

Jeep Patriot 2007 - 2012 (Possibly More Years Too)

Photographs of some of the wired connections.

Disassembly :

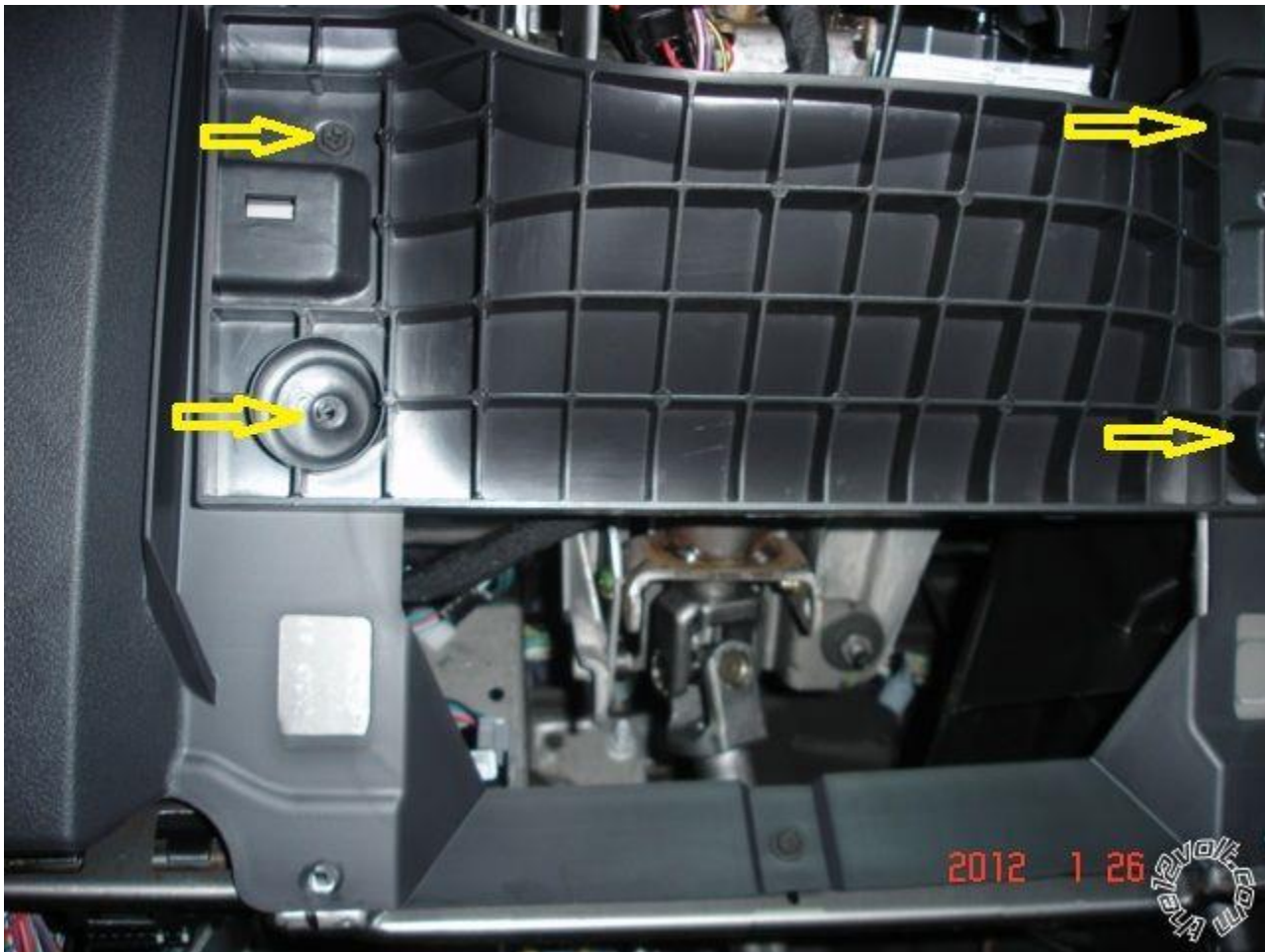
Remove the drivers side dash panel with non-marring tools. Four Clips.



