CRUISE CONTROL SYSTEM
Article Text
1993 Honda Prelude
For Cadi Centre Nsk CA 95051

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ARTICLE BEGINNING

1993 ACCESSORIES & EQUIPMENT
Honda Cruise Control Systems

Prelude

DESCRIPTION

The cruise control system uses mechanical, electrical and vacuum operated devices to maintain selected vehicle speed at more than 25 MPH. The cruise control unit receives command signals from cruise control main switch and cruise control SET/RESUME switch. It also receives operating signals from brakelight switch, ignition coil, speed sensor, clutch switch (M/T) or shift position switch (A/T).

The cruise control unit compares actual vehicle speed to selected speed. The brakelight switch releases system control of throttle when brake pedal is pressed. The clutch switch, shift position switch and cancel switch sends a disengage signal to the cruise control unit.

OPERATION

The cruise control system will set and automatically maintain any speed at more than 25 MPH. To set, ensure main switch is on. Press SET switch after reaching desired speed. Pressing SET switch with main switch on will cause CRUISE CONTROL light display to come on. Pushing main switch to off, will cancel cruise control system operation and erase vehicle speed from memory.

If system is disengaged temporarily by brakelight switch, clutch switch or shift position switch, press RESUME switch. With RESUME switch pressed and speed memory retained, vehicle automatically returns to previous set speed. Holding RESUME switch will gradually increase vehicle speed without having to depress accelerator pedal. This sends an acceleration signal input to cruise control unit. When RESUME switch is released, system is reprogrammed for new speed.

For gradual deceleration without pressing brake pedal, push SET switch and hold switch until desired speed is reached. This sends a deceleration signal input to cruise control unit. When desired speed is reached, release SET switch. This reprograms system for new speed.

TROUBLE SHOOTING

WARNING: All models are equipped with Supplemental Restraint System (SRS). SRS wiring harness is routed close to instrument cluster, steering wheel, and related components. All SRS

wiring harnesses are covered by Yellow outer insulation. DO NOT use electrical test equipment on these circuits. Before working on steering column components, disable air bag system and follow all service procedures. See appropriate AIR BAG RESTRAINT SYSTEM article in ACCESSORIES/SAFETY EQUIPMENT section.

Preliminary Checks

1) Before trouble shooting by symptom, check underdash fuses No. 13 (10-amp) and No. 14 (7.5-amp).

2) Check underhood fuses No. 32 (100-amp), No. 33 (50-amp) and No. 41 (15-amp). Replace fuses as necessary. Ensure horn and tachometer operate properly. Ensure all connections are clean and tight. For circuit identification, see appropriate chassis wiring diagram in the WIRING DIAGRAMS section.

NOTE: Check possible faults in order listed. Repair or replace components and circuits as necessary.

Cruise Control Will Not Set

1) Faulty main switch. Faulty SET/RESUME switch. Faulty cruise control unit inputs.

2) Faulty ground connection G401 (located under right side of dashboard, near base of windshield). Faulty ground connection G402 (located on left side of left side rail, on center console). Faulty ground connection G404 (located on top of left side rail, on center console).

3) Open one or more of the following wires:

* Light Green/Black wire between SET/RESUME switch and cruise control unit.
* Brown/White wire between cruise control actuator and cruise control unit.
* Brown/Black wire between cruise control actuator and cruise control unit.
* Brown/Red wire between cruise control actuator and cruise control unit.
* Orange wire between vehicle speed sensor and cruise control unit.
* Light Green wire between main switch and cruise control unit. Wire splices to brakelight switch.
* Light Green/Red wire between SET/RESUME switch and cruise control unit.
* Blue wire between ignition control module and cruise control unit.

Cruise Control Will Set, But Indicator Light Will Not Come On

1) Faulty dimming circuit for gauges. Open Yellow wire

between underdash fuse No. 13 (10-amp) and dashlight dimming circuit. Open Red wire between dashlight dimming circuit and cruise control unit.

