

Honda CR-Z after-market stereo installation.



If you find this guide helpful and want to share your appreciation, then please feel free to buy me a coffee, I would massively appreciate it!



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DISCLAIMER

This guide was written based on an installation in a UK 2010 CR-Z Sport. This guide has the intention to help people who are planning a double din installation.

Some wire colours might differentiate between models. You carry out the work at your own risk and I will accept no responsibility for any mistakes that anyone makes. The parts used were correct at the time of this installation (July 2017). This install used a Pioneer double din unit.

Parts required



1. Connects2 wiring harness - CTSH0003.2
2. Connects2 Steering wheel control lead - specific to the unit you have purchased, i.e. Pioneer, Sony etc. If your brand isn't shown then choose a 'multi-lead'.
3. Connects2 radio adapter - CT27AA71
4. Nexxia ISO to RCA adapter - PC2-36-AMP.
This part is only required if your new stereo produces an amplified sound and you have the sub-woofer as standard in your car.
5. Honda double-din fascia panel - 08B00-SZT-510
6. Connects2 CT24UV23 fascia surround - you might find that the surround supplied with your unit will be too big for the Honda fascia, I personally ordered this one and it fit perfectly using some double sided tape to secure.

Tools needed

1. 10mm socket and ratchet/Phillips screw driver.
2. Flat headed screwdriver with masking tape over tip/Prying tools.
3. A few scotch clips.
4. A few wiring terminals are handy.
5. Crimping/wire stripping tool is also helpful but not essential.
6. Tupperware box - super helpful for chucking removed parts into.

Assembling the fascia

1. First of all lets put together the fascia kit from Honda, this consists of a metal cage and hazard switch. 4 x screws to hold the cage on the back of the fascia and 2 x screws to secure the new hazard switch.

You can then slide your new unit in from the front and secure it to the cage using the screws supplied with the unit. On the side of the unit there will be tear shaped screw holes, these are the holes you should be using to secure the unit to the cage.



Removing the stock radio

1. Remove the plastic trim under the stock radio by pulling it quite firmly, one hand either end usually gets it off.



2. Pull down the plastic tray underneath the stock radio (above the drink holders), this usually pulls out quite easily, but a flat headed screw driver with some masking tape around the tip will help pry it out.

Disconnect the wire attached to the light on the panel, you need to push down a small clip to release the plug.



3. Put your head underneath the stock radio to locate a 10mm securing bolt that needs removing.



4. The radio should now pull out, you will need to open the storage compartment to get a good grip on the radio, and give it a good pull, but not too hard because there are cables you need to release.



5. There are 5 leads that need to be disconnected, please note that some of the plugs have clips that need to be pressed to release them:

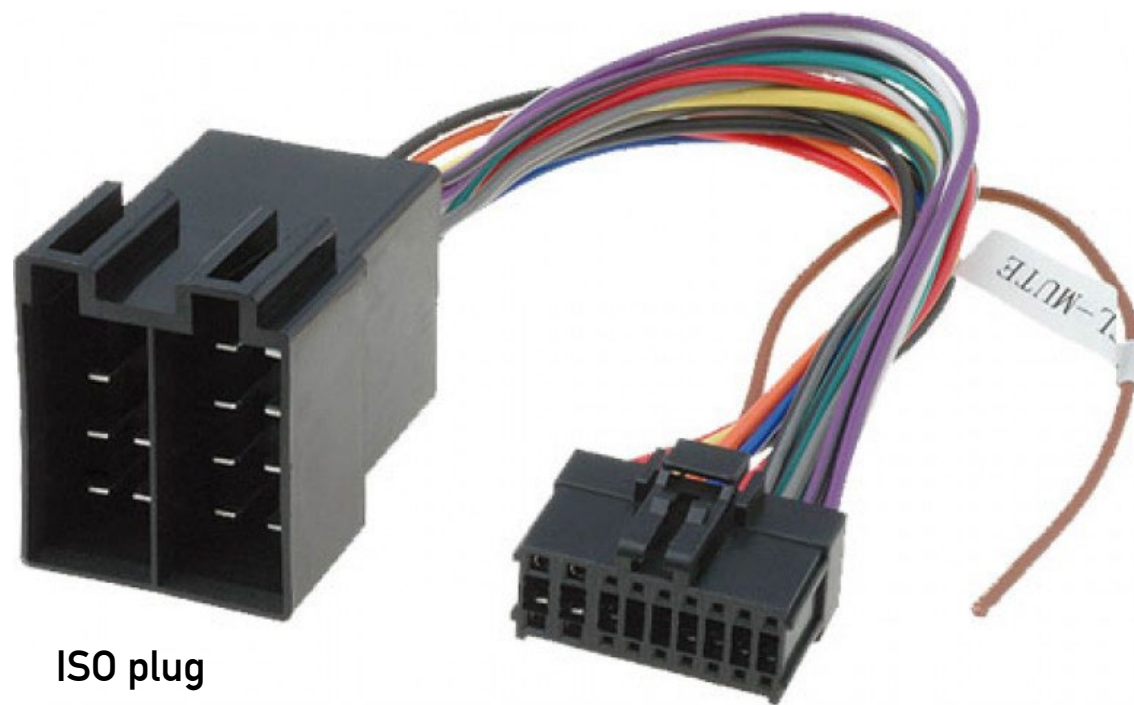
1. The USB socket lead.
2. The main wiring harness (push down small release clip, pull out the white clip and pull the plug out).
3. Aerial lead.
4. Hazard switch lead.
5. Air-bag light lead, bottom centre of the radio (not pictured).



Installing your new unit

Firstly lets try get our head around what wires do what, and why there are so many wires and plugs etc.

1. Your new head unit should come with a wiring harness that plugs in to the back of the unit and also should have an ISO plug, something like the image below.



ISO plug

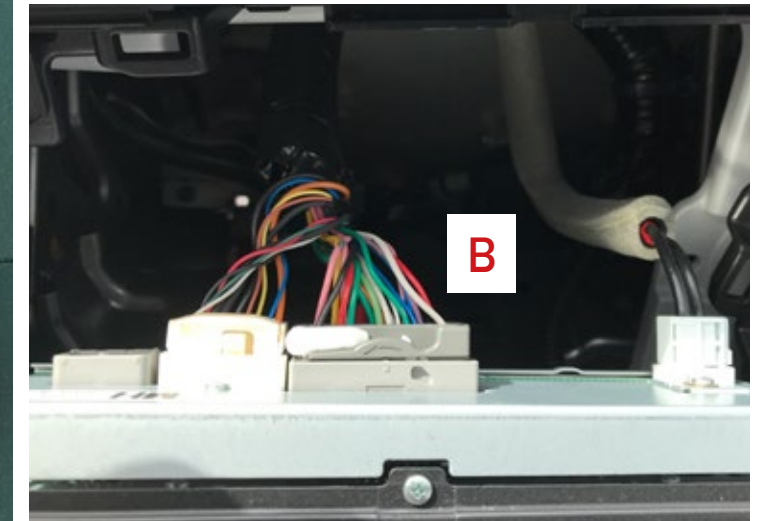
Plugs in to the back of your new unit

As you can see, the ISO plug is split in to two sections, one side is purely for the speaker cables (Green, Purple, Grey and White wires) these are broken down into front left, front right, rear left and rear right speakers.

The other side of the plug holds the constant power, switched power, illumination and ground wire - these are usually written in very small writing on the wire.

What connects to what?

