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Installation Instructions for the Plug & Play Chrysler/Dodge/Jeep Remote Start Package w/MUX T5

Review the remote start installation manual for safety instructions!

Overview

Your kit consists of two modules – a remote start and a EVO-ALL interface module. The EVO-ALL comes with a plug and play t-harness and is designed to make the installation of the remote start very easy. There are a LOT of wires in your kit. Because the EVO-ALL and remote start are designed to work together, you will use very few of them. The only connections in to the vehicle that are not plug-in connectors are power and ground.

Here are the wires you'll be using:

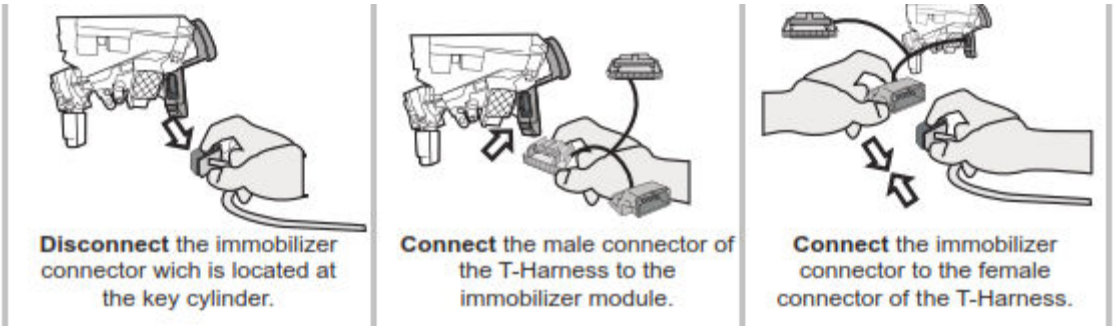
- **In the remote start power harness:** This is the harness with the 6 large power wires. You will use only the two large red wires and the pink wire. The rest are not used
- **In the remote start 12-pin harness:** You will only use the ground (black) wire. The rest are not used.
- **In the EVO-ALL 20-pin harness:** You will only use only two wires. The yellow wire and the green/red wire.
- **In the EVO-ALL 6-pin harness**: you will use the White/Red and White/Blue Wires

  Everything else is a direct plug-in

Starting the installation.

1. The bulk of the installation takes place right under the dash on the driver's side. Begin by removing the plastic panel at the bottom of the dash, above where the pedals are. The panel is held in with both bolts and clips. Be careful not to break the panel – especially in cold weather. Install the on-glass antenna and the programming switch. Good locations for the antenna are at the top center of the windshield and along side the driver's side windshield pillar. Tuck the wire inside the headliner and/or plastic molding and run it down the underside of the dash, near the parking brake release. We recommend permanently mounting the programming button. Use a ¼" drill bit to make a hole - the top of the plastic kick panel on the left is a good location. Makes sure that the switch and the wires do not interfere with the parking brake. Plug the antenna and programming switch into the remote start module.

2. Locate the immobilizer connector at the bottom of the key cylinder (see diagrams below). Carefully disconnect the connector and insert the male plug from the T-harness in its place. Then plug the vehicle immobilizer connector in to the T-harness female connector.



Disconnect the immobilizer connector wich is located at the key cylinder.

Connect the male connector of the T-Harness to the immobilizer module.

Connect the immobilizer connector to the female connector of the T-Harness.

3. Connect the two red wires from the remote start 6-pin power harness to a constant +12-volt power source. This can be the battery, or more conveniently the power wire in your ignition switch harness. If you have provided us with the model/year of your car, your package will include a TechWeb wiring chart. Look for the Wire/Function labeled "12 Volts". That's the wire you connect to. You can connect the two red wires from the remote start to the same power wire in the car.

