VIKING™

VS 3030

REMOTE ALARM SYSTEM

Wiring Instructions

MEGATRONIX
VAN NUYS, CA U.S.A.

INDEX

INTRODUCTION

This alarm system will provide years of dependable operation. Yet, the quality and longevity of the system is determined by the installation. For information on operating the system, read the owner's manual.

IMPORTANT POINTS FOR ALARM INSTALLATION

ALWAYS: - It is strongly suggested to use a voltmeter to check all electrical circuits in your vehicle instead of common testlight. Testlights can cause vehicle computer dam age if the wrong wires are probed and can cause airbag systems to activate.

- Disconnect the car battery before working on the vehicle. Check behind the panels before drilling any holes. Ensure that no wiring harness or other components are located behind the panels that would otherwise be damaged.

- Use conventional quality connectors on any wiring. Poor wiring, i.e. taped joints, will possibly introduce unreliability into the alarm system and may result in false alarms or incorrect operation.

- Install wiring neatly underneath carpets or behind trim to prevent possible damage to wires.

- Use the correct fuse rating of 15 amps to replace the red wire inline fuse and use 10 amps to replace the white wire inline fuse.

IMPORTANT

This alarm has been designed to keep installation as simple as possible. However, in the event of any difficulties experienced, please seek the advice of a qualified person. For someone who is not familiar with automotive electrical installation methods and procedures, we would strongly advise that they seek qualified advice before proceeding.

Before any connections with the wiring of the vehicle, it is best to read the instructions carefully to understand where each individual wire be run to.

TOOLS REQUIRED:

Wire Crimper	Electric Drill & Bits	Wire Stripper
Socket Set	Pliers	Phillips Screwdriver
12 Volt Test Light	Electrical Tape	Voltmeter

Power Requirements	+ 12 Volts & Negative Ground
Operating Frequency	433.92 MHz
Fuse Ratings- Red Power Wire	5amp
Red/White Parking Flash wire	10amps
Current Consumption	No more than 15mA Armed or Disarmed.
Arming Delay	3 seconds
Alarm Timer	30 seconds with 3 Cycle Limitation
Automatic re-arm timer	60 seconds from disarming
Passive arming timer	30 seconds from last door closing
Triggers inputs	Minus 0.6 of volt drop.
	Grounded pin switch.
	Additional grounded pin switch
	Negative door trigger
	Warn - Away trigger
By-pass Zones	5 Zones
Receiver channel	4 Channel
Learning limitations	4 Transmitters
Code combinations	1.8 X 10^{19} for random code transmitter
Built-in dual parking light relay:	15 Amps
Built-in door lock relay	15 Amps
Built-in door unlock relay	15 Amps
Built-in ignition disable relay	15 Amps (Max. Current 10 Amps)
Built-in starter disable relay	40 Amps

Button I

Button II

Button III

Button IV
(Car Locator)

Model 3004: Car Locator button IV replaces button I+II, pages 1,5

A. MOUNTING THE SIREN

1. In the engine compartment, place the siren In a location suitable for best sound results. **Be careful not to mount the unit near exhaust manifolds or other "hot" equipment and moisture area**. NOTE: Preferred siren position is facing forward (toward front of vehicle). Siren SHOULD NOT be face up.

2. Mark and drill three holes to mount the siren.

3. Route the siren cable through the fire wall to the control module.

B. MOUNTING CONTROL MODULE

The control module should be mounted under dash area where it is accessible yet secure. The module should be mounted in as high position as possible. The module may be secured by tie-wraps or with screws. Insure that the module is completely secure and will not rattle or come loose.

NOTE: 1. **Antenna Placement is very important! Ensure that it is unwrapped and stretched out with the last 6" straight as far from metal as possible.**

2. The overall performance of the transmitter will be determined by the location of the control module. The amount of metal that surrounds the receiver (metal of the vehicle's structure), regulates the receiver's ability to receive radio signals. A control module that is mounted under a rear window shelf with the antenna running along the rubber window molding will have greater receiver capabilities than a control module mounted up underneath a 100% steel dashboard.

C. INSTALLING THE LED STATUS INDICATOR

The status LED indicator should be mounted in a highly visible area such as the top of the dashboard, on top of the shifter console or on the dashboard face. There must be at least 5/8" of distance behind the mounting location as the LED housing will extend back that far. Once a suitable location is chosen, drill a 5/16" hole. Run the LED wires through the hole, then press the LED housing into the place. Route the LED wires to the control module.

D. INSTALLING THE OVERRIDE/VALET SWITCH:

Mount the override/valet switch in a hidden but accessible location. Drill a 1/4" hole at the location chosen and use the nut and lock washer provided to secure the override/valet switch. Route these wires to the control module.

E. INSTALLING HOOD/TRUNK PIN SWITCHES

To protect the hood, use the pin switch provided. Examine the perimeter of the hood seal and radiator, looking for a flat surface sheet metal. Drill a 9/32" (7mm) hole to mount the pin where it will make contact with the hood when it is closed.

To protect the trunk, examine the perimeter of the trunk seal and locate a flat surface sheet metal to mount the self-tapping pin. Drill a 9/32" hole and use a 7/16" or 11mm socket to self-tap the pin switch into place.

NOTE: 1. The pin switch must be mounted to a good chassis ground.
2. If the system is set up as current sensing, the trunk and hood light (if equipped) will trigger the system when the openings are lifted. There is no need to install pin switches.

F. DECALS

Peel the decals from the paper backing and apply them to the inside of your vehicle's window. These are effective theft deterrent. Most thieves pass by vehicles which are equipped with security systems.

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Keep wiring away from moving engine parts, exhaust pipes and high tension cable. Tape wires where they pass through holes in the fire wall to prevent short circuiting. Guard against sharp edges that may damage wires and cause a short circuit.

CAUTION: DO NOT CONNECT THE WIRE HARNESS TO THE CONTROL MODULE UNTIL ALL WIRING TO THE VEHICLE IS COMPLETE.

A. MAIN 11-WIRE HARNESS

1. RED WIRE – SYSTEM POWER (+12V CONSTANT)
The red wire supplies power to the system. Connect this wire to a constant +12 volt source from the fuse block.

NOTE: 1. Do not connect this wire directly from vehicle's battery.
2. If you plan to program the alarm with current sensing, this connection "must" be made at the permanent +12 volt live point of the fuse controlling the interior courtesy light of the vehicle.

2 & 4. WHITE WIRE -- FLASHING LIGHTS (5A OUTPUT for each) --
The white wires transfer the power taken from the red/white wire to FLASH the turn indicators. Connect one fo the two white wires to right line of turn indicator and connect the other one to the left line indicator.

3. RED/WHITE WIRE -
It supplies power (+/-) to the alarm system internal relay that controls turn indicators.

5. GREEN WIRE -- NEGATIVE DOOR SWITCH SENSING INPUT--
This wire is the ground trigger input wire for negative door pin switch. This wire is connection for "grounding" type factory door pins locate the "common wire" that connects the door pin switches. Make the connection of the Green Wire here.
Note 1: When the optional dome light relay is connected, the green wire must be connected to the pin 87a of the optional dome light relay.
Note 2: If you program this sytem's feature with passive arming, be sure to connect this greeen wire to door pin switch.

