Fitting a DAB radio to a MK2.5 Focus

(Or a MK2 with an upgraded radio as per my other guide) CLICK HERE

Parts required-

DAB Aerial - Finis 1559265 (£14 approx)
DAB Aerial base - Finis 1559268 (£16 approx)
Main aerial cable - Finis 1545793 (£30 approx)
DAB Fakra/ISO - Finis 1682844 (£30 approx)
Ford Gen3 DAB radio (of course)

Possible part required –

Female ISO to Female Fakra adaptor.
2 x 1 metre Fakra extension cables (if necessary)
(If your DAB radio has two Male Fakra connectors instead of one Fakra and one Female ISO socket).
New A pillar trim (if the old one loses too many clips on removal)

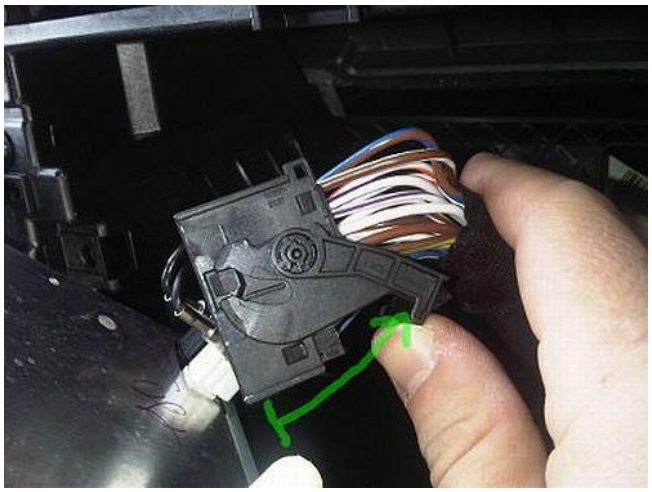
1 - Remove the Existing Radio

Using a BOJO tool or a screwdriver with tape over the end, remove the radio fascia by starting at the bottom sides and work around the fascia releasing all clips until the fascia comes away.
Undo the four screws holding the radio in and pull it forward.

Remove the Radio Trim

Unscrew the radio mounting screws

Unplug the existing aerial ISO connector and radio quadlock by pushing the small black clip and rotating the locking arm away from the radio.
Pull off the aerial ISO connector.
Set the old radio aside.



Unclip the radio Quadlock

2 - Replacing the Roof Aerial

Remove the courtesy light

Carefully remove the cover from the courtesy light and then push in the metal clip to allow it to drop down.
It is worth removing the Sun visor (driver side) to allow the roof lining to drop for ease of access when changing the cable
Above the interior light you will find the fixing for the aerial.

Remove the old aerial base

Remove the Torx screw from the centre of the cable and remove the aerial from the roof.
Fit the new aerial base and aerial (8mm socket may be required). Using some Silicone sealant under the new aerial base may be advisable to avoid water leaks at a later date.

Remove the plastic "A" pillar trim to expose the aerial cable.
Be aware that due to the design of the clips holding the A pillar trim on, some of the clips may break, either replace the A pillar trim or use double sided sticky pads to re-secure the original trim as required.
Using a wire coat hanger, feed the cable through to the driver's side 'A' pillar and follow it down reusing the original clips to the join.

Pull the trim away from the "A" pillar to expose the cable.

3 - Routing the Cable to the Rear of the Radio

After advising a Forum Member [Nod to Satish (SatTechUK)] on installing his DAB radio (basically the driving principle behind this guide), and his experiences on the project I have modified the cable installation section accordingly.
I previously stated that removing the dash clocks would allow ample space to run the cabling through the dash.
This has proven to be unsuitable as space behind the clock binnacle appears restrictive and not practical.

It has now been decided that the best route is via the underside of the dash area after removing the lower driver's dash trim (the panel holding the OBD port).

Locate the Torx screw holding the lower panel in place and remove it, Pull the panel towards you to unlatch the panel clips taking care not to yank the cables to the OBD port.
The port is held in with a metal clip collar, push the clips outwards and draw the OBD port out to hang loose on its wiring.

OBDII socket and Torx screw

Removing the screw

Panel removed and OBD Port exposed

You can then route the lower cable under the dash and secure in place to the bracing frame (looks like a scaffolding pipe) using cable ties or tape.
Replace the lower panel once you have the wires run and secured to your satisfaction and the connectors are located at the rear of the radio recess in the dash.
Push the OBD port back into the panel and aligning the panel clips, push firmly back into position ensuring that the door seal is over the panel edge and not trapped under it.

4 - Connect the Head Unit to the Aerial Cables

Radio to "A" Pillar cable

Connect this cable to the two ports on the back of the radio. Obviously it is now connected all the way to the aerial mast.
You may find the cable has either two female Fakra connectors or a female Fakra, and male ISO connector.
In the image above you will see that there is an ISO and female Fakra on one end and a white male Fakra which joins to the new upper cable that connects to the aerial base.
To ensure you have two Fakra (if needed) a patch cable may be required to give you the two required Fakra connectors-

Female ISO to Female Fakra adaptor cable

NOW you may discover the cables are not long enough to reach all the way to the radio location (remembering to have enough length spare on the cable so as to allow connecting to the radio when pulled forward).
If you find this is the case then it may be necessary to buy a pair of suitable extension cables, the type needed will depend on whether you have a twin Fakra Radio (as Satish has) or one with a Fakra/ISO combination radio)

Double Fakra Connectors on Radio

1 Metre Fakra Extension with Right Angled female Plug

5 - Fitting the new head unit

You may find (as Satish did) that the Fakra connectors and wiring on the rear of the radio catch on the plastic frame that the radio sits back against inside the dash, In this case a bit of careful cutting may be required.
Using right angled Female connectors as per the cable image above may help but it is dependent on what you find as you locate the radio.
Once you have the cables run and fitting to your satisfaction then connect, and test your radio, ensuring that you can listen to DAB stations.
Once successful, screw the new unit into the dashboard and clip the fascia back on.
Put everything else back together and enjoy.

Finished Job (Photo courtesy of Satish)

(Some images Supplied by Satish and some cribbed from jamessimpson., and FordWiki, all credit due is extended and apologies for swagging data even if some of it was actually a bit rubbish, you know who you are [JS])