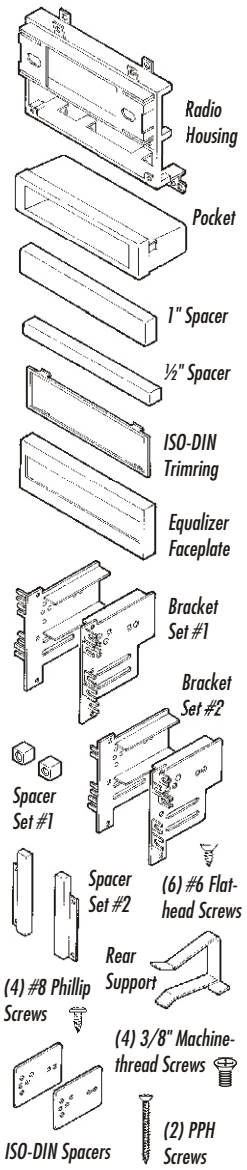
KIT COMPONENTS



TOOLS REQUIRED



Phillips screwdriver



Cutting tool

99-7501 INSTALLATION INSTRUCTIONS

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MAZDA 323 1986-89

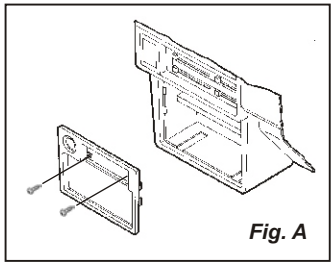


Fig. A

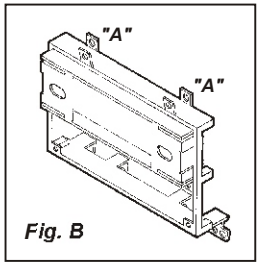


Fig. B

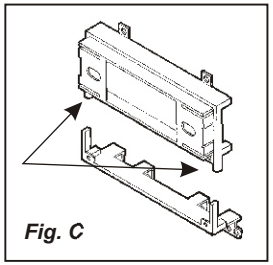


Fig. C

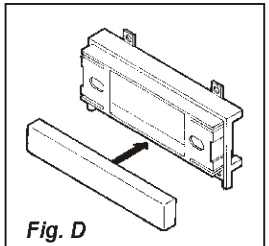


Fig. D

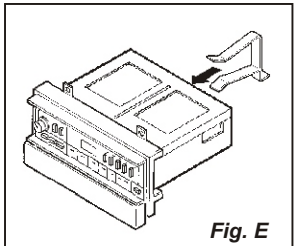


Fig. E

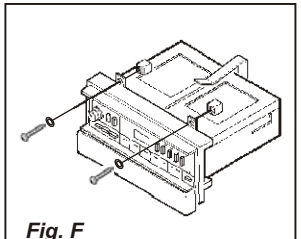


Fig. F

1. Disconnect the negative battery terminal to prevent an accidental short circuit. Remove the ashtray and (2) screws inside the ashtray cavity. Unsnap the bezel and disconnect any wiring. Remove (4) screws securing the dummy plate to the back of the bezel *(see Fig. A)*.

2. Cut and remove all mounting tabs on the ***Radio Housing*** except tabs ***"A"*** *(see Fig. B)*.

3. Convert the ***Radio Housing*** to SINGLE DIN by cutting along the lower scored lines and removing the bottom portion of the Housing *(see Fig. C)*.

4. Attach the ***1" Spacer*** under the radio opening *(see Fig. D)*.

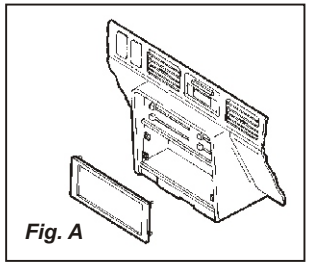
5. ***SHAFT HEAD UNITS:*** Slide the unit into the kit and secure with shaft nuts.
   DIN HEAD UNITS: Cut and remove the shaft supports from the ***Radio Housing,*** slide the DIN cage into the kit and secure.
   ISO-DIN HEAD UNITS: Cut and remove all tabs from ***Bracket Set #1*** OR ***Bracket Set #2*** and mount to the ***Radio Housing*** with (4) ***#6 Flat-head screws.*** Cut and remove the shaft supports from the Radio Housing and snap the ***ISO-DIN Trimring*** into the radio opening. Slide the ***ISO-DIN Spacers*** into the rear slots of the Radio Housing and insert the unit into the kit. Mount through the aligned holes with ***(4) 3/8" Machine-thread screws.***

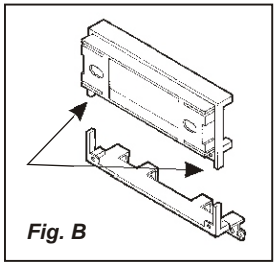
6. Locate the factory wiring harness in the dash. Metra recommends using the proper mating adaptor and making connections as follows: Strip wire ends back ½", Twist together, Solder and Tape. Isolate and individually tape off the ends of any unused wires to prevent electrical short circuit.

