

MICRO[®]

#8008-04

INSTALLATION INSTRUCTIONS

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Under the conditions of this warranty, M.A.S. will repair the control module if found to have a defect in material or factory workmanship for the lifetime of the car in which it is originally installed. All other components have a one year warranty from the date of purchase. The installation must be performed by an authorized M.A.S. dealer for this warranty to be valid. This warranty is offered to the original purchase and is not transferrable. This warranty will be void if the product has been abused, altered, improperly installed or subjected to any other factor that is beyond the manufacturer's control. This warranty does not cover labor costs for removal or re-installation nor replacement costs of consumable items such as batteries, fuses, etc.

ANTI CODE-GRABBING PROTECTION

This Is An Anti Code-Grabbing System. The Remote Control Changes The Code It Transmits Every Time It Operates The Alarm. If A Used Or Duplicate Code Is Received The Alarm Will Automatically Trigger.

WIRING INSTRUCTIONS

MAIN HARNESS

RED: MAIN POWER CONNECTION.

- Connect To The (+)12 Volt Positive Battery Terminal, Fused At 15 AMPS.

WHITE: PARKING LIGHT OUTPUT: (2 INDEPENDENT WIRES)

There Are 2 Independent White Wires, This Is For European Vehicles In Which The Left & Right Side Parking Lights Are On Different Circuits. If Working On A Standard Vehicle It Is Not Necessary To Hook-Up Both Wires, One Is Sufficient.

- Connect This Wire To The Vehicle's (+)12 Volt Positive Parking Light Circuit.
- This Output Will Provide A Flashing (+)12 Volt Positive Signal To Flash The Vehicle's Parking Lights.
- The Vehicle's Parking Light Wire Will Show (+)12 Volts Positive ONLY When The Light Switch Is Turned To The "PARKING LIGHT" And "HEADLIGHT" Positions.
- The Vehicle's Parking Light Wire Can Usually Be Found At The Light Switch, Fuse Junction Block, Or In The Harness Which Runs To The Rear Of The Vehicle (Usually Found In The Driver's Side Kick-Panel).

NOTE: DO NOT Connect The White Wire(s) To The Dimmer Switch. This Could Cause Damage To The Vehicle's Circuit.

NOTE: DO NOT Connect The Alarm's Flashing Light Wire(s) Directly To Flash The Vehicle's Headlights. The Headlight Circuit Is A Very High Amperage Circuit And Will Draw More Than The 7.5 Amp Maximum Load The Alarm's On-Board Relay Can Provide. If Flashing Headlights Are Desired, An External Relay Is Required.
(Warning: Halogen Lights Are Not Designed For Flashing Applications And May Therefore Burn Out Quickly).

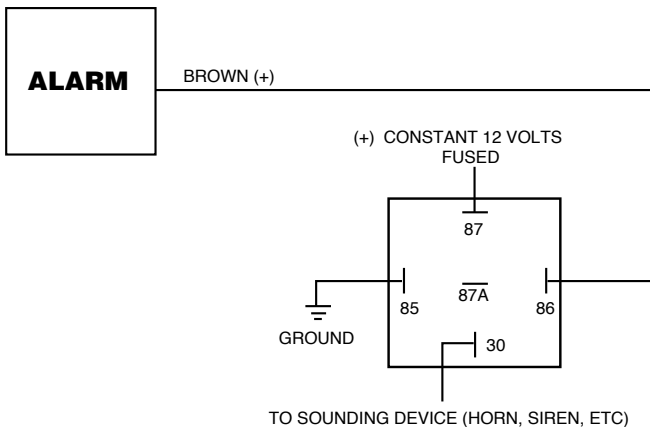
BROWN: (+)SIREN OUTPUT

This Wire Will Provide A (+)12 Volt Output For Powering A Siren.

- **CONNECT** Alarm Brown Wire To Siren's Red Wire
- **CONNECT** Siren's Black Wire To Ground

WARNING: Do Not Ground The Alarm's Brown Wire Or Severe Damage Will Occur To The Unit.

