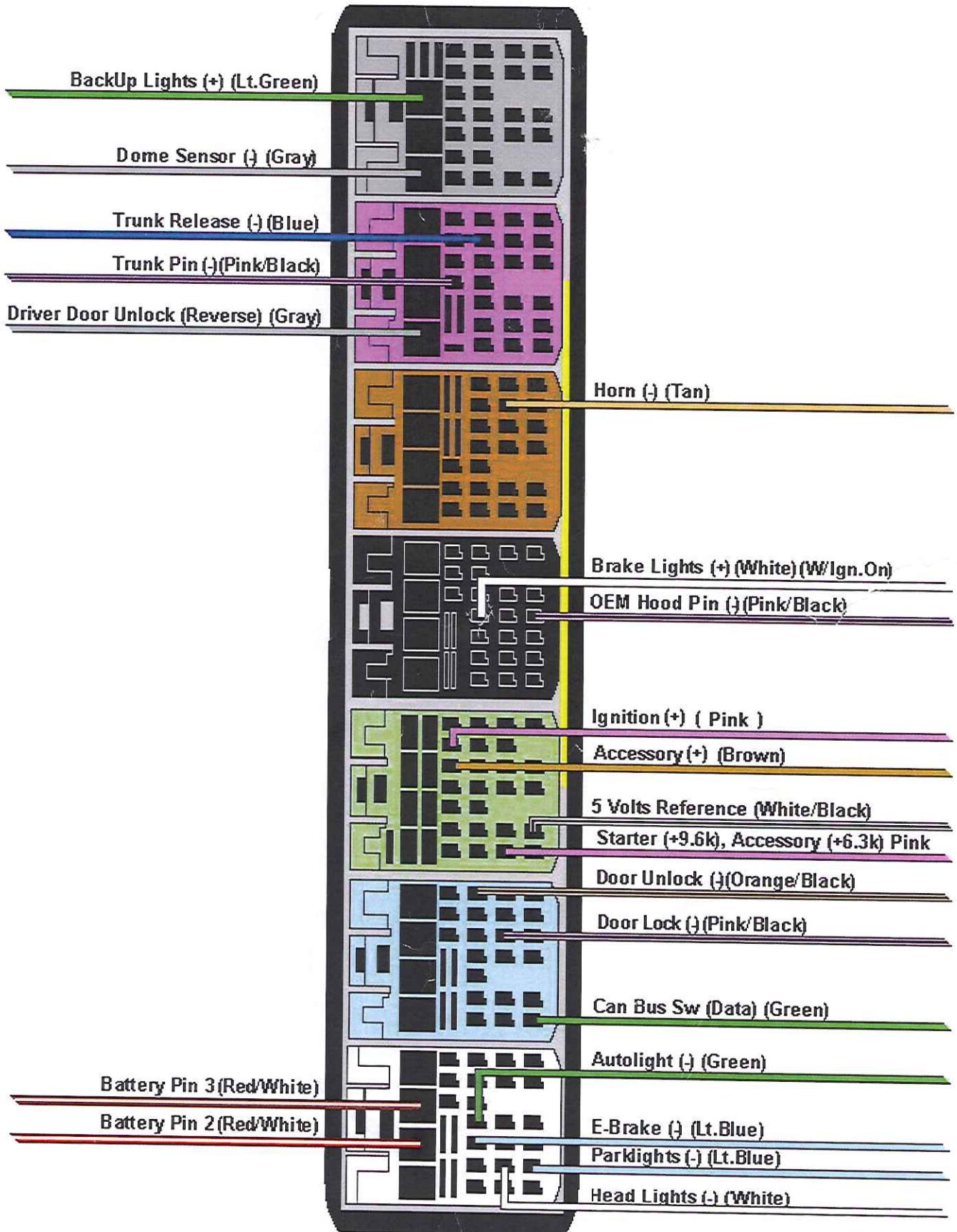


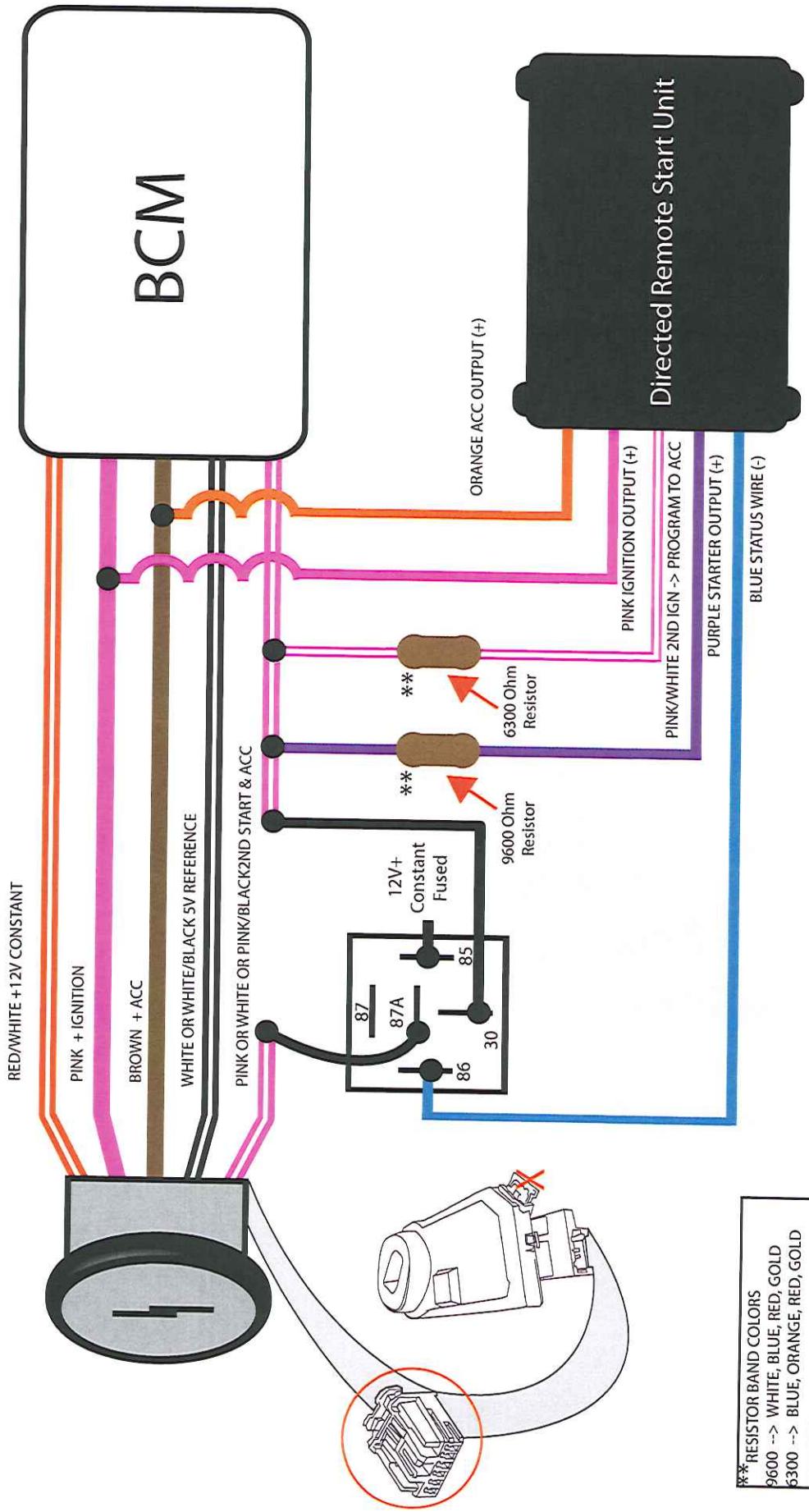
Chevrolet Camaro

Body Control Module



NEWER GM REMOTE START INTERFACE

WHEN DOING THIS DIAGRAM A BYPASS IS STILL REQUIRED



Important! This Wiring Information Is Being Provided Free Of Charge On An "As Is" Basis, Without Any Representation Or Warranty. It Is The Dealer's Responsibility To Verify Any Circuit Before Interfacing With It Using A Digital Multi-meter. Directed Electronics Inc. Assumes No Responsibility With Regards To The Accuracy Or Currency Of This Information. Proper Installation In Every Case Remains The Responsibility Of The Installer. Directed Electronics Inc. Assumes No Liability Or Responsibility Resulting From An Improper Installation, Even In Reliance Of This Information.

2010-11 Chevrolet Camaro

ABOUT THE VEHICLE



SCOSCHE®

SPEAKER NOTES

Front Speakers

Upper Door: 1"

Lower Door: 6 3/4"

Speaker Adapter: SAGMHR634

Speaker Harness: TBA

Speaker Assembly: 8mm screw.

Dimensions: Tweeter Door
 L: 1.605 L: 6.348
 W: 1.605 W: 6.348
 D: 1.128 D: 3.106

Rear Speakers

Rear Deck: 6X9"

Subwoofer: TBA

Speaker Adapter: TBA

Speaker Harness: TBA

Speaker Assembly: 8mm screw.

Dimensions:

Rear Deck
L: 9.135
W: 6.520
D: 4.605

Make: Chevrolet

Model: Camaro

Year: 2010-11

STANDARD/ OPTIONAL

- AM/FM in-dash CD Player
- USB/3.5mm Aux/mp3 input
- Satellite Radio Capable
- Steering Wheel Controls
- 6 speaker amplified system

APPLICATIONS

Dash Type: New Integrated Dash

Aftermarket Type: Single

Aftermarket Kit: TBA

Harness: GM19B / GM19RB

Antenna Adapter: VWA3B / VWA3RB

Amplifier Location: Left rear QTR panel
inside Trunk.

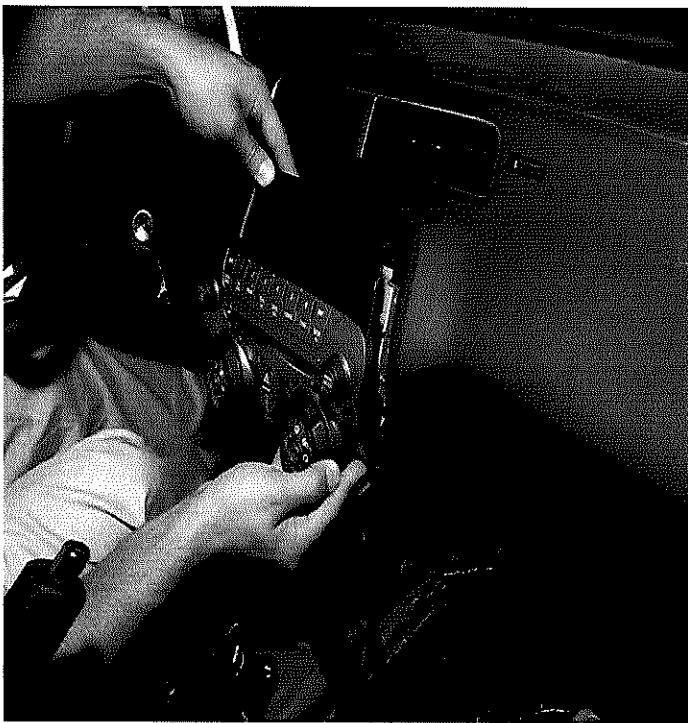
Auxiliary Input: Center console storage

FACTORY COLOR CODES

(+)12v Battery:	TBA
(+)12v Accessory:	TBA
(-) 12v Ground:	TBA
(+)12v Amp Turn On:	TBA
Left Front Speaker (+):	TBA
Left Front Speaker (-):	TBA
Right Front Speaker (+):	TBA
Right Front Speaker (-):	TBA
Left Rear Speaker (+):	TBA
Left Rear Speaker (-):	TBA
Right Rear Speaker (+):	TBA
Right Rear Speaker (-):	TBA

PRELIMINARY:

Disconnect the negative battery cable.

RADIO REMOVAL

1. Turn ignition to the ON position and shift vehicle into drive. **NOTE:** Battery must be connected. After completing step 1, disconnect the negative battery cable and proceed with the following steps...
2. With Panel Removal Tool, unclip gauge panel, unplug and remove.
3. With small flat screw driver, unclip screw cap located on the lower front side of the shift knob then extract (1) T-20 Torx screw and remove shift knob.
4. Extract (4) 7mm screws securing shifter console, then with pick tool, unclip (1) clip located on each side under the shifter console, unplug and remove.
5. With Panel Removal Tool, unclip left and right center console's panel's.
6. Extract (1) Phillips Head Screw from each side located on the front outside area of the center console.
7. Extract (1) Phillips Head Screw from each side of center console's rear panel, lift and pull back to remove.
8. Extract (3) Phillips Head Screws behind center console's armrest.
9. Extract (1) Phillips Head screw in front of cup holder.
10. With Panel Removal Tool, unclip 12V and USB/3.5mm housing inside the armrest, unplug and remove.
11. With Panel Removal Tool, unclip center console, and remove.
12. Extract (2) 7mm screws securing Radio Panel located under the A/C controls, then with Panel Removal Tool, unclip Radio Panel, unplug and remove.
13. Extract (4) 7mm screws securing Radio, unplug and remove.

FRONT DOOR TWEETERS

1. With Pick Tool, remove the plastic mad inside door grip and extract (1) Torx T-? screw.
2. With Pick Tool, remove plstic cover inside door handle and extract (1) 7mm screw.
3. Extract (3) Phillips Head Screw at the edge of door panel.
4. With Panel Removal Tool, unclip door panel, unclip door handle cable, unplug all harnesses and remove.
5. Extract (1) Phillips Head Screw securing Tweeter from behind door panel.
6. With Panel Removal Tool, unclip Tweeter front panel, unplug and remove.
7. With Pick Tool, unclip Tweeter from panel.

FRONT DOOR SPEAKERS

1. With Pick Tool, remove the plastic mad inside door grip and extract (1) Torx T-? screw.
2. With Pick Tool, remove plstic cover inside door handle and extract (1) 7mm screw.
3. Extract (3) Phillips Head Screw at the edge of door panel.
4. With Panel Removal Tool, unclip door panel, unclip door handle cable, unplug all harnesses and remove.
5. Extract (1) Phillips Head Screw securing Tweeter from behind door panel.
6. With Panel Removal Tool, unclip Tweeter front panel, unplug and remove.
7. Extract (1) 7mm screw securing Speaker then with Panel Removal Tool, unclip Speaker, unplug and remove.

