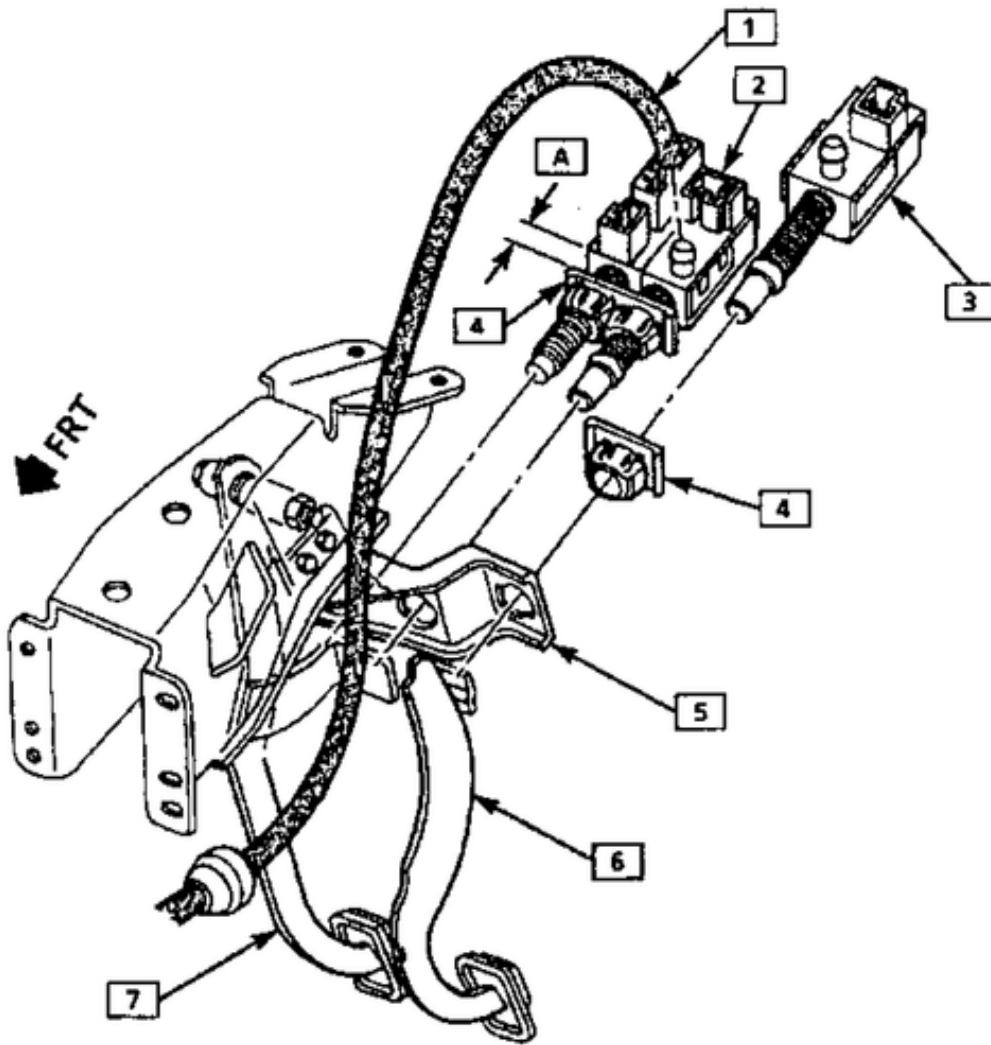
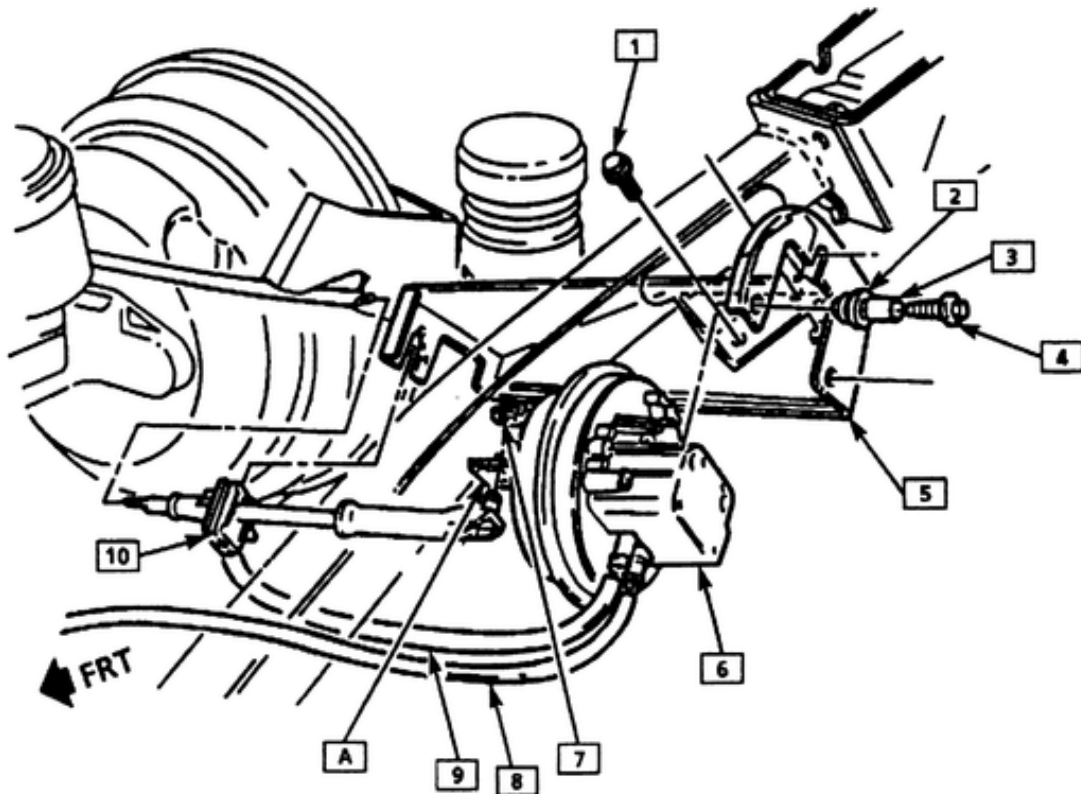
