



Instructions Specifically Developed For Installation by Dealer Technicians

Description: MDI Box Retro-fit Kit

Fitment: For vehicles equipped with one of the following radios (without factory MDI or accessory Bluetooth kits):

- RNS 510
- RNS 315
- RCD 510 (Premium 8)
- RCD 310

Part Number: 5NO 057 342 MDI Retrofit Kit

Quantity: 1

Supplier: VW Zubehoer

Publish Date: September 20, 2010



Warning:

- Read entire instructions thoroughly before starting
- Improper installation procedures can cause serious personal injury
- Installation should be performed only by a qualified technician
- Beware of sharp edges
- Always wear safety glasses to help protect eyes
- Use caution when using hand tools

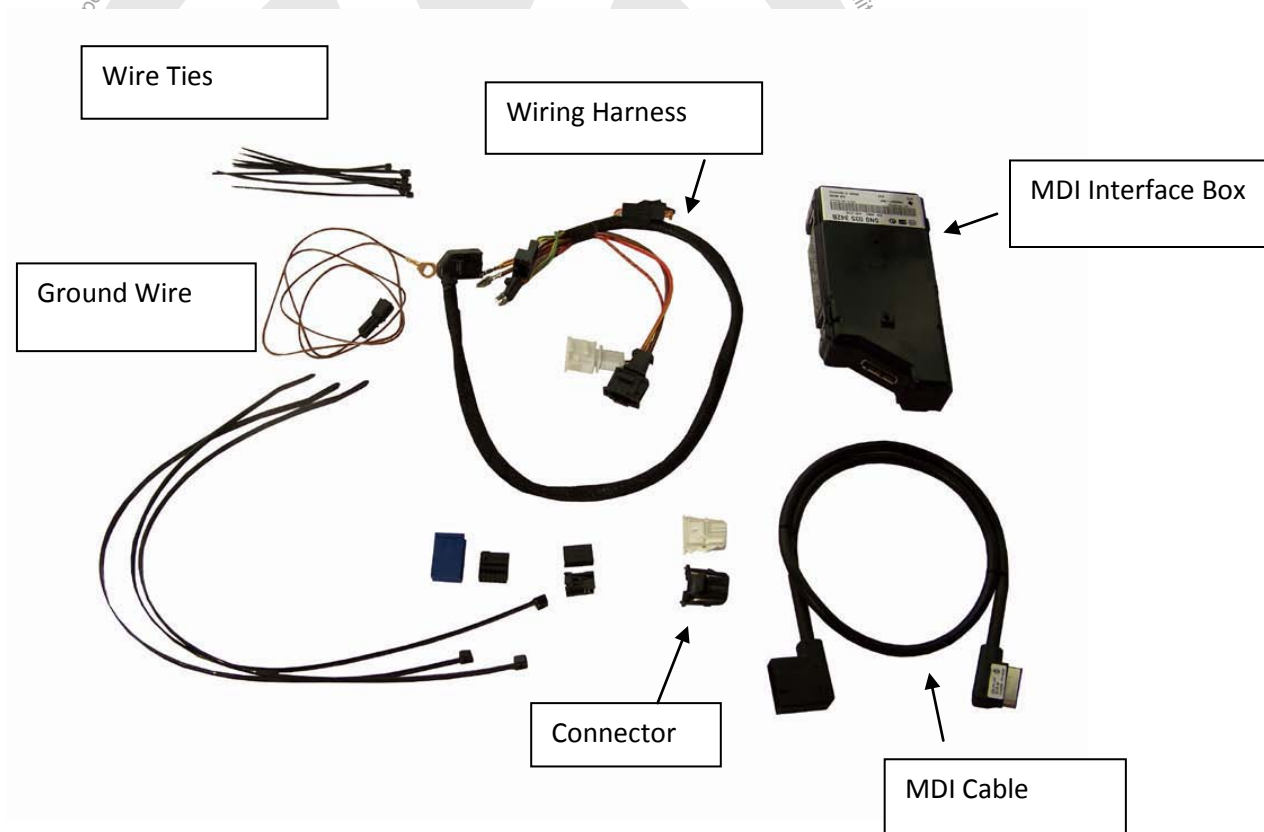
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Parts contained in this kit:



000 051 342 – MDI Retrofit Kit



Attention

Before starting, make sure painted and trim surfaces are protected to avoid scratching during the installation process. Use proper surface protection covers and work attire free of dirt and grease.