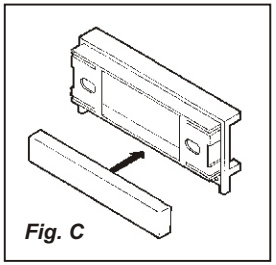
7. Secure the ***Rear Support Bracket*** to the rear of the unit *(see Fig. E)*.

8. Place ***Spacer Set #1*** behind tabs ***"A"*** and mount the radio/kit assembly to the sub-dash with ***PPH1 screws*** and ***NS10 washers*** supplied *(see Fig. F)*. Be sure the ***Rear Support Bracket*** engages.

MAZDA 323 / Protege 1990-94


Fig. A


Fig. B


Fig. C

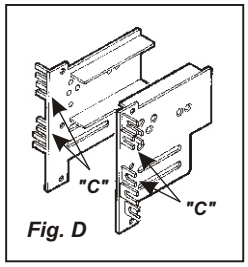
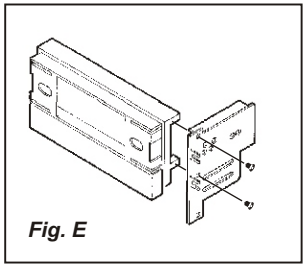
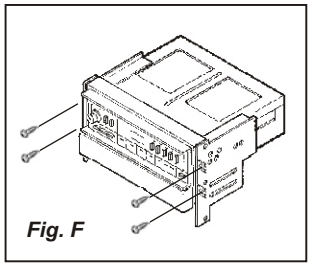


Fig. D


Fig. E


Fig. F

1. Disconnect the negative battery terminal to prevent an accidental short circuit. Gently pry the radio trim panel away from the dash. Remove (4) screws securing the dummy plate to the back of the bezel. *(see Fig. A)*

2. Convert the ***Radio Housing*** to SINGLE DIN by cutting along the lower scored lines and removing the bottom portion of the Housing. *(see Fig. B)*

3. Attach the ***1" Spacer*** under the radio opening. *(see Fig. C)*

4. Cut and remove all mounting tabs from ***Bracket Set #1*** except tabs ***"C".*** *(see Fig. D)*

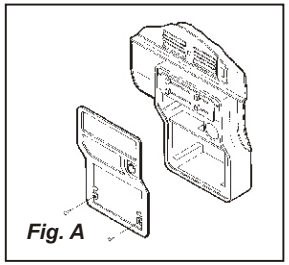
5. Mount each converted Bracket to the ***Radio Housing*** with ***(2) #6 Flat-head screws.*** *(see Fig. E)*

6. ***SHAFT HEAD UNITS:*** Slide the unit into the kit and secure with shaft nuts.
   DIN HEAD UNITS: Cut and remove the shaft supports from the ***Radio Housing,*** slide the DIN cage into the kit and secure.
   ISO-DIN HEAD UNITS: Cut and remove the shaft supports from the ***Radio Housing*** and snap the ***ISO-DIN Trimring*** into the radio opening. Slide the ***ISO-DIN Spacers*** into the rear slots of the Radio Housing and insert the unit into the kit. Mount through the aligned holes with ***(4) 3/8" Machine-thread screws.***

7. Locate the factory wiring harness in the dash. Metra recommends using the proper mating adaptor and making connections as follows: Strip wire ends back ½", Twist together, Solder and Tape. Isolate and individually tape off the ends of any unused wires to prevent electrical short circuit.

8. Mount the radio/kit assembly to the sub-dash with (4) screws previously removed. *(see Fig. F) Note: It may be necessary to trim the bottom of each Bracket to provide clearance during installation.*

MAZDA 626 / MX6 1986-87


Fig. A

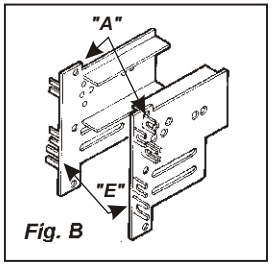
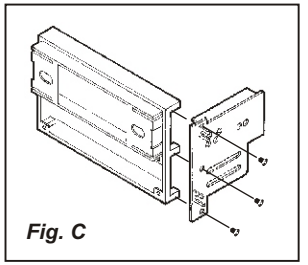
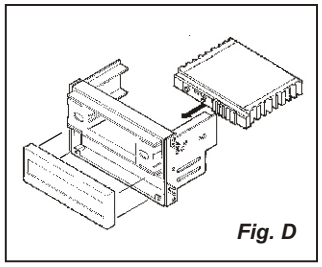
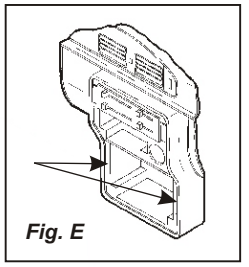
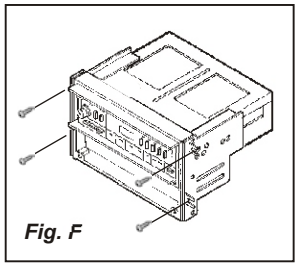


