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Before
You Begin

Remove
& Install

Wire
New Radio

Mount
New Radio

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Factory Radio



New Radio



Other Documents Available For This Vehicle:

No 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

09/99 Document Creation

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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

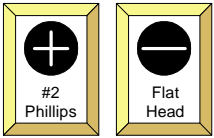
Parts Needed For This Radio Install

Parts REQUIRED for the install	Description
Snap on in dash wire harness	Nissan 95 and newer harness

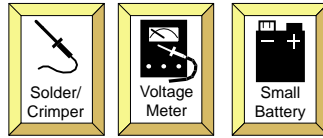
Optional parts for this install

None

Tools Needed To Complete This Install



Hand tools needed to remove radio



Accessory tools needed to test and wire the new radio

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.

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

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► Remove Factory Radio



STEP 1:

With a small flat head screwdriver or a small sharp pointed tool unsnap the plastic cover located between the hazard switch and the defrost switch.

Behind the cover will be one (1) phillips screw. Remove the screw.



STEP 2:

With the same small flat head screwdriver or sharp pointed tool, insert the tip between one of the top corners of the plastic dash panel and the soft body of the main dash. Gently pry the plastic panel until you can reach your fingers behind the plastic dash panel. Pull the top of the plastic dash panel until it unsnaps from the body of the main dash.



STEP 3:

Pull the bottom of the plastic dash panel until it unsnaps from the body of the main dash.



STEP 4:

Once the plastic dash panel has been completely unsnapped from the dash, you will notice connectors attached to the rear of both the hazard switch and defrost switch. Unplug both connectors and the plastic dash panel can be completely removed from the body of the main dash.



STEP 5:

Once the plastic dash panel has been pulled off, the screws securing each side of the radio should be visible. Locate and remove four (4) phillips screws, (2) screws on each side of the radio. The radio and pocket are attached on each side with metal brackets. When you remove the (4) screws, the radio will pull out with the pocket attached.



STEP 6:

Unplug the antenna cable from the rear of the radio. Unplug 2 white connectors plugged into the rear of the radio. Pull the radio/pocket assembly completely from the dash.

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▶ Wiring The New Radio

Move to: **Wire New Radio** Section

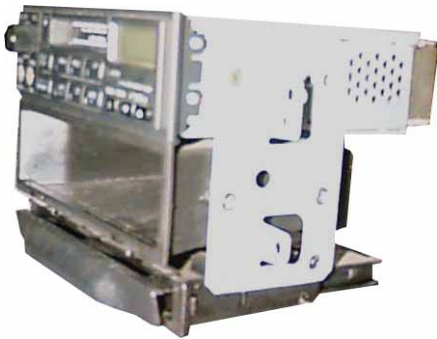
▶ Mounting The Radio

Move to: **Mounting New Radio** Section

The Install Doctor **STRONGLY** recommends purchasing a 'DIN' radio for this vehicle. 'DIN' radios are a direct replacement for the radio in this vehicle. More information is available in the "**Mounting New Radio**" section.

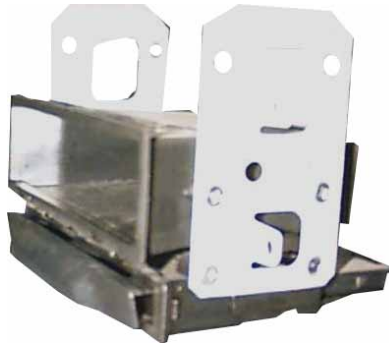
▶ Completing The Radio Installation

This information is shown in more detail in the "**Mounting New Radio**" section



STEP 1:

Remove the auto makers factory radio from the radio/pocket assembly, leaving the pocket attached to the brackets.



STEP 2:

Insert and attach the new radio into the brackets. The new radio should have screws packaged with the new radio to allow you to mount the radio to brackets.



STEP 3:

Once the new radio has been attached to the brackets and pocket, you can insert the radio/pocket assembly back into the dash.

