

Clean After Market Alarm Install

This document outlines the installation of an after market alarm system, in this case a Prestige APS-510a, into an SVX with no damage or modification to the wiring harness. The alarm brain and shock sensor are mounted on a piece of masonite or aluminum and installed in the stock position in the trunk. All unused wires are removed from the plastic connector shells. All remaining wires should be cut short enough to tuck neatly away inside the alarm access hatch. Each connection that plugs into the SVX female connector is terminated with a .110 inch wide fast-on connector. All connectors should be soldered. All connections should be properly insulated. Please note on the schematic page, the dot-dot-dash line is where the alarm wires are plugged into the SVX harness.

Page 1 – This page

Page 2 – Wiring list

Page 3 – Schematic

Page 4 – Image of wiring harness

Page 5 – Image of completed install

Special thanks: To lee for his initial work on after market alarm adaptation. I used his wiring guide and added Valet and LED functionality and created new documentation.

Read your alarm manual thoroughly and understand it. Many models out there have funky caveats and neat additional features. I see a remote trunk-pop in my future.

SVX Harness

1. Passenger door trigger
2. Driver door trigger
3. Security button
4. Trunk trigger
5. Ignition
6. Key in switch
7. RCV Antenna
8. Ground
9. Battery Constant
10. Parking light flash
11. LED (-)
12. LED (+)
13. Starter
14. Door unlock pulse (-)
15. Door lock pulse (-)
16. Horn
17. Unused

* - Pins 1 and 2 should be connected to the brown wire through a pair of diodes (one diode for each connection) with the white band facing the SVX harness.

** - Check the black lead of the valet button connection at the alarm brain to ensure that it is common to the black Chassis Ground wire. This ensures the security button on the dash will work.

Prestige APS-510a Alarm

Brown – Door trigger (-)*

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Gray – Valet button**

Dark Green – Hood/trunk trigger

Yellow – Ignition

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Black – Chassis ground

Red and Red/White – 12v constant

White – Parking light flash

Blue – LED (-)****

Red – LED (+)****

Orange/White – Starter disable normally open***

Green – Door unlock pulse (-)

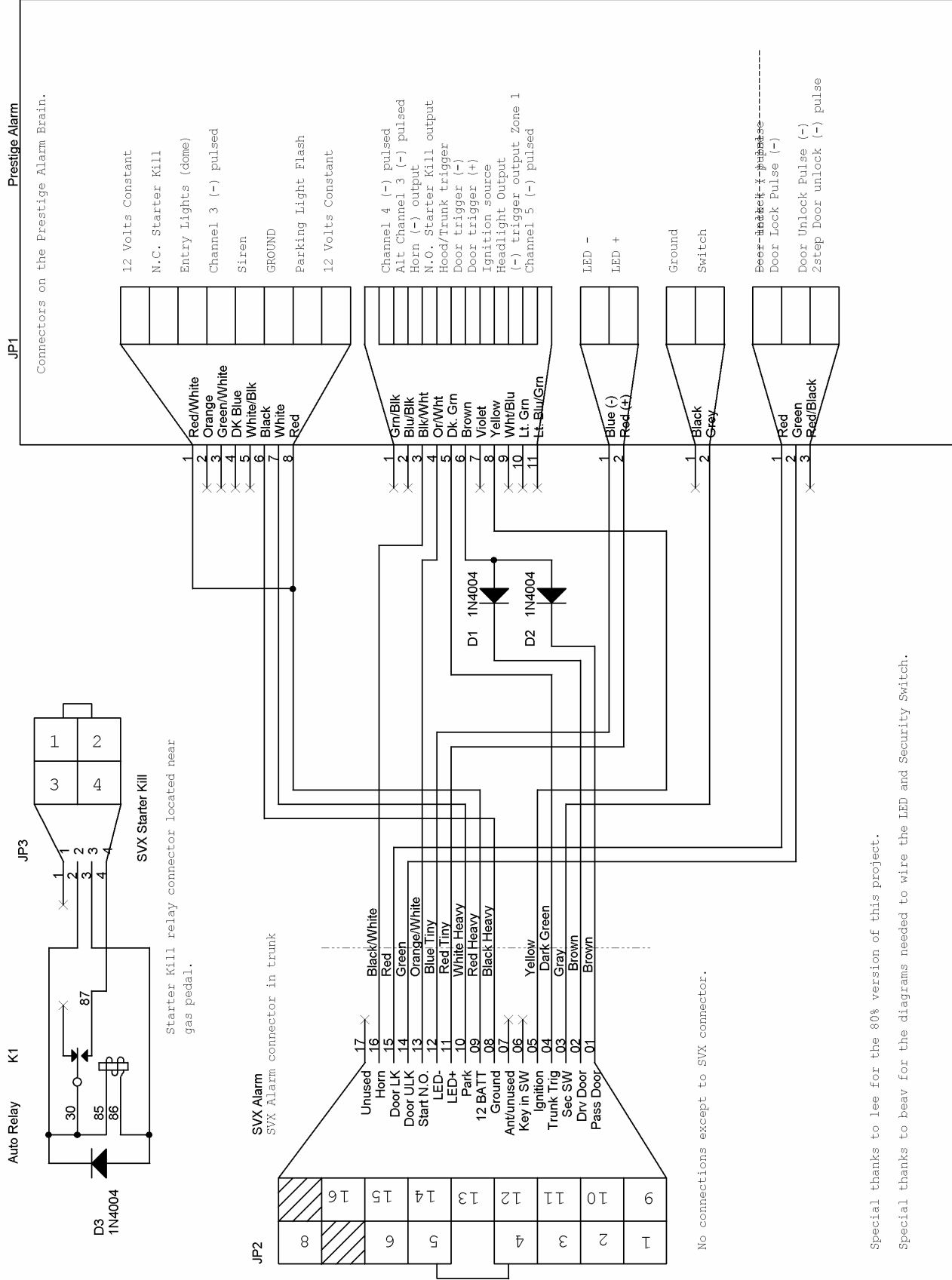
Red – Door lock pulse (-)

Black/White – Horn

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*** - Relay will need to be wired in a normally open configuration. This will require the wire at position 87a be moved to the 87 position. See schematic below.

**** - Using a DMM, test the voltage drop of the LED supplied with the alarm system. It should be around 2 volts. The APS-510a LED drops 2.6 volts, when the brain is wired directly to the Security Button LED, it works fine. If the alarm provides more than that, you'll risk killing the Security Button LED.



Special thanks to lee for the 80% version of this project.

Special thanks to beav for the diagrams needed to wire the LED and Security Switch.