6. BLUE WIRE -- GROUND INSTANT TRIGGER INPUT
This wire is the ground trigger input wire for hood/trunk pin switches.

7. ORANGE WIRE -- ARMED OUTPUT 500mA NEGATIVE
This wire will become grounded when the alarm is armed. The current capacity of this wire is 500mA. It can be connected to optional modules such as: power window control...etc.

8. BLACK WIRE -- SYSTEM GROUND
This is main ground connection of the alarm module. Make this connection to a solid section of the vehicle frame. Do not connect this wire to any existing ground wires supplied by the factory wire loom, make the connection to the vehicle's frame directly.

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9 & 10.   YELLOW WIRE -- IGNITION SWITCH POWER (12 V "ACCY" ON) -- / IGNITION DISABLE WIRE

The two yellow wires carry out the electrical cut-out on the ignition system. Find the wire coming from the ignition key that supplies power to ignition coil. Cut the wire in half and try to start the vehicle. If you have found the correct wire, the engine will crank over but not start. After you find the correct wire.

1) Conncet one yellow wire to the cut half of ignition wire
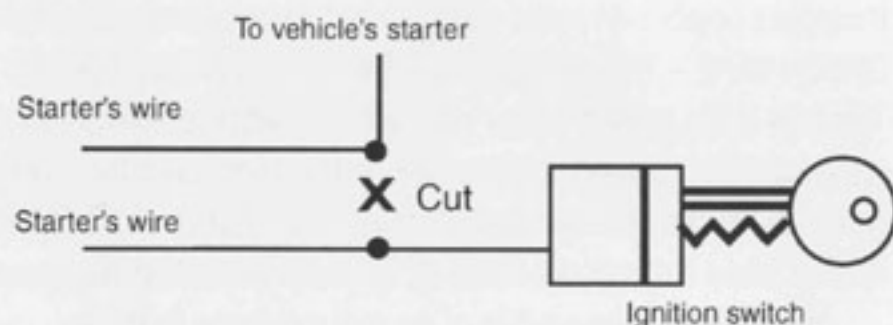2) Connect the other yellow wire to the other cut half of ignition wire.

11.   BROWN WIRE -- SIREN DRIVE OUTPUT

This is the positive (+) output connection for the siren. Current capacity is 2 amps. Make connection to the (+) red wire from the siren. Make the (-) black wire coming from the siren to a good chassis ground.

B.   2 PIN STARTER DISABLE PLUG: 40 A BUILT-IN RELAY

This output can control starter disable, when an intrusion is detected and the system is triggered, the vehicle is prevented from any unauthorized starting.

Starter circuit

C. 2 PIN BLUE PLUG FOR VALET SWITCH & LED

1.Violet wire: Valet Switch
   Connect the violet wire to the one of the wires from the override switch, and connect the other wire from the override switch to ground.
2.Black/white wire: LED
   Connect the black/white wire to enclosed LED's black wire, and connect the red wire of the LED to +12V source.

D. 5 PIN PLUG WIRE HARNESS FOR RELAY UNIT.

1. Light Green Wire: Dome Light Output
2. Blue/White Wire: Channel 3 Output
3. Violet Wire: Pager or Optional Siren Output
4. Pink Wire: Headlight Output
5. Brown Wire: Channel 2 output

1.   LIGHT GREEN WIRE=DOME LIGHT CONTROL: This wire will become grounded when the domelight control circuit is activated. The current capacity of this wire is 200mA. This wire can control the courtesy light in the vehicle. An optional relay (10 amps) can be used with this system for courtesy light operation.

a.   Upon disarming, the courtesy lights will remain on for 30 seconds or until you turn on the ignition switch.

b.   If the vehicle is violated, the interior light will flash the same duration as the siren.

c.   When the vehicle door is closed, the interior light will turn on for 30 seconds.
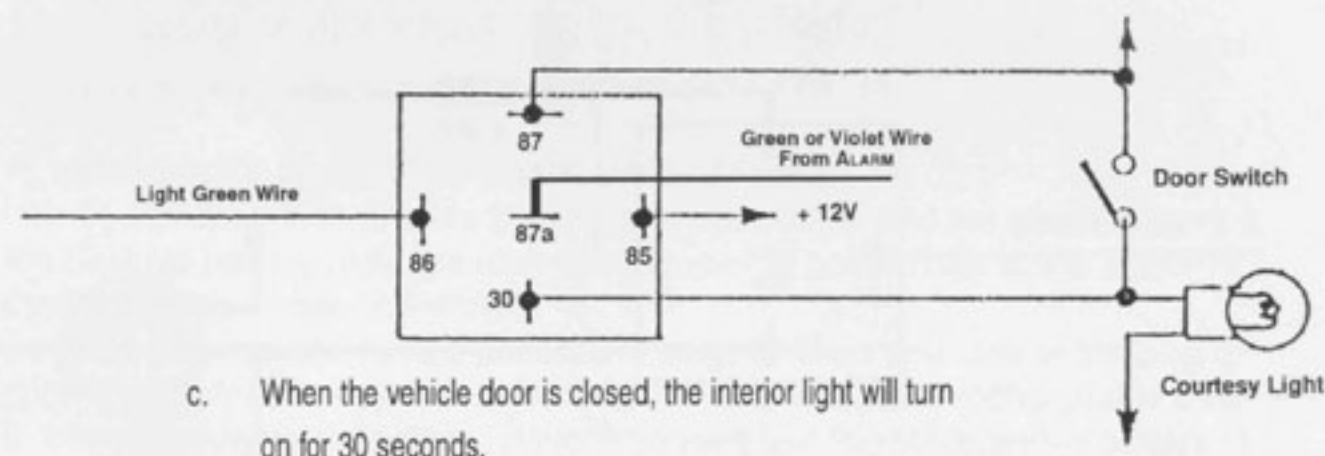
2.   BLUE/WHITE WIRE=3RD CHANNEL OUTPUT: This wire will become instantly grounded when you press the button I and II on the transmitter at the same time. The current capacity of this wire is 200mA. This feature can let you control an optional electrical device.

NOTE: The control unit will keep "on" when the buttons are pressed continuously, and it will be turned "off" when the buttons are released.

