

## Jazzy Engineering Aux-in Accessory for 2005/06 Subaru Legacy & Outback Radios Installation Instructions

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First check that your package includes everything listed below for proper installation.

### Package Contents:

- Aux-in Accessory Board
- 4" 14-wire ribbon cable (plugged into board)
- Silent CD
- This installation manual

Throughout this install, there are steps that require the use of tools. Recommended tools and materials to obtain before installation are listed below:

- Philips head screwdriver
- Flat head screwdriver
- Magnetic pickup tool
- Flashlight
- Electrical Tape
- Towel or cotton shirt
- Zip ties (for securing cables)

### Additional Recommended parts:

- Stereo patch cable (commonly 1/8" male stereo to RCA male)
- Ground Loop Interrupt (GLI - recommended to eliminate alternator noise caused by car chargers & transformers)

**DISCLAIMER:** *This board is in no way approved by Subaru or Fuji Heavy Industries. There are no guarantees stated or implied that this accessory will not cause damage to you, your stereo or vehicle. This accessory may void the warranty on your factory stereo. The seller of this accessory cannot be held liable for damage the consumer does to the radio or vehicle from installation steps or use of the accessory. Installation steps outlined in this manual are for entertainment & hobby use only. For official recommendations on dismantling parts of your Vehicle, see your authorized Subaru dealer. Proceed at your own risk.*

## REMOVE THE CDS

For the initial installation steps, it is not necessary to have the accessory board available. Set it aside in a safe place and then proceed to your vehicle with the recommended installation tools. Before you begin taking apart your car, **remove all the CDs from the radio** so that they won't move inside the radio while it's outside of the vehicle and cause a jam.

## REMOVE FACTORY STEREO

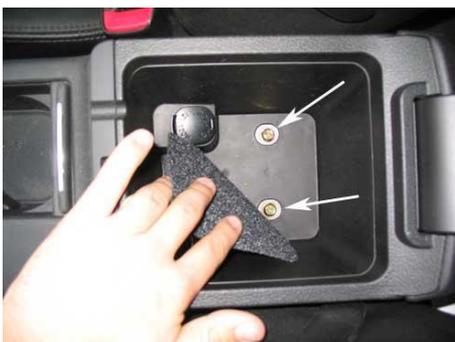
To gain access to the stereo mounting screws, several pieces of interior trim must be removed first.

*(Note: removing the armrest & handbrake cover isn't necessary if you have a manual transmission because there is more space around the shifter to pull up the trim piece surrounding it without using the bottom edge (next to the seat heater switches). If access to the armrest area isn't necessary for your installation, auto transmission owners can also avoid removing the armrest & handbrake and remove this trim piece using an "L" shaped tool like an Allen wrench. Slip the tool in the gap left by removing the chrome ring (next page) and pop up the outside trim piece.)*

Start by engaging the emergency brake. Grasp the trim for the brake firmly and pull up to unclip the snaps holding it in place.



Next, empty the contents of the armrest cubby and remove the carpet on the bottom of the cubby to reveal two mounting screws. Removing these screws will loosen the rear of the armrest, and then only two plastic clips hold the front. Firmly grasping both sides of the front of the armrest and tugging straight up should dislodge both of these clips. It's unnecessary to completely remove the armrest, simply move it back a few inches to better reveal the transmission mount trim.



The next steps will vary a bit depending on if you have a manual transmission or an automatic. For manuals, just unscrew the shift knob and pull the shifter boot off. For automatics, place some electrical tape over a flat head screwdriver to prevent scratches and remove the chrome ring around the shifter by gently prying on both sides of the trim with the screwdriver until it comes out.



Once the shifter trim is removed, use the same screwdriver to pop up the rear end of the trim surrounding the shifter. Once the back is popped up, the whole thing should lift out. Automatics need to put the key in the ignition & foot on the brake to shift into neutral to remove this part (it is not necessary to turn on the engine). At this point you should lay a towel or old shirt across the trim pieces to help prevent scratches.



Once this piece of trim is removed, two screws are revealed holding each piece of trim that runs up the length of the radio. Remove these two screws and each piece should simply lift out. The clips holding them in place pop right out as you lift each length of trim, revealing the 6 screws holding the radio in place.



Once the 3 screws on each side of the radio are removed (6 total), the whole radio should come out easily. There are several plugs at the back of the radio to disconnect before you can remove the radio from the car however.

