

Kit Contents

ITEM	QTY	DESCRIPTION
1	1	CRUISE CONTROL SWITCH/HARNESS
2	1	ECM HARNESS
3	1	HARDWARE PACKAGE
4	1	CLOCKSPRING HARNESS
5		

SERVICE PARTS

ITEM	QTY	DESCRIPTION	PART NUMBER
1	1	CONTROL SWITCH	250-2716
2	1	CLOCKSPRING/ECM HARNES	250-2728
3	1	HARDWARE PACKAGE	250-2714

HARDWARE PACKAGE CONTENTS

ITEM	QTY	DESCRIPTION
1	2	#10 SCREWS, T-25
2	3	POSI-TAP CONNECTORS
3	1	CONVOLUTED TUBING, 36 INCHES
4	5	CABLE TIES
5	3	#6 SCREWS, T-15

ADDITIONAL ITEMS REQUIRED FOR INSTALL

ITEM	QTY	DESCRIPTION
1	N/A	ELECTRICAL TAPE
2		
3		
4		

CONFLICTS

NOTE:

RECOMMENDED TOOLS

SAFETY TOOLS	
SPECIAL TOOLS	
INSTALLATION TOOLS	
FASTENER REMOVAL TOOL	WIRE CUTTERS
TRIM REMOVAL TOOL	PHILLIPS SCREWDRIVER
10-MM DEEP SOCKET	PLIERS
T15 DRIVER	T25-DRIVER
SPECIAL CHEMICALS	

COLOR APPLICABILITY/TRIM LEVEL

[illegible]

GENERAL APPLICABILITY

ALL MODELS

RECOMMENDED SEQUENCE OF APPLICATION

VEHICLE PREPARATION ... PAGE 2

ECM HARNESS CONNECTIONS ... PAGE 3

CONTROL SWITCH ... PAGE 4

REASSEMBLY AND VEHICLE TEST ... PAGE 5

* MANDATORY

LEGEND



STOP: DAMAGE TO VEHICLE MAY OCCUR. DO NOT PROCEED UNTIL
PROCESS COMPLIANCE HAS BEEN MET.



OPERATOR SAFETY: USE CAUTION TO AVOID RISK OF INJURY.



CRITICAL PROCESS: PROCEED WITH CAUTION TO ENSURE A QUALITY INSTALLATION. THESE POINTS WILL BE AUDITED ON A COMPLETED VEHICLE INSTALLATION.



GENERAL PROCESS: THIS HIGHLIGHTS SPECIFIC PROCESSES TO ENSURE A QUALITY INSTALLATION. THESE POINTS WILL BE AUDITED DURING THE ACCESSORY INSTALLATION.



TOOLS & EQUIPMENT: THIS CALLS OUT THE SPECIFIC TOOLS AND EQUIPMENT REQUIRED FOR THE PROCESS.



REVISION MARK: THIS MARK HIGHLIGHTS A CHANGE IN INSTALLATION WITH RESPECT TO PREVIOUS ISSUE.

SPECIAL NOTE: INSTALLATION SEQUENCES

AFTER **SAFETY** MANDATED PREPARATORY STEPS HAVE BEEN TAKEN, THE INSTALLATION SEQUENCE IS THE SUGGESTED METHOD FOR COMPLETING THE ACCESSORY INSTALLATION. IN SOME INSTANCES THE SUGGESTED SEQUENCE IS WRITTEN FOR ONE ASSOCIATE TO INSTALL AND IN OTHERS THE SEQUENCE IS GIVEN AS PART OF A TEAM ACCESSORY INSTALLATION. UNLESS OTHERWISE STATED IN THE DOCUMENT, THE ASSOCIATES MAY PERFORM THE INSTALLATION STEPS IN ANY ORDER TO MAKE THE INSTALLATION AS EFFICIENT AS POSSIBLE WHILE MAINTAINING CONSISTENT QUALITY.

