



# VEHICLE PREPARATION



1. REMOVE THE NEGATIVE BATTERY CABLE BEFORE INSTALLING THE CRUISE CONTROL COMPONENTS FOR SAFETY PRECAUTIONS. **FIGURE 1.**

2. **JEEP WRANGLER** APPLICATIONS: REMOVE AIRBAG BY USING TRIM TOOL TO RELEASE (3) METAL CLIPS AS SHOWN IN **FIGURE 2.**



**CAUTION:** ENSURE THAT BATTERY HAS BEEN DISCONNECTED FOR MORE THAN 90 SECONDS PRIOR TO REMOVAL OF AIRBAG; FAILURE TO HEED THIS WARNING MAY RESULT IN AIRBAG DISCHARGE AND MAY CAUSE SERIOUS INJURY OR DEATH.

3. **DODGE CALIBER, JEEP COMPASS/PATRIOT** APPLICATIONS: REMOVE AIRBAG BY EXTRACTING THE (2) 10MM SCREWS AS ILLUSTRATED IN **FIGURE 2A.**

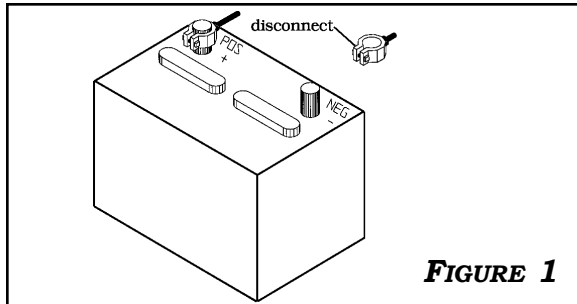
4. PRESS IN SIDES OF BOTH CONNECTORS TO REMOVE AIRBAG AS ILLUSTRATED IN **FIGURE 3.**



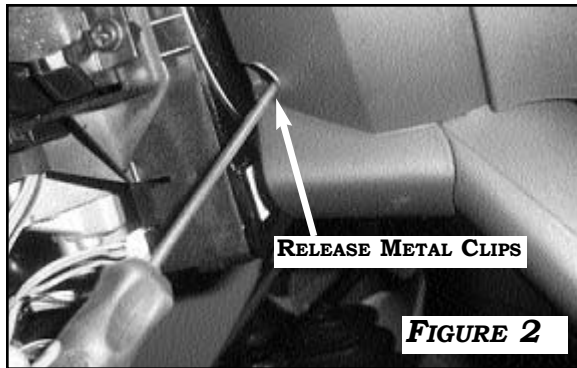
**CAUTION:** BE SURE TO STORE AIRBAG FACE UP AS ILLUSTRATED IN **FIGURE 3A** TO REDUCE INJURY IN EVENT OF ACCIDENTAL DISCHARGE OF AIRBAG.

5. **JEEP WRANGLER** APPLICATIONS: REMOVE 13MM CENTER BOLT TO TAKE OFF STEERING WHEEL, THEN SKIP TO **STEP 2** ON PAGE 4.

6. **DODGE CALIBER, JEEP COMPASS/PATRIOT** APPLICATIONS: REMOVE (3) TORX 25 SCREWS TO RELEASE CENTER BRACKET INSIDE STEERING WHEEL. **FIGURE 4**

