OEM Cruise Control Installation in 99-02 GMC/Chevy NBS trucks

May 2008 ~ Rampage_Rick

Having just installed ‘factory’ cruise control in my ’00 Sierra, I thought I’d share the fun. I followed the steps outlined in the computerized GM service guide, which I will paraphrase here along with my own insight. FYI: My truck is a 2000 Sierra 1500 4x4 4.8L w/ manual transmission.

I picked up a Multifunction Switch and the Cruise Control Module at a local wrecker for $200.

![Multifunction Switch and Cruise Control Module](image1.jpg)

GM P/N: 26090412 -or- 26100839

GM P/N: 25315559

While mine came with the correct throttle cable, here’s the part numbers:

<table>
<thead>
<tr>
<th>Engine</th>
<th>Part Number</th>
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<tbody>
<tr>
<td>4.3L engine ('99)</td>
<td>15712336</td>
</tr>
<tr>
<td>4.3L engine ('00-'02)</td>
<td>15040831</td>
</tr>
<tr>
<td>4.8L, 5.3L, 6.0L ('99)</td>
<td>15712334</td>
</tr>
<tr>
<td>4.8L, 5.3L, 6.0L ('00-'02)</td>
<td>15040802</td>
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OK, here we go...

1. Disconnect the negative battery cable! When the switch wiring is disconnected, there are some hefty terminals exposed (i.e. 60+ amps) which feed everything switched by the ignition.

2. Pull the Airbag fuse on the left side of the dash (Yeah I know the negative is disconnected... Better to be safe than sorry!)

3. Remove the knee bolster. There are two 9/32" bolts on the bottom edge. The top is held by spring clips. Just pull.

4. Disconnect the yellow Airbag connector above the brake pedal that leads to the steering wheel.
4. Remove the Airbag from the steering wheel. This proved to be the hardest part of the job for me. The airbag is held on by two spring clips which each engage a notched metal pin. You have to unlock each pin via small holes in the back of the steering wheel. Each hole can only be accessed when it is at the 12 o’clock position. (The top of the airbag in my picture is at the top) Once the airbag is released, you pull out the retainer clip and disconnect the yellow wire.

You basically have this tiny hole (shown below as a red square) through which you to put a flat screwdriver blade, twist, and spread the clip, thus releasing the brass-colored pin. I didn’t have a screwdriver of the appropriate size; mine were either too fat to fit in the hole, or too skinny to spread the clip wide enough. I ended up using a stiff piece of wire with a small 90° bend at the end. As you spread the clip you should be pulling on that side of the airbag slightly. Once you’ve released one side, the other may be slightly more difficult to release due to increased tension.
5. Remove the horn contact. Push the plastic terminal in slightly and twist it 90°. It should pop out.

6. Loosen the four T30 Torx head screws, releasing the contact plates from the steering wheel.

7. Remove the tilt lever. Grab it and pull...

8. Make note of the position of the steering wheel relative to the steering shaft.

9. Remove the steering wheel nut with a 21mm socket and extension. Unclip the airbag wire.

10. Now, by some chance you might be able to just pull the wheel off. If you want to try, I’d suggest leaving the nut loose on the end of the shaft so that you don’t damage the airbag wire if the wheel does come off. In my case, and likely yours, it wouldn’t budge with me going gorilla, so a steering wheel puller is necessary. Mine cost $8 at Crappy Tire.
11. Remove the metal brace around the bottom of the steering column. It’s held on by four nuts.

12. Remove the two T25 Torx screws from the bottom column cover. Tilt the cover down and disengage the locking tabs at the rear.

13. Remove the reverse-Torx screw holding the upper cover using a 5/32" socket, between the end of the steering shaft and the ignition cylinder. Remove the upper column cover.

14. Remove the black mesh protecting the wiring harness (it’s Velcro) Cut off the two zip ties from the wiring harness.

15. On trucks with automatics, disconnect the two connectors from the shift lever. Both have green and black wires, one plug is green, the other black. (I have a stick shift so mine go nowhere)

16. Loosen the 9/32 bolt in the middle of the main wiring connector, and once it’s backed out completely, give the harness a little tug to separate the connectors. (Ignore the wires heading to the left, they’re for my alarm)
17. Separate the grey and black connectors from the main ignition connector body. Put a flat-blade screwdriver between the connectors to disengage the tab, then slide the connectors apart.