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.**

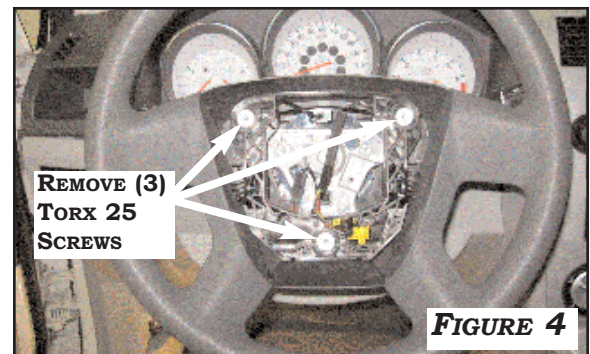
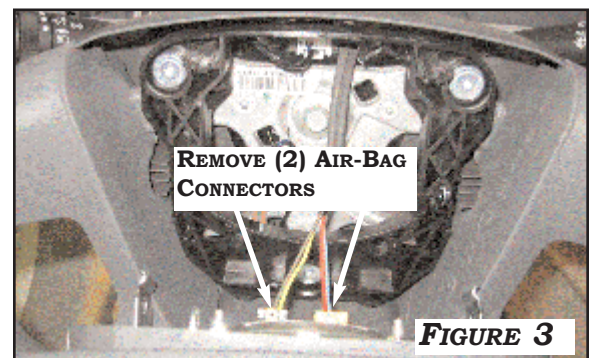
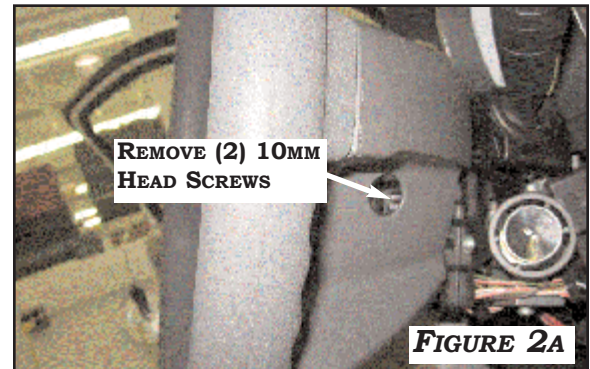
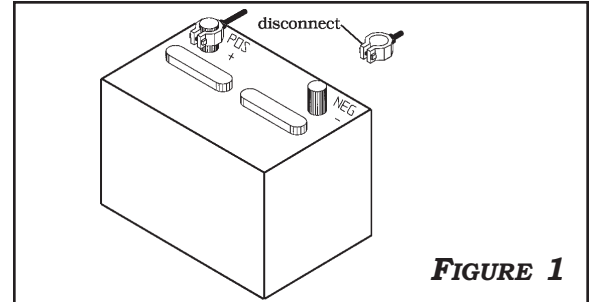
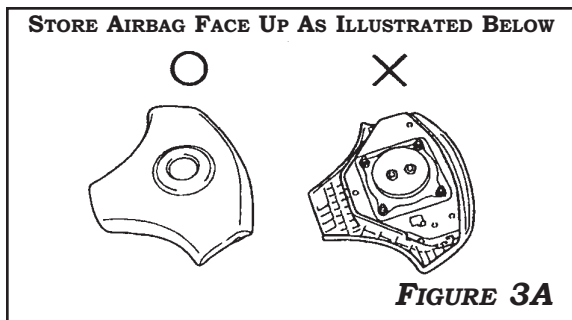
4. PRESS IN SIDES OF BOTH CONNECTORS TO REMOVE AIRBAG AS ILLUSTRATED IN **FIGURE 3.**



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**



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.

