

# Double Din Upgrade Installation Instructions for 1997-2004 C5 Corvette.

## Summary

This document provides instructions for a Pioneer Double Din stereo upgrade in a C5 Corvette with pictures. Use these instructions at your own risk. Read through the entire document before starting so there are no surprises.

## Required parts

Double Din modified radio bezel

Double Din head unit

Mounting Brackets

Wiring harness

Antenna Adapter

If keeping stock speakers and Bose amplifiers: ROEM-VET1 or equivalent.

## Tools / Supplies

Bricks / Blocks

Safety Goggles

Torx T15

10 mm socket

9/32 socket

Small Flat Screwdriver

Adjustable wrench

Wire Cutter and stripper

Exacto knife

Long nose pliers

Soldering iron and solder

Shrink wrap / Electrical Tape

Sawzall with metal blade / Drill

## Reason

Keep car from rolling when you deactivate parking brake

Eye protection during battery removal, or drilling / sawing

3 screws retaining bezel

4 bolts retaining center console

4 screws retaining factory radio and A/C

Popping up plastic covers

Removing battery fasteners

Cutting wires, and entertainment (j/k)

Small cuts in wires

Tightening wire splices

Securing splices

Covering splices

Removing metal shelf bracket

### **Optional Tools / Supplies**

Label Maker	Wire labeling
Hammer	Straightening bracket
Digital Multimeter	Checking continuity / Finding VSS wire
Alligator clip wires	Make Multimeter easier to use
Dremel with sanding bit	Enlarging bezel opening if required
Velcro	Attaching components
Scissors	Cutting Velcro
Blue painters tape	Cover radio face to avoid scratching during installation
Small Towel	To cover center console if your stereo sits on it
Automotive conduit	Heat protection for wires going through engine bay

### **Reason**

### **Optional parts**

- GPS antenna (Usually comes with new head unit.)
- Backup Camera
  - RCA 75 ohm composite video cable(s) for Backup Camera
  - Reverse Light Wire (Sometimes built into composite wire.)
  - 12V power connector + wiring
- Satellite Radio adapter and antenna
- USB port relocation
  - Qty 2) PAC USBCBL to relocate rear USB ports
  - 2) 1.5ft USB 2.0 A Male to A Female Extension 28/24AWG Cable
- HDMI port relocation
  - 3ft Ultra Slim Series High Speed HDMI® Cable
  - HDMI® Coupler (Female to Female)
- 3.5 mm Audio Cable relocation
  - 2.5ft Retractable 3.5mm Audio Cable - Black (Male - Male)
  - (M - F adapter.)
- USB dock for your phone
  - USB Charge + Sync USB Dock Stand For iPhone 6 / 6+ / 5 / 5c / 5S
  - This barely fits inside the cup holder with the lid off:**
  - <http://www.ebay.com/itm/291305494645>
- 12V wiring for:
  - 1 Wire to reverse lights for reverse detection
  - 3 Wires to passenger footwell for 12V always on, 12V Switched, Ground
  - 1 Wire from VSS to radio area
  - 1 Wire from Brake to radio area
  - 2 Wires to Forward Camera
  - 2 Wires for Steering Wheel Control Add-On Interface
- RAP retention kit
  - Top Down Tech Accessory Valet or similar
- Steering Wheel control adaptor
  - Metra AXXess Universal RF Steering Wheel Control Add-On Interface
  - 12V relay for Steering Wheel Control RAP (Pico 5591PT)
- Additional Camera
  - RCA 75 ohm composite video cable(s) for Forward Camera
  - 12V power connector + wiring
  - Auto wire conduit to protect your wires from heat

**Parts used by author when writing this document with approximate U.S. Pricing**

Pioneer 8100NEX, Double Din Bezel, premium brackets, ROEM-VET1

<http://shop.doubledmods.com/C5-Corvette-Double-Din-Bezel-with-Pioneer-AVIC-8100NEX-C5AVIC-8100NEX.htm> \$1300



**Optional items used in this installation:**

Sirius XM SVC300 vehicle tuner	\$50
Esky EC170-11 Backup Camera	\$20
HitCar Front View Parking Camera	\$20
Top Down Tech Accessory Valet	\$99
USB Dock for Phone	\$10
2) PAC USBCBL to relocate rear USB ports	\$20
2) 1.5ft USB 2.0 A Male to A Female Extension	\$10
HDMI cable + F/F coupler	\$10
3.5mm Audio M/M Cable + M/F adaptor	\$10
Metra AXXess Universal RF Steering Wheel Control Add-On Interface	\$120
Pico 5591PT 12V relay	\$10

## Beginning the Installation

1. Put on safety goggles before dealing with the battery, just in case.
2. If you have electrically adjustable steering, extend the steering wheel as far towards the driver as possible.
3. Make sure all electric windows are up. (If something goes wrong, or it starts to rain, you won't be able to put your windows up with the battery disconnected.)
4. Open hood, disconnect negative cable from battery.



