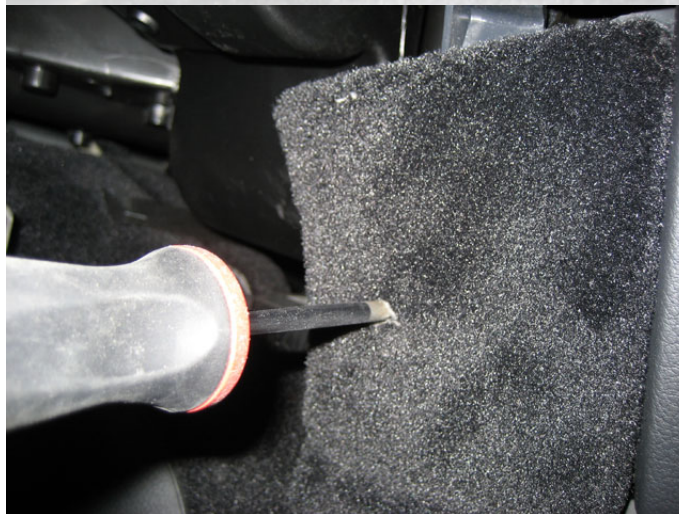




Thank you for your purchase of a spec.dock iPod/iPhone solution for your vehicle. Audio connections may vary according to your particular setup. For any clarification on your particular vehicle, please email info@2point5.com or call 770-414-6038 with any further questions.

spec.dock Porsche 997 v.2 Installation Instructions



Begin by removing the single Torx T-27 screw buried in the carpeted panel on the side of the center stack.



Once this screw is removed, this panel simply snaps out. Set aside.



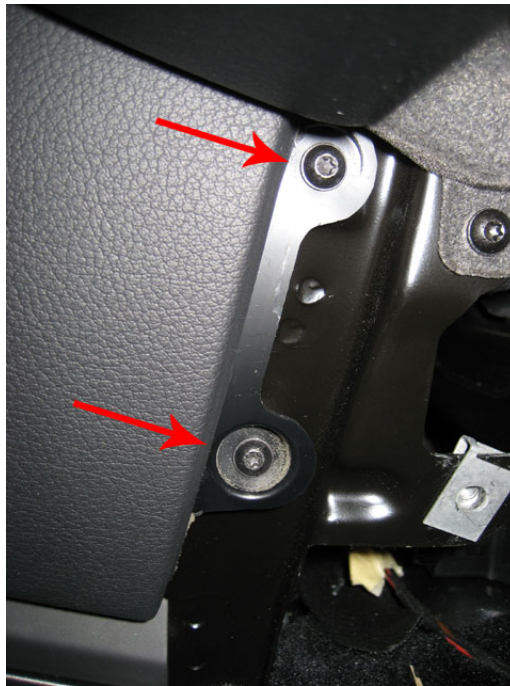
Removing the side panel reveals two Torx T-20 screws. Remove these.



Remove the panel covering the side of the radio by pulling toward you and out. It will snap completely free of the vehicle. Set aside.



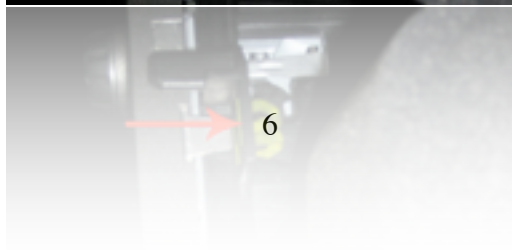
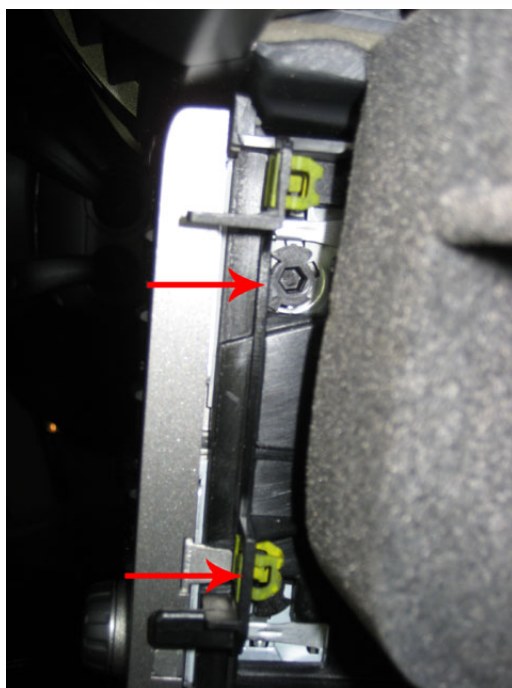
Similar to the left side, remove the single Torx T-27 screw buried in the carpeted panel on the right side of the center stack.



