

SECURITY SYSTEM W/ BUILT-IN REMOTE AUTO START

INSTALLATION MANUAL

**BEFORE INSTALLING THIS PRODUCT PLEASE READ
THIS INSTALLATION MANUAL THOROUGHLY!!**

This system is intended for installation on vehicles equipped with automatic transmissions and electronic fuel injection only!

DO NOT INSTALL THIS UNIT INTO A MANUAL TRANSMISSION VEHICLE AS IT COULD RESULT IN SERIOUS INJURY OR DEATH.

- This product must be installed by qualified personnel according to these instructions and and observing all safety features.
- The system should be placed into the valet mode when parked inside a garage or being left for service.
- Always notify service personnel that the vehicle is equipped with a Remote Starter.
- Only start the vehicle in a well ventilated area. Do not use in a closed garage or indoors.

SYSTEM CONTENTS:

- Main unit
- 4-button remote transmitter(s)*
- Plug In LED
- Plug in program switch
- Harness kit with 2 heavy duty fuse holders
- Hood Pin switch
- Extended range transceiver module
- Dual Stage Electronic Shock sensor
- 120dB 6-tone siren
- Owner's manual

***S-models provided with single transmitter**

OPTIONAL ACCESSORIES:

- VAC-10 Vacuum Switch Kit
- APP-1 Universal OEM transponder bypass kit
- APV-1 GM VATS, Passlock I&II bypass kit
- PDLM-3 Power door lock relay module

Before you begin the installation:

- Verify that the vehicle is equipped with electronic fuel injection.
- Verify that the vehicle is equipped with an automatic transmission.
- Check to see if the vehicle is equipped with any type of factory security system.
- Check to see if there is a pin switch for the hood, if not one must be installed.
- Verify that the vehicle starts and idles properly before you start the installation.
- Verify with the customer the desired location for the program switch and LED.
- Always use a multi-meter when verifying vehicle wiring.

Remote Start Installation Notes:

The system senses the vehicle's successful start using one of the following methods:

1. Current sense
2. Tachometer sense
3. Spark or Coil Wire sense
4. Using optional vacuum switch.

If the Current Sense feature does not allow proper operation, the tachometer sense/spark sense wire may be used, or an optional vacuum switch can be installed.

To use the tach sense/spark sense wire, set dip switch #4 to the **off** position. Connect the gray wire directly to the vehicle's tach wire or extend it into the engine compartment and wrap it several times around a spark plug or coil wire.

In situations where a tach wire is unavailable or does not allow proper operation, an optional vac-

uum switch can be installed. The vacuum switch is designed to be placed in line with one of the vehicle's vacuum hoses and provide a ground output (N/C) until the engine is started. To use the vacuum switch, set dip switch #2 to the **off** position. Connect the yellow wire (3-pin red connector) to one terminal of the vacuum switch and connect the other terminal to ground.

High-Current Wire Connections:

- RED WIRE #1 -Main power input; using the supplied inline fuse holder, connect directly to the vehicle's battery or alternate power source with a minimum 30 Amp supply.
- RED WIRE #2 - Secondary power input; using the supplied inline fuse holder, connect directly to the vehicle's battery or alternate power source with a minimum 30 Amp supply.

Note: If not connecting directly to the vehicle's battery, it is recommended to use separate power sources (minimum 30 Amp each) for each red power wire.

- BROWN WIRE - Second ignition output; connect to the wire that switches +12V and does not drop out during cranking.
- YELLOW WIRE - Main ignition output; connect to the main ignition wire that switches +12V and does not drop out during cranking.
- ORANGE WIRE - Main accessory output; This provides +12V output to heater and/or air conditioning system. Some cars may have more than one accessory wire. In these vehicles add a relay(s) to power the extra accessory wire(s).
- PURPLE WIRE - Starter output; connect to the vehicle's starter wire.