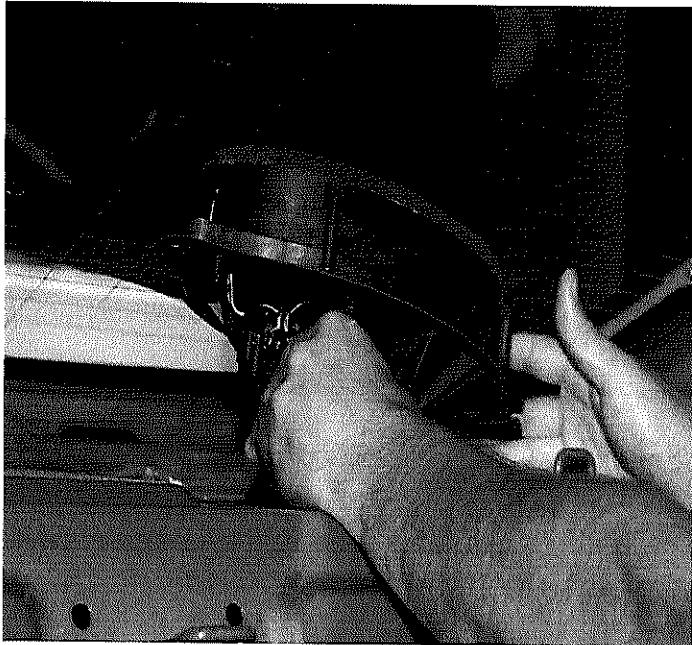
2010-11 Chevrolet Camaro

VEHICLE DISASSEMBLY

PRELIMINARY:

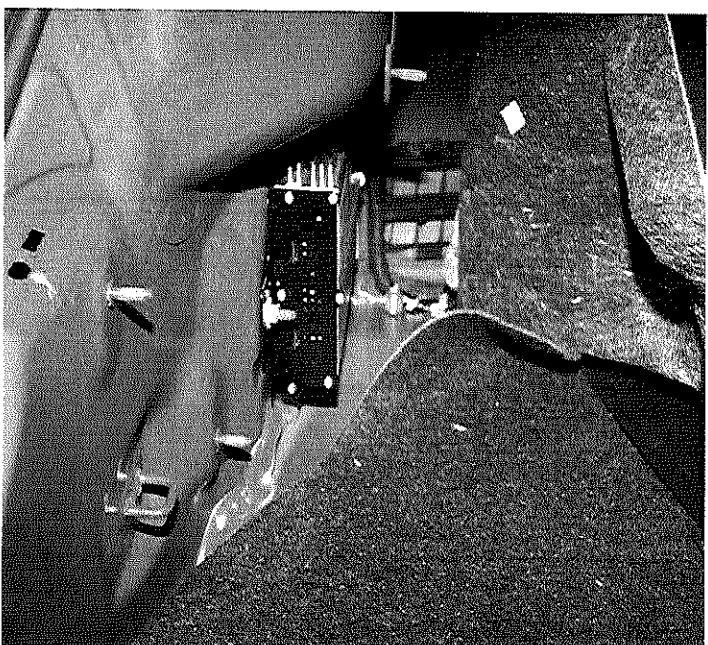
Disconnect the negative battery cable.

REAR DECK SPEAKERS

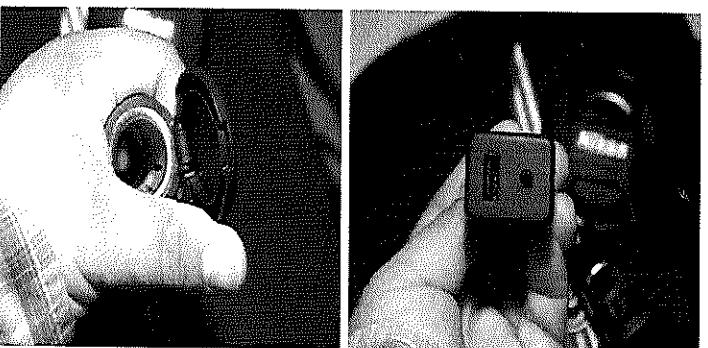


1. Remove the bottom portion of the back seat by pulling up on the front-end then push down on the back-end and pull forward.
2. Fold down the back seat, then release the left latch and lift the seat to un-hook it. Do the same for the right side.
3. With Panel Removal Tool, unclip running board on driver and passenger side.
4. With Panel Removal Tool, unclip large side panel under left and right rear window and remove.
5. With Panel Removal Tool, unclip top left and right panel, above rear deck next to rear window, un-hook safety clip and remove.
NOTE: There's an Airbag under this panel on both the driver and passenger side. Be sure not to apply too much pressure and don't use sharp objects to remove.
6. With Panel Removal Tool, unclip screw cover securing top portion of driver and passenger seatbelt and extract (1) T-45 Torx bolt.
7. With Panel Removal Tool, unclip Airbag cap located above the T-45 Torx seatbelt bolt you just removed and extract (1) 7mm screw. Do this for both the driver and passenger side.
8. Extract (1) 7mm screw securing top side panel located next to the back passenger's top portion of the seatbelt. Do this for both the left and right side.
9. With Panel Removal Tool, unclip top side panel and sit it down.
10. Unplug harness going to the rear deck stop light, harness is located next to the top portion of the back right passenger seatbelt.
11. With Panel Removal Tool, unclip (4) plastic clips securing rear deck panel, lift panel to unclip and pull towards the front of the car to remove.
12. Unplug speaker from inside the trunk and extract (1) 7mm screw to remove.

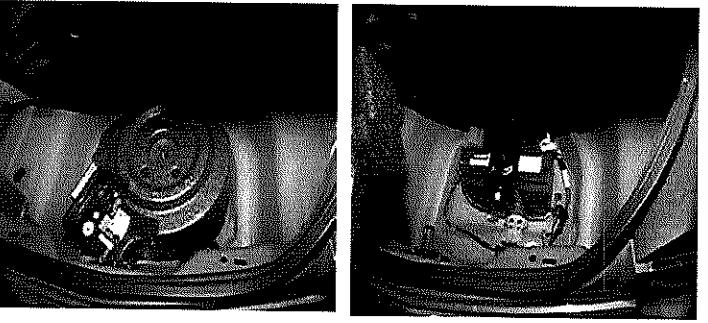
AMPLIFIER



12v/USB/3.5mm

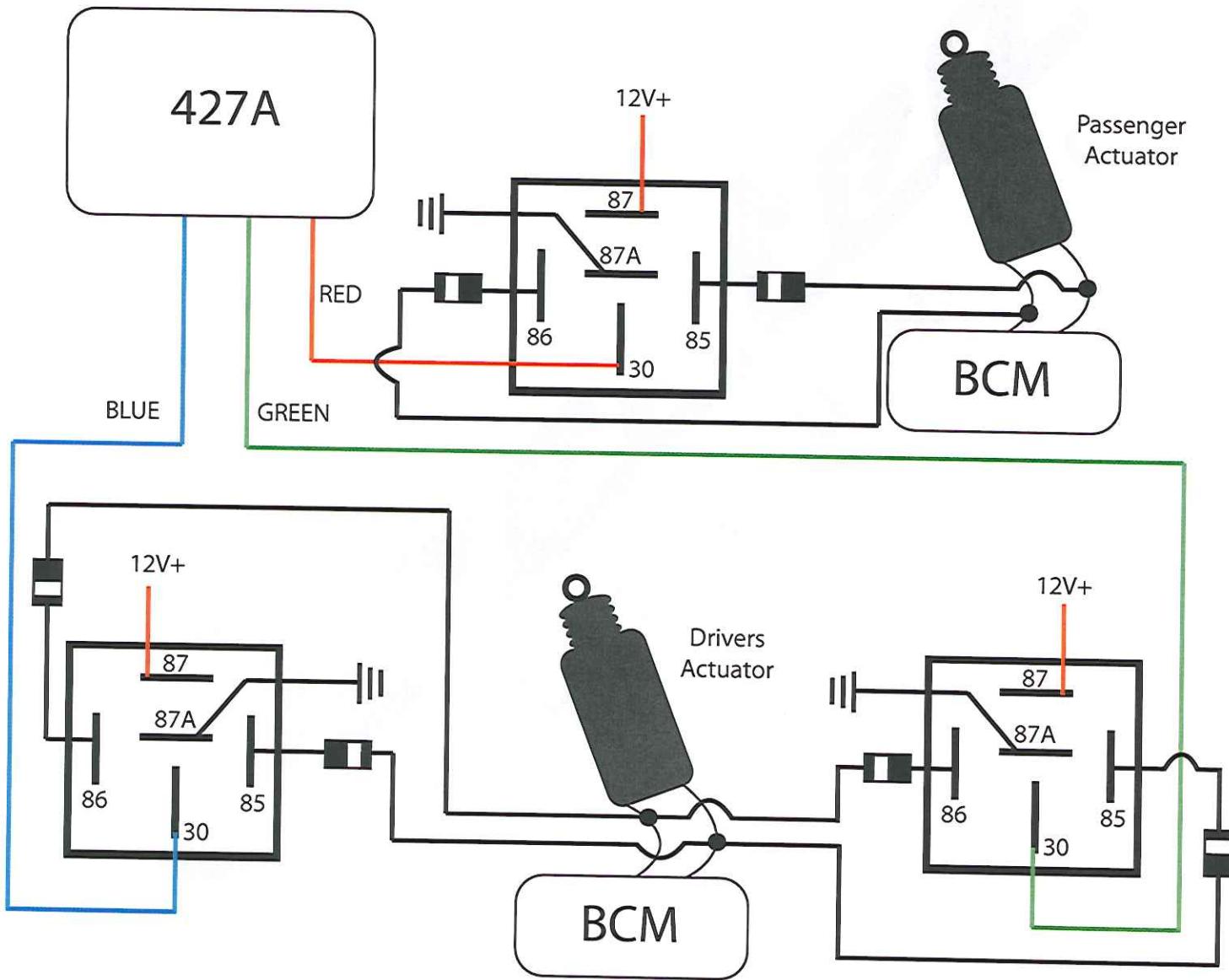


BATTERY



Interfacing a keyless upgrade system with a newer GM vehicle

Some of the newer GM vehicles will have a 7vdc rest state on the door lock motor wires which will affect the programming or operation of a keyless upgrade security system. In order for the keyless upgrade security system to program and function correctly the arm, disarm and disarm defeat wires must be provided a ground resting state. Wiring the system in accordance to the diagram below will provide a rest state for the keyless upgrade.

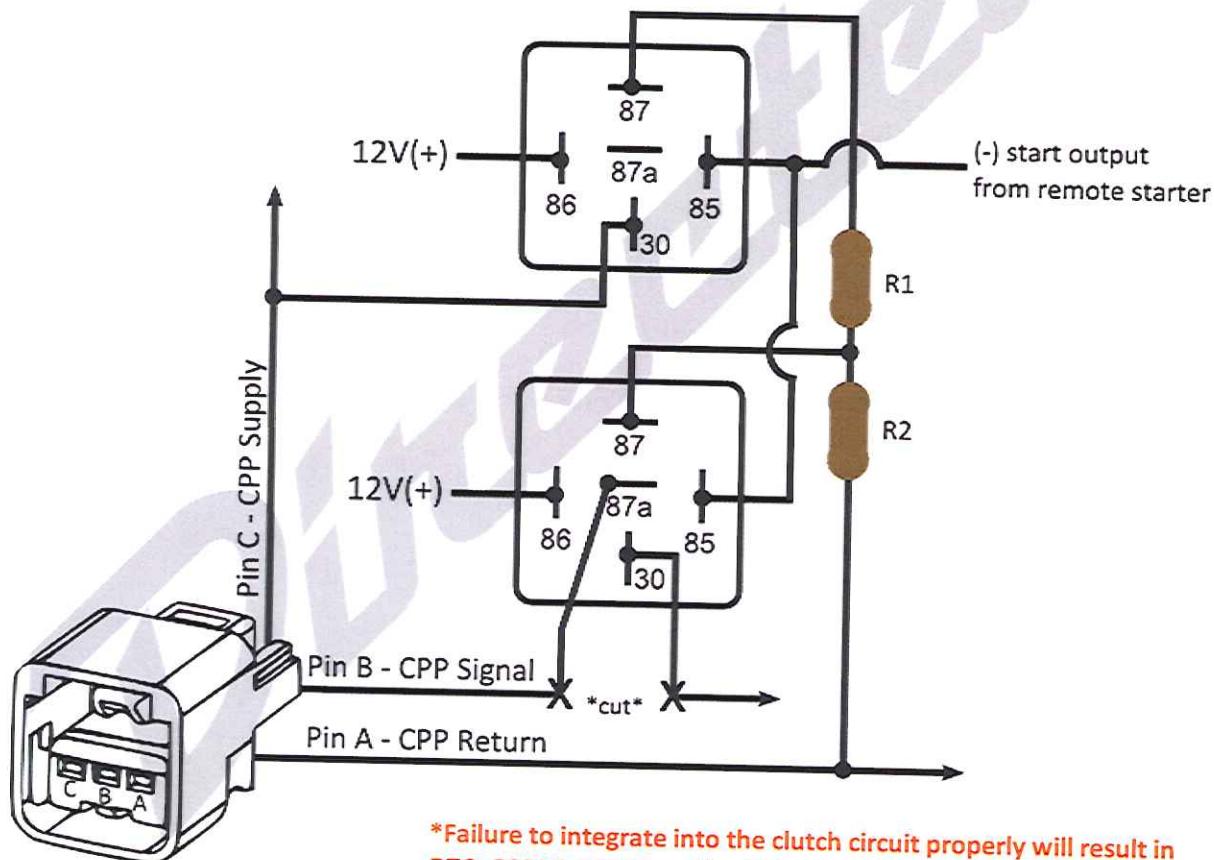


Important! This Wiring Information Is Being Provided Free Of Charge On An "As Is" Basis, Without Any Representation Or Warranty. It Is The Dealer's Responsibility To Verify Any Circuit Before Interfacing With It Using A Digital Multi-meter. Directed Electronics Inc. Assumes No Responsibility With Regards To The Accuracy Or Currency Of This Information. Proper Installation In Every Case Remains The Responsibility Of The Installer. Directed Electronics Inc. Assumes No Liability Or Responsibility Resulting From An Improper Installation, Even In Reliance Of This Information.

