

INSTALLATION MANUAL



Model FP9680

TO SUIT FALCON

FGX

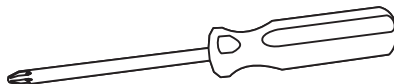
Tools Needed

Use the following tools to make dismantling the car and the installation of the new facia easier

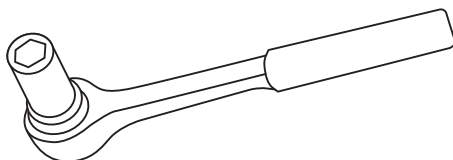
1. Panel Remover



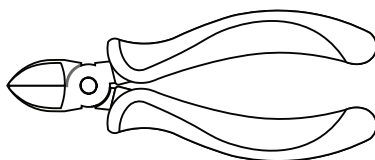
2. Phillips Head Screwdriver



3. Socket - 7 & 8 mm



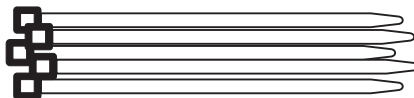
4. Side Cutters



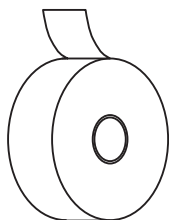
5. Small Pick



6. Cable Ties



7. Electrical Tape



Centre Console Disassembly

Removing pocket (Auto)

Eject any compact disks still in the factory unit. Shift the gear stick down to the “D” drive position.



Firmly pull the storage compartment outwards towards you. Take the pocket out and put it aside.



OEM Headunit Removal

Removing retaining bolts

Using a 7mm socket driver or ratchet, remove the 2 short bolts at the back and an 8mm socket for the two long bolts on the sides to loosen the factory unit at the bottom.



OEM Headunit Removal

Removing top panel trim

Using a flat pry tool, carefully lever the top panel up at the side and remove.



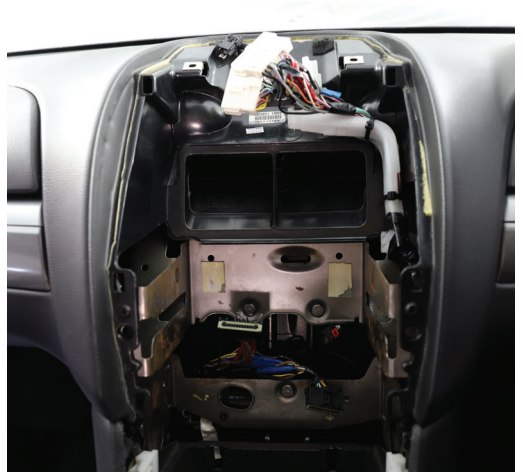
Removing fascia

Remove the two 7mm bolts at the top and unplug the OEM monitor connectors.



