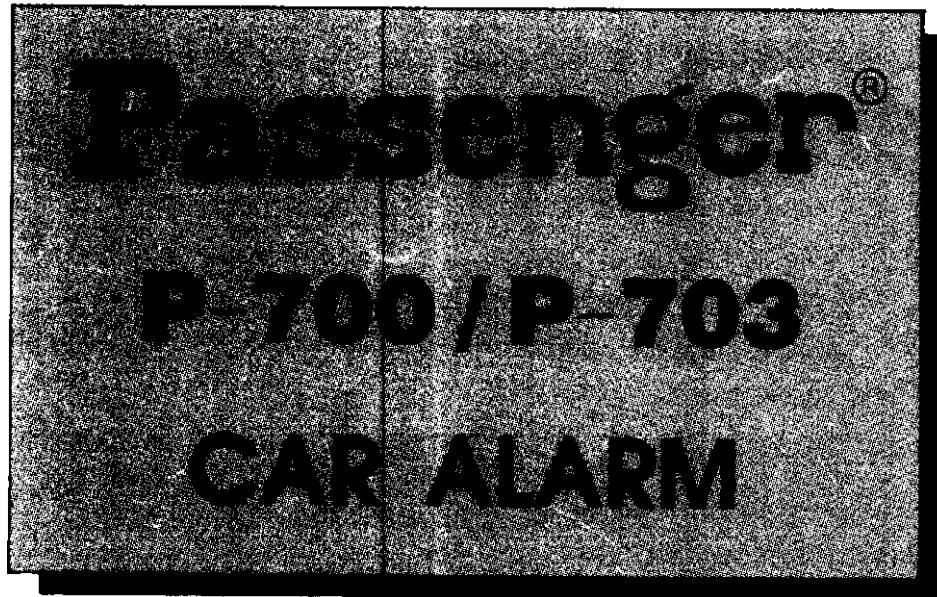


**MANUAL FOR INSTALLATION
AND OPERATING INSTRUCTION**



**OWNER'S MANUAL
&
WIRING INSTRUCTIONS**

For professional use only

FEATURES

FEATURES

- Compact microprocessor control module
- Multi-code learning
- Multi-function 2 button remote transmitter
- Remote control arming/disarming
- Audible and visual arming/disarming
- Remote control panic operation
- Remote control door lock/unlock
- Automatic rearming and last door arming
- Up to 200 feet remote control range
- Chirp or no chirp confirmation by remote
- Valet/emergency override switch
- Keyless entry(When in valet)
- Built-in flashing parking lights relay
- 45' seconds siren duration with automatic reset
- 3 minute siren duration if door left open by vandal
- Remote control trunk release (-500mA)
- Instant negative trunk trigger (P-700)
- Instant negative/positive door trigger
- Electronic dual stage shock sensor
- Defective zone bypass
- High power siren
- Audible intrusion or defective zone identification
- Long lock/unlock output selectable
- Ignition controlled door lock/unlock selectable
- Plug-in wiring Harness
- Power interrupt alarm memory
- Multi-function LED status indicator
- Starter disable (-500mA)
- 2 car remote operation
- Alarm zone memory
- User EEPROM storage 3 different codes
- 2²⁴ Fixed code combination
- Dome light supervision output or 3 channel output selectable (Negative -500mA) - (P-703)
- 2 Warning stickers

This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions: (1)This device may not cause harmful interference, and (2)this device must accept any interference received, including interference that may cause undesired operation.

CAUTION: Any changes or modification in construction of this device which are not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

Arming Alarm From Transmitter

The first step in learning how to operate your alarm is to become familiar with three principle components: The transmitter, the Status L.E.D. light and the hidden Valet Switch.

The transmitter has two buttons:

1. The button 1 of transmitter is the Arm/Disarm and panic button.
2. The button 2 of operates the trunk release output.
3. The button 1 & 2 Simultaneously: Turn the Shock sensor off(at arming mode)
4. Silent arming and disarming mode(no chirp)

Briefly press button 2 of the remote control before pressing button 1.

Active Arming From Transmitter: *If Ignition Key Is "Off", The Alarm Can Always Be Armed From Transmitter.* To arm the alarm after you exit the vehicle and close all doors:

Press the button 1 of transmitter Once:

1. Instantly the lights will flash once.
2. The doors will lock (if optional relays were installed).
3. The siren will chirp once

Note About Arming By-Pass: If a protected entry circuit is in a shorted condition when arming alarm, (Example: trunk or door is still open or any shock sensor circuit is triggered) only that circuit will be by-passed until 5 seconds after that circuit is fixed or becomes closed.

Arming Alarm Automatically

Automatic Last Door Arming: This Feature is selected by the on or off condition of the Dip Switch #1 on the alarm brain unit. Last Door Arming Automatically begins AFTER the ignition key has been turned off and after the last door is closed. But as long as any protected entry remains open (door or trunk), the alarm will not arm, "pausing", waiting for that last point of entry to be closed, allowing convenient, unhurried passenger exit and trunk access. When the last protected entry is closed the L.E.D. starts flashing fast, then in 10 seconds alarm will give once chirp confirming all points of entry are closed. A 30 second countdown begins. During this countdown, if a point of entry is re-opened, the countdown stops & resets to start a new 30 second countdown over again once the point of entry is closed. When the 30 second countdown concludes the alarm will become armed and the L.E.D. will start flashing slow to confirm alarm is fully armed. *You can still arm the alarm manually from the transmitter at anytime.* This "Automatic Last Door Arming" offers a high level of security, since you do not have to remember to turn the alarm system on each time you depart from your vehicle. In addition, in most states, Automatic, Automatic Last Door Arming (passive arming) may entitle you to an insurance discount.

