

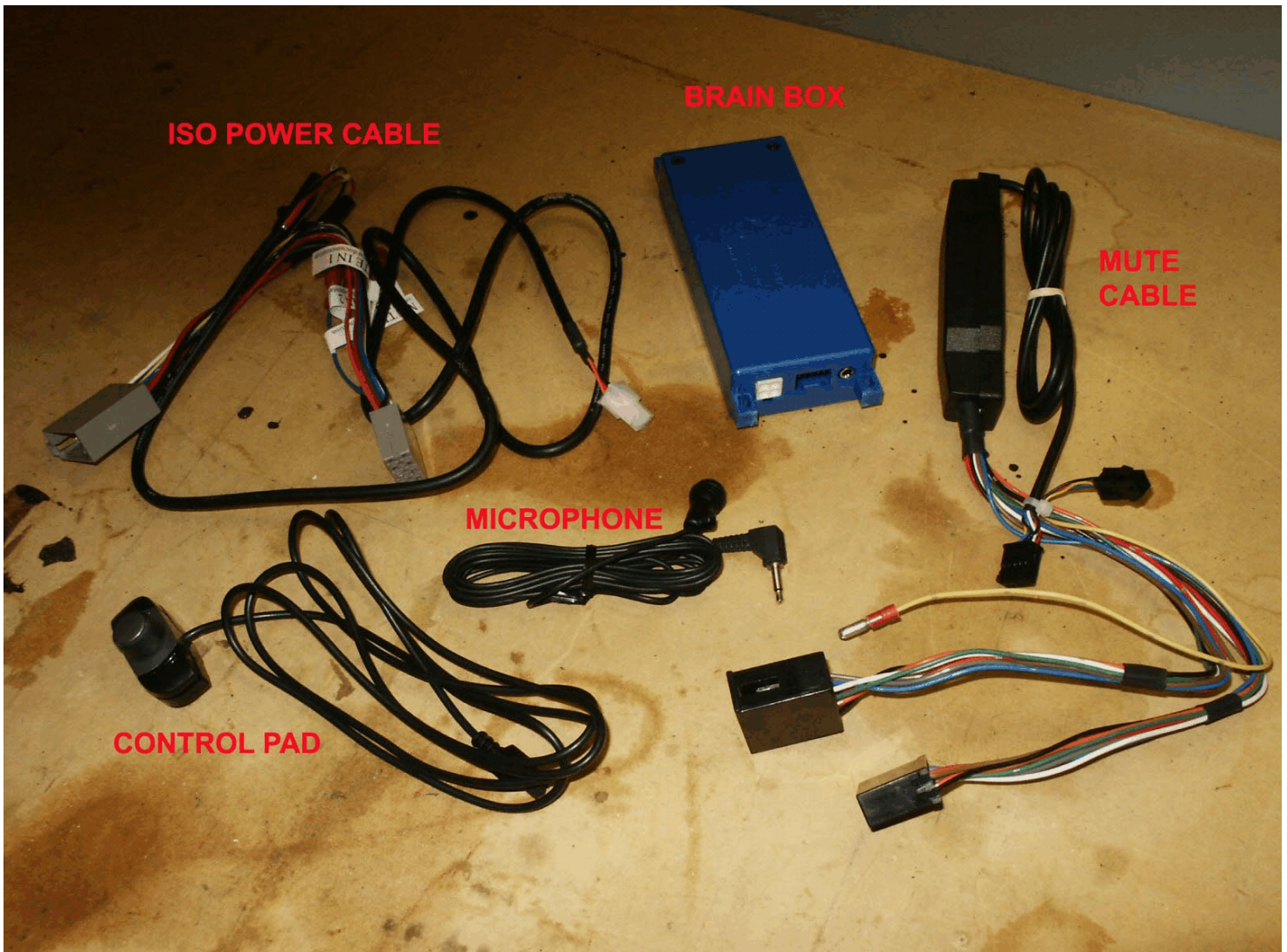
## Install Guide - Parrot CK3000 into a 2005 CTS-V

This is a very straight forward install. The hardest part is running the power to the trunk and tucking the wires for the control and microphone. This work can be minimized however depending on where you mount everything. I have photographed where I put everything and how I did it, because I think this is the best way to do it, you may feel differently. But in principle, you can change the mounting locations and the wiring and such is still the same.

Some notes before you get started:

- You must modify the car to get switched power. There is none readily available (at least not in my car) I will start with this in the next section.
- With this power mod, the bluetooth kit will stay active for 10 minutes after you turn off the ignition. There is no way to avoid this, unless you tap into switched power from one of the fuse panels. This is not covered in this guide, but you can find details at [www.cadillacfaq.com](http://www.cadillacfaq.com).
- This install uses an external speaker, not the car's speakers, and does not mute the radio. When a call comes in, you will have pause or turn down the stereo volume by hand.
- This guide covers the parrot kit. Installation should be the same for any parrot CK3x00 kit, and similar for a Motorola or Nokia car kit. They draw the same power as the parrot (ground, 12v constant, and 12v switched). And they have a control pad and microphone you will have to locate as well. Also, I have a 2005 CTS-V. But any 2004-2007 should be the same procedure. If you have a V-6 CTS, again same procedure, but you will not have to install a relay for the power mod. Moving the fuses should be all you have to do.

Here is what is included with the Parrot kit:



We will only be using half of the ISO power cable, we will cut off the iso connectors just before the fuses. And the control pad will have to be cut, and extension wires spliced in. This is because it is not long enough to reach from the trunk to where I have it mounted. If you mount the brain box under the dash, you will not have to do this.

## SECTION 1, TRUNK LINER REMOVAL

First you have to remove the eight cargo net tie down screws. Four per side



Then remove the spare cover, and the black plastic trim from the lower trunk opening. Just pull up on it, and it will snap off.

Fold the rear seat backs forward. Slide the trunk liners (highlighted below) bottom first towards the center of the car. Go as far as you can, then pull the top down. Keep doing this until it is free.