Again this will reveal two Torx T-20 screws that need to be removed.



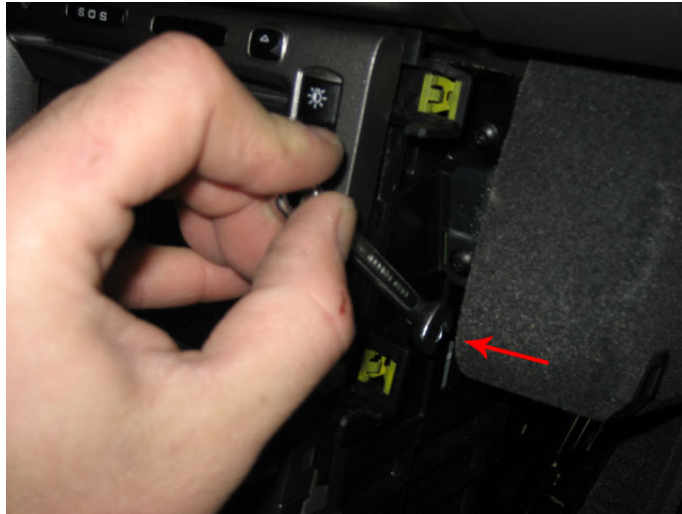
Remove this panel in the same manner as the left side panel.



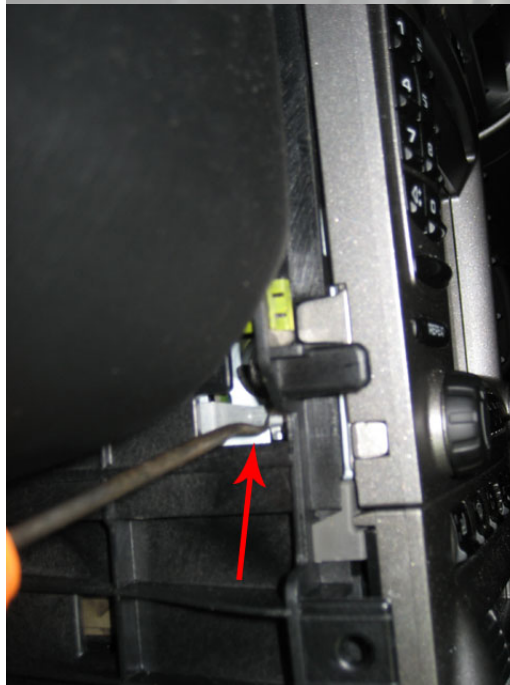
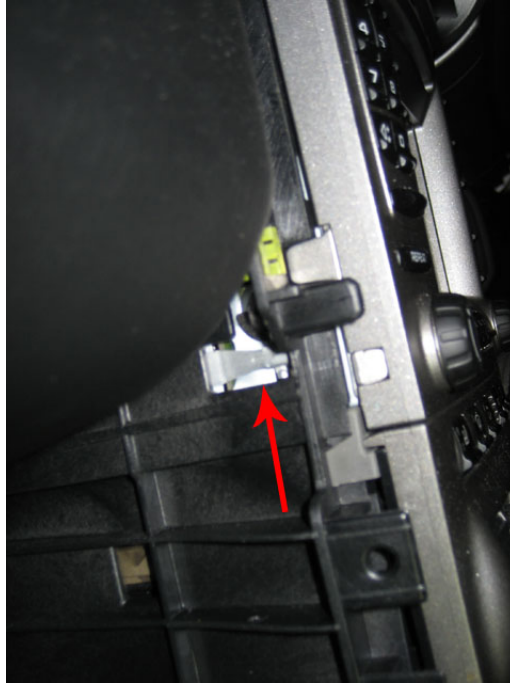


On the right side of the radio, you will see two Allen-head screws. These need to be turned 1/4 rotation to depress the locking tabs that hold the radio in place.