NOTE: If More Than One Siren Is Desired Or If A High-Current Sounding Device Is To Be Used (ie: Mechanical Siren, Air Horns, Etc) A Relay Will Be Necessary. (SEE DIAGRAM)

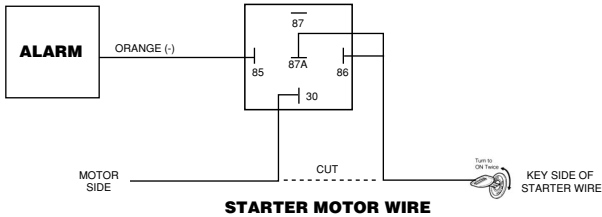


ORANGE: ARMED OUTPUT (FOR STARTER-KILL RELAY)

This Output Will Provide A (-) Negative Signal ONLY When The Alarm Is Armed. This Output Can Be Used To Supply Ground To One Side Of A Starter-Kill Relay's Coil. The Other Side Of This Relay's Coil Will Require A (+) 12 Volt Signal Supplied By The Ignition Switch (ONLY When The Ignition Is Turned On Or When The Starter Motor Is Cranking). In This Manner There Will ONLY Be A Current Draw If There Is A Start Attempt While The Alarm Is Armed.

It Will Be Necessary To Locate And Cut The Vehicle's Starter Motor Wire:

- This Wire Will Show (+) 12 Volts ONLY When The Vehicle's Starter Motor Is Actually "CRANKING", If The Starter Motor Is Not Cranking This Wire Will Usually Rest At Ground. (SEE DIAGRAM)

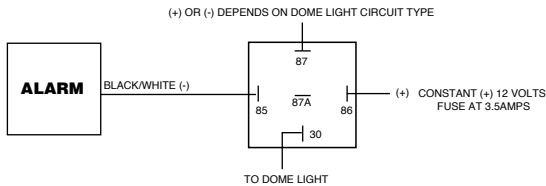


BLACK/WHITE: (-) DOME-LIGHT ILLUMINATION OUTPUT: (Relay Required)

The Alarm's Black/White Wire Will Provide A 30-Second (-) Negative Output For Illuminating The Vehicle's Dome-Light When The Alarm Is Disarmed. (A Relay Is Required) (SEE DIAGRAM)

- This Output Will Reset If The Alarm Is Armed/Disarmed Or If The Vehicle's Ignition Is Turned On.

WARNING: Do Not Connect The Alarm's Black/White Wire Directly To The Dome-Light Circuit Or Severe Damage Will Occur To The Unit.



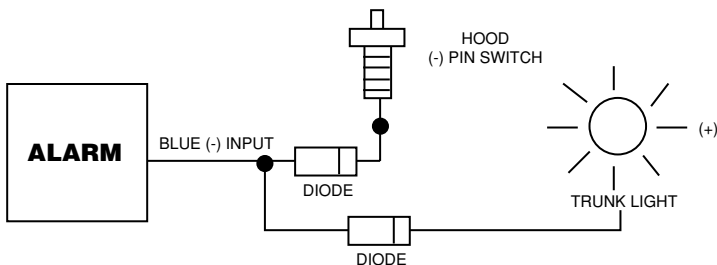
BLUE: HOOD/TRUNK (-)INSTANT TRIGGER INPUT

The Hood/Trunk (-) Input Is An Instant Trigger Zone.

- This (-) Input will Trigger The Alarm If it Becomes Grounded While The Alarm Is Armed.
- If This (-) Input Is Grounded At The Time The Alarm Is Armed, The Unit Will By-Pass This Particular Zone Until It Becomes Ungrounded.
- If This (-) Input Is Grounded Before The Alarm Is Armed, The Unit Will NOT Passively Arm (Self-Arm) Until The Input Is Ungrounded. (The Hood/Trunk Is Closed)

CONNECT The Alarm's Blue Wire To An Aftermarket or Factory (-) Pin-Switch/Mercury Switch or A (-) Trunk Light Circuit Which Shows Ground ONLY When The Vehicle's Hood Or Trunk Is Open.