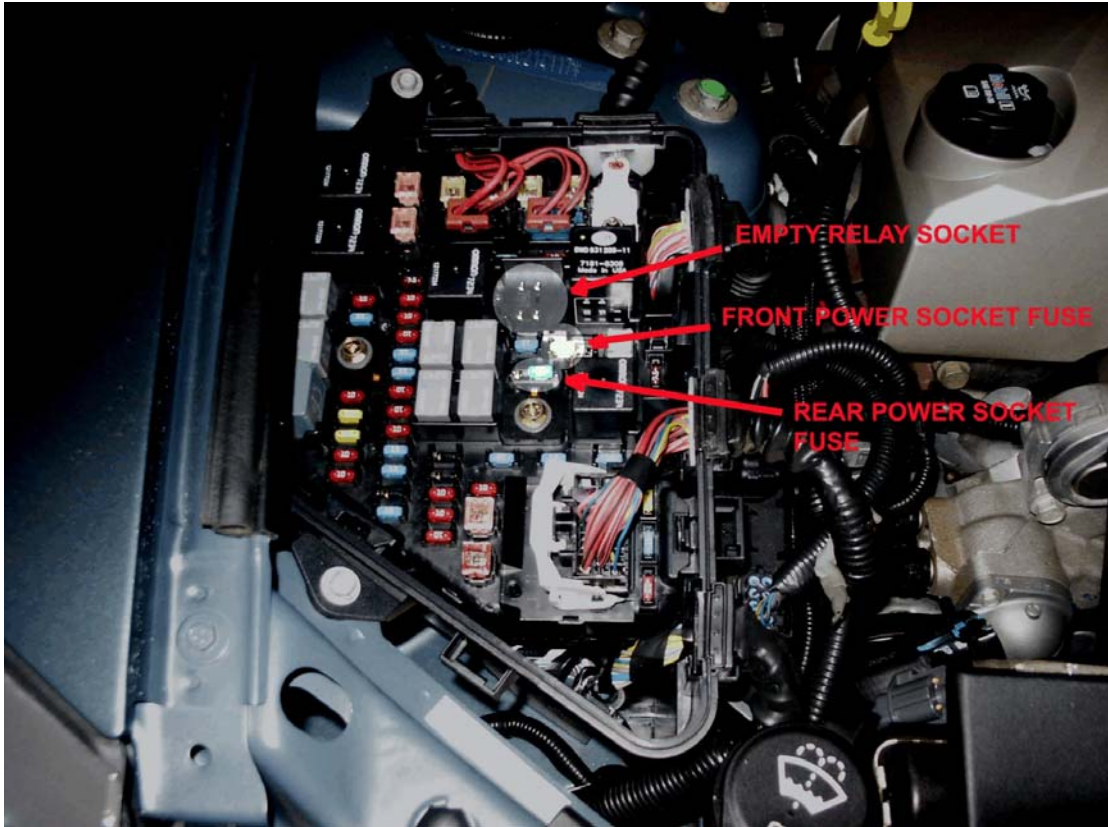


## SECTION 2 - RAP (retained accessory power) MOD

This mod will change your interior accessory power sockets (cigar outlets as GM calls them) from the constant 12v as they come from the factory, to RAP. When you shut off the ignition, they will retain power for 10 minutes, then power off. Note: unlike the radio, which will retain power for 10 minutes or until you open a door, these will stay on for 10 minutes even if you open the door, then lock them etc.

Credit for this mod goes to the cadillac faq <http://www.cadillacfaq.com/faq/answers/accpower.html>

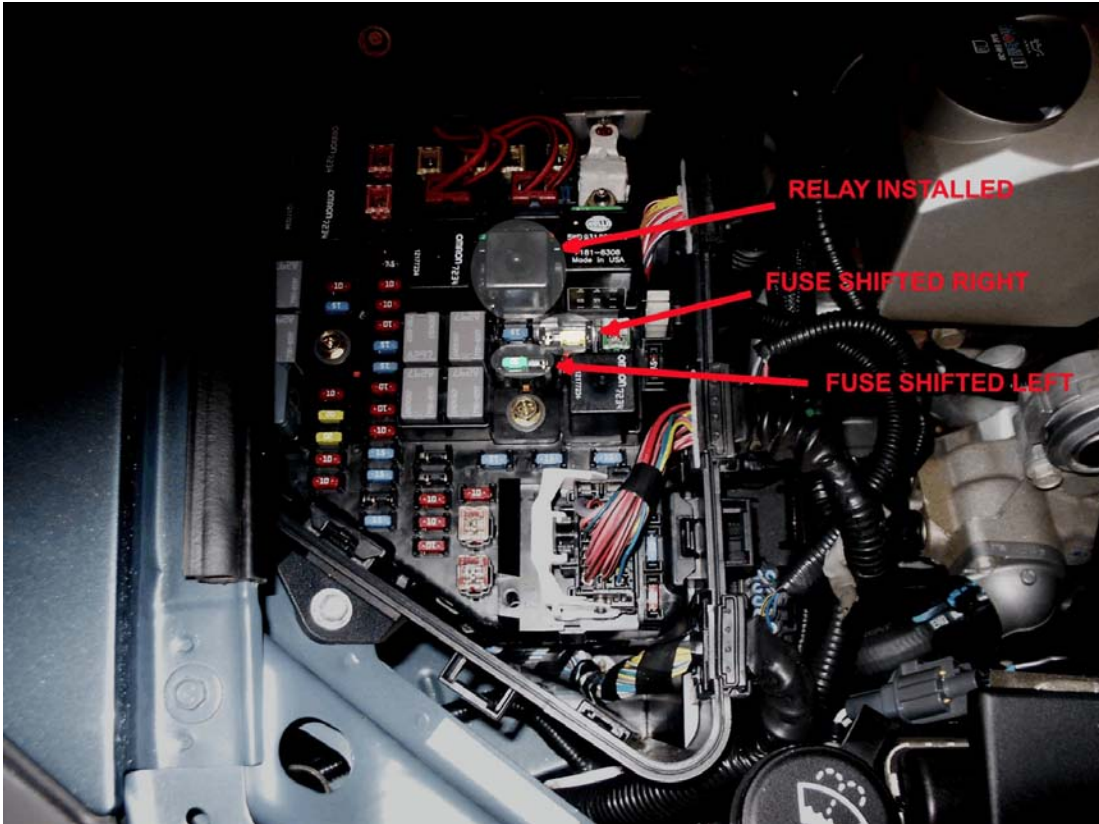
First remove the cover from the underhood fuse block, this is what you should see:



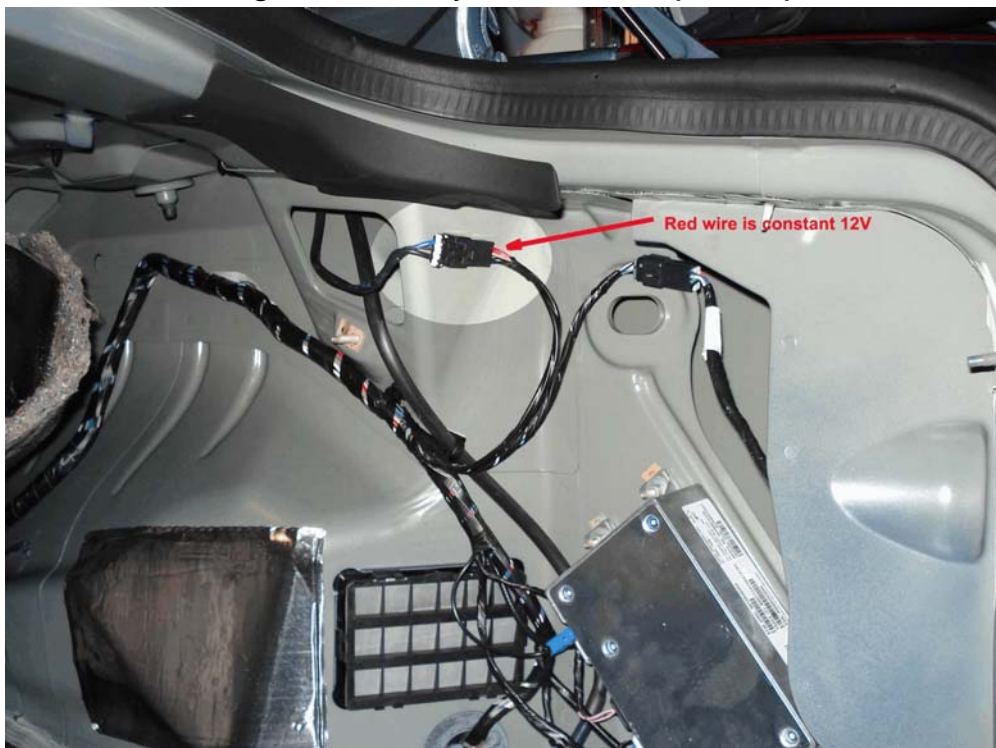
You need to purchase a relay to install in the empty space. You can get it from <http://www.gmpartsdirect.com/> part number 12177234. Or you can get it from Pep Boys, part number R3109.



Install the relay as shown below, then move the green fuse to the left. You now have switched the rear seat outlet (the one we will be using) to RAP. You can move the yellow fuse for the front outlet to switch it to RAP, or you can leave it as is for constant power. For the purpose of this guide, it does not matter and is purely your discretion.



The RAP mod is now complete. Just one note: before you do this, examine the sunroof power connector highlighted below. In my car, it is a red wire. Others have reported they have a blue wire. If yours is red, then it is like my car and it is constant power, and you should move on. If it is blue, then it may be switched accessory power (check with a multimeter to confirm) and you skip the next section and the RAP mod and simply tap into this wire and run it to the orange accessory wire on the parrot power cable.



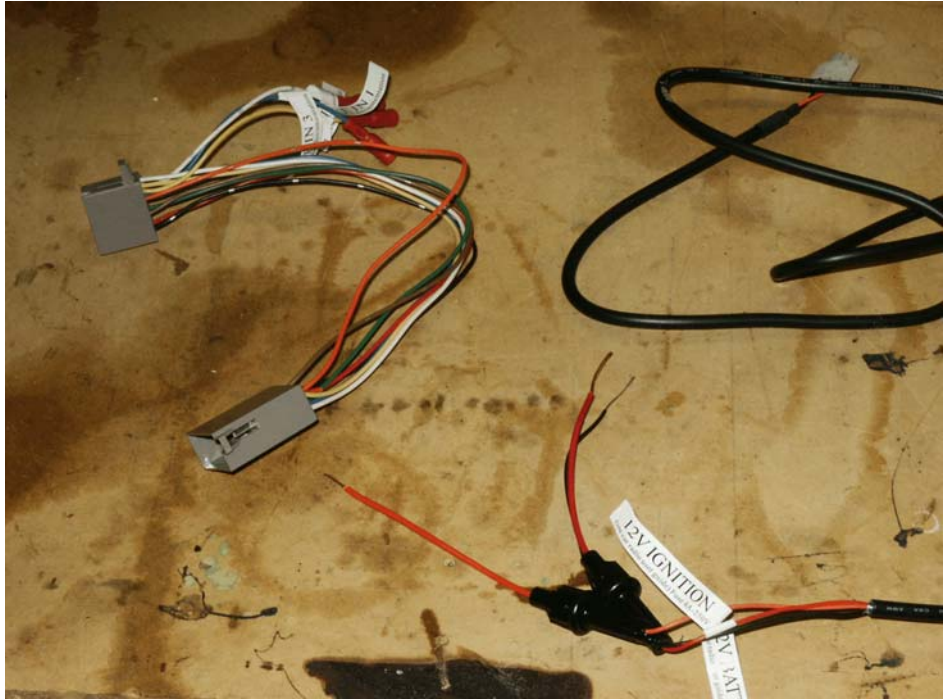


## SECTION 3 - POWER CONNECTIONS FOR THE PARROT BRAIN BOX

Below is how I have made the power connections. If you mount your brain box in the front, you could draw your power connections from the front accessory outlet. To do that, simply pull the console plate where the HVAC controls are, it will snap off. You can splice into the red and black wires (rap 12v and ground) to get your power. Note: if you do not get a constant 12v (you can get one from the back of the radio) and simply use rap, some features of the parrot kit will not work (like voice tags).

