

User's Manual

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Note: Read This instruction manual thoroughly.

Important: This unit is designed for a professional installation only!

Any installation performed by an unqualified installer will VOID the warranty!

System Contents

Each System contains the following components:

- 1— Alarm Module
- 2— Transmitters
- 1—Siren
- 1— Shock Sensor
- 1— Main Wiring Harness
- 1—3 pin Door lock harness
- 1— Status LED
- 1— Push Button Valet Switch
- 1— Starter Disable Harness (3 Channel Model Only)
- 1---Anti jacket switch

Optional Accessories

Glass Break Sensor
Radar Sensor
Window Rollup Module
Back Up Battery Siren
Remote Car Starter

Features

Two small size 4-button remote controls with key chalan

150ft. minimum transmitter operating range

Remote panic function

Door lock/unlock

Door positive/negative triggers

Trunk release output

3rd channel output

Defective Zone Alert/Defective Zone Bypass

Last door Rearming

Passive arming feature

Separate dual stage shock sensor

Status led

Valet override switch

127dB 6-tone siren separated from main unit

Starter disables output

Built in relays

Current sensing eirenit

Anti-car jacking feature

Programmable feature

Transmitter code learning

Warning sticker for window

All mounting hardware to be included

Emergency Override Switch

Automatic Alarm Reset/Rearm

Alarm Memory

Keyless Entry in Valet Mode

Flashing Parking Lights Output (Built in Relay)

Low voltage alarm

Hardware Wiring

Siren Wiring

Connect the **Red** siren wire to the **Brown** wire from the alarm control module.

Connect the **Black** ground wire of the siren to the **Black** ground wire of the alarm unit or to the chassis ground.

Dual Shock Sensor Wiring

Using the shock sensor connector, plug the other end to the 4 pin connector on the PC board.

LED Wiring:

Plug the LED into the Red connector on the PC Board.

Push Button Emergency override Switch Wiring:

Plug the Emergency Override Switch into the Blue connector on the PC Board.

Alarm Wiring Con't

White/black Stripe: Domelight Supervision –3 Channel Mode Only.

Connect this **White/Black Stripe** wire to the common input or output for the domelight circuit.

Orange: Stater Disable. 500 MA Negative Output When Armed.

Connect this orange wire to pin 86 of the Starter Disable Relay.

Grey: 2nd Channel Output for Trunk Release

250 MA negative output when button #3 is pressed for 1.5 seconds.

Green: Negative Door Switch Trigger Input (GM Type).

Connect this **Green** wire to the door pin switch, which supplies negative (ground) when the door is opened.

Blue: Negative Hood/Trunk Trigger Input.

Connect this **Blue** wire to the Hood or Trunk negative trigger output.

Violet :Positive Door Switch Trigger Input (Ford Type).

Connect this **violet** wire to the door pin switch, which supplies positive +12 VDC when the door is opened.

Brown :Siren + 12 V DC OUTPUT

White: +12 VDC Output for Flashing Parking Lights.

Connect the **White** wire to the positive side of the parking lights wire.

Red: +12 VDC Main Power Source Input.

Connect this **Red** wire to the positive terminal of the battery or to a constant +12 VDC main power source. The fuse must be installed at the battery end of the wire.

Yellow: Switched +12 VDC Input.

Connect this **Yellow** wire to the ignition wire supplying +12 VDC when the ignition key is in the ignition “on”(run) position, This key switch position has +12 VDC only when the key is turned to the ignition “on”(run) position. When the car is running.

Black wire to the chassis ground.

White/Red Stripe: 3rd Channel output –3 Channel Mode Only.

250 MA negative output when button #1 and #3 are pushed together for 2 seconds.

Door Lock Harness

Do not connect these doorlock wires directly to the power door lock motors.

Green: Negative Door Lock Output(Lock pulse)

Connect this **Green** wire to the **lock** wire of the door lock relay circuit.

Blue: Negative Door Unlock Output (Unlock pulse)

Connect this **Blue** wire to the **unlock** wire of the door lock relay circuit.

Red: +12 VDC Constant Output.

IMPORTANT: DO NOT CONNECT THIS RED WIRE DIRECTLY TO THE DOORLOCKMOTOR CIRCUIT

Alarm Programming

Dip Switch Programs:

Switch #	Function	On	Off
Switch #1	Door Lock Pulse Timing	.75 Sec.	3Sec.
Switch #2	Door Lock Activation w/Ignition	Yes	No
Switch #3	Door Lock w/Passive Arming	Yes	No

Alarm Programming Con't

Dip Switch 1: Door Lock Timing (for use with Vacuum Door Lock Systems Only)

Dip Switch 1 is in the “on” position: the door lock timing will be .75 second.

Dip Switch 1 is in the “off” position: the door lock timing will be 3 seconds.