OEM Headunit Removal

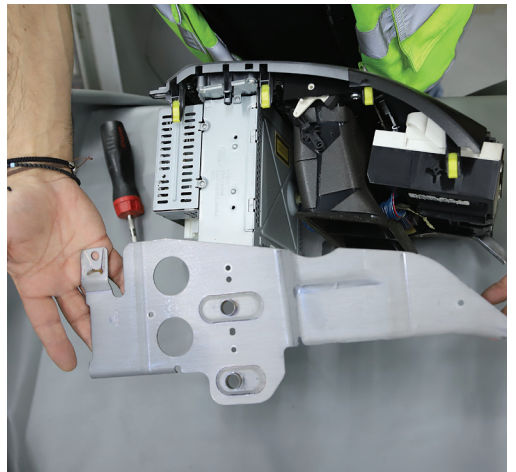
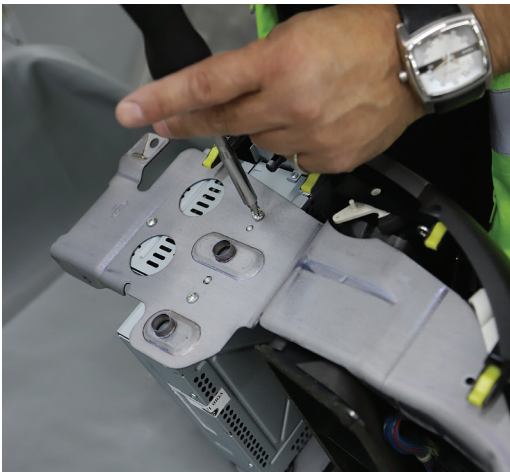
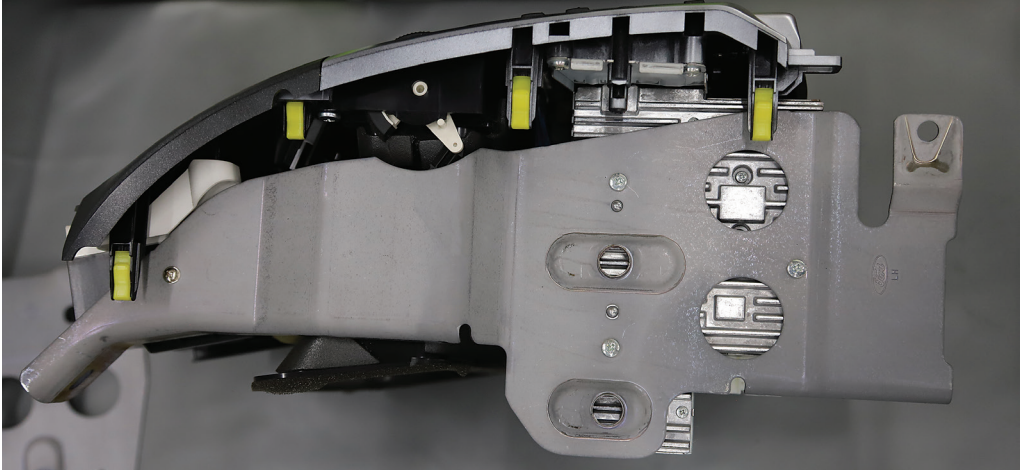
Holding the factory unit at the top and bottom, pull the unit back towards you to remove.



OEM Headunit Disassembly

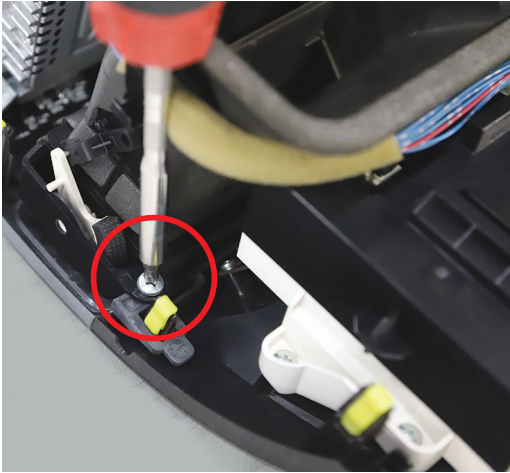
Removing factory headunit face plate

Place the unit on a soft surface to remove the screws holding the left & right side brackets on.



OEM Headunit Removal

Undo the 3 screws holding the factory vent in place. Put aside screws to be reused.



OEM Headunit Disassembly

Remove the cable from the retaining clip on the side of the vent. Remove the vent and put aside.

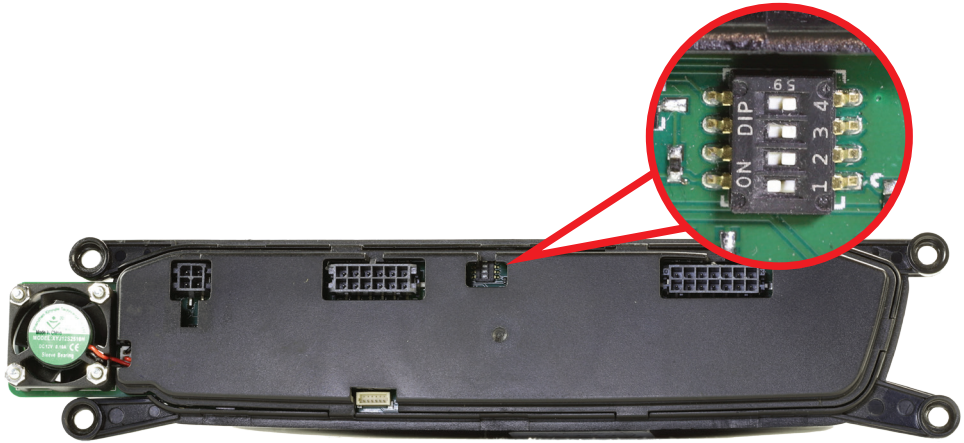


Changing The Dip Switch

DIP switches can be changed to match the headunit and rear camera being used with this installation kit. Make these changes before installing the kit. Check the rear camera and steering wheel control requirements for your devices.

