

APPLICATIONS

CHEVROLET

Avalanche 2007-09/Equinox 2007-09
Express Van 2008-09/Impala 2006-09
Monte Carlo 2006-07/Tahoe 2007-09
Silverado 2007-09 (Excluding Classic Models)
Suburban 2007-09

BUICK Enclave 2008-09, Lucerne 2006-09

GMC Acadia 2007-09
Savanna 2008-09

Sierra 2007-09 (Excluding Classic Models)
Yukon/XL 2007-09

HUMMER H2 2008-09

PONTIAC Torrent 2007-08

SATURN Outlook 2007-09/Vue 2008-09

SUZUKI XL7 2007-09

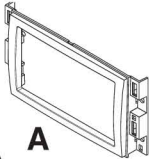
CT24CV02

KIT FEATURES

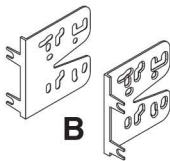
- Double DIN Radio Provision
- Stacked ISO Units Provision

KIT COMPONENTS

A) Double DIN Trim Plate B) Double DIN Brackets



A



B

TOOLS REQUIRED:

- Small Flat Blade Screwdriver • Panel Removal Tool
• Phillips Screwdriver • Socket Set • Torx Driver • Allen Wrench

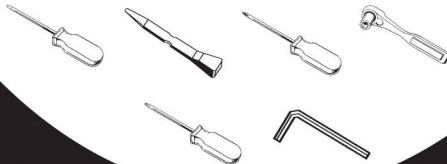


TABLE OF CONTENTS

Dash Disassembly

- Chevrolet Impala 2006-2009	1
- Chevrolet Monte Carlo 2006-2007	1
- Buick Lucerne 2006-2009	1
- Chevrolet Avalanche 2007-2009	2
- Chevrolet Silverado (Excluding Classic Models) 2007-2009	2
- Chevrolet Suburban 2007-2009	2
- Chevrolet Tahoe 2007-2009	2
- GMC Sierra (Excluding Classic Models) 2007-2009	2
- GMC Yukon/XL Denali 2007-2009	2
- Chevrolet Express Van 2009/GMC Savanna 2009	3
- Suzuki XL-7 2007-2009	4
- Chevrolet Equinox 2007-09/Pontiac Torrent 2007-08	5
- Buick Enclave/ GMC Acadia/ Saturn Outlook 2008-09	6
- Hummer H2 2008-2009	7
- Saturn Vue 2008-2009	8

Kit Assembly

- Double DIN Radio Provision	9
- Stacked ISO Units Provision	9

<u>Final Assembly</u>	10
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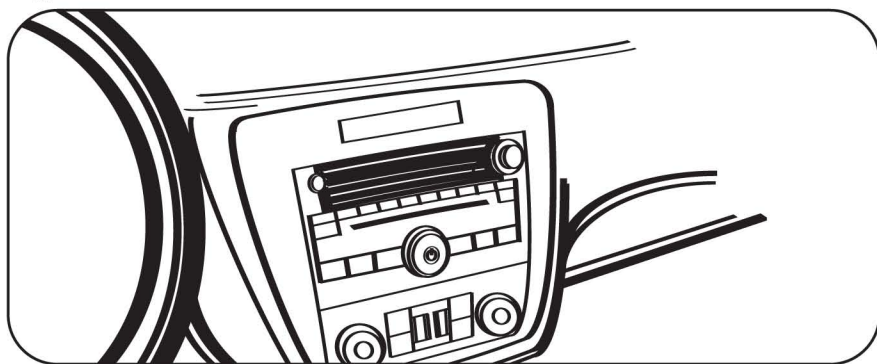
***Note:**

Refer also to the instructions included with the aftermarket radio.