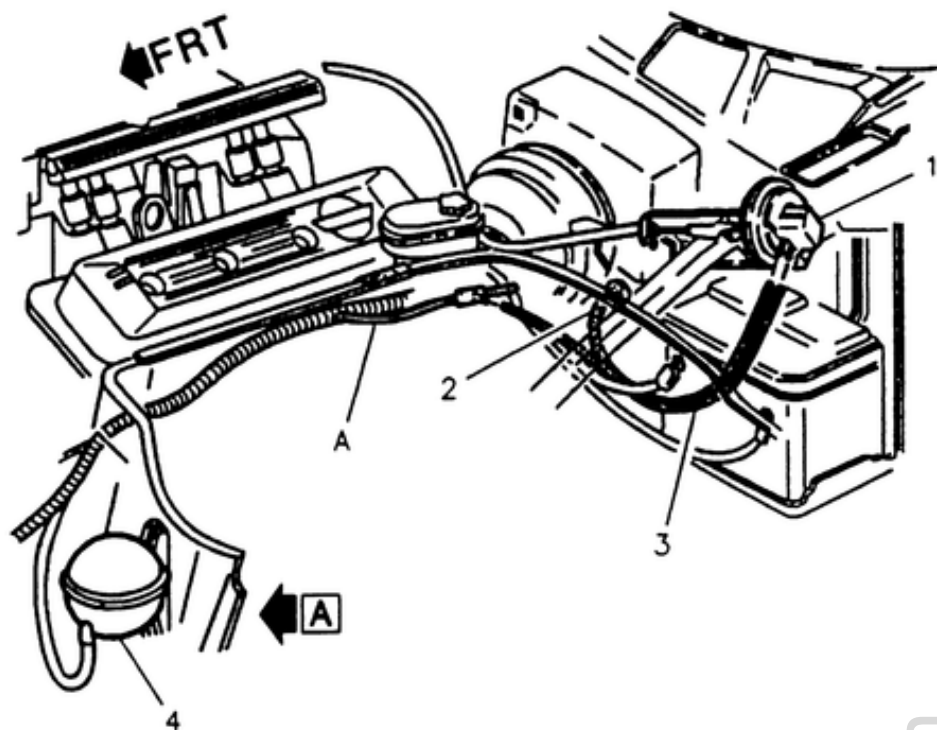
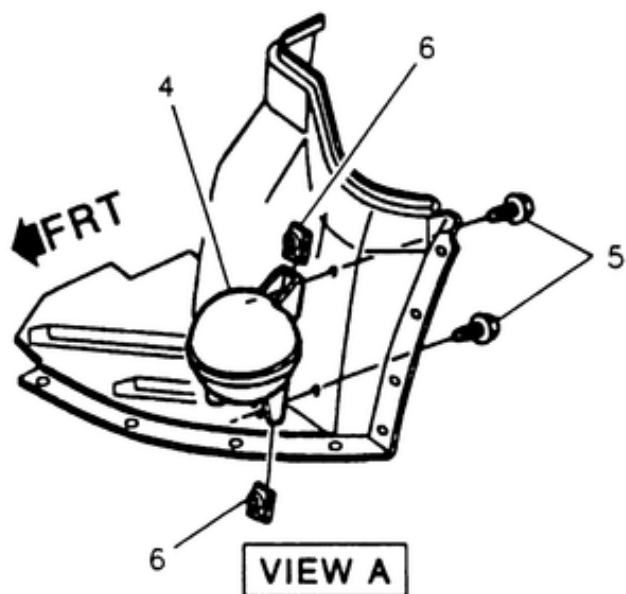




