

NEO CHANGER

Instruction Manual

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Installation Preparation

*This chapter provides information **required** for the installation of the Neo Changer, it must be read by all users.*

Thank you for purchasing the Neo Changer. Since the Neo Changer will work in many different vehicles the following steps must be taken to ensure the changer is set up correctly for the vehicle it is being installed in.

Before Installation

To prevent damage to your vehicle and the changer take the following precautions.

1. Turn off the ignition and remove the negative (-) battery cable prior to installation.

NOTE: If the vehicle is equipped with an on-board drive or navigation computer, do not disconnect the battery cable. If the battery cable is disconnected, the computer memory may be lost. Under these conditions, use extra caution to avoid causing a short circuit during installation. **If your radio has a security code make sure you know the code and how to enter it prior to removing the battery cable. The radio will require this code to operate when the battery terminal is reconnected.**

2. Do not install the unit in the following locations:
 - A. Locations exposed to direct sunlight
 - B. Locations where hot air flows from the cars heater
 - C. Locations with excessive vibration
3. When using the supplied brackets and screws be careful not to penetrate any existing wires when tightening screws or installing the grounding wire.
4. The changer must be installed at a horizontal, vertical, or 45° angle. See the following page for instructions on setting the angle.

INSTALLATION PREPARATION

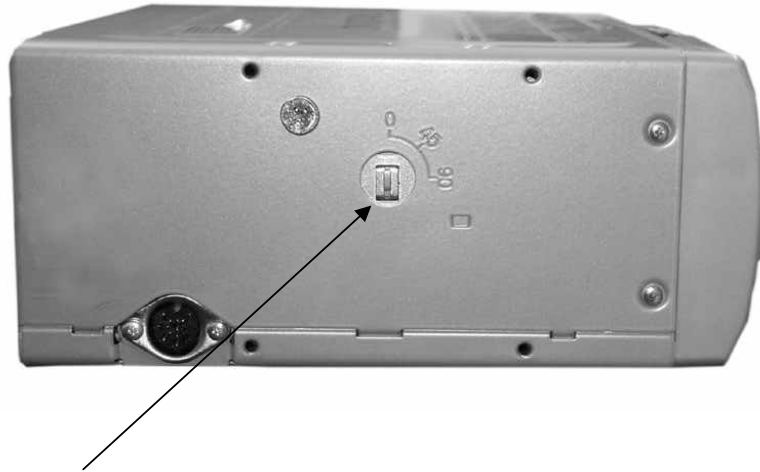
First Step (For All Vehicles)

The first and most important step in using the Neo Changer is setting the dip-switches on the black box; this makes the changer compatible with the vehicle it is being installed in. The Neo Changer **will not work** if this step is not followed correctly.

The dip switches can be found on the side of the black plastic box which connects to the changer. Switches are in the “**ON**” position when they are switched **down**. Black box settings for each vehicle can be found on the vehicles installation page. Refer to the index to find the page number within this manual that covers your vehicle.

Position of anti-vibration mechanism

Once the installation location has been selected the position of the built in anti-vibration mechanism must be set. If the mechanism is not set correctly discs will skip.



To set the changers position the anti-vibration must be set the same on both the left and right sides of the changer.

To install the changer in a horizontal position (Magazine door facing forward) the anti-vibration mechanism must be set to “0”.

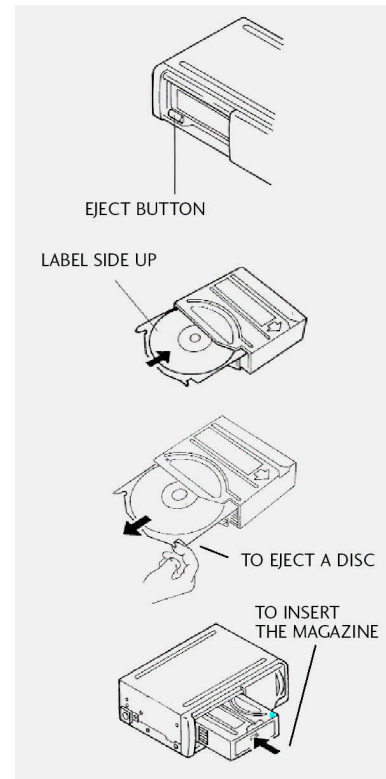
SWITCH POSITION

- **Horizontal (Magazine door forward)** – Set to “0” (as pictured above).
- **Vertical (Magazine door up)** – Set to “90”.
- **45° (Magazine door at an angle)** – Set to “45”.

Loading Disc Magazine

The CD Changer magazine can hold up to 10 discs, numbered 1 to 10. Keep the disc changer door closed except when inserting the magazine.

1. To load a disc slide open the CD changer door and press the eject button. Once ejected remove.
2. To load the magazine insert individual discs into each slot with the top facing up until they click into a held position.
3. To eject a disc pull the lever forward on the side of the magazine. The disc will move forward ready for removal.
4. To insert the magazine find the arrow showing direction, and reinsert with the arrow pointing into the changer. The magazine will click into position and is then ready to use.



