

Interface	Car Description
29-738 (SAB01)	Saab 9-3 (98-03) Saab 9-5 (97-02)
29-643 (SAB02)	Saab 9-5 (03-06)
29-694.V2 (SAB03)	Saab 9-5 (06-10) with Denso nav and without paddle shift
29-742 (SAB02)	Saab 9-5 (06-10) with Denso nav and paddle gear shift
29-UC-050-SAAB	Saab 9-5 (06-10) with basic Fujitsu 10 original radio Saab 9-3 (06-13) (not covered in these instructions)



MAKE SURE YOU HAVE THE CORRECT INTERFACE

The Saab 9-5 OG (1997-2006) had a number of different configurations that affects how the steering wheel controls work. We have five different interfaces available to cover all versions. Please check the above compatibility table carefully to make sure you have the correct interface for your car. If you are unsure on your car then check overleaf.

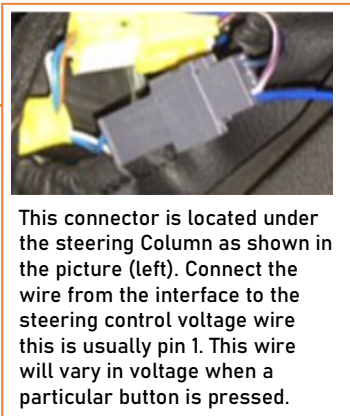
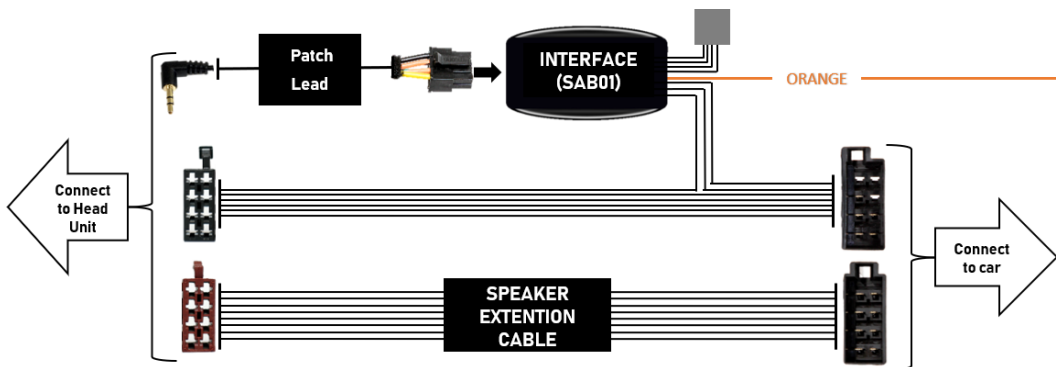
Pay particular attention if you have a 9-5 built between 2006-2010 with an automatic gearbox as you may also have the optional paddle shift, most often found on Vector and Aero models. These require different interfaces to cars with manual or automatic gearboxes without paddle shift. The paddles are labelled - and +.

Earlier models are not affected by paddle shift, all cars built between May 2003 and October 2006 use the 29-643 interface.

2006-2010 cars with paddle shift have the paddles above the radio steering wheel controls, at the top of the spokes.

All post facelift 9-5s with the basic Fujitsu 10 original radio (with the black and green display) use interface 29-UC-050-SAAB.

All Saab 9-3 OG (1998-2003) models use the 29-738 interface.



INSTALLATION INSTRUCTIONS

1. Remove the original Head Unit (radio) with reference to the manufacturer’s instructions.
2. Attach the 29-series Head-unit Patch Lead (SOLD SEPERATELY unless as part of a fitting kit) following the instructions with the patch lead. THIS MUST BE DONE FIRST BEFORE THE POWER IS CONNECTED FROM THE CAR.
3. Connect the ORANGE wire from the interface to the 3-way connector found under the steering column. This is the steering control voltage wire. The cable will be 3-4 (V) at rest and will change voltage when steering control buttons are pressed.
4. Attach the power ISO connectors and turn on the ignition.
5. Test the system fully ensuring all controls function before refitting the new Head Unit.

