

Locating Steering Wheel Control Wire in Vehicles

There are four different types of Steering Wheel Control signals the SWI-X will interface to.

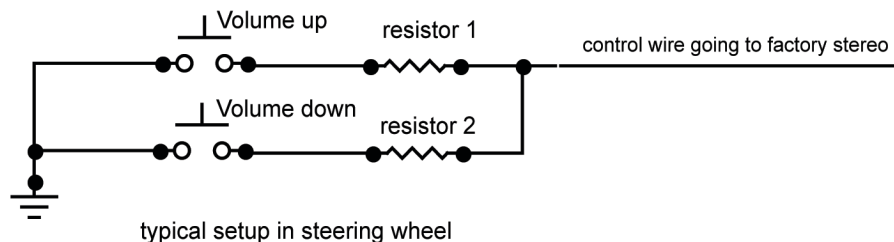
1. Negative Control wire.
2. Positive Control wire.
3. 5-volt data Control wire.
4. 12-volt data Control wire.

Locating Negative Control Wire and SWI-X programmed for version 3, 8, or 9.

1. Using an ohm meter, attach one test lead to ground and the other to the suspected wire. Make sure that the SWI-X or the factory radio is not connected to this wire while testing.

Version 3: The meter should read greater than 2700 ohms or infinite. When each button is pressed, the meter should read a different resistance between 0 - 2300 ohms. **Version 8:** The meter should read greater than 17k ohms or infinite. When each button is pressed, the meter should read a different resistance between 0 - 15k ohms. **Version 9:** The meter should read greater than 26k ohms or infinite. When each button is pressed, the meter should read a different resistance between 0 - 23k ohms.

2. In some vehicles like Chrysler, Dodge and Jeep, you will need to find the wire in the steering wheel column. Using a voltmeter, attach one test lead to ground and the other to the suspected wire. The meter should read close to or up to maximum 5 volts. When each button is pressed, the meter should read a different voltage. Cut this wire and test for resistance using step 1 above.



Locating Positive Control Wire and SWI-X programmed for Version 1, 2 or 4.

1. Using an volt meter in DC range, attach one test lead to ground and the other to the suspected wire. Make sure that the SWI-X or the factory radio is not connected to this wire while testing. The meter should read 0 volts. When each button is pressed, the meter should read close to ignition voltage or in some cars, approximately 5 volts. Do not connect the SWI-X to wires that do not go to 0 volts when the buttons are not pressed. Connecting the SWI-X straight to 12 volt will damage it. The resistance range has to be in between 1k to 20k ohms. Do not connect the SWI-X to anything less than 1k or the unit will be damaged. In some newer vehicles like GM, the steering wheel button control wire goes to the BCM. You will have to tap into this wire. You will also have to cut the SWI-X brown loop wire.