Main Harness:

- **WHITE WIRE** - Parking light output (+). Connect to the wire that switches to +12V when the parking lights are turned on. If the vehicle's parking light circuit exceeds 10 amps a relay is required. For vehicle's with independent left and right parking light circuits, the parking light wires must be connected using diodes to keep the circuits separate.
- **RED WIRE** - +12V battery input.
- **BROWN WIRE** - Siren wire output (+). Connect to the siren's red wire. Connect the siren's black wire to ground.
- **BLACK WIRE** - Ground input (-). Connect to a solid chassis ground that is clean and free of paint or dirt.
- **ORANGE WIRE** - Armed Output and Ground When Running Output (-). Connect to a relay for starter defeat and starter anti-grind protection. (See installation diagrams). The ORANGE wire functions as a dual-purpose wire. It provides a ground when the unit is armed to activate a starter disable relay (using a starter disable relay also provides starter anti-grind protection). It also provides a ground when the remote start is engaged to activate an optional factory security bypass module. When the Stop-and-Go mode is engaged, the output will turn on and remain active even after pressing the brake pedal. Although the remote start shuts down when the brake pedal is pressed, the output will remain on until the ignition key is turned off.
- **GRAY WIRE** - Tach/Spark sense wire. If the current sensing feature does not allow desired operation, connect the GRAY wire directly to

the vehicle's tach wire or negative fuel injector wire, and set dip switch #4 to OFF. If the tach wire is not accessible, wrap the GRAY wire around a spark plug wire or coil wire several times and secure with electrical tape.

- **GREEN WIRE** - Negative door trigger (-). Connect to the door switch circuit wire that shows ground when the door is open.
- **BLUE WIRE** - Hood switch input wire (-). Connect this wire to the hood pin switch, this will prevent the vehicle from remote starting if the hood is opened. This is a safety input and **must** be connected on all installations.
- **VIOLET WIRE** - Positive door trigger (+). Connect to the door switch circuit wire that shows +12V when the door is open. This type of door circuit is usually found on Ford vehicles.
- **YELLOW WIRE** - Brake switch input wire, connect this wire to the brake switch wire that provides +12V when the brake pedal is pressed. This is a safety input and **must** be connected on all installations.

Plug in Connectors:

4-Pin White Connector: Plug-in connector port for dual stage shock sensor.

3-Pin White Door Lock Connector: Plug-in connector port for door lock harness or optional door lock relay module (PDLM-3).

- **BLUE WIRE** - negative unlock output (-).
- **RED WIRE** - constant +12V low current output (+) for relay modules, or inverters. 100mA relay trigger only. Do NOT use as a power source for door lock relays.
- **GREEN WIRE** - negative lock output (-).

3-Pin Red Connector: Plug-in connector port for optional features harness.

- GREEN/BLACK WIRE - 3rd channel output (-). Connect to a relay for optional trunk release etc.
- RED WIRE - Factory Disarm output (-). Connect to the wire that requires a ground pulse to disarm the factory alarm system. The RED wire provides a ground pulse when the remote transmitter is used to unlock the doors or start the vehicle.
- YELLOW WIRE - Vacuum Switch input. For diesel vehicles, or vehicles where a tach wire or spark plug wire is not available, the YELLOW wire may be connected to an optional vacuum switch. Connect the other side of the vacuum switch to ground.

2-Pin Red Connector: Plug-in connector port for LED. Mount LED in an area where it may be easily seen from either side of the vehicle.

2-Pin Blue Connector: Plug-in connector port for program/service switch. Mount program switch in an area that is easily accessible from the driver's position.

2-Pin White Connector: Plug-in connector port for horn honk/dome light harness.

- WHITE/YELLOW - horn output (-)
- RED/BLACK - Dome light output (-)

5-Pin Antenna Connector: Plug-in connector port for extended range receiver. Plug harness into 5-pin connector; route cable up pillar post, place double sided tape on flat side of receiver module and place in corner of windshield.

