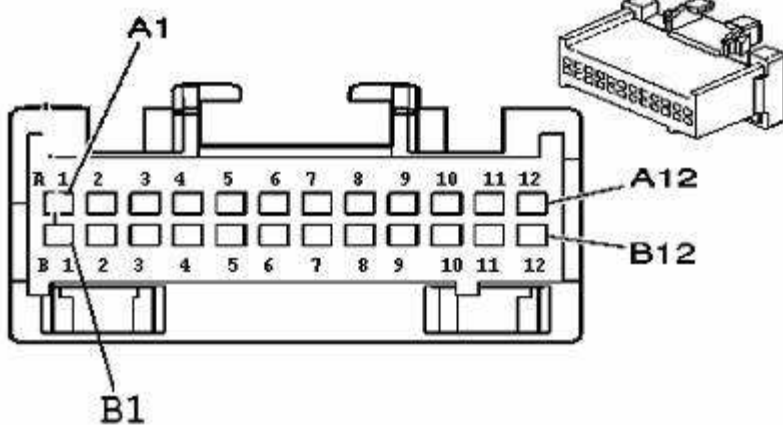


### 2012 GMC Sierra 1500 Sale

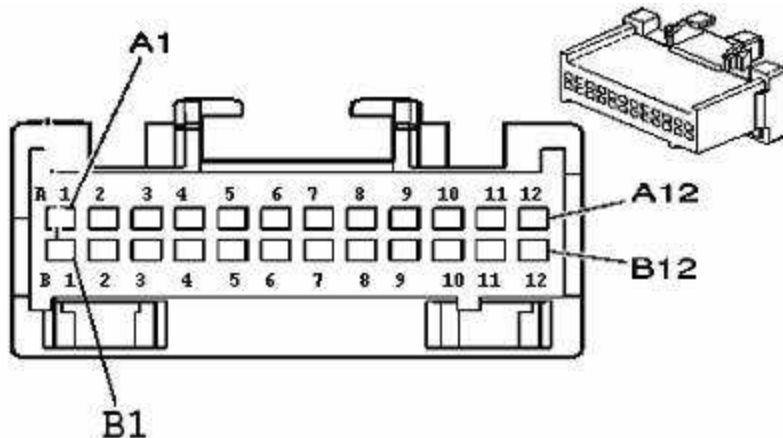
GMC Dealers are Cutting Prices. Find GMC Labor Day Prices!

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This is your AMP harness. You're looking at the end that plugs into the AMP. Follow these instructions on moving the wires to their new destinations inside this harness to finalize the NAVIGATION RADIO INSTALL. The best way to move the wires around is one row at a time. Remove all the wires from the "A" row first. Using the end of a medium sized paperclip, insert the end into the larger of the two holes while pushing IN on the wire. You will push the paper clip end into the hole just above the wire you're trying to remove; the paper clip will be inserted in the end of the harness that pushes into the AMP, not the end that the wires are on. When you have the paper clip inserted all the way, move it around a little to make sure the tab that holds the pin into the connector is loose. Then gently pull the wire and pin out. DO NOT PULL HARD!, the wire should come out easily.....if it doesn't, roll the paper clip end around a little more to release the pin. Do the same with row "B" after the changes have been made to "A". One last thing that needs to be done to finish the amp install will be to run a wire from PIN "A1" of the RADIO harness (behind the dash), or PIN "A1" of the rear audio radio harness (mounted in the console for the back seat passengers) to PIN "B10" of the AMP harness. You will need to pull the wire out of the harness and solder a wire to it running to the AMP harness in its correct location. This wire is the "CLASS II DATA WIRE" that will allow the NAV to communicate with the AMP, and the rest of the truck via the BCM (body control module), again..... run a wire from PIN "A1" on either radio, to PIN "B10" on the AMP harness. Follow the chart below for current positions (left), and the positions the wires need to be moved to (right), to get the AMP to communicate with the NAV.

