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 2\textsuperscript{nd} 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**

<table>
<thead>
<tr>
<th>PIN 1</th>
<th>PIN 2</th>
<th>PIN 3</th>
<th>PIN 4</th>
<th>PIN 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>GREY</td>
<td>BLACK</td>
<td>YELLOW</td>
<td>GREEN/WHITE</td>
<td>BLUE</td>
</tr>
<tr>
<td>CONSTANT +12 VOLTS</td>
<td>GROUND</td>
<td>STARTER</td>
<td>IGNITION</td>
<td>TACHOMETER SIGNAL</td>
</tr>
</tbody>
</table>