TROUBLESHOOTING

Check that the correct patch lead has been used and links in the connector are in the correct place (Always disconnect from the power supply if you change the positioning of the lead).

Check the voltage changes on the wire you have connected the orange fly lead to when the steering wheel control buttons are pressed. This is usually in pin 1 in the three pin connection under the steering column.

If the volume is difficult to adjust, and very loud at low volumes then your car is amplified and you will need an additional interface. All post-facelift cars need to use the amplifier interface 20-280 and most pre-facelift cars will need interface number 20-273-SAAB.

Identifying your Saab

The Saab 9-3 and Saab 9-5 were both sold through two generations. In the Saab community they are known as OG (original generation) and NG (new generation) and there are also differences between facelifts in these generations.

The easiest way to tell which version you have is to check the year and the front of the car as they are all distinctively different.



SAAB 9-3 OG built between 1998 and 2003

Convertible models were built until 2003, 3/5 door hatchback production ended in 2002. The front bumper and chrome front grill are separate and headlamp wipers were optional. All models use the 29-738 steering wheel control interface to change the radio.



SAAB 9-3 NG (Pre-facelift) built between 2003 and 2006

The front grill is integrated into the front bumper with a full width lower grill. The Saab Information Display (SID) is located on top of the dashboard. It is not possible to change the radio in these cars to an aftermarket set.



SAAB 9-3 NG (Post Facelift) built between 2006 and 2013

The front grill is integrated into the bumper with the left and right sections against the headlights and a thicker chrome trim. The SID is integrated into the dials. All models use 29-UC-050-SAAB steering wheel control interface to change the radio.



SAAB 9-5 OG (Pre-Facelift) built between 1997 and May 2002

The front bumper and chrome front grille are separate. Headlamp wipers were optional and the SID (Saab Information Display) has 6 trip functions. All models use 29-738 steering wheel control interface to change the radio.



SAAB 9-5 OG (Facelift 1) built between May 2002 and October 2006

Front grill integrated into the front bumper and head lamp wipers replaced with high-pressure washers. The SID has 8 trip computer functions. Some late models come with optional Denso Satnav. All models use 29-643 steering wheel control interface.



SAAB 9-5 OG (Facelift 2) built between October 2006 and 2010

Front grill and bumper integrated with chrome trim around the head lamps and smaller grill sections. The SID is integrated into the dials. Models with basic radio use 29-UCCAB-050-SAAB steering wheel control interface. Models with Denso navigation use 29-694.V2 on cars with paddle shift gearbox or interface 29-742 on cars with a paddle shift gearbox.



SAAB 9-5 NG built between 2010 and 2012

A completely new design from the previous generation with a deeper front grill and full width rear light bar. It is not possible to change the radio in these cars to an aftermarket set.

On delivery, the adjustment dials are set to zero, this needs to be correctly set during installation.

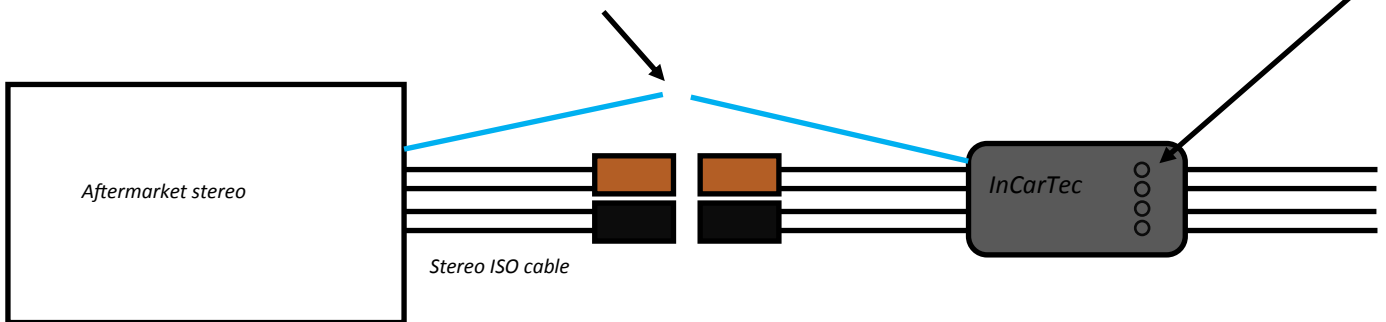
With the new stereo connected and working, set the volume to 75-80% level. Then turn each channel up one at a time until you start to hear distortion, when you hear distortion turn the dial back slightly. This will be set at an optimum level.

