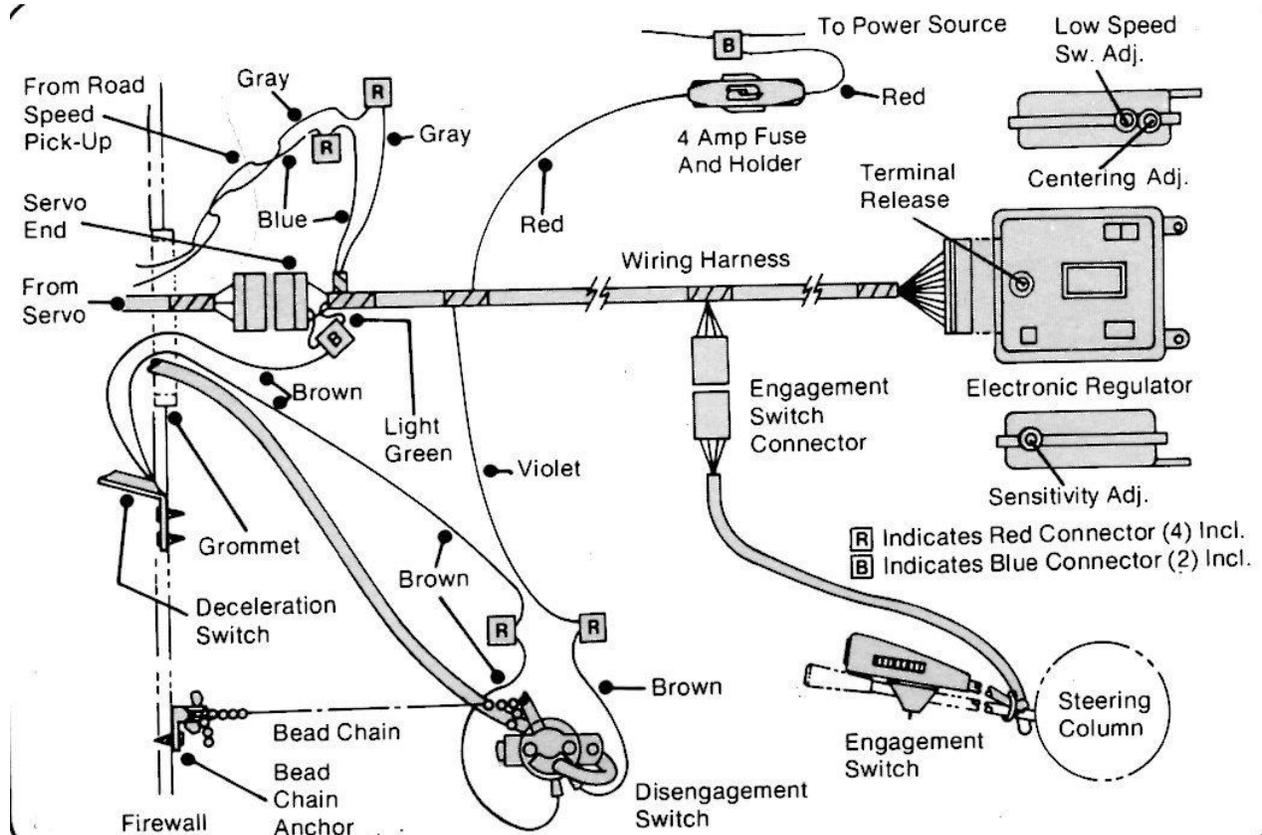


# LM Corvair Cruise Control

Given the flat floor of the Corvair, there is nothing to rest your accelerator foot against on long drives. This last weekend I drove my 1966 Corsa on a four hour round trip from Folsom to Livermore. Most of this time was spent driving on Interstate highways. My foot was fatigued by the end of the drive.

I purchased a Sears Cruise Control over a year ago and installed the engagement switch, deceleration switch and disengagement switch while I had the car's interior removed. The remaining components left to install were the road speed sensor, servo and electronic regulator.



The pictorial gives one an idea of the components to be mounted in the car.

