

Installation Guide for a Prius without factory NAV. A DVD of PC member Frank Hudon installing a CAN-view is available.

Installation of either version 1 (behind the glove box) or version 3 (under a front seat) follows exactly the same steps most of the way.

The main effort is in removing your Prius dash panels in a fixed order to gain access to the back of the MFD. (Multi-Function-Display) The best way to see how to do this is to go to Chris Dragon's excellent step-by-step photo shoot. Its at [Prius stereo install](http://www.chrisdragon.com/downloads/Stereo%20Accessory%20Install%20Guide,%20004%20Prius,%20v1.03.pdf)

(which is <http://www.chrisdragon.com/downloads/Stereo%20Accessory%20Install%20Guide,%20004%20Prius,%20v1.03.pdf>)

His comprehensive guide is intended for a new stereo install, but it includes as part of that install, removing the MFD. So follow his steps carefully up to his page 7. You don't need access to the stereo so skip from page 7 to page 9.

At this point, you should have the MFD (or LCD screen as he refers to it) loose. **There is no need to remove any of the 3 connectors plugged into it.** Just turn it 90 degrees so you can see the back. Use a cloth so you don't scratch the MFD or the dash its resting on. But here is a picture of it with all the connectors removed (just for clarity)



Now follow these steps:

1) The CAN-view requires 12v ACC power, which is available on the top left connector on the back of the MFD. Locate the grey wire in this plug, (top row, 2nd from the left, grey in color) Place the red wire-tap over this grey wire, fold it loosely closed and squeeze it shut with some pliers.

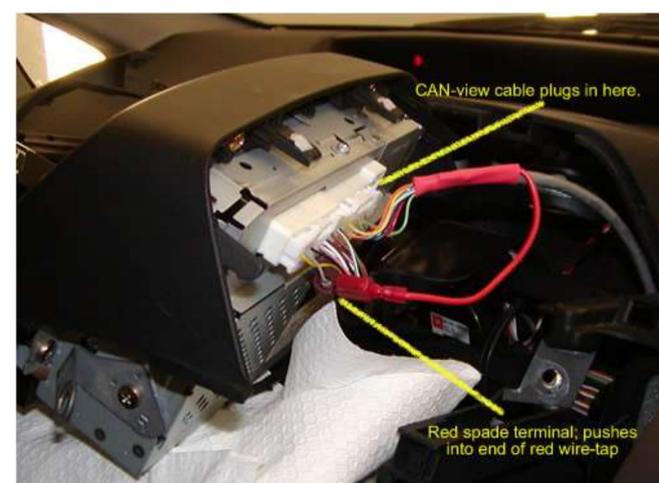


2) Next take this CAN-view cable with the plug on one end which matches the middle connector on the back of the MFD



3) Push it into the matching socket on the back of the MFD. There is only 1 of the right size and shape. The plug has a retaining clip on top which will click when the plug is properly inserted. Once it has clicked, it can only be removed by depressing this clip and pulling on the plug body. Do NOT pull on the wires inserted in the plug. That retaining clip is strong enough that you will pull the wires right out of the socket before the plug will move. Then push the red spade terminal into the end of the red wire-tap.

4) Now you have to route the MFD-to-CANview cable out the back through the dash housing and end up somewhere in the glove box area. There are several routes to do this, none particularly better than another. Its only a short distance so whichever seems easiest for you. Just make sure you go through the open area in the dash behind where the MFD mounts so that the cable is not caught by a plastic moulding when you push the MFD back in place.



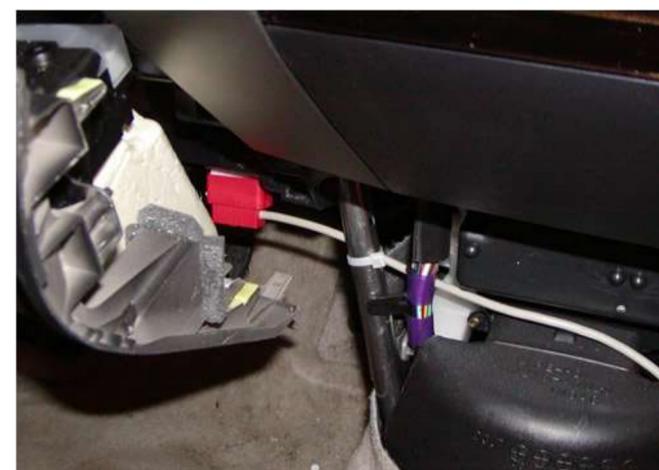
5) To save troubleshooting later, its wise to temporarily plug in the other end of the MFD cable (with the 9 pin Molex connector on it) into the CAN-view. Both the 9 pin and 4 pin Molex connectors have a small retaining lip on one side only. They will only go in one way. If you try to insert one upside down, the holes are offset and it would require tremendous force to push the pins in sideways, so if its very hard to push in, check you don't have it upside down. You don't need the OBD2 cable plugged in to check everything is ok so far. Just power up the car (it doesn't mind that all those panels are just hanging there, 1st (ACC) position is good enough. After the familiar Toyota Prius logo screen disappears, the screen should jump to the CAN-view menu screen. Thats all you need to know at this stage. Because both the CAN-view unit and the MFD cable were tested here before shipping, if this doesn't work, either you have broken a wire off the connector or the red wire with the spade terminal is not properly connected (via the wire tap) to the +12v acc grey wire.

6) Once you have confirmed it works, unplug the Molex. It requires some pressure to pull it past the retaining lip. Please pull on the plastic body, NOT on the wires.

7) Don't bother using cable ties close to the back of the MFD, you need some free movement to get the MFD in and out. Follow Chis Dragons instructions again starting this time at page 13, until the MFD is pushed back into its proper place. If it really won't go in the last 1/2 inch, check you haven't routed the MFD cable so that it is jammed up against a dash moulding when the MFD is pushed back. You can always quickly plug in the CAN-view again to confirm you haven't dislodged anything.

8) Now the MFD is back in place and held down by its 2 mounting bolts again, you can next install the OBD2 cable as its much easier with all the other panels still removed. The hardest part may be in seeing where this connector is as its upside down at knee level roughly in front of your right knee just behind the front of the lower dash.

The red OBD2 plug can only go in one way, that is with the cable exiting to the right, out of the way of your accelerator leg. Push the plug home (it will stay in just from the pin friction) and route the cable over the transmission hump and up to join the MFD cable in the glove compartment area. DONT cable tie the OBD2 cable right next to the socket as you will make it very hard for a service technician to remove if he needs access to the OBD2 connector. But also don't leave so much slack that you could catch the cable with your foot as you get in.



9) Once both MFD and OBD2 cables are dangling out of the glove box area, you can use some cable ties to keep both cables neatly in place, then follow page 13 to replace all the panels you removed, except for the glove box.

10) This is where version 1 and version 2 differ. If you have version 1, you are going to end here by fixing the CAN-view diecast box behind and above the glove box. There should not be too much extra cable spare, so if you feel up behind the top of the glove box area, you will find a space easily big enough for the CAN-view. All that is required is something to keep it in place and not rattle. If you have some foam draft excluder, a few inches on either or both sides of the CAN-view will allow you to push the CAN-view up into this space where friction will hold it in place. Then you can use a couple more cable ties to route the 2 cables more neatly. Plug both 4 pin and 9 pin Molex connectors in and power on. You have to be in ignition or run in order to see any data. (The Prius does not transmit CAN data in the 1st (accessory) position) Selecting the electrical page should instantly show if the OBD2 is hooked up right as the voltage should be jumping up and down by a volt. Replace the glove box and you are finished!

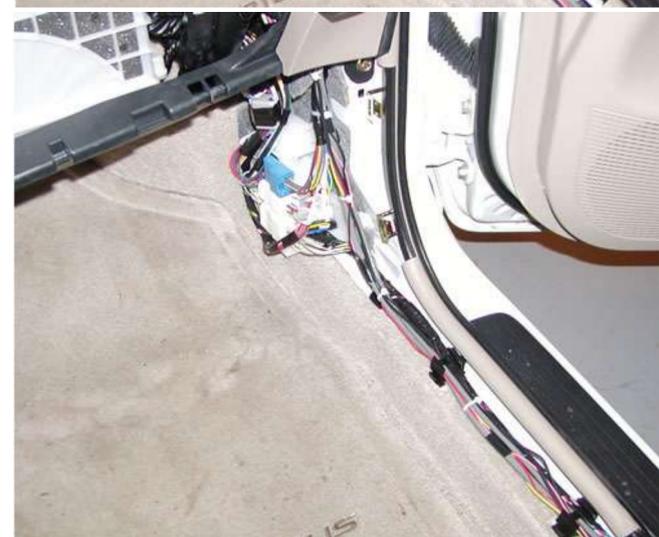
11) If you have version 3, then you would continue routing the 2 cables (and cable tying them neatly in place every foot or so) up along the back of the glove box, where there are other harness wires to attach to.



12) The plastic door sill cover has to be removed next. It also just pulls out, exposing a front to rear cable run.



13) There is a plastic moulding from just below where the rightmost air vent was removed, down to door sill level. It is held in by more clips and just pulls out, exposing a route to follow from the back of the glove box, down to the door sill, following existing cable runs.



Route the 2 cables down and along, following existing cables and tying the MFD and OBD2 cables as you go. When you reach a few inches ahead of the door column, its time to burrow under the carpet and come out under the seat through an opening in the carper that Toyota puts there even in the basic model. Its tight getting fingers under there to guide your two cables through and out under the seat. Use a bit of stiff wire as a guide.

14) You can now push the door sill and other panel back in place and re-install the glove box. What you have under the seat are the 2 cables you can plug into the CAN-view and either empty space or a JBL amp or a NAV unit depending on what model Prius you have. The CANview is small enough and light enough that where and how you mount it is isn't crucial. Even 2 sided velcro to the carpet is ok. Now presumbly you purchased a version 2 CAN-view in order to use one or more of the plug-in features, in which case whatever brackets or-mount you make for whatever optional items you are going to use, will probably also have room to mount the CAN-view on. Take note that the floor under the seat is not flat and level. To put in a Pioneer NAV I had to make an aluminum bracket bolted to the seat rails. The only point of concern is that there is an under seat heating and A/C duct which you should try not to obstruct, part from rear passenger comfort and part so as not to blow very hot air over electronics. That's it for the CAN-view version 2 install. If you are adding plug-in options, go to the section dealing with those options.

15) cautionary note: the version 3 has two 10 pin sockets, one grey for the programmer and 1 black for the MFD or NAV. The grey programmer plug cannot possibly squeeze into the black MFD socket, but the black MFD/NAV plug will fit loosely in the grey programmer socket. Do NOT do this! Damage is likely. Both MFD and OBD2 plugs are black and go into the 2 black sockets next to each other.