

The DCI does NOT work like the factory dash controls so review the Operation section before using it. Be careful if you are doing your own wiring and follow the diagrams below; do not assume “color-to-color” wiring.

Do NOT mount the DCI module behind, below, or above the HU where it can get crushed or overheated. Put it in an accessible place under the dash so you can change the switch options at a later date.

Important note – Some head units have the wired remote feature disabled from the factory and require changing an option in the setup menu. If the DCI doesn’t work check your HU manual carefully for this setting.

Dip Switch Settings

Only change switches with the power off, as the DCI only reads the switch settings on power-up.

Switches 3 & 4 - Head Unit Brand – Set these switches for your head unit brand.

Switch 1 - Mute Control - Set to OFF if your head unit has a dedicated mute wire (usually only on Alpine) and you want to use it for the mute function. If your HU does not have a dedicated mute wire set switch #1 ON, which will, send a mute command via the 3.5mm cable. How that command works depends on your head unit’s feature but it usually lowers the volume but continues to play.

Switch 2 - Tap-n-Press – This switch activates the “Tap-n-Press” feature which changes how the MODE and CH dash buttons work. Setting switch 2 ON causes the DCI to perform different commands depending on how long you hold MODE or CH before you release the button. See the Operation section for details.

↑ = dip switch up (ON)
↓ = dip switch down (OFF)

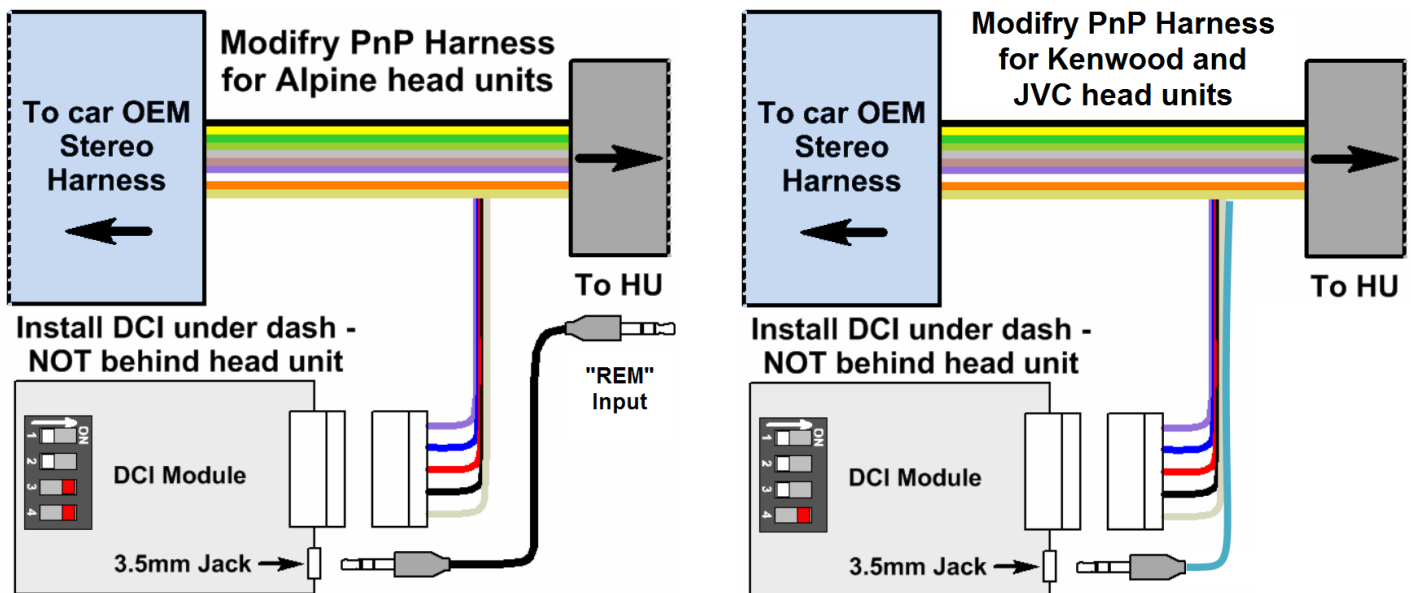
Mute Control		Tap-n-Press	
Switch #→	1	Switch #→	2
3.5mm Plug	↑	ON	↑
Blue Wire	↓	OFF	↓

Head Unit Brand		Switch #→	3	4
Alpine			↑	↑
Kenwood			↓	↑
JVC			↑	↓
Clarion			↓	↓

Wiring the DCI using a Modifry® Plug-n-Play Harness

If you purchased the “SCV Wiring Kit” with the PnP harness follow the instructions included in the kit for SCV wiring.

