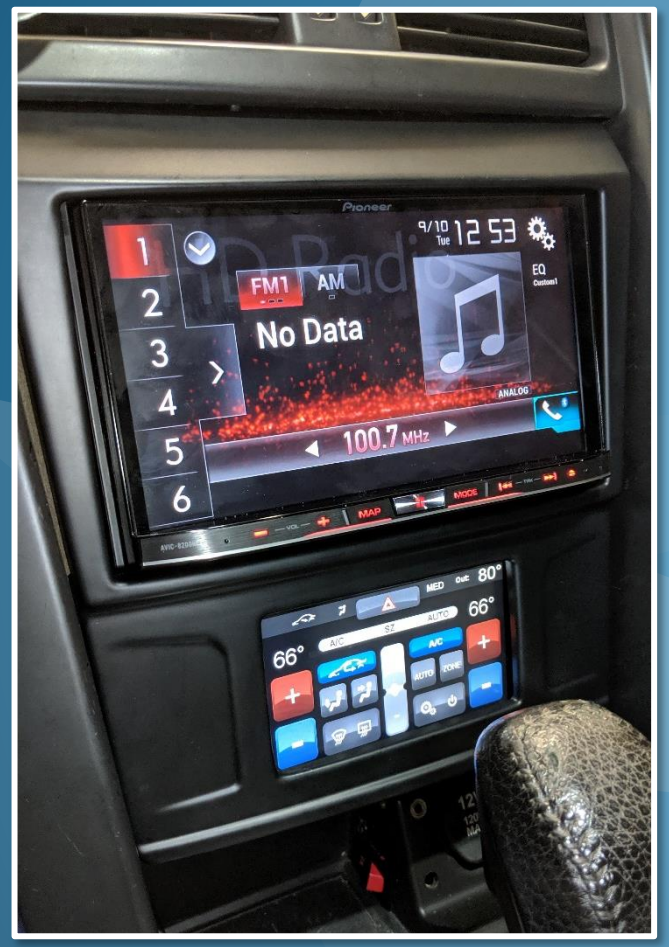
G8Designs



Dash Kit and AC Controller For The Pontiac G8:
Installation Instructions

PONTIAC G8

(patent applied for)

Introduction

We love the Pontiac G8, but one area that really needed improvement was the sound/entertainment system. The factory system is quite outdated, and technologically limited, having been designed in the early 2000's. Even the "Blaupunkt" name is no indication of high quality. The sound quality is typical of OEM, which is rather mediocre at best. The LCD is low res, and not even a touchscreen. Plus, the technology is well over twelve years out of date! And, the stock stereos malfunction and break quite often. They're full of design flaws. And, when you try to get a junkyard replacement, you find that they are VIN-coded to a specific car, and have to be shipped away and "reflashed" to work with YOUR car. What a hassle!

Many G8 owners have resorted to using the VIM or Video In Motion adapters to improve the factory system and add features. However, VIM type adapters are very limited and a clunky compromise – it's a bandaid, not the full-featured, touchscreen solution we really need.

Factory (OEM) stereo

Don't settle for factory!

Introduction

Our system is designed around the Folcik AC controller, designed by Mike Folcik. This 4.3” touchscreen device is the missing link needed to eliminate the outdated factory stereo and install a more modern double-din head unit. The Folcik unit connects with only 3 wires (power, ground, and GMLAN wire), and allows full control of the AC system in the car. It’s compatible with both base model single zone and the premium dual zone climate control units, is menu-selectable for Fahrenheit or Celsius, and even has a hazard light on/off button.

Folcik

© Enterprises, LLC.

Introduction

In 2013, G8 Designs took on the task of engineering a complete install kit that most anyone could install in their G8 or Holden, that will allow you to use any double-din head unit you choose. And there are some pretty cool ones out there on the market these days that give you all the features, sound quality, and technology integration you may desire such as Bluetooth, smartphone integration, apps, outputs for aftermarket amps and speakers, inputs for rear backup cameras, inputs for music devices, iPod control from the touchscreen, DVD and streaming video/music playback, outputs for rear seat monitors, touchscreen navigation, and much more. Our system plugs directly into the stock speakers in the car, and with an aftermarket stereo, you can run RCA cables for amps, subs, and take your system as far as you like!

Introduction

Many years of experience have gone into the engineering of this kit to provide you with the best product we can make. We truly hope that when you complete your installation, you will enjoy the look and feel of your system, and that you will add your own creative custom touches. And, we truly hope that you will help us spread the good word to all your other fellow G8 owners by saying nice things about this system (and G8 Designs) on the many Facebook and forum pages. Please understand that we **simply cannot afford for you to be dissatisfied with G8 Designs or our product**. So, if you have an issue **PLEASE bring it up to us directly FIRST** before posting anything negative online, and we will do everything possible to fix the problem and/or bring you to a satisfactory result. That's our guarantee to you.

Also remember that your support not only helps G8 Designs, but also helps another American inventor, Mike Folcik, since our system depends on the use of his AC controller. Mike had the ingenuity to design and program this controller to work with these cars, which is no small feat. So please give him due credit and help support his fine product. Tell a friend! Spread the word! Let's help American businesses to grow!

Warranty

The G8 Designs install kit and Folcik AC controller come with a full one year warranty against defects and workmanship. These products are known to be highly reliable, but we will make good any problems that occur with them.

Warranty issues with any of the install kit components should be directed to G8 Designs in Tallahassee, Florida, via email address: G8DESIGNSFL@gmail.com.

Warranty issues or any issues of a technical nature concerning the Folcik touchscreen AC controller should be directed to Mike Folcik of Folcik Enterprises in Utah, via email address: mike@folcik.enterprises.

Disclaimer & Proprietary

Disclaimer: You, the vehicle owner and/or installer are responsible for your use of this product and your own actions. Installing electronic equipment in cars has an inherent risk of starting a fire with improper wiring techniques or faulty connections. BE SURE you remove the positive battery cable BEFORE you proceed with this installation! This will prevent you from draining the battery and prevent accidental short circuits when making wiring connections. G8 Designs, Folcik Enterprises, and their principals are NOT responsible for any damages, injuries, property damage, fires, or other consequences from improper wiring or installation of these components. If you are unsure how to proceed with this installation, seek professional assistance.

Driving while distracted is a huge problem in vehicles these days, which results in permanent injuries and even death in some cases. It is up to you to take personal responsibility with the equipment you use in your vehicle, and keep your eyes on the road to ensure safety for yourself, your passengers, and other motorists and pedestrians around you. Video displays used in front of a driver can be very distracting of your driving attention. Put safety FIRST at all times. Pull over and avoid distractions while driving!

Proprietary: G8 Designs makes the information in these instructions available to our customers ONLY, and they are not for distribution to others. The information contained in these instructions is a significant part of our product value, and as such, must not be distributed to or used by others.

G8 Designs

Kit Components

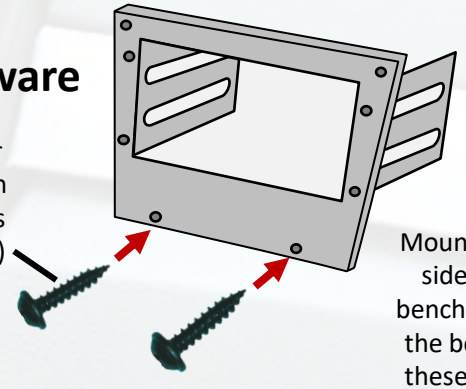
PONTIAC G8

(patent applied for)

Kit Components

Your G8 Designs™ install kit comes with the following items:

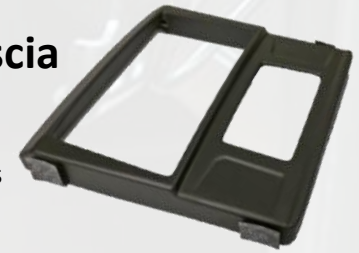
1. Double-din mounting bracket with hardware



Two sheet metal screws for mounting AC controller with bottom two screw positions (longer than factory screws)

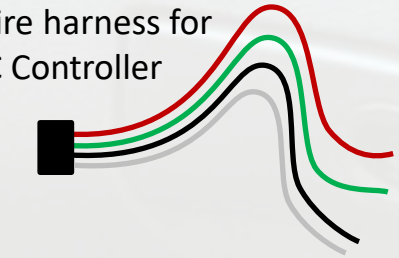
Mounting bracket comes with side ears partially bent – a bench vice is required to finish the bend. See section later in these instructions for details.

2. Plastic fascia



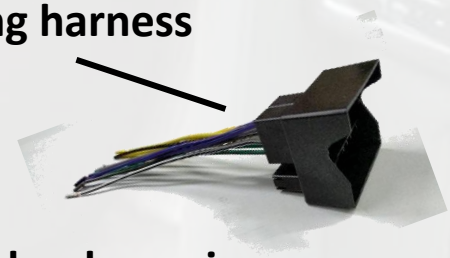
Includes Velcro mounting patches

3. AC controller with mounting base



Wire harness for AC Controller

4. Custom wiring harness



5. 22 gauge hookup wire

Color of wire may vary
(sections of wiring are included for making connections such as accessory power, backup trigger wire and dimmer/illumination)

6. AM/FM Antenna Adapter

7. Misc. connectors

Blue Spade Lugs

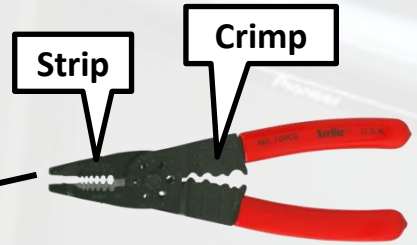
T-Tap connectors with spade crimp lugs

Tools You Will Need

You will either need to employ the services of an experienced stereo installer with the right tools and know-how, or you will need these common tools & items:

1. **Wire cutters**

2. **Wire stripper / crimper**



3. **Phillips & Flat Blade screwdrivers**

4. **22 gauge wire**

(we include some of this, but your install may or may not require more)

5. **Volt/Ohm Meter (to check voltage on wires, and check wire connections for continuity)**

(not a necessity, but helpful to have)

6. **Various blue / red crimp connectors, quick connects, & butt splices (available in auto parts stores)**

7. **Nylon tie wraps (cable ties)**

8. **General knowledge of stereo installation in cars or automotive knowledge.**

A Note about the Plastic Fascia

Some may question why our plastic fascia is made of such thin material. Some may feel it is “flimsy” or “cheap”, or that it’s not worthy of the price they paid. So, we wanted to provide some background on this fascia and why it’s made the way it is.

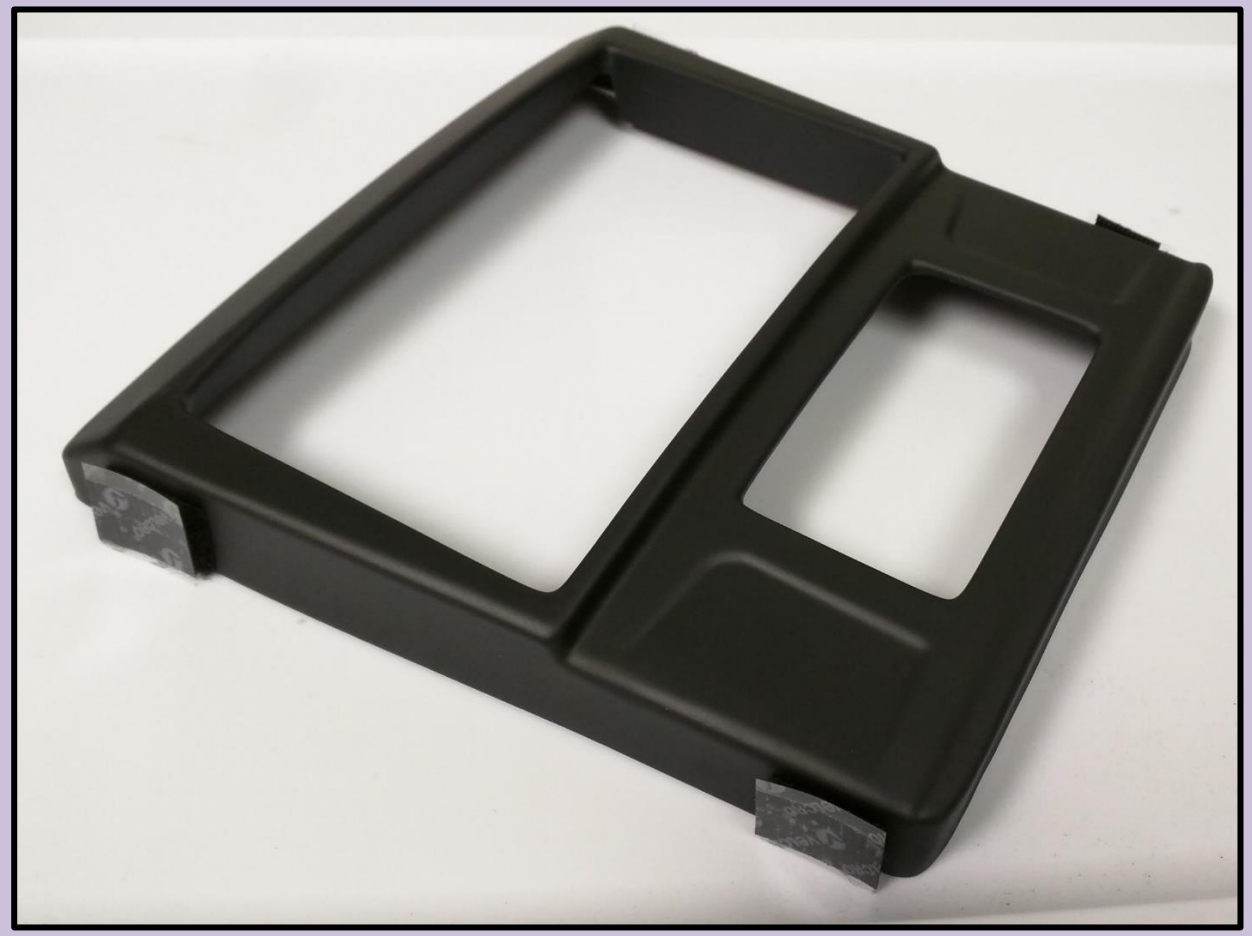
When we set out to create this product, we wanted to make our fascias using injection molded plastic, nice and thick with a substantial feel, like most consumer products. However, we quickly found that injection molding is enormously expensive to do, and a part this size would require a 6 figure investment – the cost of a small house! With a price tag like that, it was simply out of our range.

Not only that, it would require quantities in the tens of thousands to even justify that cost, or to bring the per-part cost low enough for our very limited production business. Only large corporations with vast resources can afford this kind of manufacturing.

Our products are not like most consumer electronics you buy every day in stores. Those products are mass-produced overseas & imported by the thousands by big corporations. They can afford costly large-scale processes like injection molding. We simply cannot.

The US only got about 38,000 of these cars, so it’s a very narrow “niche market”. A small business operating in a very limited marketplace like ours cannot justify such an investment for these dash kits. Even 3D printing isn’t a viable option for production due to several technicalities.

We try to use US suppliers with each of our kit components where possible. Our fascias are made in Orlando, Florida by a large plastics manufacturing company using a more cost-effective automated process. True, the fascias are thinner than an injection molded part, but the fascia is not structural – it’s merely a decorative covering. These thinner parts work just fine once installed.



Plus, less weight means a faster G8!

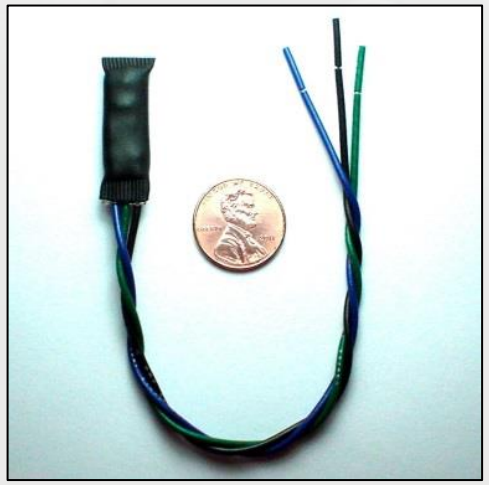
Suggested Accessories

Here is a short list of accessories we recommend for your new system, depending on your personal desires and tastes. Build your system the way YOU want it!

1. Axxess ASWC-1 steering wheel control module

This inexpensive device plugs into the "wired remote" jack on the back of your head unit (some Kenwood and Denon head units use a single wire instead of a jack, so see your instructions for details). It uses a power wire, a ground wire, and ties into the GMLAN wire (same as the Folcik), and reads your steering wheel controls, then translates them into commands to your stereo. These modules are available from many Ebay sellers for under $50 US. A section later in these instructions shows the easy specific details for configuring your Axxess module for your car and stereo (if you ever change stereos, you'll want to run the configuration again). Other makes of steering wheel control modules may also work, but the Axxess is the one we have the best experience with. IMPORTANT: Be sure you go to the Axxess website (www.axxessinterfaces.com) and download the latest firmware for your module, and run the latest update, for best compatibility. It's an easy install you can do with any PC and standard USB to micro USB cable.

2. Parking Brake Bypass



This inexpensive device allows your DVD or app / video compatible head unit to display video without having to pull over and apply the parking brake first. It provides "video in motion", a common catchphrase. These are commonly available from many Ebay sellers, and they vary in design depending on what stereo you choose. Simply do a search on Ebay for "parking brake bypass (your stereo model)", and you'll find many listings from US sellers for under $20. Hookup is very simple, with a power wire, ground wire, and a green wire that connects to your stereo's "parking brake" wire. Instructions for hookup are included when you purchase the device, and may vary depending on which style your stereo requires. We do not provide these devices as part of our kit, because there are literally hundreds of different stereo models on the market, and the bypass your particular stereo may require can vary in design / cost.

CAUTION: See page 7 of these instructions for warnings regarding distracted driving and using video displays in front of the driver! G8 Designs is NOT liable for any injuries or damages from distracted driving accidents! You assume FULL liability and responsibility for your driving and actions!

Suggested Accessories

Here is a short list of accessories we recommend for your new system, depending on your personal desires and tastes. Build your system the way YOU want it!

3. Sirius XM Satellite Radio Tuner

Most of today's head units have a round "din" style plug on the back that interfaces with the third generation of SiriusXM satellite radio tuners. Pictured is the SXV300 tuner, which generally sells for less than $50 from many stores and Ebay merchants, and is a state of the art tuner. This tuner allows for live pause/rewind for SIX of your top favorite station presets, and simultaneously buffers up to an hour of programming for all six stations. The old factory XM tuner found in these cars cannot possibly compete with this technology!

4. Mounting System for Smartphone

Many of the latest head units feature Android and iPhone smartphone connectivity features, so you'll want to connect your Android or iPhone to your head unit to take advantage of them. Magnetic and clamp-style phone mounts for cars are quite popular these days, and make it easy to mount your phone quickly on your dash.

Android phone users should look for head units featuring Android Auto, which is an amazing voice-directed hands-free system that allows you to use your voice to interact with "OK Google", navigate to destinations, hear text messages read out loud to you and respond to them with your voice, dial your phone contacts by voice, and call up streaming music services. These are all voice-directed, so you never have to take your eyes off the road while driving.

Apple iPhone users can take advantage of "Apple Carplay", which works similarly to Android Auto, and gives you access to Siri "Eyes-Free" technology, and a host of services you can safely direct with your voice while driving.

Because smartphones can get very hot on top of a dashboard, they can go into "thermal shut-down". For this reason, it may be best to mount the phone so that cooling air from the vents blows across them to keep them cool.

Suggested Accessories

Here is a short list of accessories we recommend for your new system, depending on your personal desires and tastes. Build your system the way YOU want it!

5. Proprietary Navigation Module

Most major manufacturers of stereo head units provide an accessory navigation module with a special proprietary connector that connects to your specific head unit. These generally run from $150 to $300 depending on where you shop. These modules are designed with the proper functionality to work with your stereo and provide audio prompts as you drive. Since they have the mapping built-in, they will not pull data from your cellphone, which can be an issue if your data is capped by your cell provider every month. This can result in a savings, if you are "watching your data usage" every month.

6. Backup Camera

Most of the current head units have an RCA jack on the back for connecting commonly available backup cameras, and a provision to switch the screen display to show your camera's view from the back of your car when you shift into reverse. These cameras are fairly inexpensive, and come in a wide array of styles and mounts. Some are even made into tag frames, as shown. Some will come with infra-red LEDs to provide a bit of illumination when backing up in darkness. Some will have colored lines that appear on your display, as an aid to assist in judging distances.

Remember that these backup cameras are NOT for accurately judging distances, but are merely a handy visual guide when backing up. The lenses are typically wide-angle and have some distortion to the picture as a natural result, which can affect how you judge distance and how things look. As always, use with caution!

INSTALLATION – DIY or HIRE A PRO?

Most of our customers do their own installation work, because they've worked on cars for a long time, and have an understanding of automotive wiring, at least on a basic level. Literally, if you can turn a phillips screwdriver, strip wires, crimp connectors on wires, have basic tools, and can read and follow these full color instructions, you can do this install yourself. However, there are some customers who would rather have a professional do the job, and pay to have it done. Everybody is different.

Doing this installation is NOT super hard, or complex. However, this installation IS very different from putting a stereo into a common vehicle, and these instructions are CRITICAL to wiring it right and eliminating potential issues that can affect how your new system operates. That's why we give you this important notice: **READ THESE INSTRUCTIONS FRONT TO BACK *BEFORE* YOU BEGIN INSTALLATION – THEN FOLLOW THEM TO THE LETTER AS YOU PROCEED**.

VEHICLE OWNER: If you as the vehicle owner hire a pro to do your install, **IT IS YOUR RESPONSIBILITY** to be sure they have THESE instructions, and that they understand the importance of FOLLOWING THEM to the letter! If an installer refuses to study these instructions or use them, TAKE YOUR CAR ELSEWHERE. They will only screw your car up!

PRO INSTALLERS: It is critical that you study these instructions fully BEFORE you begin installation. Doing so will save you time, money, and hassle! Doing a head unit only swap in a Pontiac G8 should take around 3 hours or less for a seasoned installer, using these instructions. **Many car audio guys never read instructions** – they toss them aside, because they think they've "seen it all", or that they can figure it out on their own. This is **NOT** the case on the G8 when installing a head unit and our AC controller!

If you OR your car audio installer run across an issue or have a question for us, you can chat with us directly via our Facebook page's messaging feature. We do our best to respond to messages quickly, and will help you any way we can, any day of the week. www.facebook.com/g8designs Not many businesses offer this level of customer service - It's part of what distinguishes G8 Designs from every other business out there!

G8 Designs

Step 1: Remove Factory Sound System

PONTIAC G8

(patent applied for)

Removal Of The Factory System – DISCONNECT THE BATTERY

BEFORE YOU BEGIN: You MUST remove the positive battery cable from the battery in your trunk! Here's why:

Performing this installation may take a little time, and can run your battery far too low, from interior lights and accessories being on. When your car battery gets too low, the sophisticated systems in the car cannot function properly, and you will get error codes.

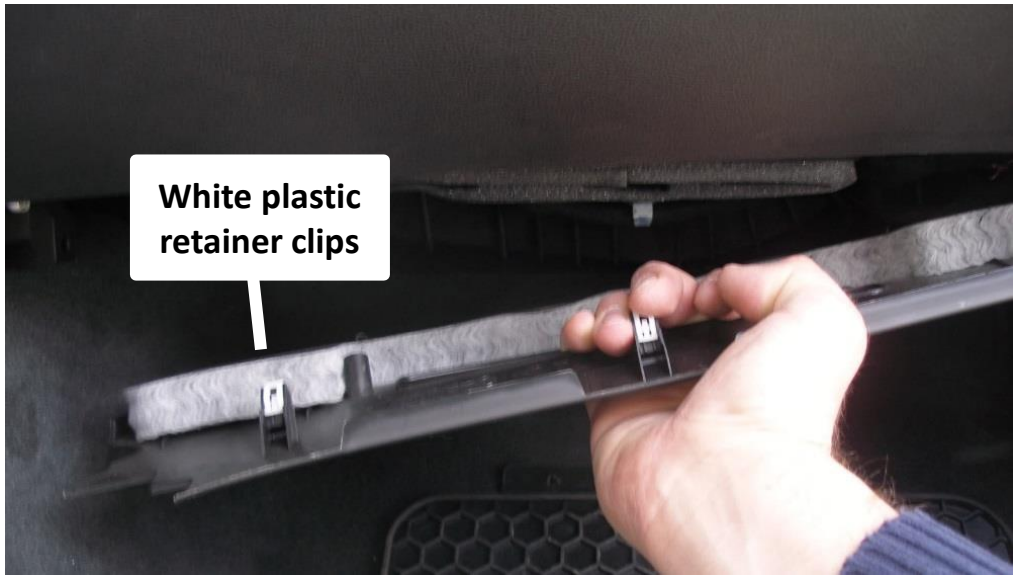
Also, you don't want to accidentally pop fuses or short out "hot" wires with battery power applied to your car. You can damage sensitive electronic components, blow fuses that are hard to trace down, and YOU CAN START A FIRE or damage property! Such electrical fires can injure or kill you or bystanders! Safety FIRST!

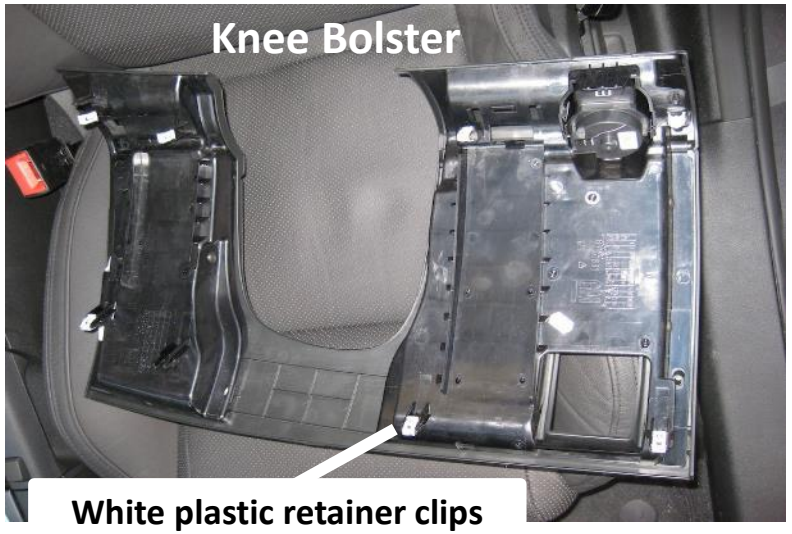
If you do not feel skilled enough or comfortable performing this installation, seek the advice and assistance of a professional stereo installer! It won't cost you that much, and will be money well spent!

These components to be removed first…

Removing the glovebox…

You first need to remove the lower plastic kick panels which go between the dash and the firewall, which face straight downward. These are held in place with a few white plastic retainer clips (famous for cracking and breaking). Simply grab the panels and gently pry them downward. You'll need to remove both of them, driver and passenger side.

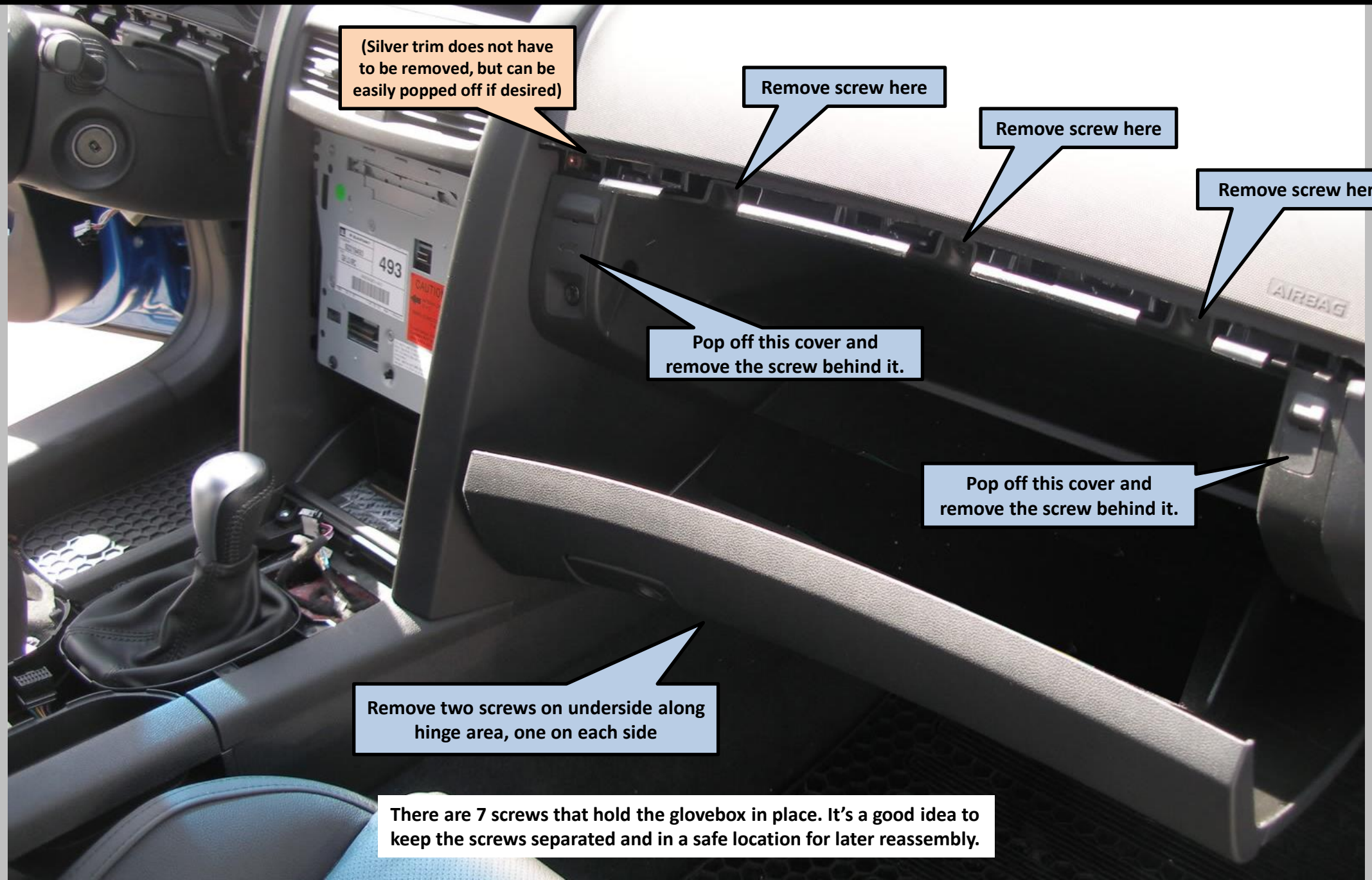




On the back left side of the glovebox is a small electrical connector that you'll have to disconnect. This is for the trunk release and possibly for an internal glovebox light, if your car is so equipped (only 2008's have a glovebox light).

You'll need to remove the knee bolster under the steering wheel by carefully pulling on it at a downward angle toward the seat. It's held in place by several white plastic retainer clips. If the clips break, you can get replacements at a GM dealer or online. The GM part number is 92139070, and no, they are not cheap. They're usually around $5 per clip. Here's a link to check them out along with other various clips found in these cars: http://forum.grrrr8.net/showthread.php?t=23083

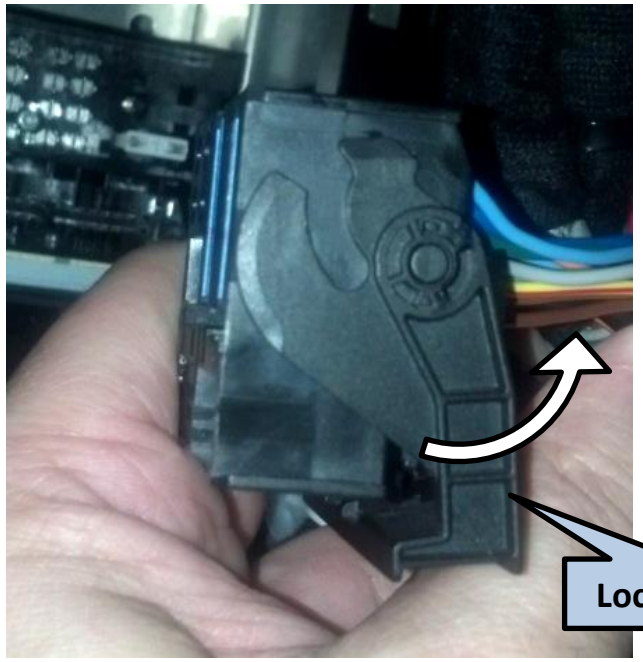
Removal Of The Glovebox



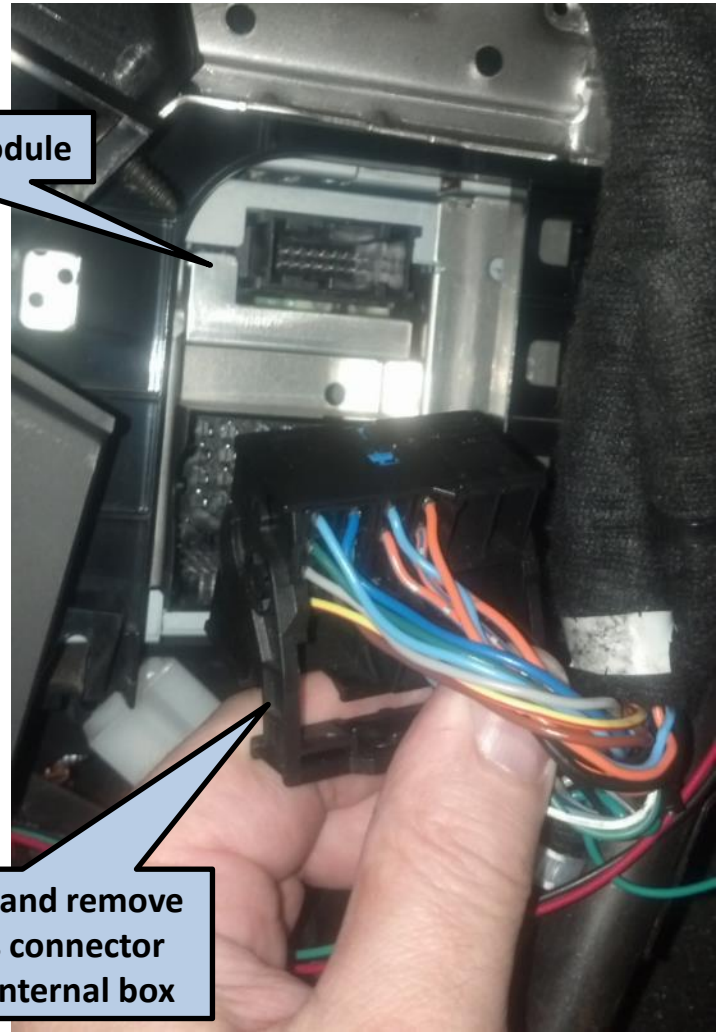
There are 7 screws that hold the glovebox in place. It's a good idea to keep the screws separated and in a safe location for later reassembly.

