

ok here it is

the car being fitted is a 1999 D8 V6 SE manual coupe, doner parts came from a mix of 98 and 2000 coupes

if you find it hard sourcing parts from a coupe as far as i know all saloon and estate V6's came with cruise control as standard and use the same parts

Before you start :

check you have the wiring for cruise control

pop the blank switch off to find the on/off switch connector



remove the bottom part of the dash and find the white stalk connector just under the steering coloume

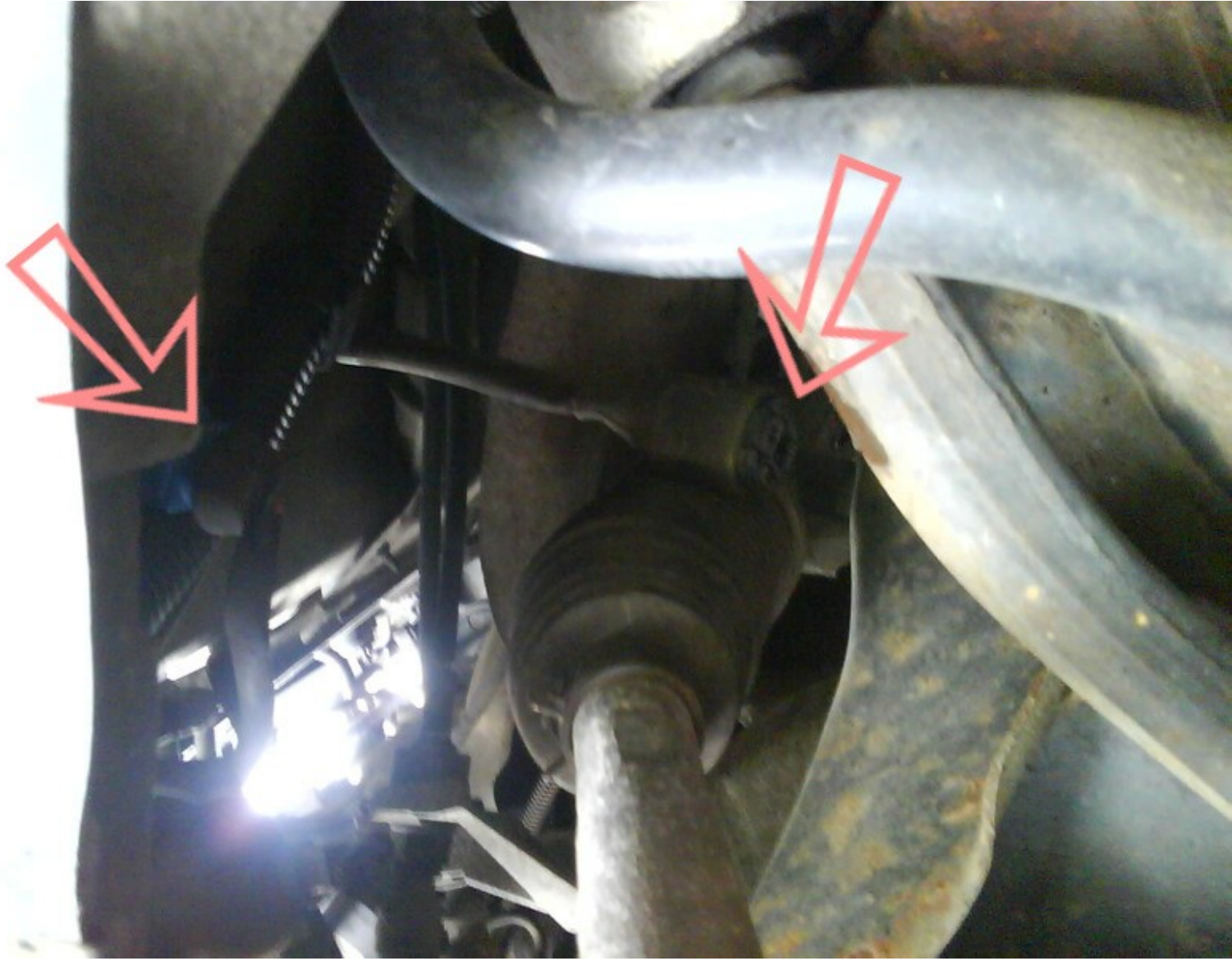


also look for 2 brown 2 pin connectors next to the brake and clutch pedals, they should be taped up onto a bit of wiring loom close by



under the passenger side of the dash board you should find a black and red clamp connector plugged into a blank socket
outside

jack the car up and remove the passnger side wheel, look for a round rubber connector and a blue 2 pin plastic connector,
they should be just on top of the steering rack



once you find all these you can buy the parts

buying the parts :

there are some different part for D8, D9non-plexed and D9 multiplexed also some varyents between engines sizes (i cant comment on hdi's of 2.2s and i know nothing about them)

but the parts you need are:



the cruise control ecu (silver box with blue writing on it the same ecu for all cars)

the vacume actuator (the one pictured is missing its mounting braket its also for an 3.0 ES9J4, the 2.0 is different but more on that later, it may also be different for ES9J4S engines)

the vacume pump + tube (in the plasic bag, the same pump for all cars)

the bottom half of the steering wheel couling ith cruise control stalk (the same for all cars, you can use your standard colouring as the mounting for the stalks are there and the hole for the CC stalk is out lined on the inside, you just need to drill out the out line)

the 2 cut out switches for the brake and clutch pedals (the same for all cars, you only need one for autos)

the on/off switch (not pictured, the same for all cars)



the brake and clutch switch grommets (the same for al cars, you only need one fro autos)

