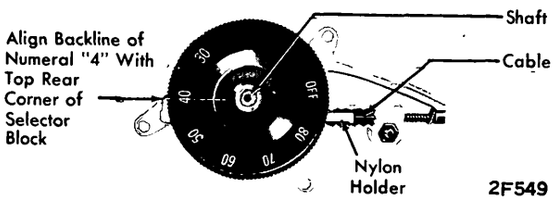
CRUISE CONTROL & AUTOMATIC SPEED CONTROL

Cadillac (1962)
Chevrolet (1962)
Lincoln (1962)
Mercury (1962)

►CHANGES, CAUTIONS, CORRECTIONS

►*1962 CADILLAC CRUISE-CONTROL FAILURE TO "LOCK-IN" FOR AUTOMATIC SPEED CONTROL:* Make sure the brake stop light switch is not faulty or is not out of adjustment. If switch circuit is normal, the probable cause of "no lock-in" is a broken spring washer in the speed selector shaft which results in a poor ground. To check for a broken spring washer, disconnect negative cable at battery, then disconnect speed selector control cable from regulator. Remove screws retaining upper instrument panel cover to lower panel, then remove left windshield reveal molding. Remove screws at speed selector control panel, raise upper instrument panel and move extension panel away from its mounting far enough to disconnect light bulb wire at its connector. Check to see if a cadmium plated spring washer is used under the retainer in the speed selector shaft. If so, replace cadmium washer as follows: Remove selector control-to-extension screws and pull control cable through grommet in firewall. *CAUTION - Do not remove control cable from selector head.* Remove selector dial, then lay dial end of selector shaft against a wooden block and tap the base of three or four retainer prongs with a sharp punch to loosen retainer. Remove retainer and spring washer. Install a new spring washer, Part No. 1479947 and a new retainer, Part No. 1479948 on selector shaft and tap into place with a 5/16" I.D. sleeve. Set dial on shaft without the hold-down screw, rotate counter-clockwise as far as possible without forcing, then rest dial on shaft so that backline of the numeral "4", when in a horizontal position, aligns with top rear corner of selector block and install dial retaining screw. *CAUTION - This alignment is very important, as it calibrates speed setting of selector dial with speedometer. See illustration.* Reassemble selector assembly to car and adjust control cable.



CADILLAC CRUISE CONTROL SELECTOR ADJUSTMENT

DESCRIPTION: Electrically controlled speed warning devise and automatic speed control of same design used on previous models.

TROUBLE SHOOTING & DIAGNOSIS: *Same as for 1959 Cadillac Cruise Control. See 1959 Annual Data, Page 259, Chassis Manual edition.*

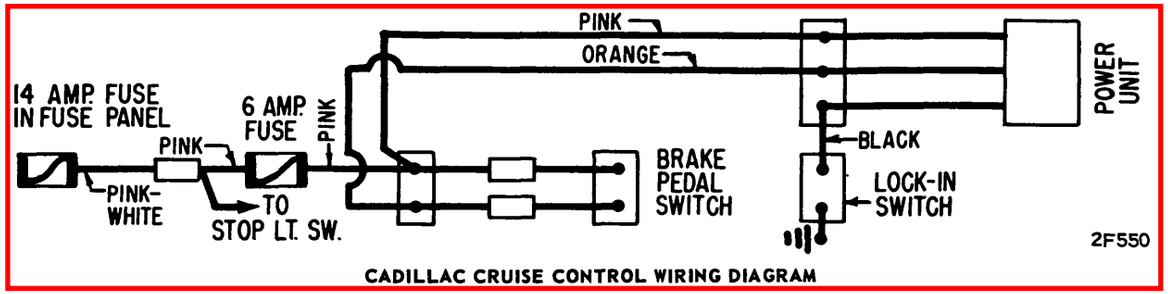
ADJUSTMENTS: Accelerator Linkage (Cadillac) - With transmission throttle control rod properly adjusted (see "Carburetor" on Car Model page), start engine and operate at slow idle speed with transmission selector lever in "P" (Park) or "N" (Neutral). Remove cotter pin securing accelerator linkage trunnion on locking arm plate, remove washers, and separate linkage from locking arm. Insert Locking Arm Gauge, J-7652, over stop stud and hold locking arm plate securely against gauge. Turn trunnion on accelerator linkage until it aligns with and enters hole in locking arm plate freely, then install washers on trunnion and connect trunnion to locking arm plate. Install cotter pin and remove gauge.