*(Note: 1CD radios with manual climate controls have 4 additional screws located on the side brackets that must be removed to disconnect the climate controls from the radio assembly before it can be removed from the vehicle.)*



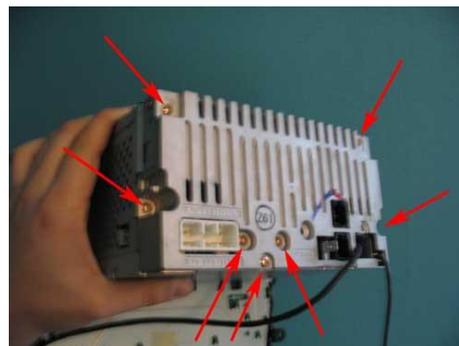
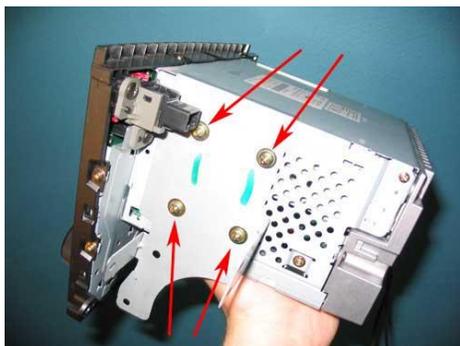
The main radio harness is the big white plug going into the back. There's also a grounding plug, two HVAC plugs, the antenna plug (which is hidden back in the lower left hand side of the radio pocket) and the hazard switch plug.

## DISASSEMBLE FACTORY STEREO

Once the radio has been removed from the car, it can be disassembled to gain access to the components inside where the accessory board will be installed.

**WARNING:** *Internal components of the stereo are susceptible to electric shock. Accessing them without proper static protection equipment such as a grounding mat and wrist strap puts your radio at risk for irreversible damage.*

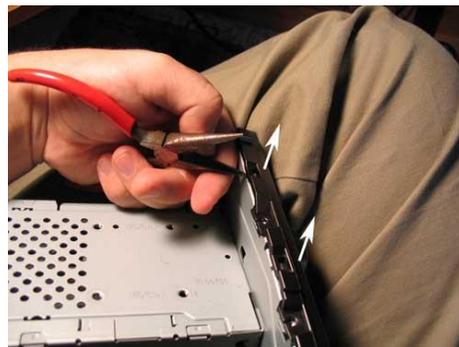
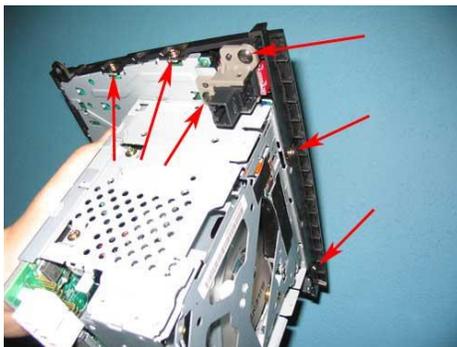
The first step in taking apart the stereo is to remove the mounting brackets on either side of the radio. Both brackets are held in place with 4 screws. Next, remove the heat sink located on the rear of the stereo. 7 screws hold it in place.



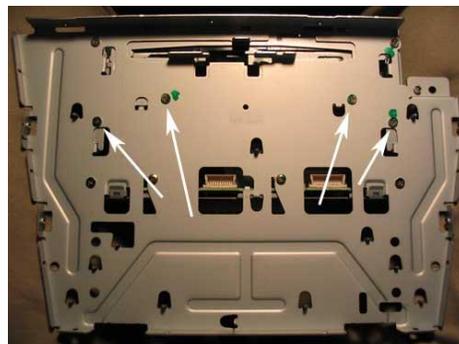
After the heat sink is removed, remove the top lid of the radio by taking out the two screws holding it in place and pop it off by lifting at the pry points indicated on the radio.



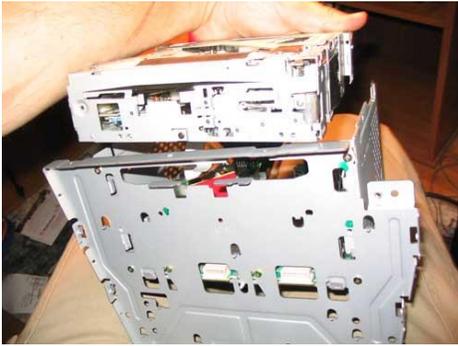
The next step is to remove the face of the radio. Several screws hold it in place including two that secure the hazard switch. Remove two screws for the hazard switch and remove it. Then, remove the smaller screws of the face plate and gently pry up on the clips holding it in place. It's easiest to start with the clips in the middle and work outward, side to bottom to side and then hinging at the top, it should easily lift off. Be careful not to break the clips with too much force.



Once the face has been removed, 4 screws are revealed holding the CD changer in place. They are in the middle near the top as indicated with arrows in the picture. Once these are removed, the CD changer should lift out fairly easily. It may be necessary to gently pull on the sides at the back to free the mounting clips of the changer.