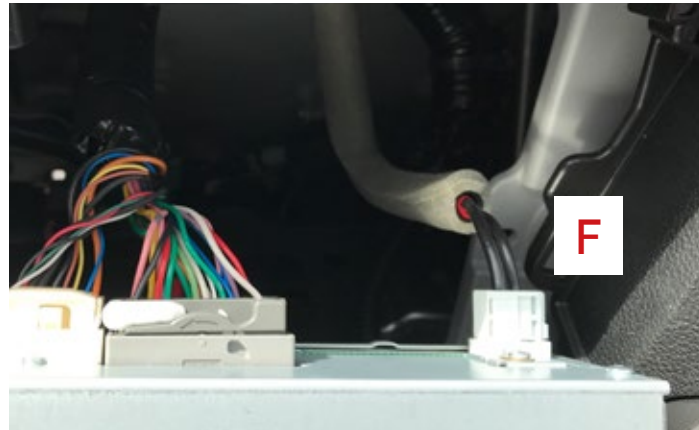
1. Socket A on the connects2 wiring harness connects to plug B inside the car that you removed from the stock radio.



2. Plug C plugs into the socket D on the connects2 wiring harness - this is the steering wheel control lead.



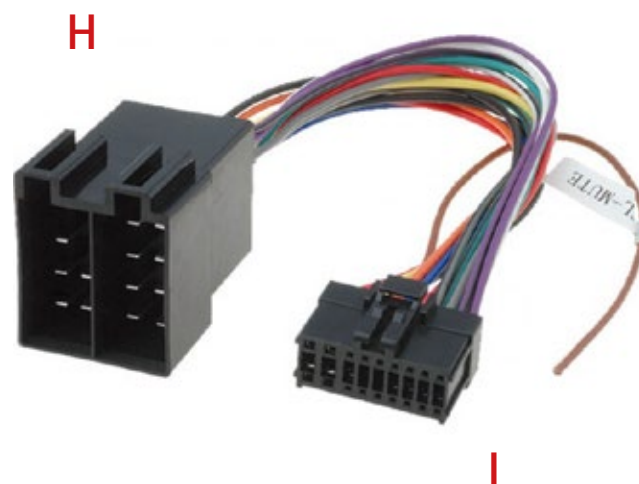
3. The Aerial wire socket E connects to the aerial wire F removed from the stock radio earlier.



4. Now this is where things can get a little daunting - but don't panic it's easier than you might initially think.

4a. IF your new head unit doesn't have a built in amplifier OR you do not have a sub-woofer as standard then you can connect plug G to the socket H on the wiring harness that came with your unit. You can also connect plug I into the back of your new unit.

You can now skip to point 5.

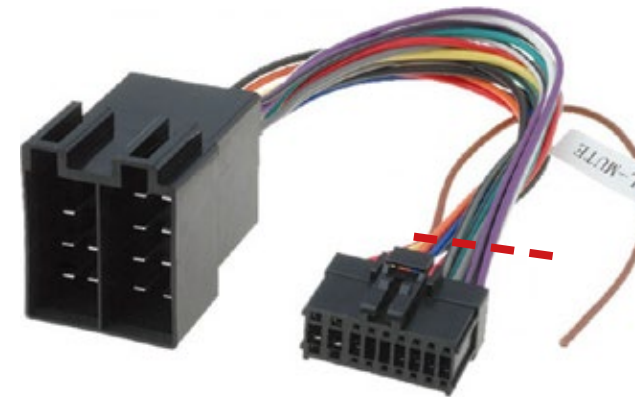


4b. HOWEVER if your new unit has a built in amplifier and you have a CR-Z with a sub-woofer then some slight modifications will need to be made to ensure that your speakers function properly.

Basically, if your unit has an amplifier built in and you plug everything together like in step 4a, you will get a static hissing through the speakers because the car has a built in amp and effectively you're amplifying the sound twice, hence the hissing - you can even test before going ahead with this step.

