

Vehicle Wiring Information

for the
1997 Dodge Viper RT/10

ITEM	WIRE COLOR	POL	WIRE LOCATION
12V	red	+	ignition harness
STARTER	yellow	+	ignition harness
IGNITION	dk. blue	+	ignition harness
ACCESSORY	orange	+	ignition harness
POWER LOCK	white/dk. green	+	drivers door boot
POWER UNLOCK	pink/white *1	+	drivers door boot
PARKING LIGHTS +	black/yellow		headlight switch
HEADLIGHTS	lt. green	+	headlight switch
DOOR TRIGGER	yellow	-	headlight switch
TRUNK/HATCH PIN	*2		
TRNK/HTCH RELEASE	*3		
FCTRY ALARM ARM	yellow/black	+	alarm module *4
FCTRY ALRM DISARM	lt. green/orange	-	alarm module *4
TACHOMETER	gray/lt. blue		behind gauge or PCM
BRAKE WIRE	white/tan	+	brake pedal switch
HORN TRIGGER	black or *4	-	steering column
WIPERS	grn/wht and red/yel	-	gray plug at column

Notes:

*1 This wire will OPEN the drivers door, orange/white(+) in the passenger boot will OPEN the passenger door. Do NOT use ignition control door locks. *2 Running wires to the trunk of this sled is no fun. There is a path through the right rear fender well if you pull the large grommet in upper rear passenger side trunk (stereo harness there already) and drill a hole high in the upper corner of cockpit on passenger side below the first weld mark. This will bring you out in the fender well above the liner and a thin stiff fish will find its way to the large grommet. *3 Unless you want to drill the rivets on the stock latch mechanism and do some welding on the innards, don't sell this option. Also see note on running wires to trunk. *4 Factory alarm and keyless entry modules located on driver's side of transmission tunnel. Wires available here include: red/wht (12V+), dk. blue/wht (ign), blk/red (horn -), blk/yel (pk lts +), yel (door trig -), blk/org ('Armed' light). Note that there is a serial data buss between the alarm module and the ignition controller which must remain active for the car to run. You can remove the keyless module (and probably should to prevent RF problems with your alarm) but leave the factory alarm plugged in and interface it with your alarm.

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Notes:

*1 Mount horizontally behind inside door latch handle at front top of door. Note that Dodge was kind enough to provide an actuation lever for door pop at latch mechanism at lower rear of door. Mount your 522T to the back side of seat belt retractor bracket and run cable to the provided arm with cable hole in it. *2 Running wires to the trunk of this sled is no fun. There is a path through the right rear fender well if you pull the large grommet in upper rear passenger side trunk (stereo harness there already) and drill a hole high in the upper corner of cockpit on passenger side below the first weld mark. This will bring you out in the fender well above the liner and a thin stiff fish will find its way to the large grommet. *3 Unless you want to drill the rivets on the stock latch mechanism and do some welding on the innards, don't sell this option. Also see note on running wires to trunk. *4 Factory alarm and keyless entry modules located on driver's side of transmission tunnel. Wires available here include: red/wht (12V+), dk. blue/wht (ign), blk/red (horn -), blk/yel (pk lts +), yel (door trig -), blk/org ('Armed' light). Note that there is a serial data buss between the alarm module and the ignition controller which must remain active for the car to run. You can remove the keyless module (and probably should to prevent RF problems with your alarm) but leave the factory alarm plugged in and interface it with your alarm.

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