

## Factory Radios



## 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.

## New Radio



## Document Revision History

02/2000 Document Creation

## 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

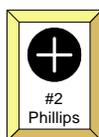
## Parts Needed For This Radio Install

Parts REQUIRED for the install	Description
Snap on wire harness adapter	Nissan prior to 1995 harness
Antenna adapter	Nissan "diversity" adapter (may not need - pull radio first)

### Optional parts for this install

None

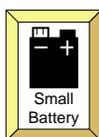
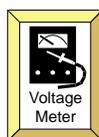
## Tools Needed To Complete This Install



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

Intermediate

### Professional Installer

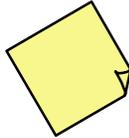
Basics

## 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



### NOTE:

The entire plastic dash panel surrounding the radio must be removed in order to remove the radio in this vehicle.



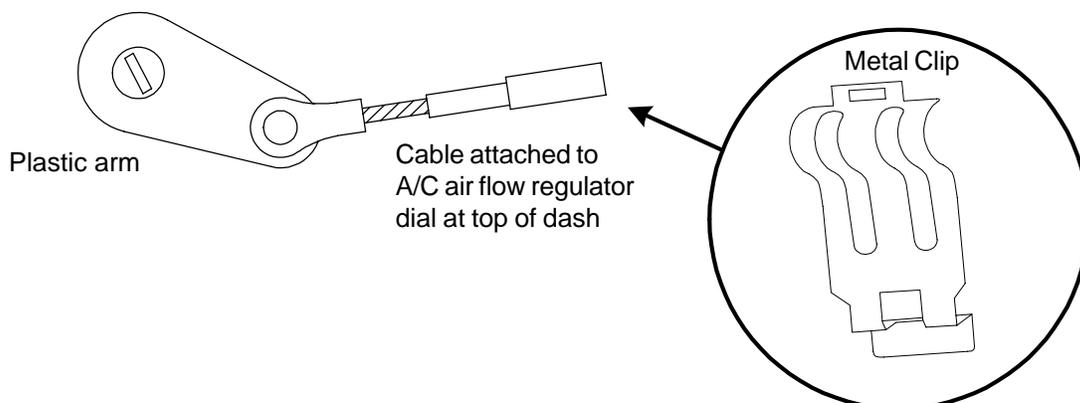
### WARNING (1992 Production Year Vehicles):

1992 production year vehicles have an air conditioner air flow regulator dial inbetween the 2 air conditioner vents which is connected by a cable to part of the air conditioner under the dash. The cable prevents the dash from being removed and must be disconnected before pulling the dash off. Pulling the dash off without disconnecting the end of the cable may cause the plastic dash panel to break or the air conditioner air flow regulator dial to break.

### START: (1992 Production Year Vehicles Only):

Move to the drivers side of the dash. You will need to look under the dash, below the steering wheel. Look on the side wall of the plastic dash panel shown above. If you look UP behind the radio, you will notice a BLACK CABLE running down from the radio area. This is the cable that is attached to the air conditioner air flow regulator dial at the top of the plastic dash panel.

Look at the diagram below. The end of the cable has a round ring connector attached to it which connects to a plastic white or off-white colored arm. You will need to SLIDE OFF the ring connector from the plastic arm. But, to prevent the cable from moving while driving and the ring connector from disconnecting on its own, Nissan added a black metal clip (seen in the circular diagram) to the cable to keep it stationary. This clip simply unclips. With your fingers or a flat head screwdriver, unsnap the bottom of the clip and it will "pop off". Once the clips is popped off, you will be able to slide off the ring connector away from the plastic arm and the cable will then be disconnected from the plastic arm.



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**STEP 1:**

Pull out the ashtray. Locate and remove two (2) phillips screws located below the ashtray and cigarette lighter.



**STEP 2:**

Locate and remove two (2) phillips screws located directly above the radio.



**STEP 3:**

You need to remove the plastic dash panel surrounding the gear shift area. This panel simply unsnaps by lifting it up with your hands.



**STEP 4:**

The dash panel can now be pulled away from the main body of the dash. Grab the top of the dash panel with your hands and pull firmly.