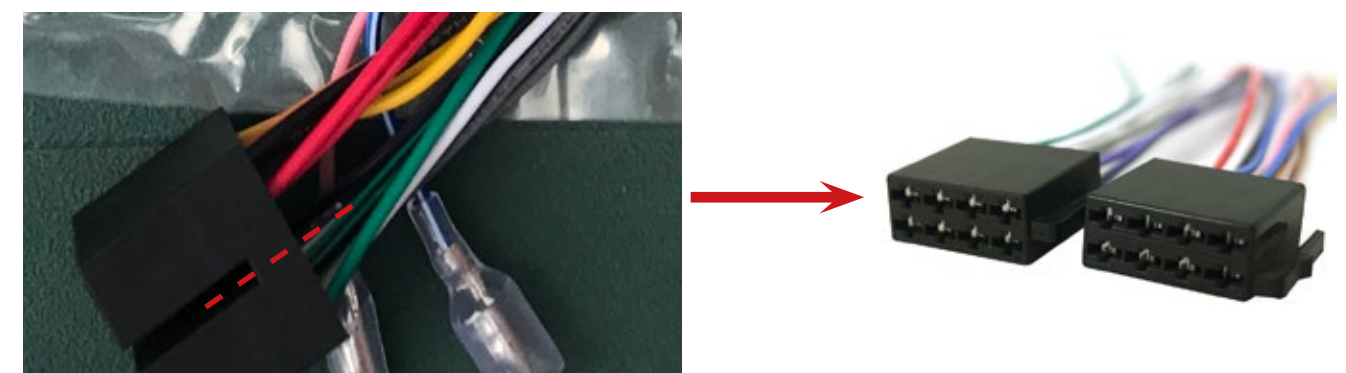
You have two options here:

Either cut the speaker wires from the unit wiring harness as shown in the picture below, you will then have to add male RCA plugs onto each wire (some of these simply screw on).

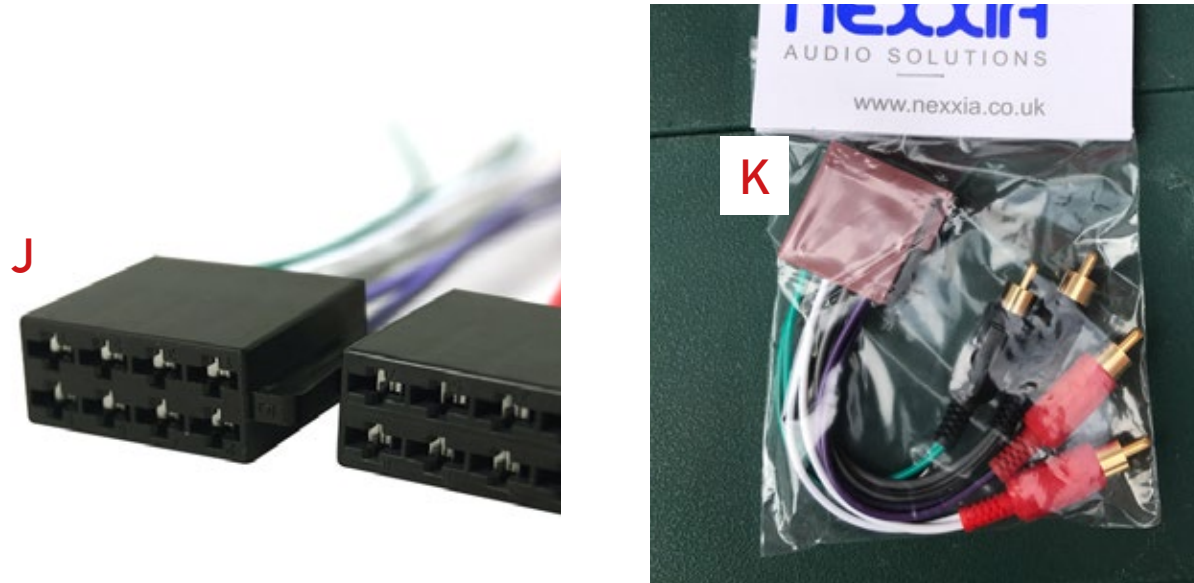


OR you can buy a ISO to RCA adapter like the one listed in the parts section (number 4). You will then simply have to cut the male ISO plug on the connects2 wiring harness to form two separate ISO plugs - this is easily done with a junior hacksaw - being careful not to cut any wires.