Prepare the power cable. Since we are not plugging this into an iso radio, cut the iso connectors off, leaving the fuses in place.

The iso connectors (as well as the one on the mute cable) will actually plug into the back of the radio. However, the leads do not exactly match up. And there is no switched power going to the radio anyway. However, you could rewire this harness and use it if you are mounting your brain box under the dash.



Mounting in the trunk:

I did this just so I would not have to pull the dash apart and work within it's cramped confines. The trunk is easily accessible and has plenty of space to mount stuff and work in.

Left side of the trunk showing the amp:

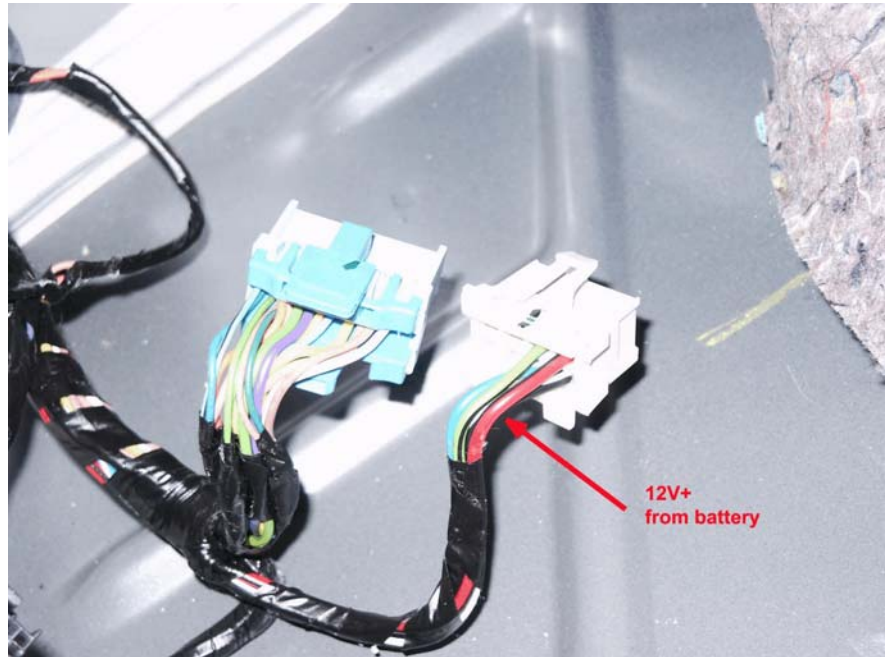
I removed the amp (three nuts) just to make removing the connector easier. You could pull the left connector without removing the amp, but pressing on the release tab (which faces away from you) is very difficult.



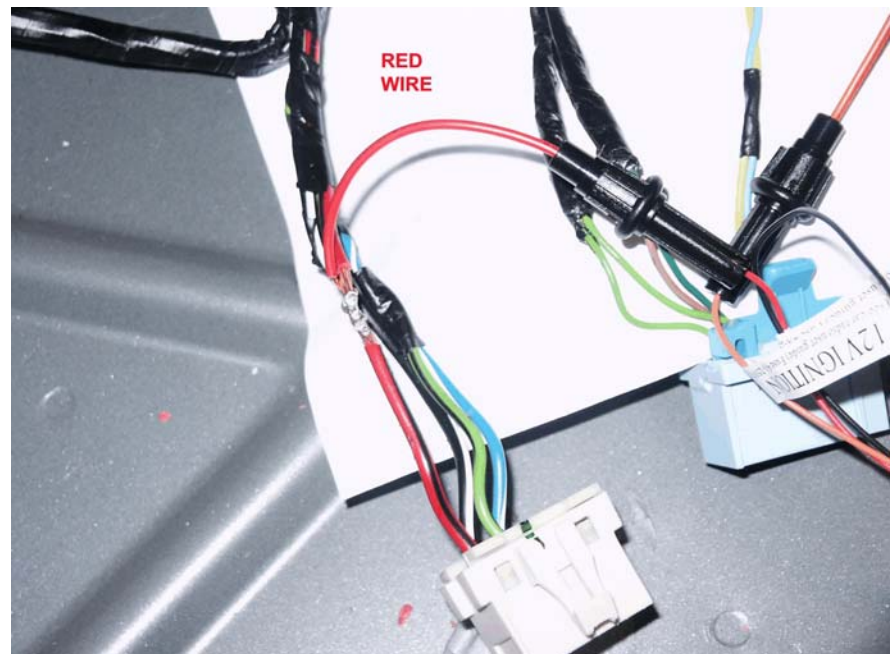
Here is the amp removed, the power connector is highlighted. Use a screw driver to push the tab in, and the connector slides right out.



We are interested in the red wire with black stripe. This is constant 12v. (Note, the connector on the left in this picture is for the speakers, you do not need to remove it)



Splice or solder in the red wire from the parrot kit (Moto and Nokia kits also use red) which is your constant 12v power.