3. VIOLET WIRE - PAGER OR OPTIONAL SIREN INTERFACE-

This wire provides a negative output, when the alarm is triggered. The current capacity of this wire is 200mA. For an optional electrical device, please connect to an additional relay (I.E. Pager interface).
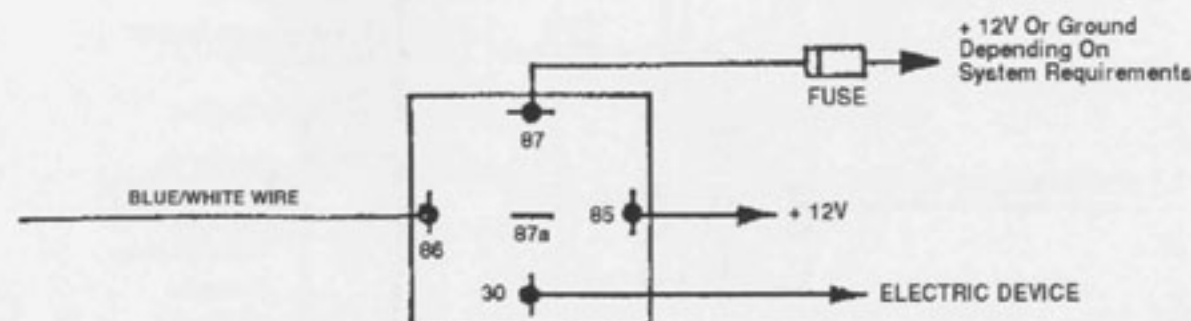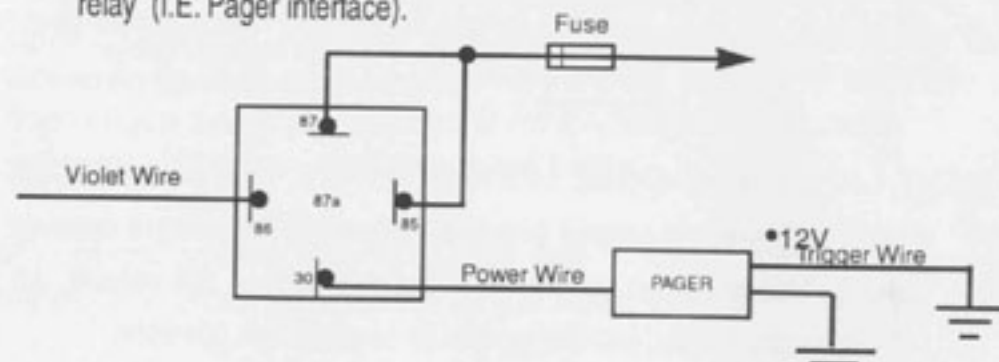

4. PINK WIRE =HEADLIGHT DELAY CONTROL: This wire will become grounded when the headlight delay control circuit is activated. The current capacity of this wire is 200mA. an optional relay (30 amps) can be used with this system for remote turn "on" operation by pressing button I of the transmitter (arming the system) The headlights will stay on for approximately 30 seconds.
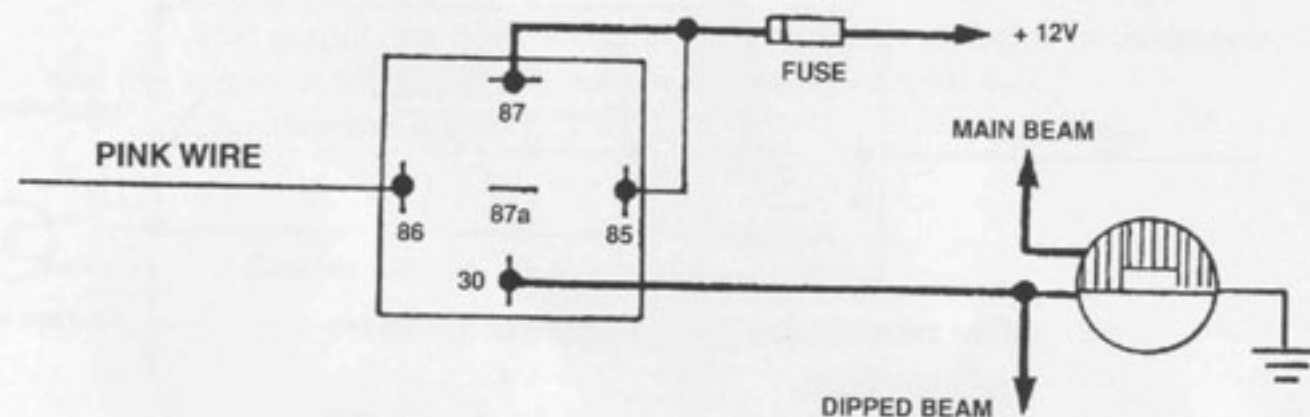
5. BROWN WIRE - TRUNK RELEASE (CHANNEL 2) OUTPUT

This wire will output a 1 second grounded pulse by pressing the 2nd button of the transmitter for 3 seconds. The current capacity of this wire is 200mA. If your vehicle is equipped with an electric trunk release solenoid, an optional relay (20 amp) can be used with this system for remote operation of the trunk release.
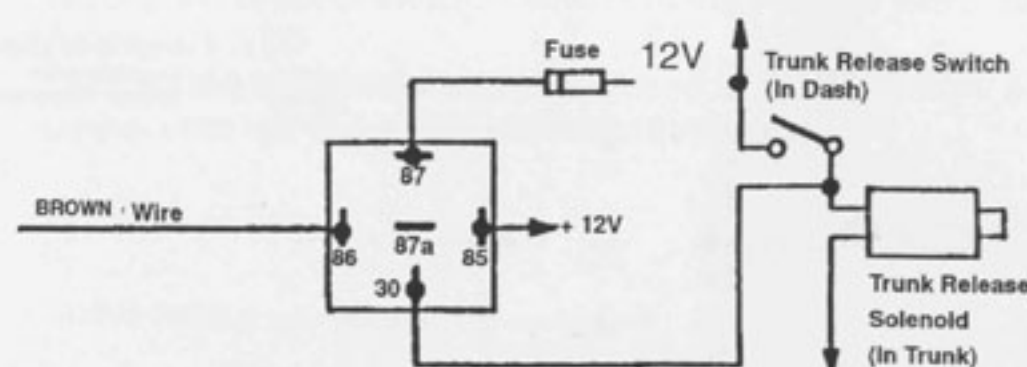
E. 4 PIN WHITE PLUG FOR ACCESSORY DETECTION DEVICES

4. +12V
3. Negative
2. Ground Trigger
1. Warn Away Input

Function: Allows easy positive, negative, instant trigger, and warn-away trigger connection with quick disconnect ability for other detection devices.
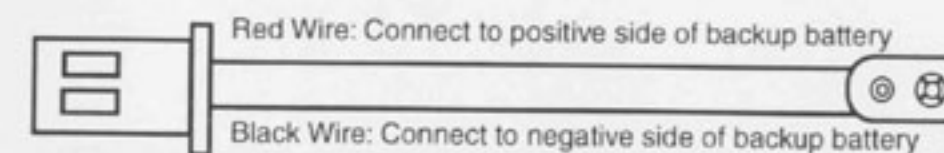Connection:

A 4 pin plug is already plugged into the main unit. Attach each of wires to these pins and then slide the pins back in to the plug. Most of our detection devices come with this plug pre-wired, so all you have to do is take off the plug, the alarm came with, and plug in the new pre-wired detection device.

1. Warn away ground trigger=If the sensor is triggered, a pre-warning chirp and the light flash will warn the intruder to turn back.
2. Ground trigger= With alarm armed, if this pin becomes grounded the alarm will trigger "on". This is connected to the blue wire trigger circuit through a diode inside alarm.
3. Negative=When alarm armed this pin becomes ground.
4. +12 volts positive=Carry 12 volts all the time. Be sure not to touch ground directly (without a load), it might cause short circuit.

F. 2 PIN WHITE PLUG FOR BACK UP BATTERY:

In case the vehicle's battery is disconnected and the alarm triggered, the back up battery provides alternative power to operate the alarm system's starter disable circuit and siren.