If you need an external amp turn-on wire – For Alpine, use the free-hanging blue/white wire (yellow/blue is not used). For Kenwood, T-tap the light blue wire (next to red on the largest connector). Kenwood only has one switched output so it must be shared with the S2000 antenna amplifier wire that is pre-wired in the PnP harness. If your Kenwood manual says its brown wire is for a Kenwood Navigation system you MUST cut and insulate the DCI blue wire, then the DCI can’t pause the HU. Set DCI switch 1 ON to send the standard mute signal to the head unit.

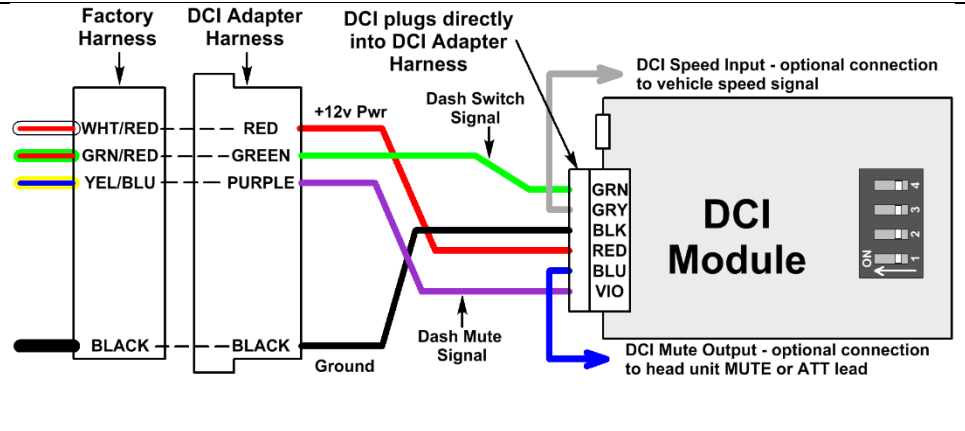


Wiring the DCI without the Modifry® Plug-n-Play wiring Harness

If you purchased the "SCV Wiring Kit" refer to the instructions in the kit to install and program the SCV feature.

Common wiring for all head units is shown here.

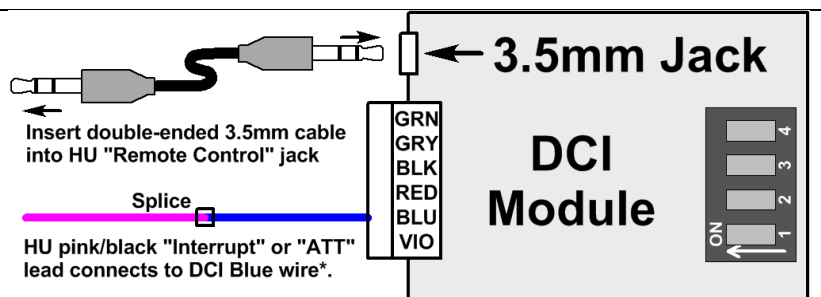
Shown here is our DCI Adapter harness (purchased separately). If you are using a generic adapter harness it will not have the DCI wiring or connector, so you will need to splice the DCI green and purple wires into the OEM Honda stereo harness as shown. The DCI red and black can T-tap the red and black in the head unit harness.



Alpine head units

Use the double-ended 3.5mm cable supplied with the DCI to connect the DCI module to the head unit "REM" or "Steering Wheel Remote" jack. NEVER connect to an AUX or MIC jack.

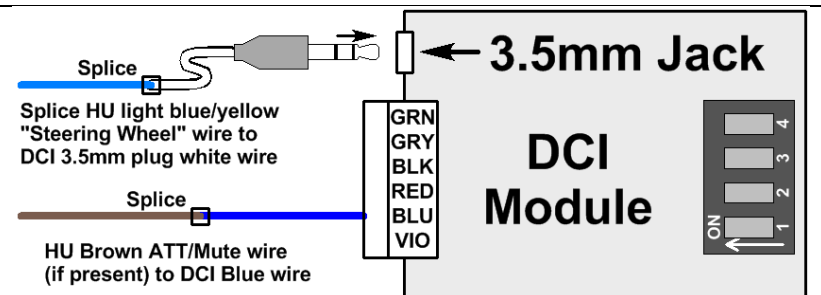
*If an external Bluetooth module is used do NOT connect the DCI blue wire to the pink/black and be sure to change DCI switch 1 to ON.



