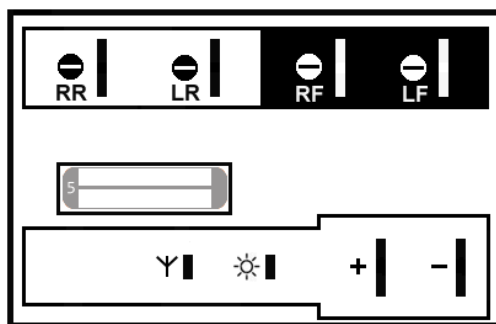











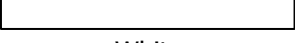

















Volkswagen Cabriolet DIY Guide


Radio Wiring

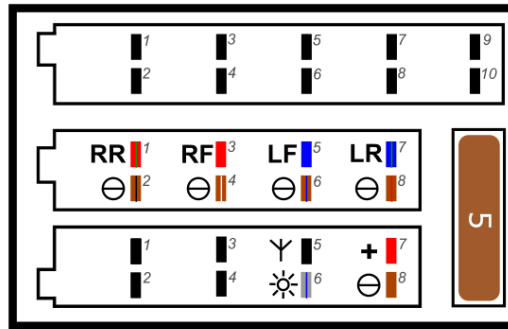
Heidelberg III, IV

(up to 1986)



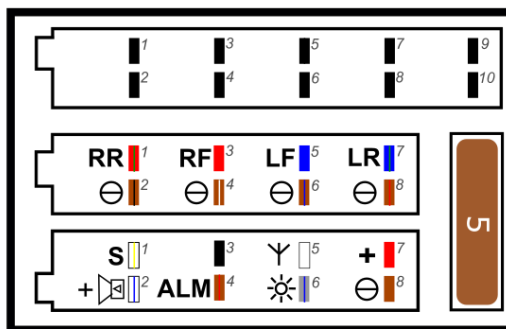
Function	Aftermarket Wire Color	Heidelberg Wire Color	Notes
Constant 12V Power	 Yellow	 Red	
Switched 12V Power	 Red	N/A	<i>see instructions on page 6</i>
Ground	 Black	 Brown	
Illumination 	 Orange	 Gray/Blue	<i>see warning below</i>
Power Antenna	 Blue	N/A	
Left Front Speaker +	 White	 Blue or  Brown/Green	
Left Front Speaker -	 White/Black	 Brown	
Right Front Speaker +	 Gray	 Red or  Brown/Red	
Right Front Speaker -	 Gray/Black	 Brown	
Left Rear Speaker +	 Green	 Blue	
Left Rear Speaker -	 Green/Black	 Brown	
Right Rear Speaker +	 Violet	 Red	
Right Rear Speaker -	 Violet/Black	 Brown	

 Do **NOT** connect the orange radio wire to the car's gray/blue wire; you can burn up the headlight switch and/or dash wiring if you do! The orange wire is for the auto-dim feature of the radio; if you wish to have this function, you'll need to splice it into the white/black headlight wire from pin 56 on the headlight switch.



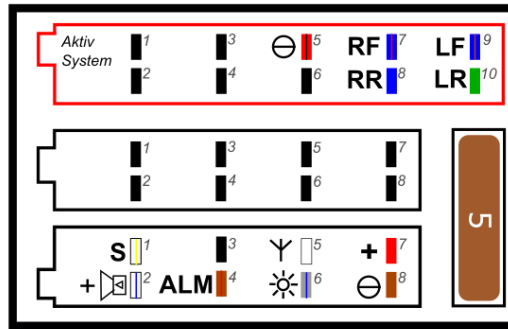
Function	Aftermarket Wire Color	Heidelberg Wire Color	Heidelberg Connector Position
Constant 12V Power	Yellow	Red	Bottom, 7
Switched 12V Power	Red	N/A	<i>see instructions on page 6</i>
Ground	Black	Brown	Bottom, 8
Illumination	Orange	Gray/Blue	Bottom, 6
Power Antenna	Blue	White	Bottom, 5 <i>if installed</i>
Left Front Speaker +	White	Blue	Middle, 5
Left Front Speaker -	White/Black	Brown/Blue	Middle, 6
Right Front Speaker +	Gray	Red	Middle, 3
Right Front Speaker -	Gray/Black	Brown/White	Middle, 4
Left Rear Speaker +	Green	Blue/Green	Middle, 7
Left Rear Speaker -	Green/Black	Brown/Red	Middle, 8
Right Rear Speaker +	Violet	Red/Green	Middle, 1
Right Rear Speaker -	Violet/Black	Brown/Black	Middle, 2











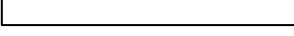





Do **NOT** connect the orange radio wire to the car's gray/blue wire; you can burn up the headlight switch and/or dash wiring if you do! The orange wire is for the auto-dim feature of the radio; if you wish to have this function, you'll need to splice it into the white/black headlight wire from pin 56 on the headlight switch.