Fig. B


Fig. C


Fig. D


Fig. E


Fig. F

1. Disconnect the negative battery terminal to prevent an accidental short circuit. Remove the ashtray and (2) Phillips screws exposed in the ashtray cavity. Remove (1) screw from each side of the dash console and remove the panel. Remove (4) Phillips screws from the factory radio and remove. Note: if equipped with a factory pocket 3¾" or taller, discard the factory pocket and use the pocket supplied in the kit. *(see Fig. A)*

2. Cut and remove all mounting tabs on ***Bracket Set #2*** except tabs ***"A"*** & ***"E".*** *(see Fig.B)*

3. Cut and remove the mounting tabs from the ***Radio Housing*** and mount each converted Bracket to the converted Housing with ***(3) #6 Flat-head screws.*** *(see Fig. C)*

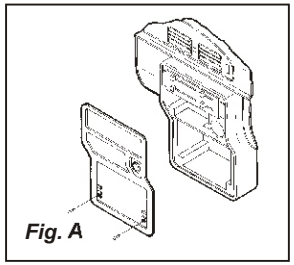
4. ***IF AN EQUALIZER WILL NOT BE INCLUDED:*** Attach the ***Equalizer Faceplate*** to the ***Radio Housing*** and snap the supplied ***Equalizer Cover*** into the opening in the Housing.
   IF AN EQUALIZER WILL BE INCLUDED: Attach the ***Equalizer Faceplate*** to the ***Radio Housing*** and mount the equalizer with the necessary hardware. *(see Fig. D)*

5. ***SHAFT HEAD UNITS:*** Slide the unit into the kit and secure with shaft nuts.
   DIN HEAD UNITS: Cut and remove the shaft supports from the ***Radio Housing,*** slide the DIN cage into the kit and secure.
   ISO-DIN HEAD UNITS: Cut and remove the shaft supports from the ***Radio Housing*** and snap the ***ISO-DIN Trimring*** into the radio opening. Slide the ***ISO-DIN Spacers*** into the rear slots of the Radio Housing and insert the unit into the kit. Mount through the aligned holes with ***(4) 3/8" Machine-thread screws.***

6. Locate the factory wiring harness in the dash. Metra recommends using the proper mating adaptor and making connections as follows: Strip wire ends back ½", Twist together, Solder and Tape. Isolate and individually tape off the ends of any unused wires to prevent electrical short circuit.

7. Trim the inner walls of the sub-dash to provide proper clearance. *(see Fig. E)* Mount the radio/kit assembly to the sub-dash with (4) screws previously removed. *(see Fig. F)*

MAZDA 626 / MX6 1988-92


Fig. A

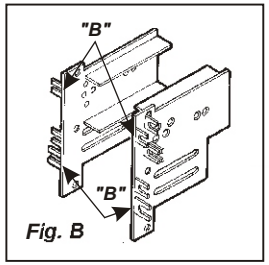
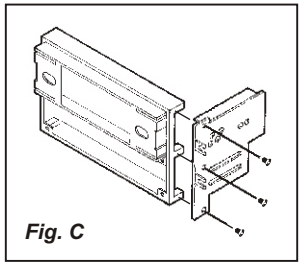
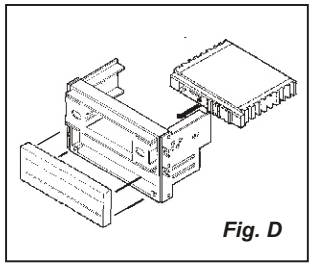
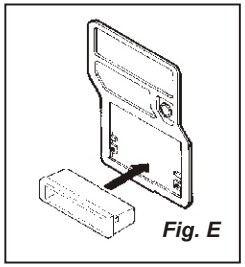
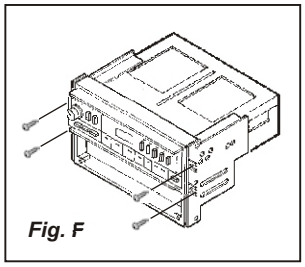


Fig. B


Fig. C


Fig. D


Fig. E


Fig. F

1. Disconnect the negative battery terminal to prevent an accidental short circuit. Remove the ashtray and (2) Phillips screws exposed in the ashtray cavity. Remove the pocket from the trim panel and (2) Phillips screws exposed. Unclip the panel and remove (4) screws securing the factory dummy plate. Note: if equipped with a factory pocket 3¾" or taller, discard the factory pocket and use the pocket supplied in the kit. *(see Fig. A)*