Automatic Last Door Arming Confirmation:

With ignition key "off", when the last door is closed the L.E.D. will start flashing fast. 10 seconds after the last door closes, siren will chirp once to confirm, the alarm will be armed after 30 seconds. The L.E.D. light will start flashing slower to confirm alarm is fully armed.

Note About Arming By-Pass: Does not work with last door arming feature. This by-pass feature only works when arming from transmitter because all protected entries must be closed for automatic arming countdown to start.

Disarming Alarm From Transmitter

DISARMING THE ALARM SYSTEM

Before entry is attempted into vehicle, depress button # 1 on transmitter for 1/2 a second. Siren will emit two chirps and headlight will pulsate twice. If headlight illumination feature is offered, lights will stay on for 20 seconds then turn off automatically(Model : P-700). Alarm system is now disarmed and a door must be open and remain open or ignition key turned to on position after entering and closing door, otherwise alarm will rearm itself within 60 seconds from time alarm was disarmed.

Chirp Delete By Remote Control

Siren chirp when alarm is armed and disarmed may be deleted by depressing button # 2 three times followed by pressing button # 1 once while the igniton is in the on position. 2 Chirps will be heard to confirm chirp delete. To set chirp confirmation again repeat above process. Note that only one chirp will be heard at this time instead of two.

- Silent arming and disarming mode(no chirp)

Briefly press button 2 of the remote control before pressing button 1.

- Press the button for 3 seconds in turning the ignition key ON. Siren will emit 2 chirps to confirm chirp deleting, to cancel chirp deleting, repeat above process.

Siren will emit 1 chirp to confirm original mode.

Panic Alarm From Transmitter

Siren of alarm may be activate from up to 100+ feet away by depressing button # 1 for approx. 2-3 Seconds. To turn off panic siren and sights, depress button # 1 again.

SHOCK SENSOR

Dual stage shock sensor

The sensor user a suspended electronic device which responds to motion as well as shock. It is a reliable resonance with two level of trigger output. One is triggered during minor disturbance for warning, and the other is at the critical impact.

There are two LED's indicating the trigger output:

- 1) Green - Warning trigger output (3 chirps & 3 flalshings)
- 2) Red - alarm output (Siren sounding for 45 seconds)

In case of severe shock, the red LED will comes on, but if the shock is light the green LED will be ON.

If severe, then it will make alarming. Adjust the sensitivity to active the results you prefer.

* Clockwise increases sensitivity

* Counter-clockwise decrease sensitivity

Disarming Alarm If Transmitter Is Lost

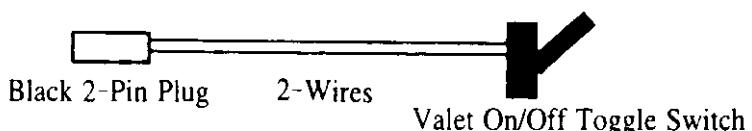
In the event the transmitter is lost, damaged, or its batteries become exhausted, the hidden Valet switch may be used to disarm the alarm system, or during extended stopovers for service stations, maintenance, valet parking, washing, etc. to keep the alarm from being armed, do the following:

STEP 1. Enter the passenger compartment (of course, the alarm will be triggered the instant the door is opened.)

STEP 2. Turn your ignition key "On".

STEP 3. Turn on the Valet switch and the alarm will disarm instantly and the L.E.D. light will remain on constant to confirm the valet mode. The alarm will remain in the valet mode until you turn off the valet switch and the L.E.D. light will turn off to confirm. *Remember: the Valet switch will only disarm the alarm if the ignition key is "on" and the valet switch is turned "On"*

CONNECTION: Plug the valet switch black 2-pin connector into the alarm unit black 2-pin socket. Note: Verify color of alarm unit 2-pin socket. Do not confuse the white 2-pin socket for the black 2-pin socket.



L.E.D. Status Light, Siren & Light Confirmation

Red L.E.D. (Light Emitting Diode) status indicator light to tell you 4 conditions the alarm can be in.

- 1) Off = Alarm is Disarmed.
 2) On Constant = Alarm is in Valet mode
 3) Slow Flashing = Alarm is fully armed.
 4) Fast Flashing = 30 second Automatic Last Door Arming delay or 60 second automatic re-arm delay. Alarm was triggered. Arming Bypass(5 second).

Siren Chirp & Light Flashing Confirmation

One Siren Chirp & One Light Flash: *Alarm is armed.*

Two Siren Chirps & Two Light Flasher: *Alarm has disarmed.*

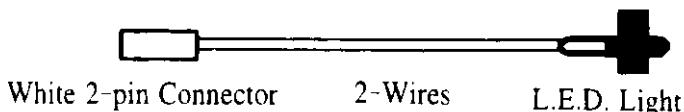
Three Siren Chirps & no Light Flashes: *Full Memory of Transmitter Code (at learning Mode)*

Four Siren Chirps & Four Light Flashes: Alarm was just disarmed and alarm had been triggered on while you were away

Five Siren Chirp: *All the transmitter Codes previously learned will be erased. (at learning Mode)*

CONNECTION: Plus the L.E.D. connector into the alarm unit white 2-pin socket. Do not confuse

CONNECTION: Plug the E.E.D. connector into the alarm unit white 2-pin socket. Do not confuse the white 2-pin socket with the black 2-pin socket.



