

Factory Radio



New Radio



Other Documents Available For This Vehicle:

No additional documents available at this time

Adobe Acrobat Reader Printing Tips:

- 1) Select "**FILE**" then "**PRINT**" and select your printer.
- 2) In the print options box do the following:
 - A) Locate check box "**Shrink to Fit**". Place check in box.
 - B) Locate box "**Print Quality**". Select highest print dpi allowed by printer.
 - C) If print quality listed is not as high as that printers normal quality, press the "**SETUP..**" button. In the next screen, press the "**PROPERTIES**" button and set the printers print quality to the highest print dpi allowed.

Document Revision History

12/99 Document Creation



Cover Page

Before You Begin

Remove & Install

Wire New Radio

Mount New Radio

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Overview Of This Radio Install

Step	What Section To Go To
Remove old radio from dash	Remove & Install
Wire the new radio	Wire New Radio
Mount the new radio	Mount New Radio
Finishing the installation	Remove & Install

Parts Needed For This Radio Install

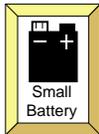
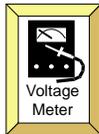
Parts REQUIRED for the install	Description
Snap on in dash wire harness	Ford (1996 and newer) 2 pc Wire Harness

(** read "Wire New Radio" section FIRST **)

Optional parts for this install

"Shafted" radios need a radio installation kit for 'DIN' dash openings

Tools Needed To Complete This Install



TOOL TIPS:

Small Battery: use a battery to test speaker wires. Touching the (+) positive and (-) negative battery leads to a pair of speaker will cause the speaker to make a "Pop" sound indicating that pair of wires goes to that speaker.
Voltage Meter: Always check +12 Volt power wires for voltage before making wire connections. These wires will fluctuate between 10 and 14 Volts.
Solder Iron or Crimp Tool: make wire to wire connections using either a solder iron and electrical tape, OR plastic crimp terminals found at most hardware or auto parts stores.

Hand tools needed to remove radio

Accessory tools needed to test and wire the new radio

PLUS: Wire ties or electrical tape: to neatly bundle and organize your wires for a professional appearance.

Installation Difficulty Ratings

Easy. No advanced skills or specialty tools needed.
Basics. Simple tools required. Installs quickly.
Intermediate. Requires knowledge of tools, or disassembly of panels.
Advanced. Requires advanced tools, or extra time.
Difficult. Involves modifying or cutting of the installation area. Advanced tools and/or skills required. Best if performed by experienced installers.

Do It Yourselfers

Basics

Professional Installer

Basics

Support Information If You Need Help

Supplemental information if you need help

Document Title	Document #
Basic DC electronics for automotive applications	999001
Wire splicing: soldering vs. crimping	999004
Why use radio installation kits	999005
Mounting your radio to an installation kit	999007
Why use an optional snap on wire harness	999008
Wiring your new radio using a wire harness	999009
Testing wires when installing a new radio	999013

▶ Remove Factory Radio



STEP 1:

The Ford radio is snapped into the vehicles dash. With the proper tool, known as Ford radio removal keys, the Ford radio can be pulled forward out of the dash. A clothes hanger can be used instead of actual Ford radio removal keys. Cut the clothes hanger and bend 2 pieces in the shape as shown in the photos above. For more information on how to remove the radio, see the diagram below.



STEP 2:

Pull the radio from the dash. Unplug the antenna cable from the rear of the radio. Unplug 2 wire harness connectors from the rear of the radio.

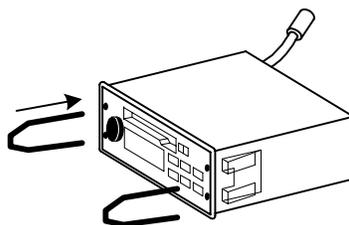
Installation Note:

Once the radio is removed, moved to the "Wire New Radio" section. There are 2 wire harness connector styles used for this vehicle.

