



Installation instructions for part 99-3018

Cadillac CTS 2008-2015 99-3018

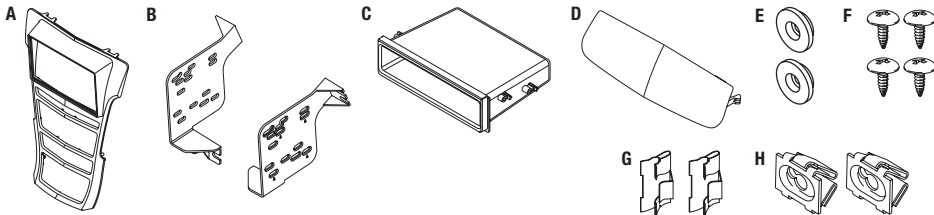
KIT FEATURES

- ISO DIN radio provision with pocket
- ISO DDIN radio provision
- **99-3018HG - gloss black**
99-3018S - silver



KIT COMPONENTS

- A) [Radio trim panel](#) • B) Radio brackets • C) Pocket • D) Upper dash trim panel (for navigation models) • E) (2) Plastic washers
- F) (4) #8 x 3/8" Phillips screws • G) (2) Metal clips • H) (2) Copper threaded inserts • I) [Access interface and wiring harness](#) (not shown)



WIRING & ANTENNA CONNECTIONS (sold separately)

Wiring Harness: • Included Antenna Adapter: • 40-EU10

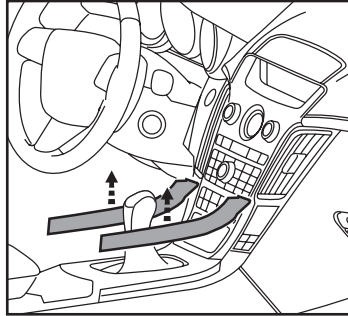
TOOLS REQUIRED

- Panel removal tool • 7mm socket wrench
- T-10 Torx driver • Cutting tool • Phillips screwdriver

CAUTION: Metra recommends disconnecting the negative battery terminal before beginning any installation, unless the vehicle manufacturer recommends against so. Please check with your local Dealership for more information. All accessories, switches, climate controls panels, and especially air bag indicator lights must be connected before reconnecting the battery or cycling the ignition. Also, do not remove the factory radio with the key in the on position, or the vehicle running. It would be best to remove the key from the ignition and then wait a few seconds before removing the factory radio.

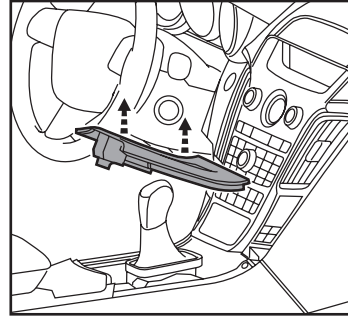
Dash Disassembly

1. Remove the left and right shifter side trim panels. (Figure A)



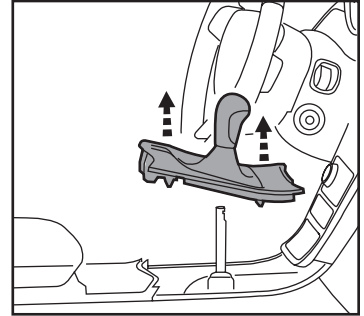
(Figure A)

2a. **Auto transmission vehicles:**
Unclip the shifter trim (the boot and knob will remain in place). (Figure B)



(Figure B)

2b. **Manual transmission vehicles:**
Unclip the shifter trim and pull straight up on the shift knob to remove the knob and trim as one unit (this requires a lot of force, do not twist the knob or the locking tab inside the shift knob will break). (Figure C)



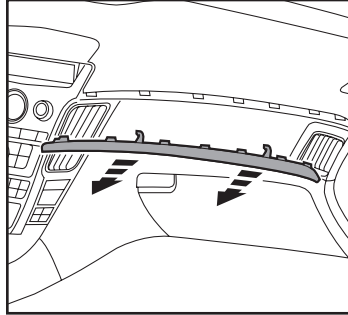
(Figure C)