Kenwood and JVC head units

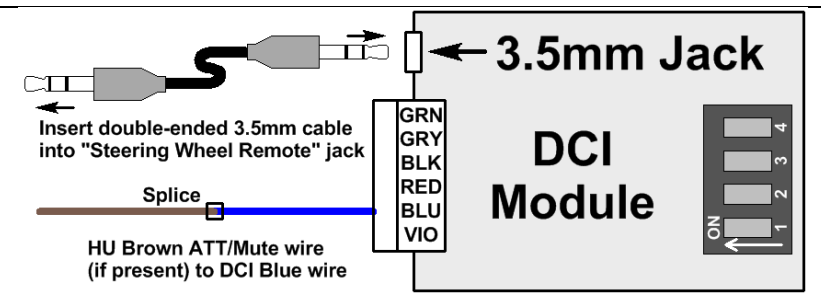
Use the supplied 3.5mm plug with white wire for connection to the remote control wire on the head unit, usually blue/yellow.

If your HU manual shows the brown wire should connect to a Kenwood navigation system then the DCI can't pause the HU. Insulate the DCI blue wire and set DCI switch 1 to ON for the standard mute function to work.



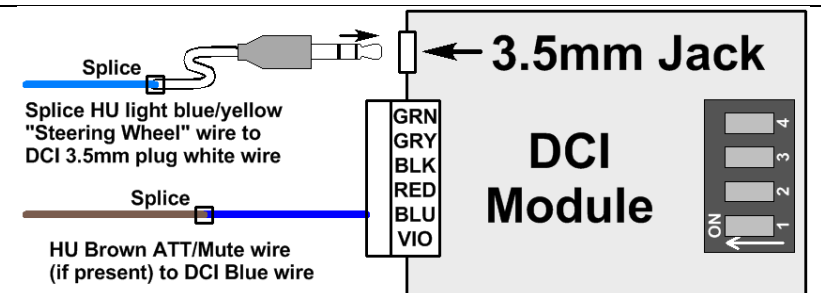
Clarion head units and JVC head units up to 2010

Use the double-ended 3.5mm cable supplied with the DCI to connect the DCI module to the head unit. Plug into the head unit "Steering Wheel Remote" jack (see HU manual for location). NEVER plug the DCI into an AUX or MIC jack.



JVC head units 2011 or newer

Use the supplied 3.5mm plug with white wire for connection to the light blue/yellow "Steering Wheel Remote" wire on the head unit (see HU manual for location). NEVER plug the DCI into an AUX or MIC jack.



Operation of the DCI-2

Please note that the DCI does not operate exactly like the factory stereo controls. This is because aftermarket head units use different commands than the factory head unit. For example, the OEM radio cycles from CD to AM Radio to FM radio with one button (Mode). Not one after-market radio does this; they all use 2 separate controls; one to change Sources (CD or Radio) and a second button to change AM-FM bands. The same behavior exists with "next track" and "next radio preset". OEM does this using one button because the head unit is designed that way, but all after-market head units use two separate buttons for those commands.

In addition, different manufacturers "pair" the CD and Radio commands differently, such as Disk Up and Preset Up for Alpine and Disk Up and Next FM Band for Kenwood. This is a function of the head unit software and can't be changed.

Tap-n-Press Feature

As shipped, DCI Tap-N-Press is disabled. Enable it by setting switch 2 ON, as shown on page 1.

For some head units Tap-n-Press makes it easier to perform the "Next Song/Station" commands. Once set, the DCI will perform different commands depending on how long you hold the MODE or CH button depressed before you release them. If you give the button a quick "Tap" you get one command; if you "Press" the button longer you get a different one. While this sounds confusing at first it's actually very easy to use, and the benefit is that the most common commands are now on the easiest to hit buttons – Tap MODE and Tap CH.

A "Tap" is defined as holding the button for less than ½ second. A "Press" is when you hold the button longer than ½ second. If you look at the table below you will see that tapping the MODE button performs the Next Track function if you're listening to CD or it does Seek Up if you're in radio mode. If the MODE button is pressed longer than ½ second it will perform its "normal" function – changing sources. Likewise, I put the Disk Up and Next Radio Preset commands on the CH button, so tapping CH allows you to change disks (or MP3 folders) if you're listening to a CD or it will jump to the next preset when you're in radio mode. A longer "Press" of the CH button does its "normal" function.

Special note on the MUTE function – When the DCI receives a MUTE command from the dash controls it disables all other DCI commands, including the SCV function. This is because the head unit will come out of MUTE if it receives another command, but the dash mute light will still be on (they are now out of sync). So we suspend DCI commands while muted. When MUTE is cycled back OFF via the dash switch the other dash switches will be enabled again and the DCI will adjust the volume based on your new speed (if you are using the SCV feature).

