

EVS SECURITY SYSTEMS

Installation Instructions *for EVS Security Systems*



Note: It is recommended that this installation take place prior to rustproofing.

The individual delivering the vehicle should review the operation of this security system and any optional features with the owner of the vehicle. Please place the operating instructions in the glove compartment with the vehicle Owner's Manual.

Please review these instructions completely before beginning the installation of this vehicle security system.



TECHNICAL SUPPORT

Technical Support is available to authorized MOPAR dealers by calling 1-800-34-MOPAR (1-800-346-6727). Please have your dealer code number and VIN available when calling. Technical Support hours are 8:00 AM (EST) - 8:00 PM Monday - Friday and 10:00 AM - 2:00 PM Saturday. 24 hour automated assistance is available for answers to frequently asked questions by calling the FAXBACK information system at (248) 589-5297.

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AIR BAG WARNING!

THE AIR BAG SYSTEM IS A SENSITIVE AND COMPLEX ELECTROMECHANICAL UNIT. BEFORE BEGINNING THIS INSTALLATION YOU MUST FIRST DISCONNECT AND ISOLATE THE NEGATIVE BATTERY CABLE (GROUND). AFTER DISCONNECTING THE NEGATIVE BATTERY CABLE, WAIT AT LEAST ONE MINUTE BEFORE CONTINUING TO WORK ON THE VEHICLE. FAILURE TO DO SO COULD RESULT IN ACCIDENTAL DEPLOYMENT OF THE AIR BAG AND POSSIBLE PERSONAL INJURY. THE FASTENERS, SCREWS, AND BOLTS ORIGINALLY USED FOR THE AIR BAG COMPONENTS HAVE SPECIAL COATINGS AND ARE SPECIFICALLY DESIGNED FOR THE AIR BAG SYSTEM. THEY MUST NEVER BE REPLACED WITH ANY SUBSTITUTES. ANY TIME A NEW FASTENER IS NEEDED, REPLACE WITH THE CORRECT FASTENERS PROVIDED IN THE SERVICE PACKAGE OR FASTENERS LISTED IN THE PARTS BOOKS. SAFETY GLASSES SHOULD BE WORN AT ALL TIMES.

This device complies with FCC rules part 15. Operation is subject to the following two conditions: (1) this device may not cause harmful interference and (2) this device must accept any interference that may cause undesired operation.

Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

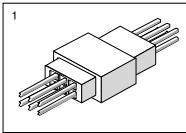
1. Installer Preparation

A. Required Tools:

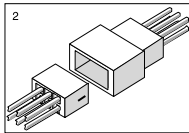
Wire cutter/strippers	Razor Knife
Assorted Screwdrivers	Electrical Tape
Assorted Nut drivers	Acid free solder rosin core
Voltmeter	Crimping Pliers
Soldering iron	

B. Connection Procedures

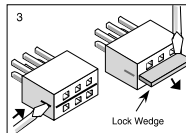
Remove and Replace Procedure



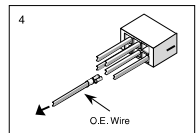
1
Locate the appropriate connector.



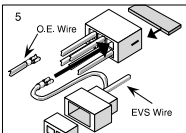
2
Separate the connector ends.



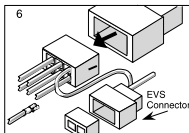
3
Remove the locking wedge.



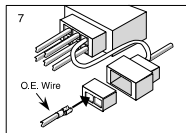
4
Remove the appropriate wire(s) by releasing the tang inside the connector with a terminal extraction tool.



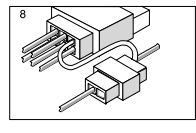
5
Insert the appropriate EVS wire into the cavity. Replace the locking wedge.



