



System-to-Vehicle Specific Installation Guide

System: Keypad Keyless Entry System KP-1

Keypad Code: XXXXX

Vehicle: All 2003 & 04 HONDA PILOT¹

ADDITIONAL BYPASS/INTERFACE KIT: NONE

ORDER ID: DEMO

Tech Support: 1-586-203-8595

Mon-Fri: 9am-6pm, Sat: 9am-3pm & 10am-2pm, Sun. EST.

Tech Support by Email is available 24/7 at techsupport@AutoAlarmPro.com

It is the sole responsibility of the installer to check and verify any wire before connecting to it.

Only a computer safe test probe (included) or digital multi-meter should be used. Installation of any product purchased from AutoAlarmPro.com requires individual accountability, competence, adequate skills and suitable abilities. AutoAlarmPro.com assumes no liability or responsibility whatsoever resulting from any type of installation, whether performed properly, improperly, private or professionally. It is the sole responsibility of the purchaser to meet and accept the requirements necessary for the products proper application and the liabilities involved. If **ANY** of the following steps in this manual are found to be problematic, **STOP** the installation and using the **ORDER ID** and the **STEP NUMBER** in question, call our tech support line at: 1-586-203-8595 OR Email: techsupport@autoalarmpro.com

BEFORE INSTALLATION:

- READ THE SYSTEMS OWNERS/OPERATORS MANUAL TO FAMILIAR YOURSELF WITH HOW THE SYSTEM OPERATES.
- **FOR STANDARD INSTALLATION & OPERATION OF YOUR SYSTEM INTO YOUR SPECIFIC VEHICLE,** YOU MUST FOLLOW THIS STEP-BY-STEP SYSTEM-2-VEHICLE INSTALLATION INSTRUCTIONS CORRECTLY IN ORDER. DEVIATING FROM THE CONNECTIONS IN THERE PROPER ORDER CAN CAUSE PRE-PROGRAMMED FUNCTION LOSS AND CAUSE THE SYSTEM NOT TO PERFORM PROPERLY.
- INSTALL ALL SYSTEM COMPONENTS CLEAR OF THE BRAKE, GAS PEDAL OR STEERING COLUMN THAT COULD INHIBIT THE MOVEMENT OF THESE CONTROLS.
- MOST VEHICLES HAVE SRS AIR BAG SYSTEMS. USE EXTREME CARE AND DO NOT PROBE ANY WIRES OF THE SRS SYSTEM. THESE WIRES WILL ALMOST ALWAYS BE LOCATED INSIDE A BRIGHT YELLOW TUBE OR TAPE NEAR THE STEERING COLUMN. SEE EXAMPLE PICTURES BELOW.

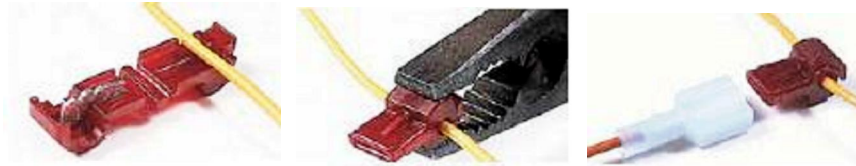


- DO NOT MOUNT THE SYSTEMS CONTROL MODULE UNTIL ALL THE CONNECTIONS HAVE BEEN MADE AND THE INSTALLATION IS COMPLETE AND WORKING PROPERLY.