Function	Aftermarket Wire Color	Heidelberg Wire Color	Heidelberg Connector Position
Constant 12V Power	Yellow	Red	Bottom, 7
Switched 12V Power	Red	Brown/Red	Bottom, 4
Ground	Black	Brown	Bottom, 8
Illumination	Orange	Gray/Blue	Bottom, 6
Power Antenna	Blue	White	Bottom, 5
Left Front Speaker +	White	Blue	Middle, 5
Left Front Speaker -	White/Black	Brown/Blue	Middle, 6
Right Front Speaker +	Gray	Red	Middle, 3
Right Front Speaker -	Gray/Black	Brown/White	Middle, 4
Left Rear Speaker +	Green	Blue/Green	Middle, 7
Left Rear Speaker -	Green/Black	Brown/Red	Middle, 8
Right Rear Speaker +	Violet	Red/Green	Middle, 1
Right Rear Speaker -	Violet/Black	Brown/Black	Middle, 2
Speed Sensor	N/A	White/Yellow	Bottom, 1 <i>if installed</i>
Attenuator	N/A	White/Blue	Bottom, 2 or 3 <i>if installed</i>

Do **NOT** connect the orange radio wire to the car's gray/blue wire; you can burn up the headlight switch and/or dash wiring if you do! The orange wire is for the auto-dim feature of the radio; if you wish to have this function, you'll need to splice it into the white/black headlight wire from pin 56 on the headlight switch.



Function	Aftermarket Wire Color	Heidelberg Wire Color	Heidelberg Connector Position
Constant 12V Power	 Yellow	 Red	Bottom, 7
Switched 12V Power	 Red	 Brown/Red	Bottom, 4
Ground	 Black	 Brown	Bottom, 8
Illumination 	 Orange	 Gray/Blue	Bottom, 6
Power Antenna	 Blue	 White	Bottom, 5
Speed Sensor	N/A	 White/Yellow	Bottom, 1 or 4 <i>if installed</i>
Attenuator	N/A	 White/Blue	Bottom, 2 or 3 <i>if installed</i>
Aktiv Ground	N/A	 Red/Black	Top, 5
Aktiv Left	N/A	 Blue/Brown & Green	Top, 9 and 10
Aktiv Right	N/A	 Blue/Red & Blue	Top, 7 and 8

 Do **NOT** connect the orange radio wire to the car's gray/blue wire; you can burn up the headlight switch and/or dash wiring if you do! The orange wire is for the auto-dim feature of the radio; if you wish to have this function, you'll need to splice it into the white/black headlight wire from pin 56 on the headlight switch.

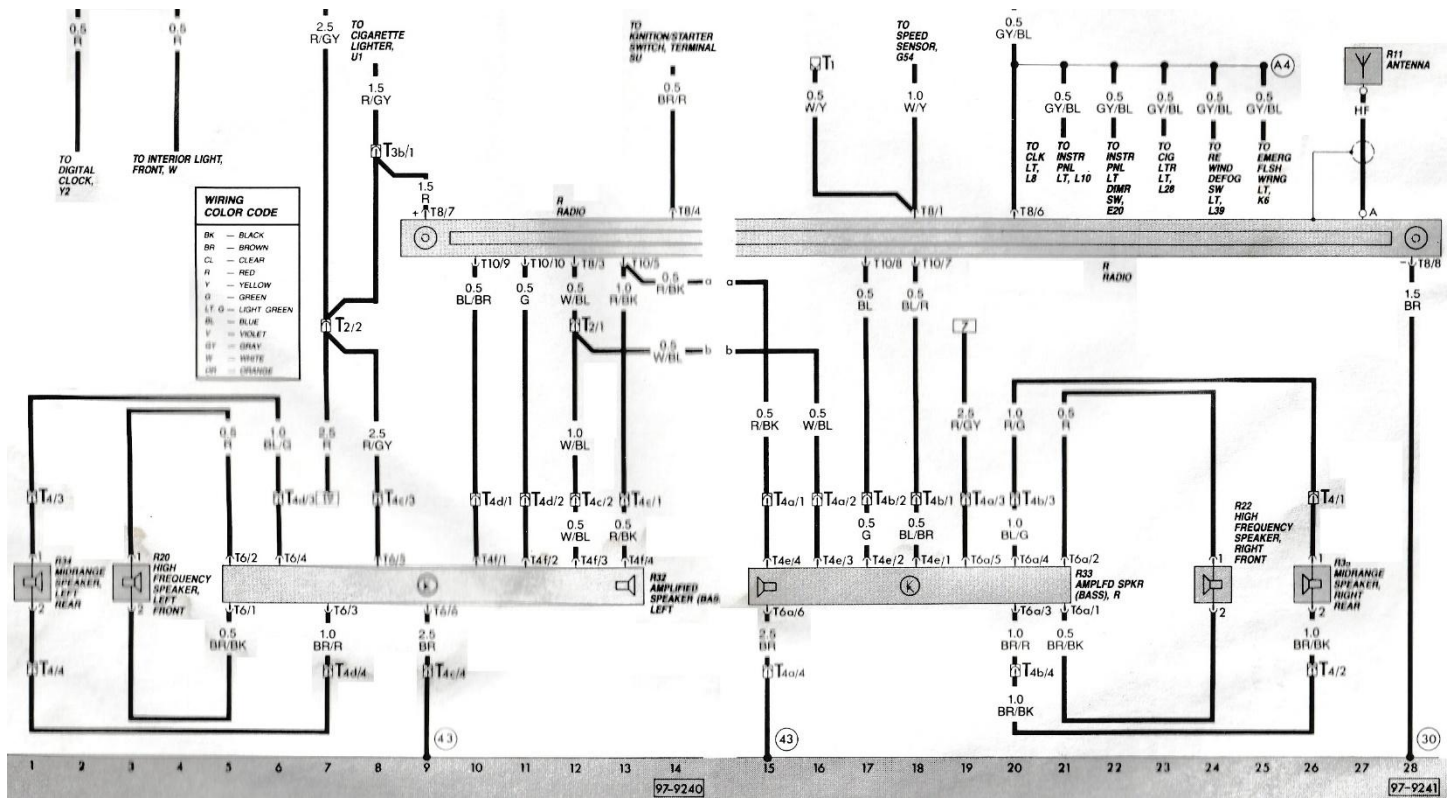
Aktiv System (1991-1993)

