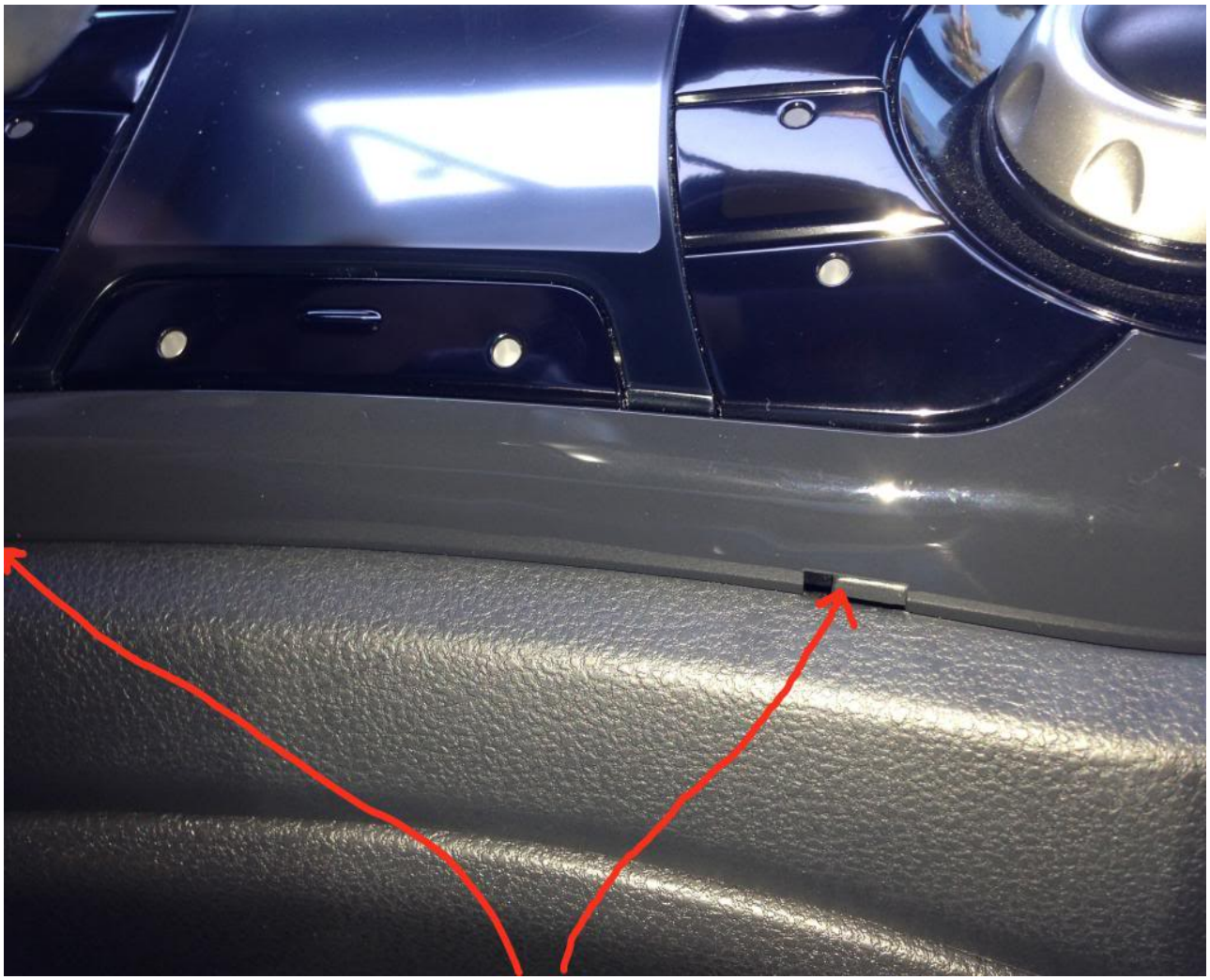
3001 Nissan JUKE 2011→2014

- To remove the factory radio you will need a small plastic removal tool or a flathead screwdriver with tape over it to avoid scratching anything. Under the heater/AC controls and display screen you will find two small notches as seen here:

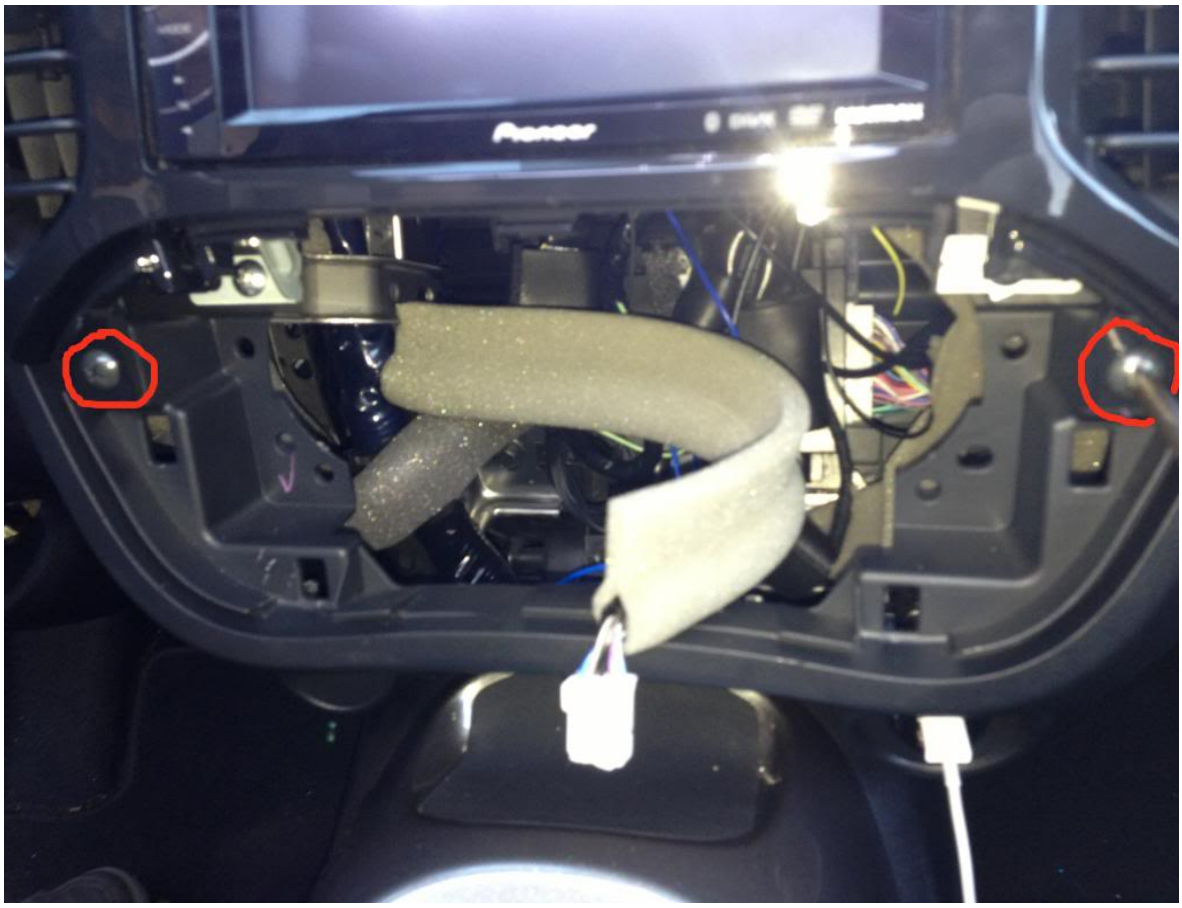


Lift up and pull it out towards you with the removal tool or screwdriver being sure the tool is well inserted behind the face to avoid it slipping out, you may need to give it a good tug to free the snaps.

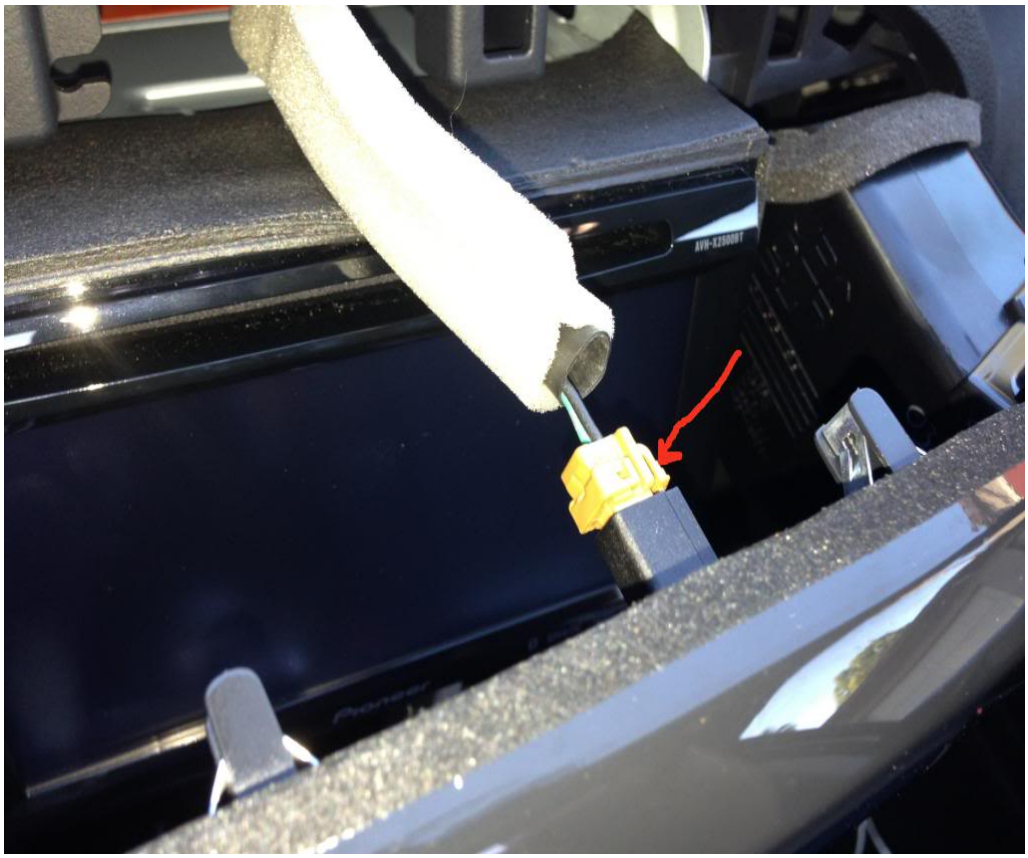
Pull the lower dash away and unplug the one electrical connector, place in a safe place out of the way.