¹ DOCUMENT VERSION: A/2009

BEFORE INSTALLATION CONTINUED:

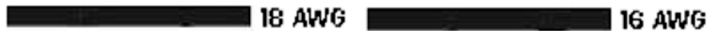
- Unlock all the vehicles doors and roll down the drivers' window to prevent the possibility of locking the keys in the vehicle during installation.
- Before any connections are made to the vehicle, there are some panels that need to be removed in the vehicle in order to gain access to the wiring in the vehicle. The two most common panels are the drivers' side LOWER DASH PANEL. This panel is the one that's below the steering column, across from your knees when you are sitting in the drivers seat. NOTE: On some vehicle's you may find another panel that is necessary to remove that's below the lower dash panel, above the gas & brake pedals. If applicable, remove this panel also. The 2nd most commonly found panel that may need to be removed is the drivers' side LEFT KICK-PANEL. This panel is located near the door jam, on the left, below the dash. On the majority of cars & trucks it's the panel that's to the left of the emergency brake pedal. Carefully remove these panels and set aside for the duration of the installation.
- Disconnecting the vehicles battery is not required nor recommended.
- The supplied **YELLOW, BLUE & RED T-Tap** connectors are provided for making connections from the system to the vehicles' wiring. **It is vital** that you use the right size T-tap on the corresponding sized wire to assure a good connection!



- The **DARK RED** colored T-Taps are for tapping into 22-20 AWG (American Wire Gauge) sized wires found in most vehicles. These are commonly some of the thinnest wires found in a vehicle. EXAMPLE: Most door lock wires, parking and door trigger wires.



- The **BLUE** colored T-Taps are for tapping into 18-16 AWG sized wires found in a vehicle.



- The **YELLOW** colored T-Taps are for tapping into 12-14 AWG sized wires found in a vehicle. Example: Most wiring found in a vehicles ignition harness.



- Some wiring found in a small amount of vehicles can be of an even thicker gage (10AWG) that will cause difficulty attaching a yellow T-tap to. When this condition exist, a small amount of the target wires insulation must be removed before attaching the T-tap.
- If **ANY** of the following steps are found to be problematic, **STOP** the installation and using your **ORDER ID** and the STEP NUMBER in question, call our tech support line at: 1-586-203-8595 OR Email: techsupport@autoalarmpro.com with your question.

Step 0. CONNECTING & USING THE SUPPLIED TEST PROBE:

Connect the appropriate sized **T-TAP** to the vehicles **CONSTANT POWER** to the ignition wire. Our resources indicate that the **CONSTANT POWER** to the ignition wire in the specific vehicle is **WHITE** and found in the vehicle ignition wiring harness.

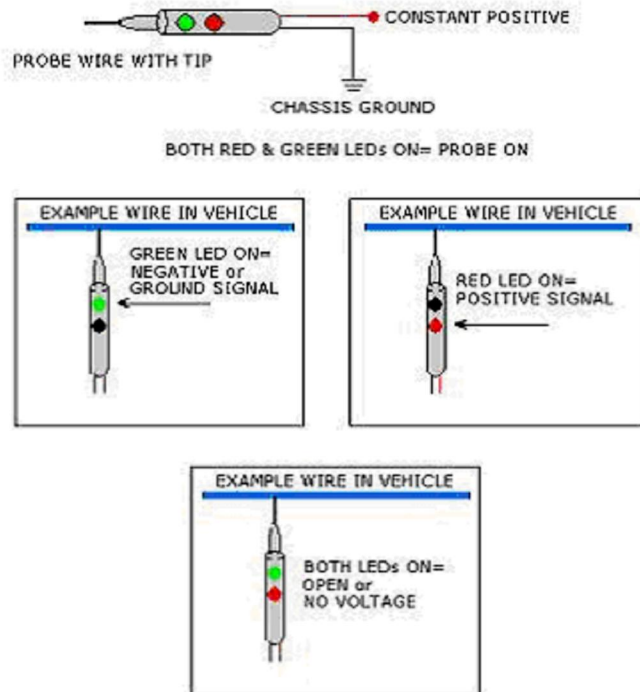
TECH NOTE: Removing the steering column cover that's right behind the steering wheel can provide a visual confirmation of the vehicles ignition switch wiring harness. A vehicles ignition harness is commonly found on the left, lower left or bottom center, of the steering column. Make the necessary connections to the ignitions wiring harness outside or away from where the connections would be under the steering column cover. Excessive connections made under where the steering column cover will be, might cause difficulty in re-installing the steering column due to not enough clearance.