The levels can be set lower to give more fade and balance control.

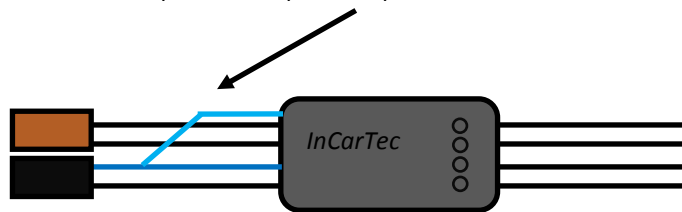
The below diagrams show how the amp turn on wires need to be connected as it is used in a variety of universal and vehicle specific adapters. Connections to the new radio and to the car are required.

Connecting to the new stereo

Connect the loose blue and white amp turn on wire to the amplifier/remote out turn on wire on the new radio.

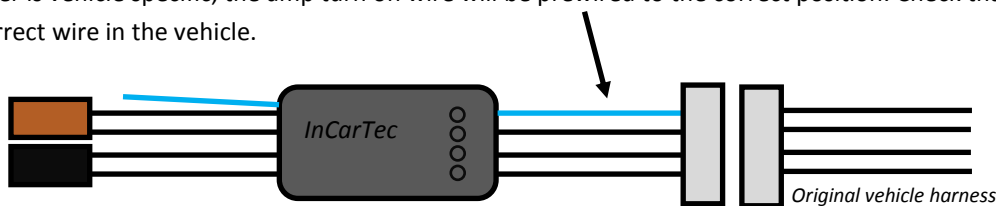


If the new stereo does not have a loose remote output wire, tap the amp turn on wire onto the blue antenna turn on wire that's already wired in the ISO lead.

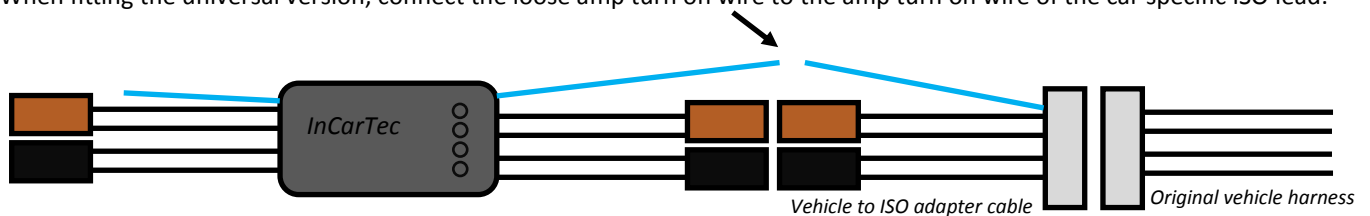


Connecting to the vehicle

If the adapter is vehicle specific, the amp turn on wire will be prewired to the correct position. Check that this wire is mating with the correct wire in the vehicle.



When fitting the universal version, connect the loose amp turn on wire to the amp turn on wire of the car specific ISO lead.



...or connect the amp turn on wire directly to the amp turn on wire in the car. You will need to identify this wire.