6
Plug the two connectors back together.

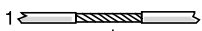


7
Insert the vehicle wire into the appropriate cavity on the EVS connector.



8
Insert the locking wedge into the EVS connector and plug the two mating EVS connectors together.

Center Splice Procedure



1
Strip back the wire insulation.



2
Twist and solder EVS wire onto the exposed wire.



3
Cover with a minimum 4 wraps of tape.

Strip and Splice Procedure



1
Cut wire.



2
Strip back insulation 1/2" from both ends.

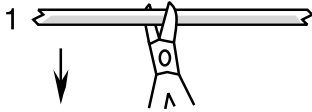


3
Twist and solder each wire to EVS wire harness.

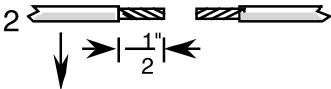


4
Cover splice with tape or heat shrink tubing.

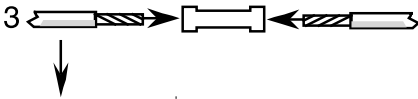
1. Installer Preparation (Con't)



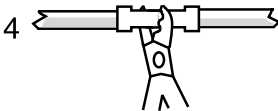
1. Cut wire.



2. Strip back insulation 1/2" from both ends.



3. Insert wire ends into butt connector.



4. Crimp center of butt connector. Pull wires to verify that the connection is secure.

2. Main Harness Connection

Ignition Switch Connections

1. Remove the kneeblocker panel by removing the 2 philips screws on the front of the panel that hold it in place. (FIGURE 2.1)
3. Access the ignition switch harness on the right side of the steering column. (FIGURE 2.2) The ignition switch connector is found on the left side of the steering column but the harness can be accessed much easier on the right side. Strip back the factory tape to expose the wires coming from the switch.
4. Locate the 14-gauge RED wire located in cavity #1 of the ignition switch connector. This wire should measure constant +12v.
5. Center splice the EVS 16-gauge RED wire into the vehicle's RED wire. (Follow the Center Splice procedure on page 3.)

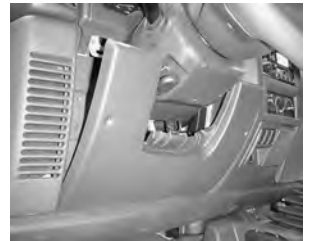


FIG. 2.1



FIG. 2.2

2. Main Harness Connection

6. Locate the 14-gauge BLUE wire located in cavity #2 of the ignition switch connector. This wire should measure +12v only when the ignition is in the run position and 0 volts when its in the off position.
7. Center splice the EVS 16-gauge BLUE wire into the vehicle's BLUE wire.
8. Locate the 14-gauge YELLOW wire located in cavity #6 of the ignition switch connector. This wire should measure +12v only when the vehicle is cranked with the key.
9. Using wire cutters, cut the 16-gauge YELLOW wire in half, remove more harness tape wrap if necessary.

THE FOLLOWING CONNECTIONS MUST BE MADE IN THE PROPER POLARITY. IF THE WRONG WIRES ARE CONNECTED THE VEHICLE WILL NOT START AND THE CONNECTIONS WILL HAVE TO BE REVERSED. READ THE FOLLOWING CAREFULLY.

10. Using the supplied BLUE butt connectors, splice the EVS 16-gauge YELLOW/BLACK wire to the previously cut 14-gauge YELLOW wire coming from the ignition switch connector.
(Follow crimping procedure outlined on page 4).
11. Splice the EVS 16-gauge YELLOW wire to the previously cut YELLOW wire which goes toward the wire harness.

Ground Connection

1. Locate a vacant area of metal on the support brace to use as a chassis ground.
2. Attach the EVS BLACK ground wire to the area chosen by inserting the supplied screw through the ground ringlet and into this area.
3. Make sure the ringlet is securely tightened.

Dome Light Connection

1. Route the 20-gauge YELLOW EVS wire with the switch to the passenger side underdash area near the fuse panel.
2. Remove the glove box.
3. Loosen the top two fuse panel mounting bolts.
4. Slip the open end of the switch bracket underneath the left hand side bolt and retighten both mounting bolts. The switch bracket should sit flush against the left hand side of the fuse panel and be clear from all metal brackets. (FIGURE 2.3)



FIG. 2.3

2. Main Harness Connection (Con't)

5. Locate the passenger side underdash light.
6. Remove the philips screw holding it in place and access the harness coming from the light itself. (FIGURE 2.4)
7. Locate the 20-gauge YELLOW wire which should register ground when the doors are open and 12V+ when they are shut.
8. Center splice the EVS 20-gauge YELLOW wire coming from the switch into the vehicle's YELLOW wire.
(Follow the Center Splice procedure on page 3)
9. Mount the DOMELIGHT SWITCH sticker provided in the kit to the inside of the glove box.