BUICK LUCERNE **CHEVY IMPALA / MONTE CARLO 2006-2008**

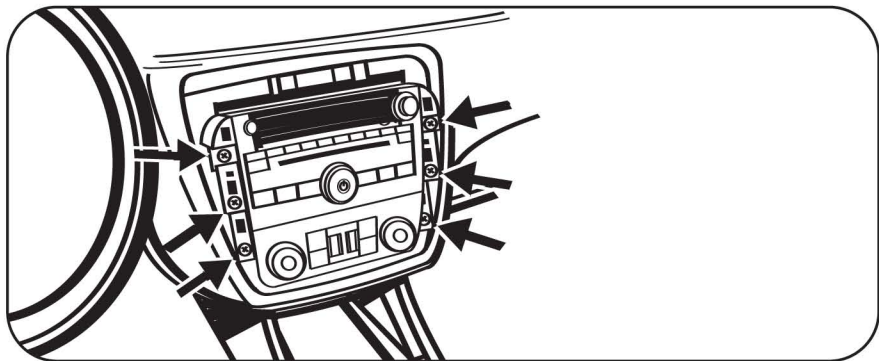
- 1** Disconnect the negative battery terminal to prevent an accidental short circuit.
- 2** Unclip and remove the trim panel around radio and a/c control.
(Figure A)

A



- 3** Remove (6) 9/32" screws to extract radio and a/c control from sub dash.
(Figure B)

B



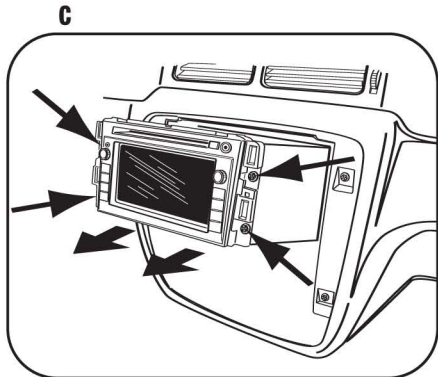
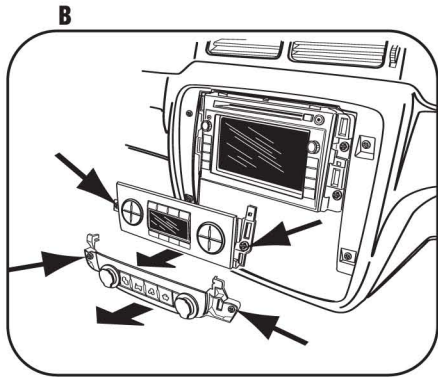
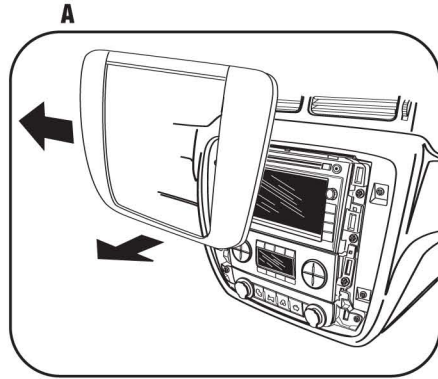
Continue to kit assembly.

SILVERADO (Excluding Classic Models)/SUBURBAN
CHEVY AVALANCHE/TAHOE
GMC YUKON/SIERRA (Excluding Classic Models) 2007-08

**Note: Refer also to the instructions included with the aftermarket radio.*

- 1** Disconnect the negative battery terminal to prevent an accidental short circuit.
- 2** Unclip and remove radio trim panel. (Figure A)
- 3** Remove (2) 8mm screws securing switch panel below climate controls. Unplug and remove switch panel. (Figure B)
- 4** Remove (2) 8mm screws securing climate controls. Unplug and remove climate controls. (Figure B)
- 5** Remove (4) 9/32" screws securing radio. Unplug and remove the radio. (Figure C)

Continue to kit assembly.

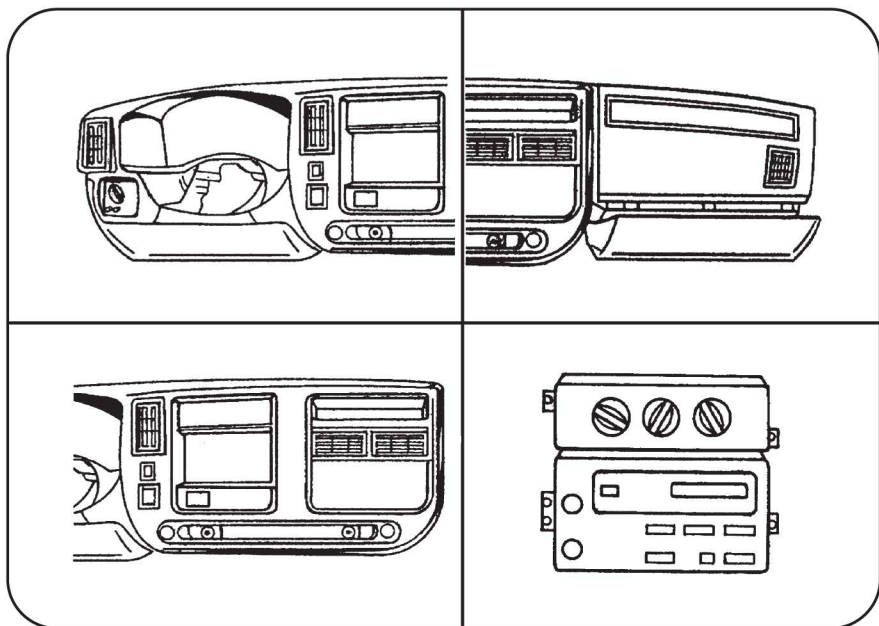


CHEVY EXPRESS VAN 2008/GMC SAVANNA 2008

**Note: Refer also to the instructions included with the aftermarket radio.*

- 1 Disconnect the negative battery terminal to prevent an accidental short circuit.
- 2 Remove (2)10mm bolts from below knee bolster under steering column and remove panel.
- 3 Remove (2)10mm bolts from panel below passenger dash airbag and remove panel.
- 4 Unsnap and remove radio and instrument cluster panel. (May not be necessary to completely remove radio and instrument cluster panel to access radio.)
- 5 Remove (4) 9/32" bolts to remove radio.

Continue to kit assembly.



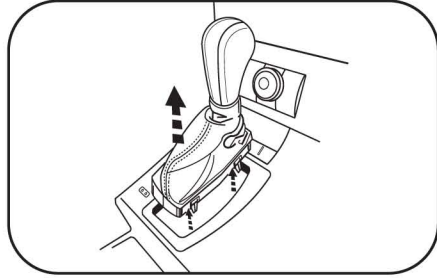
SUZUKI XL-7 2007-08

**Note: Refer also to the instructions included with the aftermarket radio.*

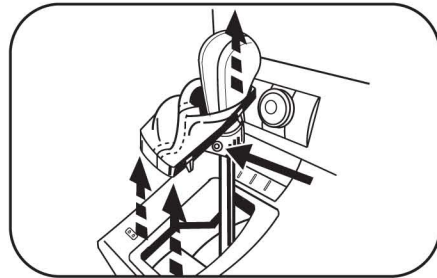
- 1** Disconnect the negative battery terminal to prevent an accidental short circuit.
- 2** Press in on sides of the shifter boot to release it from the shifter trim panel. (Figure A)
- 3** Lift the boot up to access the Allen screw securing the shifter knob to the shifter lever. Loosen the Allen screw and remove the shifter knob. (Figure B)
- 4** Remove (1) torx screw from the shifter trim panel (Figure C), then using a panel removal tool unsnap the shifter trim panel. Unplug and remove the panel. (Figure D)
- 5** Using a panel removal tool unsnap the radio trim panel. Unplug and remove the panel. (Figure E)
- 6** Remove (4) 9/32" screws securing the radio. Unplug and remove the radio.

Continue to kit assembly.