Use the enclosed 2 pin battery plug, connect one side of the plug to control module and the other side red and black wires to a rechargeable battery to backup your alarm system. Recommended use 9v rechargeable battery (1.2
Note: The battery does not include in this alarm system.

Red Wire: Connect to positive side of backup battery
Black Wire: Connect to negative side of backup battery

G. 6 PIN DOOR LOCK HARNESS:

1. Green/Red Wire (N/C)   87A
2. Green/Yellow Wire (N/O) 87
3. Green/White Wire (Com.) 30
4. Blue/White Wire (Com.) 30
5. Blue/Red Wire (N/C)   87A
6. Blue/Yellow Wire (N/O)   87

15 A Door Lock relay Built-In
15 A Door unlock relay Built-In
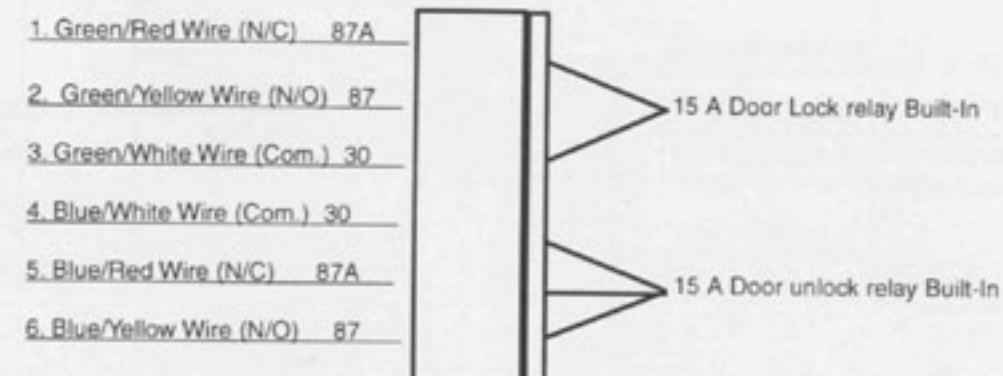
a. 3 -WIRE GROUNDING TYPE DOORLOCK SYSTEM:

EXISTING DOORLOCK SWITCH

L O C K

GREEN/WHITE
87a GREEN/RED *NOT USED*
30
GREEN/YELLOW
87
BLUE/WHITE

U N L O C K

87a BLUE/RED *NOT USED*
30
BLUE/YELLOW
87

LOCK
UNLOCK

TO VEHICLE'S RELAY CONTROL UNIT
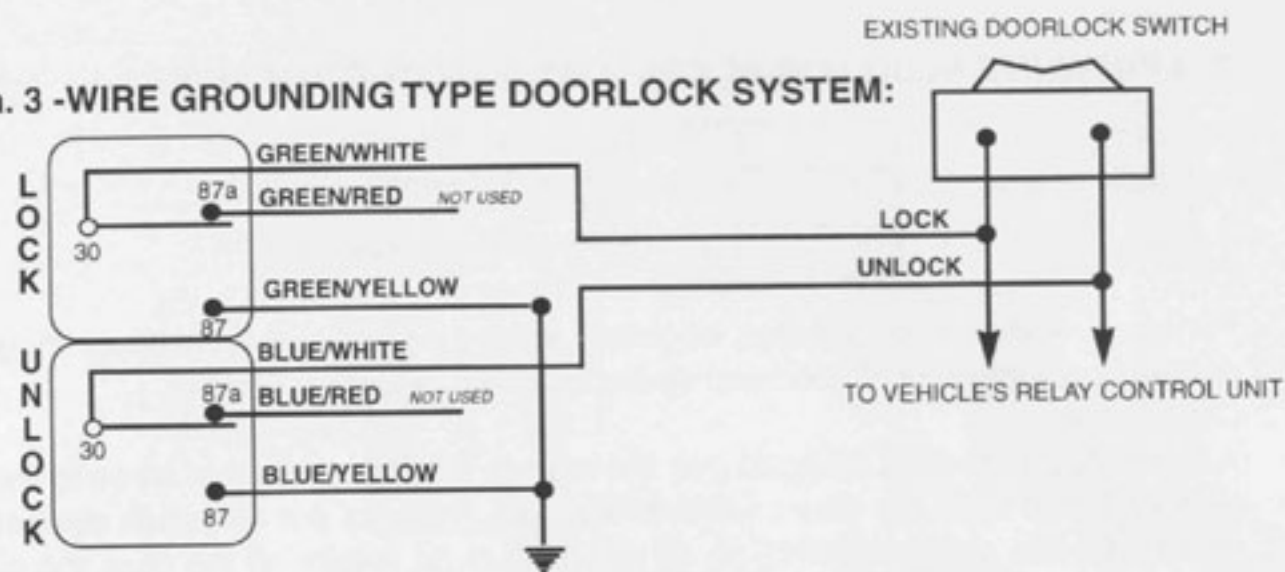
b. 3-WIRE POSITIVE TYPE DOORLOCK SYSTEM:

EXISTING DOORLOCK SWITCH

L O C K

GREEN/WHITE
87a GREEN/RED *NOT USED*
30
GREEN/YELLOW
87
BLUE/WHITE

U N L O C K

87a BLUE/RED *NOT USED*
30
BLUE/YELLOW
87

12 V

LOCK
UNLOCK

TO VEHICLE'S RELAY CONTROL UNIT

EXISTING DOORLOCK SWITCH
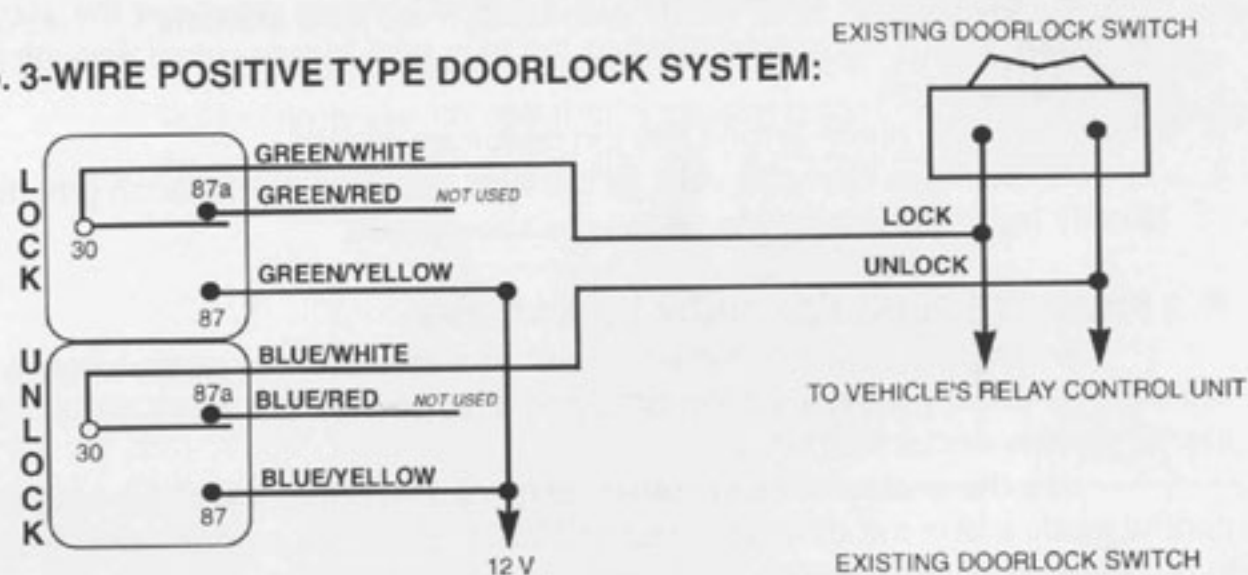
c. 5 -WIRE REVERSE POLARITY TYPE DOORLOCK SYSTEM:

L O C K

GREEN/WHITE
87a GREEN/RED
30
GREEN/YELLOW
87
BLUE/WHITE

U N L O C K

87a BLUE/RED
30
BLUE/YELLOW
87

SWITCH SIDE - LOCK
MOTOR SIDE - LOCK
SWITCH SIDE - UNLOCK
MOTOR SIDE - UNLOCK

LOCK   UNLOCK
CUT
CUT

TO VEHICLE'S DOORLOCK MOTOR

12 V
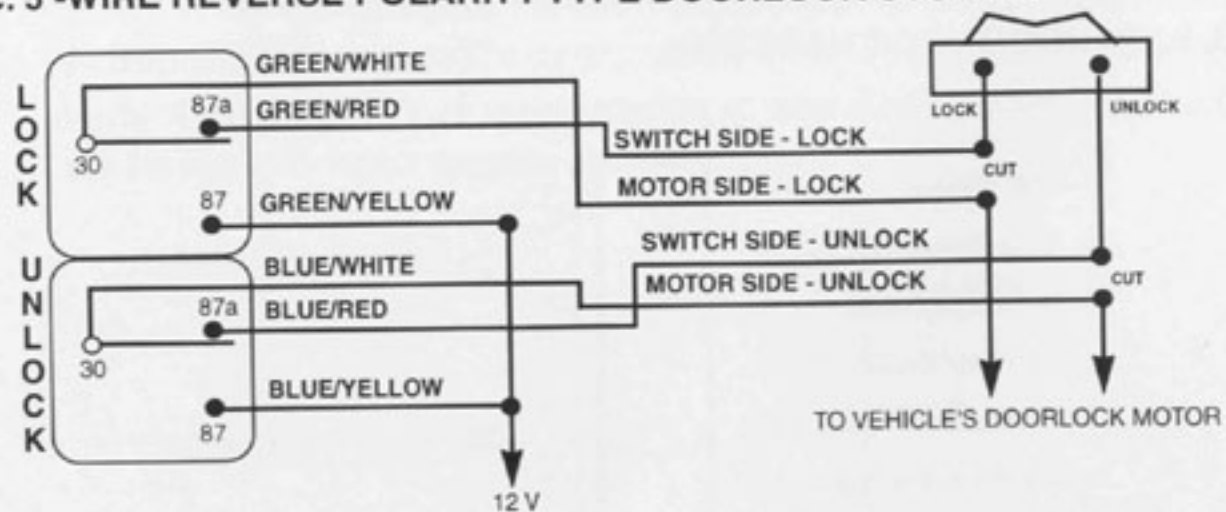
d. INSTALLATION OF NEW DOOR LOCK SOLENOIDS: DOOR LOCK MOTOR

L O C K

GREEN/WHITE
87a GREEN/RED
30
GREEN/YELLOW
87
BLUE/WHITE

U N L O C K

87a BLUE/RED
30
BLUE/YELLOW
87

LOCK
UNLOCK

12 V
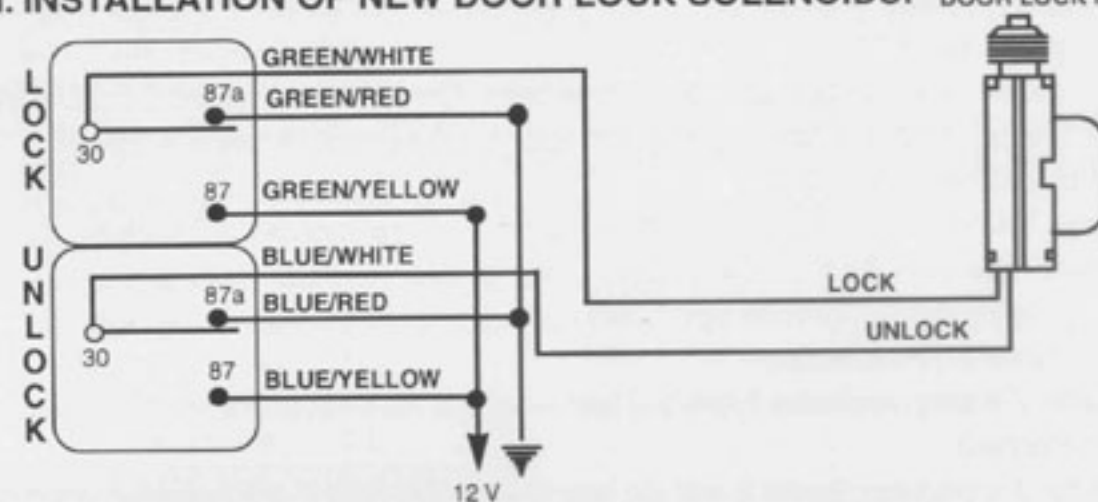
e. VACUUM ACTIVATED TYPE DOOR LOCK SYSTEM:

DOOR KEY SWITCH

L O C K

GREEN/WHITE
87a GREEN/RED
30
GREEN/YELLOW
87
BLUE/WHITE

U N L O C K

87a BLUE/RED
30
BLUE/YELLOW
87

CUT

COMPRESSOR

12 V
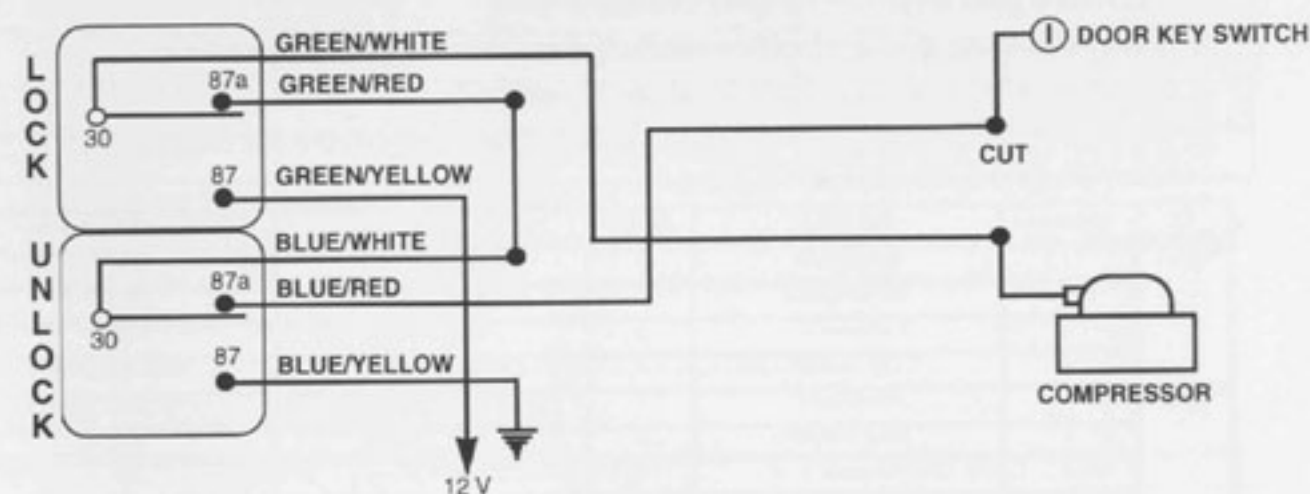
H. RF ANTENNA - BLACK THIN WIRE

The black thin wire on control module is the receiver antenna wire. Antenna placement is very important! Ensure that is unwrapped and stretched out with the last 6" straight and keep it away from large metal objects or chassis for best reception.

