



## INSTALLATION INSTRUCTIONS FOR PART 99-5026

### APPLICATIONS

**Ford Mustang 2001-2004**  
**Ford Expedition (w/o NAV) 2003-2006**  
**Ford Explorer 2002-2005**  
**Lincoln Navigator (w/o NAV) 2003-2006**  
**Lincoln Aviator 2002-2005**  
**Mercury Mountaineer 2002-2005**

# 99-5026

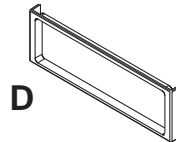
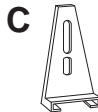
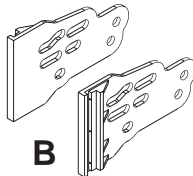
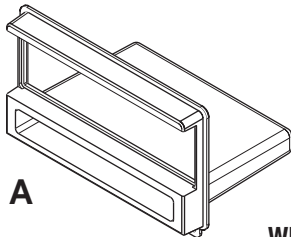


### KIT FEATURES

- DIN head unit provision with pocket
- ISO DIN head unit provision with pocket

### KIT COMPONENTS

A) Radio Housing B) ISO Brackets C) Rear Support Bracket D) ISO Trimplate E) (1) #8 X 3/8" Phillips Truss Head Screw



### WIRING AND ANTENNA CONNECTIONS (Sold Separately)

#### Harness:

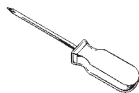
- 70-5519 - Ford amplified harness 1998-08
- 70-5520 - Ford harness 2003-up
- 70-5521 - Ford amplified harness 2003-up
- 70-1771 - Ford harness 1998-up

#### Antenna Adapter:

- Not required

### TOOLS REQUIRED:

Phillips Screwdriver • Socket wrench



1-800-221-0932



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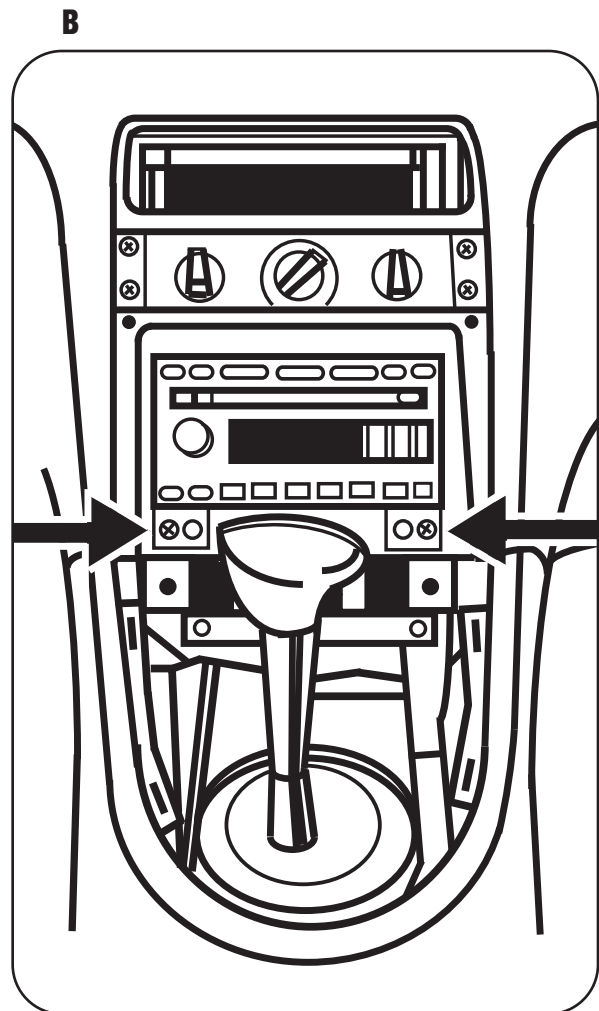
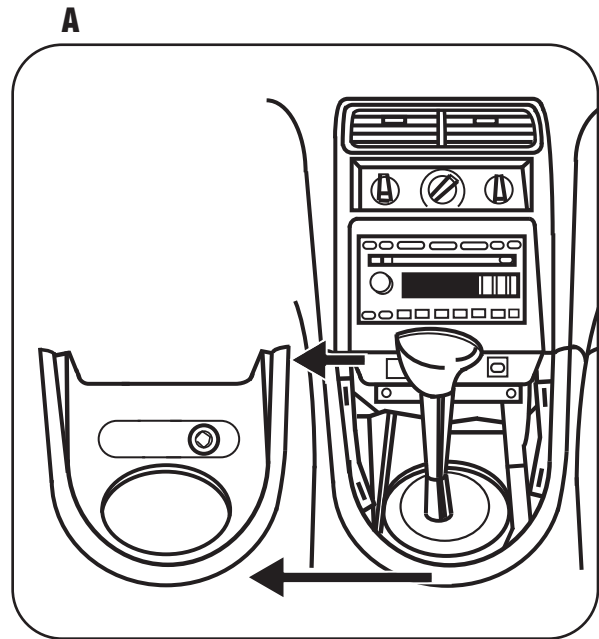