GM variable-voltage clutch pedal interface

Some newer GM vehicles have a variable-voltage clutch circuit that consists of three clutch pedal position (CPP) wires: CPP Supply, CPP Return and CPP Signal. The CPP Supply wire will test as ~4V-5V with ignition ON, CPP Return will test as Ground (this is a reference ground to ECM chassis) and the CPP Signal wire will vary in voltage between ~1V-5V depending on the position of the clutch pedal. In order to gather the data required to build an interface circuit for remote start, locate the CPP wires (at the clutch pedal), test all 3 wires and note down which wire is what, then cut all 3 wires individually.

How to test for R1/R2: Measure the switch-side resistance between CPP Signal and CPP Supply with the clutch fully depressed and note the value down as R1. Next, measure the switch-side resistance between CPP Signal and CPP Return with the clutch fully depressed and note the value down as R2. Lastly, build the circuit shown below.

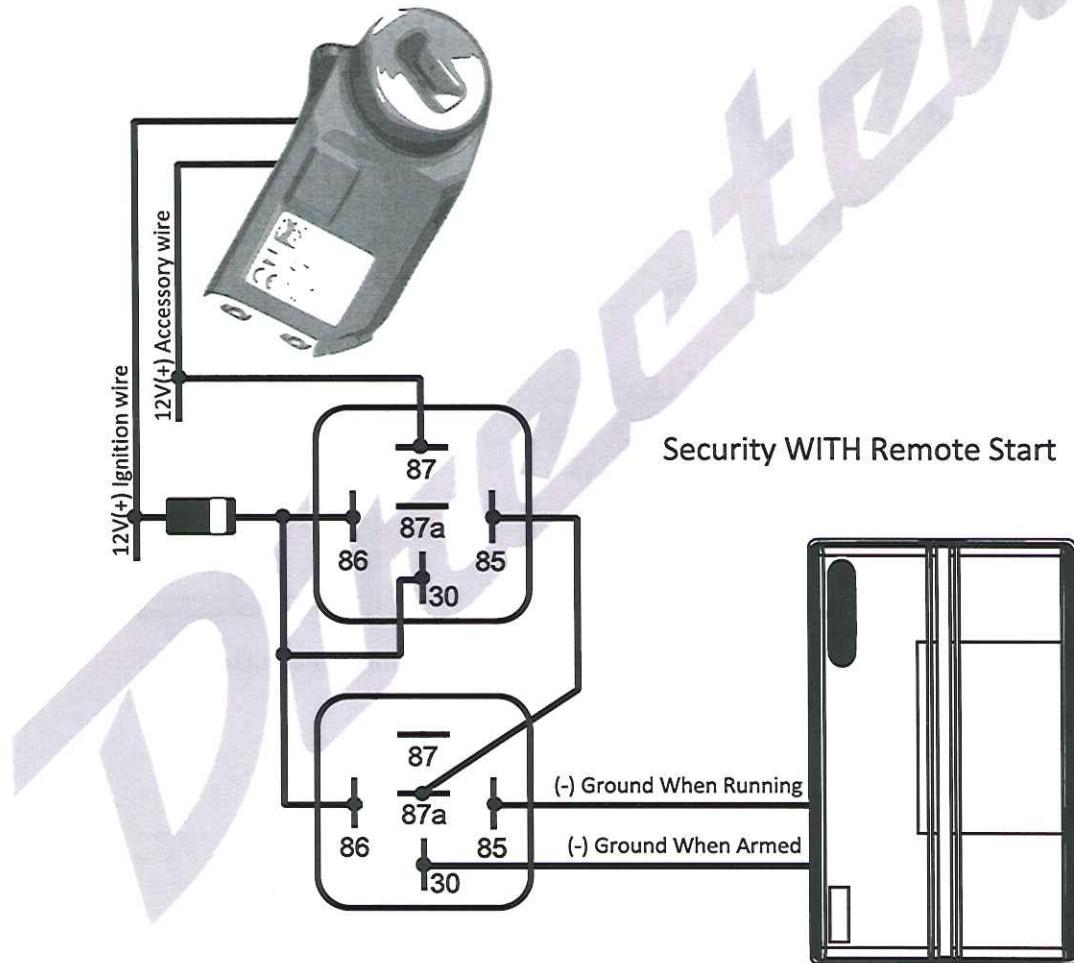


Desired result: When the relays are energized, voltage between R1 and R2 should be the same value (or very close) to the value measured on CPP Signal when the clutch is fully depressed.

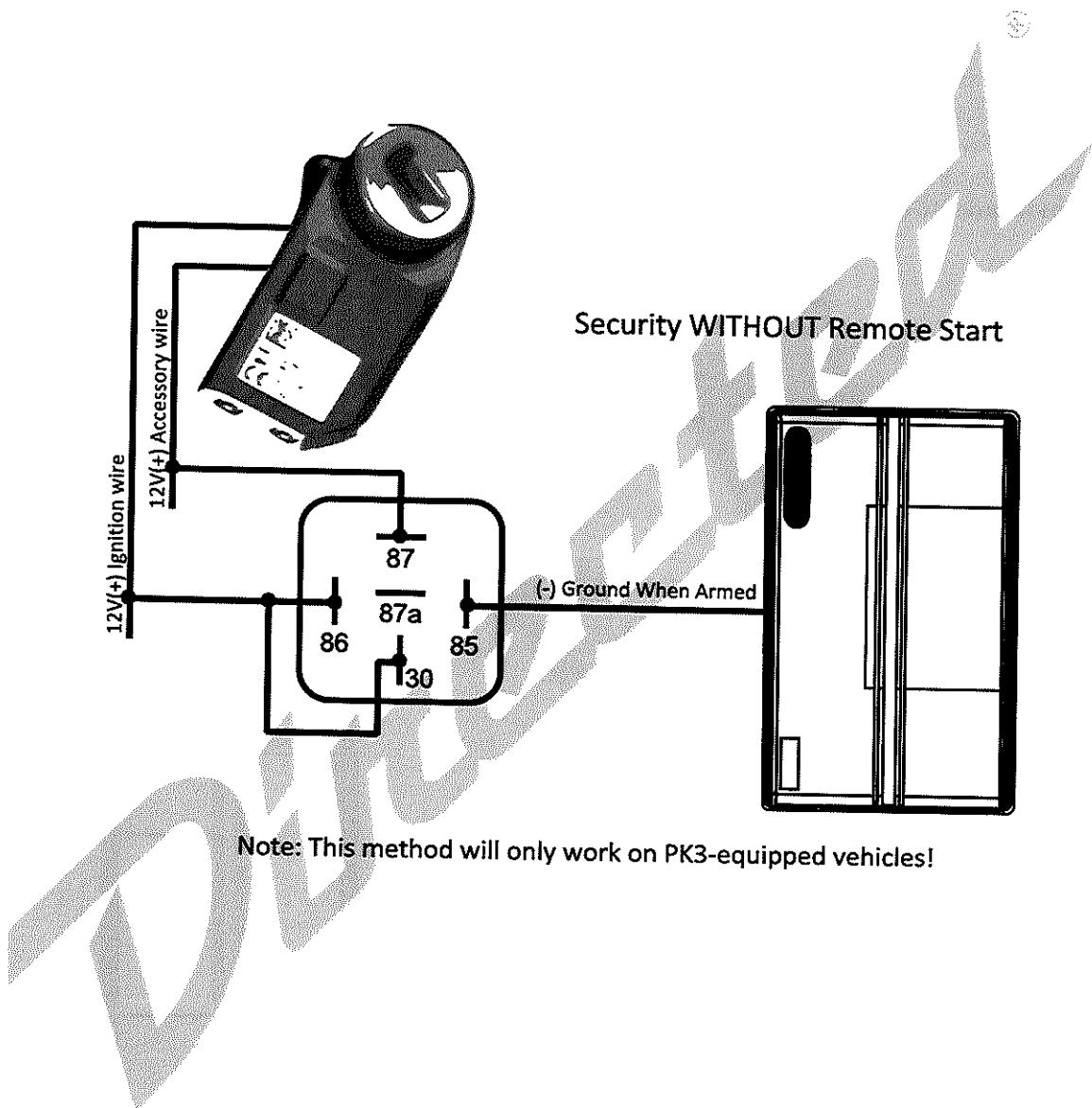
IMPORTANT! This wiring information is being provided free of charge on an "as is" basis, without any representation or warranty. It is the dealer's responsibility to verify any circuit before interfacing with it using a digital multi-meter. Directed Electronics assumes no responsibility with regards to the accuracy or currency of this information. Proper installation in every case remains the responsibility of the installer. Directed Electronics assumes no liability or responsibility resulting from an improper installation, even in reliance of this information.

Newer GM Starter Kill

Some newer GM vehicles (PK3) do not have a dedicated starter motor wire at the key cylinder ignition harness; the starter motor in these vehicles is engaged when the PCM receives signals that the key has been turned to the START position by means of monitoring the IGNITION and ACCESSORY wires at the ignition key cylinder. When the ACC wire loses 12V(+) while the IGN wire stays at 12V(+), the PCM engages the starter motor. A relay can be set up to keep the ACC circuit energized while the security system is armed in order to prevent the PCM from engaging the starter motor. If a remote starter is also being installed, a 2nd relay must be used to prevent the starter kill relay from engaging during remote start. Alternatively, you may also interrupt the starter motor wire in the engine compartment. If the relays are installed under the hood, be sure to take necessary precautions in order to protect them from the elements!

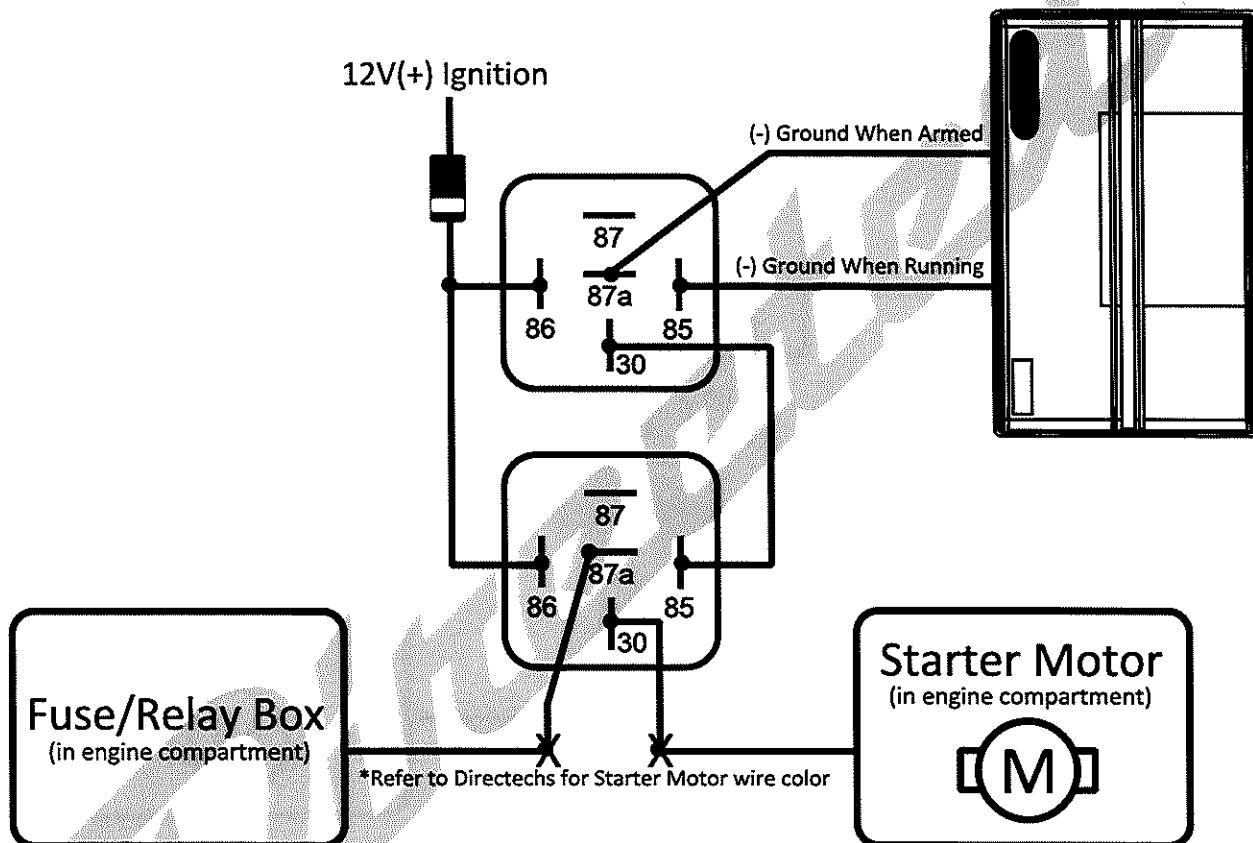


IMPORTANT! This wiring information is being provided free of charge on an "as is" basis, without any representation or warranty. It is the dealer's responsibility to verify any circuit before interfacing with it using a digital multi-meter. Directed Electronics assumes no responsibility with regards to the accuracy or currency of this information. Proper installation in every case remains the responsibility of the installer. Directed Electronics assumes no liability or responsibility resulting from an improper installation, even in reliance of this information.



