

DIY: How To Install Satellite Radio to a 997 For Native PCM Integration

Being a fan of Sirius Satellite radio I was anxious to find how to get Sirius in my 07' 997 C4S with as close to OEM integration as possible. So I set out on my quest... I read through all the various posts on both rennlist.org and 6speedonline.com on third party solutions (mObridge, Denison Aux, FM modulation) but in the end I decided to go to Porsche OEM XM Sat Radio Kit (well, sort of..)

I will save you of all the boring details surrounding my long painstaking trek that finally lead me to my final solution but I do want to take this chance to give my appreciation to Ric Knab at SunCoast Porsche (<http://www.suncoastparts.com>). Ric was EXTREMELY helpful in helping isolate the right parts to put the "Right Solution" together. Any other "parts department" would have walked away and left me alone to fumble in the dark. Rick, thanks for hanging in there with me, your customer service is top notch!

Disclaimer: I am sharing this with all so that others out there looking for a solution may benefit from my experiences. This is what worked for my vehicle and my tastes, proceed at your our risk!

First off, yes Virginia there is a Santa Clause. You CAN still get OEM Porsche Sirius tuner! (Porsche stocks them as surplus in case "in warranty" repairs/replacement parts are needed.)

Here's the parts list you will need:

- Part # 955.647.117.01 - Sirius OEM Tuner
- Part # 955.044.900.65 - Harness for installs w/ CD Changer
 - (Provides MOST Fiber loop & Power adapter)
- Single to Dual Sirius Ant Adapter
 - <http://www.tss-radio.com/products/sirius-dual-to-single-antenna-adapter>
- Sirius Ant
 - There are many out there but this is one I chose: <http://www.tss-radio.com/products/browning-magnetic-car-antenna-for-sirius>

***** Important – Disconnect the battery! Better to be safe than sorry *****

The hardest part for me was determining where to mount the tuner as I already had a Denison GW500 unit installed for ipod integration. Eventually I decided to mount it, vertically in the "cubby" storage area on the left in the trunk. In order to get it to fit I had to notch out the lower right had side of the mounting bracket (see pics). To do that, I used a cutting wheel on my dremmel. The tuner fits very well, mounted with double side tape.



Next Step was to tap and connect power leads and fiber MOST connectors. As I already had a stock CD Changer, Nav and Bose system installed, using Porsche cable part number 955.044.900.65 it is the Harness for installs w/ CD Changer (provides MOST Fiber loop & Power adapter). Using this harness makes the install very easy. The cable has "Y" connectors for both power and fiber optic loop (MOST) connection.

First remove the plastic housing cover around the CD changer by simply pulling up on both ends of the cover. Next remove the plastic cover surrounding the Nav and Bose Amp by grabbing opposing sides and slide straight up. It may help to open the NAV CD access door and slip fingers inside to pry up.

Next you should have (relatively) clear access to the existing MOST and power connections on the CD Changer and Nav systems.

Note: As I already had installed a DENISON GW500 unit and chose to keep my changer my configuration on the MOST loop is a bit more complex than others may have.

I removed the original fiber MOST connector from the Nav drive and plug it into one end of the new cable harness then plugged the other end of the "Y" back into the Nav drive. Now the remaining MOST connector on the "long end" of the new cable harness is plugged into the OEM Satellite tuner.

Next you will tie into existing power leads from existing CD Changer. This was a bit challenging due to the angle of access for the power connector is VERY tight! If you are more ambitious than I... you could remove the CD changer but with a little patience and persistence I was able to access and like the MOST fiber connectors, you repeat the procedure to connect the power connections. Remove original power connector from CD changer and plug into receiving end of "Y" cable then plug other end back into CD changer. Now the remaining power connector on the long end of the cable should be plugged into the OEM Satellite tuner.

Next is running the cable harness up between the CD changer and the amp, directly behind the carpeted walls.

There is a “button” style fastener holding the two-carpeted panels together. Simply slide your hand down the inside and pop it back out with your finger or use a “stubby” screwdriver. Now simply run the cable harness up behind the carpet to the OEM Satellite tuner. As a precaution I encased the cable in a flex loom.



Installing The Aftermarket Satellite Antenna:

The aftermarket antenna I chose to go with was one made for Sirius radio by “Browning” (model # BR-SR-MAG). There are others out there but I selected this particular model due to form factor and specifically engineered for Sirius reception. This is an important factor to consider, choose an antenna that was made for the Tuner (XM VS Sirius) as it will provide better reception due to satellite signaling.



