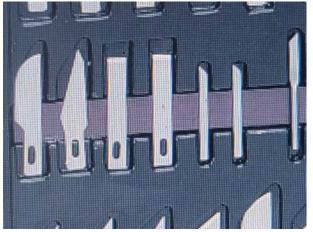
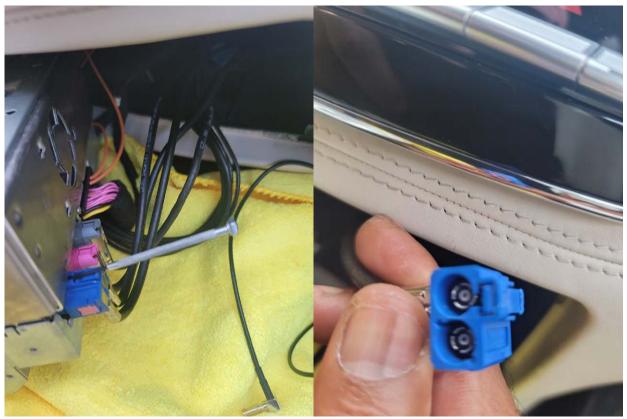


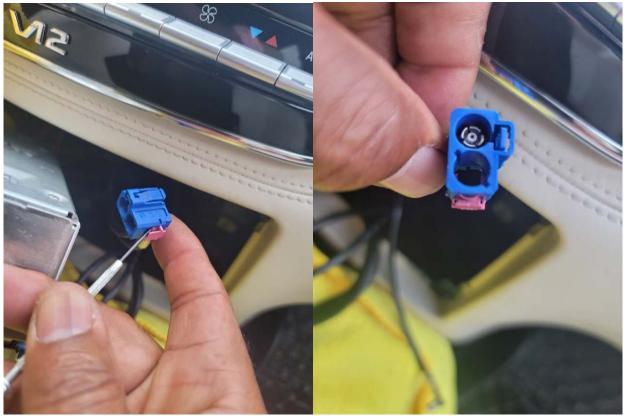
I recommend this tool set or something like it. The 3rd and 4th blades on the second row are perfect for this.



You will need a micro screwdriver, flat head, from an eyeglass or computer kit.



Remove the OEM GPS harness (Blue dual harness)



To depin the OEM connector, press open the pink retaining clip by lifting under it. This allows you to slide out the cable from the rear.



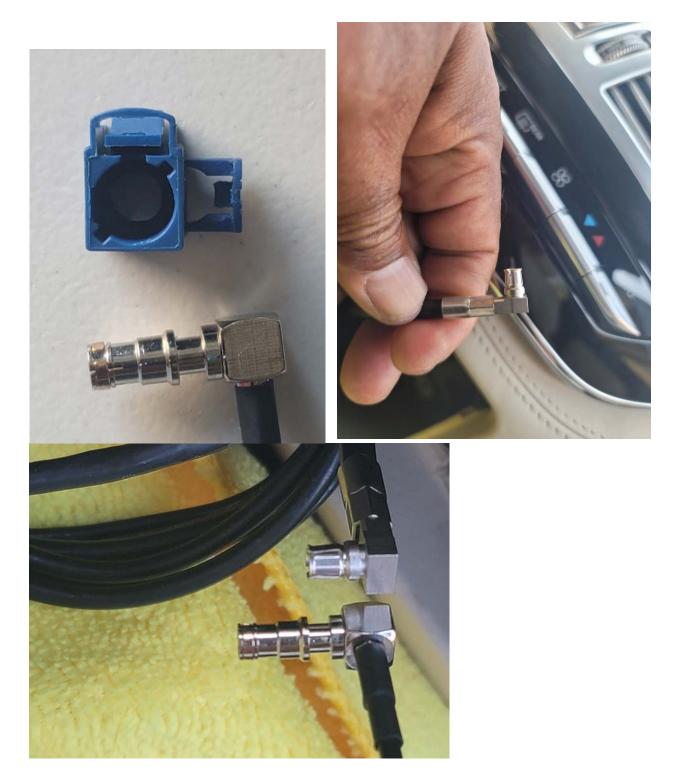
The removed cable should look like this.



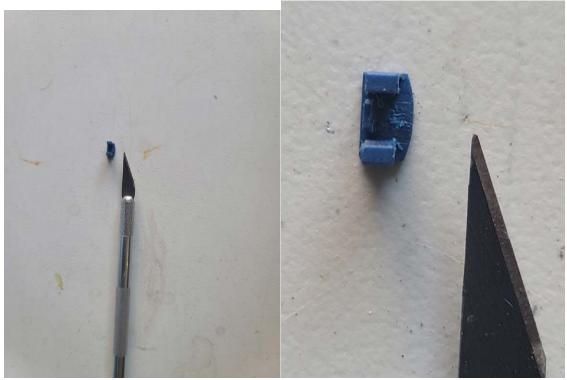
The Splitter FAKRA looks like this.