If you do not set the "Tap-n-Press" feature, the commands with the gray background will be performed when you use the MODE or CH button, regardless of whether you "Tap" or "Press" the button.

Dash Switch	Alpine	Kenwood	JVC	Clarion
MUTE	Mutes the audio output, some head units will pause CD playback depending on settings			
Volume Up/Dn	Tap to adjust volume up or down in steps, hold the switch to adjust rapidly up or down			
Tap MODE	Next track or Seek up	Next track or Seek up	Next track or Seek up	Next track or Radio Preset Up
Press MODE	Changes Source – Radio, CD, Aux input, CD Changer, etc.			
Tap CH	Disk Up or Radio Preset Up	Preset Up	Disk Down or Radio Preset Up	Next Disk (CD changer mode) or Next Band (in Radio mode) or Back to first track (single CD or MP3 mode)
Press CH	AM/FM Band	Disk Up or Next FM band	Sound (EQ settings)	
Hold MODE & Tap Vol Up	Next Track or Seek Up	Next Track or Seek Up	Next Track or Seek Up	Next track or Radio Preset Up
Hold MODE & Tap Vol Dn	Prev Track or Seek Down	Previous Track or Seek Down	Prev Track or Seek Down	Prev track or Radio Preset Dn
Hold CH & Tap Vol Up	Disk Up or Radio Preset Up	Disk Up or Next FM band	Disk Up or AM/FM Band	SCAN mode - press again to cancel SCAN
Hold CH & Tap Vol Dn	Disk Down or Radio Preset Dn	Disk Down or Next AM band	Disk Down or Radio Preset Up	Changes display (title, track, folder, etc)
Hold MODE & Tap CH	Toggles the SCV feature between your 2 selected settings			

Trouble getting your DCI to work? See important tips below and on our web site.

We test every DCI using an after-market head unit and a dash control mockup before it's packaged for sale, so we are pretty sure the product we ship is fully functional. In most cases you will get it working faster if you assume the DCI is good and look for a problem with installation or setup.

Troubleshooting Tips – One of these tips solves over 99% of the “my DCI doesn't work right” emails we receive, though for some reason it frequently takes 4 or 5 (or in one case 11) emails before the customer figures it out.

1. Review the DCI operating instructions. The DCI does NOT work like the OEM system and some users think there's something wrong when it doesn't act like their original dash controls.
2. If the dash mute is on, or the dash mute circuit is bad, the DCI will appear dead. If the mute signal (2v or more) is sensed by the DCI it will disable all other commands until mute is turned off. If your DCI is not doing anything verify the DCI purple wire has no voltage on it, or disconnect it and see if the DCI starts working.
3. Verify wiring and switch settings. Get a friend to review your work; it helps to have someone who hasn't been staring at it for 2 hours look it over.
4. Make sure you're not setting the DCI switches up-side down. Yes, it happens.
5. If you're using an adapter harness check the connector for bent pins. These use long thin pins that must align perfectly with a tiny hole in the mating socket. If a pin misses the hole it can get bent out of alignment and bend sideways. We've even seen cases where the pin enters the hole at an angle and so makes intermittent contact with the terminal socket, so make sure the pins are straight.
6. Always change switch settings with power off, as the DCI only reads the switches during power-up. This can be especially confusing if the switches are set wrong initially and the DCI doesn't work when you first turn the ignition on. Some users then check the manual and set the switches correctly, but the DCI still doesn't work (because they didn't cycle power), so now they think the DCI is bad. Set the switches according to the manual and LEAVE THEM ALONE. Trying every possible switch combination “in case the manual is wrong” is DUMB and will not fix the problem.
7. Connect the included 3.5mm cable from the DCI to the HU “remote control input” jack (see your HU manual for location). This is how the remote control signals get from the DCI to the HU. Some people think the cable is for an MP3 player or plug it into AUX; others just ignore it. Seriously, you would be surprised how many customers don't connect it and then wonder why the DCI isn't working.
8. READ YOUR HU MANUAL. Some head units (especially Sony) come with the remote control input disabled from the factory and it must be enabled through a menu option. I will no longer read your head unit manual for you and tell you what it says in an email.
9. Swap the 3.5mm cable we supplied with a known good one. We see about 1/2% failure *after* we test them. Sorry, but it happens and there's not much we can do about it. Fortunately it's easy to test and a simple thing to fix.
10. If you are using SCV and it doesn't seem to work, hit the MODE + CH button combination a couple times and try again. If it still doesn't work then check your connection to the speed signal wire. We test the SCV function on every DCI before it ships so we know it worked when it was sealed in the pink bag.