

Upgrade your 1995.5 S6 to Phatnoise/Concert I

This is a great upgrade that can be done for about \$300, or a little more than a 6 disc changer will cost you on eBay. Minor rewiring for the radio is required, and you will need to run a harness to the trunk, but this upgrade is well worth the effort. Achtung! This is a fairly general write-up that gives the basics for making this swap work. If you are looking for a step by step, screw and clip procedure, look elsewhere.

This procedure may also work with other Audi vehicles equipped with the Delta headunit, but I have not investigated it fully.

You'll need:

Concert I Audi stereo. The Concert I was standard equipment in most of the early C5 A6's. They are plentiful on eBay for around \$100. Make sure you get the code! Stay away from the Concert II head units. The in-dash CD is tempting, but the II requires the CAN bus, and there is some additional work to get it marginally functional.

Phatbox. Phatbox pricing has been all over the map in recent months. Just recently Audi reduced the Phatbox price to \$199 (08/2005), but it is still cheaper to buy the VW Phatbox for \$129 (08/2005). I recommend the VW Phatbox for the obvious cost savings. Since you have no factory harness in your car, either will do.

Head unit to trunk harness. If you are using the VW Phatbox use the VW New Beetle harness (any VW harness will work, but this one is the cheapest - 1J0-051-592-A). If you are using the Audi Phatbox buy the C5 A6 cable.

I have been buying my Phatstuff from Ken at VW of West Hartford (CT). He is generally cheaper than even eBay, you know the stuff is brand new, and he will ship. 860-236-9164.

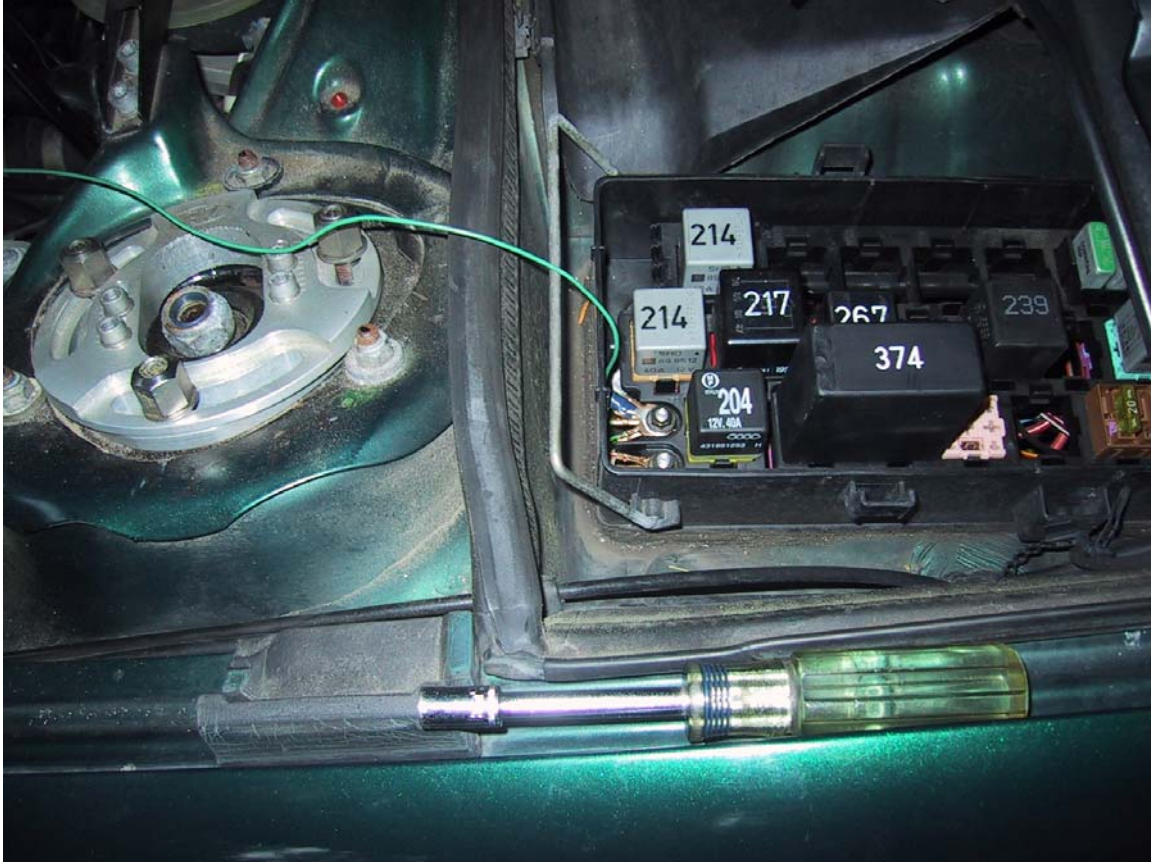
The swap:

Remove the stock radio. Use the radio tools to remove the stock radio. They should slide into the two horizontal slots along the bottom edge of the radio until they click. Pull. Unplug the wires.

Modify the wiring. Locate the black plug and find the red/blue stripe wire. Cut the wire about two inches from the plug. Cap or tape the harness end of the wire. Attach a 3 foot long wire to the stub that protrudes from the harness.