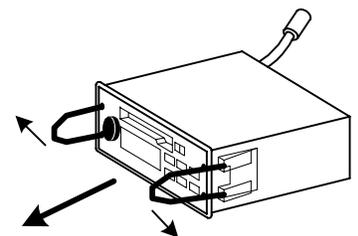
(F-150's use the basic Ford wire harness connector. However, **full size Broncos** may have a Ford amplifier in the vehicle and use a different style of wire harness connection which integrated the Ford radio with the Ford amplifier)

Removing Ford Radios Using "U" Shaped Removal Keys

Insert the "U" shaped keys into the holes as shown in the diagram. Coat hangers can be cut and bent into shape for a quick, cheap replacement or alternative when Ford keys are not available.



In order for the radio to be removed, clips attached to the side of the radio must be moved inward so the radio can slide out of the dash. Insert the keys and push each key out, away from the radio. The ends of the keys will press into the clips. While pushing the keys outward, pull and the radio should slide forward out of the dash.



▶ Wiring The New Radio

Move to: [Wire New Radio Section](#)

▶ Mounting The Radio

Move to: [Mounting New Radio Section](#)

▶ Completing The Radio Installation



STEP 1:

For 'DIN' radios: slide the 'DIN' sleeve into the hole in the vehicles dash. Secure the sleeve by bending the tabs on the sleeve behind the plastic of the rectangular opening of the dash.

For 'shafted' radios: mount the shafted radio to the radio installation kit. Slide the kit/radio assembly into the hole in the dash. Depending upon the type and style of installation kit you will need to secure the kit to the vehicles dash.

The installation kit should have instructions detailing how that particular kit should be secured into the vehicles dash. The kit may simply snap into the opening in the dash, or there may be small tabs on each side that need to be pushed outward to secure the kit more firmly to the dash.



STEP 2:

Plug the black antenna cable into the rear of the new radio. Make sure the power and speaker wire connections for the new radio have been completed and all connectors to the new radio have been plugged into the rear of the new radio. Slide the radio into the 'DIN' sleeve.

The installation is now complete.

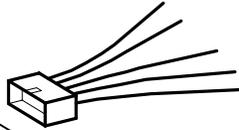
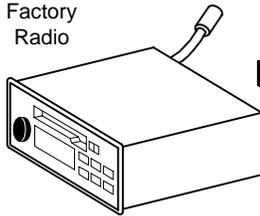
Installation Note:

After unplugging the black antenna cable from the rear of the new radio, the cable may fall down into the dash below the radio. If this happens the antenna cable will be sitting on top of the wiring for the air conditioner controls. If you cannot reach the antenna cable with your hand you can reach it by opening the glove box and lowering the glove box out of the dash. You will then be able to see the antenna cable and be able to grab it and relocate back up to the opening for the radio.

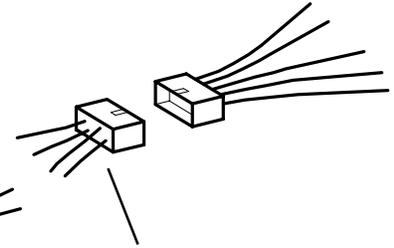
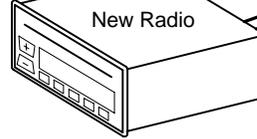
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► **Step By Step Wiring**

Auto Makers
Factory
Radio



Wire Harness Inside Vehicles
Dash Which Plugs Into The
Rear Of The Factory Radio



Optional (STRONGLY
RECOMMENDED) Snap On Wire
Harness That Splices Into The
Wires Of The New Radio

