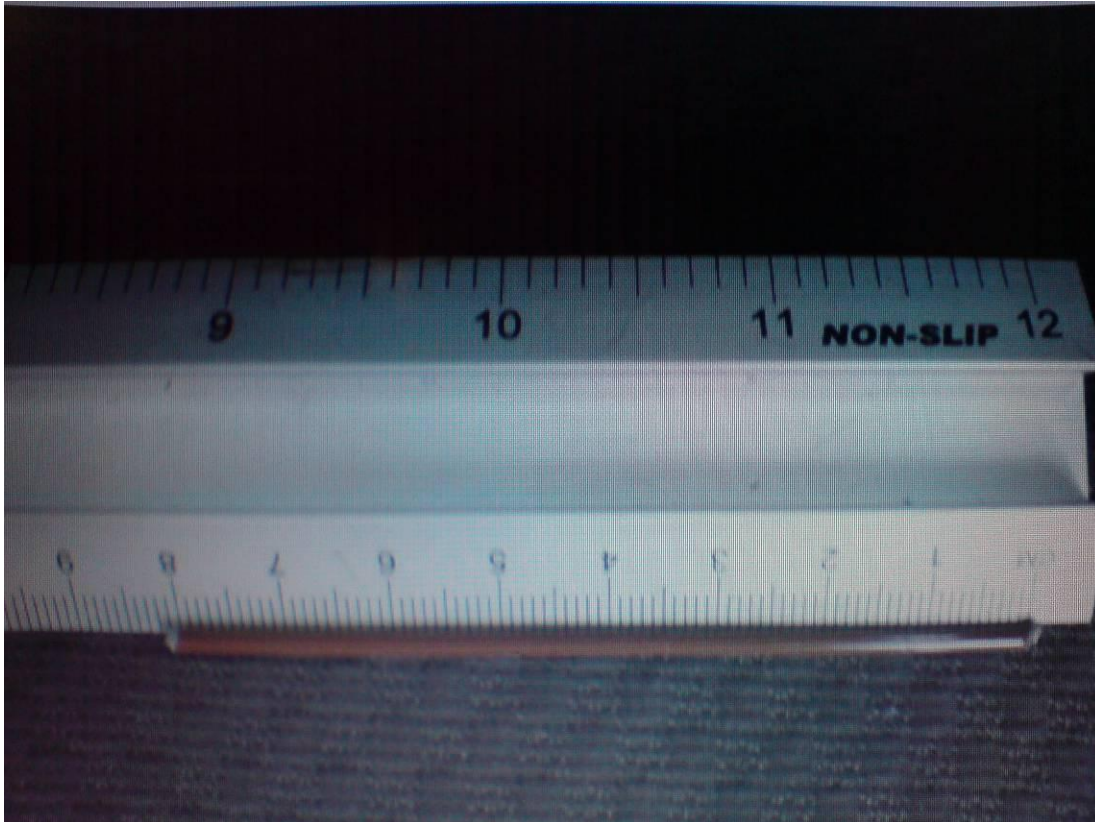
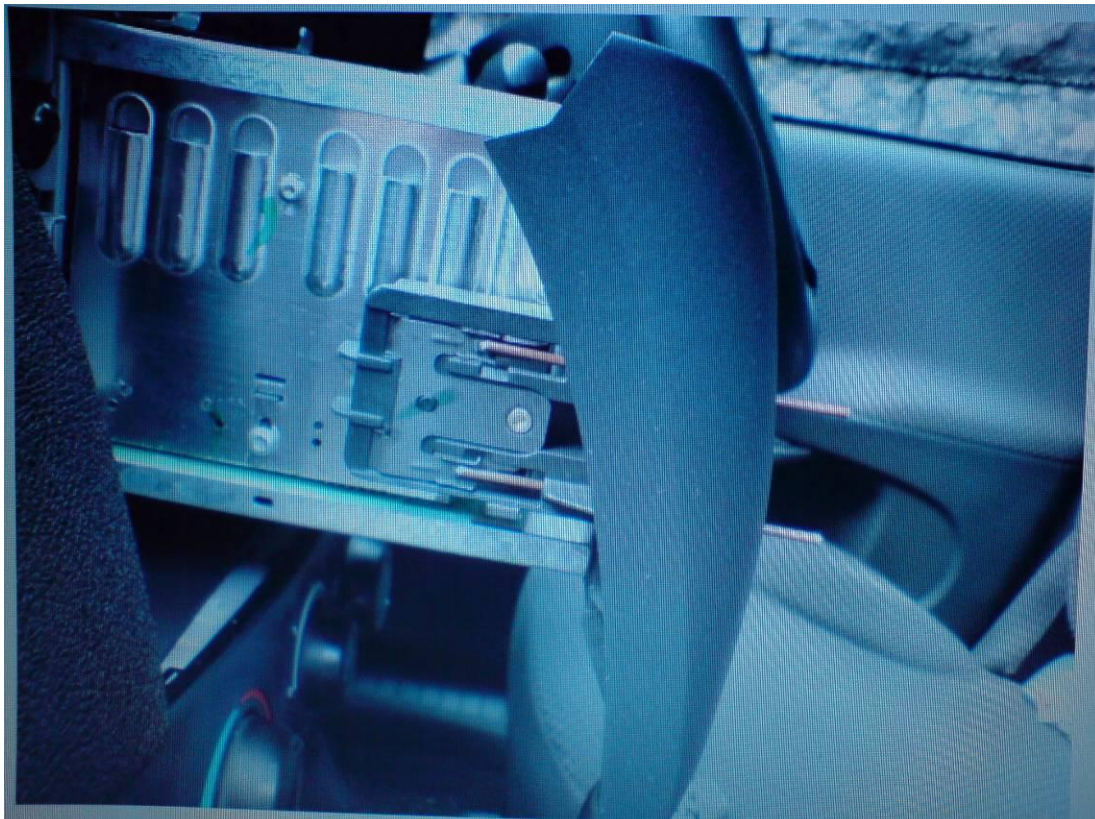


