



Installation Tips for your Remote Start (for Honda Odyssey) v1.2 Updated 01/03/2013

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.

If you provided us with your vehicle model/year at the time of purchase, you will have a wiring chart for your particular vehicle. We're going to refer to that a lot. If you do not have the wiring chart, email us at sales@mypushcart.com so we can send you a copy. Be sure to include the model/year of your vehicle, your name and your sales order number.

Two 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.

Overview

There are 5 basic steps to this remote start installation. We're going to address each of these:

1. Mount the antenna
2. Make your wiring connections for the remote start
3. Program the bypass
4. Test the system
5. Button it up!

- ❓ Need to know where all the components go? See Installer's Tip #1 on page 6

When you open up your remote start, you're going to see a whole bunch of wires. You're not going to use all of them. The remote starts are designed with wiring options for a variety of cars and no car is going to use all of them. We're going to break the wiring down into three parts – your main power connections, what we'll call your 'secondary' connections for your remote start, and connections for the bypass module.

The tables on the following pages show you where to connect the wires from your remote start into the car. Any wires on your remote start that are NOT listed in the table are NOT USED.

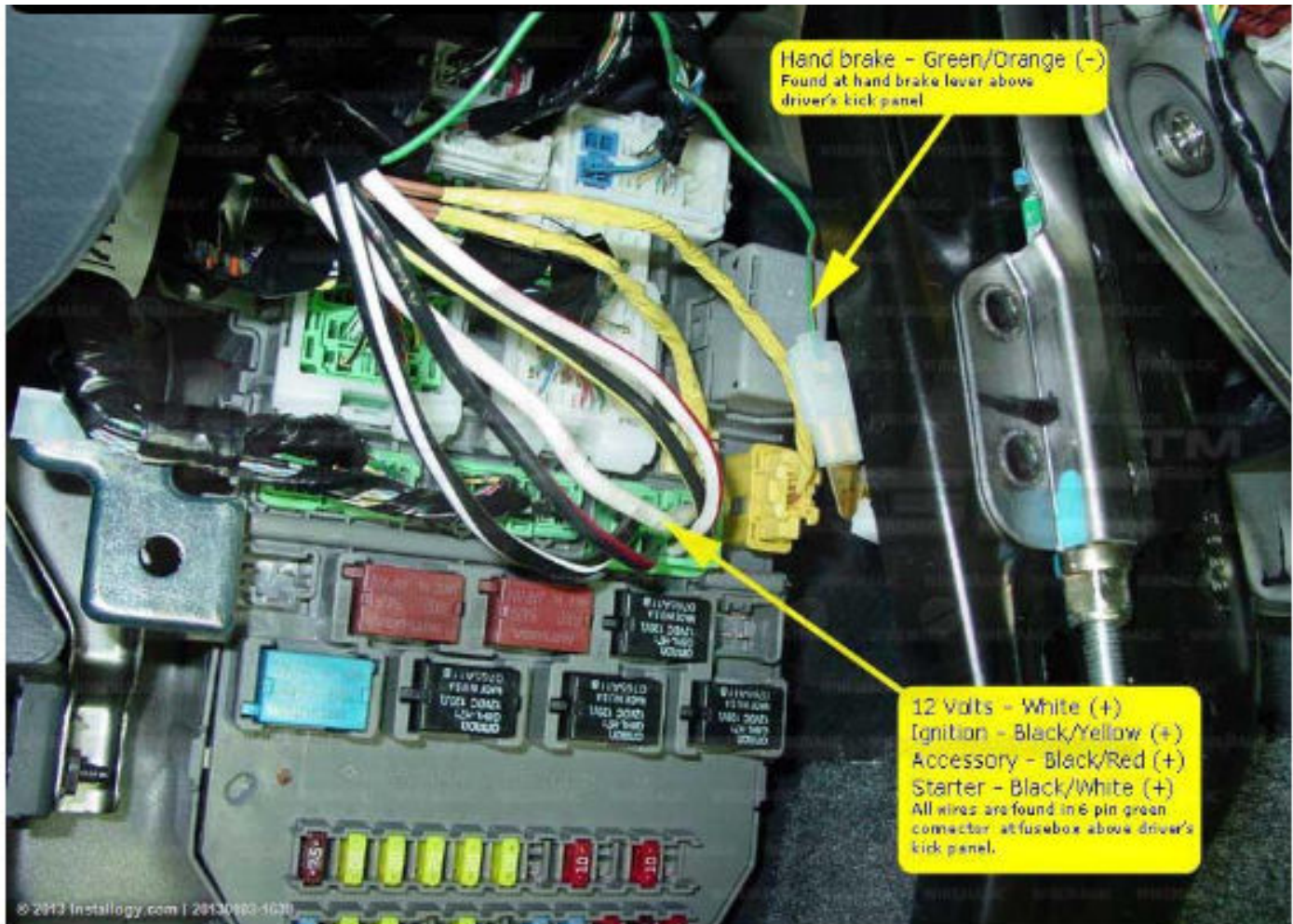
Helpful Hint: In most cases, the wires on the remote start are way longer than needed. Trim off excess wire when you make your connections, but leave some slack - this will allow you a little flexibility when it comes time to stow the remote start module after the installation is completed.

Remote Start Wiring Connections

Remote Start Wire Color	Function	Connect to in Vehicle: (Wire Color)	Location in Vehicle
6-Pin Starter Harness			
Brown	Accessory 2	Not required	
Yellow	Ignition # 1	Black/Yellow	Green plug @ fusebox
Orange	Accessory	Black/Red	Green plug @ fusebox
Violet	Red	Black/White	Green plug @ fusebox
Red	Power In	White	Green plug @ fusebox
Red	Power In	White	Green plug @ fusebox
3-Pin Power Harness			
Red	+12v In	-----→	Tap on to the Red power wire in the 6-pin Starter Harness
White	Parking Light	Red/Black	In plug @ front of fuse box.
Black	Ground	Chassis ground	
8-Pin Main Harness			
White/Violet	OEM Disarm	Not required	
Blue/Orange	Ground when running	Not required	
Brown/White	Horn	Not required	
Gray	Sliding Door #1	Connect to Bypass	See Note 1
White Black	Hood Pin	Not required	
Green/White		System Ground – connect this to a solid metal ground in the car	
Black/Gray	Brake Switch	White/Black	Brake Pedal
Orange	Sliding Door #2	Connect to Bypass	See Note 1
2-Pin Door Lock Harness			
Blue	Unlock	Not required	
Green	Lock	Not required	

NOTE 1 – The connections that control the two sliding doors are made between the remote start's 8-pin harness and the bypass. Connect these wires as shown in the diagram on page 4.

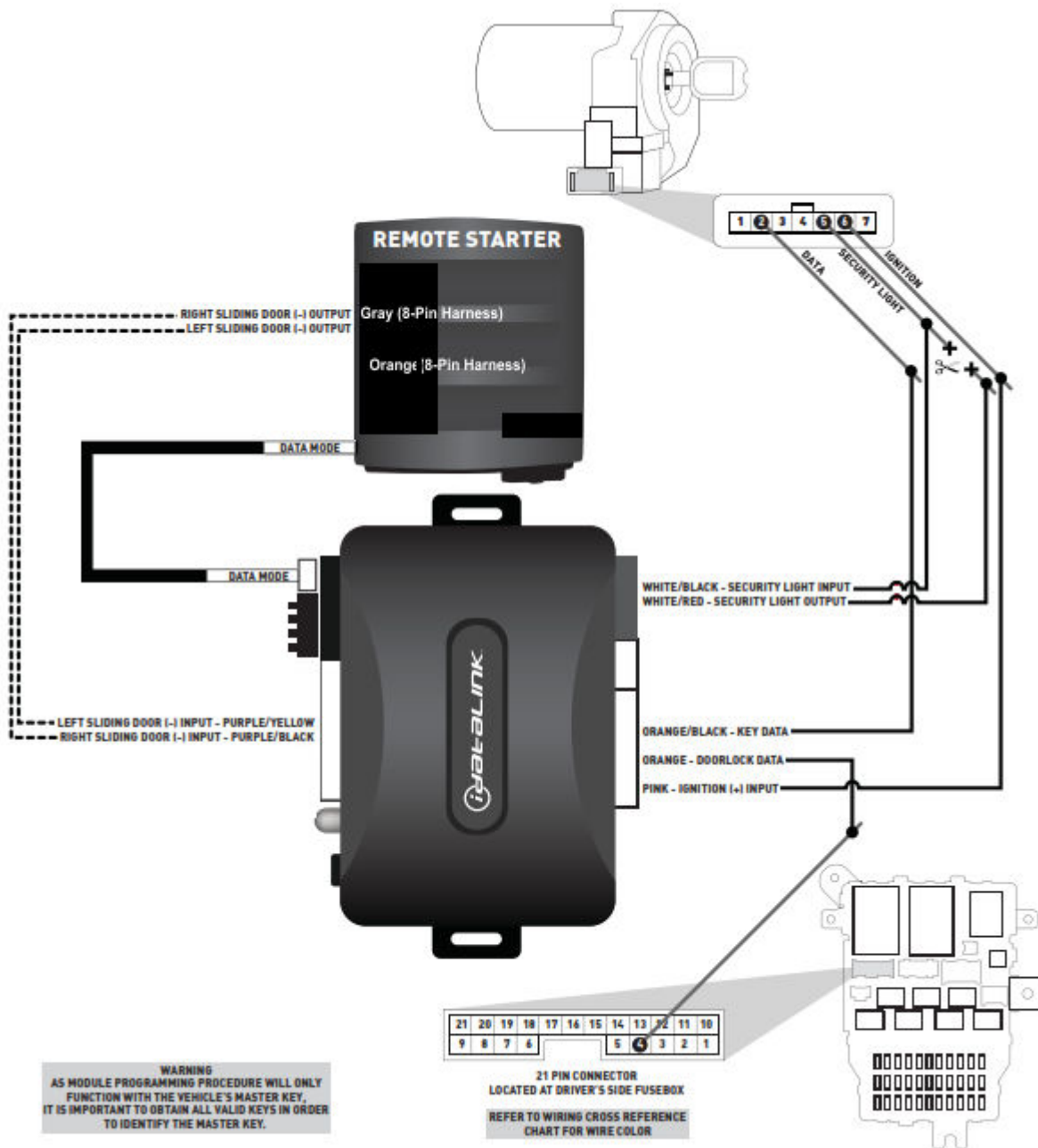
Location of wires for 6-pin starter harness








Bypass Wiring Connections

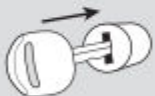



Bypass Wire Color	Function	Connect to in Vehicle: (Wire Color)	Location in Vehicle
White/Black	Sec Light Input	Blue/Orange	Pin 5 on 7-Pin Green connector @ Ignition Switch (see diagram on next page). Cut this wire – connect bypass wire to the 'plug' side
White/Red	Sec Light Output	Blue/Orange	Pin 5 on 7-Pin Green connector @ Ignition Switch (see diagram on next page) Cut this wire – connect bypass wire to the 'non-plug' side
Orange/Black	Data	Red/Blue	Pin 2 on 7-Pin Green connector @ Ignition Switch
Orange	Door Locks	Green/Red	Pin 4 on 21-pin harness @ driver's side fuse box (see diagram on next page).
Pink	Ignition In	Black/Yellow	Pin 6 on 7-Pin Green connector @ Ignition Switch
DataLink Cable			Connect from bypass to Data Port on remote start

Bypass Wiring Connections



Step 2 – Program the Bypass – use “Data Mode”

INSTALLATION MODE SELECTION	
1  Press and release programming button to select installation mode.  LED flashes (1X) once – DATA MODE  LED flashes (2X) twice – STANDARD HARDWARE MODE	2  Press and hold programming button until LED turns solid GREEN to register selection.  After registration, follow Factory Reset Procedure to change installation mode and restart this procedure.

MODULE PROGRAMMING PROCEDURE	
1  Insert key into ignition.	3  Wait, LED will turn solid GREEN for 2 seconds .
2  Turn key to ON position.	4  Turn key to OFF position.
5	Module Programming Procedure completed.

Step 3 – Test the System

Once all your connections are made, you should test the system before programming the bypass and putting everything back together.

1. Start the car with your remote by pressing the button with the asterisk.
2. Stop the car by pressing the brake pedal
3. Open the hood and try to start the car with the remote – it should NOT start
4. Close the hood and test the lock, unlock and sliding door functions (the button on the lower left of the remote will open one door. Pressing the lock & unlock buttons together will open the other)

Step 4 – Close it Up!

Once you have tested all the system functions, 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!**

Installer's Tips

Tip #1 – Where Everything Goes

There are 3 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. *Antenna* – should be mounted on the windshield, as high as possible. For best operating range, leave about an inch of space between the antenna and any metal.

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.

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