



Installation Tips for your Remote Start system (for Toyota Camry & Prius C, 2012-2014) Crimestopper RS0+ EVO-ALL T3468 rev#1.1 1/22/2015

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.

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 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.
- This kit works ONLY in vehicles with the conventional key as shown below. It does NOT work in Push-To-Start vehicles. If your vehicle is Push-To-Start, please call customer service at (520) 572.2220 so we can arrange to get you the correct hardware.



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 and bypass
2. Program the bypass
3. Test the system
4. Button it up!

- 🔗 Need to know where all the components go? See Installer's Tip #1 on page 7

Step 1 – Wiring

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.

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.

Reading your wiring chart

Each line of the wiring chart contains 4 pieces of information that you will need. We use several different wiring charts, but the information included is the same:

- A. The "Circuit" or "Wire/Function"
- B. The color of the wire in the car
- C. The polarity of the wire in the car
- D. The location of the wire in the car

A	12volts	B	white	C	+	D	ignition harness
	Starter		black/white		+		ignition harness
	Second Starter		N/A				
	Ignition		black/yellow		+		ignition harness
	Second Ignition		N/A				

Making your wiring connections

The table below shows 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. Additional connections will be required for the EVO-ALL. They are detailed on page 4.

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.

- ❓ Need to know how to make the wiring connections? See Installer's Tip #2 on page 7.

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)	Ignition #2
Black (12-pin harness)	System Ground – connect this to a solid metal ground in the car
Yellow/Black (12-pin harness)	Connect to EVO-ALL 'ground when running' Dk. Blue wire 20-PIN plug

Red/Black (12-pin harness)	Connect to Ground
White (12-pin harness)	Parking Lamp
Blue/Orange (3-pin, RED plug)	Relay Pin 86 (Camry Only – See Note 1)
Green (3-pin, RED plug)	Motor Lock (aka “Lock Motor, Driver’s Lock Motor”) See NOTE 2

NOTE 1 – The Camry requires the addition of a relay to power the car’s 2nd starter circuit. The relay is included in your kit. Connect the relay as follows:

- Pin 30 to Pin 85 AND large RED wire from Remote Start 6-pin harness
- Pin 85 to Pin 30 AND large RED wire from Remote Start 6-pin harness
- Pin 86 to Remote Start Blue/Orange in 3-pin harness
- Pin 87 to vehicle 2nd Starter wire (Blue in vehicle Ignition plug, Pin 7)
- Pin 87a is not used

NOTE 2 – Motor Lock Activation Wire. IMPORTANT – read this section carefully – it’s this part of the installation that confuses a lot of DIY installers.

