

REMOTE STARTER INSTALLATION

Written by Gary Johnston (March 2007) – 1993 Saab 9000 CSE turbo

The unit I installed was a Viper made by DEI. Most units are very similar so the connections shown here are probably valid for most systems on the market. I did not set up for trunk release but may at a future date as it would be a nice luxury to have that feature. You can try to access the ignition switch wires at the ignition switch but I found that almost impossible even with the instrument panel removed.

STEP 1 – Remove the aquarium access panel. Most of the important connections will be made here.



STEP 2 – Remove the 6 Pin Diagnostic Connector



STEP 3 – Remove the driver side kick panel



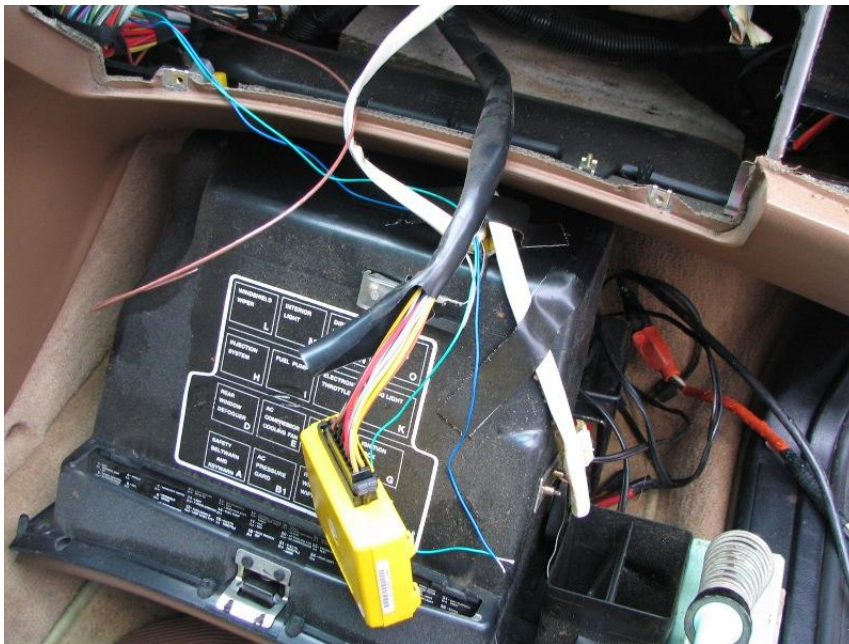
STEP 4 – Remove Glovebox (6 Torx screws)



STEP 5 – Remove Anti Theft unit (slides out) This unit is from a 93. I believe the unit is different from 94 and newer.

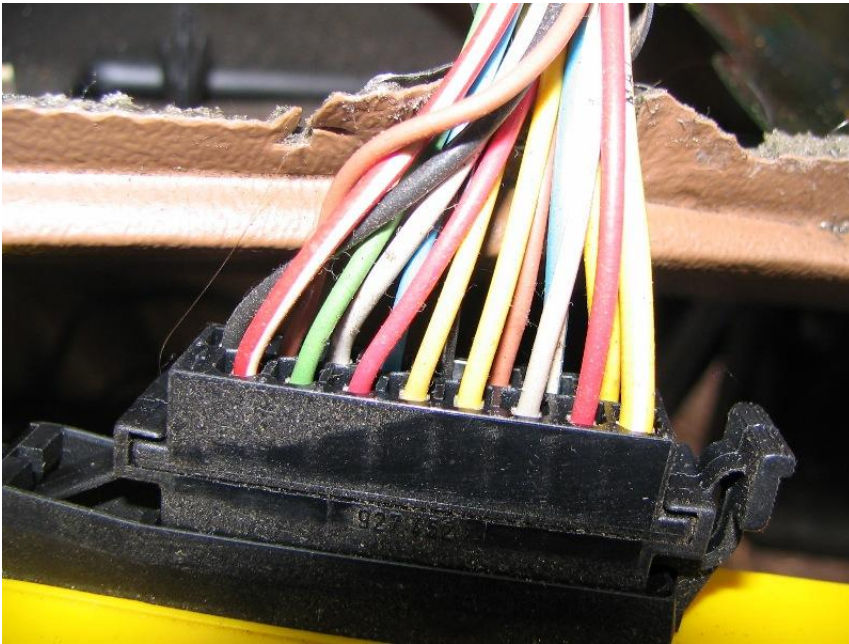


STEP 6 – Run wires from driver's side to passenger side (need 4 wires)
These are the blue, green and brown wires in this picture. One wire was added later. Also note that I stripped back some insulation to get more access to the wires.