Take the Blue FEMALE FAKRA cable. Depin the unit by lifting out the blue retaining clip.

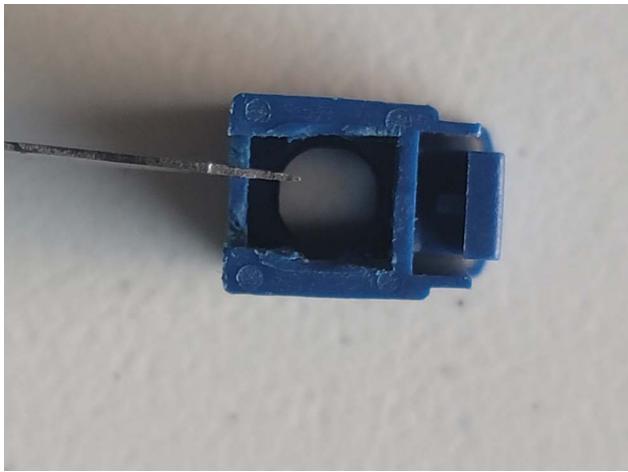


It looks like this. Note the difference between the OEM unit and this. The OEM sits flush while this does not. The OEM has a much shorter connector than this aftermarket.

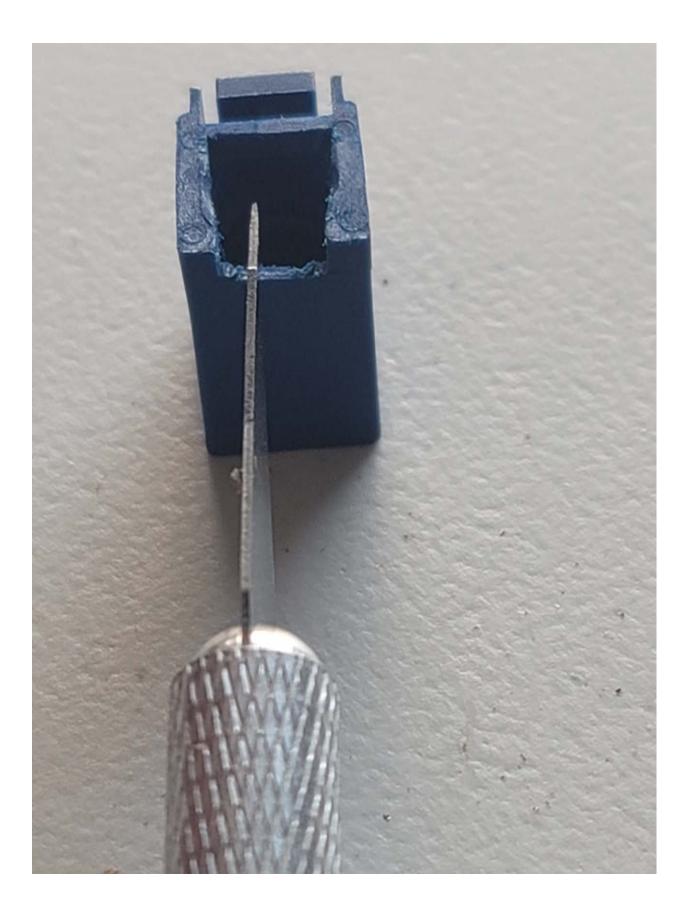


You will need to make the retaining clip locking flange thinner to fit the OEM neck on the cable connection. Note the interior part that is now approximately 1/3 the thickness it was before.