FIG. 2.4

Rear Door Pin Switch

1. Drill a 5/16" hole in the driver's side of the rear door hem flange, approximately 1-1/2" from the floor between the first and second weld spots. (FIGURE 2.5)
2. Install the supplied pin switch in the drilled 5/16" hole.
3. Plug the supplied TAN wire onto the pin switch and route along floor to the left side of the vehicle. Continue routing wire along existing wire loom under drivers door (interior) to the EVS module connector.
4. Insert the terminal end of the TAN wire into cavity #6 on the EVS 22-way connector.

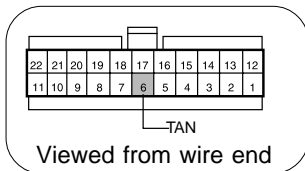


FIG. 2.5

3. Alarm Connections

A. Siren

1. Locate siren mounting location under washer fluid reservoir. (FIGURE 3.1)
2. Hold siren in mounting location and mark mounting holes.
3. Drill two (2) 1/8" mounting holes.
4. Remove siren mounting bracket bolt.
5. Use two (2) of the supplied 1/4" sheet metal screws, secure the siren mounting bracket.
6. Secure the siren to the siren mounting bracket.
7. Route the siren wires through a Bulkhead Panel grommet. (FIGURE 3.2)
Secure siren wires as necessary with the supplied tie wraps.
8. Insert the siren wires into the 22-way module connector.

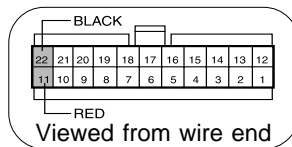


FIG. 3.1



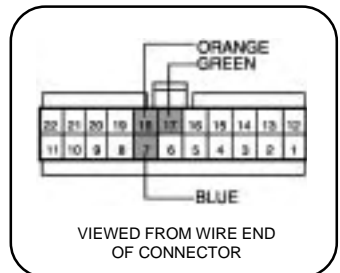
FIG. 3.2

- a. RED into cavity # 11.
- b. BLACK into cavity #22.



B. Multi-Function Status Indicator / Push-button

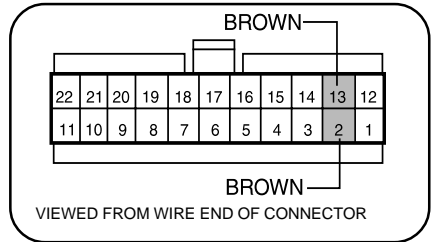
1. Find a mounting location for the status indicator that is visible from outside the vehicle.
2. Make sure that there is at least 2" clearance behind the selected mounting location and any vehicle components.
3. Drill a 9/32" mounting hole. Then, using a small file notch the mounting hole to accommodate the key way on the switch body.
4. Feed the status indicator wires through the mounting hole and snap the switch body firmly into the hole. Depress the switch a few times to ensure that it travels freely. If necessary, carefully enlarge the hole.
5. If necessary, slide the retaining ring over the back of the switch body.
6. Insert the status indicator wires into the 22-way module connector:
 - 6.1. BLUE wire into cavity #7.
 - 6.2. GREEN wire into cavity #17.
 - 6.3. ORANGE wire into cavity #18.



