

" THIS ARTICLE IS INTENDED FOR YOUR REFERENCE ONLY.

ACTUAL PARTS, YEARS AND BODY STYLES CONTAINED

IN THIS ARTICLE MAY DIFFER SLIGHTLY FROM YOUR APPLICATION. "

After spending ten days on the East Coast Power Tour and talking to many people about different cruise controls and how they operated, we knew – each time we got in our '57 giveaway car – that we would have one in it. Looking into using a cruise control, we found that some operate on vacuum and some use electronics. If you have anything more than a stock cam shaft and try to use a vacuum-operated cruise control, you will have a variation in your cruise speed. We have therefore installed a totally electronic system. This system has a cable that hooks to the throttle linkage and is stopped by the brake pedal. The system can be controlled by a switch on the dash or a replacement turn signal switch lever.

Part #	Description
35-85	Standard kit with dash mounted switch
35-86	Standard kit with turn signal switch
213-38	Braided cable for carbureted engines
213-39	Braided cable for fuel-injected engines
35-87	Aluminum cover for turn signal handle, brushed finish
35-88	Aluminum cover for turn signal handle, polished finish

We will be installing the braided cruise cable (**part #213-38**) to our 1957 car. This will only work if you already have a LoKar accelerator cable assembly. If not, the black cable supplied with the cruise control unit will work fine. The cable housing is held to the control box with two self-taping sheet metal screws. The end of the cable has a ball that fits into a groove on the end of the control shaft. **(See photo #1.)**

The new braided cable will attach to the control box the same way as the black cable. Note: do not overtighten the two screws. **(See photos #2a and 2b.)**

When mounting the control box, make sure you don't mount it anywhere near the exhaust system. Also make sure the cable has easy access to the engine with no kinks or binds in it. We found that on top of the fender on the driver's side was a great place. The box is held in place with two #10 self-taping screws. We drilled two 1/4" holes in the fender well and then mounted the box. **(See photos 3a and 3b.)**