CLIMATE
D-MODE
Pioneer
DIVX
DVD
MIXTRAX

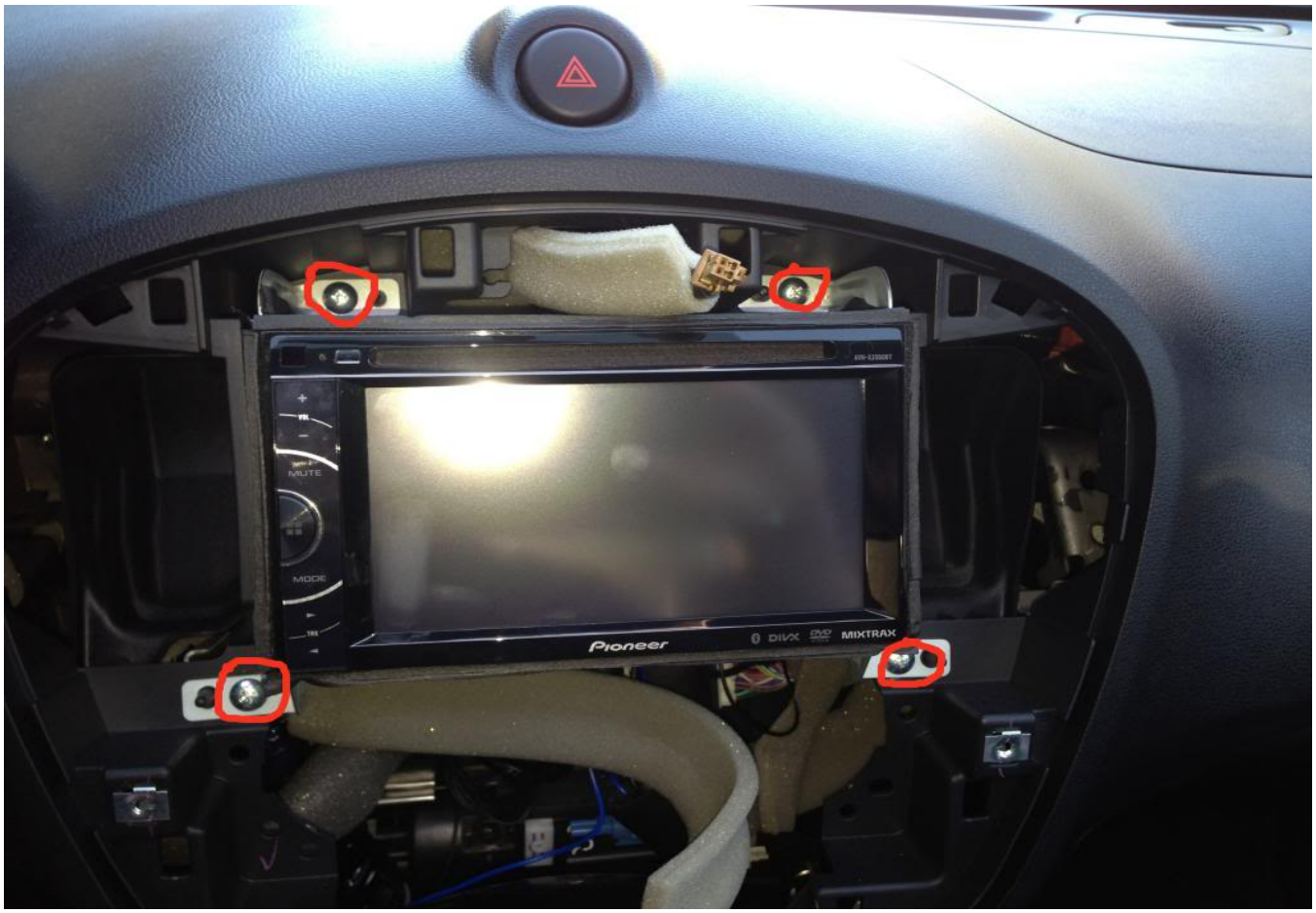
You can now see the two screws holding the bezel around the stereo and center AC vents.



Remove the screws and then snap the bezel loose, you may have to lift the window wiper control shaft for it to clear. Unplug the Airbag warning light connector and place this bezel in a safe place also (They are easily scratched).