I installed the antenna next to the OEM navigation antenna under the plastic cowl under the front windshield wipers, just below the windshield.

The first step is to remove the windshield wiper arms. Remove the plastic cap covering the nut securing the wiper arms.



After removing the nut securing the wiper arms, simply pull the arms towards you. The plastic cowl is held in place at three places on top and two places just under the trunk lid behind the battery.

Top side cowl:

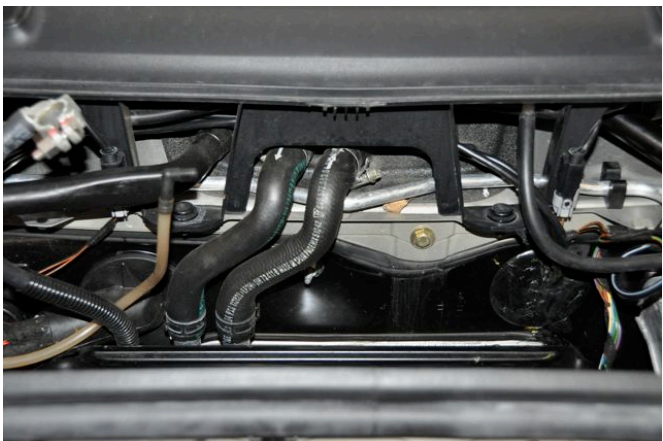
Look at both far ends for rectangular plastic cap/cover. Simply pull out to remove and the center securing point is held in place by a small Philips head screw.

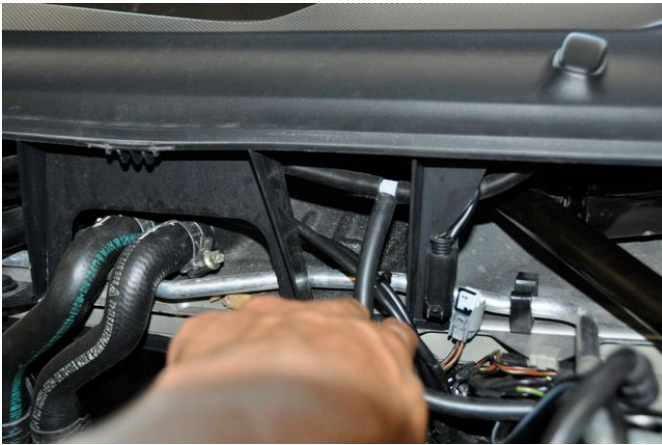
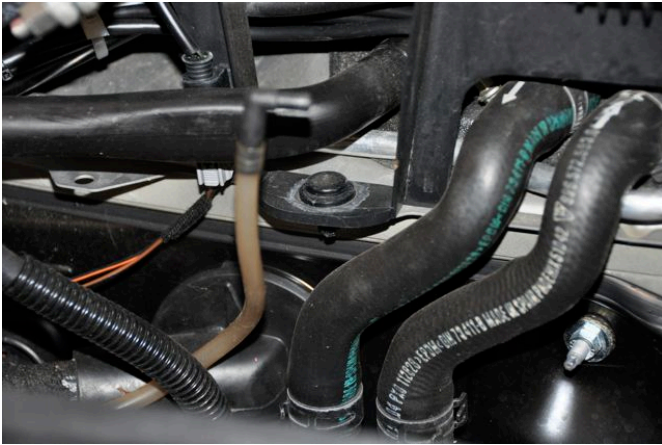
Inside front lower cowl:

Just in front of the battery there are two “pin clips” to remove. Pull center pin up to remove.

Once you have removed the two “pin clips” also disconnect the power leads (one on each side of where pin clips are) to the bottom of each squirter. Lastly, disconnect the windshield washer fluid tube at the “T” connector.

Final step, CAREFULLY remove the cowl as not to scratch the body. Just take your time and work each side free, carefully, this took me some “finessing” and patience....





Next is mounting the satellite antenna to the underside of the cowl. Remove the cover secure with “push pins” (pry out with flat head screwdriver).