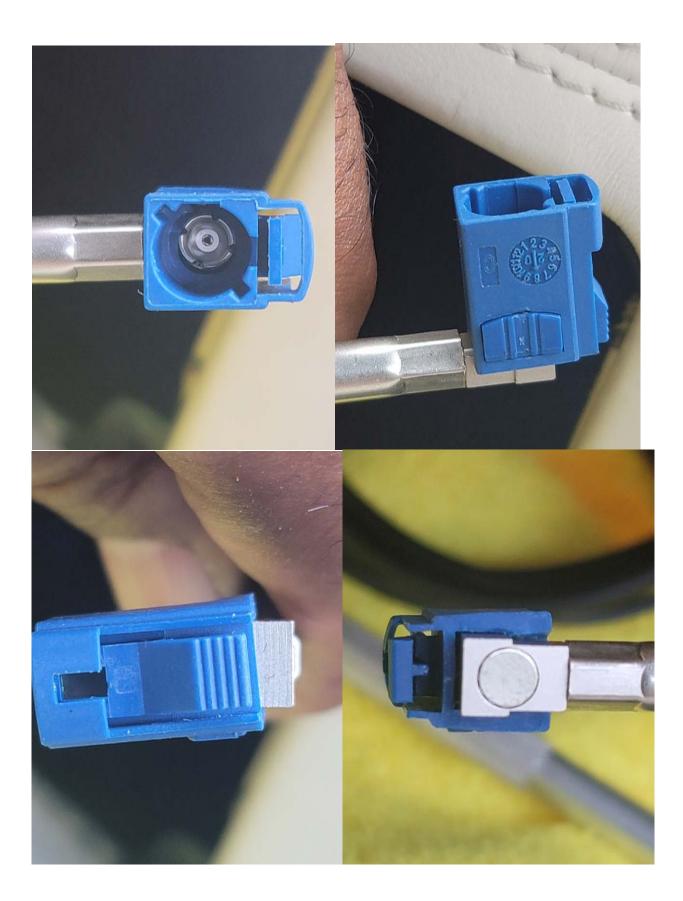


You will also need to cut out the bottom of the aftermarket to get the OEM connector to fit inside far enough for the locking clip to seat on the neck and retain it.



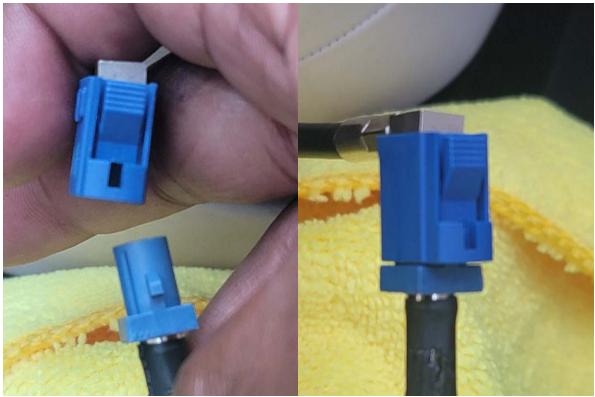


Insert the OEM GPS cable into the female housing from the aftermarket FAKRA





It should look and sit like this.



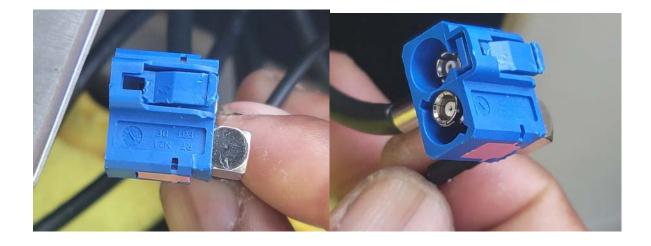
Now, connect the female coupling you just made to the male coupling on the aftermarket FAKRA splitter.

Take the Aftermarket FAKRA and the OEM double housing and place the FAKRA cable inside. Although it is long, the aftermarket GPS cable will sit inside and the OEM clip will hold the neck. It will stick out like a sore thumb.

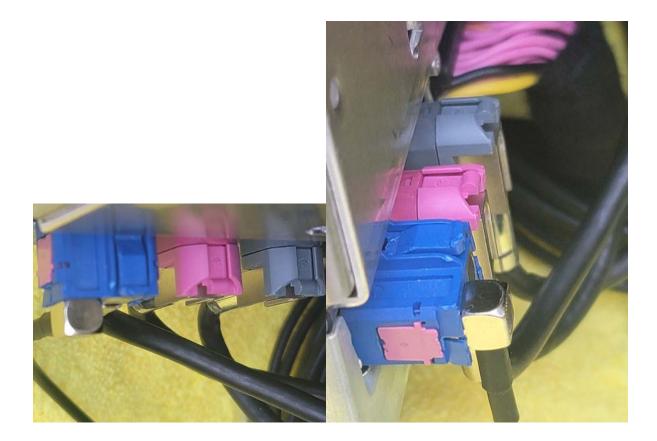
It will be loose, so I recommend securing it with electrical tape and buddy taping it to the OEM cable next to it.



YOU DO NOT NEED TO MODIFY THE OEM clip housing.









Now this one connects via a splitter, so that you can use both the OEM GPS and the aftermarket GPS....if you want.