5. Disconnect positive cable from battery.
6. Step away, close hood, remove safety goggles.
7. Make sure parking brake lever is fully activated.
8. Place bricks or similar under tires to keep your car from rolling if/when the parking brake is deactivated.

## Removing Center Console

9. Open center console. Use small flat screwdriver to pop up covers over 10mm bolts in center console.



10. Use 10mm socket to remove first two bolts.



11. Use small flat screwdriver to pop up traction control cover.



12. Using small screwdriver gently pry up on tab of second smaller connector and detach it.



13. Detach larger connector on traction control cover.

14. Use 10mm socket to remove next two bolts visible above.

15. Detach cigarette lighter connector from console. Completely wrap connector in electrical tape so no metal parts or wires are exposed. (If you convert to USB, you won't need be using it again, so do a thorough taping job.)
16. Detach connector from underneath front of center console near passenger side.
17. Remove ash tray from bezel.
18. Using T15 Torx screwdriver, remove screw in cigarette lighter and screw behind ash tray on bezel. (Two screws in picture below.)



19. Use small screwdriver to gently pry out square cover to left of ignition key.



20. Using T15 Torx screwdriver remove screw to left of ignition key.



21. Slide the center console upwards and backwards to give enough room to remove bezel.  
(Completely remove center console first if preferred.)

## Removing Bezel

22. Now that all 3 T15 screws are removed, and console is out of the way the bezel is ready to be removed.
23. Place foot on brake pedal, and activate brakes at maximum pressure.
24. Put key in ignition, turn to Acc.
25. Move automatic shifter from Park to 3 to provide for extra room when removing bezel.
26. With foot still fully applied on brake, carefully pull bezel towards you until it pops out.
27. Prepare to release parking brake if required at this point, realizing CAR CAN ROLL IF NOT PROPERLY BLOCKED AND FULL BRAKE PEDAL APPLIED. DANGEROUS! With practice, you can often remove the bezel without releasing the parking brake.
28. Tilt bezel towards and away from you to get it over the shifter and around the parking brake. Go slowly, it takes a little practice to do it the first time, and the key fob, steering wheel, shifter, and parking brake only add to the difficulty.
29. Detach cigarette lighter connector from bezel. As soon as the bezel is safely out of the way, put the parking brake back on, and put the car back in Park.
30. Turn ignition key to off.
31. Completely wrap cigarette lighter connector in electrical tape so no metal parts or wires are exposed. (If you convert to USB, you won't need be using it again.)



Your bezel is now off and you should see something like this:



## Removing Head Unit and A/C Unit

If your LED displays are lit up as in the picture above, you forgot to remove the battery cable, and the battery cable MUST be removed for the next steps.

28. You will need 9/32 socket or similar to remove screws holding in stereo and A/C. Remove the 4 screws holding in the Head Unit and A/C unit.

29. Slide the A/C unit out and towards you. Squeeze the single large connector to unclip it from the A/C unit and put the A/C unit somewhere safe.

30. Slide the old head unit out. Remove the Antenna and various connectors from the back.

31. You must now remove the top shelf in the radio area in order to fit your double din unit. Wear eye protection. Watch your hands, the metal is sharp. Some people drill it out. Some people use a sawzall.

This is what it looks like when the shelf is removed:



You can see the jagged holes on the left and right sides of the rack where the shelf used to be attached.

The left and right brackets screwed in above are from the Double D deluxe installation kit.

32. There is a plastic locator tab in the upper right rear of the radio head unit area which may need to be removed. It's removed in the upper right middle of the picture above and what's left of its location looks like grey fatigued plastic.

33. There are metal tabs at the top of the radio head unit area which may need to be pushed up and out of the way. You can see one not fully pushed up in the top upper left of the picture above.

## **Locating Additional Wires for Installation**

A perfect installation means locating the Parking Brake, Reverse, RAP or ACCessory, and VSS wires and connecting them to the new head unit. It is recommended that you find all of these wires and properly connect them. However, people have been known to cut corners and use alternative methods that are less labor intensive. (And not all head units require all of those wires.) Whether or not you think the extra work to connect them is worth it is up to you, but be aware that reports of insurance companies denying accident claims on cars with improperly installed navigation units are going around the Internet.