- A** GAP BETWEEN RETAINER AND SWITCHES SHOULD BE 12-15 mm (.5-.6 in.) BEFORE INSTALLATION AND ADJUSTMENT
- 1** HOSE (TO SERVO)
- 2** SWITCH ASSEMBLY (STOPLAMP AND CRUISE CONTROL SWITCH)
- 3** RELEASE SWITCH (CLUTCH - CRUISE CONTROL SWITCH)
- 4** RETAINER
- 5** STOPLAMP SWITCH BRACKET
- 6** CLUTCH PEDAL
- 7** BRAKE PEDAL



- | | |
|--------------------|------------------------------------|
| A SERVO TAB | 6 CRUISE CONTROL SERVO |
| 1 BOLT | 7 CABLE SPRING RETAINER |
| 2 INSULATOR | 8 VACUUM SOURCE HOSE |
| 3 SLEEVE | 9 VACUUM RELEASE VALVE HOSE |
| 4 SCREW | 10 SERVO CABLE ASSEMBLY |
| 5 BRACKET | |



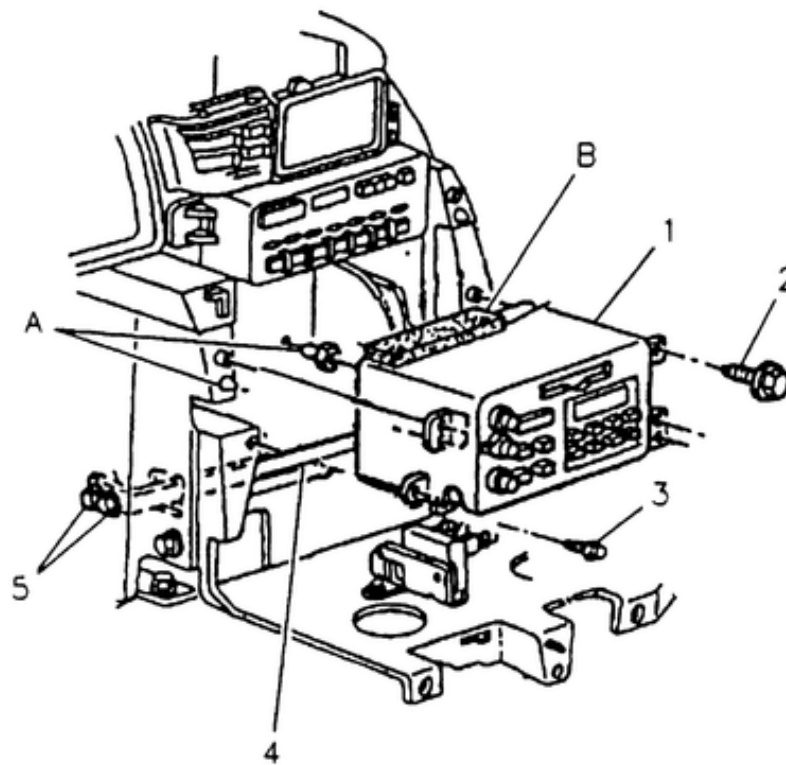
- A MANIFOLD VACUUM
- 1 SERVO
- 2 HOSE-TO-SWITCH ASSEMBLY
- 3 HOSE-FROM-MANIFOLD VACUUM

