

CDS-P4000

This product conforms to CEMA cord colors.

Pioneer



Printed in Japan
<CRB1632-B> UC

<KSNZF/01A00000>

Connecting the Units

Note:

- This unit is for vehicles with a 12-volt battery and negative grounding. Before installing it in a recreational vehicle, truck or bus, check the battery voltage.
 - To avoid shorts in the electrical system, be sure to disconnect the \ominus battery cable before beginning installation.
 - Refer to the owner's manual for details on connecting the power amp and other units, then make connections correctly.
 - Secure the wiring with cable clamps or adhesive tape. To protect the wiring, wrap adhesive tape around them where they lie against metal parts.
 - Route and secure all wiring so it cannot touch any moving parts, such as the gear shift, hand-brake and seat rails. Do not route wiring in places that get hot, such as near the heater outlet. If the insulation of the wiring melts or gets torn, there is a danger of the wiring short-circuiting to the vehicle body.
 - Don't pass the yellow lead through a hole into the engine compartment to connect to the battery. This will damage the lead insulation and cause a very dangerous short.
 - Do not shorten any leads. If you do, the protection circuit may fail to work when it should.
 - Never feed power to other equipment by cutting the insulation of the power supply lead of the unit and tapping into the lead. The current capacity of the lead will be exceeded, causing overheating.
 - When replacing fuse, be sure to use only fuse of the rating prescribed on the fuse holder.
 - To prevent incorrect connection, the input side of the IP-BUS connector is blue, and the output side is black. Connect the connectors of the same colors correctly.
- Cords for this product and those for other products may be different colors even if they have the same function. When connecting this product to another product, refer to the supplied Installation manuals of both products and connect cords that have the same function.