Remote code learning Mode, Power on Mode

REMOTE CODE LEARNING MODE

1. The alarm will learn up to 3 codes.
2. Alarm must be in the disarmed mode.
3. Turn the ignition key on and flip the valet switch ON/OFF 3 times.
The siren will chirp once to confirm in the learning code program.
Press the transmitter button 1 within 10 seconds then you will hear 1 chirp.
If button #2 is pressed, receiver will operate from button #2.
 - 1 chirp: Code learning mode
 - 3 chirps: 3 Codes learning memory(Full Memory)
4. If the valet switch flip ON/OFF 6 times, you will hear 5 chirps to confirm all code erased.

POWER ON MODE

User EEPROM will learn 3 final modes when the power is OFF.

- 1) Arming mode: 1 chirp
- 2) Disarming mode: 2 chirps
- 3) Valet mode: 3 chirps

If the power is ON, the alarm will be continued and operated on final mode.

Automatic Rearming

AUTOMATIC REARMING:

When you disarm the alarm by remote, the alarm is operated as below.

- 1) In case of passive by dip switch 1, the alarm will be last door arming if you open and close the door within 60 seconds.
- 2) In case of active by dip switch 1, the alarm will be disarmed if you open and close the door within 60 seconds.
If you don't open the door within 60 seconds, siren will chirp once to confirm after 40 seconds and the alarm will be automatically armed after 60 seconds.

RED & BLACK WIRE CONNECTION *power wires*

RED WIRE (12 volts positive input):

FUNCTION ONE: To supply constant 12v positive for alarm operation.

FUNCTION TWO: To supply 12 volts, 7 amps to the built-in relay contacts for flashing lights from the alarm white wire.

CONNECTION: May be made 12" or more away from car battery. Connection location must have 12v, 10amp capacity all the time.

BLACK WIRE (Ground input): **FUNCTION:** To supply ground for alarm operation.

CONNECTION: Secure this wire to the metal grounded frame of vehicle or directly to the battery ground cable at least 6" from batter. Make sure to scrape away all dirt and grease to get a good ground connection.

Note: If you have a bad ground connection, the alarm can find partial ground through other wires connected, but alarm will not function correctly, making you think you have a bad alarm. The alarm can "half-way" work, so you would never suspect a badly grounded wire. In some cases the alarm could arm & disarm but not function correctly.

Note: When ground is first applied to black wire the alarm will trigger "on" instantly.

BLACK WIRE CONNECTED TO ALARM BRAIN: is the antenna. Just stretch this wire out, don't connect this wire to anything or it will kill your transmitting range.

YELLOW WIRE CONNECTION *accessory 12 volts*

YELLOW WIRE (Accessory +12 volt input):

FUNCTION ONE: To tell the alarm whether you are in or out of the car by reading which position the ignition key is in (Acc. On or Off).

With ignition key "off" (No positive 12 volts to yellow wire):

- A) The alarm can be armed.
- B) Valet/Override button will not function to disarm alarm.
- C) The valet can be turned off.
- C) In valet mode transmitter can still operate Door locks, Trunk Release.
- D) The doors unlock the moment the ignition key is turned off (unless a door is opened).

With ignition key "on" (Accessory positive 12 volts to yellow wire):

- A) The alarm cannot become armed.
- B) If alarm is triggered or just in the armed condition, the valet/override button can work after ignition key turns on +12 volts to the yellow wire and the valet button is turned on.
- C) The valet button can be turned on or off when +12 volts is turned on from the ignition key and will hold memory of its selection when ignition key is turned off.
- E) Turning on ignition key clears the L.E.D. light memory of flashing when alarm was triggered while you were away.
- D) Transmitter can lock & unlock the doors in the valet mode while the ignition key is turned on.

CONNECTION: Connect yellow wire to ignition side of fuse block to a location that:

- A) When ignition key is "Off" there is no positive 12 volts to yellow wire.
- B) When ignition key is "On" there is positive 12 volts 3 amp positive to yellow wire.

BROWN WIRE CONNECTION *siren+wire*

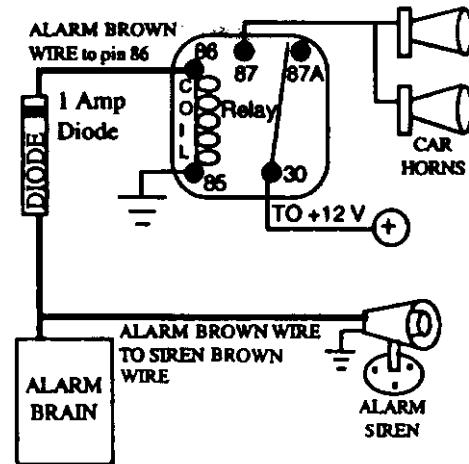
BROWN WIRE (siren 12 volt 1-amp positive output): FUNCTION ONE: To provide a constant 12 volt, 1-amp positive output directly to the electronic siren supplied in this package. FUNCTION TWO: To provide a constant 12 volt, 1-amp positive output directly to an optional relay coil, to allow additional devices (car horn, air horns, sirens or pagers) to come on when alarm is sounding. CONNECTION ONE: Connect alarm brown wire directly to electronic siren brown positive wire. Only when alarm is triggered "on", or has chirp confirmation, will the brown wire have 12 volts output to siren.

NOTE: If brown wire touches ground directly without a load it damages circuit.

CONNECTION: Connect alarm brown wire to the siren brown wire. Siren black wire is connected to ground.

OPTIONAL CONNECTION: Connect alarm brown wire to a 1 amp diode, then to the positive side of optional relay coil pin 86. Connect relay coil pin 85 to ground. Only when alarm is triggered "on" or arm/disarm confirmation chirps will brown wire work relay coil.

NOTE: If brown wire touches ground directly (without a one amp load) it can damage alarm circuit.