- 4 VACUUM TANK
- 5 SCREW
- 6 U-NUT

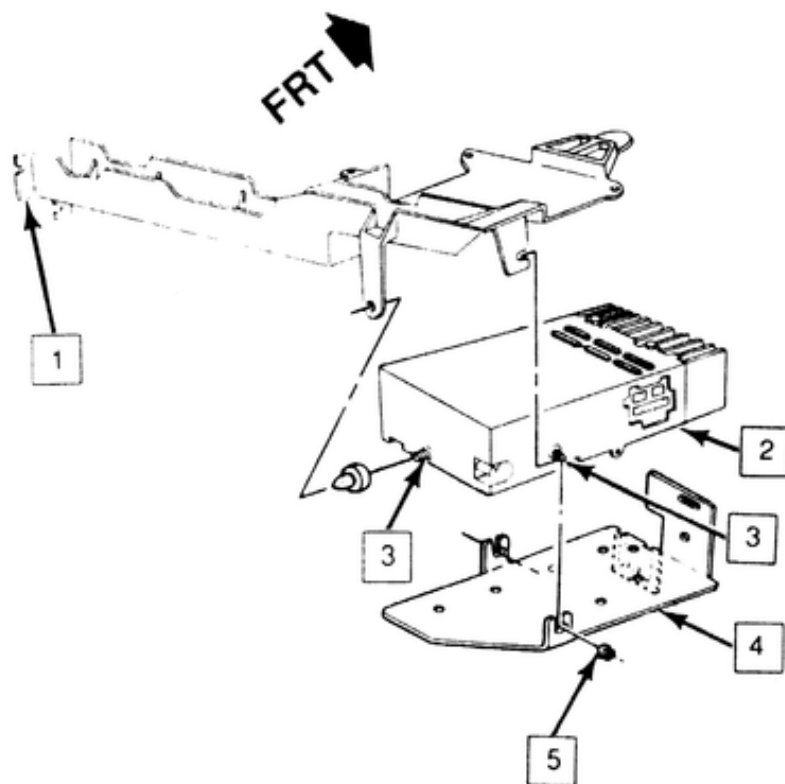
CRUISE CONTROL TROUBLESHOOTING

<i>Problem</i>	<i>Possible Cause</i>
Will not hold proper speed	Incorrect cable adjustment Binding throttle linkage Leaking vacuum servo diaphragm Leaking vacuum tank Faulty vacuum or vent valve Faulty stepper motor Faulty transducer Faulty speed sensor Faulty cruise control module
Cruise intermittently cuts out	Clutch or brake switch adjustment too tight Short or open in the cruise control circuit Faulty transducer Faulty cruise control module
Vehicle surges	Kinked speedometer cable or casing Binding throttle linkage Faulty speed sensor Faulty cruise control module
Cruise control inoperative	Blown fuse Short or open in the cruise control circuit Faulty brake or clutch switch Leaking vacuum circuit Faulty cruise control switch Faulty stepper motor Faulty transducer Faulty speed sensor Faulty cruise control module