2) Faulty ground connection G401 (located under right side of dashboard, near base of windshield). Faulty ground connection G402 (located on left side of left side rail, on center console). Faulty ground connection G404 (located on top of left side rail, on center console).

Cruise Speed Noticeably Higher Or Lower Than Setting

Incorrect actuator cable free play. Faulty actuator assembly. Faulty cruise control unit inputs. Faulty speed sensor signal.

Excessive Hunting When Trying To Achieve Set Speed

Incorrect actuator cable free play. Faulty actuator assembly. Faulty cruise control unit inputs. Faulty speed sensor signal.

Set Speed Will Not Hold, Even On Flat Road

Incorrect actuator cable free play. Faulty actuator assembly. Leaking or plugged actuator vacuum connections. Leaking vacuum reservoir. Faulty cruise control unit inputs. Faulty speed sensor signal.

Vehicle Will Not Decelerate Or Accelerate When Set Or Resume Button Is Pushed

1) Faulty SET/RESUME switch. Faulty cruise control unit inputs.

Set Speed Will Not Cancel When Clutch Pedal Is Pushed (M/T)

Faulty clutch switch. Faulty cruise control unit inputs. Open Pink wire between cruise control unit and clutch switch (M/T) or shift lever position switch (A/T).

Set Speed Will Not Cancel When Shift Lever Is Moved To Neutral (A/T)

Faulty shift lever position switch. Faulty cruise control unit inputs. Open Pink wire between cruise control unit and clutch switch.

Set Speed Will Not Cancel When Brake Pedal Is Pushed

Faulty brakelight switch. Faulty cruise control unit inputs. Open Gray and/or Green/White wires between brakelight switch and cruise control unit.

Set Speed Will Not Cancel When Main Switch Is Turned Off

Faulty main switch. Faulty cruise control unit inputs. Open Light Green wire between main switch and cruise control unit. Check wire splice to brakelight switch for poor connection.

Set Speed Will Not Resume When Resume Button Is Pressed With Main Switch On, But Set Speed Will Temporarily Cancel
Faulty SET/RESUME switch. Faulty cruise control unit inputs.

ADJUSTMENTS

ACTUATOR CABLE

1) Ensure actuator cable operates smoothly without binding or sticking. Start engine. Measure actuator rod movement before cable pulls on accelerator lever (engine speed starts to increase). This is amount of cable free play. See Fig. 1. See ACTUATOR CABLE FREE PLAY SPECIFICATIONS table.

ACTUATOR CABLE FREE PLAY SPECIFICATIONS TABLE

Application	In. (mm)
All Models	.37-.49 (9.5-12.5)

2) If free play is not as specified, loosen lock nut and turn adjusting nut as necessary. See Fig. 1. Tighten lock nut and recheck free play. Test drive vehicle and ensure actual speed is within 2 MPH of set speed. If necessary, check throttle cable free play.

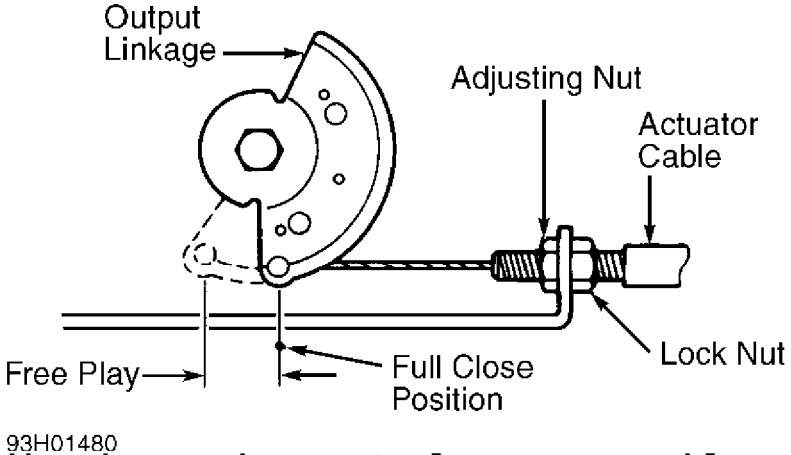


Fig. 1: Adjusting Cruise Control Actuator Cable
Courtesy of American Honda Motor Co., Inc.