Connection Diagram

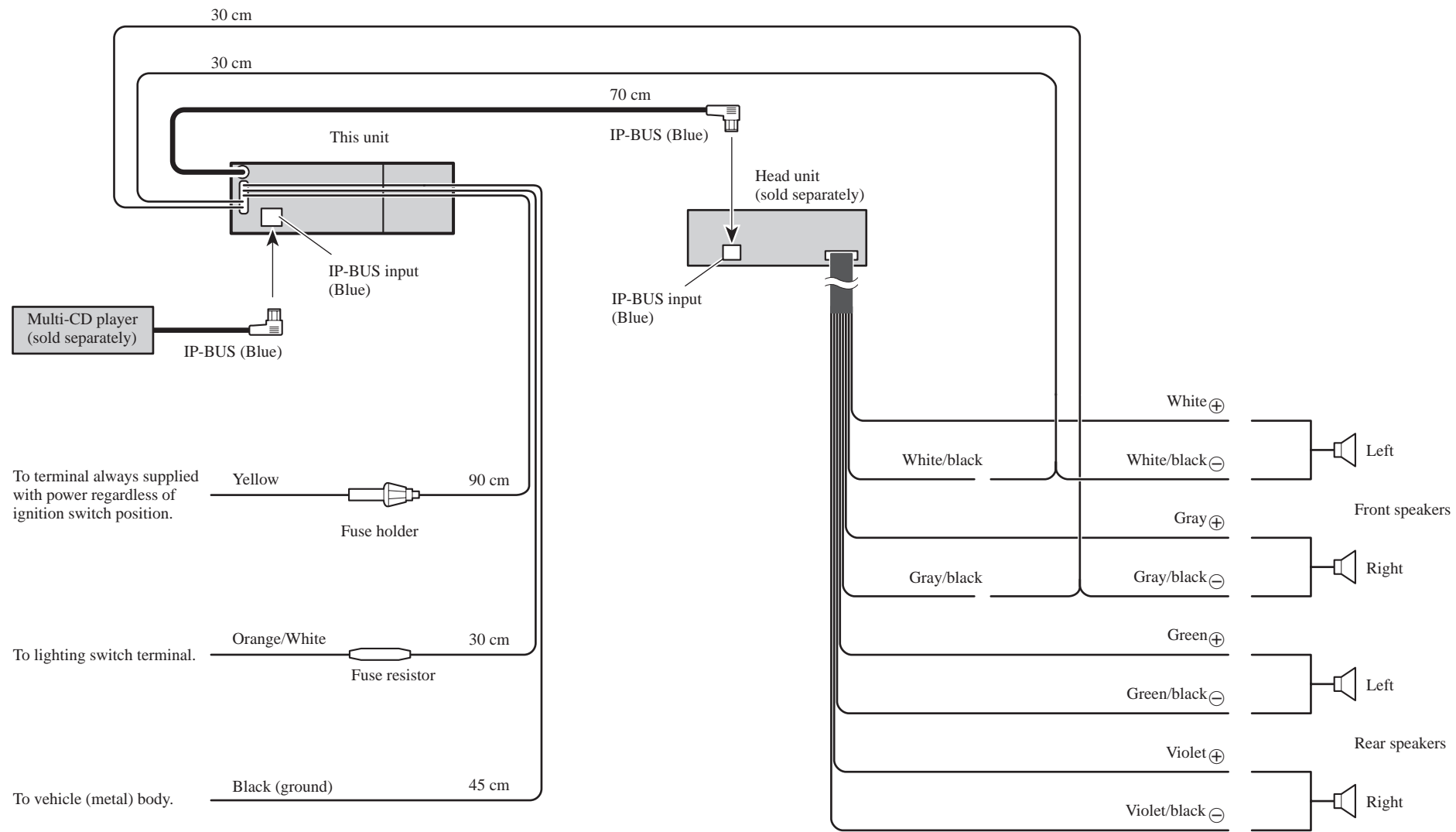


Fig. 1

Installation

Note:

- Before finally installing the unit, connect the wiring temporarily, making sure it is all connected up properly, and the unit and the system work properly.
- Use only the parts included with the unit to ensure proper installation. The use of unauthorized parts can cause malfunctions.
- Consult with your nearest dealer if installation requires the drilling of holes or other modifications of the vehicle.
- Install the unit where it does not get in the driver's way and cannot injure the passenger if there is a sudden stop, like an emergency stop.
- The semiconductor laser will be damaged if it overheats, so don't install the unit anywhere hot — for instance, near a heater outlet.
- If installation angle exceeds 60° from horizontal, the unit might not give its optimum performance. (Fig. 2)

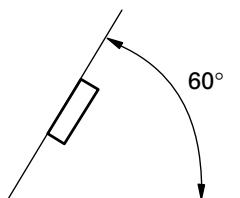


Fig. 2

DIN Front/Rear-mount

This unit can be properly installed either from “Front” (conventional DIN Front-mount) or “Rear” (DIN Rear-mount installation, utilizing threaded screw holes at the sides of unit chassis). For details, refer to the following illustrated installation methods.

DIN Front-mount

Installation with the rubber bush (Fig. 3)

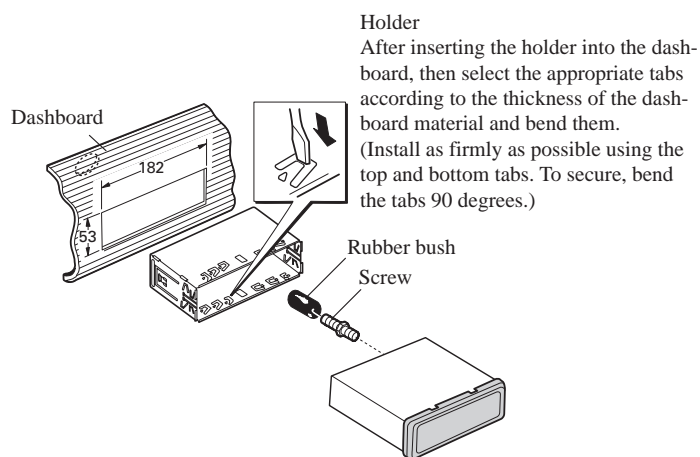


Fig. 3

Installation without the rubber bush (Fig. 4)