NOTE: It Is Necessary To DIODE ISOLATE All Circuits And/Or Devices If Connecting The Alarm's Blue (-) Input Wire To More Than One Circuit Or Device. (SEE DIAGRAM)



YELLOW: PRIMARY IGNITION POWER

This Input Will Provide The Alarm With A (+) 12 Volt Signal When The Vehicle Engine Is Running, Or When The Ignition Is Turned "ON". This Connection Is Necessary For Many Vital Functions Such As Passive/Active Arming, Valet Mode, Override, Programming, LED & Memory Reset, Auto-Lock, Etc.

- **CONNECT** To The Vehicle's (+) 12 Volt Primary Ignition Wire.
- The Vehicle's Primary Ignition Wire Will Show (+) 12 Volts When The Ignition Key Is Turned To The ON & START Positions.
- This Wire Will NOT Drop Out During Starter Motor Cranking.
- This Wire Will NOT Show (+) 12 When The Vehicle's Ignition Key Is Turned OFF.

BLACK: GROUND

- **CONNECT** This Wire To Chassis Ground.
- It Is Of Upmost Importance That The Location Of This Connection Be As Clean As Possible. Make Sure That The Area Is Rust And Grease Free. Scrape Off Any Paint Or Debris So That The Surface Is Bright Clean Metal.
- If The Ground Connection Is Poor, The Alarm May Act In An Erratic Manner. The Alarm May Arm And Disarm Correctly, But Would Otherwise Behave Very Strangely Making It Seem That The Unit Is Defective. One Possible Symptom Is A Constant Low Volume Sound Coming From The Siren

NOTE: DO NOT Ground The Thin Black Wire Attached To The Brain Module, This Is The Unit's ANTENNA. Connecting This To Anything Would Severely Affect The Unit's Range.

VIOLET: (+) POSITIVE TRIGGER DOOR INPUT

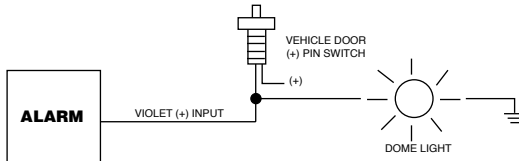
The (+) Door Input Is An Instant Trigger Zone For Vehicles Equipped With A (+) Positive Type Pin-Switch/Dome-Light Circuit.

- This (+) Input Will Trigger The Alarm If It Receives (+) 12 Volts While The Alarm Is Armed. (ie: A Door Is Opened)
- If This (+) Input Is Receiving (+) 12 Volts At The Time The Alarm Is Armed, The Unit Will By-Pass This Particular Zone Until It Is Removed From (+) 12 Volts.
- If This (+) Input Is Receiving (+) 12 Volts Before The Alarm Is Armed, The Unit Will NOT Passively Arm (Self-Arm) Until The Input Is Removed From (+) 12 Volts (The Doors Are Closed).

INSTALLATION NOTE: This Trigger Input Can Be Programmed For A 60 Second Delay Option Designed For Vehicles With Extended Dome-Light Delays. (See Programmable Jumper-Pin Options: #4)

CONNECT The Alarm's Violet Wire To The (+) 12 Volt Factory OEM Pin-Switch/Dome-Light Circuit. This Circuit Will Show (+) 12 Volts ONLY When A Vehicle Door Is Open. (SEE DIAGRAM)

NOTE: It Is Necessary To Confirm That All Vehicle Doors Are Included In The Circuit.



GREEN: (-)NEGATIVE TRIGGER DOOR INPUT

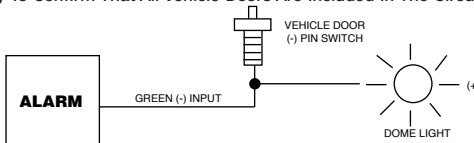
The (-) Door Input Is An Instant Trigger Zone For Vehicles Equipped With A (-) Negative Type Pin-Switch/Dome-Light Circuit.