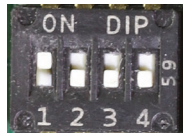
Step1. Access the DIP switches via the cutout on the back of the Infodapter

Step2. Using a pick tool, flick the switches to the required setting



Dip Switch Settings

Up = On, Down = Off



- 1: Pioneer & Sony code change. Dip 1 is ON for Pioneer models, Dip 1 is OFF for Sony models. Check your headunits menu first to make sure the steering wheel controls are activated. Refer to page 2-19 of this manual for more information. Default is ON for most other models.
- 2: Setting for reverse camera. ON = PAL, OFF = NTSC. The default setting is OFF (NTSC).
- 3: Resets the display settings back to default. If the display settings have been manipulated in a way that it is no longer possible to make adjustments, change the DIP switch #3 from OFF to ON and back. This will reset the screen settings to the factory defaults. During this procedure the screen background will change to red. While the background is red, no settings can be made.
- 4: Not applicable

Vent Assembly

Reattaching the vents

Place the new kit, face down on a soft surface. Place the factory vent into position and secure using the 3 screws retained earlier.



Headunit Assembly

Installing your headunit

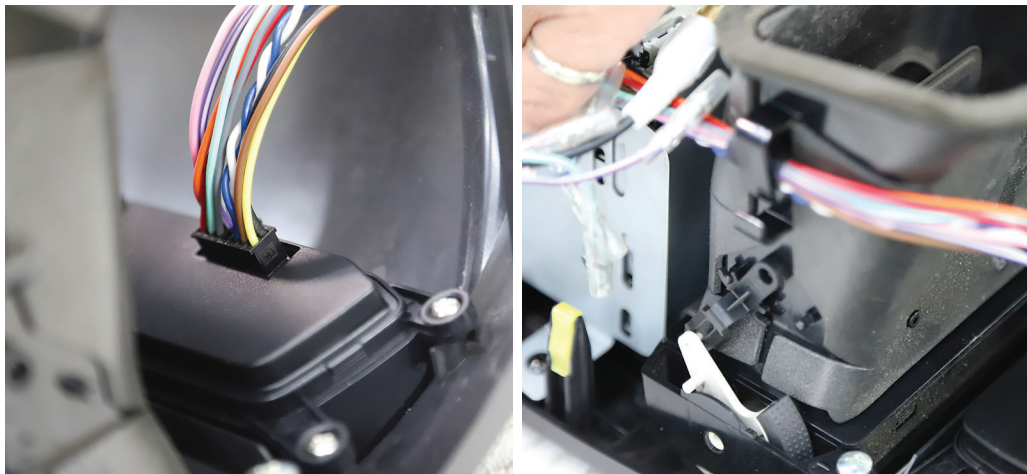
Place the headunit into the mounting bracket and loosely attach with screws on either side.



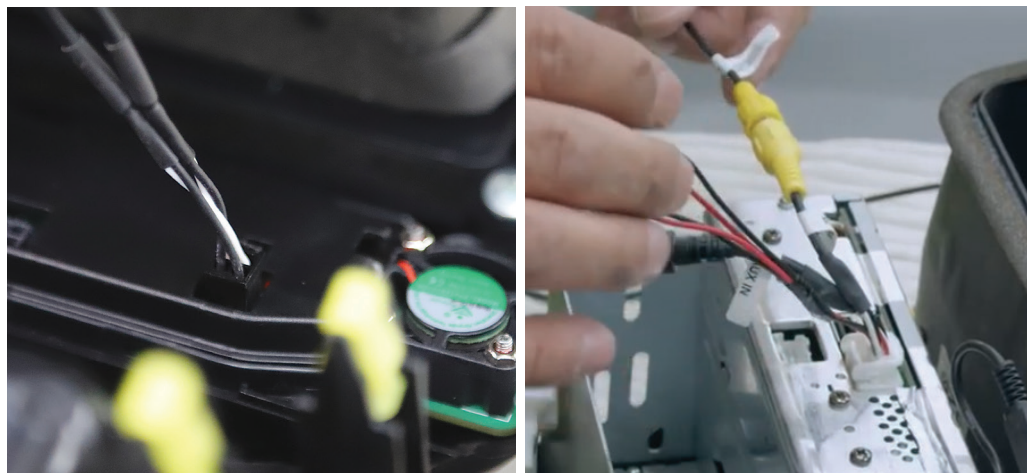
Adjust the headunit to the desired depth before tightening the mounting screws on both sides.