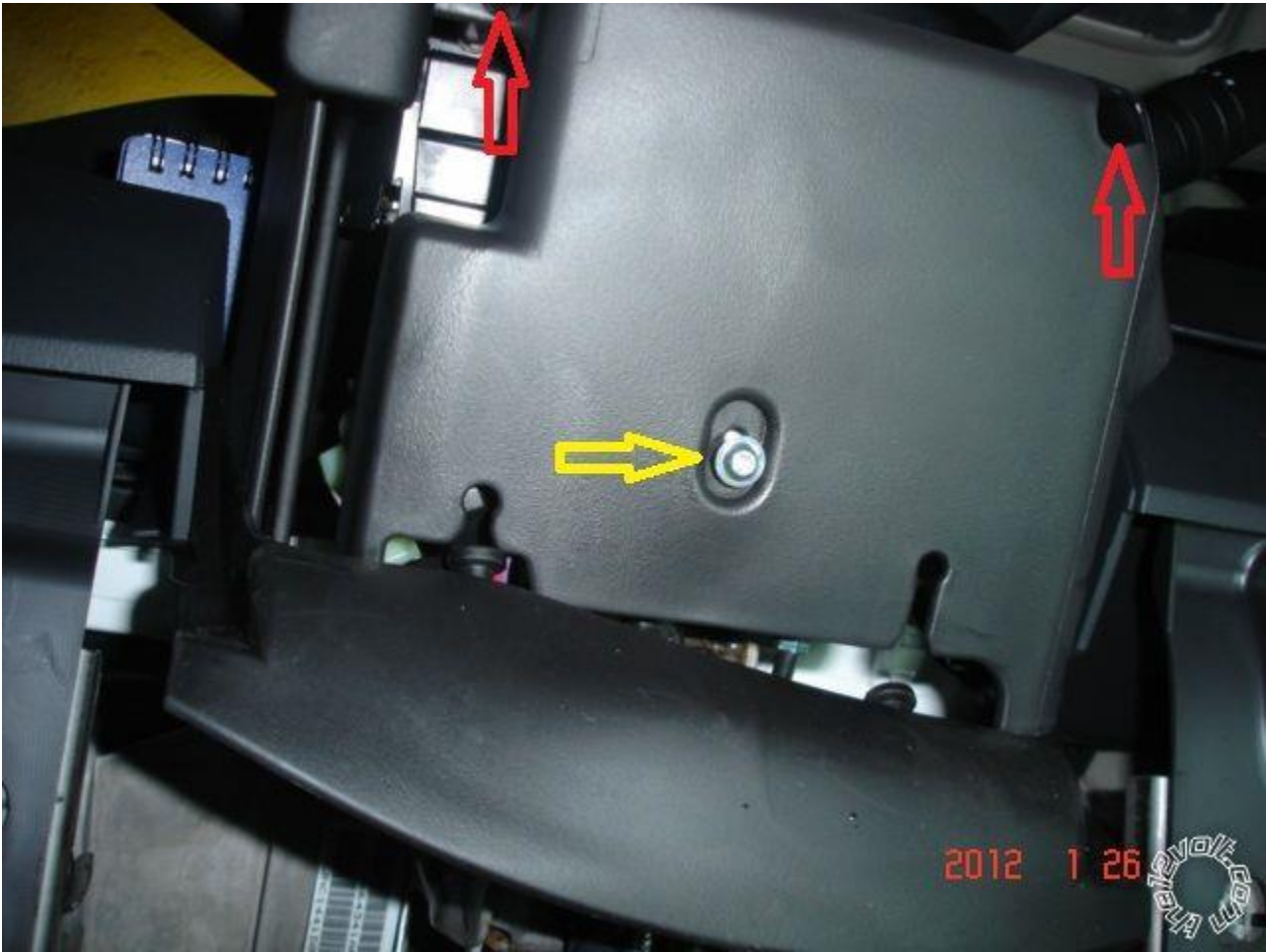
Remove the drivers lower dash panel by removing the two Phillips screws shown at bottom and then pulling the panel straight away from the dash. There are two clips, one at each top corner.



Remove the re-inforced knee plate by removing the four indicated Phillips screws. It is actually two pieces, the outer plastic and an inner metal plate.