2. Cut and remove all mounting tabs on ***Bracket Set #2*** except tabs ***"B".*** *(see Fig. B)*

3. Cut and remove the mounting tabs on the ***Radio Housing*** and mount each converted Bracket to the converted Housing with ***(3) #6 Flat-head screws.*** *(see Fig. C)*

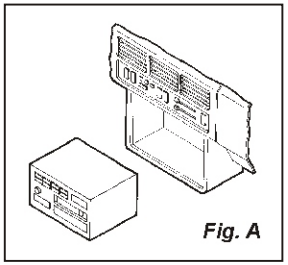
4. ***IF AN EQUALIZER WILL NOT BE INCLUDED:*** Attach the ***Equalizer Faceplate*** to the ***Radio Housing*** and snap the ***Equalizer Cover*** into the opening in the Housing.
IF AN EQUALIZER WILL BE INCLUDED: Attach the ***Equalizer Faceplate*** to the ***Radio Housing*** and mount the equalizer with the necessary hardware. *(see Fig. D)*

5. ***SHAFT HEAD UNITS:*** Slide the unit into the kit and secure with shaft nuts.
DIN HEAD UNITS: Cut and remove the shaft supports from the ***Radio Housing,*** slide the DIN cage into the kit and secure.
ISO-DIN HEAD UNITS: Cut and remove the shaft supports from the ***Radio Housing*** and snap the ***ISO-DIN Trimring*** into the radio opening. Slide the ***ISO-DIN Spacers*** into the rear slots of the Radio Housing and insert the unit into the kit. Mount through the aligned holes with ***(4) 3/8" Machine-thread screws.***

6. Locate the factory wiring harness in the dash. Metra recommends using the proper mating adaptor and making connections as follows: Strip wire ends back ½", Twist together, Solder and Tape. Isolate and individually tape off the ends of any unused wires to prevent electrical short circuit.

7. Snap the ***Pocket*** into the bottom of the radio trim panel. (see Fig. E) Mount the radio/kit assembly to the sub-dash with (4) screws previously removed. *(see Fig. F)*

MAZDA 929 1988-91


Fig. A

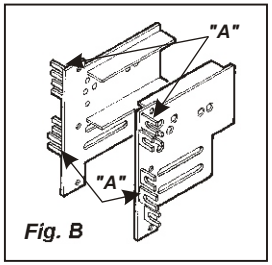
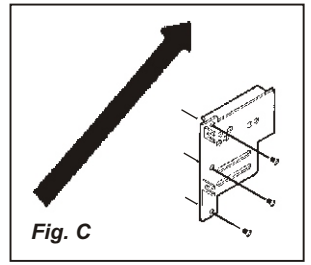
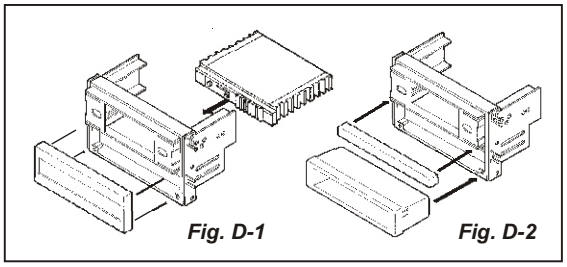
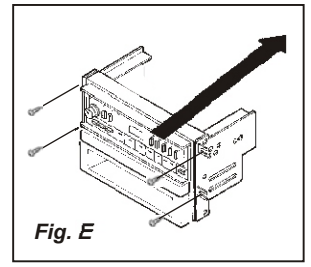


Fig. B


Fig. C


Fig. D-1 Fig. D-2


Fig. E

1. Disconnect the negative battery terminal to prevent an accidental short circuit. Reach behind the console and remove (2) nuts supporting the radio carrier. Remove the factory radio and disconnect the wiring. *(see Fig. A)*

2. Cut and remove all mounting tabs except tabs ***"A".*** *(see Fig. B)*

3. Mount each converted Bracket to the ***Radio Housing*** with ***(3) #6 Flat-head screws.*** *(see Fig. C)*

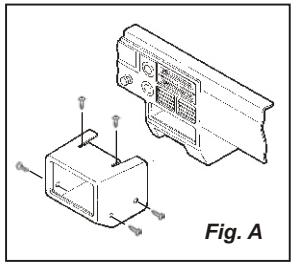
4. ***IF AN EQUALIZER WILL BE INCLUDED:*** Attach the Equalizer Faceplate to the Radio Housing and mount the equalizer with the necessary hardware. *(see Fig. D-2)*
IF AN EQUALIZER WILL NOT BE INCLUDED: Snap the supplied ***Pocket*** and ***½" Spacer*** into the ***Radio Housing.*** *(see Fig. D-1)*

5. ***SHAFT HEAD UNITS:*** Slide the unit into the kit and secure with shaft nuts.
DIN HEAD UNITS: Cut and remove the shaft supports from the ***Radio Housing,*** slide the DIN cage into the kit and secure.
ISO-DIN HEAD UNITS: Cut and remove the shaft supports from the ***Radio Housing*** and snap the ***ISO-DIN Trimring*** into the radio opening. Slide the ***ISO-DIN Spacers*** into the rear slots of the Radio Housing and insert the unit into the kit. Mount through the aligned holes with ***(4) 3/8" Machine-thread screws.***

6. Locate the factory wiring harness in the dash. Metra recommends using the proper mating adaptor and making connections as follows: Strip wire ends back ½", Twist together, Solder and Tape. Isolate and individually tape off the ends of any unused wires to prevent electrical short circuit.