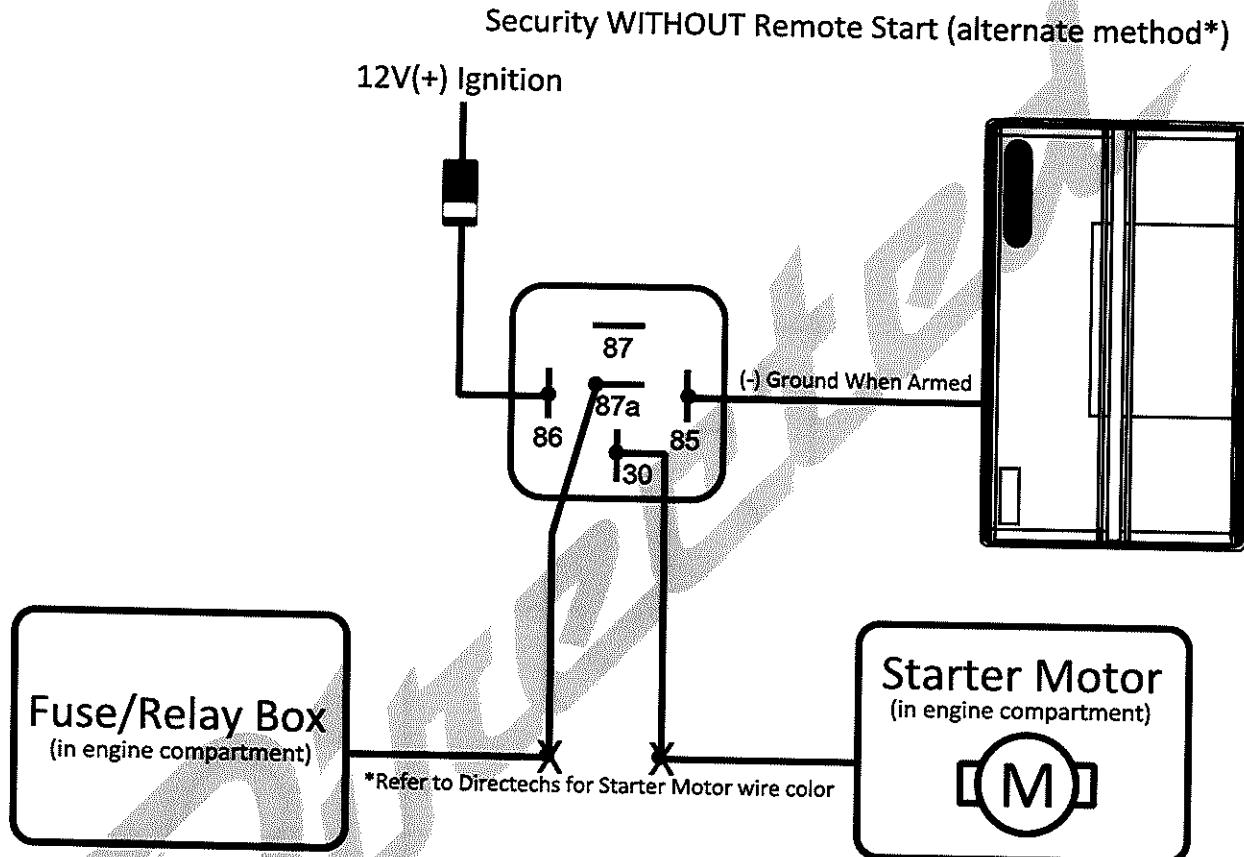
IMPORTANT! This wiring information is being provided free of charge on an "as is" basis, without any representation or warranty. It is the dealer's responsibility to verify any circuit before interfacing with it using a digital multi-meter. Directed Electronics assumes no responsibility with regards to the accuracy or currency of this information. Proper installation in every case remains the responsibility of the installer. Directed Electronics assumes no liability or responsibility resulting from an improper installation, even in reliance of this information.

Security WITH Remote Start (alternate method*)



*This method will be necessary on non-PK3 vehicles such as the Colorado/Canyon/H3, etc.

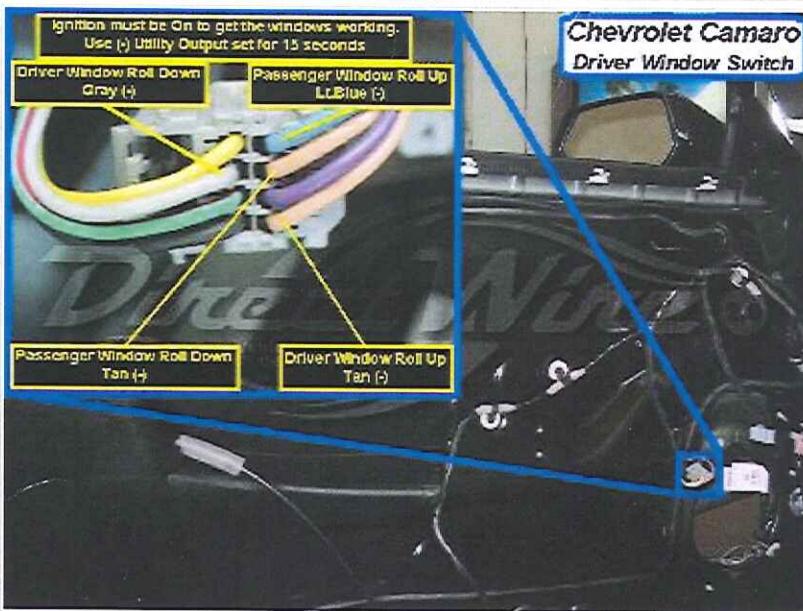
IMPORTANT! This wiring information is being provided free of charge on an "as is" basis, without any representation or warranty. It is the dealer's responsibility to verify any circuit before interfacing with it using a digital multi-meter. Directed Electronics assumes no responsibility with regards to the accuracy or currency of this information. Proper installation in every case remains the responsibility of the installer. Directed Electronics assumes no liability or responsibility resulting from an improper installation, even in reliance of this information.



*This method will be necessary on non-PK3 vehicles such as the Colorado/Canyon/H3, etc.

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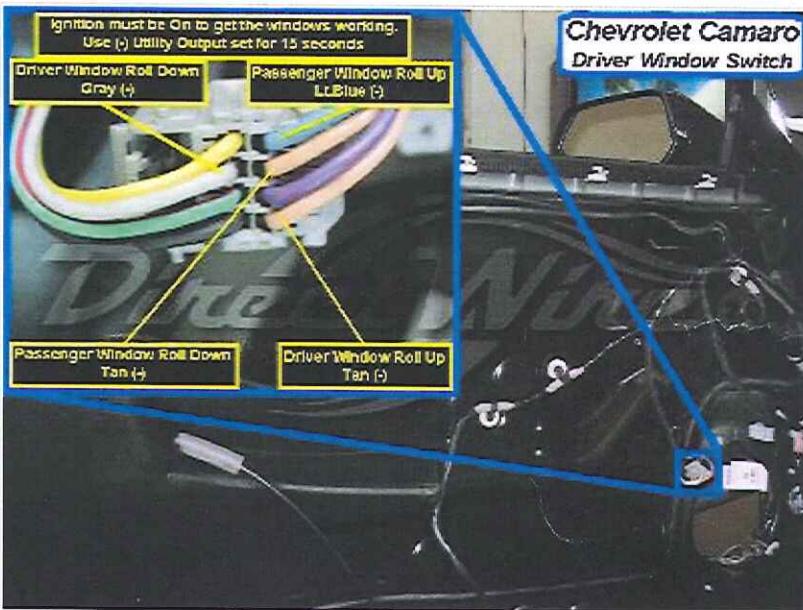
Wiring Photo and Notes: Left Front Window (Up/Down)



Notes:

There are currently no notes for this item.

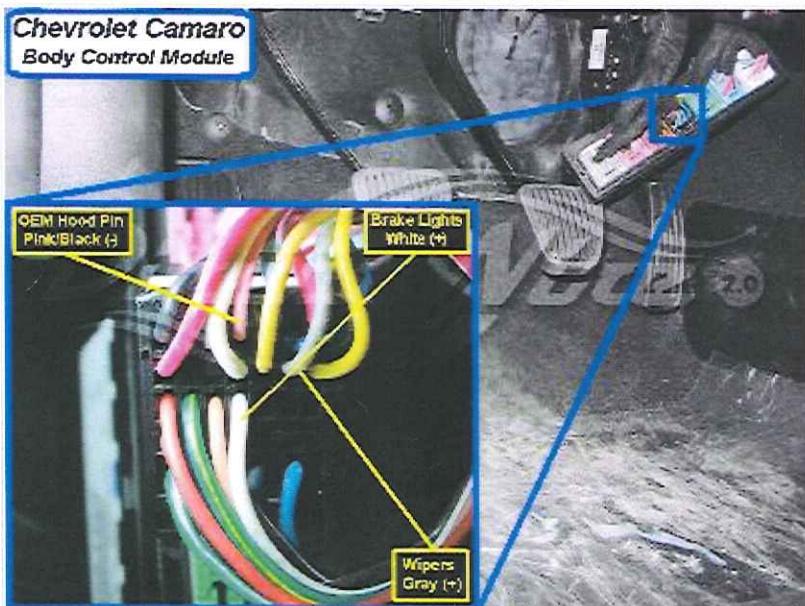
Wiring Photo and Notes: Right Front Window (Up/Down)



Notes:

There are currently no notes for this item.

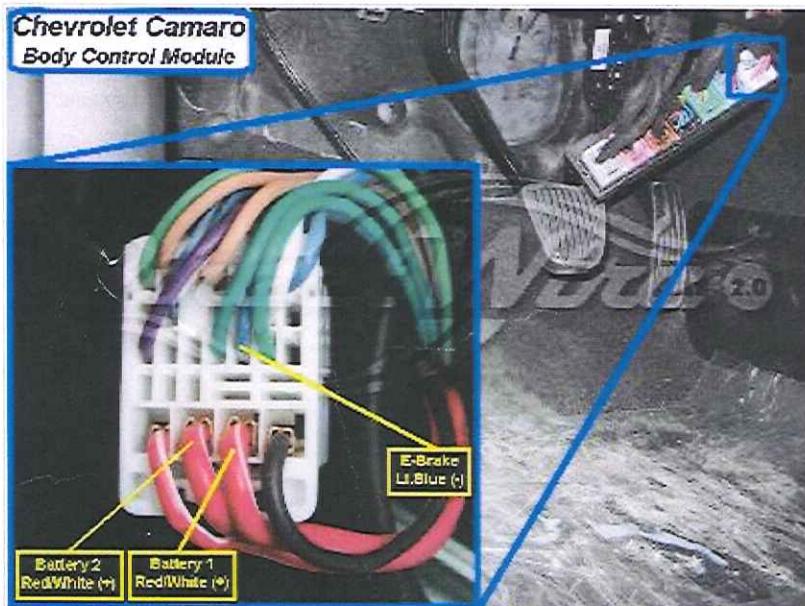
Wiring Photo and Notes: Brake Wire



Notes:

The BCM (Body Control Module) is under the driver dash, above the accelerator pedal.

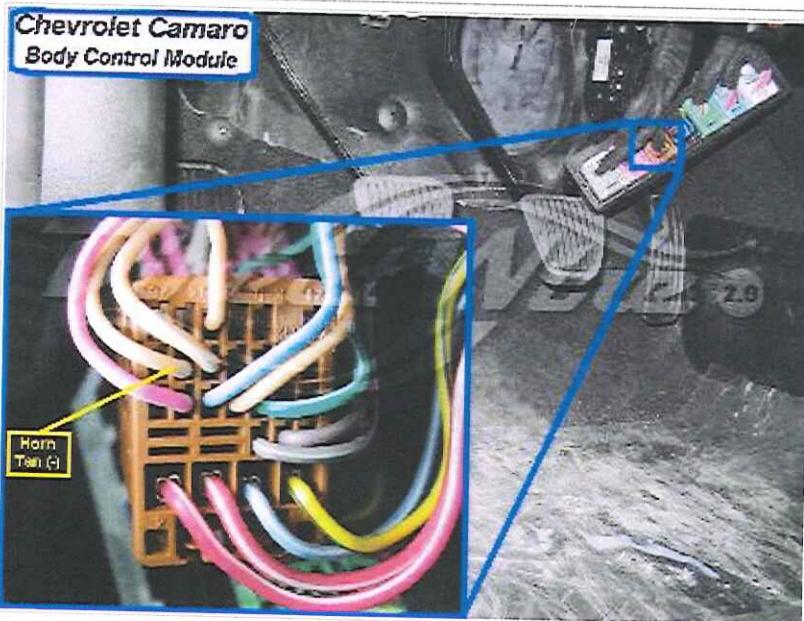
Wiring Photo and Notes: Parking Brake



Notes:

The BCM (Body Control Module) is under the driver dash, above the accelerator pedal.

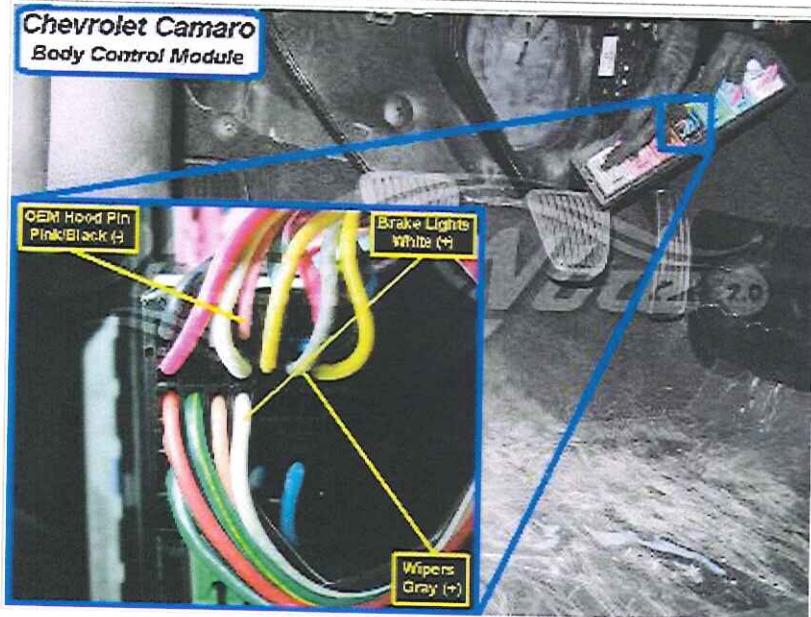
Wiring Photo and Notes: Horn Trigger



Notes:

The BCM (Body Control Module) is under the driver dash, above the accelerator pedal.