USING THE TEST PROBE: Plug the wire with the insulated **MALE SPADE** connector from the test probe into the T-Tap you just applied to the vehicles **CONSTANT POWER** to the ignition wire above.

Connect the wire from the probe with the **BLACK** alligator-clip to a **CHASSIS GROUND** (commonly a bolt found along the steering column or a metal support bracket mounted to the vehicles body under the dash).

BOTH the **GREEN & RED LED's** in the probes handle should now be lit if you have a constant power source and a good chassis ground. Your test-probe is now **ON** and ready to be used following the instructions supplied in each of the proceeding installation steps.

Remember: Both the **RED & BLACK** leads of the test probe **MUST** be connected when testing wiring in a vehicle. **CAUTION:** Applying excessive force to the tip of the probe when probing wires can break the tip of the test probe. Making a small "slice" into the target wire and then inserting the probe into where the slice was made will prevent any damage to the probe and assure an accurate reading. If you placed a slice on a wire that did not verify, cover the slice in the wire properly with some electrical tape.



Step 1. KP-1 CONSTANT GROUND INPUT (-):

Before making **ANY** connections to the vehicle from the system, connect the corresponding plug from the systems wiring harness into the corresponding plug found on the systems module.

The **BLACK** wire from the system with an "eye" ring connector crimped to the end of it is connected to a **CHASSIS/BODY GROUND** using the supplied ¼" self-tapping screws.

TECH TIP: Commonly grounded to the body of the vehicle behind or above the driver side left kick panel cover OR to a metal bracket under the dash that is directly mounted to the vehicles body. "Self-Tapping" screws are screws that do not need a "pilot hole" drilled first to set the screw. They will drill their hole automatically when applied using a high-speed cordless or electric power drill equipped with a Phillips bit. Be careful not to over tighten!

MUST VERIFY A GOOD GROUND IN VEHICLE: Using the supplied test probe, a good ground source will light **ONLY** the **GREEN LED** (meaning a **NEGATIVE** or **GROUND SOURCE**) in the test light handle no matter what position the ignition is in.

NEVER TAP INTO OR SHARE AN EXISTING GROUND SOURCE THAT'S FOUND IN THE VEHICLE.

Step 2. KP-1 MAIN IGNITION INPUT (+):

The **YELLOW** wire from the system is T-Tapped into the vehicles **MAIN IGNITION** wire. Our resources indicate that the vehicles' MAIN IGNITION wire is **BLACK w/YELLOW TRACE** located in the vehicles IGNITION SWITCH HARNESS.

MUST VERIFY IGNITION WIRE IN VEHICLE: Using the supplied test probe, this wire will light just the **RED LED** in the handle of the test probe (meaning a **POSITIVE** polarity) **ONLY** when the ignition is in the **ON** and **CRANK/START** position.

TECH TIP: If you desire the keypad to work while the engine is running, do not make this connection, tape off and tape back this wire. Note that if a new or replacement keypad is needed in the future this connection would be necessary to program a replacement keypad.

Step 3. KP-1 CONSTANT POWER INPUT (+):

The **RED** wire from the system is T-Tapped into a **CONSTANT POWER** source. Our resources indicate that the vehicles' CONSTANT POWER wire is **WHITE** and found in the vehicles ignition harness.

MUST VERIFY CONSTANT POWER WIRE(S) IN VEHICLE: Using the supplied test probe, this wire will light **ONLY** the **RED LED** (meaning a **POSITIVE** voltage) as soon as the wire is probed and **AT ALL TIMES** no matter what position the ignition is in, with or without the key in the ignition.

Step 4. KP-1 DOOR LOCK/UNLOCK OUTPUTS (-):

There are 2 wires from the system used for these connections: **1 GREEN (LOCK)** wire and **1 BLUE (UNLOCK)** wire (Twisted pair).