BRAKE PEDAL HEIGHT

1) Loosen brakelight switch lock nut, and back off switch until it no longer touches brake pedal. Loosen brake pedal push rod lock nut, and screw push rod in or out until correct pedal height is

obtained. See BRAKE PEDAL HEIGHT SPECIFICATIONS table. Tighten lock nut to specification. See TORQUE SPECIFICATIONS.

2) Screw in brakelight switch until plunger is fully pressed (threaded end touching pad on pedal arm). Back off switch until clearance between threaded end and pad is .012" (.30 mm) and tighten lock nut firmly. Ensure brakelights work when brake pedal is pressed.

BRAKE PEDAL HEIGHT SPECIFICATIONS TABLE

Application	Auto. Trans. In. (mm)	Man. Trans. In. (mm)
Prelude	7.3 (186)	6.5 (165)

CABLE REEL CENTERING

For cable reel centering procedure, see appropriate AIR BAG RESTRAINT SYSTEM article in the ACCESSORIES/SAFETY EQUIPMENT section.

CLUTCH PEDAL HEIGHT

1) Loosen clutch pedal switch (lower switch) lock nut, and back off switch until it no longer touches clutch pedal. Loosen clutch master cylinder push rod lock nut. Turn push rod to obtain a pedal height from floor of 7.5" (190 mm) and a stroke of 5.3-5.7"(135-145 mm). Pedal height is measured from middle of pedal face (with clutch released) to floor. Tighten clutch master cylinder push rod lock nut.

2) Thread in clutch pedal switch until it contacts pedal. Turn clutch pedal switch in an additional 1/4 to 1/2 turn. Tighten clutch pedal switch lock nut. Loosen clutch interlock switch (upper switch) lock nut. With clutch pedal fully pressed, measure clearance between clutch pedal and floor board. Measure from middle of pedal face to floor. Clearance should be a minimum of 3.7" (94 mm).

3) Release clutch pedal .59-.79" (15-20 mm) from fully pressed position, and hold pedal at this height. Adjust position of clutch interlock switch so engine will start with clutch pedal at this position. Turn clutch interlock switch in an additional 1/4 to 1/2 turn. Tighten clutch interlock switch lock nut.

SHIFT LEVER POSITION SWITCH

1) Turn ignition off. Set parking brake. Remove front console to access shift lever position switch located on side of shift lever mechanism. Disconnect shift lever position switch 12 or 14-pin connector. Ensure shift lever is in "P" position.

2) Loosen 2 shift lever position switch mounting bolts.

Slowly slide switch toward front or rear of vehicle while checking for continuity between shift lever position switch 12 or 14-pin connector terminals. See SHIFT LEVER POSITION SWITCH TERMINAL IDENTIFICATION table. See Fig. 2. Continuity should be present.

3) If adjustment is possible to get continuity, shift lever position switch is functioning properly. Tighten 2 shift lever position switch mounting bolts. Ensure vehicle starts with shift lever in "P" and "N" positions.

4) If adjustment is not possible to get continuity, check shift lever detent and bracket for damage. If no damage is evident, replace faulty shift lever position switch.

SHIFT LEVER POSITION SWITCH TERMINAL IDENTIFICATION TABLE

Application	Terminals
Prelude (1)	8 & 11

(1) - Shift lever position switch has a 12-pin connector.

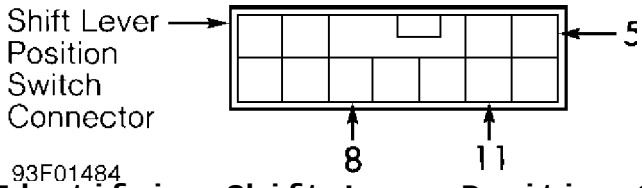


Fig. 2: Identifying Shift Lever Position Switch Connector
Courtesy of American Honda Motor Co., Inc.