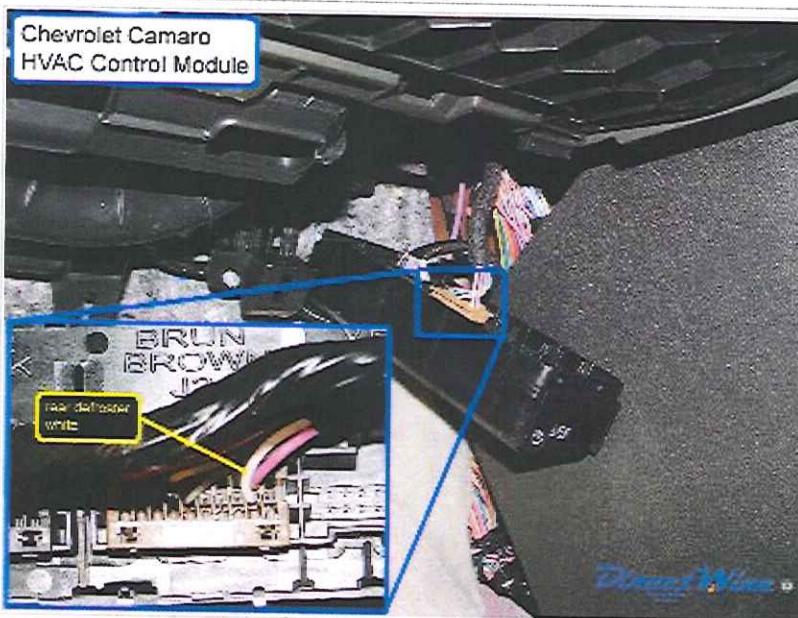
Wiring Photo and Notes: Wipers



Notes:

The BCM (Body Control Module) is under the driver dash, above the accelerator pedal.

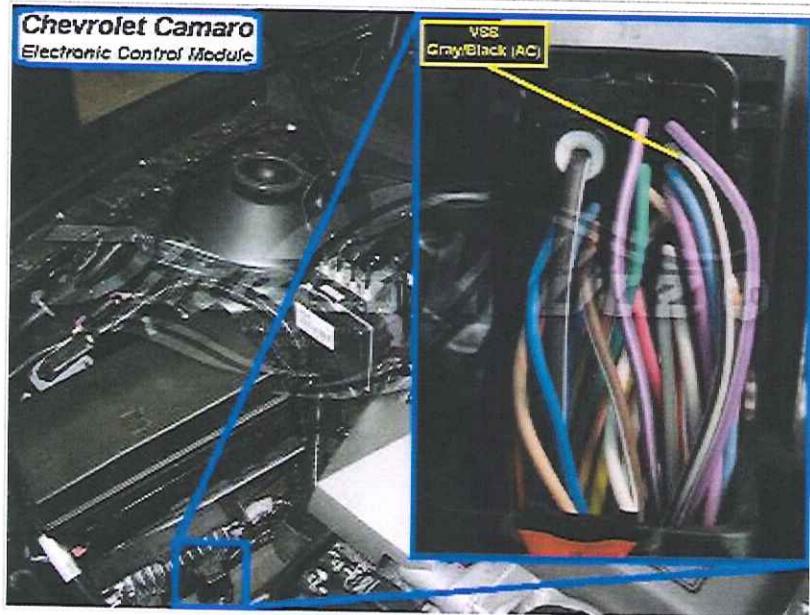
Wiring Photo and Notes: Rear Defroster



Notes:

The HVAC Control Module is behind the glove box.

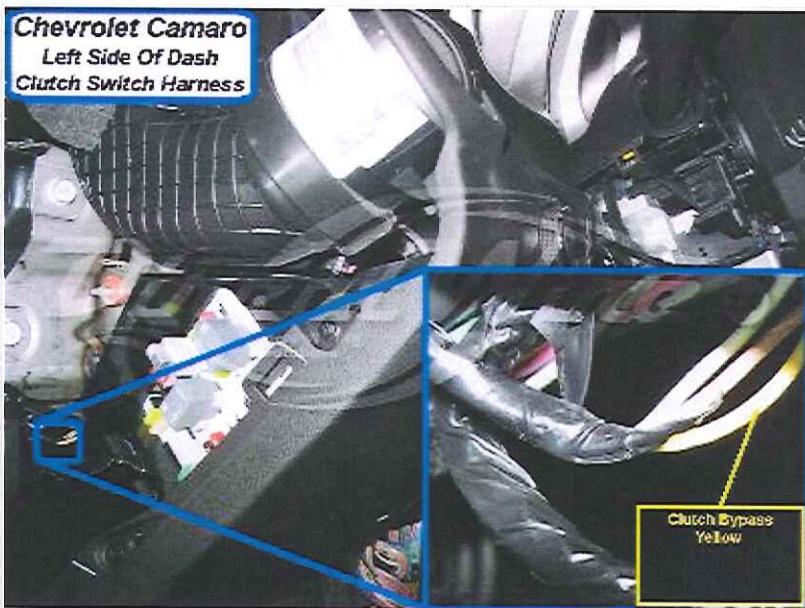
Wiring Photo and Notes: Speed Sense



Notes:

The ECM (Engine Control Module) is in the engine compartment, next to the underhood fuse box.

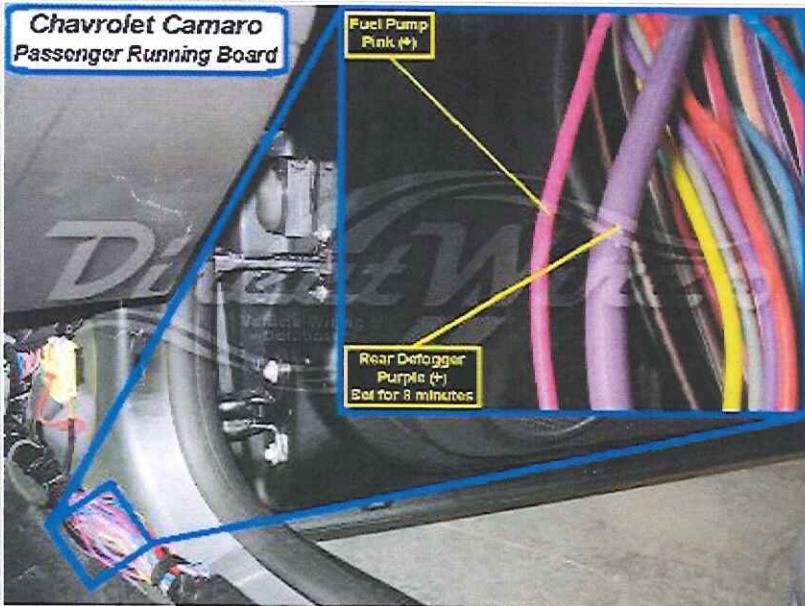
Wiring Photo and Notes: Clutch Pedal



Notes:

See Tech Doc 10001 for clutch bypass.

Wiring Photo and Notes: Fuel Pump

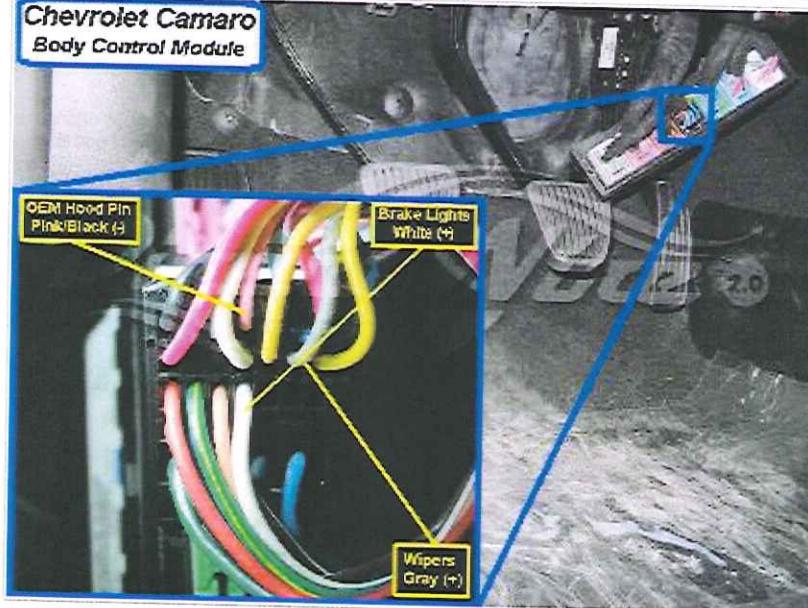


Notes:

There are currently no notes for this item.

Wiring Photo and Notes: Hood Pin

Chevrolet Camaro
Body Control Module

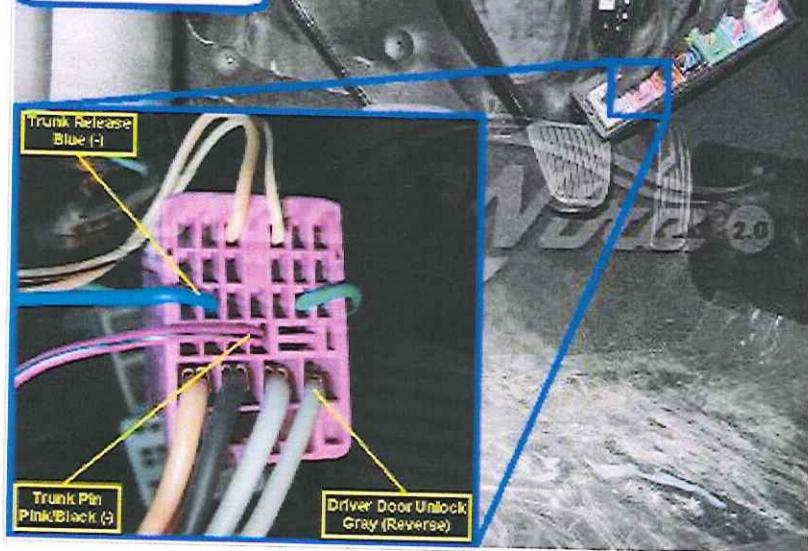


Notes:

The BCM (Body Control Module) is under the driver dash, above the accelerator pedal.

Wiring Photo and Notes: Trunk/Hatch Release

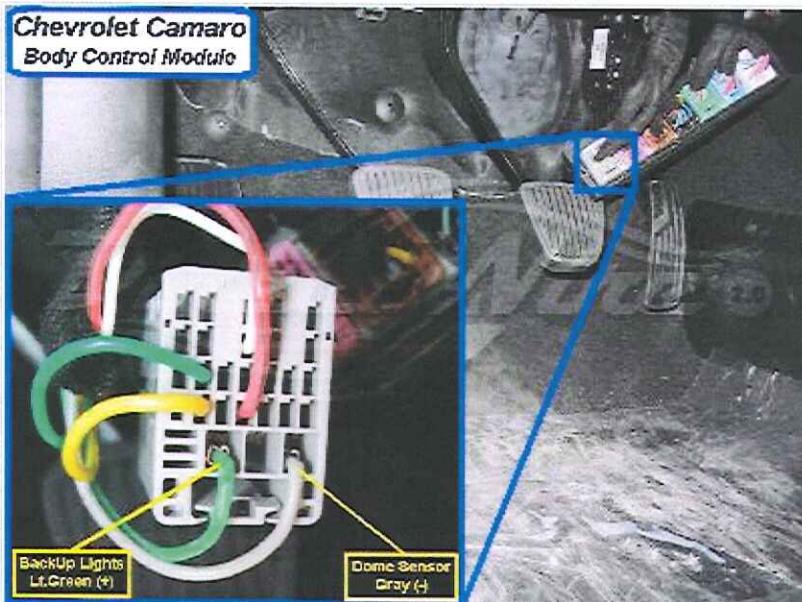
Chevrolet Camaro
Body Control Module



Notes:

The BCM (Body Control Module) is under the driver dash, above the accelerator pedal.

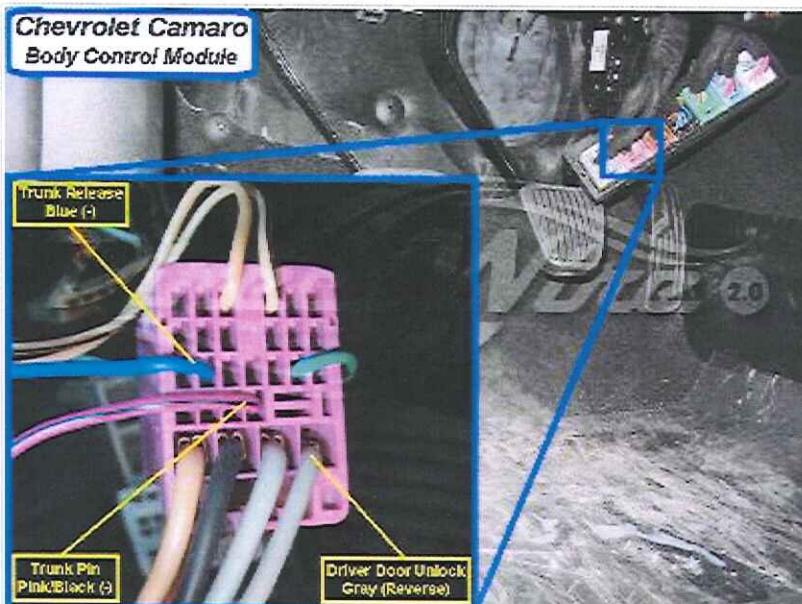
Wiring Photo and Notes: Dome Supervision



Notes:

The BCM (Body Control Module) is under the driver dash, above the accelerator pedal.

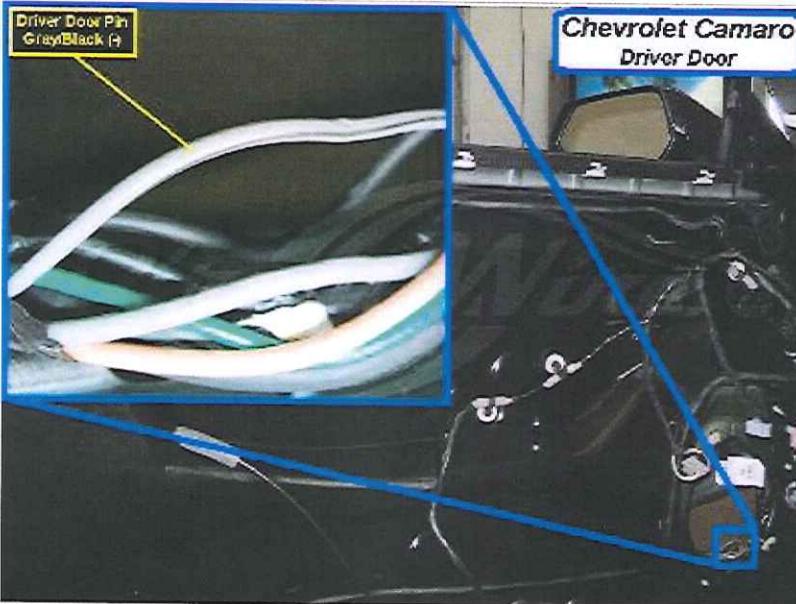
Wiring Photo and Notes: Trunk/Hatch Pin



Notes:

The BCM (Body Control Module) is under the driver dash, above the accelerator pedal.