The **GREEN** wire is connected to the vehicles **LOCK** wire. Our resources indicate that the vehicles LOCK wire is **BLUE w/GREEN TRACE** and found at the vehicles door lock controller that's attached to the passenger side fuse box behind the passenger side right kick panel (Extra length of green/black wire is supplied to reach the needed connection).

MUST VERIFY LOCK SWITCH WIRE IN VEHICLE: Using the supplied test probe, this wire will momentarily light the **GREEN LED** (meaning a **NEGATIVE** polarity) when the passengers door key cylinder is turned to the lock position with a key.

The **BLUE** wire is connected to the vehicles **UNLOCK** wire. Our resources indicate that the vehicles UNLOCK wire is **BLACK w/RED TRACE** and also found at the vehicles door lock controller that's attached to the passenger side fuse box behind the passenger side right kick panel (Extra length of green/black wire is supplied to reach the needed connection).

MUST VERIFY UNLOCK SWITCH WIRE IN VEHICLE: Using the supplied test probe, these wires will momentarily light the **GREEN LED** (meaning a **NEGATIVE** polarity) when the passengers door key cylinder is turned to the unlock position with a key.

Step 5. KP-1 PROGRAMMING SWITCH:

Commonly mounted on driver side left kick panel. Surface mount switch to panel using the supplied 2-way tape that is on the back of the switch. Clean the area with rubbing alcohol (or equivalent cleaner) before mounting switch OR "zip-tie" the button to an existing wiring harness under the dash somewhere you can reach it without having to remove any dash panels. This button is used to program replacement remotes, replacement keypads and change pre-programmed settings.

Step 6. KP-1 KEYPAD ACTIVATION AND TESTING:

The KEYPAD code has been pre-programmed to the system. Every keypad has a different default user code. See the small sticker on the back of the keypad with the **KEYPAD CODE**. You may remove this sticker and place it in a safe place like on the rear of a drivers license etc. for safe keeping and easy access.

The default user code can never be changed nor erased. But, up to 4 additional codes can be programmed to the keypad. See the programming instructions for adding different codes at the rear of this manual.

Test Door Unlock Function: Press & release the 1/2 button with the 1 unlock icon on the key pad Then Enter your code. The vehicles doors will UNLOCK and the vehicles horn will sound and the parking lights will turn on for 30 seconds (If these options have been connected and connected to correctly). If you ever make a mistake entering the wrong code, wait 10 seconds, press & hold the 9/0 button for at least 2 seconds then re-enter your code, making sure that you press the 1/2 button first before entering your code. (You have to press the 1/2 button (this button has an Unlock icon on it) every time before you enter your code to unlock the doors).

Test Keypad Illumination Control: Cover the keypads LIGHT SENSOR that's over the keypads 5/6 button with your thumb for at least 5 seconds. Then press any button on the keypad. All the buttons on the keypad will illuminate.

Test Door Lock Function (Not Applicable to All Vehicles): Press & hold the 9/0 button on the key pad for more than 2 seconds. The vehicles doors will LOCK and the vehicles horn will sound and the parking lights will flash (If these options have been connected and connected to correctly).

Keypad Troubleshooting: In the event that the keypad would stop functioning properly, try resetting the keypad:

Key Pad Resetting:

1. Press & Release Button 1/2
2. Then Enter Code: 7-3-5-2-0-0-0
3. Then Press & Hold both Buttons 5/6 & 7/8 at the same time until 2 Beeps are heard from the keypad then release the buttons.
4. Then Press & Release the 1/2 button again. Wait Until keypad beeps 4X. (Takes about 20 seconds) Test Keypad Function Now.