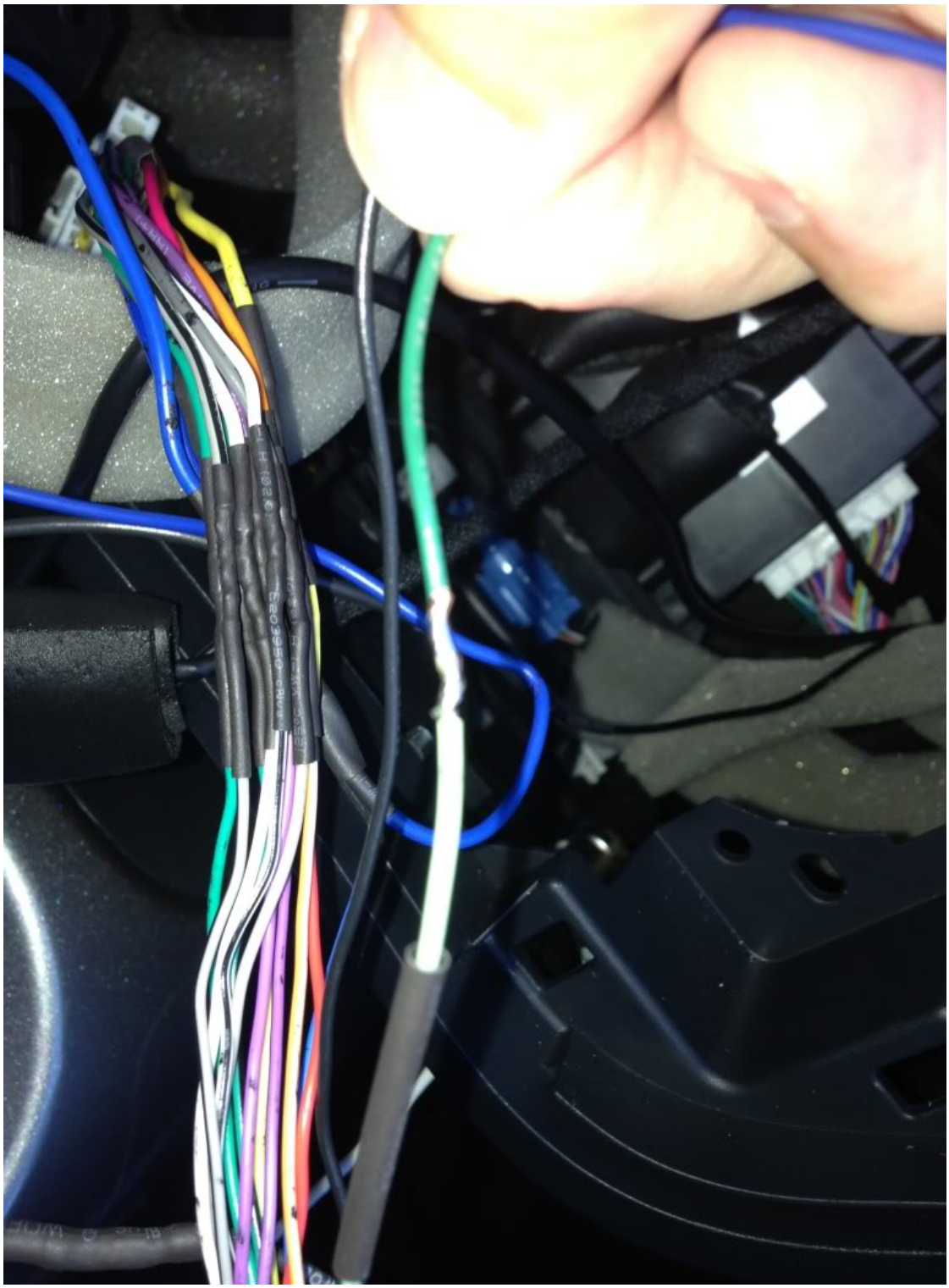
The 4 screws holding the two radio brackets can now be seen, remove the screws and then pull the radio towards you, unplug the 4 harness connectors from the rear of the stereo. Remove the brackets from the stereo using a Torx T-20 (I think). The brackets will be installed on the new stereo.


MUTE
MODE
Pioneer
DIVX
MIXTRAX

Only 2 of the connectors will be used, the largest one and the skinny antenna one, I wrapped the unused ones in soft foam tape to prevent any vibration.

My first step is to build my wire harness adapter, I like to solder each connection and then use shrink tubing to insulate each connection. This will prevent any trouble down the road due to loose connections, but if you want to use crimp connectors they should work as well. It is suggested to solder the steering wheel connectors and MicroBypass in all cases. For most stereos the colors on the Metra 70-7552 harness cable will exactly match your stereo harness wire colors, but the Juke harness does not include the black ground connection on the 70-7552, so I removed this heavy black wire and connect the ground lead from the stereo to chassis ground. I also run the same chassis ground to the steering wheel adapter and MicroBypass if your using these devices. Connect to a sold metal support that is directly connected to the cars chassis for a good ground. Connect the Amp trigger blue wire with a white stripe to the Metra 70-7552 blue wire, to any Amps you're installing, to the blue wire on the Metra 40-NI12 antenna adapter (The power antenna wire can also be used if provided on your deck), and to the MicroBypass if being used (Do NOT view video while driving, its dangerous and against the law, video can not be viewed anywhere the driver can see it even if the driver is not looking at it in most places). In some cases these devices may pull too much power, if you have an issue add a relay with the common connected to the yellow battery + wire, the normally open connected to the rest of the blue wires, and the coil trigger connections made to the stereo blue wire with a white stripe and the black chassis ground. The green parking brake wire must be attached to either the MicroBypass or parking break (or switch) so that video and certain other functions can be accessed if your stereo is so equipped. If the green wire is left disconnected these functions will never be available. If you are using