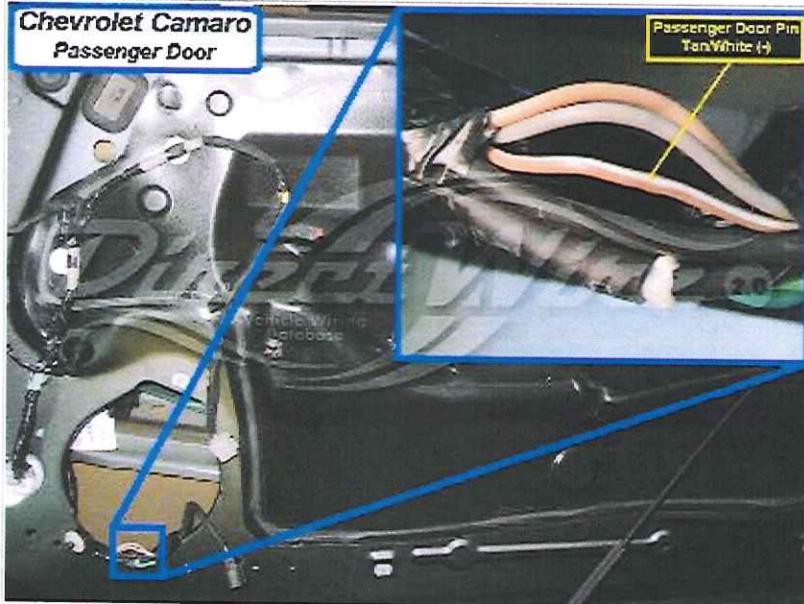
Wiring Photo and Notes: Left Front Door Trigger



Notes:

There are currently no notes for this item.

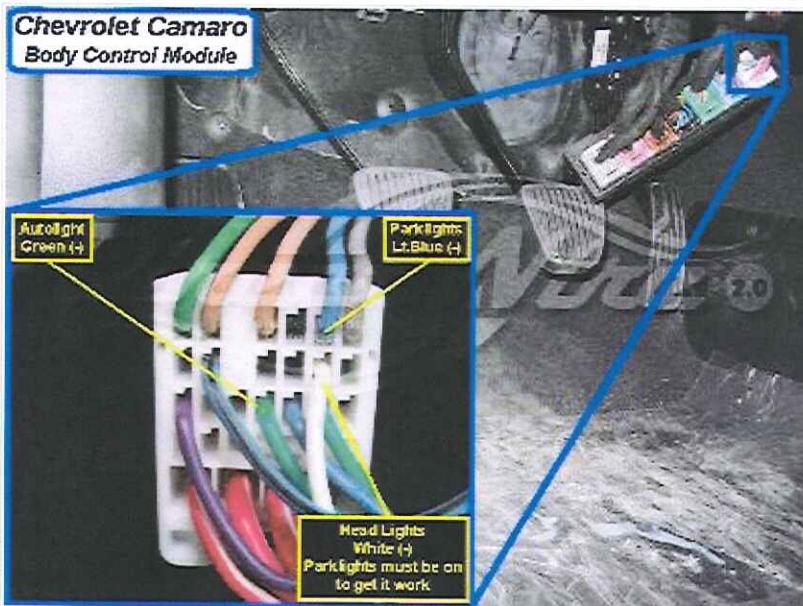
Wiring Photo and Notes: Right Front Door Trigger



Notes:

There are currently no notes for this item.

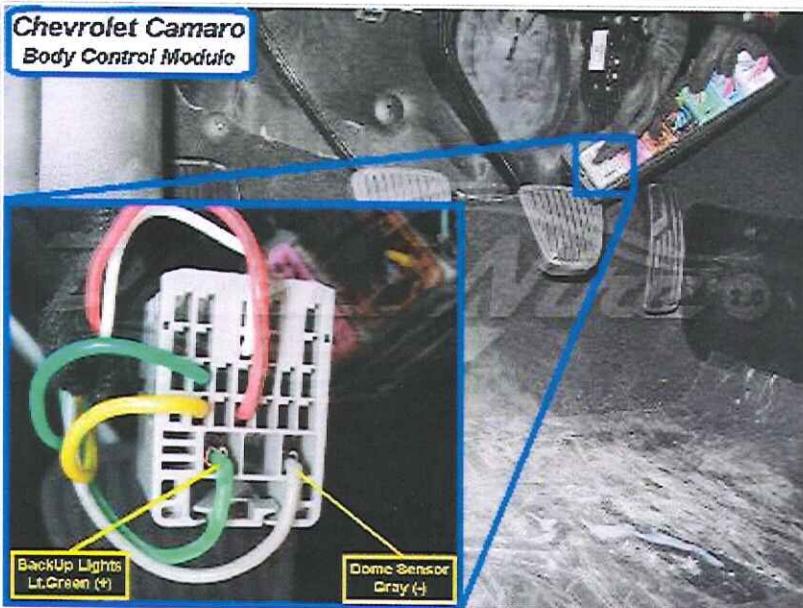
Wiring Photo and Notes: AutoLights



Notes:

The BCM (Body Control Module) is under the driver dash, above the accelerator pedal.

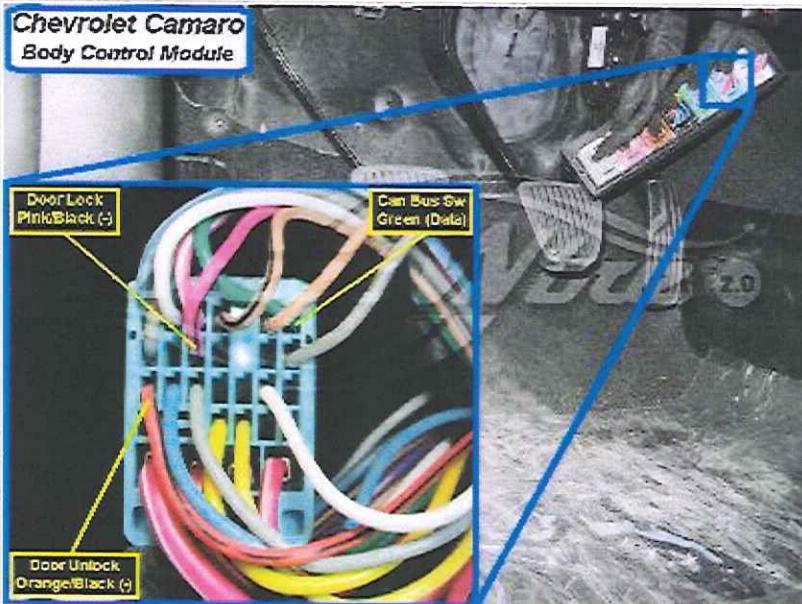
Wiring Photo and Notes: Reverse Light



Notes:

The BCM (Body Control Module) is under the driver dash, above the accelerator pedal.

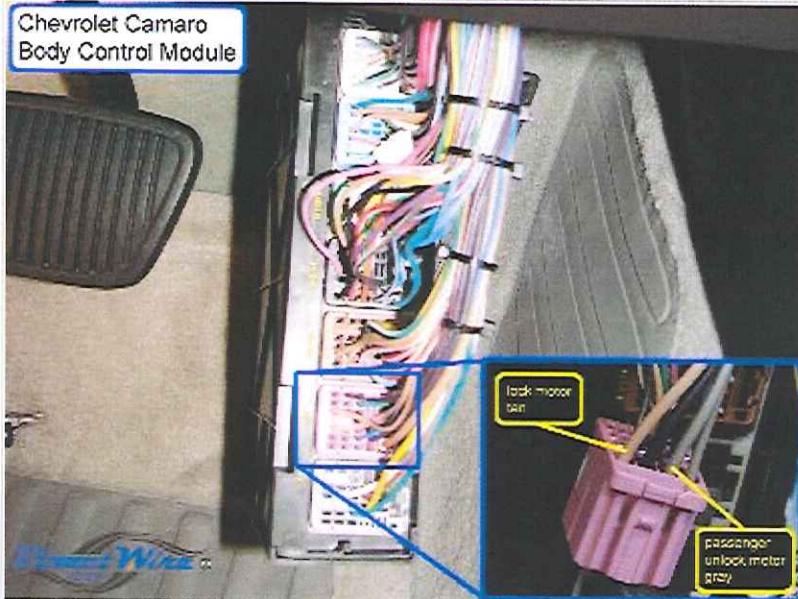
Wiring Photo and Notes: Power Unlock



Notes:

The BCM (Body Control Module) is under the driver dash, above the accelerator pedal.

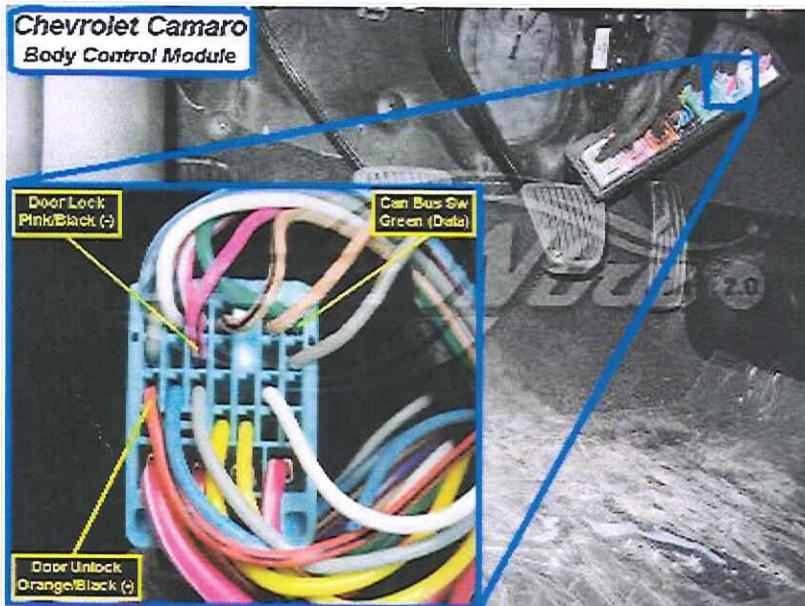
Wiring Photo and Notes: Lock Motor



Notes:

The BCM (Body Control Module) is under the driver dash, above the accelerator pedal. When interfacing a keyless upgrade system, see Tech Doc 1925 for wiring information.

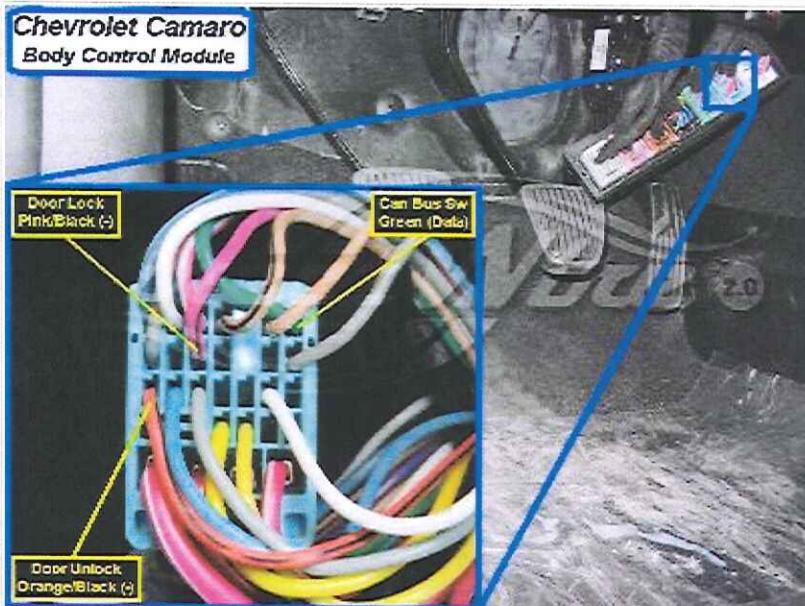
Wiring Photo and Notes: Can Bus Sw



Notes:

The BCM (Body Control Module) is under the driver dash, above the accelerator pedal.