The CD changer is designed to play commercially pressed 12cm audio CD's only. Some recordable CD's may not function correctly when used in the Neo Changer. Irregular shaped CD's should never be used. The best recordable CD's to use with the changer are those with a blue bottom.

INSTALLATION WARNING

Moisture can condense on the laser of the CD Changer during rainy and humid days, or immediately after the cars heater is switched on. If this happens, the unit will not operate correctly. Remove the magazine and wait approximately one hour for the moisture to evaporate. Remove the magazine from the changer if it is not going to be used for a long period of time.

Vehicle Installation

In this chapter you will learn how to install the Neo Changer in specific vehicles, as well as set the black box (required).

The black box included with your Neo Changer is what connects the changer to your vehicles factory car stereo. This black box connects to the Neo Changer, and to the specific cable needed for your car. Browse to the specific section for your vehicle to learn how to set up the black box and install in your vehicle. Below is an overview of all black box settings.

Dip-Switch Overview

The dip switches can be found on the side of the black plastic box that connects to the changer. Switches are in the “**ON**” position when they are switched **DOWN**. Black box settings for each vehicle can be found on the vehicles installation page. Refer to the index to find the page number that covers your vehicle.

	1	2	3	4	5	6	7	8
Acura	ON	OFF	OFF	ON	OFF	OFF	ON	OFF
Audi / VW	ON	OFF	OFF	OFF	OFF	OFF	ON	OFF
Ford	OFF	ON	OFF	OFF	OFF	OFF	ON	OFF
Ford Focus	ON	ON	OFF	OFF	OFF	OFF	ON	OFF
GM old	OFF	OFF	ON	OFF	OFF	OFF	ON	OFF
GM Class 2	ON	OFF	ON	OFF	OFF	OFF	ON	OFF
GM XM	OFF	ON	ON	OFF	OFF	OFF	ON	OFF
Chrysler new	OFF	OFF	OFF	ON	OFF	OFF	ON	OFF
Chrysler old / Honda	ON	OFF	OFF	ON	OFF	OFF	ON	OFF
Toyota	ON	ON	OFF	ON	OFF	OFF	ON	OFF

VEHICLE INSTALLATION

Acura

Before connecting any cables to the black box you must set the dip switch to the Chrysler New / Honda / Acura position. If you set the dip-switches after you have connected cables to the box, you must disconnect and reconnect them for the changer to operate.

**SETTINGS
FOR ALL
ACURAS**

1	2	3	4	5	6	7	8
ON	OFF	OFF	ON	OFF	OFF	ON	OFF

- **All Models (1992-2001)** – Connector behind the radio, use the “Chrysler New” cable and the black box settings above.
- **Acura NSX, SLX, and MDX (1996 and Up)** – Not Compatible.
- **Acura’s with navigation are not compatible.**

The radios display may not show the proper disc number after disc six. You can use all 10 discs in the magazine, but the readout will be wrong. This is not a technical problem; the car stereo was designed for no more than six discs.

OPERATION

Switch to the Neo Changer by pressing the CD button on the radio. **This step may take up to three minutes.** Some radio models require pressing “**Seek >**” once to start playing after changing CD or after startup.

Some Acura’s have a direct access disc system, to select a disc enter the number into the keypad; Press button number “3” for disc number 3 in the magazine. See your vehicle’s audio operation manual for detailed information.

To change tracks simply press “**Seek <**” or “**Seek >**”

INSTALLATION WARNING

Initial use of the changer can take **up to three minutes.** The radio must check the magazine in the changer.

***Due to the direct access disc system, you will not be able to directly access discs 7-10. To access these discs you will have to go to the last track on disc 6 and let it play until it loads disc #7. (you can fast forward the track, but you must let it play the last 5 seconds of the track, for it to change to disc # 7**

VEHICLE INSTALLATION

Audi

Make sure you have your radio's theft protection code before you attempt installation. When you reconnect power to the battery, you will need to enter this code. Information about the theft protection code can be found in your vehicle's audio operation manual.

Before connecting any cables to the black box you must set the dip switch to the Audi position. If you set the dip-switches after you have connected cables to the box, you must disconnect and reconnect them for the changer to operate.

**SETTINGS
FOR ALL
AUDIS**

1	2	3	4	5	6	7	8
ON	OFF	OFF	OFF	OFF	OFF	ON	OFF

- **All Models (1998-2004)** – Pre-wired 13-pin CD changer cable in the left-rear trunk of all Audi vehicles.
- **Audi A8 (2003-2004)** – Not Compatible.
- **Audi A6 (2004)** – Not Compatible.

Once you connect the Neo Changer, turn on your radio. A CD icon will appear on the display of your radio showing that the Neo Changer is ready to use. **This step may take up to three minutes.**

OPERATION

Switch to the Neo Changer by pressing the CD/ Mode button on the radio. Audi has a direct access disc system, to select a disc enter the number into the keypad; Press button number "3" for disc number 3 in the magazine. See your vehicle's audio operation manual for detailed information.

