Installing an auxiliary jack in to a 2006 Honda Civic

By samuel337, 13/02/2011 v2.

Taking the Civic dash apart

Before starting, it is worth noting that the clips for all the panels are at a 90 degree angle, so pulling panels straight towards you usually works. The clips are fairly sturdy for obvious reasons, so they do require a strong force to dislodge them – it's a bit painful when you pull them for the first time, because you think you've broken something given how strong you pulled, but after a few, you'll get the hang of it. Then again, they can break, so it's a catch-22. All these panels have to be removed in order to remove the stereo system because the panels all overlap. Probably be advisable to place the parts on to a cloth instead of directly on the concrete floor – they can easily scratch.

1. Start by removing the outer panel under the steering wheel. It is held on by 3 clips on the left and right sides, and an additional one on the top and the bottom; 8 clips in total. I worked from the right to the left. The holder shown in the picture below is a useful handhold for pulling the panel out.

2. Now remove the screw shown in the picture below (right of the steering wheel, exposed after removing the previous panel). If you don't have any screwdrivers, the one in your boot works.

3. Then remove the front driver-side dash panel – it is attached by 3 clips on the right side, 4 clips on the left side (closer to stereo system), and an additional 3 clips on the top and one on the bottom. Be careful – there is a harness connected on the right side for the buttons underneath the driver A/C vent. Just unclip it when you can reach it.
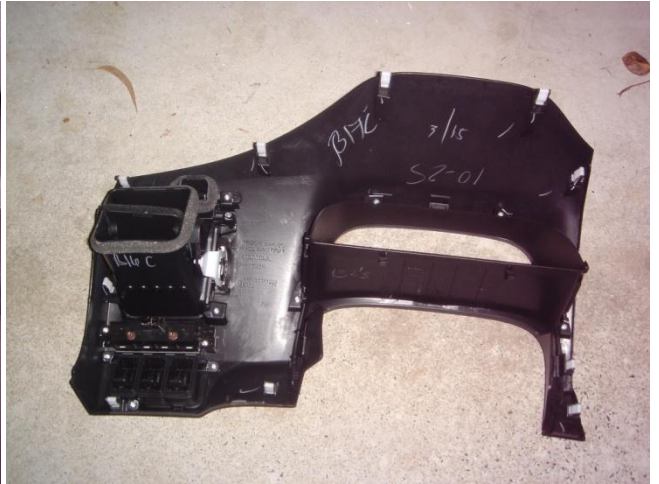
4. Next, open up the small panel at the top of the space next to your cigarette lighter. There are two slots on the closer edge for you to slip a flat-head screwdriver in to pry the panel off.

5. After contorting yourself into a very uncomfortable shape, you'll see that there is a metal beam directly above the opening, and that there are two screws on that beam – one on the left (below left), and the other on the right side of the opening (below right). These screws are machine-tightened, so make sure you have the right screwdriver, and a very strong grip so you don't bugger up the screw. The best tool I've found to unscrew them is a socket screwdriver (the ratchet doesn't fit in the opening) – a 5/16 socket worked great. Moving the gear stick into a lower position may give you more room to move.
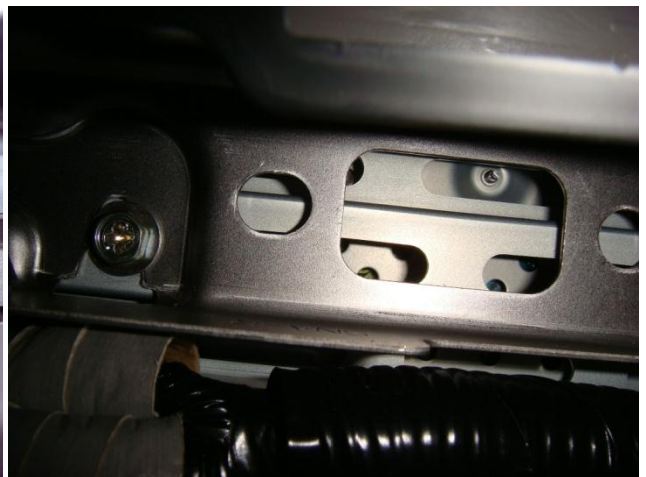
If it helps, you can remove a part of the centre console to give you more room. To do this, first remove the gear stick surround – clips again, so just pry underneath and it'll pop up.