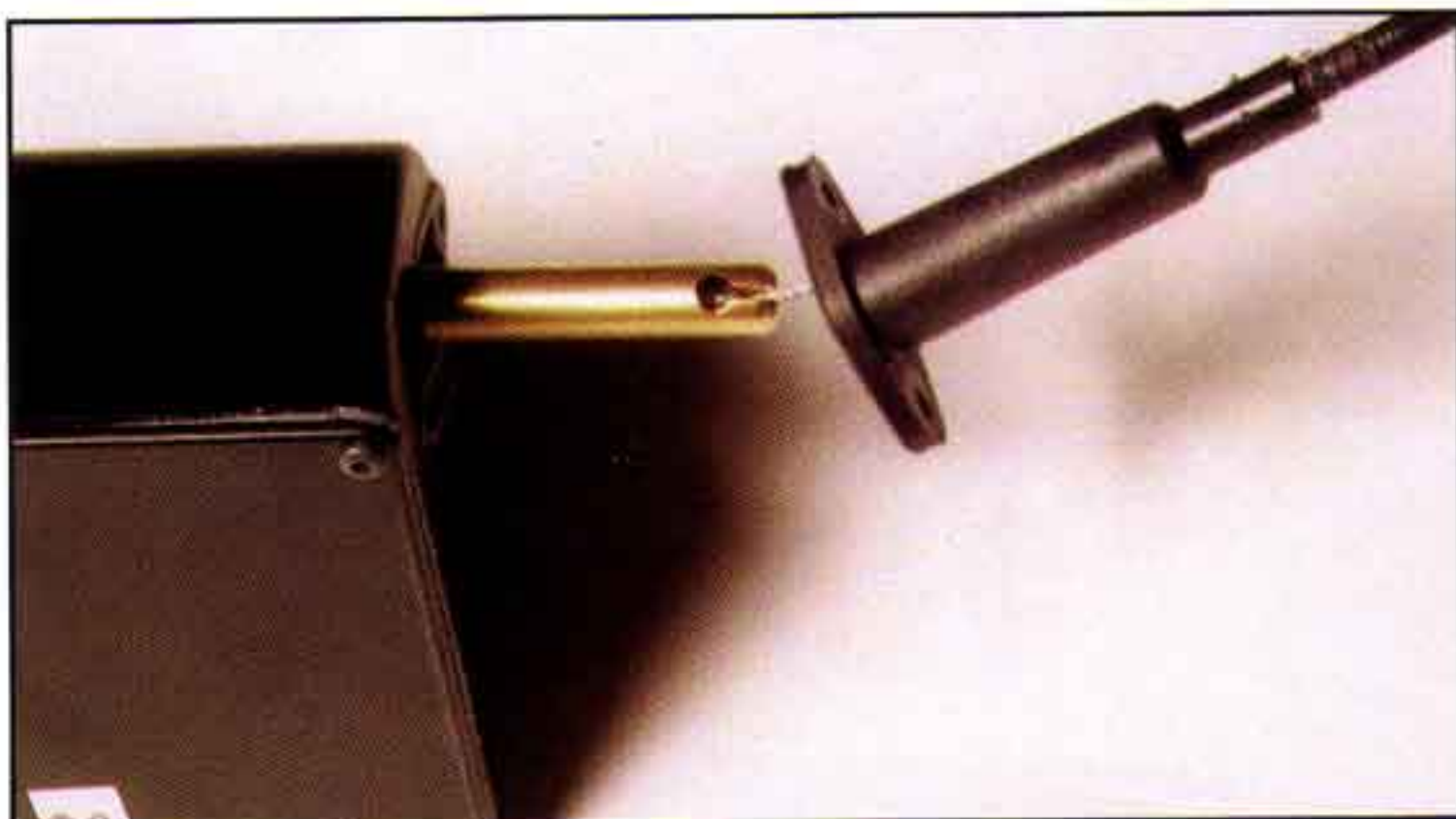


Photo #1

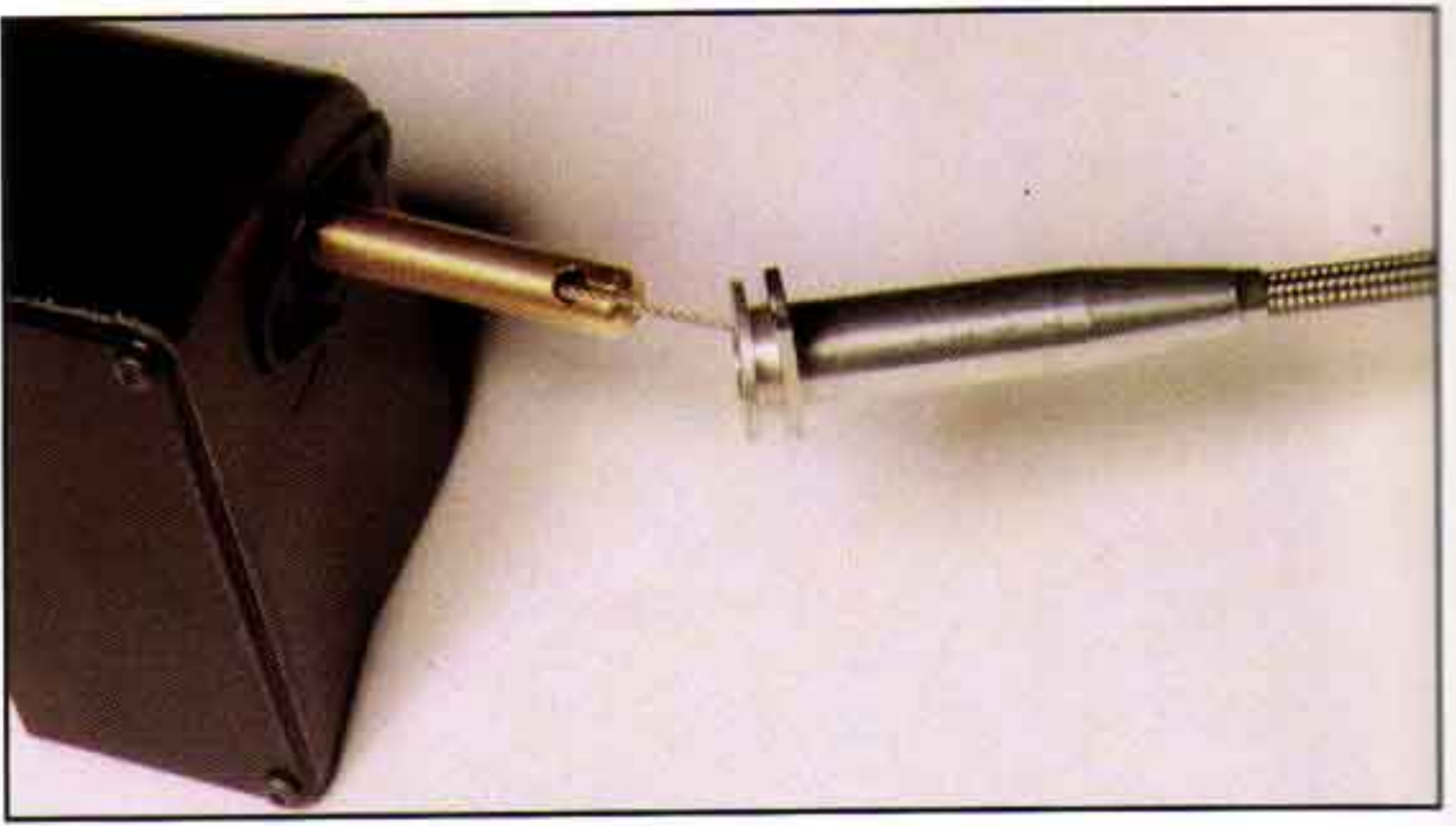


Photo #2a

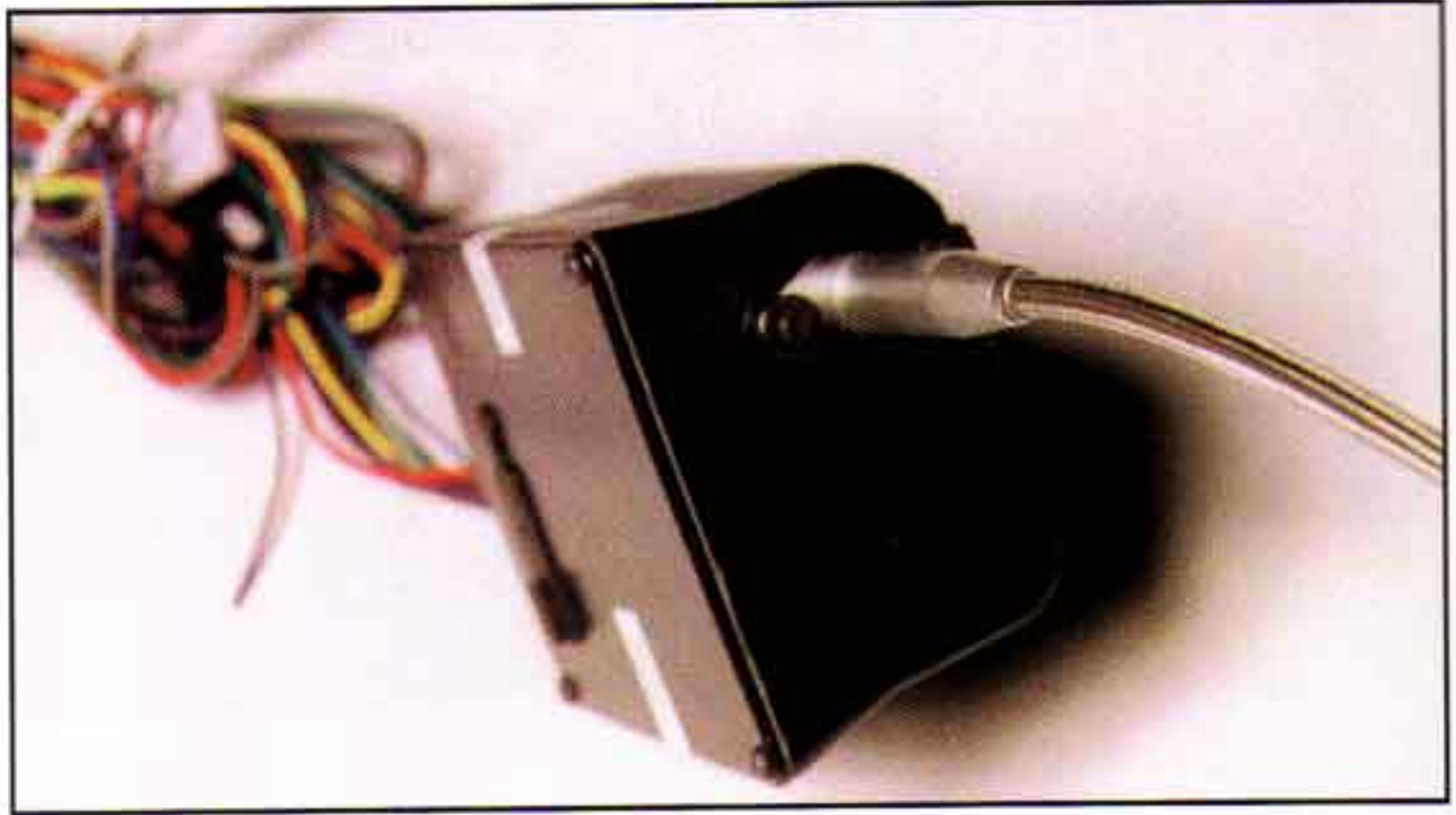


Photo #2b

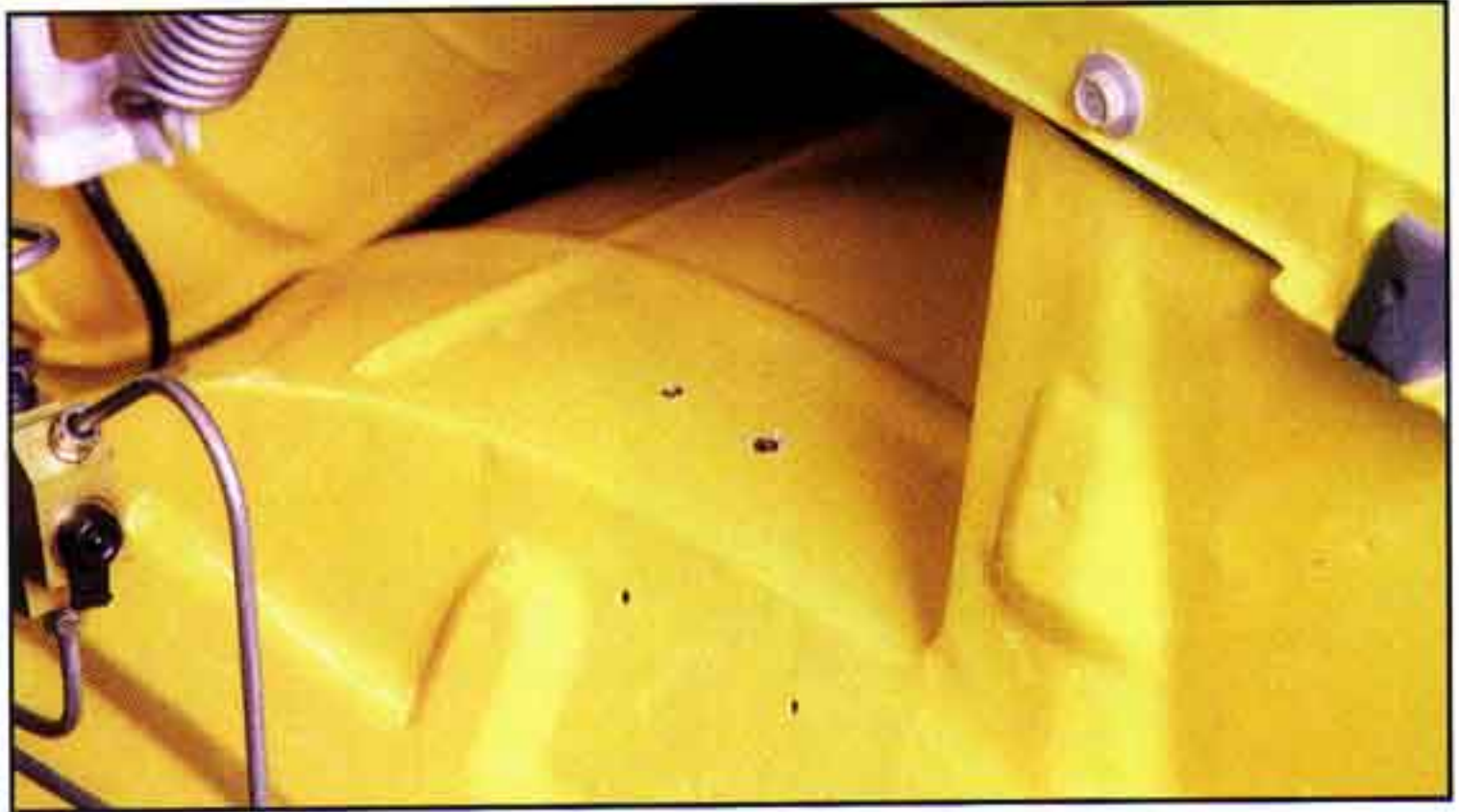


Photo #3a



Photo #3b

Next, install the mounting bracket to the LoKar throttle cable bracket. **(See photo #4.)**

Lay the cable in position and mark the outer cable where it needs to be shortened. Make sure the cable is in no way in a bind and is free of any moving objects. Now unscrew the adjuster midway in the center of the cable and cut the outer cable to length. **(See photo #5.)**

With the adjuster screwed back together, mount the bulkhead fitting to the bracket and then install the cable. **(See photo #6.)**

The fitting for the cable hookup will fit on the throttle cable ball and socket and be held in place with a set screw. **(See photo #7.)**

Now attach the ball and socket fitting back to the cable and reinstall back to the carburetor. **(See photo #8.)**