Plug in the antenna cable into the rear of the new radio. Make sure all wire connections for the new radio have been completed and plug in any of the new radios connectors into the rear of the radio.

Insert the radio/pocket assembly back into the dash and secure the brackets with the same screws that had originally secured the auto makers factory radio.

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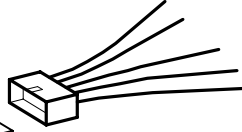
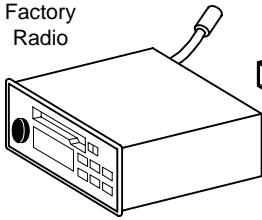
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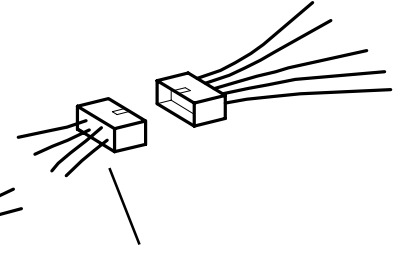
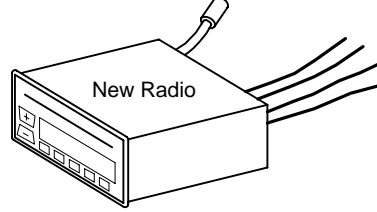
Step By Step Wiring

Page 1 of 2

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

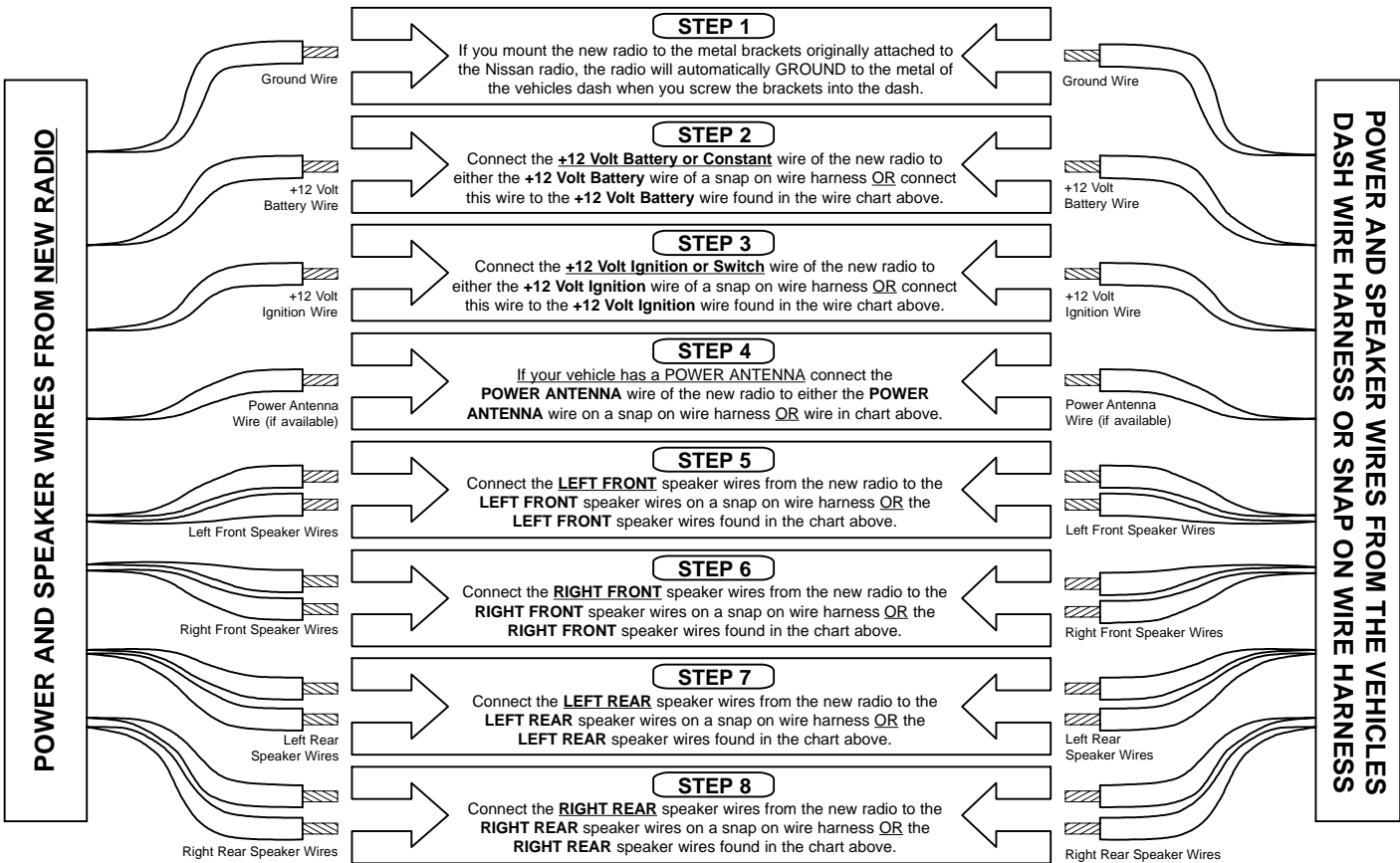
(Note: the radio shown is for display purposes and may not be similar in size or dimensions than the auto makers factory radio in your vehicle)