Then remove the front part of the centre console – again just clips, so pry under the edges. You may need to move the gear stick to lift the part out.

6. Now the big one – remove the stereo system and A/C control part of the dash. Again just clips, but this one was very solidly attached. I started from the driver side as I could get my fingers underneath and get some leverage, then worked around. As there are controls on this part, there are harnesses attached to this part, 6 in fact, plus a tube, which I assume is related to A/C operation. The tube might fall off and become loose – worry about that later. The harnesses can all be removed by depressing the clip on it and pulling. The 3 harnesses to the audio system are the shortest, so they have to be removed first, before you take the system out; the other 3 can be removed after you take the part out of the dash. They are all unique one-way connectors, so they won't be too hard to reattach. You may find it easier to lower your steering wheel and extend it as much as possible.
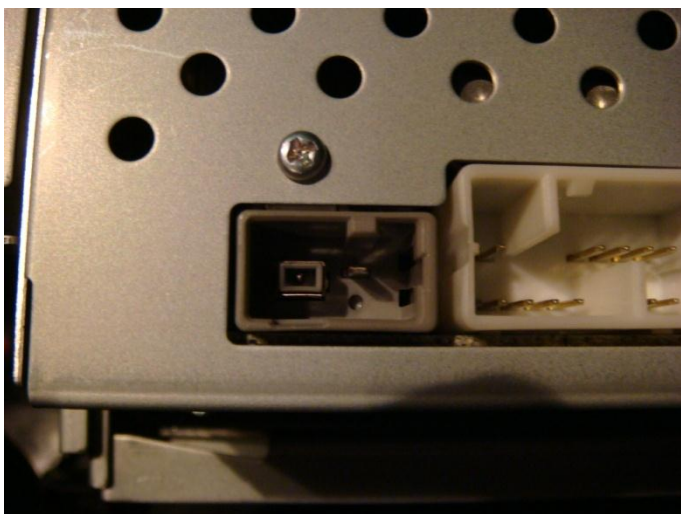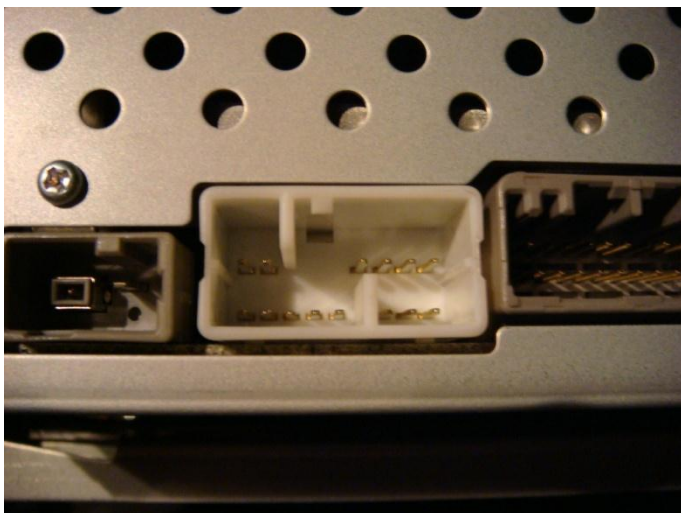
Examining the stereo system connectors
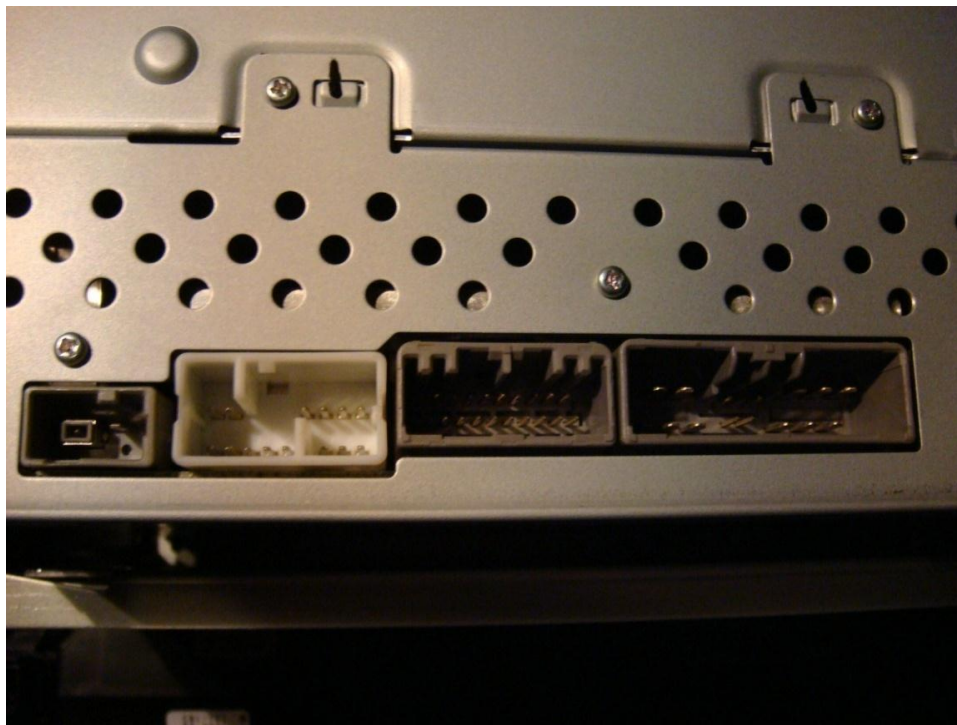
Sockets, from left to right:
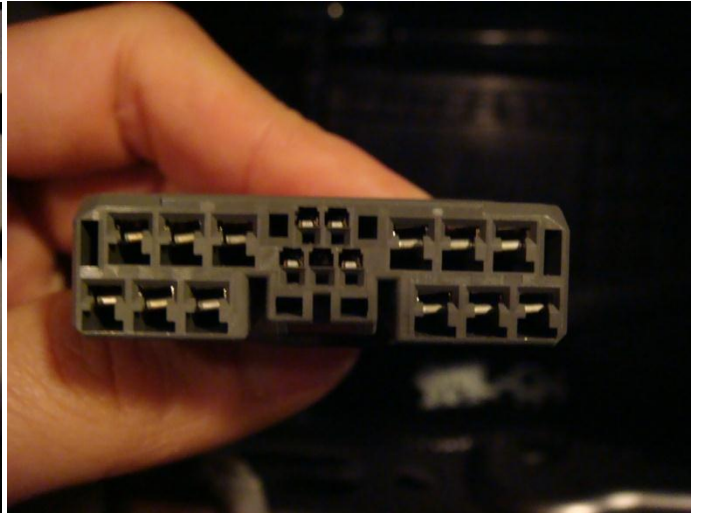
Antenna connector