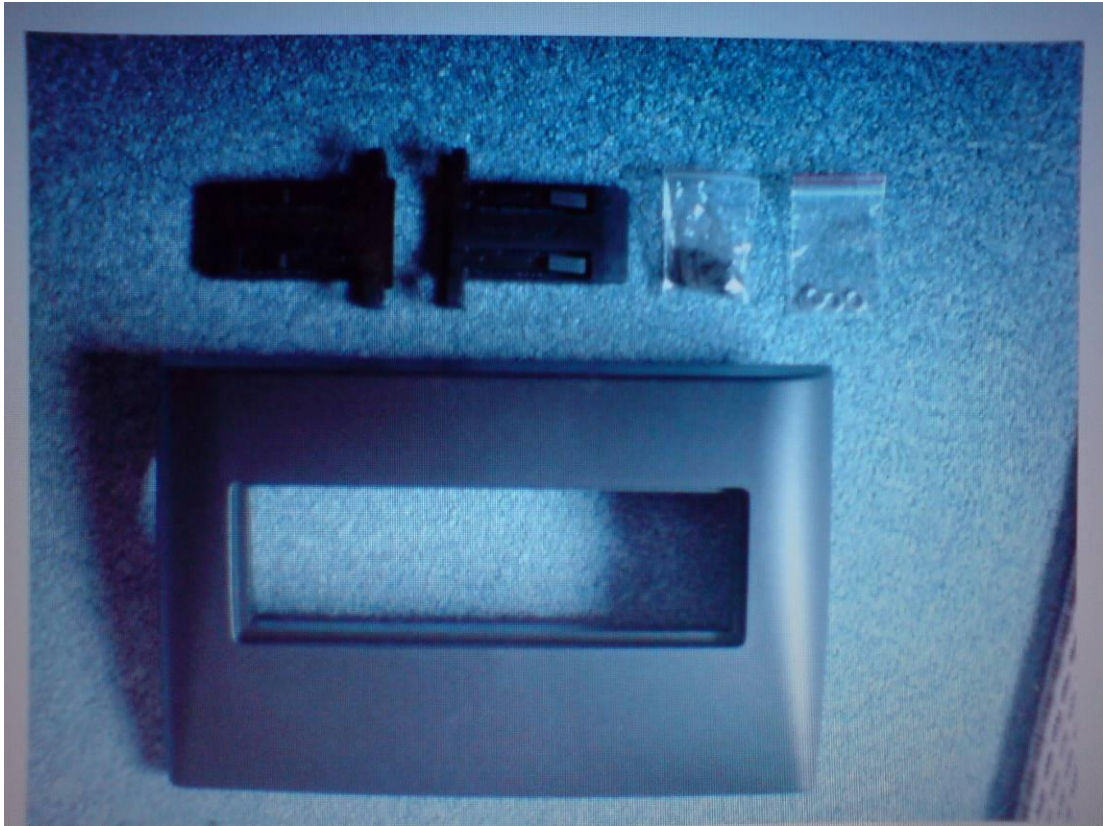
Installing an after market stereo

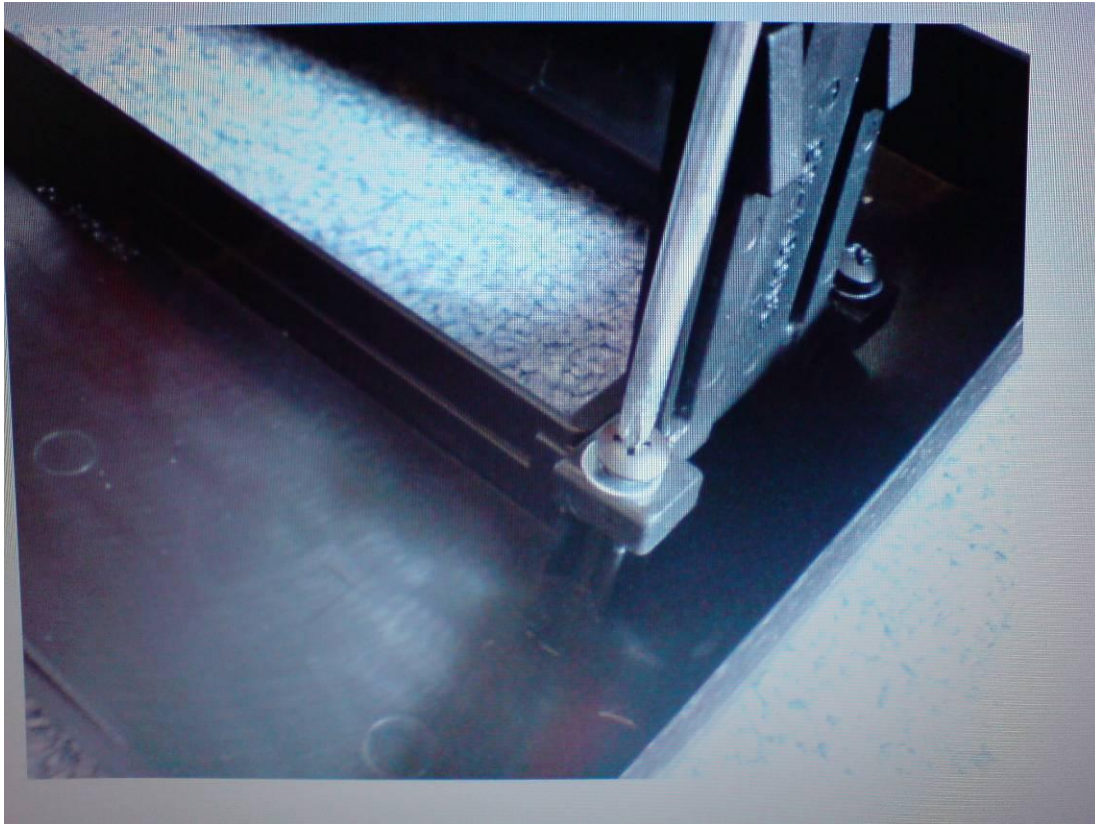
First off you will need an old wire coat hanger. Using some wire cutters cut out four straight pieces about 8cm's long. They need to be long enough to be pushed through the four small holes on the standard stereo.