DIAGNOSIS & TESTING

AIR BAG WARNING

WARNING: All models are equipped with Supplemental Restraint System (SRS). SRS wiring harness is routed close to instrument cluster, steering wheel, and related components. All SRS wiring harnesses are covered by Yellow outer insulation. DO NOT use electrical test equipment on these circuits. Before working on steering column components, disable air bag system and follow all service procedures. See appropriate AIR BAG RESTRAINT SYSTEM article in the ACCESSORIES/SAFETY EQUIPMENT section.

RADIO THEFT PROTECTION SYSTEM CAUTION

CAUTION: Some models are equipped with stereo theft protection system. Obtain 5-digit security code before disconnecting battery cable.

ACTUATOR ASSEMBLY

NOTE: If testing results in replacement of actuator solenoid valve assembly, ensure NEW "O" rings are installed.

1) Turn ignition off. Disconnect actuator cable from actuator. Unplug 4-pin connector at actuator. Actuator is located on left side of engine compartment. Using jumper wires, connect battery voltage to terminal "D" of actuator connector and simultaneously ground terminals "A", "B" and "C" of actuator connector. See Fig. 3.

2) Disconnect actuator vacuum line at vacuum check valve. Connect a vacuum pump to actuator vacuum line. Ensure vacuum check valve is between vacuum pump and actuator. Apply vacuum to system.

3) Actuator rod should pull in completely. If actuator rod pulls in completely, go to step 5). If actuator rod pulls in partially or not at all, check for leaking vacuum line. Repair as necessary.

4) If vacuum line is not leaking, check actuator solenoid valve assembly. See ACTUATOR SOLENOID VALVE ASSEMBLY. If actuator solenoid valve assembly tests are okay, actuator solenoid valve assembly is okay electrically, but has a mechanical malfunction. Replace actuator solenoid valve assembly for mechanical malfunction.

5) With voltage still applied to actuator connector, try to pull actuator rod out by hand. If actuator rod cannot be pulled out by hand, go to next step. If actuator rod can be pulled out by hand, replace malfunctioning actuator assembly.

6) Disconnect ground wire from actuator connector terminal "C". See Fig. 3. Actuator rod should return to "rest" position. If actuator rod does not return to "rest" position, replace malfunctioning actuator solenoid valve assembly. If actuator rod returns to "rest" position, repeat steps 1) through 6), but when step 6) is reached, disconnect ground from actuator connector terminal "A" instead of "C". See Fig. 3.

7) If actuator rod returns to "rest" position after disconnecting ground from actuator terminal "A", actuator assembly is functioning properly. If actuator rod does not return to "rest" position after disconnecting ground from actuator terminal "A", replace malfunctioning actuator solenoid valve assembly.

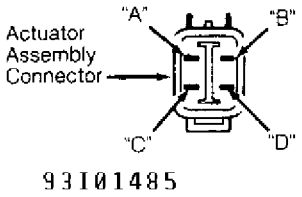


Fig. 3: Identifying Actuator Assembly Connector
Courtesy of American Honda Motor Co., Inc.

ACTUATOR SOLENOID VALVE ASSEMBLY

1) Turn ignition off. Unplug actuator assembly 4-pin connector. Using a DVOM, measure resistance between actuator assembly 4-pin connector terminals. See Fig. 3.

2) See ACTUATOR SOLENOID VALVE ASSEMBLY RESISTANCE table. If resistance is as not as specified, replace actuator solenoid valve assembly. Ensure NEW "O" rings are installed.

ACTUATOR SOLENOID VALVE ASSEMBLY RESISTANCE TABLE

Solenoid	Terminals	Ohms
Safety	"A" & "D"	40-60
Vacuum	"B" & "D"	70-110
Vent	"C" & "D"	80-120

BRAKELIGHT SWITCH

1) Unplug 4-pin connector from brakelight switch. Using a DVOM, check for continuity between brakelight switch terminals "A" and "D". See Fig. 4. Continuity should exist. Check for continuity between brakelight switch terminals "B" and "C". Continuity should not exist.