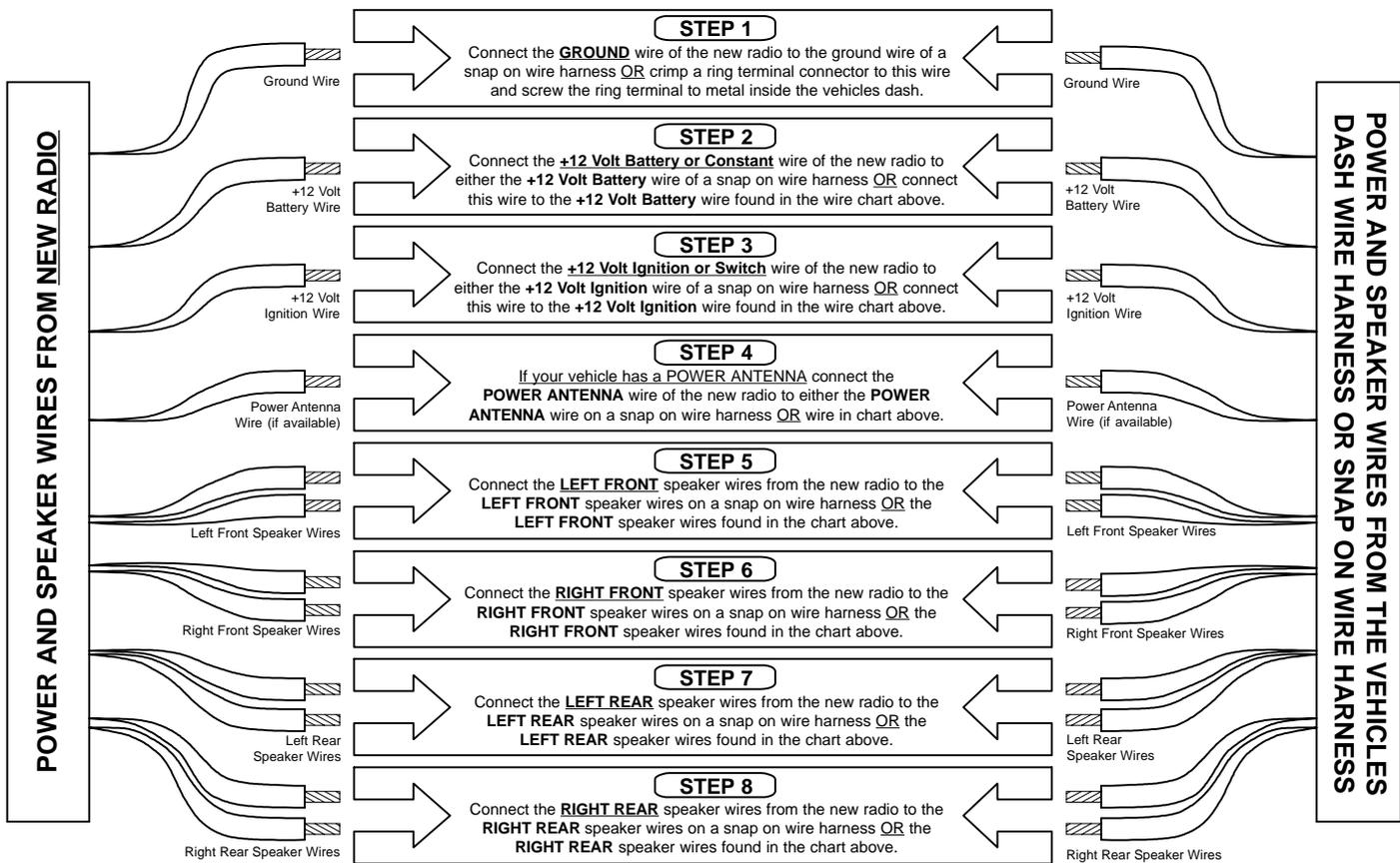
(Note: the radio shown is for display purposes and may not be similar in size or dimensions than the auto makers factory radio in your vehicle)

Supplemental information if you need help

Document Title	Document #
Testing wires when installing a new radio	999013
Why use an OEM snap on wire harness	999008
Wiring your new radio using a wire harness	999009
Wire splicing: soldering vs. crimping	999004

Wiring Instructions:

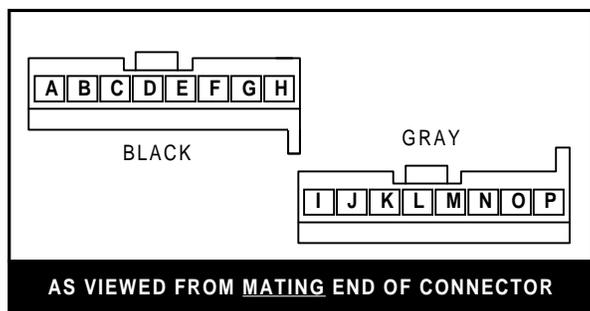
The power and speaker wires needed to connect the new radio are attached to the connector of the wire harness located inside the vehicles dash. The Install Doctor **STRONGLY** recommends using an optional snap on wire harness that is specifically designed to snap into the vehicles dash wire harness connector. This will keep you from cutting the vehicles wires. This optional snap on wire harness will have wires on the opposite side of the connector that will allow you to splice these wires to the new radios wires. The only other option is to cut off the vehicles dash wire harness connector and splice the new radios wires directly to these wires. The optional snap on wire harness takes all the guess work out of trying to figure out what each wire is in the vehicles dash wire harness. The optional snap on wire harness shows you what each wire is.