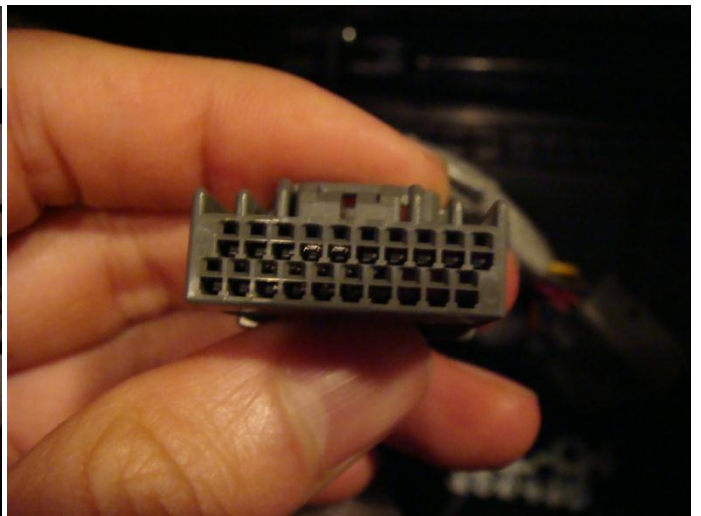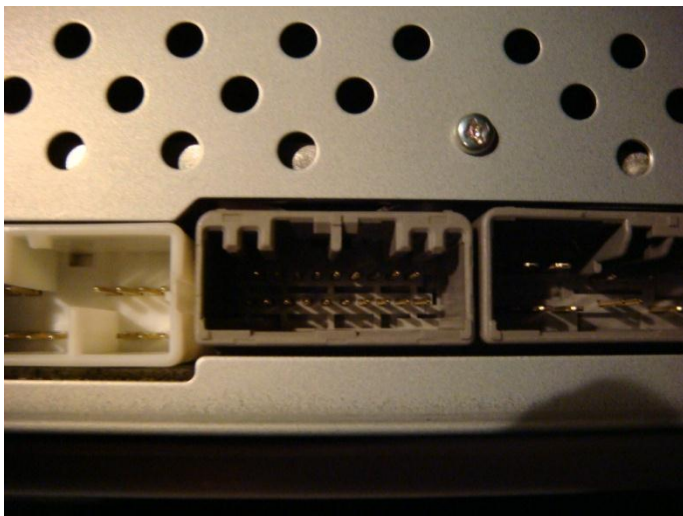### External CD-changer connector? Honda Bass Works connector?