Next, clip the plastic fitting onto the throttle block and feed the

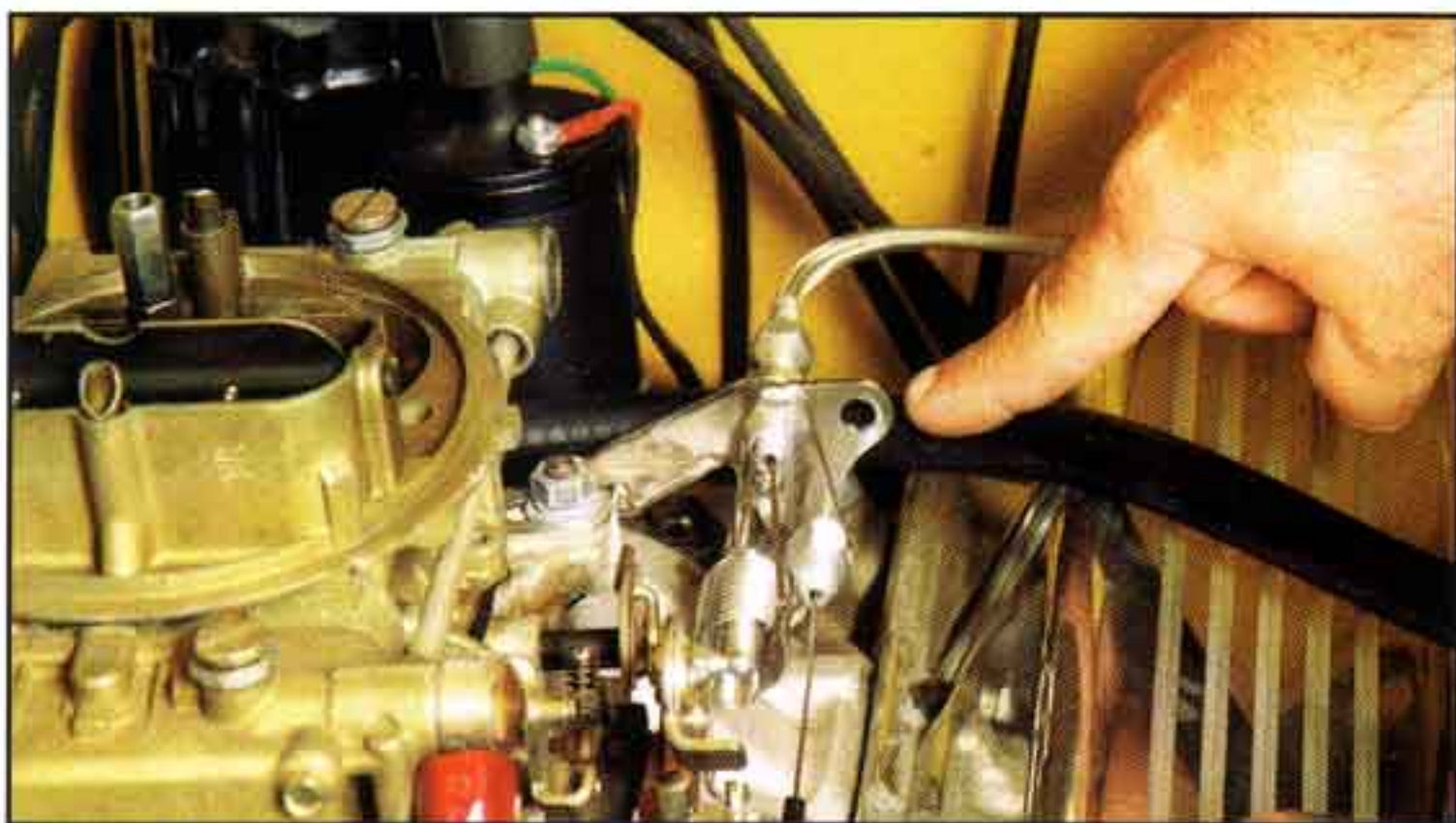


Photo #4



Photo #5

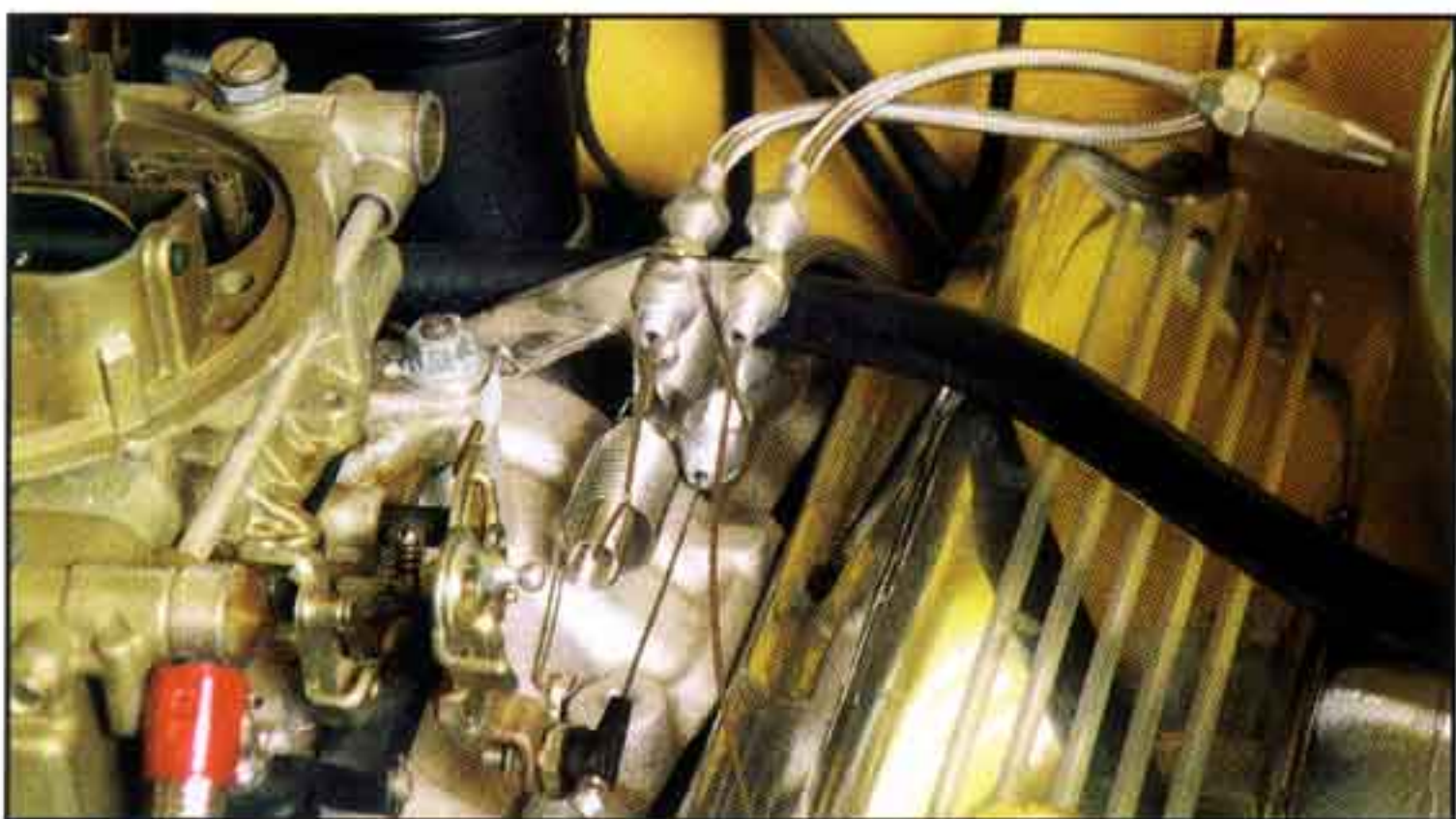


Photo #6

cruise control cable through and lock it into position with the aluminum block and set screw. (The cable should be loose.) Then cut off any excess cable. **(See photo #9.)**