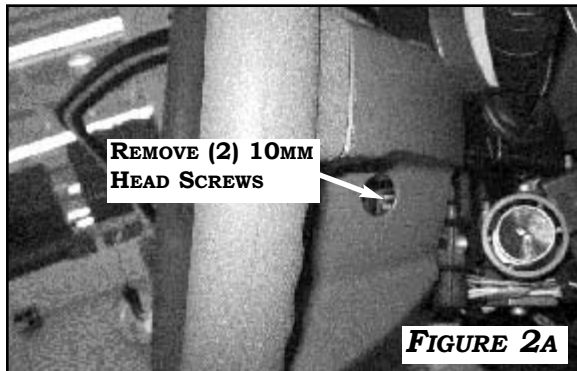


**FIGURE 1**



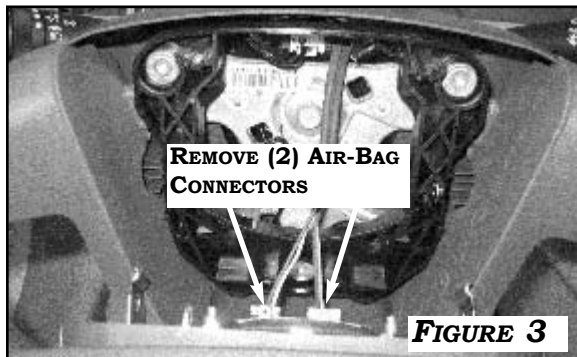
**RELEASE METAL CLIPS**

**FIGURE 2**



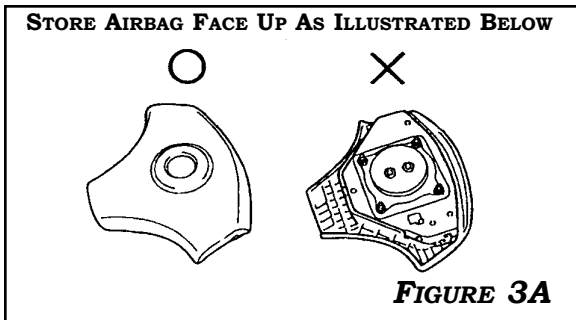
**REMOVE (2) 10MM HEAD SCREWS**

**FIGURE 2A**



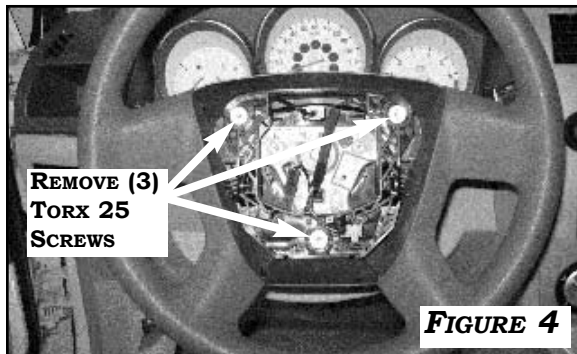
**REMOVE (2) AIR-BAG CONNECTORS**

**FIGURE 3**



**STORE AIRBAG FACE UP AS ILLUSTRATED BELOW**

**FIGURE 3A**



**REMOVE (3) TORX 25 SCREWS**

**FIGURE 4**

# VEHICLE PREPARATION

**(CONT.)**



7. REMOVE ECM CONNECTOR FURTHEST AWAY FROM FIRE-WALL. **FIGURE 5.**

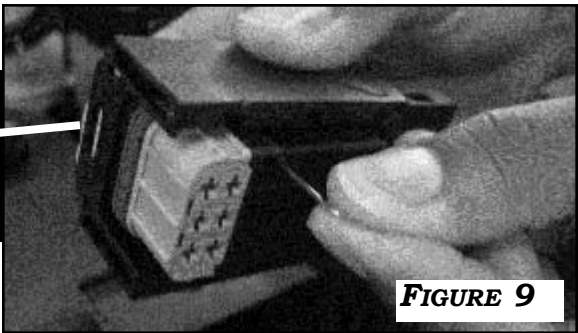
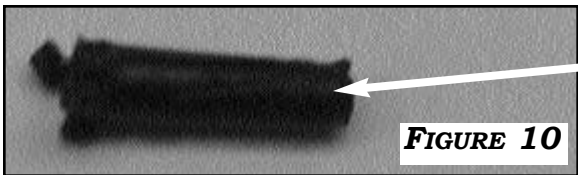
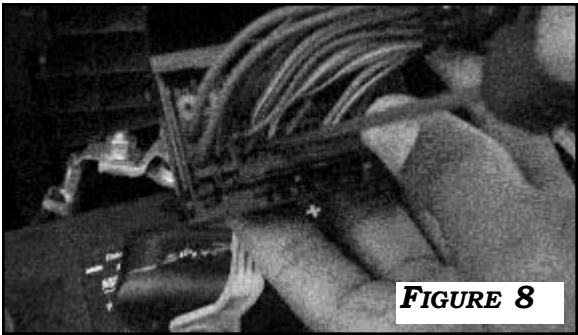