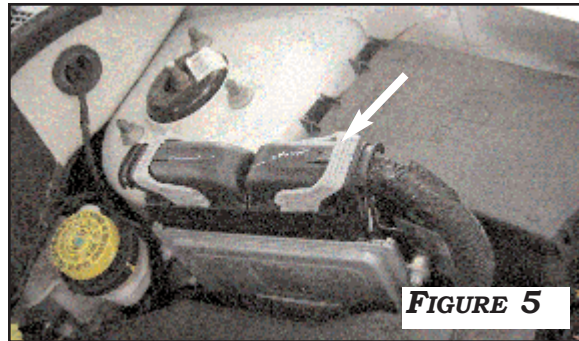


FIGURE 5

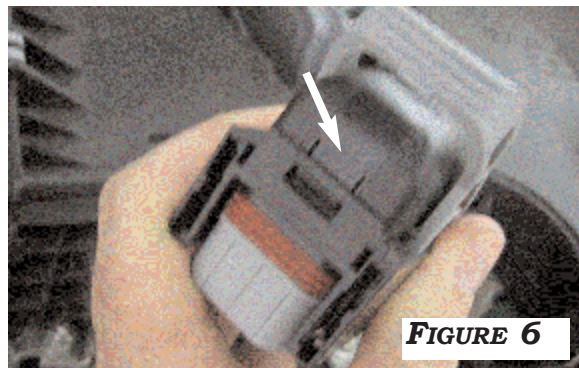


FIGURE 6

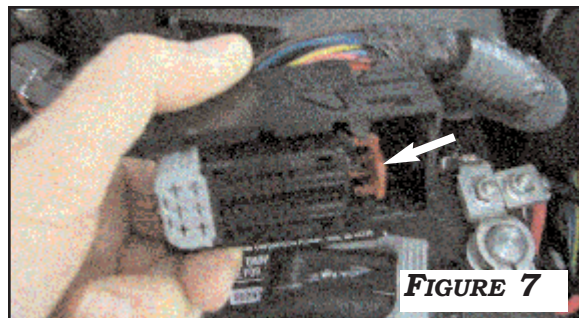


FIGURE 7

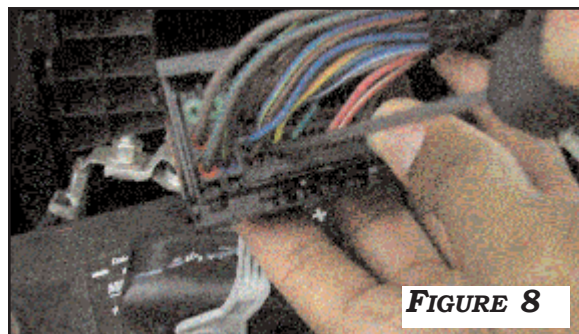


FIGURE 8

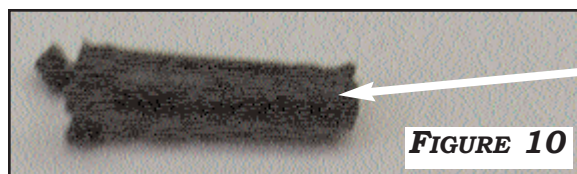


FIGURE 10

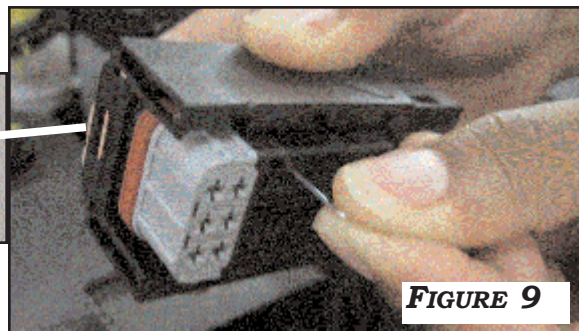


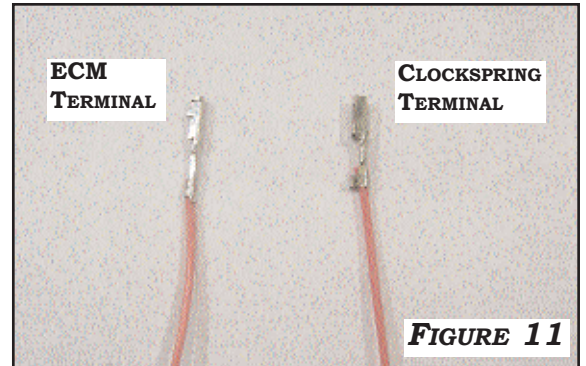
FIGURE 9

VEHICLE PREPARATION

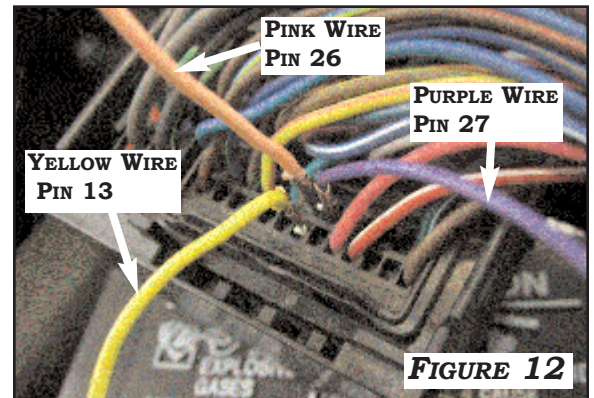
ECM HARNESS CONNECTIONS



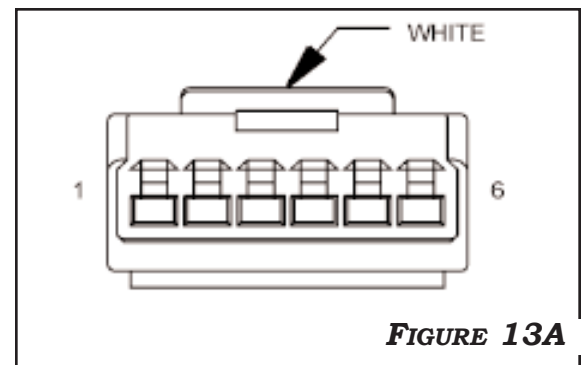
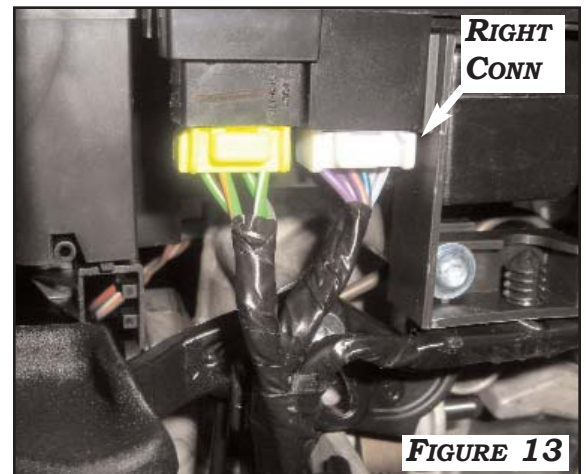
CAUTION: BE SURE TO USE THE CORRECT TERMINAL AT THE ECM AND CLOCKSPRING AS SHOWN IN **FIGURE 11**. **NOTE:** THE CLOCKSPRING TERMINAL IS THE BIGGER OF THE TWO. IF CLOCKSPRING/ECM HARNESS IS TWO SEPARATE PIECES, MATE HARNESSES COLOR TO COLOR.



1. INSERT **YELLOW WIRE** TO **PIN 13**, **PINK WIRE** TO **PIN 26**, AND **PURPLE WIRE** OF THE CLOCKSPRING/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 CLOCKSPRING/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 CLOCKSPRING/ECM HARNESS IN KIT. INSERT **VIOLET WIRE** INTO **PIN 6**. INSERT **YELLOW WIRE** TO **PIN 5**. INSERT **PINK WIRE** TO **PIN 4**. **FIGURE 13A**. IF OEM WIRES ARE PRESENT IN THE BACK SIDE OF CLOCK SPRING CONNECTOR, **CUT** PINS OFF OF THE CLOCKSPRING/ECM HARNESS AND USE SUPPLIED **POSI-TAP CONNECTORS** TO CONNECT TO EXISTING WIRES.

