

# 75ZT Community

## How to fit after-market reversing sensors By Rich

(For reference, the below was done on 13/12/05)

I bought the kit from eBay on a Buy It Now for £19.99 and £5 shipping. The kit arrived within three days and included four sensors, control module, digital display, drill bit, fitting instructions and all wiring.

The four sensors got drilled into the bumper and a little digital display module that I've mounted up over the rear view mirror which has a bar graph showing distance on left or right, and a digital readout of the distance to the nearest object in meters (0.3m for e.g.). Early tests indicate it picks up objects as far away as 2.0m and goes down to 0.3m before it can't read any nearer. The unit bleeps slowly at first and picks up speed the nearer you get, sounding a continuous tone on the 0.3m mark.

Great kit, can't believe it is so accurate for the price, was expecting it to be a bit rubbish really. Doubting it somewhat at first, I Sellotaped the four sensors to the kitchen table and gave it +12v then walked around the kitchen testing it fully before taking the drill to my bumper

The fitting was very straight forward. The rear bumper is held on with only 7 plastic screws, 2 metal screws and some plastic clips (worrying really!). With the bumper off, there are four marks clearly visible on the inside of the bumper where the OEM sensors should go, I simply drilled a pilot from the inside out, then drilled the full size hole from the outside in, this ensured no burring of the plastic and no damage should the drill have slipped etc. There is a grommet behind the bumper which lets you pass wires into the boot, again for OEM use, so the four wires from the four sensors simply passed through here and into the boot with ease.

Once in the boot, a control module gets fitted behind the boot trim (double sided pad included) which takes connections from the four sensors, power to the unit and the remote display unit plugs in here too. I took the +12v from the reversing lights and used a nearby earth so the unit comes on automatically as soon as you select the reverse gear.

It took longer to run the wire for the digital display over the mirror and to the boot than it did to get the bumper off, drill, fit sensors and replace bumper! Maybe I'm just fussy about not seeing any wires

The kit itself.



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Inside of the bumper with the four sensors fitted. Note the OEM cut-outs in the foam. The drill points were also VERY clearly marked.



Close up of one sensor fitted.



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Sensors fitted, all that remains is to paint them.



Control module gets mounted on this side panel, behind the boot trim so no wires etc. visible anywhere.



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The OEM grommet is here, allowing the sensor wires to pass through.



All rear end work done.



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Dead on the 20 degree angle!



Digital display mounted up here, again no wires.



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Close up of the display, tricolour bar graph display showing left/right side of car.



The job was very straight forward and took around two hours from start to finish. It took one hour alone to carefully route and hide the wire up to the mirror (seriously!) :p

The control module itself has eight sockets on it. Six are for the sensors (although I've only used four), one is for the digital display and the last is for power. The power wire consists of a two-core affair, one wire goes to earth (loads of OEM earth points in the boot already, just latch on to one of those) and the other core gets attached to the reversing lamp wire (sorry, forget the colour!) which feeds the unit with power once you put the car in reverse, so no switches or anything needed.

To route the wire from the boot to the display unit, remove the passenger side sun visor and the centre light cluster (other posts on the forum will explain how). Then, attach the wire from the digital display to a metal tape measure (preferably an old/knackered one). Feed the tape measure through the roof lining aiming for the rear passenger side quarter trim (C post).

Once roughly there, pull back the rear passenger door seal and remove the rear quarter (C post) trim panel, it'll need a fair tug. Once removed, have an assistant wiggle/shove the tape measure further back while you have your fingers rummaging around in the roof lining, you'll eventually meet. Pull the wire down from the roof and pass it down the C post and into the boot.

Connect as instructed and reassemble your interior.

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