PROGRAMMING AND ADJUSTMENT

A. PROGRAMMING THE TRANSMITTER CODES:

1. To enter programming transmitter mode: Open control module's program top cover, connect jumper #1 to 'on' position.

a. Turn the ignitions switch 'on'.

b. Within 10 seconds turn the valet switch 'on-off' three times. You will hear a chirp and the LED starts to 1 flash...pause. It is on programming mode and ready to program first transmitter's channel 1.

2. Programming Transmitters (TX):

a. To program first transmitter's channel 1(arm/disarm function), you will see the LED starts to flash...pause. Now press the transmitter's button 1, until you hear one chirp. It means you have programmed channel 1 into the transmitter's button 1, and also the system is ready to program channel 2. (Trunk release)

b. Press button 2 to program channel 2, until you hear two chirps. Now it is programmed, and ready to program channel 3.

c. Press button 3 to program c hannel 3, until you hear three chirps. Now, it is programmed, and ready to program channel 4. (Car locator)

d. Press button 1 & 2 together to program channel 4, until you hear four chirps. Now it is programmed.

e. Now turn valet switch 'on-off' the system will one chirp and LED with two flashes...pause. It is ready to program second transmitter's channel 1.

f. To program second, third and fourth transmitters, please use the same programming procedure as first transmitter. From above step a. - step e.

g. The following programming chart is only an example for you. You can use any button on the transmitter to program Channel 1,2,3 and 4.

TX	Channel	Function	Chirps	LED	Press TX's Button
TX #1	1	Arm/Disarm	1	1 flash ... pause	Btn. 1
	2	Trunk Release	2	1 flash ...pause	Btn. 2
	3	Channel 3	3	1 flash ... pasue	Btn. 3
	4	Car Locator	4	1 flash ... pause	Btn. 1 & 2 both
TX #2	1	Arm/Disarm	1	2 flash ... pasue	Btn. 1
	2	Trunk Release	2	2 flash ... pause	Btn. 2
	3	Channel 3	3	2 flash ... pause	Btn. 3
	4	Car Locator	4	2 flash ... pause	Btn. 1 & 2 both
TX #3	1	Arm/Disarm	1	3 flash ... pause	Btn. 1
	2	Trunk Release	2	3 flash ... pause	Btn. 2
	3	Channel 3	3	3 flash ... pause	Btn. 3
	4	Car Locator	4	3 flash ... pause	Btn. 1 & 2 both
TX #4	1	Arm/Disarm	1	4 flash ... pause	Btn. 1
	2	Trunk Release	2	4 flash ... pause	Btn. 2
	3	Channel 3	3	4 flash ... pause	Btn. 3
	4	Car Locator	4	4 flash ... pause	Btn. 1 & 2 both

Note 1: When the first transmitter code is programmed, it will erase all other prior codes and thus protect your alarm against unknown codes being entered, without your knowledge.

Note 2: If the valet switch is turned 'on-off' one time before step b,c,d, the system will advance to program the next transmitter's code.

Note 3: If you don't want to program channel 2,3 or 4 into your transmitter, please use channel 1 (arm/disarm) to program into the undesirable channels.

3. Exit the programming transmitter's mode:

During programming, if you don't respond to previous step in 10 seconds, or any time the ignition key is turned 'off', or finished programming fourth transmitter's channel 4 it will exit programming mode, which indicates by a long chirp.

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B. PROGRAMMING SYSTEM FEATURES:

This system has 9 programming features that can be turned 'ON' or 'OFF' through the feature programming mode.

1. To enter system feature programming mode: Open the control module's programming top cover, and connect jumper # 1 to 'on' position.

a. Turn the ignition switch 'on' then 'off'.

b. Within 10 seconds turn the valet switch 'on-off' three times. You will hear a long chirp.

c. Again turn the valet switch 'on-off' three times. You will hear one long chirp. It is on first stage programming mode.

2. First stage programming feautres:

a. Turn valet switch 'on-off', the number of times that equal the feature number you want. After turning the valet switch multiple times the siren will chirp the same number of times to confirm what feature number you are in.

Example: Turning valet switch 3 times, the siren will chirp 3 times.

b. Turning feature #3 in the example above 'ON' or 'OFF':

Turning "ON" feature #3: Press btn.I . The siren will chirp once to confirm the feature is turned "ON".

Turning "OFF" feature #3: Press btn.II . The siren will chirp twice to confirm the feature is turned "OFF".

FIRST STAGE PROGRAMMING

Valet Switch: 'on - off' time	LED Flashing & Chirp(s)	Press Btn. I ON Confirmation: One Chirp	Press Btn. II OFF Confirmation: Two Chirps
1	1	With current sensor	No current sensor
2	2	With Chirp(s)	No chirp
3	3	Active Arming	Passive arming
4	4	Passive arming w/ door lock	Passive arming w/o door lock
5	5	w/ ignition door lock	w/o door ignition door lock
6	6	Door lock timer 1 second	Door lock timer 3 seconds

c. If you want to program ignition door lock on/off (siren chirps 5 times) when the system is in active/passive arming (siren chirp 3 times), please turn valet switch 2 times. Because the system will add on the previous valet switch turning.

Note: This system is shipped with all features to 'ON' position.

SECOND STAGE PROGRAMMING

Valet Switch: 'on - off' time	LED Flashing & Chirp(s)	Press Btn. I ON Confirmation: One Chirp	Press Btn. II OFF Confirmation: Two Chirps
1	1	Disarm parking light FLASH	Disarm parking light stay on 30"
2	2	With automatic re-arm	w/o automatic re-arm
3	3	Vehicle equipped with domelight delay circuit	Vehicle w/o domelight delay circuit

3. Second Stage programming feature:

a. To enter second stage programming feature mode just follow enter system feature programming mode as above 1a,1b,1c steps, then turn valet switch 'on' over 2 seconds you will hear two confirmation chirps. Now it is on second stage programming mode.

4. Exit programming feature mode:

During programming, if you don't respond to previous step in 10 seconds, or any time the ignition key is turned 'on', or finished second stage programming features then turn valet switch 'on-off' again it will exit programming feature mode, which indicates by a long chirp.