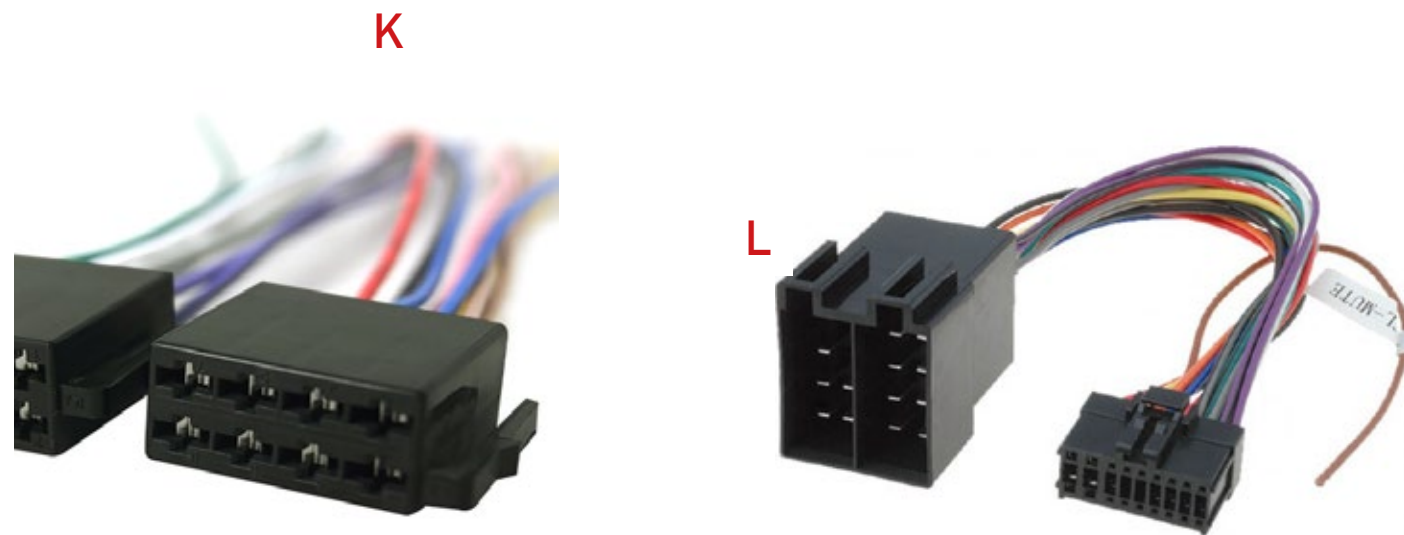
You should end up with something like the below image.



4c. You can now connect J - the speaker side of the ISO block that you just split in two, to K - the ISO to RCA adapter.



4d. You can then connect the other side of the ISO block (K) to the corresponding side of the wiring harness that came with your unit (L).

