Installation Tips for your Dodge/Chrysler/Jeep Plug and Play Remote Start Kit

v1.0 EVOCHR5/LC Install D 11/27/2013

Thank you for purchasing your remote start from MyPushcart.com - an industry leader in providing remote starts to do-it-yourself installers since 1999. We've put this tip sheet together to help you with your installation. The purpose of this sheet is to help you organize your installation - not to replace your installation manual. You will still need to refer to that.

A note on wiring charts

Because this is a plug and play installation, we don't supply a wiring chart. With the exception of the parking light wire, there are no wiring connections to make into the vehicle that are not direct plug-ins. Information on parking light wire colors is on Page 5 of the **THAR-CHR5 manual**.

Three very important things before you get started:

- Read the entire installation manual. There are several safety tips in there that you need to know before you start
- Avoid using a test light to probe wires. Test lights can set off air bags if you probe the wrong wire. Your vehicle wiring chart will identify the correct wires that you'll be tapping on to in your car. If you must probe, use a digital multi-meter. They're inexpensive and won't set off air bags.
- We have already loaded the correct software into your EVO module. You will need to program the module to your car when the installation is complete, but you will not need any special hardware or software.

Overview

Your kit is a plug and play system, so the wiring is minimal. There are 5 basic steps to this remote start installation. We're going to address each of these:

1. Prepare the vehicle
2. Make your wiring connections for the remote start & EVO module
3. Program the bypass
4. Test the system
5. Button it up!

Step 1 – Preparation

The drawing on page 3 shows the location of your ignition switch harness. Remove the plastic panel in front of the ignition switch to gain access to the switch assembly. You'll also need to install the antenna. The antenna mounts on the inside of the windshield. Run the cable under the headliner then down the windshield pillar under the plastic trim. Be careful working around the pillar – airbags are underneath!

The remote start also includes a programming button and a status LED. The programming button is used for programming and to put the system in valet (disabled) mode.

- Need to know where all the components go? See Installer's Tip #1 on page 5

Step 2 – Wiring Connections

Once you have accessed the ignition harness, follow these steps:

1. Locate the vehicle's 5-pin power harness at the back of the ignition switch assembly. Four connections must be made here. Please note that all the connections are 'tap ons'. You will not be cutting the wires in the car – just connecting the wires from the EVO **on to** the wires in the car. See Installer's Tip on Page 5 for information on how to make these connections. Kits shipped after 1/10/2014 include quick connects to make this easy.

    a. Connect the White/Blue from the EVO 6-pin Red connector to the vehicle 'battery' wire in the 5-pin power connector as shown in the diagram on the next page.
    b. Connect the White/Red from the EVO 6-pin Red connector to the vehicle 'starter' wire
    c. Connect the Green/Red from the EVO 20-pin connector to the vehicle 'MUX' wire
    d. Connect the Pink/White wire from the remote start 6-pin harness to the vehicle 'ignition' wire.

    It's always a good idea to verify your wire colors before making these connections. Page 5 of the **THAR-CHR5 manual** has a table that identifies the color of the battery, starter, ignition and "MUX' wires for each vehicle.

2. There is a wire bundle coming out of the t-harness with red, black, white and blue wires. It has three plugs on it: a white plug, a black plug with a locking tab and a black plug without a locking tab. Connect as follows:
    a. The black plug without the locking tab will go to the 4-pin black receptacle on the EVO module. Don't plug it in yet – wait until it's time to program the module.
    b. The white plug and the black plug with the locking tab are not used
3. Connect the Yellow wire from the t-harness to the Yellow wire on the EVO 20-pin plug AND the Pink wire in the remote start 6-pin power harness.
4. Plug the Red 6-pin plug and the White 5-pin plug from the t-harness into the corresponding receptacles on the EVO.
5. Once all the connections to the EVO and remote start are made, unplug the vehicle ignition harness from the side of the ignition switch assembly and insert the t-harness. See diagram on Page 4 of this document.

OPTIONAL PARKING LIGHT WIRE: Most newer vehicles have running lights that automatically come on when the vehicle is running. These running lights are a helpful visual indicator - when you see the lights on, you know the car has started successfully. If your vehicle's running lights DO NOT automatically turn on, you can, in some cases have the remote start turn them on for you. This feature is optional and does not affect the operation of the remote start. As an option, it may require parts not included with this kit.

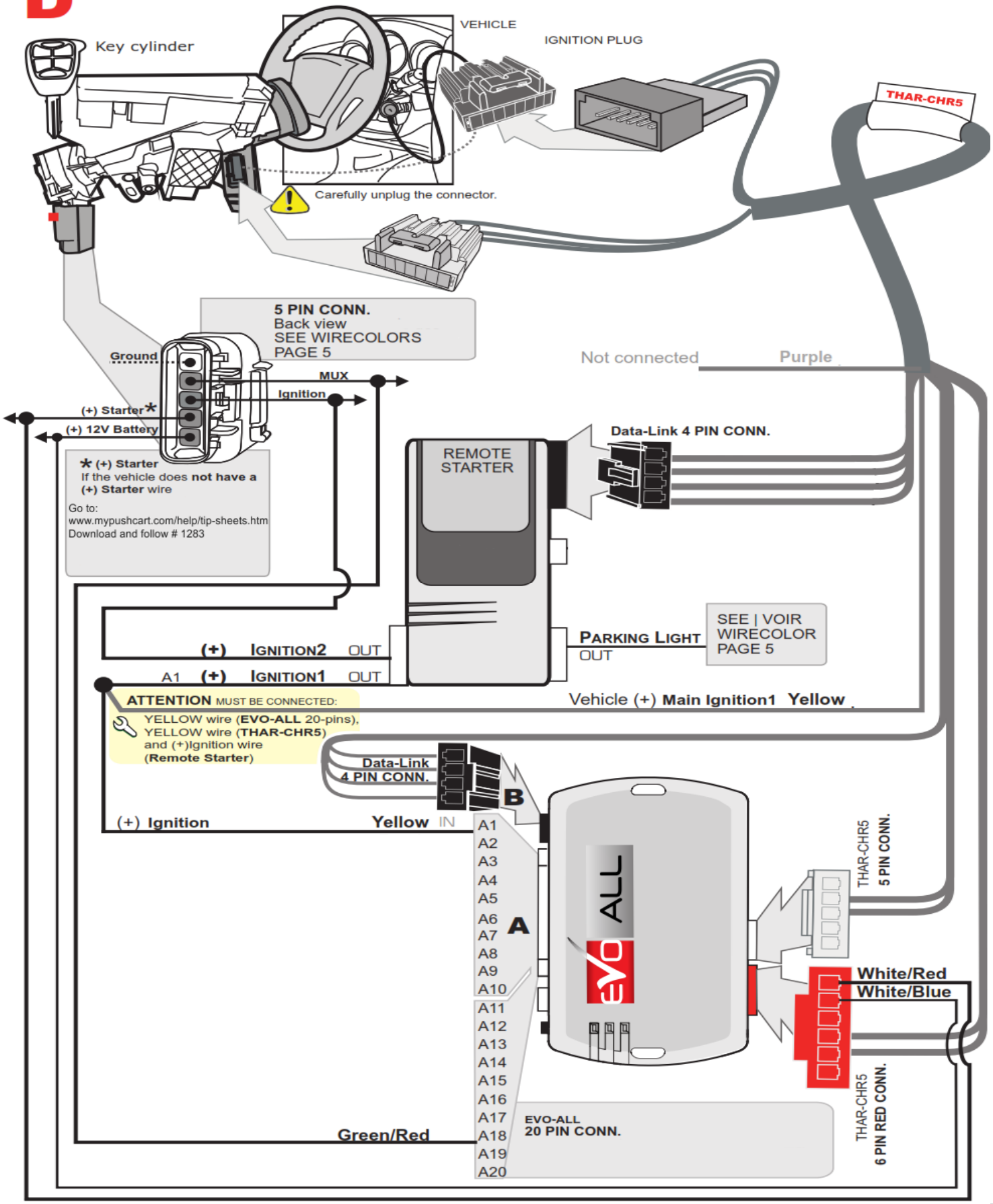
CONNECTING THE PARKING LIGHT WIRE:

1. The White wire in the remote start 6-pin power harness is the parking light output. Your LC Series remote start can be set to accommodate either positive or negative circuits by using the red wire in the remote start 6-pin power harness to select the polarity of the output on the White wire. If your vehicle needs a positive parking light output, put the Red/Black selector wire to constant +12v. If your vehicle requires a negative parking light output, connect the Red/Black selector wire to ground.
2. Page 5 of the **THAR-CHR5 manual** includes a chart that identifies the wire color, location and polarity of the parking light wire in all the vehicles compatible with this kit. Many vehicles have BOTH positive and negative polarity parking light circuits.

3. Many vehicles will require a resistor to be added in line between the Brown/White wire from the EVO and the parking light wire in the vehicle. Resistors for this option are not included but may be purchased at Radio Shack or any other electronic component supplier.

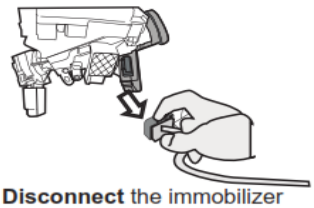
CONNECTION

D INSTALLATION WITH DATA-LINK



EVO-ALL PROGRAMMING | PROGRAMMATION DU EVO-ALL

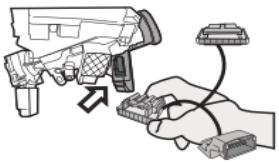
1



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

Débranchez le connecteur d'immobilisateur situé au barillet de la clé.

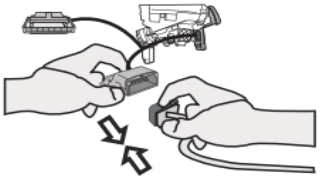
2



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

Branchez le connecteur Mâle du Harnais en T dans le module d'immobilisation.

3



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

Branchez le connecteur d'immo-bilisateur dans le connecteur femelle du harnais en T

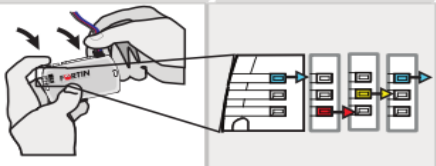
Make all the remote starter's required connection.

Faire tous les branchements requis au démarreur à distance.

4

Press and hold the programming button:

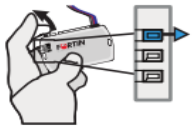
Appuyez et maintenir enfoncé le bouton de programmation:



Insert the 4 Pin (Data-Link) connector.

Insérez le connecteur 4 pins (Data-Link).

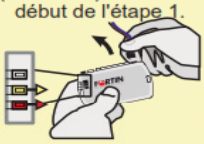
The LED's will alternate between BLUE, RED and YELLOW flashes.
Les DELS alternent entre un flash BLEU, ROUGE et JAUNE.



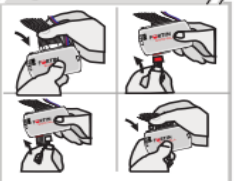
Release the programming button when the LED is BLUE.

Relâchez le bouton de programmation quand la DEL est BLEU.

If the LED is not solid BLUE disconnect the 4 Pin connector (Data-Link) and go back to beginning of step 1. | Si le DEL n'est pas BLEU solide débranchez le connecteur 4 pins (Data-Link) et allez au début de l'étape 1.



5



Insert the required remaining connectors:
20 pin (White), 5 pin (White), 6 pin (Red). 2 pin (White),

Insérez les connecteurs requis restants:
20 pins (Blanc), 2 pins (Blanc), 5 pins (Blanc), 6 pins (Rouge)

6

Turn the Ignition to the ON/RUN position.

Tournez la clef en position **ignition (ON).**

The BLUE LED will flash rapidly.

La DEL BLEU clignotera rapidement.

7 Vehicles with OEM alarm
Véhicule avec alarme d'origine

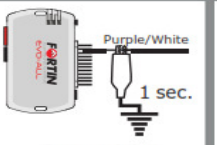
When this option is enabled the module will automatically UNLOCK before remote start and LOCK after the vehicle has remote started.

Lorsque cette option est activée, le module déverrouille automatiquement avant le démarrage à distance et reverrouille après que le véhicule a démarré à distance.

Or | Ou

Press the unlock button on the remote car starter remote control.
Appuyez sur le bouton déverrouillage de la télécommande du démarreur.

Or | Ou



Ground the Purple/White wire of the 20-pin connector for 1 second.
Mettez à la masse le fil Mauve/Blanc du connecteur 20 pins pour 1 seconde.

Enable option #12 using the FlashLink Manager.

Activez l'option #12 avec le FlashLink Manager.

8

Turn the Ignition to the OFF position.

Tournez la clef à OFF.

The BLUE LED will flash rapidly.

La DEL BLEU clignotera rapidement.

9 With OEM remote Or | Ou Without OEM remote
Avec Télécommande d'origine Sans Télécommande d'origine

Press the LOCK button on the vehicles OEM remote.
Appuyez sur le bouton Verrouillage de la télécommande d'origine du véhicule.

Press and release the programming button on the EVO once.
Appuyez sur le bouton de programmation du module EVO.

The BLUE LED will turn off.

La DEL BLEU s'éteint.

The module is now programmed.

Le module est programmé.

Step 4 – Test the System

Press and hold the 'Start' button on your remote fob for 1 second. The vehicle should start. Step on the brake to stop the engine. Test your door lock functions. If your remote start has 4-button remotes, test the 'lock' and 'unlock' buttons. If you have a single-button remote and wish to be able to unlock your doors with that remote, change the remote start's programming option # 23 to "Momentary Press = Unlock". Instructions on options programming are in the remote start installation guide.

Step 5 – Close it Up!

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. **Make sure that the remote start wires are not near any moving parts on the steering wheel, pedals or emergency brake!**

☞ Helpful Hint:
You are going to have lots of wires that you don't use. After you finish testing the system (step 4), you can clean up the installation by cutting the unused wires short and taping off the ends. Don't cut wires while they're plugged into the modules – unplug them first, cut them short (4-5 inches), tape them off with electrical tape, then bundle them up. Wait until everything is working and tested before cutting any wires.

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.

We now have a "tap kit" available for purchase for those who prefer to use this method. The kit consists of two types of connectors - The taps and insulated male spade connectors that plug into them. The taps attach to the wires in the car and the spade connectors attach to the wires on the remote start. The spades then plug in to the taps. A crimping tool is required.