7. Mount the radio/kit assembly to the sub-dash with (4) screws previously removed. *(see Fig. E)*

MAZDA B-Series Pickup 1986-93


Fig. A

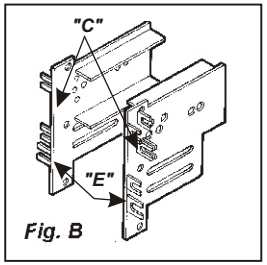
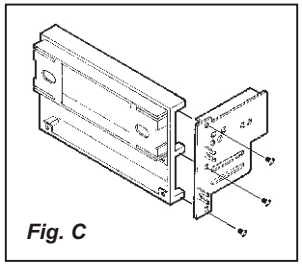
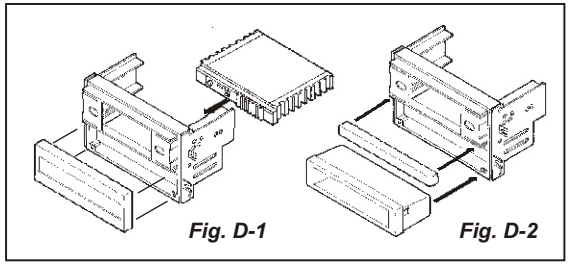
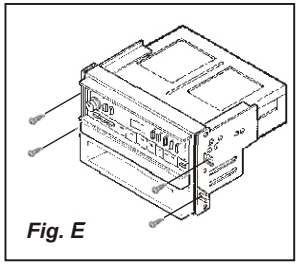


Fig. B


Fig. C


Fig. D-1 Fig. D-2


Fig. E

1. Disconnect the negative battery terminal to prevent an accidental short circuit. Remove (2) screws from each side of the console trim panel. Remove the ashtray and (1) screw from the rear support tab. Remove the console sub-bracket assembly. Remove (4) screws securing the console/radio sub-bracket to the back of the console panel, and loosen (2) screws on top of the panel. Remove the console/radio sub-bracket from the bezel. *(see Fig. A)*

2. Cut and remove all mounting tabs on ***Bracket Set #2*** except tabs ***"C"*** & ***"E".*** *(see Fig. B)*

3. Cut and remove the mounting tabs on the ***Radio Housing*** and mount each converted Bracket to the converted Housing with ***(3) #6 Flat-head screws.*** *(see Fig. C)*

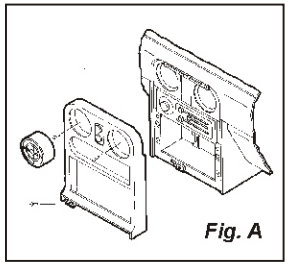
4. ***IF AN EQUALIZER WILL BE INCLUDED***: Attach the ***Equalizer Faceplate*** to the ***Radio Housing*** and mount the equalizer with the necessary hardware. *(see Fig. D-1)*
IF AN EQUALIZER WILL NOT BE INCLUDED: Snap the supplied ***Pocket*** and ***½" Spacer*** into the ***Radio Housing.*** *(see Fig. D-2)*

5. ***SHAFT HEAD UNITS:*** Slide the unit into the kit and secure with shaft nuts.
DIN HEAD UNITS: Cut and remove the shaft supports from the ***Radio Housing,*** slide the DIN cage into the kit and secure.
ISO-DIN HEAD UNITS: Cut and remove the shaft supports from the ***Radio Housing*** and snap the ***ISO-DIN Trimring*** into the radio opening. Slide the ***ISO-DIN Spacers*** into the rear slots of the Radio Housing and insert the unit into the kit. Mount through the aligned holes with ***(4) 3/8" Machine-thread screws.***

6. Locate the factory wiring harness in the dash. Metra recommends using the proper mating adaptor and making connections as follows: Strip wire ends back ½", Twist together, Solder and Tape. Isolate and individually tape off the ends of any unused wires to prevent electrical short circuit.