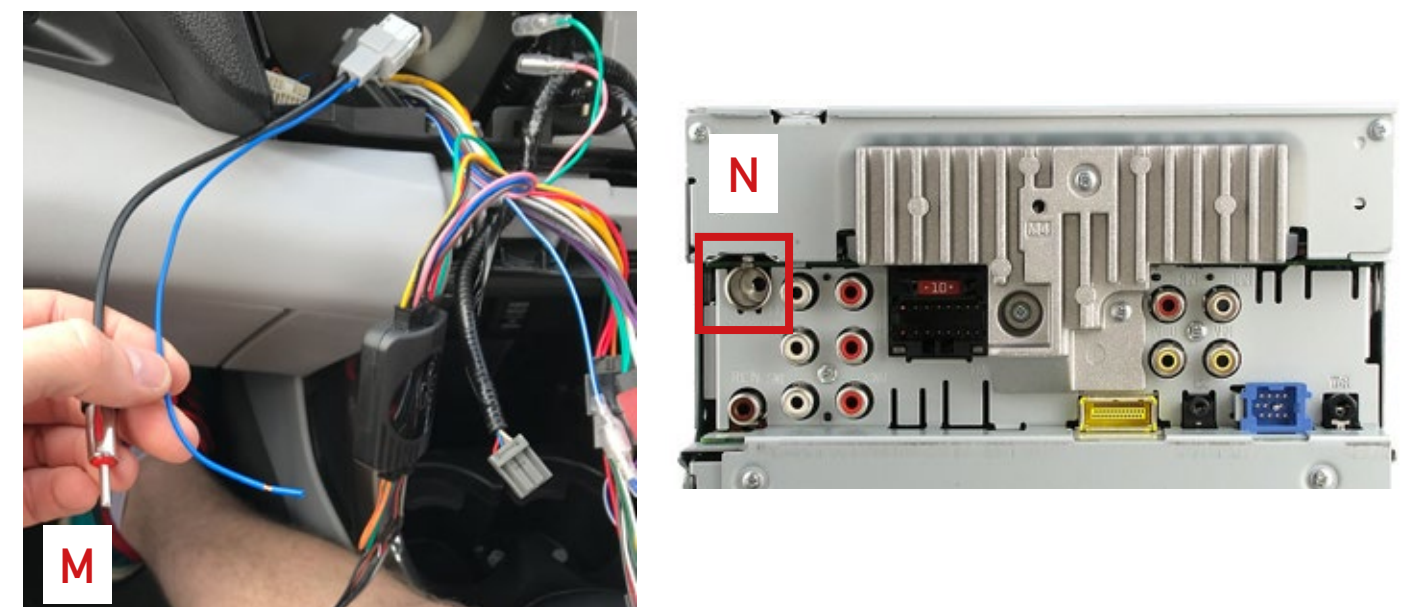


4e. Which ever way you have decided to add RCA plugs to your wiring, you can now connect them to your new head unit. They will either be built into the back of your unit, or they will be dangling on wires from the back of the unit, like the examples below.

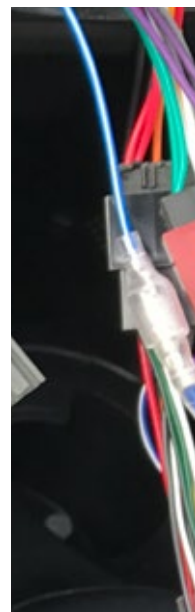
Just make sure you connect the plugs to the corresponding sockets i.e. Front right to front right, front left to front left and so on.



5. Next we just need to connect the blue wire on the aerial lead we installed in step 3 to a positive wire (to give the aerial power) - this is just a red wire on the connects2 harness. Either connect it using a scotch clip, or you can carefully strip some of the wiring casing away from the red wire and wrap a good amount of the exposed blue wire around and electrical tape it together (scotch clip preferred). You can then plug the big metal plug (M) to the socket on the back of your unit (N).



6. There should be a blue and white wire on the wiring harness that came with your new unit, this needs to be connect to the blue and white wire that's on the connects2 wiring harness. There might already be a compatible plug to simply just connect them, or you might have to add your own wiring terminals to them by stripping the wire using a strip/crimp tool, crimping a male terminal on one wire and female on another and connecting them together.



7. If your unit has a parking brake wire like the one below (usually a green wire), this just needs to connect to the cars ground wire which is the black wire on the connects2 wiring harness, if it comes with a scotch clip like the one picture below, simply connect to the black wire, otherwise add your own scotch clip and do the same.



8. Now we can hook up the steering wheel controls, plug the AUX jack on the connects2 steering wheel control lead that you should've plugged in to the main connects2 wiring harness earlier on, in to the steering wheel control socket on the back of your new unit, this is typically labelled 'WR' for Wired Remote.



Everything should now work. If you have an external microphone, then put that in the position where you would like to locate it, and run the wire down the pillar trim, under the steering wheel and to the back of the unit and plug in to the 'mic' socket.

Test to make sure that everything is working as you would expect and then push the unit and fascia back in firmly and reverse the steps for removing the stock radio. Congratulations if you made it this far, you should now have successfully installed your new double din - enjoy!