Remote Programmable Features:

<u>Step</u>	<u>Function</u>	<u>Button 1 (On)</u>	<u>Button 2 (Off)</u>
1.	Arming Mode	Passive	Active
2.	Passive Lock	On	Off
3.	Auto Re-arm	On	Off
4.	Normal/Silent Arming	Normal	Silent
5.	Door Unlock Pulse	Single	Double
6.	Door Lock Pulse Length	.75 Seconds	3 Seconds
7.	Ignition Lock	On	Off
8.	Auto Cold Start Defeat	Disable Cold Start	Enable Cold Start
9.	Cold Start Timing	Every 2 Hours	Every 1 Hour
10.	Trunk Disarm Feature	Disable	Enable
11.	Passive Arm Warning Chirps Delete	On	Off
12.	Open Zone Chirp Timing	10 Seconds	60 Seconds
13.	Remote Start Run Time	15 Minutes	25 Minutes
14.	Lock Before & After Engine Crank	On	Off
15.	Lock After Engine Shutdown	On	Off
16.	Parking Light Operation	Normal	Car Locator Feature

Remote Programmable Features

To enter program mode:

1. Turn ignition to the on position.
2. Wait 2 seconds.
3. Within 10 seconds press program switch 5 times.
4. The siren will give one long chirp indicating the system is now in program mode.

To change programmable features:

Press program switch the number of times that equal to the feature you wish to change. The siren will chirp each time the switch is pushed. (Example: to turn feature #3 off press the program switch 3 times).

- Press button 1 on the remote to turn the feature on, the siren will chirp once.
- Press button 2 on the remote to turn feature off- siren will chirp twice.

System will automatically exit program mode.

NOTE: You must re-enter program mode for each feature you wish to change.

Programmable Features

Program #1: Arming Mode

- On = Passive
- Off = Active

Program #2: Passive Lock

- On = Passive w/lock
- Off = Passive no lock

Program #3: Auto Re-arm

- On = Auto Re-arm enabled
- Off = Auto Re-arm disabled

Program #4: Normal/Silent Arming

- On = Normal operation
- Off = Silent operation

Program #5: Door Unlock Pulse

- On = Single
- Off = Double

Program #6: Door Lock Pulse Length

- On = 0.7 second door lock/unlock pulse
- Off = 3 second door lock/unlock pulse

Program #7: Ignition Lock

- On = Ignition auto lock
- Off = No ignition auto lock

Program #8: Auto Cold Start Defeat

- On = Disable Auto Cold Capability
- Off = Enable Auto Cold Capability

Program #9: Cold Start Timing

- On = Cold start every 2 hours
- Off = Cold start every 1 hour

Program #10: Trunk Disarm Feature

- On = Disabled
- Off = Enabled

Program #11: Passive Arm Warning Chirps Delete

- On = Passive arming without warning chirps
- Off = Passive arming with warning chirps

Program #12: Open Zone Chirp Timing

- On = Standard - 10 seconds
- Off = Delayed - 60 seconds

Program #13: Remote Start Run Time

- On = 15 minutes
- Off = 25 minutes

Program #14: Lock Before & After Engine Crank

- On = Lock when remote start activates
- Off = Disabled

Program #15: Door Lock After Shut Down

- On = Lock when remote start shuts down
- Off = Disabled

Program #16: Parking Light Operation

- On = Normal
- Off = Car finder feature

Default Reset

To reset all programmable features to their factory default settings:

1. Turn ignition to the on position.
2. Wait 2 seconds.
3. Within 10 seconds press program switch 5 times. The siren will give one long chirp indicating the system is now in program mode.
4. Press transmitter button 3. The siren will chirp 3 times and all programmable features will be reset to the **On** position.

Dip Switch Settings

Make sure to set all dip switches in proper position prior to mounting the module.

Dip Switch #1: Diesel Mode

On = Standard mode

Off = Diesel mode - Ignition turns on for 12-13 seconds prior to cranking the starter (to allow glow plugs to warm up).