5. System features:

a. Current sensor on/off:

If your vehicle is equipped with electric cooling fan (switch off the ignition and remove the key, the fan continues running) the Dip switch 1 must set to the "off" position to delete the current sensor.

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b. Chirp on / off: While arming or disarming, the system has an audible confirmation chirp to show the alarm condition, you can select this feature either on or off.

c. Active/ Passive:

Set on passive - This system will be automatically armed after 30 seconds on last door closed. If you program this system with passive arming feature, be sure to connect main wire harness's green wire to door pin switch.

Set on active--This system will not be automatically armed after 30 seconds on last door closed.

d. Passive door lock on/off:

In order to carry the feature, you must set the system on passive first.

Set it on: Vehicle's door will automatically lock after passive arming.

Set it off: Vehicle's door will remain unlocked after passive arming.

e. Ignition door lock on/off:

Set it on: The vehicle's doors will automatically lock after the ignition key is turned "ON" if all doors are closed. If any door is open then doors will not lock from this feature to prevent accidentally locking yourself out of the vehicle. Each time the ignition switch is turned 'on', after 3 seconds the doors will lock. And when the ignition switch is turned 'off', the doors unlock.

Set if off: Without ignition controlled doorlock.

f. Door lock timer:

Some newer vehicles require a longer 'pulse' time to activate the door locks, this feature allows for normal pulse time of 1.0 second or increased pulse time to 3.0 seconds.

g. Disarm parking light off/on:

Set it on: Upon disarm, the parking lights only flash two times

Set if off: Upon disarm, the parking lights will be 'on' for 30 seconds, or until the ignition switch is turned 'on' then the lights will go off.

h. Automatic rearm on/off:

Set it on: After disarmed, if you didn't open vehicle's doors or turned the ignition switch 'on'; in 60 seconds the system will automatically arm. This feature allows the system re-armed in case you accidentally disarmed your system.

Set if off: the system will not automatically re-arm.

i. Door closed domelight on/off:

Set it on: if your vehicle is equipped with domelight delay circuit. Setting this feature 'on' will also cancel defectie door reminder chirp. If your vehicle is not equipped with dome light delay circuit , i.e. when you close the door the domelight will not be on.

Setting off: the system will enable the domelight to stay 'on' 30 seconds each time you close the door.

C. CAR JACKING FEATURE: Programming car jacking:

1. Open the control module's programming top cover.

2. Connect jumper #2 to 'on' position.

3. Each time when the ignition is turned on, the car jacking feature quietly arms 3-timer circuits.

4. Each time the ignition is turned 'on', the override switch must be turned 'on/off', to disarm carjack feature.

Warning: If you don't want to have a car jacking in this alarm system be sure to connect the jumper to 'off' position.

3-timer circuits will function as follows:

First timer: 50 seconds after the activation, the siren will start chirping for 10 seconds. During this 10 second period of chirping, you will be alerted to turn the valet switch 'on' then 'off', to turn off the car jacking feature.

Second timer: 60 seconds after the activation, the parking light s will start flashing and the siren will start sounding continuously until turned off. You need to turn 'off' the ignition and turn 'on' the ignition then turn the valet switch 'on' and 'off' (override the system), to turn off the car jacking feature.

Third timer: 90 seconds after the activation, the ignition circuit will be cut and the starter disable circuit will activate, the engine stop running, vehicle will completely stop, also prevent the vehicle from

starting again. Once the car jacking is activated the siren, the lights, the starter disable circuit and ignition cut will remain active until the vehicle's battery power is exhausted. You need to override the system to turn off the car jacking feature.

D. OPTIONAL OVERRIDE RE-ARM FEATURE ON/OFF: (GREY LOOP)

ON: Cut override re-arm wire loop (Grey)
OFF: Keep override re-arm wire loop (Grey)

What is override re-arm:

The override re-arm feature automatically re-arms the system in the override codition, if the legal user does not take correct procedures to cancel the override re-arm.

Programming your personal override re-arm number:

You must program your personal number to into the system to cancel the override re-arm. The number is from 1 through 10 (by coutning the LED flashes) you may use factory pre-set number 1 to cancel override re-arm.

1. Cut override re-arm wire loop, system disarmed, programming jumper 'on' position, turn the ignition 'on' and the valet switch to 'on' position.

2. Turn ignition key 'OFF-ON', 'OFF-ON', OFF-ON' (three times) within 3 seconds. A confirmation long chirp from the siren will be heard.

3. LED will flash from 1....10 times for 3 cycles.

4. As soon as the LED turns on your selected number of flashes, quickly turn the ignition key 'off'.

5. A long chirp from siren, confirms the number is programmed.

6. The LED will flash the programmed number for 2 cycles.

Example: To program override re-arm number 5, you would:

1. Turn ignition key 'off-on' three times in 3 seconds. A long chirp from siren will be heard.

2. Wait until LED flashes 5th time, then quickly turn the ignition key 'off'. A long chirp will be heard from siren.

3. LED will flash 5 times to indicate your override re-arm number is 5.

USING OPTIONAL MANUAL OVERRIDE:

Keep override re-arm wire loop: (Override re-arm off)

1. System armed open the door, the siren will sound.

2. Turn the ignition key on.

3. Turn valet switch 'on' then 'off' the siren will stop, and the system will be disarmed.

Cut override re-arm wire loop: (Override re-arm on)

To disarm:

1. Open the door, the siren will sound.

2. Turn the ignition key 'on'

3. Turn the valet switch 'on' then 'off'

Note: When finished above procedures, system's siren stops alarming, parking lights, stop flashing, other sensors, stop triggering, but the vehicle can not start & drive away.

Enter override re-arm: (Re-arm timer 30 seconds)

The LED starts flashing, indicating the system entered override re-arm.

To cancel override re-arm:

Wait until LED flashes to your override re-arm number, then turn the ignition key off, to cancel override re-arm. You must make sure to turn the ignition key off at the correct number of times the LED flashes within 30 seconds. If not, the system will automatically re-arm.

Example: To cancel override re-arm using number 5 above, you would:

1. Open the door. Siren will sound.
2. Turn the ignition key 'on'
3. Turn the valet switch 'on' then 'off'
4. Wait until LED flashes 5 times, then quickly turn the ignition key 'off'

Note: If some one turns the ignition key off at wrong override number, the system allows him to make 2 mistakes, if third attempt is still wrong, it will automatically shut down for 3 minutes. During this period the system will not accept any correct number, and when time is up it will re-arm again; with one siren chirp and one parking light flash, LED flashing, door locked and sensors activated to guard the vehicle.

TROUBLE SHOOTING

A. THE ALARM SYSTEM CAN NOT PROGRAM THE TRANSMITTER CODES:

1. Check the jumper #1, it has to connect to the lower 2 pins ('on' position)
2. The yellow wire from the control module has no power when ignition is 'off', but has power when ignitions is 'on'.
3. The override/valet switch wire plug is connected to the control module and must be at 'off' position.
4. Check LED status indicator wire connection.
5. Check the LED on the transmitter if it tunrs 'on' when pressing the button on the transmitter.