2) Depress brake pedal and hold. Check for continuity between brakelight switch terminals "A" and "D". Continuity should not exist. Check for continuity between brakelight switch terminals "B" and "C". Continuity should exist. If continuity is not as specified, check brake pedal height. See BRAKE PEDAL HEIGHT under ADJUSTMENTS. If brake pedal height is okay, replace brakelight switch.

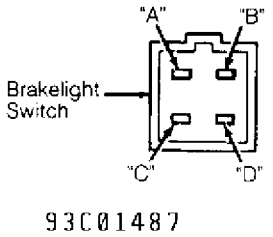


Fig. 4: Identifying Brakelight Switch Connector
Courtesy of American Honda Motor Co., Inc.

CABLE REEL

Cable reel testing procedures are incorporated into SET/RESUME switch testing. See SET/RESUME SWITCH.

CLUTCH SWITCH

1) Unplug 3-pin connector from clutch switch. Using a DVOM, check for continuity between clutch switch terminals "B" and "C". See Fig. 5. Continuity should exist. Depress clutch pedal and hold. Check for continuity between terminals "B" and "C".

2) Continuity should exist. If no continuity exists, check clutch pedal height. See CLUTCH PEDAL HEIGHT under ADJUSTMENTS. If clutch pedal height is okay, replace clutch pedal switch.

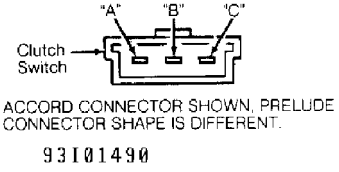


Fig. 5: Identifying Clutch Switch Terminals (Typical)
Courtesy of American Honda Motor Co., Inc.

DIMMER SWITCH CIRCUIT

1) Turn ignition off. Carefully pry dimmer switch from dashboard. Dimmer switch is removed with 2 other switches in a pod. Unplug dimmer switch 6-pin connector.

2) Using a DVOM, measure resistance of dimmer switch terminals "C" and "E". See Fig. 6. Resistance should be 8000-10,000 ohms. Resistance will vary slightly with temperature. If resistance is as specified, go to next step. If resistance is not as specified, replace dimmer switch.

3) Using a DVOM, measure resistance of dimmer switch terminals "D" and "E". See Fig. 6. Resistance should vary between zero and 10,000 ohms when dimmer switch dial is rotated. Resistance will vary slightly with temperature. If resistance is as specified, go to next step. If resistance is not as specified, replace dimmer switch.

4) Using a DVOM, check for continuity between dimmer switch terminals "B" and "F". See Fig. 6. If continuity exists, go to next step. If no continuity exists, replace dimmer switch.

5) Rotate dimmer switch past its dimmest setting until a "click" is heard. Using a DVOM, check for continuity between dimmer switch terminals "B" and "F". See Fig. 6. If no continuity exists, go to next step. If continuity exists, replace dimmer switch.

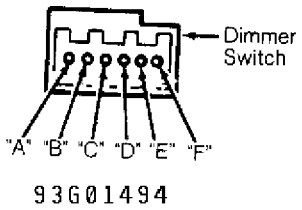


Fig. 6: Identifying Dimmer Switch Terminals
Courtesy of American Honda Motor Co., Inc.

6) Remove 4 screws from sub-gauge assembly located in center of dashboard. Pull out sub-gauge assembly far enough to unplug electrical connectors. Remove sub-gauge assembly.

7) Access dashlight brightness control unit located behind sub-gauge assembly. Unplug dashlight brightness control unit 6-pin connector. See Fig. 6. With headlight switch on or off, use a DVOM to check for continuity between 6-pin connector Black wire and ground. If

continuity exists, go to next step. If no continuity exists, repair open Black wire or poor ground connection G401, located under right side of dashboard near base of windshield. Also check ground connection G402, located on left side of left side rail on center console.

8) With headlight switch on, use a DVOM to check for battery voltage between 6-pin connector Red/Black wire and ground. If battery voltage exists, go to next step. If battery voltage does not exist, replace blown underhood fuse No. 42 (20-amp), faulty headlight switch or repair open circuit in Red/Black wire.