Dash Disassembly

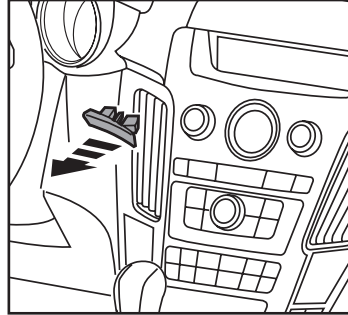
3. Remove the dash trim on both sides of the radio panel.
(Figures D, E)

4. Unclip the top dash radio trim
(non-navigation models only).
(Figure F)

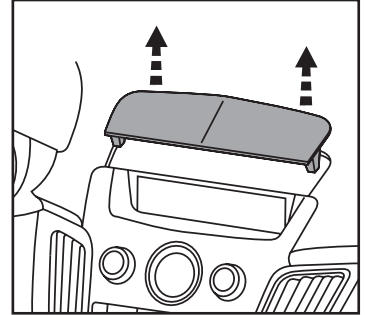
Note: There will be a strap connected to this panel that cannot be removed until step 5 is performed. After step 5, remove (1) 7mm screw securing the strap and then remove the panel.



(Figure D)



(Figure E)

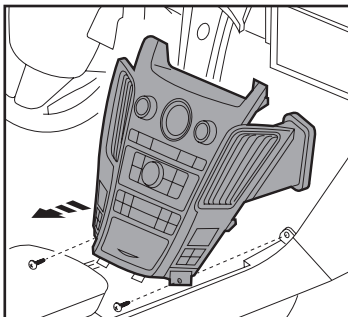


(Figure F)

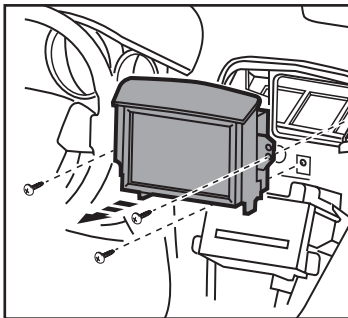
Dash Disassembly

5. Remove (2) 7mm screws from the bottom of the radio/climate control panel and unplug & remove the panel (Figure G)

(WARNING!!! Do not unplug the panel if the vehicle has factory navigation, continue to step 6).



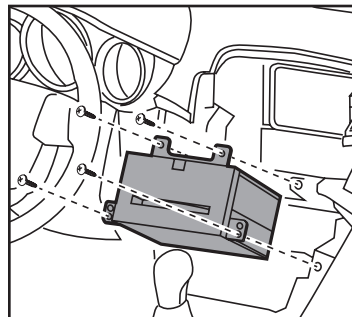
(Figure G)



(Figure H)

6. **Navigation models only:** With the radio/climate control panel still connected, cycle the key to accessory, and then press the button on the upper left of the panel to raise the navigation screen. Remove (3) 7mm screws holding the screen into the dash, unplug and remove the screen, turn the key to the off position, and then remove the key from the ignition. Now it is safe to unplug and remove the radio/climate control panel. **Failure to follow this step properly will result in the airbag light illuminating in the instrument cluster.** (Figure I)
7. Remove (4) 7mm screws from the radio chassis, and then unplug and remove the radio chassis from the dash. (Figure I)

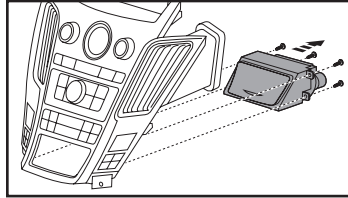
Continue to Kit Preparation



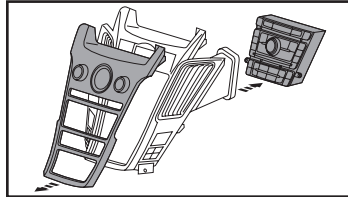
(Figure I)

Kit Preparation

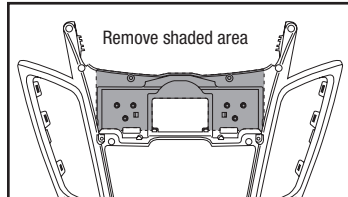
1. Remove (4) Phillips screws to remove the ashtray/pocket from the bottom of the radio/climate control panel. (Figure A)
 2. Remove (4) T-10 Torx screws and (16) Phillips screws to remove the radio/climate controls, and radio/climate bezel from the panel. (Figure B)
- Note: The radio/climate bezel will not be used in this installation.**
3. Remove (4) Phillips screws to remove the upper screen trim panel.