2.0 owners :

the vacume actuator is differnt for 2.0 engines they use a cable insted of a stick, i have never seen a 2.0 with cruise control, so if your stuggling to source one you could use a V6 actuator and remove the stick and use a universal accelrator cable kit (from unipart) to make up a cable, also the mounting braket is different but there only £6 from peugeot so you could just buy it brand new

once you get all these bits you an now install

Installation :

the on/off button

pop out the switch blank and unclip it



pop on the on/off switch



push it into the dash



the stalk

on the bottom side of the couling theres 2 holes, remove the 2 T15 screws from these holes



unclip the top half of the couling and fold it back, when removing th bottom half dont forget to unclip the radio stalk



swap the radio stalk over to the CC bottom half, plug it back in, feed the CC stalk cable down the bottom half of the dash along side the steerin colume, put the bottom half in place and clip the top half back on then put the 2 T15 screws back in



brake and clutch switches

unlock the steering column, and undo the 2 T15 screws



open the fuse box and undo the 2 T15 screws



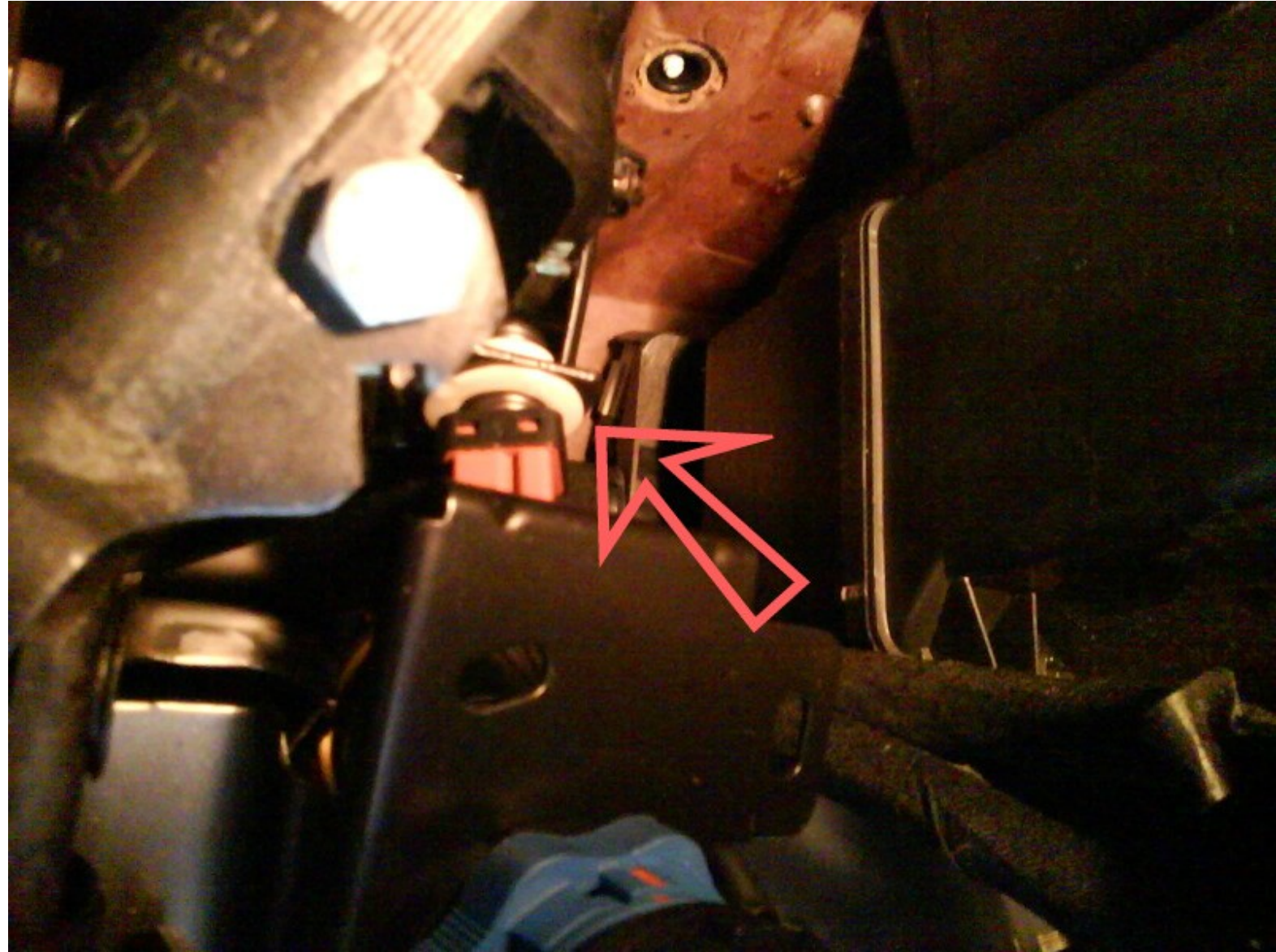
last T15 screw is at the bottom right hand corner of the panle