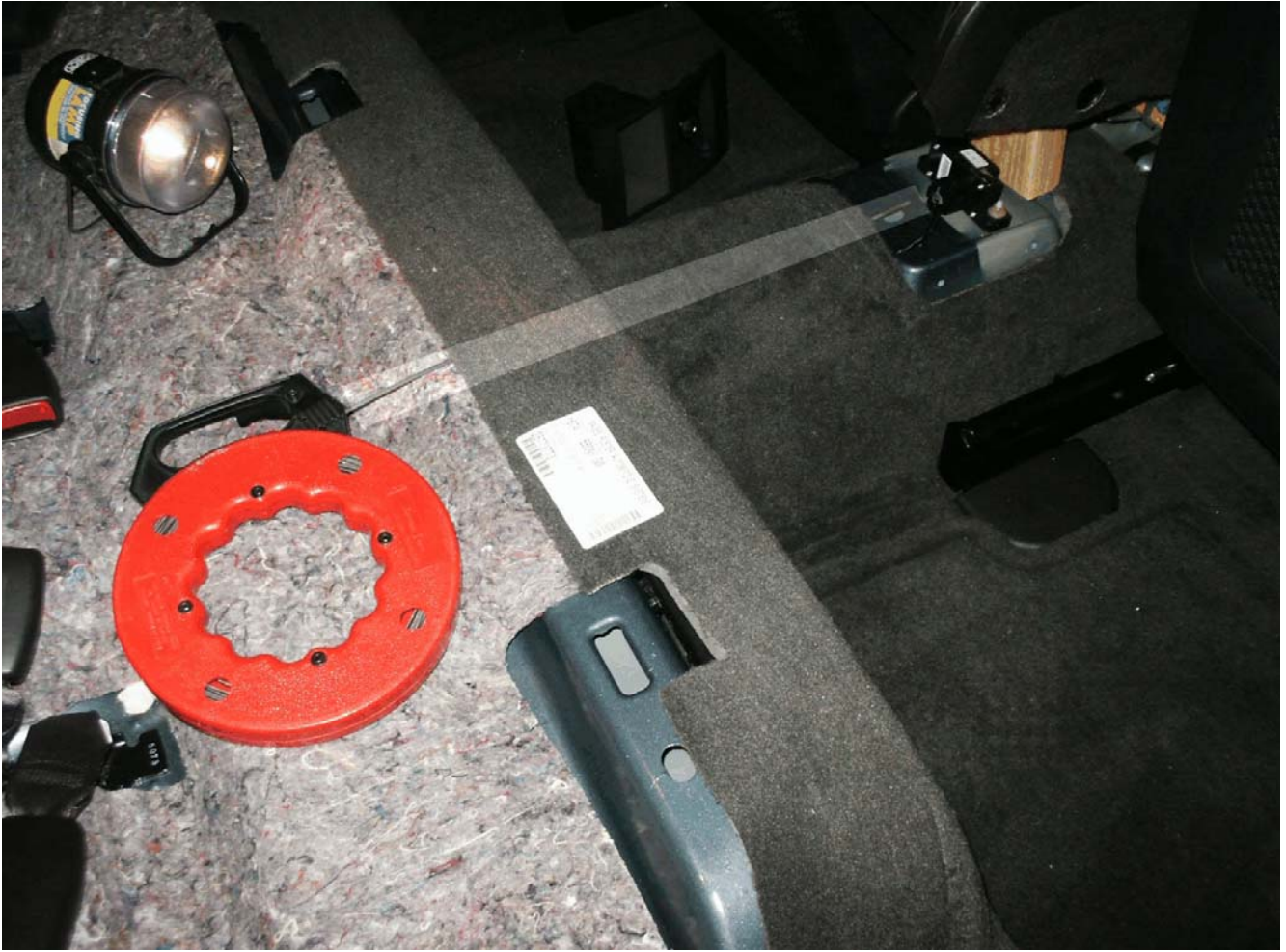
To get our ground, make a 2-ft long black wire and crimp a ring connector one end. Splice or solder this to the black wire from the parrot kit (Moto and Nokia are black as well). Unscrew the 10mm hex screw from the side wall of the car, just to the left of the amp, and slip the ring connector onto it, screw it back in.



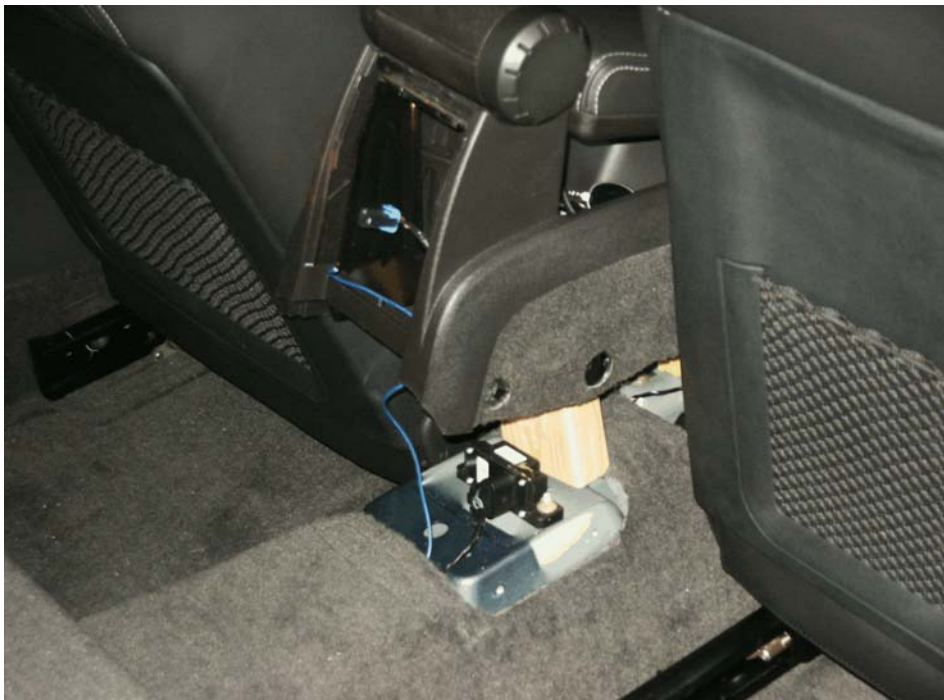
Now we need to draw our switched power, which we will get from the rear power outlet (which thanks to the power mod in section 2, is now RAP). Start by sliding the front seats all the way forward. Now go into the back seat footwells and find the black caps on the center console. Remove them to expose two screws. Remove the two screws from both sides of the console (four screws total.) While you are back there, remove the rear seat bottom. Pull up on the front, it will snap out of place. (There are no screws holding down). Angle it up, work the seat belt latches out the back, and take the whole thing out.



Now lift the console up. You can use a block of wood to support it. Feed a fish tape (if you don't have one, a metal coat hanger will work) as shown below. Get some blue wire, and pull it through.



Now you need to remove the trim plate for the outlet. Reach underneath the console, there is a plastic cross support just underneath the trim plate's storage bin. Push up firmly on the storage bin, and push it out through the opening. It should snap out. Then remove the connector from the outlet.