(Figure A)



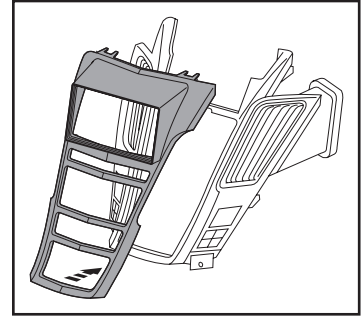
(Figure B)



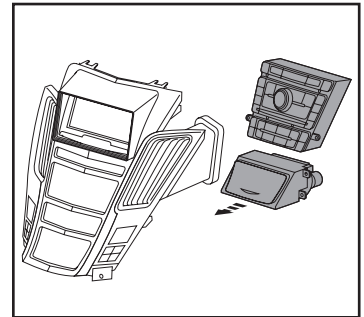
(Figure C)

4. Cut the radio/climate control panel clock support area as shown in the diagram. *Vent removal is optional.* (Figure C)
5. Using the factory hardware, secure the *radio trim panel* and the factory radio/climate controls to the modified factory panel. Use the (2) supplied *plastic washers* on the top two mounting positions. (Figures D and E)

Continue to Kit Assembly



(Figure D)



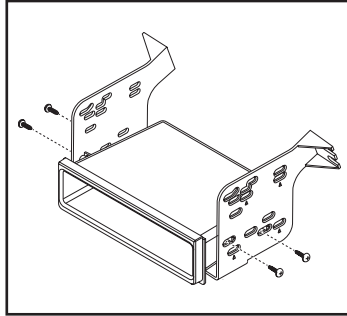
(Figure E)

Kit Assembly

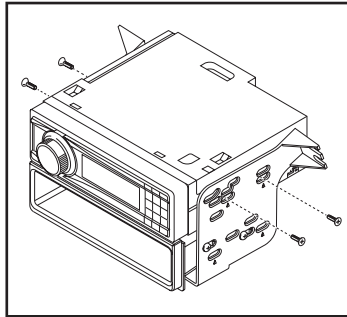
ISO DIN radio provision with pocket

1. Attach the *pocket* to the *radio brackets* using the (4) #8 x 3/8" Phillips screws supplied. (Figure A)
2. Remove the metal "DIN" sleeve and trim ring from the aftermarket radio.
3. Attach the *radio brackets* to the radio using the screws supplied with the radio. (Figure B)

Continue to Access Interface Installation



(Figure A)

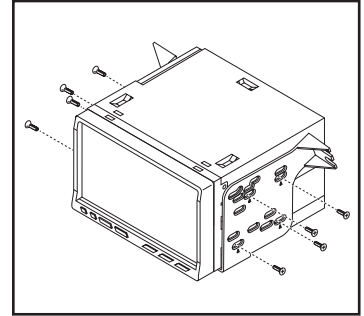


(Figure B)

ISO DDIN radio provision

1. Attach the *radio brackets* to the radio using the screws supplied with the radio. (Figure A)

Continue to Access Interface Installation



(Figure A)



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Axxess Interface Installation

FEATURES

- Provides accessory power (12-volt 10-amp)
- Retains R.A.P. (retained accessory power)
- Used in amplified, or non-amplified systems
- Provides NAV outputs (parking brake, reverse, and speed sense)
- Prewired ASWC-1 harness included (ASWC-1 sold separately)
- High level speaker input
- Retains balance and fade
- Micro “B” USB updatable

INTERFACE COMPONENTS

- Axxess Interface
- 16-pin harness with stripped leads
- 3018 harness with stripped leads
- Resistor pad harness

TOOLS REQUIRED

- Wire cutting tool • Crimping tool • Tape
- Connectors (example: butt-connectors, bell caps, etc.)