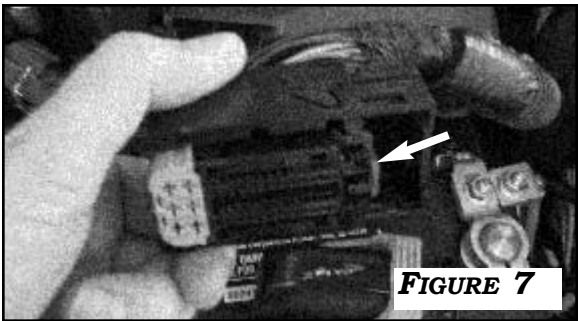
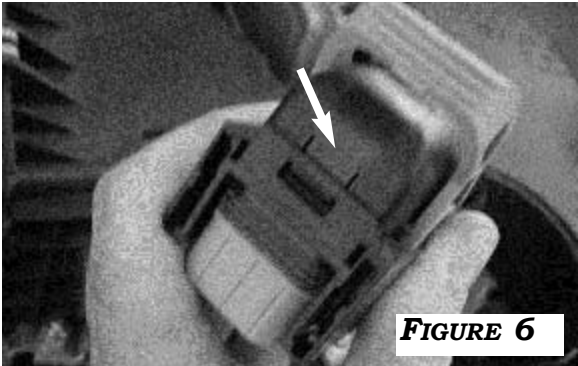
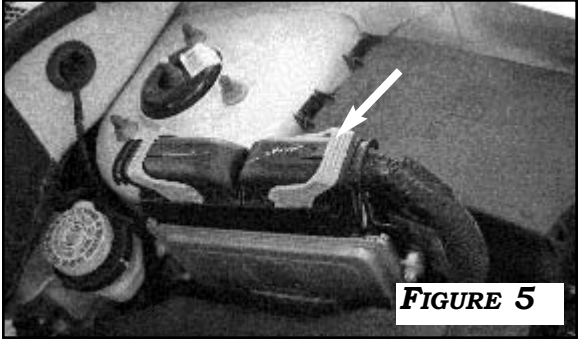
8. PRESS IN TAB TO REMOVE TOP COVER OF CONNECTOR TO ACCESS PIN LOCATIONS. **FIGURE 6.** THEN RELEASE CENTER SLOT CLIP AS SHOWN IN **FIGURE 7.**

AT THIS POINT, LOOK FOR WIRES IN PIN LOCATIONS 13, 26, AND 27. IF WIRES ARE PRESENT, THEN **THE INSTALLATION OF THE ECM HARNESS IS NOT REQUIRED.** REASSEMBLE THE CONNECTOR AND SKIP TO THE CONTROL SWITCH INSTALLATION ON PAGE 5.

9. USE PRECISION TOOL TO BREAK PLASTIC INSERT IN OPENING OF **PIN 13, 26 AND 27** OF CONNECTOR (**FIGURE 8**). THEN PUSH OUT REMAINS ON REVERSE SIDE AS SHOWN IN **FIGURES 9-10.**