Dip Switch 2: Ignition Auto Door Lock

Dip Switch 2 is in the “on” position: the doors will lock automatically when the ignition is turned “on”, and unlock when the ignition is turned “off” (Default Setting).

If a door is opened while the ignition is in the “on” position, the doors will not lock.

Dip Switch 2 is in the “off” position: the doors will not lock automatically with ignition.

Dip Switch 3: Passive Arm/Active Door Lock

Dip Switch 3 is in the “on” position: the doors will lock automatically in passive arming mode.

Dip switch 3 is in the “off” position: the doors will not lock automatically in passive arming mode.

The doors will lock only when transmitter button number 1 is pressed.

The **Brown** loop located inside the control module allows you to select Current or Switch Sensing mode.

The system default is Switch Sensing Mode.

To Activate Current Sensing Mode:

Open the sliding door on the alarm system.

Cut the **Brown** Loop located inside.

The system is now programmed for Current Sensing.

User Programmable Features-Transmitter Activated

Transmitter Valet Mode

Transmitter Chirp Delete

Transmitter Sensor Delete

Automatic Safety Ralarm

Quiet Arm/Disarm Mode

Component Installation

DO NOT INSTALL THE ALARM CONTROL MODULE IN THE ENGINE COMPARTMENT!!!

Choose a location under the dash, which is inconspicuous, well hidden and as high as possible.

Do not mount the alarm control module on metal or poor operating range may result.

Once the mounting location has been chosen, secure the alarm control module using either wire wraps or screwing it into the firewall.

Do not mount the alarm main module close to any existing wiring harnesses. The inductance from these wiring harnesses may cause the alarm unit to operate erratically.

Antenna position: Keep the antenna wire far away from metal and wiring harnesses. If poor operating range is obtained, reposition the antenna.

Keep the antenna wire as straight as possible in a vertical or horizontal position.

DO NOT GROUND THE ANTENNA WIRE!!!

Siren Installation:

Choose a location in the engine compartment which is not accessible from outside the vehicle.

Avoid all areas close to any direct source of heat, the manifold, or moving parts.

The firewall often provides an excellent location for the siren installation.

Mount the siren with the mouth pointed downwards. This is to prevent any water from accumulating in the siren.

Shock Sensor installation

Choose a location underneath the dash board which is inconspicuous, well hidden and is not visible from outside the vehicle. The firewall or steering column provides an ideal location for the shock sensor.

Secure the shock sensor to the firewall or to the steering column using either screws or cable wraps. **Do not screw the**

shock sensor to the steering column.

Do not mount the shock sensor module close to any existing wiring harnesses. The inductance from these wiring harnesses may cause the shock sensor unit to operate erratically.

LED Installation:

Choose a location on the dash board which will be highly visible once the LED is installed.

Most cars are equipped with knockout panels in the dash board, these panels are easily replaceable, if the location of the LED needs to be changed.

Using a 5/16th drill bit, drill a hole in the knockout panel.

Route the LED's wires through the 5/16th hole. Then securely fit the LED in place.

Push Button Valet Override Switch Installation:

Choose a location underneath the dash board which is inconspicuous, well hidden and is not visible from outside the vehicle.

Using a 5/16th drill bit. Drill a hole in the plastic molding

Mount the valet override switch in the panel by pushing it through the hole and securing it with the nut provided. Make sure there is enough room behind the switch to route the wires.

Anti-car jacking feature

1. Anti jacking function setup/deactivate

- a. Dial the anti jacking switch to “on”, the alarm system function setup.
- b. Dial the anti jacking switch to “off”, the alarm system function deactivate.

2. about Anti-car jacking feature

when dial the anti jacking switch to “on”, the alarm system function setup, if the car engine working, open the door, engine will auto flameout and the siren will sound.

Transmitter Programming

The microprocessor alarm system will accept a total of 3 different transmitter codes.

To program the receiver to accept different transmitter codes;

1. Turn the ignition Switch to the Ignition “on” position **3 times fast** until the siren chirps once. (on/off, on/off ,on leave the ignition key in the “on” accessory position.
2. Push the Valet Switch for 5 seconds or until the siren chirps 3 times. Release the Valet Switch. The system is now in programming mode and is ready to accept the transmitter codes.
3. Press **transmitter 1-button 1** once momentarily –the system will respond with 1 siren chirp to confirm that it has accepted the new code.

Repeat this procedure for Transmitter 2-Button 1 and Transmitter 3 -Button 1
(up to 2 additional transmitters).

Note: If only 1 set of transmitters are to be used when entering into the programming mode keep pressing the transmitter button until the LED flashes 4 times. This means it is exiting the programming mode.

This will prevent any noise from entering the system's memory.