- This (-) Input Will Trigger The Alarm If It Becomes Grounded While The Alarm Is Armed. (ie: A Door Is Opened)
- If This (-) Input Is Grounded At The Time The Alarm Is Armed, The Unit Will By-Pass This Particular Zone Until It Becomes Ungrounded.
- If This (-) Input Is Grounded Before The Alarm Is Armed, The Unit Will NOT Passively Arm (Self-Arm) Until The Input Is Ungrounded (The Doors Are Closed).

INSTALLATION NOTE: This Trigger Input Can Be Programmed For A 60 Second Delay Option Designed For Vehicles With Extended Dome-Light Delays. (See Programmable Jumper-Pin Options:#4)

CONNECT The Green Wire To The (-) Negative Factory OEM Pin-Switch/Dome-Light Circuit. This Circuit Will Show (-) Negative Ground ONLY When A Vehicle Door Is Open.(SEE DIAGRAM)

NOTE: It Is Necessary To Confirm That All Vehicle Doors Are Included In The Circuit.



AUXILIARY OUTPUT PLUG

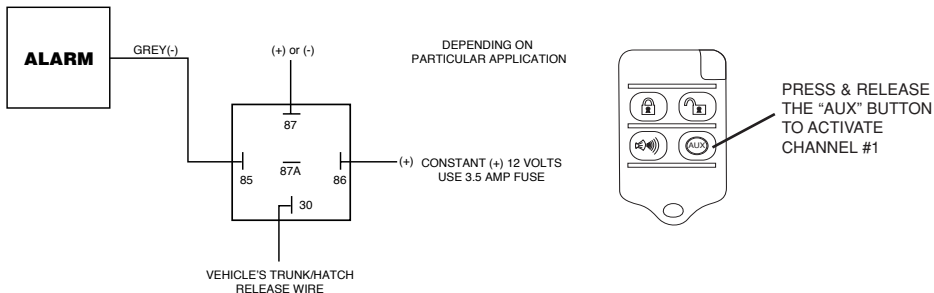
GREY: AUXILIARY OUTPUT CHANNEL #1: (PROGRAMMABLE)

This Programmable Auxiliary Channel Will Provide A Momentary (-) Negative Output When The "AUX" Button On The Remote Control Is Pressed Momentarily. (See Programming Section: Vector #4)

This Auxiliary Output Has 2 Programmable Settings:

1) TRUNK/HATCH RELEASE WITH DISARM. (DEFAULT)

- This Setting Will Automatically Disarm The Alarm & Provide A Momentary (-) Pulse For A Trunk/Hatch Release. (SEE DIAGRAM)



2) HIGH SECURITY CAR-START INTERFACE: (MUST BE PROGRAMMED)

- This Programmable Setting Is Designed To Activate A Car-Start Module Without Having To Disarm The Alarm, Maintaining High Security While The Vehicle Is Running.
- This Setting Will Provide A Momentary (-) Pulse To Activate A Car-Start Module And Automatically By-Pass The Sensor Zone When The Ignition Turns "ON" To Prevent False Alarms. (No Sensor By-Pass Relay Necessary). The Door/Hood/Trunk Zones Remain Fully Armed.
- If The Alarm Is Triggered While The Vehicle Is Running, A Pulse Will Be Sent To The Car-Start Module To Turn The Vehicle "OFF".

CONNECT To A Car-Start Module's (-) Activation Input Wire.

GREY/WHITE: AUXILIARY OUTPUT CHANNEL #2: (PROGRAMMABLE)

This Programmable Auxiliary Channel Will Provide A CONSTANT or LATCHED (-) Negative Output When Buttons "LOCK & PANIC" On The Remote Control, Are Pressed Momentarily. (See Programming Section: Setting #4)

This Auxiliary Output Has 2 Programmable Settings:

1) CONSTANT OUTPUT: (DEFAULT)

- This Setting Will Provide A Constant (-) Negative Output. As Long As The Buttons are Held Down.