To change tracks simply press "**Seek <**" or "**Seek >**"

INSTALLATION WARNING

Initial use of the changer can take **up to three minutes**. The radio must check the magazine in the changer

***Due to the direct access disc system, you will not be able to directly access discs 7-10. To access these discs you will have to go to the last track on disc 6 and let it play until it loads disc #7. (you can fast forward the track, but you must let it play the last 5 seconds of the track, for it to change to disc # 7**

VEHICLE INSTALLATION

Ford (Ford, Lincoln, Mercury)

Before connecting any cables to the black box you must set the dip switch to the “Ford 1” position. If you set the dip-switches after you have connected cables to the box, you must disconnect and reconnect them for the changer to operate.

**SETTINGS
FOR FORD
FOCUS &
COUGAR**

1	2	3	4	5	6	7	8
ON	ON	OFF	OFF	OFF	OFF	ON	OFF

Ford Focus and Mercury Cougar are vehicles that are designed to work with a maximum of six discs. Please use only the first six slots in the CD magazine. After setting the dip switches connect the Neo Changer directly to the radio using the Ford 12-pin cable. To change discs simply press the disc number.

**SETTINGS
FOR ALL
OTHERS**

1	2	3	4	5	6	7	8
OFF	ON	OFF	OFF	OFF	OFF	ON	OFF

See the next page for a full list of vehicles as well as plug location in each.

OPERATION

Switch to the Neo Changer by pressing the “**CD**” button on the radio. To change discs press the “<” or “>” buttons (located on the tune button). To change tracks simply press “**Seek <**” or “**Seek >**”

INSTALLATION WARNING

Initial use of the changer can take **up to three minutes**. If you use Ford 16-pin, Ford 20-pin, or Ford RCU cables make sure you connect the yellow cable to constant 12v and black to ground. We recommend connecting these cables to the same power source going to the radio to avoid a ground loop.

If you would like to connect Neo Changer to **2004 - Town Car, Grand Marquis, Marauder, LS and Ford Crown Victoria, please see Ford appendix, page 19.**

VEHICLE INSTALLATION

Model	Year(s)	Changer Location and Notes
Ford		
Crown Victoria	1995-1997	16-Pin connector at headunit. Premium Audio System
Crown Victoria	1995-1997	RCU (Rear Control Unit) in the trunk. Premium Audio System
Crown Victoria	1998-2003	20-Pin connector at headunit.
Escape	2001-2004	20-Pin connector at headunit.
Econoline	1997	16-Pin connector at headunit. Premium Audio System
Econoline	1998-2004	20-Pin connector at headunit.
Escort	1997-2004	16-Pin connector at headunit.
Excursion	2000-2004	20-Pin connector at headunit.
Expedition	1997-1998	16-Pin connector at headunit. Premium Audio System
Expedition	1999-2003	20-Pin connector at headunit.
Explorer	1995-1997	16-Pin connector at headunit. Premium Audio System
Explorer	1995-1997	RCU (Rear Control Unit) in the trunk. Premium Audio System
Explorer	1998-2004	20-Pin connector at headunit.
F-150 Pick-Up	1997	16-Pin connector at headunit. Premium Audio System
F-Series Pick-Up	1998-2003	20-Pin connector at headunit.
Focus	2000-2003	12-Pin connector at headunit. 6 Disc Changer only
HN80 Heavy Truck	1996-1997	16-Pin connector at headunit. Premium Audio System
Mustang	2001-2004	20-Pin connector at headunit.
Ranger	1995-1997	16-Pin connector at headunit. Premium Audio System
Ranger	1998-2004	20-Pin connector at headunit.
Sport Trac	2000-2004	20-Pin connector at headunit.
Taurus	1996-2004	RCU (Rear Control Unit) in the trunk.
Thunderbird	2000-2004	20-Pin connector at headunit.
Windstar	1999-2004	20-Pin connector at headunit.
Lincoln		
Continental	1995-1997	16-Pin connector at headunit. Premium Audio System
Continental	1995-1997	RCU (Rear Control Unit) in the trunk. Premium Audio System