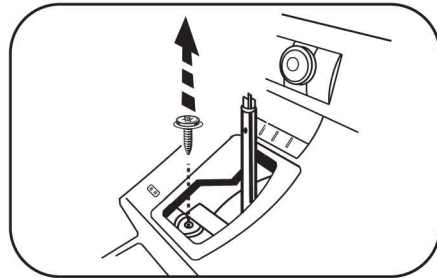
A



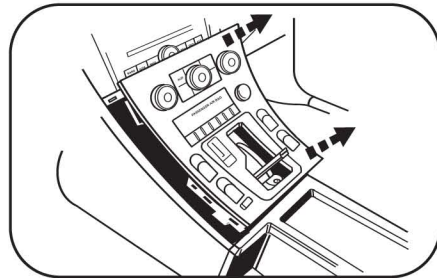
B



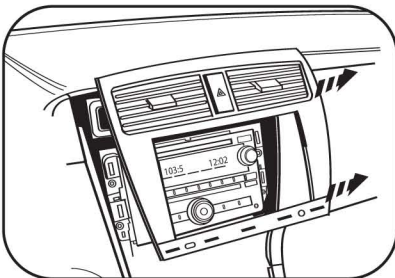
C



D



E



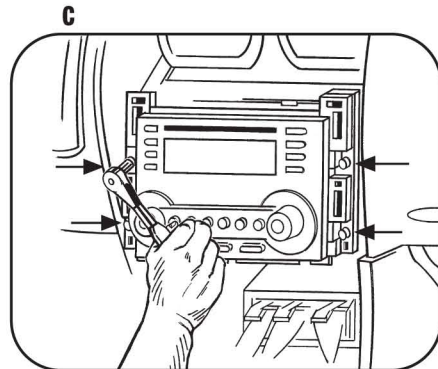
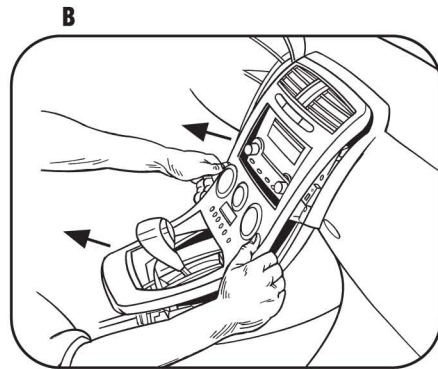
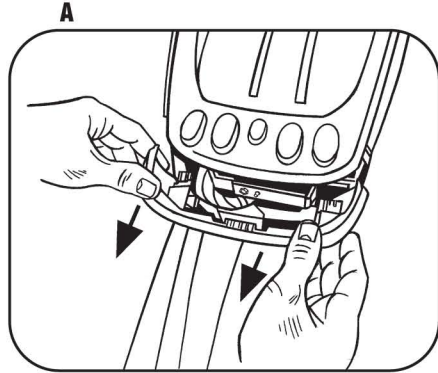
CHEVROLET EQUINOX 2007-08

PONTIAC TORRENT 2007-08

**Note: Refer also to the instructions included with the aftermarket radio.*

- 1 Disconnect the negative battery terminal to prevent an accidental short circuit.
- 2 Remove shifter knob.
- 3 Unsnap panel below power window switch and remove. **Note:** This allows you to unplug the window switch easier. (Figure A)
- 4 Unsnap and remove entire panel surrounding radio and shifter. (Figure B)
- 5 Remove (4) 9/32 screws securing radio. Unplug and remove the radio. (Figure C)

Continue to kit assembly.



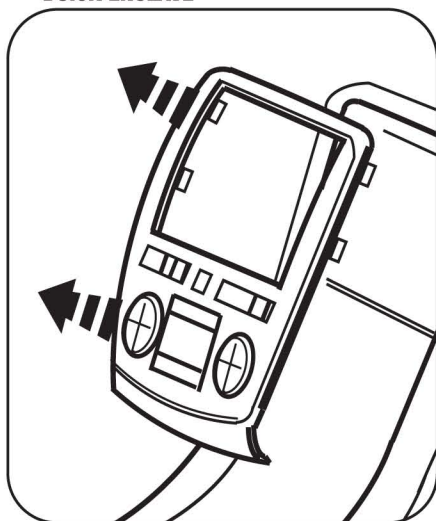
BUICK ENCLAVE/GMC ACADIA/ SATURN OUTLOOK 2008

**Note: Refer also to the instructions included with the aftermarket radio.*

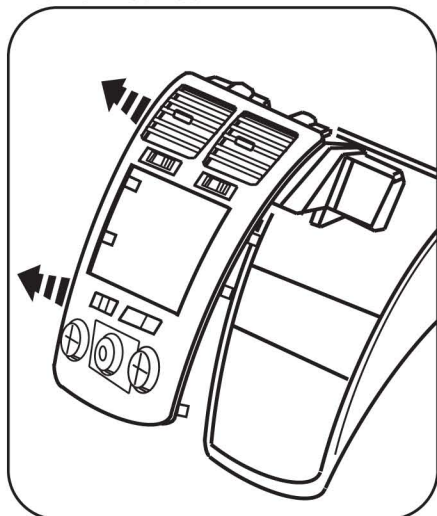
- 1 Disconnect the negative battery terminal to prevent an accidental short circuit.
- 2 Unclip the radio trim panel including the climate controls. Unplug the climate controls and remove the panel. (See drawings)
- 3 Remove (4) 9/32 screws securing the radio. Unplug and remove the radio.

Continue to kit assembly.

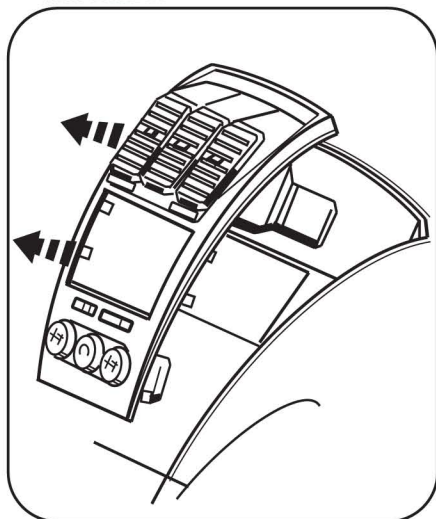
BUICK ENCLAVE



SATURN OUTLOOK



GMC ACADIA

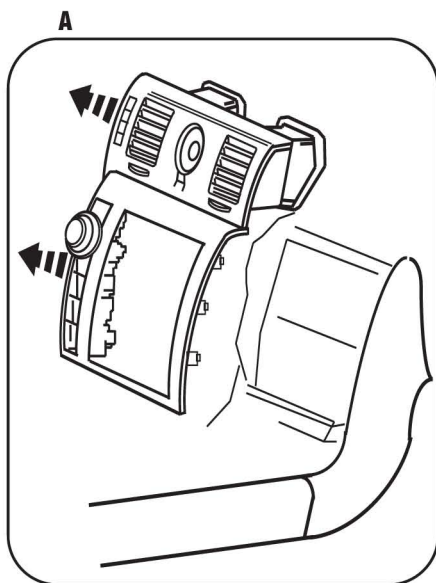


HUMMER H2 2008

**Note: Refer also to the instructions included with the aftermarket radio.*

- 1** Disconnect the negative battery terminal to prevent an accidental short circuit.
- 2** Unclip the radio trim panel including the a/c vents. Unplug any harnesses connected to the panel and remove the panel. (Figure A)
- 3** Remove (4) 9/32" screws securing the climate controls. Unplug and remove the climate controls.
- 4** Remove (4) 9/32 screws securing the radio. Unplug and remove the radio.

Continue to kit assembly.