To Exit Programming Mode

The system will exit programming mode automatically within 5 seconds of receiving the last code (If no new codes have been programmed with 5 seconds) or once 3 new transmitter codes have been programmed.

The LED will respond by flashing 4 times, which indicates that it is exiting the programming mode.

Note: Once the system has exited programming mode, turn the ignition key to the “off ”position.

Testing & Operation

Transmitter Button Operation:

Important: The microprocessor alarm system has been designed so the upon arming, a 10 second sensor arming delay and a 5 second door trigger delay will be effected (unless *GM Debounce circuit is detected) This is to give the electronics in the vehicle, a chance to stabilize. I.E. Domelight, Window rollup, Shock Sensor, etc.

Active Arming Mode:

Arm the alarm system by pressing the transmitter button #1, once momentarily.

The alarm will arm and will confirm with:

1 siren arming chirp.

Lights will flash once.

LED will be solid and they will start to flash slowly after 5 seconds. (See GM Debounce Circuit) Optional starter disable feature will be activated.

Door locks will lock automatically.

Active Arming with Transmitter Chirp Delete

Press transmitter button #2&3 for 1/2 second, the alarm will arm silently with the chirps deleted.

However all above arming conditions of regular transmitter arming will be in effect.

Passive Arming Mode:

In passive arming mode, upon closing the last door there will be a 30 second arming delay. The LED will be flashing rapidly indicating that the system is in passive arming phase. After the 30 second arming delay, the alarm will arm and confirm with:

1 siren arming chirp.

Lights will flash once.

LED will flash slowly.

Optional starter disable feature will be activated.

Door locks will lock automatically (if ignition activated door locks has been selected).

If a door is open during passive arming, the LED will become solid and will stop the arming sequence. Once the door is closed the system will restart the 30 sec. passive arming sequence.

Arming with Defective Zone Alert

If 10 seconds after arming (**Active or Passive**), the alarm system sounds with 4 siren chirps and 4 light flashes, this indicates that a faulty zone has been detected and has been automatically bypassed. **Contact your dealer for service.**

Testing & Operation Con't

Disarming the system:

Disarm the alarm system by pressing transmitter button #2, once again momentarily.

The alarm will disarm and will confirm with:

2 disarming siren chirps.

Lights will flash twice.

LED will be off.

Optional starter disable feature will be deactivated.

Door locks will automatically unlock.

Dome light will illuminate for 30 seconds or until ignition key is turned to ignition “on” position. **(3 Channel Model Only)**

Panic Mode:

For emergency situations, press and hold button #4 of the transmitter for 1/2 seconds. This will activate the panic mode. The alarm siren will sound and the parking lights will flash for 60 seconds (or until the transmitter button #2 is pressed again for 1 second).

Alarm Triggered:

If a violation of the vehicle is taking place, the siren will sound. The parking lights and domelight (3 ch. Model only) will flash alternately for 60 seconds. After this 60 seconds duration, the alarm will automatically reset and resume protecting the vehicle.

Intrusion Alert:

If a sensor input (Door Switch, Shock Sensor) has been violated while the system was armed, the LED will be flashing rapidly and upon disarming the alarm system, the siren will confirm with 3 disarming siren chirps and 3 light flashes. Check the vehicle and its contents to verify if any violation has taken place.

Defective Faulty Zone Alert /Elimination:

If while armed a faulty zone is detected; the system will 1 chirp and then follow up (10 seconds later) with 4 additional siren chirps and 4 light flashes. This indicates that a faulty zone has been detected and has been automatically bypassed. Contact your dealer for service. If while armed a defective zone has been detected and triggers the alarm; the siren will sound and the lights will flash for 2 cycles of 60 seconds duration each. Total 2 minutes. After these 2 cycles, the alarm will automatically reset and bypass the defective zone.

Upon disarming the alarm system 3 chirps will be audible and 3 light flashes will be visible.

This indicates that the alarm has been triggered.

Upon rearming. The system will arm with 1 chirp and then follow up 10 seconds later with 4 additional siren chirps and 4 light flashes.

Valet Mode

This feature is designed to temporarily disable the alarm for valet parking.

There are 2 methods used to enter and exit Valet Mode:

Transmitter programmable /Emergency Override Switch

Important: The system **will** not go into valet mode if the alarm is in the armed condition and hasn't been triggered. The alarm must be in the **Triggered or Disarmed State**.

Note: you cannot arm or disarm the alarm while the system is in valet mode.

However, **you can still use button #1 of the transmitter to lock and unlock the doors.**

A. Transmitter Programmable Valet Mode**To Enter Valet Mode:**

Press button 2&3 of the transmitter for 1/2 seconds and then push button 1 of the transmitter for 5 second. The alarm will respond by entering into valet Mode and confirm by chirping the siren 6 times and the LED will be solid.