Caution

Use care when running the wires, so as not to pinch, cut or damage, etc., the wiring during the installation. Damage that occurs due to a lack of caution while installing this unit will not be covered under warranty



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Tools Required for Installation:

T20 Torx Bit

Radio Pin Removal Tool

Trim Removal Tool

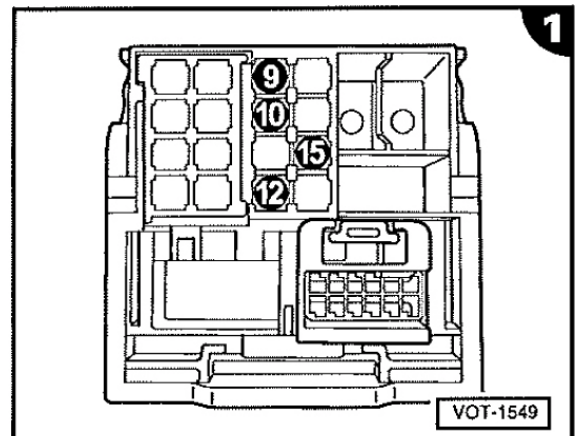
Ratchet

Pick Tool



Attention:

Use this image as a reference for quad-lock pin location numbers. Steps in this procedure will reference this image during the course of the installation.





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Attention

If you have parts that do not function or are not acceptable, put them aside in a clean organized manner so they can be returned to the supplier. Report damaged parts and missing parts by email to vwaccessories@vw.com. Replacement parts will be shipped to you.

Step 1:

Disconnect the (-) negative lead from the battery.

Step 2:

Remove the radio and place it in a safe place for reinstallation.

Step 3:

Unplug wiring quad-lock and the antenna.

*

Step 4:

Remove the locking pin from the quad-lock connector.

Step 5:

Place the pin removal tool into Slot 15 of the quad-lock connector. With the tool firmly in place, pull the top yellow/red wire from the quad-lock connector.

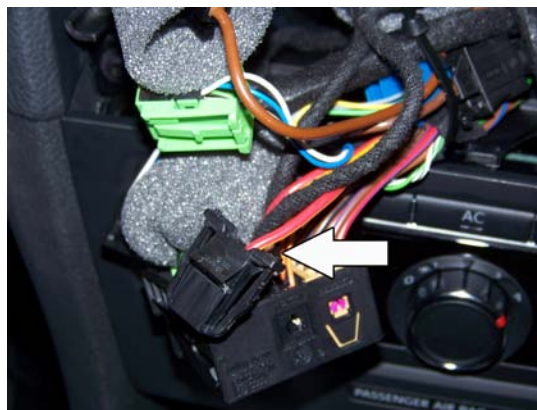




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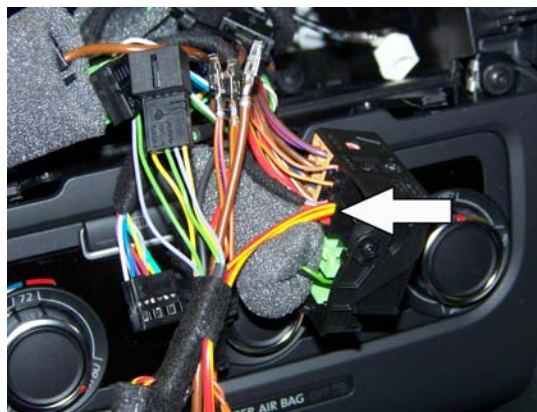
Step 6:

Place the yellow/red wire that you removed from the quad-lock in Step 5 into slot 1 of the supplied black connector.