Headunit Assembly

Connect the main harness to the control unit. The wires can be routed up through the cable management clip on the vent.

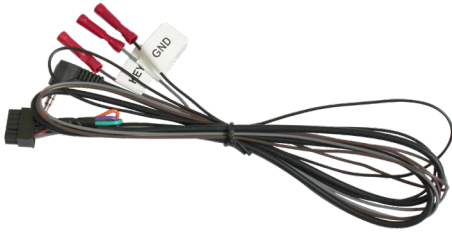


Connect the 4 pin video plug, and connect the yellow RCA plug to the reversing camera input on the aftermarket head unit. Connect the purple reverse output wire to headunit reverse trigger. This will allow the climate controls to display on the aftermarket head unit. The reversing camera wiring must be completed between the facia and the aftermarket radio. Otherwise the vehicle's display will not show on the aftermarket screen. The female yellow RCA socket connects to the reverse camera.

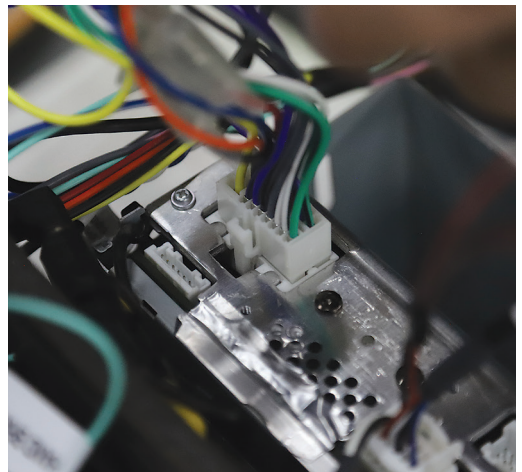


Headunit Assembly

Connect the SWC patch lead, making sure it is in the correct configuration for your brand of headunit.

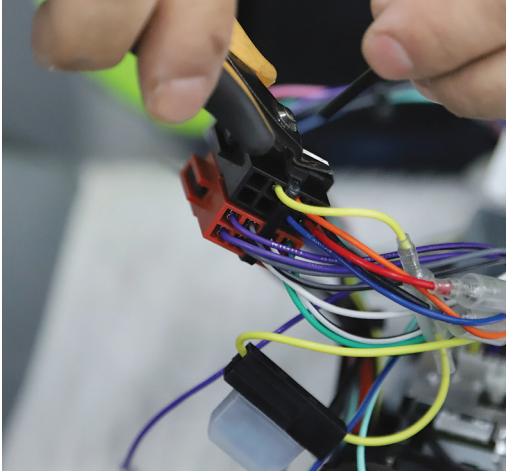


Plug the other end of the SWC patch lead into the aftermarket headunit's steering wheel remote input. Connect the brand specific secondary harness (Aerpro App8 series sold separately) into the aftermarket headunit. **NOTE:** *It is important to connect brand specific or correctly modified universal patch lead to module before powering up.*



Headunit Assembly

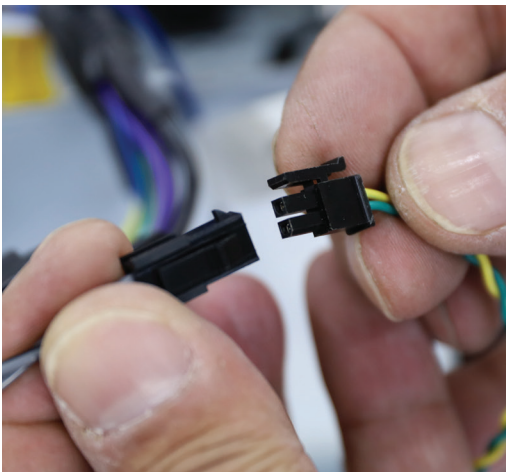
Connect the ISO connectors from the main harness to the secondary harness. Connect any other cables like park brake, reverse and speed pulse if available. Tape up any unused cables. Tape up the now obsolete plug at the top so it does not rattle around and fit the new top panel (supplied) into place.