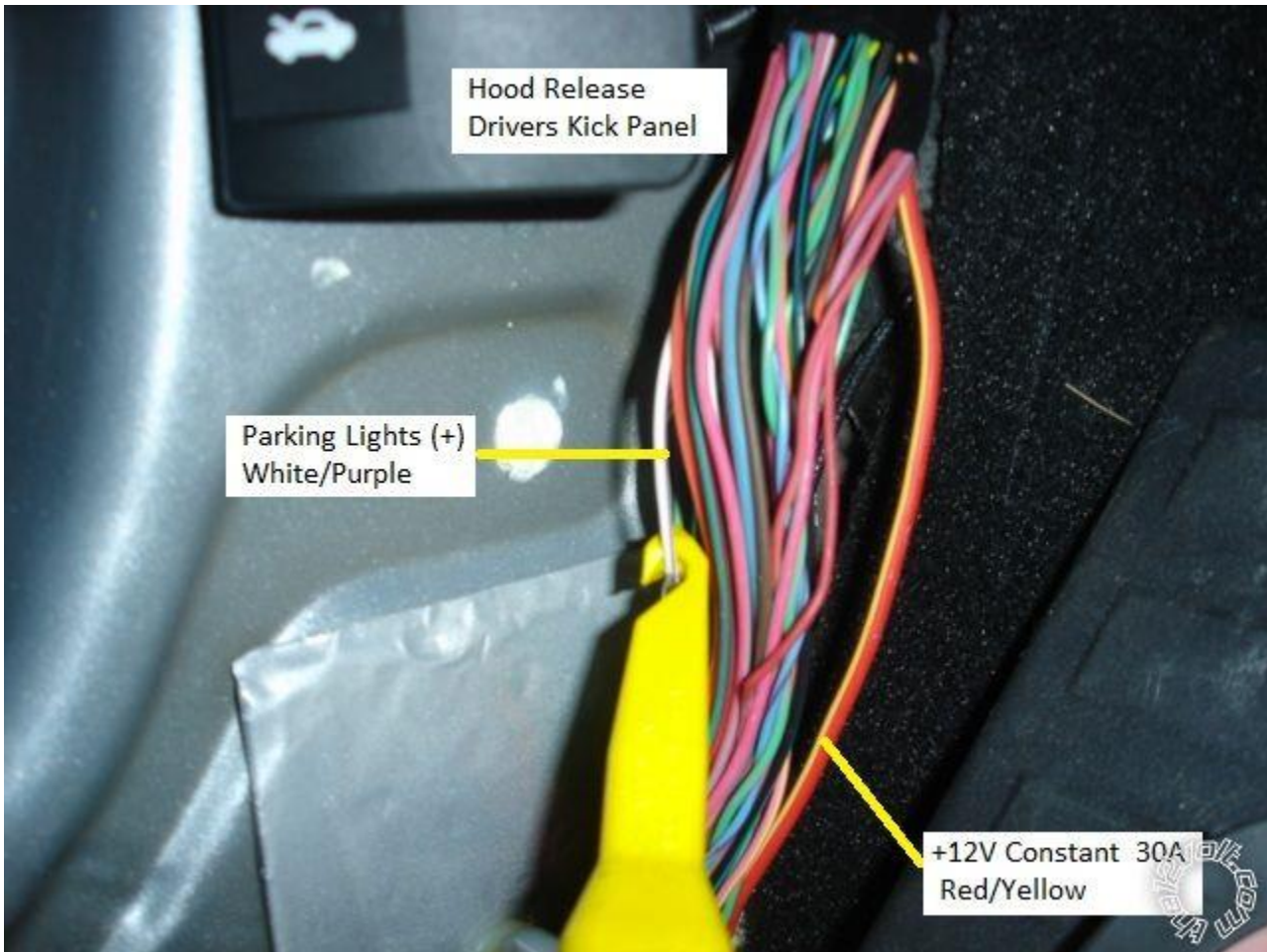


Remove the lower steering column cover by removing the one Torx T-20 screw (Yellow arrow) and the two deeply recessed Phillips screws (red arrows).



Remove the drivers kick panel by removing the one fastener at the firewall, raising the front edge of the door sill cover and pulling the kick panel straight towards the back of the vehicle.