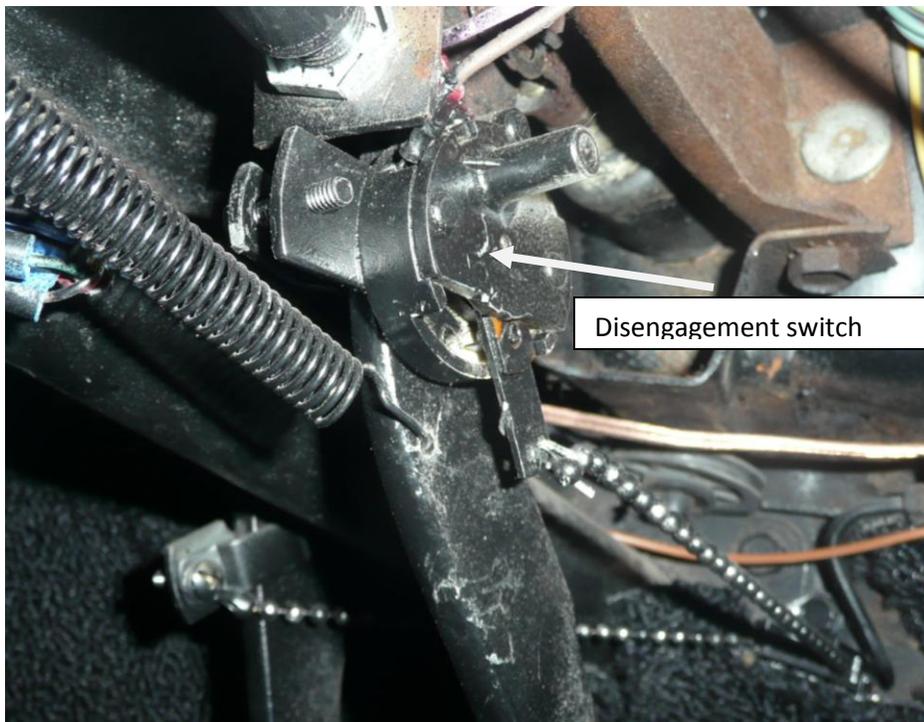
The cruise control is made by Dana Corp. and sold under various names. A search on Ebay will result in different versions for sale at around \$50.00. These units were sold in the seventies with some additions in function added on later models. When installed as shown the system worked without any adjustments to the electronic regulator.

I cut the wires between the engagement switch and its connector. I added enough wire to reach the engine compartment and reattached the connector. I did the same with the brown and violet wires from the disengagement switch.

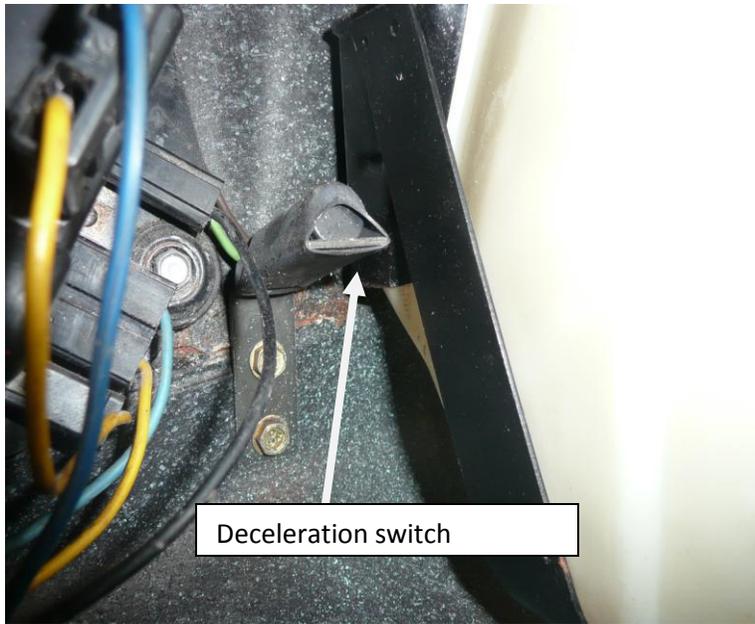
The following photos show each component and its location in the Corvair.