7. Mount the radio/kit assembly to the sub-dash with (4) screws previously removed. *(see Fig. E)*

MAZDA Miata 1990-99


Fig. A

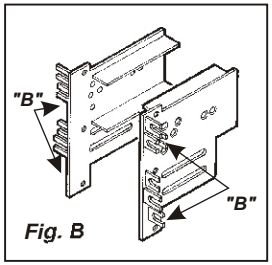
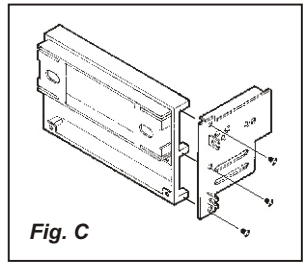
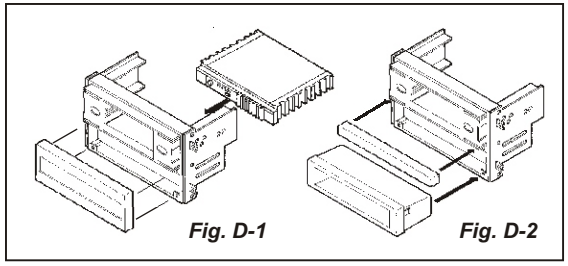
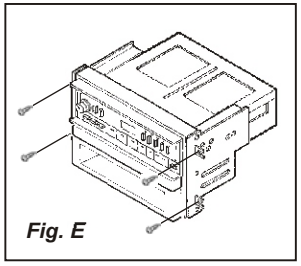


Fig. B


Fig. C


Fig. D-1 Fig. D-2


Fig. E

1. Disconnect the negative battery terminal to prevent an accidental short circuit. Remove (2) screws from the console box and (1) screw under the ashtray. Remove (1) screw exposed at the base of the radio trim panel. Pop out the a/c vents and remove (2) screws inside. Remove the trim panel. *(see Fig. A)*

2. Cut and remove all mounting tabs on ***Bracket Set #1*** except tabs ***"B".*** *(see Fig. B)*

3. Cut and remove the mounting tabs on the ***Radio Housing*** and mount each converted Bracket to the converted Housing with ***(3) #6 Flat-head screws.*** *(see Fig. C)*

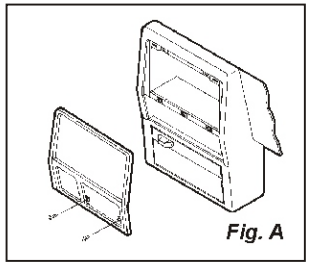
4. ***IF AN EQUALIZER WILL BE INCLUDED:*** Attach the ***Equalizer Faceplate*** to the ***Radio Housing*** and mount the equalizer with the necessary hardware. *(see Fig. D-1)*
IF AN EQUALIZER WILL NOT BE INCLUDED: Snap the supplied ***Pocket*** and ***½" Spacer*** into the ***Radio Housing.*** *(see Fig. D-2)*

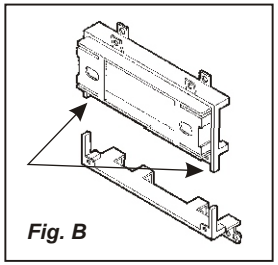
5. ***SHAFT HEAD UNITS:*** Slide the unit into the kit and secure with shaft nuts.
DIN HEAD UNITS: Cut and remove the shaft supports from the ***Radio Housing,*** slide the DIN cage into the kit and secure.
ISO-DIN HEAD UNITS: Cut and remove the shaft supports from the ***Radio Housing*** and snap the ***ISO-DIN Trimring*** into the radio opening. Slide the ***ISO-DIN Spacers*** into the rear slots of the Radio Housing and insert the unit into the kit. Mount through the aligned holes with ***(4) 3/8" Machine-thread screws.***

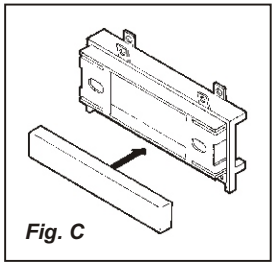
6. Locate the factory wiring harness in the dash. Metra recommends using the proper mating adaptor and making connections as follows: Strip wire ends back ½", Twist together, Solder and Tape. Isolate and individually tape off the ends of any unused wires to prevent electrical short circuit.

7. Mount the radio/kit assembly to the sub-dash with (4) screws previously removed. *(see Fig. E)*

MAZDA MPV 1989-95


Fig. A


Fig. B


Fig. C

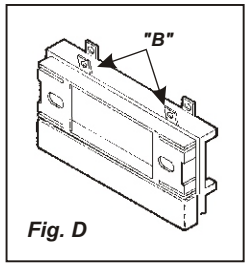
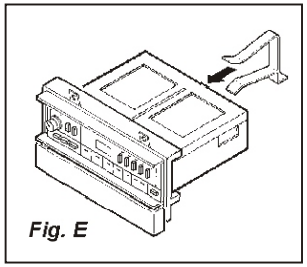
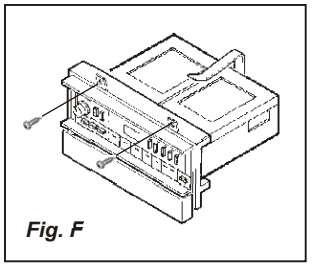


