

Installing the Scosche Industries AXIPTA Ipod interface in a Toyota Prius

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Disclaimer:

This guide was written by an average Prius owner who is neither a photographer nor a graphic artist. This will become obvious as you read this document. It is assumed that if you are going to attempt this installation that you are familiar with auto mechanical systems, auto electrical systems, and basic tools. This guide is meant to be informative but cannot be guaranteed to be complete nor to represent what is found in your vehicle. The author disclaims any liability or responsibility for anything that happens to your vehicle as a result of following these instructions, including damage to your vehicle, personal injury, emotional distress, paper cuts, and anything else I may have forgotten.

Introduction:

The purpose of this guide is to assist in the installation of the Scosche AXIPTA Ipod interface in a Toyota Prius. The pictures are from a 2005 Toyota Prius with the JBL radio and factory navigation system, although the manufacturer claims the unit will work in any 2004 and newer (Gen 2) Prius with the JBL radio. I suspect all that is required is the 12 pin auxiliary connector on the back of the radio which is typically used for the XM radio input.

The Scosche Industries interface uses the Satellite radio interface to display the controls typically found on the Ipod screen. Text from the Ipod will show up on the multi-function display, and the buttons on the multi-function display can be used to control the Ipod without the need to use the Ipod controls. The radio controls can also be used to control the Ipod.

The interface includes a 20ft cable with the Ipod 30 pin connector as well as two RCA auxiliary inputs for an additional audio source. The radio connection cable has a pass-through connector for daisy chaining additional devices (XM radio receiver).

I would recommend that you disconnect your 12v battery before attempting this installation. I did not disconnect mine as I needed power for testing during various phases of the installation, so I used extra caution during the procedures.

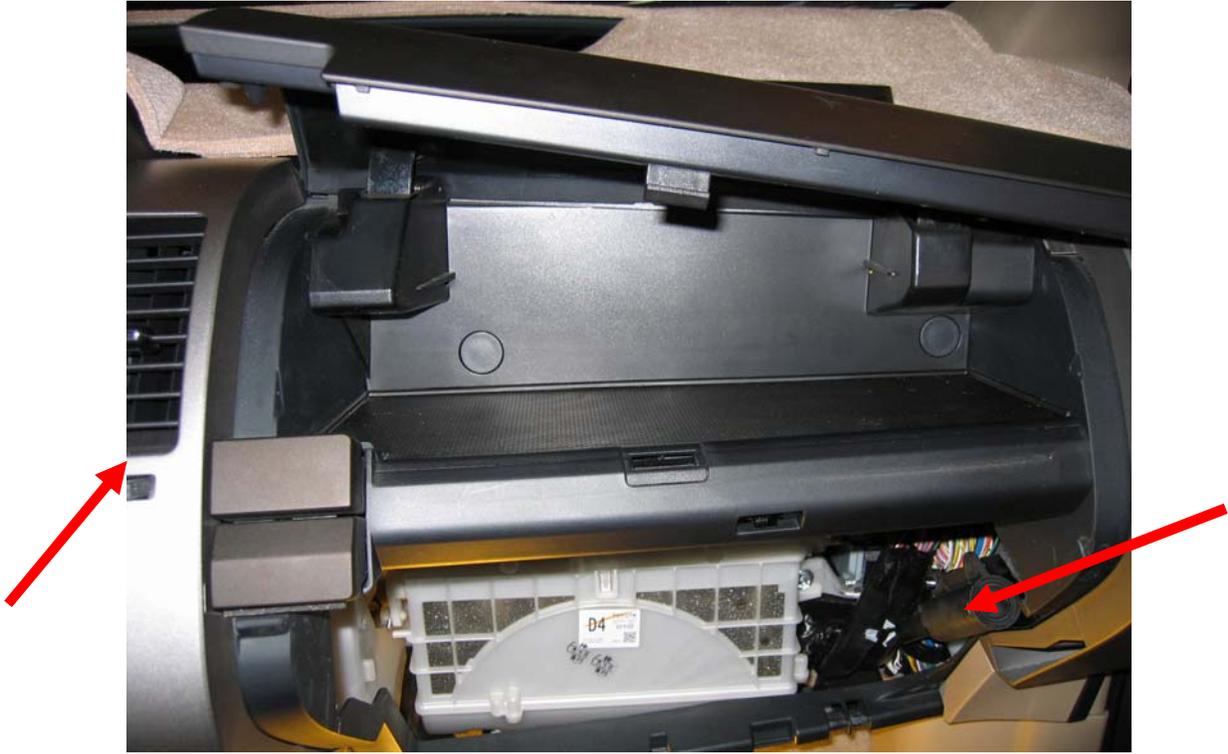
For an excellent guide on disassembling the Prius dash components, see Chris Dragon's Stereo Accessory Installation Guide which can be found on Hobbit's web site:

<http://techno-fandom.org/~hobbit/cars/chris-dragon-dash.pdf>

Another good resource is Hybrideye's post "**How To Install the VAIS AIC-100i iPod Adapter**" found here: <http://priuschat.com/index.php?act=Attach&type=post&id=5989>

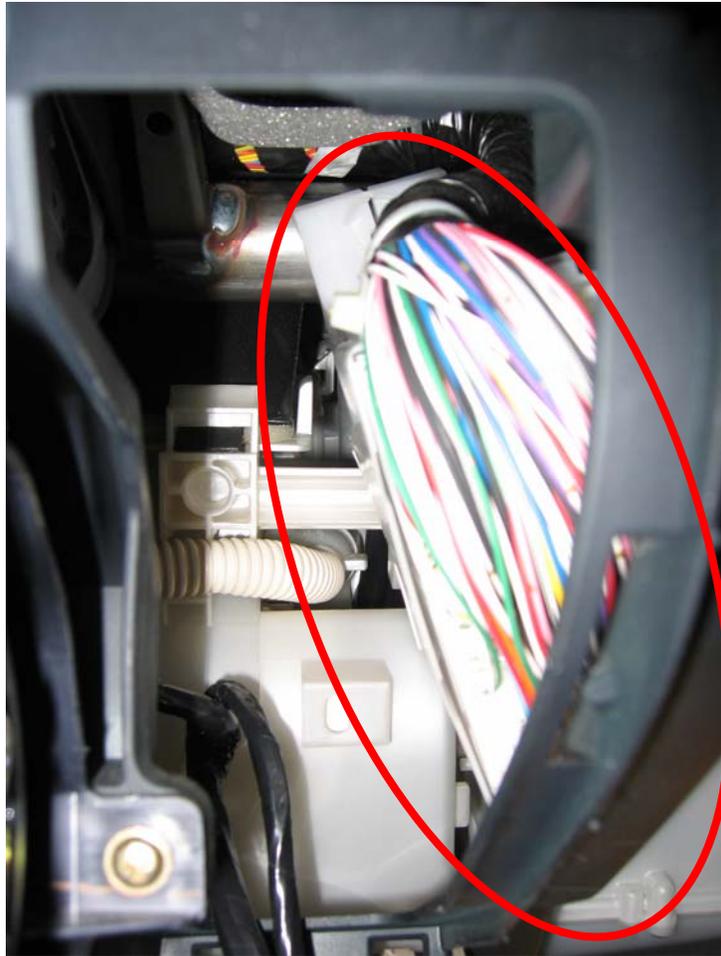
Prius Disassembly:

Begin by removing the lower glove compartment. Release the glove compartment latch, the squeeze both sides to release the catches and drop the box out of the dash. Disconnect the damper shock on the right hand side of the box by popping the shock arm from the plastic peg. Remove the box and set it aside.



Now, remove the silver passenger air vent to the left of the glove compartment. You can do this by grabbing it from the top and bottom and pulling straight back. Alternatively, you can curl your hand around inside the glove box opening and push the assembly out from the inside. It is helpful to push it from the inside to get it started and makes it easier to remove from the outside.

