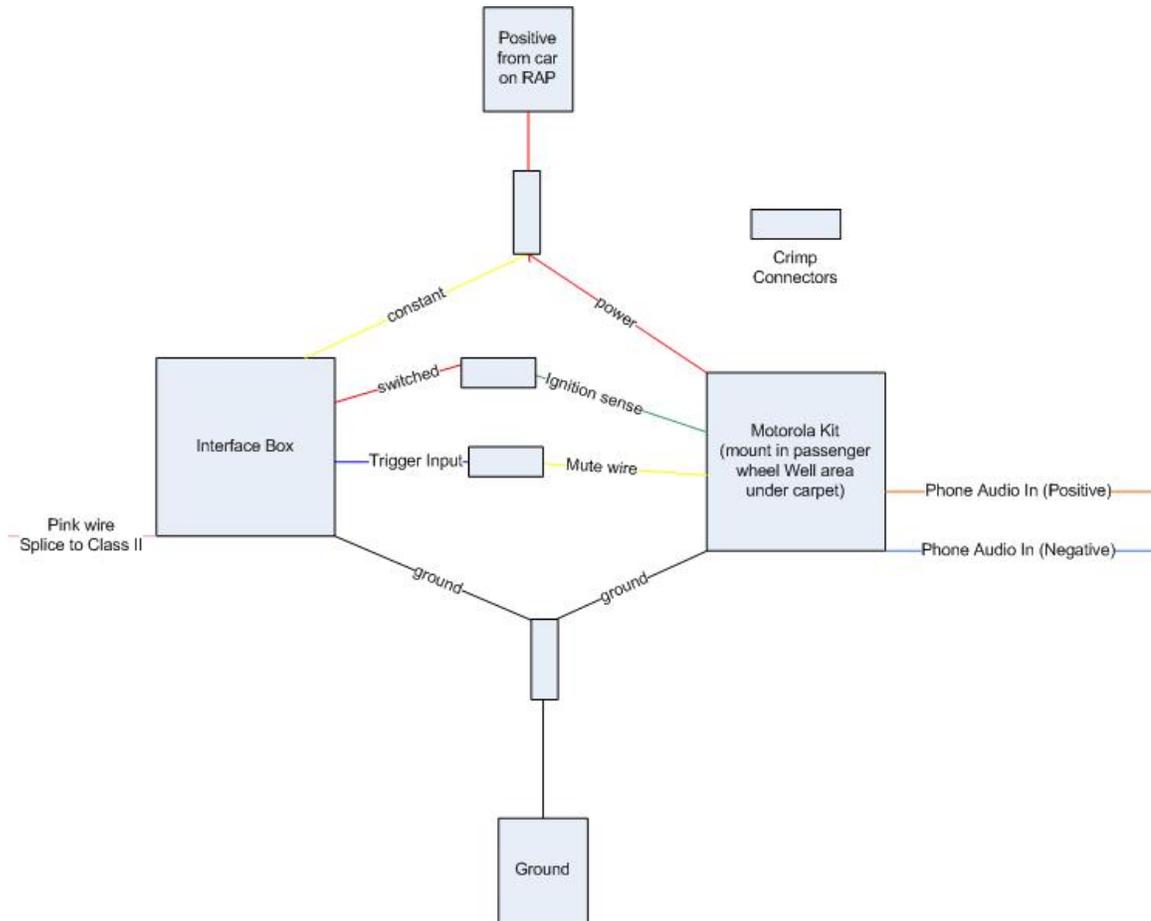


1. Wire the Harness on the bench. Follow the wiring diagram below:



**Summary:**

1. Splice the Interface box Blue wire to the Moto Kit Yellow wire
  2. Attach the Black ground wires on both kits together into ONE side of a splice connector
  3. Splice the power wires (interface box red and yellow, moto kit Red and Green) into ONE side of a splice connector
2. Once the harness is connected together begin work on the car.
3. Remove the lower AC/ Cig lighter bezel following the instructions here:  
<http://www.cadillacfaq.com/faq/answers/radbezel.html>

**IPOD Kit installed:**

On the ipod kit, you will need to tap into the XX (purple on the radio) color wire that goes into the ipod it. This is the class II interface wire. Use a scotch splice tap to the Pink wire from the Bluetooth interface kit. So pink wire on the Bluetooth kit to the XX

color wire in the ipod kit. This will keep you from needed to remove the radio completely.

### **IPOD KIT NOT INSTALLED**

Remove the radio so that you can get to the connector at the back. Using a scotch splice tap, connect the pink wire from the interface kit to the PURPLE wire on the back of the radio that goes into the Blue/Green/yellow connector. They may be two purple wires going into this connector, but either will work.

It's connector C1, pin 8 or 11 if you want to trace it and the diagram is here:

<http://www.cadillacfaq.com/faq/answers/pdf/connectors.pdf>

Once you have routed this wire, you can re-install the radio, but keep the bottom AC bezel off.

4. Next use scotch splices to tap the red and black wire that come from the back of the cigarette lighter. Instructions are here:  
<http://www.cadillacfaq.com/faq/answers/stackpower/index.html>
5. Connect the Red wire from the cigarette lighter to the other end of the crimp connector that you put all of the positive power wires into (Top of the above drawing)
6. Connect the Black wire from the cigarette lighter to the other end of the crimp connector that you put all of the GROUND wires into (bottom of the above drawing)

The harness is now almost completely connected into the car. You should only have a blue and a orange wire from the Motorola kit that are not connected to anything.