Fig. D


Fig. E


Fig. F

1. Disconnect the negative battery terminal to prevent an accidental short circuit. Remove the ashtray and (2) screws within the ashtray cavity. Carefully pull the trim panel away from the dash and disconnect any wiring. Remove (4) screws securing the factory radio to the sub-dash and disconnect the wiring. *(see Fig. A)*

2. Convert the ***Radio Housing*** to SINGLE DIN by cutting along the lower scored lines and removing the bottom portion of the Housing. *(see Fig. B)*

3. Attach the ***1" Spacer*** under the radio opening. *(see Fig. C)*

4. Cut and remove all mounting tabs on the ***Radio Housing*** except tabs ***"B".*** *(see Fig. D)*

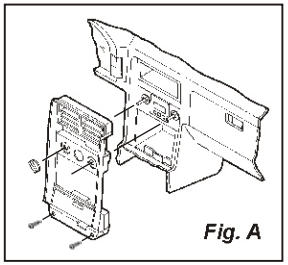
5. ***SHAFT HEAD UNITS:*** Slide the unit into the kit and secure with shaft nuts.
DIN HEAD UNITS: Cut and remove the shaft supports from the ***Radio Housing,*** slide the DIN cage into the kit and secure.
ISO-DIN HEAD UNITS: Cut and remove the tabs from ***Bracket Set #1*** OR ***Bracket Set #2*** and mount to the ***Radio Housing*** with ***(4) #6 Flat-head screws.*** Cut and remove the shaft supports from the Radio Housing and snap the ***ISO-DIN Trimring*** into the radio opening. Slide the ***ISO-DIN Spacers*** into the rear slots of the Radio Housing and insert the unit into the kit. Mount through the aligned holes with ***(4) 3/8" Machine-thread screws.***

6. Locate the factory wiring harness in the dash. Metra recommends using the proper mating adaptor and making connections as follows: Strip wire ends back ½", Twist together, Solder and Tape. Isolate and individually tape off the ends of any unused wires to prevent electrical short circuit.

7. Secure the ***Rear Support Bracket*** to the rear of the unit and insert the bottom flap into the dash provisiosn. *(see Fig. E)*

8. Mount the radio/kit assembly to the sub-dash with (2) screws previously removed. *(see Fig. F)*

MAZDA RX-7 1984-85


Fig. A

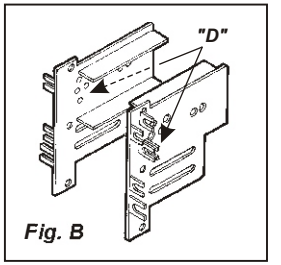


Fig. B

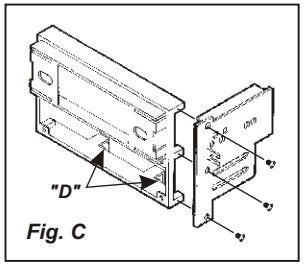
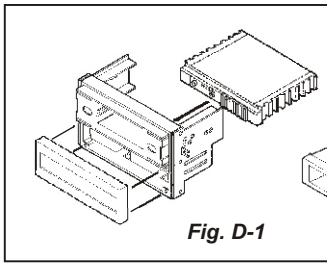
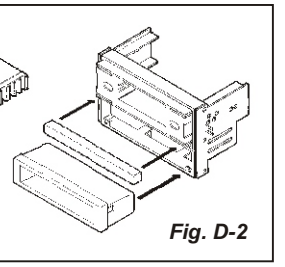
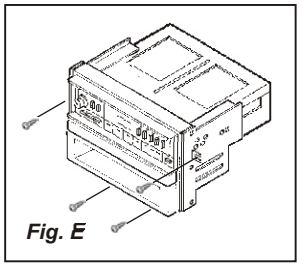


Fig. C


Fig. D-1


Fig. D-2


Fig. E

1. Disconnect the negative battery terminal to prevent an accidental short circuit. Unsnap the gear shifter plate and remove (2) screws exposed at the base of the radio trim panel. Remove the a/c knobs and nuts. Gently pull out on the top edge of the radio trim panel and remove the panel. *(see Fig. A)*

2. Cut and remove all mounting tabs on ***Bracket Set #2*** except tabs ***"D".*** *(see Fig. B)*

3. Cut and remove all mounting tabs on the ***Radio Housing*** except tabs ***"D"*** and mount each converted Bracket to the converted Housing with ***(3) #6 Flat-head screws.*** *(see Fig. C)*

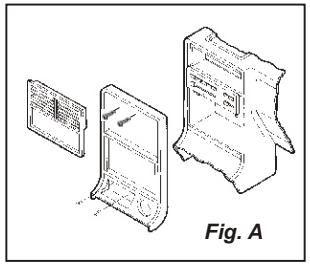
4. ***IF AN EQUALIZER WILL BE INCLUDED:*** Attach the ***Equalizer Faceplate*** to the ***Radio Housing*** and mount the equalizer with the necessary hardware. *(see Fig. D-1)*
IF AN EQUALIZER WILL NOT BE INCLUDED: Snap the supplied ***Pocket*** and ***½" Spacer*** into the ***Radio Housing.*** *(see Fig. D-2)*