Route the new wire to the K line. In simple terms, the K line is what VAG-COM uses to talk to the car. You will need this because your Concert needs to know if your car has BOSE. You can also use VAG-COM for radio diagnostics, if needed. Anyway, route the wire under the steering column and up the relay board under the hood. Attach the wire to the K terminal (the one with all the green/black stripe wires going to it).



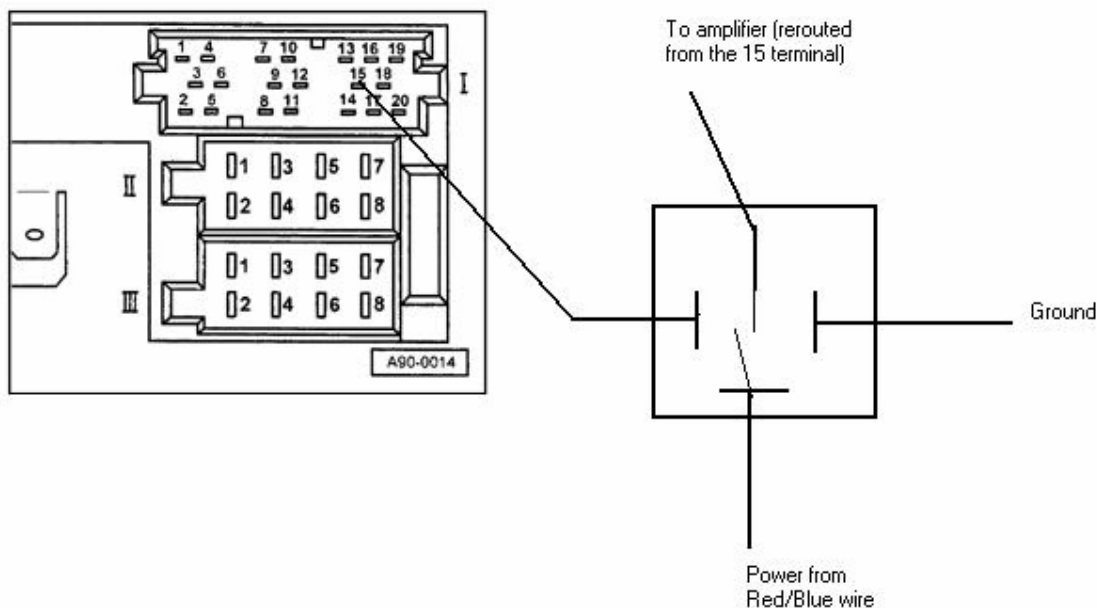
Plug in the Concert I. Don't get too excited, this is just a test. Plug the radio in and turn it on. Input the code if required (some don't ask). Do you get sound from the speakers? Most cars will, but a few do not.

If the radio works, skip this step and go to “Running the Phatty harness”, if not, you will need to install a relay. Because I failed to document this correctly when Marc did it on his car, this

section is not as clear as I would like. Please accept my deepest apologies.

The reason you have no sound is that the amplifier trigger wire is not getting enough voltage to the amp to turn it on. As a result, the radio lights up and can be tuned, but the speakers are not on. The trigger wire comes out of the radio at pin 15 (in the yellow portion of the plug).

You will need to cut the wire a few inches from the plug and install a relay here. Radio shack sells micro relays that should work well. The wire coming out of the radio at 15 becomes the relay trigger, ground can be the radio case, power can be found at the red/blue stripe wire we capped earlier, and the load the original wire into the harness from 15. In simpler terms:



OK, so now we should have sound.

Running the Phatty harness. Remove the radio. Look closely at the blue/green/yellow plug. Note that it can be separated into three pieces. Unclip and separate the blue (CD/Phat) section. Tuck the original back into the radio opening. At this point you need to decide where you want to run the harness. Figure out where Phatty will live in the trunk and run the harness down the same side of the

car. The Audi factory location for the sedan is on the right, the avant on the left. Run the new harness up behind the console from the side you have chosen and snap it together with the green and yellow sections. Leave plenty of slack; the harness is about a mile long, so don't worry about stretching it. I left a loop with about a foot of slack.



Working under the dash, route the new cable. It helps if you remove the glovebox or dash panel below the steering wheel (depending on where you are working), but you can probably work around them. You will definitely want to remove the kick panel. Find somewhere behind the kick panel to ground the brown wire with the loop terminal on the end. There is a post behind the right kick panel with a bunch of brown wires attached to it that looks like a great spot; do NOT ground it there. That post is, among other things, home of the ground for the ECU. If you ground Phatty there you will introduce ignition noise into your Phatty

inputs (ask me how I know this). Find a good spot to ground the wire where nothing else is grounded. Remove door sill trim and other stuff as needed to run the wire to the trunk.

Finish up. Connect the radio. Plug it in and let it sit loosely in the dash. If the radio is working, open up the Phatnoise system box and **follow the instructions** for installation. Once everything is up and running, snap the radio into place and put the dash back together. You will need to fabricate a bracket to mount Phatty in your trunk. I used a VW Golf CD changer bracket. VAG makes a simple bracket, but you should be able to make something better/cheaper using material from your local hardware store.

That's it! Enjoy!