Dip Switch #2: Vacuum switch

On = Current sense or tach/spark sense

Off = Vacuum switch sense

Dip Switch #3: Starter cranking time

On = Standard crank time

Off = Extended crank time (auto adjusts)

Dip Switch #4: Tach/Spark sense

On = Current sense

Off = Tach/Spark sense

Valet Mode

When the Valet mode is activated, the vehicle will not start using the remote, but keyless entry functions will still operate.

To enter valet mode:

1. Turn ignition to the on position.

2. Within 5 seconds, press and hold program switch for approximately 2 seconds.

- The LED will light solid
- Parking lights will flash once
- The siren will chirp once

To exit valet mode:

1. Turn ignition to the on position.
2. Within 5 seconds press and hold program switch for approximately 2 seconds.
 - The LED will turn off

Adding or Deleting Remote Controls

When you enter the code learning mode, the system will learn new remotes and automatically delete all other remotes that were previously operating the system.

NOTE: You must code all desired remotes at this time. The system can learn a maximum of three transmitters.

To enter Code Learning Mode:

1. Turn ignition key on, off, on, off, and leave on within 5 seconds. LED will flicker and parking lights will flash once.
2. Press and hold program switch for 2 seconds.
3. LED will flicker and parking lights will flash. The siren will give a series of chirps (as long as arming chirps are on).
4. Release the program switch.
5. Program all desired remotes by pressing button #1 on each of the transmitters. The siren will chirp after the system has learned each remote control (as long as arming chirps are on).
6. Turn ignition key off. Remotes are now programmed to the system.

Bypassing Factory Theft Deterrent

Bypassing Factory Theft Deterrent Systems

Many newer vehicles are now factory-equipped with anti-theft systems that use either a resistor coded key or a passive transponder that disables the fuel system unless a properly coded key is inserted into the ignition cylinder. To integrate a remote starter into these vehicles, you must determine which type of factory anti-theft system is equipped, then use the proper bypass module for that system.

General Motors Anti-theft Systems:

Many late-model GM vehicles are equipped with one of three basic anti-theft systems; Passkey, Passlock, and Passkey 3. Standard Passkey systems are easily identified by the resistor chip visible on the shaft of the key. Passlock systems do not rely on a resistor equipped key. Instead they use a resistance code generated when the key is turned in the ignition cylinder. Both of these systems have an anti-theft indicator in the instrument cluster. To properly interface into these systems and retain full functionality of the factory anti-theft system, use the APV-I module.

The Passkey 3 system, which is found on GM vehicles 1999 and newer, is a transponder based system (described below). Use the APP-I module to integrate into Passkey 3 equipped vehicles. This module allows full functionality of the factory anti-theft system and requires the use of a spare key.

Passive Transponder Systems:

Passive transponder systems have become the most popular anti-theft system among vehicle manufacturers (Ford, Honda, BMW, Toyota,

Nissan and others). This system requires use of a tiny passive transmitter housed in the base of the key. This device activates when placed close to the vehicle's ignition switch. The starter will usually crank but the fuel system will be disabled, not allowing the vehicle to run, if the transponder is not detected. To properly interface into transponder systems, use the APP-I module. This module allows full functionality of the factory anti-theft system and requires the use of a spare key.