Removal Of The Factory System

Once you have pulled the panels on either side of the center console off, you will need to remove the factory stereo / AC module. To do so, make sure the car is off and the stereo is not powered up. Then, with both hands, reach under the faceplate of the stereo / AC controller, grip very firmly, and pull hard outward. The entire panel will come off in your hands. This panel simply plugs into the internal box behind it.

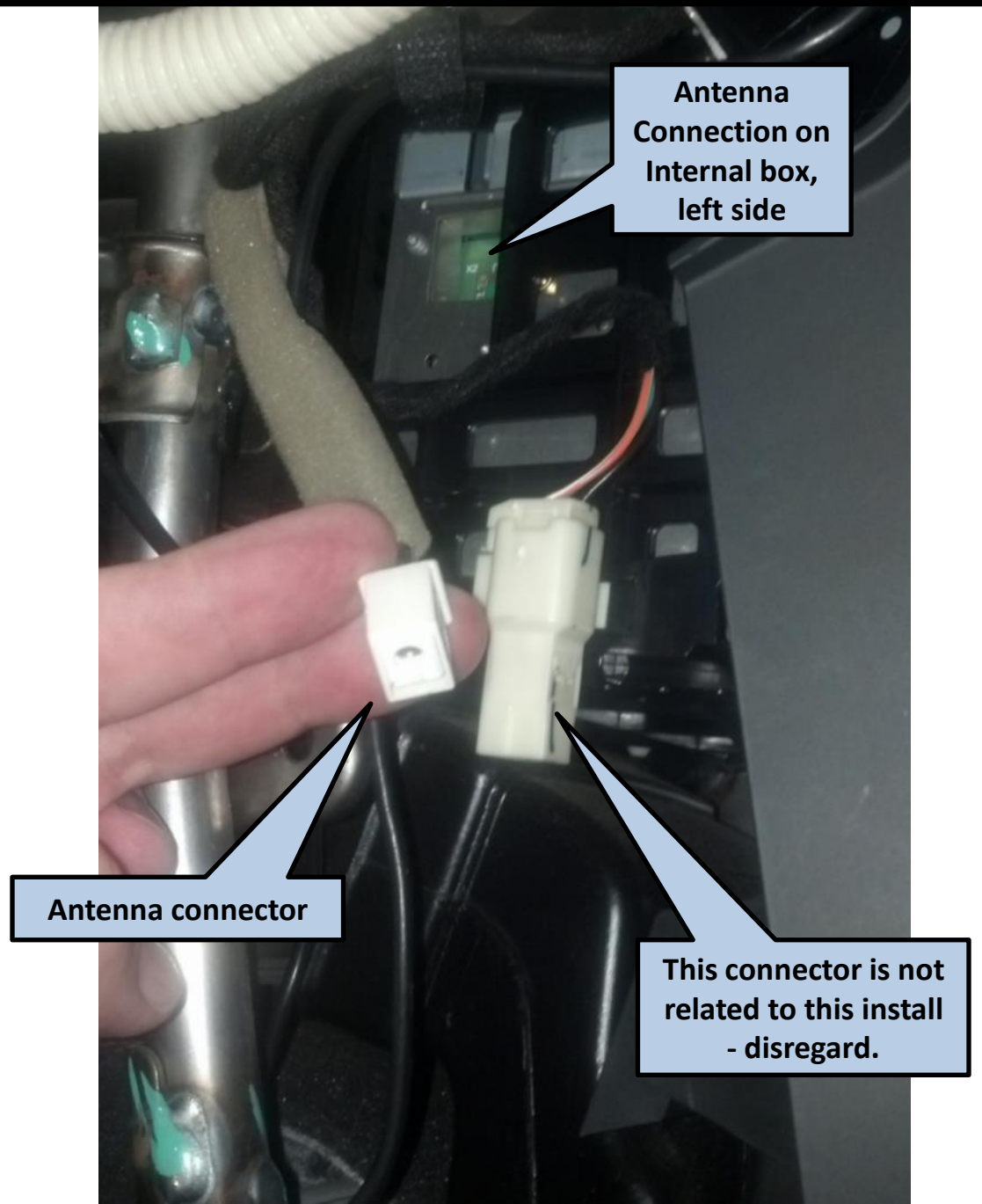


Next, you will need to unplug the connectors from the internal box. There are connectors on each side. The right side connector plugged into the internal box has wires that run to the sound amp and speakers. This connector has a black plastic lever that you grab at the bottom and hinge upward to disconnect.



Unplug the antenna connector on the left side of the center console…

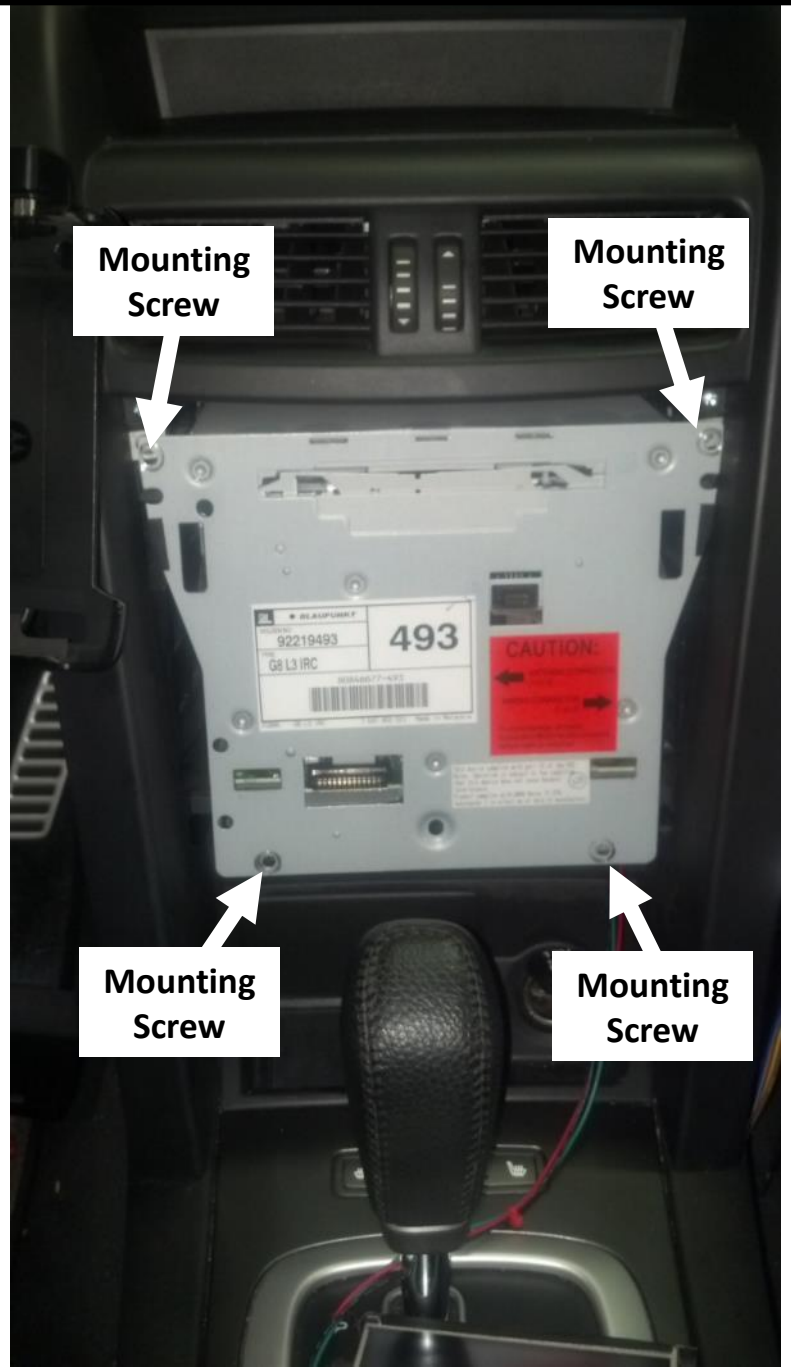
DO NOT break the white connector off or damage it, because this is part of the car's wiring harness, and would be very difficult to repair or replace! Use care when unplugging.



Then, you can use a Phillips screwdriver and remove the internal box. It is held in place with 4 black mounting screws, two at the top, and two at the bottom, facing you. Be sure to retain all screws, as you will need them later to install the new bracket. Pull the box outward and set it aside.

We strongly recommend that you KEEP and store the factory stereo, in case you ever want to sell the car and restore it to factory condition. These stereos are VIN-coded to your car, and should remain with your car for resale value.

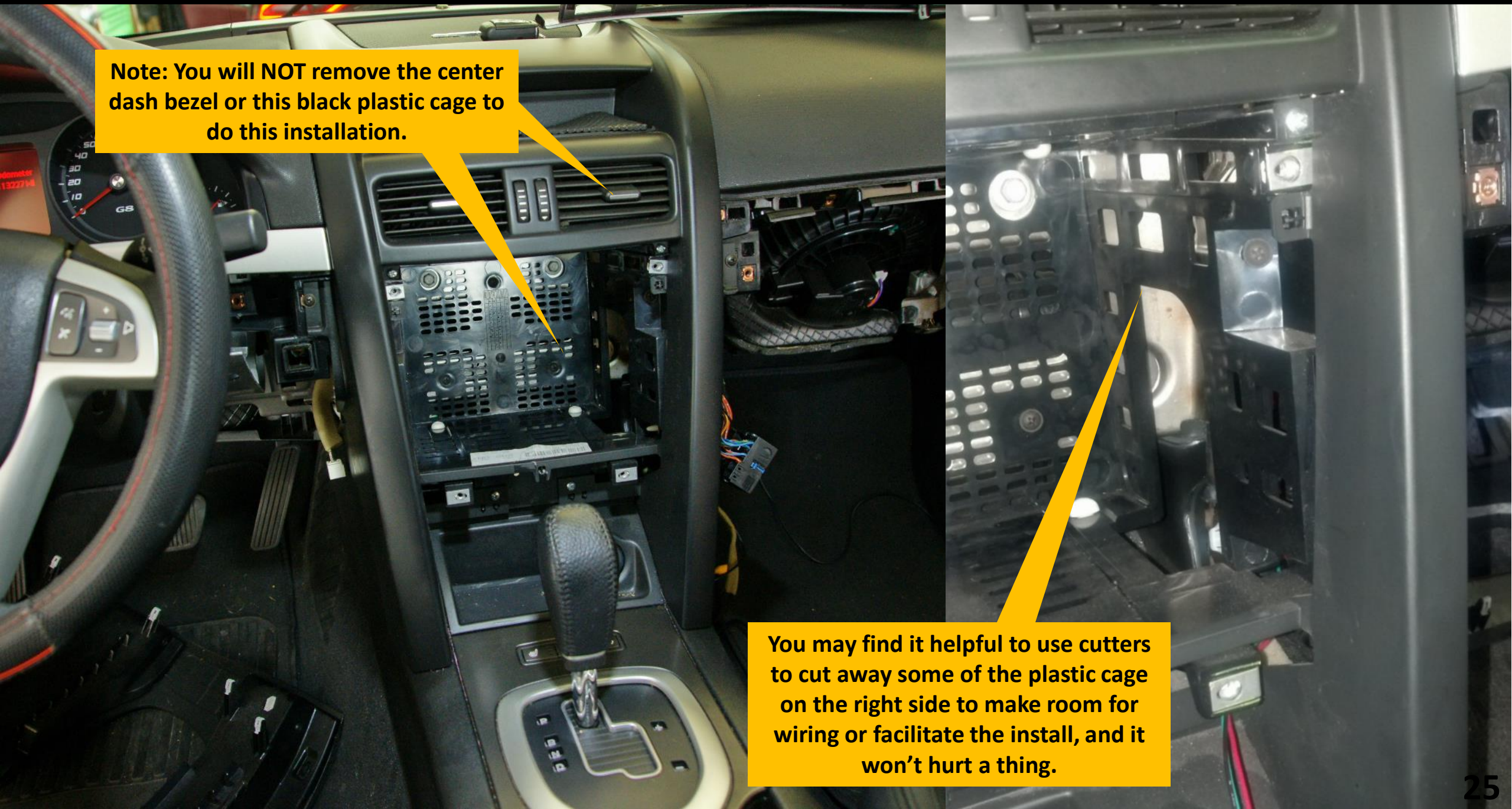
If you ever remove your G8 Designs kit, keep all the components together so you have a complete kit.
G8 Designs will even help you find a buyer (we charge no fee) and you can sell our kit for most of what you paid for it.
Contact us for details!



Removal Of The Factory System

Removing the factory radio module. Be sure you have disconnected the wiring connector on the RIGHT side, and the antenna connector on the LEFT side before pulling the module out!

After Removal Of The Factory System



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Step 2: Begin Installation of New System

PONTIAC G8

(patent applied for)

Generalized Wiring Diagram – Stereo Hookup

Many installers find it helpful to pre-wire their components on a workbench before installing in the car. You may find this helpful as well. Just be sure that your wire lengths are long enough to reach where the components are being mounted.

Yellow 12v. Battery (constant power) Connect to any one of YELLOW wires in G8 Designs harness

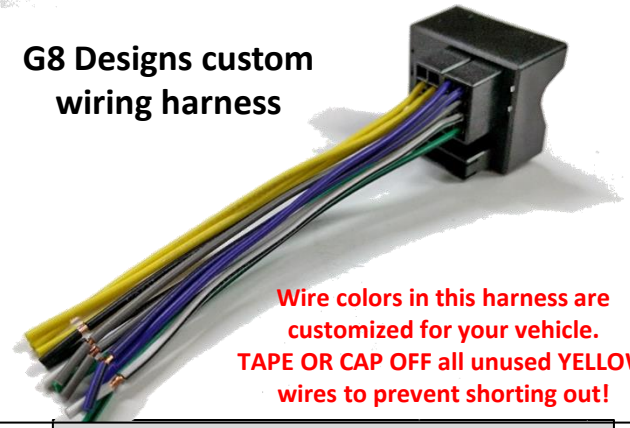
Black ground wire - Connect securely to any metal chassis ground point

Red 12v Accy Wire - Connect to 12v. "accessory" terminal shown on pages 29 & 30

Blue/white "remote" control wire – Supplies 12v. power when radio comes on. Acts as turn-on wire for any amplifiers you add to your system. Can also supply accessory 12v power for Axxess module, parking brake bypass, etc. May also be left disconnected if unused (tape off end to prevent shorting to ground).

Kenwood/Denon head units have a brown "wired remote" WIRE instead of a jack like most makes, so this wire will connect to the Axxess steering wheel control module per their instructions. Other makes won't have this wire.

G8 Designs custom wiring harness



Wire colors in this harness are customized for your vehicle. TAPE OR CAP OFF all unused YELLOW wires to prevent shorting out!

Connect Front and Rear Speaker wire sets (+ and -) to corresponding color wires in G8 Designs harness. 8 wire connections total.

4 sets of Front and Rear Speaker Wires

Backup Camera Trigger Wire from stereo goes to GREEN wire illustrated on pages 46 thru 53.

"Illumination" or "Dimmer" wire (ties to dimmer terminal shown on page 53)

Parking Brake Wire (for Video In Motion, attach to "parking brake bypass" accessory discussed on page 12)

NOTE: Wiring and installation details for AC controller shown later on pages 39 thru 55!

G8 Designs

ACCESSORY 12v. Power Connection Details

PONTIAC G8

(patent applied for)

Stereo Power and Ground Wires

Your new stereo has TWO power wires and a ground wire:

The **YELLOW** wire is for full-time **battery-connected 12v power** which maintains your new stereo's memory settings.

As outlined in the previous wiring diagram, the **YELLOW** (full-time 12v battery) wire goes to ANY ONE of three YELLOW wires provided in our harness (#10, #14, or #15). If any of these wires are NOT used, BE SURE they are capped off or taped off to prevent them from shorting out against any metal chassis components! Shorting any of these wires to ground will blow fuses and could start a car fire!

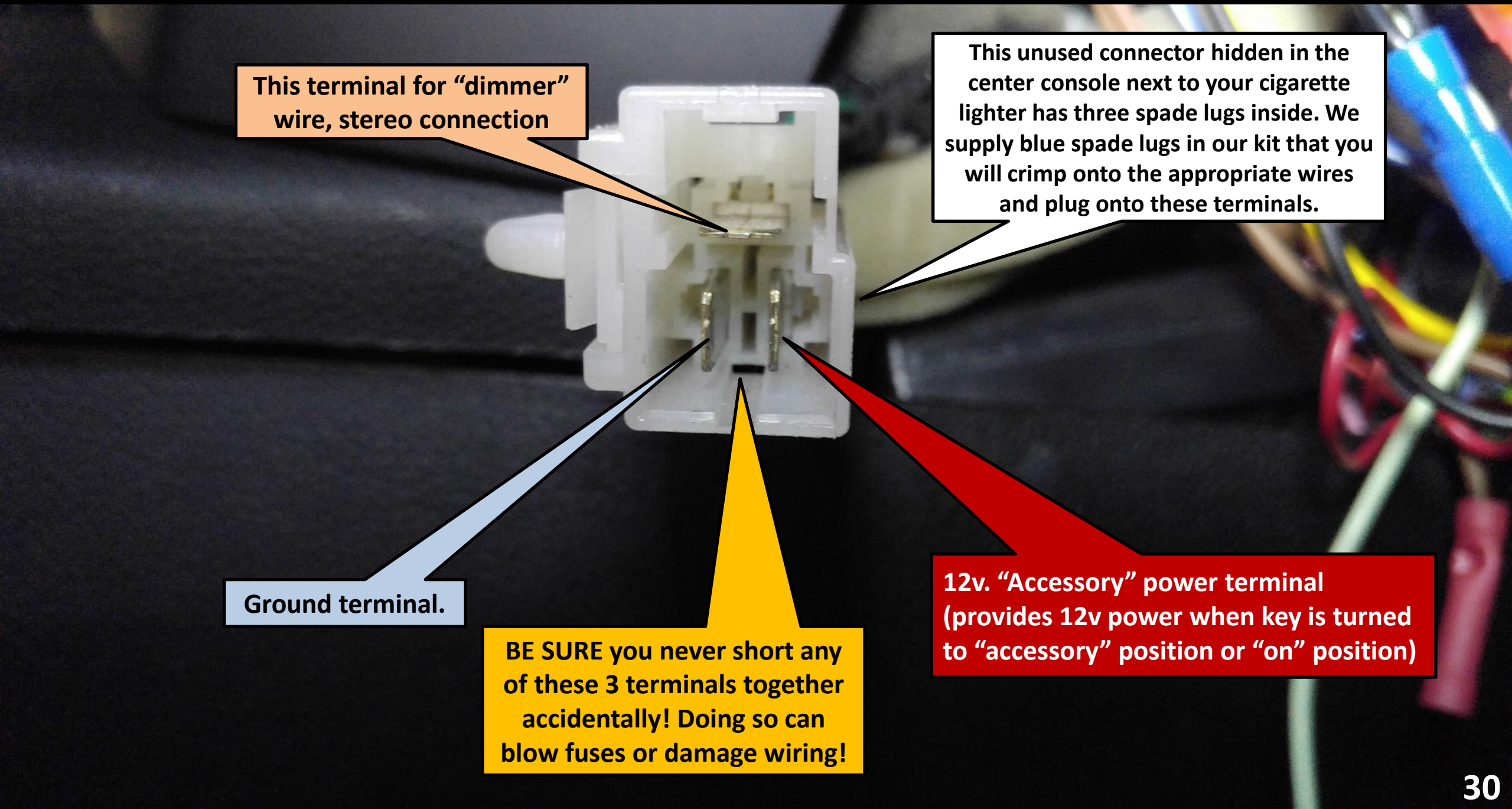
The **RED** wire is for **12v. Accessory power** which turns the stereo ON when you start the car. When you turn the car OFF, the 12 volts goes away and turns the stereo off.

12v. Accessory power is required for the accessory (red) wire of your stereo, and for your other accessories such as the Axxess steering wheel control module, and perhaps a parking brake bypass, or other devices. These are all low current draw devices and can all safely run off the same wire connection. Connect as shown on following pages.

The BLACK wire is your stereo's ground wire.

Your new stereo's GROUND WIRE should always be connected to a METAL CHASSIS point, not a ground wire in the car's wiring harness. This is to reject electrical interference and noise.

ACCESSORY 12v. Power – Unused Connector In Center Console



Factory Stereo Plug – Important Notes:

In the Holden vehicle variants, there are base model stereos and premium sound stereos. The factory plug in the wiring harness of YOUR particular vehicle may have some wiring variations from what is pictured in these instructions. Some base models and right hand drive models may have more OR fewer wires on the factory or "vehicle side" of this plug.

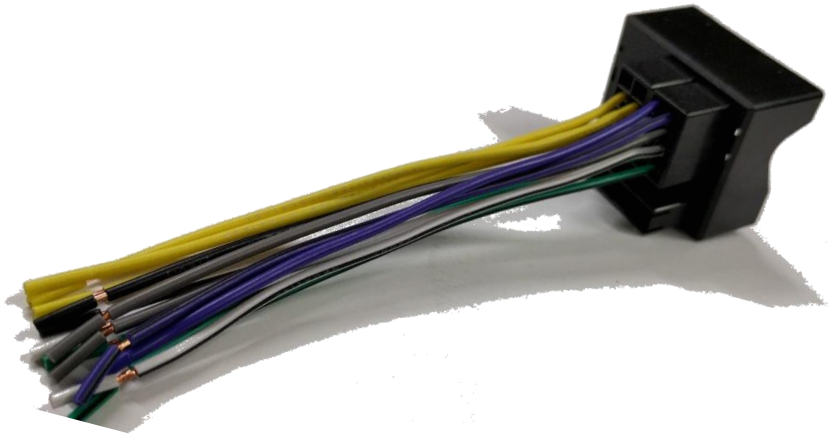
It pays to visually inspect the wires in your car's plug and/or confirm voltage with a voltmeter on wires 10, 14, and 15 (in our harness) before making 12 volt battery connections to them. Your car's plug may have fewer wires in those 3 positions than the wires in the wiring harness we supply, so be sure to compare wires on BOTH sides. For example, base models will have full-time 12V (battery) wires for positions #10 and #14, but NOT one on pin #15, but OUR harness will have YELLOW wires #10, wire #14 and wire #15 anyway. Obviously, you could use #10 and #14 for 12v constant power, but wire #15 may have no power. If there is NO wire in a particular position on the "vehicle" side of the connector, there is no need in using the corresponding wire in OUR harness. **Be sure to cap off unused wires so they do not short out on metal frame parts (ground).**

CENTER CHANNEL SPEAKER DETAILS

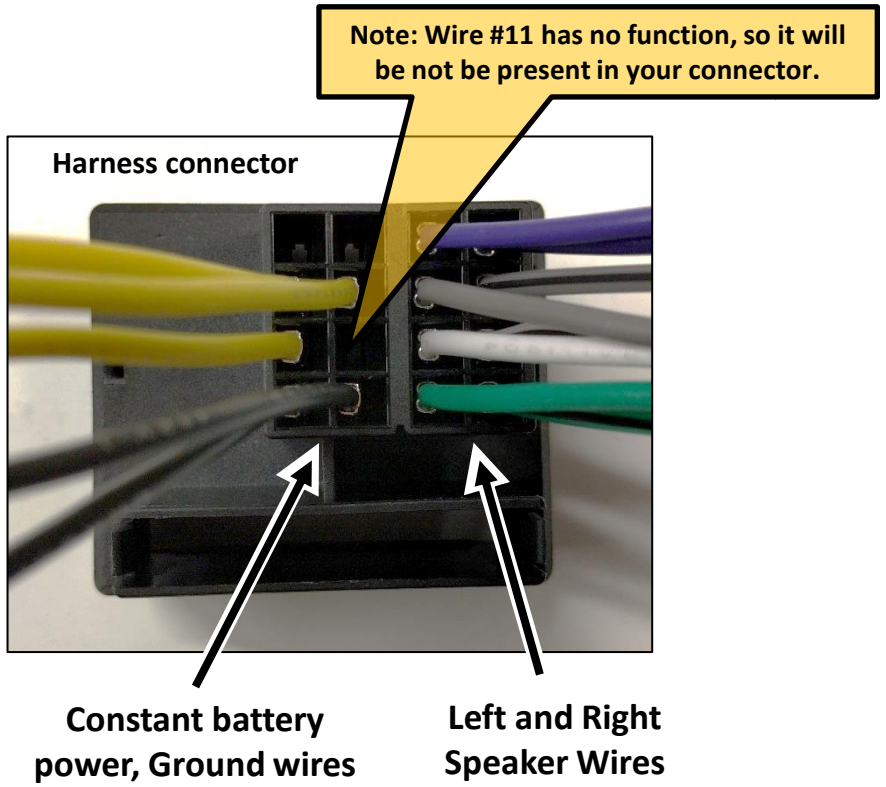
Also, terminals #9 and #13 in the car's harness are for the "center channel" speaker in the center of the dash. However, in aftermarket systems, these center speakers are very rarely used, so we do not include wires for those positions in our custom harness. We don't know of any stereos or aftermarket amps that have a center channel speaker output, so they would never get used in an aftermarket audio setup.

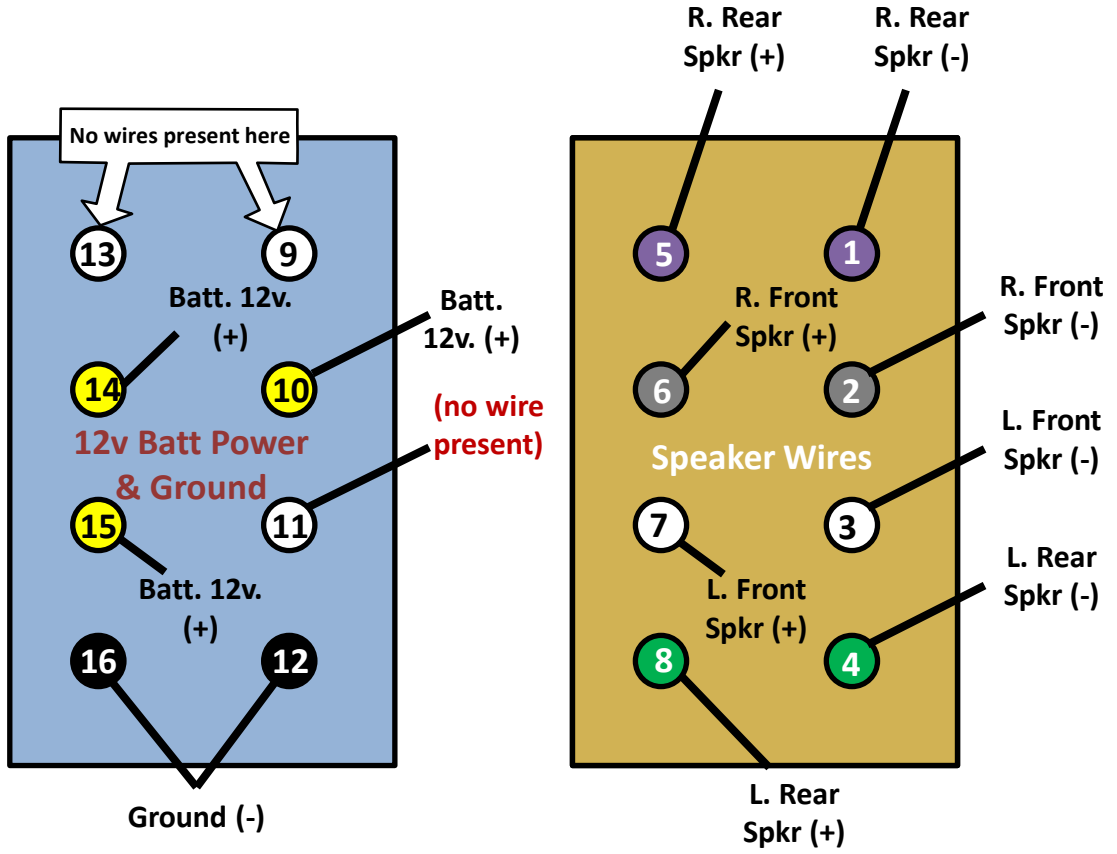
G8 Designs Wire Harness Connector

G8 Designs Custom Wiring Harness



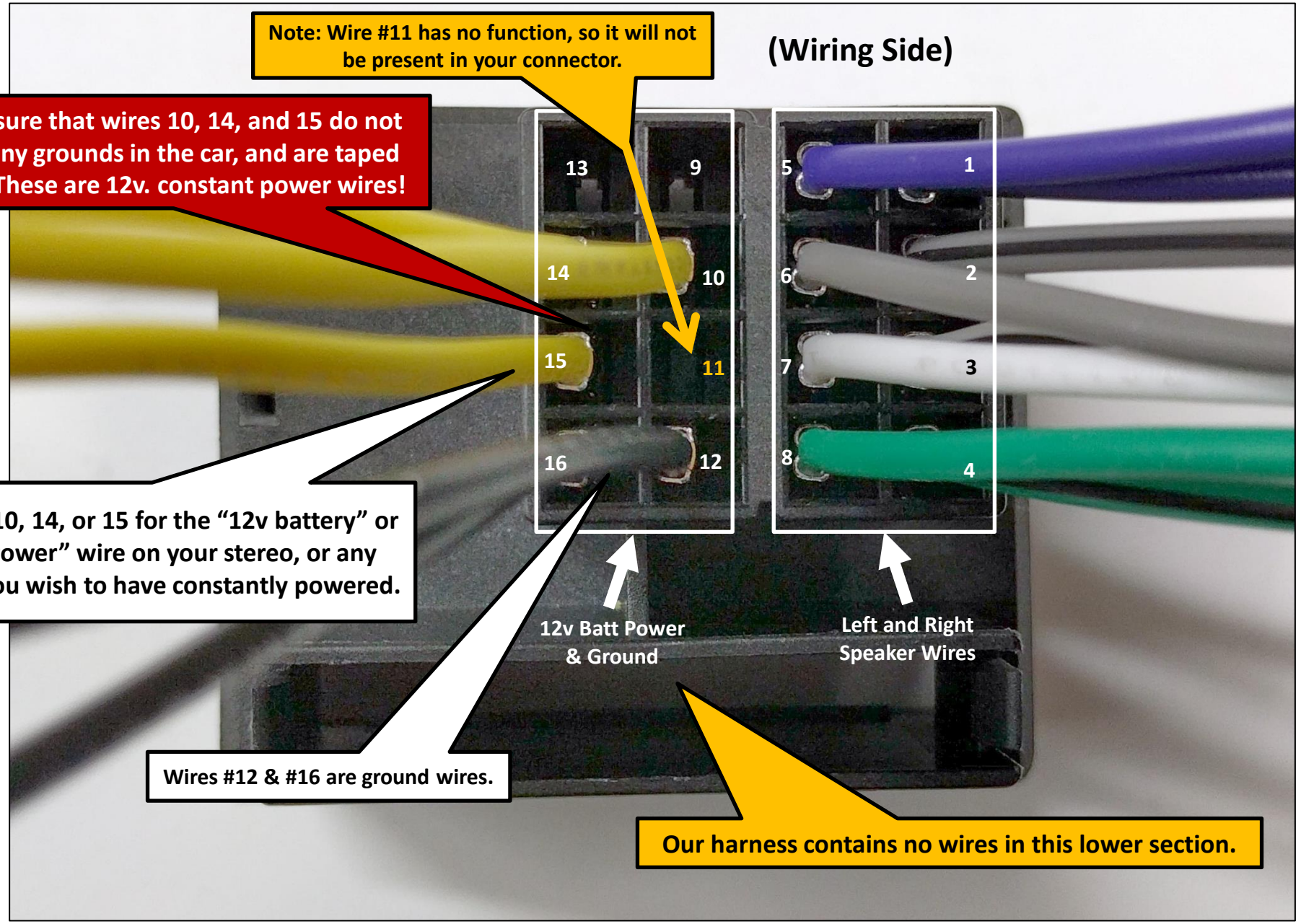
This kit includes our custom wiring harness designed for these cars. It is similar to off-the-shelf harnesses many stereo shops may carry, which are designed for other vehicles, but the wire colors in our harness are correct only for this vehicle. In these vehicles, there are no "Accessory 12v" wires in the factory plug, there are only three full-time 12v battery power wires - in our harness, these are all YELLOW for easy identification. Also, in our harness, the speaker wires are all color-coded for easy connection to your new stereo's speaker wires – just match color to color. For example, connect purple to purple, purple/black stripe to purple/black stripe, etc. If you require further detail on all the OEM wires in the harness, the illustrations on following pages will identify the functions of these wires.





G8 Designs Harness Connector

The chart on the following page corresponds to this illustration



Factory Stereo Connector Wiring Diagram (For Reference)

This chart corresponds to the pin numbers on the graphic before and after this page. It is included for reference only, for those who may want to know the functions of the additional wires in the OEM wire harness.

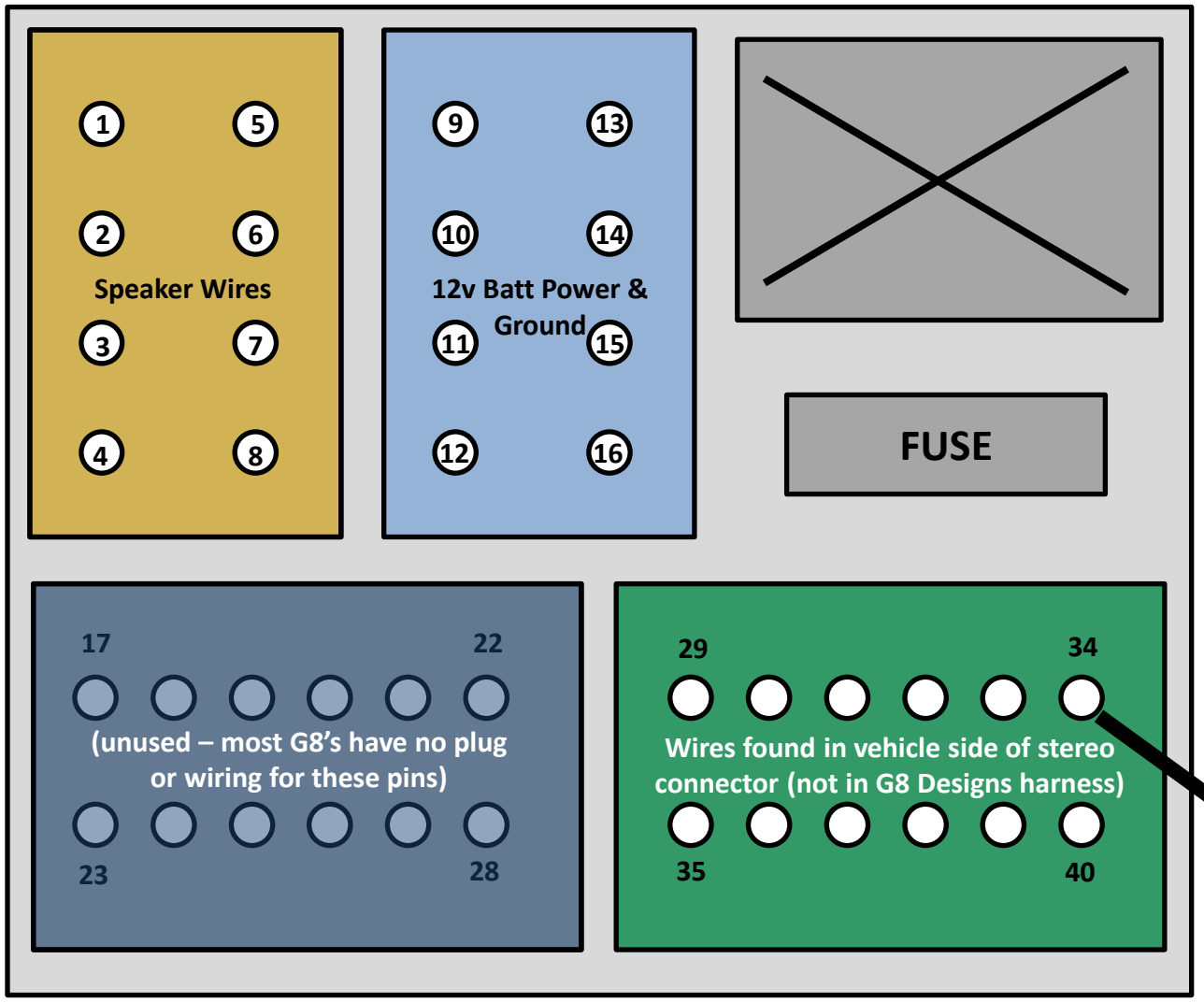
Pin #		Function	OEM Wire Color
1	Speaker Wires	Right Rear Speaker Negative (-)	Light Blue
2		Right Front Speaker Negative (-)	Dk. Green
3		Left Front Speaker Negative (-)	Gray
4		Left Rear Speaker Negative (-)	Yellow/Red
5		Right Rear Speaker Positive (+)	Dk Blue
6		Right Front Speaker Positive (+)	Light Green
7		Left Front Speaker Positive (+)	Brown
8		Left Rear Speaker Positive (+)	Brown/Red
9	Power, Ground, & Other	Front Center Speaker Negative (-)	Lt Blue
10		Battery Positive (+12v.)	Orange/Dk Blue
11		Unused – no function (wire cut off)	n/a
12		Ground (-)	Black
13		Front Center Speaker Positive (+)	Orange
14		Battery Positive (+12v.)	Orange/Dk Blue
15		Battery Positive (+12v.)	Orange/Dk Blue
16		Ground (-)	Black
17		Unused	n/a
18		Unused	n/a
19		Unused	n/a
20		Unused	n/a

Pin #		Function		OEM Wire Color
21		Unused		n/a
22		Unused		n/a
23		Unused		n/a
24		Unused		n/a
25		Unused		n/a
26		Unused		n/a
27		Unused		n/a
28		Unused		n/a
29	Wires not found in G8 Designs wiring harness– Only found in the vehicle side of stereo harness	Telephone Audio Signal (-)		Lt Blue
30		Remote Radio Rt. Audio Signal		Gray
31		Remote Radio Audio (-)		Brown/White
32		Battery Positive (+)		Black
33		Telephone Audio Signal Mute		White
34		GM LAN (network)	GM LAN	Lt Green
35		Phone Audio Signal (+)		Dk Blue
36		Right Radio Audio Output		Gray/Black
36		Left Radio Audio Output		Dk Green
38		Unused		n/a
39		Unused		n/a
40		Unused		n/a

Green GMLAN wire connects to the GREEN wire on our AC controller, AND the PINK wire of the Axxess ASWC-1 steering wheel control module. This wire provides GMLAN network signals required to control the AC, operate the steering wheel controls, etc.

Factory Wiring Pin Numbers (looking at the WIRING SIDE of factory stereo connector)

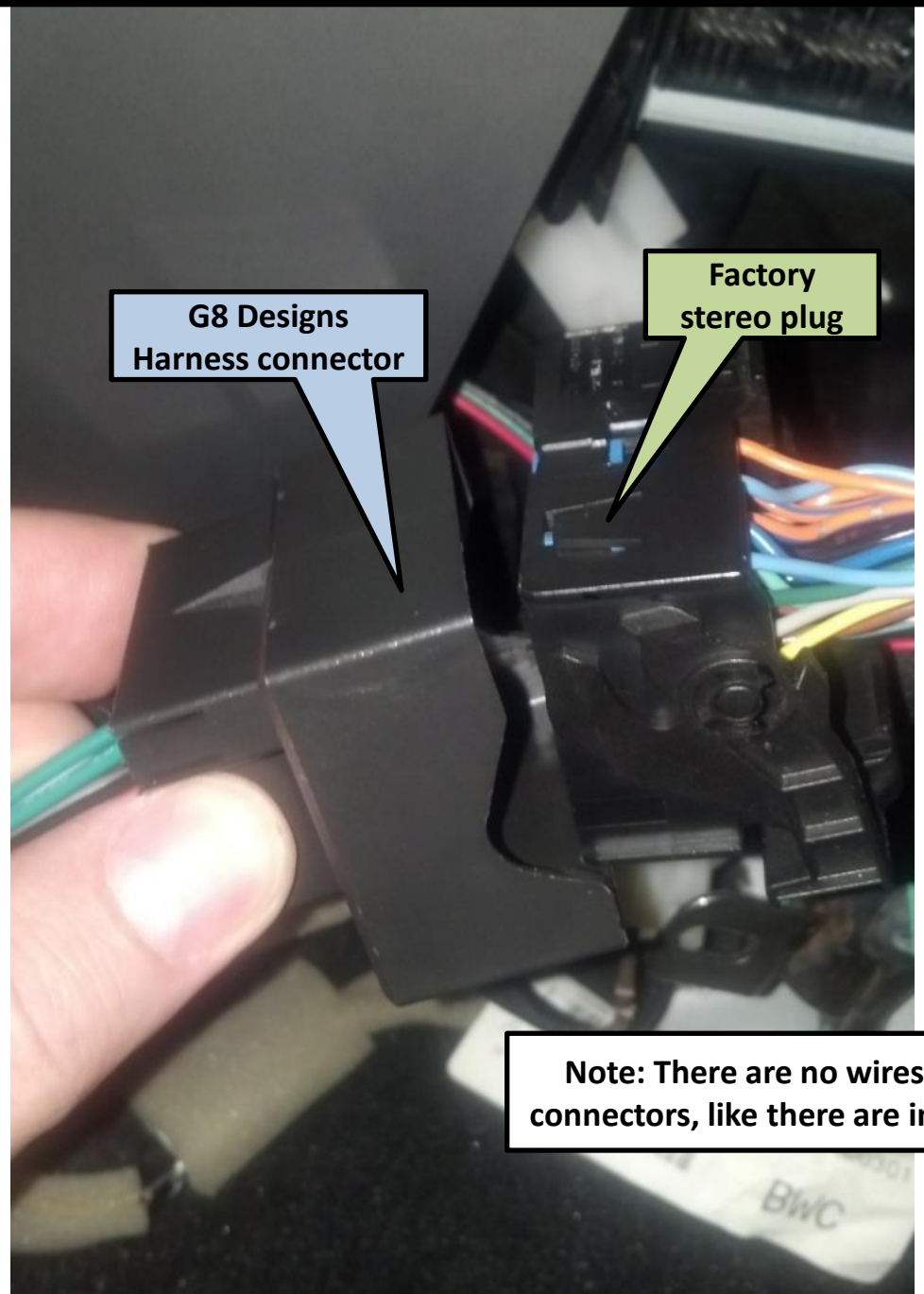
Looking at the WIRING SIDE of your car's factory plug
This shows the wiring pin numbers

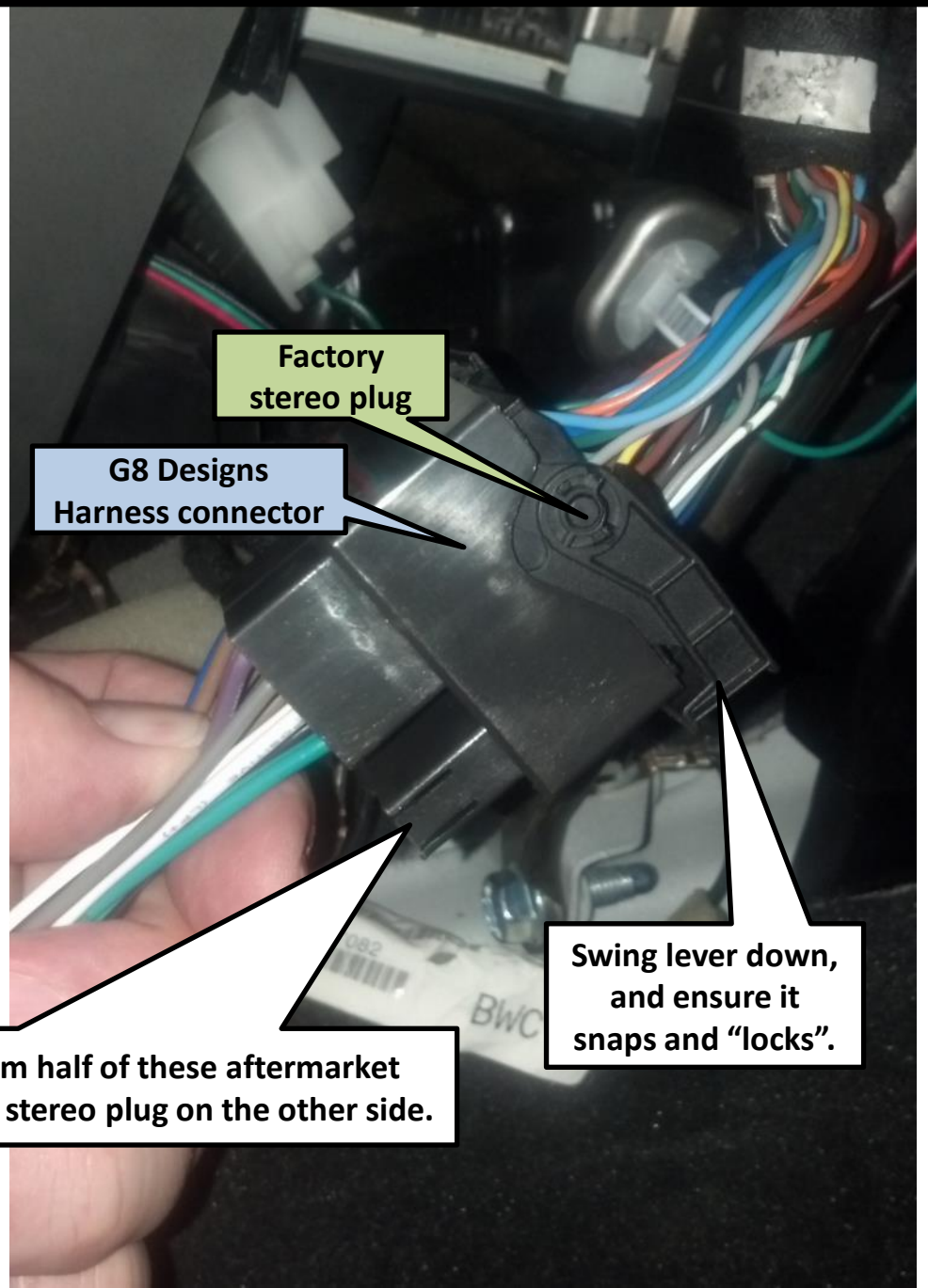


The chart on the previous page corresponds to this diagram. It is included for reference only, for those who may want to take advantage of the additional connections in the OEM wire harness, so you know the function of those wires.

Green GMLAN wire connects to the GREEN wire on our AC controller, AND the PINK wire of the Axxess ASWC-1 steering wheel control module. This wire provides GMLAN network signals required to control the AC, operate the steering wheel controls, etc.

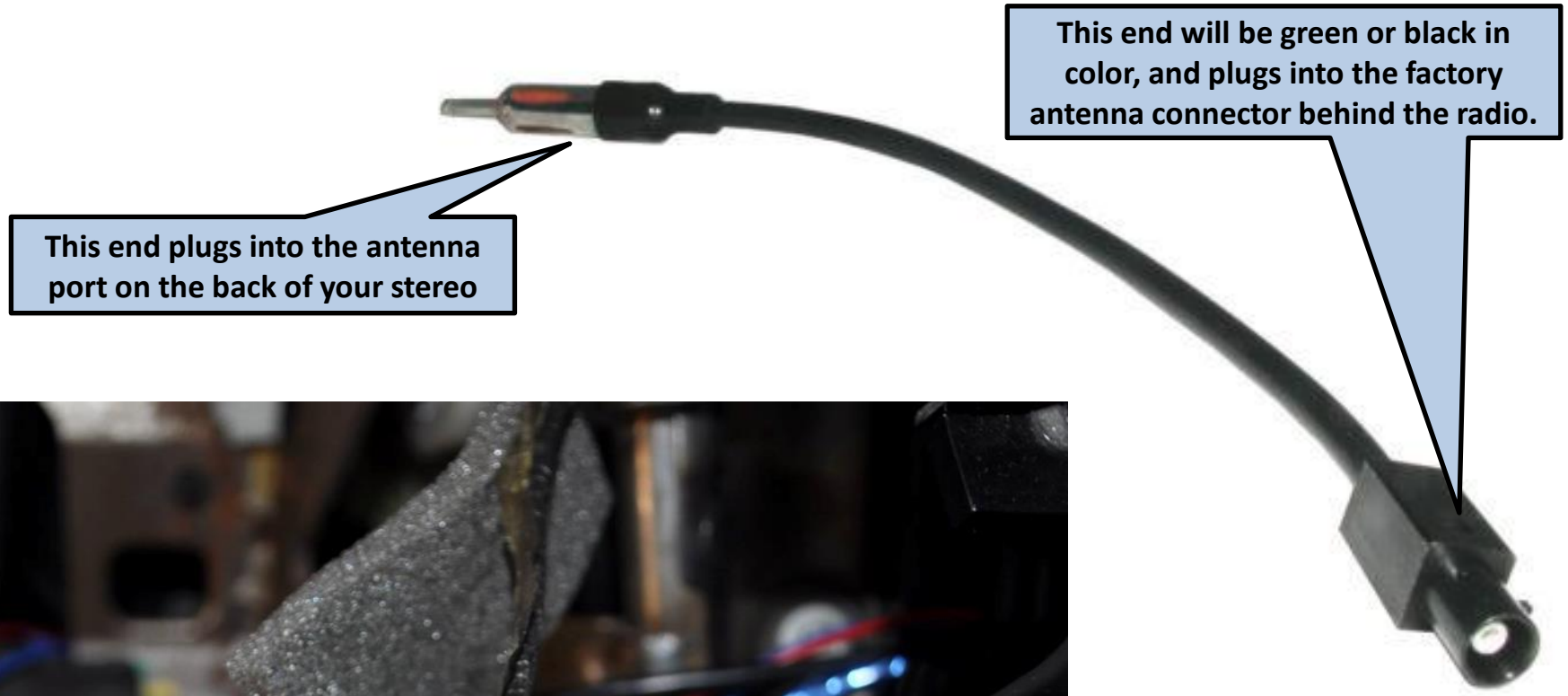
Installing the G8 Designs Custom Wiring Harness

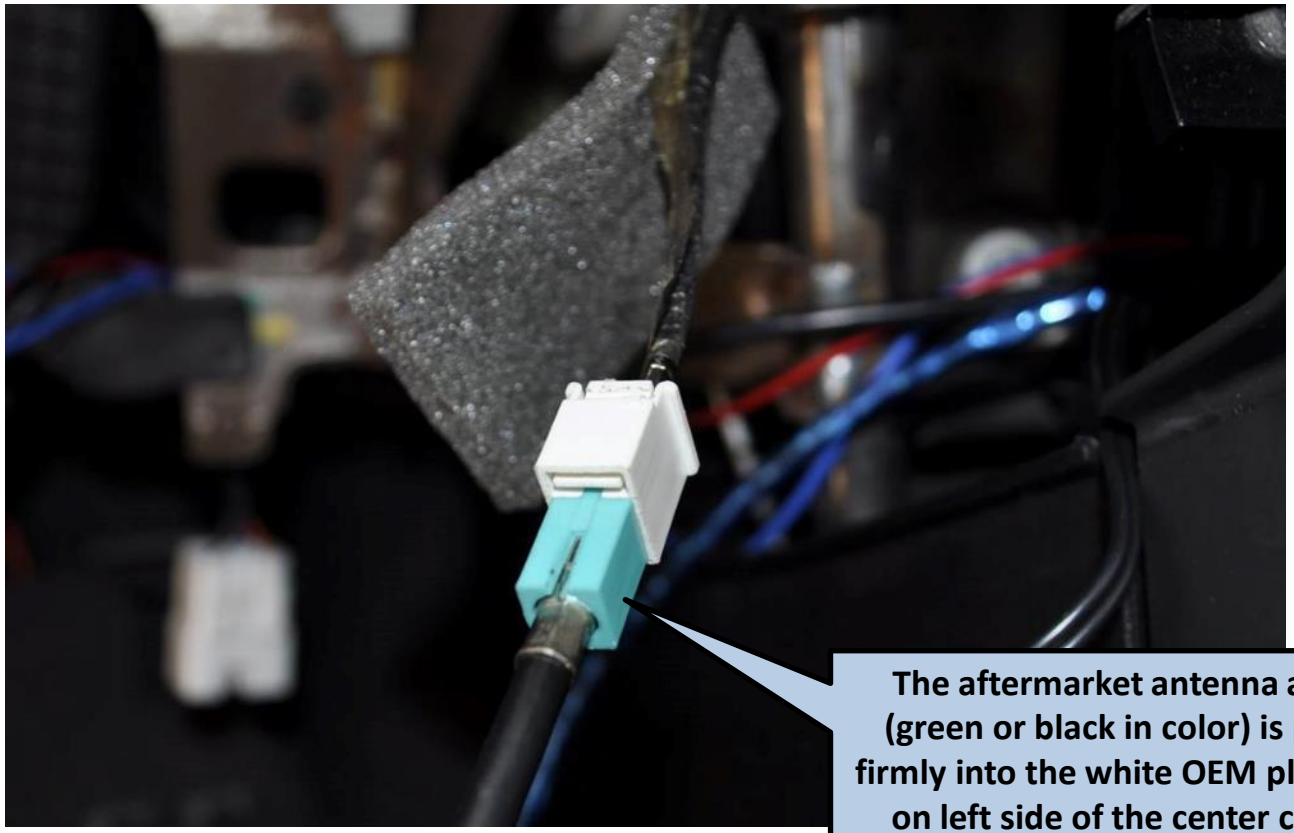




Note: There are no wires in the bottom half of these aftermarket connectors, like there are in the factory stereo plug on the other side.

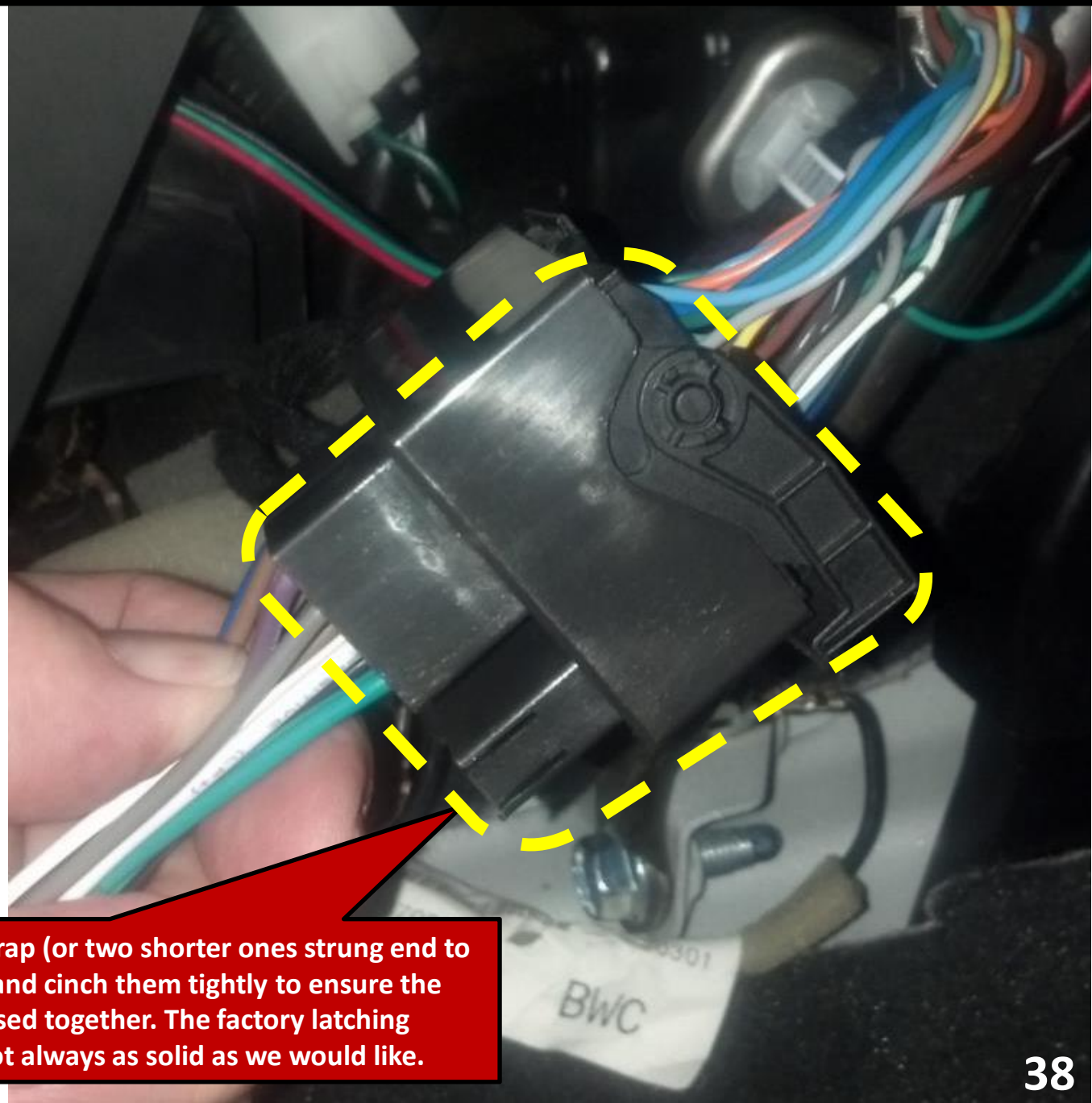
Installing the Aftermarket Antenna Adapter





One common problem we observe with the factory plug is that the pins inside do not always make a solid connection. This is a design issue, not something we have control over. Flaky connections can result in intermittent speaker wire connections that cause certain speakers to drop out and not play.

One tip to help in these situations is to take a pair of needlenose pliers and give a very slight twist to the flat blade pins in our harness connector, so they will “bite” into the mating connectors when plugged in. This can cure flaky connections. Also, strapping the two connectors together with tie wraps, as illustrated, will also help.



We advise wrapping a long tie wrap (or two shorter ones strung end to end) around both connectors and cinch them tightly to ensure the connectors stay tightly pressed together. The factory latching mechanism in their plug is not always as solid as we would like.

G8Designs

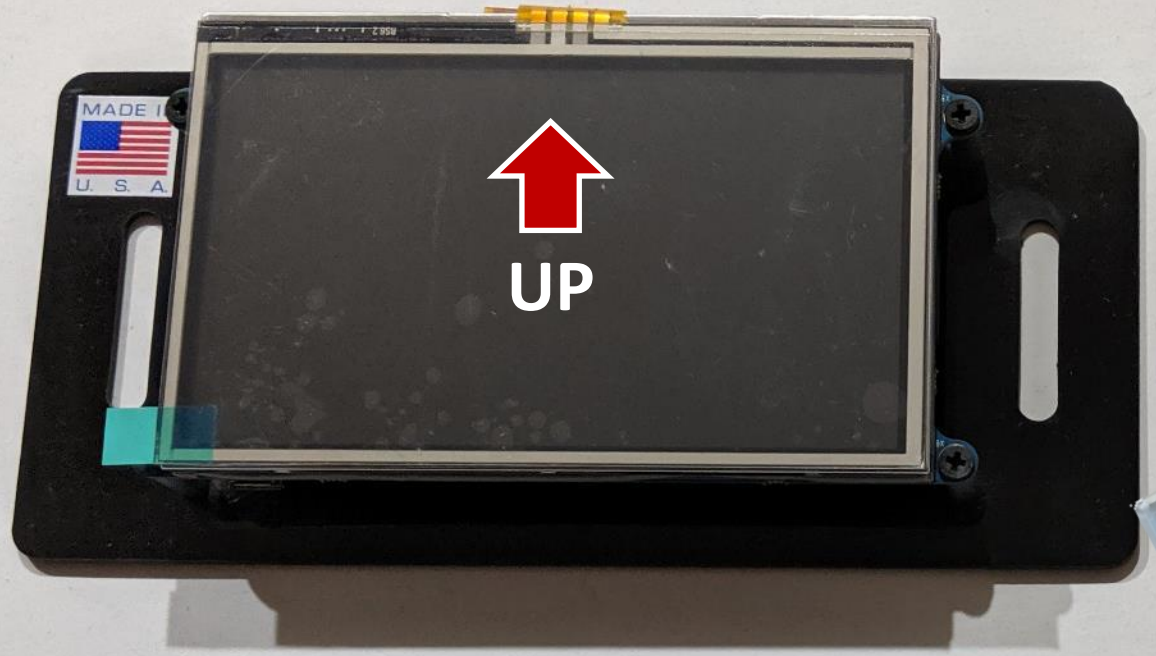
Step 3: Installing the AC Controller

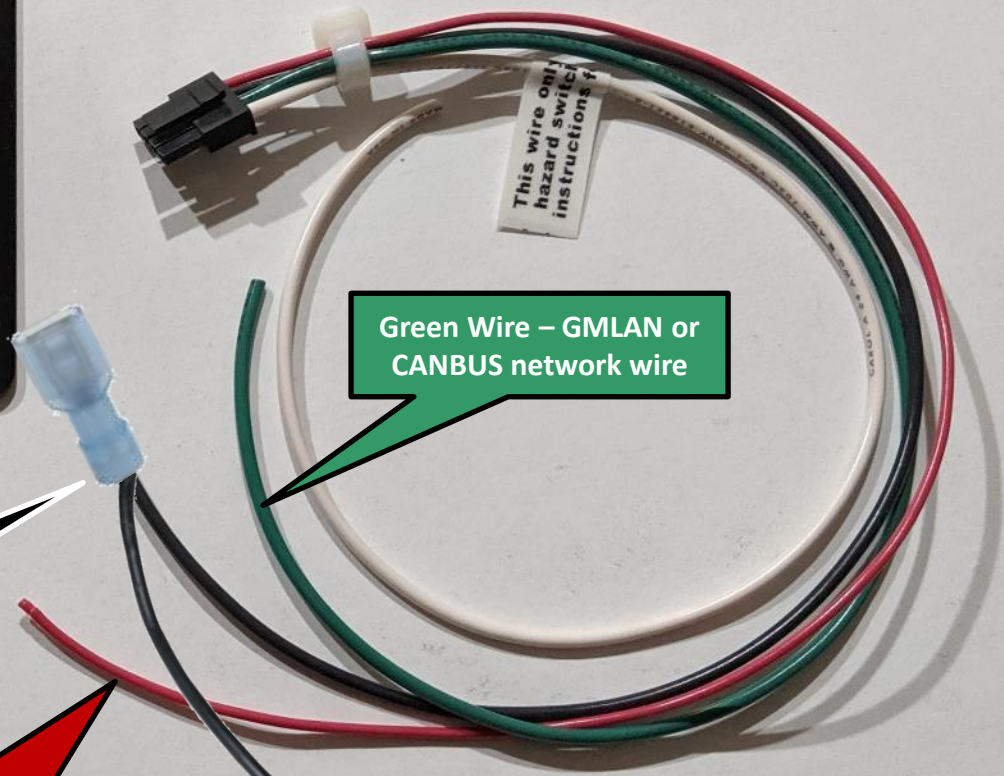
PONTIAC G8

(patent applied for)

AC Controller Overview

The white wire on your AC controller is there in case you want to add a physical Hazard Light switch. DO NOT connect the white wire to 12v. sources! Doing so will damage the AC Controller circuitry and void your warranty! See following pages for further information and physical wiring diagrams if you wish to add a physical hazard switch.





Green Wire – GMLAN or CANBUS network wire

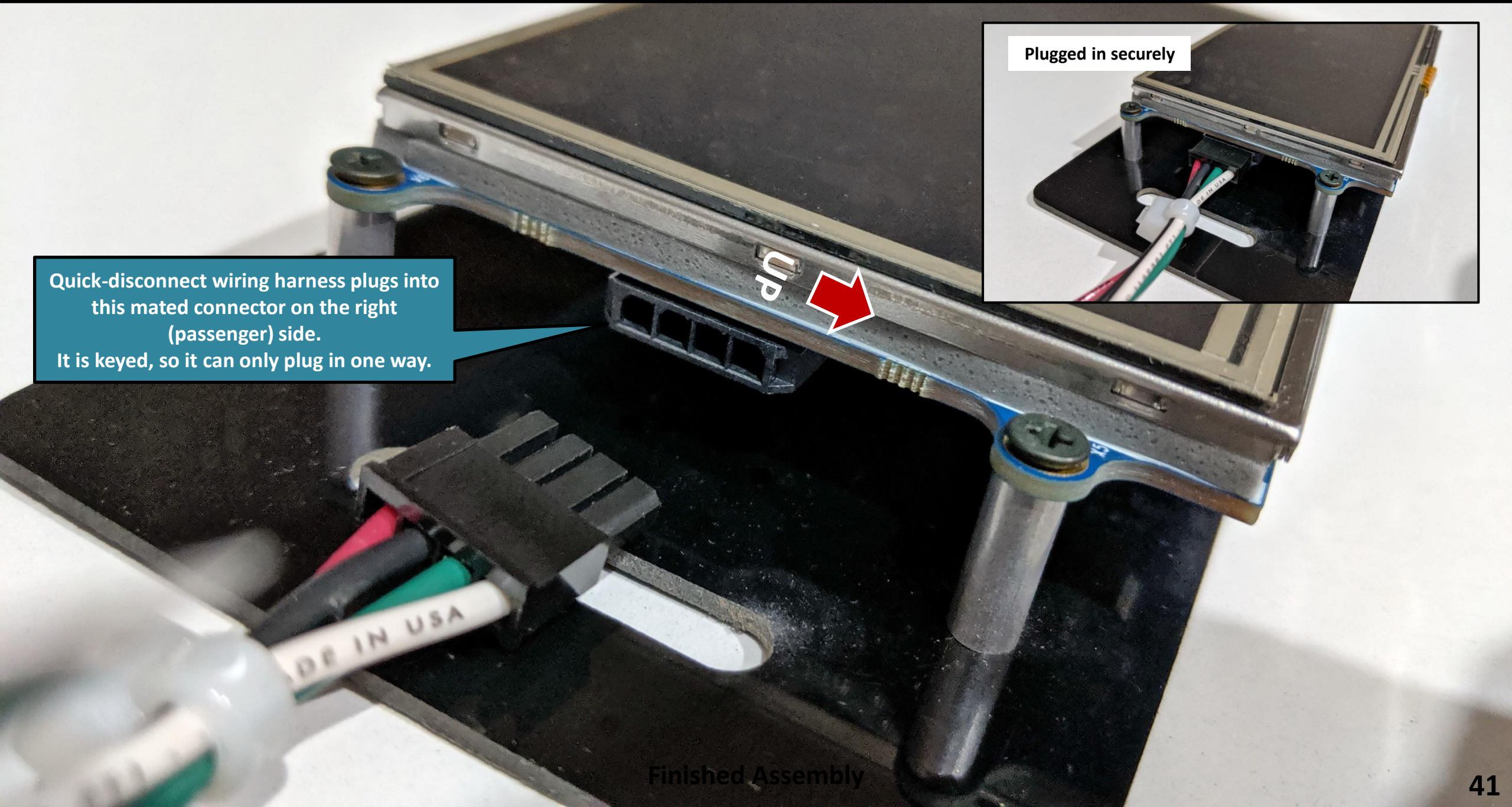
Black Wire – plugs onto ground lug as shown later in this section

FOLCIK CONNECTION TO GMLAN NETWORK
The GREEN wire of your Folcik controller must be solidly connected to the GREEN GMLAN wire (Canbus) in your car's wiring harness, as illustrated in the following pages. We provide a red wire tap connector so you can tap into the GMLAN wire and provide the necessary signals for your Folcik controller.

Red wire – ignition (12v.)
This wire is longer than the others to reach the appropriate connector behind the glovebox, as seen later

We provide an additional pigtail ground wire for your convenience in grounding other accessories

AC Controller – Quick Disconnect For Wiring



Finished Assembly

SOME NOTES ON GROUNDING SPECIFIC TO AC CONTROLLER

In this installation, there are only TWO critical things to remember about grounding your components.
1) Your equipment MUST be grounded properly, or it won't work!

2) The AC controller's **BLACK GROUND WIRE** should NOT go to a metal chassis ground or tied to a screw in the dash. Instead, it must be grounded to one of the ground wires IN the car's wiring harness, as we illustrate in these instructions. This is to ensure electrical (RF) noise found in cars is rejected. Grounding the controller in the wire harness ensures far fewer issues with the car's electrical fields, and your controller will function properly.

This is not because of any flaws in the controller design – rather, it has to do with the single wire GMLAN (canbus) network in the car, which is more susceptible to electrical interference than other cars. Grounding stereos, amps, and other equipment to a metal chassis ground in a car is best for those devices, but this controller handles small, high-speed digital signals in the GMLAN network, so grounding through the wire harness is more stable.
Though it WILL work grounded to metal, grounding through the wire harness is required for best operation of the AC controller.

Please observe all our directions on connecting your AC controller for best operation.

AC Controller Wiring Diagram

IMPORTANT NOTE: The AC controller's black ground wire should NOT be connected to the metal chassis ground in the car, as you would normally do for a stereo or other device. The ground wire must ONLY be connected to a ground wire in the car's wiring harness for best operation.

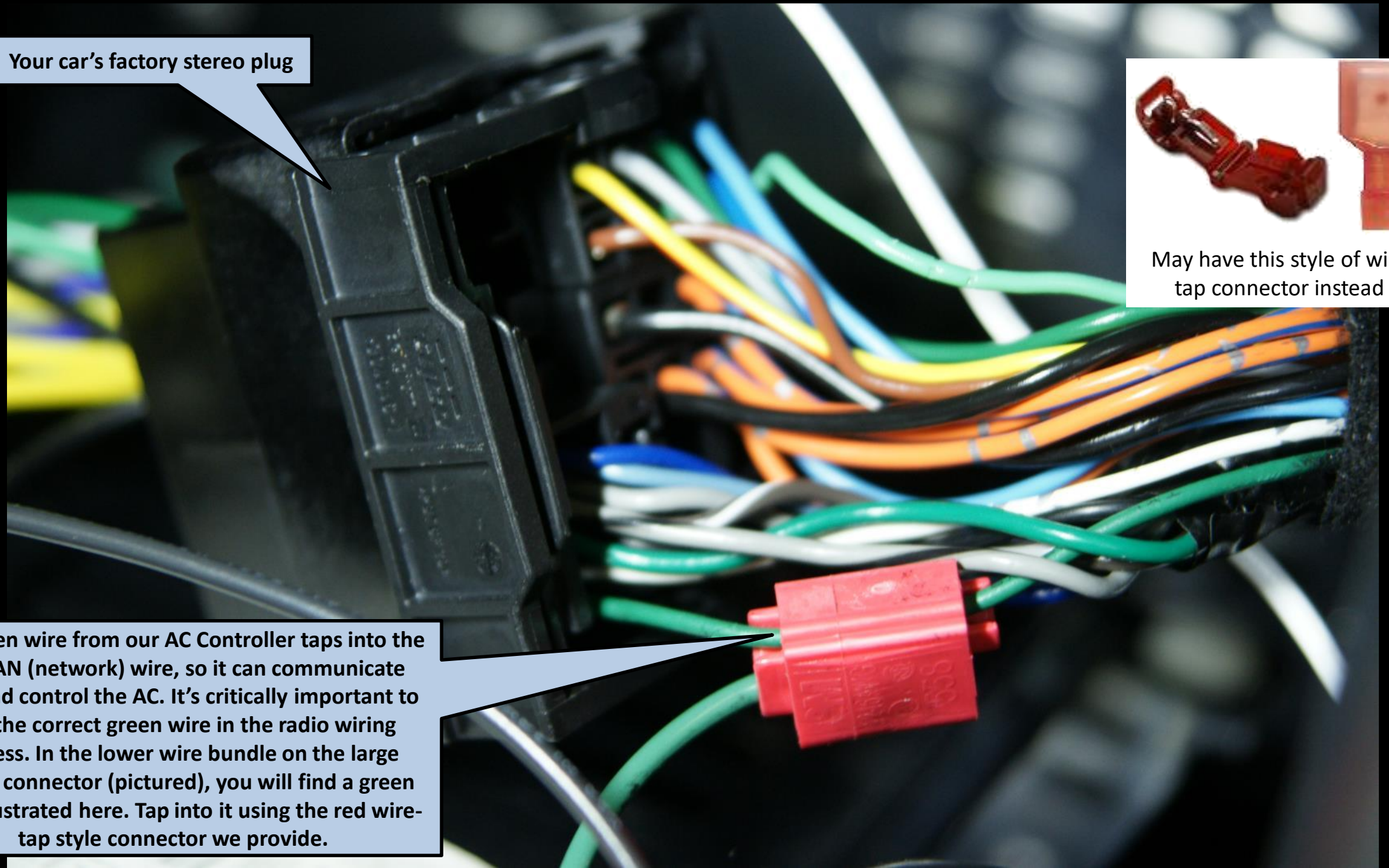
Red Wire – connect to "Ignition" only 12v. Power wire shown on pages 28-31

Black wire (ground) connects as shown on page 49.

Green GMLAN Wire – connect to green GMLAN wire as shown on following pages and to pink wire of Axxess ASWC-1 steering wheel module (if used)

White Wire (use only to install physical hazard switch as discussed on page 70). If you are not installing a physical switch, wrap up short, cut off, or cap off and keep from touching ground. When this wire is grounded, hazard lights will activate.

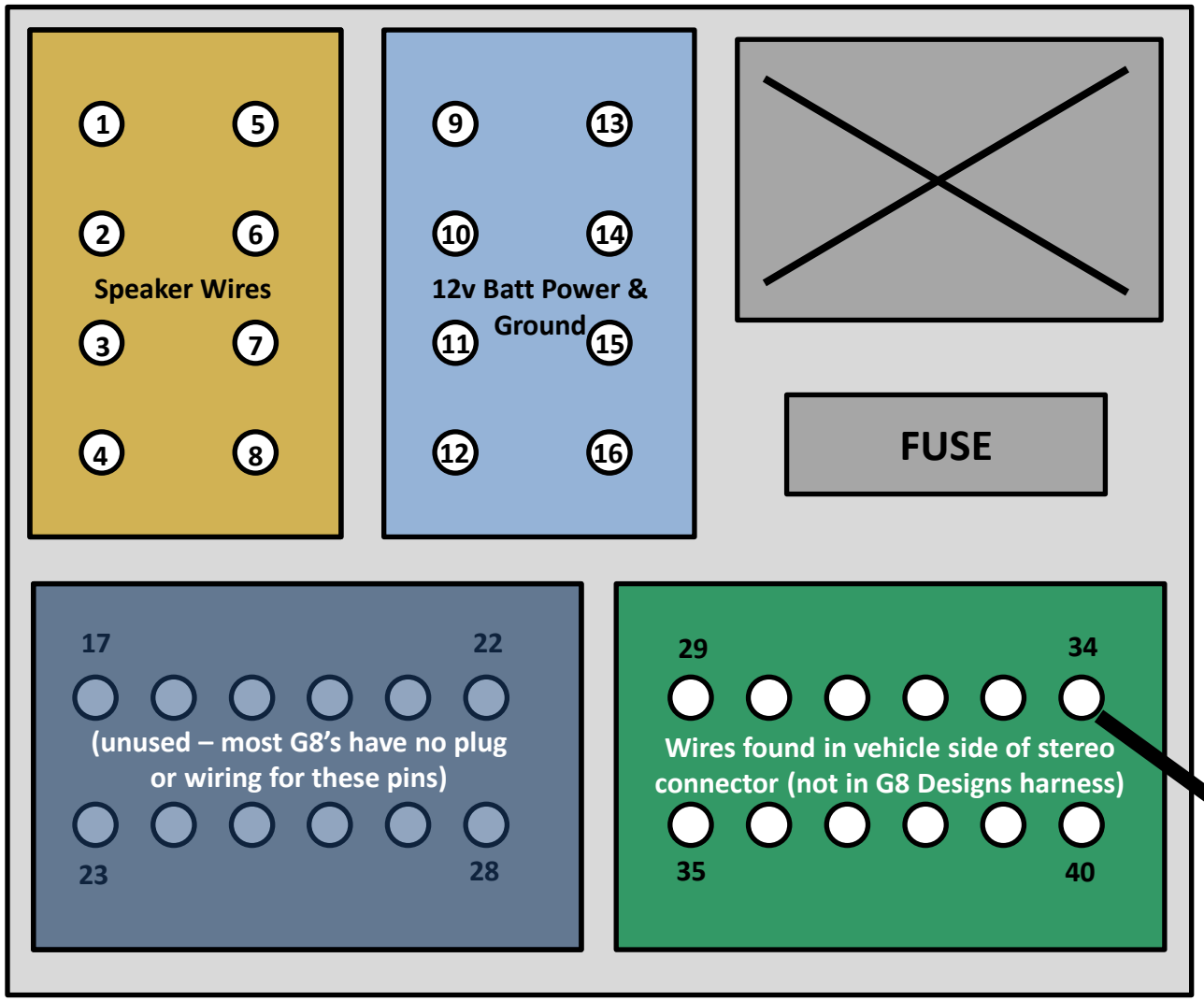
AC Controller - Connecting GM LAN Wire



May have this style of wire tap connector instead

Factory Wiring Pin Numbers (looking at the WIRING SIDE of factory stereo connector)

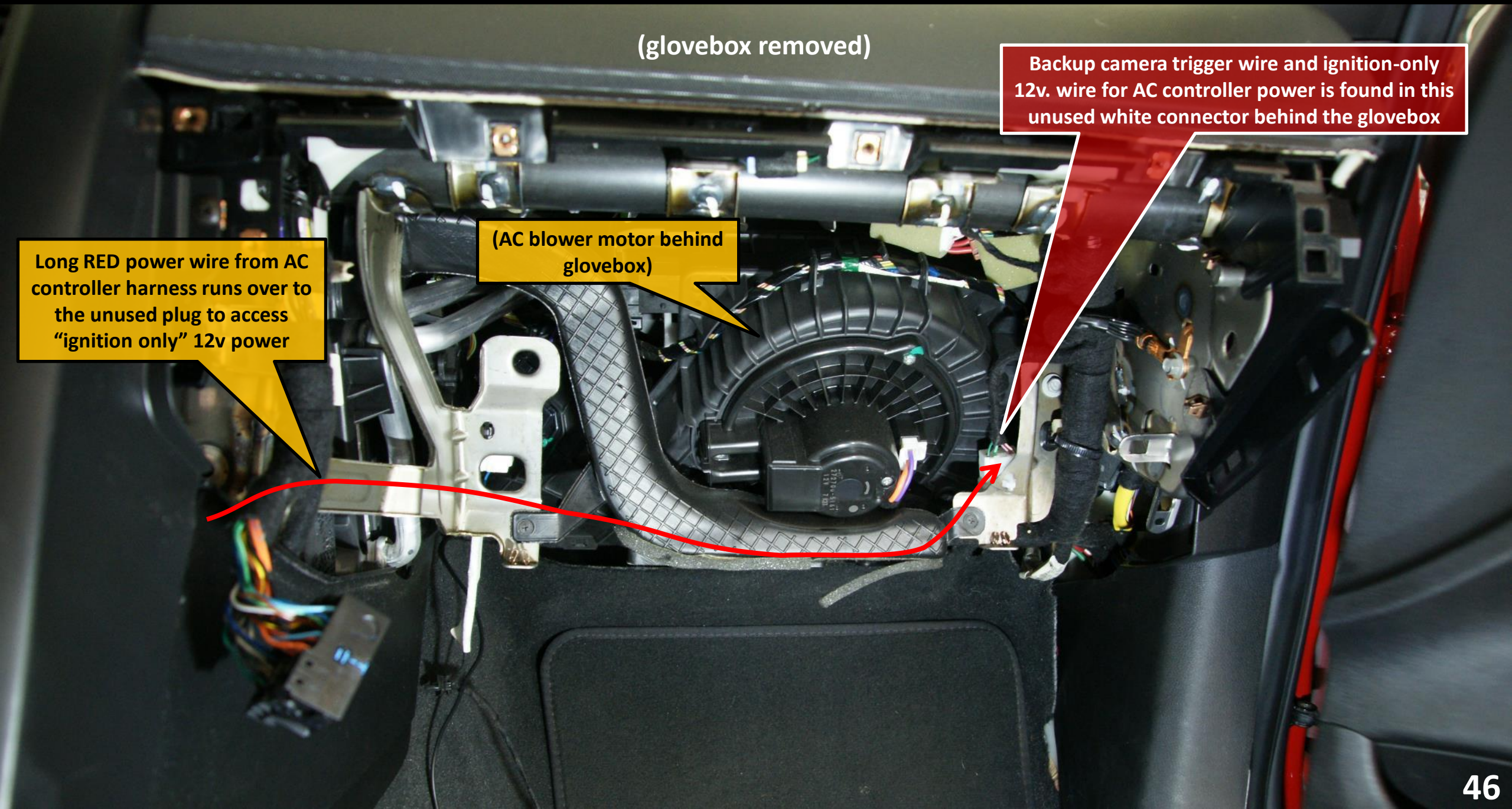
Looking at the WIRING SIDE of your car's factory plug
This shows the wiring pin numbers



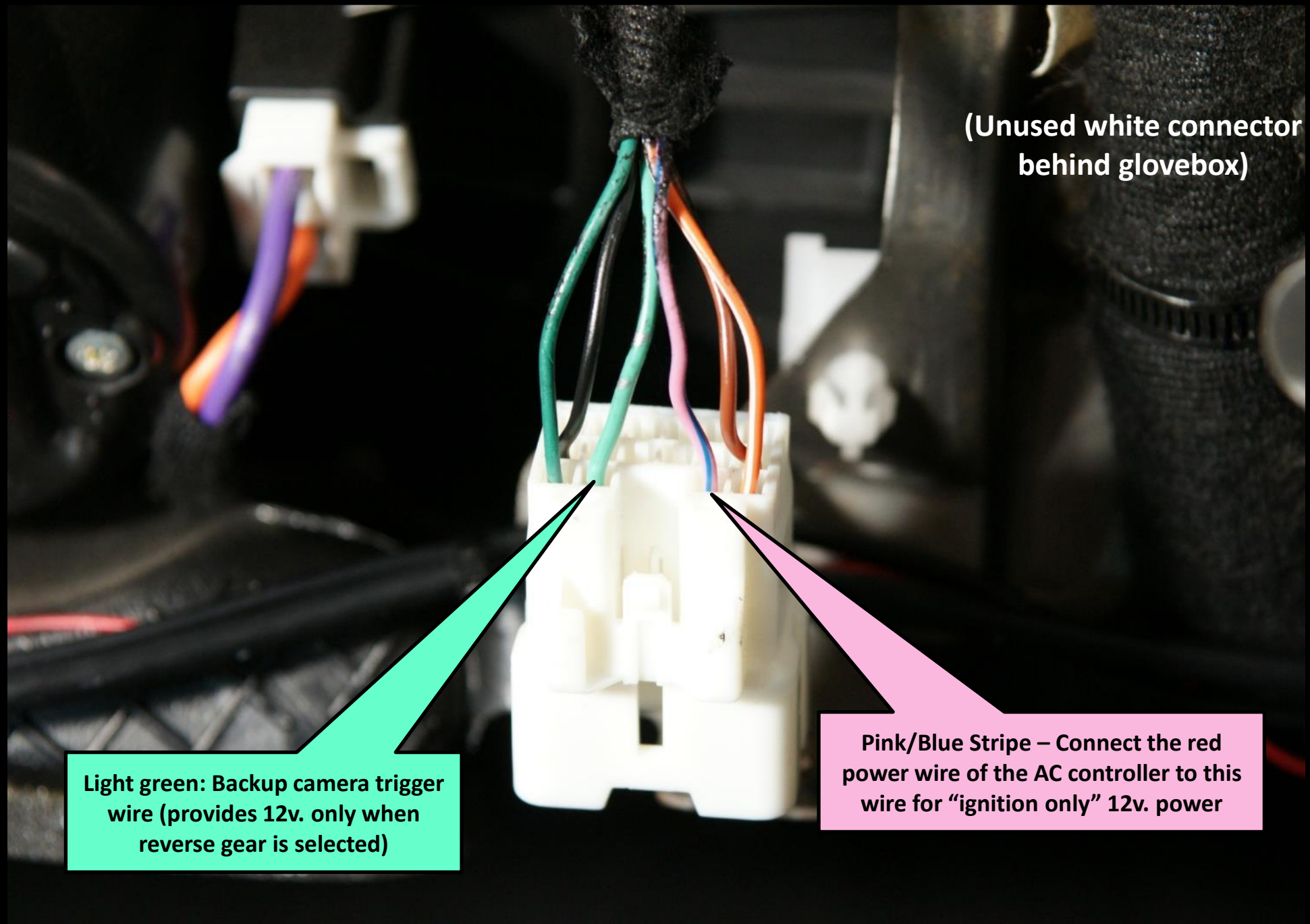
The chart on the previous page corresponds to this diagram. It is included for reference only, for those who may want to take advantage of the additional connections in the OEM wire harness, so you know the function of those wires.

Green GMLAN wire connects to the GREEN wire on our AC controller, AND the PINK wire of the Axxess ASWC-1 steering wheel control module. This wire provides GMLAN network signals required to control the AC, operate the steering wheel controls, etc.

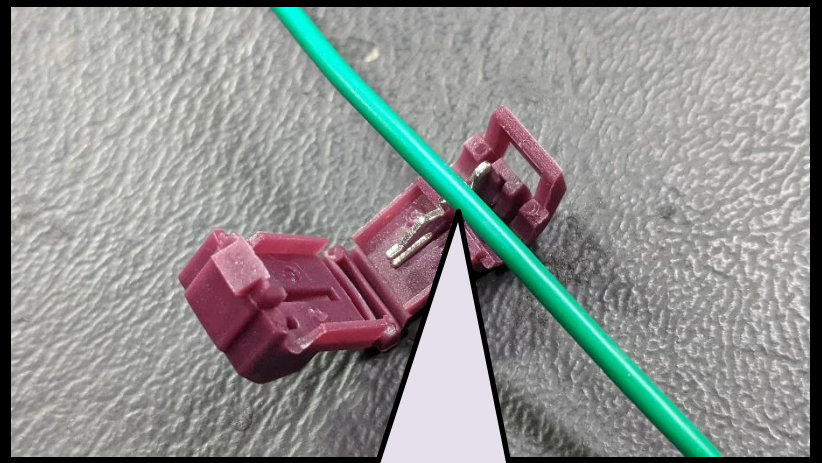
Touchscreen AC Controller - “Ignition-only” 12v. power



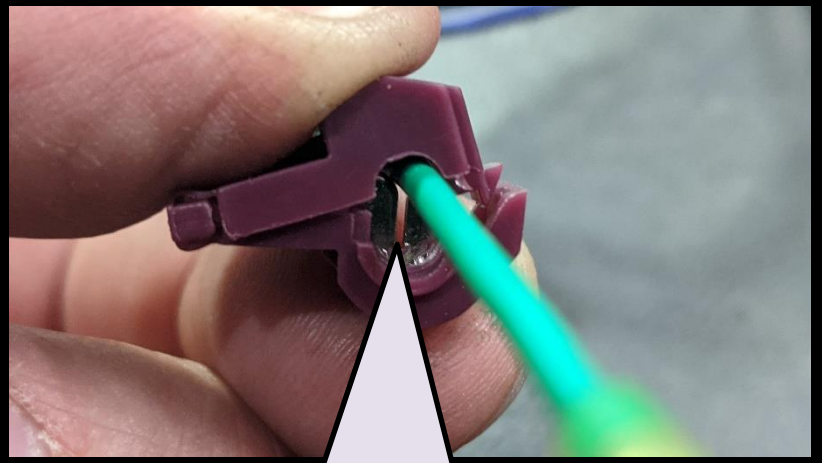
Unused White Connector Behind Glovebox



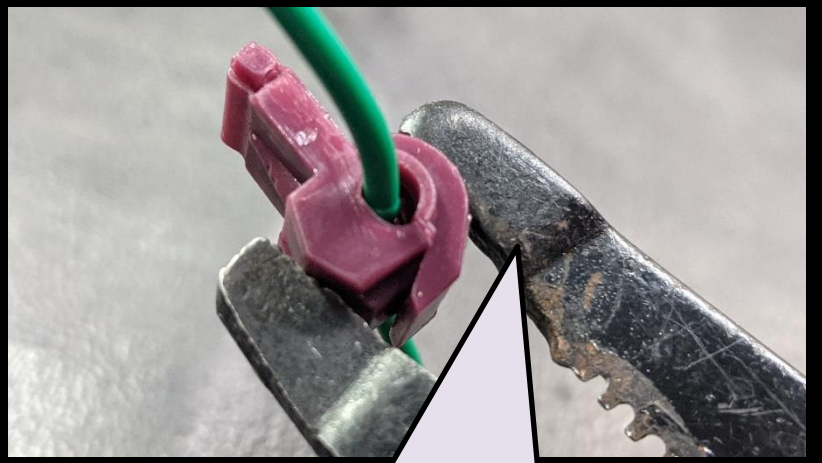
Installing Wire Tap (Insulation Displacement) Squeeze Connectors



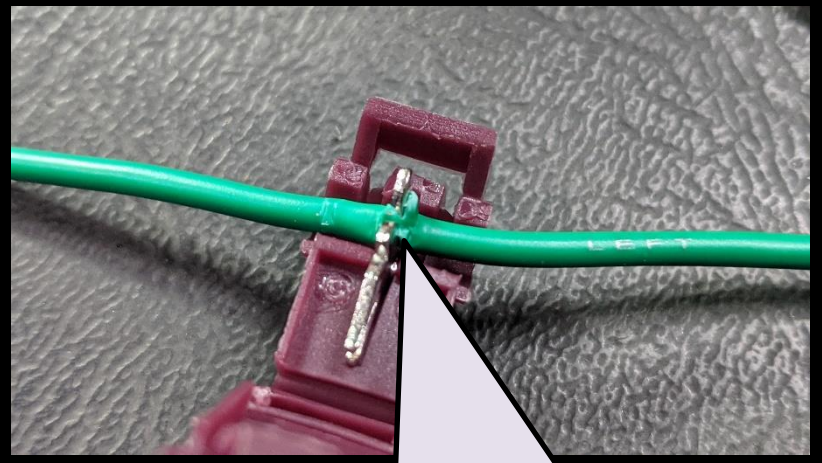
Position wire in jaws of metal blade as shown



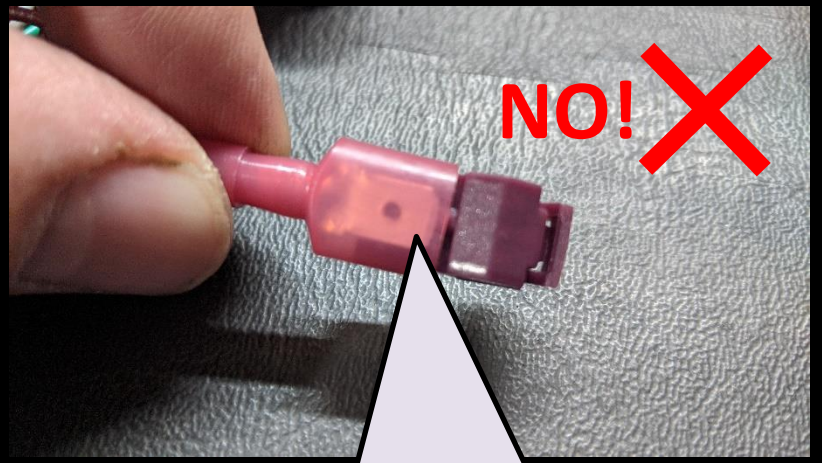
Metal blade will bite through wire insulation when squeezed



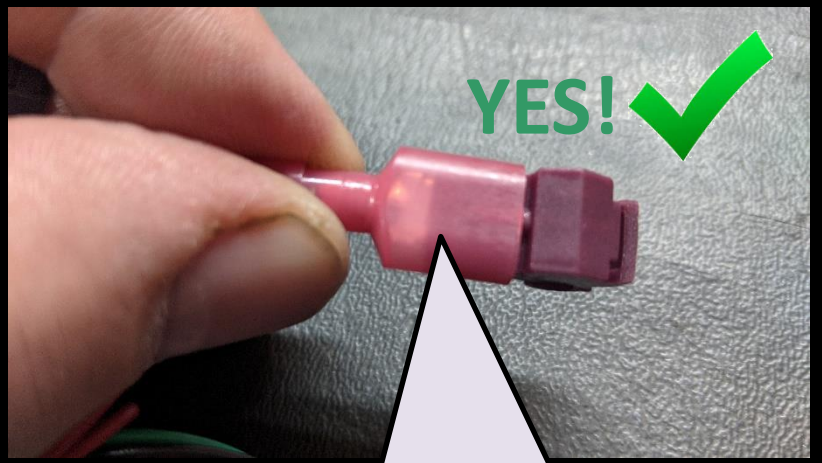
Use pliers to squeeze wire tap and bite through insulation



Once installed, wire insulation is pierced for solid connection

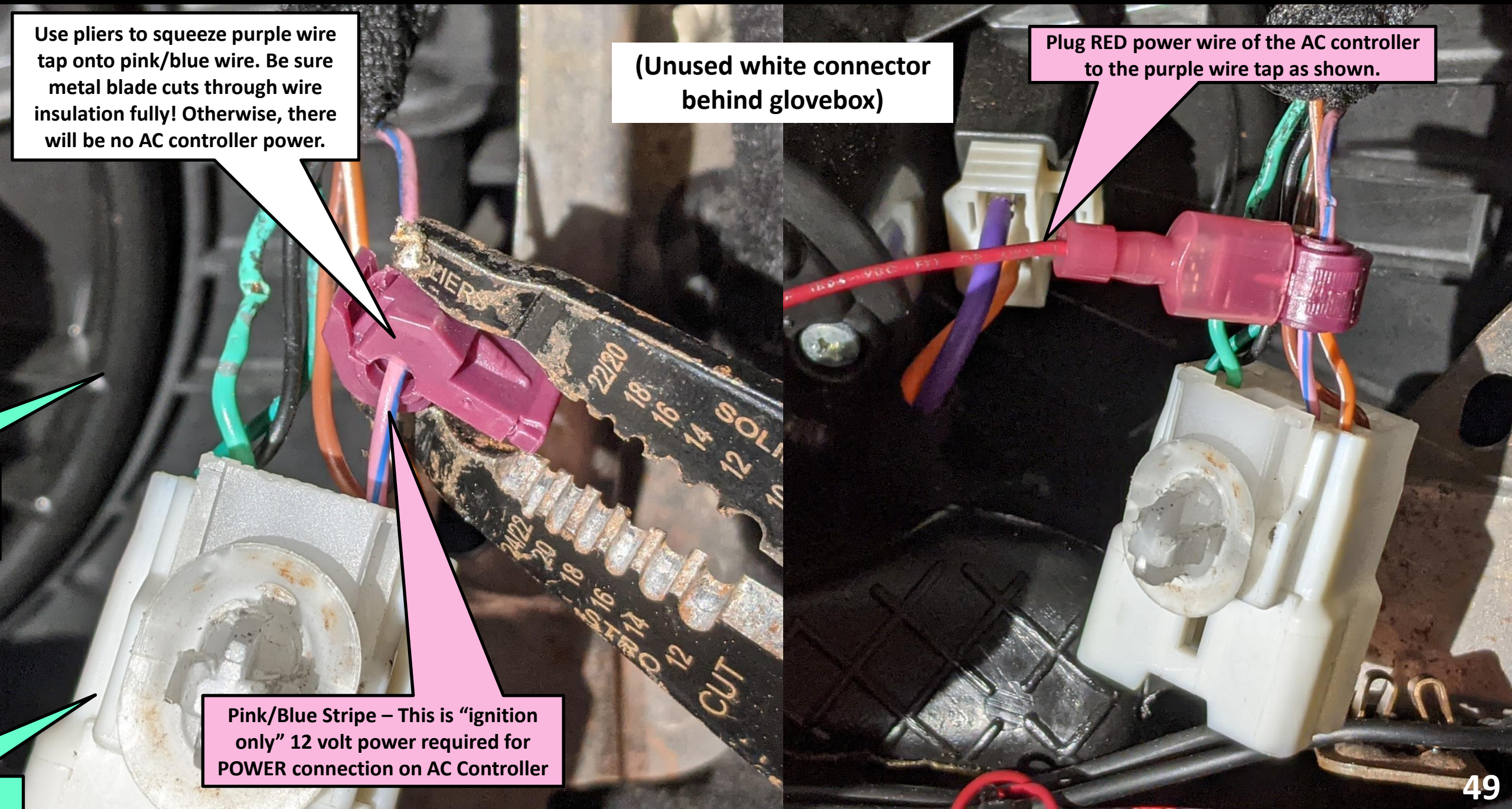


Be sure spade does NOT slip to the side – must go IN purple slot

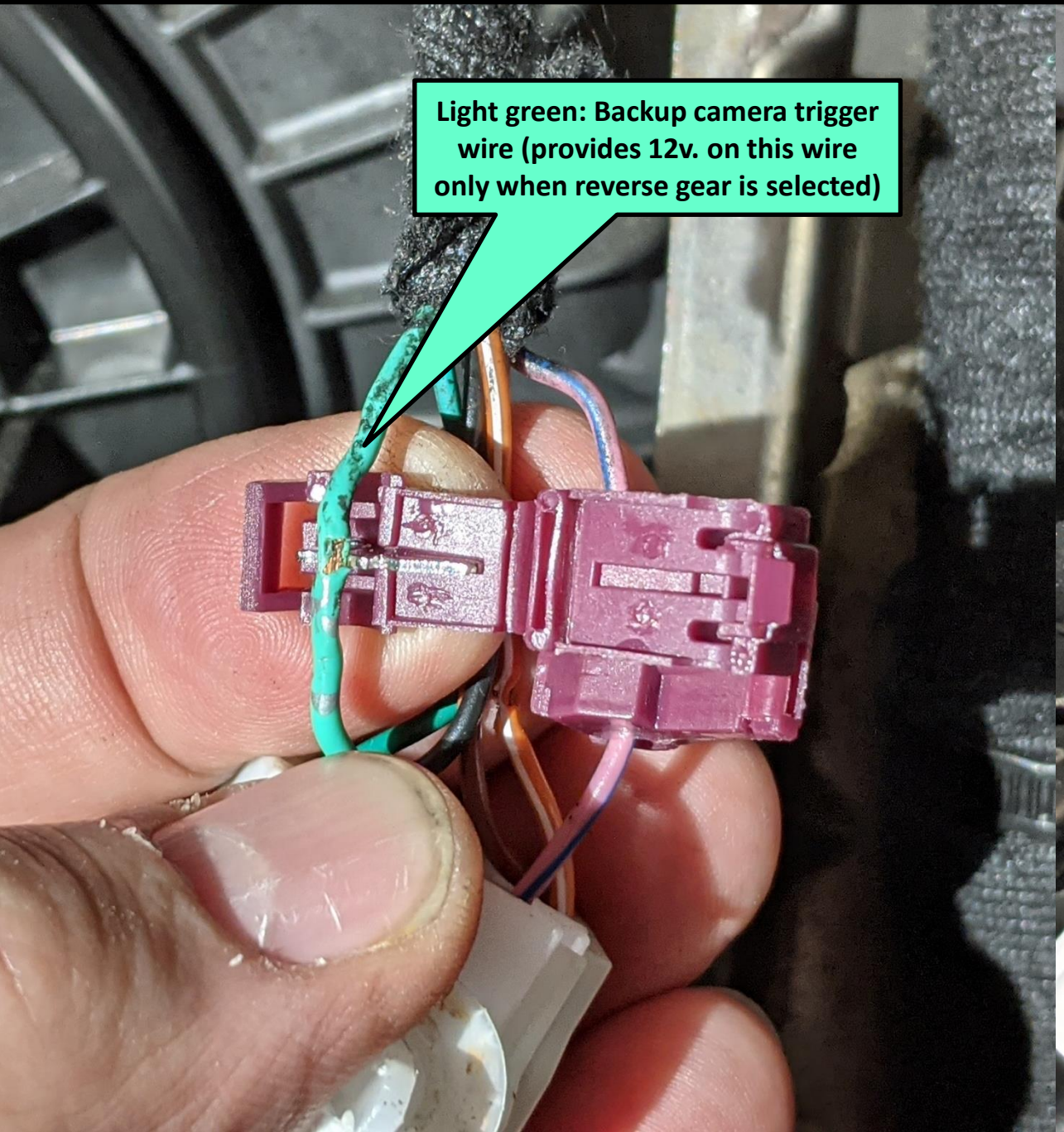


Spade correctly IN purple slot for proper connection

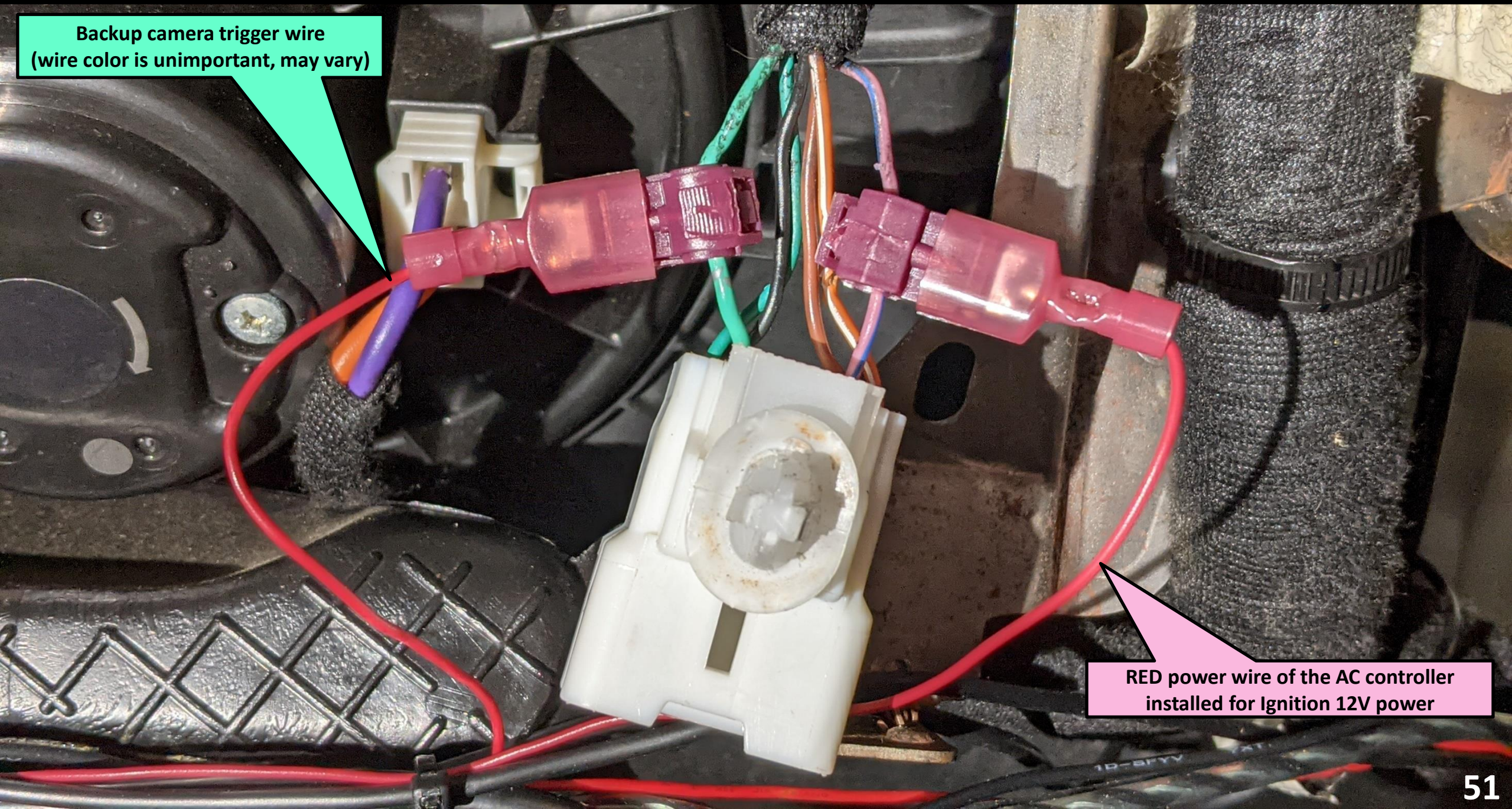
AC Controller – Installing Wire Tap for “Ignition-only” 12v. Power (Red Wire)



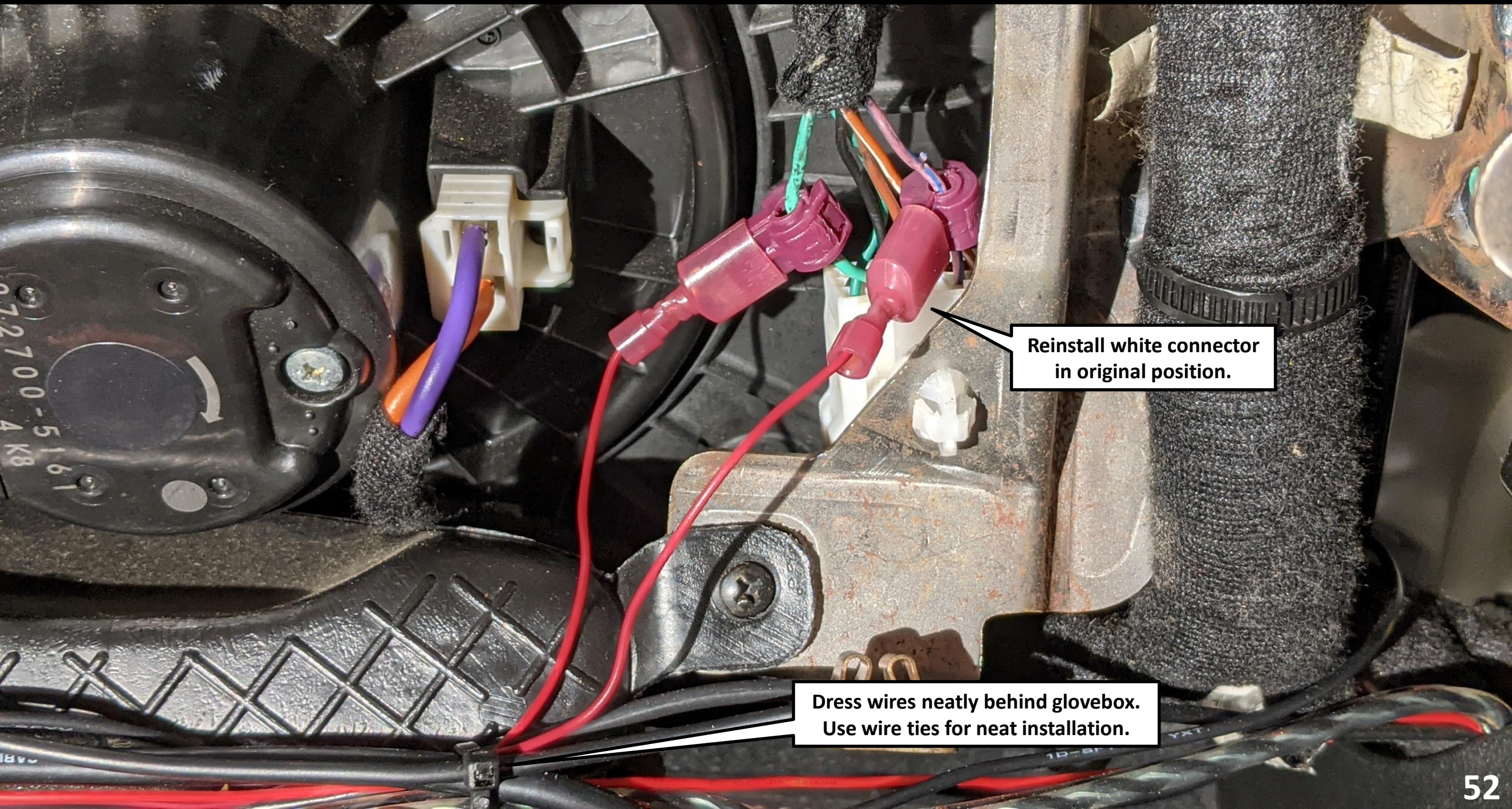
Reverse Camera Trigger - Installing Wire Tap for Stereo Reverse Trigger Wire



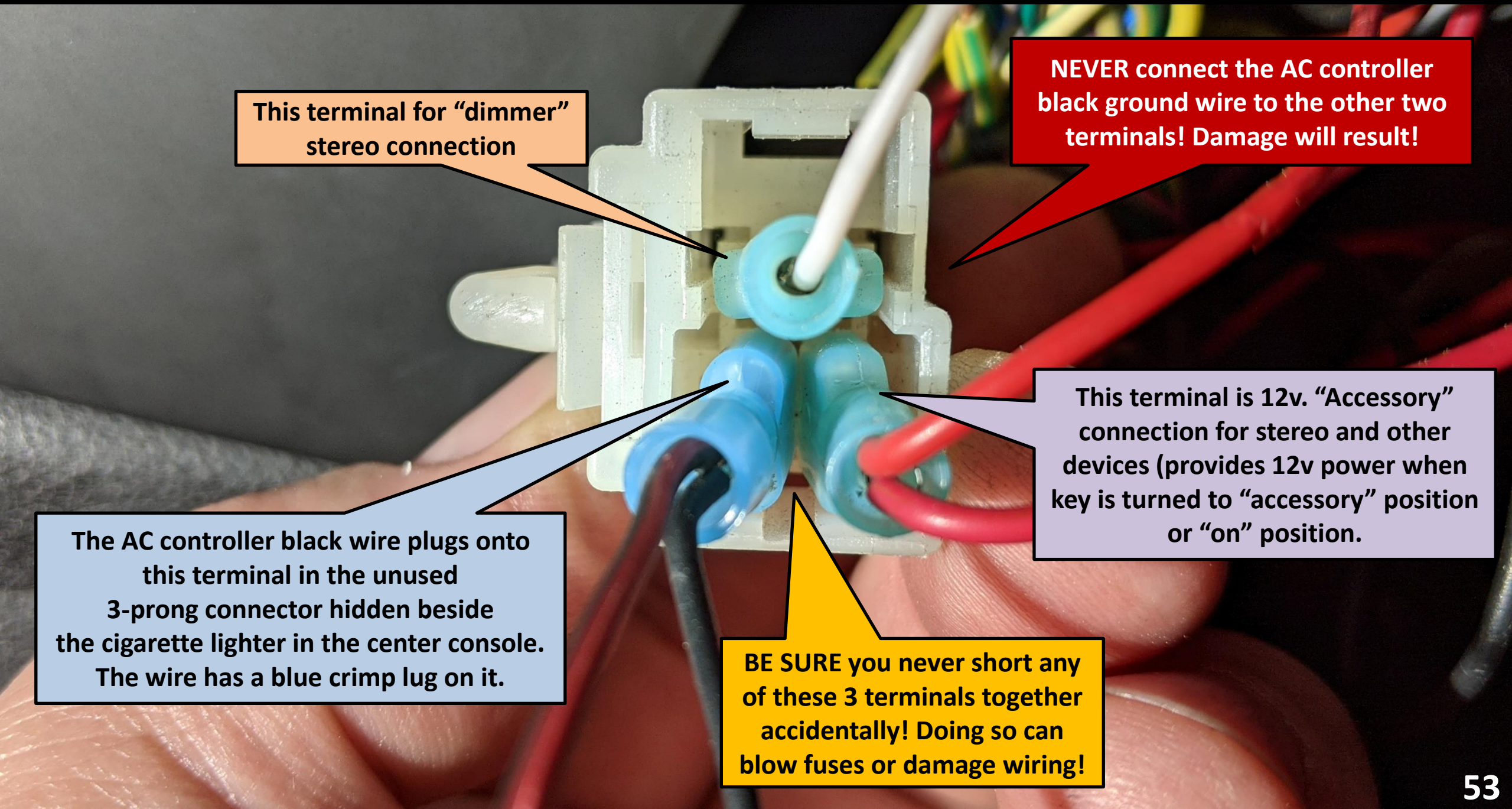
Reverse Camera Trigger - Installing Wire Tap for Stereo Reverse Trigger Wire



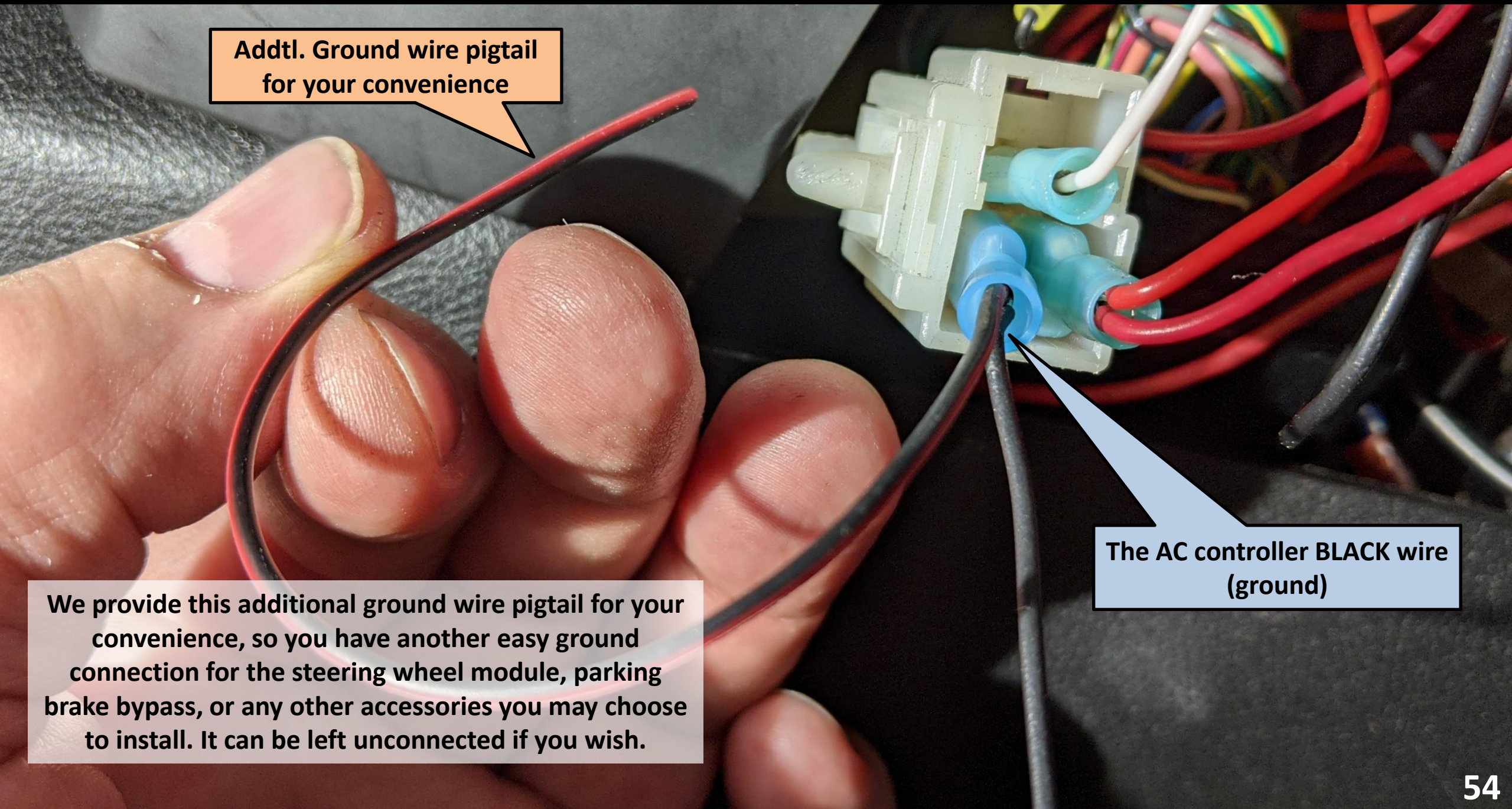
Reverse Camera Trigger - Installing Wire Tap for Stereo Reverse Trigger Wire



Ground for AC Controller – Unused Connector In Center Console



Ground for AC Controller – Unused Connector In Center Console



We provide this additional ground wire pigtail for your convenience, so you have another easy ground connection for the steering wheel module, parking brake bypass, or any other accessories you may choose to install. It can be left unconnected if you wish.

SOME NOTES ON THE AC CONTROLLER – AND TROUBLESHOOTING

For nearly a decade, the Folcik AC controller has undergone extensive development and refinement. It is the ONLY standalone AC control device anywhere in the world for these specific cars. And, it is the ONLY product anywhere that is 100% compatible with the US version of these cars. The design has proven to be very reliable, with tens of thousands all over the world, working hard every day! And they are compatible with nearly every Holden-based Series I style vehicle made, including some of those cars that came from the factory with bugs in the firmware – even on those, Folcik has developed workarounds to fix most of the bugs with those. If there is ever a problem, Folcik is able to fix it.

There are only 3 wires on this controller, and if you follow these instructions to the letter, you'll have no trouble at all. We fully test every single controller in an actual G8 prior to shipment, so we KNOW 100% that each one works when you take it out of the box.

TROUBLESHOOTING

If you install your controller and the screen doesn't light up when ignition is ON, you either have no 12v ignition power on the red wire (with the car running), or an improper ground on the black wire. If those wires are connected correctly, you will see the startup logo and buttons on the screen. So double-check your connections and wires to resolve that issue. Use of a good voltmeter can help you check voltage, continuity to ground, etc.

If you suspect the ground wire is the problem, you can temporarily touch the wire to a metal chassis point and see if the controller comes on. Then you know your ground wire has an issue, so determine why that's happening.

If you see buttons, but have no control over the AC functions, or if you see no correct outside temp display (on cars so equipped), then you have a bad connection on your green GMLAN wire, OR you have attached the green wire to the WRONG wire in the car's harness. If you see a weird impossible outside temp on the display, like "-40 deg", again your green wire is not properly connected. So double-check that wire and connection.

When installing our supplied wire taps, ensure that the metal blade bites through the wire insulation adequately and displaces the insulation fully, to make a solid connection. With connection issues, be sure that metal blade is making solid connection to the wire strands – any flakiness in that connection will result in intermittent AC controller operation, so be sure it's a solid connection!

If your buttons come on and outside temp looks correct, but pressing the buttons has no effect, or if you press a button and it actuates the function next to it, be sure our molded plastic fascia window is not pressing directly against the LCD screen. If so, this causes the controller to think you're pressing all the buttons at once, and will result in lack of response.

The LCD screen comes to you calibrated. However, if you lose calibration, you'll press a button but it actuates the function above it, or you'll have inconsistent response. As a last resort, your screen may need recalibration. Go into the menu and access the calibration routine and follow the prompts. If calibration is so out of whack you cannot access that, contact G8 Designs for a MANUAL CALIBRATION ROUTINE. We'll give you directions on that.

If you've done all of the above and your controller does not work or is malfunctioning, contact Mike Folcik directly – he invented that controller and manufactures them in Utah, and he is your point of contact for all warranty and out of warranty service. Email him at mike@folcik.enterprises. Contact info at www.folcik.enterprises.

If your car came with a base model radio (non dual-zone, non climate control), the dual zone screen on the controller will NOT operate your AC correctly. Change to the "Glassy SZ" screen in the menu, and it will work just fine.

Likewise, if your car came with the premium stereo (with LCD screen and dual zone AC), your controller MUST be set for the "Glassy DZ" setting in the menu to function properly.

G8Designs

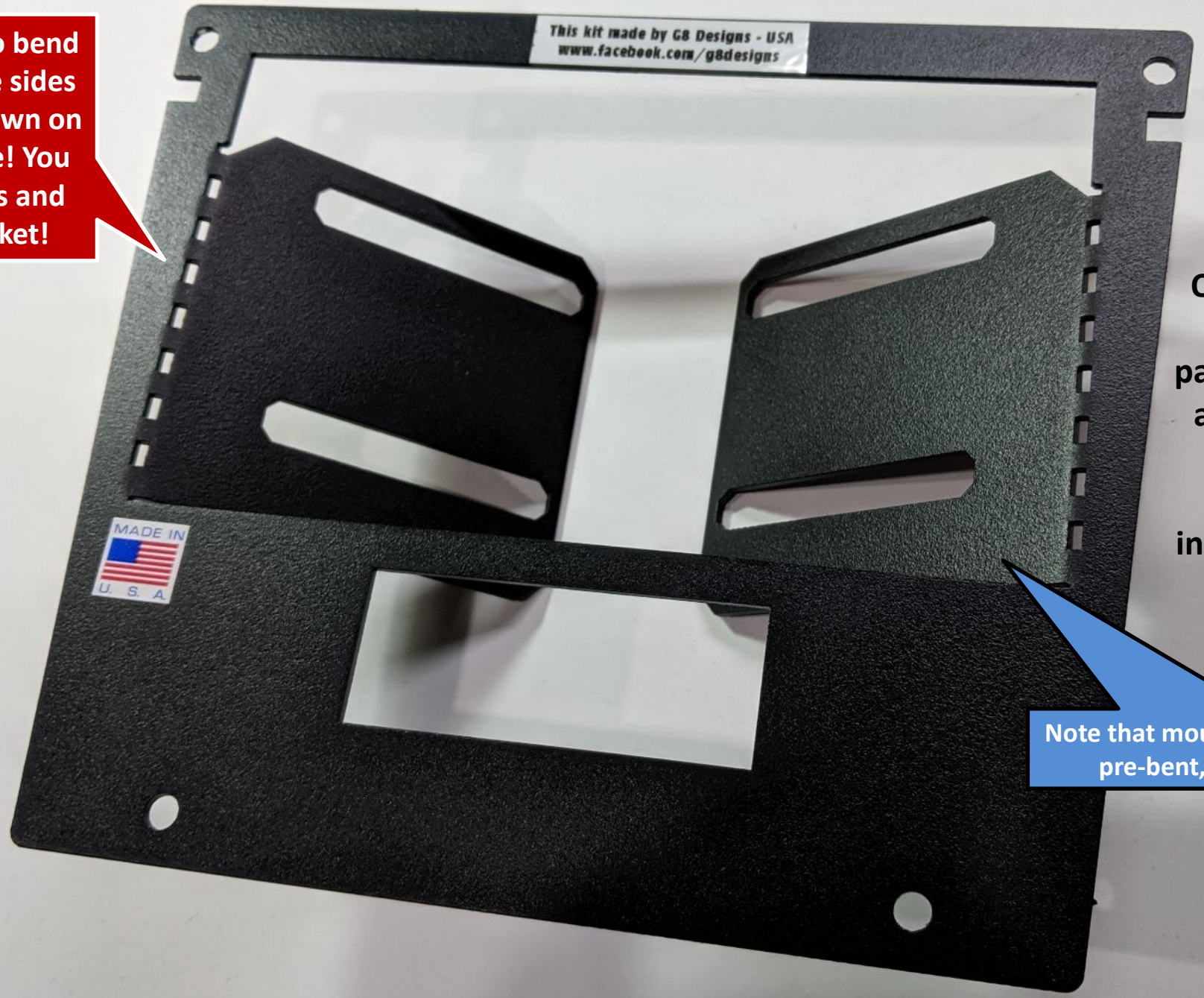
Step 4: Stereo Mounting Bracket

PONTIAC G8

(patent applied for)

Stereo Mounting Bracket

DO NOT attempt to bend the ears unless the sides are clamped as shown on the following page! You will twist the sides and weaken the bracket!



Our one-piece bracket has integral mounting ears, partially bent for shipping in a flat small container. The ears must be bent 90 degrees by you or your installer, using the following directions.

Note that mounting ears have been partially pre-bent, to facilitate final bending

Radio Mounting Bracket – NEW DESIGN

DO NOT attempt to bend the ears unless the sides are clamped! You will twist the sides and weaken the bracket!

To make this 90 degree bend of the mounting ears properly, you will need to use a bench vise or similar tool that you can clamp the bracket into carefully to make the bend. If you do not have a vice, you will need to locate a person or shop that has one.

You must clamp it BEHIND the row of rectangular holes along the yellow dotted line, so that the ears bend flush with the inside of the radio opening. Improperly bending this will make it harder to fit the stereo chassis in the bracket.

Radio Mounting Bracket – NEW DESIGN

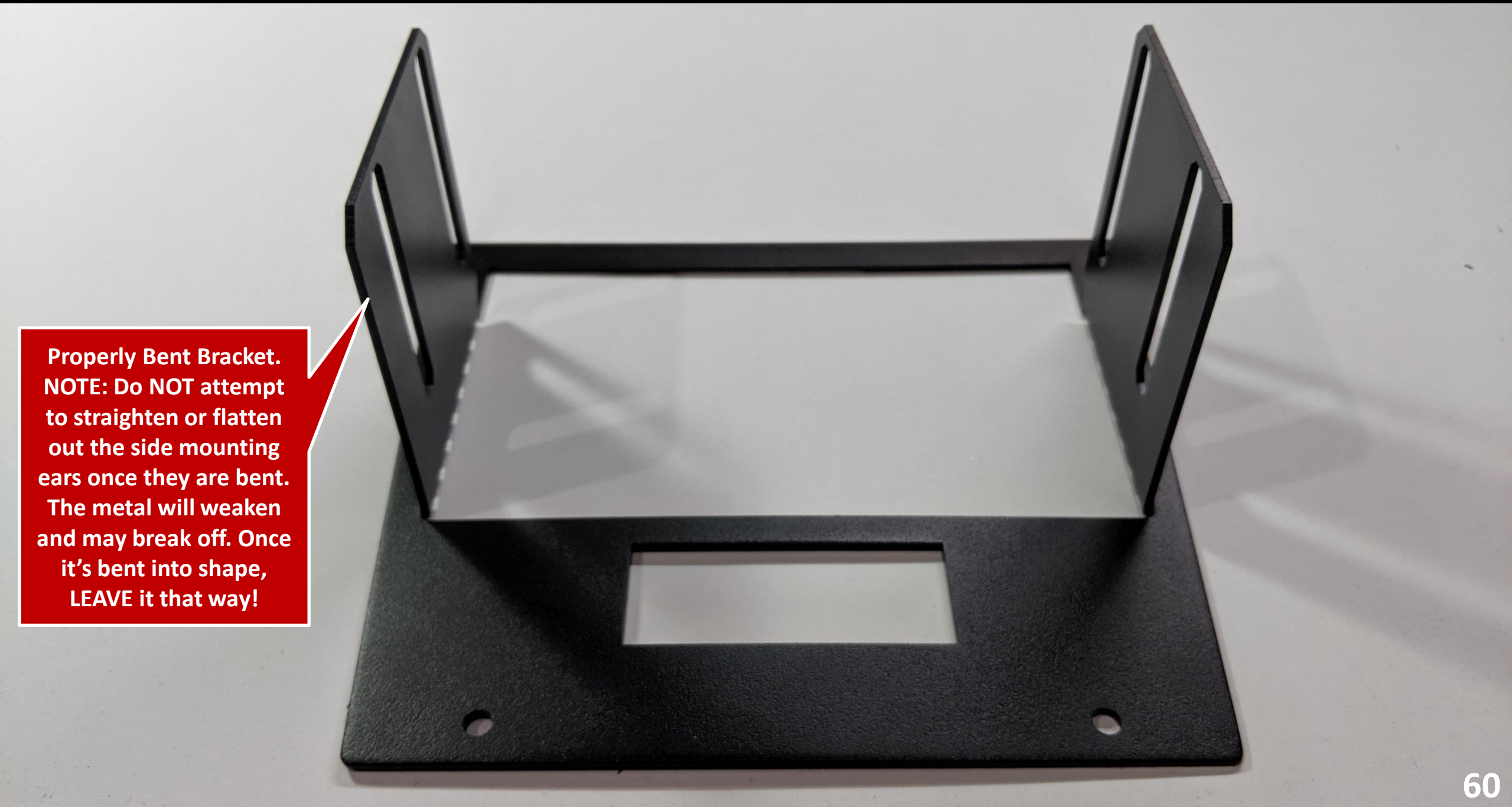
Continue bend, pushing in same direction until 90 degrees

Bench Vise – carefully clamp the sides of the bracket into the vice as shown before completing the bend

Once properly clamped, press firmly on the mounting ear, pushing in the direction the ear is already bent toward, until it is a nice clean 90 degree bend. Material will bend easily.

Sides are clamped BEHIND the row of holes as shown before bending!

Radio Mounting Bracket – NEW DESIGN



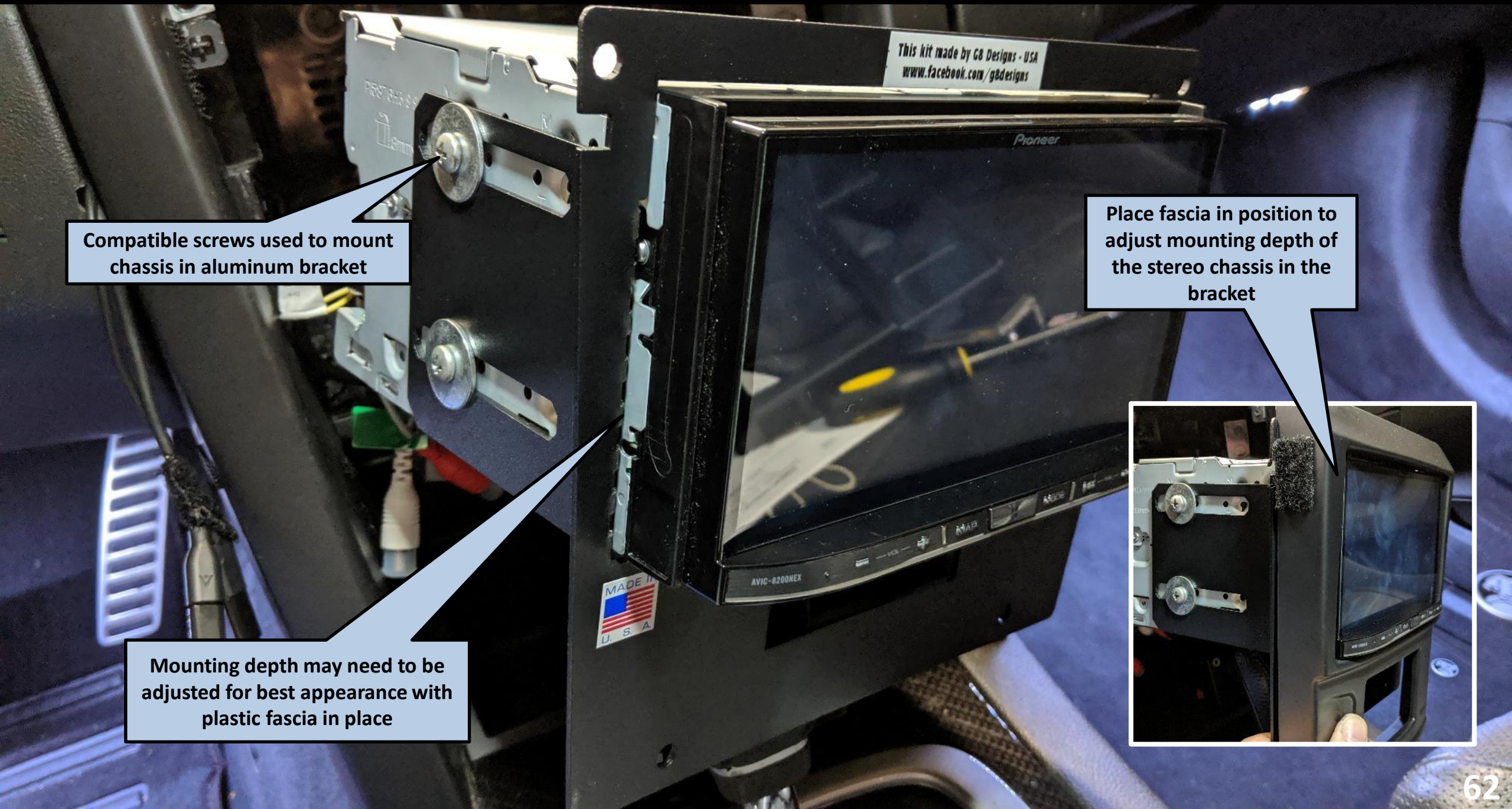
Properly Bent Bracket. NOTE: Do NOT attempt to straighten or flatten out the side mounting ears once they are bent. The metal will weaken and may break off. Once it's bent into shape, LEAVE it that way!

A Towel Can Protect Your Console's Finish

Before you begin to mount your stereo in the car, be sure you place a towel or something soft on your center console, to keep our bracket from scratching the surface! It also helps to place masking tape on your dash plastic bezel to protect it from scratches!

("Towlie" from South Park…)

Mounting Head Unit In Aluminum Bracket

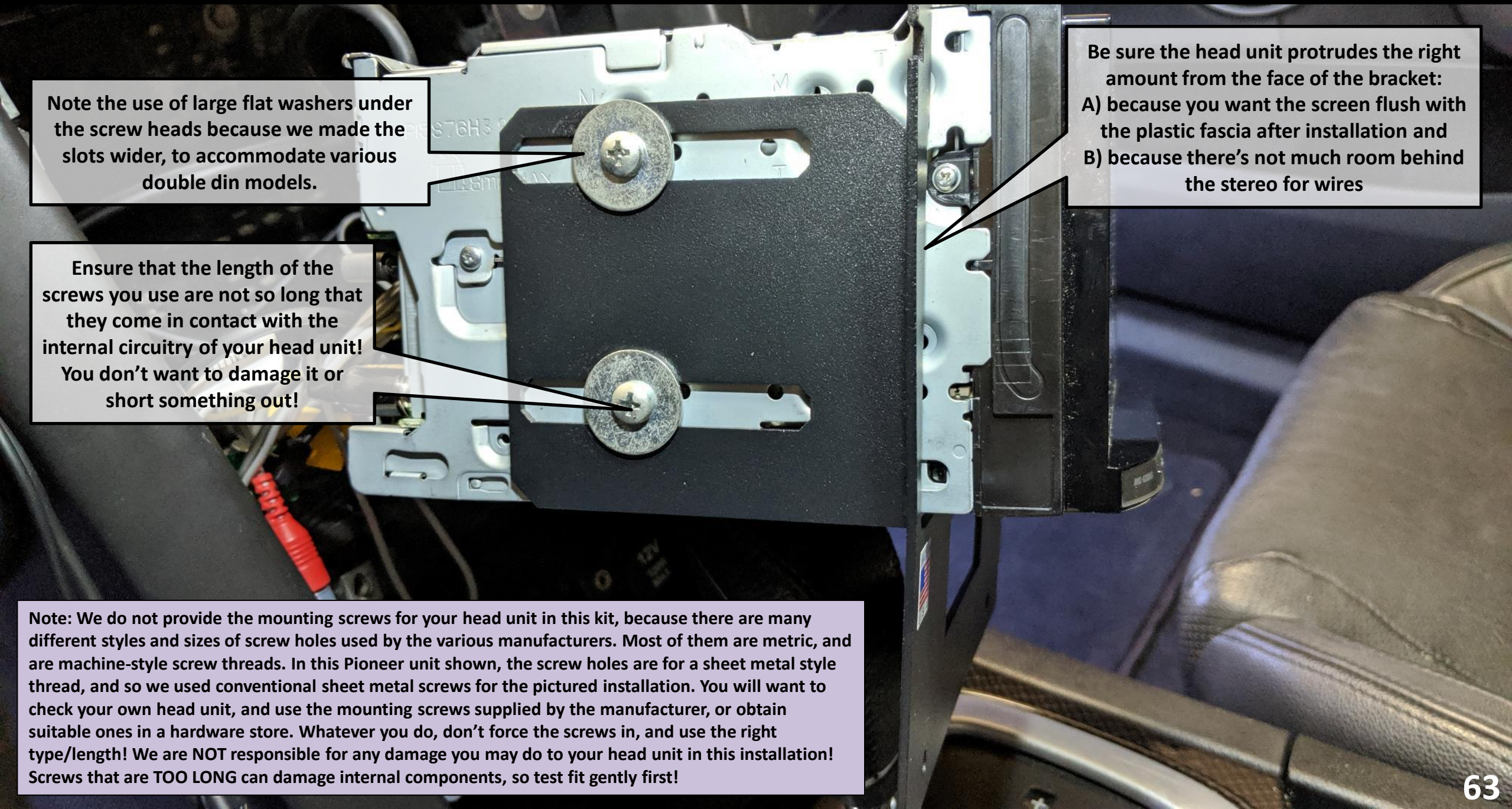


Compatible screws used to mount chassis in aluminum bracket

Mounting depth may need to be adjusted for best appearance with plastic fascia in place

Place fascia in position to adjust mounting depth of the stereo chassis in the bracket

Mounting Head Unit In Aluminum Bracket



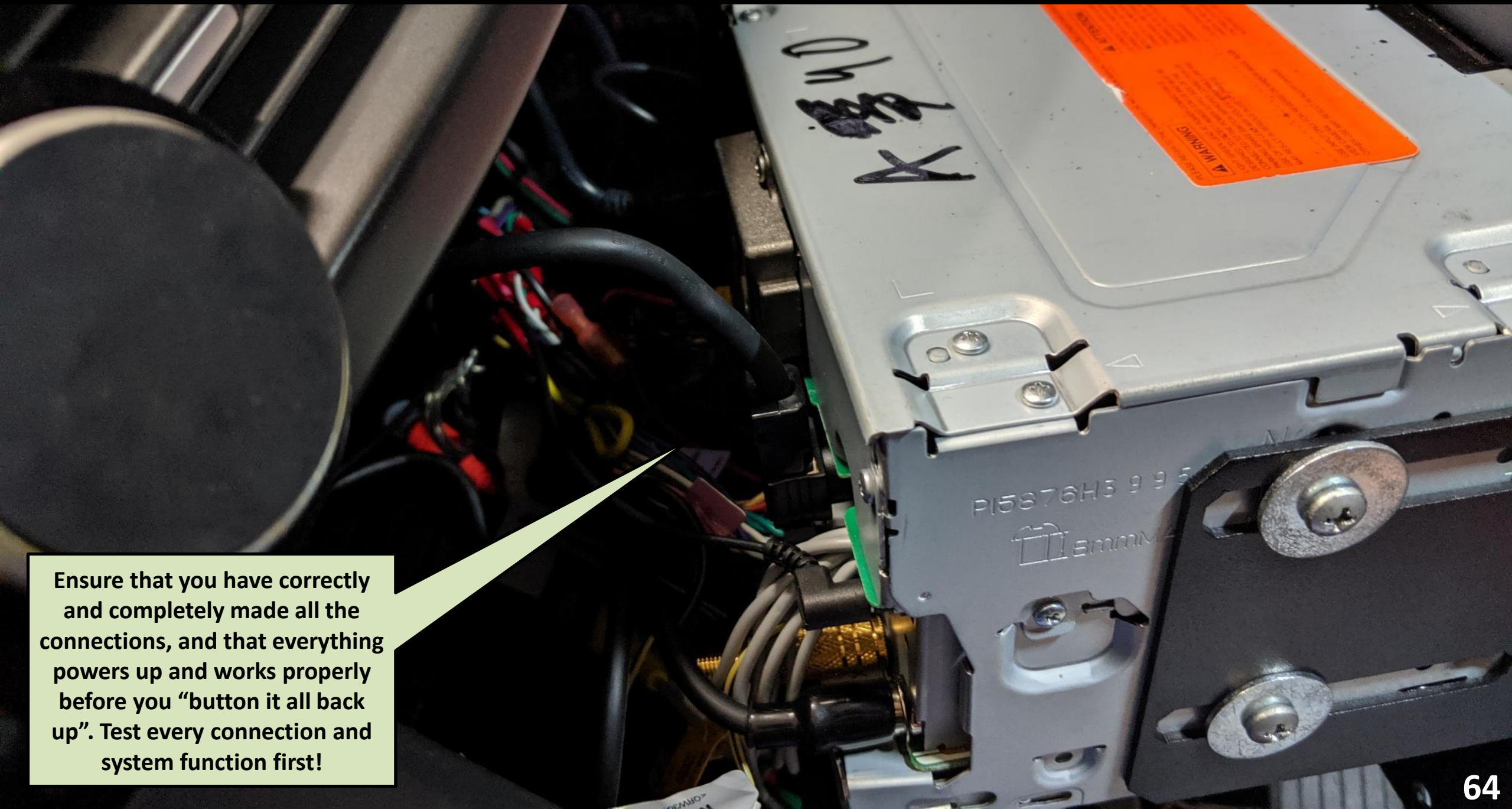
Note the use of large flat washers under the screw heads because we made the slots wider, to accommodate various double din models.

Ensure that the length of the screws you use are not so long that they come in contact with the internal circuitry of your head unit! You don't want to damage it or short something out!

Be sure the head unit protrudes the right amount from the face of the bracket:
A) because you want the screen flush with the plastic fascia after installation and
B) because there's not much room behind the stereo for wires

Note: We do not provide the mounting screws for your head unit in this kit, because there are many different styles and sizes of screw holes used by the various manufacturers. Most of them are metric, and are machine-style screw threads. In this Pioneer unit shown, the screw holes are for a sheet metal style thread, and so we used conventional sheet metal screws for the pictured installation. You will want to check your own head unit, and use the mounting screws supplied by the manufacturer, or obtain suitable ones in a hardware store. Whatever you do, don't force the screws in, and use the right type/length! We are NOT responsible for any damage you may do to your head unit in this installation! Screws that are TOO LONG can damage internal components, so test fit gently first!

Mounting Head Unit In Aluminum Bracket



Ensure that you have correctly and completely made all the connections, and that everything powers up and works properly before you “button it all back up”. Test every connection and system function first!

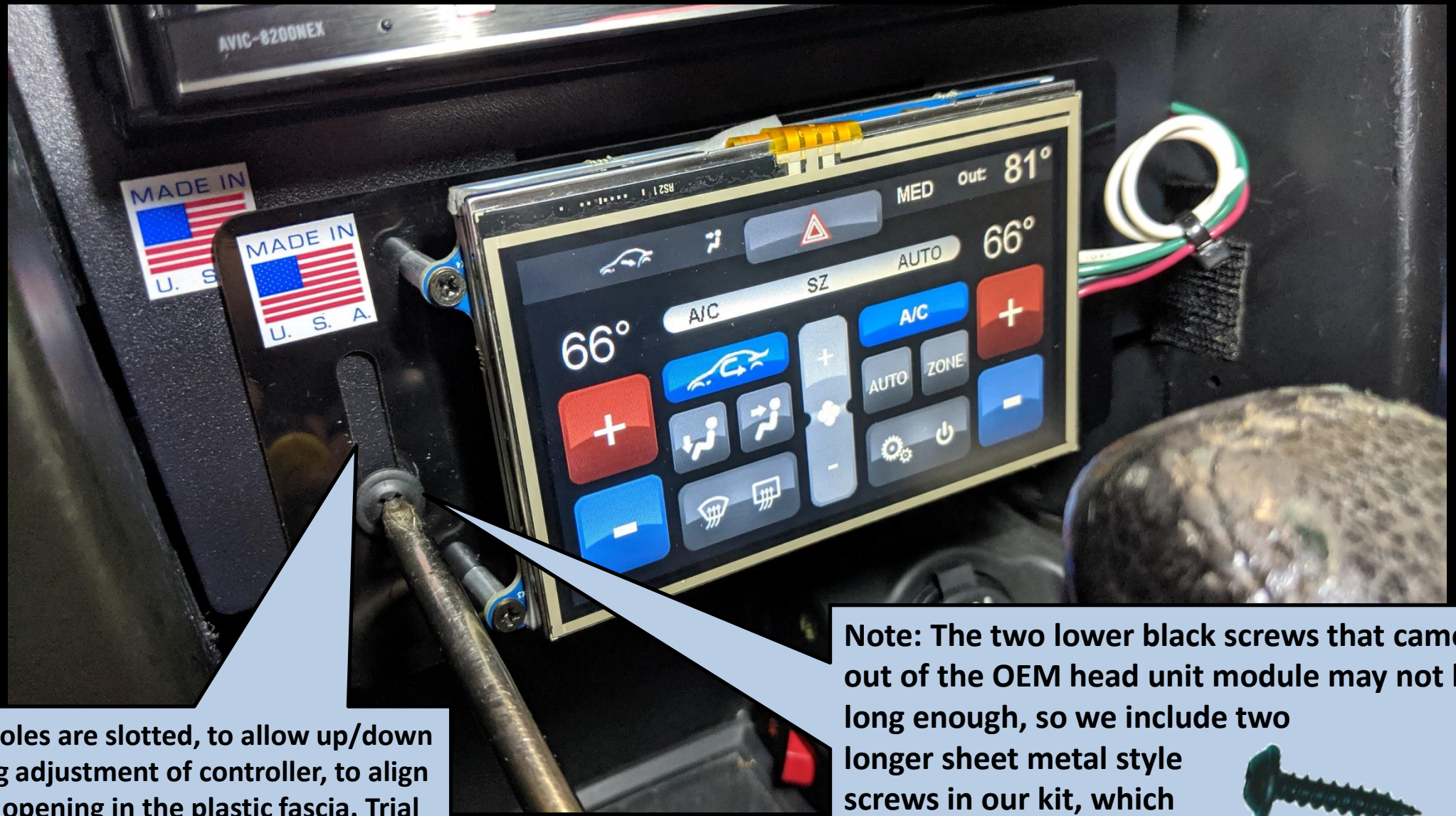
Installing Head Unit Assembly In Center Console

Installing the upper right mounting screw

Place the head unit and bracket assembly into position and line up the four faceplate mounting holes. Make sure you have the two longer sheet metal screws included in our kit for the BOTTOM TWO HOLES, because with the AC controller in place, the factory screws won't be quite long enough.

Be sure to pull the AC controller wires and plug around the side of the bracket (or under it), so it can plug into the controller's connector on the right edge.

Installing AC Controller



Mounting holes are slotted, to allow up/down and leveling adjustment of controller, to align it with the opening in the plastic fascia. Trial and error is required here, so leave the screws slightly loose until you find the “sweet spot” after test-fitting the plastic fascia.

Note: The two lower black screws that came out of the OEM head unit module may not be long enough, so we include two longer sheet metal style screws in our kit, which are long enough to go through the plastic and the aluminum bracket.

AC Controller After Installation

G8 Designs

Step 5: Details on AC Controller
And
Setup of Controls

PONTIAC G8

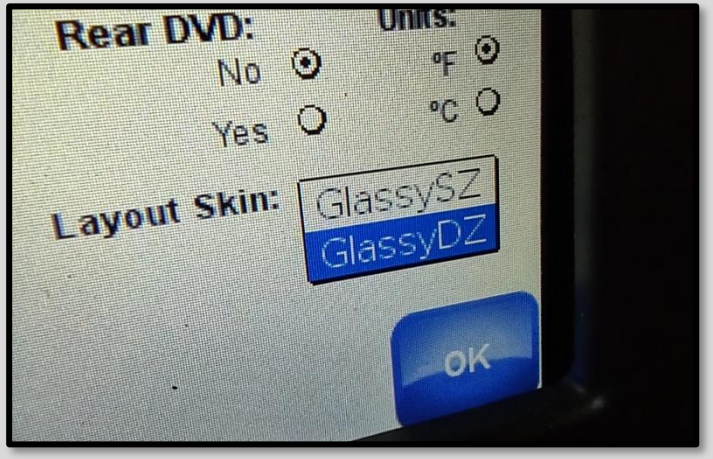
(patent applied for)

Setting up the AC Controller for the first time…

The AC controller works with BOTH Single Zone OR Dual Zone Climate Control AC systems. You must select the proper system in the menu settings by selecting either "Glassy DZ" or "Glassy SZ". NOTE: Glassy SZ will NOT control a dual zone climate control system properly, and likewise, Glassy DZ will not properly control a single zone system, so use the right one for YOUR G8.

Many times, when you install the controller, the wrong screen may appear on first power-up, so be sure you have the right one set for your AC system.

Only the “Dual Zone" Climate Control systems will display temperature digits on the AC controller screen, as well as the outside temp. The single zone AC doesn’t provide that data.



Setting Zone Screen in Menu

Dual Zone Screen

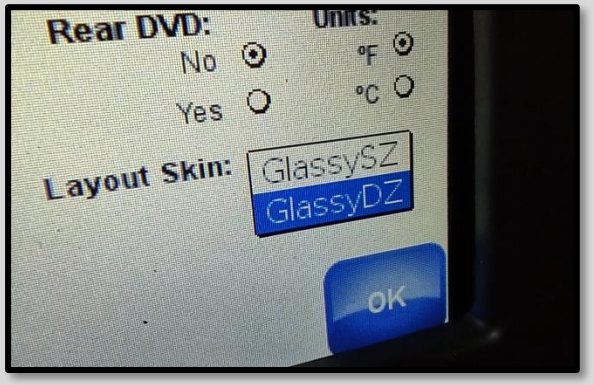
Troubleshooting: If the controller buttons are functioning but only hot air is coming from the vents, be sure to hit the “Auto” and “AC” buttons to ensure the AC system is cooling! Adjust temperatures as desired.

Single Zone Screen

Troubleshooting: If the controller buttons are functioning but only hot air is coming from the vents, be sure to hit the “AC” button to ensure the AC system is cooling! Adjust temperature and fan speed as desired.

Setting up the AC Controller for the first time…

Stock Dual Zone Unit



Setting Zone Screen in Menu

Stock Single Zone Unit

(Select "Glassy DZ" in the menu settings)

Dual Zone Screen

(Select "Glassy SZ" in the menu settings)

Single Zone Screen

Setting up the AC Controller for the first time…

You can select one of three startup logos in the menu settings. Pontiac logo, Holden logo, or the car silhouette logo. You can select either Fahrenheit or Celsius temperature settings in the menu of the controller. So, our Aussie mates and others overseas can use Celsius if they like. Default is Fahrenheit.

You can also select "pollution mode" in the menu settings. This mode is designed to switch to "recirculate" any time the car is going less than 5mph (like when you are sitting in traffic), to reduce exhaust fumes from other cars being drawn into the car. However, in my own experience, the AC system in these cars does not always engage pollution mode reliably, even when it is set by the AC controller (both Folcik and the factory controls).

In the menu screen, there are two slider controls at the top. One controls the daytime brightness, and the other controls the night brightness (triggered by the ambient light sensor at night).

The Folcik controller has two USB connectors on the circuit boards for bug fixes and future enhancements. It can be updated with proprietary software and firmware (downloaded from the Folcik website or straight from Mike Folcik). Connect via USB cable to any PC computer. NOTE: Consult with Mike Folcik directly before downloading or attempting to do any updates and get his guidance!

Hazard Lights: There is a hazard light button on the screen itself which works exactly the same as the physical button that came on your stock stereo. There is also a white wire on the circuit board for connecting a physical hazard switch, if you so desire. Connecting a physical hazard switch is NOT an absolute requirement, it is an OPTION. It is mostly used in the UK and Australia, in localities where their regulations require the presence of a physical switch for the hazard lights. The capability is there if a customer wants or needs to connect one.

If you have specific questions, technical or repair issues, or concerns about the AC controller ITSELF, you may email Mike Folcik directly at mike@folcik.enterprises. He's a busy guy, so allow him time to respond. His website is www.folcik.enterprises.

The AC Controller and the GMLAN wiring…

For those who may have concerns about tapping into the GMLAN wiring to run the AC controller, here is a message from Mike Folcik, to allay any concerns you may have…

“GMLAN (which runs on a physical Single Wire CAN bus) has many mechanisms built in to prevent failure with incorrect connections and failures on a particular module. In the G8, there are over 20 modules in the vehicle on the GMLAN bus (and this number depends on the number of options your vehicle has). Each module independently controls its own error state and can dynamically correct errors if they do occur. Each module can even handle if you connect the GMLAN bus to battery voltage or to ground.

You can freely plug in and unplug modules, and the vehicle will adjust for it and continue to work. Some combinations will cause trouble codes or vehicle malfunctions. For instance, disconnecting the instrument cluster will cause the engine computer to malfunction because the two talk to each other and expect replies from each other. If the instrument cluster is missing, the engine computer will instantly notice and shut down. However, if you plug the instrument cluster back in, it will begin to work just fine again.

What my LCD HVAC module does is replace the functionality of the factory radio module with HVAC controls. So, by the virtue of disconnecting the factory radio, you are removing that module from the GMLAN bus. The vehicle will work just fine, and the vehicle's HVAC will go to some default state after around 30 seconds; usually to the effect of front defroster on full speed (this depends on the outside temperature). When you tap into the GMLAN wire by connecting the green wire of my controller, you are reconnecting to where the factory radio was, and the software in my module replaces the functionality of the factory radio. Now, the vehicle and the vehicle's HVAC module have no idea that the factory radio has been removed and the HVAC system continues to work perfectly.

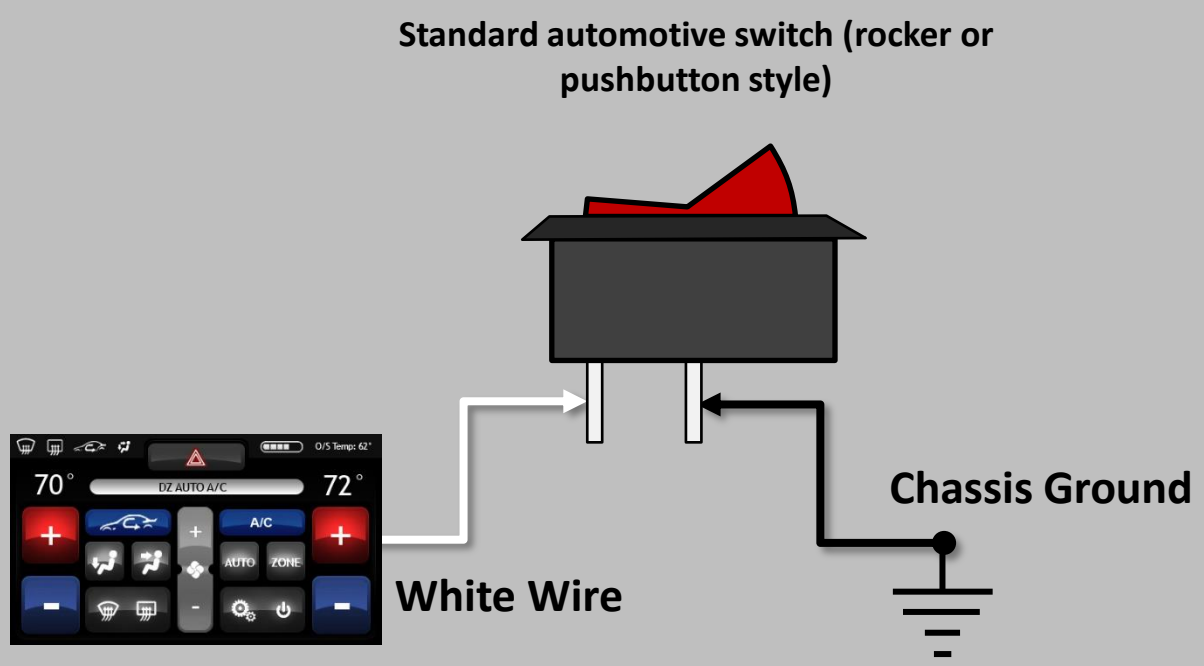
As long as the installer connects the device properly, there won't be an issue. There are over 10,000 of these controllers around the world on nearly every major continent working every day without issue. We’ve had customers connect the device backwards (connecting the black wire to battery voltage and the red wire to ground)- which damaged their device- but that issue has since been corrected, so even if a customer does that, it won't break anything.

I'd be happy to discuss this on the phone or pass along any other information, but the customer and installer can rest assured that the Folcik AC controller is very well engineered and foolproof, and there’s a VERY low risk of negatively impacting the vehicle.”

Regards,
Mike Folcik, Principal
Folcik Enterprises, LLC.
+1 (530) 4-FOLCIK
http://www.folcik.enterprises/

OPTIONAL Hazard Switch Wiring Scheme

Connecting a physical hazard switch is NOT a requirement, it is only an option for those who want to install one, or who are required to install one per your local inspection regulations (MOT inspection in the UK or other overseas countries).



When white wire is grounded (switch activated), hazards will function until you disconnect it from ground. Be sure your white wire is not positioned to accidentally touch a metal chassis ground if not being used with a switch.

The white wire on your AC controller is there in case you want to add a physical Hazard Light switch. The controller has an on-screen hazard switch button that works exactly like the OEM hazard switch, the only difference is that you have to have the key in the ignition and the controller ON to activate or de-activate the hazards. Once activated, you can turn the car off and remove the key, and they will continue to flash until you insert the key and deactivate them.

The physical hazard switch when wired in as below will operate exactly the same as your OEM hazard switch. You would simply supply a common automotive style switch (SPST or "single pole, single throw") and mount the switch wherever you like in the interior or dash, within reach of the driver. You can even use an illuminated switch and use a 12v. source to provide power for the illumination. The switch must NOT be a "momentary" style switch, it must make and hold the connection when pressed.

DO NOT connect the white wire(s) to 12v. sources! Doing so will damage the Folcik circuitry and void your warranty!

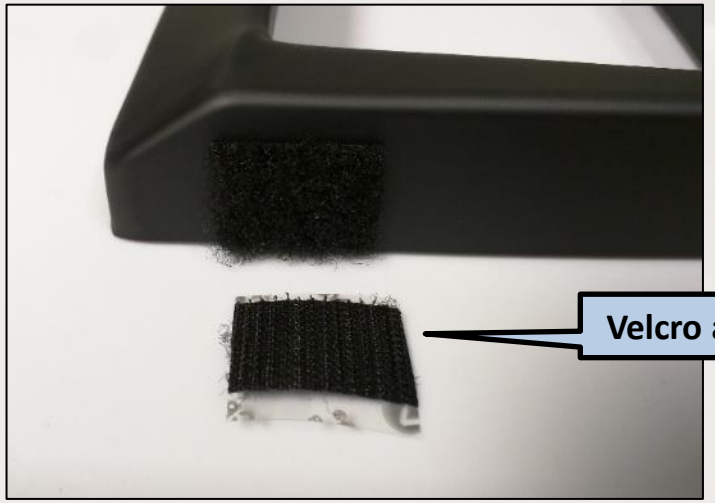
G8 Designs

Step 6: Finishing the Install: Mounting the Plastic Fascia

PONTIAC G8

(patent applied for)

Installation Of Plastic Fascia



NOTE: We supply Velcro attachments for the fascia to accommodate slight dimensional differences from one installation to another, and to ensure best alignment of the fascia window around the LCD screen. When installed properly, the Velcro on the sides will be invisible, the fascia will be securely placed, and the Velcro will allow easy removal of the fascia for future updates to your system.

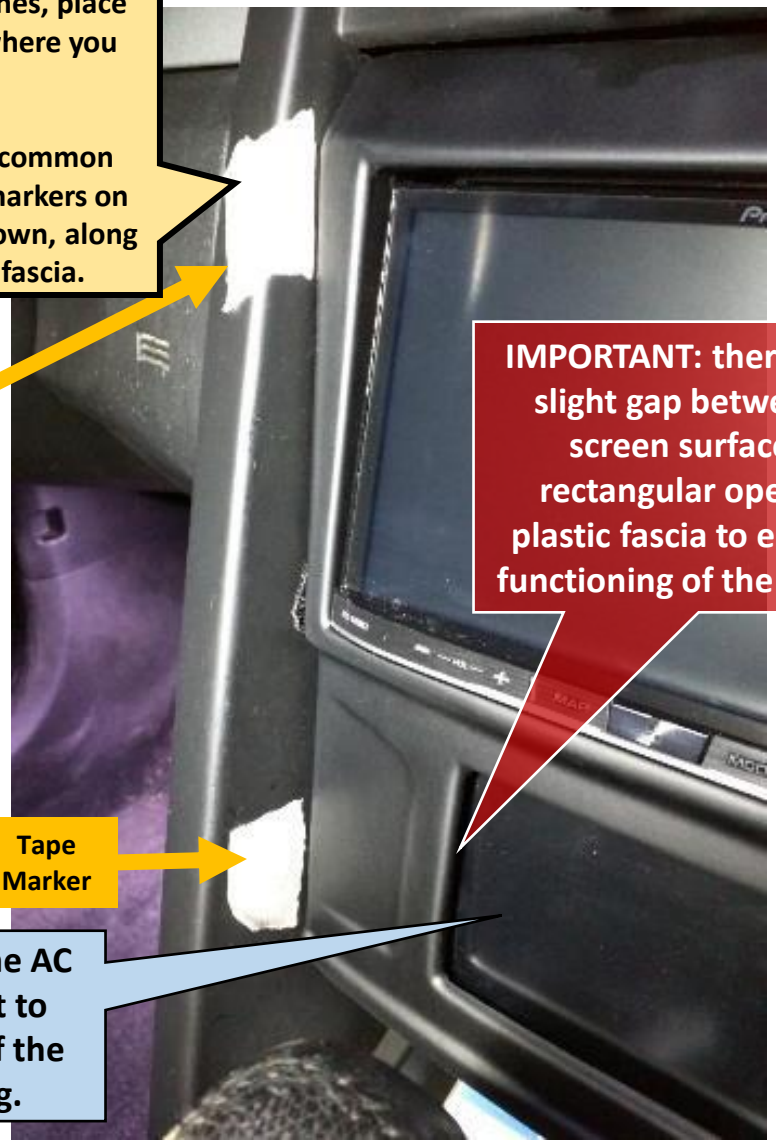
DO NOT add more Velcro than we have on this part! The Velcro on this part will easily hold the fascia in place. Adding more Velcro would make the fascia harder to remove for upgrades, & could lead to breakage.

Installation Of Plastic Fascia

The plastic fascia installs with Velcro fasteners on the four corners to allow easy installation and removal for future upgrades or equipment adjustments. Below we show you how to align and install the Velcro hook material on the inside of the dash bezel so that they cannot be seen, for clean appearance. Velcro should not be visible when fascia is properly installed.

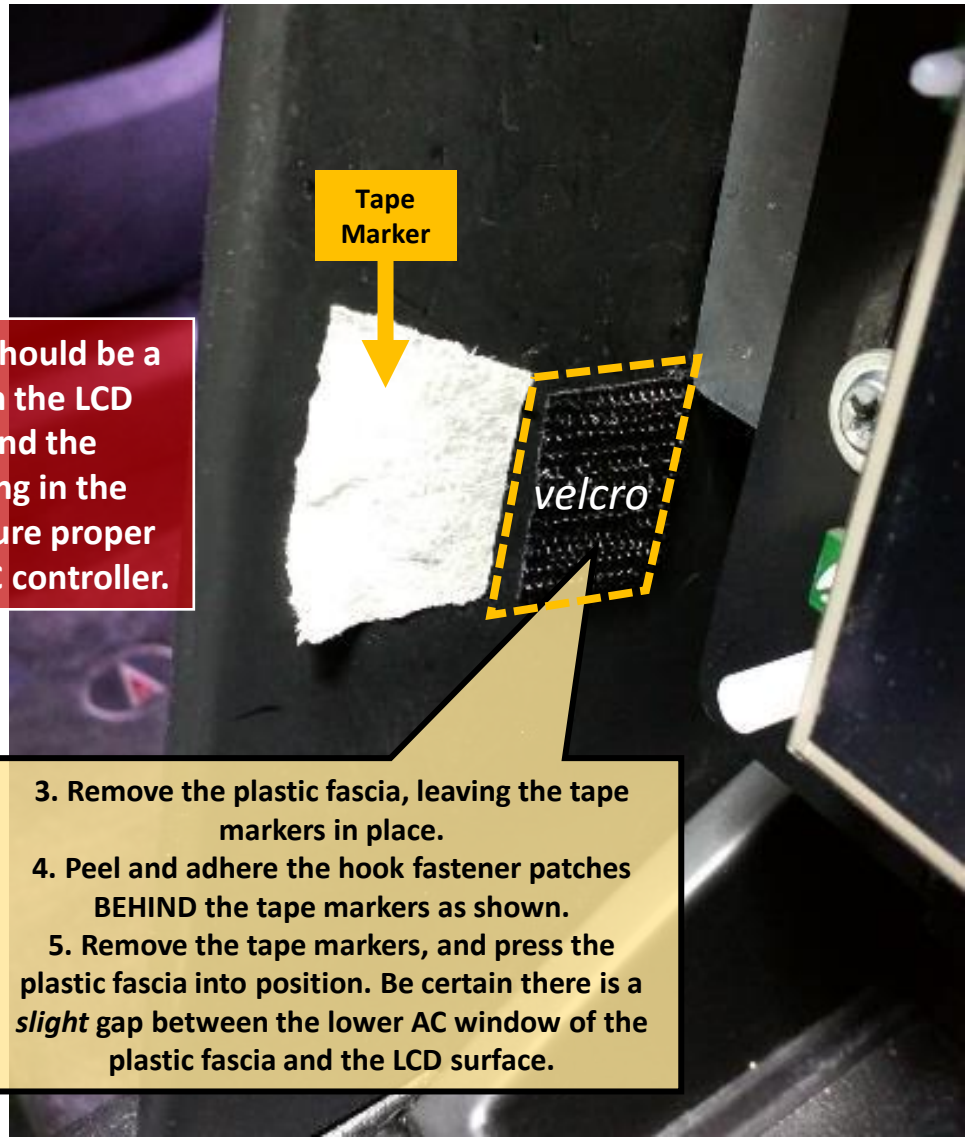
1. Before peeling the Velcro patches, place the plastic fascia into position where you want it to fit.

2. Then, using 4 small pieces of common masking tape, place temporary markers on the inside of the dash bezel as shown, along the outer edges of the plastic fascia.



IMPORTANT: there should be a slight gap between the LCD screen surface and the rectangular opening in the plastic fascia to ensure proper functioning of the AC controller.

You may need to adjust the AC controller up/down a bit to ensure good alignment of the LCD within the opening.



3. Remove the plastic fascia, leaving the tape markers in place.
4. Peel and adhere the hook fastener patches BEHIND the tape markers as shown.
5. Remove the tape markers, and press the plastic fascia into position. Be certain there is a *slight* gap between the lower AC window of the plastic fascia and the LCD surface.

G8Designs

Installing the Axxess ASWC-1 Steering Wheel Control Module
(Retains OEM steering wheel control operation)

PONTIAC G8

(patent applied for)

Axxess ASWC-1 Module:

In order to retain the OEM steering wheel control functions with your aftermarket head unit, you'll need to use this optional module in your install. Here's a link to their website: http://axxessinterfaces.com/

You can pick these modules up for less than $50 from many online sellers and Ebay merchants, and they work perfectly on these cars. Just google search or eBay search for "Axxess ASWC-1" and you'll find plenty available. Local car audio shops also stock them.

NOTE: The G8 steering wheel controls are somewhat different from most cars; that's why we're providing the following details. This is vehicle-specific info pertinent to these cars that will make your install easier.