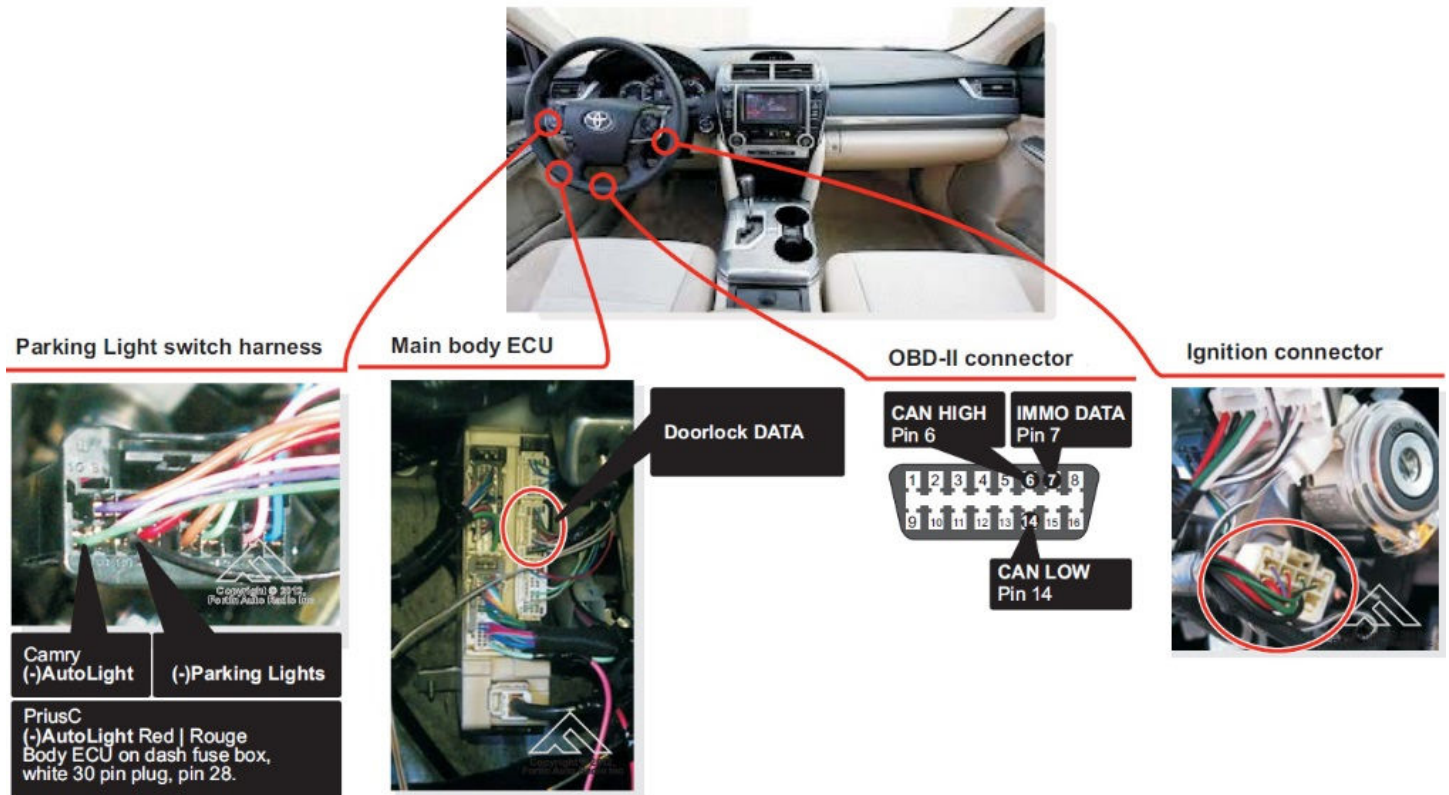
The remote start’s green wire is what reads the signal from the vehicle’s door lock system and activates the remote start then you press the ‘Lock’ button on your factory fob three times. It is the wire that goes directly to the door lock motor inside your door. In most vehicles, the wire can be accessed in the driver’s kick panel. It is NOT the same wire indicated on the wiring chart as “Lock” or “Power Lock”.

Motor Lock wire colors & location:

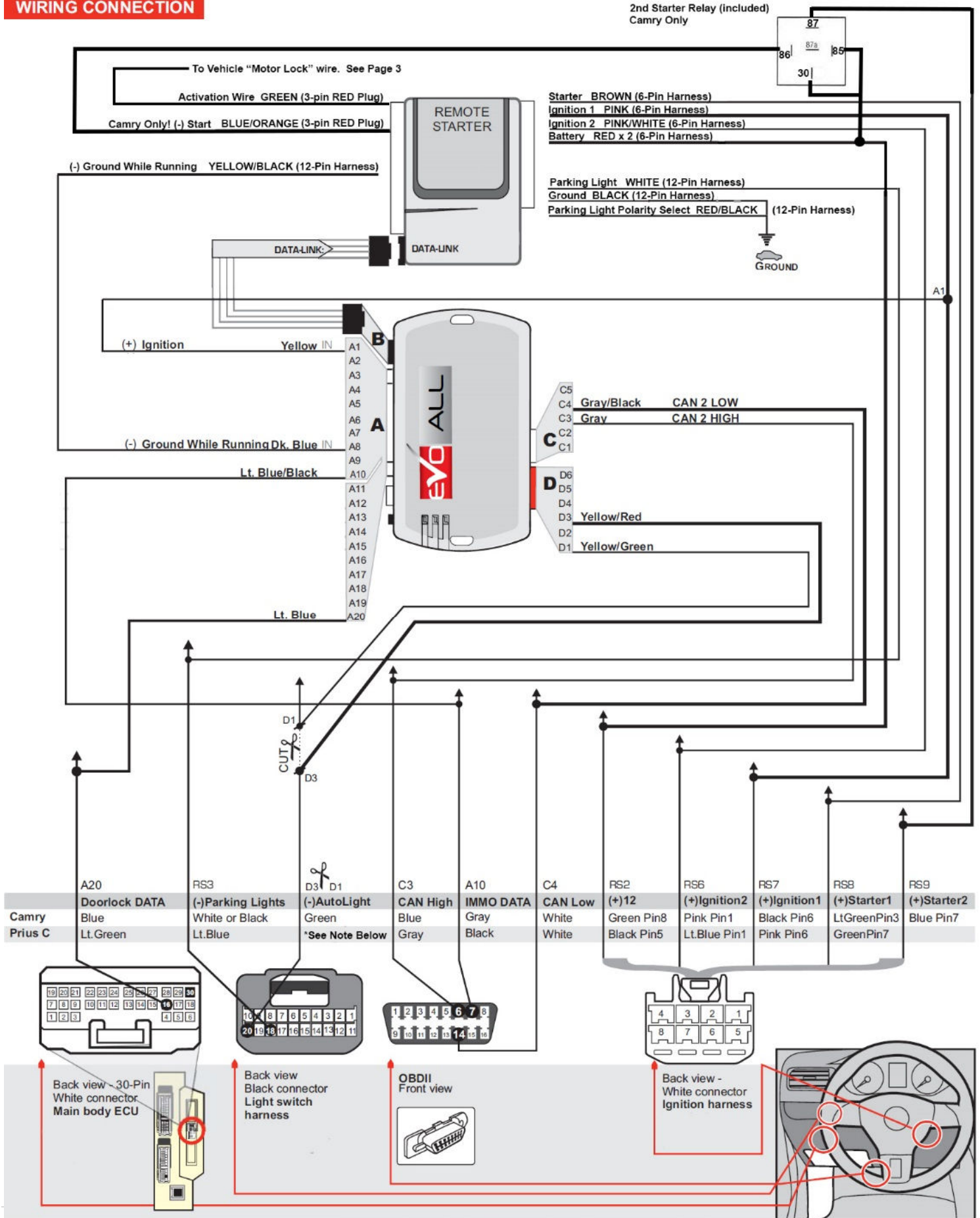
- Camry 2012 & Up: RED in Driver’s Kick Panel, Pin #18 in a white 18-pin connector
- Prius C 2012 & Up: YELLOW or VIOLET/YELLOW in Driver’s Kick Panel, Pin #7 in a white 20-pin connector