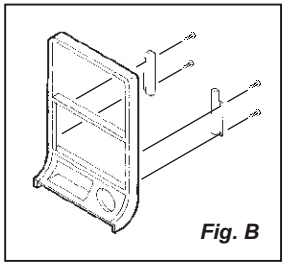
5. ***2-SHAFT HEAD UNITS:*** Slide the unit into the kit and secure with shaft nuts.
DIN HEAD UNITS: Cut and remove the shaft supports from the ***Radio Housing,*** slide the DIN cage into the kit and secure.
ISO-DIN HEAD UNITS: Cut and remove the shaft supports from the ***Radio Housing*** and snap the ***ISO-DIN Trimring*** into the radio opening. Slide the ***ISO-DIN Spacers*** into the rear slots of the Radio Housing and insert the unit into the kit. Mount through the aligned holes with ***(4) 3/8" Machine-thread screws.***

6. Locate the factory wiring harness in the dash. Metra recommends using the proper mating adaptor and making connections as follows: Strip wire ends back ½", Twist together, Solder and Tape. Isolate and individually tape off the ends of any unused wires to prevent electrical short circuit.

7. Mount the radio/kit assembly to the sub-dash with (4) screws previously removed. *(see Fig. E)*

MAZDA RX-7 1986-91


Fig. A


Fig. B

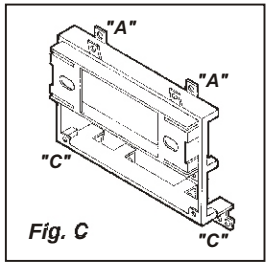
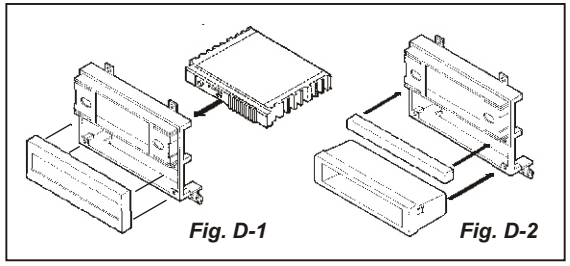
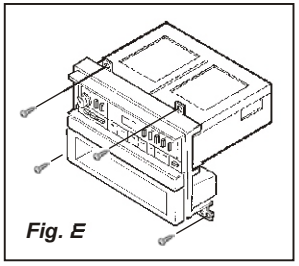


Fig. C


Fig. D-1 Fig. D-2


Fig. E

1. Disconnect the negative battery terminal to prevent an accidental short circuit. Remove the ashtray and (2) screws within the ashtray cavity. Unsnap the shifter boot molding and remove the (2) screws exposed. Unsnap the a/c control bezel and remove the (2) screws exposed. Pull the bezel away from the dash and disconnect any wiring. Remove (4) screws from the factory radio and disconnect the wiring. *(see Fig. A)*

2. Mount ***Spacer Set #2*** to the back of the radio trim panel with ***(4) #8 Phillips screws.*** *(see Fig. B)*

3. Cut and remove all mounting tabs on the ***Radio Housing*** except tabs ***"A"*** & ***"C".*** *(see Fig. C)*

4. ***IF AN EQUALIZER WILL BE INCLUDED:*** Attach the ***Equalizer Faceplate*** to the ***Radio Housing*** and mount the equalizer with the necessary hardware. *(see Fig. D-1)*
IF AN EQUALIZER WILL NOT BE INCLUDED: snap the supplied ***Pocket*** and ***½" Spacer*** into the ***Radio Housing.*** *(see Fig. D-2)*

5. ***2-SHAFT HEAD UNITS:*** Slide the unit into the kit and secure with shaft nuts.
DIN HEAD UNITS: Cut and remove the shaft supports from the ***Radio Housing,*** slide the DIN cage into the kit and secure.
ISO-DIN HEAD UNITS: Cut and remove the mounting tabs from ***Bracket Set #1*** OR ***Bracket Set #2*** and mount to the ***Radio Housing*** with ***(6) #6 Flat-head screws.*** Cut and remove the shaft supports from the Radio Housing and snap the ***ISO-DIN Trimring*** into the radio opening. Slide the ***ISO-DIN Spacers*** into the rear slots of the Radio Housing and insert the unit into the kit. Mount through the aligned holes with ***(4) 3/8" Machine-thread screws.***

6. Locate the factory wiring harness in the dash. Metra recommends using the proper mating adaptor and making connections as follows: Strip wire ends back ½", Twist together, Solder and Tape. Isolate and individually tape off the ends of any unused wires to prevent electrical short circuit.

7. Mount the assembly to the sub-dash with (4) screws previously removed. *(see Fig. E)*