Model	Year(s)	Changer Location and notes
Continental	1998-2004	20-Pin connector at headunit.
LS	2000-2003	20-Pin connector at headunit.
Mark VIII	1995-1998	16-Pin connector at headunit. Premium Audio System
Navigator	1997-1998	16-Pin connector at headunit. Premium Audio System
Navigator	1999-2003	20-Pin connector at headunit. 16-Pin connector at headunit.
Town Car	1995-1997	Premium Audio System
Town Car	1995-1997	RCU (Rear Control Unit) in the trunk. Premium Audio System
Town Car	1998-2003	20-Pin connector at headunit.
Mercury		
Cougar	1999-2004	12-Pin connector at headunit. 6 Disc changer only
Grand Marquis	1995-1997	16-Pin connector at headunit. Premium Audio System
Grand Marquis	1995-1997	RCU (Rear Control Unit) in the trunk. Premium Audio System
Grand Marquis	1998-2003	20-Pin connector at headunit.
Mountaineer	1997	RCU (Rear Control Unit) in rear passenger side panel. 16-Pin connector at headunit.
Mountaineer	1997	Premium Audio System
Mountaineer	1998-2004	20-Pin connector at headunit.
Sable	1996-2005	RCU (Rear Control Unit) in trunk/rear.
Tracer	1995-2004	16-Pin connector at headunit. 16-Pin connector at headunit.
Villager	1997-1998	Premium Audio System
Villager	1999-2002	20-Pin connector at headunit.

VEHICLE INSTALLATION

GM (Buick, Cadillac, Chevy, GMC, Pontiac, Saturn)

PLEASE READ

*1995-1999 Radios with built in CD player (Except Corvette) are NOT compatible with the Neo Changer.

*2000-2004 Radios with built in CD player ARE compatible.

Separate OEM CD (1995-2004) or OEM Cassette (2000-2004) must be disconnected to use the Neo Changer.

2003 – 2005: If XM mode is used, the you must not have GM factory original XM tuner installed. If installed you must unplug it for NEO Changer to work.

Corvette: Please see GM-Corvette appendix, page # 20

Before connecting any cables to the black box you must set the dip switch box to the position listed for your vehicle. If you set the dip-switches after you have connected cables to the box, you must disconnect and reconnect them for the changer to operate. GM's use one of three cables (GM-A, GM-B, GM-C); use the cable that fits, and follow GM table connection guide

GM has 3 protocols, please determine by GM table in this guide, your car's protocol, and set the Black box accordingly.

SETTINGS FOR CLASS 2	1	2	3	4	5	6	7	8
	ON	OFF	ON	OFF	OFF	OFF	ON	OFF

SETTINGS FOR XM	1	2	3	4	5	6	7	8
	OFF	ON	ON	OFF	OFF	OFF	ON	OFF

2003 – 2005: If XM mode is used, the you must not have GM factory original XM tuner installed. If installed you must unplug it for NEO Changer to work.

SETTINGS FOR E & C	1	2	3	4	5	6	7	8
	OFF	OFF	ON	OFF	OFF	OFF	ON	OFF

VEHICLE INSTALLATION

Model	Year(s)	Changer Location and Notes
Buick		Notes for Buick: Requires GM factory CD data cable part # 12344003 if not pre-wired in trunk.
Century	1997-2003	GM-B Cable in trunk. Protocol: E&C
Le Sabre	2000- 2002	GM-B Cable in trunk. Protocol: Class 2
Le Sabre	1995-1999	GM-B Cable in trunk. Protocol: E&C
Park Ave	1995-2005	GM-B Cable in trunk. Protocol: E&C
Rainer	2004	GM-C cable behind Radio Protocol: XM
Regal	1995-2003	GM-B Cable in trunk. Protocol: E&C
Riviera	1996-1999	GM-B Cable in trunk. Protocol: E&C
Rendezvous	2003-2005	GM-C cable behind Radio Protocol: XM
Roadmaster	1995-1996	GM-B Cable in trunk. Protocol: E&C
Skylark	1996-1998	GM-B Cable in trunk. Protocol: E&C
Cadillac		
Catera	2000-2001	GM-B Cable in trunk. Protocol: Class 2
Catera	1997-1999	GM-B Cable in trunk. Protocol: E&C
DeVille	1995-1999	GM-B Cable in trunk. Protocol: E&C
DeVille	2000-2001	GM-B Cable Behind Glove Comp. Protocol: E&C
DeVille	2001-2005	GM-B Cable Behind Glove Comp. Protocol: Class 2
Eldorado	1995-2002	GM-B Cable in trunk. Protocol: E&C
Escalade	1999-2002	GM-A Cable behind Headunit Protocol: E&C
Escalade	2003-2005	GM-A Cable behind Headunit Protocol: Class 2
Seville	1995-2001	Location: Center Console –GM B cable; Protocol E&C
Seville	2002-2004	Location: Center Console –GM B cable; Protocol Class 2
Chevrolet		
Astro Van	1996-2005	GM-A Cable behind Headunit Protocol: E&C
Avalanche	2003-2005	GM-A Cable behind Headunit Protocol: Class 2
Avalanche	2002	GM-A Cable behind Headunit Protocol: E&C
Blazer	1998-2002	GM-A Cable behind Headunit Protocol: E&C
Camaro	1997-2002	GM-A Cable behind Headunit Protocol: E&C
		AM/FM/Cassette with "TAPE/AUX" button.
Cavalier	2003-2005	GM-C Cable behind Headunit Protocol: XM
Cavalier	1996-1999	GM-A Cable behind Headunit Protocol: E&C
Corvette	1997-2004	GM-B Cable in trunk. Protocol: E&C If cable not in trunk, please see Corvette Notes.