With the four pieces of coat hanger, firmly push them into the four holes on the stereo, then using the wire cutters or a hammer, gently tap the pieces of wire through. They need to go about half way through to push the retaining clips back so that they unhook as shown above. If the stereo has a cassette player you can put your finger in it for a better grip to pull it out, then just unclip the plugs and the aerial lead from the rear of the unit and the stereo can be completely removed.







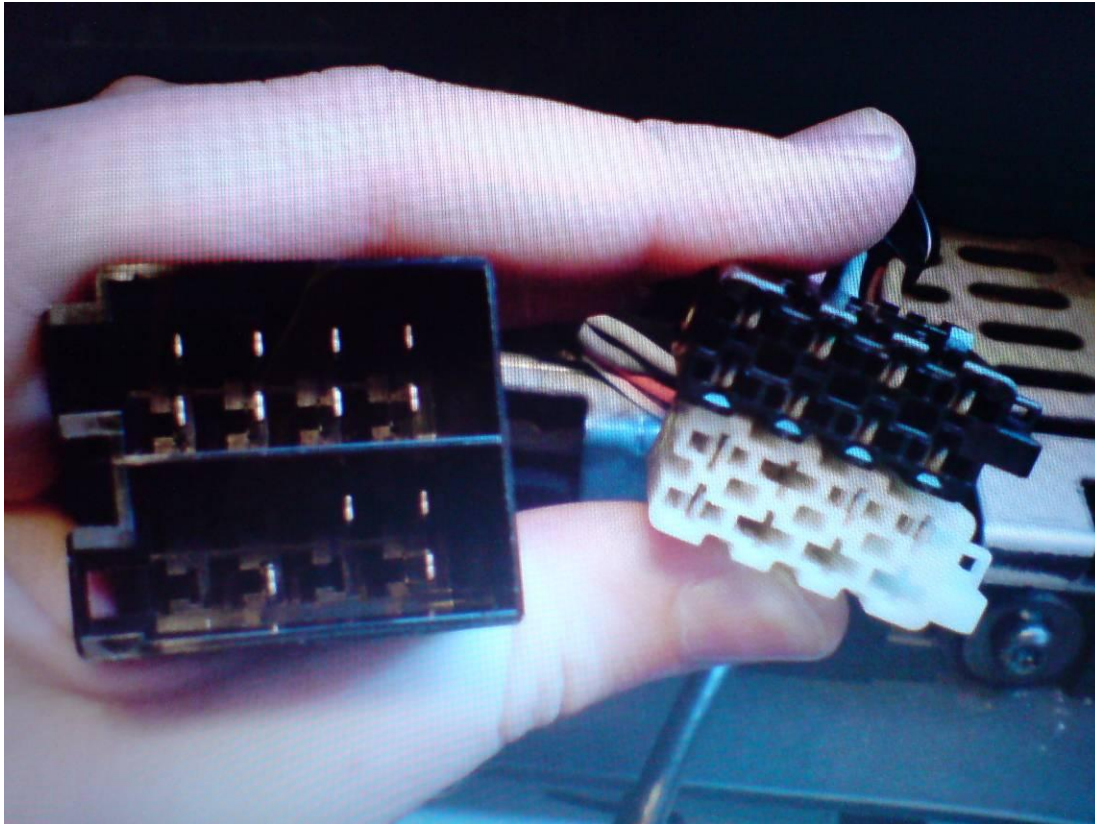
I believe there are a few styles of fascia plates that you can get for the stilo, there is a standard single opening one, a single opening one with a small cubby hole for storage and a double opening one which could be used to install two devices such as a CD player and DVD player. I chose the standard single opening one which I purchased from Ebay.

This comes with the main fascia plate, two arms which will need screwing onto the main plate and four screws and four washers, you will also need a screw driver.

First of all you will need to align the two arms against the back of the plate so the screw holes line up, the clip parts should be facing outwards, to know you've got it right the arms should kind of plug into the plate so that if you turned it up side down they don't fall off. Finally, using the supplied screws and washers you need to securely screw the arm clips to the main fascia plate.

Wiring your new stereo is the trickiest part and is where everyone encounters a problem. The problem is that the stilo doesn't have an accessories position on the ignition barrel meaning there is no ignition feed to the stereo, the old standard stereo worked using a 'CAN' system which told it when the ignition was on.