## **Installation Preparation**

You should install optional items such as your backup camera, GPS antenna, Satellite Radio antenna, front camera, steering wheel controls, Accessory Valet, USB ports, Microphone, etc. before installing your head unit.

You will need to splice into, or tap, several wires. It's assumed you know how to do that and feel comfortable doing that. The next part of this document will point out the locations of those wires.

### **Parking Brake Wire**

This wire is the easiest to locate. It should be visible immediately. It's a tan and white wire that connects to the parking brake. Splice or tap a jumper wire unto this wire, label it, and run it back to the head unit area.



## **Reverse Wire**

The Reverse wire is accessible near the reverse lights. The green wire on the drivers side should be +12V for the reverse lights. The picture below shows the reverse light area with the license plate panel removed.



The +12V reverse wire will need to be run all the way back to the head unit area.

## 12V, 12V ACC, Ground

In the passenger footwell, with the cover panel removed...



In that same area in C5's 2003 and earlier, there are 3 wires in passenger footwell:

Orange	+12V
Black	Ground
Yellow	+12V switched (ACC)

These three wires are taped together in a bundle approximately where my finger is pointing in the picture. The yellow wire only has 12V on it when the car ignition key is turned to ACC or ON. (This will be referred to as the ACC wire.)

**Figuring out which wire is the VSS without removing the instrument cluster.**

CorvetteForum user SilentFright pointed out that the instrument cluster wiring is available once you take off the driver's knee panel.



There is a wire bundle enclosed in foam. When you push the foam back, the bundle is loosely held together with electrical tape. When you slide the tape out of the way, getting your hands irreversibly sticky in the process, you can see the wires.

There are TWO dark green and white wires. One is Circuit 817, the VSS Output Signal. That's the one we want. The other one is Circuit 357 the Engine Oil Temperature input.

How do we know which of the two wires to tap?

I scraped away a small section of the first dark green and white wire- enough to have an alligator clip make contact. I connected the alligator clip wire to the red probe of my digital multimeter. I connected the black probe of my digital multi-meter to the ground of the car.

The wire showed about 12V when I started the car.

I put the multimeter in Hz mode and drove around the block. Glancing at the multimeter, the frequency in Hz was within a mile or two of the MPH on the HUD. When I stopped, the multimeter stopped ticking as well. It seemed reasonable to me, that this wasn't oil pressure I was seeing, so I didn't test the second green and white wire, and assumed I had found it on the first try.

Tip:

If you need to scrape the second wire, stagger the second scrape from the first so the exposed wires are less likely to make contact if you forget to tape them right away while testing.

Tip #2:

Don't forget to put heat shrink or put electrical tape on your splice points when you are done!

## Steering Wheel Controls

There is an RF wireless steering wheel control unit called the AXXESS RFASWC. It is compatible with the Pioneer NEX series. It is programmable, but I was unable to program it to get the phone buttons to work. All other buttons worked as expected. It is also USB firmware updatable, so a reflash may get the phone buttons working for me in the future. Because of this, and the need to see its LEDs when programming it, I attached the SWC with Velcro outside the radio area, under the drivers side dash.



The RFASWC comes with a band that goes around the steering wheel. The band can pull the plastic into the leather with enough force to leave scratch marks. I just cut off that part and velcro'ed the unit directly to the top of the steering wheel. This means it's removable when you need to change the batteries, and no scratches. It's wobbly, but still usable, and doesn't get in the way of regular driving.

If you want to use the AXXESS with RAP (Accessory Valet), you will need a 12V relay.

### **Axxess RFASWC**

Input:

Red	<-	Relay Yellow	
Black	<-	Ground	(Black wire run from Passenger Footwell)

Output:

3.5mm plug	->	Pioneer
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### **Relay Pico 5591PT**

Input:

85 Blue	<-	Ground	Accessory Valet Black
86 Green	<-	+12V ACC	Accessory Valet Yellow
30 Red	<-	+12V	Accessory Valet Orange

Output:

87 Yellow	->	+12V	RFASWC Red
87a Orange	->	N/C	



## **Rear View Camera / Satellite Radio Antenna / GPS Antenna**

1. Be sure your battery is still disconnected.
2. For the coupe, pop the hatch and remove the rear most carpet panels on the back of the car, behind where the license plate is. There are three pieces, left, right, and center. You'll need to remove the center piece, and to do that, you'll need to remove the right and left as well. The screw connectors for the cargo net hold the two side panels in place.
3. Pull up the rear carpet on the passenger and/or driver sides, near the rear speakers. This is where you can run your cables.
4. Remove the license plate / reverse light enclosure by removing the Torx 15 screws in each corner. (Four total.) If you have a license plate bezel, they may be behind the bezel. My bezel was missing.
5. Remove both bulb sockets by carefully squeezing the lock tab and rotating them. Take the bulbs out and put them somewhere safe.
6. Decide if you want the camera on the left or right side of the license plate, and pick that bulb socket. I went with the driver's side (left). Then I changed my mind and later relocated my camera to the passenger side. (If you make the wires long enough in case the grass is greener, you won't have to re-do this step.)