Chevrolet - continue		
Equinox	2005	GM-C Cable behind Headunit Protocol: XM
Impala	2000-2005	GM-C Cable behind Headunit Protocol: Class 2
Impala	1995-1999	GM-A Cable behind Headunit Protocol: E&C
Lumina	1996-1999	GM-A Cable behind Headunit Protocol: E&C
Malibu	1997-2000	GM-A Cable behind Headunit Protocol: E&C
		Radio must be AM/FM/CASS with "TAPE/AUX" button.
Monte Carlo	2000-2005	GM-C Cable behind Headunit Protocol: Class 2
Monte Carlo	1995-1999	GM-A Cable behind Headunit Protocol: E&C
Silverado	2003-2005	GM-A Cable behind Headunit Protocol: Class 2
Silverado	1996-2002	GM-A Cable behind Headunit Protocol: E&C
Suburban	2003-2005	GM-A Cable behind Headunit Protocol: Class 2
Suburban	1995-2002	GM-A Cable behind Headunit Protocol: E&C
Tahoe	2003-2005	GM-A Cable behind Headunit Protocol: Class 2
Tahoe	1995-2002	GM-A Cable behind Headunit Protocol: E&C
Venture	2004-2005	GM-C Cable behind Headunit Protocol: XM
Venture	1997-1999	GM-A Cable behind Headunit Protocol: E&C
GMC		
Jimmy	1998-2002	GM-A Cable behind Headunit Protocol: E&C
Envoy	2004-2005	GM-C Cable behind Headunit Protocol: XM
Envoy	1999-2001	GM-A Cable behind Headunit Protocol: E&C
		GM-A Cable behind Headunit Protocol: E&C
Savana	1999-2000	GM-A Cable behind Headunit Protocol: E&C
Sonoma	1998-2002	GM-A Cable behind Headunit Protocol: E&C
Safari	1996-2005	GM-A Cable behind Headunit Protocol: E&C
Sierra	1995-2004	GM-A Cable behind Headunit Protocol: E&C
Suburban	1995-2002	GM-A Cable behind Headunit Protocol: E&C
Yukon; Yukon-Denali; Yukon-XL	1995-2002	GM-A Cable behind Headunit Protocol: E&C
Yukon; Yukon-Denali; Yukon-XL	2003-2005	GM-A Cable behind Headunit Protocol: Class 2
HUMMER		
Hummer H2	2003-2005	GM-C Cable behind Headunit Protocol: Class 2 / XM

VEHICLE INSTALLATION

Model	Year(s)	Changer Location and Notes
Pontiac		
Aztek	2003-2005	GM-C Cable behind Headunit Protocol: XM
Bonneville	1996-1999	GM-A Cable behind Headunit Protocol: E&C
Bonneville	2000-2005	GM-B Cable in trunk. Protocol: Class 2
Firebird	1996-2002	GM-A Cable behind Headunit Protocol: E&C
Grand Am	2003-2005	GM-C Cable behind Headunit Protocol: XM
Grand Am	1996-2000	GM-A Cable behind Headunit Protocol: E&C
Montana	2004-2005	GM-C Cable behind Headunit Protocol: XM
Montana	1999-2000	GM-A Cable behind Headunit Protocol: E&C
Sunfire	1996-1999	GM-A Cable behind Headunit Protocol: E&C
Sunfire	2003-2005	GM-C Cable behind Headunit Protocol: XM
TransSport	1996-1998	GM-A Cable behind Headunit Protocol: E&C
Vibe	2004-2005	GM-C Cable behind Headunit Protocol: XM
Saturn		
All Models	1995-1999	GM-B Cable in trunk. Protocol: E&C 2. If not prewired, you must use two Saturn cables: GM Part# 21023550 & 21023253

Oldsmobile		Requires GM factory data cable Part # 12344003 if not pre-wired in trunk.
Achieva	1996-1998	GM-B Cable in trunk. Protocol: E&C
Alero	1999-2000	GM-B Cable in trunk. Protocol: E&C
Alero	2003-2004	GM-C Cable behind Headunit Protocol: XM
Aurora	1995-1999	GM-B Cable in trunk. Protocol: E&C
Aurora	2001-2004	GM-B Cable in trunk. Protocol: Class 2
Bravada	1997-2001	GM-A Cable behind Headunit Protocol: E&C
Bravada	2004	GM-A Cable behind Headunit Protocol: XM
Cutlass	1997-1999	GM-B Cable in trunk. Protocol: E&C
Cutlass Supreme	1995-1997	GM-B Cable in trunk. Protocol: E&C
Eighty-Eight	1996-1999	GM-B Cable in trunk. Protocol: E&C
Intrigue	1998-2001	GM-B Cable in trunk. Protocol: E&C
LSS	1996-1999	GM-B Cable in trunk. Protocol: E&C
Regency	1997-1998	GM-B Cable in trunk. Protocol: E&C
Silhouette	2004	GM-C Cable behind Headunit Protocol: XM
		GM-A Cable behind Headunit Protocol: E&C
Silhouette	1996-1999	Radio must be AM/FM/CASS with "TAPE/AUX" button.