**CAUTION: BE SURE PLASTIC INSERT IS FULLY REMOVED BEFORE INSERTING EACH PIN. FIGURE 10.**

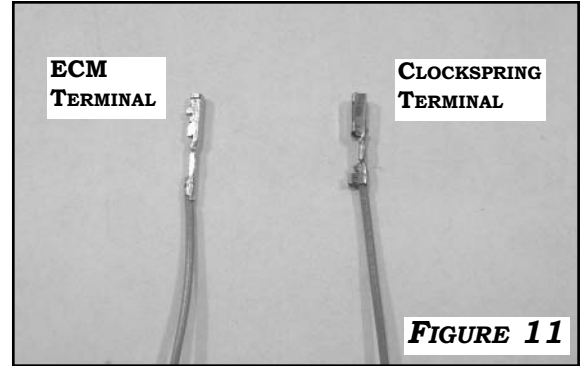


# VEHICLE PREPARATION

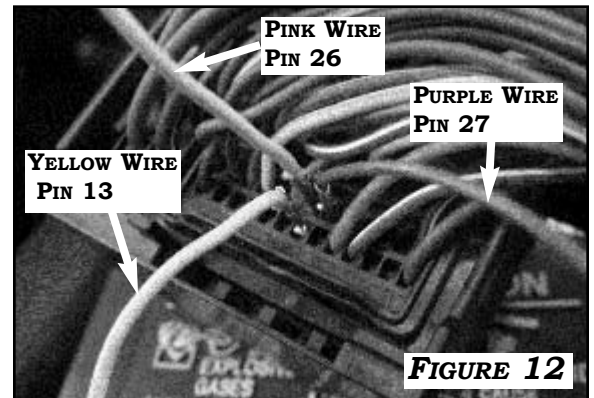
## ECM HARNESS CONNECTIONS



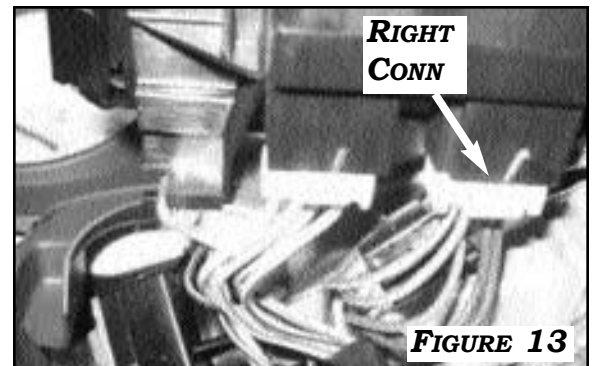
**CAUTION:** BE SURE TO USE THE CORRECT TERMINAL FOR AT THE ECM AND CLOCKSPEED AS SHOWN IN FIGURE 11. NOTE: THE CLOCKSPEED TERMINAL IS THE BIGGER OF THE TWO. IF CLOCKSPEED/ECM HARNESS ARE TWO SEPARATE PIECES, MATE HARNESS-ES COLOR TO COLOR.



1. INSERT **YELLOW WIRE** TO **PIN 13**, **PINK WIRE** TO **PIN 26**, AND **PURPLE WIRE** OF THE CLOCKSPEED/ECM HARNESS TO **PIN 27** OF CONNECTOR. **FIGURE 12**. REASSEMBLE CONNECTOR. BE SURE TO PLACE CONNECTOR BACK ON ECM SECURELY. WRAP CONVOLUTED TUBING AROUND WIRES OF HARNESS.



2. ROUTE THE CLOCKSPEED/ECM HARNESS FROM ECM THROUGH FIREWALL TO INSIDE OF VEHICLE. REMOVE LOWER STEERING SHROUD. LOCATE RIGHT CONNECTOR AT BACK SIDE OF CLOCK SPRING. **FIGURE 13**. IF POSITIONS **6, 5,** AND **4** ARE BLANK, USE CLOCKSPEED/ECM HARNESS IN KIT. INSERT **VIOLET WIRE** INTO **PIN 6**. INSERT **YELLOW WIRE** TO **PIN 5**. INSERT **PINK WIRE** TO **PIN 4**. IF OEM WIRES ARE PRESENT IN THE BACK SIDE OF CLOCK SPRING CONNECTOR, **CUT PINS OFF** OF THE CLOCKSPEED/ECM HARNESS AND USE SUPPLIED **POSI-TAP CONNECTORS** TO CONNECT TO EXISTING WIRES.

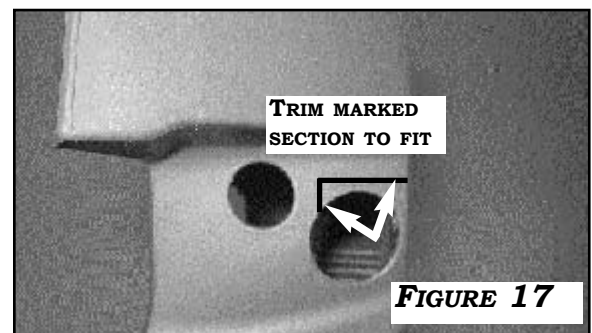
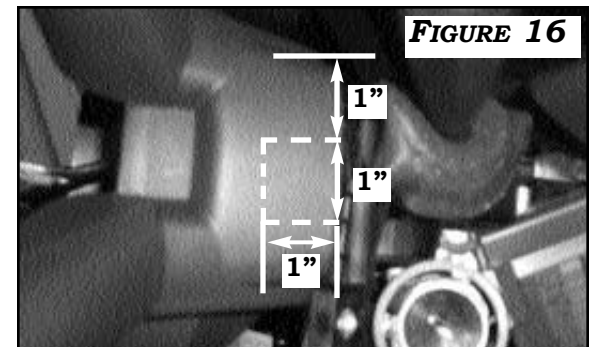
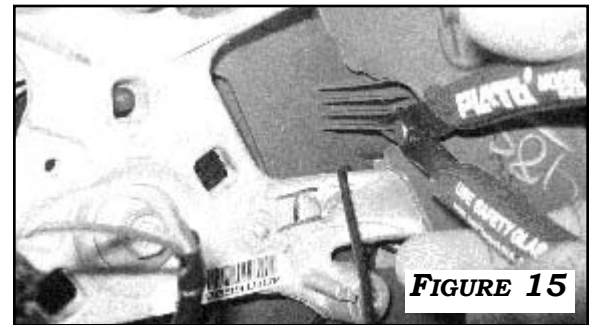
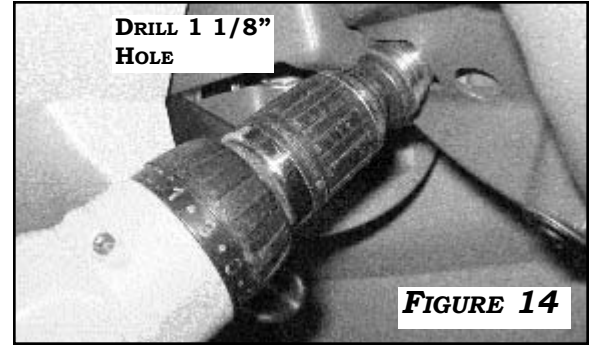