OEM Reverse Sensor

Retaining the OEM reverse sensor alerts

Connect the reverse sensor module to the main harness then connect the 2 pin speaker connector. Securely mount the module and speaker in an appropriate position.



Headunit Assembly

Connect the subwoofer retention harness to the vehicle connector. Connect the blue/white wire to the amplifier remote from the the main harness. Connect the black wire to the ground wire from the main harness. (See page 17 diagram).

Note: *Only for vehicles with factory subwoofer.*



Headunit Assembly

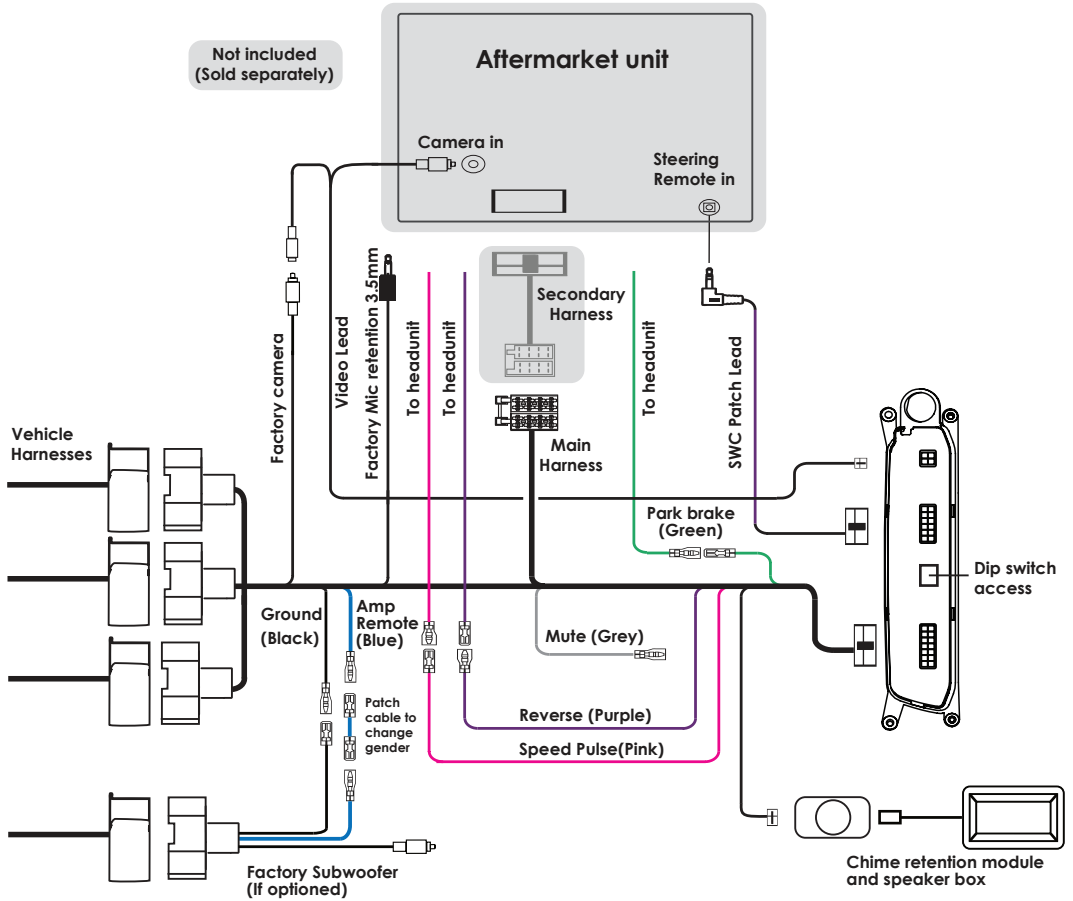
Plug the main harnesses and antenna adapter into the vehicle. Place the entire unit into the vehicle resting at the top, making sure all of the cables are out of the way. Gently push the unit into place.



Switch the vehicle to accessories and test all functions such as steering wheel controls, audio, illumination of the HVAC buttons and the climate controls. Once all functions have been tested, re-install the tissue pocket.