Step 7:

Place the yellow/red wire on the MDI harness into slot #15 of the quad-lock connector and push firmly into place.



Step 8:

Place the pin removal tool into slot 12 of the quad-lock connector. Pull the brown wire from the quad-lock connector.

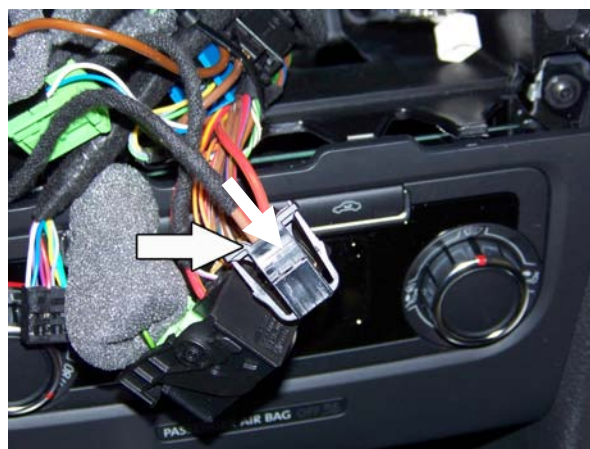




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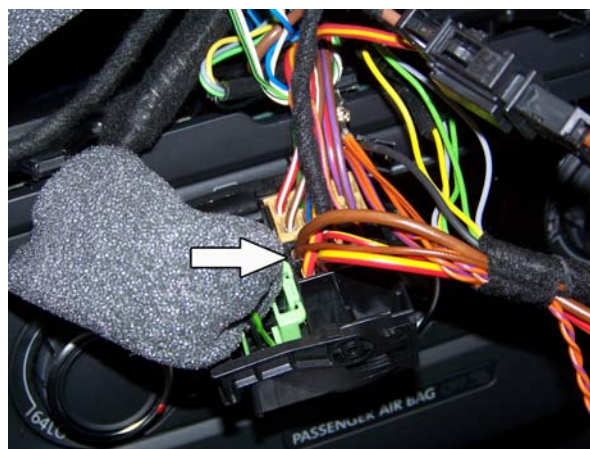
Step 9:

Place the brown wire removed from the quad-lock connector in step 8 into slot 2 of the supplied black connector.



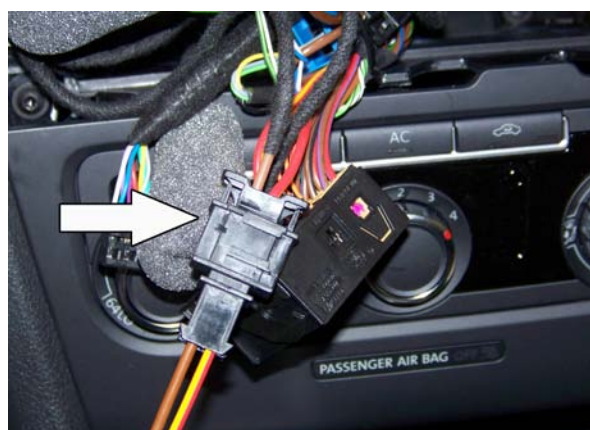
Step 10:

Place the brown wire on the MDI harness into slot 15 of the quad-lock connector and push firmly into place.



Step 11:

With both the brown and yellow wires firmly secured into the black connector, snap the top cap of the connector closed. Insert the black female connector into the male connector on the MDI wire harness.

