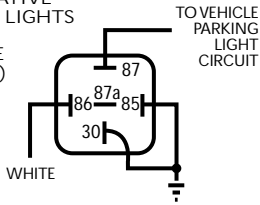
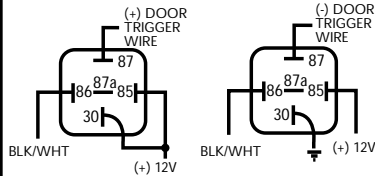


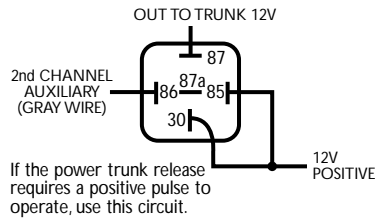
FOR NEGATIVE
PARKING LIGHTS
(MOST
JAPANESE
VEHICLES)



ILLUMINATED ENTRY



TRUNK RELEASE
CIRCUIT DIAGRAM:



STATUS INDICATOR (LED) FUNCTIONS

- Off= System off in Active Mode
- Slow Flash= System Armed
- Rapid Flash= Passive Pre Arm State
- Rapid Flash (after disarm)= System was triggered
- On Solid= In Valet
- On Solid= (After passive prearm or active arm)
- 10 second final prearm state
- On Solid= (when disarmed, and not in Valet)
- Input is open. See Test Mode.

SILENT TEST MODE

When the system is disarmed the LED will go solid every time an input is triggered. You can check the shock sensor, doors, hood, trunk, and the auxiliary sensor input as well.

SIREN CHIRP STATUS

- 1 chirp= system armed
- 2 chirps= system disarmed
- 3 chirps= System disarmed, but alarm was triggered while away.
- 4 chirps= Alarm armed but there is a trigger that remains open. (This occurs 25 seconds after system was armed)
- 5 rapid chirps= Alarm armed, shock sensor warn away output was triggered.

Before Installing:

1. Read the Instructions!
2. Use a digital or analog volt/ohm meter
3. Prior to mounting the product, check the possible locations for the siren, LED, and module before permanent installation.
4. Protect the vehicle by using fender covers.
5. Roll down the driver's window before starting the installation.
6. Always look before drilling. Make sure you will not cause damage to vehicle hoses, electrical looms or physical damage to vehicle.
7. Remove dome light fuse to prevent battery drain.

Timing Information

Automatic reset time: 45 seconds,

Panic output reset time: 45 seconds,

Arming time (when all inputs are monitored): 10 seconds-active arm, passive 30 +10 seconds (40 total)

2nd Channel output: Pressing button 2 for 3 seconds provides output for as long as button is pressed.

Armed output: The Gray wire will produce a grounded output when system is armed.

Flashing Parking Light Output: *Armed:* 1 second pulsed, *Disarmed:* two 1 second pulses, then output will latch on for 30 seconds, or until ignition is turned on, or system

rearms. *System triggered:* 1 second pulse on, 1 second off, repeated for 45 seconds.

Dome Light Output: Latched output for 30 seconds or until ignition is turned on or system rearms.

Input Zone Out Feature:

If a door input, shock or sensor input remains on for 4 consecutive cycles (45 seconds) that input will be ignored. If the input returns to a non-triggered state for 30 seconds it will be monitored by the system again.

PROGRAMMING FEATURES

Features that can be programmed are the following:

1. Passive Arming. (will not lock doors)
2. Ignition Autolock.

To program these specific features follow the procedure:

1. Turn ignition key to the ON position
2. Press the valet switch 5 times (*siren will give long chirp*).
3. Then select the program that you wish to change and press the valet switch the same number of times. The siren will chirp each time you press the switch.
4. Press button one or two on the transmitter to change to the desired feature.

Programming the Passive Arming feature:

1. Ignition Key On,
2. Press Valet switch 5 times
3. Siren will give long chirp,

4. Press valet switch 1 time
5. Press button #1 on the transmitter
6. Turn ignition key off. The alarm will now passively arm will not lock doors.

Chirp Delete: If you would like to turn off the arm/disarm chirps:

1. System disarmed,
2. Turn ignition to the on position,
3. Press and hold Button 2 until you hear a double chirp. Arm/Disarm chirps will remain turned off until above procedure is repeated. When Arm/Disarm chirps are turned back on you will hear 2 double chirps.