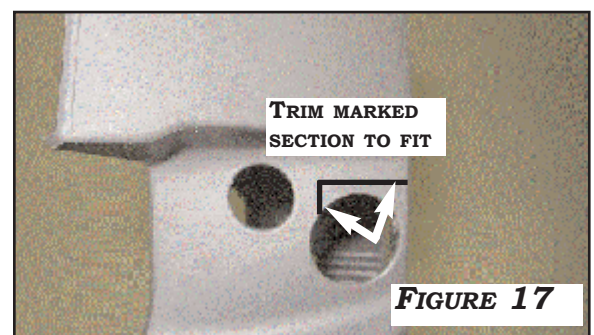
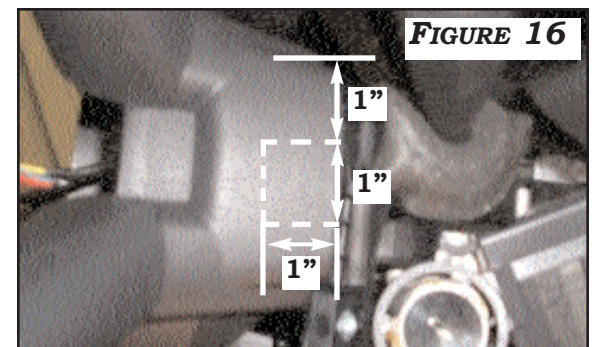
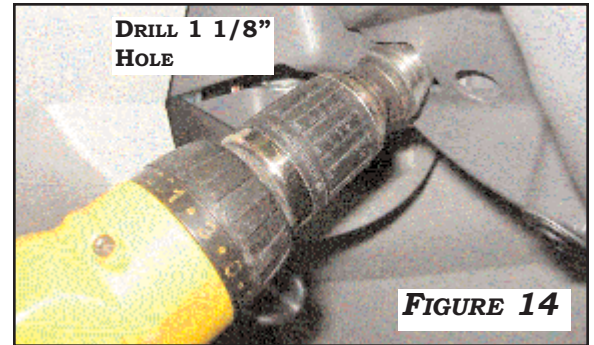


INSTALLATION

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

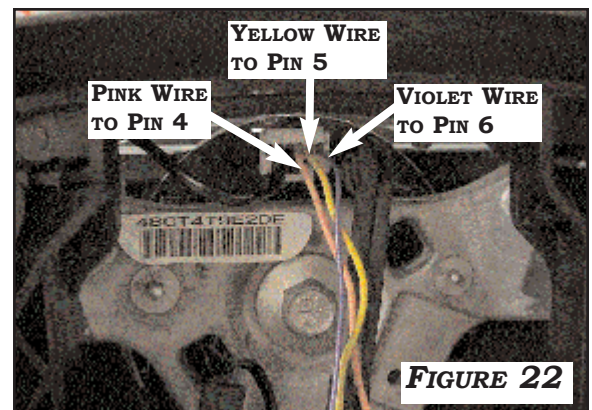
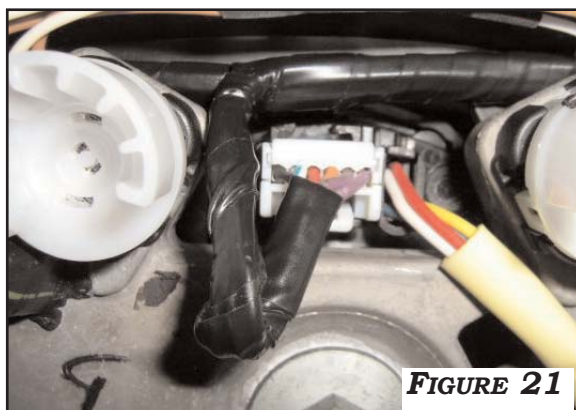
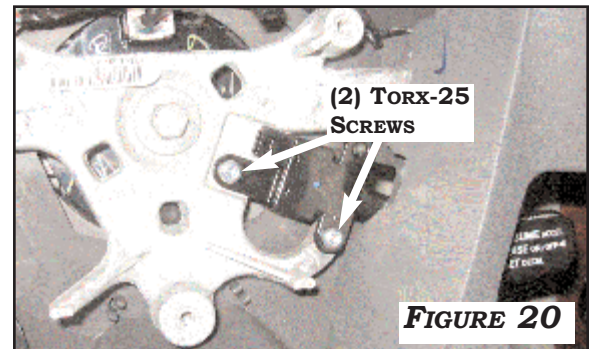
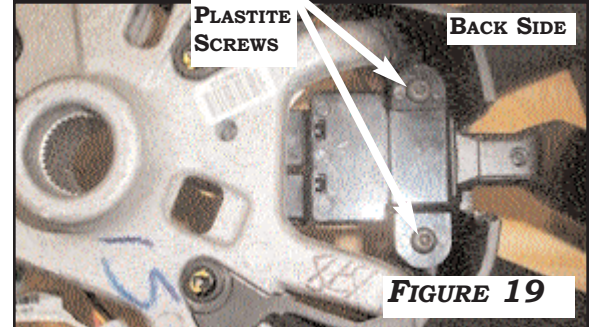
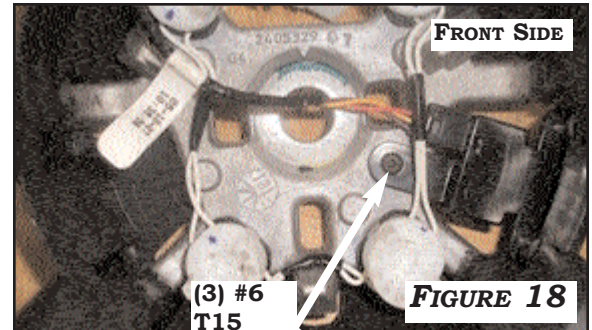
SCREWS PROVIDED IN HARDWARE BAG TO MOUNT CRUISE CONTROL SWITCH. **FIGURE 18 & 19**