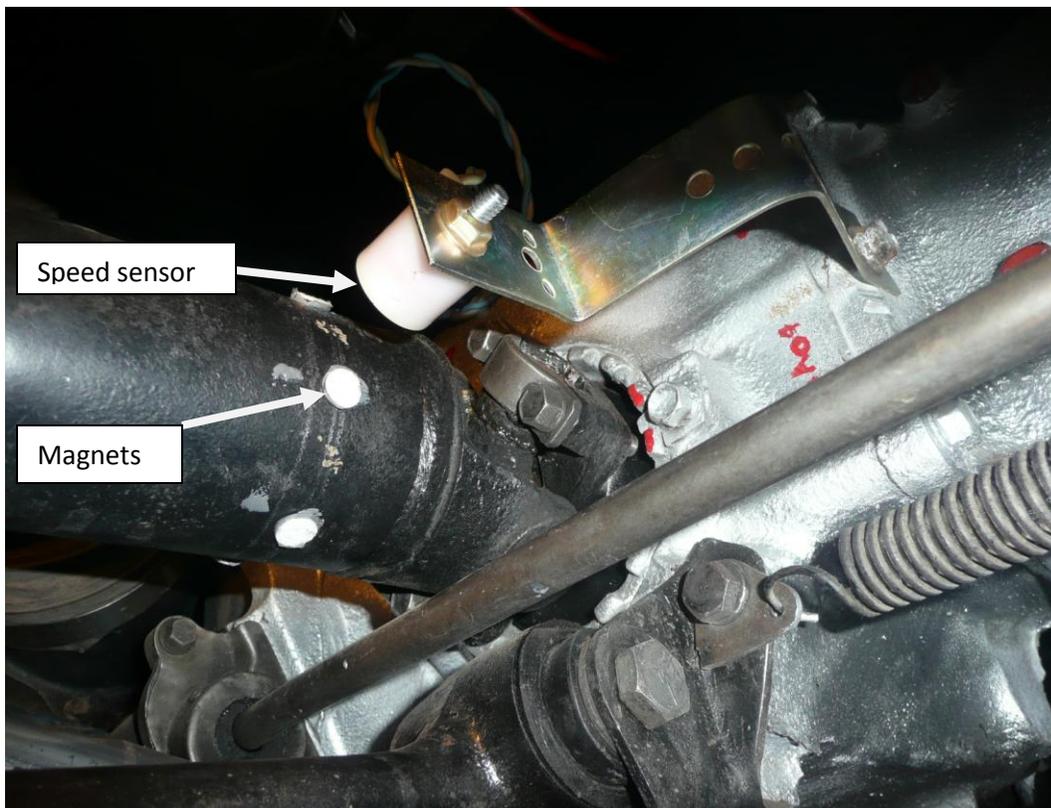
The engagement switch mounted on the turn signal stalk.



The disengagement switch mounted to the brake, with the bead chain connected to the clutch. If either is depressed the switch opens. The spring to the left of the switch is connected to the dash. Without the spring the brake light tends to stay on due to the force applied by the switch spring.



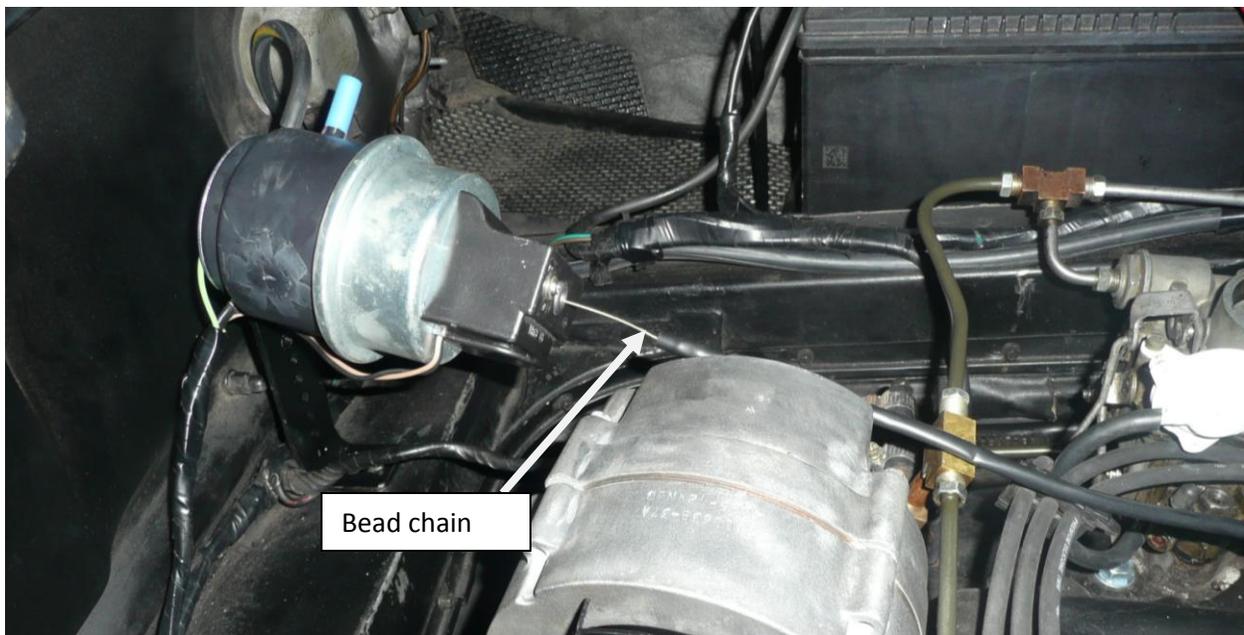
The deceleration switch is mounted in the trunk between the wiper motor and washer fluid reservoir.