Temporary Trigger and Remote

Bypass: If you wish to have the system ignore all inputs (door, trunk and shock or auxiliary sensor), but wish to have the starter disable feature engaged:

1. Press Button #1, you will hear a normal arming chirp, (as long as arming chirps are on).
2. Within 5 seconds press Button 2, you will hear a second short chirp, confirming that all inputs will not be monitored. Once you disarm and rearm, the hood and doors will be monitored normally.

Temporary Sensor Bypass: If you wish to have the system ignore the shock sensor input:

Code Learning Mode: If you wish to "teach" the system different remote controls:

1. Make sure system is disarmed and out of valet mode,

2. Turn the ignition switch on 3 times within 5 seconds and leave it in the on position (ON, OFF, ON, OFF, and ON), you will hear one chirp from the siren, the LED will flash one time,

3. Within 5 seconds press and hold the valet/override switch for approximately 3 seconds, you will hear a series of chirps and the LED will turn on solid,

4. Release the valet switch, within 5 seconds you must press Button 1 on all of the transmitters that you desire to operate the system. You will hear a chirp after the system has learned each remote control. The system will hold 3 different codes in memory.

NOTE: Once you enter the code learning mode, the system will throw out any previously programmed remotes. If you are programming two remotes with the same code, the system will acknowledge only the first remote. Even though both remotes will operate the system.

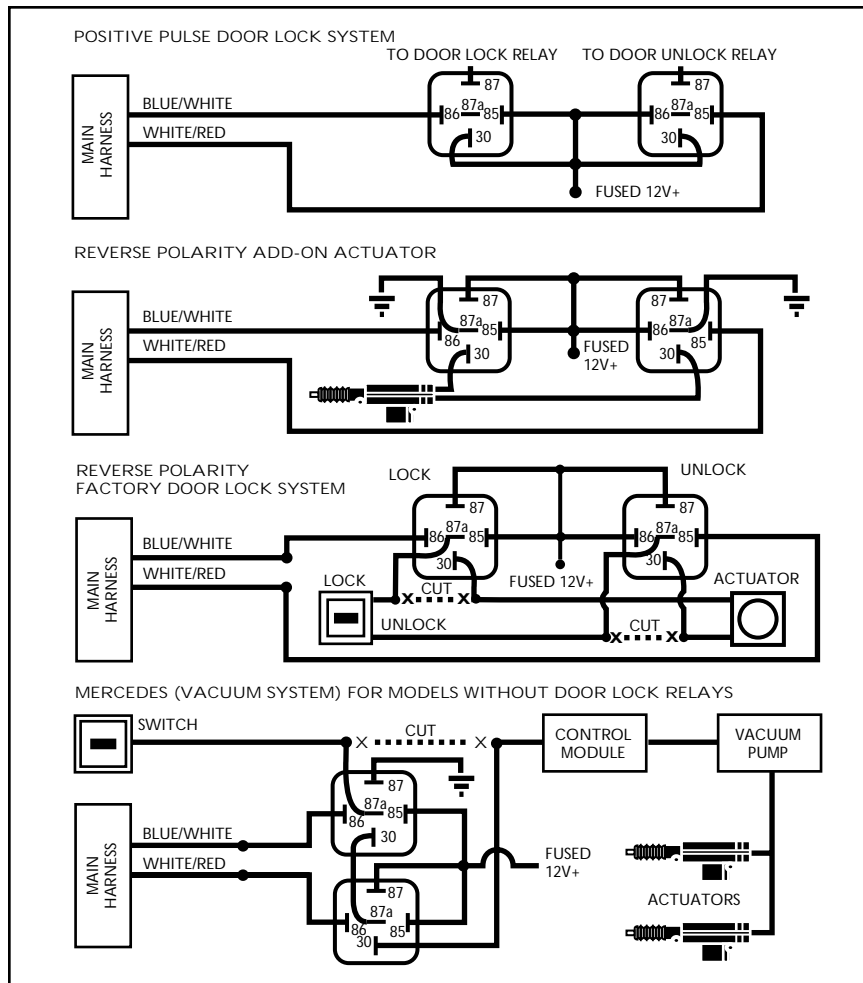
Silent Arm/Disarm: If you wish to arm or disarm you alarm, but do not want the siren to chirp:

1. Press Button 2 momentarily. This will temporarily delete the arm or disarm chirps. Chirp can only be heard if standing right next to the vehicle. Chirps will be muted for one complete cycle (arm/disarm).