5. DODGE CALIBER, JEEP COMPASS/PATRIOT APPLICATIONS: Use (2) #10, T25 SCREWS PROVIDED IN HARDWARE BAG TO MOUNT CRUISE CONTROL SWITCH. **FIGURE 20**

6. FOR SWITCH WITH HARNESS CONNECTOR: REMOVE FACTORY 6-PIN CONNECTOR OF VEHICLE AND EXTRACT PINS 2 AND 3 (HORN). **FIGURE 21**. REPLACE FACTORY CONNECTOR WITH ROSTRA SWITCH CONNECTOR. CONNECT REMAINING TWO WIRES FROM ROSTRA SWITCH CONNECTOR TO WIRES THAT WERE EXTRACTED FROM FACTORY CONNECTOR.

FOR SWITCH WITH HARNESS TERMINALS: 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 22**

7. REINSTALL CENTER BRACKET INSIDE STEERING WHEEL, OR COMPLETE STEERING WHEEL IF APPLICABLE.



INSTALLATION

REASSEMBLY

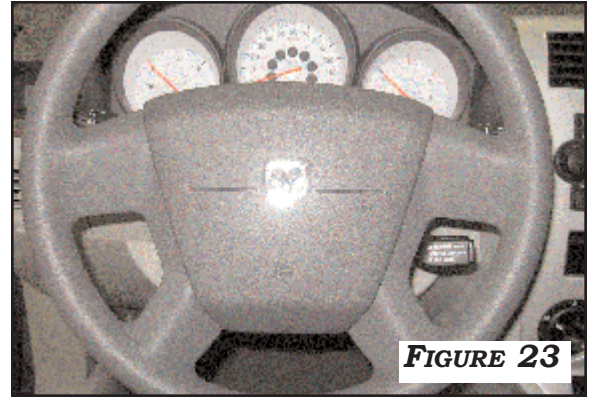


1. REINSTALL AIRBAG.
2. RECONNECT NEGATIVE BATTERY CABLE AND TORQUE NUT TO **35 FT*LBS.**

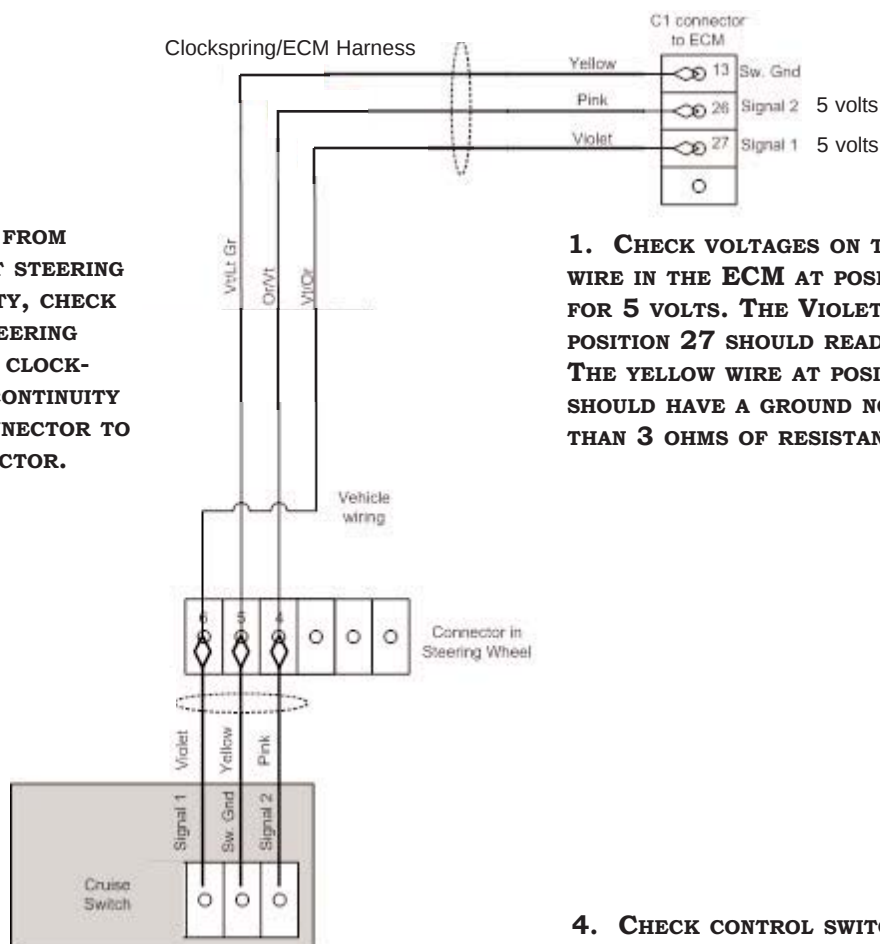
TESTING

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