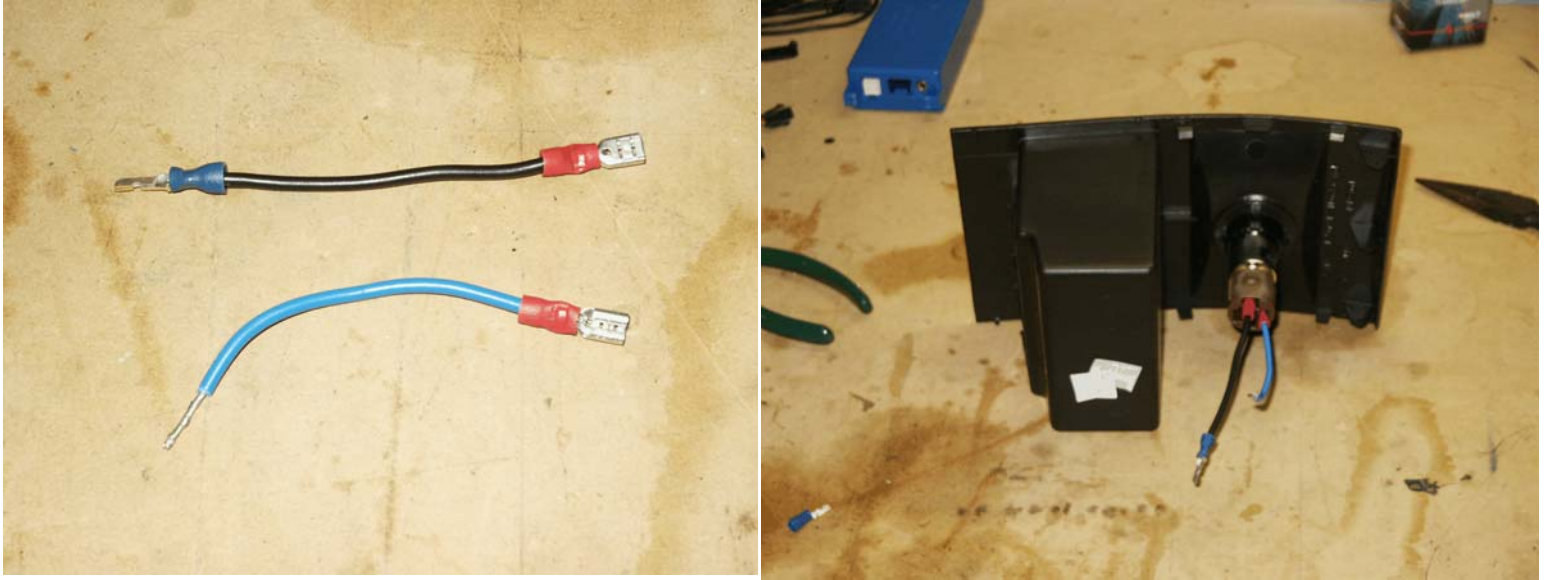




You could unwrap the tape and splice into the wires from the connector. But I chose instead to make jumpers.

You will need 1/8" spade connectors. Since I only had 1/4", I simply grinded down the male connectors.

Attach these jumpers to the outlet as shown:



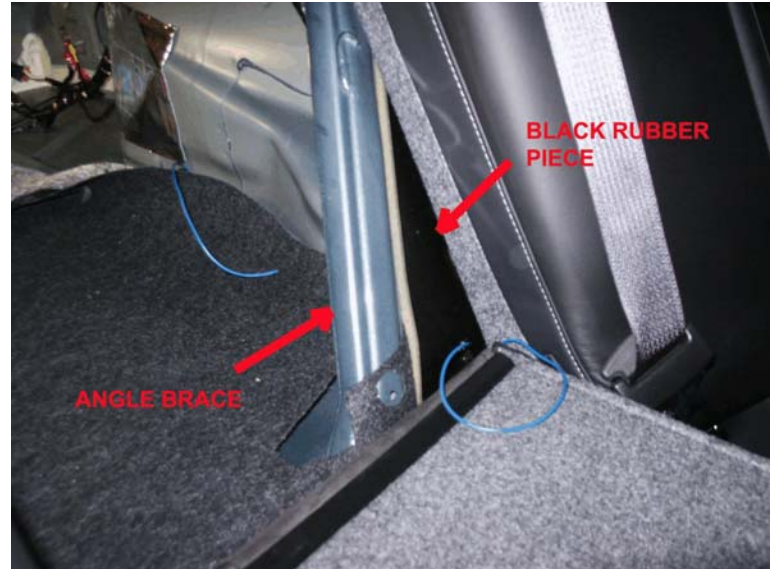
Leave one end of the blue wire bare as shown, this will connect to the blue wire you just ran in previous step with another male spade connector.

Attach the blue jumper to the blue wire in the car, then connect both jumpers to the harness from the car as shown below:

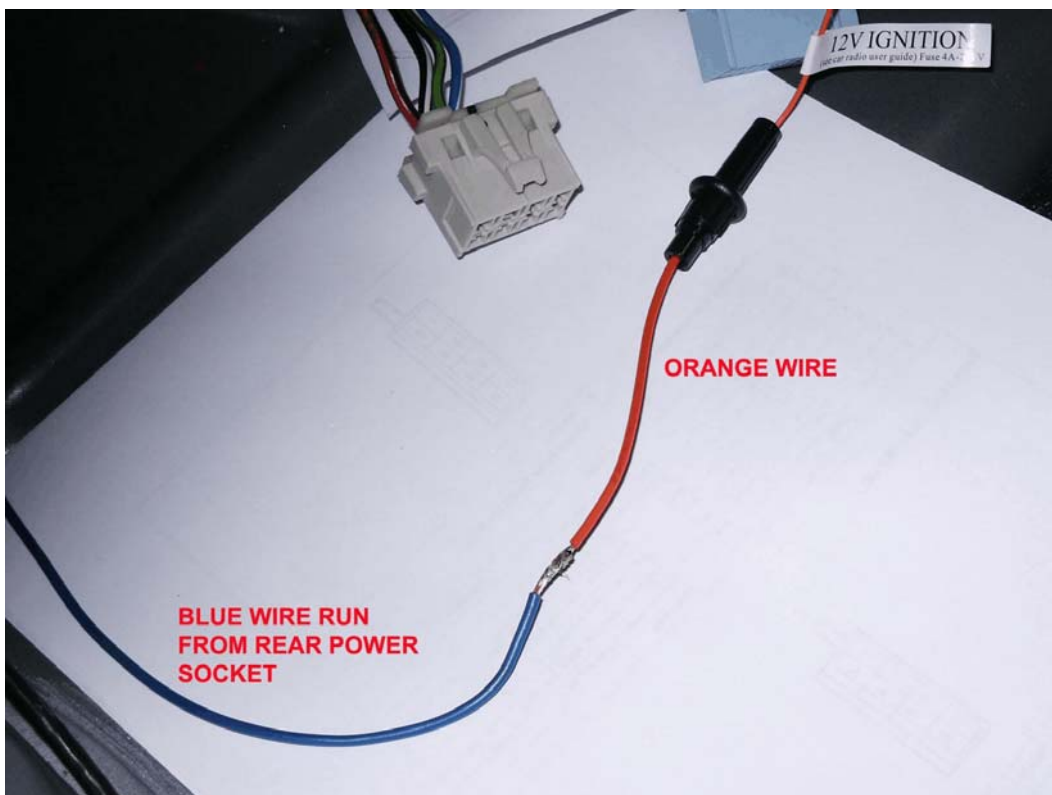


I wrapped the connector and spades with electrical tape, since they did not feel solidly in place with my grinded connectors, to keep them from coming off. Make sure there is no power going to the outlet (or disconnect the blue wire from the harness you just plugged the spade connector into) otherwise you could blow a fuse if you touch the blue wire to the chassis.

Run the blue wire underneath the sound blanket, and then feed it up between the folding and fixed sections of the rear seatback. Then fold the seat down and run the wire between the black rubber and the angle brace. Or punch a hole in the rubber and feed the wire through as I have done.



Run the wire along the sidewall of the trunk, tape it in place. The last step is to connect this blue wire to the orange switched power wire of the parrot (I believe this would be the green wire on Moto units and blue wire on Nokia - check to be sure).





## SECTION 4 - MICROPHONE AND CONTROL PAD

If you choose to mount your brain box in the trunk like I have, you will have to extend the control pad on the parrot. They only give you 5.5 foot cord, and you need about 9 feet. Whatever the length of the microphone wire is, because that one is long enough. If you mount the brain box under the dash, you will not have to do this. Just run the wires down the A-pillar and then around the dash and underneath.

Extending the control pad wire:

Cut the wire, then use a razor to slice and peel back the outer cover. Then separate and expose the wires.



Get some 5 foot section of wires and splice or solder them together (Four wires total). I recommend soldering and do it cleanly, because you will have to tuck this wire into the seams of the headliner. You will have a hard time tucking big clumps of solder or splice connectors.



Mount the control pad and microphone. I chose the small clip for the microphone. Pull back the headliner at the windshield just slightly and slide the clip on. For the control pad, I chose the plastic wire cover above the rearview mirror. It has an opening to feed the wire through so you don't see it, and it is conveniently in your peripheral vision. This is nice since we don't have a radio mute, you will see the buttons flash whenever a call comes in.

Pull the plastic cover off by pulling on both sides, wiggle it a little, and it will pop off. That exposes a metal bracket with a notch on top. Place the wire from the control pad in there, route it up into the headliner by pulling on the headliner slightly and pushing the wire in. Then replace the plastic cover.



Next route the wires for the mic and pad along the headliner towards the driver side A-pillar. Do this by slightly pulling on the headliner, then use your fingers to push the wires in and down so they stay. If you don't push them in far enough, they will keep sliding out. Then pull on the top of the A-pillar slightly and push the wires in around the top. You can remove the plastic cover on the pillar that says airbag, then remove the screw behind it, then the a-pillar will pop off. I did not want to mess with that though and did not see the need anyway. If you mount your brain box under the dash though, you will probably have to remove the pillar.



Next start tucking the wires into the space between the rubber trim and the headliner. I have highlighted the path in the picture below. Use the same procedure on the B-pillar as you did on the A-pillar.



Keep tucking after the B-pillar along the headliner, and continue tucking down the C-pillar until you get to the black plastic trim. Again pull at it slightly and tuck the wires in. Then push them into the space between the fixed seat back and the C-pillar. If you reach around the left side of the fixed seatback (with the folding seatback folded down) you meet your hands in there somewhere to pull the wires the rest of the way through.