To solve this there are two possible ways of wiring your new stereo in, option one is to have constant power fed to the stereo by joining the accessories wire to the live wire on the ISO connector, this will mean that you will have to turn the stereo on and off manually as it will not respond to the turn of the key. Option two is to feed a wire from the accessories cable on the ISO connector at the stereo end to a wire which is linked to the ignition, the following few pages detail these two options.

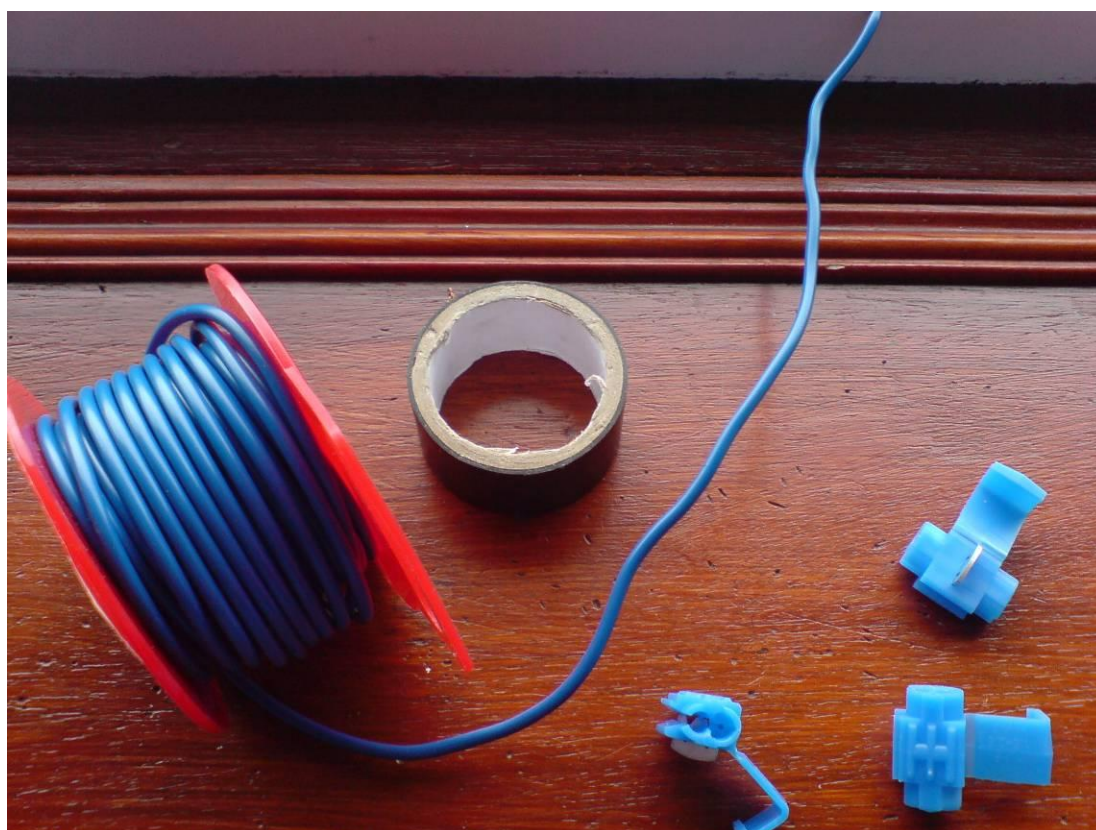


When you purchase your new aftermarket stereo it should come with an ISO connector (second picture), this is used to connect the stereo plugs from the car (the ones that you unplug from the standard stereo) to the aftermarket unit, the two plugs from the car plug into the car end of the connector, they have their own slots and cannot be inserted into the wrong one (first picture), the ISO connector then feeds into one plug onto the stereo end which plugs into the back of the new stereo. It is to this ISO connector that the slight rewiring will occur. If your unit didn't come with one then you should be able to get one off the internet or from Halfords.