2. CHECK CONTINUITY FROM ECM TO CONNECTOR AT STEERING WHEEL. IF NO CONTINUITY, CHECK CONNECTIONS UNDER STEERING COLUMN AT BACK OF OF CLOCK-SPRING. THEN CHECK CONTINUITY FROM CLOCKSPRING CONNECTOR TO STEERING WHEEL CONNECTOR.

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.

3. CHECK CONTROL SWITCH VOLTAGE. LOCATE 6-PIN CONNECTOR AT STEERING WHEEL AND MEASURE VOLTAGE ACROSS THE FOLLOWING WIRES LISTED BELOW:

VIOLET WIRE PIN 6 TO Vt/BRN (YELLOW) WIRE PIN 5

**PRESS SET=3.35 VOLTS
PRESS RESUME=4.0 VOLTS
PRESS ON/OFF=0.90 VOLTS
PRESS CANCEL=1.80 VOLTS**

Vt/ORN (PINK) WIRE PIN 4 TO Vt/BRN (YELLOW) WIRE PIN 5

**PRESS SET=1.35 VOLTS
PRESS RESUME=2.25 VOLTS
PRESS ON/OFF=3.75 VOLTS
CANCEL=3.0 VOLTS**

4. CHECK CONTROL SWITCH. UNPLUG CONNECTOR AT THE STEERING WHEEL AND MEASURE RESISTANCE ACROSS THE FOLLOWING WIRES LISTED BELOW:

PINK-PURPLE

ON/OFF: 6.6 Ohms
SET: 5.13 Ohms
RESUME: 10.50 Ohms
CANCEL: 4.46 Ohms

PINK-YELLOW

ON/OFF: 6.2 Ohms
SET: 0.79 Ohms
RESUME: 1.7 Ohms
CANCEL: 3.2 Ohms

PURPLE-YELLOW

ON/OFF: 0.46 Ohms
SET: 4.35 Ohms
RESUME: 8.80 Ohms
CANCEL: 1.16