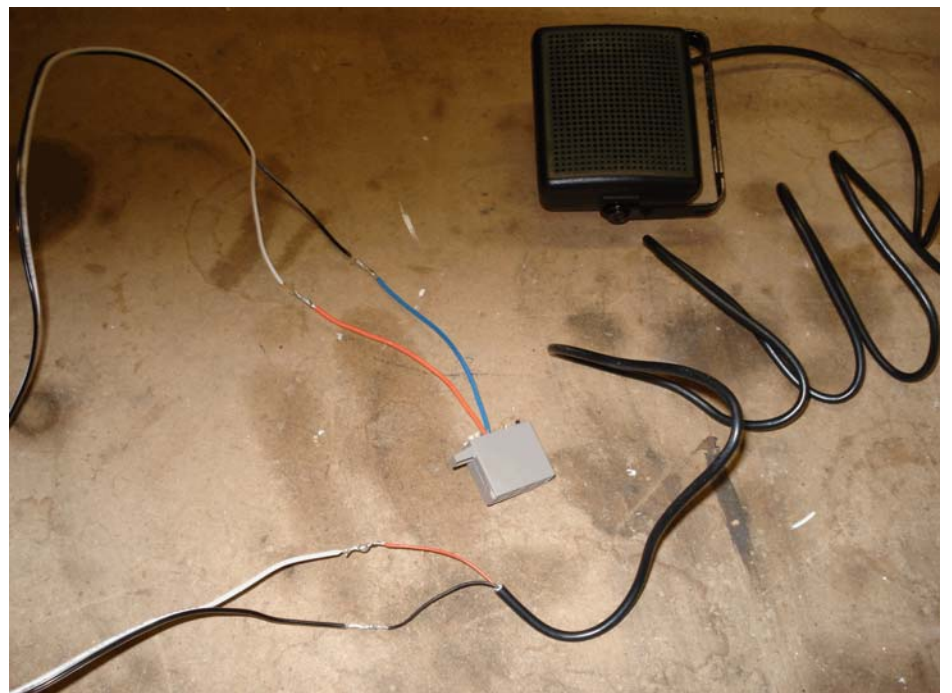


## SECTION 5 - EXTERNAL SPEAKER

The Parrot does not come with an external speaker. The Moto and Nokia units do. There are places that sell external speakers for the parrot. [www.installer.com](http://www.installer.com) and <http://mobilecityonline.com/> both do. I had an old nokia speaker lying around, so I decided to use that one. It does work, but has a different connector. Nokia uses a 3.5mm connector, parrot uses an iso connector on the mute cable. (Nokia does not have a mute cable, the speaker plugs directly into the brain box, but you can buy non-Nokia made mute cables to work with the Nokia. I have one in another car. I only mention this here because if you have a Nokia phone, the Nokia bluetooth works better with it than any other. I know from experience. But the Nokia does not work very well with non-Nokia phones.) I am not sure what the Moto uses.

I cut off the connector, exposed the wires, and since I was doing this, added an extension since the cable was only 5 feet long. In retrospect, I really did not need an extension. I do not know how long the cable is for parrot speakers. (If you buy the parrot speaker, you can obviously skip this step.)

For a connector, use the male iso connector you cut off the power cable (the male is the one with the metal sockets, not the metal pins.) Make sure you use the male, not the female. You need to plug into the female socket on the mute cable, which is the speaker output. (The male connector on the mute cable is audio input.) Splice or solder the wires as shown. Cut off the rest of the wires on the iso connector. Also, you will have to cut off the clip on the top of the connector, since it will not line up with the slot on mute cable's female connector. Don't worry they still snap firmly together even without the clip.





Where you mount the speaker will determine how you run the wire. Since this is only a temporary install while I wait for Reed's onstar interface box, I decided just to leave the speaker on the rear center hump. As it turns out, this is a very good place. It is out of the way, exposed (so the sound quality is good, as opposed to being tucked underneath the dash) and far enough from the microphone so your caller does not get feedback.

Run the wire under the sound blanket and up to where you pulled the mic and pad cables from.



Route them all around the black rubber piece just as you did the blue rap wire.



**CONGRATULATIONS! You are done running wires!!!**

## SECTION 6 - FINAL MOUNTING AND CLEANUP

Go into the trunk and tidy everything up. Wrap your power wires to protect them. Replace the amp (if applicable). Mount the brain box and plug in the power connector and the mute cable. Then plug your speaker into the mute cable. Wrap and mount everything. This is how mine looked when done (on the driver side wall of the trunk):

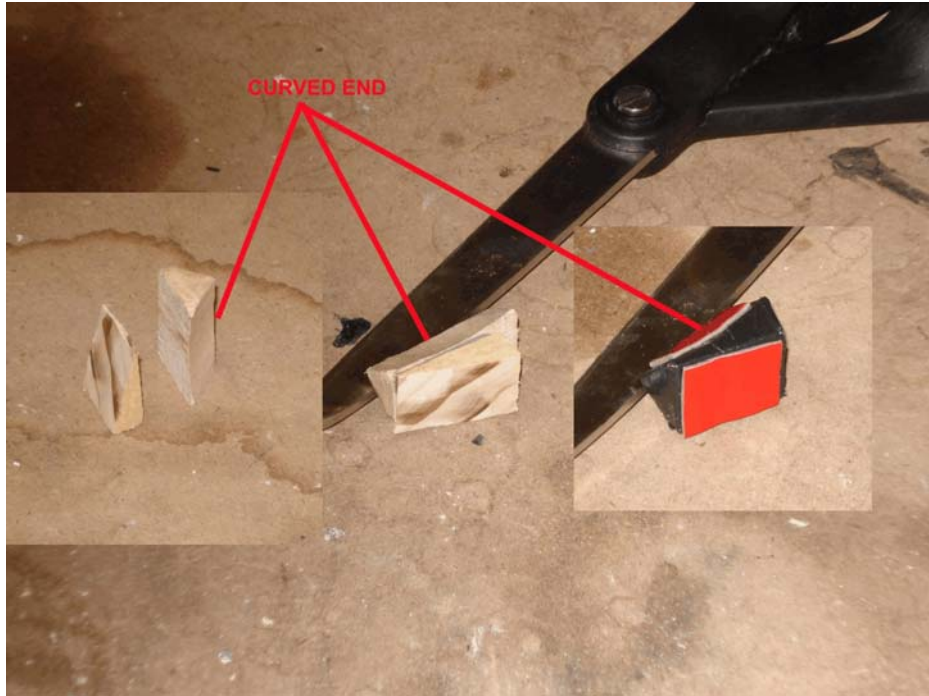


Replace the rear seat. I wedged the speaker between the seat and center hump. It is very securely in place.





For the control pad, you can stick it to the aforementioned black plastic cover above the mirror. It is not a good angle though. So I cut a couple wedges of wood. You have to contour one side to match that plastic cover so it sticks well. The second wedge is to angle the pad towards the driver seat. I use 3M auto tape, because it is really strong. Tape the two together, then wrap in electrical tape to make it black (or paint it, but I did not feel like waiting for paint to dry).



More 3M tape to stick it to the plastic and stick the pad to the block. Now the control pad is in the perfect spot, angled directly towards the driver seat.



And that is pretty much it. I have had no problems with sound quality or clarity. If you have questions, feel free to email me at [jimmyh@eml.cc](mailto:jimmyh@eml.cc)