an amp and plan to use the factory speaker wires going to the doors, dash, etc. you will need to not connect the stereo's speaker wire connections to the Metra 70-7552 harness, but instead connect the amp to the harness adapter. If you are running better wire to the speakers, you can just leave the harness wires not connected. I use heat shrink tubing on the ends of unused wires to assure there are not any short circuits.



If you have a bluetooth microphone included with your stereo, you'll need to install it in a location it can easily pickup your voice without being too close to speakers or other sources of

noise. For my install, I decided to place it in the factory location, in the center of the headliner just in front of the sunroof (if so equipped).

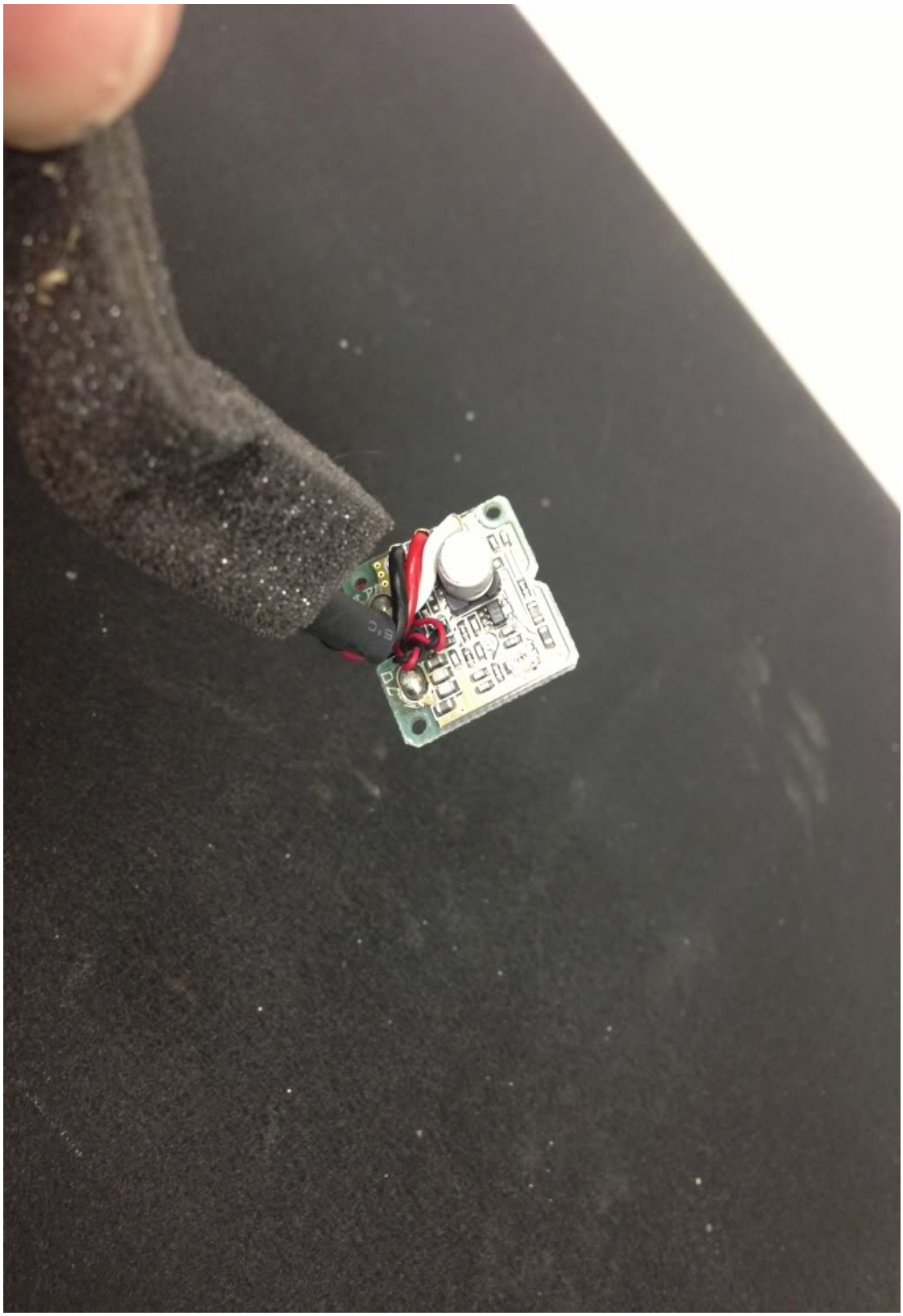
I carefully pulled loose the rubber trim all the way around the sunroof,

the plastic cover under the drivers visor,

and the cover over the two screws that hold the visor on. Then I also removed the visor. Once I could see the factory microphone above the headliner, I unsnapped the factory microphone, removed the tape, and unplugged the wire harness.

