

REMOVING RADIO BEZEL / CENTER CONSOLE

Open the center console lid and remove the four T15 torx screws and set the console lid out of the way. *Note: This step isn't absolutely necessary but it does give you a little more room to work and it only takes a few seconds to do so I'd recommend it.*



Using a wrapped flat blade screwdriver pry up on the oval shaped plastic trim piece at the front of the center console as shown (2005-2007) (Tombstone) *Note: If you have the F55 suspension option you'll have a wiring harness to disconnect underneath the oval piece.*

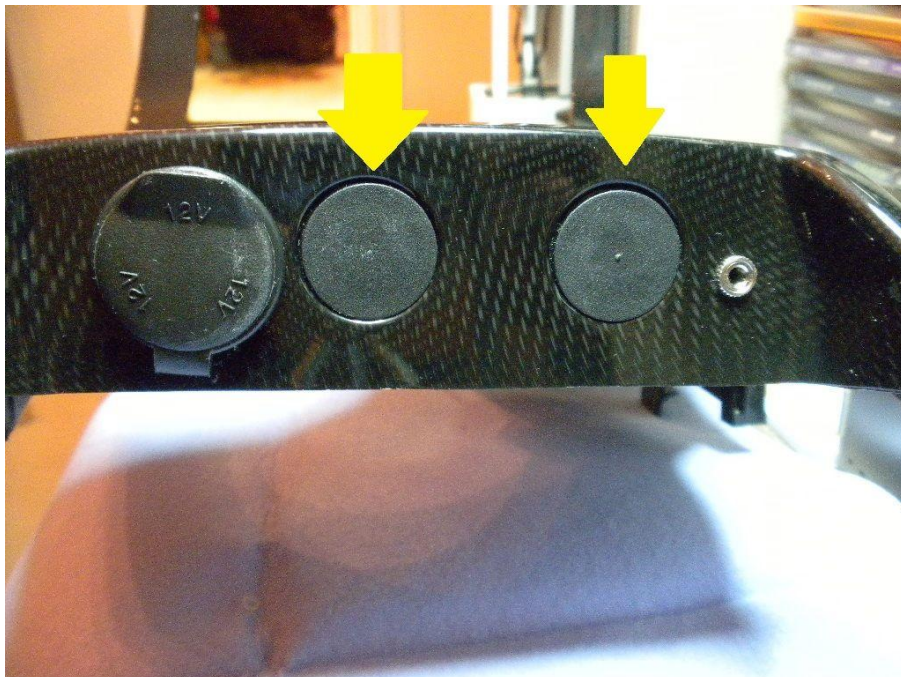


Tombstone removed



Remove the two 7 mm screws at the front of the center console.

Those with later consoles without the tombstone, the 7 mm screws are behind the plastic covers as per the pic.



Pull up on the passenger side of the E-Brake boot. There are three clips that hold the boot down that you'll have to pop loose. Do so carefully and pull the E-Brake boot up as shown.



Remove the two 7mm screws that were exposed when the E-Brake boot was moved out of the way (shown below). Be careful not to drop the screws between the console and carpet.





Carefully loosen the plastic trim piece that follows the radio bezel on the passenger side of the car. You don't need to take it all the way off, just loosen it as shown.



Lift the back of the center console off of the studs in the rear and slide it back towards the rear of the car. It may take some maneuvering to get it around the E-Brake boot.

Pull the shifter boot in toward the shifter lever to release the plastic tabs from their slots in the bezel as shown. **NOTE: Automatic shifters do not have these tabs**



Carefully pull the bezel up and away from the dash a few inches. There are several clips that hold it in on either side of the radio so it will not come out super easily but you shouldn't have to be superman to get it loose either. If it feels like it's not turning loose make sure it's not caught on something.



Cigarette lighter plug connector

Once there are a few inches of clearance between the bezel and the dash, disconnect the wiring harnesses that connected to the back of it. Mine had two heated seat harnesses, a cigarette lighter harness and a hazard switch harness at the very top.