Using a long-shank Phillips screwdriver or a 10mm socket wrench with extension, remove the bolt from the upper side of the big white box of wires. Set the screw aside in the upper glove box so it won't get lost. Gently pull the bottom of the box to disengage the lower snap, then move the box to the right. Be careful to not damage any wires.



Big White Box of Wires



Next, we need to do a modification to the wire harness that is included with the AXIPTA interface. There are actually two harnesses included in the package. One harness includes a yellow wire with a fuseholder, the other does not. The harness without the fuseholder is the one that works with the Prius. In the interest of preventing unnecessary electrical fires and damage to the Ipod, I want a fuseholder in my installation, so some modifications are in order.

The only difference between the two harnesses is the location of the red wire and the red wire with white stripe. The pin position is swapped between the two harnesses. If you are lucky enough to have a Molex pin extractor, this modification will be really easy. If not, (myself included), it takes a bit more work. In order to swap the two pins, there are two side release tabs on each pin that must be pressed in before the pin will slide back out of the housing. Hold the large black 24 pin square connector horizontally with the open end of the pins facing you. Locate the solid red wire and the red wire with the white stripe. Using a piece of 28 gauge solid conductor wire, push it between the black plastic housing and the right side of the square pin from the front, then push it into the left side of the pin, again between the metal pin and the black plastic housing. The purpose of this exercise is to bend the catch tabs back into the pin housing so it will release and can be pulled out of the housing from the back. Once the pins are out, gently bend the catch tabs back out, then swap the red and red/white wire and insert the pins back into the housing.

Alternatively, you could cut the wires and re-solder them to the opposite wire. Or you could cut the yellow wire on the harness without the fuseholder and solder in your own fuseholder.



Test setup with miscellaneous junk

If your hands are small enough, you now have access to plug the wire harness into the back of the radio. It may help to use the mirror to see the back side of the radio. Feel around for the existing connector, then plug the male 12 pin AXIPTA harness connector into the radio until you feel the snap catch click. You can plug the bits together at this point to test everything out.

Next, we need to route the 30 pin Ipod connector to where we want to store the Ipod during normal use / driving. I chose to install mine in the “secret drawer” on the lower front part of the center console.



Begin by removing the plastic Christmas tree push pin from the passenger side lower curved panel. You can remove it with a flat screwdriver or gently pull the panel straight back and the pin will come loose. The driver's side of the curved panel is held by a metal post with a plastic catch. Once the curved panel is loose, remove the connector from the 12v accessory socket and set the panel aside.



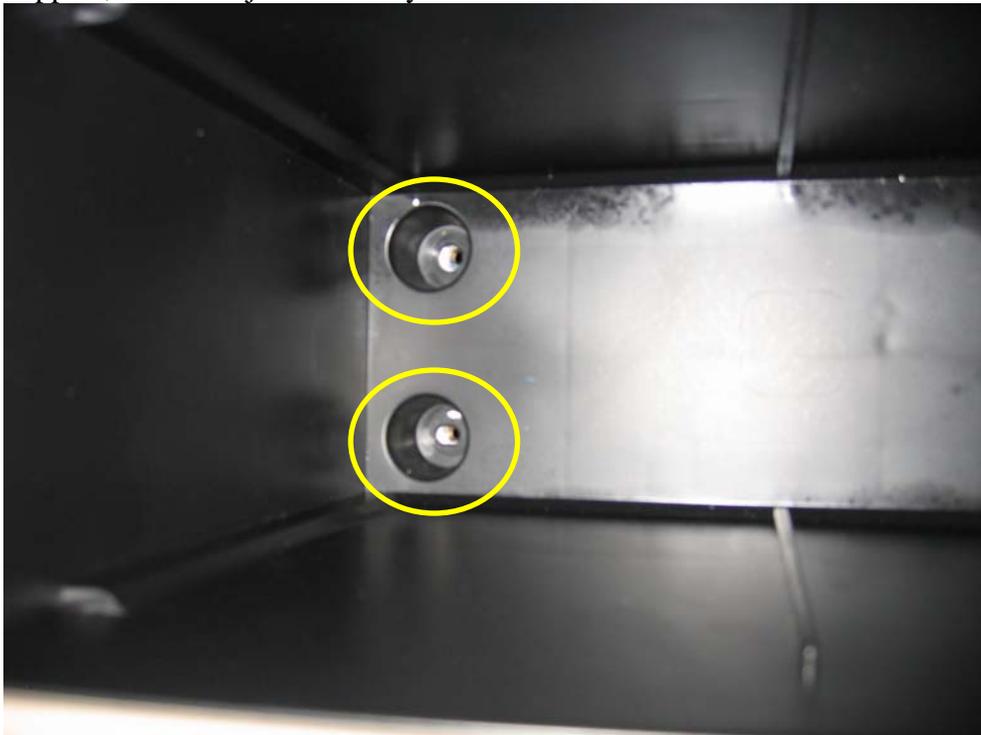
Continue by removing the assembly containing the cupholders from the top of the center console. The bottom front of this panel needs to be pulled forward to release it from the lower plastic lip below the secret drawer, then lift straight up and it will pop out.



