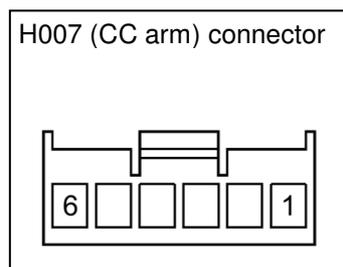
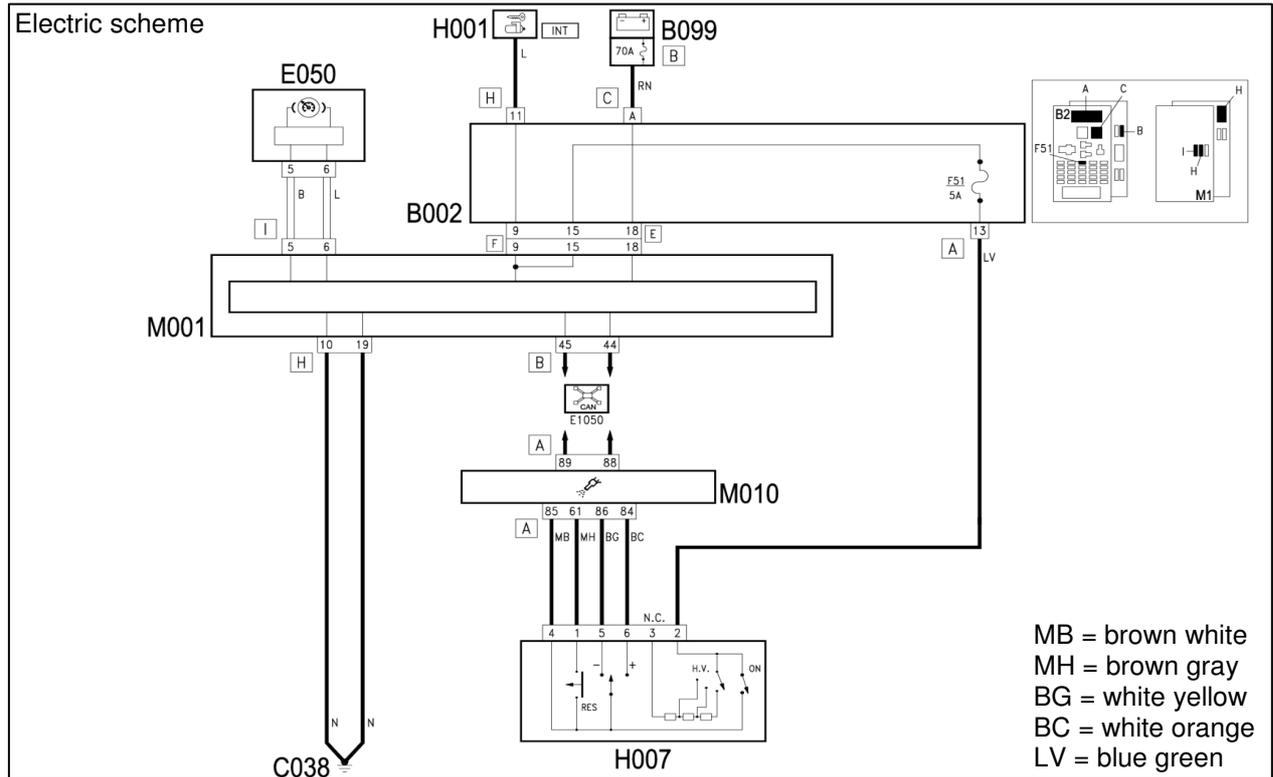


Cruise Control aftermarket non-predisposed **Fiat Bravo 198 1,4I T-Jet Sport (110kw)**

This is a description of how I installed Cruise Control on my non predisposed Fiat Bravo 198 1,4I T-Jet (110kw) Sport. If you'll try to install it to, I'll not be responsible for any damage on your car, if you try to install it.

The installed CC arm is from an Alfa Romeo 147. It fits perfect, and the design looks similar as the original one.





Check that your Bravo already doesn't have the necessary.

To be 100% sure, check the connector from the M010 unit.

You better disconnect the battery before you proceed. Just to be sure.

We didn't disconnect it, to avoid data loss..



Remove the connector very carefully, to avoid deforming the pins or making contact between them.