▶ Radio Wire & Color Code Information Page 2 of 3

If Your Vehicle Has A Standard Ford Radio

This vehicle uses has a 2 pc wire harness.



Pin	What It Is	Typical Ford In Dash Wire Color	"Typical" New Radio Equivalent Wire Color
A	Right Rear Spkr (-)	Dark Brown w/ Pink Stripe	Purple w/ Black Stripe
B	Right Rear Spkr (+)	Pink w/ Blue Stripe	Purple
C	Right Front Spkr (-)	Black w/ White Stripe	Gray w/ Black Stripe
D	Right Front Spkr (+)	White w/ Green Stripe	Gray
E	Left Rear Spkr (-)	Blue w/ Orange Stripe	Green w/ Black Stripe
F	Left Rear Spkr (+)	Pink w/ Green Stripe	Green
G	Left Front Spkr (-)	Black w/ White Stripe	White w/ Black Stripe
H	Left Front Spkr (+)	Orange w/ Green Stripe	White
I	Amplifier Turn On	Do Not Use For This Vehicle	
J	Power Antenna Turn On	Do Not Use For This Vehicle	
K	Ground Wire	Black w/ Green Stripe	Black
L		Do Not Use For This Vehicle	
M	Dash Light Dimmer Wire		Orange (if available)
N	+12 Volt Ignition Wire	Yellow w/ Black Stripe	Red
O		Do Not Use For This Vehicle	
P	+12 Volt Battery Wire	Green w/ Yellow Stripe	Yellow

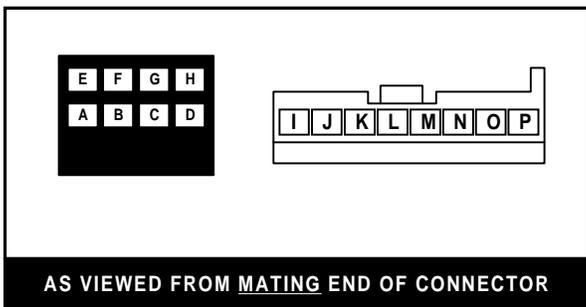
Note: using an optional snap on wire harness adapter will simplify the wiring. Most snap on wire harness adapters have already converted and color coded the wires from the auto makers in dash wire harness to match typical aftermarket radio wire colors.

** The wire colors listed in the chart above are typical for Ford vehicles during these years but may not be the exact colors for this vehicle. This is another reason to use a snap on wire harness adapter. **

▶ Radio Wire & Color Code Information Page 3 of 3

If Your Vehicle Has A Ford Premium Sound System Radio (Some Broncos)

This vehicle uses has a 2 pc wire harness. The black connector is the input to the vehicles separate amplifier. The second plug contains all necessary power wires.



DO NOT CUT THE WIRES OF THE BLACK CONNECTOR

The Install Doctor **STRONGLY** recommends using a snap on “integration” wire harness which will safely and easily allow you to connect a new radio to the existing wires of the Ford radio system.

The “integration” wire harness will have all necessary wires correctly labeled. This allows you to follow the instructions on the previous page.

The Ford radio in your vehicle uses a separate Ford amplifier that powers the speakers instead of the Ford radio powering the speakers. This creates problems when installing a new replacement radio into the vehicle. At the radio, the wire harness inside the dash would normally have all necessary speaker and power wires to install the new radio. However, the speaker wires needed to install the new radio are plugged into the Ford Premium Sound System amplifier which is located away from the radio.

There are (3) options when installing a new radio you need to consider before installing your new radio, one of which is not recommended and requires extensive rewiring of every speaker in the vehicle.