**WARNING:** If you have a 92 with the air conditioner air flow limiter dial between the air vents, see the previous page regarding the cable attached to this dial.



**STEP 5:**

Once the dash has been removed, the screws securing the radio can now be seen. Locate and remove four (4) phillips screws that secure the radios brackets to the dash.



**STEP 6:**

Pull the radio out of the dash. Unplug the black cable plugged into the rear of the radio. Unplug 2 plastic wire harness connectors snapped into the rear of the radio.

Look at the black cable that was plugged into the rear of the radio. You will be able to tell if you need a "Nissan Antenna Adapter" by looking at this cable and turning to the next page.



**NOTE:**

The air vents should always be attached to the plastic dash panel just removed. However, these air vents sometimes unsnap from the rear of the dash panel and remain in the dash. Pull out the air vents and reattach them back onto the rear of the dash panel. It will be nearly impossible for the air vents to reattach themselves when you reattach the plastic dash panel later. It is recommended that you reattach them now.

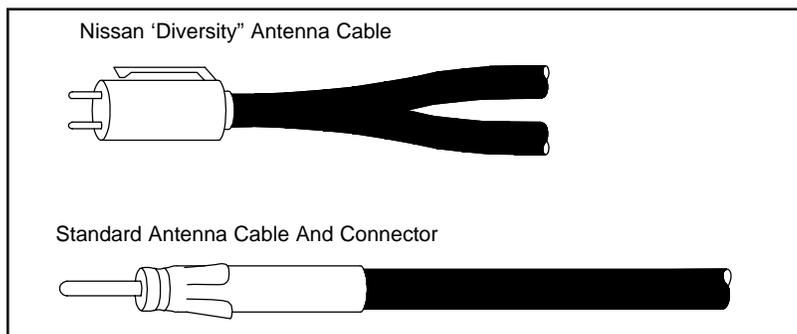
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## ▶ Wiring The New Radio

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

### Required Nissan Antenna Adapter

Nissan vehicles use an odd antenna connector designed specifically for Nissan radios only. This antenna connector will not fit into a new radio. You will need a **Nissan "diversity" antenna adapter** which converts the odd antenna connector over to a standard connector that will fit into your new radio.



## ▶ 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



Nissan radio attached to the metal brackets and pocket below the radio

### STEP 1:

As shown in the **"Mount New Radio"** section, unscrew the Nissan radio from the brackets attached to the side of the radio. You will attach these brackets to the new radio.



New radio attached to the metal brackets and pocket below the radio

### STEP 2:

Insert and attach the new radio into the brackets. Depending upon the radio, you may be able to use these screws with the new radio, if not the new radio should have 4 screws packaged with it to allow you to mount the radio to brackets.



**STEP 3:**

Plug the Nissan "diversity" antenna adapter into the antenna cable located in the dash. Plug the other end of the "diversity" antenna adapter into the new radio. Make sure all wire connections for the new radio have been completed and plug in any connectors into the rear of the new radio.

Insert the radio into the dash and secure the metal brackets with the same 4 phillips screws that had originally secured the Nissan radio to the dash.



**STEP 4:**

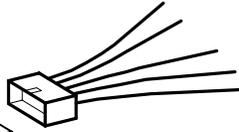
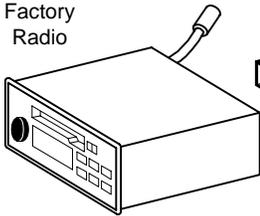
Reattach the center plastic dash panel that surrounds the radio. Reattach the plastic panel surrounding the gear shift.

**The installation is now complete.**

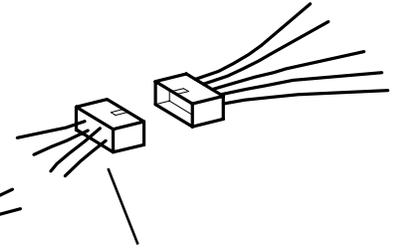
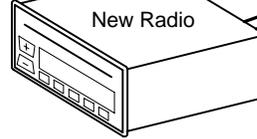
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► **Step By Step Wiring**

Auto Makers  
Factory  
Radio



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



Optional Snap On Wire Harness  
(Strongly Recommended) That  
Splices Into The Wires Of The  
New Radio