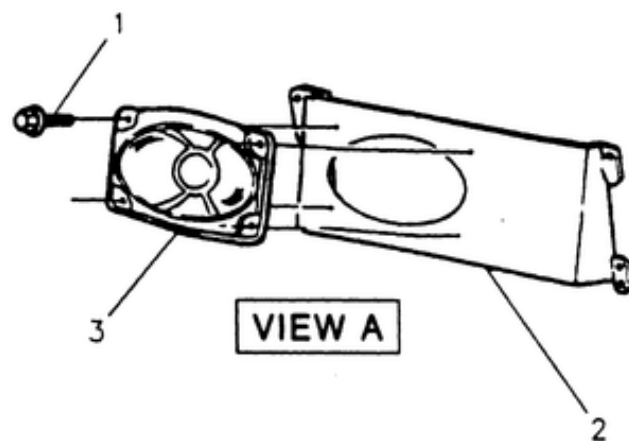
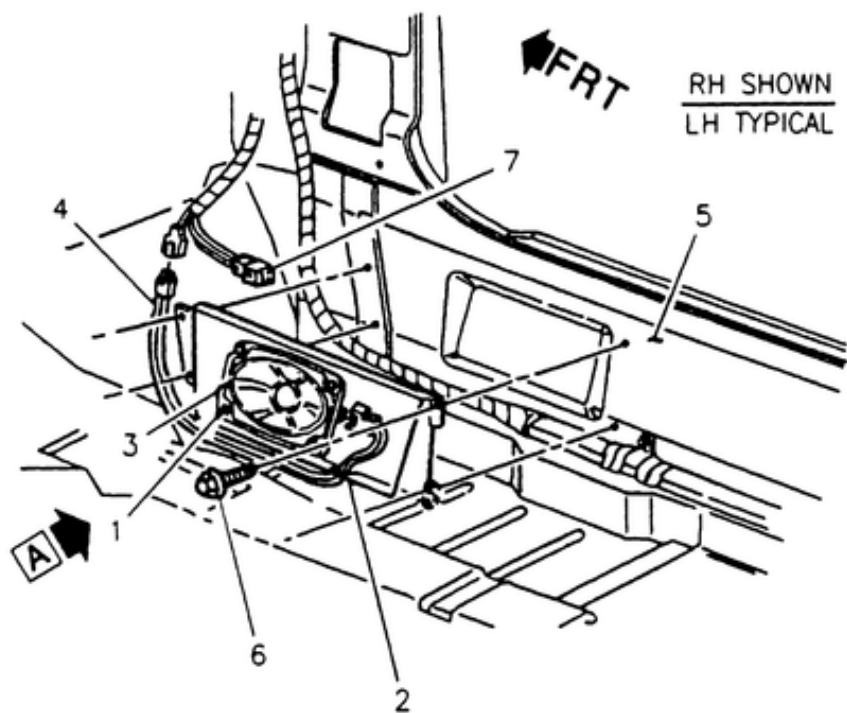
Note: Use this chart as a guide. Not all systems will use the components listed.



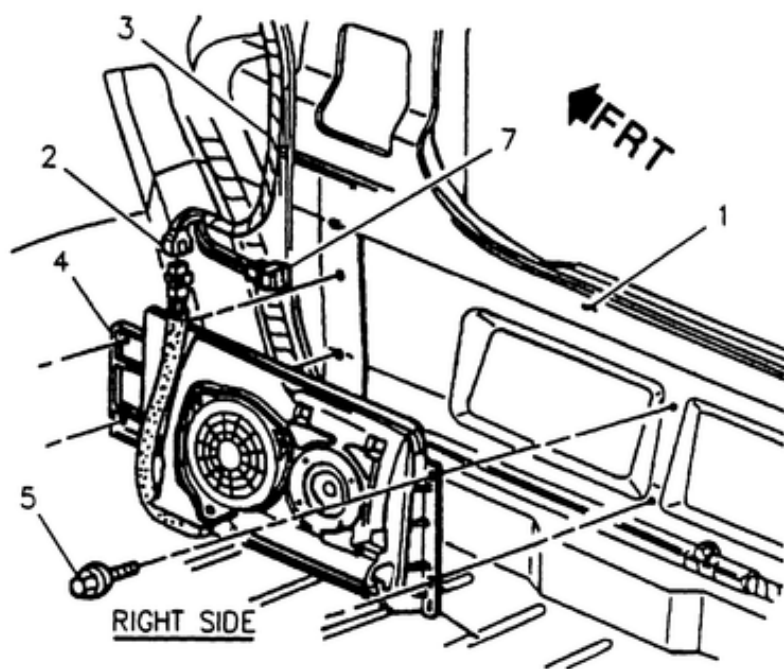
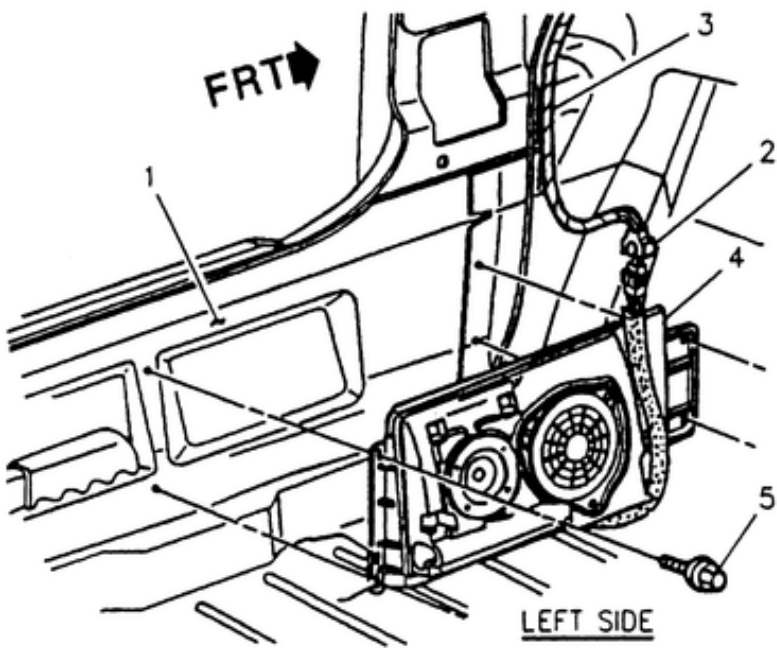
- A LOCATORS
- B ANTI-RATTLE FOAM TAPE
- 1 RADIO CONTROL
- 2 SCREW, RADIO MOUNTING TO I/P
- 3 SCREW, RADIO MOUNTING TO BRACKET
- 4 RADIO BRACKET
- 5 SCREWS, RADIO BRACKET MOUNTING



