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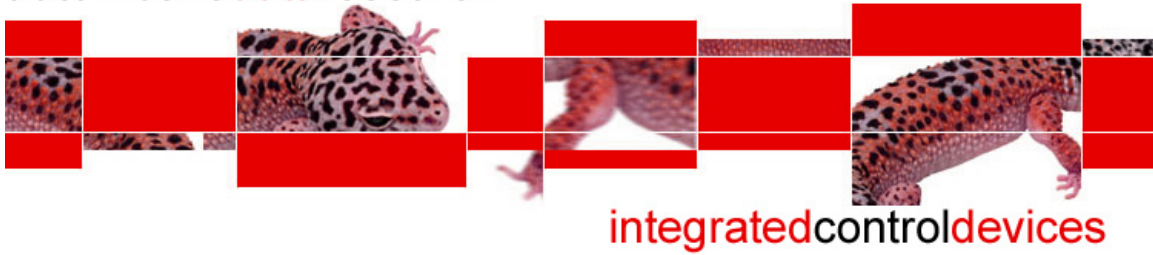Automotive Data Research

Audi V1 Interface
and V1 Power Hardwire
Installation Guide

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Customer Service

If you have problems with the Automotive Data Research V1 Interface and would like to inquire about a refund or the repair or replacement of the product, send an email message to support@caughtbluehanded.com, log onto our user forum at http://forum.caughtbluehanded.com, or contact:

Automotive Data Research

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619-395-1899

installation with V1 hardwire

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requirements:

- Audi vehicle with CAN bus or CDE interface for instrument cluster radio information.
- Steering wheel buttons, TAPE button or additional wired button.
- V1 Radar Detector
- V1 Direct Power Adapter
- 2 straight 4 conductor RJ11 cables (like the ones included with the V1)
- A-B USB cable for updating and setup

tools:

- Radio removal tools (available from ADR)
- Trim wedge (available from ADR)
- 3M Electrical taps (available from ADR)
- Wire strippers/cutters
- Flat head screwdriver
- Towel
- Felt or cloth for rattle protection
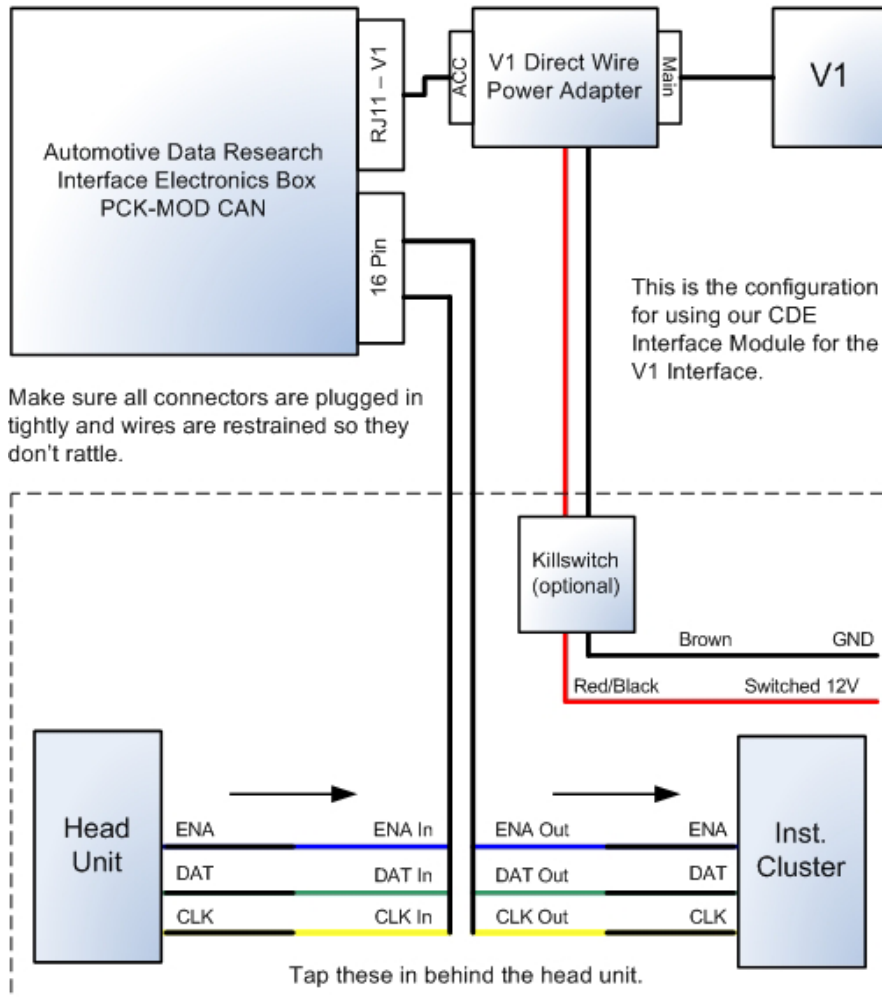- Flashlight
- Electrical Meter (Volt meter)

important:

Your Audi owner's manual specifically states that the installation of non-Audi approved accessories such as radios, radar detectors, telephones, etc. may cause damage to the vehicle, affect the vehicles safety, interfere with the electrical system of the vehicle or affect the validity of the Audi Limited Warranty. The Automotive Data Research Interface is not an approved Audi accessory.
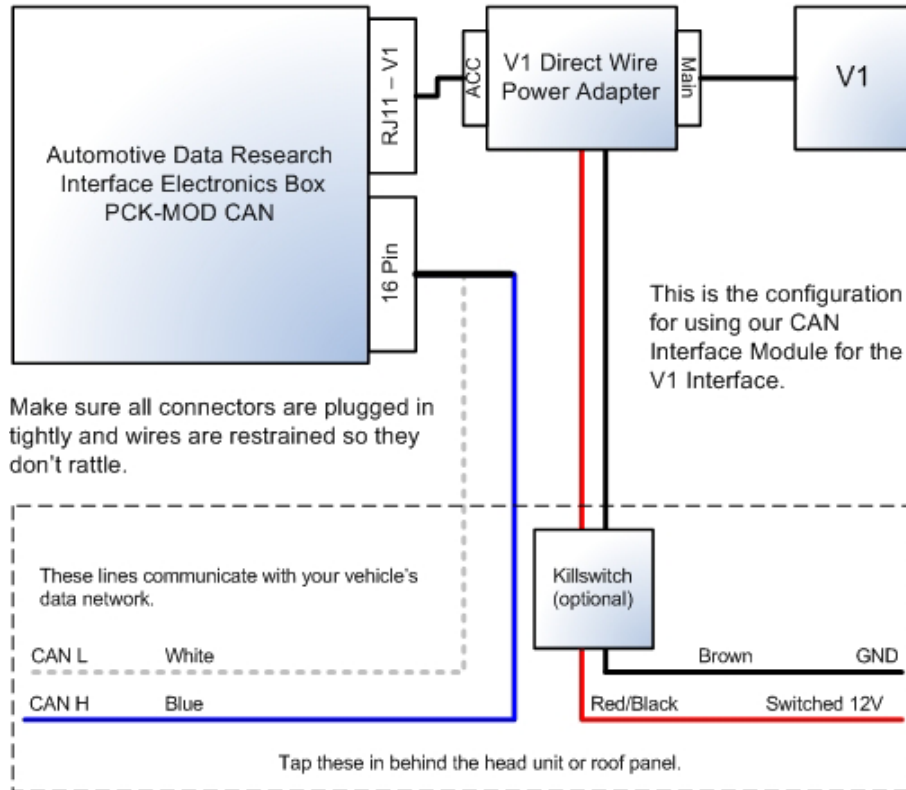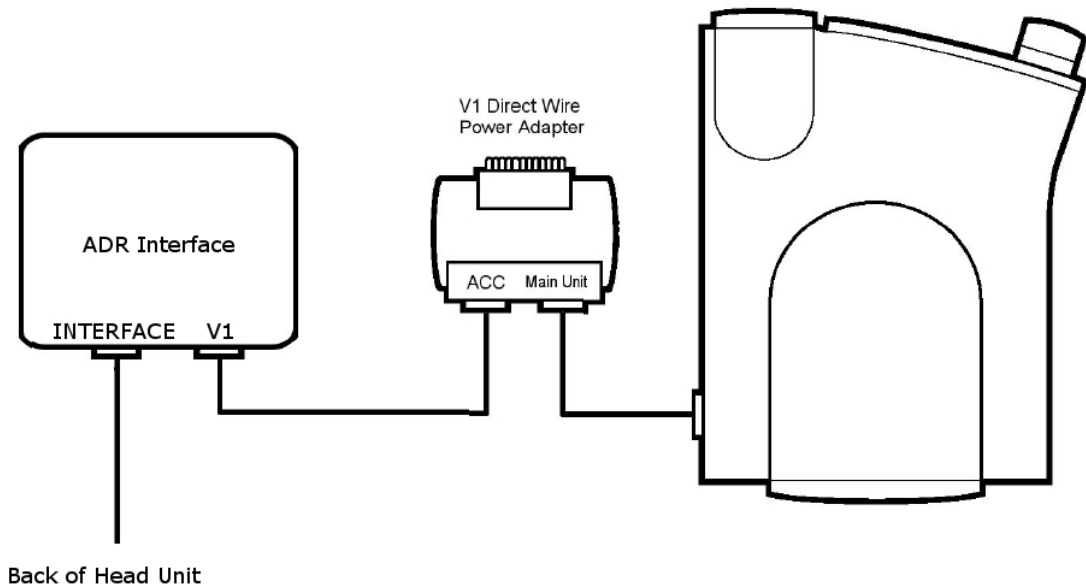
CDE wiring diagram:

CDE wiring diagram:

Automotive Data Research Interface Electronics Box PCK-MOD CAN

RJ11 – V1

ACC

V1 Direct Wire Power Adapter

Main

V1

16 Pin

This is the configuration for using our CAN Interface Module for the V1 Interface.

Make sure all connectors are plugged in tightly and wires are restrained so they don't rattle.

These lines communicate with your vehicle's data network.

CAN L — White

CAN H — Blue

Killswitch (optional)

Brown — GND

Red/Black — Switched 12V

Tap these in behind the head unit or roof panel.

diagram:

V1 Direct Wire
Power Adapter

ADR Interface

INTERFACE   V1

ACC   Main Unit

Back of Head Unit

important:

If you are unfamiliar with automotive electrical systems, see a mechanic or car-stereo installer. Some knowledge of automotive electrical systems and of interior trim removal is necessary to do it yourself.

If you doubt your abilities to do the install safely and without damaging anything in your car, it is best to leave the installation process to someone who is trained in such matters.

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general installation outline:

- Place the V1 on the windshield by the rearview.
- Stuff the wire behind the headliner around the windshield on the driver's side.
- Install the Direct Power Module behind the fuse panel.
- Remove the head unit.
- Tap the CAN bus or CDE bus.
- Run the data cable from behind the head unit to the Direct Power Module.
- Close everything back up.

Estimated installation time: 30 minutes.

installation steps:

1		Clean off the area where are you are planning on placing the V1. Most people put it on the passenger side of the rear view mirror on the windshield. This allows for an easy route for the cables to get under the dash by going around where the windshield and the headliner meet.

2		Place the V1 and plug it in to make sure you leave enough slack to plug the V1 in after routing the cable.
3		Take the V1 back out and start placing the cable. Hold the cable with one hand while using our trim wedge to stuff cable in the space between the windshield and the headliner.

ADR Interface and V1 Hardwire Installation

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| 4 | | Route the cable all the way around the top of the windshield and the A pillar. |
| 5 | | After you get down the A pillar, there is a corner that leads to the gap between the dash and the A pillar. |

| 6 | | Use the trim wedge or a flat head screwdriver to remove the fuse cover panel from the dash. |
| 7 | | Attach the Ground wire (Black) of the Direct Power Module to the bolt at the top of the fuse panel. Make sure the spade on the end of the wire makes good contact with the metal on the bolt head. |

ADR Interface and V1 Hardwire Installation

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| 8 | | Strip about ¾ inch of the insulation of the 12V wire (Red) from the tip. Then cut about half of the exposed wire off to make the tip thinner. |
| 9 | | Fold the exposed wires over the right side of the tip of the 5A fuse that corresponds to fuse 16 for the Garage Door Opener.

Some vehicles will be different, so you will probably want to use a Volt Meter to make sure that you are hooking it up to a switched 12V terminal. |

| 10 | | Plug the fuse with the wires into the jack. You shouldn't have to force it. If it is too hard to plug in, cut some more of the exposed wires away and try it again. |
| 11 | | Use the Radio Removal Tools in the 4 slots in the radio's face to remove the head unit.

Make sure the tools are facing the right way.

Have a towel ready under the head unit to be sure not to scratch anything.

Make sure the notches on the tools are facing inward.

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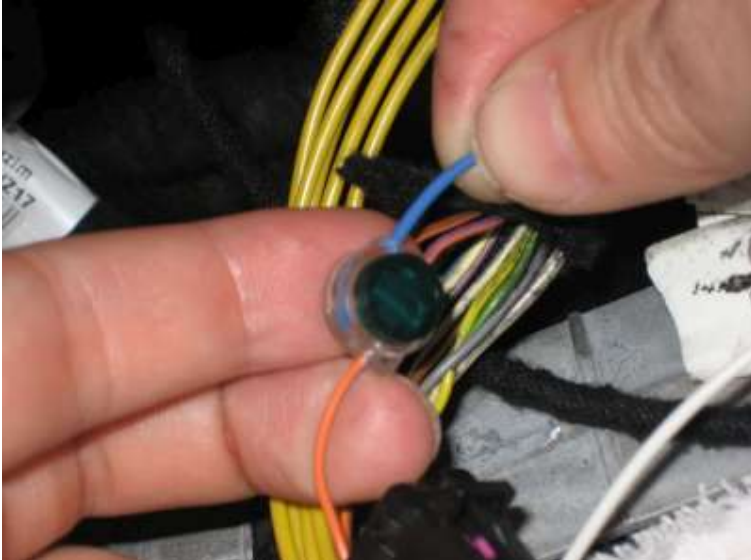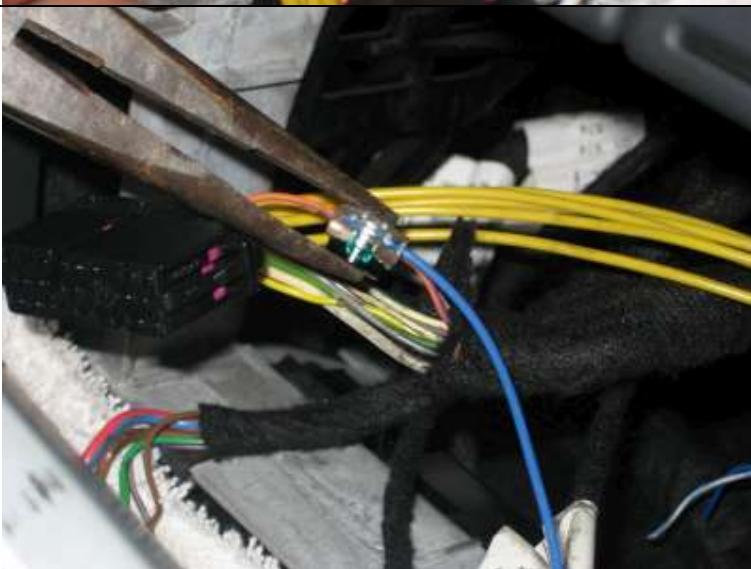
12		Pull the head unit out onto the towel and pull the edges of the towel up into the cavity to prevent scratching. Remove the large connector that has the CAN H and CAN L signals. The sticker on top of the radio is good to use as a guide.
13		The CAN wires in the harness are orange/brown and orange/purple. Place the 3M electrical taps on these lines as seen to the left.
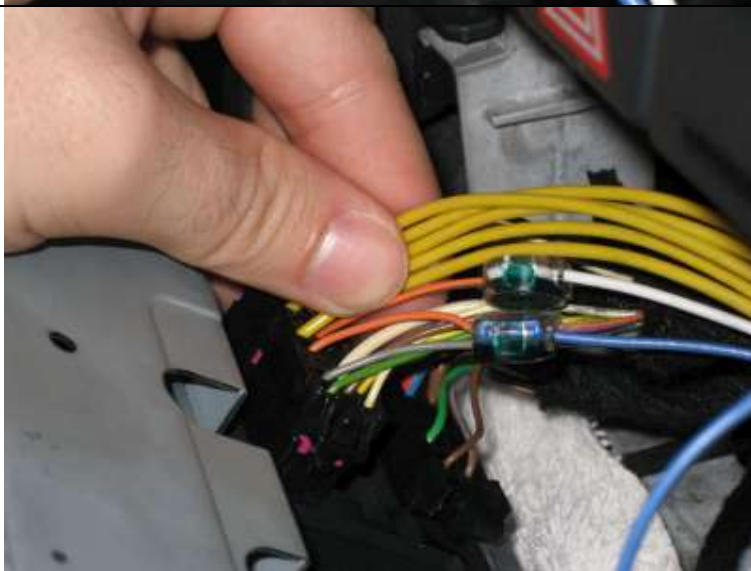
14		Place the ends of the ADR harness into the corresponding wires. Make sure you connect the ADR harness wires that are labeled as CAN. CAN H - Blue goes to orange/purple. CAN L - White goes to orange/brown.
15		Crimp down the taps with pliers. Channel locks are preferred, but are not totally needed as long as care is taken. Make sure the wire you are tapping is fully seated before crimping it down. Failure to do so will result in damage to the wire.

| 16 | | Here is a picture of the taps properly installed. |
| 17 | | Place the head unit harness with the newly tapped wires back into the head unit. |

If you are installing the unit in a vehicle that does not have the CAN bus wires, but does have the CLK, DAT, and ENA lines populated with wires, then you will need to cut those wires and install our system inline with those wires as seen in the CDE wiring diagram above.

| 18 | | Have someone shine a flashlight into the cavity and look up from the driver's side footwell.

In the picture to the left, you can see the tip of the trim wedge that is in the footwell.

Pass the V1 Data Cable through to the footwell. |
| 19 | | Wrap the ADR interface box with some felt or something to prevent rattling to prepare to stuff it in the open space behind the head unit once it is reinstalled. |

| 20 | | Pack the wrapped up interface away into the area shown here on the inside of the passenger side footwell. |
| 21 | | Clear everything out and put the head unit back into its cavity. |

22		To feed the V1 Data Cable up to the Power Module, we like to use a little trick. You can find many ways to get it there. We like to feed some stiff cable down through the hole seen here.
23		The cable is comes out down in the footwell as seen here.

| 24 | | Tape the V1 Data Cable to the wire you just fed through the footwell wall. |
| 25 | | Pull the V1 Data Cable up through the footwell wall to the fuse box. |

| 26 | | Plug the V1 Data Cable in to the Accessory port on the V1 Direct Power Module.

Plug the cable that goes to the V1 into the Main port. |
| 27 | | Pack it all away neatly in a way that won't rattle or short out on anything. Use more felt here if you have it. |

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28		Close everything up and test the system. If when you start it up, you see the V1 mode and Automute status, you are all set. If you see nothing and you are sure you have it set up properly, make sure you have the right cables and that all your connections are good. Good luck!