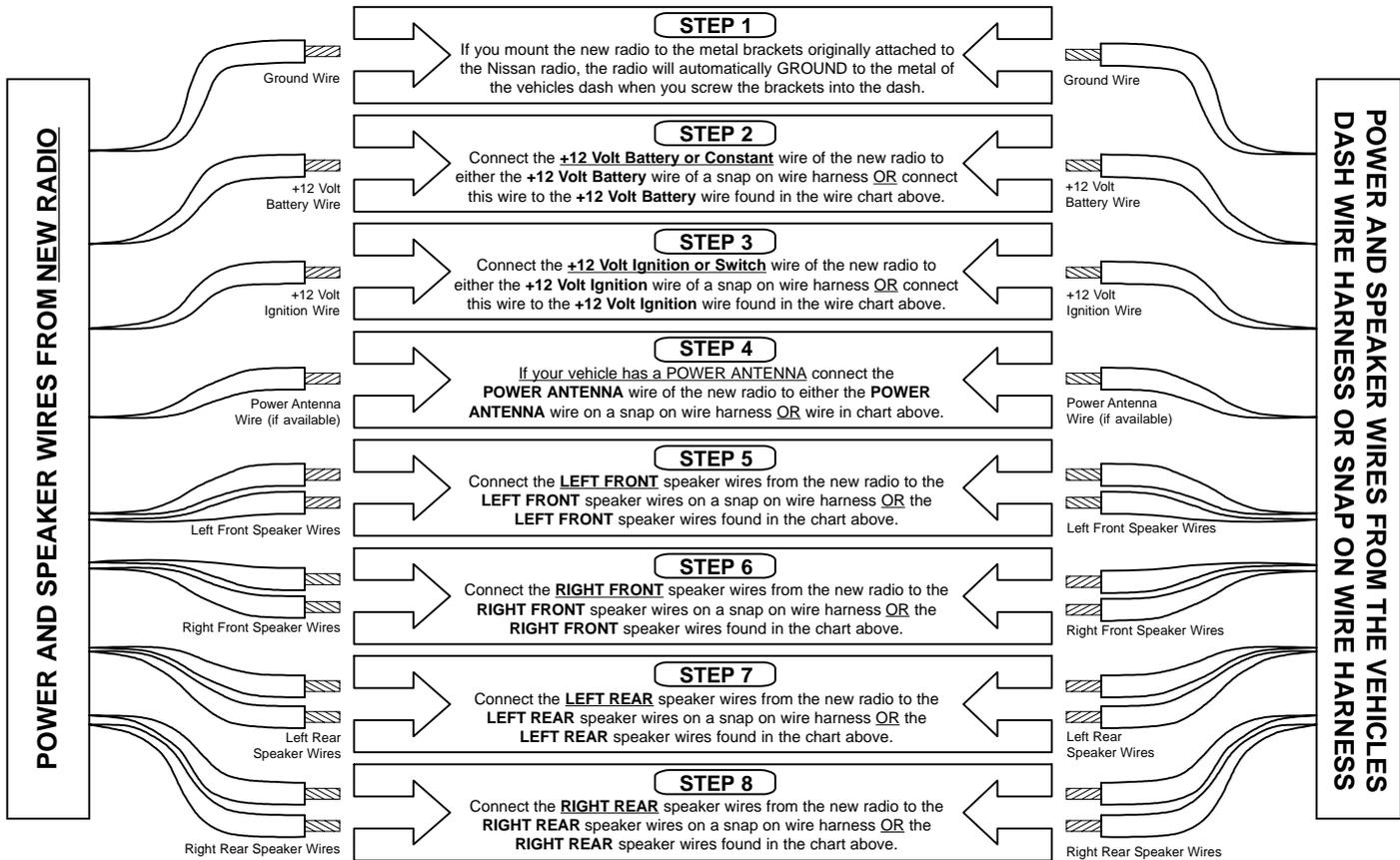
(Note: the radio shown is for display purposes and may not be similar in size or dimensions than the auto makers factory radio in your vehicle)