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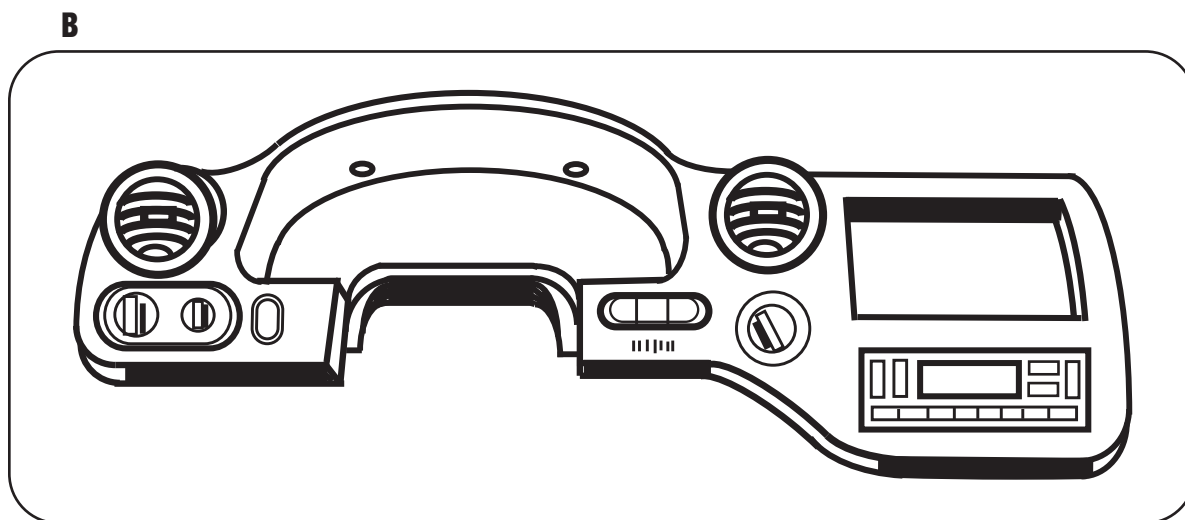
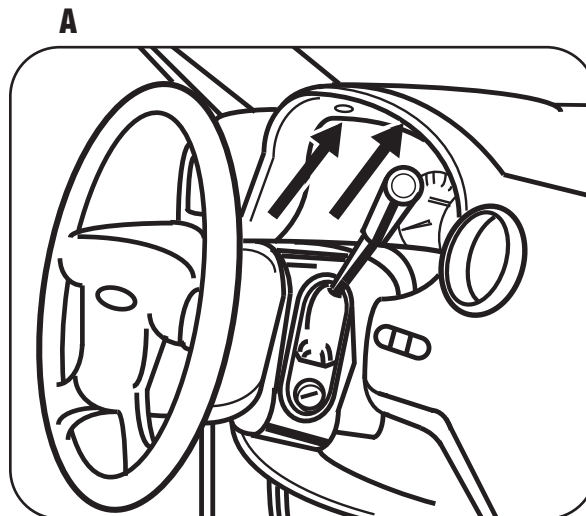
## FORD MUSTANG 2001-2004

- 1 Disconnect the negative battery terminal to prevent an accidental short circuit.
- 2 Unclip and remove shift lever trim panel. (Figure A)
- 3 Unclip and remove the entire panel surrounding the radio and climate controls including the vents. (Figure B)
- 4 Remove (2) 9/32" screws securing radio. (Figure B)