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.



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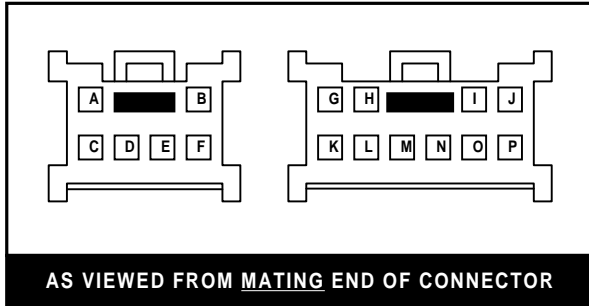
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▶ Radio Wire & Color Code Information

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Factory in-dash wire harness (this vehicle has a 2 pc harness)
that snaps into the factory radio



Pin	What It Is	Typical Nissan In Dash Wire Color	Typical New Radio Equivalent Wire Color
A	Right Rear Speaker (+)	Gray	Purple
B	Amplifier Turn On Wire		Blue or Blue w/ White
C	Right Rear Speaker (-)	Gray w/ Red Stripe	Purple w/ Black Stripe
D	Left Rear Speaker (+)	Orange	Green
E	Left Rear Speaker (-)	Black w/ Pink Stripe	Green w/ Black Stripe
F	Amp Ground Wire	connect this wire to the radios ground wire	
G	+12 Volt Ignition Wire	Blue	Red
H		Do Not Use	
I	Right Front Speaker (+)	Brown	Gray
J	Left Front Speaker (+)	Purple	White
K	Ground Wire (if available)	metal brackets on radio	Black
L		Do Not Use	
M	+12 Volt Battery Wire	Pink	Yellow
N	Power Antenna Wire		Blue
O	Right Front Speaker (-)	Brown w/ White Stripe	Gray w/ Black Stripe
P	Left Front Speaker (-)	Green w/ Yellow Stripe	White w/ Black Stripe

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 this vehicle manufacturer 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. **



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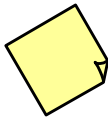
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▶ Mounting A Radio



NOTE:

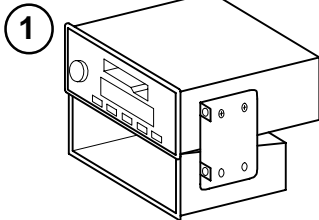
Before you begin: The best method to mount a new radio in this vehicle is to unscrew the auto makers factory radio from the brackets attached to the radio and screw the new radio into these brackets just as the factory radio was. This keeps the vehicle looking as stock from the factory as possible and means that you do not have to purchase an installation kit to mount the radio.