Connections to be made

Attention! This interface will work with models that are either factory amplified, or non-amplified. Please follow the instructions carefully for your model vehicle. Failure to do so will result in either no sound, or low sound. If you are unsure if your vehicle is factory amplified or not, please contact your local dealership.

For models with a factory amplifier:

From the 16-pin harness with stripped leads to the aftermarket radio:

- Connect the (2) **Red** wires to the accessory wire.
- Connect the **Blue/White** wire to the amp turn on wire. (This wire must be connected to hear sound from the factory amplifier.)
- Connect the **Orange/White** wire to the illumination wire. (If the aftermarket radio has no illumination wire, tape off and disregard this wire.)
- Connect the **Brown** wire to the mute wire. If the radio has no mute wire, tape it off and disregard it.
- Connect the **Gray** wire to the right front positive speaker output.
- Connect the **Gray/Black** wire to the right front negative speaker output.
- Connect the **White** wire to the left front positive speaker output.
- Connect the **White/Black** wire to the left front negative speaker output.
- Tape off and disregard the **Purple, Purple/Black, Green, and Green/Black** wires, they will not be used in this application.

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Connections to be made

The following (3) wires are for multimedia/navigation radios that require these wires.

- Connect the **Blue/Pink** wire to the VSS/speed sense wire (if applicable).
- Connect the **Green/Purple** wire to the reverse wire (if applicable).
- Connect the **Light Green** wire to the parking brake wire (if applicable).

From the 3018 harness to the aftermarket radio:

- Connect the **Black** wire to the ground wire.
- Connect the **Yellow** wire to the battery wire.
- The **Black/Yellow** wire will be discussed in the OnStar Level adjustment section.
- If the AUX-IN jack in the console is desired to be used, connect the **Red** and **White** RCA jacks to the audio AUX-IN of the aftermarket radio (if equipped).
- Disconnect the (2) 4-pin connectors that have **Gray, Gray/Black, White, and White/Black** wires, and then connect the *resistor pad harness* in place.
- Connect the **Green** wire to the left rear positive speaker output.
- Connect the **Green/Black** wire to the left rear negative speaker output.
- Connect the **Purple** wire to the right rear positive speaker output.
- Connect the **Purple/Black** wire to the right rear negative speaker output.

12-pin pre-wired ASWC-1 harness

- This harness is to be used in conjunction with the optional ASWC-1 (not included) to retain steering wheel controls. If the ASWC-1 is not being used, disregard this harness. If it will be used, please refer to the ASWC-1 instructions for radio connections and programming.

Note: Disregard the harness that comes with the ASWC-1.

- Connect the **Red** wire to the accessory wire.

Note: The relay attached to the vehicle harness is only for audible turn signal clicks. No extra steps are required to retain this feature, so leave the relay as-is.

Note: There is an 8-pin harness connected to a small heat shrink wrapped circuit board: **DO NOT DISCONNECT!** The circuit board must remain connected to allow proper operation of the kit.



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Connections to be made

For models *without* a factory amplifier:

From the 16-pin harness with stripped leads to the aftermarket radio:

- Connect the (2) **Red** wires to the accessory wire.
- Connect the **Blue/White** wire to the amp turn on wire. (This wire must be connected to hear sound from the factory amplifier.)
- Connect the **Orange/White** wire to the illumination wire. (If the aftermarket radio has no illumination wire, tape off and disregard this wire.)
- Connect the **Brown** wire to the mute wire. If the radio has no mute wire, tape it off and disregard it.
- Connect the **Gray** wire to the right front positive speaker output.
- Connect the **Gray/Black** wire to the right front negative speaker output.
- Connect the **White** wire to the left front positive speaker output.
- Connect the **White/Black** wire to the left front negative speaker output.
- Tape off and disregard the **Purple, Purple/Black, Green, and Green/Black** wires, they will not be used in this application.

The following (3) wires are for multimedia/navigation radios that require these wires.

