# STEERING WHEEL CONTROL INTERFACE FOR LAND ROVER VEHICLES

***RETAINS THE FIBRE-OPTIC AMPLIFIED SYSTEM***

***42xlr013-0***

## INSTALLATION GUIDE

The 42xlr013-0 allows for the retention of the steering wheel controls as well as other vital features including the MOST Fibre-Optic amplified system when installing an aftermarket unit into the vehicle. This interface features selectable dipswitches for dedicated applications, simply refer to the provided table for the correct configuration ensuring seamless integration.

## VEHICLE APPLICATION

**LAND ROVER**

**Range-Rover-Vogue (L322)  2010 - 2013**

**Vehicles with MOST OEM Amplified System**

## KEY FEATURES

- RETAIN STEERING WHEEL CONTROL FUNCTIONALITY
- REPLACE FACTORY RADIO
- RETAINS THE MOST FIBRE-OPTIC AMPLIFIED SYSTEM
- OUTPUTS FOR PARK BRAKE, REVERSE, SPEED PULSE
- SOFTWARE UPDATEABLE

## PRIOR TO INSTALLATION

Installation requires a certain level of technical knowledge. Prior to installation, it is important to read the manual. Select a location for installation that is dry and free from heat sources. It is essential to use the correct tools during installation to prevent any damage to the vehicle or the product itself. Please note that we cannot be held liable for any issues arising from improper installation.

Before proceeding with installation, disconnect the negative battery terminal and ensure the key is removed from the ignition.

# WIRING KEY

**ISO CONNECTOR WIRING KEY**

| | | | | | |
|---|---|---|---|---|---|
| **Purple** | Right Rear Speaker + | **Grey** | Right Front Speaker + | **Yellow** | Permanent 12V |
| **Purple/Black** | Right Rear Speaker - | **Grey/Black** | Right Front Speaker - | **Black** | Ground |
| **Green** | Left Rear Speaker + | **White** | Left Front Speaker + | **Red** | Ignition 12V |
| **Green/Black** | Left Rear Speaker - | **White/Black** | Left Front Speaker - | **Orange** | Illumination |

**FLYING WIRE WIRING KEY**

| | | | | | |
|---|---|---|---|---|---|
| **Pink** | Speed Pulse - 0 to 12V Square Wave @ 1Hz/Kph | **Purple/White** | Reverse Gear - 250mA | **Red/White** | Acc 12V - 250mA |
| **Green** | Park Brake | **Orange** | Illumination - 250mA | **Yellow RCA** | Camera |

**OUTPUTS & RATINGS**

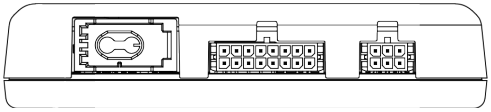
**Standby Current** <3mA **Operating Voltage** 6V to 16V **Operating Temperature** -20C to 85C
***rated at 25 degrees Centigrade**

# DIPSWITCH CONFIGURATION

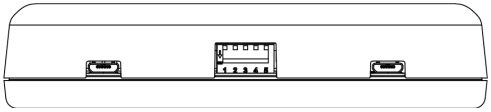
| Manufacturer | System | DIP Switch Settings | | | | | CONNECTION |
|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | |
| **RESERVED** | NA | OFF | OFF | OFF | OFF | OFF | SW UPDATE BOOT MODE |
| **AERPRO** | Analog | OFF | OFF | OFF | **ON** | OFF | MALE 3.5MM JACK |
| **ALPINE** | IR DATA | OFF | **ON** | OFF | OFF | OFF | MALE 3.5MM JACK |
| **CLARION** | IR DATA | **ON** | OFF | OFF | **ON** | OFF | MALE 3.5MM JACK |
| **GRUNDIG** | IR DATA | OFF | **ON** | OFF | **ON** | OFF | BROWN SWC IR |
| **JVC** | IR DATA | OFF | OFF | **ON** | OFF | OFF | BROWN SWC IR |
| **KENWOOD 1** | IR DATA | **ON** | OFF | OFF | OFF | OFF | BROWN SWC IR |
| **KENWOOD 2** | IR DATA | **ON** | **ON** | OFF | OFF | OFF | BROWN SWC IR |
| **LG** | Analog | OFF | OFF | **ON** | **ON** | OFF | MALE 3.5MM JACK |
| **PHILIPS** | IR DATA | OFF | **ON** | OFF | **ON** | OFF | BROWN SWC IR |
| **PIONEER 1** | Analog | OFF | OFF | OFF | **ON** | **ON** | MALE 3.5MM JACK |
| **PIONEER 2** | Analog | OFF | OFF | OFF | **ON** | OFF | MALE 3.5MM JACK |
| **SONY** | Analog | OFF | OFF | **ON** | **ON** | OFF | MALE 3.5MM JACK |
| **ZENEC** | IR DATA | **ON** | **ON** | OFF | **ON** | OFF | BROWN SWC IR |
| **KEY1 / KEY2** | Analog | OFF | OFF | OFF | **ON** | **ON** | KEY1 / KEY2 WIRES |

