

MECHANICAL SPEED CONTROL TROUBLESHOOTING GUIDE

The speed control does many things; however, it does not change the basic operation of the vehicle. If the vehicle has a small displacement engine, it will not make it a high performance vehicle. If the engine is not functioning properly, the speed control will not correct it. If the vehicle has a large engine or a high performance engine, it will not provide a luxury acceleration or deceleration. The speed control relies on engine vacuum, and if the engine is not performing properly, or if the vehicle is under powered, the speed control cannot always compensate. For example, long grades may result in so little available vacuum that the servo cannot downshift the transmission. (This is also true on vehicles with heavy kick down detents in the transmission.)

SYMPTOM	CAUSE	CORRECTION
No speed control when button depressed.	A. Control in "OFF" position. B. Fuse blown. C. Vacuum leak or inadequate source. D. Servo throttle control cable disconnected. E. Improper adjustment of brake light switch control. F. Faulty electrical circuit. G. Broken or defective speedo cable. H. Kinked or damaged throttle cable. I. Inadequate servo ground.	A. Slide control to "ON" position. B. Replace fuse. C. Check vacuum lines and source. D. Connect and adjust servo throttle cable. E. Adjust control on brake light switch. F. Check electrical circuits. SEE "E" in Installation Instructions. G. Check cable and engagement to servo. H. Replace cable. I. Reground servo to body.
System disengages on rough roads.	A. Improper adjustment of brake light switch.	A. Adjust brake light switch location.
No resume when control slide is put in resume position.	A. Insufficient movement of slide in resume direction. B. Faulty electrical circuit.	A. Move slide fully in resume direction. B. Check electrical circuits.
System does not disengage when brake pedal is depressed.	A. Servo throttle cable kinked or damaged. B. Improper adjustment of brake light switch. C. Faulty electrical circuit.	A. Repair or replace cable. SEE Item "C" in Installation Instructions. B. Adjust control on brake light switch. C. Check electrical circuits.
Resume speed is possible below 20 MPH.	A. Faulty low speed switch in servo. B. Faulty electrical circuit.	A. Replace servo unit. B. Check electrical circuits.
Surge or hunt during control operation.	A. Throttle cable improperly routed. B. Damaged throttle cable. C. Damaged or defective speedometer cable. D. Improper vacuum source. E. Improper angle on cable approach. F. Vehicle engine malfunction. G. Speedometer flutter.	A. Reroute for maximum radius. B. Replace throttle cable. C. Repair or replace as required. D. Obtain vacuum from more reliable source port on the engine. E. Check brackets and routing to be sure the proper ones were used. F. Tune engine as required. G. Repair or replace speedometer cable.
Speed control engages when engine is started and does not disengage when brake pedal is depressed.	A. Faulty electrical circuit.	A. Check electrical circuits. SEE Item "C" in Installation Instructions.
Vehicle battery runs down.	A. Wrong power lead attachment.	A. Attach the power lead to an accessory terminal that is deactivated when the ignition is turned off.
Speed setting too high or too low after lock-in.	A. Improper adjustment of servo throttle control cable. B. Vacuum leak. C. Improper speed control servo lock-in adjustment.	A. Adjust servo throttle control cable. B. Check all vacuum hose connections. C. Adjust lock-in screw on servo. SEE Installation Instructions Item "A".
Speedometer noise, excessive needle waiver or erratic servo lock-in performance.	A. Speedometer cable kinked or damaged. B. Cable core bent or too long. C. Cable ferrule nut loose at transmission or servo. D. No lubricant on cables. E. Noisy speedometer head assembly. F. Cable not properly aligned at servo.	A. Align cables and avoid sharp bends or replace damaged cables. B. Replace core. C. Tighten cable ferrule nut. D. Lubricate cores. E. Repair or replace speedometer head. F. Disassemble and align core.
Speed fall off on up grades.	A. Inadequate vacuum. B. Improper cable routing. C. Inadequate vehicle power.	A. Check vacuum source. B. Reroute for maximum radius. C. Tune engine as required.
Excessive speed gain on down grades.	A. Improper cable routing. B. Carburetor return spring defective.	A. Reroute for maximum radius. B. Repair or replace.
Speed control engages without actuation of the set button.	A. Faulty electrical circuit.	A. Check electrical circuits.
Carburetor linkage does not return to normal idle.	A. Servo throttle cable kinked or damaged. B. Servo throttle cable not properly adjusted. C. Engine throttle linkage damaged.	A. Repair or replace servo throttle cable. B. Adjust servo throttle cable. C. Repair or replace linkage.