Not connected in my system.

System connector #1 (power, car speaker signals, and some other bits)

System connector #2 (aux connector, and other bits)

This connector is the important one here, and the rest of the instructions will refer to the pins as described below. The following diagram and pin descriptions were copied from the 8th Gen Civic Forums – http://www.8thcivic.com/forums/showthread.php?t=37564 – to keep these instructions useful if that thread or the included pics disappear in the future.

Emphasis has been added to show the pins that will be used in this article.

Connector #2

06' Civic EX WO/NAV - W/8" SUB
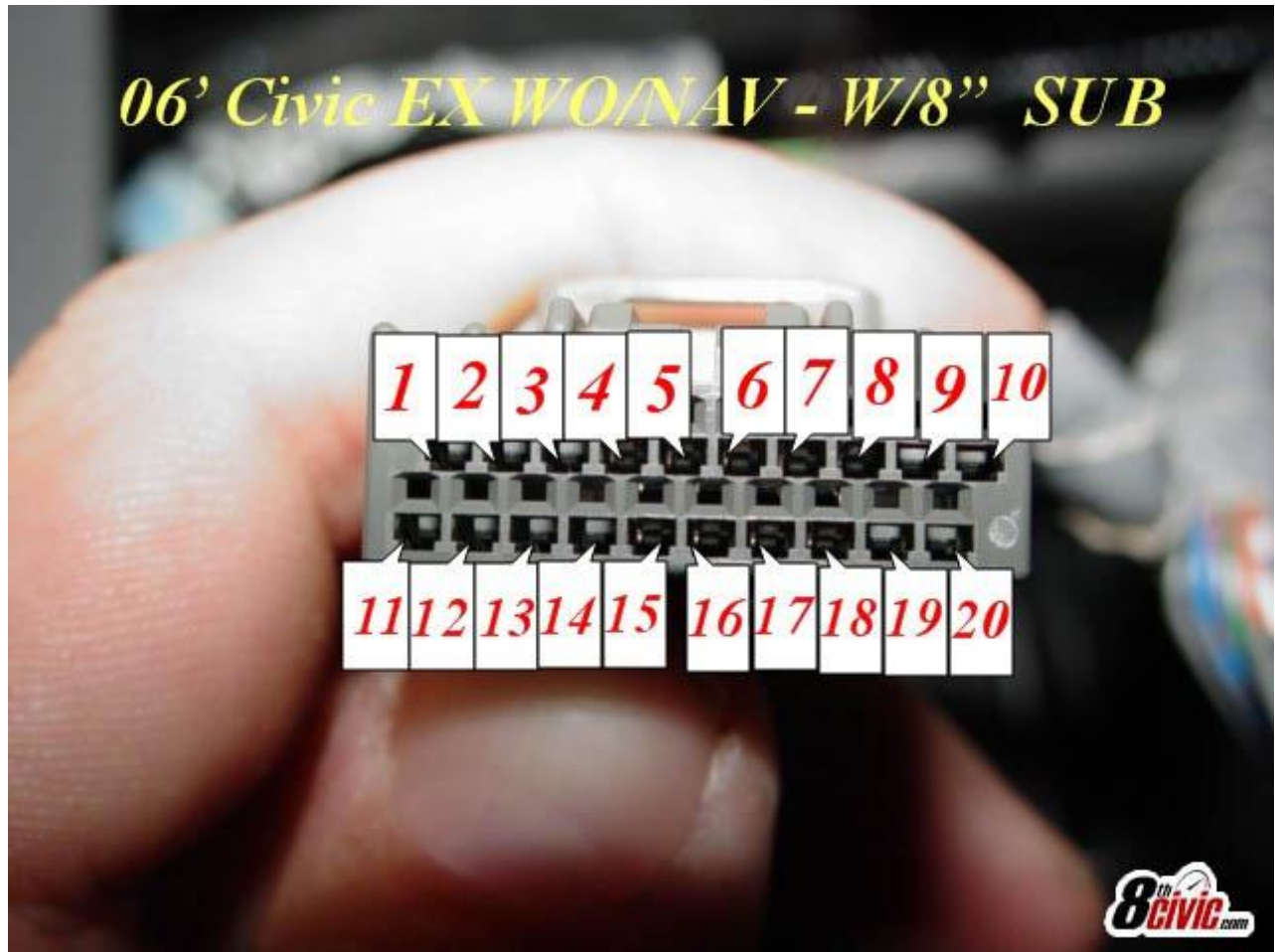
#1 / Radio marking as TELMG No wire (EX w/nav?)
#2 / Radio marking as TELM- No wire (EX w/nav?)
#3 / Radio marking as HFT-11No wire (EX w/nav?)
#4 / Radio marking as REMC Pink (not used)
#5 / Radio marking as REMG Brown with silver stripe (not used)
#6 / Radio marking as AUXG Blue with silver stripe (not used)
#7 / Radio marking as AUXSH Flat black (not used)
#8 / Radio marking as AUXSG Brown with silver stripe (not used)
#9 / Radio marking as NAVSH No wire (EX w/nav?)
#10 / Radio marking as NAVG No wire (EX w/nav?)
#11 / Radio marking as HFT No wire (EX w/nav?)
#12 / Radio marking as TEL+ No wire (EX w/nav?)
#13 / Radio marking as HFT-12 No wire (EX w/nav?)
#14 / Radio marking as PASM No wire (EX w/nav?)
#15 / Factory AMP Power control wire Lt.Blue with silver stripe
#16 / Radio marking as AUXD White with silver stripe (not used)
#17 / Radio marking as AUXR Green (not used)
#18 / Radio marking as AUXL Yellow with silver stripe (not used)
#19 / Radio marking as NAVR No wire (EX w/nav?)
#20 / Radio marking as NAVL No wire (EX w/nav?)