7. Tap into the Reverse Light. Carefully strip away part of both the green and black wires. (Or



use two wire taps.) I soldered on to the camera power wires. Black to black, and the red (+12V) wire to green.

6. Drill a hole.

I have a coupe, and drilled a hole into the rear storage area. I ran my wires through the hole. It's a large hole because the yellow RCA connector has to fit through it unless you want to cut and replace that cable for the sake of a smaller hole. You can see the outside view of the hole in the previous picture.



The inside view of the hole is taped over above.

#### 8. Mount your camera.

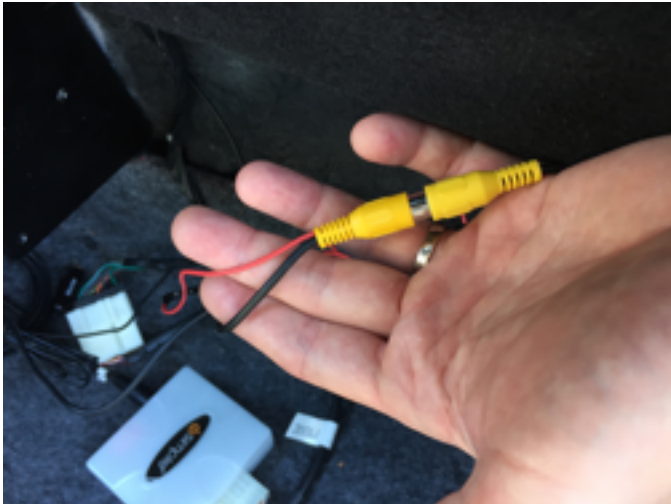
I was able to sandwich the stand for the camera between the Corvette body and the socket for the screw. The camera is so small that the friction and one screw is plenty firm enough to hold it in place.



9. Figure out the reverse detection wire.

My RCA cable had an extra red wire. I soldered it to the +12V reverse light wire. You may not have this and will need to run a separate wire to the HU.

10. As shown below, the yellow RCA cable from the video camera connects to the yellow RCA cable with the built in red wire.



<u>Exterior Wire</u>	<u>-&gt; Interior Wire</u>	<u>-&gt;</u>	<u>Connect to:</u>
Corvette Reverse Green	-> Red (12V)	->	Reverse wire to HU
Camera Power	-> Red Camera Adaptor	->	Reverse wire to HU
Corvette Reverse Black	-> Black (Ground)	->	Camera Ground
Camera Composite Video	-> Camera Composite Yellow	->	Brown Composite on HU

On the back of the Pioneer HU:

The Yellow Composite backup wire goes into the Brown RCA jack.

The Camera Composite Red wire (Reverse wire) goes to the Violet / White wire.

In the picture you can see below that the composite wire is run to the passenger side out of the



left of the picture. It runs under the carpet, down the passenger side near the speaker, over the hump, through the center console, and up to the HU.

8. Run your wires through the hole and seal the hole when done.

9. Put both bulbs in their sockets, and re-attach the sockets to the license plate holder. Put the license plate holder back in place carefully and secure the four screws.



11. At this point I suggest checking your work if you have a monitor with a composite input. I connected the yellow composite wire to the monitor, started the car, and shifted into reverse. The image from the camera was on the screen, and I was able to adjust the camera by rotating it and bending it downwards.

12. Many people mount their GPS antenna on the driver side rear hatch latch as below, and the satellite antenna on the passenger side latch. If your camera looks ok, run the **composite wire** (and **reverse wire**, if it is separate.), **satellite antenna wire**, and **GPS antenna wire** under the carpet, along the sides near the speakers, over the hump, and to the HU.



13. After your backup camera works, and you've installed the GPS and satellite antennas, (if applicable), put your carpet back in place.

## Front View Camera



Once you've run the Reverse camera, the front camera will seem familiar. You can see my camera in the left picture above. If you don't have the wire mesh covering your fog light area, you may want to pick a less obvious camera and keep the wiring shorter.

I chose the passenger side fog light area and ran the wires (+12V, ground, composite video) inside automotive conduit from there through the passenger side of the engine well. You can see the wires coming out of the conduit above. It wasn't too hard to fish them through the already existing fog light area hole. I covered them in black tape to camouflage them.