# INSTALLATION

## CONTROL SWITCH



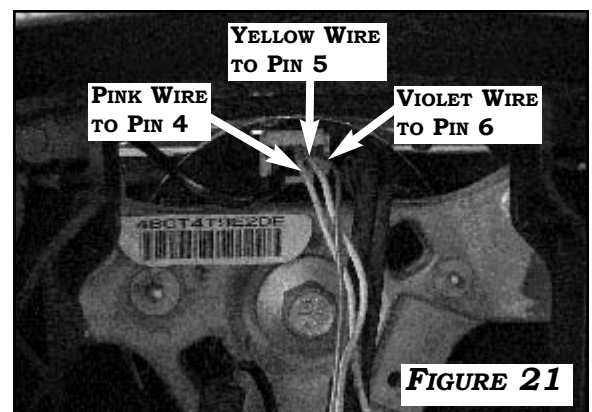
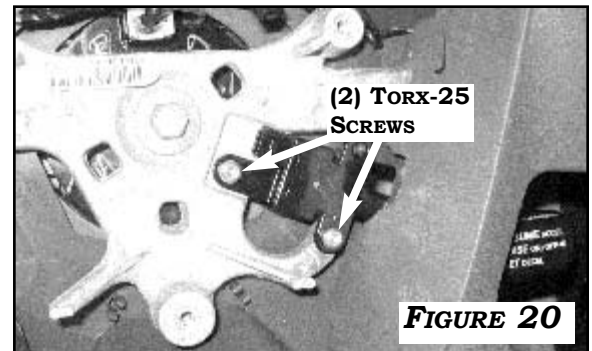
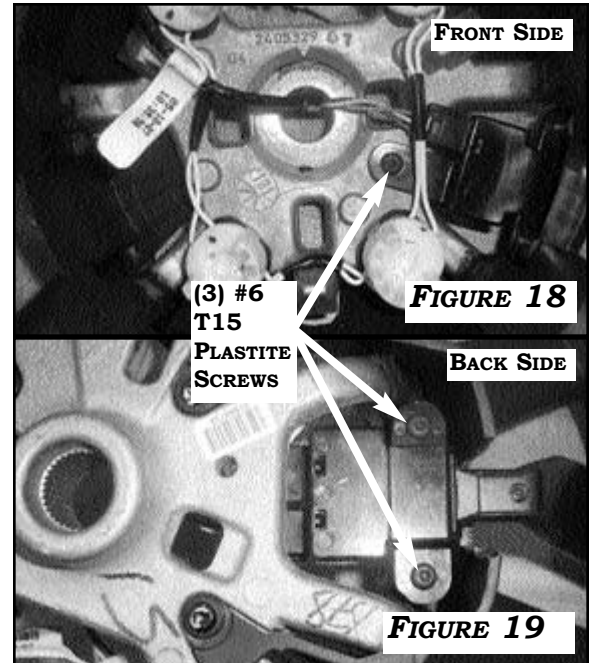
1. TURN STEERING WHEEL TO LEFT POSITION TO DRILL **1 1/8"** HOLE IN CENTER OF EXISTING OUTLINE FOR SWITCH LOCATION. **FIGURE 14**. CUT OUT REMAINING RIBS INSIDE STEERING WHEEL AS SHOWN IN **FIGURE 15**.
2. **JEEP WRANGLER** APPLICATIONS: USE DREMEL OR OTHER CUTTING TOOL TO TRIM OUT RIGHT SECTION OF STEERING WHEEL AS SHOWN IN **FIGURE 16**.
3. **DODGE CALIBER, JEEP COMPASS/PATRIOT** APPLICATIONS: USE DREMEL OR DE-BURRING TOOL TO TRIM TO FIT CRUISE CONTROL SWITCH. **FIGURE 17**.