2 Channel Programmable Features:			
	Feature	Button 1	Button 2
1	Passive or Active Arming	ON= Passive Arm Will Not Lock	OFF= Active Arm
2	Ignition Door Locks:	ON	OFF

SYMPTOM	PROBABLE CAUSE	SUGGESTED CORRECTION
Alarm doesn't Arm/Disarm.	Alarm in Valet Mode, ignition input has voltage on it, make sure the power and ground wires show 12V+.	Take alarm out of Valet mode- turn key off - wrong wire connected to Yellow wire main harness.
Alarm will not Passively Arm.	See program features. Polarity door input wire, Yellow ignition input has 12V+ on it.	Correct door switch polarity, change ignition input wire, make sure alarm is not in Valet.
Alarm will not go into Code Learning Mode.	Not leaving ignition in the on position after turning it on & off three times. Not turning ignition on/off rapidly enough (5 sec.).	Repeat procedure quicker. Check ignition wire.
Alarm will not go into Code Learning Mode.	Valet/Override Switch is defective or not plugged in.	Replace valet switch or Plug it in again.
Alarm chirps 4 times 30 seconds after system is Armed.	Factory Dome light Delay is longer than 30 seconds. Door open or defective pin switch.	If dome light delay is longer than 30 seconds no correction necessary. Replace defective pin switch.
Parking lights do not flash.	Wrong wire connected to the White wire, or requires a negative output.	Correct the wire connected to the White wire, Using a SPDT relay reverse polarity on white wire (see diagrams).
System Arms and Disarms but doesn't chirp siren. Illuminated Entry doesn't come on upon disarm.	Chirp Delete mode is engaged. Wrong polarity selected.	Turn ignition on, press and hold Button #2 until you hear 2 double chirps. Change polarity of the one Black/White wire.
Range is poor.	Antenna wire is grounded, module is picking up interference from vehicles electrical system.	Make sure antenna is not connected to anything, relocate module away from vehicle computer modules.
Vehicle starts when armed.	Wrong starter wire was cut.	Locate proper starter wire and reconnect. Check connections.
Car will not start when system is disarmed.	Bad connection on starter disable wire harness.	Repair connection at starter wire, replace module.
Door locks do not work with remote.	Wrong door lock polarity, Wrong lock wires connected.	See door lock diagram, verify vehicle lock/unlock wires.
Ignition triggered door lock feature doesn't operate.	Yellow wire still has voltage on it, door input is showing open door. Feature disable.	Connect Yellow wire to the proper ignition wire, door input wire is connected to wrong wire or reverse polarity. See features.
Car horn honks when system disarmed and door is opened.	Vehicle factory security system needs to be disarmed.	Locate disarm wire (drivers kick panel?) use neg. unlock pulse to disarm factory system.
Alarm system intermittently works.	Bad power and ground connections.	Replace and secure power and ground connections.
Car won't start; Alarm won't function properly.	Vehicle battery dead or drops below 7.5 volts when trying to start the vehicle.	Replace battery or charge.

2 CHANNEL DOOR LOCK DIAGRAMS



Using Valet/Override Switch

Valet Mode: If the system is programmed to passively arm, and you wish to keep system from arming but wish to retain keyless entry features:

1. Disarm the system.
2. Turn ignition to on.
3. Press and hold valet/override switch for approximately 3 seconds.
4. LED will turn on solid, Siren will chirp once.

To exit Valet mode: Repeat the procedure, LED will turn off momentarily and the siren will chirp twice.

Emergency Override: If you lose your remote or it becomes inoperable, and system is armed:

1. Open door and enter vehicle (Siren will sound, lights will flash).
2. Turn ignition key to on.
3. Press and hold the override switch.

System will disarm, and automatically enter Valet mode, regardless of whether system is programmed to passively or actively arm.

MOUNTING

INSTRUCTIONS:

1. Mount the module: Look for a suitable mounting location under the dash or inside the vehicle that will be difficult for a potential thief to locate the module, but allow for a convenient installation position. Keep the antenna wire away from wire looms, computer modules and metallic objects for better range. Wire tie or screw the module securely.
2. Mount the Siren: Locate a suitable place under the hood, away from hot and moving engine parts. Secure siren by screwing bracket to a solid location under the hood. Make sure that

there is no outside access to both siren and wire from underneath the vehicle or through the grill.

Point the siren down so that water may not accumulate inside the siren bell. Ground the black wire of the siren to a solid ground; preferably, use a star washer and ring terminal.

When running wires inside the vehicle to the module location, use either tape or split loom tubing. Always use either existing grommets or if a new hole is needed protect the wire from chaffing by installing a proper size grommet.

