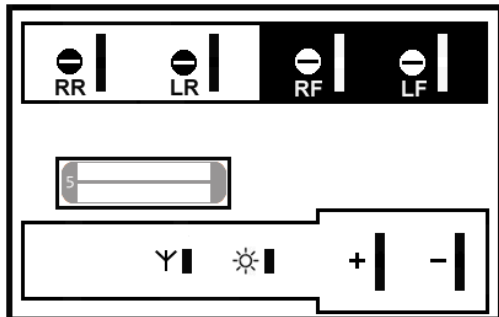


# Volkswagen Cabriolet DIY Guide

## Radio Wiring

### Connection Diagrams

#### Heidelberg III, IV, V

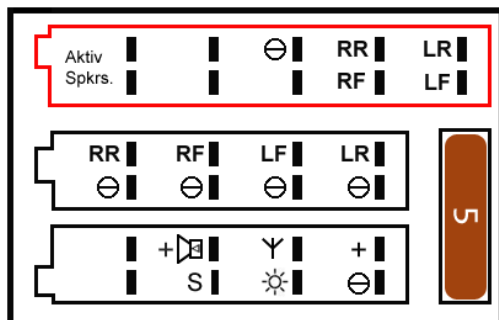


Original Symbols

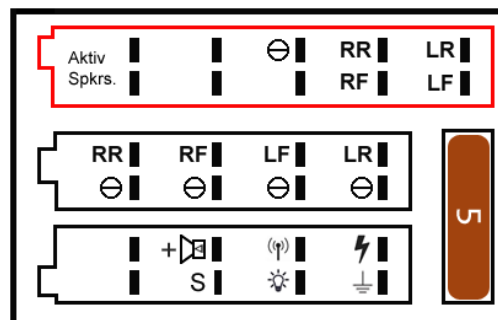


Modern Symbols

#### Heidelberg VI, VIII



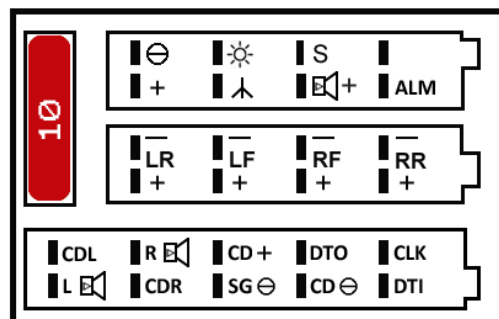
Original Symbols



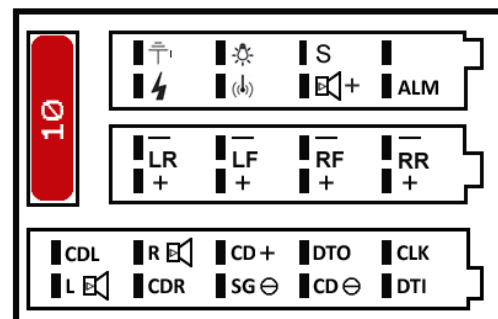
Modern Symbols

(Note: These radios are Aktiv-ready; whether or not your audio system uses Aktiv depends on your specific Cabriolet).















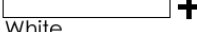
















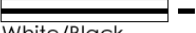



#### Premium Audio















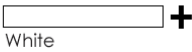

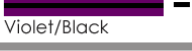













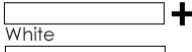










Original Symbols
















Modern Symbols

Standard Wire Color	Function	Heidelberg Wire Color
 Red +	Power (switched) 	 see instructions
 Yellow +	Power (constant) 	 Red +
 Black -	Ground 	 Brown -
 Orange +	Illumination 	 Gray/Blue +
 Blue +	Power Antenna 	 White +
 Violet +  Violet/Black -	Right Rear 	 Red +  Brown -
 Gray +  Gray/Black -	Right Front 	 Red (or Brown/Red) +  Brown -
 Green +  Green/Black -	Left Rear 	 Blue +  Brown -
 White +  White/Black -	Left Front 	 BLUE (or Brown/Green) +  Brown -

Standard Wire Color	Function	Heidelberg Wire Color
 Red +	Power (switched) 	
 Yellow +	Power (constant) 	 Red +
 Black -	Ground 	 Brown -
 Orange +	Illumination 	 Gray/Blue +
 Blue +	Power Antenna 	 White +
 Violet +  Violet/Black -	Right Rear 	 Red/Green +  Brown/Black -
 Gray +  Gray/Black -	Right Front 	 Red +  Brown/White -
 Green +  Green/Black -	Left Rear 	 Blue/Green +  Brown/Red -
 White +  White/Black -	Left Front 	 Blue +  Brown/Blue -
	Speed Sensor 	 White/Yellow
	Attenuator 	 White/Blue