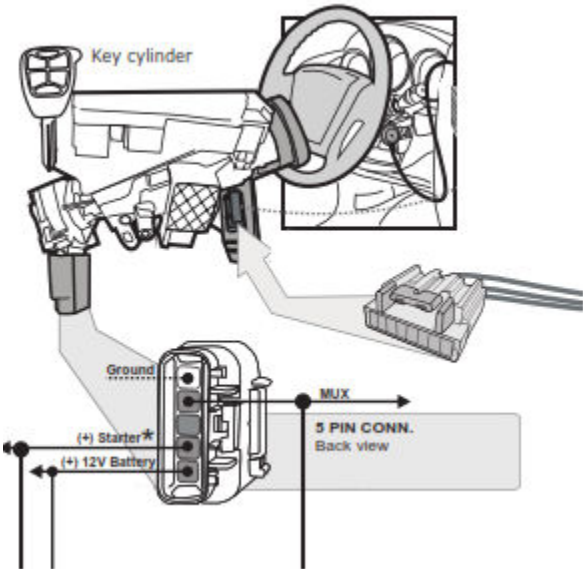
4. Connect the black wire in the remote start 12-pin harness to ground.

5. Connect the pink wire from the remote start 6-pin power harness to the yellow wire on the 20-pin harness on the EVO-ALL ***and*** the loose yellow wire on the T-harness.

6. Connect the White/Red from the EVO-ALL 6-pin harness to the 'Starter' wire in your vehicle 5-pin ignition connector, as shown in the diagram below.

7. Connect the White/Blue from the EVO-ALL 6-pin harness to the '12v Battery' wire in your vehicle 5-pin ignition connector, as shown in the diagram below.

8. Connect the green/Red wire from the EVO-ALL 20-pin connector to the 'MUX' wire in your vehicle 5-pin ignition connector, as shown in the diagram below.



9. Plug in the remaining connectors from the t-harness:

    - The 5 & 6 pin connectors plug in to the EVO-ALL
    - There are two 4-pin datalink connectors. One goes in to the data port on the remote start. The other goes to the 4-pin port on the EVO-ALL. It does not matter which end goes to which device. The correct port on the remote start is pictured below.

Two Optional Features

1. Hood Pin – Your remote start kit include a spring loaded hood pin. While it is not essential to the operation of the remote start, it is an important safety device that prevents the starter from accidentally engaging while the hood is open. If you choose to use the hood pin, it connects to the remote start module via the grey wire in the remote start 12-pin harness. If you choose not to connect the grey wire to the hood pin, leave it accessible because you will need to be able to touch it to ground when you do your features programming for the remote start.

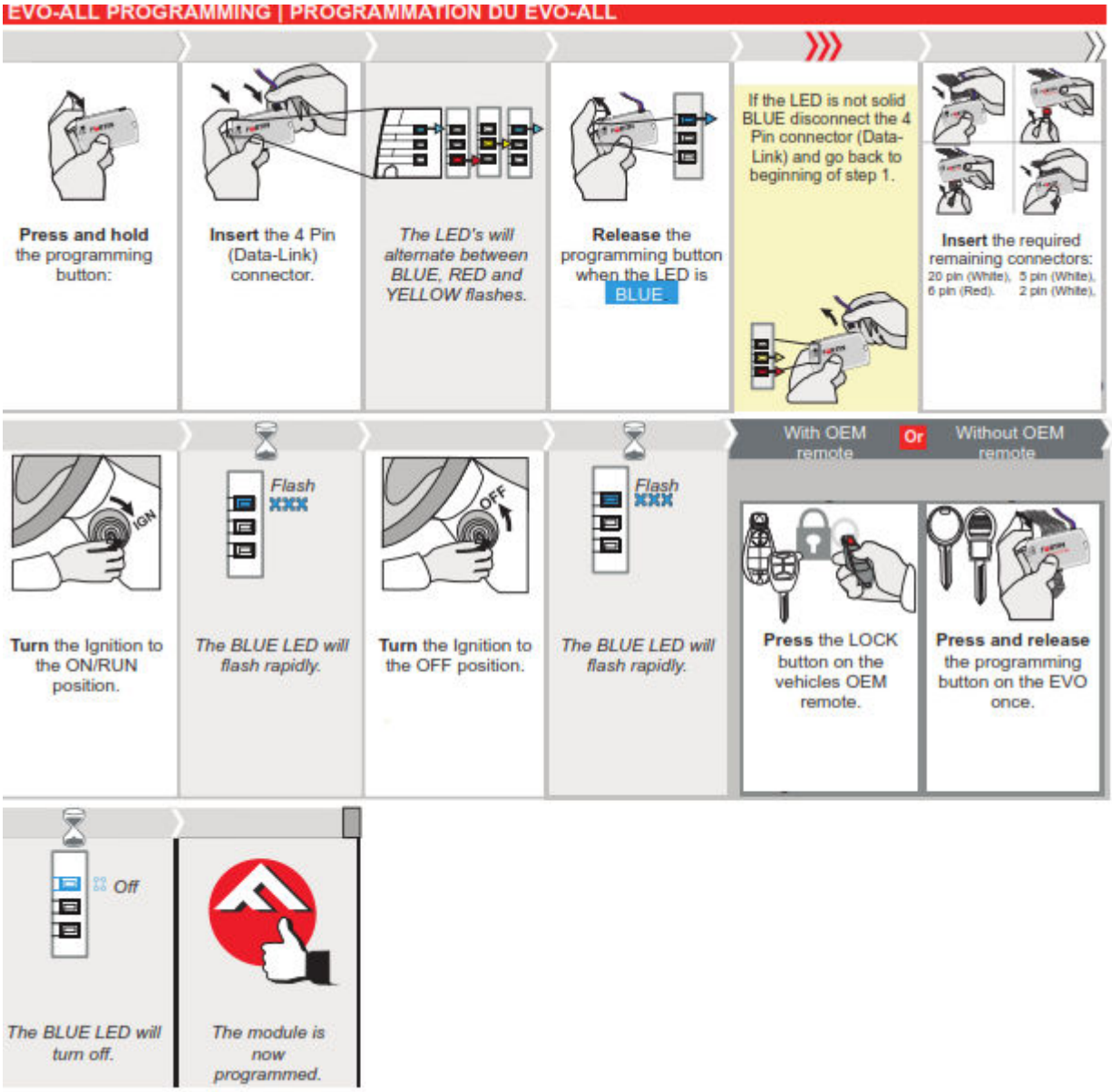
2. Parking Lights – The remote start has the capability of turning on your parking lights while the vehicle is running on the remote start. Many newer vehicles do this automatically, so connecting the parking lights via the remote start has no benefit. If your vehicle does not have this feature and you wish to have the remote start turn on your parking lights, do the following:

a) Refer to your vehicle wiring chart to see whether the parking light circuit in your car is “+” polarity or “-“ polarity.

b) Locate the red/black wire in the remote start’s 12-pin connector. If the parking light circuit in your car is “+”, connect the red/black wire to a “+” power source. Tapping directly on to one of the red power input wires on the remote start 6-pin harness is an easy way to do this. If your parking light circuit is “-“, connect the red/black wire to ground.

c) Connect the white parking light output wire from the remote start 12-pin harness to the parking light wire in your vehicle, as specified in the vehicle wiring chart. NOTE: Some vehicles with “-“ parking light circuits will require a resistor be added to make the parking light function work properly. Resistors are inexpensive and available at Radio Shack or any other electronics supply house. The specific value for your vehicle will be specified on the vehicle wiring chart. There’s a 10% tolerance, so you don’t necessarily need the exact value. Connect the resistor between the remote start’s white parking light wire and the vehicle parking light wire.

Program The Bypass



Finish up!

Test all functions. After confirming that everything works properly, secure the remote start module and all the wires connected to it. Make sure none of the wires interferes with any of the moving parts under the dash. Replace the plastic panel that surrounds the ignition switch.

Cap off or tape the ends of any wires you're not using to prevent accidental grounding or other contact. Be particularly careful with the unused heavy-gauge wires in the remote start's power harness. Now gather up all your wiring and neatly bundle it together using zip ties or electrical tape. Find a secure place to put the remote start module and use zip ties to secure it.

Installer's Tips

Tip #1 – Where Everything Goes

There are 4 parts to your system:

1. *Remote start module* – the wiring for the module is done under the dash on the driver's side, so you'll want to install the module in that general area. Before you start wiring, look for a location where there's some open space that will fit the module. Pay attention to moving parts like the pedals, e-brake and steering column. Be sure to route your wiring away from those areas.
2. *Bypass module* – can be stowed along with the remote start.
3. *Valet Switch* – Requires a small screw hole. Usually put in the driver's kick panel (that's the area forward of the door), the driver's side of the center console, or the underside of the dash.
4. *Hood Pin Switch* – An important safety component! Requires a 3/8" hole. Find a location in the engine compartment to mount the switch where the closed hood will keep the plunger in the switch depressed. This is what prevents the car from starting when the hood is open.

Tip #2 – How to make your wiring connections

It's very important that all your wiring connections be solid and secure. All remote start connections are "tap on" connections. This means that you do not need to cut the wires in the car. You simply need to "tap on" to the wires in the car to make your connections. Here are three different ways to do this:

Method 1 – Solder and tape

This is the method preferred by the best professional installers. It makes for the most reliable connections, but it is also the most difficult to do. Sometimes there isn't enough room in the wiring harness to safely solder a wire without damaging adjacent wires, but if you have the soldering skills, go for it. To make a connection, strip back a section of the insulation on the wire in the car. On heavy gauge wires, 1" is about the right amount. On lighter gauge wires, ½" is fine. Strip 1" of insulation off the end of the remote start wire. Tin the bare section of wire in the car. Wrap the remote start wire around the tinned section and then carefully solder it in place. Wrap the splice tightly with electrical tape.

Method 2 – Wrap and tape

This is the most popular method and is also very reliable. Strip back a section of the insulation on the wire in the car. On heavy gauge wires, 1" is about the right amount. On lighter gauge wires, ½" is fine. Strip 1" of insulation off the end of the remote start wire. Separate the strands of the wire like this:

Pass the wire from the remote through the opening as shown below

Wrap the remote start wire around both sides of the car wire, then back around itself as shown below

Use electrical tape to wrap the connection and secure the wires together. A wire tie will help prevent the tape from unraveling in the future.

Method #3 – "T-Taps"

T-taps are plastic clips that are squeezed onto the wires in the car. The wire from the remote start goes into the tap and the whole thing is crimped together. T-taps come in different sizes for different size wires. Use yellow t-taps for the larger wires in your main power harness. Red t-taps are good for the smaller wires. Tape and wire tie the connections as shown in the "wrap and tape" section above – that will prevent the t-taps from ever opening up.

Using T-Taps

Use a pair of pliers to attach the quick-connects to the wires in your car. Hold the quick connect as shown below in Figure 1, then clamp it on to the wire as shown in Figure 2. There is a locking tab at the front of the connector (Figure 3) – make sure it is secure and locked in place when you are done.


Figure 1


Figure 2

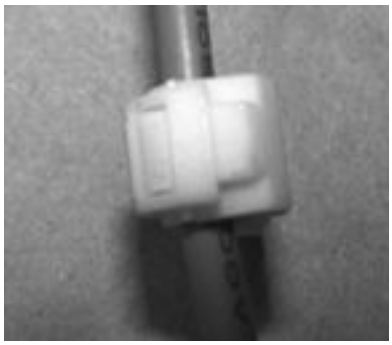


Figure 3