saw, or punch a ***19mm*** hole in bulkhead. A hole a few millimeters to the left or slightly higher than the steering column is usually a good place. ***Figure 32***

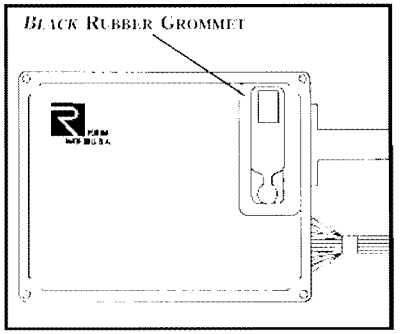


Figure 31

NOTE
Check inside before drilling, sawing, or filing so you don't damage anything.

D. From engine side, pass the ***2***- & ***4***-pin connectors through hole. If you do not hook up the ***Dark Blue*** **TACH** wire and the ***Gray*** **VSS** wire under the hood, pass them through to the inside of the vehicle, also.

E. Reattach the ***2***- & ***4***-pin mating connectors and make the necessary wire connections *(See **Page 18** for wiring instructions)*

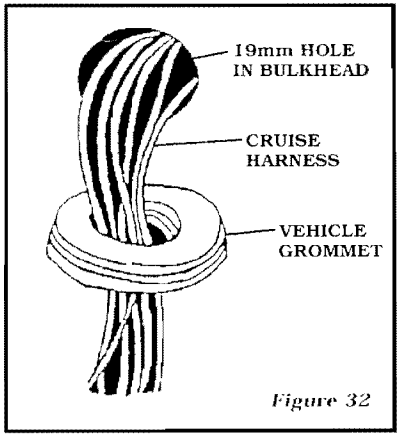


Figure 32

VI. SEALING BULKHEAD

Seal hole in bulkhead with SEALING PUTTY as shown in ***Figure 32.***

VII. CONTROL SWITCH INSTALLATION

If your cruise control switch is the type which clamps on the turn signal lever, requires cutting the turn signal lever, or is mounted on the instrument panel, follow the instructions packaged with it. If you have a switch which replaces the complete original equipment turn signal lever, remove the existing lever and install the cruise control switch and lever assembly as instructed in the vehicle shop service manual.

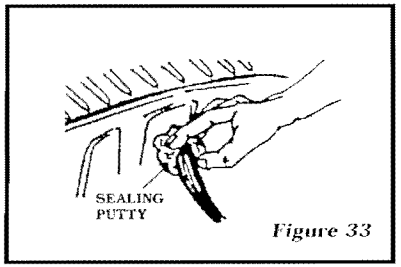


Figure 33

WARNING
Failure to follow the instruction manual could not only cause the **GlobalCruise** to work improperly, but could cause the throttle to hang up, possibly causing damage to your vehicle and injury and/or death to you and your passengers.

INSTALLATION

VIII. WIRING ATTACHMENTS TO VEHICLE

Utilize ***Figure 34*** to make the necessary wiring harness connections to your vehicle.

CAUTION
Before making any wiring connections, be sure to disconnect your vehicle's negative battery cable to avoid electrical shock and/or damage to the the vehicle's electrical system.

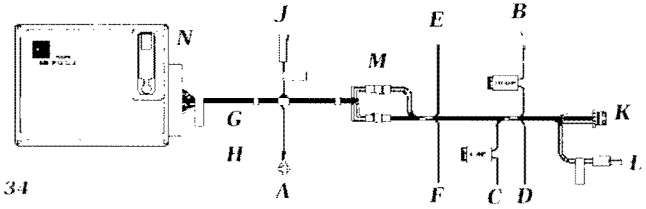


Figure 34

A. *Black* Ground Wire
In order to find a good ground for the cruise system, find a vehicle ground point which is a clean unpainted metal surface. If the cruise control does not "see" ground at all times, it will not function.

NOTE: Do not use the engine as a grounding point. Do not use the cable bracket as a gounding point.

NOTE: To find a place to get electrical power you will need to ground one lead of your test light or volt-ohmmeter. Find electrical ground by turning **ON** the ignition switch and touching one lead to a "Hot" fused terminal at fuse panel; touch other lead to unpainted metal part of vehicle. The metal you touch, if it makes continuity, is ground. The bracket for the parking brake lever is usually a good ground. Turn the ignition **OFF**.