We suggest that you do NOT make this connection until after you have tested the system (see Step 4).

The images below show where to find the plugs in the vehicle which contain the wires you’ll need to access for both the remote start AND the EVO-ALL interface. Any EVO-ALL wires not specifically called out are not used.



WIRING CONNECTION



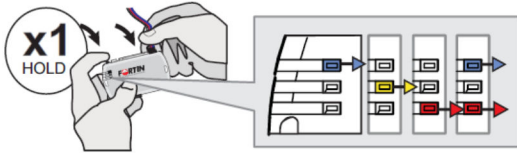
*Prius C Autolight wire is RED, in the Body ECU on the dash fuse box. White 30-pin plug, Pin #28

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 8.

Step 3 – Programming

PROGRAMMING PROCEDURE | PROCÉDURE DE PROGRAMMATION

1



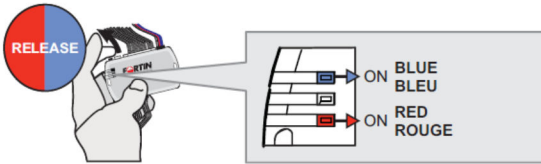
Press and hold the programming button:
Insert the 4-Pin (Data-Link) connector.

↳ The LED will alternate between BLUE, YELLOW, RED, BLUE, YELLOW and RED flashes.

Appuyez et maintenez enfoncé le bouton de programmation:
Insérez le connecteur 4 pins (Data-Link)

↳ Les DELS alternent entre un flash BLEU, JAUNE, ROUGE et BLEU et ROUGE.

2

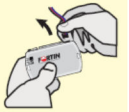


Release the programming button when the LED are BLUE & RED.

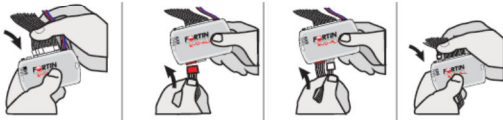
If the LED are not solid BLUE and RED disconnect the 4-Pin connector (Data-Link) and go back to step 1.

Relâchez le bouton de programmation quand les DELs sont BLEU et ROUGE.

Si le DEL ne sont pas BLEU et ROUGE débranchez le connecteur 4 pins (Data-Link) et allez au début de l'étape 1.



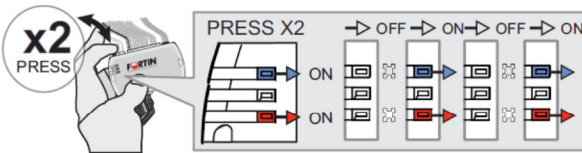
3



Insert the required remaining connectors.

Insérez les connecteurs requis restants.