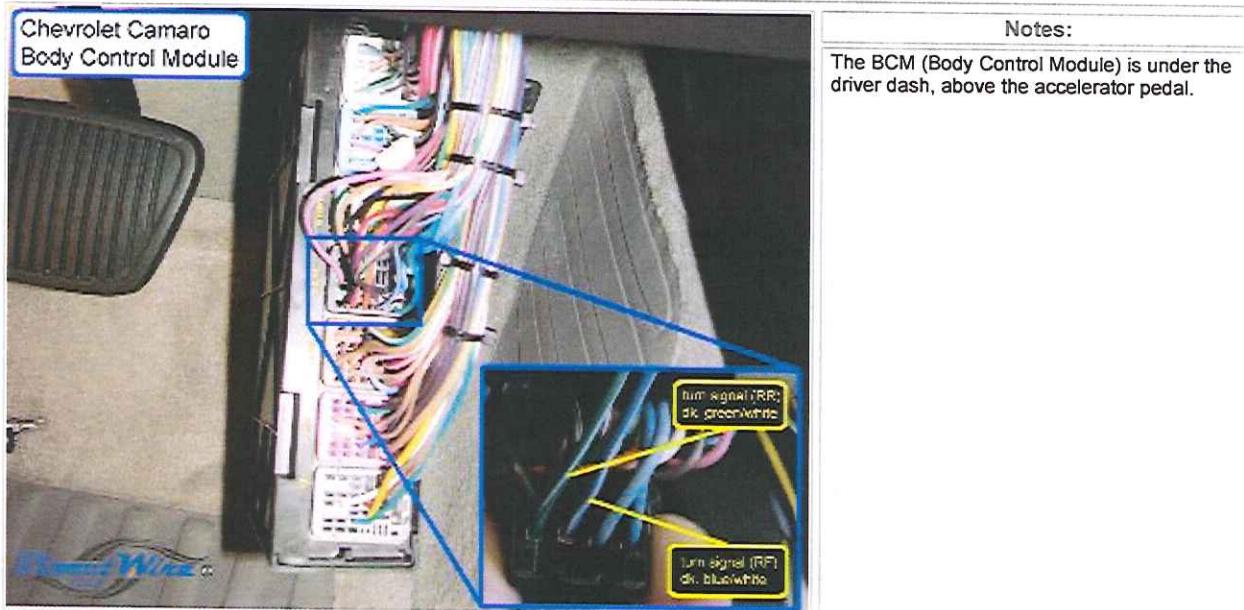
Wiring Photo and Notes: Power Lock



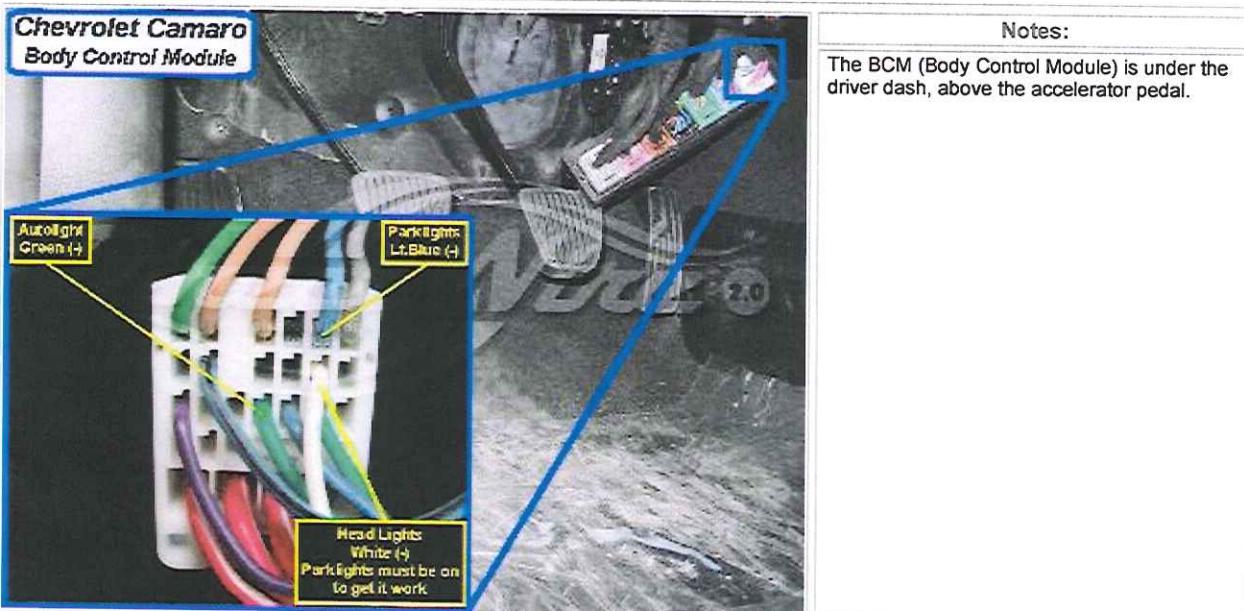
Notes:

The BCM (Body Control Module) is under the driver dash, above the accelerator pedal.

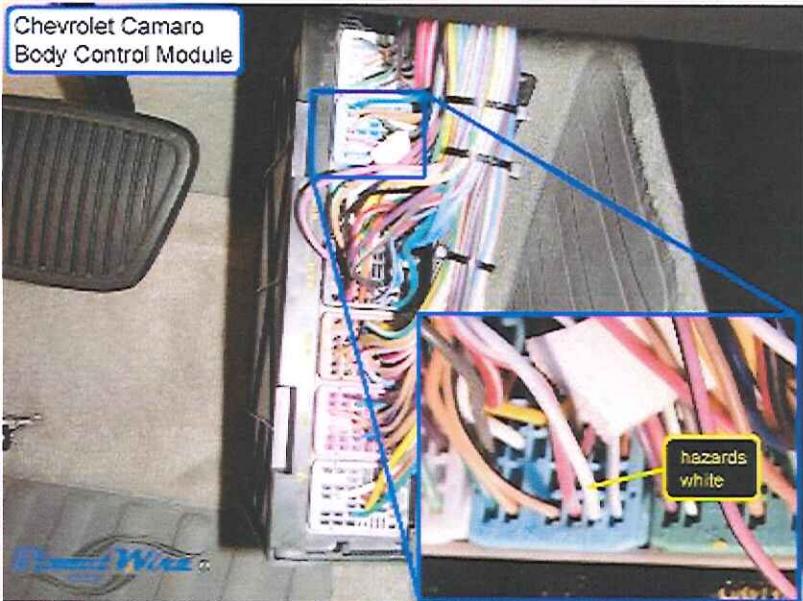
Wiring Photo and Notes: Turn Signal (Right)



Wiring Photo and Notes: Headlight



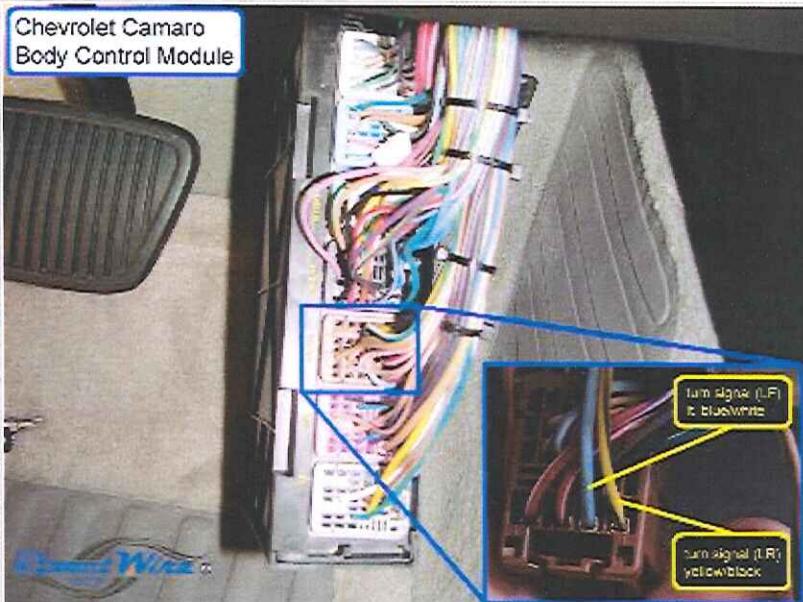
Wiring Photo and Notes: Hazards



Notes:

The BCM (Body Control Module) is under the driver dash, above the accelerator pedal.

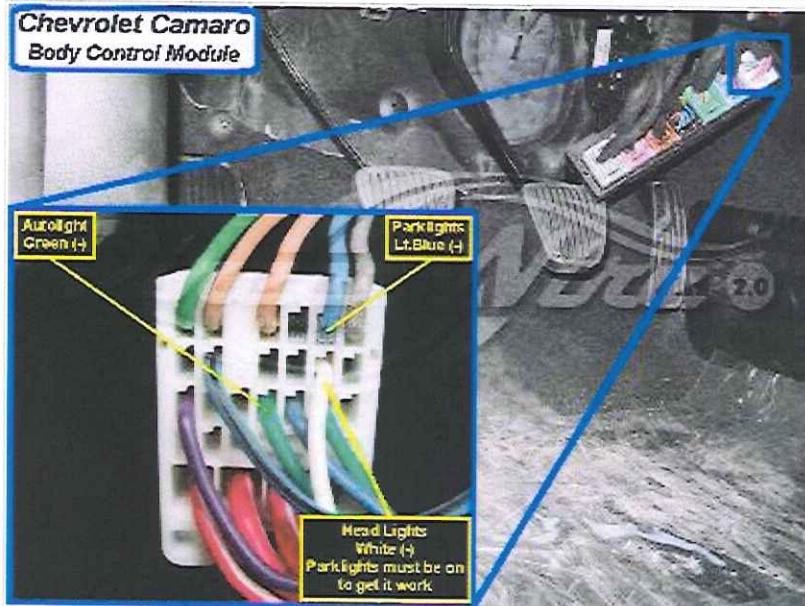
Wiring Photo and Notes: Turn Signal (Left)



Notes:

The BCM (Body Control Module) is under the driver dash, above the accelerator pedal.

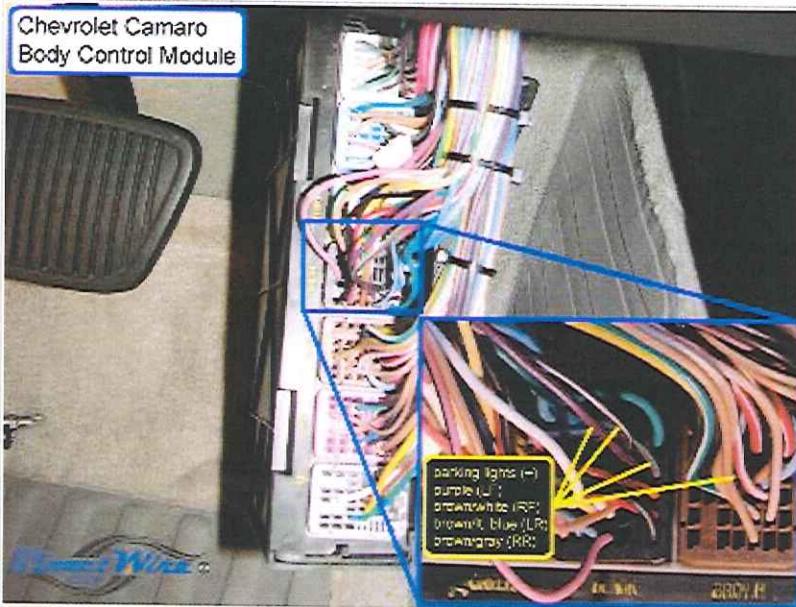
Wiring Photo and Notes: Parking Lights (-)



Notes:

The BCM (Body Control Module) is under the driver dash, above the accelerator pedal.

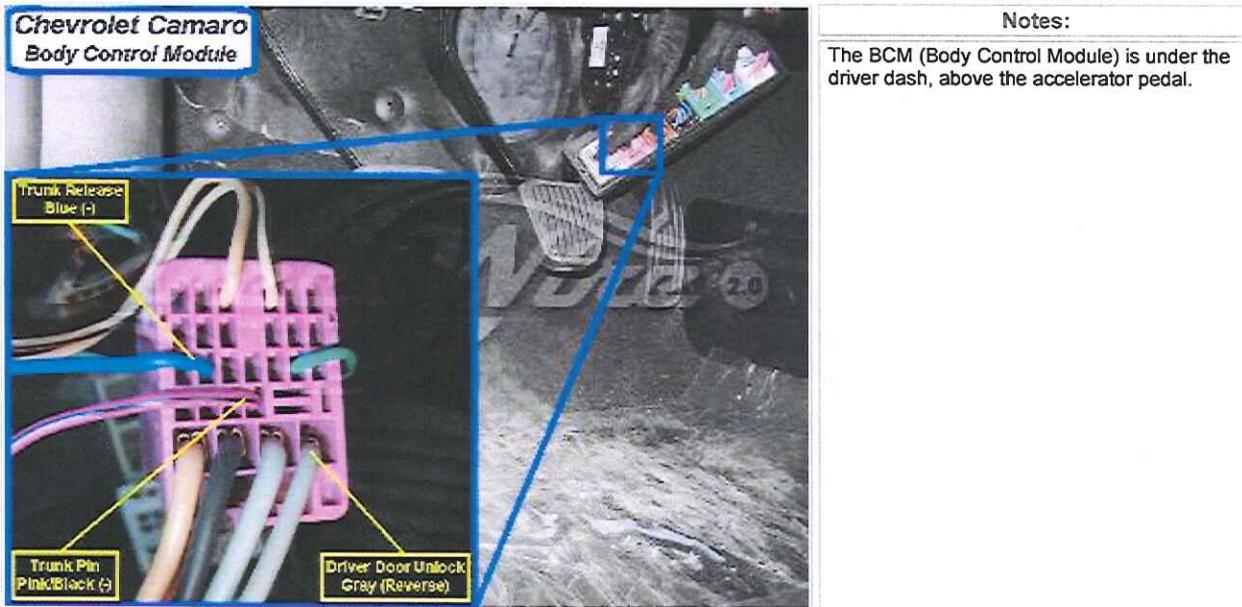
Wiring Photo and Notes: Parking Lights (+)



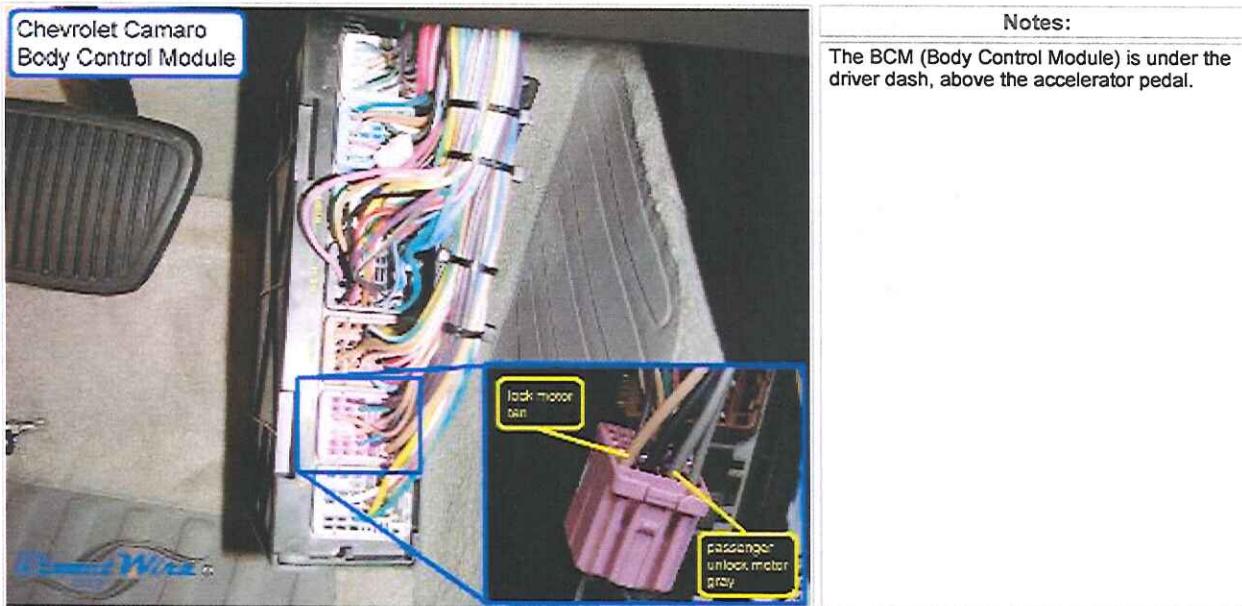
Notes:

The BCM (Body Control Module) is under the driver dash, above the accelerator pedal. The LR is brown/lt. blue at the BCM, black 26 pin plug, pin 7. The RR is brown/gray at the BCM, brown 26 pin plug, pin 7.