- 1 BRACKET, MULTI-USE RELAY
- 2 RECEIVER, RADIO
- 3 STUD, RADIO RECEIVER
- 4 BRACKET, INSTRUMENT PANEL WIRING HARNESS
- 5 NUT, RADIO RECEIVER



- | | | | |
|---|--|---|--------------------------------|
| 1 | SCREW | 5 | INNER INTERMEDIATE SIDE MEMBER |
| 2 | MOUNTING PLATE | 6 | SCREW |
| 3 | FRONT SPEAKER ASSEMBLY | 7 | REAR SPEAKER WIRING HARNESS |
| 4 | FRONT SPEAKER WIRING HARNESS CONNECTOR | | |



- 1 INNER INTERMEDIATE SIDE MEMBER
- 2 FRONT ENCLOSURE WIRING HARNESS CONNECTOR
- 3 FRONT ENCLOSURE WIRING HARNESS
- 4 FRONT (LEFT-HAND AND RIGHT-HAND) SPEAKER/ENCLOSURE ASSEMBLY

- 5 SCREW
- 6 PARKING BRAKE LEVER
- 7 REAR ENCLOSURE WIRING HARNESS

1990 Chevrolet CORVETTE

Submodel: | Engine Type: V8 | Liters: 5.7
Fuel Delivery: FI | Fuel: GAS

Cruise control is a speed control system that maintains a desired vehicle speed under normal driving conditions. However, steep grades up or down may cause variations in the selected speeds. The electronic cruise control system has the capability to cruise, coast, resume speed, accelerate, "tap-up" and "tap-down".

The main parts of the cruise control system are the functional control switches, cruise control module servo, vacuum tank, switch assembly, vacuum hoses, wiring and cruise control servo cable.