In the event that the keypad would stop functioning properly, after resetting the keypad:

1. Turn vehicles ignition ON (YELLOW ignition input wire from system must be connected)
2. Press & release the system programming button 6X. The vehicles Horn will sound.
3. Press & hold the 9/0 button on the keypad for at least 3 seconds. The system will sound. Test Keypad Function now.

Key Pad Code Change:

1. Press & release the 1/2 Key, then enter your default code.
2. Press & hold 7/8 + 9/0 at the same time until you hear a beep from the keypad then release the buttons.
3. Press the 1/2 Button Again. You now have 15 seconds to enter you new 5 digit code. Enter your new 5 digit code. After the last digit of your new code is entered, the keypad will beep 1X immediately.
4. Now, wait for the keypad to beep 3X (Can take as long as 15 seconds). When the 3 beeps are heard it means that your new code has been accepted and stored into the key pads memory. The default code can not be changed or erased.
5. If you mess up entering you new code, just press 7/8 & /9/0 at the same time again until 3 beeps are heard (or just wait for at least 30 seconds for the keypad to clear) and start back to step 1.

Step 7. KP-1 KEYPAD MOUNTING & PLACEMENT:

The KEYPAD from the system is commonly mounted horizontally above the drivers door handle. Surface MUST be completely flat. Thoroughly clean the area where the keypad is to be mounted with the supplied alcohol wipe. If the mounting surface is below 75° F, use a heat gun or hair blower to slightly warm the mounting surface. Failure to follow this requirement will result in a poor bond and the keypad may fall off the vehicle. Peel off the red protective cover on the rear of the keypad and carefully position keypad into place. Firmly press all around the buttons bezel cover to assure a good bond to the vehicle.

Step 8. KP-1 HORN OUTPUT (-) OPTIONAL CONNECTION:

If the above feature is not desired, the below connection is not made and the wire from the system can be cut back and tapped off.

The **BROWN** wire from the system is T-Tapped into the vehicles **HORN** wire. Our resources indicate that the vehicles' HORN wire is **LIGHT GREEN w/BLUE TRACE** found running down along the steering column.

MUST VERIFY HORN WIRE IN VEHICLE: Using the supplied test probe, this wire will light just the **GREEN LED** (meaning a **NEGATIVE** polarity) **ONLY** when the vehicles horn is activated.

Step 9. KP-1 PARKING LIGHTS OUTPUT (+) OPTIONAL CONNECTION:

If the above feature is not desired, the below connection is not made and the wire from the system can be cut back and tapped off.

The **WHITE** from the system is T-Tapped into the vehicles **PARKING LIGHT** wire. Our resources indicate that the vehicles PARKING LIGHT wire is **RED w/BLACK TRACE** and found in a wiring harness behind the drivers side left kick panel.

MUST VERIFY PARKING LIGHT WIRE IN VEHICLE: Using the supplied test probe, this wire will light just the **RED LED** (meaning a **POSITIVE** polarity) **ONLY** when the parking lights switch is ON.

Step 10. KP-1 ANTENNA/MODULE PLACEMENT:

The antenna from the system (a thin black wire running out of the rear corner of the module) should be loosely hung under the dash in any position. Do not wind the antenna wire tightly around ANY wiring; this could reduce the operating range. The best results are from loosely "zip tying" the antenna-wire along side other wiring harnesses under the dash or just to let it hang loosely under the dash.

Locate an area under the driver side dash, as high up as possible, that's away from heat ducts and moving parts, where the system module can be placed. Using the supplied "zip ties", zip-tie the module tightly against a factory wiring harness or under dash bracket. Also zip-tie any wiring routed from the module to other vehicle wiring to prevent loose falling wires.

AutoAlarmPro.com Sales Policy:

AutoAlarmPro.com will repair or replace any VSS system sold by AutoAlarmPro.com and its directly associated parts for a period of 2 Years from date of delivery. 1 Year on Parts & Accessories and Clearance items sold separately.