### 24 WAY "C1" AMP HARNESS

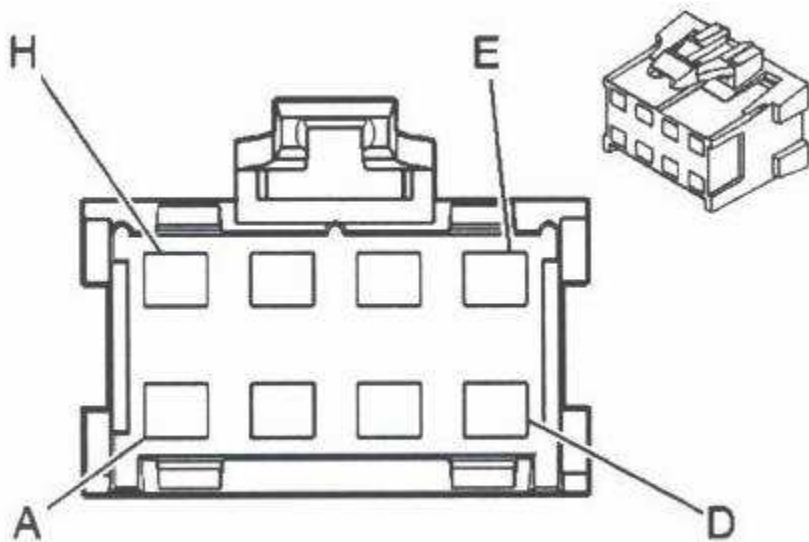


**CURRENT**

**NEW POSITION**

- |                        |                                |
|------------------------|--------------------------------|
| • A1----not used       | A1----not used                 |
| • A2----not used       | A2----not used                 |
| • A3----not used       | A3----comes from A5            |
| • A4----not used       | A4----comes from A6            |
| • A5----goes to A3     | A5----comes from A9            |
| • A6----goes to A4     | A6----comes from A10           |
| • A7----stays the same | A7----stays the same           |
| • A8----stays the same | A8----stays the same           |
| • A9----goes to A5     | A9----comes from A11           |
| • A10---goes to A6     | A10---comes from A12           |
| • A11---goes to A9     | A11----not used                |
| • A12---goes to A10    | A12----not used                |
|                        |                                |
| • B1----pull out       | B1----MIC + input (if used)    |
| • B2----pull out       | B2----MIC - input (if used)    |
| • B3----pull out       | B3----comes from B7            |
| • B4----pull out       | B4----comes from B9            |
| • B5----pull out       | B5----comes from B10           |
| • B6----pull out       | B6----comes from B8            |
| • B7----goes to B3     | B7----comes from "E"           |
| • B8----goes to B6     | B8----not used                 |
| • B9----goes to B4     | B9----not used                 |
| • B10---goes to B5     | B10---Class II wire from radio |
| • B11---pull out       | B11---not used                 |
| • B12---pull out       | B12---not used                 |

**8 WAY "C2" AMP HARNESS**



CURRENTNEW POSITION

- |                                   |                     |
|-----------------------------------|---------------------|
| • A----Stays the same             | A----Stays the same |
| • B----goes to "E"                | B----comes from "C" |
| • C----goes to "B"                | C----not used       |
| • D----not used                   | D----comes from "G" |
| • E----goes to B7 of "C1" harness | E----comes from "B" |
| • F----goes to "G"                | F----not used       |
| • G----goes to "D"                | G----comes from "F" |
| • H----stays the same             | H----stays the same |

With the wires that are left over, simply tape the ends off individually and tuck them away. You will need to cut the end off of one of those unused wires and solder the pin to that class II wire you ran from either of the radios and push it into "B10". When all this is finished, turn the truck on and let it initialize for a moment. Then turn the radio on and all should be fine. There are some situations where AMP programming will be needed EVEN AFTER THIS WIRING MOD IS DONE. Most of the time it is not. A separate document will be attached to this one showing the colors of each wire so as to better keep track of the wires.