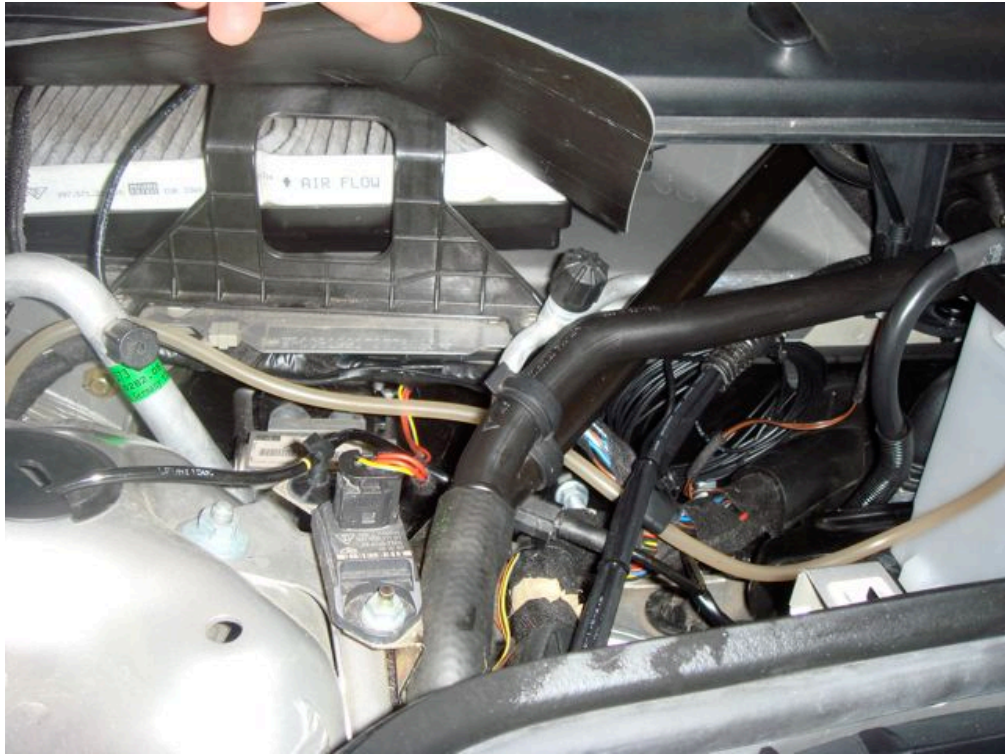




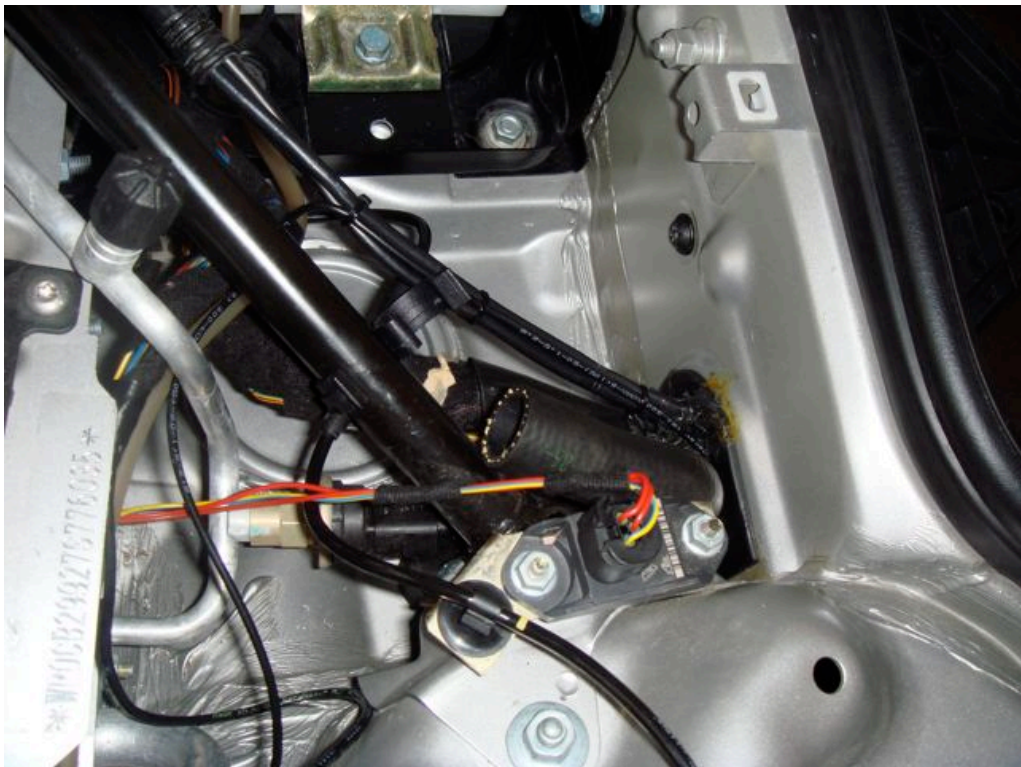
Mounting antenna:

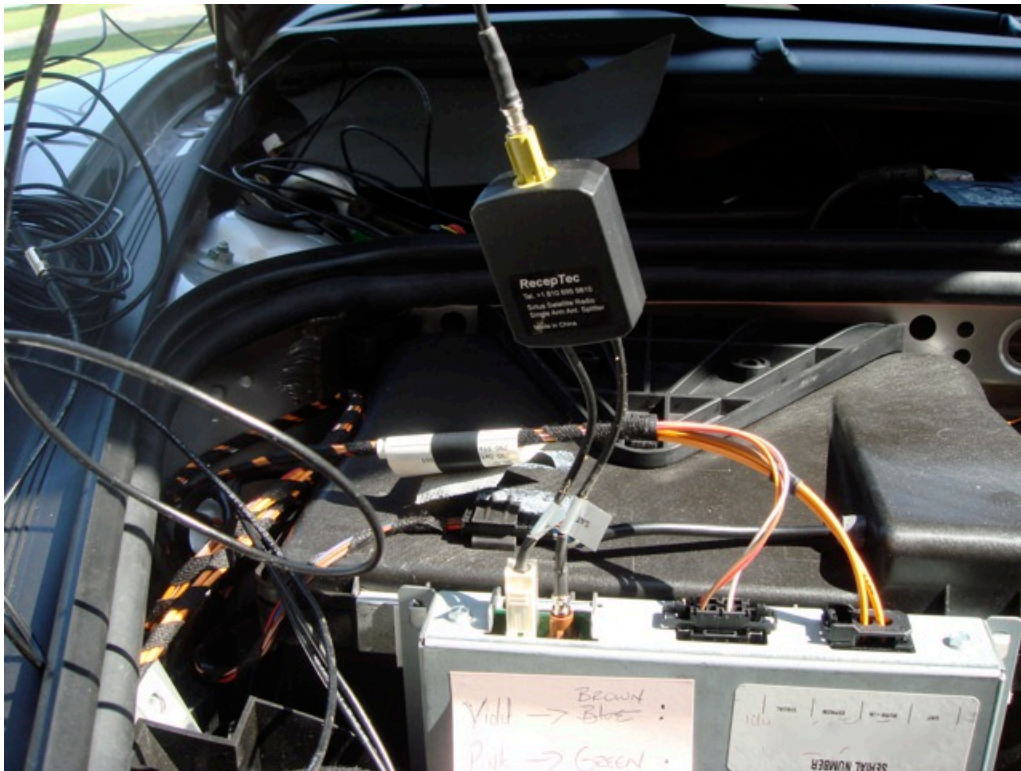
Before using plastic epoxy you will need to rough the surfaces. Use medium grit sandpaper and rough the top of the Sirius antenna as well as the area it will be adhered to. Then set antenna in place with epoxy and let cure.





Reinstall cowl, run and secure excess antenna wire with cable ties. Run antenna lead through grommet into trunk.





Connect the antenna lead to the antenna single to dual adapter and adapter dual leads to corresponding tuner leads. (Note in my case I had to remove plastic molded connector hosing from antenna adaptor.) Secure adaptor with double sided tape to side of tuner.
 Brown = To satellite lead Green = To terrestrial lead



At this point I'd recommend you reconnect the battery and test your installation before reinstalling all panels, completing your install.

To access the Satellite function turn on the PCM and press the "AM/FM" button cycling through the modes until you see the satellite radio function appear. If you don't have the satellite radio function appear you may have to have your dealer program the PCM to acknowledge and recognize the OEM tuner has been added into the network. (This was not the case for me.)

Lastly you will need to contact your satellite service provider (Sirius or XM) to activate your tuner (make sure the radio is on when you call to activate).

All done and enjoy!