RETURNS: All Electronic Systems, Parts or Accessories sold and still in the original condition as received can be returned for a refund within 60 days of purchase. Only warranty replacement is available thereafter. Under no circumstances are any of the electronic components, support or services offered on AutoAlarmPro.com sold freely to try, freely to use to diagnose, experiment or evaluate. Absolutely all returns will be subject to actual shipping cost deductions and an additional 20% services rendered transaction & restocking fee prior to the refund process.

Electronic components returned for refund must be returned within 60 days of purchase (not delivery, this is why we provide a 60 day return policy and not a 30 day) accompanied by a Return Authorization Number (Call: 1-586-203-8595 for an RA#) All returns must be in the same condition as received. Any components altered or damaged from its delivery state including systems attempted to be installed cannot be returned.

Every component sold by AutoAlarmpro.com is QC Assurance bench tested for proper performance & programming before shipping. In the rare event that a component is found to fail during or after installation within 60 days of purchase AutoAlarmpro.com will provide the replacement component via USPS priority mail with a return shipping label for the defective component.

If replacement component promptly repeats the identical problem initially claimed after reinstallation of new replacement component the situation will be determined an improper installation due to installer and will void any additional replacement or warranty of that component until, if ever, the issue is resolved by the installer and/or purchaser.

Component failure after 60 days of purchase must be found to fail under normal wear & tear everyday operation after successful installation had been completed and the system was found to perform properly prior to any reported function loss.

This warranty does not extend to coverage of the products failure from improper installation, alteration, accident, misuse or acts of nature. Furthermore, this warranty does not assume or is responsible for any labor costs (if any) for the removal and/or reinstallation of any product found to be defective. Cost of transportation to AutoAlarmPro.com for the repair or replacement after 60 days of purchase is the sole responsibility of the purchaser.

AutoAlarmPro.com Limited Lifetime Warranty:

AutoAlarmPro.com will repair or replace any VSS system control module sold by AutoAlarmPro.com for as long as the model is still being manufactured for the lifetime of the vehicle in which it was originally installed. Components must be found to fail under normal wear & tear everyday operation after successful installation had been completed and the system performed properly prior to any reported function loss. This warranty does not extend to coverage of the products failure from improper installation, alteration, accident, misuse or acts of nature. Furthermore, this warranty does not assume any labor costs for the removal and/or reinstallation of any product found to be defective or the cost of transportation to AutoAlarmPro.com for the repair or replacement. Such costs are the sole responsibility of the purchaser.

AutoAlarmPro.com will not honor any direct consumer or 3rd party determinations of product malfunction alone for basis of a warranty repair or exchange. An AutoAlarmPro.com technician must make the defect determination via telephone or email first before a warranty return process can be made. Any product returned without prior arrangements thru AutoAlarmPro.com will be treated as abandoned. Call: 1-586-677-9580, 1-586-677-9589 or 1-586-203-8595 for details and/or to make warranty return arrangements.

All Warranties extend to the original purchaser of the product and for the vehicle in which it was originally installed only.

Purchase & Installation of any product from AutoAlarmPro.com requires individual accountability, adequate skills and suitable abilities. It is the sole responsibility of the purchaser and/or installer to meet and accept the requirements necessary for the products proper application and any liabilities involved. AutoAlarmPro.com assumes no liability or responsibility whatsoever resulting from any type of installation, whether performed properly, improperly, private or professionally. AutoAlarmPro.com Limits its obligations for any product sold to providing warranty repair or replacement parts and installation technical support only. Warranty is calculated from date of delivery.

AutoAlarmPro.com does not guarantee, nor imply that "anyone" can perform any required installation. Our only claim and guarantee is that all VSS system's purchased from AutoAlarmPro.com is compatible to, and can be installed into, the specific vehicle in which it was purchased for and that our systems are "easier" to install due to the VSS designed platform and should not be misconstrued as an "easy" or "no-brainer", "anyone-can-do-it" interpretation or presentation.