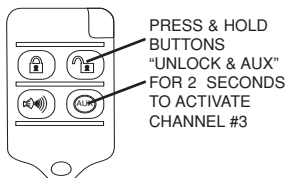
2) LATCHED 30 SECOND OUTPUT: (MUST BE PROGRAMMED)

- This Setting Will Provide A (-) Negative Latched Output For 30 Seconds.
- This Latched Output Will Reset Anytime The Remote Control Is Used.



GREY/BLACK: AUXILIARY OUTPUT CHANNEL #3:

This Auxiliary Channel Will Provide A Constant (-) Negative Output When Buttons "UNLOCK & AUX" Are Pressed & Held For 2 Seconds. This Output Will Remain Constant As Long As The Buttons Are Held



DOOR LOCK/UNLOCK PLUG:

DRIVER'S DOOR UNLOCK: This Alarm Is Equipped With A 2-Stage Unlock Process Which Allows The User to Unlock ONLY The Driver's Door When Disarming The Alarm. Rest Of The Doors Can Be Unlocked By Pressing The "UNLOCK" Button A Second Time Within 3 Seconds Of Disarming The Alarm. If This Feature Is Desired, Then 2 Independent Alarm Unlock Wires Must Be Used.

If "UNLOCK" Is Pressed One Time To Disarm The Alarm, The Pink Wire Will Provide A (-) Unlock Pulse & The Green Wire Will Provide A (+) Lock Pulse. If "UNLOCK" Button Is Pressed Again Within 3-Seconds Of Disarm The Blue Wire Will Provide A (-) Unlock Pulse.

NOTE: It Is NOT Necessary To Wire The Driver's Door Unlock Feature. If The Feature Is Not Desired Do Not Connect The Blue 2nd Unlock Wire. Only Connect The Primary Lock & Unlock Wires. (Green & Pink)

NOTE: If Door Locks Are Activated By Locking And Unlocking The Doors (Central Locking System). Driver's Door Unlock Will Not Be Possible.

When Arming The Alarm:

- The Green Wire Will Provide A (-) Lock Pulse.
- The Pink Wire Will Provide A (+) Lock Pulse.

When Disarming The Alarm:

- The Pink Wire Will Provide A (-) Unlock Pulse.
- The Green Wire Will Provide A (+) Unlock Pulse.

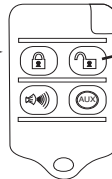
Second Press Of "UNLOCK" Button Within 3-Seconds Of Disarm:

- The Blue Wire Will Give A (-) Unlock Pulse.
(SEE DIAGRAM)



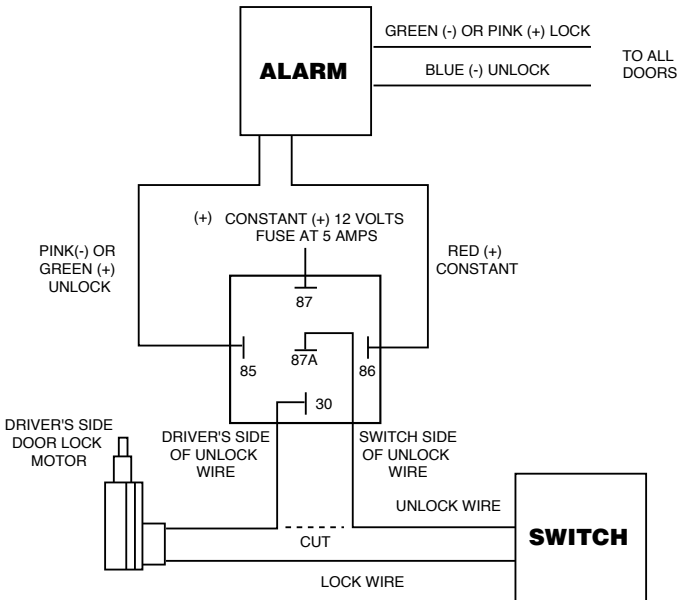
PRESS & RELEASE "UNLOCK" BUTTON TO DISARM ALARM & UNLOCK ONLY THE DRIVER'S DOOR

THEN →



PRESS & RELEASE THE "UNLOCK" BUTTON WITHIN 3 SECONDS OF DISARMING THE ALARM TO UNLOCK THE REMAINING DOORS

DRIVER'S DOOR UNLOCK HOOK-UP



GREEN: DOOR (-)LOCK / (+)UNLOCK OUTPUT:

The Alarm's Green Lock/Unlock Wire Is A Flip-Flop Type Of Circuit. It Will Provide A (-) Lock Pulse & A (+) Unlock Pulse.

The Hook-Up & Interface Necessary Will Depend On The Type Of Door Locking System The Vehicle Is Equipped With. Please Refer To The Door-Locking Section In This Manual.

- A (-) Negative LOCK Pulse Will Be Provided When ARMING The Alarm.
- A (+) Positive UNLOCK Pulse Will Be Provided When DISARMING The Alarm.

PROGRAMMING NOTE: The Green Wire Can Be Programmed To Provide A Double (-) Lock Pulse Or A Double (+) Unlock Pulse. This Is Necessary In Some VW's. (See Programming Section: Feature Setting #1)

PROGRAMMING NOTE: This Wire Can Be Programmed To Give A 1 Or 3 Second Pulse. (SEE PROGRAMMABLE JUMPER OPTIONS).

RED: CONSTANT (+)12 VOLTS POSITIVE:

This Red Wire Will Provide Constant (+)12 Volts For Powering Only The Coils On External Relays If Necessary.

NOTE: DO NOT Use The Red Wire To Power Any Other Device (ie: Aftermarket Actuators) Or Severe Damage Will Occur To The Unit.

PINK: DOOR (-) UNLOCK / (+) LOCK OUTPUT:

The Alarm's Pink Lock/Unlock Wire Is A Flip-Flop Type Of Circuit. It Will Provide A (-) Unlock & A (+) Lock Pulse.

The Hook-Up & Interface Necessary Will Depend On The Type Of Door Locking System The Vehicle Is Equipped With. Please Refer To The Door-Locking Section In This Manual.

- A (-) Negative UNLOCK Pulse Will Be Provided When DISARMING The Alarm.
- A (+) Positive LOCK Pulse Will Be Provided When ARMING The Alarm.

PROGRAMMING NOTE: The Pink Wire Can Be Programmed To Provide A Double (-) Unlock Pulse. This Is Necessary In 1995+ Nissan Maximas. (See Programming Section: Feature Setting #1)

PROGRAMMING NOTE: This Wire Can Be Programmed To Give A 1 Or 3 Second Pulse. (SEE PROGRAMMABLE JUMPER OPTIONS).

BLUE: 2ND UNLOCK WIRE

The Alarm's Blue Wire Will Provide A (-) Negative Unlock Pulse When The "UNLOCK" Button On The Remote Control Is Pressed A Second Time Within 3 Seconds Of Disarming The Alarm.

PROGRAMMING NOTE: The Blue Unlock Can Be Programmed To Provide A Double (-) Unlock Pulse. This Is Necessary In 1995+ Nissan Maximas. The Double (-) Pulse Can Be Converted To A Double (+) Pulse Using A Relay For Use In Some VW's Which Require A Double (+) Pulse To Unlock The Doors. (See Programming Section: Feature Setting #2)

PROGRAMMING NOTE: This Wire Can Be Programmed To Give A 1 Or 3 Second Pulse. (SEE PROGRAMMABLE JUMPER OPTIONS).

LED: STATUS INDICATOR

LED:

Off
Flashing Slowly
Flashing Rapidly (Alarm Disarmed)
Flashing Rapidly (Alarm Armed)
Flashing Rapidly (Ignition "ON")
On Solid

STATUS:

Alarm Disarmed
Alarm Armed
Self-Arm Countdown
Intrusion Confirmation
Anti Hi-Jack Countdown
Valet Mode

CONNECTION: Mount Where Desired And Plug It In.