*Speed sensor & attenuator option may not be installed in your car.*

Standard Wire Color	Function	Heidelberg Wire Color
Red +	Power (switched) 	Brown/Red +
Yellow +	Power (constant) 	Red +
Black -	Ground 	Brown -
Orange +	Illumination 	Gray/Blue +
Blue +	Power Antenna 	White +
Violet + Violet/Black -	Right Rear 	Red/Green + Brown/Black -
Gray + Gray/Black -	Right Front 	Red + Brown/White -
Green + Green/Black -	Left Rear 	Blue/Green + Brown/Red -
White + White/Black -	Left Front 	Blue + Brown/Blue -
	Right (Aktiv) 	Blue/Red Blue Red/Black
	Left (Aktiv) 	Blue/Brown Green Red/Black
	Speed Sensor 	White/Yellow
	Attenuator 	White/Blue

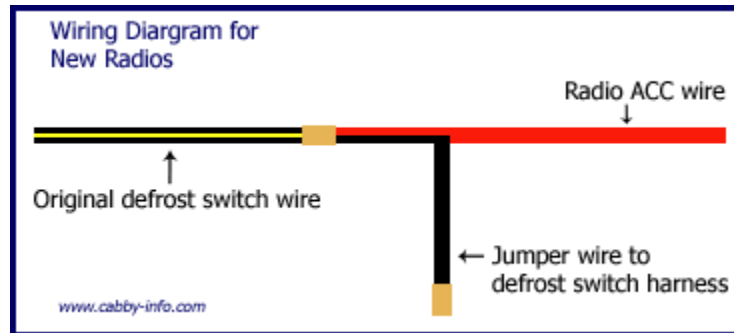
The above wires are those at the head unit. The Aktiv system uses two amplified speakers in the front doors, which then supply power to the small front tweeters and rear mid-range speakers. The wires between the amplified speakers and other 4 speakers are not shown; please refer to Volkswagen wiring diagrams.

## Installing a New Aftermarket Radio/Head Unit

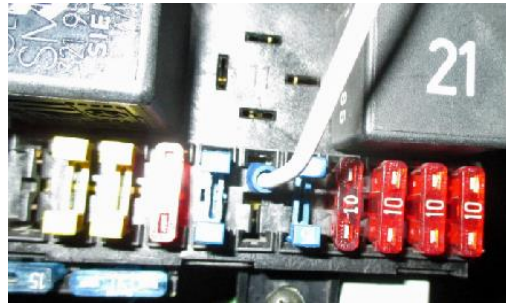
### ACC/memory Wire

Modern head units have two power wires: battery power (memory) and switched power. The latter is normally wired into the ACC position of the ignition system. Cabriolet ignition systems do not have an ACC position. There are three methods of connecting the red ACC switched power wire:

1. Tap into the black/yellow rear window defroster switch wire since it is the most readily accessible switched power wire (defroster switch does not need to be switched on to power the head unit). If you'd rather not cut/splice into the wire:
  - Disconnect battery and carefully pull/push the black/yellow wire disconnect out of the defrost switch harness. You'll need a small screwdriver, like that in eyeglass repair kits, to push in the disconnect's locking tab in order to pull the wire out.
  - Cut a short section of new wire and splice it into the radio's red ACC wire with a female disconnect.
  - Add a male disconnect to the other end of the new jumper wire.
  - Connect the two spliced wires to the original defrost switch wire.
  - Push the new jumper wire disconnect into the defrost switch harness connector.



2. 1983-1989: Another method is to tap into an unused switched-power slot on the fuse panel, which is #17. Either splice a length of new wire onto the red ACC wire, or use disconnects to join a new extension wire to the ACC wire. Crimp a male disconnect onto the opposite end of the new wire, cautiously route the new wire down to the fuse panel, and insert the disconnect into the #17 fuse slot:



Note: Wiring the head unit with the above two methods in Cabriolets up through the 1989 model year results in the key needing to be in the battery-on position in order to power on the head unit while the engine is off. If you prefer to have the radio powered on when the key is inserted into the ignition switch, you'll need to tap the red ACC wire into the "door open buzzer" circuit:

3. Run an extension wire off the red ACC wire and tap/splice it into the brown/red wire from the **Su** terminal on the ignition switch (this wire runs to pin K5 on the back of the relay panel).

Cabriolet Heidelberg units from 1990 to 1993 come with the aforementioned brown/red **Su** wire already installed. Owners of these cars will simply connect the red ACC wire to this brown/red wire.

### Aktiv System

If your car still has the Aktiv system installed, this creates additional work for you or your installer. If you desire to have a new head unit, it is recommended that you install new front 5-1/4" speakers and new wiring, thus removing the outdated Aktiv system.

If you wish to keep the Heidelberg head unit, but desire to replace the speakers (or are having issues with the Aktiv system), you or your installer will need to do some rewiring. There are no direct-replacement amplified bass speakers on the market today. This means that the Aktiv system is defunct and you'll only use the normal speaker connections, just below the Aktiv connections.