GM Data Interface with Amplifier Bypass Harness & DSP 2014-2018

INTERFACE FEATURES

- Designed for MOST amplifiers
- MOST data interface included
- AX-DSP-X included
- Includes an amp bypass harness
- Retains factory chimes including parking sensor chimes
- Retains OnStar voice prompts
- All chimes/voice prompts go through the aftermarket amp
- Adjustable chime level
- Micro-B USB updatable

INTERFACE COMPONENTS

- AX-DSP-X
- GM MOST interface
- AX-BASSKNOB
- AX-DSPX-MOST1 harness:
  - AX-DSP-X harness (16-pin, 20-pin)
  - GM MOST interface harness (18-pin, 8-pin)
  - Amp bypass harness (16-pin black, 16-pin brown, 16-pin green, 8-pin)

APPLICATIONS

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| GMC                |                              |
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TOOLS & INSTALLATION ACCESSORIES REQUIRED

- Crimping tool and connectors, or solder gun, solder, and heat shrink
- Tape • Wire cutter
- Zip ties • Multimeter • Tone generator

Product Info
CONNECTIONS

An SPDT relay, Metra part number E-123, must be used if the amp turn-on current of all amps exceed 1-amp.

Speaker wires must be tested with a tone generator or similar device. Applications may vary.

Blue/White - Amp Turn-On Wire
Red/White - Do Not Use

GM MOST Interface
Update Port

AX-DSP-X
Update Port

AX-BASSKNOB

Factory Amp Harness (must be removed)

Factory Amp (must be removed)

Additionable Outputs For Optional Amps

RCA Jacks (sold separately)

White / Front Left +
White/Black / Front Left -
Gray / Front Right +
Gray/Black Front Right -
Green / Rear Left +
Green/Black / Rear Left -
Purple / Rear Right +
Purple/Black / Rear Right -
Orange / Subwoofer Left +
Orange/Black / Subwoofer Left -
Orange / Subwoofer Right +
Orange/Black / Subwoofer Right -

Red/White / Front Left Tweeter +
Red/Black / Front Left Tweeter -
Blue / Front Right Tweeter +
Blue/Black Front Right Tweeter -
Pink * Center +
Pink/Black * / Center -

* For models with a center channel speaker

Update Port

Blue/White - Amp Turn-On Wire
Red/White - Do Not Use

Loose Wires / Do Not Use

Applications may vary.
1. Locate the factory amp, unplug all connectors, then remove the amp.  
   **Note:** Amp location is on the following page.

2. Install the **AX-DSPX-MOST1 harness** and make all necessary connections, but leave the amp turn-on wire disconnected.

3. Plug the 8-pin and 18-pin connectors from the **AX-DSPX-MOST1 harness** into the GM MOST interface.

4. Plug the 16-pin and 20-pin connectors from the **AX-DSPX-MOST1 harness** into the **AX-DSPX-X**.

5. Download and install the AX-DSP-X app from the Google Play Store or Apple App Store.

6. Open the app and follow the instructions on the **Bluetooth Connection** tab to pair the mobile device to the AX-DSP-X. (Figure A)

7. Scroll to the **Configuration** tab then select the vehicle type. Press the **Lock Down** button to save the configuration. (Figure B)

8. Connect the amp turn-on wire from the **AX-DSPX-MOST1 harness**.

9. Click the **Identify** button to confirm that the AX-DSPX-MOST1 is connected properly. If so, a chime will be heard from the front left speaker. Test all functions of the installation for proper operation.  
   **Note:** The outputs may need to be configured within the **Outputs** tab.

10. Adjust the DSP settings in the app as desired. Refer to the instructions under the **Setup Instructions** tab, or online at Axxessinterfaces.com for an explanation of each tab in the app.
INSTALLATION (CONT'D)

Amplifier Location

Chevrolet
- Camaro: Right side of trunk
- Colorado: Behind glove-box
- Corvette: Middle of luggage compartment floor
- Cruze: Right side of trunk
- Equinox: Front of center console
- Impala: Right side of luggage compartment
- Malibu: Right side of trunk
- Silverado: Rear of passenger compartment, behind seat

GMC
- Canyon: Behind glove-box
- Sierra: Rear of passenger compartment, behind seat
- Yukon: Rear left side quarter panel
- Yukon XL: Rear left side quarter panel

TROUBLESHOOTING

- If the Red light in the GM MOST interface is blinking, it is not communicating to the vehicle. Remove the key from the ignition, unplug the connectors from the interface, and then inspect all connections made. If everything is proper, connect the harnesses back into the interface, cycle the key to ignition, then re-inspect. The Red light should now be solid.