Here is the removed cupholder assembly



This will expose two Phillips head screws on either side of the console near the floor. Remove both screws (the ones near the floor on each side) and place them in the upper glove compartment. Now, open up the center console and clean out all the dead bugs, food wrappers, and other junk that may be in there.



Remove the black mat from the bottom of the console and use the 10mm socket to remove the two hex head machine screws from the back side of the console.

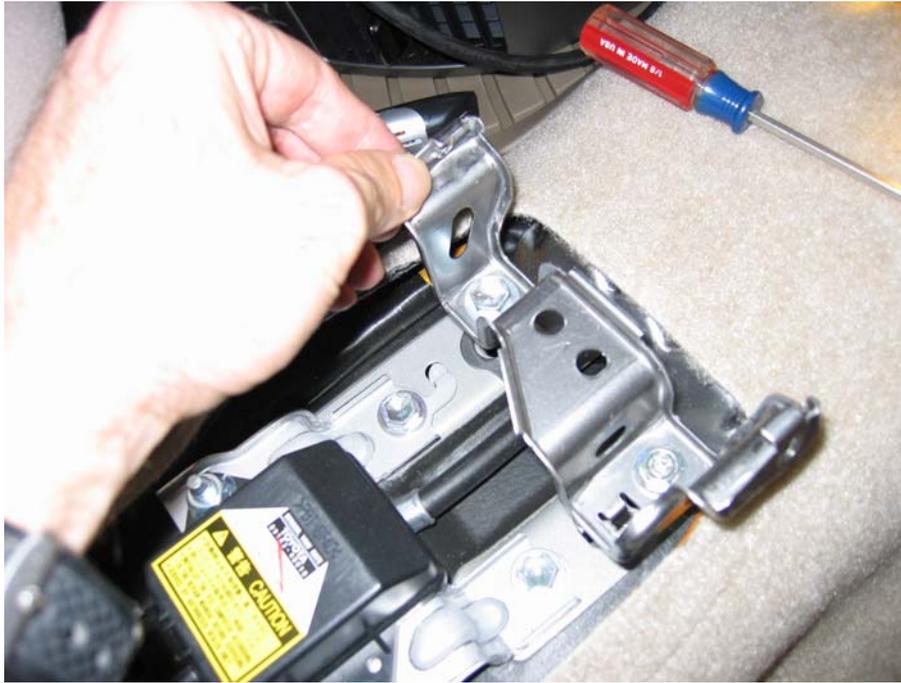


Remove these two connectors from the back of the center console.