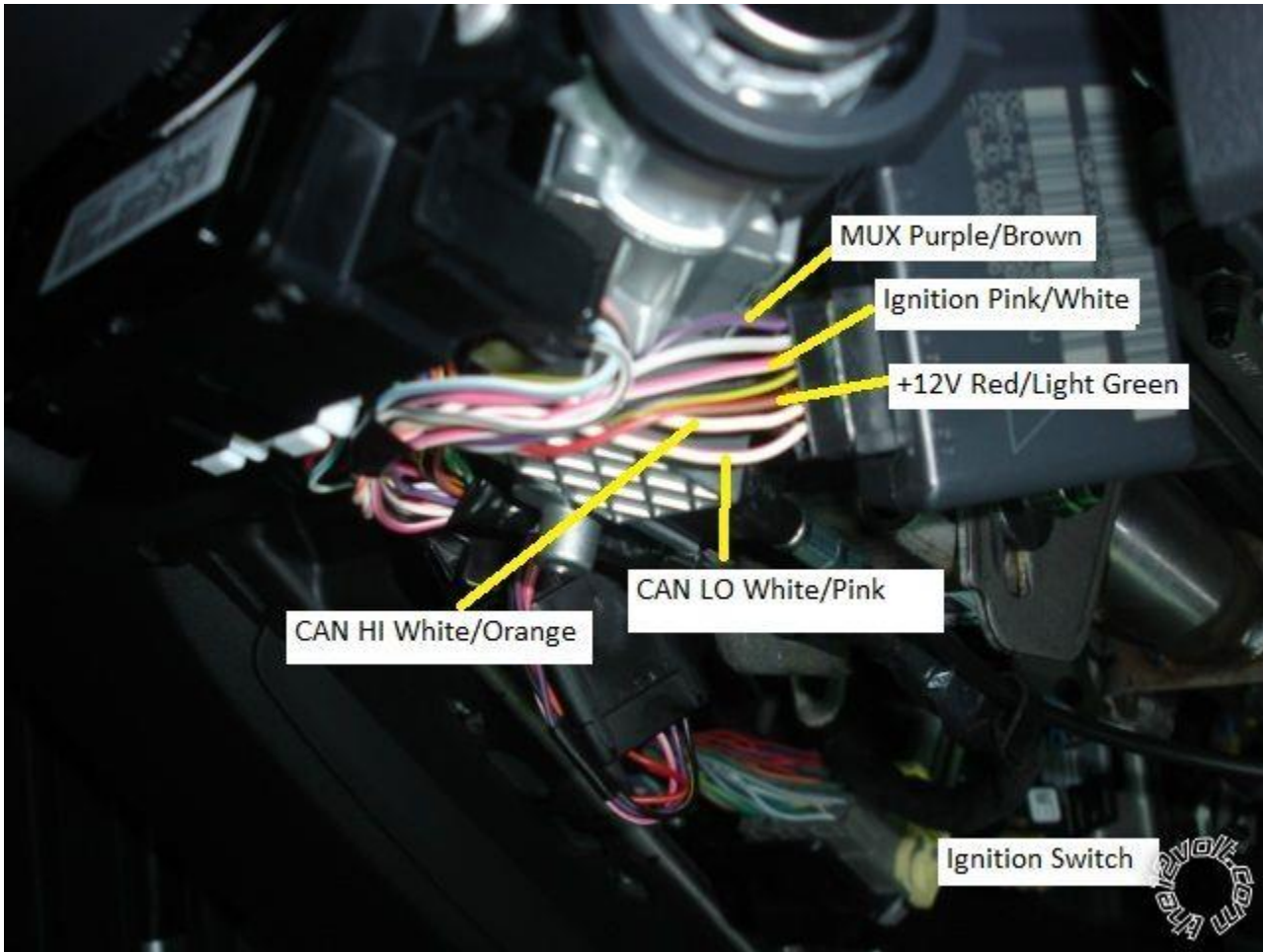
There are only nine wires to connect, three in the kick panel, five at the ignition switch harness and the hood pin. Here is a picture of the kick panel wires. Not shown is a chassis ground connection and the Hood Pin wire. The +12V constant (RED / Yellow) feeds the drivers power seat and was safe to use as this vehicle did not have this feature.