3. Mount the shock sensor: Mount the dual stage shock sensor using a wire tie to the steering column, or thick wire harness, or even a dash brace. Plug the harness into the shock sensor, then plug the other end into the 4 pin white connector on the module. Make sure that the adjustment screw is accessible for later testing and adjustment. Do Not mount sensor under the hood!

4. Install the Status Indicator (LED): Locate a suitable place for the status indicator (LED), drill the appropriate size hole. Make sure there is enough depth for the LED to fit all the way in, and can be easily seen from outside the vehicle. Carefully run the LED and 2 pin red connector and wire harness to the module and plug into the matching red two pin connector on the module. Push the LED into the hole, it should fit snugly.

5. Install the Valet/Override Switch: Mount the valet/override switch in a hidden location, but that can still be found by the customer for programming and emergency override situations. Run the 2 pin blue connector and wire harness to the module and plug into the matching blue 2 pin connector on the module.

WIRE CONNECTION INSTRUCTIONS:

1. Connect 12V+ Power Input : Red wire on main harness
Connect the Red fused wire on the main harness to a constant 12V+ source. This source wire should be at least 20 amp supply. There usually is a main constant power wire on the ignition switch. Use volt/ohm meter to verify.
2. Connect the Flashing Parking Light Output: White wire main harness
Using a volt/ohm meter, locate the wire (usually on the head light switch) that shows 12V+ when only the parking lights are switched on. European vehicles may require an additional relay if they have separate wires that switch on the left and right side parking lights.
This relayed output has a maximum of 15 amps. Do not hook to head lights. (See diagram section).
3. Connect Siren Output: Brown wire on main harness
Connect the Brown wire on the main harness to the red wire from the siren.
4. Connect Door Lock: The Blue/White wire provides 500mA negative pulse output for lock, this output is designed to drive a relay (See diagram section - Page 6).
5. Connect Door Unlock: The White/Red wire provides 500mA negative pulse output for unlock, this output is designed to drive a relay (See diagram section - Page 6).
6. Connect Starter Disable Relay - Orange Wire - Main Harness: (Optional)
Using a volt/ohm meter locate the starter wire (normally a heavier gauge wire) off of the ignition switch. The meter will read 12V+ only during cranking. When the

- starter wire has been located, cut the wire, the vehicle should not be able to start now. Connect the Orange wire to a relay (See starter disable relay on page 5).
 7. Brown Wire: Do Not Use.
 8. Connect the Illuminated Entry Output: Black/White wire on the main harness (Relay Required)
If the vehicle has a negative or positive door switch, connect the Black/White wire to a relay. Please see the Illuminated entry circuit on page 8). Relay Required
 9. Connect Hood/ Trunk switch input: Blue wire on main harness
Connect the Blue wire to either or both hood and trunk switches. They must provide a ground output when the trunk or hood are opened.
 10. Connect 2nd channel output: Gray wire on main harness
This output is 500mA, and drives a relay to open the electric trunk or hatch release. (See diagram section).
- NOTE:** Press Button # 2 and hold for 3 seconds. You will receive output on the violet wire as long as you hold Button # 2.
11. Connect the 12V+ ignition input: Yellow wire on main harness
Connect the Yellow wire on the main harness to a main ignition wire. This can be also found in the main ignition switch wire harness. Your volt/ohm meter will read 12V+ when key is turned on.
Make sure that this ignition wire has 12V+ on even during the starting process of the vehicle. It is important that the voltage does not drop when the car is starting. Some vehicles have ignition wires that remain or slowly drop to 0 volts. Verify that when the ignition is shut off that the voltage drops to 0 Volts immediately. If the yellow wire has voltage on it after the key is turned off, it will keep the alarm from arming via the remote.

12. Connect Ground Input: Black wire on main harness
Locate a good solid chassis ground and connect to the black wire on main harness. Verify the ground with your volt/ohm meter.
13. Connect Positive Door input: Violet wire on main harness
Connect the Violet wire from the module to the wire that shows 12V+ when all of the doors are opened. Verify with volt/ohm meter. Make sure that all doors when opened separately make the target wire provide a 12V+ output.

14. Connect Negative door input: Green wire on main harness
Connect the Green wire from the module to the wire that shows ground when all of the doors are opened. Verify with a volt/ohm meter. Make sure that all doors when opened separately make the target wire provide a ground output.
15. Plug in the main harness to the module.