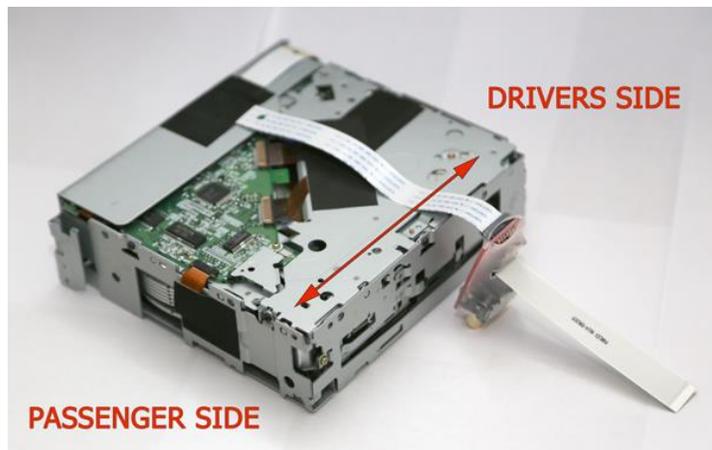
Before removing the CD changer completely, its ribbon cable needs to be disconnected from the radio. Gently pull it straight out from the connector.



Now the radio is completely disassembled & it's ready to add the accessory board.

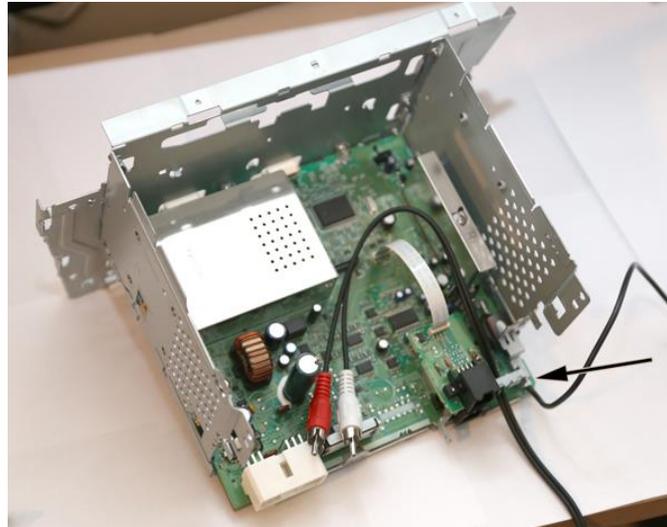
## CONNECT ACCESSORY BOARD

The first step in connecting the accessory board to the radio is to plug in the ribbon cable from the CD changer. The ribbon cables can physically be inserted in either direction, but there are only contacts on one side so it's important to align the board correctly before connecting. With no twists or kinks in the ribbon cable, the RCA jacks should face down in front of the changer; then plug in the cable. In the picture shown, the changer is upside down and the front is facing right.



Now set the changer + board aside for a moment. Next, the stereo patch cord should be routed through the radio. There are numerous ways to accomplish this, and depending on your setup, the exact implementation may vary, so the following example may not fully apply.

For this example, the cable is routed in through an empty plug opening. It's covered by a sticky piece of plastic which is easily removed. Once inserted, feed enough cable to leave a half-loop of slack and (optionally) zip tie it to the plug frame for additional support.



Once the patch cord is prepared, set the radio & changer + board next to each other. Plug the stereo patch cable into the aux port on the accessory board and then plug the provided shorter ribbon cable into the connector on the radio that the CD changer ribbon was removed from earlier. Again, make sure all the ribbon cables are straight and the RCA jacks are on the side of the aux-in board facing the radio (the CD changer plugs into the bottom of the aux-in board).



Carefully reassemble the CD changer to the radio taking care not to let the board or cables hit anything. The ribbon cables can also easily be tugged out of contact. Once the CD changer is slid back into place, put the 4 screws back in to secure it in place. To replace the face plate, it's easiest to start by aligning the top and carefully push it back into place until all of the mounting tabs click.

## TEST THE ACCESSORY BOARD

Now, before you put everything completely back together, go out to your car and test it by plugging in the white stereo harness plug. You should hear the CD changer start up and count the CD's as soon as you plug it in. Turn the car's electrical's on, plug in an auxiliary sound source, load the silent CD and try it out. If you have any problems, eject the CD, take it back apart and verify you've got the ribbon cable direction correct and the auxiliary patch cord is securely plugged in and not grounding any components on the radio.

Once everything is working perfectly, reassemble the radio following the disassembly instructions in reverse. The rest should be fairly straight forward.

Put the reassembled stereo back into the vehicle, taking care to make sure all the previously mentioned plugs are reconnected (especially the hazard switch, grounding plug & antenna, which can be somewhat hidden). Don't forget to hook up or appropriately route your new aux-in patch cable to your desired source location. Reinstall all the trim, play the silent CD and you're ready to go!

*(Note: If the only CD in the changer is the silent CD, it will repeat indefinitely, automatically.)*