**OPERATION
FOR CLASS 2**

Switch to the Neo Changer by pressing the **"Aux"** or **"Source"** button.
To change discs press **"5"**, **"Disc"**, **"1-6"**, or **"Side"** button (Some have CD logo).
To change tracks simply press **"Seek <"** or **"Seek >"**

**OPERATION
FOR XM**

Switch to the Neo Changer by pressing the **"Band"** button, until you see XM1.
The screen will change to D1 T1 (Disc 1, Track 1)
Cars using GM-C cable can change disc by turning **"P-TYPE"** knob + **"Seek Type"** button to confirm.
Other cars press **"Prev"** or **"Next"**. To change tracks press **"Seek <"** or **"Seek >"**

**OPERATION
FOR E&C**

When inserting a magazine, Radio display will show Disc # 10, but will be on Disc #1. Press once change disc (Button # 5) and display will show Disc # 1.

Switch to the Neo Changer by pressing the **"Aux"** or **"Source"** button.
To change discs press **"5"**, **"Disc"**, **"1-6"**, or **"Side"** button
To change tracks simply press **"Seek <"** or **"Seek >"**

Initial use of the changer can take up to two minutes. Please wait while the radio checks the CD magazine.

VEHICLE INSTALLATION

Chrysler (Chrysler, Jeep, Dodge, Plymouth, Eagle)

Make sure the Neo Changer is compatible with your vehicle, Check for “Disc ^” printed on preset button “1”. If you see it, it means that your radio can control the Neo Changer. Before connecting any cables you must set the dip switch box to the position listed for your vehicle. If you set the dip-switches after you have connected cables to the box, you must disconnect and reconnect them for the changer to operate. Chrysler’s use one of three cables (Old Din, New Din, New 10-pin).

Remove the radio to see which cable fits your vehicle, and then refer to settings below.

Do not force cables in.

**SETTINGS
FOR
“CHRYSLER
OLD DIN”
CABLE**

1	2	3	4	5	6	7	8
ON	OFF	OFF	ON	OFF	OFF	ON	OFF

Use the “**Chrysler Old**” cable with vehicles 1995-1999/2000.

RADIOS WITH SQUARE SHAPE

The radios display will not show the proper disc number after disc six. You can use all 10 discs in the magazine, but the readout will be wrong. This is not a technical problem; the car stereo was designed for no more than six discs.

***Due to the direct access disc system, you will not be able to directly access discs 7-10. To access these discs you will have to go to the last track on disc 6 and let it play until it loads disc #7. (you can fast forward the track, but you must let it play the last 5 seconds of the track, for it to change to disc # 7**

**SETTINGS FOR
“CHRYSLER
NEW DIN” AND
“10 PIN”
CABLES**

1	2	3	4	5	6	7	8
OFF	OFF	OFF	ON	OFF	OFF	ON	OFF

Use the “**Chrysler New**” cable with vehicles 1999-2001.

Use the “**Chrysler New 10-Pin**” cable with vehicles 2002-2004.

RADIOS WITH OVAL SHAPE

**OPERATION
FOR ALL**

Switch to the Neo Changer by pressing the “**CD**” or “**MODE**” button.

To change discs press “**1**” (Disc Down) and “**5**” or “**6**” (Disc Up)

To change tracks simply press “**Seek <**” or “**Seek >**”

VEHICLE INSTALLATION

Honda

Before connecting any cables you must set the dip switch box to the position listed for your vehicle. If you set the dip-switches after you have connected cables to the box, you must disconnect and reconnect them for the changer to operate.

SETTINGS FOR HONDA

1	2	3	4	5	6	7	8
ON	OFF	OFF	ON	OFF	OFF	ON	OFF

All 1992-2004 Honda's are compatible with the Neo Changer except the 2003 and 2004 Honda Accord and all Honda Element vehicles. Some radio models require pressing "**Seek >**" once to start playing after changing CD or after startup.

The radios display will not show the proper disc number after disc six. You can use all 10 discs in the magazine, but the readout will be wrong. This is not a technical problem; the car stereo was designed for no more than six discs.

***Due to the direct access disc system, you will not be able to directly access discs 7-10. To access these discs you will have to go to the last track on disc 6 and let it play until it loads disc #7. (you can fast forward the track, but you must let it play the last 5 seconds of the track, for it to change to disc # 7**

OPERATION

Switch to the Neo Changer by pressing the "**CD**" button.

To change discs press "**Disc -**" and "**Disc +**"

To change tracks simply press "**Seek <**" or "**Seek >**"

VEHICLE INSTALLATION

Toyota

SETTINGS FOR TOYOTA

1	2	3	4	5	6	7	8
ON	ON	OFF	ON	OFF	OFF	ON	OFF

Some 2003-2004 Toyota models require a special cable. This cable can be purchased from Toyota dealerships, it is part #08695-00370. Some radio models require pressing “**Seek >**” once to start playing after changing CD or after startup.