9) With headlight switch on, use a jumper wire to ground 6-pin connector Red wire. If dashlights come on (full bright), go to next step. If dashlights do not come on, repair open circuit in Red/Black wire or Red wire for 6-pin connector.

10) Using a DVOM, measure resistance between 6-pin connector Red/Green wire and Red/White wire. Resistance should be 8000-12,000 ohms at all times when dimmer switch dial is rotated. Resistance will vary slightly with temperature. If resistance is as specified, go to next step. If resistance is not as specified, repair open circuit in Red/Green wire or Red/White wire or replace faulty dashlight brightness control unit.

11) Using a DVOM, measure resistance between 6-pin connector Red/Blue wire and Red/White wire. Resistance should vary between zero and 10,000 ohms when dimmer switch dial is rotated. Resistance will vary slightly with temperature. If resistance is as specified, go to next step. If resistance is not as specified, repair open circuit in Red/Blue wire or Red/White wire or replace faulty dashlight brightness control unit.

12) Ensure connection between 6-pin connector and dashlight brightness control unit is okay. See Fig. 7. If connection is okay, replace dashlight brightness control unit with a known good unit and check operation of cruise control indicator light.

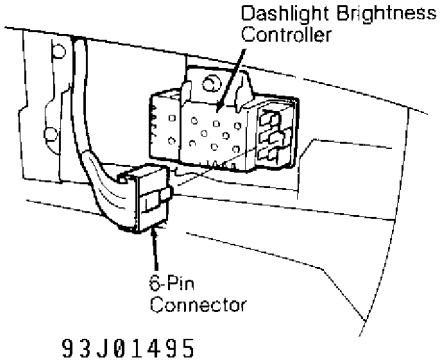


Fig. 7: Dashlight Brightness Controller
Courtesy of American Honda Motor Co., Inc.

1) Turn ignition and main switch off. Remove main switch. Using DVOM, check for continuity between main switch terminals "A" and "B", and terminals "C" and "E". See Fig. 8. If continuity exists, go to next step. If no continuity exists, replace defective bulb inside main switch. Recheck main switch continuity. If continuity is still not as specified, replace main switch.

2) Turn main switch on. Using a DVOM, check for continuity between main switch terminals "A" and "B", "C" and "E", and "B" and "D". See Fig. 8. If continuity exists, main switch is okay. If no continuity exists between terminals "B" and "D", replace main switch. If no continuity exists between main switch terminals "A" and "B" and terminals "C" and "E", go to next step.

3) Replace defective bulb inside main switch. Recheck main switch continuity. If continuity is still not as specified, replace main switch.

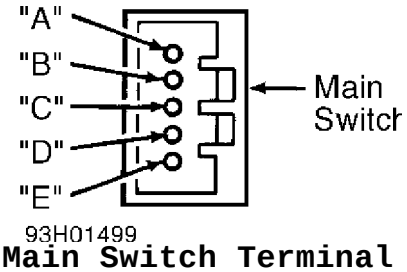


Fig. 8: Main Switch Terminal ID
Courtesy of American Honda Motor Co., Inc.

SET/RESUME SWITCH

1) Disable air bag system. See AIR BAG RESTRAINT SYSTEM article in the ACCESSORIES/SAFETY EQUIPMENT section. Connect SRS Test Harness "C" (07LAZ-SL40300) to cable reel 6-pin connector. Using a DVOM, check for continuity between SRS Test Harness "C" connector terminal No. 2 (Light Green/Red wire on cable reel harness) and terminal No. 3 (Blue/Red wire on cable reel harness) with SET pressed. See Fig. 9. If continuity exists, go to next step. If no continuity exists, go to step 3).

2) Using a DVOM, check for continuity between SRS Test Harness "C" connector terminal No. 1 (Light Green/Black wire on cable reel harness) and terminal No. 3 (Blue/Red wire on cable reel harness) with RESUME pressed. See Fig. 9. If continuity exists, SET/RESUME switch and cable reel are okay. If no continuity exists, go to next step.