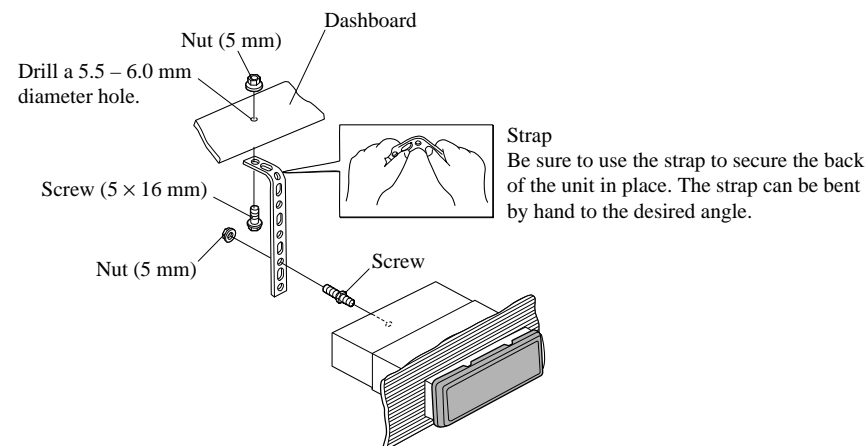


Fig. 4

Removing the Unit (Fig. 5) (Fig. 6)

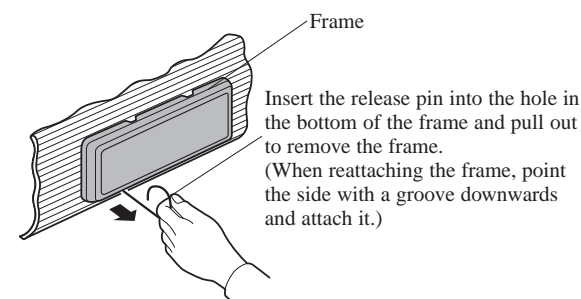


Fig. 5

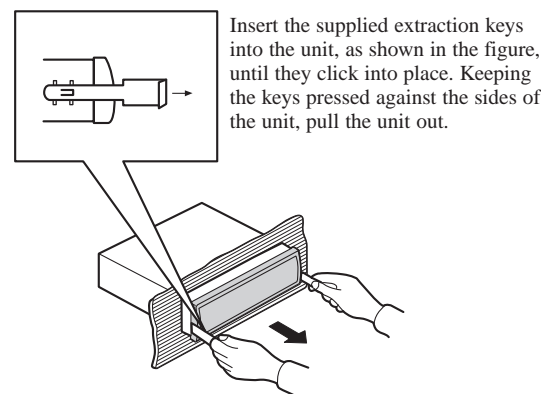


Fig. 6

DIN Rear-mount

Installation using the screw holes on the side of the unit

1. Remove the frame. (Fig. 7)

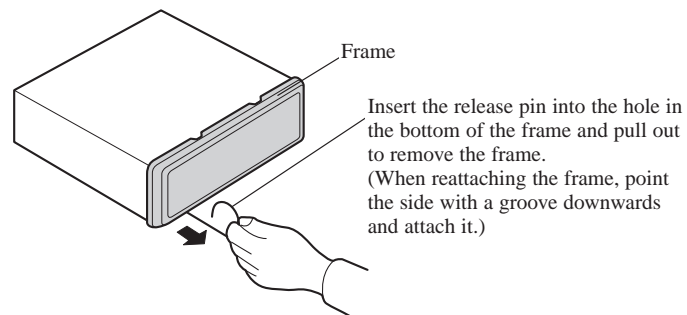


Fig. 7

2. Fastening the unit to the factory radio mounting bracket. (Fig. 8) (Fig. 9)

Select a position where the screw holes of the bracket and the screw holes of the head unit become aligned (are fitted), and tighten the screws at 2 places on each side. Use either truss screws (5 × 8 mm) or flush surface screws (5 × 9 mm), depending on the shape of the screw holes in the bracket.

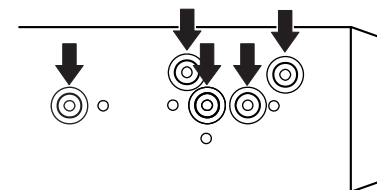


Fig. 8

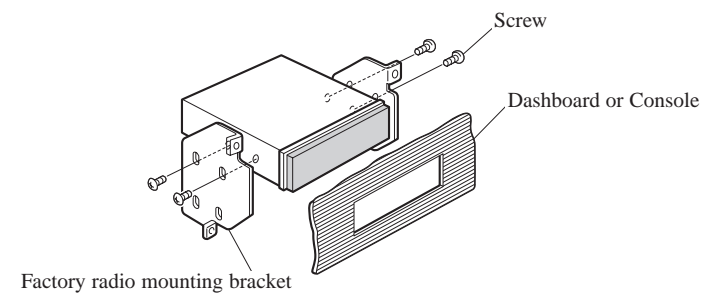


Fig. 9