This method is called **"ISO" mounting a radio**. "ISO" mounting a radio has become a very common installation method for mounting new replacement radios. In order to "ISO" mount your radio, three things must exist:

- 1) The radio must be a 'DIN' style rectangular radio
- 2) The 'DIN' radio must have mounting holes predrilled into both sides of the radio to allow the radio to be secured with screws to the brackets originally attached to the factory radio.
- 3) The radio must have a removable trim ring surrounding the face of the radio

All information needed to complete an 'ISO' mounting of the new radio to the brackets originally attached to the factory radio is included on this page. If you are installing a "shafted" style radio or you will be using an installation kit to mount your new radio instead of the 'ISO' mounting method, you can find additional help in the following tech documents:

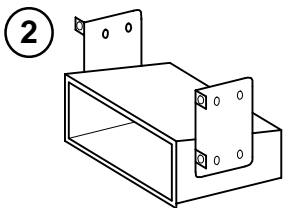
Document Title	Document #
Why use radio installation kits	999005
Mounting your radio to an installation kit	999007
Radio security	999010



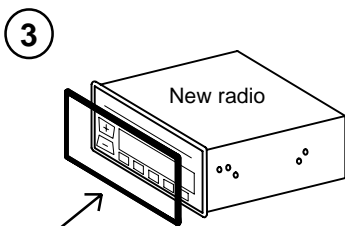
Auto makers original radio with attached pocket below the radio

1 Remove the auto makers factory radio/pocket assembly from the vehicle. Remove the screws/bolts securing the radio to the brackets which are also attached to the sides of the pocket below the radio.

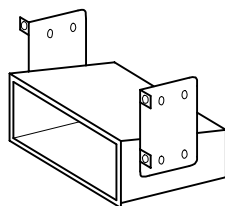
Removal Tip: some auto makers use phillips screws, some use 8 mm bolts with phillips screw cutouts in the top of the bolts. For best results use a socket to prevent stripping out the screws. If your radio has hard to remove phillips screws, insert the tip of the phillips screwdriver into each phillips screw and firmly tap with a hammer to loosen the tension bond between the phillips screws and the metal chassis of the auto makers factory radio. Then attempt to unscrew the phillips screws.



2 Remove the auto makers factory radio, but leave the brackets attached to the pocket.

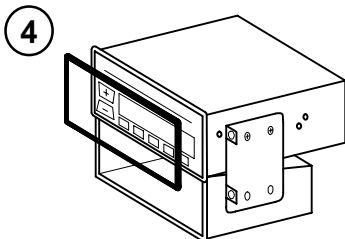


New radios removable trim ring surrounds the face of the radio

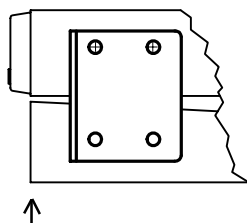


On the side of the new 'DIN' radio should be pre-drilled holes to allow you to screw the new radio into the brackets. Most car radio manufacturers design their radios with many holes on the side of the radio so the radio can be mounted to many different kinds of bracket/pocket configurations.

If you are going to mount your radio in this manner, you will probably have to remove the radios face trim ring around the face of the radio. This trim ring will most likely prevent the vehicles dash panel from securing properly back onto the dash.



New radio attached to the auto makers pocket and brackets



Line up like this

A common **mistake** when mounting your new radio to the auto makers radio bracket and pocket is selecting the wrong holes on the side of the new radio.

The new radio body, **NOT THE FACE PLATE**, should line up with the pocket below the radio. Most new radio manufacturers design their radios with a face that protrudes out from the body of the radio. The most common mistake is to mount the new radio with the protruded face lined up level with the pocket below the radio, not the new radios body.