

Retro fitting MK 1 C5 cruise control

This guide is for the retro fitting of cruise control to a right hand drive MK 1 C5. This will only work on diesel models or petrol models with a motorised throttle butterfly. I will assume some basic knowledge of Lexia usage & interior trim disassembly.

Tools required:-

A T-20 screwdriver
A T-30 screwdriver
A small sharp knife
A Lexia or Proxia diagnostic computer.

Parts required:-

Cruise control stalk Part number 6242Z9 (Dealer price £56.00 inc VAT)



Also earlier models before RP number 9611 Will require an additional brake switch part number 453437 (Dealer price £16.40 inc VAT) & a switch retaining clip ring part number 243805 (dealer price 65p inc VAT)



Dealer part number 453437
Switch must be red like this one



(Parts pictures shamelessly borrowed from eBay) ©

If sourcing the parts second hand all the MK 1 C5 stalks are the same regardless of year or spec. The same stalk is also used on some Xsaras, Xsara Picassos & C8's. Some Peugeot models e.g. 206, 406 & 307 share the same stalk, make sure it is from a model without the speed limiter function. The brake switch must be a red 2 pin one like the one in the above picture.

Step one

First thing to do is remove the steering column lower cowling which is held in by 2 x T-20 screws, on the left hand side of the COM 2000 unit (the indicator/wiper stalk module) there is a blanking plate where the cruise stalk slots into, it is exactly opposite where the radio remote buttons are. There is a plastic tab on the back of the unit that when pushed in with a screwdriver allows it to be slid out. The cruise control stalk slots straight in where the blank was removed.



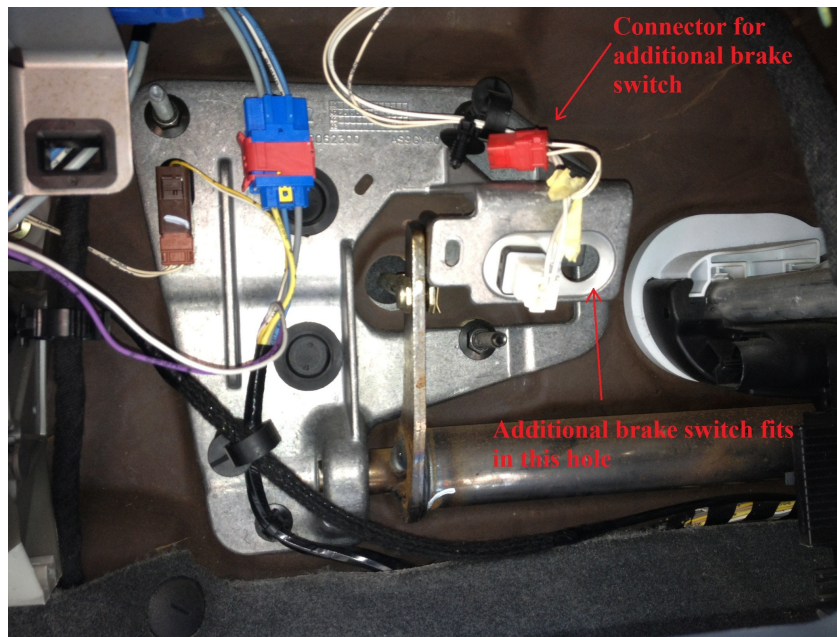
The steering column cowling needs to be carefully cut with a sharp fine knife at the markings shown in the picture, pretty much a mirror image of the cut out for the radio control stalk. The cowling can be re fitted. I would however recommend testing the operation of the cruise control works correctly before cutting & re fitting the cowling.



Step two

Identify if you need an additional brake switch or not, later models after RP number 9611 should have a dual function brake switch with 4 wires on it. If this is the case you don't need to do anything more with the brake switches.

On a RHD MK1 C5 the brake switch(es) are on the brake linkage located behind the **passenger's** side glove box. The picture (of an early type model) shows the location of the switches with the glove box removed for clarity but they can be accessed just by removing the soft trim under the glove box & looking up. The trim is held in place by a plastic T-30 screw & a plastic twist clip.



If you just have the white brake switch with 2 wires you need to install the second red brake switch in the empty hole to the right of it. The wiring for it with the red plug should already be there but be aware that it may be hidden by insulation tape on the loom that you may need to peel back a bit.

Fit the retaining clip ring into the empty hole first then push the switch into the ring, note that the switches have ribs on them, this is to allow the switches to adjust in different positions. Push the switch into the ring a click at a time until the black plunger of the switch just touches the metal lever & plug in the connector. You may need to adjust the switch's position later.

