



## Volvo XC 90 Double DIN Fitting

(\* included in FK-860 fitting kit)

(# included in FK-860-02 fitting kit)

### What you need...

#### For changing the head-unit to an aftermarket version

- \*# 50-860 Double DIN fitting fascia & cage
- \*# 39-VOL-UNI CAN BUS service supply & Steering control interface
- \*# 23-223 CAN link lead
- \*# 20-307 Amplifier bypass cable
- \*# 21-148 Antenna adapter

#### For Rear parking sensor retention

- # 25-506 Rear parking sensor interface with buzzer (cars 2003-2004)
- \* 25-514 Rear Parking sensor interface with buzzer (cars 2005>)

#### Additional optional items (ordered separately)

- CA-VA01 or CA698 Volvo rear view camera
- 10-640 reverse gear mute relay

## INSTRUCTIONS

Before disconnecting the battery..

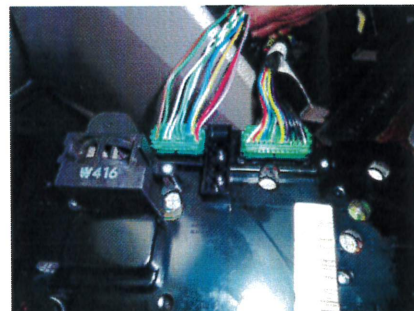
**1-** Ensure the handbrake is applied. Move Drivers seat as far back as possible and recline seat in order to get easy access to the car's amplifier.

**2-** Put gear shift into the drive position. Use a trim tool to lift section around gear lever (this creates space to be able to undo the heater control panel)

**Disconnect the vehicle's battery (in the boot under a black plastic lid) – remove the negative terminal first.**

**The car will show faults and the airbag light will come on if you remove the heater control or radio before disconnecting the battery.**

**3-** Under the gear shift trim, locate and undo the two torque screws below the heater module. Remove and set the control module to one side. (You do not need to unplug the connectors, but if you do, ensure they are connected again before you reconnect the battery).



**4-** Remove the factory CD tuner and plastic surround and unplug. Remove the factory CD tuner from its plastic cage. Cut down the back of the plastic cage to enable the new double DIN head unit to fit within the cavity (if you do not do this or do not cut away enough, the head unit will protrude). Connect the CAN link harness **23-223** to the 10 way green connector on the car harness.

Note: There are spare Ignition and ground wires on the harness 23-223, these do not need to be connected for this installation. They can be used to power additional devices such as portable navigation or smart phone charging.

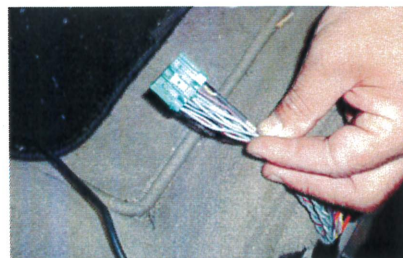


**5-** Fit the new fascia **50-860**

**6-** Remove the 3 bolts holding the factory amplifier under the driver's seat and lift out the amplifier, carefully unplug by pressing the levers on the plugs. Connect Amplifier Bypass cable **20-307** to the original Volvo amp plugs under the seat.

Note: There is a spare ignition wires on the bypass cable 20-307, this is not needed for this installation as the 39-VOL-UNI steering control interface provides ignition power to the new radio.

This spare ignition cab be used to power other devices.



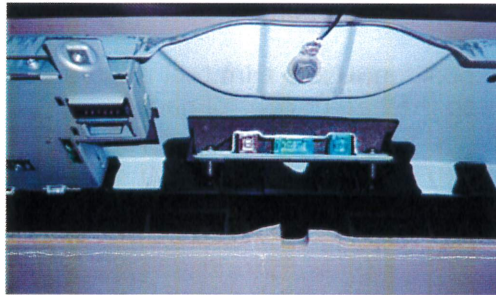
**7-**Remove the drivers side centre console side trim. Pull back carpet. Route the bypass cable wire from the amplifier (via the air duct and original speaker wiring) to the back of the facia.



**8-**Connect the **39-VOL-01** steering wheel interface to the spare bullets on the bypass cable and CAN link cable. Open the black box.. ensure pin 5 in set to on and follow the instructions to set pin switches 1-4 according to the brand of new head-unit you are fitting. The extra cables on this interface are for ignition output, illumination, speed pulse and park brake if needed.

**9-**Connect parking sensor interface **25-514 or 25-506** to the spare bullets on the amp bypass cable and to the CAN link cable. See wiring diagram or instructions supplied with the 25-514 and 25-506 interfaces.

**10-** Remove the rear roof lining and locate the cars antenna system. Run the antenna adapter cable **21-148** along the left side of the roof trim (careful of airbags). If fitting a camera you will want to run the video cable and maybe power lead at the same time. (Ensure that the cables are behind the airbags and do not use cable ties to ensure that the airbags are not restricted). Attach the antenna adapter **21-148** to the BROWN antenna connection shown in the picture. Note, the grey connector on part number 21-148 may need to be filed down for a better fit.



