

DIN-TO-SHAFT MOUNT CONVERSION KIT

INSTALLATION INSTRUCTIONS

ACURA

1988-89 INTEGRA*†

ALFA ROMEO

1988-90 MILANO*†

1990-92 164*†

AUDI

1988-UP 80/90 SERIES *†

1980-87 4000S/
QUATTRO*†

1980-83 5000S/TURBO*†

1988 1/2-UP 100/200
SERIES*†

1984-88 5000S/TURBO/
QUATTRO*†

1981-91 GT COUPE*†

1982-85 QUATTRO
COUPE *†

BMW

1977-UP 3-SERIES*†

1975-UP 5-SERIES*†

1977-90 6-SERIES*†

1978-UP 7-SERIES *†

1991-UP 8-SERIES†

FIAT

1978-83 BRAVA SEDAN,
WAGON*†

1970-85 SPIDER 2000*†

FORD

1994-UP ASPIRE*†

1992-UP AEROSTAR*†

1992-UP CLUB WAGON*†

1995 CONTOUR*†

1990-UP CROWN
VICTORIA*†

1989-90 BRONCO II*†

1991-UP ESCORT*†

1991-94 EXPLORER*†

1994-UP MUSTANG*†

1992-UP PICKUP
BRONCO*†

1993-UP PROBE*†

1989-UP RANGER *†

1990-UP TAURUS*†

1988-UP TEMPO*†

1989-UP THUNDERBIRD*†

1995 WINDSTAR*†

GEO

1989-91 METRO*†

1989-91 TRACKER*†

HONDA

1982-89 ACCORD*†

1984-92 CIVIC CRX*†

1984-UP CIVIC 2-DOOR
HATCHBACK,
SEDAN WAGON,
COUPE*†

1982-83 CIVIC
HATCHBACK
WAGON*†

1981-83 CIVIC SEDAN*†

1980-81 CIVIC
HATCHBACK
WAGON*†

1983-91 PRELUDE*†

JAGUAR

1984-UP XJS†

1988-UP XJ6†

LINCOLN

1988-UP CONTINENTAL*†

1993-UP MARK VIII*†

1990-92 MARK VII LSC*†

1990-UP TOWN CAR*†

MAZDA

1994-UP B-SERIES
PICKUP*†

1991-UP MX-3*†

1993-UP MX-6*†

1991-94 NAVAJO*†

1992-UP RX7*†

1993-UP 626*†

1993-UP 929*†

MERCEDES-BENZ

1984-93 190 CLASS*†

1986-93 300 CLASS*†

1994-UP "C" CLASS*†

1994-UP "E" CLASS*†

1973-UP "S" CLASS†

(*S" CLASS INCLUDES ALL EARLY C, D,
SD, SE, T, ETC. AND ALL LATE MODEL
SDL, SEC, SEL, SL, ETC.)

MERCURY

1991-UP CAPRI*†

1989-UP COUGAR*†

1990-UP GRAND
MARQUIS*†

1995 MYSTIQUE*†

1990-UP SABLE*†

1988-UP TOPAZ*†

1991-UP TRACER*†

MERKUR

1988-90 SCORPIO*†

1985-89 XR4TI*†

PEUGEOT

1984-91 504, 505, 604*†

PONTIAC

1988-92 LEMANS*†

PORSCHE

1973-UP 911/912*†
(ALL MODELS)

1970-76 914*†

1977-82 924/TURBO*†

1986-88 924*†

1983-91 944*† (ALL
MODELS)

1978-UP 928*† (ALL
MODELS)

1992-UP 968*†

RENAULT

1984-85 ALLIANCE *†

1984-85 ENCORE*†

1982-85 FUEGO*†

1976-83 R5, LECAR*†

SAAB

1979-UP 90/TURBO*†

1986-UP 9000/TURBO*†

STERLING

1987-91 825*†

SUZUKI

1988-94 SAMURAI*†

1989-91 SIDEKICK*†

1989-91 SWIFT*†

VOLKSWAGEN

1973-79 SUPER BEETLE*†

1976-79 BUS*†

1995 CABRIOLET*†

1990-UP CORRADO*†

1976-81 DASHER*†

1993-UP EUROVAN*†

1987-UP FOX*†

1993-UP GOLF III*†

1985-92 GOLF*†

1993-UP JETTA III*†

1985-92 JETTA*†

1980-84 JETTA SEDAN*†

1990-UP PASSAT*†

1982-88 QUANTUM*†

1980-UP RABBIT
CONVERTIBLE/
CABRIOLET*†

1975-84 RABBIT
HATCHBACK*†

1982-89 SCIROCCO*†

1975-81 SCIROCCO*†

1980-UP VANAGON*†

VOLVO

1989-UP 760/960/940SE/
TURBO*†

1990-UP 780 COUPE*†

1992 740 SE TURBO*†

* = Metal spring clip required

† = Plastic locking clip required

Preliminary: Disconnect negative battery cable.

GENERAL DISASSEMBLY:

1. Remove radio knobs, shaftnuts, washers, and trimplate from radio, OR; snap the plastic plate out of the radio opening; or; release the radio with special removal tool.
2. Loosen screws or pry inward on spring clips to release radio/mounting bracket and pull radio outward.
3. Disconnect power, antenna, speaker, and all electrical connections. Remove radio.

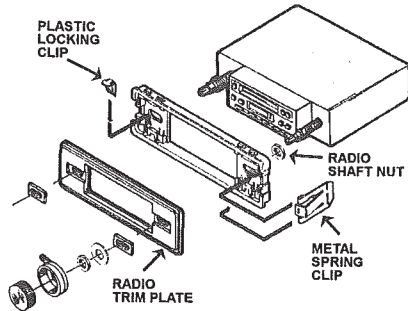


FIGURE A

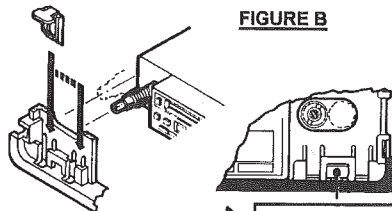
**METAL SPRING CLIP INSTALLATION:
(SEE FIGURE A)**

1. Hold plastic mounting panel firmly in one hand.
2. Insert legs of metal clips into the clip slots in each end of the mounting panel until firmly seated. See figure A.

PLASTIC LOCKING CLIP INSTALLATION:

1. Determine the shaft spacing of the radio by inserting the shafts and nosepiece of the radio through the rear of the kit. If shaft spacing is wide, use the inner clip slots for securing the kit. If the shaft spacing is narrow, use the outer clip slots. See figure B.
- NOTE:** For Mercedes applications, outer clip slots must be used.

2. Install the radio and kit into the dash opening then insert plastic clips into chosen slots (see figure B) until they firmly seat the radio and kit into the dash.



Push on release tab with small screwdriver to remove locking clips.