Option One Wiring -

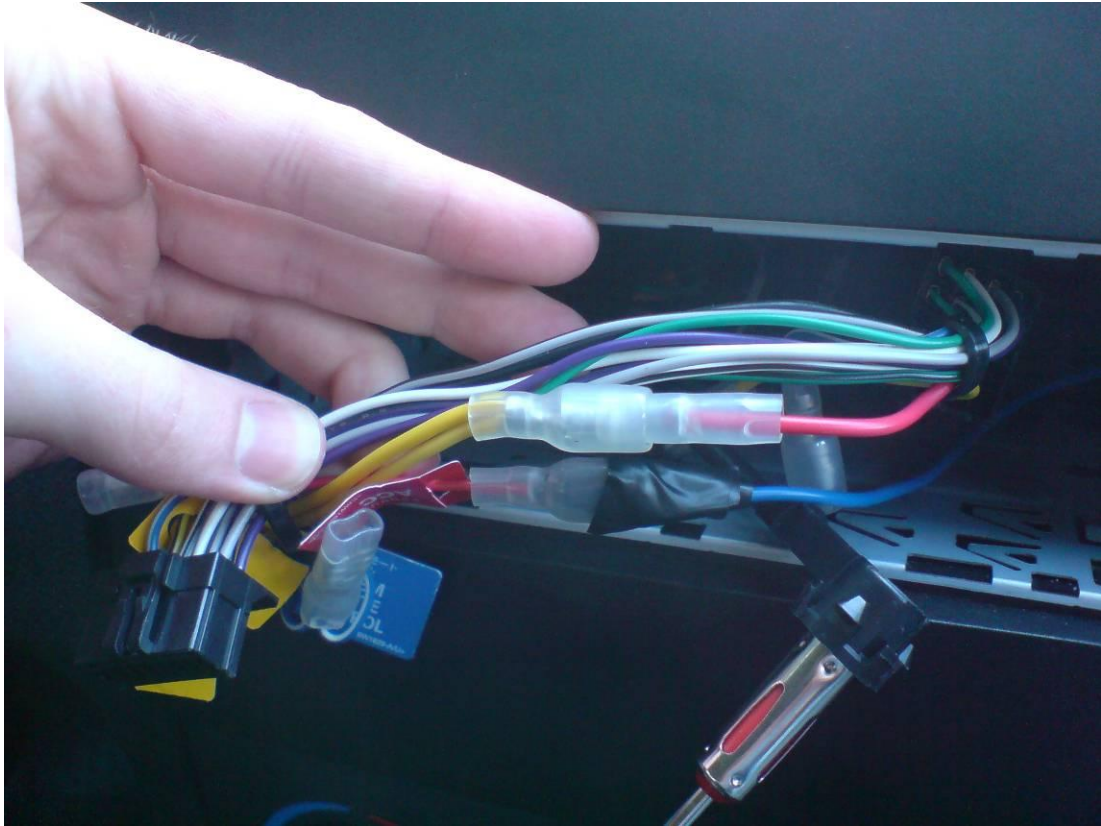
This option provides the stereo with a constant feed of power, this is accomplished by disconnecting the yellow wires on the ISO connector and joining the yellow wire from the stereo end to the metal connectors that connect the red wires to each other. You will be able to move apart the clear plastic sleeves to gain access to the points where the wires connect with each other. To connect the yellow to the reds just make sure the metal connectors are touching each other and tape it into place. (second picture) This option doesn't give you a connection to the ignition so it won't respond to the turn of the key, so you will have to turn it on and off manually. You need to make sure you turn it off or it will drain your battery.

If you chose this option, wire it up and make sure it all works and your ready to put the facia plate in and install the stereo. Please note that you may need to purchase an arial adaptor, the arial connector that you unplugged from the standard stereo is a short round plug, if your new stereo has a long narrow hole you need a long narrow connector, these can be purchased from Halfords or off the internet, one of these connectors can be seen on a picture later on in the guide (it is silver with red streak in it).



Option two will give you an ignition feed allowing the stereo to turn off when you turn the engine off, This option involves a little bit more rewiring than option one but it gives you the peace of mind that you haven't left your stereo on and that your battery wont die.

