



Installation instruction for your MFD32 in a VW Passat B8 3G

Preliminary

Thank you for purchasing your CANchecked display for the VW Passat.

During the development of this product, we paid attention to highest fitting accuracy and quality. The display has been test-fitted with these installation instructions by several test persons and continuously improved so that you will have no problems during the conversion.

If you have any feedback, criticism or change requests for us, it is best to send us an e-mail to info@canchecked.de.



General notes

The display is a very sensitive device. Extreme caution should be exercised. Avoid any strong pressure on the casing or the display itself.

CANchecked accepts no liability whatsoever for this conversion or for any damage caused during the conversion or during operation. The instructions have been prepared to the best of our knowledge and belief.

The conversion time is approx. 1.5h for an experienced mechanic.

Tools needed

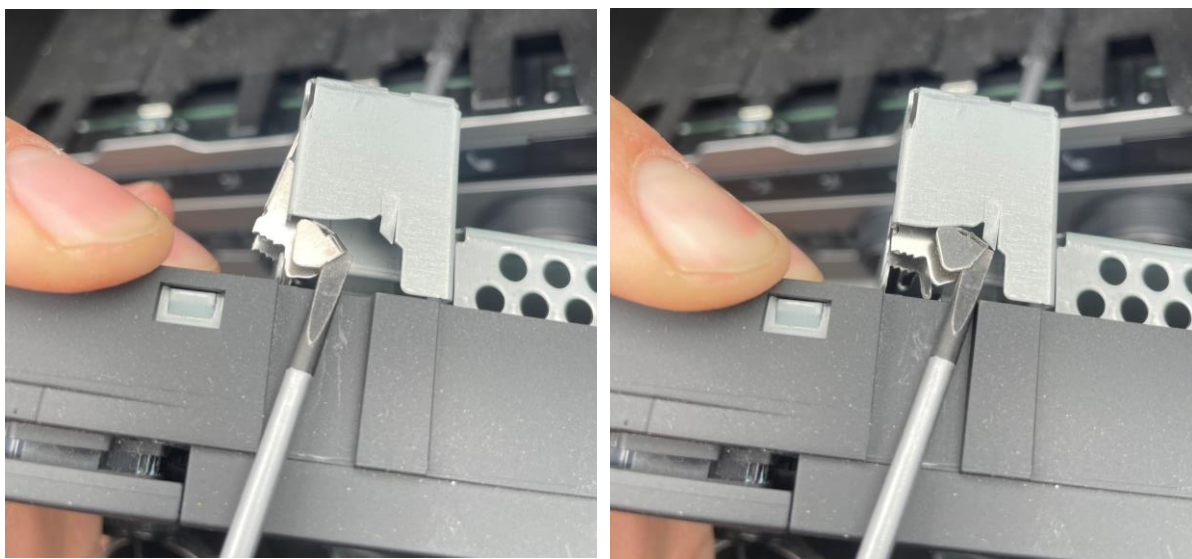
- 10mm drill bit
- Small file
- Small slotted screwdriver
- Torx TX20
- Assembly tool (sold separately)

1) Remove the fairing

To remove the air vent, the trim on the dashboard, around the radio and around the speedometer must be removed, the trim is now clipped and can be levered with a plastic wedge and then removed by hand. Please do not forget to disconnect the connector of the hazard warning lights.



Next you have to remove the radio's screen, which is locked in place with metal clips at all 4 corners. These must be pushed back with a small flat-blade screwdriver and unlocked before the screen can be removed. The following diagram shows the locked and unlocked state.



If the radio is also removed, the 7 TX20 screws holding the air vents must be removed:



The ventilation nozzle can then be pulled out of the dashboard across its entire width and then the 3 connectors of the wiring harness can be disconnected to remove the nozzle completely.



You can now put the fairing aside for the time being.

The next step is in the driver's footwell. Loosen the two TX20 screws to fold down the upper fairing and make room for the cable.



2) Preparing the nozzle

To remove the louvres from the vent, the surrounding decorative frame must be partially unclipped to remove the clock and then the louvres.



Now drill 2 holes side by side with the 10mm drill bit and then use a file to make an oblong hole so that the 10-pin Molex connector fits through the hole:



3) Laying the cable

The OBD cable and the USB cable are now routed from the driver's footwell to the centre console and both cables are routed through the previously made hole:



The cables can then be connected, and the trim can be inserted into the ventilation shaft. Then the clock and the decorative frame are clipped back into position.



When you are ready, you can push the entire ventilation unit back into the dashboard, making sure that the cables are correctly positioned. Please also reconnect the previously disconnected plugs! Then push the radio back into the shaft.



Now clip the trim around the radio and the speedometer back in place, plug in the hazard light switch and clip the remaining trim into position.

Stow the USB cable in a loop under the side panel of the centre tunnel:



The OBD cable is stowed above the footwell trim, fed out of the clearance for the OBD connector and then plugged in there:



Now, before you reassemble the rest in reverse order, you can briefly switch on the ignition and check the function of the display. If this is the case, you can complete the vehicle and you are finished.



We hope you have as much fun with your CANchecked display as we do. If you have any questions, please feel free to contact us by e-mail at info@canchecked.de.

We also have a support group on Facebook where other customers can help and share their experiences:

<https://www.facebook.com/groups/CANcheckedSupport/>