Hazard connector (side view)



Hazard Connector (end view)

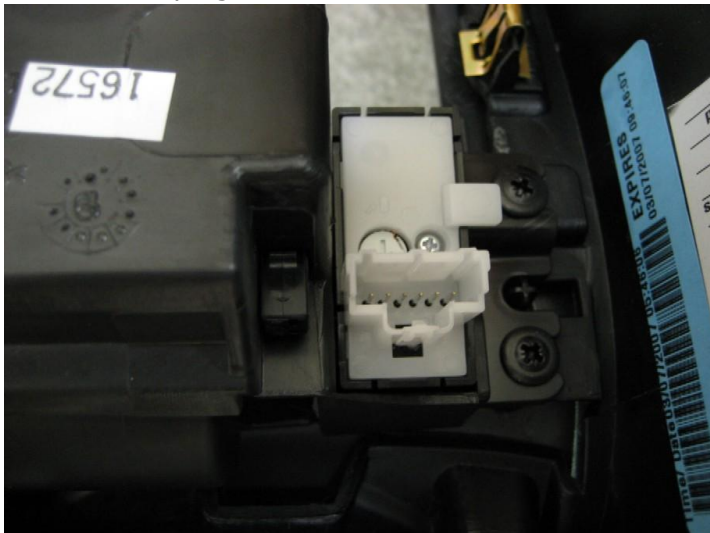


Hazard Connector plug in

Also, if you have heated seats, those connectors must be removed as well.

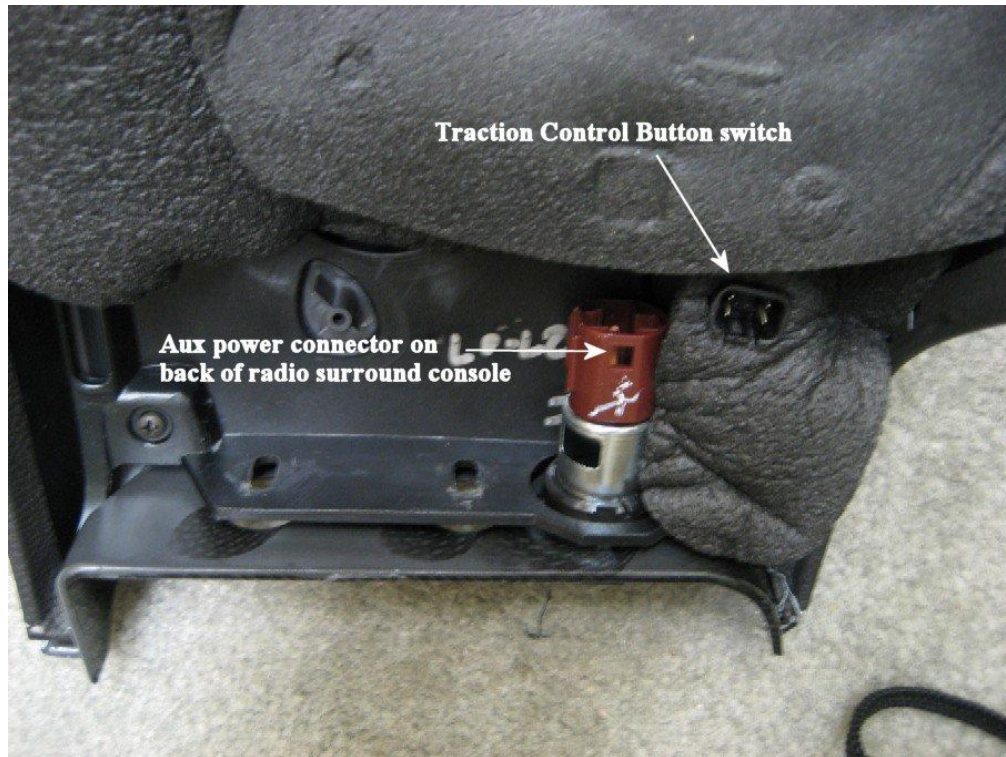


Heated seat plug in



Heated seat connector (One on each side of the ashtray assembly)