Fig. 1: Cruise control release switch locations — manual transmission shown, automatic similar

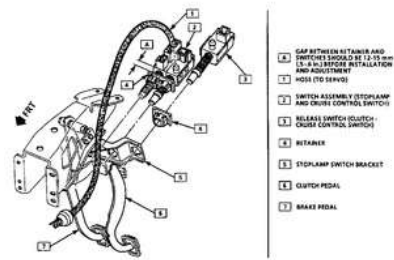


Fig. 2: Cruise control servo mounting

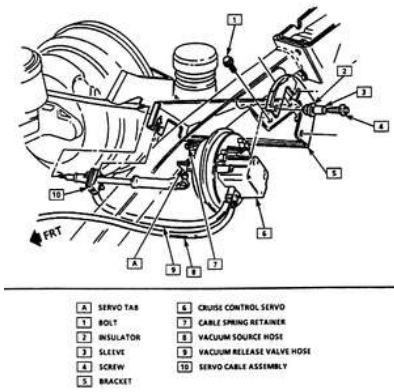
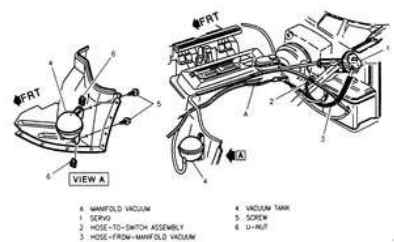


Fig. 3: Cruise control vacuum hose routing



The cruise control system works a mechanical linkage to the throttle by way of a vacuum motor which is inside a server. This is a diaphragm moved by vacuum applied to one side. A solenoid driven valve connects the vacuum motor to a vacuum tank. Another solenoid vents the vacuum. The cruise control module controls the servo and the throttle by pulsing these solenoid valves on and off.

One input to the cruise control module is the vehicle speed, which is sent to the computer control module (ECM or PCM, as applicable) by the Vehicle Speed Sensor (VSS). The cruise control module assembly contains a low speed limit which will prevent system engagement below 25 mph (40 km/h).

Other inputs to the module are the switches. The module is controlled by the functional switches in the turn signal/headlamp switch and windshield wiper lever. The release switches are mounted on the brake/clutch/accelerator pedal bracket. When the brake or clutch pedal is depressed, the cruise control system is electrically disengaged and the throttle is returned to the idle position.

CRUISE CONTROL TROUBLESHOOTING	
Problem	Possible Cause
Will not hold proper speed	Incorrect cable adjustment Binding throttle linkage Leaking vacuum servo diaphragm Leaking vacuum tank Faulty vacuum or vent valve Faulty stepper motor Faulty transducer Faulty speed sensor Faulty cruise control module
Cruise intermittently cuts out	Clutch or brake switch adjustment too tight Short or open in the cruise control circuit Faulty transducer Faulty cruise control module
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Note: Use this chart as a guide. Not all systems will use the components listed.

1990 Chevrolet CORVETTE

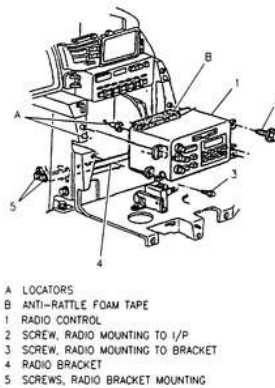
Submodel: | Engine Type: V8 | Liters: 5.7

Fuel Delivery: FI | Fuel: GAS

Radio Control Assembly

1. Disconnect the negative battery cable.
2. Remove the shift lever knob.
3. Remove the console trim plate.
4. Remove the center air duct.
5. Remove the instrument panel accessory trim plate.
6. Unfasten the upper right corner console right hand trim pad-to-carrier screw.
7. Unfasten the bolts/screws securing the radio control assembly. Pull the radio partially for access to the electrical connectors, then unplug the connectors and remove the radio control assembly from the vehicle.

Fig. 1: Exploded view of the radio control assembly



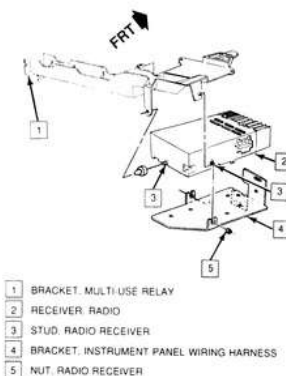
8. Installation is the reverse of the removal procedure.

Remote Radio Receiver

1984-92 VEHICLES

1. Disconnect the negative battery cable.
2. Remove the instrument panel fuse cover.
3. Remove the instrument panel side trim panel.
4. Remove the instrument panel right hand lower trim panel from the upper trim pad.
5. Unplug the wire harness connector from the pad.
6. Detach the electrical connectors and antenna lead from the radio receiver.
7. Remove the receiver from the multi-use bracket by loosening the nuts and sliding forward.