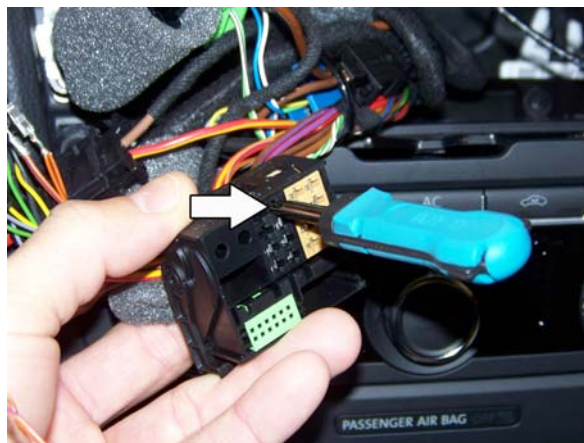




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Step 12:

Place the pin removal tool into slot 9 of the quad-lock connector. With the tool firmly in place, pull the orange/purple wire from the quad-lock connector.



Step 13:

Place the orange/purple wire removed from the quad-lock connector in step 12 into slot 1 of the supplied white connector

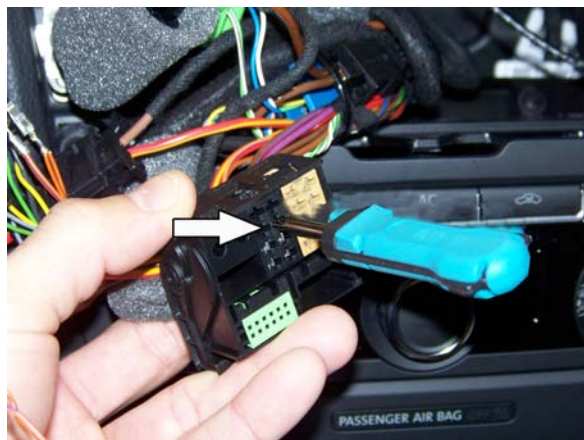


Step 14:

Place the orange/purple wire on the MDI harness into slot 9 of the quad-lock connector and push firmly into place.

Step 15:

Place the pin removal tool into slot 10 of the quad-lock connector. With the tool firmly in place, pull the orange/brown wire from the quad-lock connector.





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Step 16:

Place the orange/brown wire removed from the quad-lock connector in step 15 into slot 2 of the supplied white connector.

Step 17:

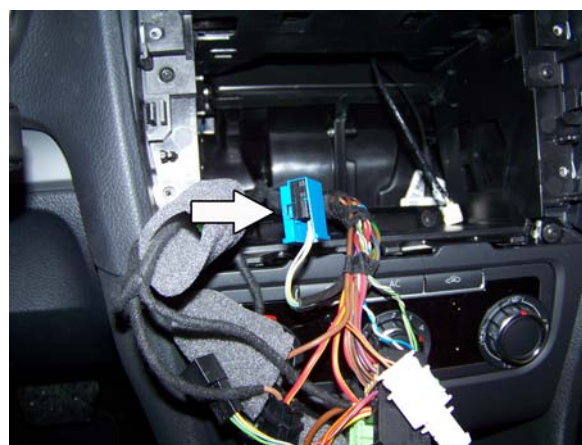
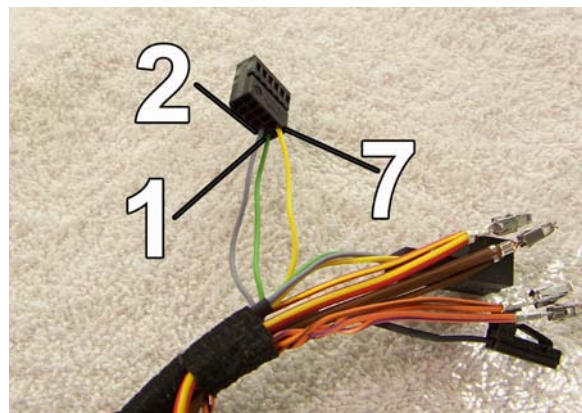
Place the orange/brown wire on the MDI harness into slot 10 of the quad-lock connector and push firmly into place.