Once you've disconnected the connectors (Hazard and Cigarette lighter and heated seats) at the back of the bezel rotate it so the top of it goes toward the passenger seat and disconnect the remaining two wiring harnesses toward the back of the piece. The Active Handling/Traction Control connector is pretty much self explanatory. There is a plastic piece on the side of it that you gently pry up that will allow you to disconnect it.

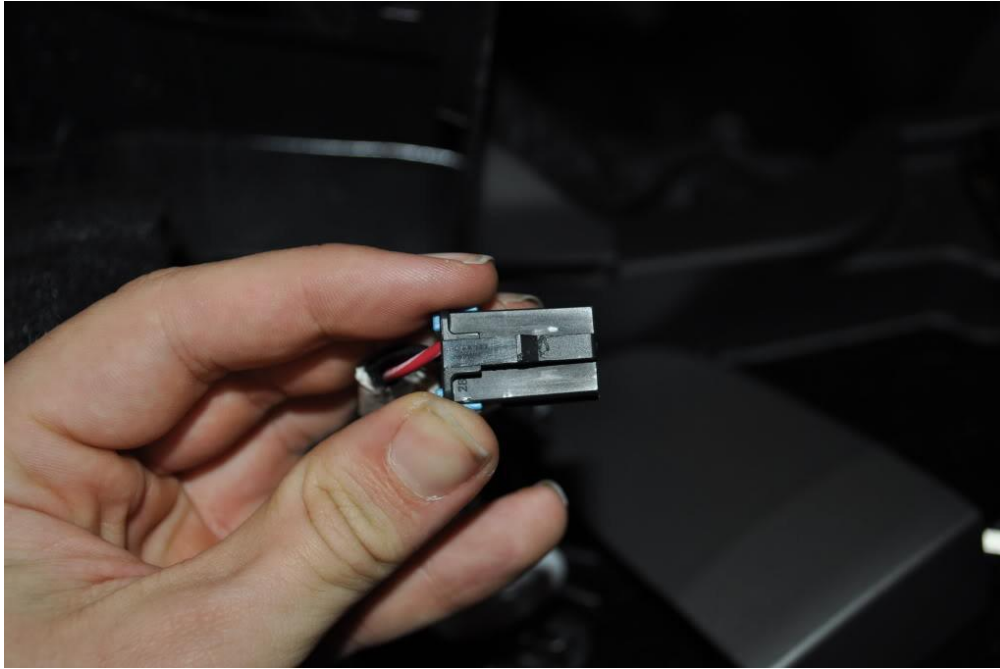


The aux power plug connector was the single worst part of this job. It took me a few minutes of looking/feeling to figure it out. There is a hole at the very top of the female end of the connector that the male end clips into holding it in place. The only problem is that the aforementioned hole is located at the very top of the connector facing the underside of the bezel... Anyway you'll need a tool like this one:



or a short interior pick to stick down in the hole and release the clip holding the harness in place and pull back (toward the dash) on the harness at the same time.

Here is the aux power connector disconnected. The part facing the camera is pointed up (facing the bottom of the bezel) when installed.



The connector being removed from the aux power plug.

Once all the electrical connectors are removed, set the radio surround bezel aside.

This is what you're left with in the car. If you want to remove the radio and the A/C head unit just remove the six 7mm bolts and pull them out. You'll have several wiring harnesses in the back to disconnect as you go but there is plenty of slack in all of them. I didn't get pictures of this step but it's pretty intuitive.



Reverse the steps above to get everything back together. Don't forget to reconnect the hazard switch at the top of the bezel... that one's easy to forget.