Connector #2

Adding the auxiliary jack

Parts

- 3.5mm jack. Can substitute for 2.5mm jack for mobile phone connections, or 6.5mm for the larger headphone plug.

- 3 pieces of wire of similar thickness to wire used by the stereo system, around 40 to 50cm, with crimp pins at one end, to connect the above jack to the stereo system. Adjust length according to where you want the jack to be located – above measurement if locating jack near cigarette lighter.
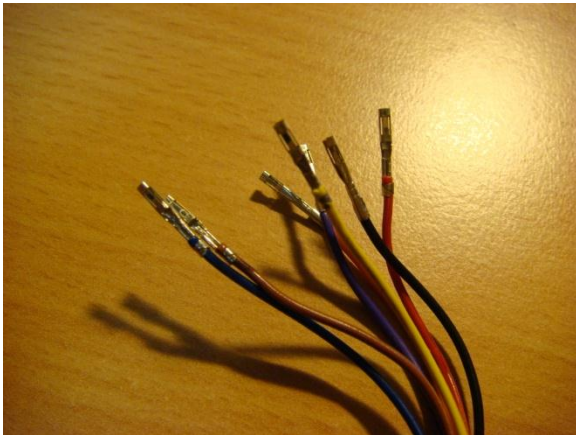
- 1 piece of wire of similar thickness to above, around 10cm, with crimp pins on both ends.
  OR
  2 pieces of wire of similar thickness to above, around 10cm, with crimp pins on one end, and twisted together on the other using a wire nut or crimp-on connector.

  This wire is used for looping the detection pins so that the AUX mode is activated on the system.

To save yourself the hassle of crimping the wires yourself, see if you can acquire a CDROM audio connector cable from computers, which look like this:

You can then remove the flat black connector (already removed in the picture), exposing the necessary crimped wire ends. The white connector isn't useful in this case, so just cut it off and strip each wire.

Steps

1. Strip the non-crimped end of the 3 wires to be connected to the jack, and twist the individual strands together per wire. Make note of which wire you are going to denote for left, right and ground – I used left (orange), right (purple), and ground (black).