drop the panle out
plug in the CC stalk



this is where it gets abit tricky, start with the clutch switch as there is more room, 1st if you havent done so already, find the connector and remov the tape from around it, then push the white plastic grommet in to the mounting hole press in the clutch then push the switch all the way into the grommet, release the clutch pedal and it should push the switch back out a little so its set correctly then plug in the switch



this is really tricky

brake switch is the very same as the clutch but the steering columns in the way what i found was easiest is put the switch inside the gromet, the line the switch and gromet up with the hole and using 2 flat screw drivers (one each side kinda like holding the switch with chop sticks) i pushed the grommet/switch in to the hole again done with the brake pedal pushed in so when you release it pushes the switch back to set it, then plug it in



you can now rebuild the bottom of the dash back up

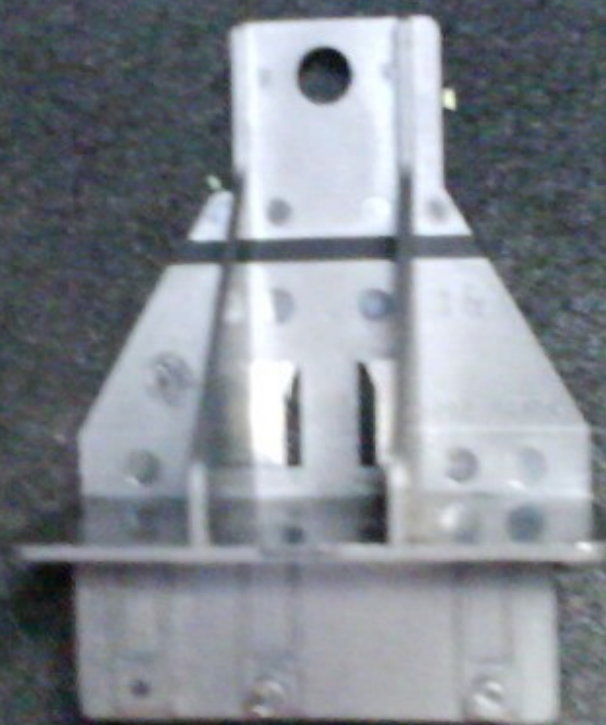
the ecu

on the passenger side under the dash you will need to find the ecu socket



pull the red bit out and remove it from the black socket

remove the blank socket (should just slide out with a bit of force)



plug the ecu in



push the red bit back in to clamp it down

tuck it back up into the dash and hold it there with using a short screw in the screw hole



put the carpet back

thats the inside done

now pop the bonnet

the vacume actuator braket should screw onto the engine with 2 screws and onto the acutator using the bolt on its back



then pop the stick on to the ball joint on the throttle body



the vacume pump goes down beside the gearbox mount, just ontop of the subframe



i found it was to big to be fitted from the top so jacked the car up took off the passnger sde wheel and put it on full left lock and the pump could be put in from the bottom

i could only find one moutning hole for it however



i used a bolt i had left over from my S16 doner car not sure of the size
plug the pump in put the wheel back on and thats you done!

Operation :

swith the system on by pressing in the on/off switch, while the systems on the light on the switch will light up :



the cruise control only functions if the gear box is in 4th or 5th gear and if the speed is higher than 25mph (40km/h)

storing a speed

as soon as you reach the chosen speed, push the stalk upwards rapidly this will store the speed in the memory and it will be maintained automatically

neutralising the memorised speed

if you wish to neutralise the memorised speed pull the stalk towards you or press the brake or clutch pedal

recalling the memorised speed

after neutralisation flick the stalk upwards, the vehicle will return to the last memorised speed

changing the memorised speed

to memorise a higher speed than the previous one keep the stalk pressed upwards, release it when you reach the chosen speed

to memorise a lower speed than the previous one keep the stalk pressed downwards, release it when you reach the chosen speed

cancelling the memorised speed

the speed in the memory is cancelled when the system is switched off or the ignition is switched off

my notes about the system

the accelerator pedal doesn't feel any different which is good

when you set the speed and lift your foot it does feel a little un-natural as there's a slight feeling of being out of control but you get used to it

I'm impressed how well it sticks to the set speed, it never moves as soon as you hit an up or downwards hill the throttle position is changed instantly to keep you at the set speed, it really shows up how often other people on the road speed up/slow down