These wires will be run into the trunk to inject the audio into the stereo system. Get about 10-15 feet in two colors (orange and blue recommended) of standard 16 gauge wire (gauge CAN vary, its up to you). Use crimp connectors to attach the end of the Orange and the Blue wire to the wires you purchased. Now run these two wires under the steering wheel, down and behind the kick panel and tuck the wires under the door sill until you reach the driver side (left) of the trunk. Follow the same procedure that you did when you ran the red wire for the iPod kit.

Once in the rear of the trunk, remove the spare cover.

Remove the trunk sill:



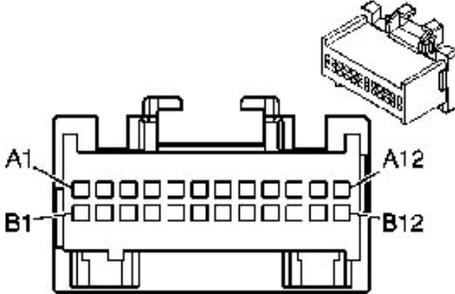
Remove all of the cargo net holders on the left side of the car:

Peel back the gray cover... You will not be able to remove it entirely because there are two pieces holding it on behind the rear seat. However, you do not need to completely remove it. You just need to pull it away enough to get to the amplifier which is behind it.



Once you have access to the amplifier, remove the wiring harnesses from the amplifier.

Identify and locate the wires in Pin A12 and B12. use the diagram here:

Audio Amplifier C2 (U57)			
			
Connector Part Information		<ul style="list-style-type: none"> <li>• 12110206</li> <li>• 24-Way F Micro-Pack 100 Series (L-BU)</li> </ul>	
Pin	Wire Color	Circuit No.	Function
A1	--	--	Not Used
A2	WH	1959	Left Rear Midrange Speaker Output (-)
A3	TN	1859	Left Rear Midrange Speaker Output (+)
A4	TN	1856	Left Front Tweeter Speaker Output (+)
A5	YE	1956	Left Front Tweeter Speaker Output (-)
A6	L-BU	1960	Front Center Speaker Output (-)
A7	YE	1860	Front Center Speaker Output (+)
A8	PU	1952	Right Front Tweeter Speaker Output (-)
A9	L-GN	1852	Right Front Tweeter Speaker Output (+)
A10	TN	1855	Right Rear Midrange Speaker Output (+)
A11	OR	1955	Right Rear Midrange Speaker Output (-)
A12	L-BU/BK	659	Cellular Telephone Voice Low Reference (UE1)
B1-B7	--	--	Not Used
B8	L-GN	1948	Right Low Level Audio Signal (-)
B9	D-GN	1947	Left Low Level Audio Signal (-)
B10	TN	511	Left Low Level Audio Signal (+)
B11	L-GN	512	Right Low Level Audio Signal (+)
B12	D-BU	658	Cellular Telephone Voice Signal (UE1)

Once you have identified these wires, use a scotch splice to connect the ORANGE wire to B12 and the BLUE wire to A12. This will allow the sound from the Motorola to come through the stereo system.

While you are working in the trunk, on the right side of the trunk, peel back the gray cover to reveal the onstar module. **YOU MUST DISCONNECT THIS or the kit will conflict with the onstar module and cause a DTC code.** Disconnect the wiring harnesses connected to the onstar module.

Now, all of the wires from the harnesses should be connected to something.

In the passenger wheel well, peel back the carpet like so...



Not place the Blue Motorola interface below the dark plastic piece.

Note: I did not mount the Motorola kit. I just placed it there. The weight of the carpet is enough to keep it in place. You can choose to mount it wherever you like if you have a different idea.

Next run the end of the harness that connects to the Motorola kit down to the blue box and connect it.



Also connect the control pad to the moto kit. Here is where I chose to place it.



**Run the microphone:**

I chose to mount my microphone next to where the onstar mic is on the overhead console.



Ignore my laziness in the above photo. I did have the black wire run under the headliner piece at one time, but I removed it since I was adjusting positioning to find the best positioning of the microphone. You can easily run the wire behind the overhead console and then along the front top of the windshield.

Remove the overhead console by carefully pulling on it. (if you need help with this, see the instructions here: <http://www.cadillacfaq.com/faq/answers/v1install.html>)

Next run the wire across the front of the windshield tucking it into the headliner. Next remove the A pillar by carefully prying the “airbag” plastic snap off and removing the bolt behind this.

You can now easily run the wire down the a pillar to below the dash, across to the center stack area and connect it to the moto kit harness. The wire is just long enough, so don't leave too much slack in any one place.

Now, everything should be connected:

1. Interface box to power, class II and moto Box
2. Motorola box to power, control pad, and the rear amplifier
3. Microphone to moto box

Now, turn the car to the ACC position, turn on the radio and it should work. You need to press the M button on the moto control pad to pair the phone and then it all should work like a breeze...

**Few items of weirdness.**

Sometimes the kit takes a second to initiate onstar mode so the message from the moto box "phone 1 connected" may be partial like ".ne 1 connected." This didn't bother me since I don't care to know that the phone was connected. I assume that it is.

When you first turn off the car, the kit is still connected and powered on. It does not essentially "go off" until the RAP dies in about 5-10 mins. So, if you are 5 feet away from the car, and answer the call right after stopping the car, the phone may think it is playing through the car, when it is not since the radio is powered off. I just click my phone off "speaker" mode and take the call on my headset. Since the radio does not have power (you have opened the door) you will not be able to hear the call so you need to take it in handset mode on your phone (ie phone to the ear).

I would make sure that you did this mod  
<http://www.cadillacfaq.com/faq/answers/accpower.html>  
Before you install the kit. This will assure that the cigarette lighter where you pulled all your power from **turns off** after 10 mins with the RAP and the moto kit/ interface go off.

Here is a full diagram for reference:

