

Cables for replacing Factory head unit.

Installation instructions for cables on list "A"

The **"A" cable**, is used when replacing a factory radio. (the appropriate cable from list "B" is also required). One end of cable plugs into or connects to your new aftermarket head unit and the other end plugs into the 18 pin connector of the **OEM-1**. When using the complete **OEM-1** system the radio will be current protected by the vehicle fuse. The installer must decide to transfer any other fuses or noise filters from the harness provided with the head unit. Use the wire / terminal identification chart below to locate the correct power wires. The low level inputs are for radios up to 25watts x 4.

While every effort has been made to insure this cable was made to connect properly to your aftermarket head unit, changes in models and configurations do occur. To prevent potential damage consult your stereo's owners manual and check wire function (as shown below) with that of the head unit you have. Move any wires that are not in the correct pin location for you head unit.

Installation instructions for cables on list "B"

The **"B" cable**, is used when replacing a factory radio. (the appropriate cable from list "A" is also required). One end of this cable plugs into the **vehicle dash harness** that was removed from the factory radio. (the AMP-UNV harness must be spliced into the vehicle harness, use the 16 pin chart below for wire identification) The other end plugs into the 16 pin connector of the **OEM-1**.

WIRE AND TERMINAL IDENTIFICATION

Output of the **OEM-1**, 16 pin connector (cable "B" or AMP-RCA). Looking into connector / wire side of cable.

WIRE COLOR	CIRCUIT			CIRCUIT	WIRE COLOR
ORANGE	ILLUMINATION	8	16	IGNITION SWITCH 12V	RED
BLUE/WHITE	AMP TRIGGER	7	15	BATTERY	YELLOW
BLACK	GROUND	6	14	POWER ANTENNA	BLUE
PURPLE/ BLK	RIGHT REAR (-)	5	13	RIGHT REAR (+)	PURPLE
GREEN/ BLACK	LEFT REAR (-)	4	12	LEFT REAR (+)	GREEN
	N/C	3	11	N/C	
GRAY/ BLACK	RIGHT FRONT (-)	2	10	RIGHT FRONT (+)	GRAY
WHITE/ BLACK	LEFT FRONT (-)	1	9	LEFT FRONT (+)	WHITE

Input of the **OEM-1**, 18 pin connector (cable "A" or "C"). Looking into connector / wire side of cable.

WIRE COLOR	CIRCUIT			CIRCUIT	WIRE COLOR
WHITE/ BLK	LEFT FRONT (-)	9	18	LEFT FRONT LOW LEVEL (+)	WHITE/ RED
GRAY/ BLK	RIGHT FRONT (-)	8	17	LEFT FRONT HIGH LEVEL (+)	WHITE
GREEN/ BLK	LEFT REAR (-)	7	16	RIGHT FRONT LOW LEVEL (+)	GRAY/ RED
PURPLE/ BLK	RIGHT REAR (-)	6	15	RIGHT FRONT HIGH LEVEL (+)	GRAY
BLACK	GROUND	5	14	LEFT REAR LOW LEVEL (+)	GREEN/ RED
BLUE	POWER ANTENNA	4	13	LEFT REAR HIGH LEVEL (+)	GREEN
ORANGE	ILLUMINATION/ DIMMER	3	12	RIGHT REAR LOW LEVEL (+)	PURPLE/ RED
BLUE/WHITE	AMP TRIGGER	2	11	RIGHT REAR HIGH LEVEL (+)	PURPLE
RED	IGNITION/ SWITCHED	1	10	BATTERY	YELLOW



Cables for adding or replacing factory amplifier.

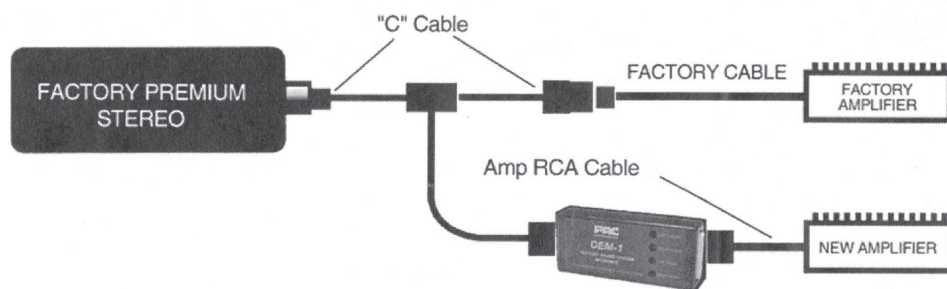
Installation instructions for cables on list "C"

The **"C" cable**, is used when **replacing or adding aftermarket amplifiers to a factory amplified system**. (the cable model # AMP-RCA is also required) This cable plugs in between the factory radio and the dash harness that was removed from the factory radio. The 18 pin connector then plugs into the **OEM-1**. The factory system remains unchanged using this cable. The **ADD-UNV** cable is used for universal connection to the vehicle harness for vehicles not listed. (splicing required) Audio should be at a low level when using this cable.

Use the **AMP-RCA** cable connected to the 16 pin connector of the **OEM-1** to connect your aftermarket amplifier. The AMP-RCA provides 2 pair of female RCA jacks and a remote turn on lead.

Installation instructions for the AMP-RCA cable

This cable is used when **replacing or adding aftermarket amplifiers to a factory amplified system**. (the appropriate cable from list "C" is also required) The AMP-RCA cable connects to the 16 pin connector of the **OEM-1** and provides 2 pair of female RCA jacks and a remote turn on lead for connection to your aftermarket amplifier.



PAC Factory Amp Interface (FAI) – Level Setting

The Pacific Accessory Corporation® FAI is equipped with four channels of output level controls (gains) which should be adjusted for proper sound level matching.

- Start by setting each gain dial on the FAI at minimum, or fully counterclockwise.
- Turn on your car stereo and set the volume to roughly 3/4 of what the maximum number is. (Example: If a radio volume scale is 0-40, you would set the volume to 30 for this process.)
- Ensure that any equalizer or bass boost settings are flat or set to their default positions.
- Play a piece of music with a known frequency response that covers the entire audio spectrum. This is important for setting the gain accurately.
- Turn the gain control on the FAI up slowly until you hear distortion in the audio. Back off slightly from the point where distortion occurs. This is done by inserting a small flat blade or Phillips head screwdriver into the gain adjustment holes, located on top of the FAI.
- By turning clockwise, the gain for that individual channel, or the amount of sound allowed to pass through the FAI is increased. By turning counterclockwise, the gain for that individual channel is decreased.

The goal is to set the FAI gain high enough to get a clean signal but not so high that distortion is introduced. You will do this for all 4 channels.

Applicable devices as of November 2023.

541NIS2	ROEM-NIS2	PAC ROEM-NIS2 Interface Retains Factory amp in select Nissan
541FRD2	ROEM-FRD2	PAC ROEM-FRD2 Interface Retains Factory Amp in select 95-02 Ford
541GM21A	ROEM-GM21A	PAC ROEM-GM21A GM Bose Interface, Select GM Models
541FRD1	ROEM-FRD1	PAC ROEM-FRD1 Interface Retains Factory Amp in select 88-00 Ford
541GM21	ROEM-GM21	PAC ROEM-GM21 Interface Retains Factory amp in select GM
541NIS1	ROEM-NIS1	PAC ROEM-NIS1 Interface Retains Factory amp in select Nissan