I opened the tiny microphone box by depressing the two clips on the side revealing the circuit board.

I removed the two tiny philips screws, circuit board, microphone, and rubber surround.



I then removed the Pioneer cable and de-soldered the Pioneer microphone. The lapel like mounting is removed by pulling the end piece off and then microphone can be pushed out the end using the wire. On the factory microphone I marked the side with the RED wire with a perminant marker and then de-soldered it from the factory wires.

I soldered the factory microphone to the Pioneer cable, White wire to where the factory Red wire was, black to black. I used some hot glue to assure it would stay put.

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- 06-18-2013, 03:06 AM #3

Westly197

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Since the factory microphone is designed to pickup sound only from the front of the mic, where as the Pioneer was made to pick it up in front and behind, the pioneer microphone must be replaced with the factory mic or the performance will be terrible (I know, I tried the pioneer mic first). I used the tied knot in the cable as strain releif, removed the black cloth, and snapped the cover to the box back on. Then I snapped it back into the headliner as it was before and replaced the tape on the unused factory harness connector to prevent vibration. Next I pulled the drivers side A Pillar cover loose, but did not remove it beyond where the green clips stop it and pulled the door seal rubber away from the dash and a pillar areas. Then run the microphone wire up near the windshield under the headliner, in front of (Towards the glass) where the visor attaches to avoid the airbag parts, and under the A pillar cover. Route

the cable behind the dash cover edge and fish it into the small hole above the fuse box that is usually under the rubber door seal(accessible with the fuse box cover removed), behind the fuse box, and under the dash routed away from moving parts such as the steering wheel shaft. Finally route it into the stereo compartment area to be connected.

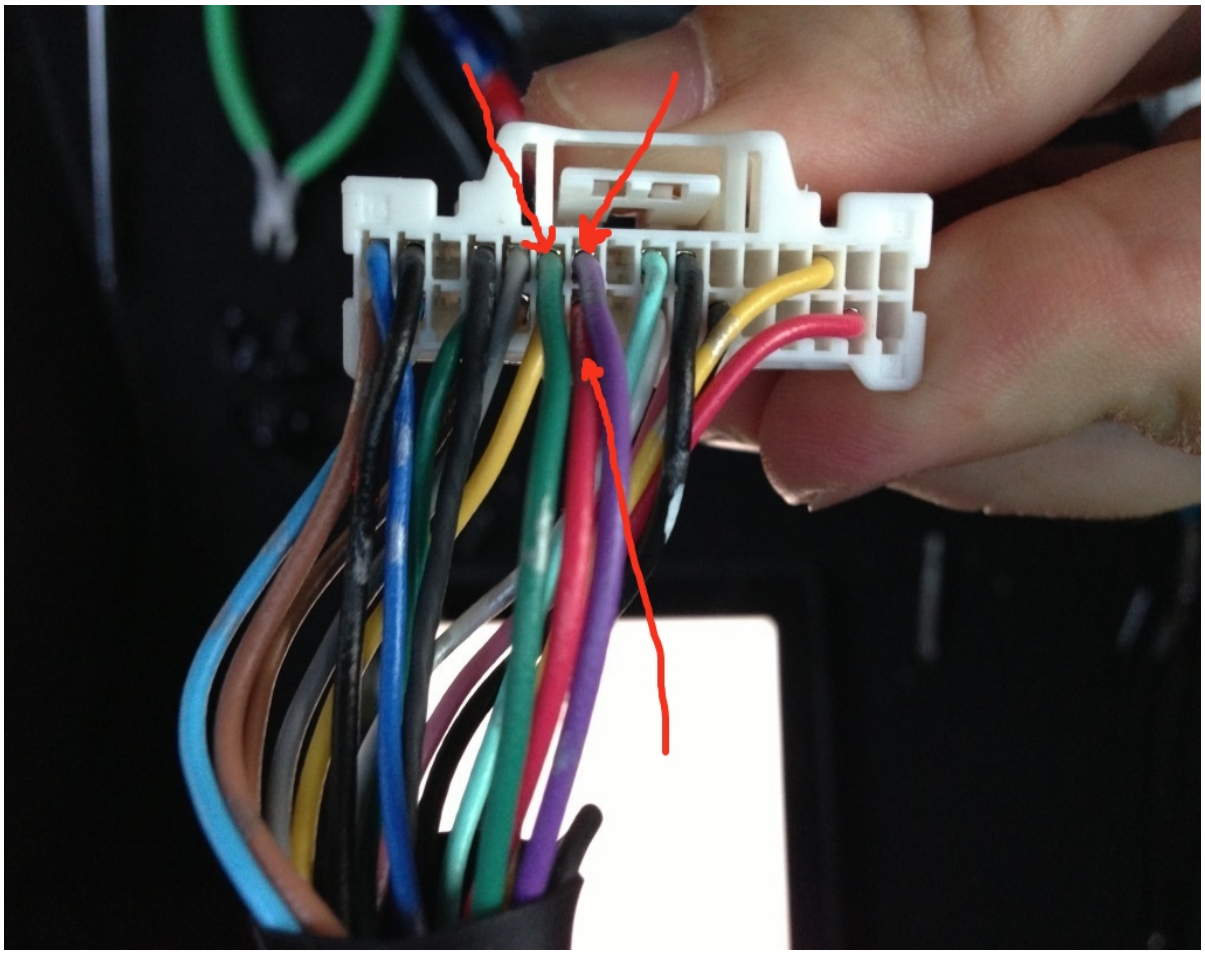
For the steering wheel controls to work, including the telephone buttons, you will need to access the Contasy Power Tel 32 pin harness located on the right side of the glove box as the steering wheel controls are wired to this box first and it does not pass the telephone buttons on to the stereo harnesses. To access it you will need to remove the glove box, inside at the top are three screws, then half way back there are two more, finally there are 4 under it at the hinge points.