PLEASE NOTE: The dipswitch settings for the MOST SWC interfaces differ from those for the SWC interface range. Please refer to the appropriate dipswitch table in the instruction guides for accurate configuration.

# SWC MOST INTERFACE



**FIBRE-OPTIC CONNECTOR PORT** **HARNESS CONNECTOR PORT** **HEAD UNIT CONNECTION LEAD PORT**



**CAN USB UPDATE** **DIPSWITCHES** **MOST USB UPDATE**

# SOFTWARE UPDATE

The interface software can be updated using the two micro USB ports on the device. These ports serve specific purposes: one is dedicated to updating the MOST software, while the other is for updating the CAN Bus software. By connecting to these ports, users can ensure their interface remains up-to-date, maintaining optimal performance and compatibility with their vehicle's systems.

Software update instructions can be found in a separate guide on our website.

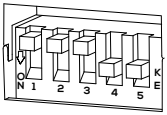
# CONNECTION GUIDE

## BEFORE INSTALLATION

Prior to installing the interface, it is essential to remove and disconnect the factory stereo. For guidance on this process, please refer to the vehicle owner's manual/handbook or seek assistance from a professional.

## SETTING THE DIPSWITCHES

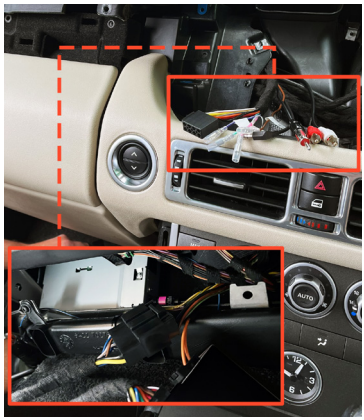
This interface includes a set of dipswitches. Consult the dipswitch selection guide to select the appropriate configuration. To activate a dipswitch, press it downward into the 'ON' position.




## INSTALLATION

**1.** Once the head unit is removed, carefully route the extension cables behind the dashboard and glove compartment, guiding them into the passenger footwell area. Once in place, install the interface following the below steps and connect it to the radio in the footwell taking care to avoid the yellow airbag cables as shown in the image.

**2.** Take the interface in the footwell of the vehicle, then connect the head unit connection extension lead and the steering wheel harness connectors to their respective ports.



**3.** Connect the head unit connection lead to the steering wheel remote input on the rear side of the aftermarket stereo. Connection methods vary based on the stereo brand, utilising either a3.5mm jack connector or brown SWC IR wire . ***For specific connection guidance, refer to your aftermarket stereo's installation manual if not clearly labelled on the stereo harness.***

**4.** Connect the power/speaker ISO connector from the interface to the corresponding power/speaker ISO connection on the aftermarket stereo.
***For aftermarket stereos lacking an ISO connector, refer to the "Wiring Key" on Page 2 for guidance on connecting wires. Certain interfaces may also include extra "flying" wires for additional functionalities such as parking brake trigger, reverse gear, and speed pulse. Further information on these wires is available in the "Flying Wire Wiring Key" section.***

**5.** Connect the vehicle-specific connectors from the interface harness to the corresponding connectors on the vehicle harness.

**6.** Connect the flying wires on the harness to the rear of the stereo (iff applicable).

**7.** Connect the antenna adapter to the vehicle's existing connection at the rear of the aftermarket stereo.

**8.** When installing an aftermarket reverse camera, connect the yellow RCA from the harness to the yellow RCA of the aftermarket camera. (If supported by the interface and vehicle)

**9.** When installing a DAB antenna, ensure to connect the DAB aerial connector to the rear of the new stereo.

**10.** After connecting all wires (along with any additional accessories), it's crucial to thoroughly test the stereo and steering wheel controls before reassembling the dashboard. If steering wheel controls are unresponsive, inspect connections and check dipswitch settings. Repeat the connection process if necessary, following the outlined steps.