I ran the conduit all the way to the rubber gasket that encases the opening through the firewall behind the battery.



In order to fish the composite video cable through the firewall, you will have to cut off the connector. After fishing the wires through the firewall, it ends up at the top of the passenger footwell.



If you leave the composite video connector on, it's unlikely you will be able to muscle it through the rubber gasket enclosing the wiring that goes through the firewall. (I know, I tried.) You don't want to injure other wires that go through the firewall, so even though cutting off the connector, feeding it through, and then soldering it back on in the passenger well is a pain, it's the way to go.



The steps for the front camera installation are approximately like this:

1. Remove front mesh grill. (Mine was attached with Velcro.)
2. Run wires for +12V, Ground, Composite video from front fog light area to battery area.
3. Cover wires the entire way in automotive conduit.
4. At firewall, cut connector off of component cable.
5. Un-tape rubber gasket and feed +12V, Ground, Composite video cables through firewall to passenger footwell. Re-tape gasket when done.
6. In passenger footwell re-solder connector to Composite Video Cable.
7. Attach Camera in fog light area to Ground, +12V, Composite, wires.
8. Affix camera in place. (I used Velcro.)
9. Attach Camera power wires to +12V ACC and Ground wires in passenger footwell.
10. Turn car to ACC, test video camera component cable with monitor to be sure it works.
11. Put front mesh grill back in place.

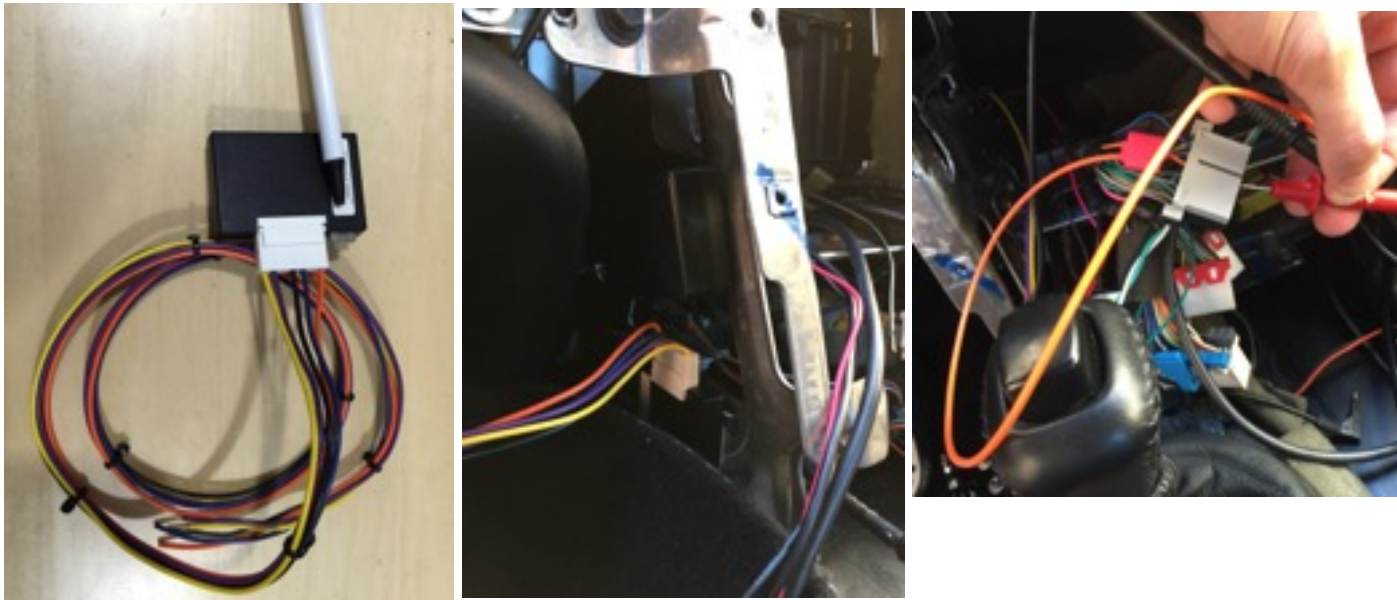
## Accessory Valet

With the stock head unit, when you turn off the car and remove your key from the ignition, the radio does not turn off until you open the door. This is called Retained Accessory Power. (RAP). If you want to keep this functionality, you can install an after market device called the Accessory Valet:

<http://www.topdownntech.com/avDocumentation.html>

Otherwise, you use the ACC wire to provide that functionality, knowing that as soon as you turn off your car, your radio is turned off as well. I attached the Accessory Valet with velcro outside the radio head unit area to reduce crowding.