To Exit Valet Mode:

Press button 2&3 of the transmitter for 1/2 seconds and then push button 1 of the transmitter for 5 second. The alarm will respond by exiting Valet Mode and confirm by chirping the siren twice, the LED will be off.

B. Using the Emergency Override/Valet Switch**To Enter Valet Mode:**

Insert the ignition key and turn to the ignition **"on"** accessory position. Push the valet Switch for 5 seconds until the LED comes on solid. The alarm will now be in the valet mode.

To Exit Valet Mode:

Turn the ignition key to the “on” accessory position and push the Valet Switch for 5 seconds. Until the siren chirps twice and the LED turns off.

Emergency Override Mode

In the event that you lose your transmitter and cannot disarm the alarm, open the door, the alarm will sound. Insert the ignition key. And turn to the ignition “on” accessory position. Push the valet switch for 5 seconds or until the LED turns on solid. The alarm system will disarm. The starter disable feature will be deactivated and you will now be able to start your car. **Contact your dealer for service.**

2nd Channel Output:

Press the transmitter button 3 for 1.5 seconds, this will give a 250 MA ground output, minimum 1 second or continuous for as long as the transmitter button is pressed.

3rd Channel Output:(3 Channel Mode Only)

Press the transmitter buttons #1& 3 simultaneously. This will give a 250 MA ground output, minimum 1 second or continuous for as long as the transmitter button is pressed.

Audible/Visual Status Indicators

Alarm	Siren	Parking	Status	Starter
Status	Sound	Light	LED	Disable
Active Armed	1 Chirp	1 Flash	Solid/Slow	Activated
Passive Armed	1 Chirp	1 Flash	Fast/Slow	Activated
Armed Faulty Zone	4 Chirp	4 Flash	Slow	Activated
Disarmed	2 Chirps	2 Flashes	Off	Deactivated
Intrusion Alert	3 chirps	3 Flashes	Fast	Deactivated
Alarm Triggered	Constant	Flashing	Fast	Activated
Panic Mode	Constant	Flashing	Fast	Activated
Valet Mode	2 Chirps	2 Flashes	Solid	Deactivate

Programmable Features

At the time of you can request your installer to program the following features:

Ignition Active Door Lock

If this feature is selected: The doors will lock automatically when the ignition is turned “on”. If a door is opened and the ignition is turned to the “on” position, the doors will not lock.

Ignition Active Door Unlock (On/off Available on Plug-in Model Only)

On-The doors will unlock automatically when the ignition is turned off.

Off-The doors will not unlock automatically when the ignition is turned off.

Passive Arm/Active Door Lock

If this feature is selected: The doors will lock automatically in passive arming mode.

If this feature is not selected: The doors will lock automatically in passive arming mode.

The doors will lock only when transmitter button number 1 is pressed.

Programmable Features Con’t

Automatic Rearm (Failsafe Protected) Transmitter Use Programmable

This User Programmable Feature is designed to protect your vehicle in the event of unintentional disarming. In the event of accidental disarming, the alarm will automatically rearm itself within 30 seconds, unless a door is opened or the ignition is turned to the “on” position.

To enable this feature:

1. Turn the ignition key to the “on” position.
2. Press transmitter button 1 for 3 seconds. The system will respond with one siren chirp indicating that you are now in automatic rearm mode.

To disable the automatic rearm feature

1. Turn the ignition key to the “on” position.
2. Press transmitter button 1 for 3 seconds, the system will respond with 2 chirps.
3. Turn the ignition key “off”.

Quiet Arm/Disarm

This User Programmable Feature is designed to allow you to arm and disarm the alarm silently.

Quiet Arm-Press transmitter button #2&3 for 1/2 second, the alarm will arm silently with the chirps deleted.

However all arming conditions of regular transmitter arming will be in effect.

Quiet Disarm – Press transmitter button #2 for 1/2 second, the alarm will disarm silently with the chirps deleted.

However all disarming conditions of regular transmitter disarming will be in effect.

Transmitter Valet Mode – See Section under **Valet Mode** (pg.12).

This User Programmable Feature is designed for convenience entry into Valet Mode.

Transmitter Sensor Delete

To Disable Doors and Shock Sensor

Press button #1 to arm the systems. Within 3 seconds, press button #1&3. The system will respond by chirping the siren once. The door trigger and Sensor(s) will now be deactivated.

To Disable Sensor(s) Only

Press button #1 to arm the system. Within 3 seconds, press buttons #1 & 2 together. The system will respond by chirping the siren once. The sensor(s) will now be deactivated. This will be for one time only. The system will resume normal sensor activation upon rearming the alarm.

Low voltage alarm Feature

When the system enter into arm status, if the car power voltage <9v(error 5%), the siren chirp after 10 seconds.

Caution: 1. Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

2. 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.