DUAL-STAGE SHOCK SENSOR: (DUAL-ADJUSTMENT)

This alarm system comes equipped with a dual-stage shock sensor. The first stage is a warning zone which if triggered will emit a series of siren chirps. The second stage is an instant trigger zone. Each zone can be independently adjusted for appropriate sensitivity.

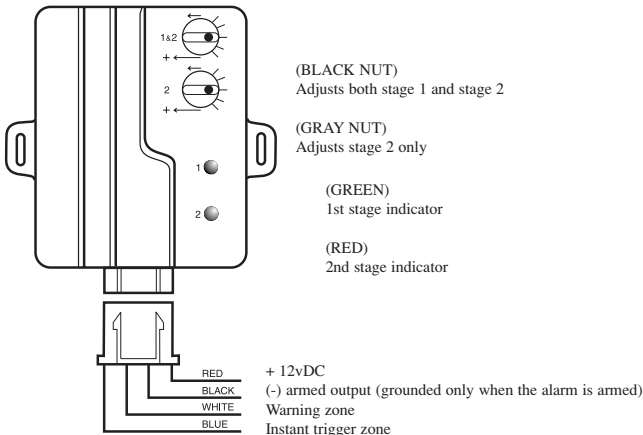
ADJUSTMENT: When adjusting this sensor, it is recommended to set the screw at the half rotation first, then adjust the sensitivity of the "pre-warn" circuit followed by the adjustment of the instant trigger zone.

NOTE: If the sensor zone is triggered 5 times while the alarm is armed, the sensor zone will be bypassed. This zone will reset when disarming the alarm.

MOUNTING: Correct Placement Is Essential For Proper Operation. The Sensor Should Be Mounted To A Rigid Wire Harness Under The Dash Using Plastic Cable-Ties Or Directly To The Firewall Using Double Sided Tape. Do Not Mount With Screws And Do Not Place Under The Hood, This Unit Is Designed For Interior Use Only.

CONNECTION: Plug It In.

Red Wire:	Constant (+)12 Volts
Black wire:	(-) armed output (grounded only when the alarm is armed)
White Wire:	Warning Zone
Blue Wire:	Instant Trigger Zone



VALET/OVERRIDE BUTTON:

The Valet/Override Button Has Two Functions:

- 1) To Allow The User To Place The Alarm In The Valet Mode.
- 2) To Perform An Emergency Override In The Case That The Remote Control Is Lost Or Broken.

CONNECTION: Mount Where Desired And Plug It In.

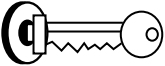
VALET MODE: Valet Is A Special Mode In Which All Of The Alarm's Security Functions Are Disabled Converting The Alarm Into A Deluxe Keyless Entry System. Valet Mode Allows The User To Turn Off The Security Portion Of The System While Retaining All Convenience Features. Panic, Keyless Entry, Dome & Parking Light Illumination, As Well As Both Auxiliary Channels Will Continue To Work In The Valet Mode. This Is For Situations In Which It Is Not Convenient For The Alarm To Be Armed (ie: Car-wash, Mechanic, etc)

TO ENTER VALET MODE:

1. Turn Vehicle's Ignition On.
2. Press And Hold The Valet/Override Button For 5 Seconds.
3. The LED Will Light Solid & The Siren Will Emit A Series Of Chirps To Confirm Entry Into Valet Mode.

TO EXIT VALET MODE:

1. Turn Vehicle's Ignition On.
2. Press And Hold The Valet/Override Button For 5 Seconds.
3. The LED Will Turn Off & The Siren Will Emit A Series Of Chirps To Confirm Exit From Valet Mode.