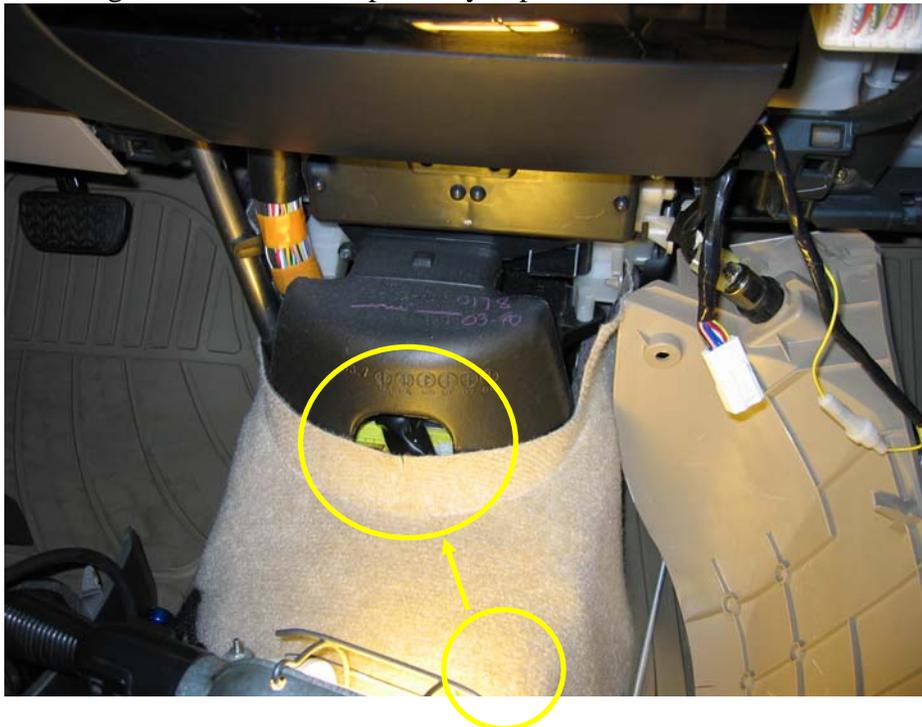
Lift the console from the front, pivoting toward the back. Be careful as there are two wires on the back side of the console that do not have much slack! Once you have pivoted the console, remove the accessory socket wire by squeezing the release tab and gently pulling. Now for the hard part. There is another other wire that runs up into the back side of the console which connects to a White Mystery Box. This connector is an absolute PITA to remove. I recommend using a mirror to make it easier to see what you are doing. Using a flat blade screwdriver, slip the screwdriver into the connector and twist to release the catch. Then gently pull the connector out. Be careful to not pull too hard as these are thin gauge wires!



Here's a close up of the connectors removed from the center console.



Now the center console is free you can set it aside. Remove the metal bracket which holds the front of the center console as shown below. This bracket has sharp non-deburred edges, so be careful! Notice the yaw rate sensor with the Caution label. Don't spill your beverage on this since it is probably expensive.



Using the springy grabber tool, insert it just above the big bundled wire harness on the passenger side of the yaw rate sensor (the black box in the center of the hump). Guide grabber tool toward the center of the front console that is normally covered by the curved panel. Even though the grabber tool only has to go underneath about 12" of carpeting, it is a PITA to get it through. Be careful not to jam the grabber into the computer under the black air duct.



Now use the grabber to pull a length of stranded wire (I used 14awg) from the front to the back.



Flip the center console over and drill a 1/2" hole into the lower corner of the hidden drawer. I like to use a step drill bit for plastics since it does not grab when it breaks through. Feed the Ipod interface cable wire through the hole. I used a rubber grommet to protect the wire from chafing on the plastic. Cut one side of the grommet, slip it around the cable, and secure it with some clear RTV silicone.



Attach the round DIN connector from the Scosche Ipod interface cable to the wire. Strip about 2" of insulation from the wire, then wrap this wire behind the round DIN connector as a pull anchor and strain relief. Tape up the assembly with black electrical tape. Pull the wire under the carpet and feed the end up to where the Scosche interface will be installed. You can pull the excess wire through and hide it behind the curved center panel or leave it underneath the center console. Connect the cables to the interface box and tuck away. I found that it fits nicely between the accessory outlet and the plastic frame to the right.





Storage place for the iPod



Here's a screen shot of the interface at work. To get to this screen, press the AM button or the MODE button until the SAT1 screen is displayed. Congratulate yourself on a job well done and enjoy the tunes!