- Connect the **Blue/Pink** wire to the VSS/speed sense wire (if applicable).
- Connect the **Green/Purple** wire to the reverse wire (if applicable).
- Connect the **Light Green** wire to the parking brake wire (if applicable).

From the 3018 harness to the aftermarket radio:

- Connect the **Black** wire to the ground wire.
- Connect the **Yellow** wire to the battery wire.
- The **Black/Yellow** wire will be discussed in the OnStar Level adjustment section.
- If the AUX-IN jack in the console is desired to be used, connect the **Red** and **White** RCA jacks to the audio AUX-IN of the aftermarket radio (if equipped).
- Leave connected the (2) 4-pin connectors that have **Gray, Gray/Black, White, and White/Black** wires.
- Cut the resistors off from the **Green, Green/Black, Purple, Purple/Black** wires right below the heat shrink.
- Connect the **Green** wire to the left rear positive speaker output.
- Connect the **Green/Black** wire to the left rear negative speaker output.
- Connect the **Purple** wire to the right rear positive speaker output.
- Connect the **Purple/Black** wire to the right rear negative speaker output.

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Connections to be made

12-pin pre-wired ASWC-1 harness

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Note: There is an 8-pin harness connected to a small heat shrink wrapped circuit board: **DO NOT DISCONNECT!** The circuit board must remain connected to allow proper operation of the kit.

Installing the Interface

With the key in the off position

- Connect the 16-pin harness with stripped leads into the interface.
- Connect the 3018 harness into the interface, and then into the vehicle.
- Make sure the 8-pin harness has the small circuit board still attached.
- With all connections completed to the interface, radio, and vehicle, reconnect the negative battery terminal.

Initializing the Interface

- Turn the key (or push-to-start button) to the ignition position and wait until the radio comes on.

Note: If the radio does not come on within 60 seconds, turn the key to the off position, disconnect the interface, check all connections, reconnect the interface, and then try again.

- Turn the key to the off position, close all doors (allow the dome light to go out to ensure no data communication is active), and then turn the key to the accessory position. Test all functions of the installation for proper operation, before reassembling the dash.

Note: *If using the ASWC-1, connect it after you initialize the interface, with the key in the off position.*

Adjusting the Interface

Chime level adjustment

- With the vehicle on, turn it off and leave the keys in ignition. Open the driver's door; chimes will be heard.
- Wait 10 seconds, and then with a small screwdriver, turn the potentiometer clockwise to raise the chime level; counterclockwise to lower the chime level.
- When the chime is at a desired level, remove the keys from the ignition. This will lock the chime volume at its current level.

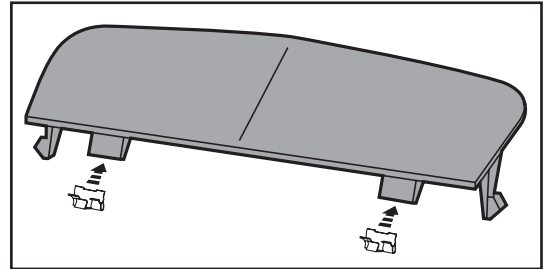
OnStar level adjustment

- Press the OnStar button to activate it.
- While OnStar is speaking, press the "Volume up" or "Volume down" buttons on the steering wheel to raise or lower the OnStar level.
- If the vehicle does not come equipped with steering wheel controls, find the **Black/Yellow** wire on the 22-pin harness.
- While OnStar is speaking, tap the **Black/Yellow** wire to ground. Once the OnStar level is set, it will stay at that level until the **Black/Yellow** wire is tapped to ground again.

Final Assembly

1. Secure the radio/bracket assembly into the dash using the factory hardware.
2. Snap the *radio trim panel* over the radio, and then reassemble the dash in reverse order of disassembly.
3. The *upper dash trim panel* is intended for use in NAV equipped vehicles only. A factory version of this panel is also available from the dealership.
Note: The metal clips for the upper dash trim panel must be oriented per Figure A or they will not engage properly.

Note: If the vehicle did not have factory navigation, insert the (2) copper threaded inserts into the empty upper radio mounting holes in the dash cavity.



(Figure A)