Installing the Axxess ASWC-1 Module

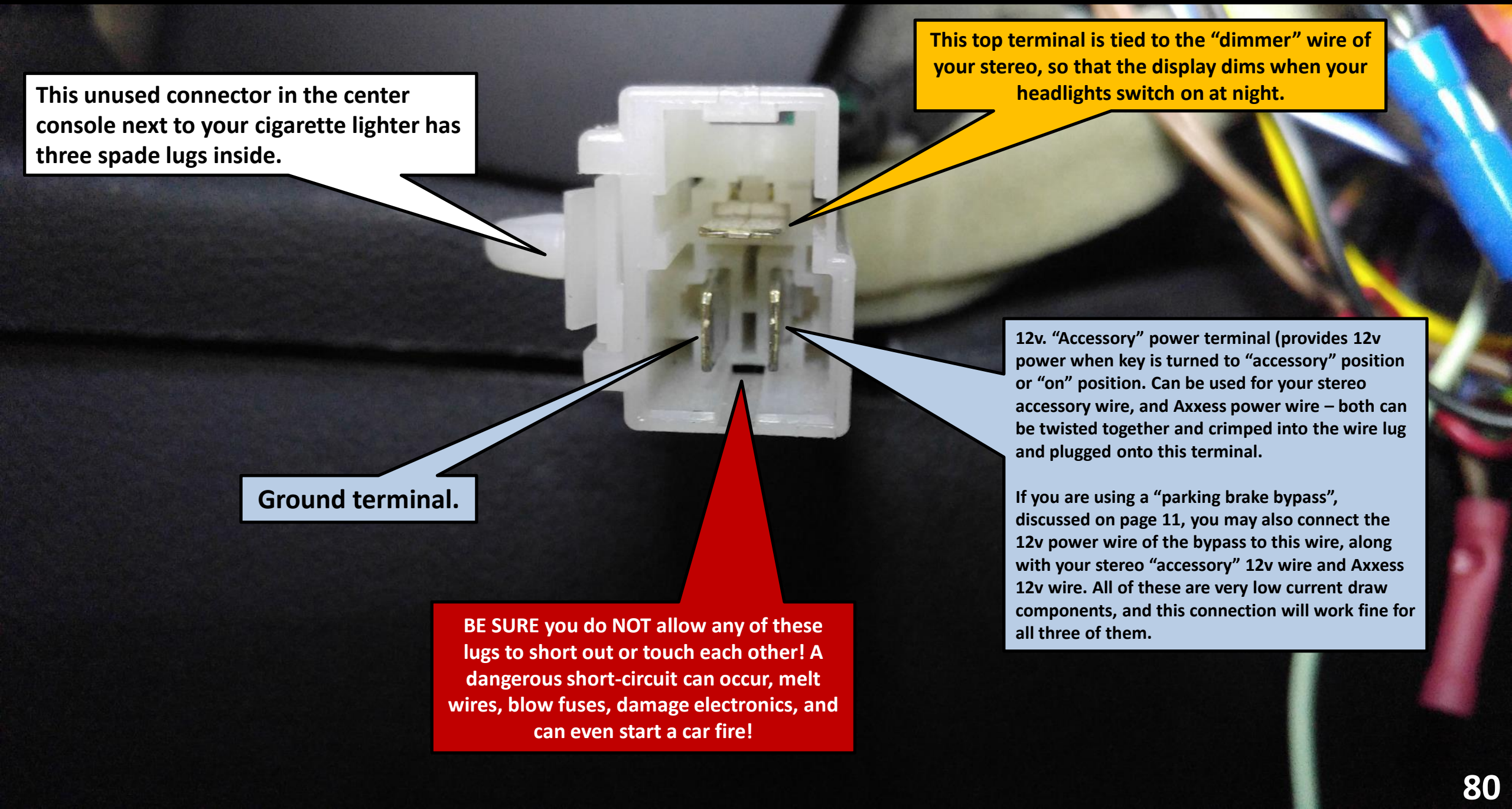
The black 1/8” Mini-Plug goes into the “Wired Remote” jack on the back of your head unit (stereo). Most head units have this jack. This wire transmits the commands to your stereo from the car’s network (GMLAN) wire, when you actuate the steering wheel controls. The design of your particular head unit will determine whether some or all of the steering wheel controls can be actuated.

The Axxess kit also comes with this adapter for the Mini-Plug that gives you a wired connection for certain head units which require it (such as Kenwood or Eclipse). Consult with the Axxess instructions and vehicle guide to determine if your particular head unit will require any special connection like this for hookup and proceed accordingly.

Axxess ASWC-1 Module:

Wiring for Axxess module – Only the Red (switched 12v. +), Black (Ground -), and Pink (GMLAN) wires are used. All other wires are bundled up and are not used.

Accessory 12v. Power Connection



This unused connector in the center console next to your cigarette lighter has three spade lugs inside.

This top terminal is tied to the “dimmer” wire of your stereo, so that the display dims when your headlights switch on at night.

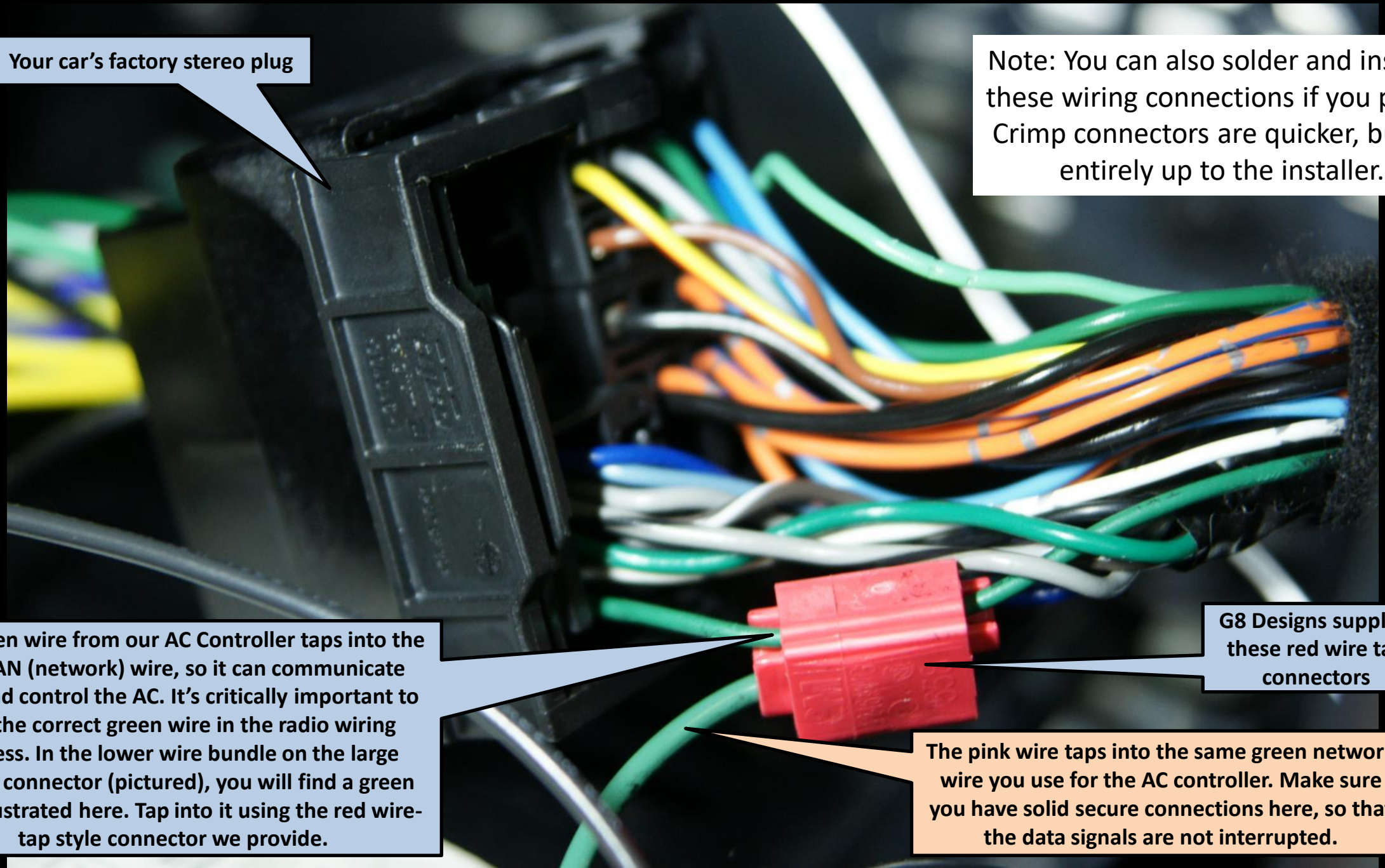
12v. “Accessory” power terminal (provides 12v power when key is turned to “accessory” position or “on” position. Can be used for your stereo accessory wire, and Axxess power wire – both can be twisted together and crimped into the wire lug and plugged onto this terminal.

If you are using a “parking brake bypass”, discussed on page 11, you may also connect the 12v power wire of the bypass to this wire, along with your stereo “accessory” 12v wire and Axxess 12v wire. All of these are very low current draw components, and this connection will work fine for all three of them.

Ground terminal.

BE SURE you do NOT allow any of these lugs to short out or touch each other! A dangerous short-circuit can occur, melt wires, blow fuses, damage electronics, and can even start a car fire!

Installing the Axxess ASWC-1 Module



Your car's factory stereo plug

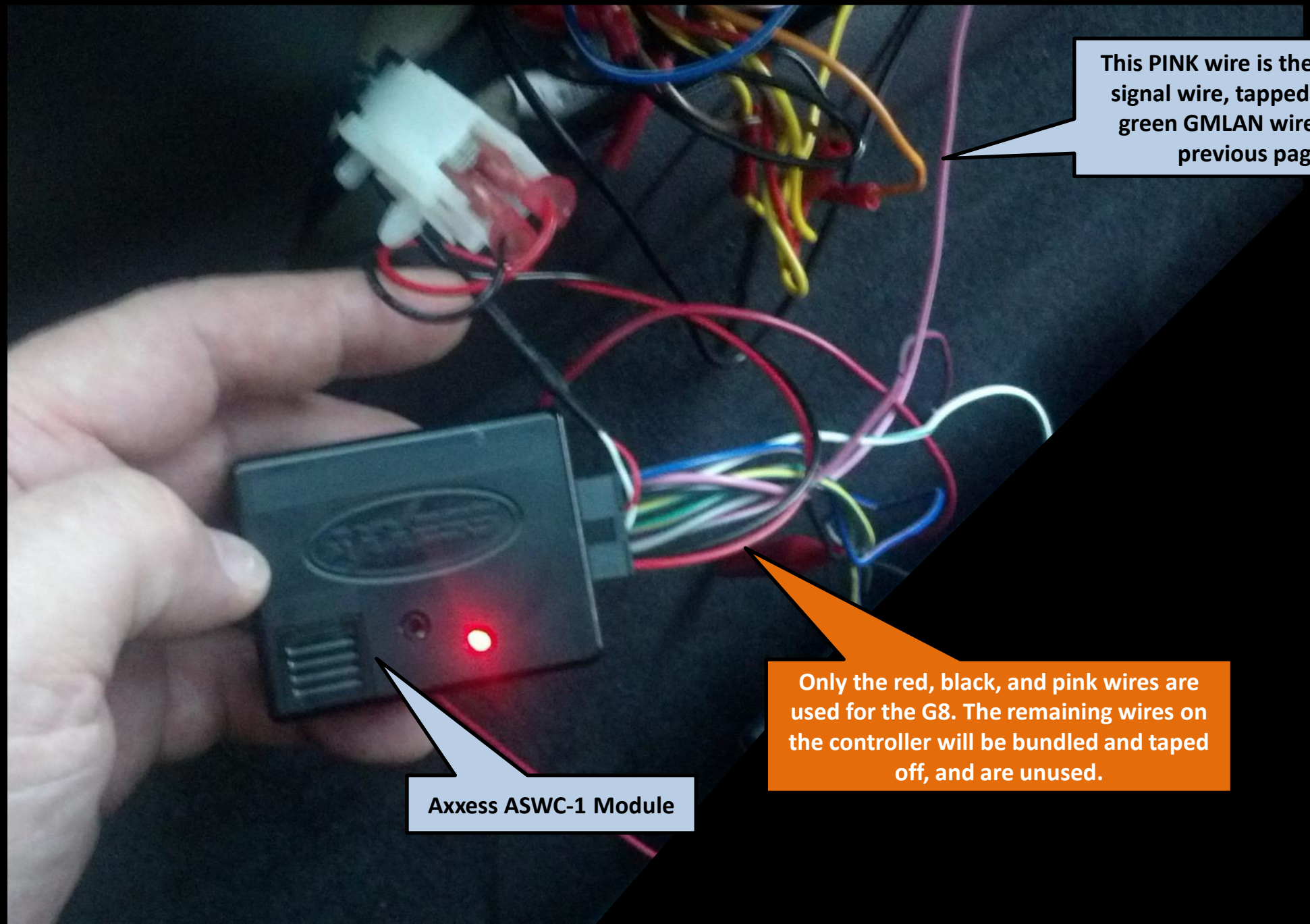
Note: You can also solder and insulate these wiring connections if you prefer. Crimp connectors are quicker, but it's entirely up to the installer.

The green wire from our AC Controller taps into the GM LAN (network) wire, so it can communicate with and control the AC. It's critically important to find the correct green wire in the radio wiring harness. In the lower wire bundle on the large square connector (pictured), you will find a green wire illustrated here. Tap into it using the red wire-tap style connector we provide.

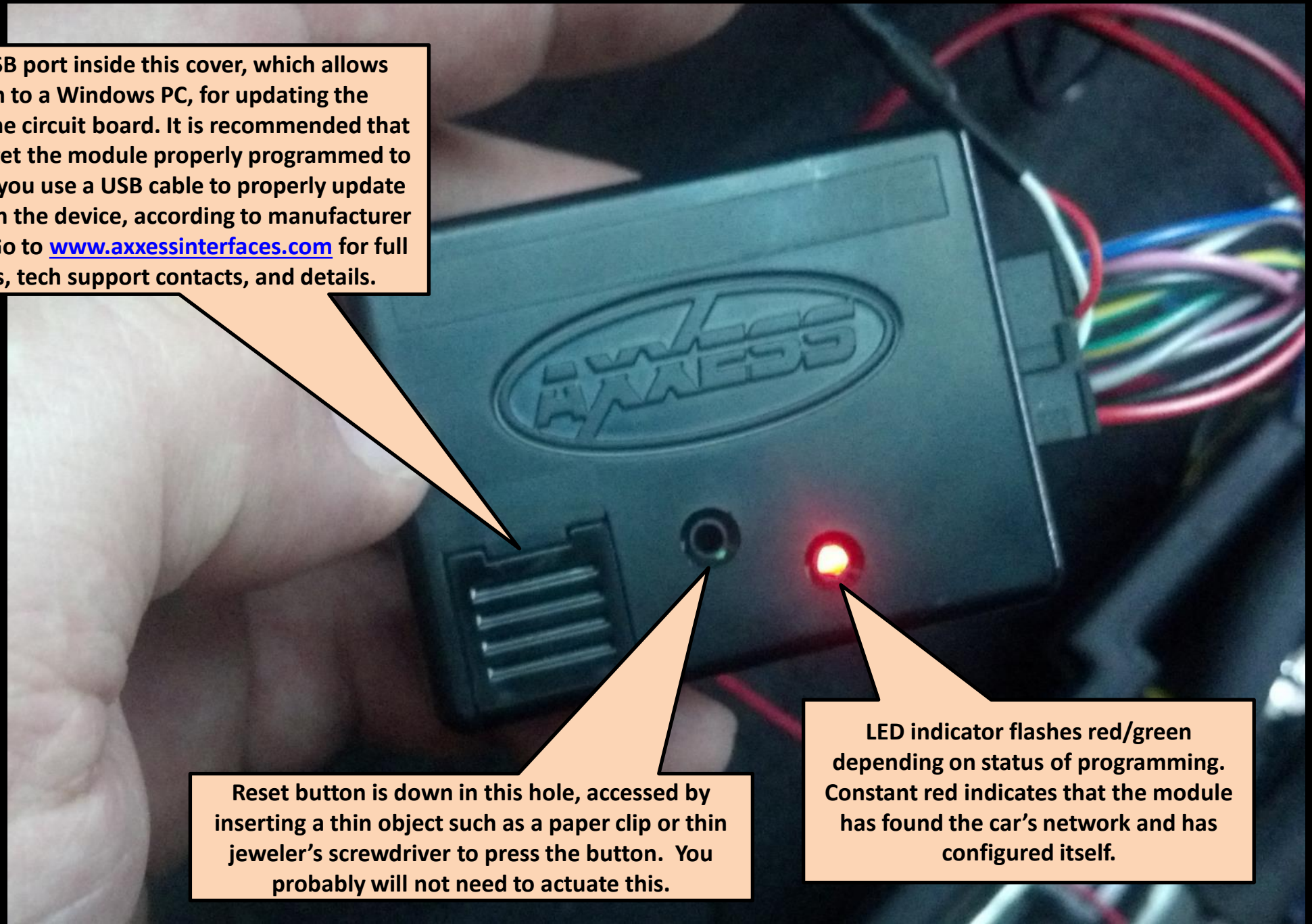
G8 Designs supplies these red wire tap connectors

The pink wire taps into the same green network wire you use for the AC controller. Make sure you have solid secure connections here, so that the data signals are not interrupted.

Installing the Axxess ASWC-1 Module



Installing the Axxess ASWC-1 Module



There is a USB port inside this cover, which allows connection to a Windows PC, for updating the firmware on the circuit board. It is recommended that if you cannot get the module properly programmed to your car, that you use a USB cable to properly update the firmware in the device, according to manufacturer instructions. Go to www.axxessinterfaces.com for full instructions, tech support contacts, and details.

Reset button is down in this hole, accessed by inserting a thin object such as a paper clip or thin jeweler's screwdriver to press the button. You probably will not need to actuate this.

LED indicator flashes red/green depending on status of programming. Constant red indicates that the module has found the car's network and has configured itself.

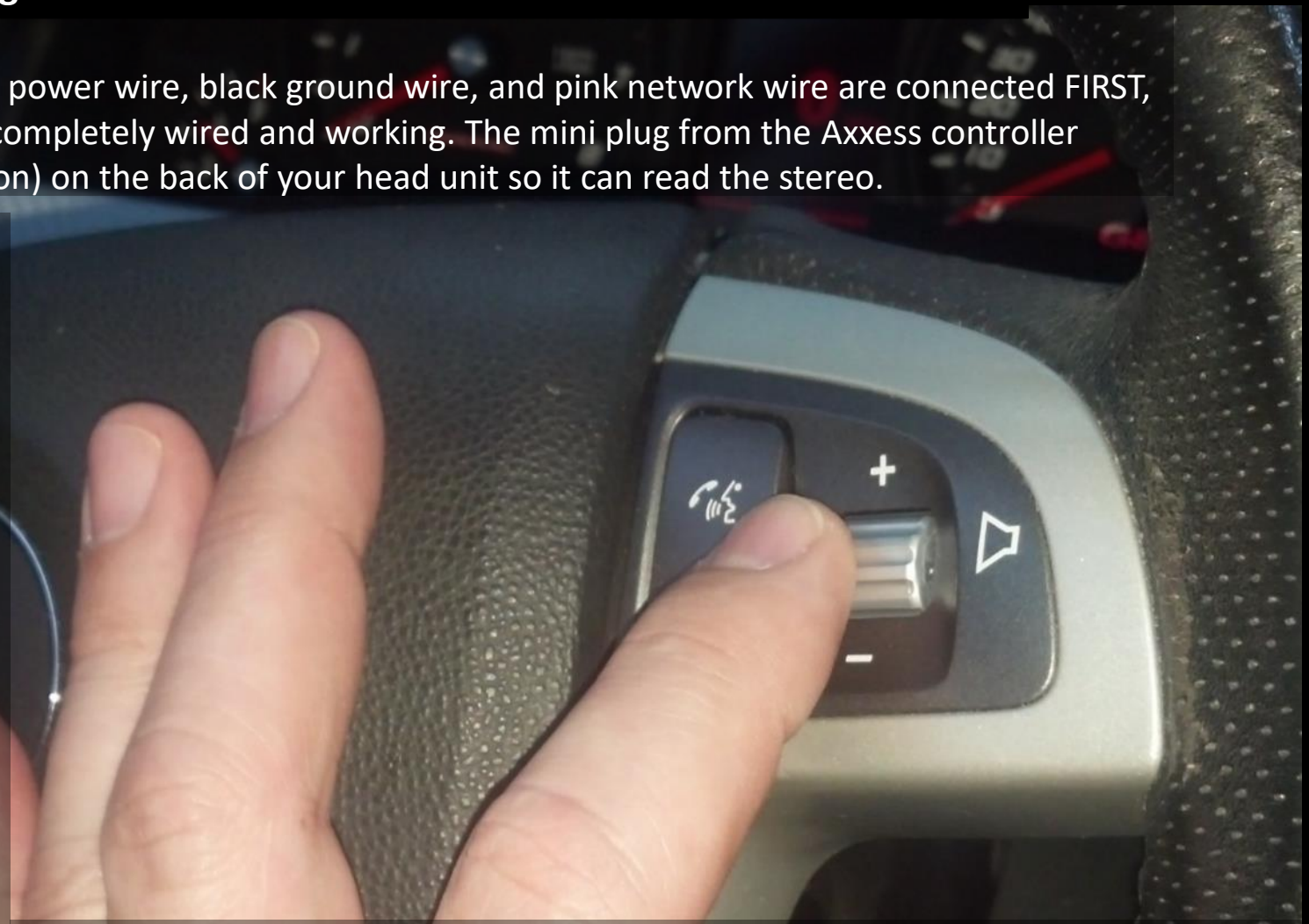
Installing the Axxess ASWC-1 Module

Axxess ASWC-1 Module:

When programming the Axxess module, make sure the red power wire, black ground wire, and pink network wire are connected FIRST, with the ignition OFF, and your stereo head unit MUST be completely wired and working. The mini plug from the Axxess controller MUST be plugged into the Wired Remote jack (or connection) on the back of your head unit so it can read the stereo.

If this is the first time the ASWC-1 is being installed:

1) Turn the ignition on to the accessory position, or start the car; the LED will start flashing rapidly which means the ASWC-1 is looking for the vehicle and the radio.
2) Immediately begin scrolling the volume control wheel UP, and do so SLOWLY, click by click! The G8 volume scroll wheel does not properly read fast scrolls or “zip-scrolls”, and may not program the Axxess properly. Slow scrolling is required here for proper results.
3) After a couple of seconds the LED should stop flashing and not light up for 2 seconds. At this point do not push any buttons.
4) After the 2 seconds there will be a series of Green flashes, some short and some long.
5) The LED will pause for another 2 seconds then flash Red multiple (up to 11) times. (see chart on next page to decode flashes)
6) This is the end of the auto detection stage. If the ASWC-1 detected the vehicle and the radio successfully, the LED will light up solid RED.



It may be necessary to repeat this operation multiple times until the Axxess module “finds” the car and the stereo, and auto-configures.

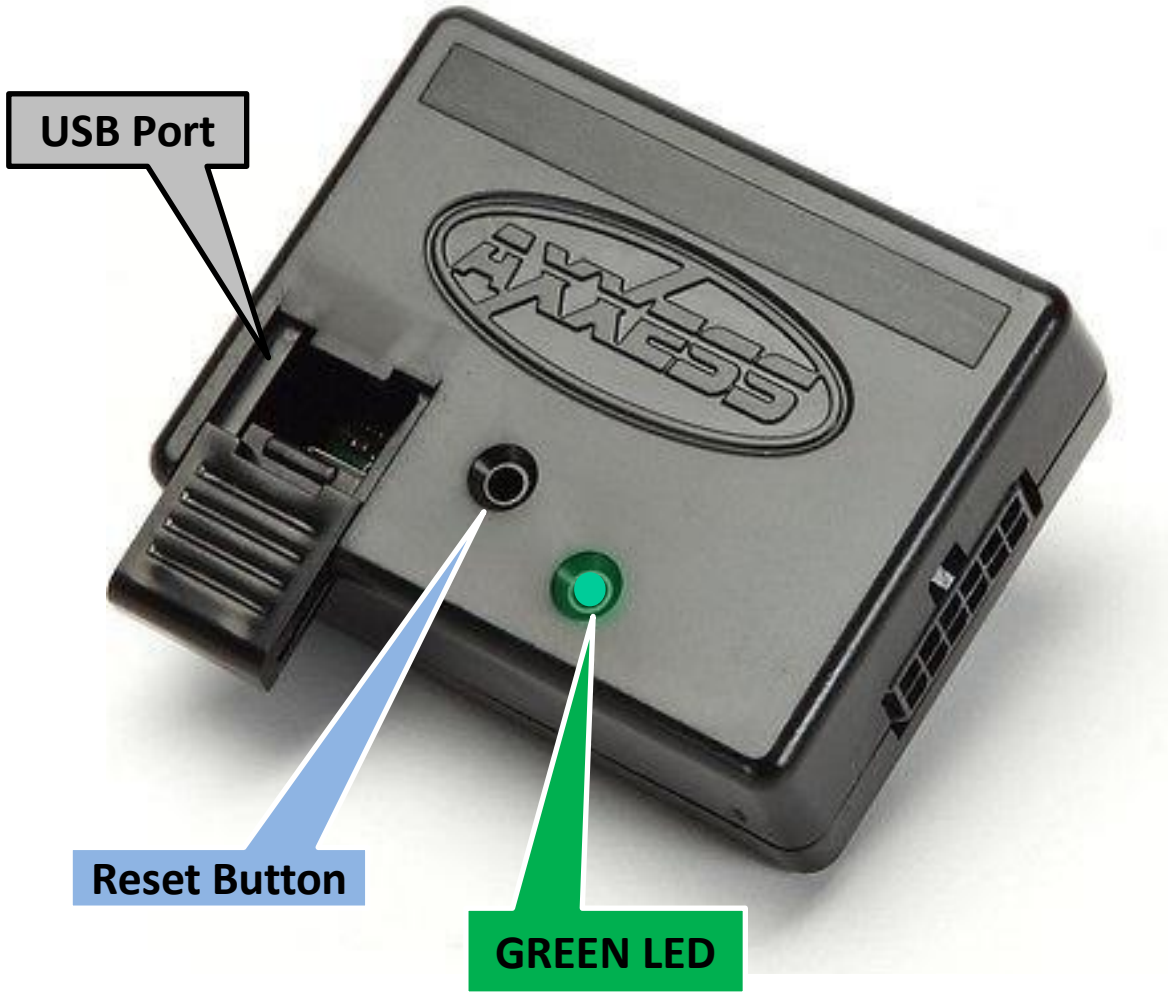
If continued tries are not successful, unplug the wires of the AC controller *temporarily*, and run configuration again.

Understanding the GREEN LED flashes on the Axxess module

- On these cars, the pink Axxess wire is the one connected to the car's green network wire (GMLAN). When you see the green LED flashing on the Axxess controller during initial programming, each flash represents each of the 7 steering wheel control wires on the module. These cars use the PINK wire, which is represented by the 7th LED flash in the sequence.

- Short flashes represent the steering wheel control wire(s) that are NOT connected to the vehicle from the ASWC-1.

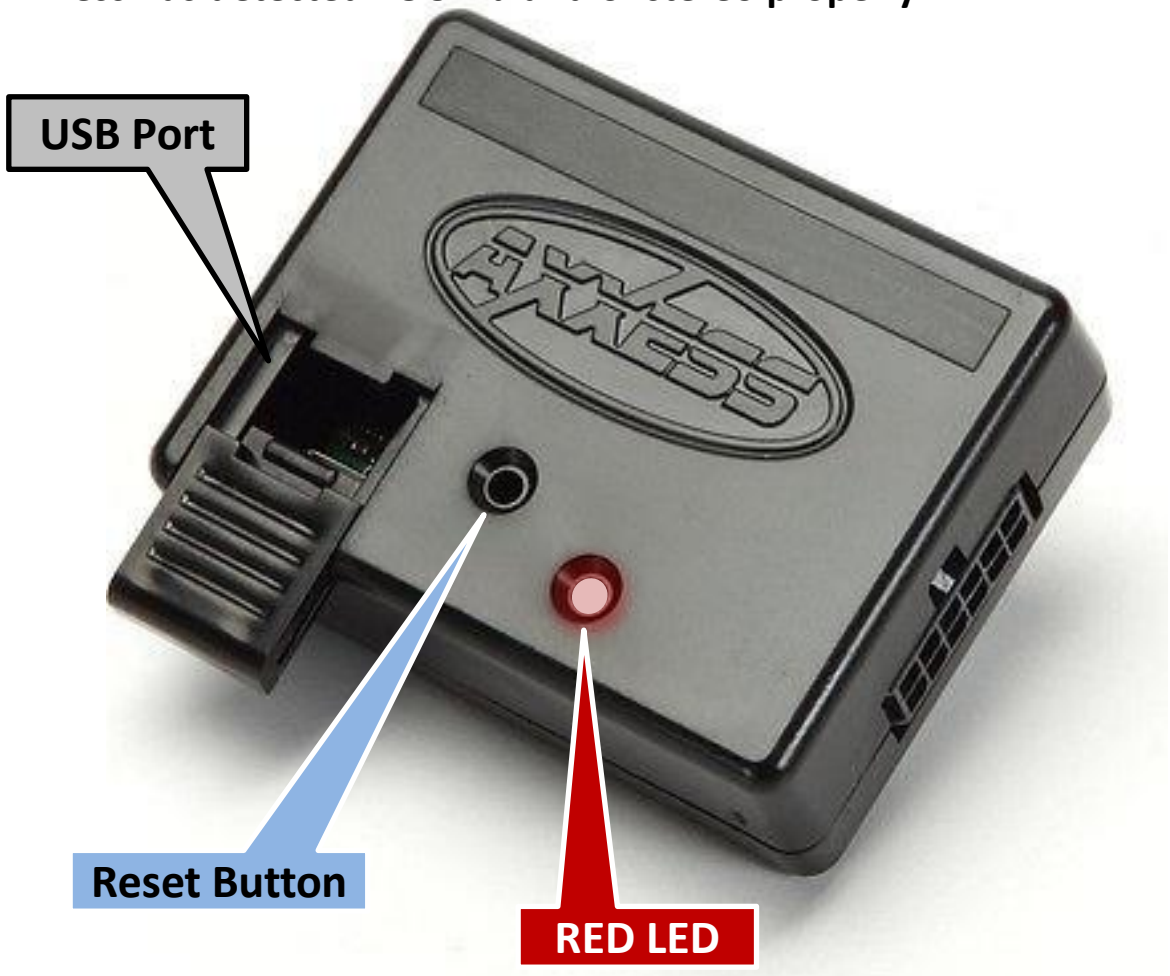
- Long flashes represent wire(s) that ARE connected to the vehicle. On these cars, the 7th flash will be a long flash, indicating that the Axxess has properly detected the car's computer. WATCH the LED flashes carefully during programming. If you do NOT see a long 7th flash, you must reset the Axxess (press the reset button with a paper clip for over 2 seconds, and release, and the RED LED will blink rapidly, indicating that the Axxess is searching for the car's "volume up" command, and trying to configure itself).



Radio LED Feedback (indicated by Red LED on the ASWC-1)

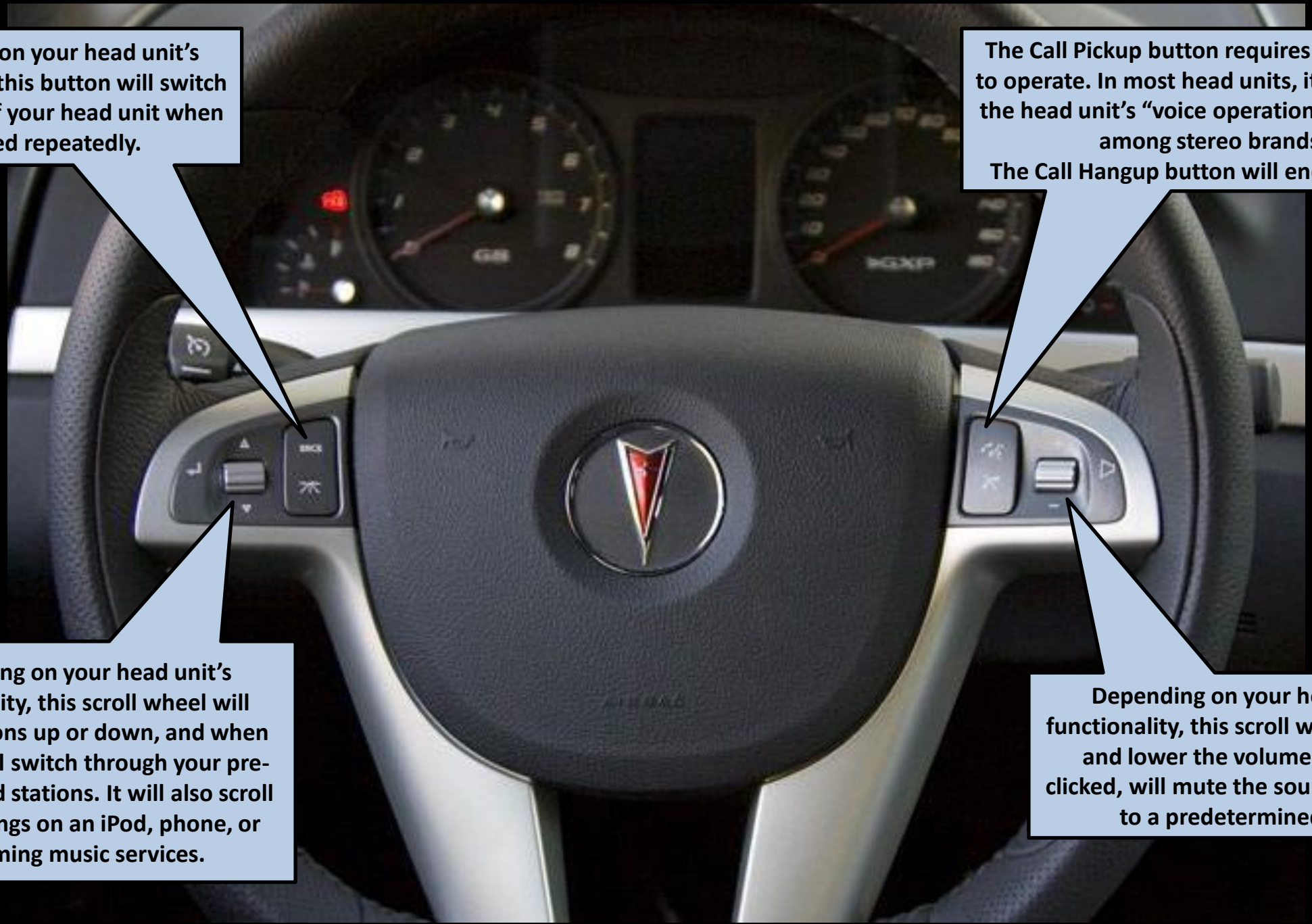
After the sequence of GREEN LED flashes, you will see a series of RED LED flashes during initial programming. You can interpret these flashes using the chart below, so you will know that the Axxess has detected YOUR brand of stereo properly.

1st LED flash is for Eclipse (Type 1)
2nd LED flash is for Kenwood
3rd LED flash is for Clarion (Type 1)
4th LED flash is for Sony and Dual
5th LED flash is for JVC
6th LED flash is for Pioneer and Jensen
7th LED flash is for Alpine*
8th LED flash is for Visteon
9th LED flash is for Valor / Jensen
10th LED flash is for Clarion (Type 2)
11th LED flash is for Metra OE
12th LED flash is for Eclipse (Type 2)
13th LED flash is for LG
14th LED flash is for Parrot**
15th LED flash is for XITE



*Note (section B): If the ASWC-1 flashes 7 times and you do NOT have an Alpine radio connected to it, that means that the ASWC-1 did not see ANY radio connected. Verify the 3.5mm connector is properly connected to the “wired remote” input on the back of the radio.

Functions of the Axxess ASWC-1 Module



Depending on your head unit's functionality, this button will switch the sources of your head unit when pressed repeatedly.

The Call Pickup button requires a long press to operate. In most head units, it will activate the head unit's "voice operation". This varies among stereo brands.
The Call Hangup button will end your calls.

Depending on your head unit's functionality, this scroll wheel will adjust stations up or down, and when pressed, will switch through your pre-programmed stations. It will also scroll through songs on an iPod, phone, or streaming music services.

Depending on your head unit's functionality, this scroll wheel will raise and lower the volume and when clicked, will mute the sound, or lower it to a predetermined level.

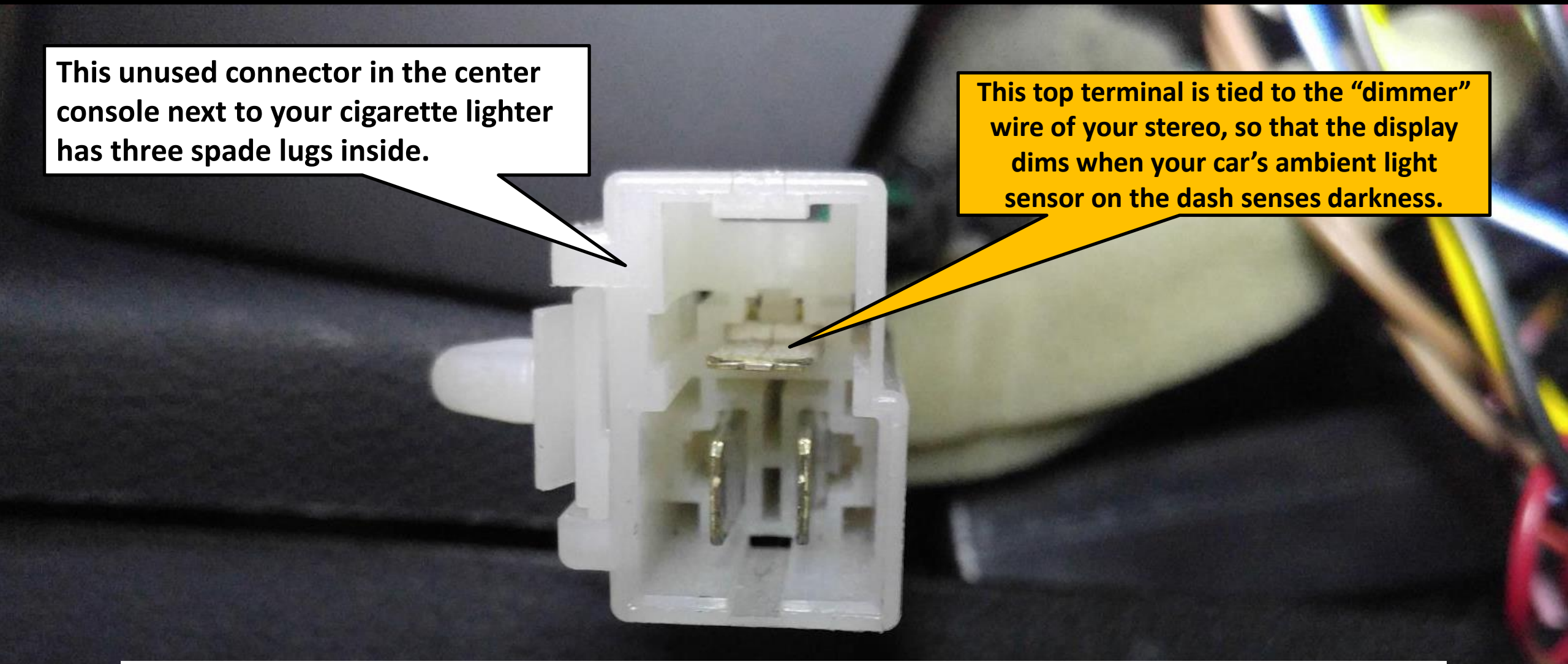
G8 Designs

Hooking up the “Dimmer” or “Illumination” wire from your head unit

PONTIAC G8

(patent applied for)

Dimmer Wire Connection



Some stereo models also have a menu selection for the dimmer function that allows you to set the screen to dim according to the time on the stereo’s clock and allows adjustment of the dimming hour/minute and brightening hour/minute, as an optional dimming period that does not rely on the car’s ambient light sensor.

G8 Designs

Details about Installing a Backup Camera

PONTIAC G8

(patent applied for)

Backup Camera Installation Details

There are many different styles of backup cameras in the marketplace to choose from. Most all of them run anywhere from $10 to $50, and all are compatible with your new aftermarket head unit (most stereos provide a backup camera input).

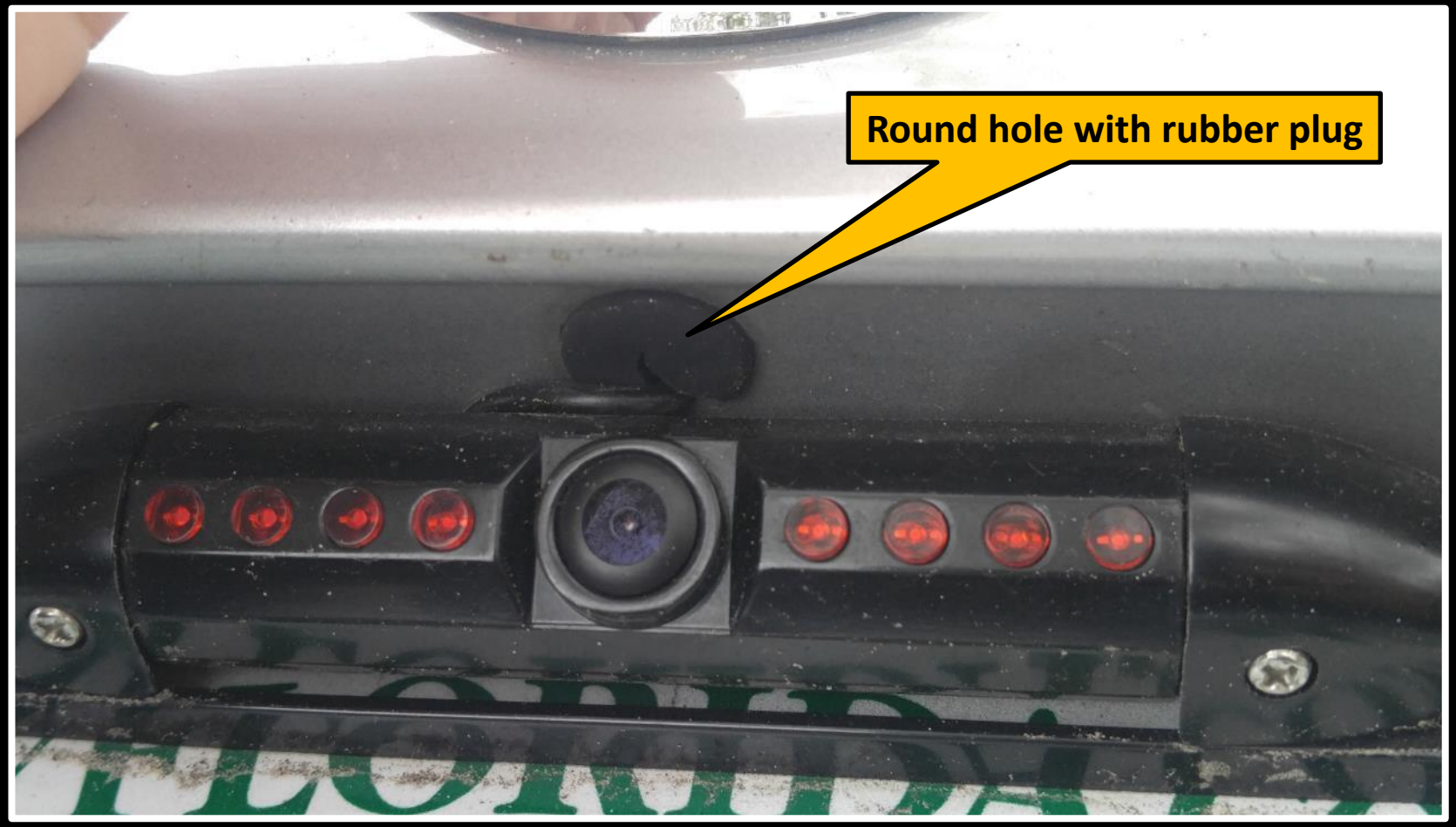
Here we see one common style, a license plate frame with integrated backup camera. This style of camera has infra-red LEDs to illuminate the area behind the car at night, and the camera is able to display a picture in almost total darkness. These generally run around $25 or so, and are very easy to mount. Next, we will discuss how to run the wires for your backup camera…

Backup Camera Installation Details

Just above the license plate, you will find a round hole, typically with a round rubber plug. We used this hole to run our wires for the camera. The hole may require slight enlargement with a drill bit for the plugs to pass through. Be sure to paint bare metal edges with touchup paint to prevent any rust!

These cameras have wires for 12v. and chassis ground, and a separate RCA-style video cable that connects to a supplied long video signal cable with yellow jacks for the video signal that goes to the backup input of your new radio.

As you can see, the camera can be adjusted up/down, and the bottom screws shown can be loosened for adjustment and tightened when the camera is at the desired angle.



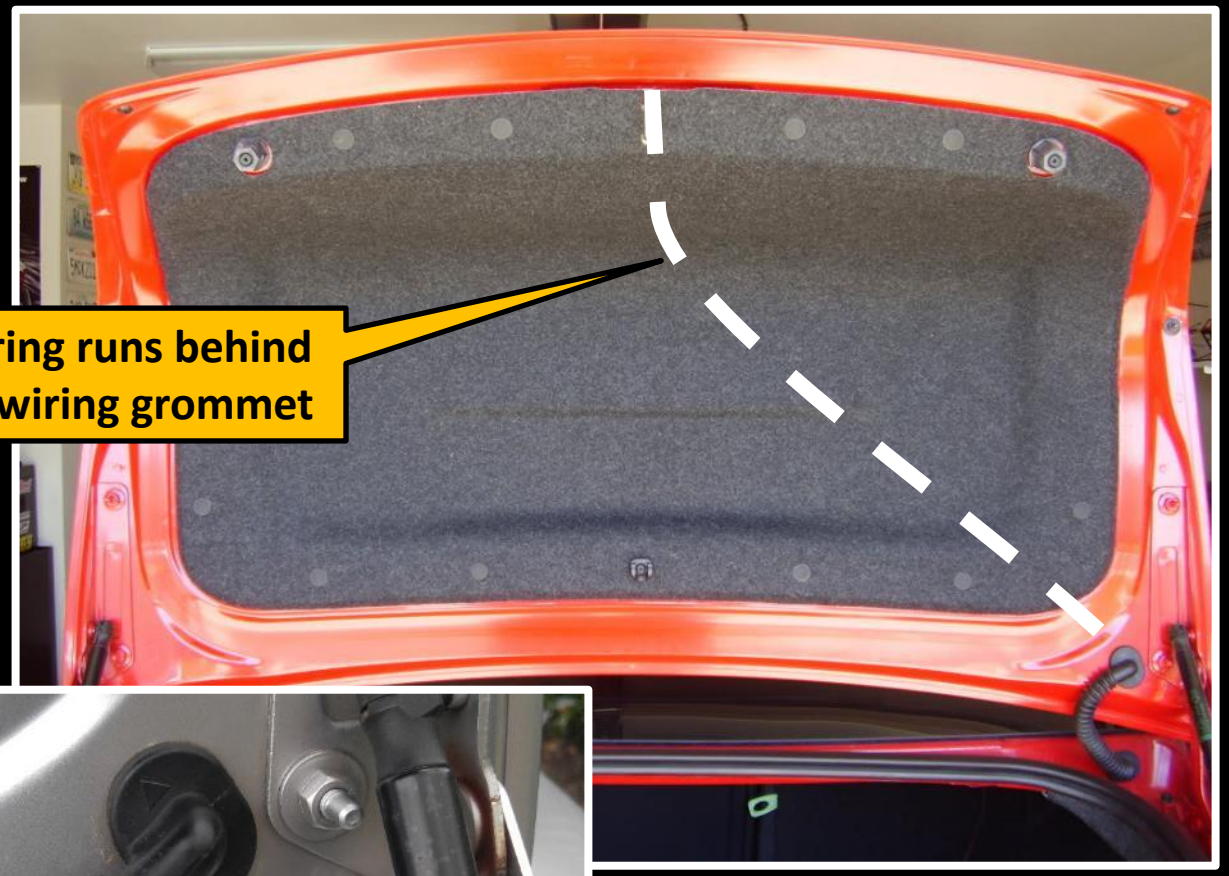
Backup Camera Installation Details

You will need to pry out several black plastic fasteners that hold the trunk liner in place, and run the wiring as shown.

The wiring can run on top of the metal trunklid structure, or can be snaked through it – it's up to you. Snaking through it is a bit harder.

You can either run the camera wires on the outside of the accordion grommet tube, or pull the wires through the tube. Of course, pulling them through is more difficult, because it's pretty cramped, but looks much better when finished.

You can use a coathanger wire bent into a fishing tool to pull the wires through. Lubricating the wires with petroleum jelly or similar lubricant will help! Just use caution not to overstress the wires or tiny wires inside could be broken.

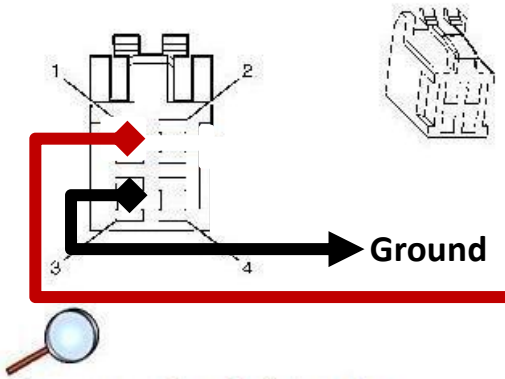


Backup Camera Installation Details

Under the driver side of the rear speaker shelf, ahead of the battery, there is an unused connector containing 3 wires. This connector is for the Rear Object Detection option found in Australian models. You may use the wires in that connector to provide 12v. Accessory power to your backup camera and provide a ground for it. Simply tap into those wires.

Component Connector End Views

Rear Object Sensor Control Module Connector



Rear Object Sensor Control Module Connector
1 - BN/BU -Accessory Voltage
2 - L-GN- Backup Lamp Supply Voltage green
3 - BK- Ground
4 - Not Used

Connector Part Information

- OEM: 7282-1040
- Service: See Catalog
- Description: 4-Way M 090 II Series (NA)

Rear Object Sensor Control Module Connector

Pin	Wire Color	Circuit No.
1	0.5 BN/BU	343
2	0.85 L-GN	24
3	0.5 BK	1650
4	--	--

Backup Camera Installation Details

Once you get your wires run into the trunk area, it's rather easy to get the RCA video cable into the passenger compartment area and up to the dash.

If you pull the passenger side of the rear seat back, you can find a large opening into the trunk area behind the trunk carpet. It's rather easy to fish wires through this opening, then run them down under the passenger side interior trim, up behind the passenger front kick panel, and behind the glovebox, to reach the stereo.

Plug the yellow RCA cable into the "backup camera" input on the back of the new stereo.

Consult your stereo operation manual for settings to trigger the backup camera when car is shifted into reverse.

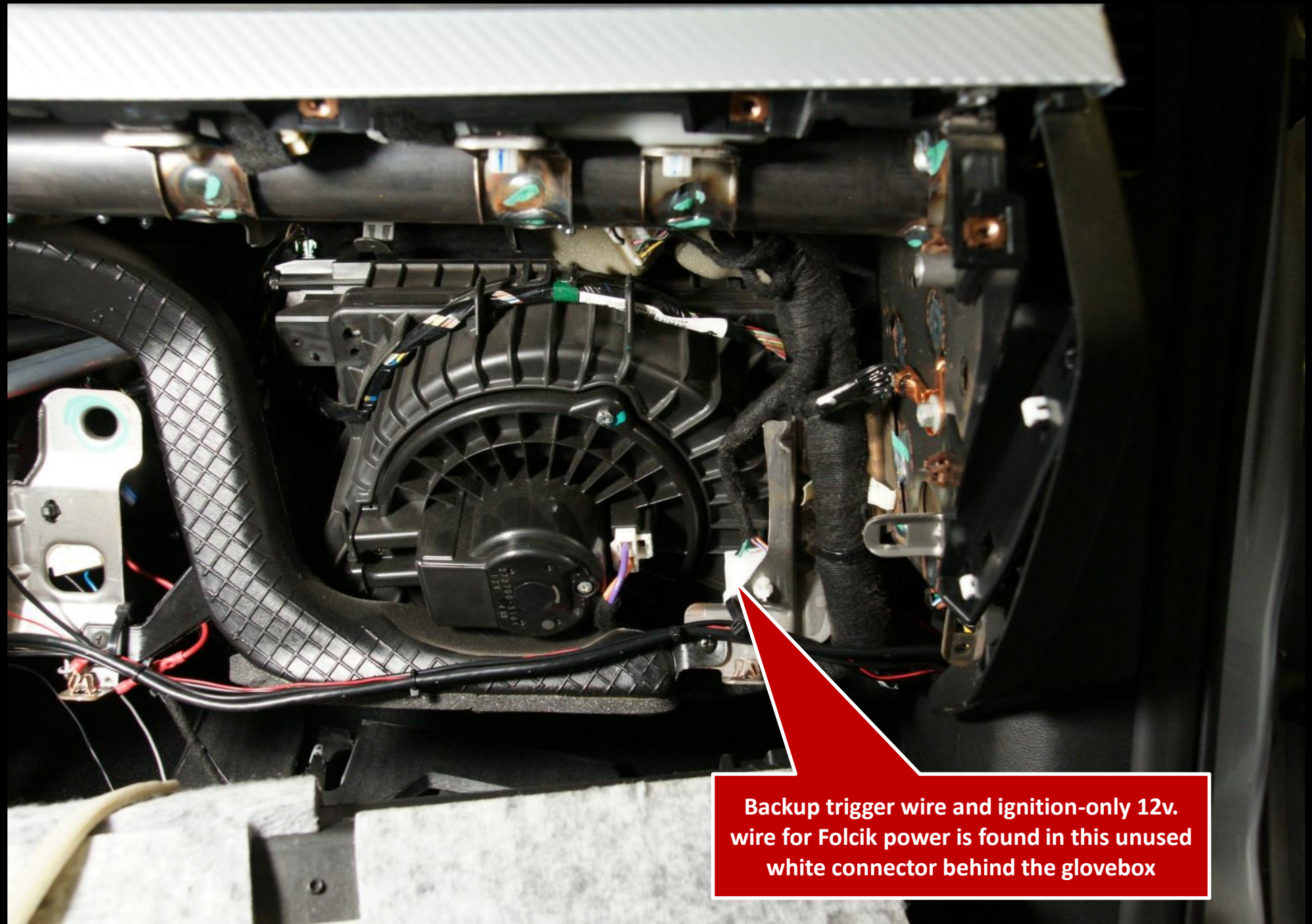
G8Designs

Accessing a proper trigger wire for adding a backup camera on head units with a backup camera provision

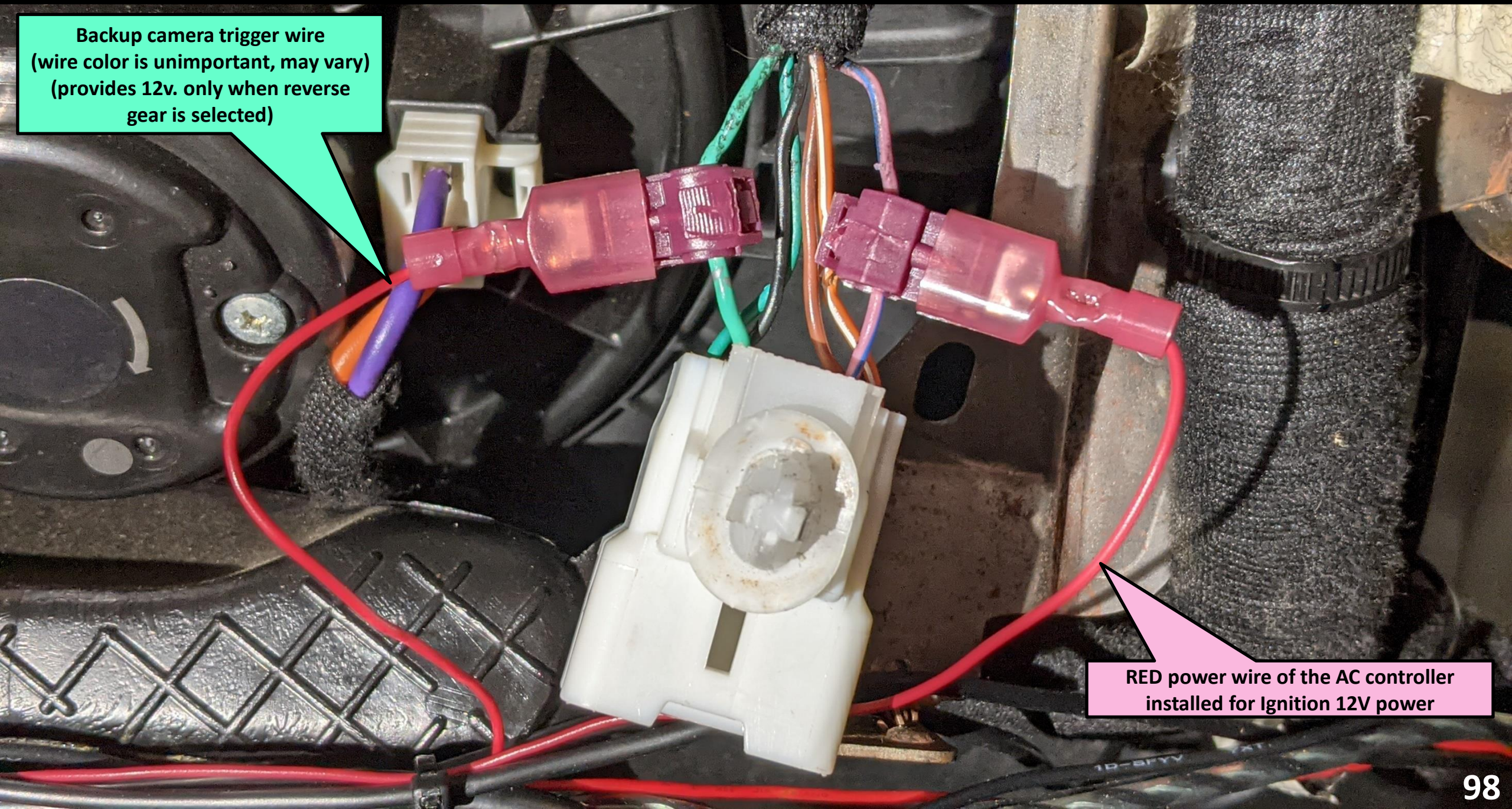
PONTIAC G8

(patent applied for)

Unused Connector Behind Glovebox



Reverse Camera Trigger - Installing Wire Tap for Stereo Reverse Trigger Wire



G8 Designs

Installing Head Units with Built-In GPS Navigation – Some Notes…

PONTIAC G8

(patent applied for)

Head Units with GPS Navigation – Notes…

Wiring for head units that have built-in GPS navigation, or additional GPS navigation modules as an accessory:

These units often come with a wire in their harness that is labeled to be connected to the car's wheel speed sensor system or "VSS", so that it can use the car's actual speed in computing navigation, in addition to GPS satellite data.

Unlike other cars, these Holden-based Series 1 variants do not have accessible wiring to tie into the car's wheel speed sensors. Therefore, you would leave this wire disconnected.

In fact, this wire only comes into play when your car is out of GPS range, driving through a tunnel, under a bridge, in a parking garage, or under tree cover on a canopy-type road. So, the instances of this function being required in your day to day driving are likely to be very few.

There is a possibility that a future version of the Folcik controller could have a provision for this, whereby it would read the vehicle speed through the car's GMLAN network, but that version is not available at this time. If such a version becomes available in the future, you will see news about it on our Facebook page and G8 Designs website.

Beyond that, simply disregard this wire, and your GPS will work just fine for you. As a sidenote, aftermarket GPS units that mount on your dash do not have this connection either.

G8 Designs

What to do with the factory stereo?

PONTIAC G8

(patent applied for)

What do you do with your OLD factory stereo?

Your factory stereo may be malfunctioning, or may have something broken in it. In any case, it's old and out of date with current technology. However, we always recommend that you keep your factory stereo on a shelf, rather than trying to sell it on Ebay or to another G8 owner. There may come a time when you decide to sell your car, and it's easy to remove your G8 Designs kit and reinstall the factory stereo, which will help you keep the car's originality and resale value.

Our dash kit with an aftermarket stereo might be seen as a negative by some buyers in the used car market, so you will want to be able to put the car back to factory spec and originality.

Plus, your factory stereo is VIN-coded to your car. If you sold it to another G8 owner, he would have to find someone who can "reflash" it to work with another car's VIN number, which requires special equipment and knowledge. There aren't that many people around who can do that service, and it costs money. That's another reason keeping your factory stereo with your car is important. What you'd get out of selling it used won't be much, and it's better to keep it with your own car.

Last, in the event that you ever damage your G8 Designs AC touchscreen or if it has to be sent in to Folcik Enterprises for service or repair, you'll want to swap in your old factory stereo temporarily for AC control while the controller is out of the car. It's handy to have the old stock unit in that unlikely instance. Another reason to keep the old stereo on a shelf!

Selling your G8 Designs Kit

If you decide to sell your G8 and reinstall your factory stereo, we recommend that you carefully and methodically remove all the parts of your G8 Designs kit, every adapter and connector, and keep them all together so the kit can be sold to another G8 owner, and you can recoup some of your investment.

Because the components in our kit are such limited production items, there are often times when G8 Designs is out of stock on these kits. And, there are ALWAYS other G8 owners who are searching to buy a lightly used dash kit and save a few bucks! So the market for used G8 Designs kits is always strong.

Most of our customers who sell their kit get as much as 80-90% of their investment back! The reason again is that it's very limited production hardware, and demand for it is always high.

As a service to our great customers, G8 Designs provides FREE assistance in selling used kits! We always have a list of customers who are saving up their money to buy our kit, and a ready market of guys who will pay good money for a used kit. We can connect you with a buyer who'll buy your kit for a fair price, and we don't take a penny from the transaction! This way, we can ensure that our kits go to another G8 owner who will enjoy it, and you get most of your money back in the process.

We often see guys out there selling their G8 Designs kits (often with a pricey head unit) for CHEAP, because they don't know the value of it. Don't fall into that trap!

If you want to sell your used kit, contact G8 Designs and ask for our "Selling a Used Kit" guide, a PDF document that we'll email you for free. It has great tips and details you will need to know. Contact us through the messaging feature of our Facebook page (easy to chat back and forth) or email us at G8DESIGNSFL@gmail.com.

Our Other Fine Products for the G8

G8Designs

Innovative products for Pontiac G8 & Holden variants

CLICK "SEND MESSAGE" to chat LIVE or email us at:

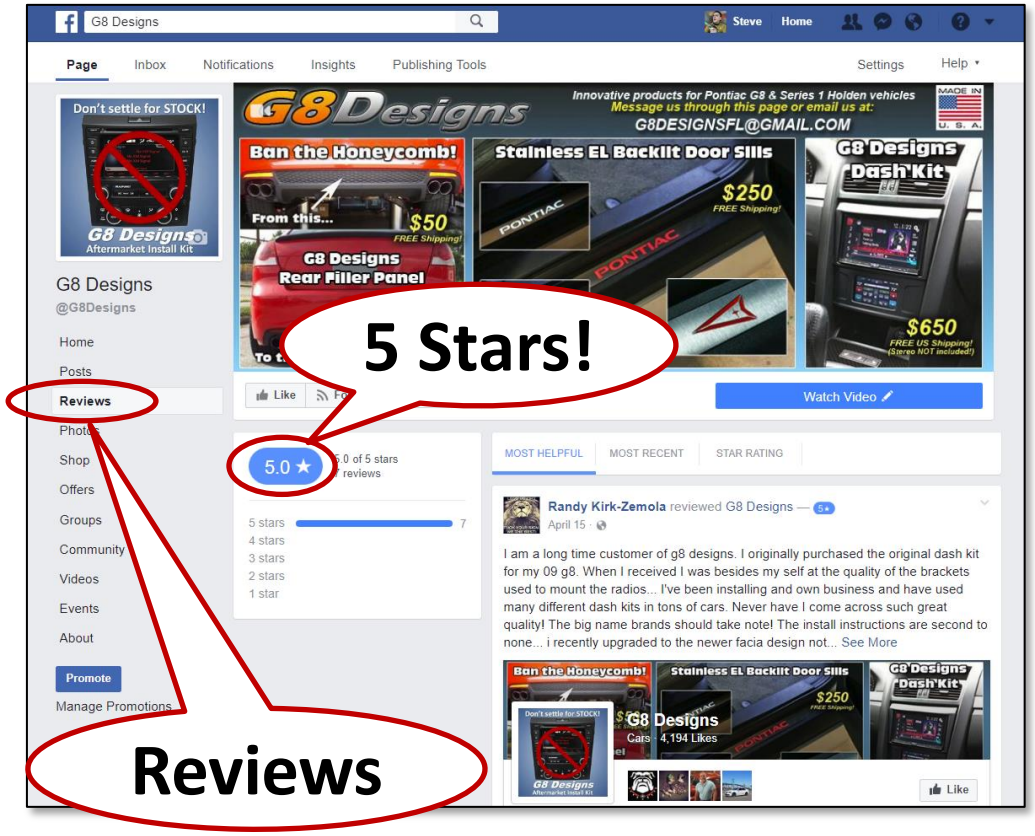
G8DESIGNSFL@GMAIL.COM

MADE IN U. S. A.

G8 Designs – We Appreciate Your Reviews, Recommendations, and Ratings!

G8 Designs is an American business, run by an American entrepreneur who is dedicated to creating unique, useful, and dramatic products for the Pontiac G8 and other Holden-based vehicles that cannot be obtained anywhere else. We work hard every single day to support the G8 and Holden community of owners, and have done so since 2013. Our solid reputation of extraordinary customer service and product support has been gained one satisfied customer at a time, through word of mouth, and through customer recommendations to other owners of these vehicles.

When customers message us, we work hard to respond as quickly as we get the message, at all hours of the day and night. We want our customers (existing or potential) to know that there is someone available to them to answer questions, provide advice or tech support, and give sales assistance even to those who live halfway around the world in other time zones. Even nights and weekends! How many businesses do you know of that provide this level of customer support? NONE we'll bet! Providing this level of support is pretty much a 24 hour a day job, but well worth our effort!



www.facebook.com/g8designs

If you've had a great experience with G8 Designs and our products, we would be most grateful if you tell others about us! Post about us on any of the G8 or Holden Facebook pages, with pics of your car and G8 Designs product after installation. Post about us in forums dedicated to these cars. Tell friends who have these cars about us at car shows or meets. If you help spread the good word about us, that is payment enough for our top level customer support we provide every day and night of the year!

There simply is no advertising better than word of mouth. We work hard every day to earn your trust, your business, and your recommendations! Please leave us another great 5-Star Review in the "Reviews" section of our Facebook page!

END

Thank you for supporting this product, and we hope you will help us spread the good word about G8 Designs!

(patent applied for)