Step 18:

On the MDI harness, locate the green, yellow and grey loose wires. Place the green wire into slot 1, the gray wire into slot 2, and the yellow wire into slot 7 on the supplied black, auxiliary block connector.

Step 19:

Remove the blue auxiliary input block from the quad-lock connector. With the blue input block removed, slide the inner black block from the outer blue casing.





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Step 20:

Using a pick tool, remove the green, yellow, and grey wires from the factory auxiliary block. To remove the wires, push the lock on the top of the pin downward with the pick tool and slide the wire from the casing.

Step 21:

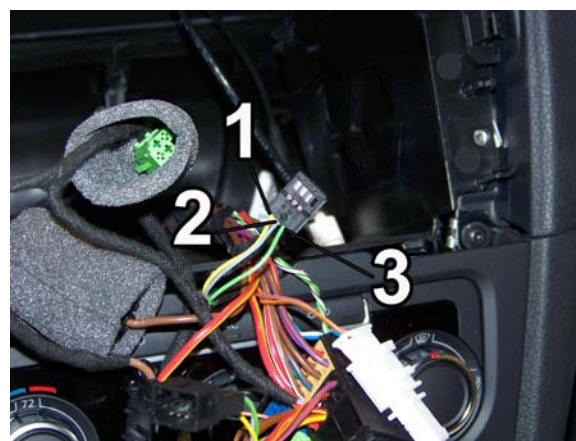
Place the factory green, yellow, and grey wires (removed from the auxiliary casing in steps 19 and 20) into the supplied flat blade connector. Place the yellow wire into slot 1, the grey wire into slot 2, and the green wire into slot 3. Then place the flat blade connector backing piece (supplied) onto the blade connector.

Step 22:

With the wires firmly in the blade connector (step 22) and the blade connector back in place (step 23), connect the blade connector to the corresponding male connector on the MDI harness

Step 23:

Place the blue casing (removed from the factory plug in step 19) onto the auxiliary plug of the MDI harness. With the blue outer casing on the MDI auxiliary plug, plug the assembly into the auxiliary plug (same location as you removed the factory auxiliary plug from step 19) on the quad-lock





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Step 24:

With all the wiring connections made, use the supplied wire ties to secure the MDI harness to the existing radio harness.

Step 25:

Place the locking pin removed in step 5 back into the quad-lock and fully seat the pin.

Step 26:

Secure the MDI wire harness to the MDI box

Step 27:

Route the MDI box extension plug into the passenger side of the radio cavity and into the glove compartment.





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Step 28:

Secure the MDI box extension plug into the opposite end of the MDI box.

Step 29:

With both wiring harnesses plugged into the MDI box, tuck the MDI box into the back/bottom of the radio cavity.

Step 30:

Draw the remaining slack from the extension plug into the glove compartment and close the glove compartment.

Step 31:

Reconnect the quad-lock connector, and all antenna connections to the back of the radio. Reinstall the radio.

Step 32:

Reconnect the negative battery cable





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Step 33:

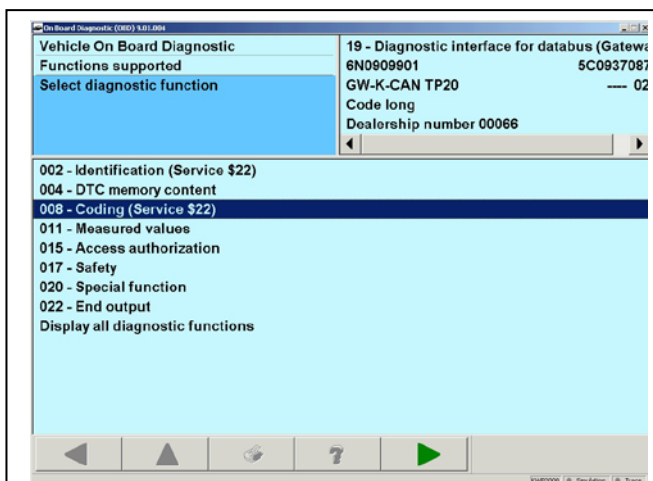
Connect a 5051B to the vehicle data-link connector car and code the MDI to the car. Go to Vehicle Self-Diagnosis and select 19 Diagnostic Interface for databus. Then select 008 coding (service \$22)