Here is a picture of the right side of the steering column.

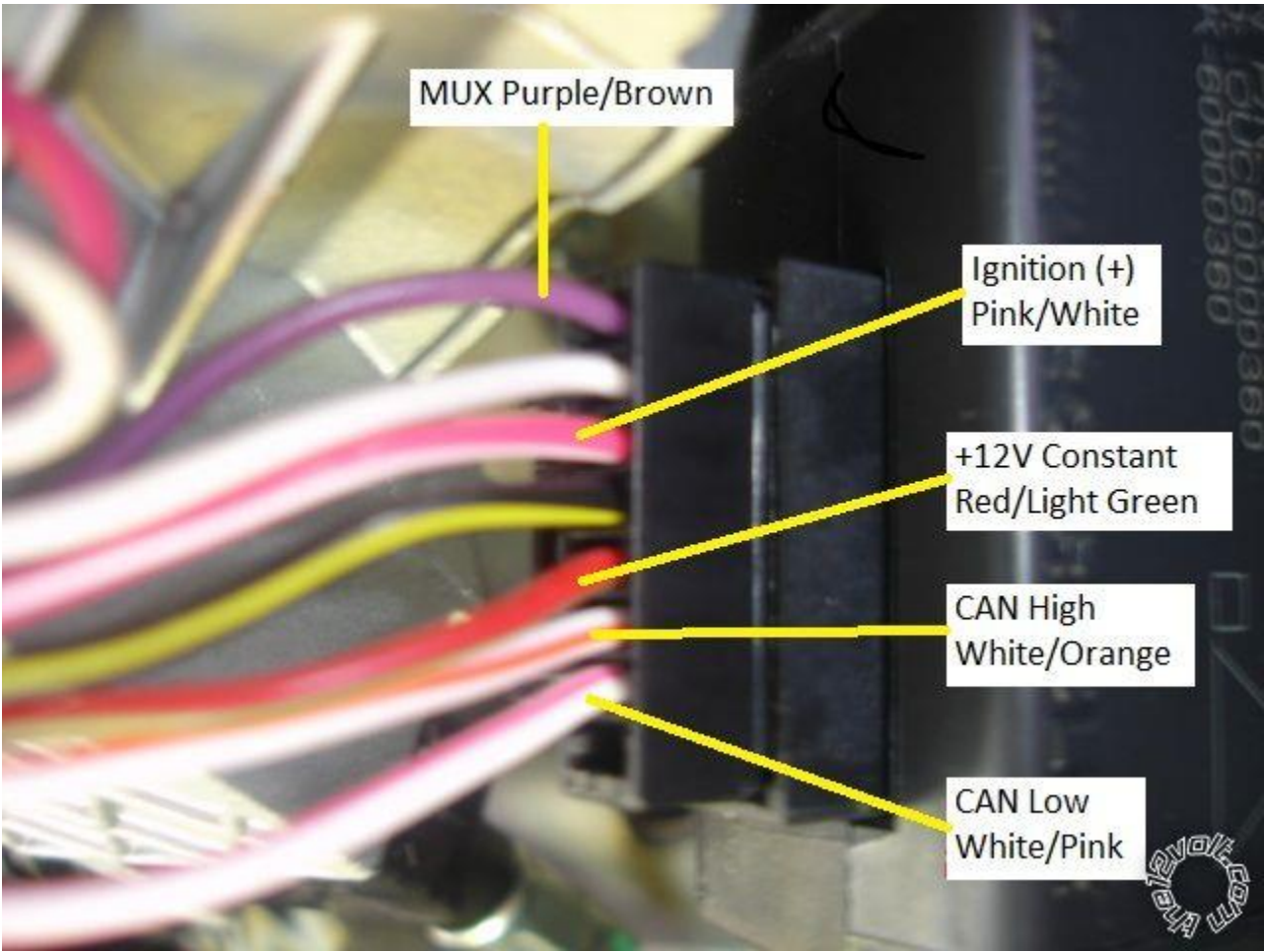


Here is a picture of the ignition wires.



The iDataLink bypass module controls the transponder bypass, locks, alarm and MUX starter control. It also supplies the remote starter with door & trunk status, E-Brake, Brake Pedal and a Tach signal.