B. If the LED does not turn on while pressing the button on the transmitter or the range of your transmitter deteriorates, if is possible that you need to replace the battery.

   a. Release the screw from the back of the transmitter and remove upper transmitter case with a philips screwdriver.
   b. Remove old battery from transmitter.
   c. Install a new 12 volt battery. Note the (+) and (-) marks in the battery area of the transmitter.
   d. Replace upper transmitter case with care. Don't damage the inside components.
   e. Tighten the screw on the back of the transmitter.

C. INSTALLER TEST MODE:

Auto test mode that will identify correctly connected door pins, hood and trunk pins, voltage drop sensing potential and can be used to adjust the sensitivity of electronic sensors.

1. To enter test mode:
   a. Turn the ignitions switch 'on/off'.
   b. Within 10 seconds, turn the valet switch 'on & off' three times.
   c. You will hear one long chirp from siren confirming you are now in the test mode.

2. Testing the sensors and detectors:
   a. Current sensing circuit --   1 Chirp
   b. Trunk or hood circuit --   2 Chirps
   c. Door switch circuit --   3 Chirps
   d. Optional detector device --   4 Chirps

3. Exit test mode:
   a. Turn the ignition switch 'on', you will hear one long chirp from the siren to confirm exit test mode.
   b. Or you can press the arm/disarm btn. to exti test mode

D. TROUBLESHOOTING in test mode:

Note: Before testing, disconnect the white 4 pin detector plug.

1. Current (voltage drop) sensing circuit.
   Before testing the current sensing circuit, disconnect the door switch wires (Green and Violet wires) to the control module.
   Opening the door - 1 tone from the siren, if not;

   a. A fail courtesy light occurred, open the door the courtesy light will be turned on. Close the door the courtesy light will be turned off. If it's incorrect, repair your courtesy light bulb or door switch.
   b. Check the red wire from the control module, which must be connected to the vehicle fuse controlling the interior courtesy light.

2. Hood and Trunk sensing circuit:
   Opening the hood or trunk = 3 tones from siren, if not; check hood or trunk pin switch installation. The switch body must have good chassis ground. Then check the BLUE wire connection.

3. Door switch Sensing circuit:
   Reconnect the door switch sensing wire to the control module.
   a. Opeing the door = 3 tones from siren.
   b. Closing the door = no tone from siren.
   If no tone from siren while the doors being opened or closed, a door switch failure has occurred, open the door the courtesy light will be turned on. Close the door the courtesy light will be turned off, if it's incorrect, repair the door switch.

4. Optional detector device:
   After the above circuit testing, re-connect the 4 pin white plug. If the device is triggered = 4 tones from siren, if not;
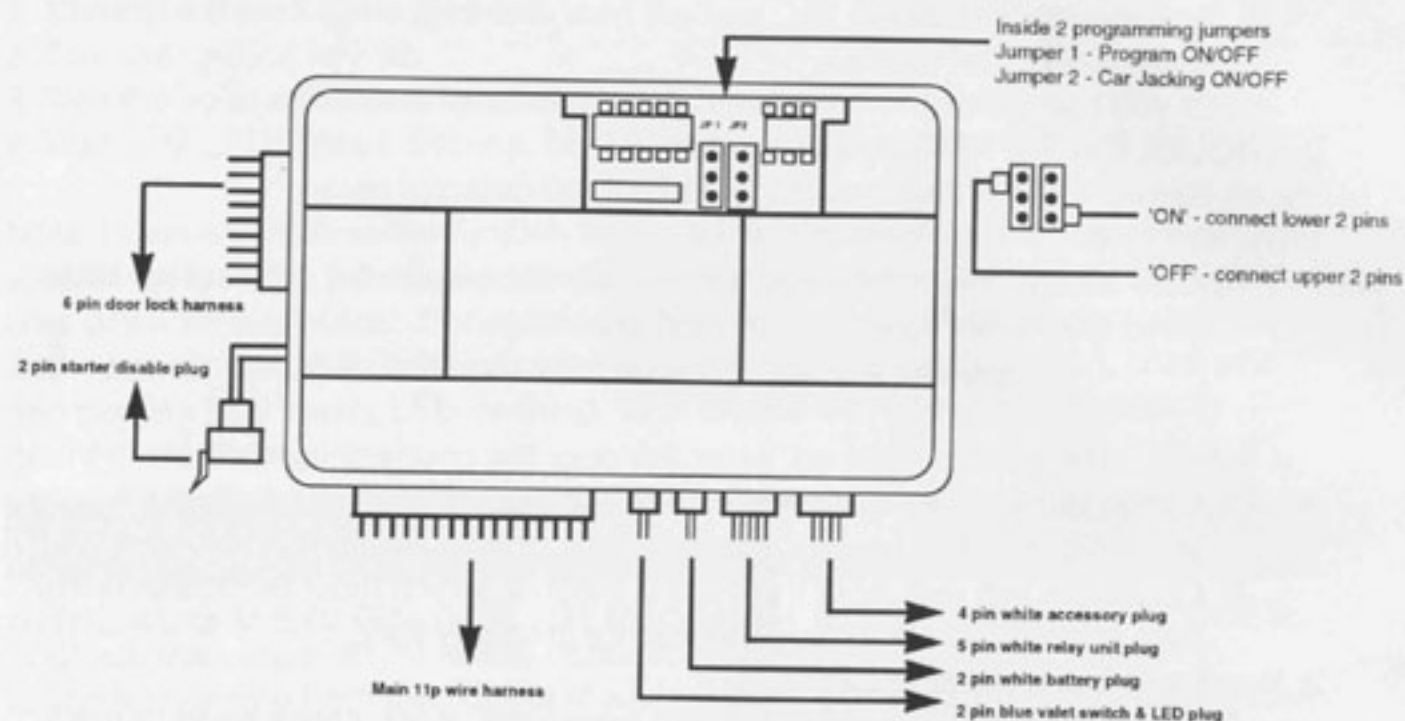   1. Check the correct wires connected to the module.
   2. Check the connection points that are solid.
   3. Check the adjustment switch of the detector.

E. EXIT THE TEST MODE:

Press the button on the transmitter arming the alarm to exit the test mode.

Inside 2 programming jumpers
Jumper 1 - Program ON/OFF
Jumper 2 - Car Jacking ON/OFF

'ON' - connect lower 2 pins

'OFF' - connect upper 2 pins

6 pin door lock harness

2 pin starter disable plug

4 pin white accessory plug

5 pin white relay unit plug

2 pin white battery plug

2 pin blue valet switch & LED plug

Main 11p wire harness

11 PIN HARNESS

RED	-	TO +12 V CONSTANT POWER
WHITE	-	PARKING LIGHT OUTPUT (RIGHT)
RED/WHITE	-	PARKING LIGHT INPUT (+ OR -)
WHITE	-	PARKING LIGHT OUTPUT (LEFT)
GREEN	-	NEGATIVE DOOR TRIGGER INPUT
BLUE	-	NEGATIVE TRIGGER INPUT
ORANGE	-	GROUNDED OUTPUT WHEN ARMED (500mA)
BLACK	-	TO GROUND
YELLOW	-	IGNITION DISABLE INPUT/OUTPUT SWITCHED 12 V
YELLOW	-	IGNITION DISABLE INPUT/OUTPUT SWITCHED 12V
BROWN	-	SIREN OUTPUT + 12V