VIOLET WIRE CONNECTION *positive door trigger*

VIOLET WIRE (Door positive instant trigger wire): FUNCTION ONE: When violet wire touches 12 volts positive after alarm has armed, this will trigger "on" alarm. FUNCTION TWO: To begin last door arming. After ignition key is turned off, the exit delay countdown will not begin until the violet wire circuit changes from being 12 volts positive to an open circuit. (Example: any door open then last door closed). Note: If any door on this circuit is opened or re-opened within the 30 second exit timing, it will reset and stop the timing as long as door is open. Once last door closes, countdown starts and 30 seconds later alarm automatically arms itself. FUNCTION THREE: If dome light stays on for a time after the door is closed the arming by-pass circuit will allow alarm to arm from transmitter. When the dome light turns off the alarm will start protecting that circuit. In automatic passive arming mode when dome light turns off, the alarm will automatically arm itself in 30 seconds. FUNCTION FOUR: If violet wire is touching 12 volts positive at the time alarm becomes armed, the circuit by-pass will keep the violet wire unprotected until it becomes an open circuit to be protected. CONNECTION: If factory dome light pin, switches are the positive type (Example: dome light will work with pin switch in your hand), locate the common wire that connects all the door pin switches and connect the violet wire there.

POSITIVE COURTESY LAMP SYSTEM



GREEN WIRE CONNECTION *negative door trigger*

GREEN WIRE (*Door negative instant trigger wire with G.M. de-bounce circuit*): **FUNCTION ONE**: When green wire becomes grounded after alarm has armed, this will trigger "on" alarm. If green wire is grounded at the time alarm becomes armed from transmitter, the circuit by-pass will keep this green wire circuit unprotected until circuit becomes ungrounded. **FUNCTION TWO**: To begin last door arming. After ignition key is turned off, the exit delay countdown will not begin until the green wire circuit changes from being grounded to ungrounded. (Means any door opened, then last door closed). **Note**: If any door on this circuit is opened or re-opened within the 30 second exit delay time, it will reset and stop the timing as long as door is open. Once last door closes, countdown starts and 30 seconds later alarm automatically arms itself. **CONNECTION**: If factory dome light pin switches are the grounding type (**Example: dome light won't work with pin switch in your hand**), locate the common wire that connects all door pin switches and connect the green wire there. **Note**: If dome light stays on for a time after the door is closed the alarm bypass circuit will allow alarm to arm from transmitter instantly and will start protecting this green wire circuit when the dome lights turn off. **Note**: In passive last door arming mode, alarm arms 30 seconds after the dome light turns off.

NEGATIVE COURTESY LAMP SYSTEM:



BLUE WIRE CONNECTION

BULE WIRE CONNECTION

- P-700: This wire is a negative trunk/hood input trigger.
- P-703: This wire is selectable by dip switch #5. The switch ON is a dome light output and OFF is a 3 channel output.(negative 500mA output)

DIP SWITCH ON: The dome light will turn on for 20 seconds whenever the alarm is disarmed.

DIP SWITCH OFF: By pressing button 1 and 2 simultaneously the third remote controlled option will activate.(3 channel output)
(ie. remote car starter, window roll up, etc)

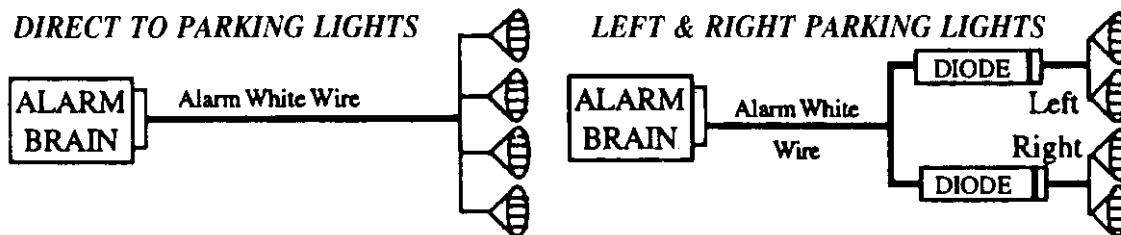
WHITE WIRE CONNECTION *flashing light output*

WHITE WIRE (From Built-in Flashing Light Relay, 12 volt 7 amp Output):

FUNCTION ONE: To send 12 volt positive 7 amp. pulse from a built-in relay to flash vehicle parking lights for arm/disarm confirmation and when alarm is sounding from panic mode or any triggered condition.

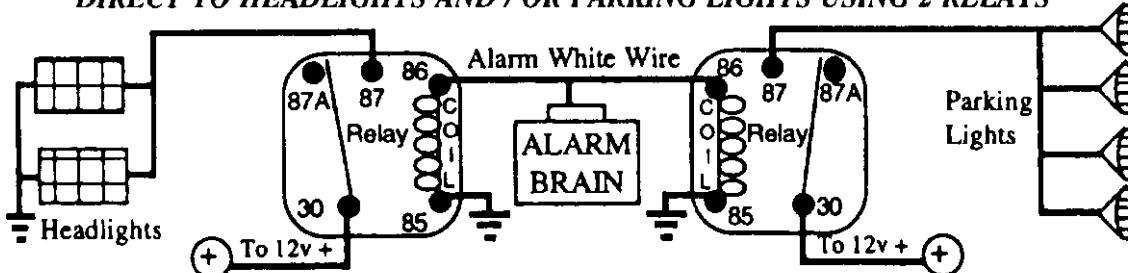
CONNECTION: Direct to parking lights positive wire. When left & right parking lights are on separate circuits, 10 amp diodes or relays must be used to connect each parking light side. **Note:** White wire touching ground directly can damage P.C. board.