This is only one way of many to add remote start to this vehicle. Total parts cost = \$100. Using the ADS HRN CH5 will save a few connections. Using a Fortin EVO-CHR and THAR-CHR2 will cost more but save even more connections.



MUX Purple/Brown

Ignition (+)
Pink/White

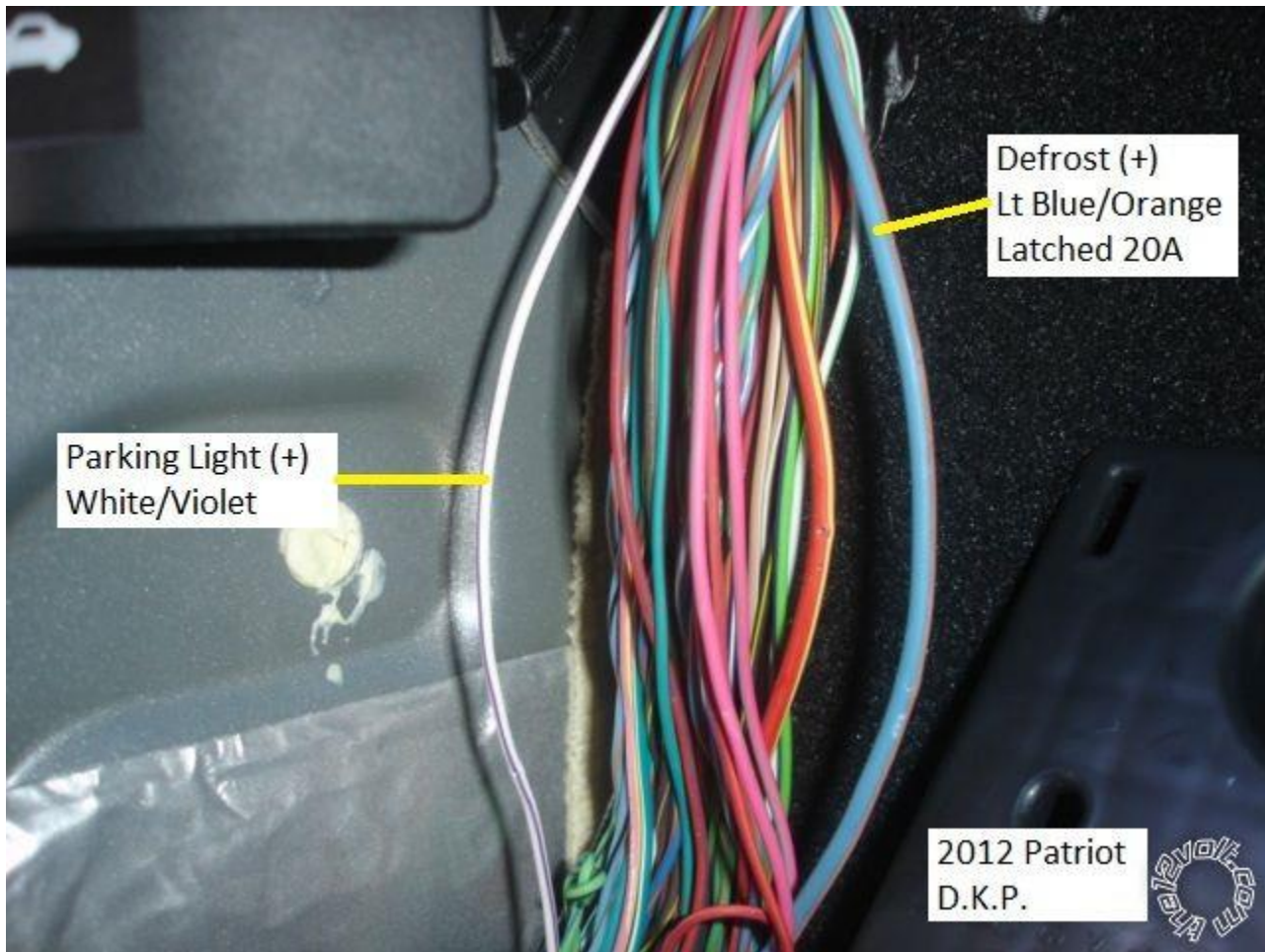