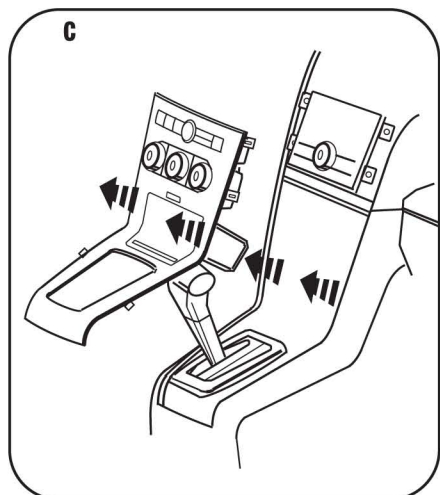
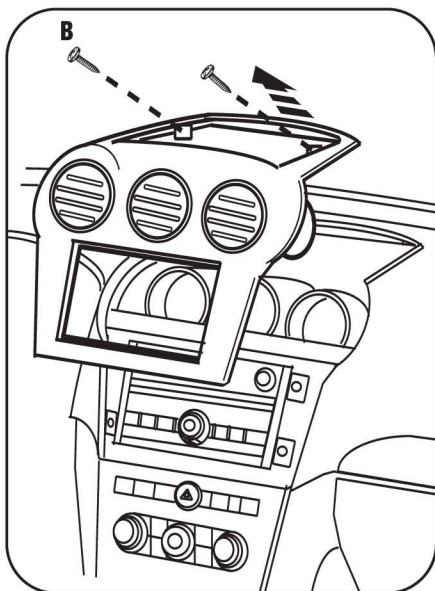
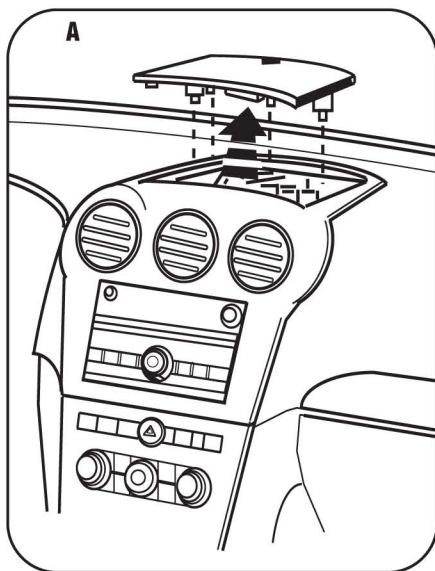


SATURN VUE 2008

**Note: Refer also to the instructions included with the aftermarket radio.*

- 1** Disconnect the negative battery terminal to prevent an accidental short circuit.
- 2** Unclip and remove the trim panel on top of the radio trim panel. (Figure A)
- 3** Remove (2) Phillips screws exposed under panel removed in step 2. (Figure B)
- 4** Unclip and remove the radio trim panel including the a/c vents. (Figure B)
- 5** Unclip and remove the trim panel surrounding the shifter including the climate controls. (Figure C)
- 6** Remove (4) 9/32 screws securing the radio. Unplug and remove the radio.

Continue to kit assembly.

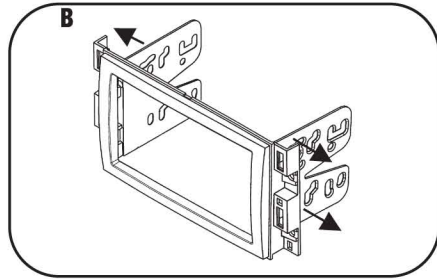
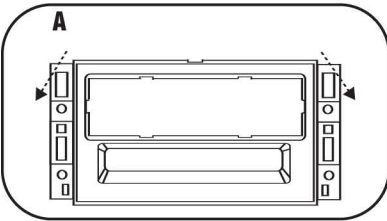