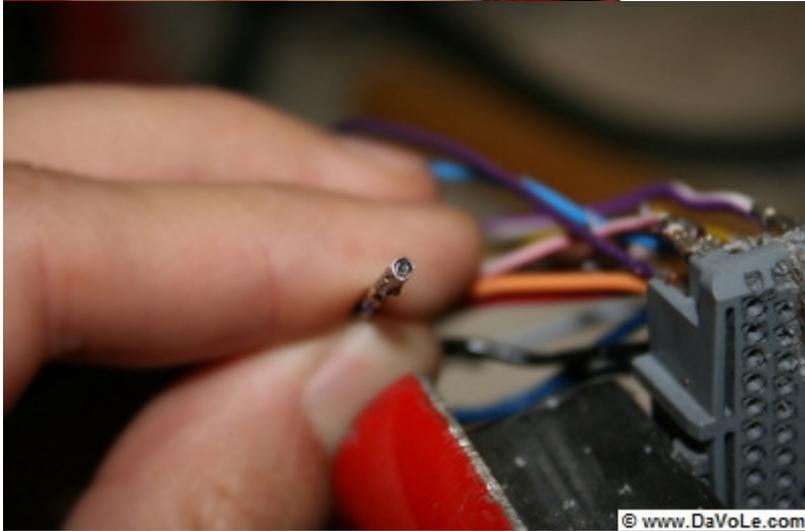


Turn the connector and check on the lower side if the slots (61,84,85,86) are occupied.

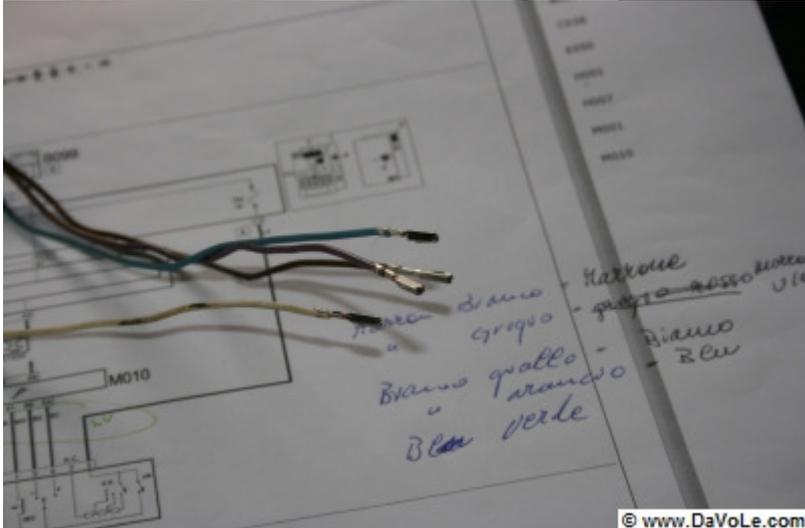
If they are, you're a lucky one - just check around the steering wheel for a free connector.



I took an old cable harness from another Fiat, and removed the cables including their sockets from a connector (similar to the M010 connector)



As you see, the socket on the picture isn't rectangular, as the pins on the M010 are, therefore I took rectangular cable and cable sockets from another connector of the cable harness.



Naturally the cables didn't have the same colours as the original ones.

I made a list which of the "new" cables correspond to the original ones, so I was able to use the original schemes (first page).



This is the upper side of the M010 connector (without protection).
The cables you see here are the normal ones from the cable harness.

Note the yellow placeholders in the connector.
There you'll have to put the new cables in.
Obviously you should check first, if the pin numbers (on the lower side) correspond to your car (in eper).



Remove the placeholders and unlock the connector (see next step) and stick in the (correct) cables, as you see in the scheme above.



To unlock the connector, pull out the purple protection carefully.

To lock the connector, push in the protection carefully. If it's blocked, check if every cable/socket is in position.

IMPORTANT:
Check if each cable is locked correctly.



To protect the new cables I used some parts of the other cable harness, such as tubes and duct tape.

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I needed to modify the CC arm, because I didn't have the corresponding connector.

I removed the original connector and replaced it with one of mine.

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Laying the cables has been a huge work.

I laid them on the side which separates the motor from the interior.

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Near the breakthrough of the original cable harness is a sleeve made of rubber.

I made a hole in it with a screwdriver.

Unfortunately it was impossible to take a picture from the breakthrough. It's "behind" the red circle.



After laying the cables, I connected the power for the CC arm to the plus (+) of the ignition lock, using a 5A fuse.

It is already designed to mount the arm. It fits perfectly with a >click<. Then I fixed it with a screw in the intended hole, and connected the arm.



And it worked just fine!

I didn't buy the original cover (under the steering wheel), I just cut out a hole from the original cover using a "McGyver knife".

If you have any objections and/or suggestions visit my website

www.DaVoLe.com

and leave me a comment in English, Italian or German.

Naturally I will appreciate any greetings or thanks too..

Good luck,
dado