We ran the wiring through the firewall on the driver's side. There are five, including one wire and one jack with four wires. This will plug into the control switch. **(See photo #10.)**



Photo #7



Photo #8

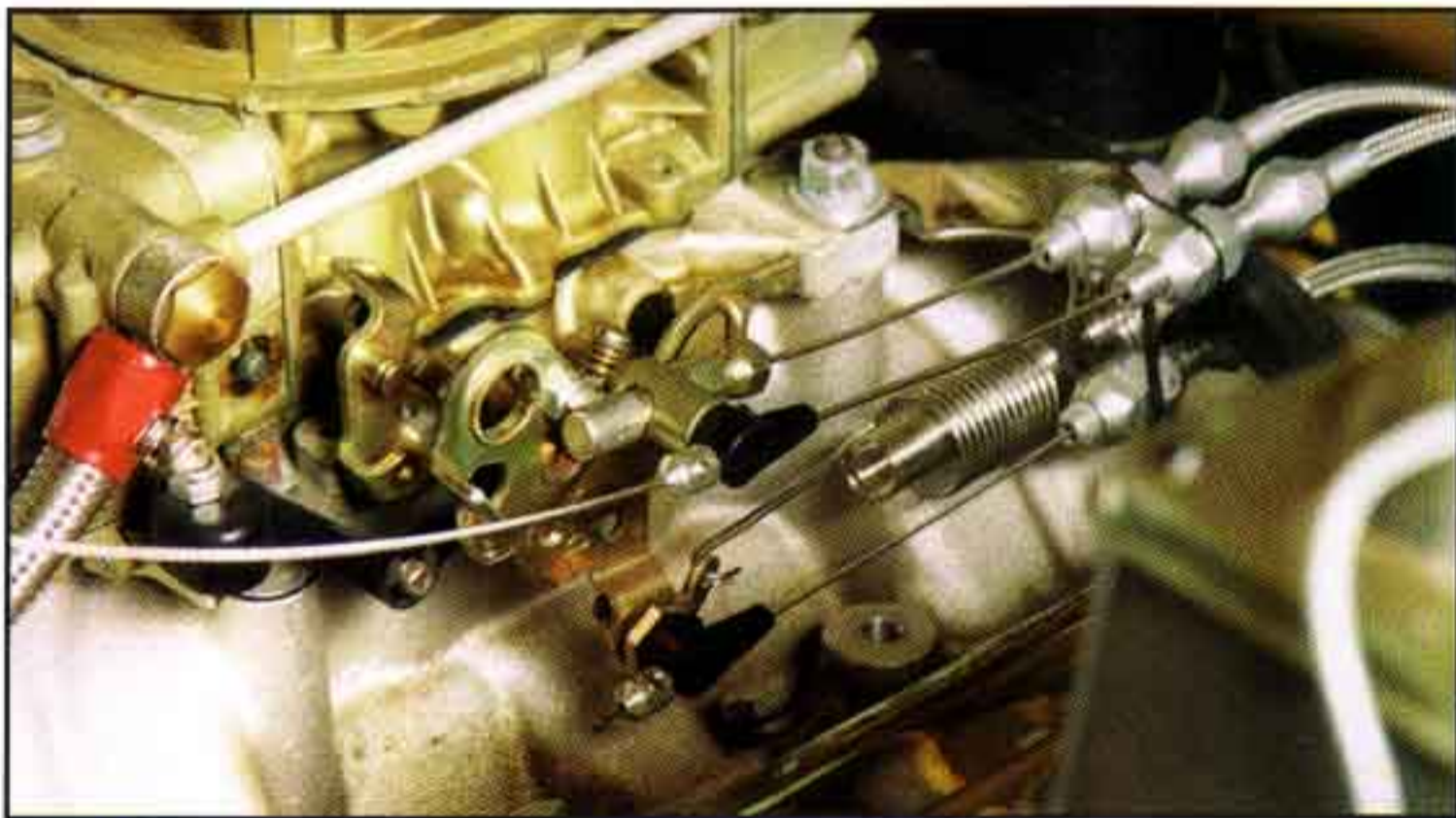


Photo #9

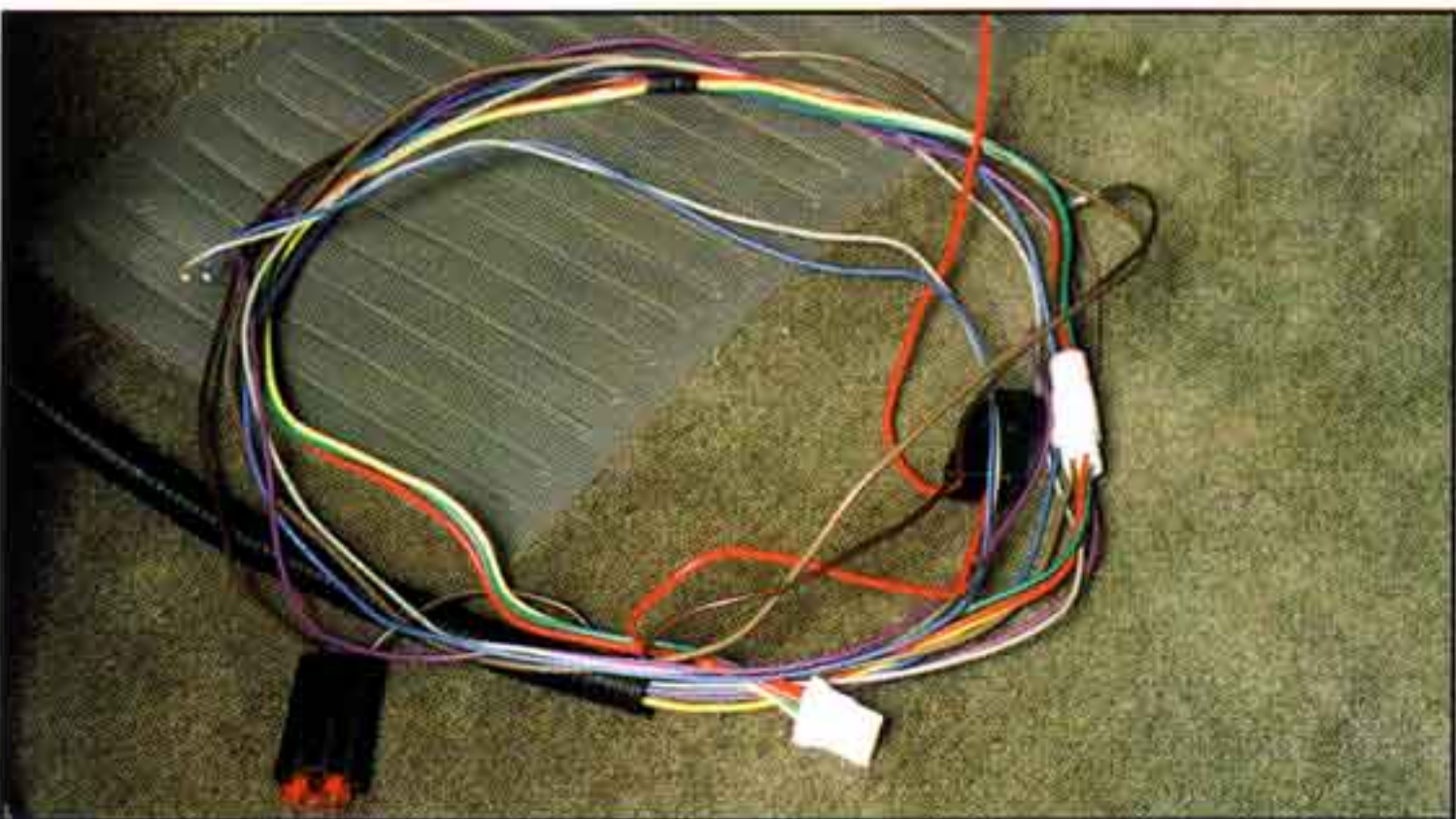


Photo #10

Black wire - ground

Brown wire - To 12-volt when key is on only

Red wire - To a constant 12-volt source.

Violet wire - To the side of the brake light switch that is hot only when the brake pedal is depressed.

Blue wire - To the side of the ignition coil or to the tachometer pickup.

Gray wire - To one of the wires from the speedometer sensor.

We mounted the speedometer sensor up under the dash in line with the speedometer cable to keep it out of the dirt and grime under the car. One wire goes to the gray wire from the control box and the other to the ground. **(See photo #11.)**

We are installing the kit with the replacement turn signal lever, so first we remove the lower mast jacket cover. **(See photo #12.)**

Next, remove the steering wheel on the wheel adapter. A wheel puller will be needed. **(See photo #13.)**

We are going to use the billet cover on the turn signal lever (**part #35-87**). The slide button will need to be removed. With a smooth flat blade screwdriver or a knife, get behind the slide and pry gently, and the slide will pop loose. **(See photo #14.)**

Next, using an awl, push the four wires out of the turn signal lever jack. This will be necessary to feed the wires through the billet cover as well as to feed the wires down through the column. Note: make sure to keep track of what order the wires are in. **(See photo #15.)**

Now slide the billet cover up over the end of the turn signal lever and reinstall the slide knob. **(See photos #16a and 16b.)**