# INSTALLATION

## CONTROL SWITCH (CONT.)

4. **JEEP WRANGLER** APPLICATIONS: USE (3) #6, T15 SCREWS PROVIDED IN HARDWARE BAG TO MOUNT CRUISE CONTROL SWITCH. **FIGURE 18 & 19**
5. **DODGE CALIBER, JEEP COMPASS/PATRIOT** APPLICATIONS: USE (2) #10, T25 SCREWS PROVIDED IN HARDWARE BAG TO MOUNT CRUISE CONTROL SWITCH. **FIGURE 20**
6. LOCATE WHITE 6 PIN CONNECTOR INSIDE STEERING WHEEL. INSERT CRUISE CONTROL HARNESS WIRES TO THE FOLLOWING PIN LOCATIONS IN BACK-SIDE OF CONNECTOR: **PINK WIRE TO PIN 4; YELLOW WIRE TO PIN 5; VIOLET WIRE TO PIN 6**. CONNECT BLACK 3 PIN CONNECTOR OF CRUISE CONTROL HARNESS TO CRUISE CONTROL SWITCH. **FIGURE 21**
7. REINSTALL CENTER BRACKET INSIDE STEERING WHEEL, OR COMPLETE STEERING WHEEL IF APPLICABLE.



# INSTALLATION

## REASSEMBLY

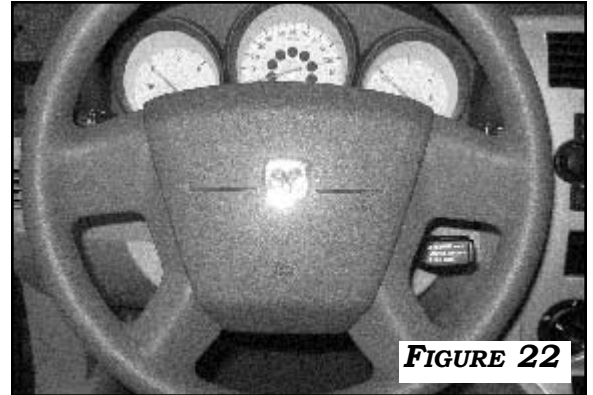


1. REINSTALL AIRBAG.
2. RECONNECT NEGATIVE BATTERY CABLE AND TORQUE NUT TO **35 FT\*LBS.**

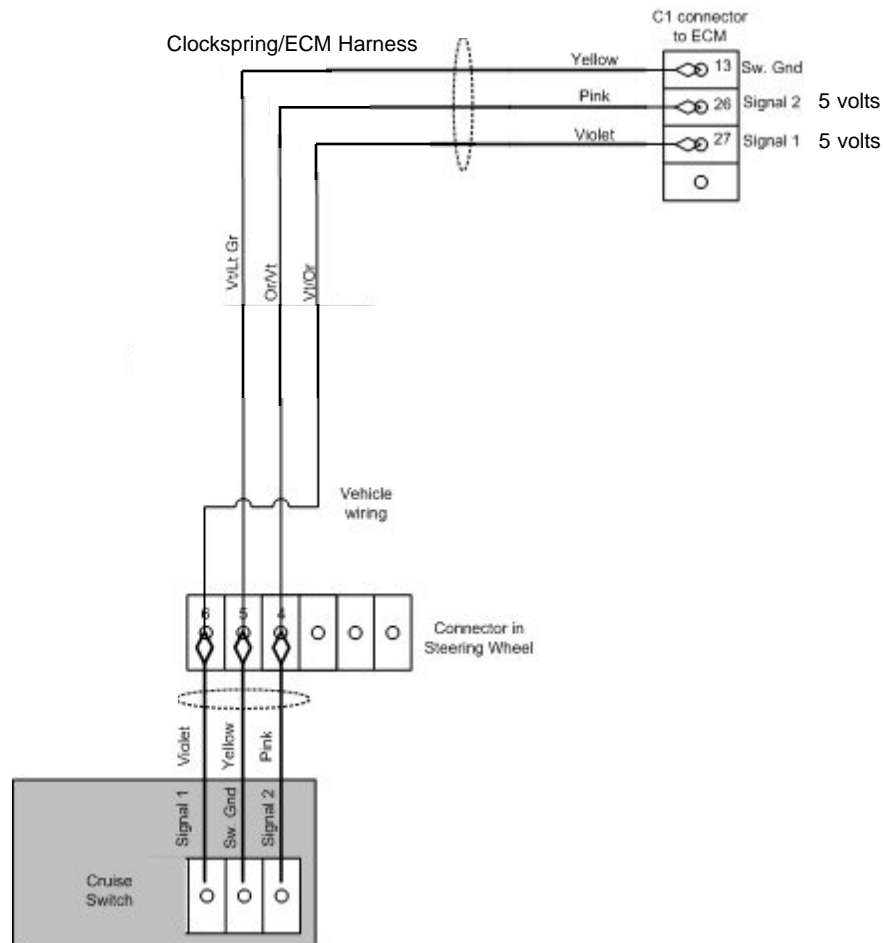
## TESTING

WHILE DRIVING VEHICLE, PRESS **[ON/OFF]** BUTTON ON CRUISE SWITCH TO ENGAGE CRUISE CONTROL. WITH VEHICLE ABOVE MINIMUM SET SPEED (REFER TO OWNER'S MANUAL), VERIFY THE FOLLOWING:

1. PRESSING **[SET]** ON CRUISE SWITCH CAUSES CRUISE TO CONTROL VEHICLE AT DESIRED SPEED.