OPERATION

Switch to the Neo Changer by pressing the “**CD**” button.
Follow the LCD readout instructions to change CD’s and tracks.
Toyota Matrix uses GM-C connector. And GM Class 2 protocol.

TOYOTA INSTALLATION WARNING

Initial use of the changer can take **up to three minutes**. Please wait while the radio checks the CD magazine. Some radio models require pressing “**Seek >**” once to start playing after changing CD or after start up.

VEHICLE INSTALLATION

Volkswagen

Make sure you have your radio's theft protection code before you attempt installation. When you reconnect power to the battery, you will need to enter this code. Information about the theft protection code can be found in your vehicle's audio operation manual.

Before connecting any cables to the black box you must set the dip switch to the VW position. If you set the dip-switches after you have connected cables to the box, you must disconnect and reconnect them for the changer to operate.

SETTINGS FOR ALL VW'S

1	2	3	4	5	6	7	8
ON	OFF	OFF	OFF	OFF	OFF	ON	OFF

There are two different cables for Volkswagen vehicles. One cable is for pre-wired vehicles with the CD changer connection in the trunk (VW-TRUNK). The other is for direct connection behind the radio (VW-FRONT).

If you use the VW-FRONT cable **make sure you connect the black and white cable to ground.**

If Changer is not being recognized, sound is noisy and/or buttons on radio are not working properly please disconnect the black box from trunk, and plug it directly into the radio using VW front cable. VW prewired cable to trunk is not always shielded and can cause noise from the changers datalines.

OPERATION

Switch to the Neo Changer by pressing the "CD" button on the radio.

VW has a direct access disc system, to select a disc enter the number into the keypad; Press button number "3" for disc number 3 in the magazine. See your vehicle's audio operation manual for detailed information.

***Due to the direct access disc system, you will not be able to directly access discs 7-10. To access these discs you will have to go to the last track on disc 6 and let it play until it loads disc #7. (you can fast forward the track, but you must let it play the last 5 seconds of the track, for it to change to disc # 7**

To change tracks simply press "Seek <" or "Seek >"

INSTALLATION WARNING

Initial use of the changer can take **up to three minutes**. The radio must check the magazine in the changer.

Symptom	Cause	Remedy
No Power	Blown fuse	Replace fuse with same amp. Rating. If the fuse blows again, call tech support.
No Power	Bad connection	Check cable connection.
Magazine cannot be installed.	Wrong insertion direction.	Insert it in proper direction.
Noise is heard during playback	Large scratches on disc or warped disc	Compare sound with another disc. If sound from second disc is acceptable, first disc is defective.
Noise during playback	Extremely dirty disc	Clean disc
Noise during playback	Built-in anti-vibration mechanism is installed in the wrong direction.	Install mechanism in proper direction.
Alternator noise is heard (Changes with gas)	Wrong wiring creates ground loop.	Call tech support or ask a local car audio shop.
Disc skips while driving	Built-in anti-vibration mechanism is installed in wrong direction.	Install mechanism in proper direction. (See Page 2)
Radio can't recognize Neo Changer	Wrong selection on dip switch in the converter box	Select the right protocol for you car. (See Page 3)
Radio can't recognize Neo Changer	Bad cables or cables are not connected properly between converter box and car radio	Check connection and cables, push in firmly.
Radio can't recognize Neo Changer	Radio is not communicating with the right CD Changer protocol	Call support, we can resolve any technical problem you have.
Radio can't recognize Neo Changer	Yellow and black cables are not connected to Power 12+ and Ground. (Only on some models)	Please read manual and see if your car requires to connect the yellow and black cable to power and ground
Neo Changer suddenly is not recognized any more	Bad connector or power discharge	Unplug the black converter box from Radio and plug again
Magazine will not eject	Changer did not reset properly after power down	Press the reset button near the eject button on the Neo Changer, then press eject

For technical support call 516-887-8885 9am-6pm EST. After hours call 516-225-0460

Notices, Warnings, and Warranty Info

One Year Limited Warranty

The quality controls used in the manufacture of this product ensure your satisfaction. This warranty applies only to the original purchaser of this product from an authorized dealer.

This warranty covers any supplied or manufactured parts of this product that, upon inspection by SSI authorized personnel, is found to have failed in normal use due to defects in material or workmanship. This warranty does not apply to installation expenses.

Operating this unit under conditions other than those recommended or voltages other than the voltage indicated on the unit, or attempting to service or modify the unit, will render this WARRANTY VOID.

Unless otherwise proscribed by law, SSI shall not be liable for any personal injury, property damage or any incidental or consequential damages of any kind (including water damage) resulting from malfunctions, defects, misuse, improper installation or alteration of this product.