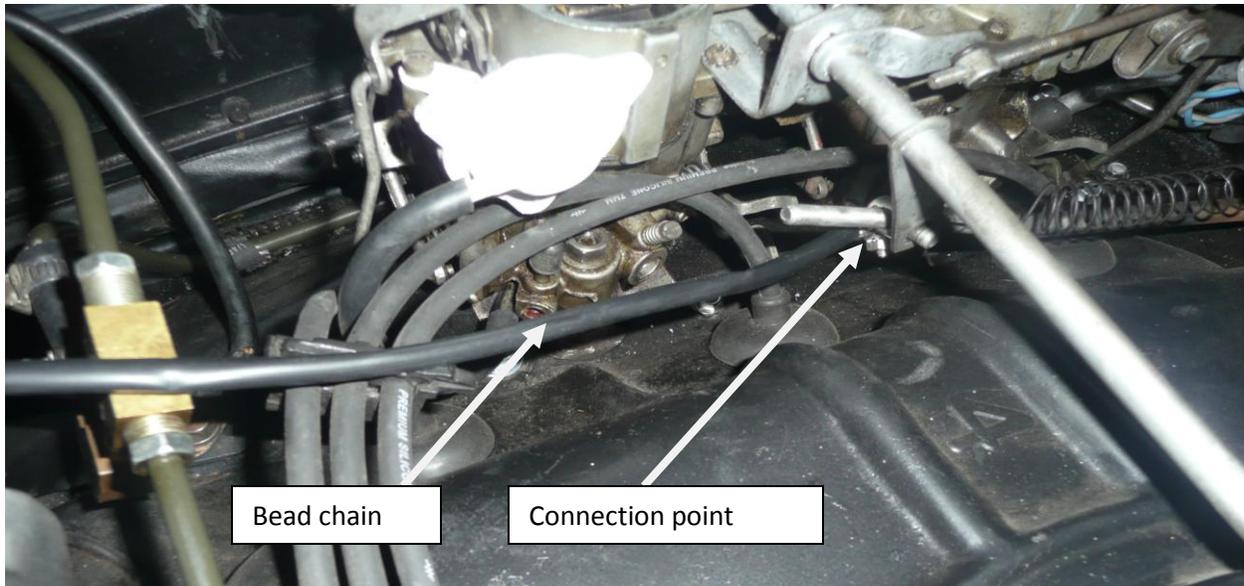
The speed sensor is mounted to the bolt that joins the transmission to the differential. Six magnets are glued to the right side driveshaft close to the differential. I purchased these "Super" magnets at Orchard Supply Hardware, 12 cost about four dollars.



The magnets are wrapped to help support them during high speed rotation. Six magnets are used rather than two as called out in the installation guide. This is because the magnets are normally mounted on the drive shaft that turns about three times faster than the axle. By using six we get about the same number of pulses per mile as we would get if we used two magnets on the drive shaft.



The servo is mounted using the bracket supplied in the kit, it is bent at a 90 degree angle at the bottom and bolted to the frame. For engine removal the only related items to remove are the bead chain connection at the throttle shaft and the speed sensor cable at the connector near the electronic regulator.



Bead chain

Connection point

The servo bead chain is connected to the throttle shaft in front of the swivel connection.



Twisted pair from speed sensor

The electronic regulator is mounted at the base of the spare tire mount. I bought a piece of aluminum at Ace Hardware and built a mount that protects the regulator from damage. The spare tire fits on the mount without any interference from the mounting plate.



Access can be had by removing the three screws located at the top of the mounting plate.