2. Solder the 3 stripped wires to the appropriate terminal on the jack.

(Make sure you do a better soldering job than what I've done here; I have since had to redo it.)

I added some tape around each solder joint to make sure the terminals don't touch. Probably unnecessary.

If you're unsure of what terminal does what, connect the jack to a 3.5mm-3.5mm audio cord, and use a multimeter to test by placing one testing prod on the jack, and the other on various parts of the connected 3.5mm audio cord. The diagram below will help you identify which part of the 3.5mm audio plug does what:

GROUND   R   L
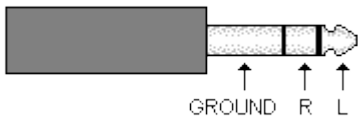
(From http://pinouts.ru/Home/Tele35s_pinout.shtml)

3. Thread the newly created jack and wire from the audio system hole, to the hole in the compartment next to the cigarette lighter, or wherever you want it to be.

4. Now find system connector #2 (see above for pictures), and unlock the pin slots by prying open the locking mechanism (see below) slightly – do not remove the locking mechanism as you won't be able to insert the wires for the top row of pins. Use the slit shown below to pry it upwards.
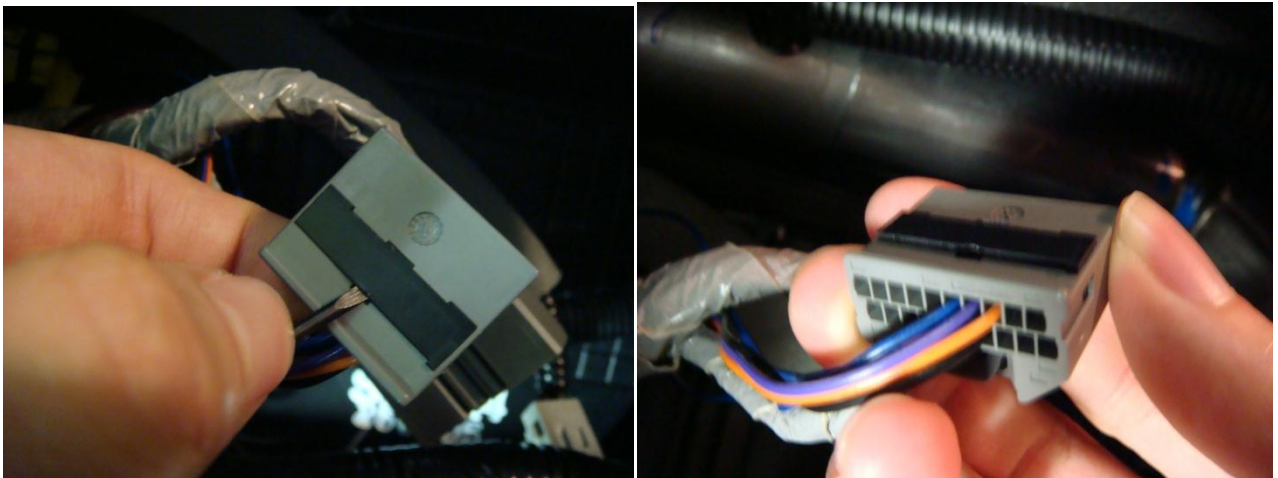
5. Now insert the jack's ground wire into the ~~AUXSH (AUXiliary SHield ground) position~~ AUXSG (AUXiliary Shield Ground) position, the left wire into the AUXL (AUXiliary Left), and the right wire into the AUXR (AUXiliary Right) position.

(The previous version of this document incorrectly stated that the ground wire should go into AUXSH; it should instead go into AUXSG. If you use AUXSH, the audio will sound soft, far away, out of balance, and you may notice some elements of the song to be missing or very, very soft.)

These names refer to the annotated connector diagram above. Note that that diagram shows and numbers the pins as though you are looking at the end of the connector that goes into the audio system, *not the end where the wires are inserted*.

Make sure they are inserted all the way in – they do fit into the entire width of the connector, from the insertion end, to the pin contact end. You can visually check to see if they're in far enough by looking at the pin contact end. Ensure you don't dislodge the existing 2 wires either (pink and brown).

6. To activate the AUX mode on the system, insert one end of the remaining looping wire into the AUXD (AUXiliary Detection) position and the other into the AUXG (AUXiliary Ground?) position.