Step 34:

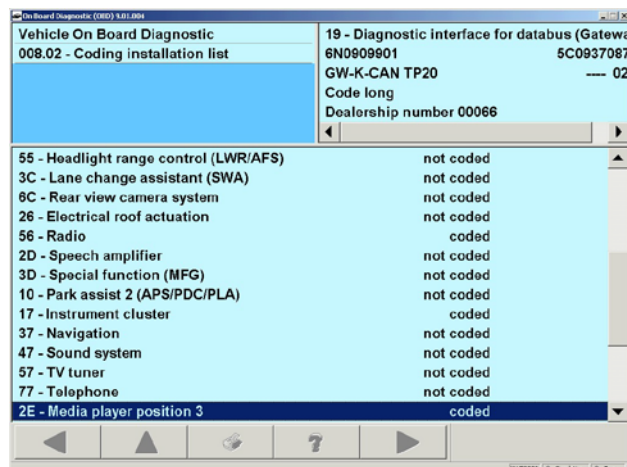
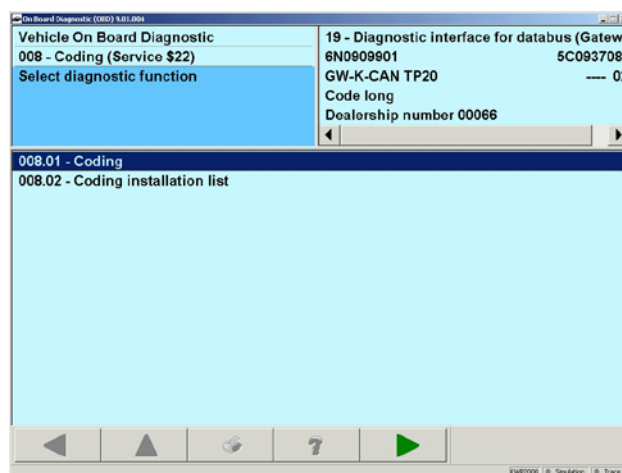
Next select 008.01 Coding.

Step 35:

2E – Media player position 3 highlights and is now coded.



008.01 -





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Step 36:

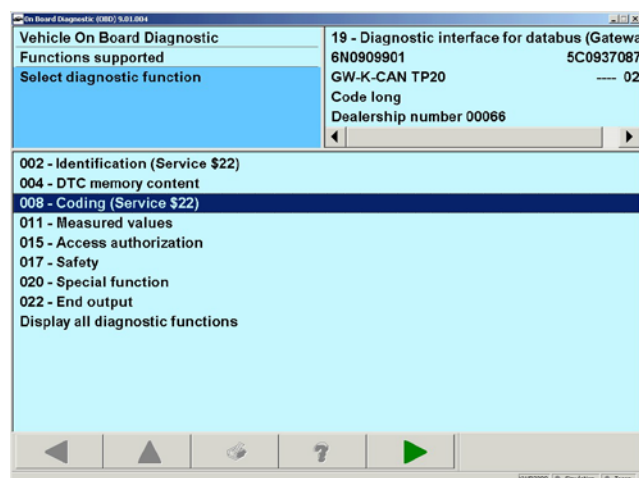
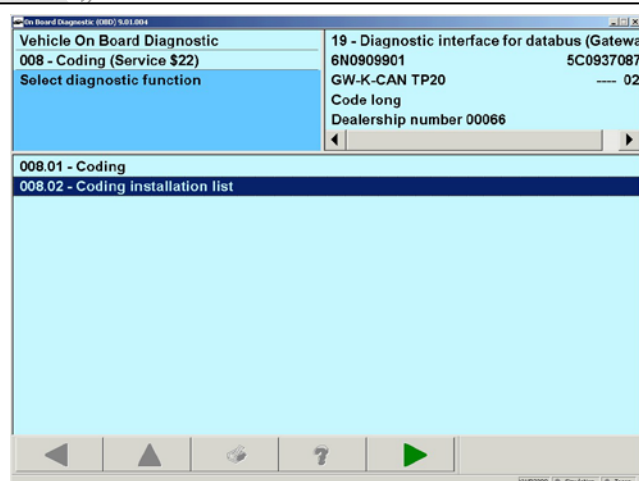
Go to 008.02 – Coding Installation List.