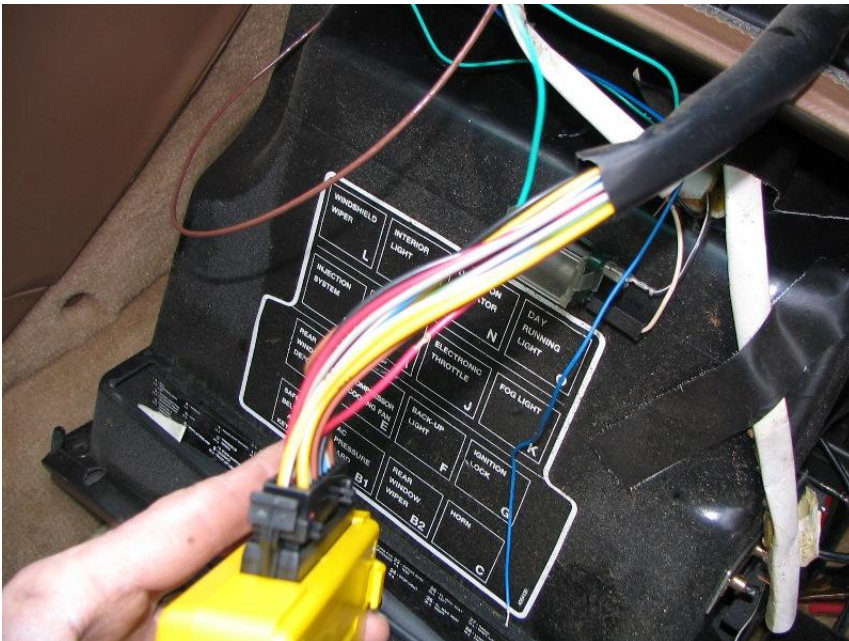
STEP 7 – Connect wires for Lock and Unlock

These are the Yellow and Red wires located side by side toward the middle of the connector



STEP 8 – Making connections

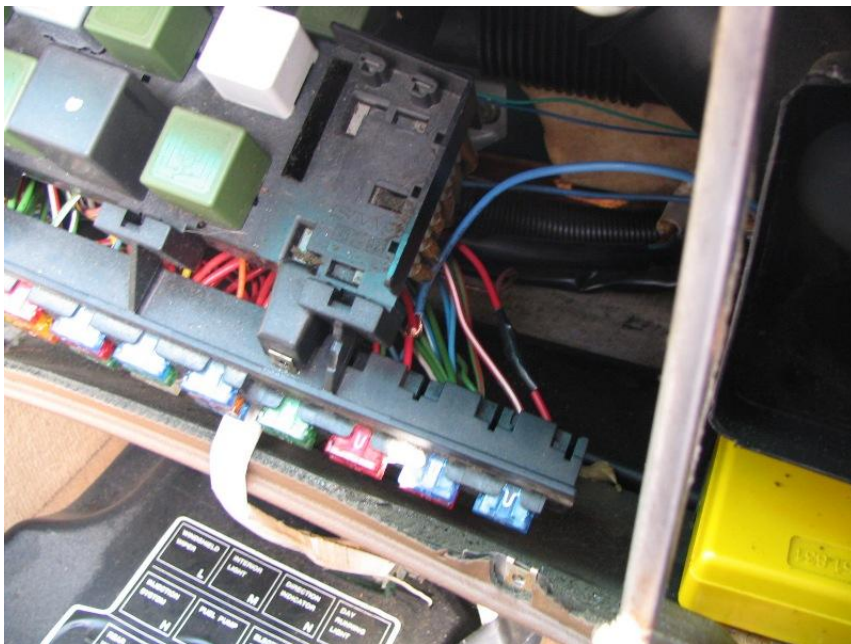
I connected my wires in by stripping a portion of the wire and soldering in the connecting wire. I then taped the connection for protection against shorting out.