4



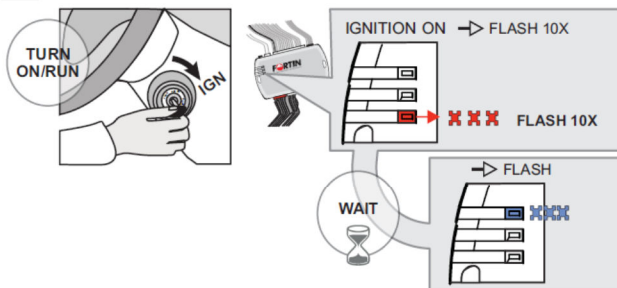
Press and release the programming button twice (2x).

↳ The RED and BLUE LED will flash.

Appuyez et relâchez 2 fois le bouton de programmation.

↳ Les DELs ROUGE ET BLEU clignotent.

5



Turn the Ignition to the ON/RUN position.

↳ The RED LED will flash rapidly 10x times.
Key bypass programmed.

Tournez la clé en position ignition (ON).

↳ La DEL ROUGE clignotera 10x fois rapidement.
Contournement de clé programmé.

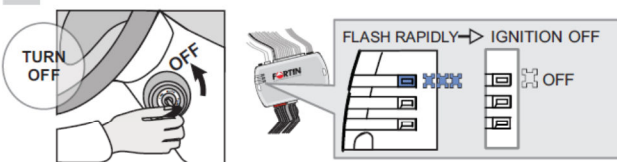
Wait

↳ The BLUE LED will flash rapidly.
CAN-Bus programmed.

Attendre

↳ La DEL BLEU clignotera rapidement.
Réseau CAN programmé.

6



Turn the Ignition to the OFF position.

↳ The BLUE LED will turn off.

Tournez la clé à OFF.

↳ La DEL BLEU s'éteint.



The module is now programmed.

Use the remote of the remote starter or security system to test all of the supported features to ensure proper programming.

Le module est programmé.

Testez toutes les fonctions supportées sur le véhicule avec la télécommande du démarreur à distance ou du système de sécurité.

Remote Start Programming Options

Your remote start has multiple programming options you can use to customize your system. Please refer to page 14 in the remote start installation instructions for information regarding those options and how to program them into the remote start. The default options are the settings that are most popular, but there is one option you will need to change: Option 17.

Option 17 tells the remote start to activate when the green Motor Lock Activation Wire senses ground. You will need to change this setting to “3 pulse”. If you do not change this setting, the remote start will activate as soon as you connect the Motor Lock Activation Wire to the Motor Lock wire in the car.

To properly set Option 17:

1. Plug the small red pushbutton into the remote start
2. Using your key, turn the ignition to the ‘run’ position
3. Press the red pushbutton 5 times. You will hear the internal relays in the remote start click 5 times
4. Slowly press the red pushbutton 17 more times and listen for the internal relay clicking after each press
5. Tap your brake pedal once. You will hear one relay click.
6. Turn the ignition off – programming is complete

Step 4 - Test the System

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

1. Remove the keys from the ignition
2. Make sure the hood is closed, then touch the green Motor Lock Activation Wire (remote start 3-pin harness with RED plug) to ground 3 times. The ignition should turn on and the car should start.
3. Step on the brake – the engine should shut down.

Now connect the green Motor Lock Activation Wire to the Lock Motor wire in the vehicle as detailed on NOTE 2 on page 3. Re-test the system by pressing the ‘lock’ button your factory fob three times. The car should start. Stop it pressing the brake pedal, then proceed to Step 5.

Step 5 – Close it up!

Once the system has been successfully tested gather 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!**

The Red Pushbutton and LED

Neither of these devices should be needed any more, but it’s a good idea to leave them plugged into the remote start. You can make the holes to install them, but most customers tuck them away – leaving them accessible should they be needed in the future. The pushbutton would be used to do options programming changes. The LED is used as a diagnostic tool in the event the remote start does not function properly.

If you need technical assistance.....

We have a full-time staff of installation experts to assist you. Please call us FIRST. **Do not call Crimestopper or Fortin** – they are not set up to handle consumer calls, and they don’t love you like we do. Calls to them rarely end well.

Our techs can be reached at (520) 572-2220 or tech@mypushcart.com Our office hours are Mon-Fri, 9-5 Arizona Time. We are closed on major holidays.

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. Many newer vehicles will send hood data directly to the remote start and therefore do not require a hood pin. Please refer to the wiring grid in Step 1 of this document. If it does not call for the hood pin, do not use it.

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.

Important note: Do NOT use T-taps on data connections for bypasses. The wires are very thin, and t-taps often do not make good contact. Data connections should always be either wrapped and taped or soldered.

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