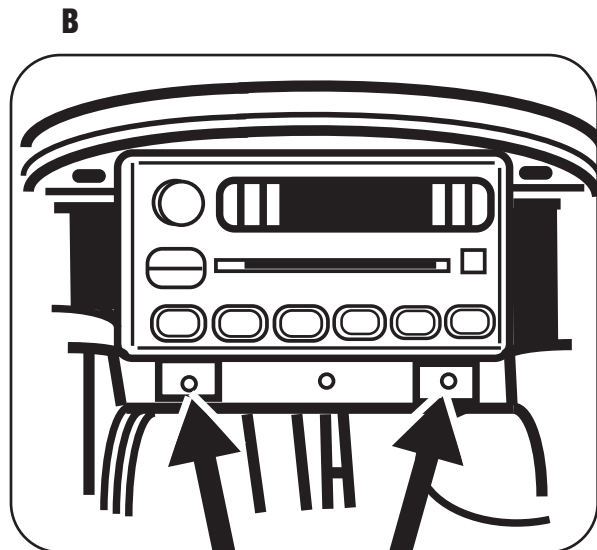
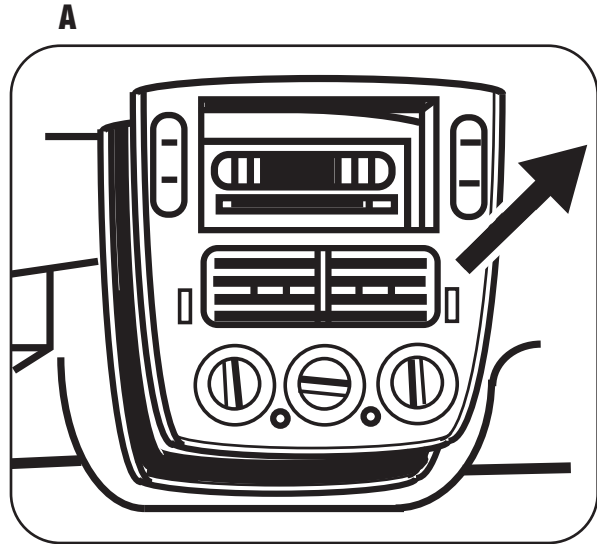
## FORD EXPEDITION 2003-2006

- 1 Disconnect the negative battery terminal to prevent an accidental short circuit.
- 2 Remove (2) 9/32" screws from above instrument cluster. (Figure A)
- 3 Unclip and remove entire panel surrounding radio, climate controls, and instrument cluster. (Figure B)
- 4 Remove (2) 9/32" screws securing radio.



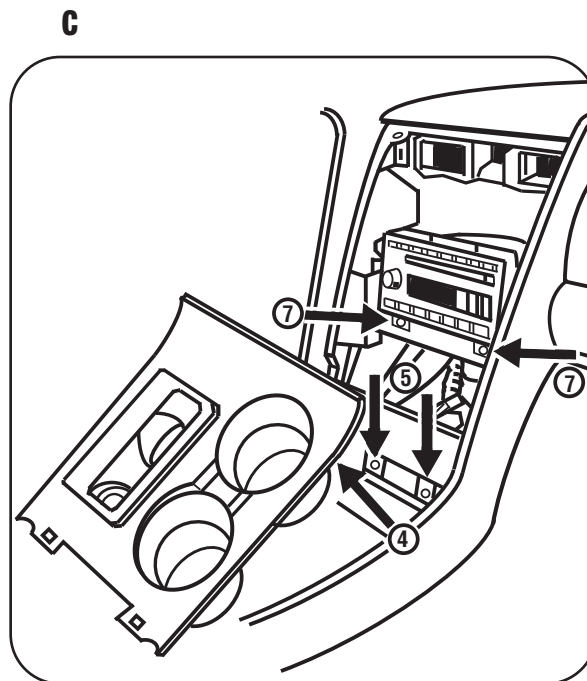
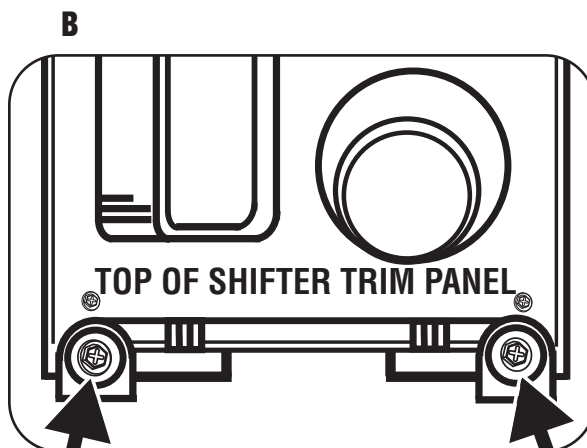
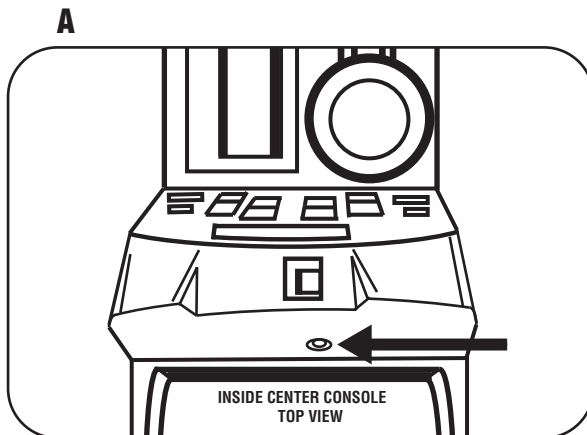
**FORD EXPLORER 2002-2005****MERCURY MOUNTAINEER 2002-2005**