### Accessory Valet Wiring



I verified connectivity between the OBD2 connector serial data line wire and orange wire on the Accessory Valet.

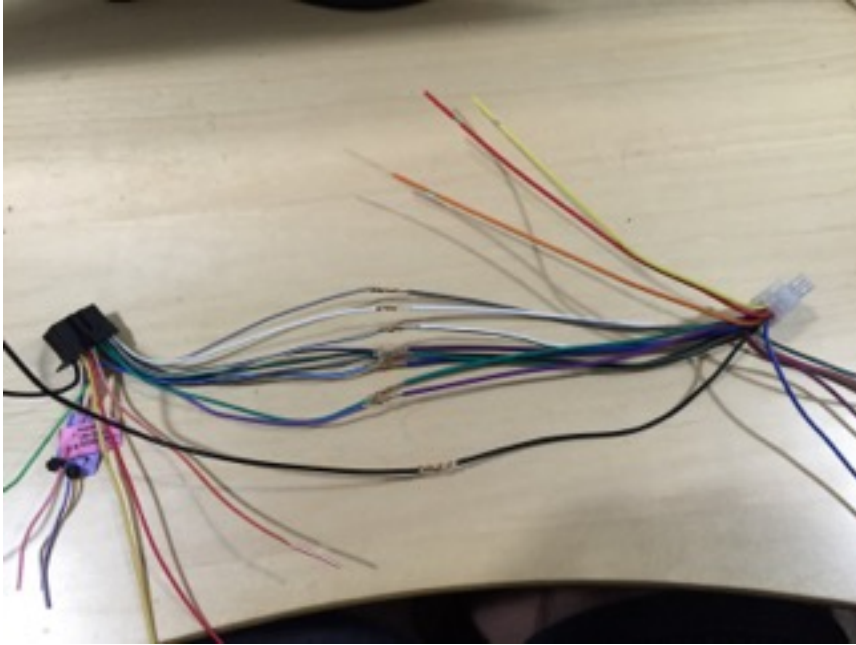
#### Input:

Accessory Valet Pin 1 (Orange)	<-	+12V DC always on (Orange wire from Passenger Footwell)
Accessory Valet Pin 4 (Black)	<-	Ground (Black wire run from Passenger Footwell)
Accessory Valet Pin 6 (Purple)	<-	Serial Data Line (C2 big gray plug pin 16 Orange wire / serial data, or purple wire pin 2 at OBD2 connector)

#### Output:

Accessory Valet Pin 7 (Yellow)	->	Red wire on Pioneer (Ignition Switch)
	->	Input to 12V relay (If using SWC)
Accessory Valet Pin 3 (Blue)	->	Pioneer Dimmer (Orange / White)

