

Calibration Support List

This file is an addendum to the Installation Manual, located in the same web archive as this file was found in. It contains the latest known list of vehicles whose cruise control button module(s) are supported by this device, which calibration file to use, and what revision (if relevant) Cruise Control Converter hardware module is required, as it is expected that certain button modules will require hardware revisions to add support.

All part number and make/model/year lists should be assumed to be partial. This is by no means a full list. If a model is listed with ?? before it, it is a “best guess” and I would like to hear if it works for you. If it does not, I will work with you to figure out why, and if you would like, I can research prior to you placing an order.

The filenames for the calibration files are based off the first vehicle the calibration was created for. Other vehicles listed under them were found through one of the following methods. Extensive OEM parts catalog and factory service manual research to verify equivalent part numbers or resistance values; direct measurements of OEM components found in local junkyards or on customer’s vehicles; or customer feedback containing direct knowledge of the same.

96 XJ.cal

This file supports:

1. 1996 Jeep XJ
 2. 1996 Dodge Ram pickup
 3. 1996 Dodge Dakota
 4. 1996 Dodge Ram van
- known button module part numbers: 56007712
 - if using “cruise control on” LED on button module:
 - wire circuit K4 (BK/LB) to converter module pin #B2 (brown)
 - wire circuit V33 (WT/LG) to converter module pin #B1 (violet)
 - wire circuit V32 (YL/RD) to converter module pin #G1 (green)
 - these color codes were based on 1996 XJ factory service manual. Your model may vary.

97-98 XJ.cal

This file supports:

1. 1997-1998 Jeep XJ
 2. 1997-1998 Jeep ZJ
 3. ?? 1997-1998 Jeep TJ
 - 1997 TJ: you need to install the clockspring, harness pigtail, and button modules from a 1998 (no 1997 TJ was shipped with cruise control)
- known button module part numbers: 56007530AC, 56007531AC, 56007530AB, 56007531AB

99-01 XJ.cal

This file supports:

1. 1999-2001 Jeep XJ
 2. 1999-2002 Jeep TJ
- known button module part numbers: 56007530AD, 56007531AD

02-04 KJ.cal

This file supports:

EWAF Motorsports
PO Box 453
Lakebay WA 98349-0453
EWAFMotorsports@W1KAS.net

1. 2002-2004 Jeep KJ
- known button module part numbers: 56010088AC, 56010089AC

05-07 WK S-C-1.cal

This file supports:

1. 2005-2007 Jeep WK
2. ?? 2005-2007 Jeep KJ
- known button module part numbers: 56050264AB, 56050265AB
- This year of WK (and likely KJ) uses a dual circuit button module set. The signals are ground, S/C switch signal #1, S/C switch signal #2. The "S-C-1" in the filename indicates that this file should be used when wiring the converter module to "S/C signal #1". S/C ground should be wired to converter #B2 (brown).

05-07 WK S-C-2.cal

This file supports:

1. 2005-2007 Jeep WK
2. ?? 2005-2007 Jeep KJ
- known button module part numbers: 56050264AB, 56050265AB
- This year of WK (and likely KJ) uses a dual circuit button module set. The signals are ground, S/C switch signal #1, S/C switch signal #2. The "S-C-2" in the filename indicates that this file should be used when wiring the converter module to "S/C signal #2". S/C ground should be wired to converter #B2 (brown).

70s-90s Ford.cal

This file supports:

1. All Ford products utilizing a 2200/680/120 ohm button module. This is an EXTREMELY large list. I am not even going to attempt to exhaustively list vehicles this will work with. You should measure your button modules. You will see 12V on the signal wire (usually LB/BK) with ON pressed, continuity between LB/BK and DG/OR with OFF pressed, 2200 ohms LB/BK to DG/OR with RESUME pressed, 680 with SET/ACCEL pressed, 120 with COAST pressed. This list definitely covers Mustangs at least as early as 1982 through 2004 and F series, Bronco, Ranger (etc) as early as the 70s or 80s and as late as the late 90s, among others.
- this calibration file requires a second-generation (or later) converter module. If you are reading this it is highly likely your module supports this calibration file; only 3 first-generation modules were ever produced and one was a prototype.
- speed control signal wiring:
 - signal (typically LB/BK, Ford signal number 151 in your factory service manual) should be wired to converter #B1 (violet)
 - ground (typically DG/OR or BK, Ford signal number 848 or 57 in your factory service manual) should be wired to converter #B2 (brown)
 - if horn beeps as soon as you connect the signal wire, DISCONNECT IT IMMEDIATELY, you have switched the two wires somehow.