18. Remove the two T25 Torx screws holding the multifunction switch, then remove the switch.

The only real difference in the wiring connectors is the additional 4 wires for the cruise functions. Note that both switches have electrical tape at the back, presumably to hold down the brass terminal which leads to the horn. Since it comes with tape from the factory, I wouldn’t remove it.

Now comes the easy part:

*Putting everything back together...*
19. Slip the multifunction switch into place and install the screws. Tighten to 6 N-m (53 in-lb)

20. Slide the grey and black connectors into the main ignition connector body.

21. Push the whole connector assembly back into place while threading the bolt. Tighten the bolt until the connector is fully seated.

22. If you’ve got an automatic, reconnect the two shift lever connectors. If not, just tape them to the harness so that they’re out of the way.

23. Put a couple zip ties around the wiring harness, then wrap with protective black mesh.

24. Reinstall the upper column cover. Tighten the screw to 1.5 N-m (15 in-lb)

25. Reinstall the lower column cover. Tighten the screws to 3 N-m (25 in-lb)

26. Reinstall the metal brace below the column. Tighten the four nuts to 30 N-m (22 ft-lb)

27. Align the steering wheel to the original position and push it onto the splined steering shaft. Tighten the nut to 40 N-m (29 ft-lb) Clip the airbag wire back into it’s holder.

28. Push the tilt lever back in.

29. Reinstall the horn switch contacts. Tighten the screws to 3 N-m (53 in-lb) Be aware that they will bolt on backwards, but you won’t be able to install the airbag properly. The pink wire should form a ‘W’. Also, the outer ‘ears’ on the contacts go at the top.

   Correct:          Not:

30. Reconnect the airbag wire to the back of the airbag module, then reinstall the retainer clip. Push the airbag into place until it latches on both sides. (Pretend you’re honking the horn :P)

31. Reconnect the airbag cable under the dash, above the brake pedal.

32. Reinstall the knee bolster and tighten the bolts to 2 N-m (18 in-lb)

33. Reinstall the Airbag fuse.

   Next:  Getting greasy
The rest of these steps are specific to my 4.8L Vortec, your results may vary....

First you should check to see if there is a cruise module connector in the engine compartment. OK, maybe I should have mentioned this at the beginning of these instructions... In my case the connector was capped and attached to a stud on the cowl.

34. Remove the fender brace and check to see if the cruise module will fit somewhere near it's stock location. Being that the vehicle didn't come with cruise, it's likely there aren't any appropriate mounting studs on the cowl. I chose to install bolts from the back side of the cowl.

35. Remove the rubber flap from the edge of the cowl to allow access to the backside. It's a bit tricky. Push down on the tab to release the catch, and then pull it out. I found that it was easier to remove by closing the hood halfway to get the hood support/hinge out of the way.
36. Mark and drill holes for the bolts. I recommend leaving at least an inch horizontally to the edge of the cowl to leave room for the rubber ‘flapper’ and an inch vertically to leave room for the bolts that hold on the fender brace. It’s not as tight as it seems, as I was able to wrangle an 18V Dewalt drill in there, albeit with a short drill bit. Only wandered once...

For mounting hardware I used 1/4” x 1½” stainless steel bolts. 1” long bolts would likely have been sufficient. The two on the end could be put in by hand, but I had to use a piece of copper wire to get the other bolt in the hole.

I used a box wrench to hold the bolts while I tightened the nuts from the front. Again, to reach the far bolt I used a piece of copper wire to help maneuver the box wrench into place. With the bolts tight I reinstalled the rubber flapper.
37. My cruise control cable came already attached, but just in case, here are the steps to connect it:
- Remove and discard the plastic cable retainer from the cruise control cable.
- Connect the cruise control cable bead to the fitting on the control module ribbon.
- Pull the cruise control cable until the cable is taut. Take care not to twist the ribbon.
- Twist the cable at the engine-end fitting as needed to remove twists in the ribbon.
- Ensure the ribbon is flat and vertical, then slide the cable conduit over the ribbon.
- Ensure the tangs snap securely into place, and that the cable operates freely.

38. Remove the two 5/16" bolts holding the plastic engine cover, and remove the cover.

39. Snap the cable fitting onto the stud on the throttle lever. The C-clip in the fitting is not designed to be removable. The fitting simply snaps on and off the stud.

40. Snap the cable conduit fitting into the round hole in the engine cable bracket.

41. Snap the cable locator clip into the rectangular hole in the routing bracket.

42. Reinstall the plastic engine cover.

43. Reconnect the negative battery cable. Engine operation may be rough while the PCM re-learns its parameters. The cruise module should be ready to go right away.