3. Alarm Connections

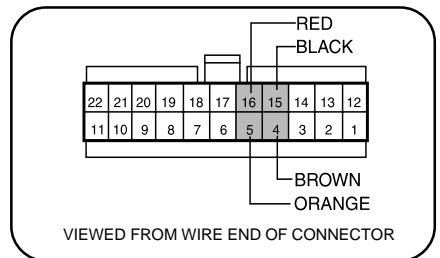
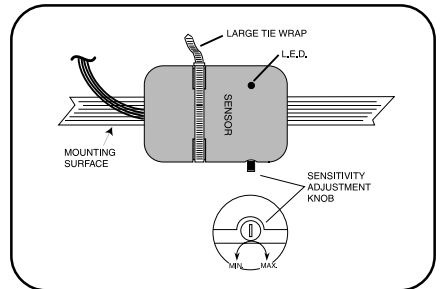
C. Emergency Override / Programming Button

1. Find a hidden (not plainly visible) location underdash that is accessible while sitting in the drivers seat. It is suggested that the override button be mounted in a different location for each installation.
2. Drill a 5/16" mounting hole and mount the disarm button.
3. Insert the BROWN disarm button wires into cavities #2 & 13 of the EVS 22-way connector. The disarm button wires are interchangeable.



D. Shock Sensor (Optional)

1. Find a mounting location for the shock sensor. The sensor must adhere to a surface (or wire harness) under the instrument panel that is in solid contact with the vehicle chassis. The ignition switch wiring harness is an excellent choice. Be sure to mount the shock sensor so that the L.E.D. can be viewed when adjusting the sensitivity.
2. Stick one of the supplied squares of adhesive tape to the bottom of the shock sensor case. Then attach the sensor to mounting surface. Use one of the supplied long tie wraps to secure sensor firmly in place.
3. Insert the shock sensor wires into the 22-way module connector:
 - a. BLACK wire into cavity #15.
 - b. BROWN wire into cavity #4.
 - c. RED wire into cavity #16.
 - d. ORANGE wire into cavity #5.



4. System Power-Up, Test, and Adjustment

A. System Power-Up

1. Recheck all connections and connectors to make sure they are properly insulated.
2. Replace any vehicle fuses removed during the installation.
3. Plug the 6-way (power), and 22-way (accessory) harnesses into the EVS module.
4. Turn the ignition key to the ON position.
5. Replace the module power fuse on the 6-way harness.
6. Turn the ignition key OFF.

B. System Test

Before testing the system operation, make sure to roll the drivers door window down. If any of the following items fail to function properly, refer to the appropriate section in the installation manual and double check all wiring, connector pin outs and fuses. Before replacing the module or any of the systems components, contact technical service at the number listed on the front cover of this manual.

✔ Operation	Troubleshooting Procedure
<p>WHEN ARMING THE SYSTEM CHECK THE FOLLOWING:</p> <p><input type="radio"/> Siren chirps twice</p>	<p>Make sure domelight is off All entrances must be secured Check connections</p>
<p>WHEN SYSTEM IS FULLY ARMED, CHECK THE FOLLOWING:</p> <p><input type="radio"/> Status light flashes (steady rate)</p> <p><input type="radio"/> All doors & hatch (hood and/or trunk if connected) trip alarm</p> <p><input type="radio"/> Shock sensor trips alarm (full alarm and lite-touch) (optional)</p> <p><input type="radio"/> Engine will not start / alarm trips</p> <p><input type="radio"/> Manual override disarms alarm</p>	<p>Check connections</p> <p>Check connections</p> <p>Check and adjust sensitivity</p> <p>Check connections</p> <p>Make sure ignition is on</p>
<p>WHEN DISARMING THE SYSTEM</p> <p><input type="radio"/> Domelight Turns On</p>	<p>CHECK THE FOLLOWING:</p> <p>Check connections</p>

4. System Power-Up, Test, and Adjustment

B. System Test (cont.)

✔ Operation	Troubleshooting Procedure
<p>AFTER THE SYSTEM HAS BEEN DISARMED, CHECK THE FOLLOWING:</p> <ul style="list-style-type: none"><input type="radio"/> Engine will start<input type="radio"/> Transmitter range (attempt operating system from 25-50 feet)<input type="radio"/> Valet Mode (refer to Owner's <u>Manual for valet mode operation</u>)<input type="radio"/> Headlamp Illumination (if equipped)	<ul style="list-style-type: none">Check connectionsRelocate antennaReview operation procedureReview operation procedure

Control Module Mounting

After all electrical connections are complete, and the system operation has been verified, use the supplied tie wraps to securely attach the control module to the area next to the junction box (FIGURE 4.1). Make sure that the module and wiring harnesses do not in any way interfere with the brake, clutch, or the accelerator pedals.