If your car still has the Aktiv amplified 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 5¼" speakers and new wiring, thus removing the outdated, incompatible amplified 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.

Consult factory wiring diagram below for the Aktiv system.

1991-1993 Amplified Aktiv System

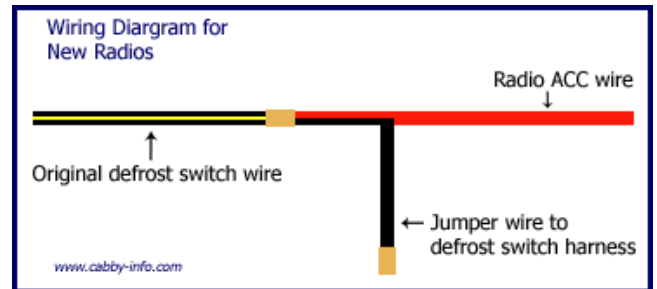


Installing a New Aftermarket Radio/Head Unit

ACC / Switched 12V Wire

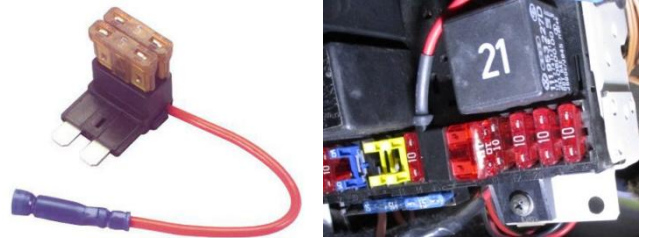
Modern head units have two power wires: battery power (memory) and switched power. The latter is normally wired into the ACC (accessory) position of the ignition system. Cabriolet ignition systems do not have an ACC position. There are four methods of connecting the red ACC switched power wire:

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.



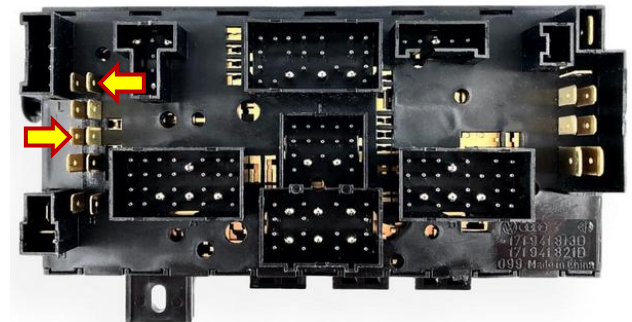
1983-1993:

2. Another, unobtrusive method is to tap into the fuse panel's slot #17. For this, you will need to purchase an add/tap-a-circuit at your local auto parts store (shown at right), and 10A fuses and wire if you don't already have them. Crimp your new extension wire to the add-a-circuit wire and carefully run this wire up through the dash to the radio's red wire. Connect your wire to the radio's red wire via your preferred method (solder/heat shrink, disconnects, butt splice). 1983-1993: Install two 10A fuses and insert add-a-circuit into empty slot #17 (shown at right). 1990-1993: Install new 10A fuse into appropriate slot on add-a-circuit, remove existing 10A fuse from slot #17 and install it into appropriate slot on add-a-circuit, and insert add-a-circuit into slot #17.



1983-1993:

3. If unused, G2 or G5 on the back side of the relay panel can be used. Crimp an **insulated** female disconnect to the radio's ACC wire. Drop the relay panel down and connect this disconnect to G2 or G5. This is a fused circuit, via fuse 18. If your radio is amplified, you may need to install a higher amperage fuse in slot 18 (please consult the radio's instructions, or a qualified audio professional).



Note: Wiring the head unit with the above three methods in Cabriolets up through the 1990 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" (or Su) circuit:

4. 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 1991 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. (If not, follow instructions above.)