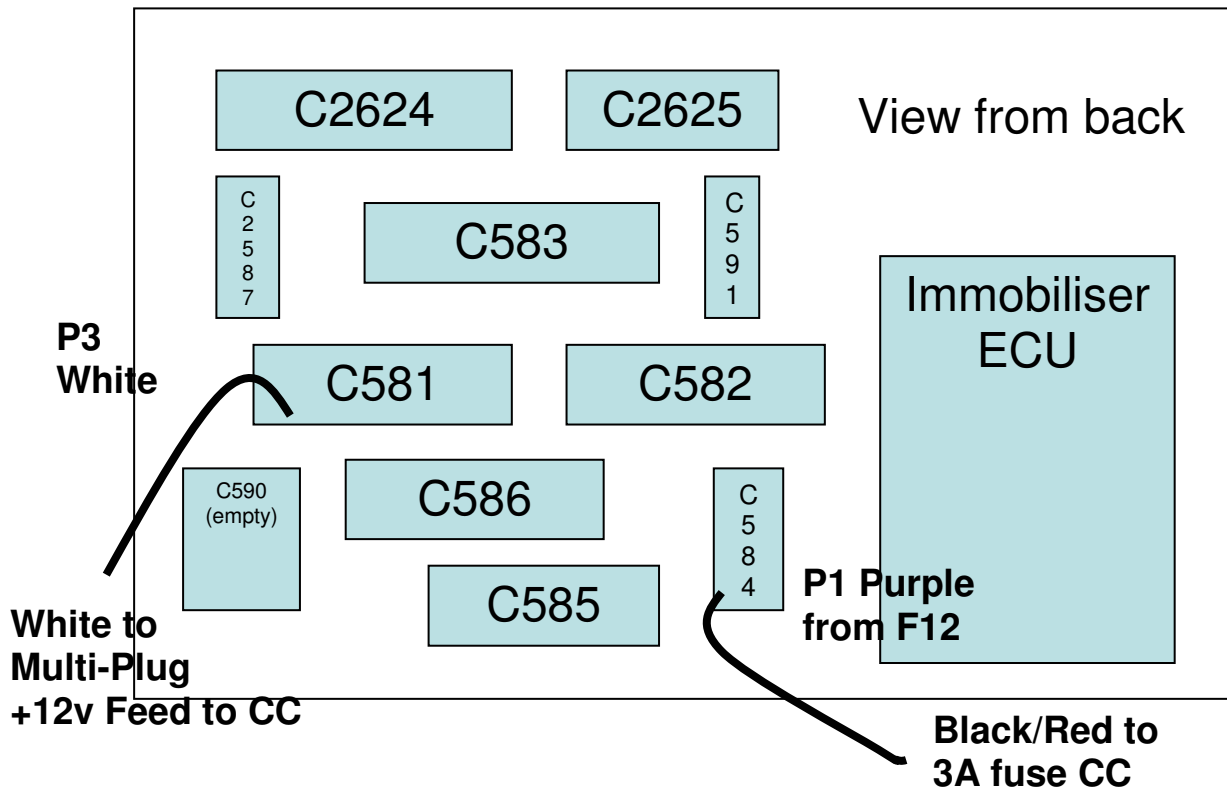


### **Part of my notes on fitting CC to my TD4**

The only other feed needed was the switched +12v feed for the Control unit – should be from F35 via C0580 P3 white wire to header C0292 according to Rave – not on my one it ain't. Haynes says F6 feeds Cruise Control and Auto box start inhibit – matches the pictogram shown on the fuse box cover but where? I did some tracing out and located two feeds that will meet the requirements for CC. The diagram below shows the layout of the rear of the fuse panel and the points to where I picked up the new feeds from.

## **Drivers Side Fusebox 06' Freelander**



I removed the spade connectors from the blocks in the back of the fuse panel, soldered and sleeved the new wires onto the connectors and re-inserted them into the connector blocks. These feeds are from the fuse protected sides of the two feeds. The new white wire is fed along the wiring loom to the centre console area using plenty of cable ties to avoid any chaffing or fouling on any moving parts.

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The wiring for the CC switch (YUH 500080PUY) is in place behind the dash (C0749) but P1 white/pink should have +12v from F6 (Rave - F35 is wrong - pre-facelift layout?) and P4 white/yellow should go to the non-existent CC interface via C0229 P20 – not on my one it don't. The other two wires P2 & P5 are working ok as instrument light feed (Green led) and ground return for both leds in the switch. I have opened the switch and removed the small locking pin under the copper spring clip to make the switch non-locking. I have removed and sleeved the original wires and run two new wires in for pins P1 & P4; P1 picks up a +12v feed from the new multi-way plug (P1) in the centre console from F6, P4 will go to the new interface box when I replace the MS-BE3 later. When you push the switch the Orange led lights to confirm switching (power via F6 is ok) and goes out when you let go.

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The Rave shows a connection into the instrument cluster for a +12v feed on C0230 P5 (it was spare on mine) tho' it is used for CC on the V6 manual and is fed from the same feed as is used to run the vacuum pump for the manual CC system when active. If the cluster is the same then perhaps this pin will bring the CC light in the instruments on?

I have put a contact in the connector and run a wire back to the centre console anyway – remains still to be tested tho'. *(update – this does work!!)*

At that point I put it all back together and put the seat back. Re-connected the battery and started it up. It all still works – double checking pays off after all.