You will need a few items (shown above) to do the rewiring, you will need some wire similar to the wires on the ISO connector, some insolation tape and some Wire Taps / Scotch Locks, these will be used to connect the new wire to the ignition source. These can be purchased from a motor factor or Halfords



From the white plug from the car the only wires used are the red and black, the other two stripey ones were used for the CAN system. The red is live and the black in earth, this red connects to the red

cable on the ISO connector, however the red on the ISO is for accessories so you need to unconnect the join in the red wires on the ISO and connect the red from the car end to the yellow on the stereo end (first picture), this allows the live from the car to be the live for the stereo. Now the unconnected red wire on the ISO connector from the car end needs to be wired to an ignition feed so get a lengthy piece (about 60 - 70cms) of your new wire (the wire i used was blue), strip one end so that about 5cm's of the copper inner core is showing, wrap this around the the metal connector of the red wire from the stereo end and tape it securely with isolation tape, just to be prudent make sure all of the wire and connector is covered to prevent fault due to moisture. The other end of this new wire will be connected to the ignition source.



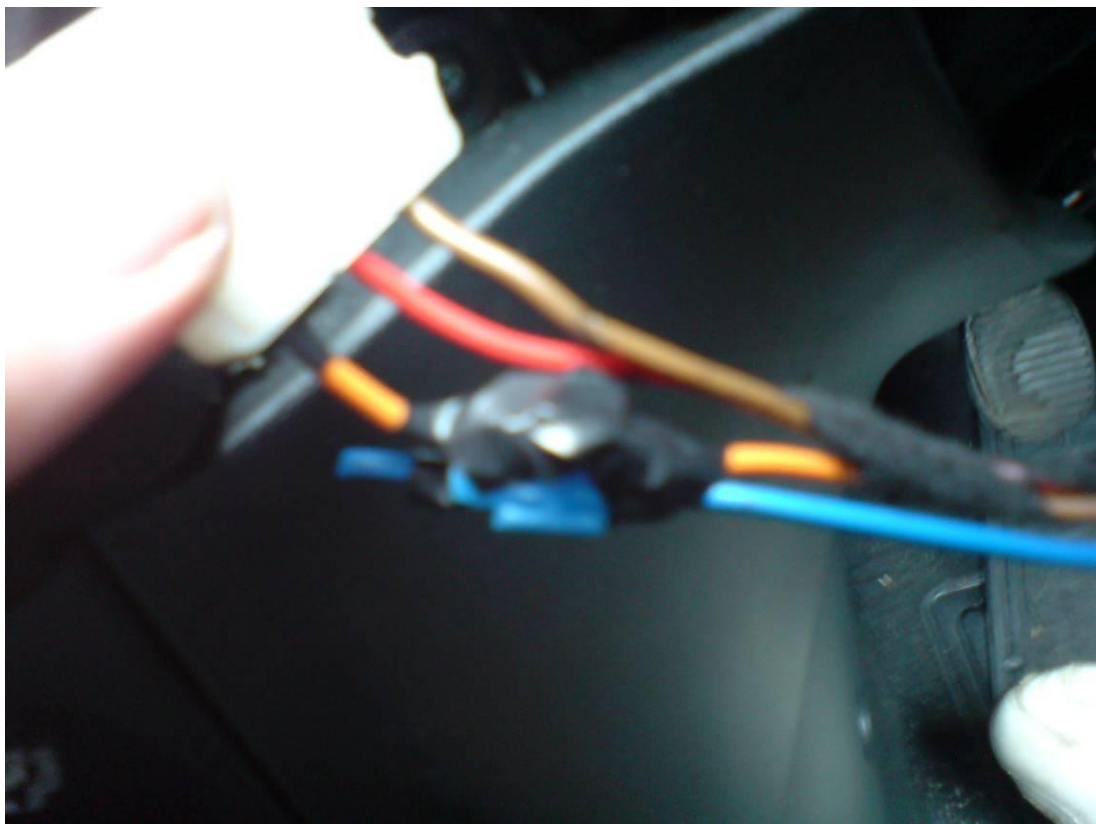
The ignition source we will be using is an orange wire which can be found on the left hand side of the steering column once the cover has been removed. To remove the underside steering column cover you need to unscrew three screws which are securing it on, they can be found on the underneath of the steering column, two are towards the top and the last one is towards the bottom. Once these are unscrewed you must grip it at each side by inserting your fingers under the rubber grommets at the base of the stalks, then pull down and a clip on each side should unclip, then move your hands lower and pull down again to unclip the final two clips. Then this is the trickiest part, you need to get it past the height adjusting lever, some people say to have the lever up but i did it when the lever was down. You need to use the flexibility of the plastic and a good bit of force to manoeuvre the cover in position to slide it over the lever.