B. *Brown* Accessory Power
Find a fuse at the fuse panel that supplies power to one of the vehicles accessories. It should be +12 volts when the key is **ON** and ***zero (0)*** volts when the key is **OFF** or in the **START** ***(CRANK)*** position.

C. *Red* Brake Positive
"Hot" side of brake switch: Use the wire at the brake switch connector with constant +12 volts

D. *Violet* Brake Negative
"Cold" side of brake switch: Use the wire at the brake switch connector with ***zero (0)*** resistance when brake is not pressed, and +12 volts or open resistance when brake is pressed.

E. *Dark Blue* Tachometer *(TACH)* Wire
The **TACH** function is a safety feature of the ***GlobalCruise.***

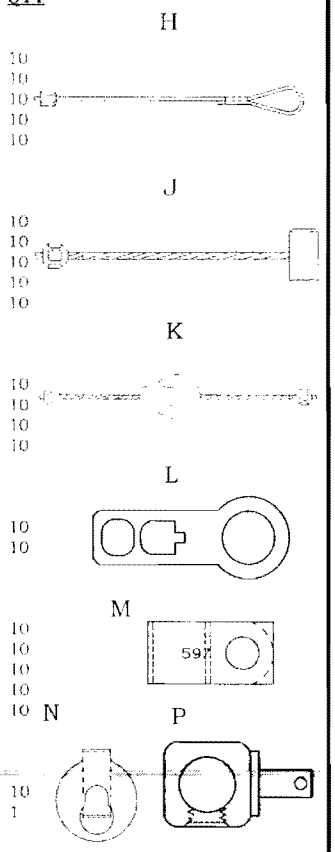
If a vehicle with an automatic transmission is accidentally "knocked" into neutral while the vehicle is in motion and the ***GlobalCruise*** is active, the **TACH** wire, when connected, will disengage the ***GlobalCruise*** before engine over-rev. If the **TACH** wire is not "hooked-up", the cruise control will function; however the **TACH** over-rev safety feature will be inactive; this is dangerous and not recommended. **ROSTRA PRECISION CONTROLS, INC.** always recommends the attachment of the **TACH** wire.

On a vehicle with a manual transmission, the **TACH** wire connection is not required only when **CLUTCH DISENGAGEMENT SWITCH *(Kit# 250-4206)*** has been installed; this will take into acount the **TACH** over-rev safety feature. The **TACH** wire should be grounded when using a clutch disengagement switch to ensure that the wire does not introduce "trashy" signals into the system.

SUPPLEMENTAL PARTS

The following parts are available for your convenience and may simplify the installation of your **GlobalCruise**. Contact your local dealer or **ROSTRA** representative for details.

ITEM	SERVICE PART #	DESCRIPTION	QTY
H. LOOP CABLES			
1	250-2248	1.83" (47MM)	10
2	250-3089	2.62" (67MM)	10
3	250-2250	2.91" (74MM)	10
4	250-2249	3.20" (81MM)	10
5	250-2251	3.81" (97MM)	10
J. T-BAR ADAPTORS			
1	250-2252	1.65" (42MM)	10
2	250-2247	2.74" (70MM)	10
3	250-2253	3.03" (77MM)	10
4	250-2254	3.53" (90MM)	10
5	250-4248	5.93" (151MM)	10
K. STUD-CLIP W CABLE			
1	250-2261	1.00" (25MM)	10
2	250-4255B	1.25" (32MM)	10
3	250-1242	2.40" (61MM)	10
4	250-2260	2.80" (71MM)	10
L. THROTTLE COUPLERS*			
1	250-4291	M6	10
2	250-4292	M8	10
M. TUBE CLAMPS			
1	250-2255	3/16" (5MM)	10
2	250-2256	1/4" (6MM)	10
3	250-2257	5/16" (8MM)	10
4	250-2258	3/8" (10MM)	10
5	250-2259	1/2" (13MM)	10
MISCELLANEOUS			
N.	250-3440	GM[TM] HATCLIP	10
P.	250-2262	PEDAL BRACKET ASSEMBLY**	1



* The THROTTLE COUPLER SETS ***(250-4291 and 250-4292)*** come complete with THROTTLE COUPLER, STUD CAP and ELASTOMER RETAINER.

** The PEDAL BRACKET ASSEMBLY ***(250-2262)*** comes complete with a PEDAL BRACKET, a SELF-LOCKING PIN, an **M5-.8 x 12** BOLT, an **M5** NUT and two ***(2)*** PLAIN WASHERS.