DIRECT TO PARKING LIGHTS



LEFT & RIGHT PARKING LIGHTS

DIRECT TO HEADLIGHTS AND / OR PARKING LIGHTS USING 2 RELAYS



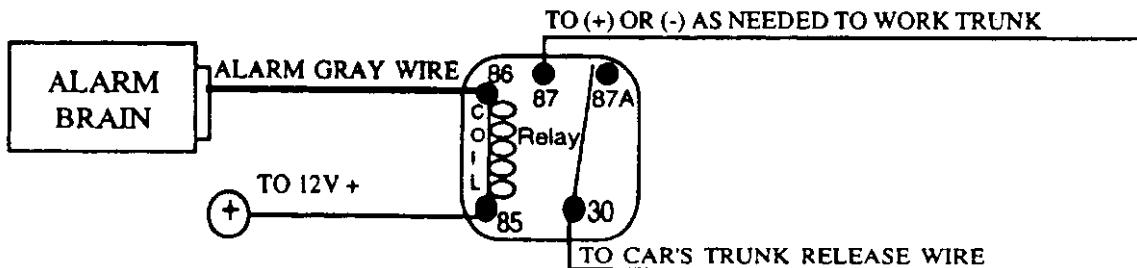
GRAY WIRE CONNECTION *trunk release*

GRAY WIRE: (Negative Pulse Output For Trunk Release Relay)

FUNCTION: Pressing the transmitter button 1 for two seconds will activate this gray wire to have 500 ma ground pulse for 1 second. Pressing button # 2 for 2 second will disarm alarm and open the trunk lid. This feature operates with alarm system in either operation or valet mode.

Note: Trunk release will not operate while alarm is in the armed condition. (Automatic disarm)

CONNECTION: Connect gray wire to negative side of optional relay pin (86). Connect 12v to relay pin (85). Connect pins (87, & 30) as needed to operate your equipment.



ORANGE WIRE CONNECTION *starter interrupt*

ORANGE WIRE (500m Negative output For Optional Starter Interrupt Relay):

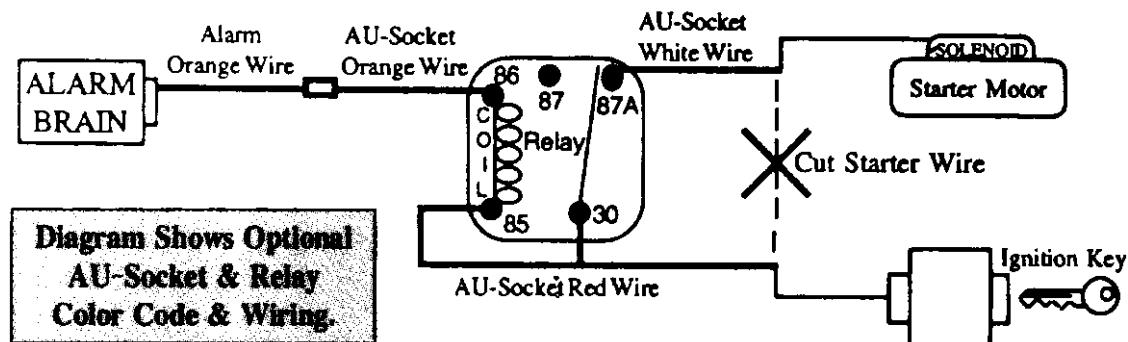
FUNCTION ONE: To provide a constant 500ma. ground output for a relay coil only while the alarm is in the armed condition or triggered "on". If model AU-socket is used, the relay will have current draw on battery only while attempting to start the vehicles.

CONNECTION: For Starter Disable: Connect orange wire to the negative side of optional relay coil pin # 86. The wire from ignition key to starter solenoid will read 12 volts only when ignition key is in start position (cranking the vehicle). Cut this wire at a suitable location. Ignition key side of this cut wire to pin # 85 and # 30 of relay. Starter solenoid side of this cut wire connect to pin # 87 a of relay.

Note: Only while cranking vehicle will a small drain be on battery from the use of this relay.

Note: If this wire touches 12 volts positive directly or has more than a 500ma ground load, it will damage this circuit.

DIAGRAM FOR STARTER DISABLE

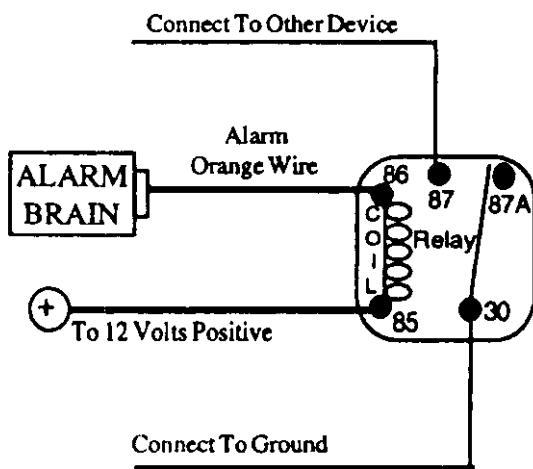


ORANGE WIRE CON'T:

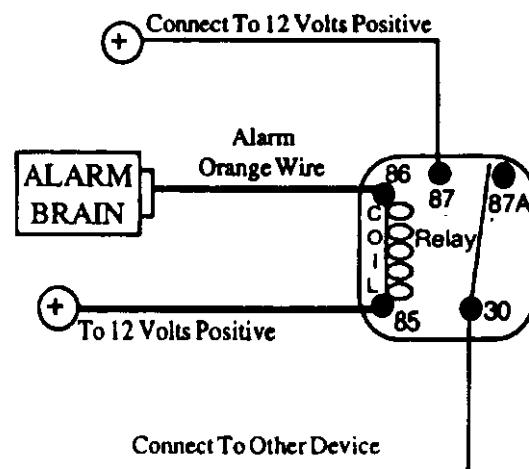
FUNCTION TWO: To have a relay supply 12 volts positive or ground to other detection devices when alarm is armed.

