Installation Technique

Literature Part#: INS5000

MUST HAVE TOOLS FOR PROPER INSTALLATION OF THE DVXC4 2 CH RECORDER

DO NOT USE POWER TOOLS IN COLD WEATHER INSTALLS! ALWAYS HAVE A SUPPLY OF HAND TOOLS TO PREVENT DAMAGE TO PANELS

Tools:

- 12 Volt cordless drill
- Multimeter or computer safe power probe
- Philips & Flathead screwdriver
- Allen key set (1.5MM – 10MM & .050 – 3/8)
- Flashlight or headlamp
- 7MM – 13MM sockets with wrench
- Plastic panel tool set
- Pliers set
- Pick tool set
- Klein wire Ccimpers

Drill Bits & Connectors

- T20-T30 Torx bit
- #2 Philips bits
- Drill bits set (1/16 to 5/16)
- Unibit (Step Down Bit)
- Drill extension
- Electrical tape
- Razor blades
- Wire loom
- 18 gauge butt connectors
- Zip ties (long and short)
- Self-taping screws
- Ring terminals with star washer
- Extra fuses (3A-30A)

The RED wire on the DVXC4 power harness is the CONSTANT wire

The YELLOW wire on the DVXC4 power harness is the IGNITION wire

Wire Testing:

Not testing wires properly or without the correct equipment can cause damage to a vehicle module. Always make sure you're using computer safe testing equipment. Make sure you're always aware of what you're probing. If you're unsure of a specific module or harness, it's best to refer to a vehicle specific installation guide or email Techsupport@Roscovision.com

NEVER USE AN INCANDESCENT TEST LIGHT WHEN TESTING VEHICLE WIRES! ALWAYS USE A MULTIMETER!!! THE CURRENT DRAW FROM THE BULB CAN DAMAGE VEHICLE CIRCUITS

Plugs that are yellow or wrapped in yellow tape or loom are usually airbag plugs. DO NOT PROBE OR CONNECT TO THESE WIRES! NEVER UNPLUG AN AIRBAG HARNESS. DO NOT ATTACH COMPONENTS TO AIRBAG WIRES

Constant Wire Testing

- This is the wire that will show 12V power with the vehicle on or off. Be aware that some circuits and computers have power delay and may shut down (sleep) after some time. Therefore, it's important to have a general idea of what module or circuit you're testing or connecting to.

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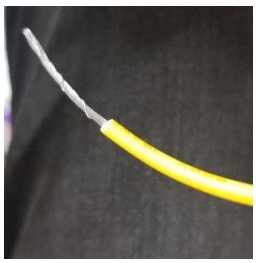
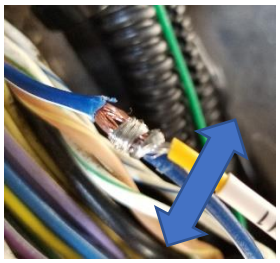
Ignition Wire Testing

- An ignition wire will have 12V when the vehicle is in the "on" position and when running. This wire should show you 0V when the vehicle is off. An ignition wire will also retain power when you turn the key to start the vehicle. ***This is important if you need a true ignition wire.***
- An accessory wire will also have 12V in the "on" position and when running. The difference between an ignition wire and an accessory wire is what that wire does during the crank cycle. A true ignition will have 12V the entire crank cycle, where an accessory wire will lose power for those two or three seconds.

Power Connections:

When making connections, the Poke & Wrap method, or Military Splice is the most efficient way to connect wires to factory wiring and is a Rosco standard for all DVXC4 installations. Be sure to insert (Separate) the wire before twisting it. This will avoid any intermittent power issues due to wires slipping off a connection. A zip tie is secured to the two wires after it's taped up to prevent a disconnection if the wires are pulled. Place your zip tie under the connection (blue arrow)






Wire Grounding:

An installation with a loose ground connection, or not screwed directly on a metal surface may cause an intermittent fault. Vehicles with a loose ground can lose connection if the vehicle's driving on rough roads such as potholes or speed bumps. ***A loose connection will cause the recorder to turn off and won't record. If grounding on a metal painted surface, be sure to scrape away any paint to ensure the best possible metal to metal connection.***

Scrape away paint if not on a bare metal surface

Always use a star washer to avoid contact resistance

Use a low clutch setting on your drill to prevent overturning