SECURITY/REMOTE START WIRING DIAGRAM

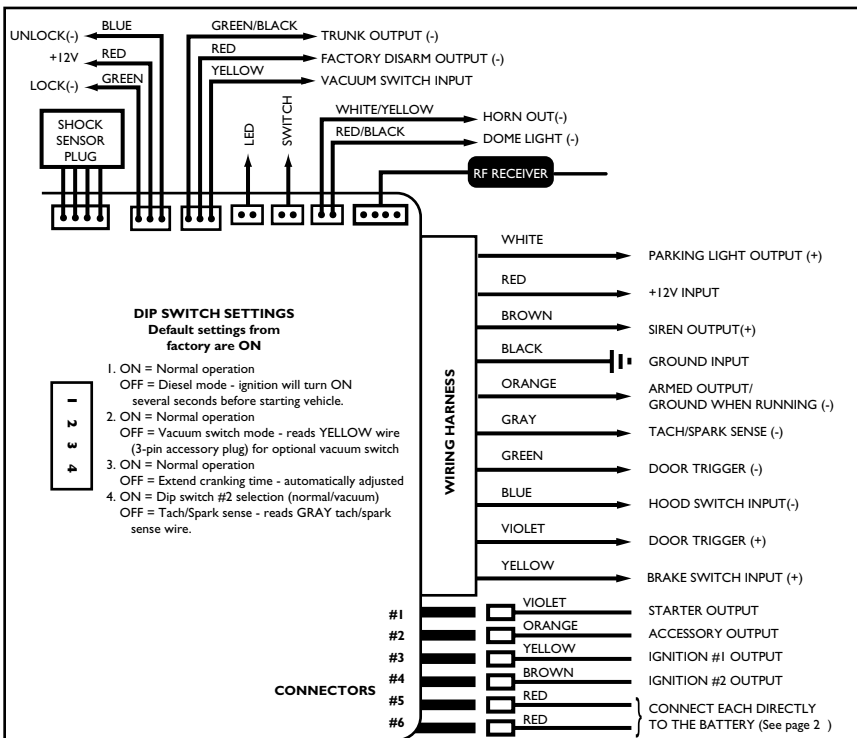
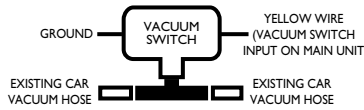


FIGURE 1. OPTIONAL VACUUM SWITCH INSTALLATION



For optional vacuum switch installation: dip switch #2=OFF

COLD START ACTIVATION

Automatically starts engine every 1 or 2 hrs. for 24 hrs. max.
While pressing brake pedal, push program switch then press transmitter button 4. The parking lights will flash 5 times and remain on. Engine will start and run for 30 seconds to confirm activation, then shut down. Once activated the engine will start automatically and run for the preset run time.

COLD START DEACTIVATION

The Cold Start feature can be deactivated by stepping on the brake pedal, or remote starting the vehicle using the transmitter.

REMOTE START TROUBLESHOOTING

Problem	Probable Cause	Suggested Correction
Unit will not operate.	All power inputs are not connected to +12V.	Main Inputs (heavy gauge red wires) and small red wire on main harness must be connected to +12V.
Keyless Entry features operate but vehicle will not start.	System in Service Mode LED is on solid.	Turn ignition key to on position, press and hold service switch for 5 seconds. The LED will turn off.
Vehicle will not remote start.	Safety inputs are triggered.	Check Brake Switch Input (+) (Yellow Wire) or Hood Input (-) (Blue Wire).
Engine cranks but not long enough to allow vehicle to start.	Crank time must be increased.	Place dip switch #3 to the ON position.
System will not go into Code Learning or Programming Mode.	Ignition #1 (Yellow Wire) is on wrong connector - Ignition #2	Connect the main ignition output to the Ignition #1 connector on the main unit.
Car horn honks and vehicle will not start.	Vehicle has a factory alarm system.	Connect red wire on accessory plug (red plug) to Factory Alarm Disarm wire.
Vehicle starts without pressing Remote Transmitter.	System in Automatic Cold Start Activation Mode.	To exit press brake pedal or turn Ignition key on, or activate remote start using the remote transmitter.
Vehicle cranks and begins to run, then shuts off.	Voltage sense is not working. Use either the spark sense or tach sense.	Wrap the gray wire around a spark plug wire or connect to either the tach wire or a negative fuel injector wire. Set dip switch #4 in the OFF position.
Vehicle cranks and begins to run, then shuts off.	Vehicle has a factory theft deterrent system that prevents starting w/o key in ignition.	See Bypassing Factory Theft Deterrent Systems.