## Wiring harness from Pioneer 8100NEX to ROEM-VET1



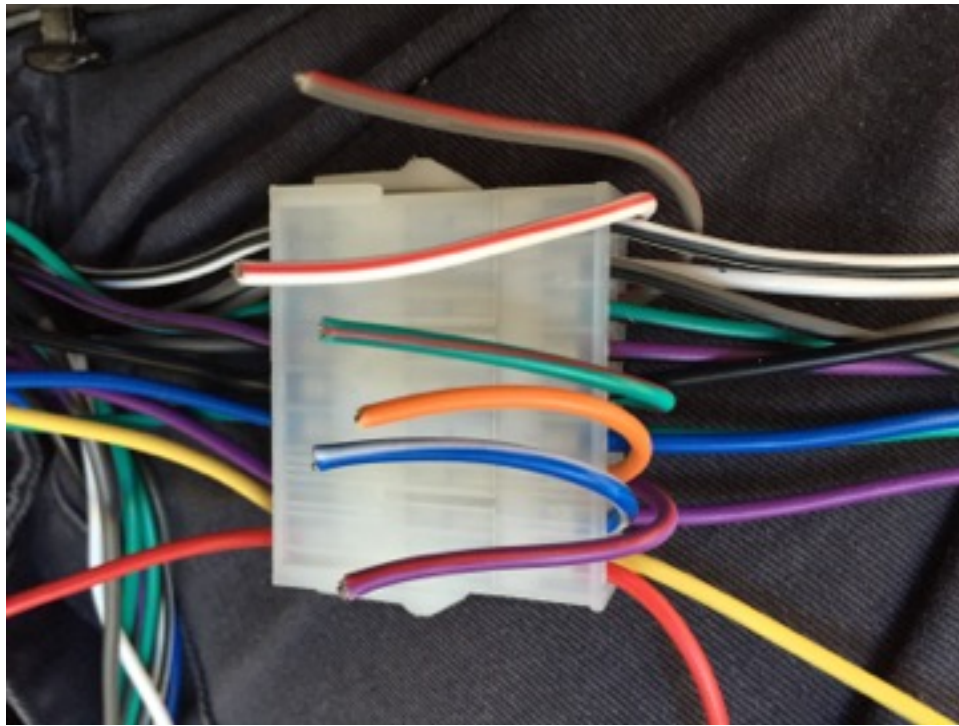
### **Input:**

Pioneer Pink	<- Dark Green White wire behind instrument cluster. (VSS Vehicle Speed Sensor)
Pioneer Light Green	<- Tan / White Parking Brake wire in console
Pioneer Violet / White	<- Reverse wire from reverse lights (Red extra wire on composite cable from reverse lights, or spare wire.)
Pioneer Orange / White	<- Accessory Valet Blue, OR Cream wire on end slot of HVAC control plug. (Lighting)
Pioneer Black	<- Black wire run from Passenger Footwell (Ground)
Pioneer Red	<- Yellow wire on Accessory Valet OR +12V ACC from footwell.
Pioneer Yellow	<- Yellow on ROEM-VET1 (+12V)

### **Output:**

Pioneer Blue / White		->	<a href="#">Blue</a> wire on ROEM-VET1 (Amp Trigger / Accessory wire.)
Pioneer Front Left Speaker +	White	->	White wire on ROEM-VET1
Pioneer Front Left Speaker -	White/Black	->	White/Black on ROEM-VET1
Pioneer Rear Left Speaker +	Green	->	Green on ROEM-VET1
Pioneer Rear Left Speaker -	Green/Black	->	Green/Black on ROEM-VET1
Pioneer Front Right Speaker +	Gray	->	Gray on ROEM-VET1
Pioneer Front Right Speaker -	Gray/Black	->	Gray/Black on ROEM-VET1
Pioneer Rear Right Speaker +	Violet	->	Violet on ROEM-VET1
Pioneer Rear Right Speaker -	Violet/Black	->	Violet/Black on ROEM-VET1
	Green	->	NC
	Green / Black	->	NC

The six wires below on the ROEM-VET1 are unused and can be cut off, or taped out of the way.



## Installing New Head Unit

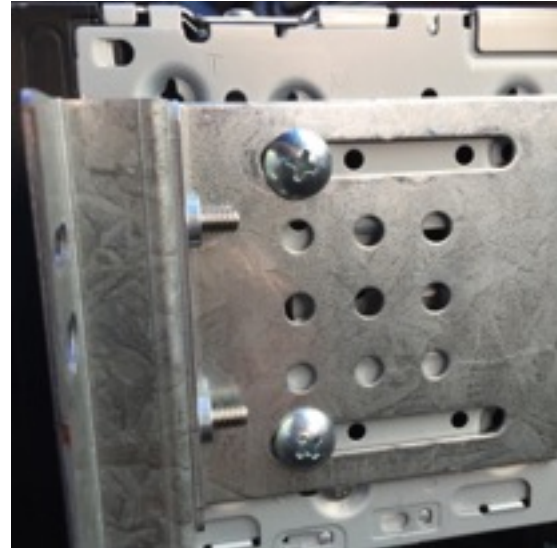
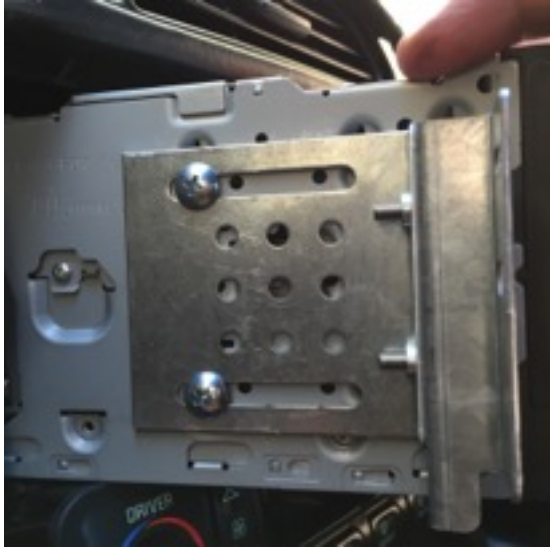
With all of your wires run to the Head Unit area, and your ROEM-VET1 harness partially wired up, it's now time to begin installing the new equipment.