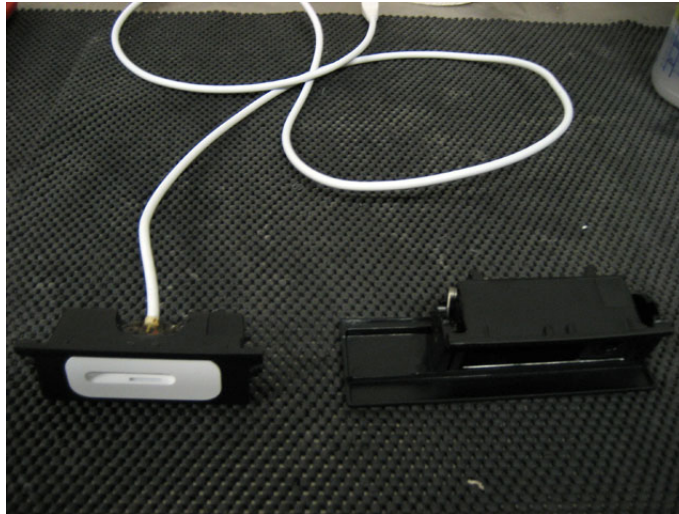
You will also need to back out the 7mm safety bolt on the right side of the radio.



The locking tabs on the left side of the radio are a bit more difficult to access without removing the driver's side knee panel, but possible. These can be depressed with a dental pick tool while gently pulling out on the radio face. There is also one clip above the one pictured here.



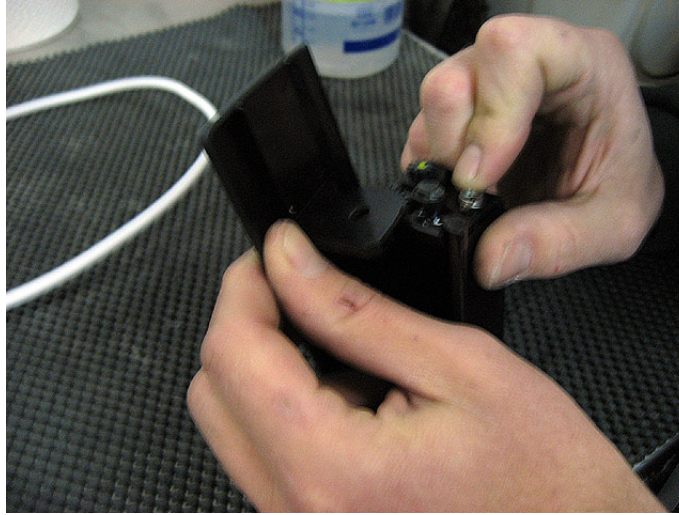
The radio will now slide free from the dash as shown. You will be making your interface connections here. Refer to the instructions included with the Dension Gateway 500 for more details.



We are now going to switch the hinged lid from the factory ashtray insert over to the spec.dock before installing it.



Start by gently prying up on the side of the ashtray lid with the spring and geared roller using only your fingers. The plastic lid will give a little and slide off of the hinge pin.



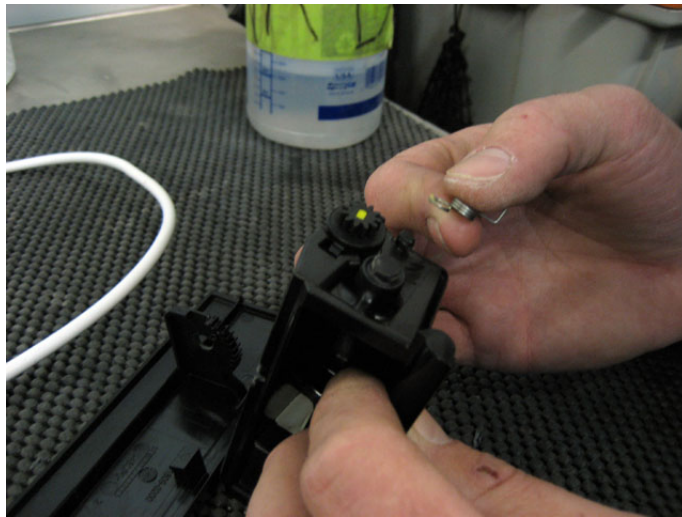
Make sure to keep an eye on the spring as you unclip the door, as it can uncompress quickly and will be hard to find if it pops off. Also carefully note its orientation, as you will need to remember this for reinstallation onto the spec.dock.



Repeat the process of lifting the door off the hinge pin on the opposite side.



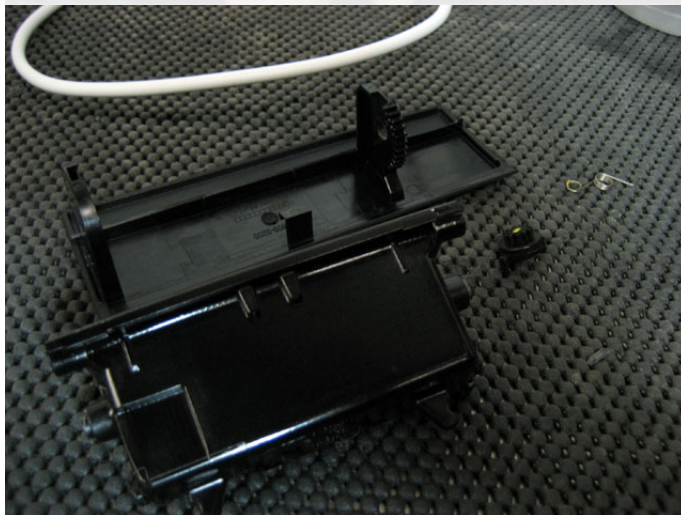
The door is now free from the ashtray base. You should keep the OEM piece as it may be needed to reverse the spec.dock installation later if ownership of the car is transferred.



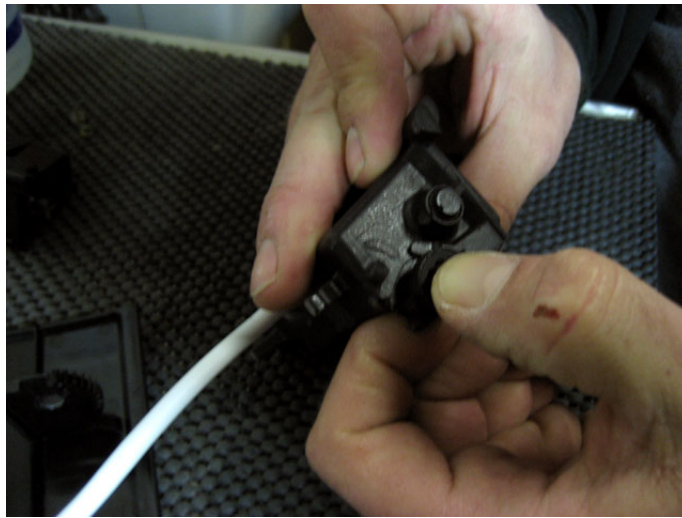
Carefully remove the spring from the OEM ashtray base and set aside.



Unsnap the geared roller from the OEM ashtray base and set aside.



This is what you should end up with before assembly of the spec.dock - OEM ashtray base, door, geared roller and spring.



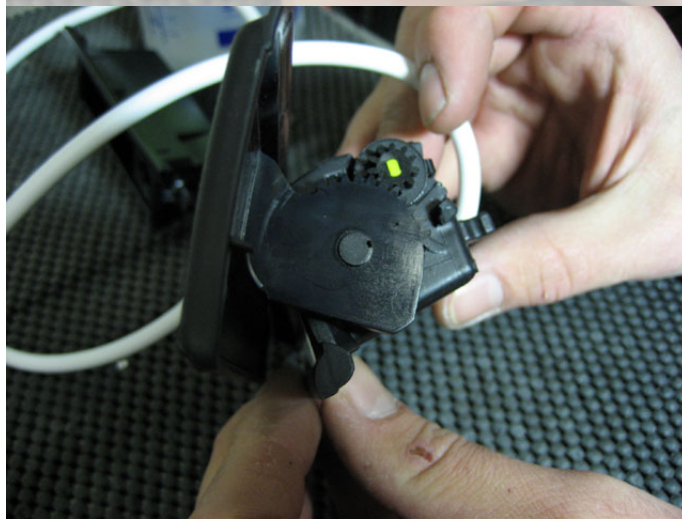
Snap the geared roller into the same position on the spec.dock.



This step is only required in SOME Type 997 applications. If your ashtray door already has large holes for the hinge pins, you will not need to perform this step. If the holes for the hinge pins are small, carefully open them up using a UniBit step-drill to 1/4" diameter. A regular drill bit is not recommended, as the holes may get off center if they are not carefully enlarged. The UniBit is best for this.



You can now begin installing the OEM ashtray door onto the spec.dock. Begin with the side that does not have the spring or geared roller.



Continue by reinstalling the spring in its original orientation and snapping the door completely onto the spec.dock as shown.



Drill a small hole (roughly 3/4") into the ashtray housing in the location shown for routing of the spec.dock's wiring. Make sure to check for any harnesses that may be located under this spot before drilling and move them out of the way.



Run the wiring from the spec.dock through this hole as shown.



You should be able to reach under the right side of the center console to grab the wiring from the spec.dock. Pull it through as shown, and continue pulling the slack on the cable as the spec.dock is lowered into position and snapped into the ashtray location.



The properly installed spec.dock should look like this. Make sure to test the functionality of the door mechanism and the interface before completely reassembling the vehicle. Reassembly is the reverse of disassembly.