Photo #11

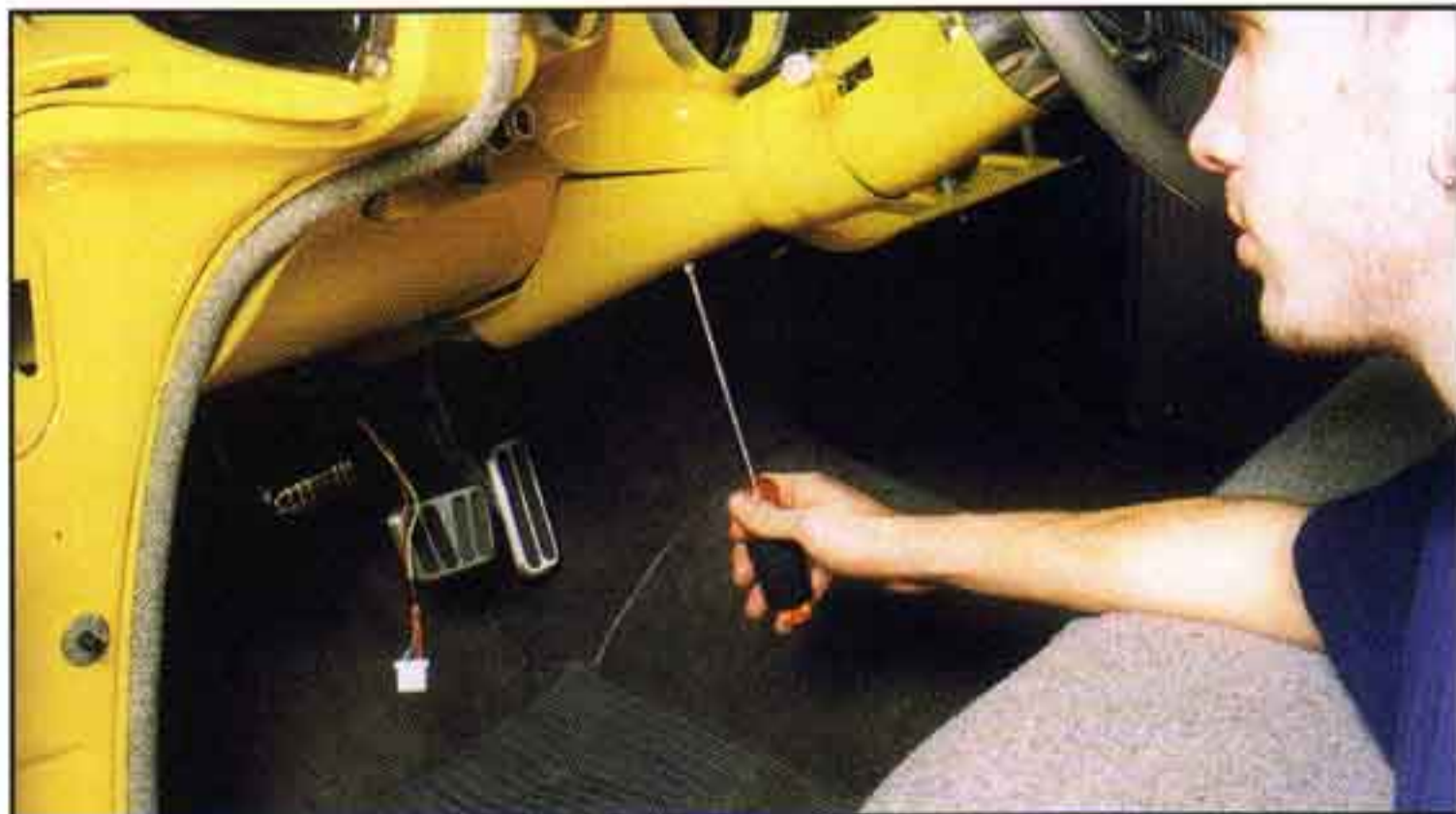


Photo #12



Photo #13



Photo #14

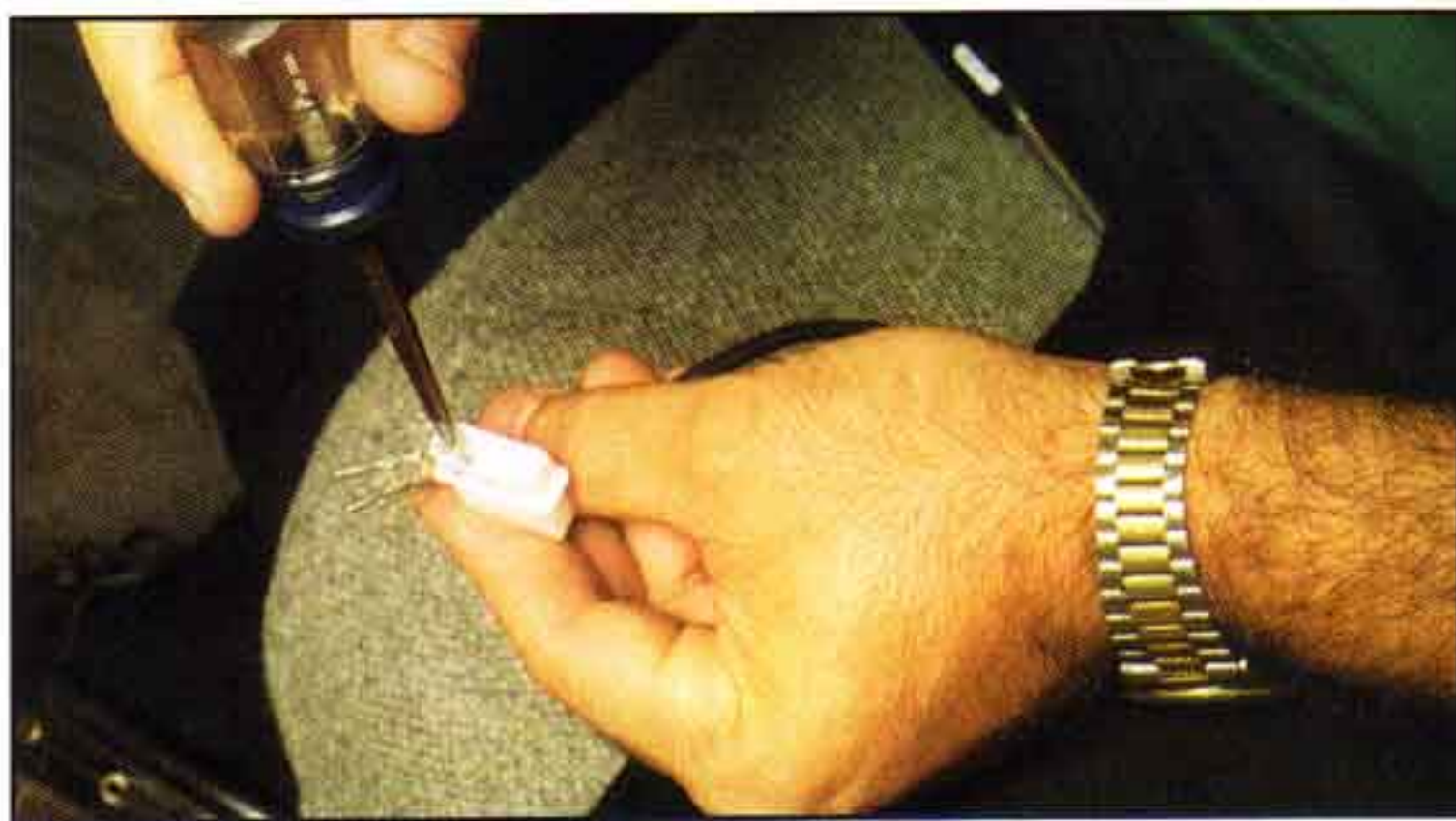


Photo #15



Photo #16a



Photo #16b

Now remove the turn signal lever. This is held to the turn signal switch with a #6 sheet metal screw. **(See photo #17.)**

Next, feed the wires through the opening on the side at the steering column and then down through the shift column. **(See photo #18.)**

Now attach the new lever to the turn signal switch. **(See photo #19.)**

With the wires running through the column, reinstall the wires back into the jack, making sure they are in the correct order. **(See photo #20.)**

Last, plug the jack from the column to the jack from the control box harness. **(See photo #21.)**

Here is a shot of the unit once it is finished. What a clean setup – there are no wires to be seen and everything is on the turn signal handle. **(See photo #22.)** Good luck! ❖