1. Connect the Parking Brake, VSS, +12V ACC, Reverse Light, and Lighting wires from the Corvette to the head unit wiring harness.
2. Connect the new head unit wiring harness to the connector on the 18 pin ROEM-VET1 A cable.
3. Connect the A cable to the ROEM-VET1.
4. Connect the 16 pin ROEM-VET1 16 pin B cable to the Corvette vehicle connector.



5. Cover the face of your new head unit in blue painters tape to protect it from scratches.

6. Attach brackets to side of head unit.



7. Take the two front brackets pictured below and attach them to the front of your head unit using the screws and washers provided.



8. Put your towel down near the center console to protect the Corvette from where the head unit will sit while you are installing it.

9. Connect the Pioneer head unit wiring harness into the back of the Pioneer.



10. Connect Antenna wire into back of head unit.
11. If present, connect all remaining wires:
  - Microphone
  - GPS antenna
  - USB extension cables (and label them 1, and 2 according to which USB port they are connected to.)
  - HDMI extension cable
  - 3.5 mm aux input extension cable
  - Satellite Radio
  - Backup camera
  - Forward camera
  - Steering Wheel Control
12. Route the USB extensions, 3.5 mm audio extension, and HDMI extension wires from the back of the Head Unit out to the bottom of radio area near where the ashtray would be. (Or route them wherever you are going to connect them.)
13. If you soldered your connections and covered them carefully, this next step is less scary: Carefully arrange as much of the wiring as you can as far back as you can in the radio area.
14. Accept that this is going to take several tries to get right.

15. Position your head unit in place, and lightly tighten the black 9/32 screws to hold it in place.
16. Carefully attempt to put the bezel in place, using NO force. This is a test fit. Notice where the bezel and the head unit do not line up. Make adjustments on the Head Unit bracket front and side screws. Go back to Step 14. When it seems right, tighten the screws and continue.
17. When you have your head unit in place, AND you are able to get your bezel in place over it, you are nearly done. There is something you may need to be concerned about in step 21- Is my Head Unit faceplate able to rotate or detach without hitting the bezel?

18. Now is a good time to figure out what to do with your USB 1, USB 2, HDMI, and Aux input cables. I routed:

USB 1 extension -> USB 1 Pac Cable -> Cigarette lighter in Ashtray

USB 2 extension -> USB 2 Pac Cable -> Cigarette lighter in Center Console



HDMI / Aux Input -> Ashtray

Iphone Dock -> Cupholder, cable to USB 1

There is a lot of extra cable length. Neatly arrange it the best you can in the radio area. Be careful of the air bag module behind the Cigarette lighter. Remove and reattach bezel as needed while routing cables.

19. Re-connect the A/C controller unit cable, and put the A/C controller back to its original location. You may have to tilt it slightly to get it in place, and it will be a tight fit. Secure it in place with the two 9/32 screws.

20. Attach bezel. Lightly screw in 3 Torx screws that keep bezel in place.

21. Close up passenger footwell if still open.

22. If you are ready to test the setup, and all your wires are connected, taped, shrink wrapped, covered, and put away:

Pop the hood, put your safety goggles on, connect the Positive terminal of the battery followed by the negative terminal of the battery. Close hood. Remove goggles.



23. If your Head Unit has a detachable or rotating face plate, see if you can detach or lower it without it hitting the bezel. If it scrapes, or jams, you either need to reposition the Head Unit again, or dremel the bezel opening larger. I used the sander on a Dremel to make the bezel opening slightly larger, hand sanded the sides of the opening, then I went back over it with a black marker to hide the sanded parts. I repeated that process several times until the drop down face on the unit operated unhindered.

24. When you are sure everything is aligned properly, have looked at it from all angles including the passenger side, are sure your detachable or rotating face plate has room to operate as expected, your extension cables are properly routed, and tested you are ready to move on.

25. Pop the hood, put your safety goggles on, disconnect the Negative terminal of the battery followed by the Positive terminal of the battery. Close hood remove safety goggles.

26. Make sure all bolts on Head Unit are tight. Go to step 18 in Removing Center Console, and work backwards to step 1 so that you end up putting your car back together.

27. Test everything.

Does the CD/DVD player work?

Do all the buttons work?

Does the touch screen work?

Do both USB ports work as expected?

If you put your phone in the dock, does it work as expected and charge?

Does the reverse camera work?

Does the forward camera work?

Do HD and normal Radio work?

Does Satellite radio work?

Does USB 2 work with a USB storage device?

Does the MMC slot work?

Does Navigation work?

Can you hear all four speakers as expected?

Does RAP work? Can you turn off the key and still hear the radio but it turns off when the door is opened?

Do the steering wheel controls work?

28. Welcome to the Double Din Club!