Once all the screws are out, it can be pulled towards you and slightly down with the glovebox door open just a little. There is a small harness connected to the glove box light on top, and on the right is the iPod interface jack, unplug both, if so equipped, and then move the glovebox out of your way.

On the right side is a metal box labeled as shown below:


CONTASY POWER TEL VPCASF14B409KA
MR 5746 ANRT 2010
COFETEL ID:RCPVIVB09-0633
FCC ID: NT8-09NBTHFA
CE0700
APROBADO CNC 16-9484
MADE IN CHINA
01/11/12 S115
H201
3469
17005/POSTEL/2010
TRC/SS/2010/132
IC ID: 3043A-09NBTHFA
CMIIT ID:2009DJ2124
VC1-VBTHFGEN31
visteon
D

The large 32 pin plug is what we need, but if you look very, very close, there are PIN numbers on the 4 corners, 1, 16, 17, and 32. It starts on the upper right (with the clip facing up and wires going towards you) with pin one, and counts up as you move across the top to 16 on the top left. Then the lower right is pin 17 counting up to 32 on the bottom left. The wires you want are all right next to each other near the middle of the plug and all the same gauge wire. You will not plug this harness back in, leave it disconnected! I wrapped it is a soft weather seal tape to avoid vibration.



On the 32 pin plug, Pin 11 - Green - Signal A, it connects to the Axxess ASWC-1 Grey/Red wire
On the 32 pin plug, Pin 26 - Red - Signal B, it connects to the Axxess ASWC-1 Grey/Blue wire
On the 32 pin plug, Pin 10 - Violet - Ground, it connects to the Axxess ASWC-1 Black wire and to Chassis Ground.

I just stripped a little insulation off the factory wires in a staggered pattern and soldered the wires on. I choose to do it down the cable a little, on the other side of the rubber covers. This area is under the plastic wrap and easily hidden if I wanted to remove the taps later. I heeded the advice to solder them on, no tap in connectors.

For power you should use the red wire from the radio harness. I used the Blue wire with two silver dashes every couple inches on the 32 pin plug, pin 31. The issue is it doesn't have power when you have the car in accessory mode, only when the the gauges and such have power. This results in no problems unless you try and use the steering wheel controls with the car in Accessory mode. Once you touch a control in Acc mode, the volume will often go down continually until you turn the ignition off and back on again.

I went through the manual programming on the Axxess ASWC-1 and found the list on page 19 was a little off for my Pioneer AVH-X2500BT. In the programming steps this is what worked in order of programming:

1) Volume Up
2) Volume Down
3) Seek Up
4) Seek Down
5) Attenuation (Source if latest firmware is applied)

6) Attenuation
7) Preset Down (Radio)
8) Preset Up (Radio)
9) nothing
10) Band (ie. AM/FM1, etc)
11) nothing
12) nothing
13) Off Hook
14) On Hook
15) nothing
16) nothing
17) nothing
18) nonothing

I'm told by Metra that the Source button will work on the Pioneer AVH-X2500BT with the most current firmware update, which can be applied through the USB port on the ASWC-1, however my wife prefers the mute function so I'm not planning to do it. Unfortunately this model stereo does not support the PTT function via wired remote. You can assign any of the functions I listed to any button you wish in the programming process as described in the documentation included with the ASWC-1.

I was very disappointed the PTT function isn't available on this setup, but the stereo has the button in a very accessible location. All the buttons work and can be programmed for ant of the above functions. The stereo was automatically recognized as a Pioneer (6).

I have included the resistance readings for each button and signal source below, perhaps it will help someone or perhaps the Axxess ASWC-1 makers to add the Juke to their online instructions and auto setup.