+12V Constant
Red/Light Green

CAN High
White/Orange

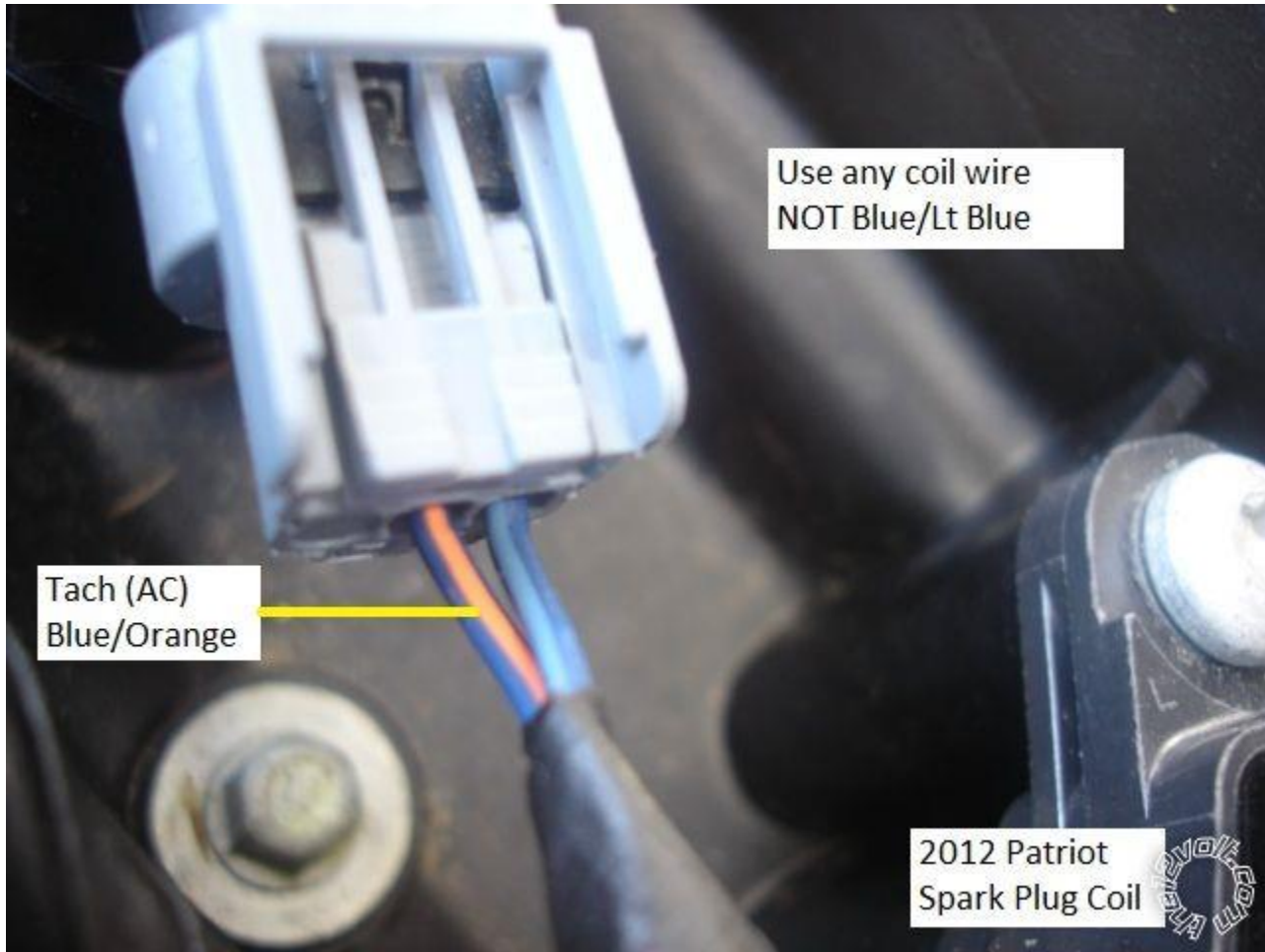
CAN Low
White/Pink

AVOLTA

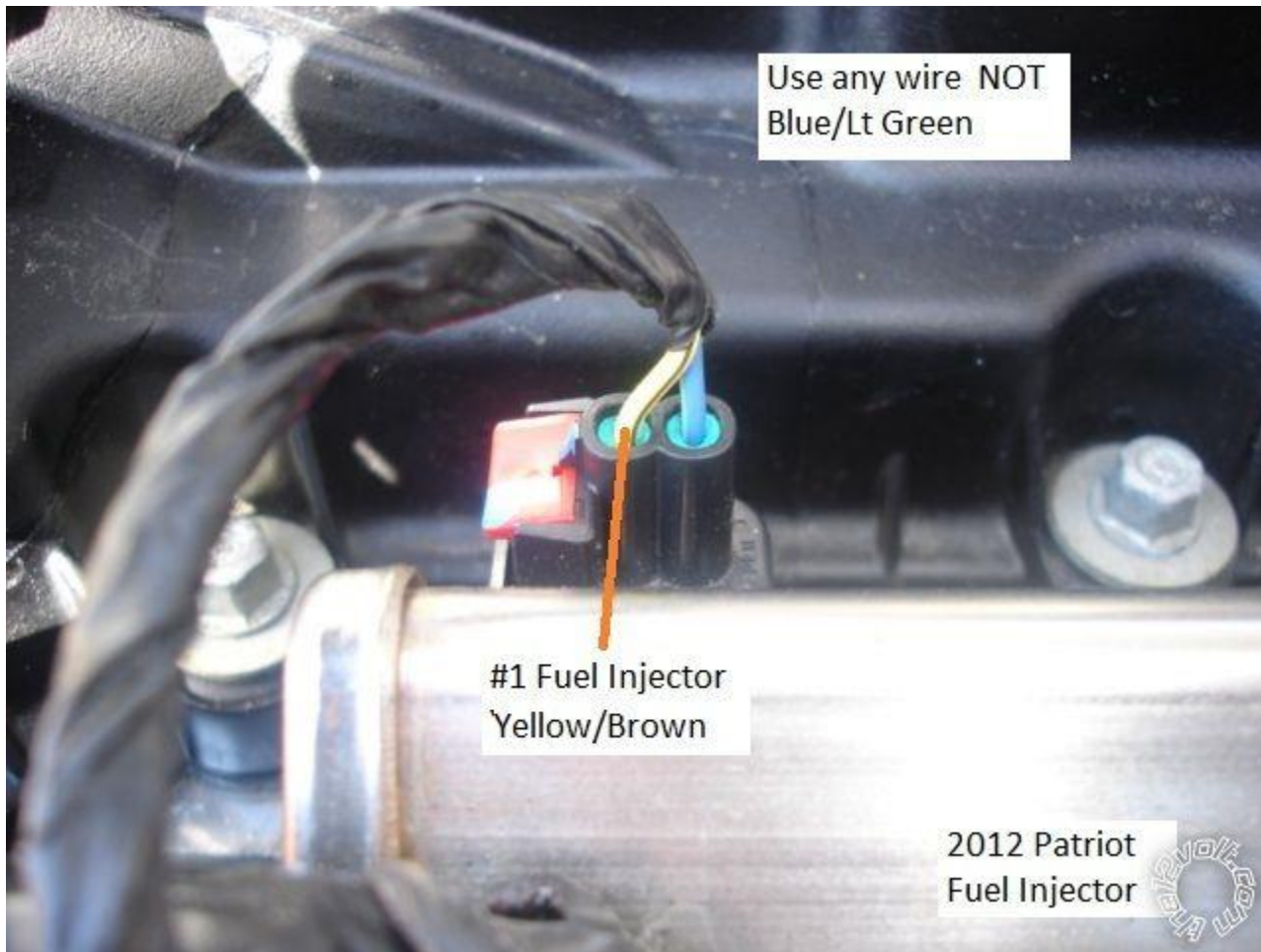
This is a picture of the Defrost wire in the Drivers Kick Panel



Here is a photo of a spark plug coil for Tach Source (if necessary) :



Here is a photo of a Fuel Injector for a Tach source (if necessary) :



Finding a engine compartment pass-thru is challenging. There is a large grommet very high up in the Drivers Kick Panel, above and to the front of the door harness. It exits behind the front quarter panel, forward of the foam insulation trim.