## INSTALLING THE FIBRE-OPTIC CABLE

To adapt to the MOST interface, you must remove the original fibre-optic connection.

**1.** Place the amplifier interface into the black connector housing provided with this kit and snap it into place. (Image A)

**2.** From the original fibre-optic connector: Using a pick tool, carefully pull the tab toward the outer edge of the connector housing. Gently remove the grey fibre-optic insert from the connector. (Image B)

**3.** From the MOST interface: Push the tab toward the grey dust cover. Using needle-nose pliers, remove the grey dust cover. Insert the factory fibre-optic cables into the MOST interface's black connector housing in place of the grey connector. (Image C)

IMAGE 1

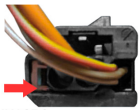


IMAGE 2

IMAGE 3

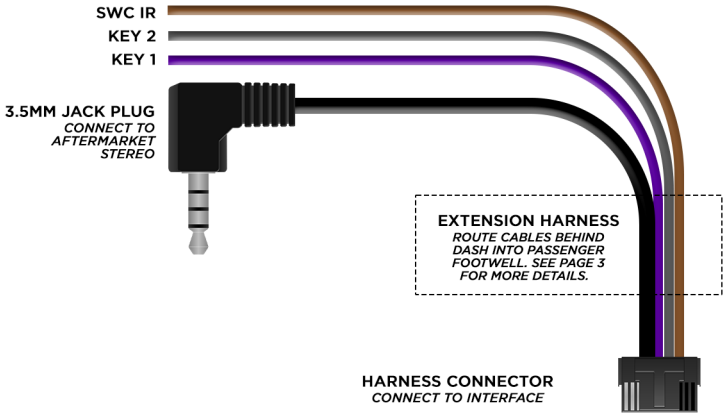
# STEERING WHEEL CONTROL CONFIGURATION

**A** Volume Up
**B** Volume Down
**C** Mode
**D** Track Up
**E** Track Down
**F** Phone Pick Up
**G** Phone Hang Up
**H** Voice

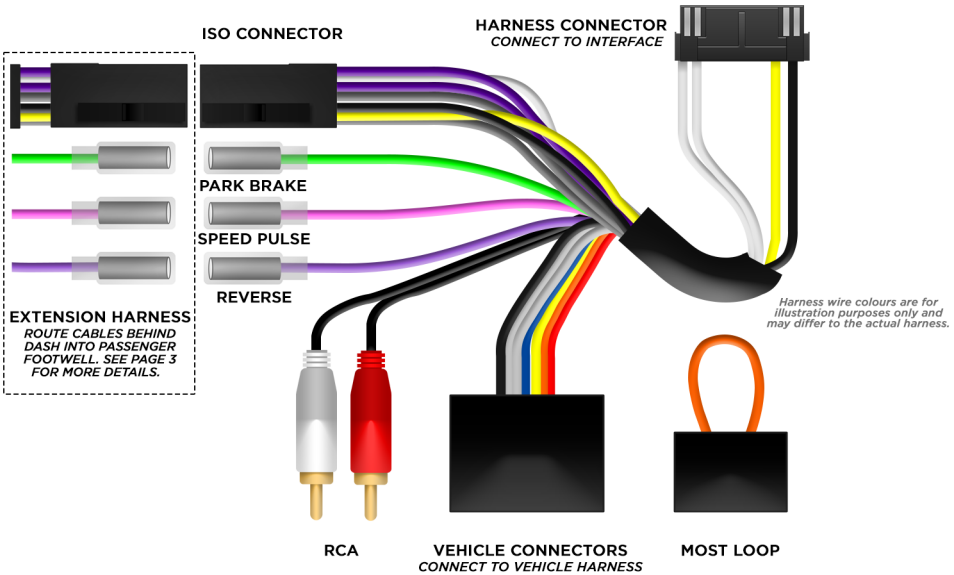
***The provided diagram, while meticulously researched, serves as an example only. Actual steering wheel control configurations may vary dependant on each vehicle.***

# CONNECTION DIAGRAM

## HEAD UNIT CONNECTION LEAD




## MOST SWC INTERFACE

MOST SWC INTERFACE DIPSWITCHES
*REFER TO DIPSWITCH CHART*

## SWC VEHICLE HARNESS