SECURITY SYSTEM TROUBLESHOOTING

Problem	Probable Cause	Suggested Correction
Alarm will not go into Code Learning Mode.	RED or YELLOW wire not connected to the correct power source. Code Learning sequence performed too slowly.	RED wire should connect directly to the battery. Connect YELLOW wire to true ignition wire (NOT AT FUSE BLOCK). Perform Code Learning sequence faster.
Alarm will not rearm or will not passively arm.	Door is open, VIOLET wire is connected to positive voltage, GREEN wire is connected to ground, main YELLOW wire (ignition wire) is connected to +12V, or door pin switch is bad.	Check VIOLET and GREEN wires with doors closed and open, and YELLOW wire with ignition switch off and on for voltage changes. Repair and/or rewire as needed.
Flashing light output does not work.	Bad connection on WHITE wire or the output polarity is wrong for the circuit being driven.	Check WHITE wire. Connect a SPDT relay to this wire and apply the opposite polarity to the circuit being driven.
Door locks do not lock/unlock correctly, or action is reversed	Defective GREEN or BLUE wire from door lock connector plug, GREEN and BLUE wires reversed, or wrong door lock wiring diagram used.	Check GREEN and BLUE wires on door lock connector plug. Check vehicle's door lock system for method of operation. Reverse wiring to door relays.

STATUS INDICATOR (LED) FUNCTIONS

On Solid = Valet Mode
 Slow Flash = System Armed
 Rapid Flash = Passive Arming
 Flash 2x = Remote Start
 Flash 3x = Stop and Go Mode
 Flash 4x = Cold Start Mode

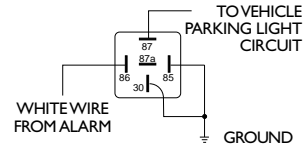
PARKING LIGHTS FUNCTIONS

On Solid = Vehicle Remote Starting
 Flash 1x = Doors Locked
 Flash 2x = Doors Unlocked
 Flash 3x = Open Zone Indication (after arming)
 Flash 4x = Remote Starting Failed
 Flash 5x = Auto Cold Start Engaged

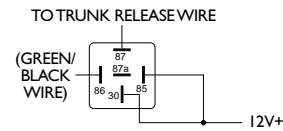
POWER DOOR LOCK RELAY DIAGRAMS:

This system provides negative door lock outputs. Positive trigger or reverse polarity installations require two SPDT relays or the PDLM-3 Power Door Lock Relay Module (not included). Connect relays as shown in the illustrations provided.

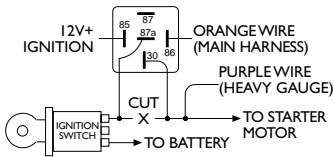
FOR NEGATIVE PARKING LIGHTS (MOST JAPANESE VEHICLES)



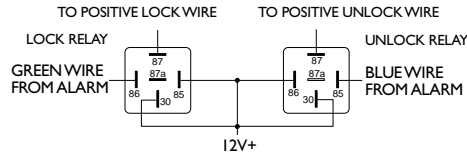
TRUNK RELEASE CIRCUIT DIAGRAM:



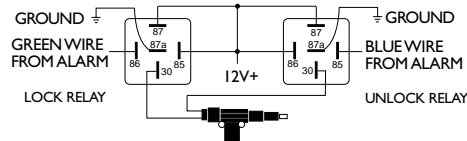
ADDED RELAY TO PREVENT GRINDING STARTER AFTER REMOTE AUTO START



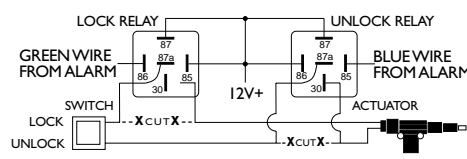
POSITIVE TRIGGER DOOR LOCK CIRCUIT:



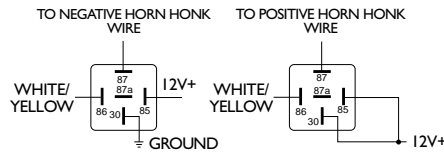
REVERSE POLARITY (ADDING ACTUATORS):



REVERSE POLARITY USING FACTORY SYSTEMS:



HORN HONK DIAGRAM:



DOMELIGHT DIAGRAM:

