



Installation Tips for your Remote Start system (for Jeep Grand Cherokee)

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 and damage ECU's 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 or burn circuit boards.

Overview

There are 4 basic steps to this remote start installation. We're going to address each of these:

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

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

Step 1 – Wiring the Remote Start

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 PS4 remote start is 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/interface module.

Here's where the vehicle wiring chart comes into play. The wiring chart will help you locate the wires in your car that you're going to use. Don't be intimidated by all the different wires listed on the chart – you're only going to be using a few of them. Your supplied wiring chart will come from Crimestopper.

Reading your wiring chart

Each line of the wiring chart contains 3 pieces of information that you will need (continued on next page):

- The “Circuit” or “Wire/Function”
- The color of the wire in the car
- The location of the wire in the car

The illustrations below will show you where to find that information on your chart.

	Wire function	Wire color on Crimestopper remote start*	Wire color in vehicle	Wire location in vehicle	
STARTER	select	Brown (7-pin plug)	Yellow	Ignition harness	+
STARTER 2		Pink/white (7-pin plug) Jumper			

Making your wiring connections

The tables on the next 2 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 Wire	Connect to the wire for the circuit on the vehicle chart labeled:
Red (6-pin harness, 2 wires)	Constant 12 Volts
Pink (6-pin harness)	Ignition 12-Volts
Brown (6-pin harness)	Starter
Grey (6-pin harness)	Accessory
Pink/White (6-pin harness)	Accessory # 2 (not present on all vehicles)
Black (12-pin harness)	System Ground – connect this to a solid metal ground in the car
Red/Black (12-pin harness)	Connect to Ground. See NOTE 1
White (12-pin harness)	Parking Lamp (-) See NOTE 1
Purple (12-pin harness)	Brake Light (also called “Brake Switch”)
Grey (12-pin harness)	Hood Input (See NOTE 2)

	<i>The connections below MAY be needed</i>
Pink (12-pin harness)	Glow Plug Input (for diesels only)

- **NOTE 1** The red/black wire serves as selector for the remote start's parking light output. By connecting the red/black wire to ground, you are configuring the system for a negative parking light output. Most Jeeps have both positive and negative parking light wires. When making your connections in the vehicle, be sure to connect to the wire identified as negative.
- **NOTE 2** The grey wire is used with a pin switch (included in your kit) to prohibit the remote start from activating while the hood is open. This is an important safety feature!

Your kit also includes a programming button. Plug the button into the remote start. For tips on where to install the button, see Installer's Tip # 1 on Page 4

See Installer's Tip #2 on Page 4 for tips on how to make your wiring connections

Step 2 – Wiring the Bypass/Interface Module (INTSL+)

The INTSL+ bypass requires just 4 connections. Prior to making any connections, locate the ignition wire near the key cylinder, as shown in Installation Diagram #6 in the INTSL+ manual. In most Grand Cherokees, it's a blue/white wire. Cut the wire, being sure to leave enough length on the ignition switch side to make a connection.

- Connect the Yellow/Black wire from the INTSL+ to the ignition switch side of the Blue/White ignition wire you just cut.
- Connect the Pink and Yellow wires from the INTSL+ to the remaining side of the Blue/White ignition wire you just cut.
- Connect the Purple wire from the INTSL+ on to the data wire at the ignition switch. In most Grand Cherokees, it's Yellow/Purple. See Installation Diagram #6 in the INTSL+ manual to verify the wire location.
- Connect the Orange/Black wire from the INTSL+ to the Re/White 'tach input' wire in the 12-pin harness of the PS4 remote start

Suggestion: Don't use tap connectors on the Data and other wires coming off the key lock cylinder connector. The wires are small and sometimes a tap connector won't make good contact. We suggest you either wrap and tape or solder and tape these connections. See Installer's Tip #2 on page 6.

Step 3 – Program the Bypass

Instructions for programming your bypass are on page 1 in the INTSL+ installation manual. Follow steps 2 through 7. You will be using 'Data Link', so be sure to include Step 5. **Read through the instructions first** before actually doing the programming! It will help enable you to complete the steps properly.

Step 4 – Close it up!

Once the bypass has been programmed, give the system one final test.

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!**

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. *Programming button* – Requires a ¼" 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.

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