Chevrolet - Remove cotter pin from swivel and remove swivel from regulator lever, then start engine and run at slow idle speed. Insert gauge pin *(NOTE - This is a .0625" pin furnished with accessory package)* over gauge bolt (located on housing adjacent to regulator lever) and hold regulator lever securely against gauge pin. Adjust swivel on long regulator rod until it will assemble to regulator lever. Replace swivel and cotter pin, then remove gauge pin.

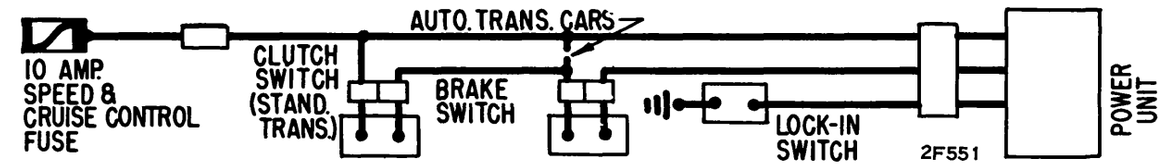
Lincoln & Mercury - Remove cotter pin from accelerator linkage and pull linkage from exterior arm, then start and run engine until it operates at slow idle. Insert gauge pin over gauge bolt and hold exterior arm securely against gauge pin. *NOTE - Gauge pin is made from a 2" length of 5/16" copper tubing, and is supplied in Speed Control Kits.* Adjust swivel on throttle linkage until linkage will assemble to exterior arm. Replace linkage and cotter pin and remove gauge.

Control Cable: Cadillac - Loosen setscrew on end of dust shield and work control cable back and forth making certain that ferrule end of cable is free to move when dial is rotated. Rotate selector dial backward to "Low" position, as far as it will go without forcing it. Carefully insert ferrule back into dust shield without forcing, until ball socket just bottoms in housing. *NOTE - After positioning ferrule in dust shield, recheck selector ferrule in dust shield, recheck selector dial to be sure it is in extreme "Low" position. Tighten setscrew securely on end of dust shield, being careful not to change cable position when tightening.*

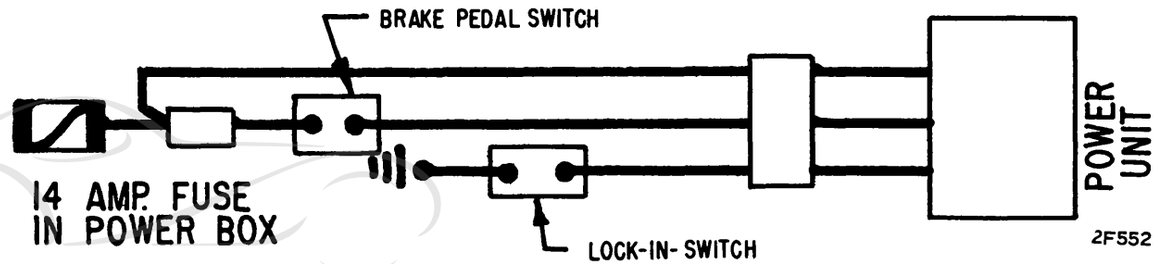
Chevrolet, Lincoln & Mercury - Turn selector knob counterclockwise as far as it will go without forcing, then hold dust shield so it will not rotate and unscrew clamp nut. Let clamp nut slide down cable. *NOTE - this nut holds control cable in bottom of dust shield.* Pull control cable out of dust shield until ferrule at end of cable is free from bottom of dust shield. *NOTE - If ferrule is tight in dust shield, carefully pry the four fingers apart until ferrule slides out freely. In some cases it may be necessary to unscrew the dust shield from unit in order to pry fingers apart. Hold hex fitting at top of dust shield so it cannot turn when unscrewing dust shield.* Reinsert ferrule in dust shield and push lightly on control cable until it stops. *CAUTION - Do not force cable beyond this point.* Fingers of dust shield must clamp ferrule on its largest diameter. Again try to rotate selector knob counterclockwise only, in order to make sure it is at low setting (this will position control cable to dust shield). Tighten clamp nut on bottom of dust shield securely.



CADILLAC CRUISE CONTROL WIRING DIAGRAM



CHEVROLET CRUISE CONTROL WIRING DIAGRAM



LINCOLN & MERCURY SPEED CONTROL WIRING DIAGRAM