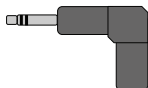


Wiring diagram

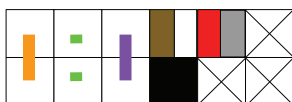


SWC Patch Harness Configuration

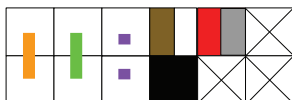
Use 3.5mm Jack for these Head-units



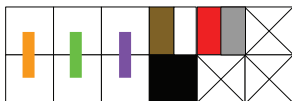
ALPINE
Cut Green Link



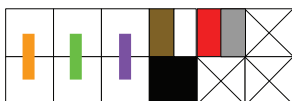
CLARION
Cut Purple Link



PIONEER
No cutting required



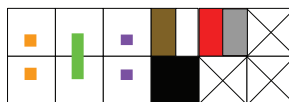
SONY
No cutting required



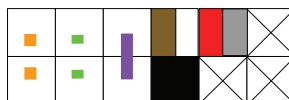
Use Key 1 Bullet terminal for these Head-units



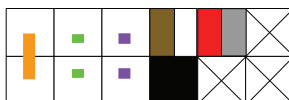
Philips, Nakamichi
Cut Orange & Purple Wire



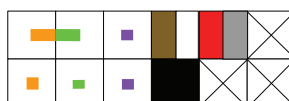
Kenwood
Cut Orange & Green Wire



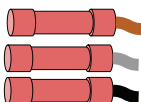
JVC
Cut Green & Purple Link



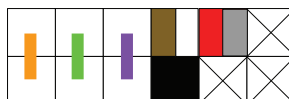
Zenec
Cut all 3 wires, solder Orange and Green together as shown



Use KEY 1, KEY 2 and GND Bullet terminals for Self Learn Head-units



Self Learn Head-units
No cutting required



For best results or to reset the control module with a new brand, please make modifications to the patch lead first, before connecting to the steering wheel control module and before powering the module up.

SWC Patch Harness Configuration

Kenwood/JVC: Some Kenwood and JVC radios have 2 steering control inputs. A 3.5mm socket (Remote IN) and Blue with Yellow trace wire. To send direct translated codes to your Kenwood/JVC radio, configure the patch lead up as Kenwood or JVC outlined in the configuration assignments and connect the Brown patch lead wire (KEY 1) used. If you would like to be able to program your steering controls configure the patch lead as Self Learn and plug the 3.5mm Jack into the Remote IN of the Kenwood/JVC, disregard the Brown wire.

Pioneer : Some Pioneer models require the steering controls to be enabled they will by default OFF. These steering control settings are located in the system settings of the radio can only be accessed whilst the unit is in standby mode and the park-brake wire is connected (if applicable). Please refer to your Pioneer manual on exact methods for enabling steering controls.

Sony: Recent Sony models may give you incorrect SWC button results after installing a control harness. This is due to a slight change in input codes on the newer Sony radios. To resolve this please do the following steps:

- Remove the steering control harness from the vehicle.
- Remove the plastic casing from the black steering control box.
- Locate the very small dip switch selector on the board
- Turn dip switch 4 OFF.
- Re-assemble and test.

There is also some Sony radio's that default steering controls off. If you are receiving no steering control functions at all please refer to your Sony manual on how to enable steering controls.

General: Please ensure all connections to your aftermarket head unit (including patch lead modification) are completed before power is provided to the harness. Some of our control harnesses work by translating the vehicles CANBUS data and can only start this process on ignition. If you find that you are not getting any response from your steering controls on accessory (single key click) please re-test on ignition.

Note: The steering controls must be working in the vehicle previously to work with our control harnesses. They will not fix a previous underlying problems.

Technical assistance

If you need assistance setting up or using your Aerpro product now or in the future, call Aerpro Support. Australia

TEL: 03 – 8587 8888

FAX: 03 – 8587 8866



Mon-Fri 9am – 5pm AEST

Please retain this user guide for future reference.

This manual is considered correct at time of printing but is subject to change. For latest manuals, updates and video installation guide refer to the website.

If you would like to find more information on this product or download an up to date digital copy of this manual, please visit the <https://aerpro.com> website and search for your model or scan the QR code below.

<https://aerpro.com/FP9680SK>

<https://aerpro.com/FP9680PK>



Copyright © 2024 by TDJ Australia

All rights reserved. No part of this publication may be reproduced, distributed, or transmitted in any form or by any means, including photocopying, recording, copying or other electronic or mechanical methods, without the prior written permission of the author.

