

Hello All,

This is a full write-up guide on how to replace the Head Unit/Audio Receiver in a 2010-2012 Suzuki Kizashi (Sport SLS in my case). The procedure is mostly standard for anyone who has done an aftermarket head unit replacement in a car before, but I will go into detail on how it is done. I will start with a list of recommended parts for the replacement. I bought mine from Crutchfield.

Recommended parts:

Any Double DIN head unit (If you have the backup camera I recommend getting one with a screen and camera input)

Metra 95-7955 Dash Kit

Link: https://www.crutchfield.com/p_120957955/Metra-95-7955-Dash-Kit-Black.html

This isn't necessary if you have the touch screen head unit stock, but if you have the basic model you will need it.

Wiring Harness

If you have the RF stock amplified audio system, you'll need this

Scosche SI06B Wiring Interface

Link: https://www.crutchfield.com/p_142SI06B/Scosche-SI06B-Wiring-Interface.html

If not, get this

Metra 70-1721 Receiver Wiring Harness

Link: https://www.crutchfield.com/p_120701721/Metra-70-1721-Receiver-Wiring-Harness.html

Disclaimer: As far as I know, neither of these harnesses have the Steering wheel control wires or rear camera switch wire. If you are going to use a steering wheel control adapter, you will either need to splice directly off the stock harness wires, or modify the harness to add those wires. I have both, and I spliced them directly. I have also seen people use the stock wiring harness and splicing it with the harness for their aftermarket head unit, as it has a harness built in from the factory.

Metra 40-HD10 Antenna Adapter

Link: https://www.crutchfield.com/p_12040HD10/Metra-40-HD10-Antenna-Adapter.html

Optional, but for \$10 I just put it in.

Steering Wheel Control Adapter

I used this one

Axxess ASWC-1 Steering Wheel Control Adapter

Link:

https://www.crutchfield.com/p_120ASWC1/Axxess-ASWC-1-Steering-Wheel-Control-Adapter.html

But there is also this one

PAC SWI-CP2 Steering Wheel Control Adapter

Link:

https://www.crutchfield.com/p_541SWICP2/PAC-SWI-CP2-Steering-Wheel-Control-Adapter.html

I bought the first one, but after using it, I'd recommend the second, as it has a much better guide and is configured using DIP switches. I couldn't get the Axxess adapter to recognize the skip track/backtrack buttons on the steering wheel controls, but everything else works fine.

Tools You Will Need:

Soldering Iron (I recommend a KSGER T12 station from Amazon. \$70 on [Amazon](#))

Solder

Flux (Recommended)

Heat Shrink Tubing (you can use tape, but it might melt off, just use heat shrink)

Long Philips 1 or 2 Screwdriver

Wire strippers and cutters

Extra 18 Gauge Wire (Recommended)

Alright, now that that's done, onto the actual guide.

(Picture)

First, you will need to remove the climate control panel. It's quite easy if you just open the small storage drawer under it and pull from the bottom, it should just pop out.

(Picture)

Now just disconnect the harness for the climate control panel and set it aside.

(Picture)

Now you can access the bottom of the factory stereo. There are two phillips screws in the back of the compartment just below the head unit. Remove both of them, and the head unit should come loose.

(Picture)

Now, just pull the head unit out carefully, until you can access the harness, and disconnect it from the head unit. There will also be the USB cable and a composite for the camera if you have the options in your model. You will need to route the USB cable out of the right side of the dash if you have it, it is not too difficult to remove. Now set the stock head unit aside.

(Picture)

In some models, Inside there is a wiring harness wrapped in a foam material, you will need to remove this if it is present.



Now you have the stock head unit removed, at this point, I would find a pinout that should be included in the manual for your aftermarket head unit, and the pinout for the wiring harness. For the factory amplified model, I used [this](#) pinout. For each wire, strip the appropriate wires, slip some heat shrink tubing down one of them, and solder them together. I recommend straightening both wires, dipping them in flux gel and then applying some solder to each wire, then soldering them together by either holding them together and touching them with the iron, or using a stand to hold them and soldering them together. If you are adding a steering wheel control adapter, do not heat shrink the 12V constant, 12V ACC or Ground wires just yet, and leave it floating on the wire.