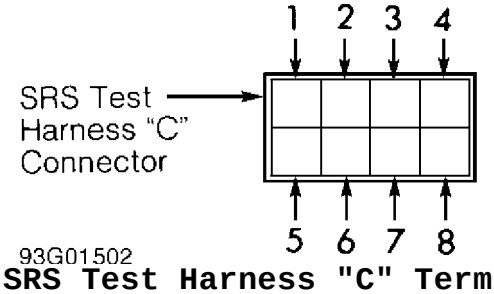


Fig. 9: SRS Test Harness "C" Terminal ID
Courtesy of American Honda Motor Co., Inc.

3) Remove SET/RESUME switch from steering wheel. See SET/RESUME SWITCH under REMOVAL & INSTALLATION. Using a DVOM, check for continuity between SET/RESUME switch terminals "A" or "A' " and "C" with SET pressed. See Fig. 10. If continuity exists, go to next step. If no continuity exists, replace SET/RESUME switch.

4) Using a DVOM, check for continuity between SET/RESUME switch terminals "A" or "A' " and "B" with RESUME pressed. See Fig. 10. If continuity exists, replace cable reel. See CABLE REEL under REMOVAL & INSTALLATION. If no continuity exists, replace SET/RESUME switch.

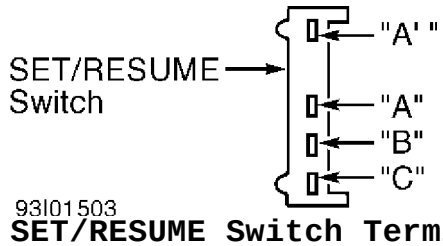


Fig. 10: SET/RESUME Switch Terminal ID
Courtesy of American Honda Motor Co., Inc.

SHIFT LEVER POSITION SWITCH

NOTE: Only A/T vehicles are equipped with shift lever position switch.

1) Remove front console to access shift lever position switch located on side of shift lever mechanism. Unplug shift lever position switch 12 or 14-pin connector.

2) Using a DVOM, check for continuity between shift lever position switch 12 or 14-pin connector terminals with shift lever in "2", "D" and "D4" positions. See SHIFT LEVER POSITION SWITCH TERMINAL IDENTIFICATION table. See Fig. 2.

3) Continuity should be present in each position. If continuity exists in each position, shift lever position switch is okay. If no continuity exists, go to next step.

4) Check shift lever position switch adjustment. See SHIFT LEVER POSITION SWITCH under ADJUSTMENTS. If shift lever position

switch adjustment is okay, replace shift lever position switch.

SHIFT LEVER POSITION SWITCH TERMINAL IDENTIFICATION TABLE

Application	Terminals
Prelude (1)	5 & 8

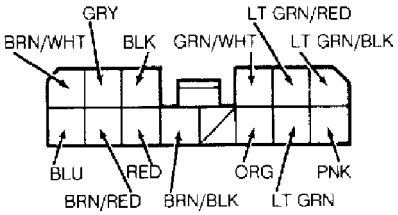
(1) - Shift lever position switch has a 12-pin connector.

CRUISE CONTROL UNIT INPUT

1) Turn ignition off. Remove dashboard lower left cover. Cruise control unit is located above steering column under dashboard. Unplug cruise control unit 13-pin connector.

2) Using a DVOM, perform cruise control unit input tests. See Fig. 11. If all input test results are okay, check cruise control unit connector for damage and proper fit to cruise control unit. If connector is okay and cruise control is still malfunctioning, replace cruise control unit.

- Numbers 1 through 13 refer to test numbers, not terminal numbers.
- Ground G101 is located at thermostat housing on engine. G101 is a 2-wire ground connection sharing one common ground.
- Ground G401 is located under right side of dashboard near base of windshield. G401 is a 2-wire ground connection sharing one common ground.
- Ground G402 is located under middle of dashboard on left side rail on center console. G402 is a 2-wire ground connection sharing one common ground.
- Ground G404 is located under middle of dashboard. G404 is a 2-wire ground connection sharing one common ground.