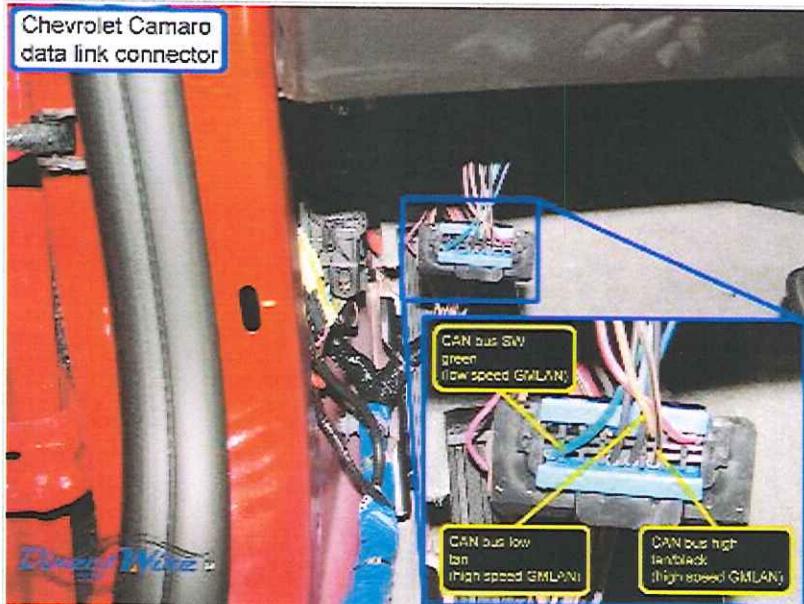
Wiring Photo and Notes: Driver Unlock Motor



Wiring Photo and Notes: Passenger Unlock Motor



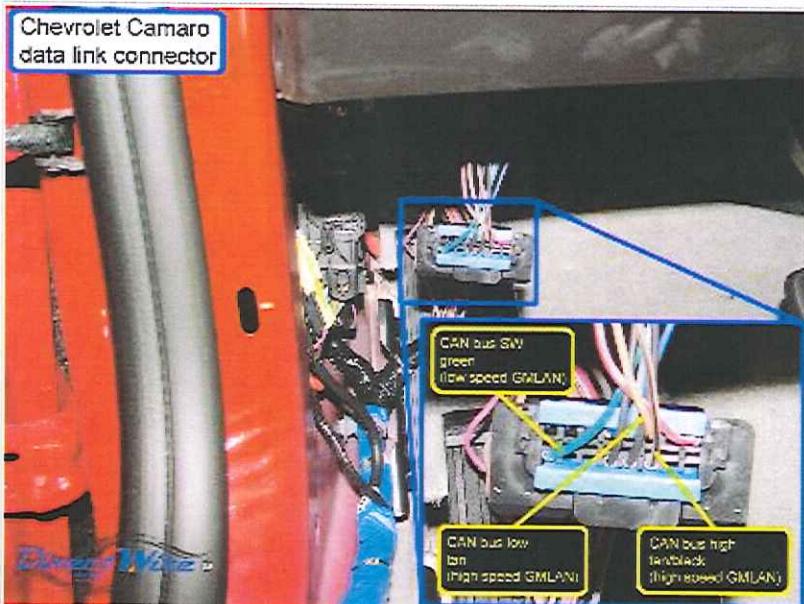
Wiring Photo and Notes: Can Bus High



Notes:

There are currently no notes for this item.

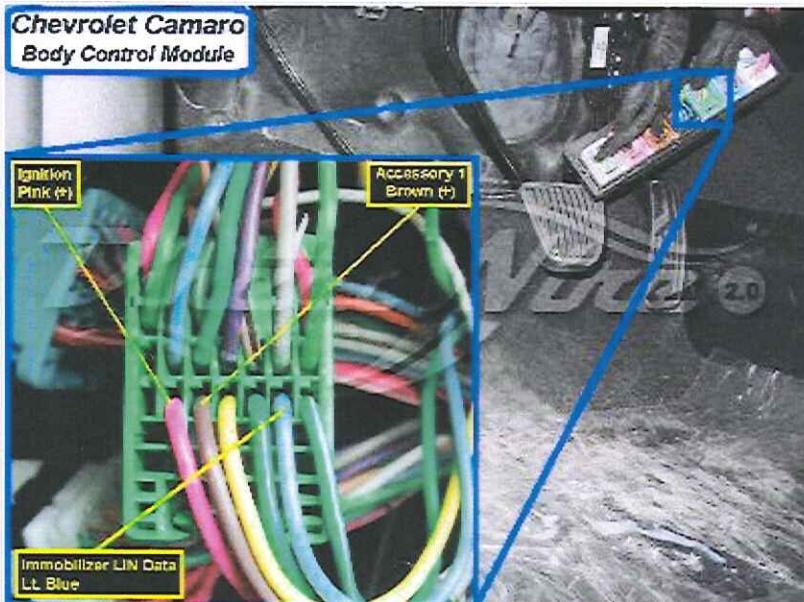
Wiring Photo and Notes: Can Bus Low



Notes:

There are currently no notes for this item.

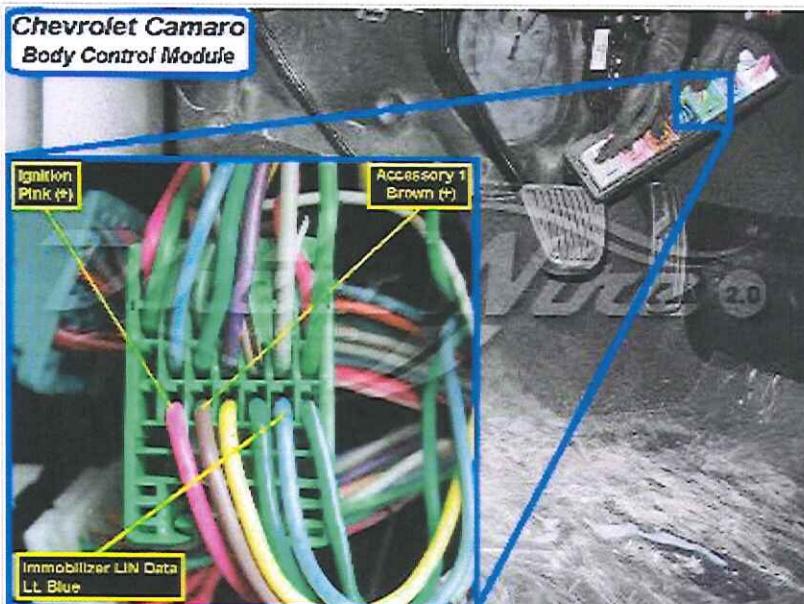
Wiring Photo and Notes: Accessory



Notes:

The BCM (Body Control Module) is under the driver dash, above the accelerator pedal.

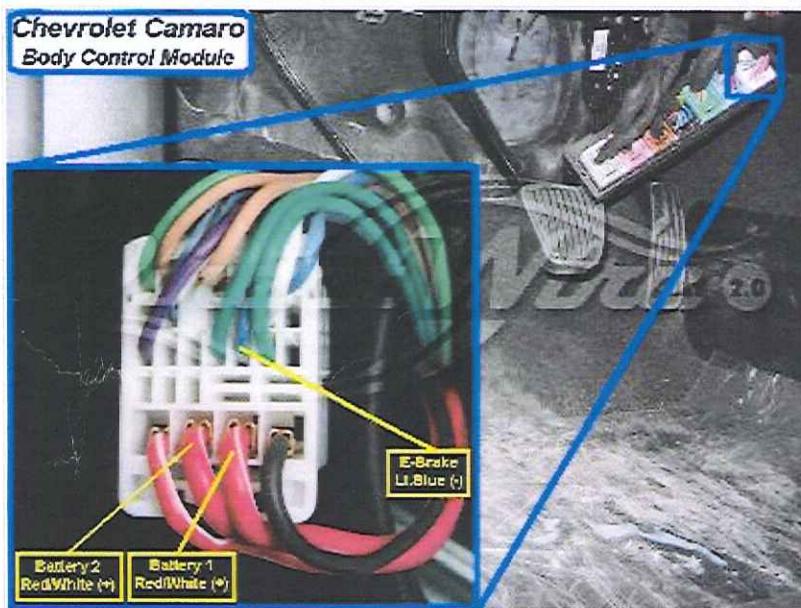
Wiring Photo and Notes: Data Bus



Notes:

The BCM (Body Control Module) is under the driver dash, above the accelerator pedal.

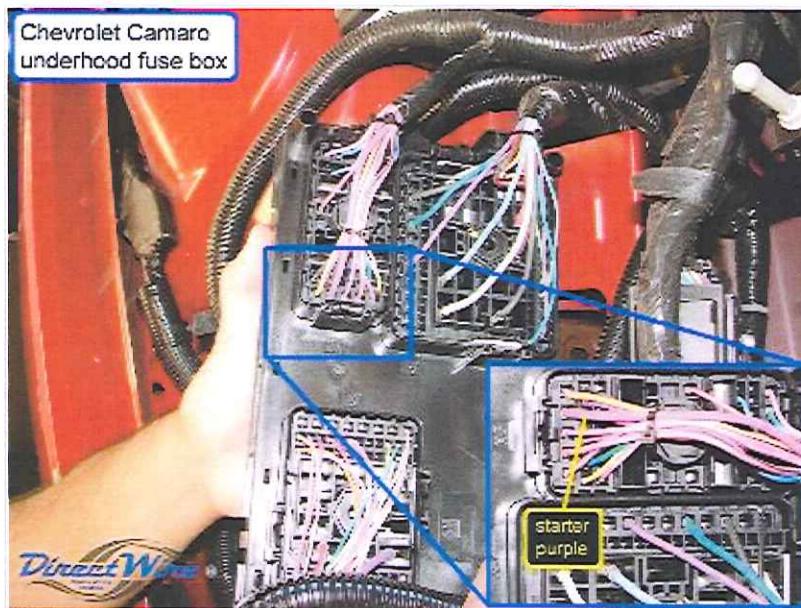
Wiring Photo and Notes: 12 Volts



Notes:

The BCM (Body Control Module) is under the driver dash, above the accelerator pedal.

Wiring Photo and Notes: Starter

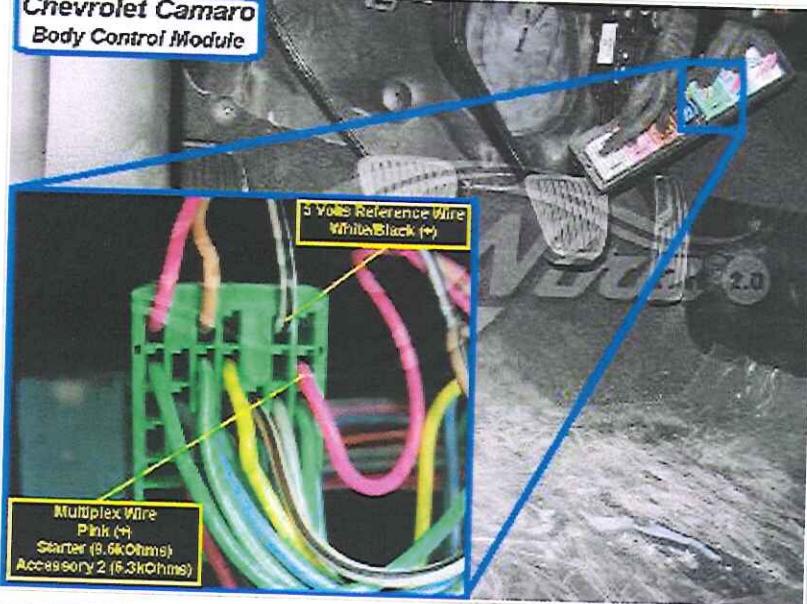


Notes:

There are currently no notes for this item.

Wiring Photo and Notes: Second Starter

Chevrolet Camaro Body Control Module

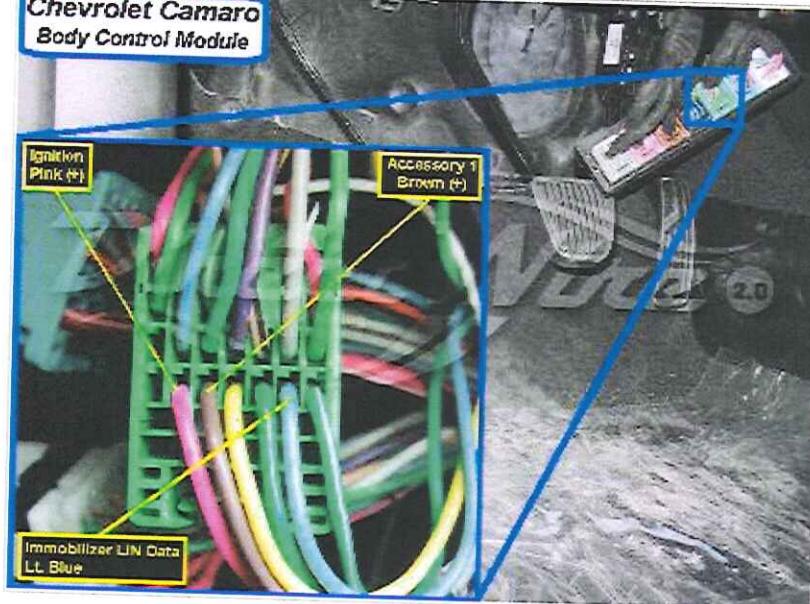


Notes:

The BCM (Body Control Module) is under the driver dash, above the accelerator pedal. If interface module is not available, see Tech Doc 1605.

Wiring Photo and Notes: Ignition

Chevrolet Camaro Body Control Module



Notes:

The BCM (Body Control Module) is under the driver dash, above the accelerator pedal.