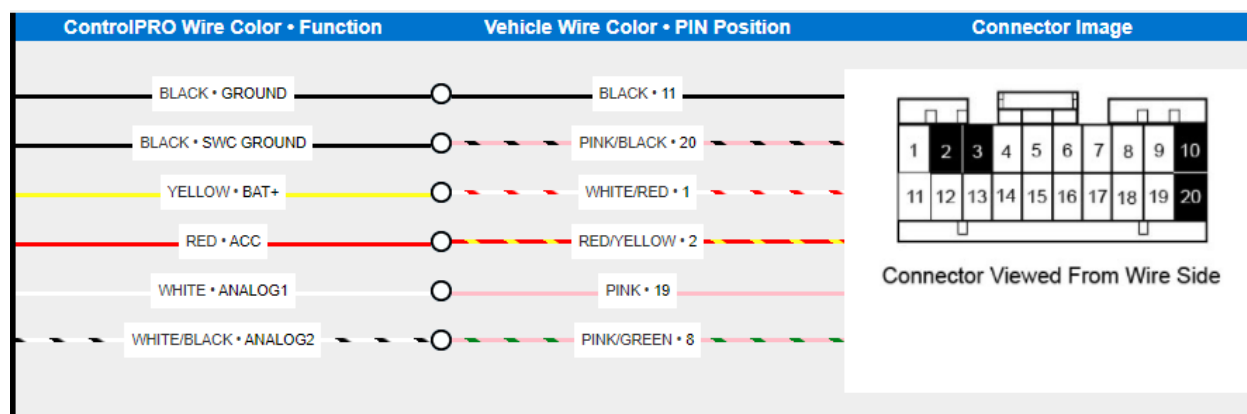
(Picture)

If you have experience soldering, this is easy, but I included a short explanation for those less experienced. Repeat the process for each necessary wire, then if you bought the antenna adapter, solder the one loose wire on it to the antenna trigger wire on the harness.

(Picture)

Now you have your basic harness ready to go, yay! If you aren't installing a steering wheel control adapter or connecting the backup camera trigger wire, you're pretty much done! All you need to do now is screw the new head unit into the mounting adapter and plug it in. Test that everything works, then push the head unit into place, screw it in with the 2 phillips screws, plug in the climate control panel and clip it back into place. If you would like to install a steering wheel control adapter, it's a bit more complicated.

The first step to install the adapter is to find the wires for the steering wheel controls. In the model I have, the pink, pink/green and pink/black wires are the three needed. The guide for the Axxess adapter does not show this correctly, but it might be correct for the non-amplified or non-touchscreen units. The SWI-CP2 [guide](#) shows how to set up the DIP switches, and the correct wiring for the harness. What I did for wiring the three adapter wires is to cut them out of the stock harness, strip them and solder the three wires on the steering wheel control adapter to them. The other option is to get some extra pins and add them to the aftermarket wiring harness. I would recommend buying a second wiring harness to harvest the pins from, as I have no clue where to find extra pins that are exactly the same. You will also need to solder the 12V constant, 12V accessory and ground wires for the steering wheel control adapter to the harness, then heat shrink them to insulate the wires.



(Picture)

Now, just follow the PAC guide and plug the harnesses and SWC cable into the head unit, then test that the controls work. If you have any issues, consult the PAC guide and [manual](#).

Now with all that said and done, there's one last thing to address, the backup camera trigger wire. The aftermarket wiring harnesses don't have this on their pinouts, and I couldn't find anything on it online, so I did a bit of research myself. Using a standard multimeter, I tested the open pins to find one that would output 12V with the car in reverse, and didn't output anything when it wasn't. I did this and found that it was the red/blue wire.

(Picture)

Now, if you want the head unit to automatically switch to the camera input in reverse, just solder the reverse trigger wire on the head unit's harness to either another added pin on the harness, or directly to the trigger wire on the stock harness.

(Picture)

Once that's done, you can reassemble the center console as described above, and everything should work flawlessly. My takeaway from doing this install, is to never buy an axcess steering wheel control module ever again, as they don't work as well or have as well made guides as the PAC ones, plus they're the same price. Let me know if you have any questions, and I hope your install goes well!