All parts of this SSI product are guaranteed for a period of 1 year as follows:

Within the first 12 months from date of purchase, subject to the conditions above, SSI will repair or replace the product if it is defective in material or workmanship providing it is returned to SSI, with PROOF OF PURCHASE from an authorized dealer.

If you have a problem with this product, please call or write to our Consumer Service Dept.

IMPORTANT Return INSTRUCTIONS: These instructions must be followed if you are returning the unit for warranty repair.

Make sure you have received an RMA number from our service department. Carefully pack the item in its original carton or other suitable box to avoid damage in shipping. Write the RMA number on the outside the package (All packages received without an RMA number will be refused). Before packing your unit for return ; be sure to enclose your full name, address, zip code, and telephone number. Also state the problem you are having with the unit and your RMA number (Enclose in an envelope and tape directly to the unit before the box is sealed).

SSI recommends you insure the package (as damage in shipment is not covered by your warranty).

Warning:

This equipment may be reset by unintentional electrostatic discharge during operation. Exposure to direct sunlight or extreme heat may cause damage or malfunction.

Caution

1. Use of headphones while operating an automobile or moving vehicle is not recommended and is unlawful in some countries and areas.
2. Be careful and attentive on the road. Stop operation of the Neo Changer if you find it disruptive or distracting while driving. The driver of a motor vehicle should not operate the Neo Changer while driving.

FCC Class B Radio Frequency Interference Statement

This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to Part 15 of FCC rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses, and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

1. Reorient or relocate the receiving antenna.
2. Increase the separation between the equipment and receiver.
3. Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
4. Consult the dealer or an experienced radio/television technician for help.

Notice 1: The changes or modifications not expressly approved by the party responsible for compliance could void the user authority to operate the equipment.

Notice 2: Shielded interface cables, if any, must be used in order to comply with the emission limits.

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No liability will be accepted for any inaccuracies or omissions in this publication, although due care has been taken to make it as complete and accurate as possible

FORD Appendix

Neo Changer Connection 2004 - Town Car, Grand Marquis, Marauder, LS and Ford Crown Vic.

1. Preparing the Neo Ford-12pin Cable

Take the Neo Ford 12pin cable and cut off the black 12-pin harness. You will use only the cable and big White 22 pin connector (connects to the black box).

2. Connection to the Vehicle

There are two connectors located behind the radio, a 16 pin connector and a 24 pin connector.

We will first work with the 16 pin connector.

16pin Connector:

Neo **Red** to 16pin connectors **Orange/Black** cable (Pin #9)

Neo **Blue** to 16pin connectors **Gray** cable (Pin #10)

Neo **Green** to 16pin connectors **Light Green/Red** cable (Pin #1)

Neo **Pink** to 16pin connectors **Violet** cable (Pin #2)

Neo **Yellow** to 16pin connectors **Light Blue/Pink** cable (Pin #7)

Neo **White** to 16pin connectors **Tan** cable (Pin #8)

Neo **Brown** to 16pin connectors **Light Green/Black** cable (Pin #6)

24pin Connector:

Neo **Gray** to 24pin connectors **Violet/Light Blue** cable (Pin #1)

Neo **Orange** to 24pin connectors **Black/Light Green** cable (Pin #24)

*Important Note:

Some vehicle production runs do not have a cable plugged into the 16pin pin connector on the back of the headunit. If you are installing in this type of vehicle you can use another Neo cable (For example the Honda cable) and shave the plastic off of the white 22pin connector and remove the pins inside. These pins can then be inserted into the holes on the back of the vehicles stereo. Call technical support if you need further assistance with this option.

3. Support

If you have any questions or need any support, please feel free to call 516-887-8885 from 9am-6pm EST.

GM – Corvette Appendix

Neo Changer Connection to Chevrolet Corvette

Most Corvettes are pre-wired to the trunk. In case you can't find the connector in the trunk, please do the following:

1. Preparing the Neo GM-A Cable

Take the Neo GM-A cable and cut off the Black and Red harness, you will then have two cables in your hands. One cable with the big white 22 pin connector and 1 with a small white 9 pin connector. You will use only the cable with the big White 22 pin connector (connects to the black box).

2. Connection to the Vehicle

There are two connectors located behind the radio, one is black and the other is grey. We will first work with the grey connector.

Grey Connector:

Neo **Blue** to Connector **Brown+White** (Pin 11, the 1st pin)

Neo **Red** to Connector **Green+White** (Pin 12, the 2nd pin)

Neo **Black** to Connector **Black+White** (Pin 13, the 3rd pin)

Neo **Yellow** to Connector **Dark Green** (Pin 15, pin 14 is empty)*

Black Connector:

Neo **Orange** to Black Connector thick **Orange** (Pin 10, the last pin, +12v)

Neo **Brown** to Black Connector **Black+White** (Pin 5, the middle, Ground)

3. Support

If you have any questions or need any support, please feel free to call 516-887-8885 from 9am-6pm EST. After hours technical support can be reached at 516-225-0460.