Photo #17



Photo #18

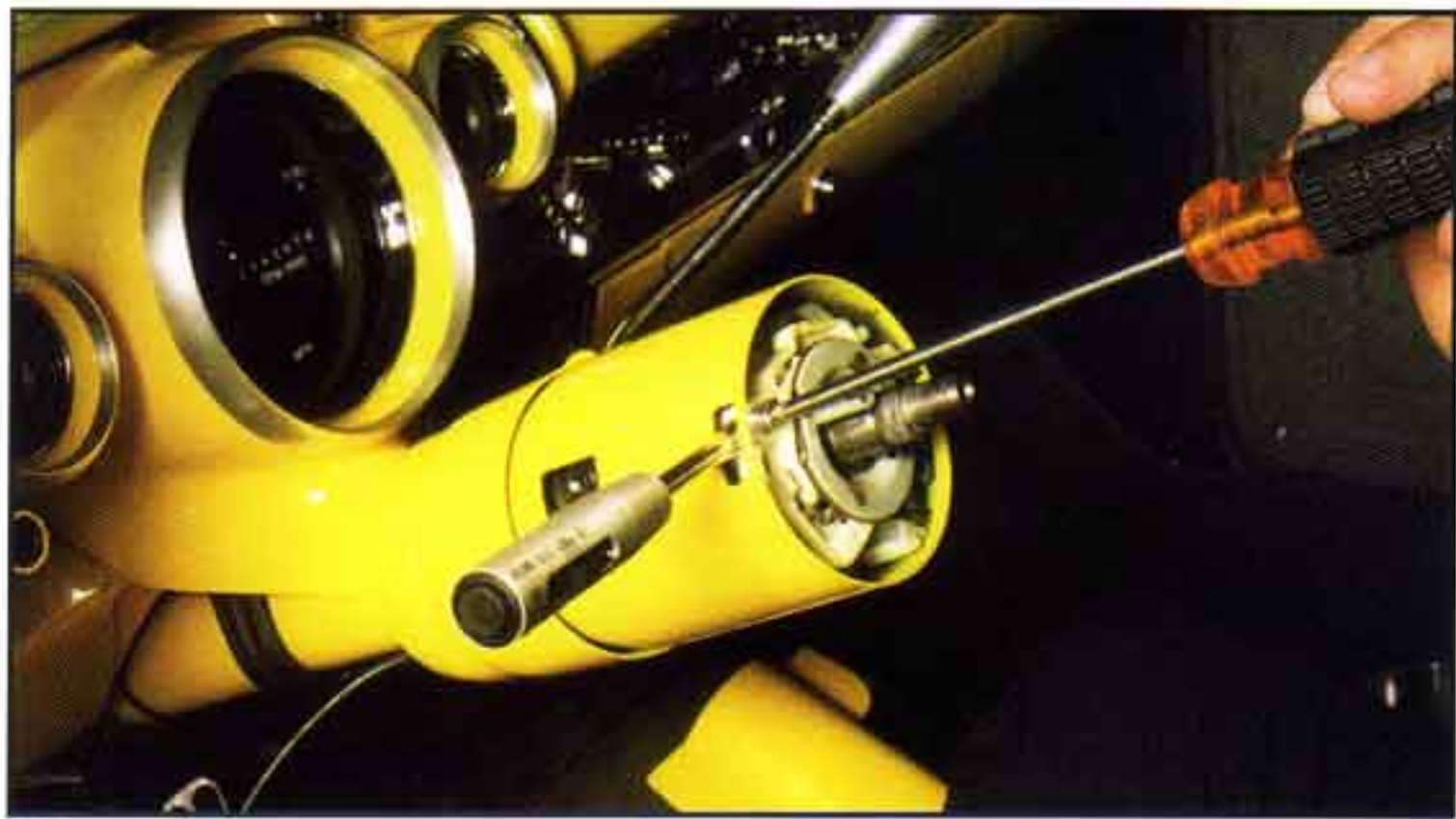


Photo #19

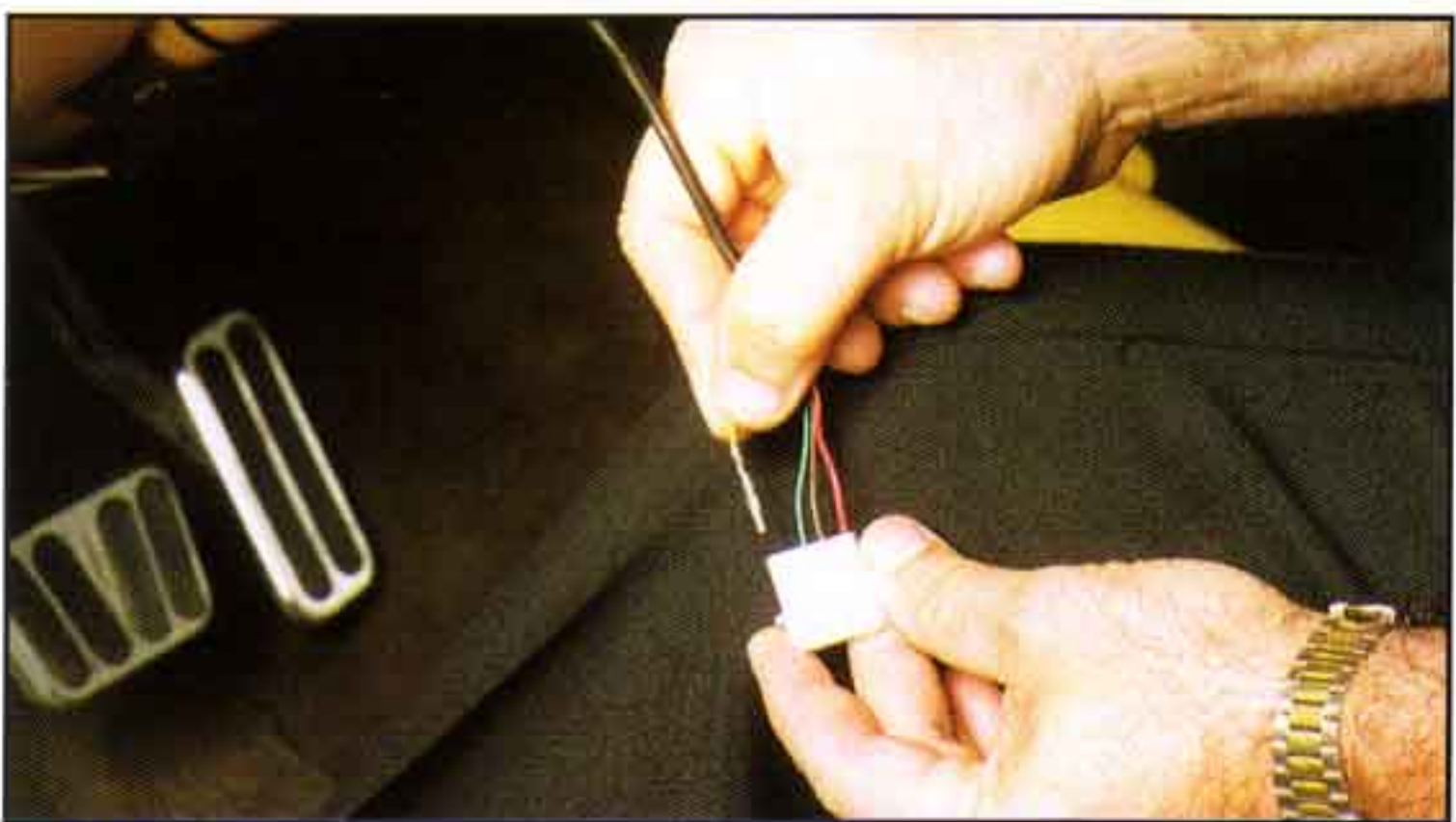


Photo #20



Photo #21



Photo #22