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

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

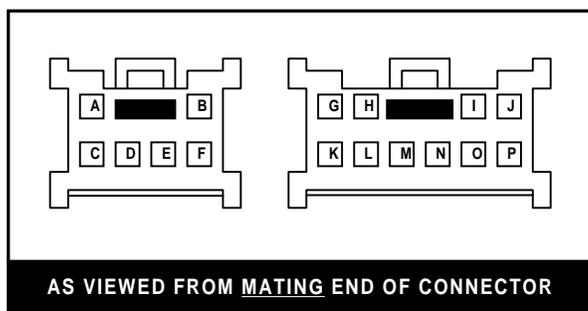


Nissan Wire Harnesses  
Up To 1995 Production Models

Pin	What It Is	Typical Factory Radio In Dash Wire Color	Typical New Radio Equivalent Wire Color
A	+12 Volt Ignition Wire	Blue	Red
B		<b>Do Not Use</b>	
C	Ground Wire	do not connect to this wire, see instructions	
D		<b>Do Not Use</b>	
E	+12 Volt Battery Wire	Red w/ Black Stripe	Yellow
F	Right Front Speaker (+)	Brown	Gray
G	Left Front Speaker (+)	Blue w/ White Stripe	White
H	Power Antenna Turn On		Blue
I	Right Front Speaker (-)	Brown w/ White Stripe	Gray w/ Black Stripe
J	Left Front Speaker (-)	Blue w/ Yellow Stripe	White w/ Black Stripe
K	Right Rear Speaker (+)	Blue	Purple
L	Left Rear Speaker (+)	Red	Green
M	Factory Amp Turn On	Lite Green	Blue Power Antenna Wire
N	Right Rear Speaker (-)	Pink	Purple w/ Black Stripe
O	Left Rear Speaker (-)	Dark Green	Green w/ Black Stripe
P		<b>Do Not Use</b>	

**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. \*\*



Nissan Wire Harnesses  
1995-1996 And Newer  
Production Models

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		<b>Do Not Use</b>	
I	Right Front Speaker (+)	Brown	Gray
J	Left Front Speaker (+)	Purple	White
K	Ground Wire (if available)	<b>metal brackets on radio</b>	Black
L		<b>Do Not Use</b>	
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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**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.

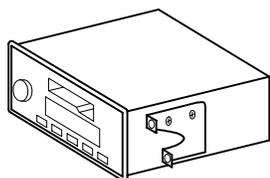
This method is called "ISO" mounting a radio. "ISO" mounting a radio has become a very common installation method for mounting new replacement radios. In order to "ISO" mount your radio, three things must exist:

- 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

1

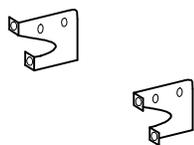


Remove the auto makers factory radio from the vehicle. Remove the screws/bolts securing the radio to the brackets.

**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.

Auto makers original radio with metal brackets attached to the radio

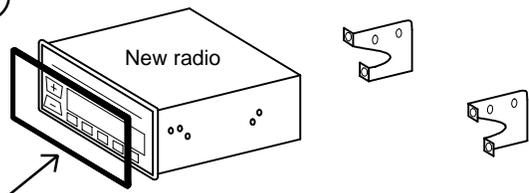
2



Remove the auto makers factory radio, but leave the brackets.

**Tip:** Before removing the brackets, carefully look at where the brackets attach to the radio. The brackets will attach to the new radio in exactly the same location and orientation.

3

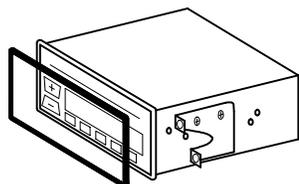


New radios removable trim ring surround the face of the radio

On the side of the new 'DIN' radio should be predrilled 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 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 new radio. This trim ring will most likely prevent the vehicles dash panel from securing properly back onto the dash.

4



New radio attached to the brackets originally attached to the factory radio

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

As stated above, the brackets should attach to the new radio in the exact same spot on the new radio. If you have problems aligning the brackets to the new radio, reattach the brackets back onto the auto makers factory radio to see where and how the brackets attach to that radio, then transfer that bracket to the new radio and the holes on the side of the new radio.