Note: Relay in function two will have current draw on battery only while alarm is armed.

SUPPLY GROUND TO OTHER DEVICES



SUPPLY POSITIVE TO OTHER DEVICES



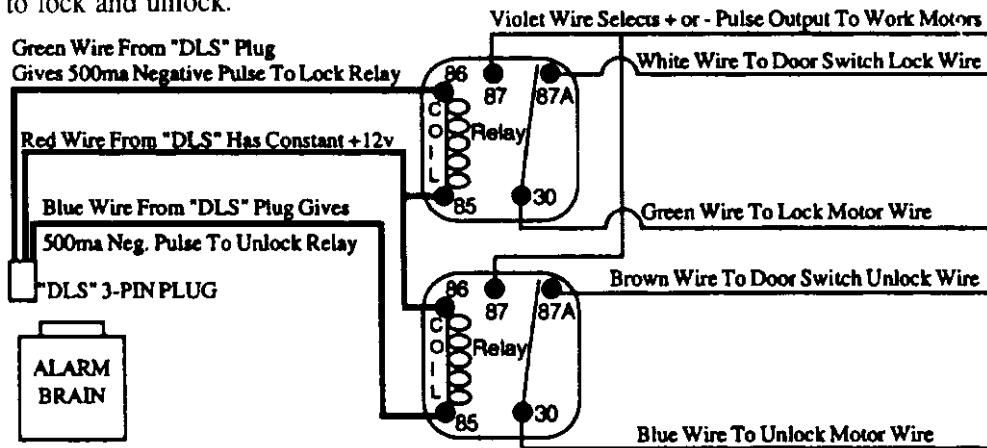
DOOR LOCK CIRCUIT *output information*

DOOR LOCK & UNLOCK OUTPUTS: (Negative Outputs To Work Relays Or "DLS"):

FUNCTION: Gives 500 ma. negative pulse to work relays that will operate your door lock system when alarm is armed or disarmed, lock doors when alarm is first triggered on by thief, lock when panic alarm & unlock when panic is turned off, unlock when trunk release is activated, lock & unlock doors while in Valet mode.

CONNECTION: A 3-pin connection can be made on the side of alarm brain that is marked "door lock". One outside pin gives negative output to lock & the other outside pin to unlock. The center pin is +12 volts all the time.

OPTIONAL MODEL DLS: This "DLS" Door Lock Socket with optional relays just plugs into alarm. This option saves time by pre-wiring relays & the wires that interface with your door lock system. This "DLS" can be used in vehicles that are equipped with factory power door locks. The "DLS" will not make manual door locks automatic without the additional use of motor on each door to lock and unlock.

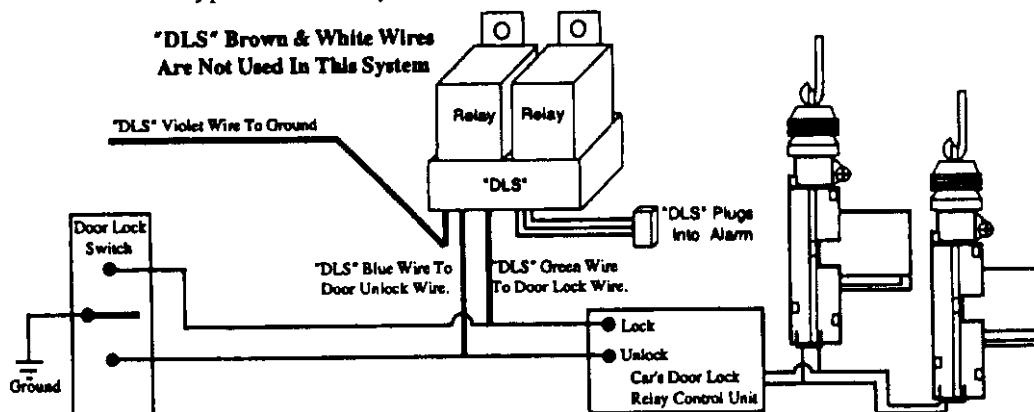


DOOR LOCK CIRCUIT system "A"

(SYSTEM - A) 3-WIRE GROUNDING TYPE SYSTEM:

- One wire is grounded all the time. *If More Than One Wire Is Normally Grounded Without Working The Door Lock Switch, Use SYSTEM "C".*
- One wire is grounded only when switch is moved to the lock position.
- One wire is grounded Only when switch is moved to the unlock position.

CONNECTION: The diagram below shows how to connect the optional model "DLS" to your 3-wire GROUNDING type door lock system.