VIEW FROM WIRE SIDE

No.	Wire	Test condition	Test: Desired result	Possible cause if result is not obtained
1	BLK	Under all conditions.	Check for continuity to ground: There should be continuity.	• Poor ground (G401, G402, G404) • An open in the wire.
2	LT GRN	Ignition switch ON and main switch ON.	Check for voltage to ground: There should be battery voltage.	• Blown No. 14 (7.5 A) fuse. (In the under-dash fuse/relay box) • Faulty main switch. • An open in the wire.
3	LT GRN/BLK	RESUME button pushed.	Check for voltage to ground: There should be battery voltage.	• Blown No. 41 (15 A) fuse. (In the under-hood fuse/relay box) • Faulty SET/RESUME switch. • Faulty cable reel. • An open in the wire.
4	LT GRN/RED	SET button pushed.		
5	PNK	M/T: Clutch pedal pushed. A/T: Shift lever in 2, D3, or D4.	Check for continuity to ground: There should be continuity. NOTE: There should be no continuity when the clutch pedal is released or when the A/T shift lever is in other positions.	• Faulty or misadjusted clutch switch (M/T). • Faulty or misadjusted A/T gear position switch. • Poor ground (G401, G402, G404). • An open in the wire.
6	BLU	Start the engine.	Check for voltage to ground: There should be battery voltage.	• Faulty ignition system or ECM. • An open in the wire.
7	ORG	Ignition switch ON and main switch ON. Raise the front of the car, rotate one wheel slowly.	Check for voltage between the ORN ⊕ and BLK ⊖ terminals: It should be 0—12—0—12 V repeatedly.	• Faulty vehicle speed sensor (VSS). • Poor ground (G101). • An open in the wire.
8	GRY	Ignition switch ON, main switch ON and brake pedal pushed, then released.	Check for voltage to ground: There should be 0 V with the pedal pushed, and battery voltage with the pedal released.	• Faulty brake switch. • An open in the wire.
9	GRN/WHT	Brake pedal pushed, then released.	Check for voltage to ground: There should be battery voltage with the pedal pushed, and 0 V with the pedal released.	• Faulty brake switch. • An open in the wire.
10	RED	Ignition switch ON.	Connect to ground: Cruise indicator in the gauge assembly comes on.	• Blown bulb. • Blown No. 13 (10 A) fuse. (In the under-dash fuse/relay box) • Faulty dimming circuit in the gauge assembly. • An open in the wire.
11	BRN/RED	Under all conditions.	Check for resistance to ground: There should be 80—120 Ω.	• Faulty actuator solenoid. • An open in the wire.
12	BRN/BLK	Under all conditions.	Check for resistance to ground: There should be 70—110 Ω.	
13	BRN/WHT	Under all conditions.	Check for resistance to ground: There should be 40—60 Ω.	

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Fig. 11: Cruise Control Unit Input Test
Courtesy of American Honda Motor Co., Inc.

REMOVAL & INSTALLATION

AIR BAG WARNING

WARNING: All models are equipped with Supplemental Restraint System (SRS). SRS wiring harness is routed close to instrument cluster, steering wheel and related components. All SRS wiring harnesses are covered by Yellow outer insulation. DO NOT use electrical test equipment on these circuits. Before working on steering column components, disable air bag system and follow all service procedures. See appropriate AIR BAG RESTRAINT SYSTEM article in the ACCESSORIES/SAFETY EQUIPMENT section.

CABLE REEL

For removal and installation procedure, See appropriate AIR BAG RESTRAINT SYSTEM article in the ACCESSORIES/SAFETY EQUIPMENT section.

SET/RESUME SWITCH

Removal & Installation

Carefully pry cover from side of SET/RESUME/CANCEL switch. Remove 2 screws attaching SET/RESUME/CANCEL switch to steering wheel. Remove SET/RESUME/CANCEL switch from steering wheel. To install, reverse removal procedure.

WIRING DIAGRAMS

See appropriate chassis wiring diagram in theWIRING DIAGRAMS section.

END OF ARTICLE