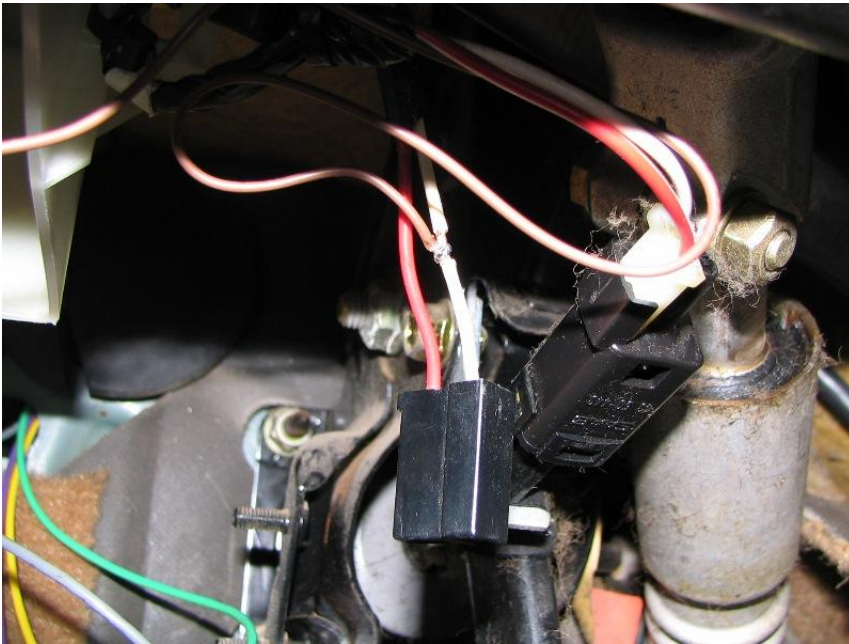
STEP 9 – Ignition switch connection (Grey/White 54 on ignition switch) should be connected to the RED wire going to the right side of FUSE 31. The fuse panel can be lowered by removing the 2 torx screws. I connected my Accessory wire from my remote to this.



STEP 10 – Ignition switch connection (Red X on ignition switch) should be connected to the RED wire going to the right side of FUSE 27. I connected my 2nd Ignition wire from my remote to this. I added the Blue wire shown below.



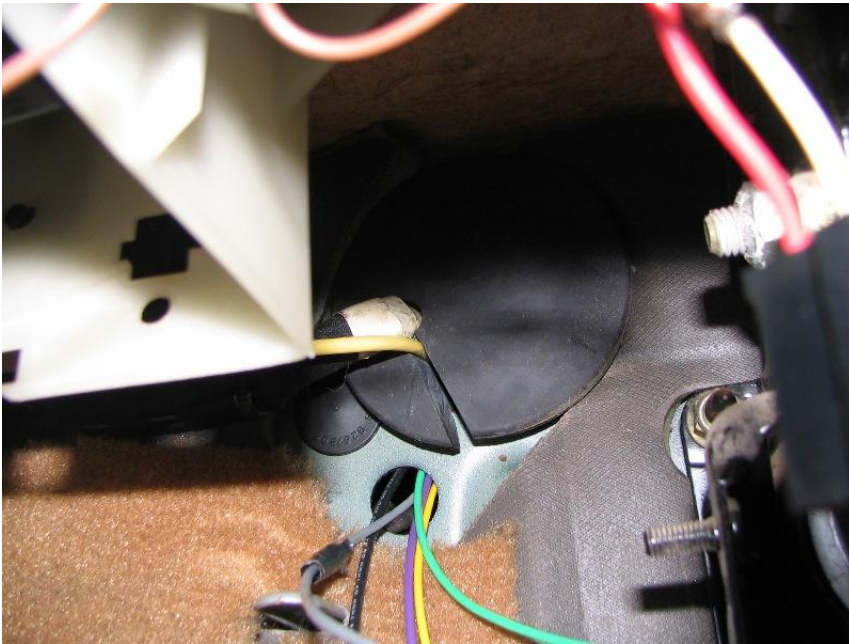
STEP 11 – A connection must be made to the brake switch. It is located above the cruise control switch and is a pain to get to.



STEP 12 – A connection is made to the parking lights. (Red/White/Green)



STEP 13 – Run Wires out to the aquarium for connection to the diagnostic connector
I tried drilling a hole in the rubber plug but pushed it through by accident. I should have run it through where the large yellow wire is for my amp. I sealed with duct tape as best I could.



STEP 13 – Connect wires in the aquarium
I cut the wires from the connector as I don't bring my car for service and didn't need this connector.
A list of the connections are on the following page.



DIAGNOSTIC CONNECTOR CONNECTIONS

PIN 1 – GREY	CONSTANT +12 VOLTS
PIN 2 – BLACK	GROUND
PIN 3 – YELLOW	STARTER
PIN 4 – GREEN/WHITE	IGNITION
PIN 5 – BLUE	TACHOMETER SIGNAL