Step 37:

Select 008 – Coding (Service \$22). Select the green forward arrow and coding is complete.

Step 38:

The final step is to test the operation of the MDI unit. Plug the device cable into the MDI and using the appropriate media device, play media through the audio system, verifying system operation.



Cautions & Warnings

Please read these WARNINGS and CAUTIONS before proceeding with maintenance and repair work. You must answer that you have read and you understand these WARNINGS and CAUTIONS before you will be allowed to view this information.

- If you lack the skills, tools and equipment, or a suitable workshop for any procedure described in this manual, we suggest you leave such repairs to an authorized Volkswagen retailer or other qualified shop. We especially urge you to consult an authorized Volkswagen retailer before beginning repairs on any vehicle that may still be covered wholly or in part by any of the extensive warranties issued by Volkswagen.
- Disconnect the battery negative terminal (ground strap) whenever you work on the fuel system or the electrical system. Do not smoke or work near heaters or other fire hazards. Keep an approved fire extinguisher handy.
- Volkswagen is constantly improving its vehicles and sometimes these changes, both in parts and specifications, are made applicable to earlier models. Therefore, part numbers listed in this manual are for reference only. Always check with your authorized Volkswagen retailer parts department for the latest information.
- Any time the battery has been disconnected on an automatic transmission vehicle, it will be necessary to reestablish Transmission Control Module (TCM) basic settings using the VAG 1551 Scan Tool (ST).
- Never work under a lifted vehicle unless it is solidly supported on stands designed for the purpose. Do not support a vehicle on cinder blocks, hollow tiles or other props that may crumble under continuous load. Never work under a vehicle that is supported solely by a jack. Never work under the vehicle while the engine is running.
- For vehicles equipped with an anti-theft radio, be sure of the correct radio activation code before disconnecting the battery or removing the radio. If the wrong code is entered when the power is restored, the radio may lock up and become inoperable, even if the correct code is used in a later attempt.
- If you are going to work under a vehicle on the ground, make sure that the ground is level. Block the wheels to keep the vehicle from rolling. Disconnect the battery negative terminal (ground strap) to prevent others from starting the vehicle while you are under it.
- Do not attempt to work on your vehicle if you do not feel well. You increase the danger of injury to yourself and others if you are tired, upset or have taken medicine or any other substances that may impair you or keep you from being fully alert.
- Never run the engine unless the work area is well ventilated. Carbon monoxide (CO) kills.
- Always observe good workshop practices. Wear goggles when you operate machine tools or work with acid. Wear goggles, gloves and other protective clothing whenever the job requires working with harmful substances.
- Tie long hair behind your head. Do not wear a necktie, a scarf, loose clothing, or a necklace when you work near machine tools or running engines. If your hair, clothing, or jewelry were to get caught in the machinery, severe injury could result.
- Do not re-use any fasteners that are worn or deformed in normal use. Some fasteners are designed to be used only once and are unreliable and may fail if used a second time. This includes, but is not limited to, nuts, bolts, washers, circlips and cotter pins. Always follow the recommendations in this manual - replace these fasteners with new parts where indicated, and any other time it is deemed necessary by inspection.