- 1** Disconnect the negative battery terminal to prevent an accidental short circuit.
- 2** Unclip and remove entire panel surrounding radio including climate controls and vents. (Figure A)
- 3** Remove (2) 9/32" screws securing radio. (Figure B)



## LINCOLN NAVIGATOR 2003-2006

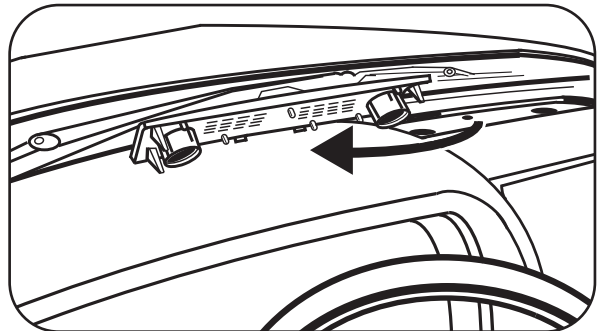
- 1 Disconnect the negative battery terminal to prevent an accidental short circuit.
- 2 Open center console and remove (1) push pin from back of power window switch panel. (Figure A)
- 3 Unclip and remove panel.
- 4 Remove (2) 9/32" screws exposed on shifter panel then unclip and move shifter panel off to side. (Figure B,C)
- 5 Remove (2) 9/32" screws exposed under ashtray assembly. (Figure C)
- 6 Unclip and remove entire panel surrounding climate controls and radio.
- 7 Remove (2) 9/32" screws securing radio. (Figure C)



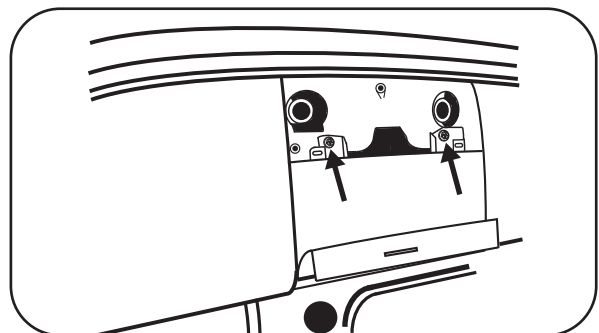
## LINCOLN AVIATOR 2003-2005

- 1 Disconnect the negative battery terminal to prevent an accidental short circuit.
- 2 Unclip and remove vent panel above radio on top of dashboard. (Figure A)
- 3 Remove (2) 9/32" screws exposed under panel removed in step 1. (Figure B)
- 4 Unclip and remove panel around radio with door in it. (Figure C)
- 5 Unclip and remove vents below radio. (Figure D)
- 6 Remove (2) 9/32" screws securing radio. (Figure E)

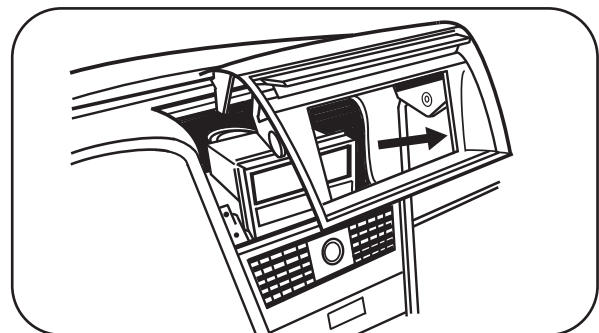
A



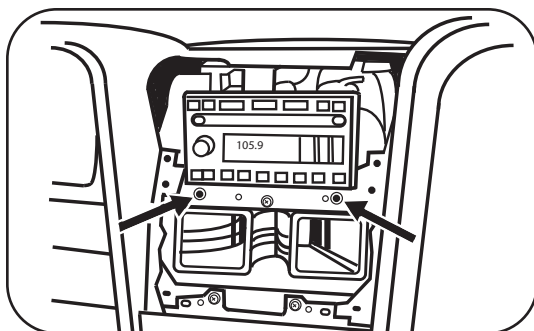
B



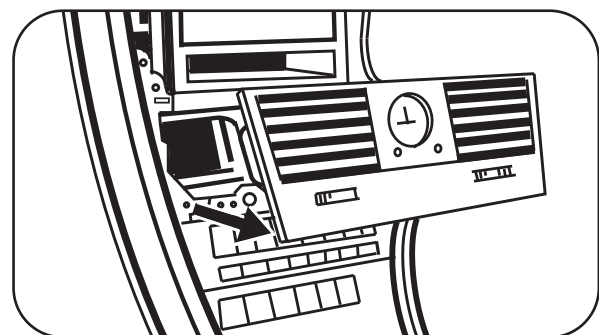
C



E



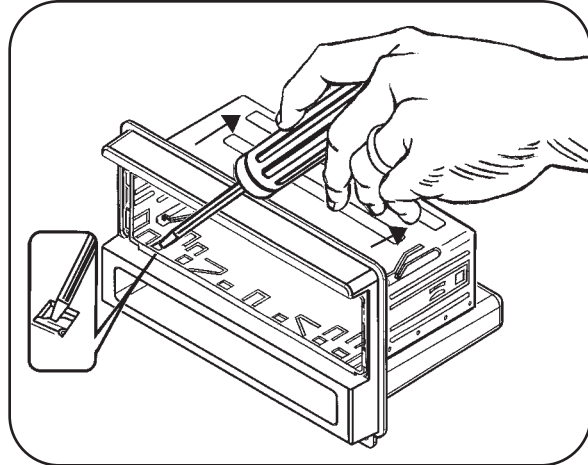
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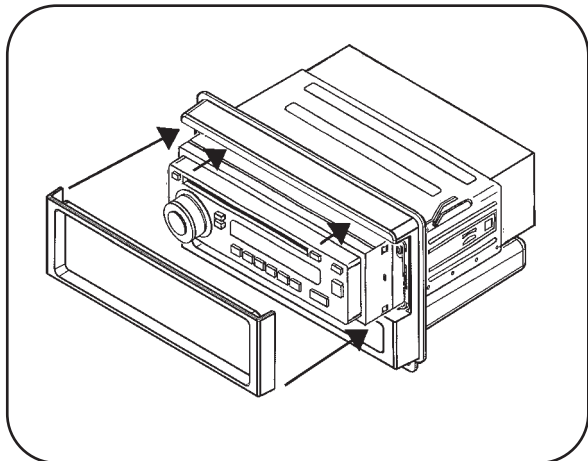
## DIN HEAD UNIT PROVISION WITH POCKET

- 1 Slide the DIN cage into the housing and secure by bending the metal locking tabs down. (Figure A)
- 2 Slide the aftermarket head unit into the cage and secure. Snap the trim-plate into the radio housing. (Figure B)
- 3 Thread the rear support bracket onto the back of the head unit (or cage) and secure with the mounting nut supplied. (Figure C)
- 4 **NOTE:** On Ford Expedition and Lincoln Navigator DIN head and ISO kit assemblies, you must cut the Rear Support Bracket for clearance. (Figure D)

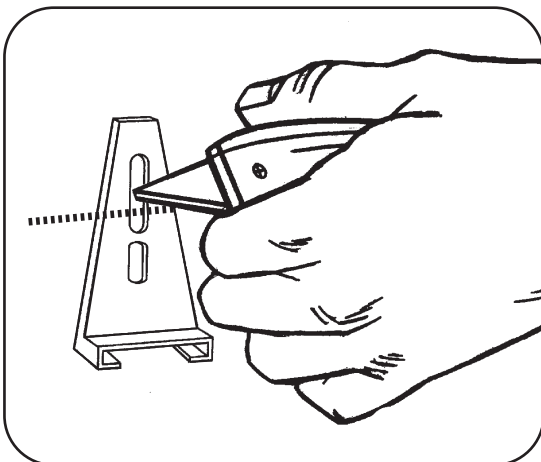
A



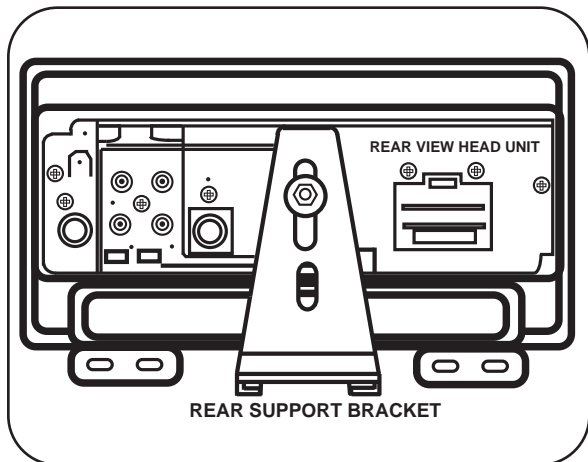
B



D



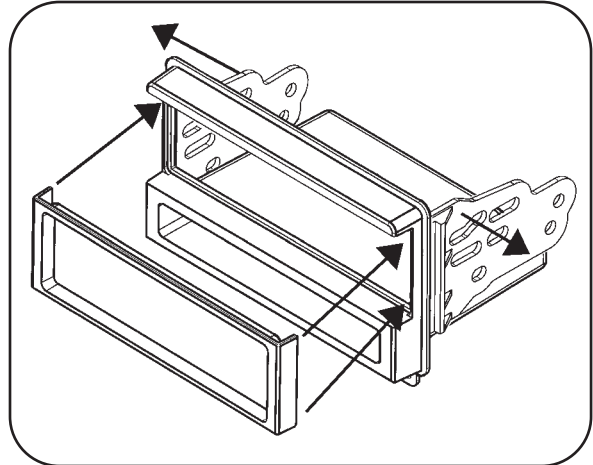
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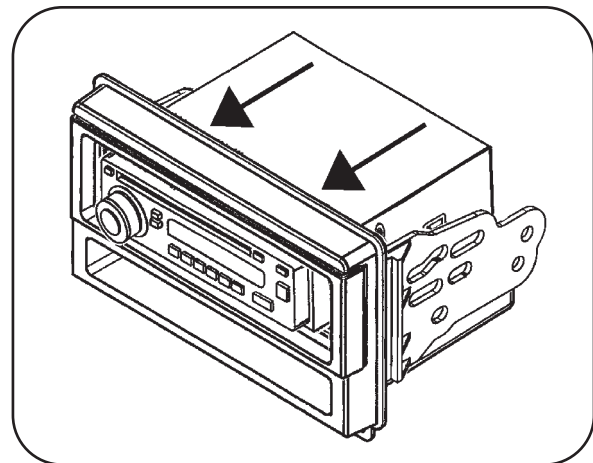


## ISO DIN HEAD UNIT PROVISION WITH POCKET

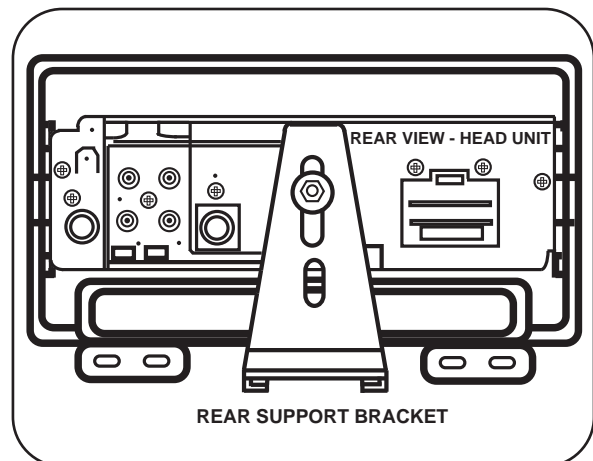
**1** Snap the trim plate into the radio housing. Attach the ISO brackets to the inner lip of the housing. (Figure A)

**A**


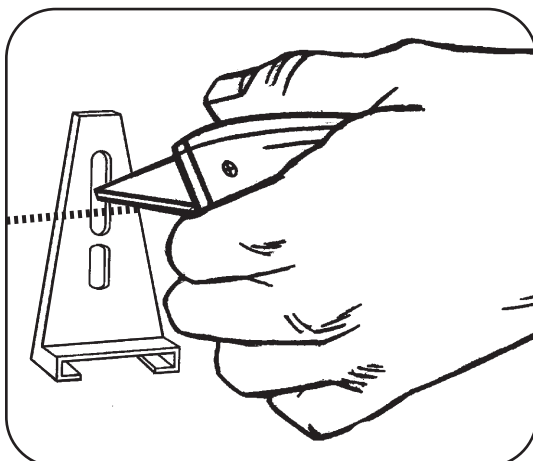
**2** Slide the head unit/bracket assembly into the radio opening and align the holes in the head unit with the holes in the ISO brackets and mount the unit to the brackets with the screws supplied with the unit. (Figure B)

**B**


**3** Thread the rear support bracket onto the back of the head unit (or cage) and secure with the mounting nut supplied. (Figure C)

**C**


**4** **NOTE:** On Ford Expedition and Lincoln Navigator DIN head and ISO kit assemblies, you must cut the Rear Support Bracket for clearance. (Figure D)

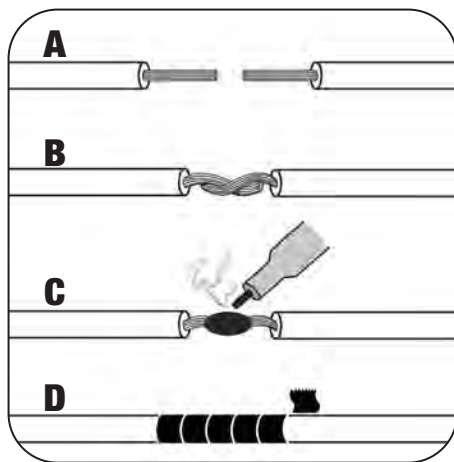
**D**


## FINAL ASSEMBLY

- 1** Locate the factory wiring harness in the dash and make the connection as shown. Metra recommends using the proper mating adapter and making the connections as shown. (Isolate and individually tape off the ends of any unused wires to prevent electrical short circuit.)
- 2** Re-connect the negative battery terminal and test the unit for proper operation.
- 3** Reassemble radio and dash assemblies in reverse order of disassembly.

### FINAL WIRING CONNECTIONS

Make wiring connections using the EIA color code chart shown below and the instructions included with the head unit. Metra recommends making connections as shown below; Strip, Splice, Solder, Tape. Isolate and individually tape off ends of any unused wires to prevent electrical short circuit.



- A) Strip wire ends back 1/2"**
- B) Twist ends together**
- C) Solder**
- D) Tape**

### METRA / EIA WIRING CODE

12V Ignition / Acc . . . Red	Right Front (+) . . . . Gray
12V Batt / Memory . . Yellow	Right Front (-) . . . . Gray / Black
Ground . . . . . Black*	Left Front (+) . . . . . White
Power Antenna . . . . Blue	Left Front (-) . . . . . White / Black
Amp Turn-On . . . . . Blue / White	Right Rear (+) . . . . . Violet
Amp Ground . . . . . Black / White	Right Rear (-) . . . . . Violet / Black
Illumination . . . . . Orange	Left Rear (+) . . . . . Green
Dimmer . . . . . Orange / White	Left Rear (-) . . . . . Green / Black

**\*NOTE:** When Black a wire is not present, ground radio to vehicle chassis.  
All colors may not be present on all leads due to manufacturer's specifications.



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