FIG.4.1

Shock Sensor Adjustment (Optional)

1. Close all doors and arm the system.
2. Moving around the vehicle, using an open palm slap various body panels on the vehicle.
 - A light to medium blow should cause the siren to emit a short chirp.
 - A medium to heavy impact should trip a full alarm cycle.
3. Adjust the shock sensitivity up or down as need to achieve the desired setting.
4. Reassemble all interior components removed during the installation.

4. System Power-Up, Test, and Adjustment

Mounting the Antenna

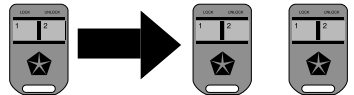
For optimum performance, the antenna must be mounted as high as possible in the vehicle.

- Do not mount the antenna and/or module in an area which is totally enclosed in metal. Keep the antenna element as straight as possible.
- Do not coil any of the remaining antenna cable. For best results, make sure that the antenna cable is completely uncoiled.
- Due to the nature of the antenna, there will be nulls in RF reception around the vehicle. By slightly moving the antenna element these RF nulls can be reduced and/or shifted in a different direction.

C. Programming Additional Transmitters

Up to four transmitters can be programmed to the system.

1. Open the driver's door.
2. Turn the vehicle ignition to the ON position.
3. Press and hold the Emergency Override / Programming button in.
 - After approximately 15 seconds, the siren will chirp 3 times. This indicates that the system is in the Transmitter Programming Mode.
4. Release the Emergency Override / Programming button. Wait 5 seconds.
5. Press Button 1 on the new transmitter. The siren should chirp once.
6. Repeat step 5 for any additional transmitters.
7. Exit the Transmitter Programming Mode by turning the vehicle ignition off. Test all remote transmitters to ensure that they work properly.



To delete a lost or stolen transmitter:

1. Follow steps 1-4 as described above.
2. Reprogram the remaining transmitters as described in step 5.
 - If there is only one remaining transmitter, perform step 5 **four** times.
 - If two remaining transmitters, perform step 5 **twice** for each transmitter.

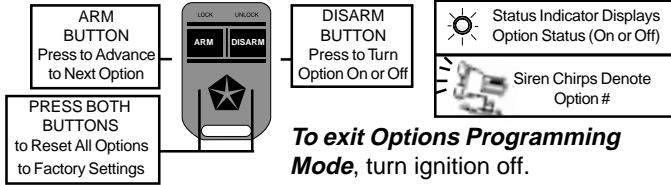
D. Programming Selectable Options

1. Enter the Transmitter Programming Mode (steps 1-4 above).
2. Press and release Emergency Override / Programming Button once.
 - The siren will chirp three more times to indicate entry into the Options Programming Mode.
3. Press Transmitter Button 1 to select Option 1.
4. Refer to the appropriate chart (next page) to change options.



4. System Power-Up, Test, and Adjustment

Security Systems



Option # (# of times ARM Button pressed)	Description	Status Indicator (Press Disarm to Change)
1. N/A		
2. N/A		
3. Two-Vehicle Operation	Remote operates two vehicles	OFF
4. Arm / Disarm Chirps	Siren chirps when arming and disarming vehicle	ON
5. Passive Arming / Starter Lockout Timer (Skip if the system is to be set for manual Arming only)	Arms after 5 min. Arms after 2 min.	ON OFF
6 and 7 Arming Characteristics	Passive Arming and Manual Arming Passive Starter Lockout and Manual Arming Manual Arming Only	6-ON, 7-OFF 6-OFF, 7-ON 6-OFF, 7-OFF (factory settings in bold)

5. Updating the Owner's Manual

Mark the selected operating characteristics and any additional features in the spaces provided in the Owner's Manual. Please review these sections with your customer.

Make sure your customer is aware of the following:

- Location of the Emergency Override Button
- Procedure for obtaining additional transmitters
- System Warranty information