Fig. 2: Remote radio receiver mounting — 1990 vehicle shown



8. Remove the radio receiver from the instrument panel wiring harness bracket.

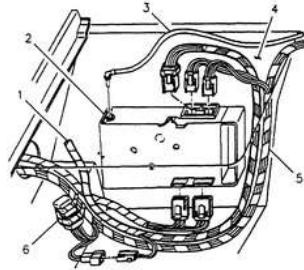
To install:

9. Position the receiver to the wiring harness bracket.
10. Secure the receiver to the relay bracket by aligning the studs with the locator holes, then tightening the nuts.
11. The remainder of installation is the reverse of the removal procedure.

1993-96 VEHICLES

1. Disconnect the negative battery cable.
2. Open the right rear floor stowage compartment door.
3. Remove the tray.
4. Remove the receiver by pulling firmly on the receiver to separate the hook and loop fastener.
5. Detach the antenna cable extension and electrical connectors.

Fig. 3: On 1993–96 vehicles, the receiver is mounted in the right rear floor stowage compartment



- 1 FRONT BODY HARNESS
- 2 RADIO RECEIVER
- 3 ANTENNA EXTENSION CABLE
- 4 RIGHT REAR STORAGE COMPARTMENT
- 5 SPEAKER HARNESS
- 6 AMPLIFIER RELAY

6. Installation is the reverse of the removal procedure. When installing the receiver, make sure to push firmly to properly engage the hook and loop fastener.

1990 Chevrolet CORVETTE

Submodel: | Engine Type: V8 | Liters: 5.7

Fuel Delivery: FI | Fuel: GAS

Front Speakers

NOTE: The front speaker covers are integral with the door sill panel. The speakers can only be accessed by removing the sill panel. Do not pry on the speaker covers to remove them from the sill panel. Access to the cover on the left side of the vehicle is gained by removing the seat cushion and parking brake control cover. On later models vehicles, the speaker and enclosure assembly are integral and removed as an assembly.

1. Disconnect the negative battery cable.
2. Remove the door sill front trim panel and speaker cover, as follows:
 - A. If removing the left side, remove the seat cushion and parking brake lever cover.
 - B. Remove the sill rear trim plate.
 - C. Remove the door sill front trim panel.
3. Unfasten the speaker mounting screws.
4. Pull the speaker partially up, then detach the electrical connector.
5. Remove the speaker from the vehicle.

Fig. 1: Exploded view of the standard front speaker mounting

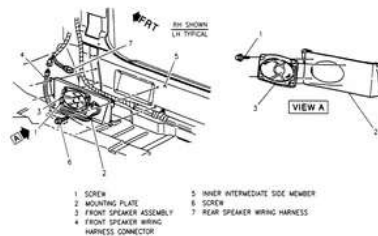
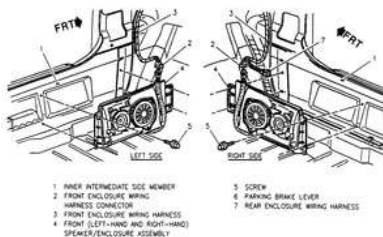


Fig. 2: Exploded view of the optional front speaker mounting



To install:

6. Attach the electrical connector to the speaker.
7. Position the speaker in its mounting position and secure with the retaining screws.
8. Install the door sill front trim panel, as follows:
 - A. Install the door sill front trim panel.
 - B. Install the sill rear trim plate.
 - C. If removed, install the parking brake lever cover and left seat cushion.

Rear Speakers

NOTE: On later models vehicles, the speaker and enclosure assembly are integral and removed as an assembly.

1. Disconnect the negative battery cable.
2. Unfasten the speaker grille retaining screws, then remove the grille.

Fig. 3: To remove the rear speakers, unfasten the speaker grille retaining screws



Fig. 4: Lift the speaker grille off to get to the speaker underneath



3. Unfasten the speaker retaining screws, then pull the speaker partially up and detach the electrical connector.
4. Remove the speaker from the vehicle.

Fig. 5: The speaker is usually secured with 3 or 4 retaining screws



Fig. 6: After the screws are loosened or removed, as applicable, carefully lift the speaker up, detach the connector and remove it from the vehicle



5. Installation is the reverse of the removal procedure.