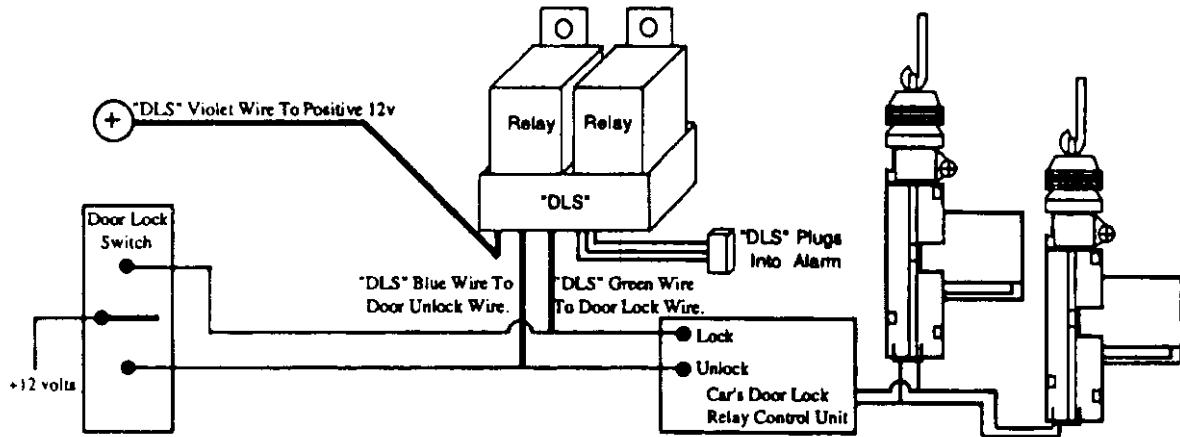


DOOR LOCK CIRCUIT *system "B"*

(SYSTEM - B) 3-WIRE POSITIVE 12 VOLT TYPE SYSTEM:

- *If Any Wire Is Normally Grounded Without Working The Door Lock Switch, Use SYSTEM "C".*
 - One wire has positive 12 volts all the time.
 - One wire has positive 12 volts Only when switch is moved to the lock position.
 - One wire has positive 12 volts Only when switch is moved to the unlock position.

CONNECTION: The diagram below shows how to connect the optional model "DLS" to your 3-wire POSITIVE type door lock system.

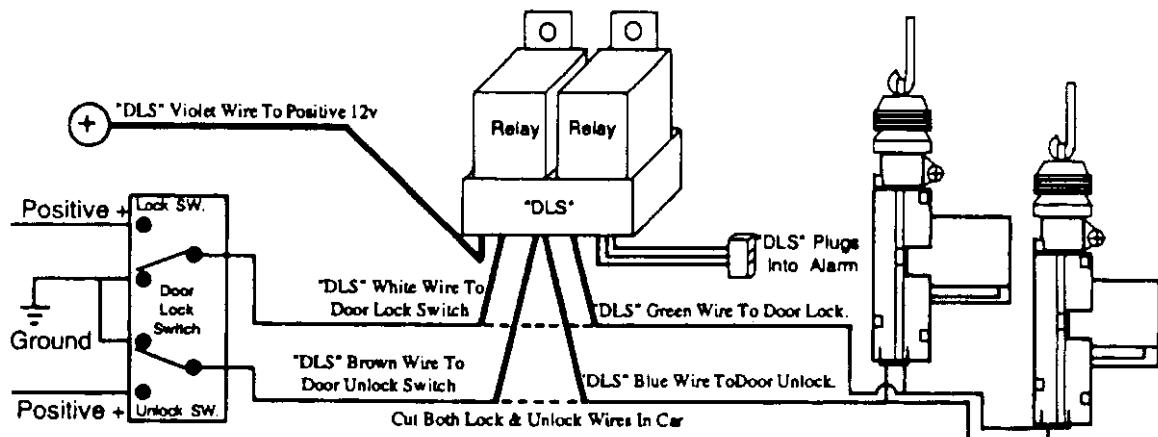


DOOR LOCK CIRCUIT system "C"

(SYSTEM-C) 4 or 5-WIRE REVERSE POLARITY TYPE SYSTEM:

- One wire has +12v all the time. All Other Wire are Normally Grounded Without Working The Switch
 - One or two wire are grounded all the time.
 - One wire is grounded normally but switches to +12v when the switch is moved to the lock position.
 - One wire is grounded normally but switches to +12v when the switch is moved to the unlock position.

CONNECTION: The diagram below shows how to connect the optional model "DLS" to your 5-wire Reverse Polarity Rest at Ground type door lock system.

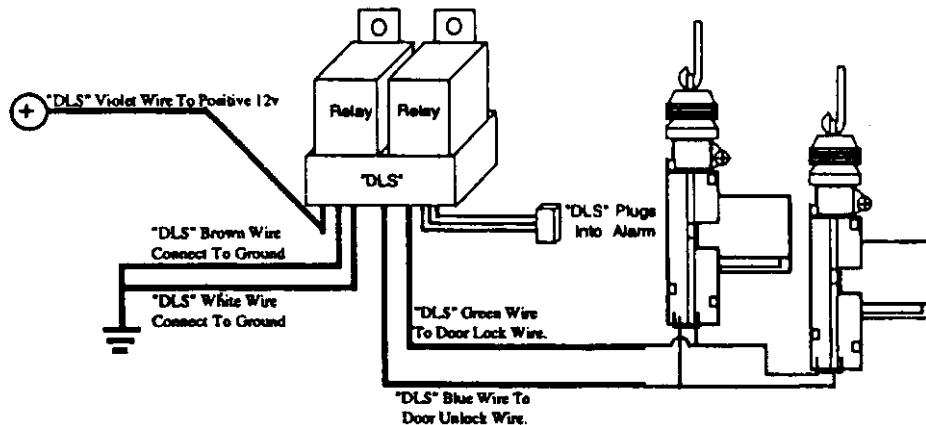


DOOR LOCK CIRCUIT *motor*

SPECIAL DOOR LOCKING SYSTEMS THAT USE OPTIONAL MOTOR:

If the driver's door key unlocks & locks all the doors but the passenger's door key leaves the driver's door unchanged, Then you need to install motor to the driver's door to operate from the alarm.

CONNECTION: The diagram below shows how to connect the optional model "DLS" to your 5-wire Reverse Polarity Rest at Ground type door lock motor. If you wire relays directly without the optional model "DLS" then you can use the "DLS" wiring diagram on page 11 to see how the relay coils are wired to the alarm brain outputs & how the wires from the relay contacts are wired to interface with your door lock system.