   Your system connector #2 should look like this now:
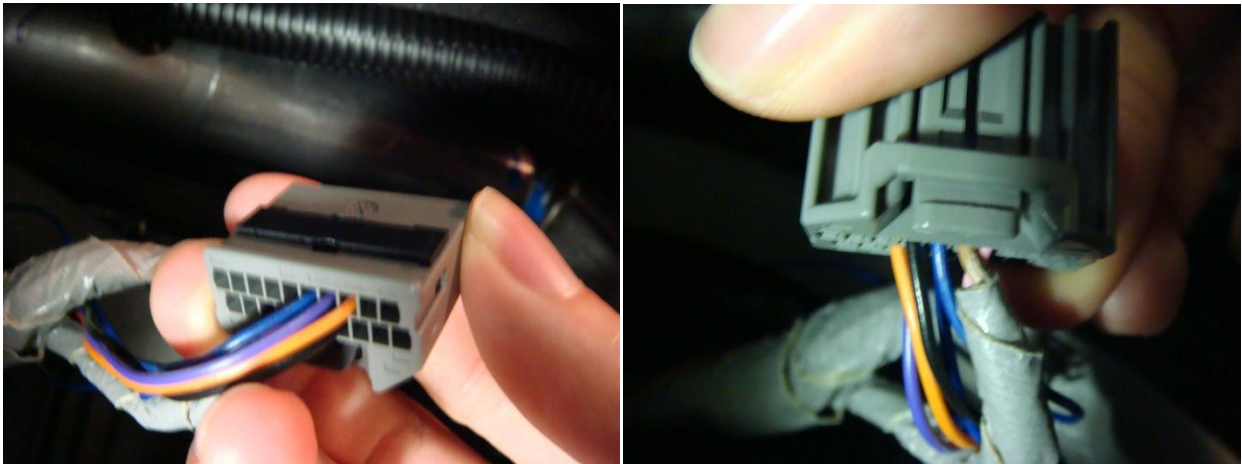
7. Confirm the wires are in the right position and inserted far enough, then secure the locking mechanism by pushing it back into its original spot.

8. Reconnect up the audio part of your dash, and test! Your CD changer (if your system has one) will take a minute to detect and reorganize itself after losing power. To enter AUX mode, press the CD/AUX button twice; once enters the CD/CD Changer mode.

   If it doesn't work, confirm you have the right pin positions and that the pins are inserted far enough.

9. At this point you may want to drill a hole and mount the jack somewhere. I drilled a hole and mounted mine underneath the cigarette lighter socket. If you do intend to do this in that location, be warned that the

plastic there is fairly thick. In my case it was thicker than the threaded section of my audio jack, so I couldn't screw the nut on to secure it. Luckily, the hole I drilled was tight enough to hold the jack in place without it.

10. Use cable ties to tie up the new wires and/or tape them up.

11. Replace the audio part of the dash, test, and if it works, have fun putting all the other parts back into place! Again, they some require a bit of a push to get back into place, and don't forget the screws.

Reconnecting the tube

The A/C tube most likely fell out when you removed the audio system part, and even if it didn't it's not that much help. The tube is only long enough so that it just connects when the audio system is back in place. As soon as you start removing it, it will disconnect. As a result, it is an absolute pain reconnecting it unless you have small hands (if so, place the tube in the general area where it should be, then use your fingers to guide it in via the small hole next to the tube connector).

You could try removing some of the lower panels to gain access, or alternatively, what I did was connect the tube to the end deep inside the car (look underneath the centre right A/C vent and you'll see another clear tube) until it clicked, then stuck a piece of long sticky tape around the other end and left the long tail of the tape dangling outside the part area. Then when the audio system was nearly in, I used the long tail to guide the tube into position. Took patience, but I finally got it, pulled harder to take the sticky tape off and gave the whole part a shove to get back into position. That's one part I'm not hoping to have to take out again anytime soon.

Hope this helps someone out (saving them 200 or so bucks for the genuine part + installation), though I understand the new 2007 Civics all have these inputs built in anyway.

Credits

Big thanks to the 8th Gen Civic Forum article linked to above, and also this article from the same forum for hints on activating the AUX input - http://www.8thcivic.com/forums/showthread.php?t=6171.