Once its off you should see a few wires going into two plugs in the left hand side of the steering column, it is the furthest away plug we need which has an orange, brown and red wire going to it, it is the orange one that we need (please note that there are other wires else where on the car that could be used but this is the most common one to use, details of others can be found on this forum), to work on it a little easier you can unplug the white plug that holds the orange wire, there should be a piece of black fabric spiralling around the three wires which groups them together, carefully cut off the lower piece of this so that you can spread the wires apart so that you can gain a little bit more room to work on the orange wire.

Then next to the steering column you should see a small black plastic cubby whole, this just pops out if you give it a little pull, pull it out as it will help when feeding the wire through.



Now with the other end of your new wire (mine was blue but i apologise that this image shows red & black speaker cable as this was the first wire i used to feed through) which you attached to the red wire, feed the unattached end through a small gap to the right side of the stereo compartment, then with your right hand find the other side of this gap which is to the left inside the steering column compartment, you can use the open cubby hole to view the wire. Pull it through a little so you have enough wire to work with.



Then you need to attach your new wire to the orange wire using the wire tap, this slides a piece of metal into each wire, acting as a bridge, joining the two wires. I wanted this to work first time as it will

be difficult to get the tap off if it doesn't make a good enough connection. To ensure a good connection i carefully sliced through the rubber coating on the fron and back of both wires with a sharp thin knife, just so a small piece of the inner core was vsible, i then inserted bot wires in the the wire tap and lined up the slices i made with where the metal bridge was going to be inserted, then just gently crimp it together with a pair of plairs and clip the plastic latch over it, i then plugged it back in and tested it and it worked, i then wrapped it with a bit of isolation tape to prevent moisture from getting in.



Now that the wiring is all done and you've checked that the unit works you need to install the facia. Your new stereo should have come with a metal sleeve / sub frame which houses your unit and securly keeps it in the dash. You need to insert this sub frame through the facia plater, it shouldn'r be able to pass completley through as lips on the frame lip over the lips on the facia plate. Once it pushed through you need bend the small flexible metal pieces on the sub frame (some are narrow rectangular, some are square and some are triangular) outwards using a screwdriver so that they secure the sub frame to the facia plate, the sub frame should be and needs to be secureley inserted into the facia so that it doesn't move and doesn't fall off if you turn it up side down. (abbove picture)

Then to insert it into the dash make sure you bring all of the wires through the opening, the two clip arms should fit into a groove on either side, you may need to gently bend the clips inwards in order to smoothly oush it in, once the arms are in the groves firmly push the facia into the dash and it should click into place.



To keep every thing neat and easier to handle i gently grouped all of the wires on the ISO connectore together using zip ties. Then plug the arial cable and the ISO connector into the back of the unit and gently push the cd player into the opening in the facia plate, be carefull not the trap any wires and if you feel alot of resistance take the unit out and make sure the cables are caught. The unit should click and lock into place when you push it in all the way, then attach the cd player face and the small plasctic trim and you should be finished. Give it one final test to make sure its working and put the steering column cover back on, this is tricky put its just a reverse of how it came off.

You should now have a working aftermarket stereo, good luck.

The stereo unit I installed which allowed me to make this guide was a Pioneer DEH-4000UB.

I would like the thank other members of the Fiat Stilo Forumn who have posted threads wich aided me in the process of installing my stereo.

I would also like to thank user chicken_chau_mein for his extensive help on how to wire the stereo.

If any one has comments on how to improve this guide please feel free to submit your views.

Author: Stuart_89

Source: <http://www.fiatforum.com/stilo-guides/160575-installing-after-market-stereo.html>