DOUBLE DIN RADIO PROVISION

**Note: Refer also to the instructions included with the aftermarket radio.*

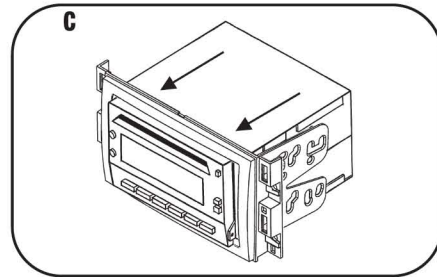
NOTE: XL-7 ONLY

Trim top corners of radio housing.
(Figure A)



1 Slide the appropriate bracket into the trim plate aligning the holes in the trim plate to the clips on the bracket.
(Figure B)

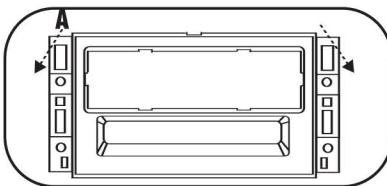
2 Slide the DDIN radio unit into the trim plate bracket assembly and secure the unit to the kit using the screws supplied with the head unit.
(Figure C)



STACKED ISO UNITS PROVISION

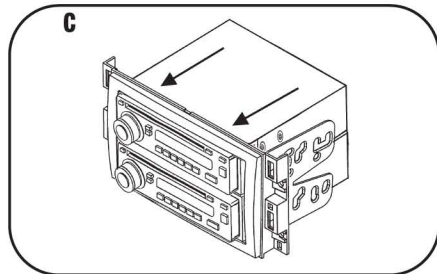
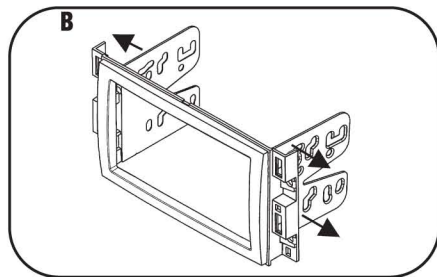
NOTE: XL-7 ONLY

Trim top corners of radio housing.
(Figure A)



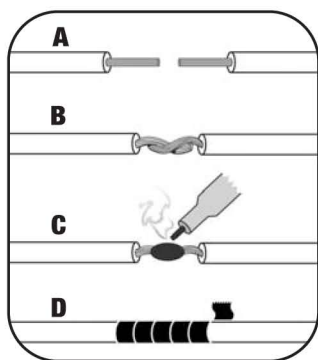
1 Slide the appropriate bracket into the trim plate aligning the holes in the trim plate to the clips on the bracket.
(Figure B)

2 Slide the stacked ISO DIN units into the trim plate bracket assembly and secure the units to the kit using the screws supplied with the head units.
(Figure C)



Continue to final assembly.

FINAL ASSEMBLY



(A) Strip wire ends back 1/2"

B) Twist ends together

C) Solder

D) Tape

- 1 Locate the factory wiring harness in the dash. recommends using the proper mating adapter and making connections as shown. (Isolate and individually tape off the ends of any unused wires to prevent electrical short circuit.)
- 2 Re-connect the negative battery terminal and test the unit for proper operation.
- 3 Reassemble radio and dash assemblies in reverse order of disassembly.

FINAL WIRING CONNECTIONS

Make wiring connections using the EIA color code chart shown below and the instructions included with the head unit. Metra recommends making connections as shown below; Strip, Splice, Solder, Tape. Isolate and individually tape off ends of any unused wires to prevent electrical short circuit.

METRA / EIA WIRING CODE

12V Ignition / Acc. Red	Right Front (+) Gray
12V Batt / Memory Yellow	Right Front (-) Gray/ Black
Ground Black*	Left Front (+) White
Power Antenna Blue	Left Front (-) White / Black
Amp Turn-On Blue / White	Right Rear (+) Violet
Amp Ground Black / White	Right Rear (-) Violet / Black
Illumination Orange	Left Rear (+) Green
Dimmer Orange / White	Left Rear (-) Green / Black

***NOTE:** When a Black wire is not present, ground radio to vehicle chassis.

All colors may not be present on all leads due to manufacturer's specifications.