Signal A on Pin 11 a Green Wire:

Source = 1.85 Ohms
Seek Up = 122.6 Ohms
Seek Down = 322 Ohms
Off Hook = 723 Ohms

Signal B on pin 26 a Red Wire:

Volume Down = 1.9 Ohms
Volume Up = 122 Ohms
On Hook = 321 Ohms

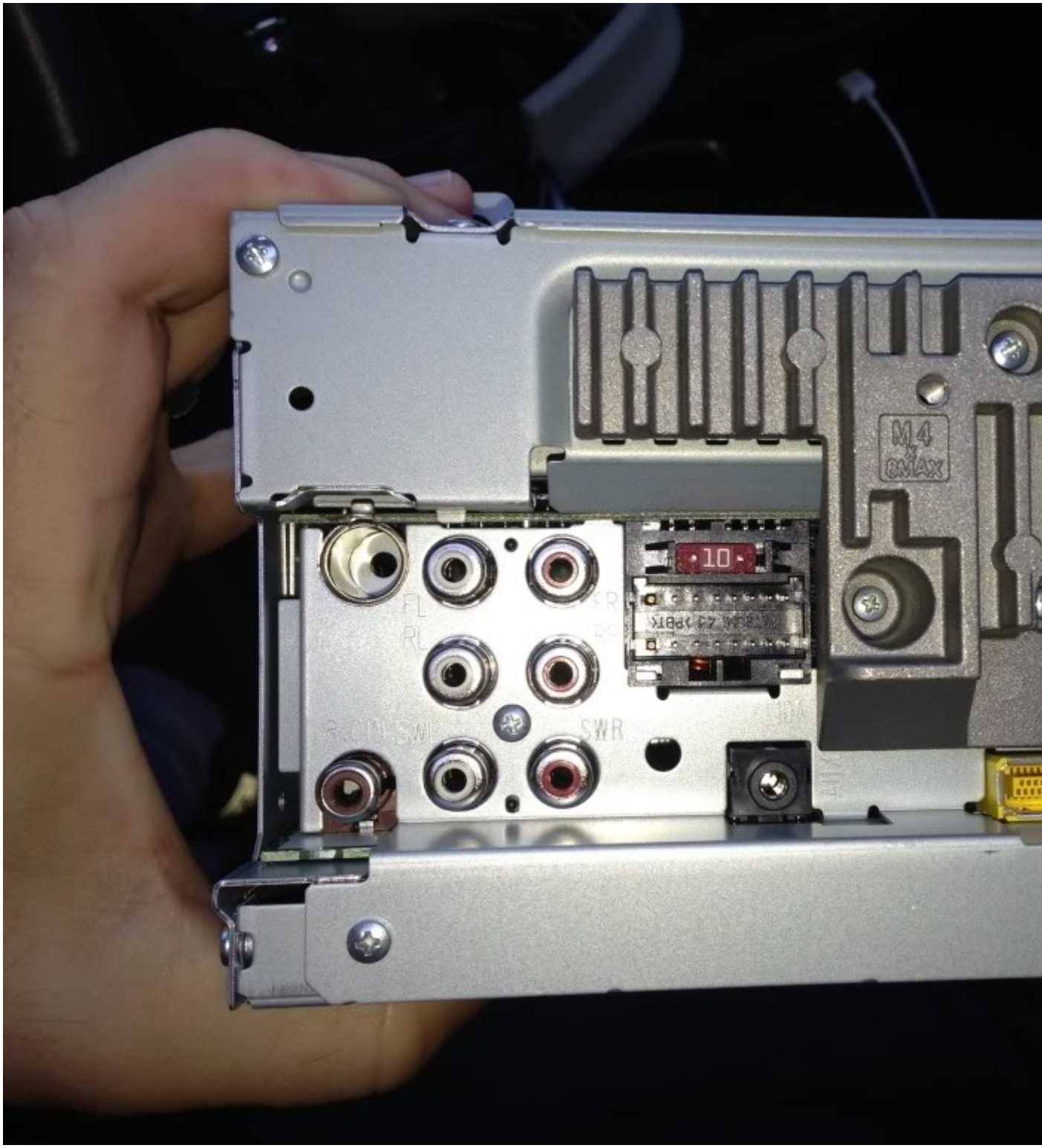
All measurements taken between the Violet (Pin 10) and Green (Pin 11) Wires for Signal A, and between the Violet (Pin 10) and Red (Pin 26) wires for Signal B.

I'd like to thank x61guy for contributing the primary information for getting the steering wheel controls to work!

Manual programming instructions are on page 11, when it tells you to look at page 19, use the list above if you're using the same stereo as I did.

For mounting a double DIN stereo you should not need any brackets as the factory ones will usually fit the aftermarket stereo. If you have a single DIN, you need to purchase a mounting kit such as this one: Crutchfield 003NDK737 My Pioneer matched up nicely. There was about a 1/16 gap around the edge where Pioneer made the front of the face slightly smaller then the rest of the unit. I installed foam tape around the edges behind the face of the stereo to assure no light can be seen and to prevent vibration after it was mounted with all the wires attached.

You should be able to plug in the 1/8 headphone type jack from the ASWC-1 into the the first jack on the drivers side (when the face of the unit is facing as it will installed), the tiny microphone jack is second from the drivers side, and the harness and antenna is on the other side.



Now you can test everything out and go back to the steering wheel adapter manual programming. The manuals included with the ASWC-1 have the steps for this, it may take a few tries to get it right.

This is how it looks completed, everything works well!


AIR BAG
MUTE
MODE
Pioneer
DIVX
MIXTRAX
CLIMATE
D-MODE