DOOR LOCK CIRCUIT *trouble shooting*

SYMPTOM A : Relays on "DLS" don't click when you arm or disarm alarm.

PROBABLE CAUSE: A) Bad connection between alarm and "DLS".

B) Alarm doorlock positive or negative pulse output is blown.

SOLUTION: Replace "DLS", relays or alarm.

SYMPTOM B : The doors lock and unlock from "DLS" out of sequence with arming and disarming of alarm.

PROBABLE CAUSE: You wired lock and unlock wires in reverse.

SOLUTION: Reverse the green and blue "DLS" wires on the plug. Or just re-plug "DLS" plug backwards.

SYMPTOM C : If doors lock and unlock from door switch correctly, but when alarm is armed or disarmed the "DLS" Relays smoke or blow fuses.

PROBABLE CAUSE: A) you're not using the correct doorlock wires.

B) For 3 or 4-wire doorlock systems the positive & ground wires are backwards.

C) For 5-wire systems, lock wires or unlock wires are backwards

D) For 5-wire systems, The lock and unlock wires rest at nothing.

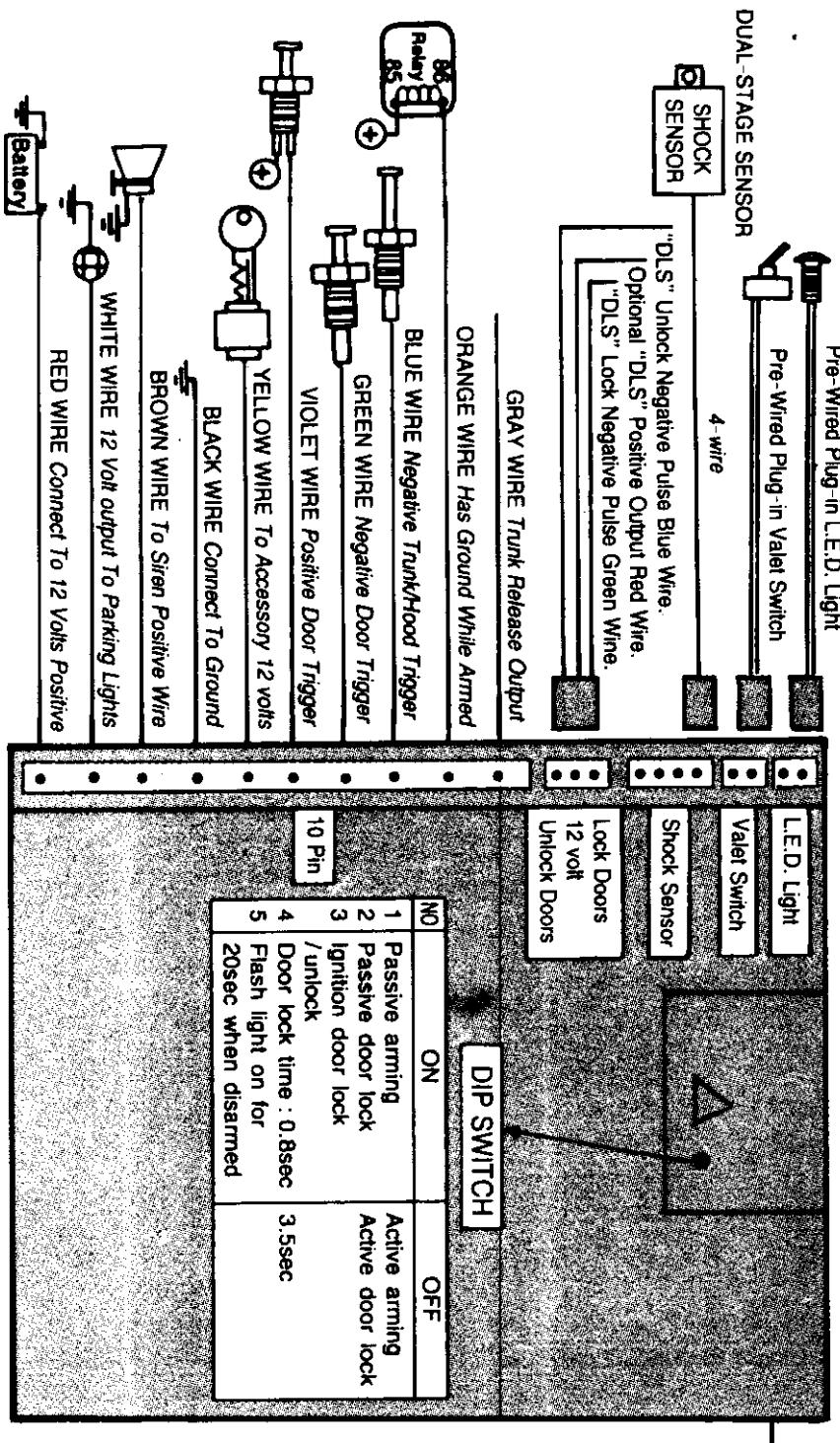
SOLUTION: A) Find the correct door lock wires.

B) Reverse positive or negative connection of violet wire.

C) For five wire systems, reverse "DLS" green & white wires, if smokes or blows fuses when alarm is armed to lock doors. Reverse "DLS" blue & brown wires if smokes or blows fuses when disarming alarm to unlock doors.

WIRING DIAGRAM MODEL : P-700

Black Antenna Wire To Stretch Out (Don't Ground This Wire Or it Will Kill Your Transmitting Range.)



WIRING DIAGRAM

MODEL : P-703