**11-** Reconnect the battery and test that the new head-unit is working correctly, the steering controls work, the parking sensors work etc before tidying all cable up and fixing the head-unit in place.

#### NOTES:

-Once the CAN link 23-223 is in place it is safe to reconnect the battery, but ensure that the heater control connectors are plugged into the heater control otherwise you will be breaking the CAN wires here.

-On some vehicles the spare ignition wire on the 20-307 does not go to 0v for approx 1 minute after the key is removed.

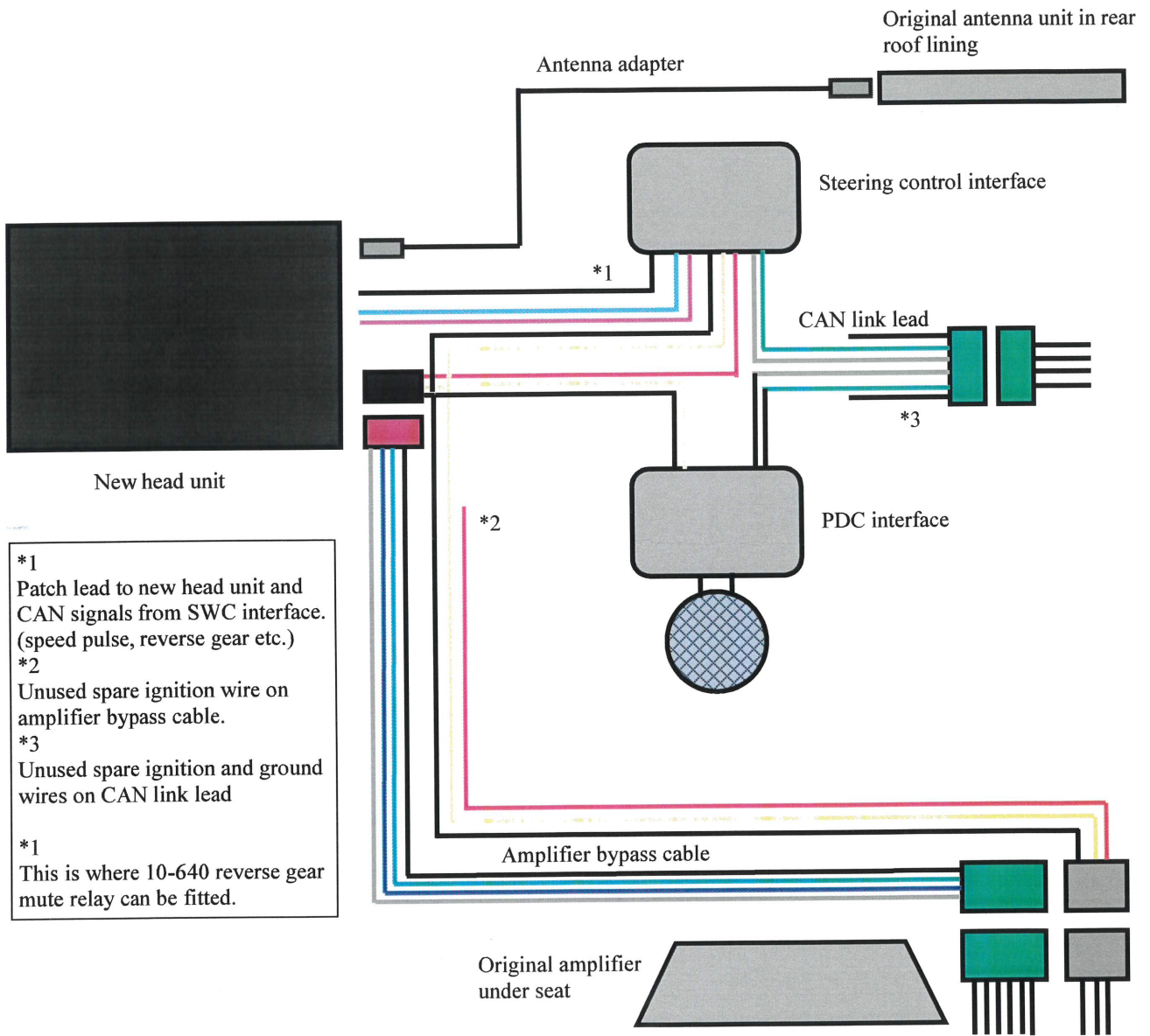
-The 50-860 facia kit includes a 113mm cage, you may not need the one supplied with the double din stereo or you may prefer to use it.

-The orange fibre optic cables that are unplugged from the amplifier and the head-unit can be ignored.

-An additional reverse gear mute relay is available to mute the new head unit when reversing so the PDC interface can be heard clearly. This is part number 10-640.







\*1  
Patch lead to new head unit and CAN signals from SWC interface. (speed pulse, reverse gear etc.)

\*2  
Unused spare ignition wire on amplifier bypass cable.

\*3  
Unused spare ignition and ground wires on CAN link lead

\*1  
This is where 10-640 reverse gear mute relay can be fitted.