Option 1: you can choose to “integrate” into the Ford amplifier. This is the simplest and easiest installation and for the majority of new replacement radios this is the BEST option. A Ford Integration Wire Harness is needed. This wire harness is very similar to a standard Ford radio snap on wire harness used to install radios in Ford vehicles with standard radios but the harness will have a small box attached to it which will allow you to splice the new radios speaker wires directly to the wires of the integration harness. Inside this box is electronics which will convert the new radios speaker wire outputs into the necessary low voltage signal to run the Ford amplifier. This means that the speakers in the vehicle are being powered by the Ford amplifier, not the amplifier inside the new radio. **The information on this sheet is structured to use OPTION 1 to integrate into the original Ford amplifier. This has become the most accepted method of installing a new replacement radio in this type of Ford vehicle with the Premium Sound System.**

Option 2: you can also choose to “bypass” the Ford amplifier in the vehicle and choose to power the speakers in the vehicle with the amplifier inside the new radio instead of the Ford amplifier. This is a 2 step process. You still have to wire the new radio at the dash, and you have to find the amplifier in the vehicle and add a jumper cable (included with the bypass wire harness) to the amplifier; unplugging the inputs and outputs of the amplifier and connecting them together with the jumper from the bypass wire harness. This method is only used for radios with more than 40 watts per channel output.

Option 3: or you can choose to completely run new speaker wire directly from the new radio to each speaker. However, this is NOT recommended.

▶ Mounting A Radio

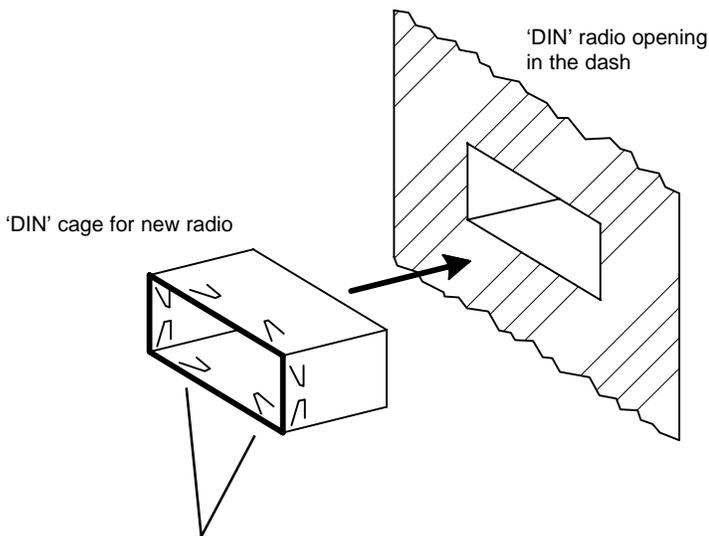


NOTE:

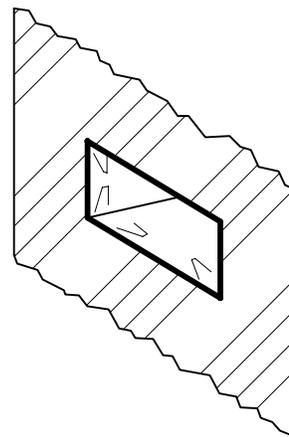
This vehicle does not require using a dash installation kit to mount a 'DIN' style radio. If you are installing a shafted radio, you will need a radio installation kit that converts the rectangular opening to mount the shafted radio.

All information needed to complete the mounting of the new radio to the vehicles dash is included on this sheet. If you need additional help, please consult the following tech documents:

Document Title	Document #
Why use radio installation kits	999005
Mounting your radio to an installation kit	999007
Radio security	999010
'DIN' vs. Shafted radio - differences with	999006



When 'DIN' cage is inserted into the 'DIN' rectangular opening in the dash, bend these tabs behind the opening in the dash to secure the 'DIN' cage to the dash.



New radios 'DIN' cage slid into the 'DIN' opening of the dash with its tabs bent securing the cage to the dash.

The radio can now be slid into the 'DIN' cage which will snap to the radio securing the radio in place.