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350hv viper alarm manual

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I bought the avital 5303l system for her vehicle which is also a DEI product. This installation requires heavy Gauge line connection to the car's ignition key switch. Soldering is mandatory here. I have attached the complete installation guide for the Avital 5303L. The installation I performed did not include wiring of door locks or door switch circuits because these were already wired to the existing viper alarm.avital 5303 installation.pdfIt is hyper important to wire up the system at home to a 12volt supply and test all necessary functions. I bought bitwriter to allow much easier programming of some features. I simulated door status, remote start, triggers the alarm, and 2 way person moves of the remote control. Also important are the brake stop and neutral safety functions. For dry testing the neutral safety wire must be bound to 0Volt. To test the brake shut-off just touch it to 12Volt. All worked fine and I decided on the following features I wanted to be installed or omitted:1. No parking light hook up. I find this feature annoying and I'm giving away the fact that the driver comes to a remote booted vehicle. Kind of dangerous in our island home. 2. The remote start will not monitor the engine status. I have a fixed cranktime of 1.0second. Older cars like ours never give a proper tach or voltage signal. My car never worked properly with the feedback signal. With 4 Phillips head screws, a 10mm bolt and the trunk release the cable of the lower cover away to reveal the old viper module and ignition lines. The car battery must be connected to perform certain tests. The viper 350hv installed in this vehicle has a kill relay to prevent ignition if the module is unceremoniously yanked out. I bypassed this kill by connecting violet wire to 0volt. Here the battery 12volt, Accessories, ignition1/2 and starter lines must be identified. These 6 wires will be connected to the remote start relay module. The key switch has a plug socket with 3 pairs of lugs. The constant 12volt will always have voltage on it. This is the first and easiest find. In this car, the RED and ORANGE wires are in the middle of the plug socket to the key switch. The key must be inserted to find the other 4 threads. Turning to Accessory position, testing with my multimeter gives the YELLOW wire. Verify by turning off then back to accessories is necessary. This thread is at the top of the connector jack. Next ignition1. and ignition 2 wiring. Turning the key to ignition and probing the harness gives me the PINK cable that ignition 1 ORANGE wire as ignition 2. Switching between accessories and ignition mode verifies my finding. Both of these wires are at the bottom of the connector socket. Finally, the starting line at the top of the connector socket. This actually means crank the engine. Of course the starter solenoid wire can be temporarily disconnected but the starter on this vehicle is difficult to reach. When the GRAY thread is identified now on some real installation! Having an existing viper alarm system makes installation so much easier. The wiring is already there to be utilized and nicely identified. Disconnecting the battery is important here to avoid blowing fuses. I used the same H1 12pin jst connector. I removed the pins I have no use for with the avital module. Fortunately dei makes both avital and viper so the connections are quite universal. The wires marked in yellow are what I used for my installation. I cable tied the avital 5305l module inside the dash. This is taken from the brake pedal switch which sends 12volts to the lights. Testing is easy by pressing down the pedal to get 12volts. The other side of the switch will have constant 12volts. The brown wire is dropped in the switched 12volt. VERY IMPORTANT! If you have been leading park and brake lights, you must remove the park lights WHITE wire from the H1 connector! The led produces a backfeed that actually disables the remote starter! I learned this the hard way. This wire is placed on pin 1 of the connector c21-4 on the ecm module of the car. In the park wire on this pin goes to 12Volt.Because of the horrendously stupid wires Hyundai uses in this vehicle, the neutral safety feature cannot be installed at this time. I will need to put a delay on the timer relay to temporarily 0volt the neutral safety wire to allow remote start then a relay powered from the park gear position will keep it at 0V. Each sane car manufacturer uses 0volt to identify a gear at ecm. Retard inbred Hyundai engineers use 12volt only when the key is in the ON position. refuses to restart the black/white safety wire is not already at 0volt. Luckily my my has not yet gone the way of his mother by turning off his car in gear complete with keys and the door wide open. Easy for car thieves to stalk her. Sheesh.After cleaning the windshield, I stuck the antenna behind the rear view mirror. I routed the wires down the driver's side pillar. Since I had already identified the necessary heavy gauge wires, I solder the connected wires as shown in the wiring diagram. My 100watt soldering iron came in handy for this step. I disconnected the battery here to avoid any errors. Mind you, this step is the hardest because it involves confined spaces under the dashboard. The battery must be disconnected for this step. The avital 2 red wires with fuses I tied to 12volt BATTERY RED wire (middle of contact). The avital red white thread with fuse I tied to 12volt BATTERY ORANGE wire (middle of contact). The avital orange thread I tied to Accessories YELLOW wire (center of contact). The avital pink thread I tied to the ignition1 PINK thread (bottom of contact). The avital pink white thread I tied to the ignition2 ORANGE thread (bottom of contact). I had to cut the starting wire now. The avital green wire I tied to the GRAY line that goes to the key switch. The avital purple strip to the other end of the GRAY wire that goes to the engine starter. This thread is at the top of the connector. The last pic shows a convenient wiring diagram I did to identify all heavy meter wiring for the remote start module. When I put electrical tape and plugged back into the plug and reconnected the car battery. It is very important to manually start the car and make sure that all circuits to the oem lines are working properly! I left an additional programming cable connected to the avital 5305l module. This will make it easy to adjust at future dates without having to take down the dashboard. On a related note, the bitwriter refuses to write when the system is in valet mode. It must be in alarm mode to allow reading and writing. The hornet was easy to install. The black wire went to the chassis for 0volt. With the car remote started I did the following tests. 1. Shut-off by pressing the brake pedal.2. Manually insert the key and try to start while the car is remotely started. This is to test the anti grind function. Now the wife has remote start capability with her veteran Hyundai trajet. We live in a warm climate so having the air conditioning on is a great comfort when she actually gets into the car. Also she likes the new 2 way personifies remote control. She likes the beautiful factor. Kudos to me! Not bad for an anniversary present eh. 1 2 3 Table of Contents 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 34 335 36 37 38 1 Table of Contents 3 4 5 6 7 8 9 10 11 12 13 14 15 16 18 19 20 21 22 23 24 25 26 27 28 29 29 29