2. PRESSING VEHICLE'S **BRAKE** PEDAL OR SHIFTING INTO NEUTRAL RETURNS CONTROL OF VEHICLE SPEED TO DRIVER.
3. PRESSING **[RESUME]** ON CRUISE SWITCH CAUSES CRUISE TO RETURN VEHICLE TO DESIRED SPEED.
4. PRESSING **[CANCEL]** ON CRUISE SWITCH RETURNS CONTROL OF VEHICLE SPEED TO DRIVER. PRESSING **[RESUME]** ON CRUISE SWITCH CAUSES CRUISE TO RETURN VEHICLE TO DESIRED SPEED.
5. PRESSING **[ON/OFF]** TURNS OFF CRUISE AND RETURNS CONTROL OF VEHICLE SPEED TO DRIVER. PREVIOUSLY SET SPEED IS REMOVED FROM CRUISE'S MEMORY.



# TROUBLESHOOTING



1. **CHECK VOLTAGES ON THE PINK WIRE IN THE ECM AT POSITION 26 FOR 5 VOLTS. THE VIOLET WIRE AT POSITION 27 SHOULD READ 5 VOLTS. THE YELLOW WIRE AT POSITION 13 SHOULD HAVE A GROUND NO HIGHER THAN 3 OHMS OF RESISTANCE.**
2. **CHECK CONTINUITY FROM ECM TO CONNECTOR AT STEERING WHEEL. IF NO CONTINUITY, CHECK CONNECTIONS UNDER STEERING COLUMN AT BACK OF OF CLOCKSPRING. THEN CHECK CONTINUITY FROM CLOCKSPRING CONNECTOR TO STEERING WHEEL CONNECTOR.**
3. **CHECK CONTROL SWITCH. UNPLUG CONNECTOR AT THE STEERING WHEEL AND MEASURE RESISTANCE ACROSS THE FOLLOWING WIRES:  
 PINK TO PURPLE SHOULD READ 40K OHMS  
 YELLOW TO PURPLE SHOULD READ 20K OHMS  
 YELLOW TO PINK SHOULD READ 20K OHMS  
 ANY RESISTANCE NOT SHOWN, REPLACE CONTROL SWITCH.**