Cautions & Warnings

- Illuminate the work area adequately but safely. Use a portable safety light for working inside or under the vehicle. Make sure the bulb is enclosed by a wire cage. The hot filament of an accidentally broken bulb can ignite spilled fuel or oil.
- Friction materials such as brake pads and clutch discs may contain asbestos fibers. Do not create dust by grinding, sanding, or by cleaning with compressed air. Avoid breathing asbestos fibers and asbestos dust. Breathing asbestos can cause serious diseases such as asbestosis or cancer, and may result in death.
- Finger rings should be removed so that they cannot cause electrical shorts, get caught in running machinery, or be crushed by heavy parts.
- Before starting a job, make certain that you have all the necessary tools and parts on hand. Read all the instructions thoroughly; do not attempt shortcuts. Use tools that are appropriate to the work and use only replacement parts meeting Volkswagen specifications. Makeshift tools, parts and procedures will not make good repairs.
- Catch draining fuel, oil or brake fluid in suitable containers. Do not use empty food or beverage containers that might mislead someone into drinking from them. Store flammable fluids away from fire hazards. Wipe up spills at once, but do not store the oily rags, which can ignite and burn spontaneously.
- Use pneumatic and electric tools only to loosen threaded parts and fasteners. Never use these tools to tighten fasteners, especially on light alloy parts. Always use a torque wrench to tighten fasteners to the tightening torque listed.
- Keep sparks, lighted matches, and open flame away from the top of the battery. If escaping hydrogen gas is ignited, it will ignite gas trapped in the cells and cause the battery to explode.
- Be mindful of the environment and ecology. Before you drain the crankcase, find out the proper way to dispose of the oil. Do not pour oil onto the ground, down a drain, or into a stream, pond, or lake. Consult local ordinances that govern the disposal of wastes.
- The air-conditioning (A/C) system is filled with a chemical refrigerant that is hazardous. The A/C system should be serviced only by trained automotive service technicians using approved refrigerant recovery/recycling equipment, trained in related safety precautions, and familiar with regulations governing the discharging and disposal of automotive chemical refrigerants.
- Before doing any electrical welding on vehicles equipped with anti-lock brakes (ABS), disconnect the battery negative terminal (ground strap) and the ABS control module connector.
- Do not expose any part of the A/C system to high temperatures such as open flame. Excessive heat will increase system pressure and may cause the system to burst.
- When boost-charging the battery, first remove the fuses for the Engine Control Module (ECM), the Transmission Control Module (TCM), the ABS control module, and the trip computer. In cases where one or more of these components is not separately fused, disconnect the control module connector(s).
- Some of the vehicles covered by this manual are equipped with a supplemental restraint system (SRS), that automatically deploys an airbag in the event of a frontal impact. The airbag is operated by an explosive device. Handled improperly or without adequate safeguards, it can be accidentally activated and cause serious personal injury. To guard against personal injury or airbag system failure, only trained Volkswagen Service technicians should test, disassemble or service the airbag system.

Cautions & Warnings

- Do not quick-charge the battery (for boost starting) for longer than one minute, and do not exceed 16.5 volts at the battery with the boosting cables attached. Wait at least one minute before boosting the battery a second time.
- Never use a test light to conduct electrical tests of the airbag system. The system must only be tested by trained Volkswagen Service technicians using the VAG 1551 Scan Tool (ST) or an approved equivalent. The airbag unit must never be electrically tested while it is not installed in the vehicle.
- Some aerosol tire inflators are highly flammable. Be extremely cautious when repairing a tire that may have been inflated using an aerosol tire inflator. Keep sparks, open flame or other sources of ignition away from the tire repair area. Inflate and deflate the tire at least four times before breaking the bead from the rim. Completely remove the tire from the rim before attempting any repair.
- When driving or riding in an airbag-equipped vehicle, never hold test equipment in your hands or lap while the vehicle is in motion. Objects between you and the airbag can increase the risk of injury in an accident.

I have read and I understand these Cautions and Warnings.