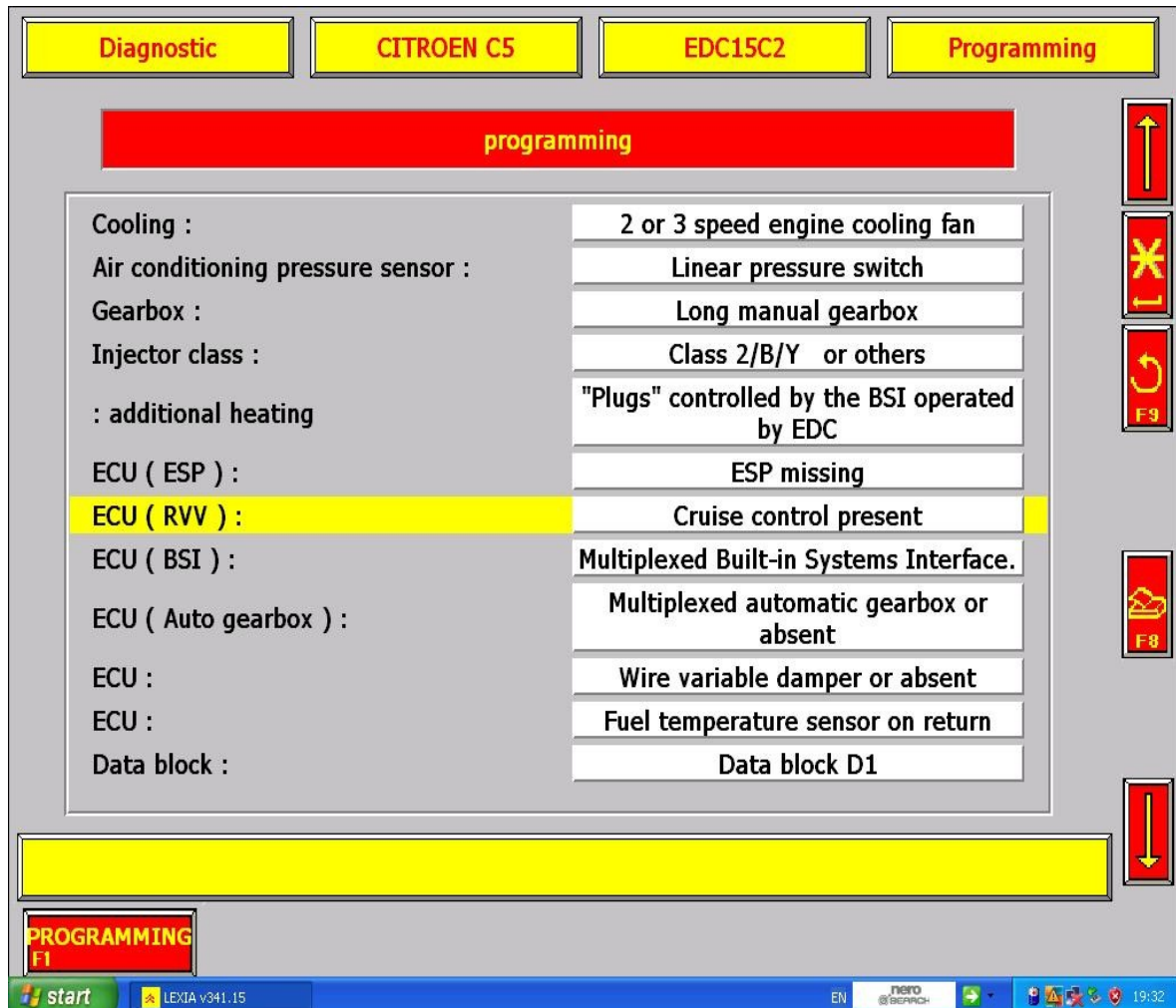
The next picture shows the new switch fitted with the glove box in place & looking up.



Step 3

You now need to program the injection ECU to acknowledge it has cruise control. The Lexia menu's might differ slightly depending which version you are using. Carry out a global test with Lexia & then select the injection menu. Once in the injection menu select programming > manual configuration > message about referring to an info diag (just validate this) > screen showing engine code (it

may show the wrong engine code, just ignore it if it is & validate it > a warning about changing the programming will erase fault codes > you will now see a screen showing the ECU's current configuration follow the prompt about changing the configuration. Change RVV to present, once you have done this you need to press F1 to set the programming, follow any on screen prompts. If Lexia asks you for a security code it is 03114.



Next check the operation of the brake & clutch switches with Lexia. Again from the injection menu go into Parameter measurement > driving information. Check that main brake signal & redundant brake signal change from pressed to released when the brake is pressed, they should both change with about 5mm travel of the brake pedal. If they don't you will need to adjust the switch positions. If the car is a manual version also check that the clutch pedal signal changes from released to pressed when you operate the clutch.

Diagnostic

CITROEN C5

EDC15C2

Parameters

Driving information

Engine speed	0 rpm
Vehicle speed	0 kph
Accelerator pedal position	0.0 %
Gearbox gear	1st
Automatic gearbox recognition	No
Main brake signal	Released
Redundant brake signal	Released
Injected flow reference	0 mm3/stroke
Clutch pedal signal	Released
Accelerator pedal hard spot signal 1	Released
Accelerator pedal hard spot signal 2	Released

F1

F2

Memory

1 2 3 4 5

F6 ?

start
LEXIA v341.15
EN
noro
@SEARCH
14:18

Unplug the Lexia & switch the ignition off for at least 2 minutes to let the ECU power down. Now you are ready to road test it. The operating instructions should be in the handbook. But briefly the minimum speed it will work at is 25 mph & it will only work in 4th gear or above. Once you get to your desired speed flick the switch to on & push the up button, the cruise should take over, you can then adjust the speed up or down a little bit at a time by pressing the up or down buttons on the stalk. It's important to check when you road test it that the cruise control cuts off when either the clutch or brake pedals are pressed. If either pedals are pressed then need to re activate the system again each time.

Enjoy your cruise control, Wheeler.