TURN IGNITION TO
THE "ON" POSITION



PRESS & HOLD
VALET/OVERRIDE BUTTON
FOR 5 SECONDS

THE SIREN WILL EMIT A SERIES OF CHIRPS TO CONFIRM ENTRY/EXIT FROM VALET MODE

NOTE: THE LED WILL LIGHT SOLID WHEN IN VALET MODE.

EMERGENCY OVERRIDE: In The Case That The Alarm's Remote Control Is Lost Or Broken, The User Can Perform An Emergency Override To Disarm The Alarm. An Emergency Override Would Automatically Enter The Alarm Into An Emergency Protection Mode Which Would Allow The User To Maintain Security On The Vehicle Until A Replacement Remote Control Is Available.

NOTE: Emergency Protection Mode Only Operated If Alarm Is Programmed For Passive Arming.

EMERGENCY OVERRIDE PROCEDURE: (The Alarm Must Be Armed)

1. Turn Vehicle's Ignition On.
2. Press And Hold The Valet/Override Button For 5 Seconds.
3. The LED Will Stop Flashing & The Siren Will Stop Sounding.
4. The Alarm Is Now In Emergency Protection Mode.

EMERGENCY PROTECTION MODE: This Mode Is Automatically Entered Any Time An Emergency Override Is Performed While The Alarm Is Armed. In This Mode, Only The Shock Sensor Is Bypassed. The Starter Kill Is Completely Operational And The Doors Triggers Have A 30-Second Entry Delay. The User Must Turn "On" The Vehicle's Ignition Within 30-Seconds Of Opening A Door Or The Alarm Will Trigger.

Emergency Protection Mode Will Automatically Reset And The Alarm Will Return To Normal Operation As Soon As A Remote Control Is Used To Operate The Alarm. If At Any Time The User Desires To Turn "OFF" The Emergency Protection Mode, The Alarm May Be Entered Into Valet Mode. (See Valet Mode Section)

How It Works:

1. An Emergency Override Is Performed, The Alarm Is Now In Emergency Protection Mode.
2. The Emergency Protection Mode Will Self-Arm 30 Seconds After The Vehicle Is Turned Off And The Last Door Is Closed. (Standard Self-Arming Procedure)
3. The Siren Will Emit A Chirp, The Lights Will Flash One Time, & The LED Will Flash Slowly To Confirm That The System Is Armed.
4. If Any Vehicle Door Is Opened, A 30 Second Count Down Will Begin. The LED Will Flash Rapidly & The Siren Will Emit A Chirp Every 2 Seconds To Alert The User That The System Must Be Disarmed.
5. To Disarm The System, The Vehicle's Ignition Must Be Turned ON Within 30 Seconds Of Opening A Door.
6. If The Ignition Is Not Turned On Within 30 seconds The System Will Trigger. An Emergency Override Must Then Be Performed To Disarm The System. (See Emergency Override Section).
7. Emergency Protection Mode Will Reset Any Time A Remote Control Is Used To Operate The System.

NOTE: Emergency Protection Mode Only Operated If Alarm Is Programmed For Passive Arming.

PROGRAMMABLE JUMPER PINS SETTINGS:

Pin #	Pin-In	Pin-Removed
1	Current Sensing ON	Current Sensing
2	Passive Arming	Active Arming
3	Passive Locking	Passive Locking OFF
4	Normal Door Trigger	60 Second Door Trigger Arming Delay For Dome-Lights
5	Ignition Auto-Lock ON	Ignition Auto-Lock OFF
6	1 Second Door-Lock pulse	3 Second Door-Lock pulse

IMPORTANT NOTE: If Any Of The Jumper-Pin Settings Are Changed It Is Absolutely NECESSARY To Power-Down And Power-Up The Unit Again. If This Is Not Done The Unit Will NOT Register The Change.

PROGRAMMING: REMOTE CONTROLS & FEATURE SETTINGS

This Is A Code-Learning System, The Alarm Will Learn The Remote Control(s). Therefore Programming New Or Additional Remote Controls Is A Simple Procedure. There Are Many Settings That Can Be Programmed Into The System.

ENTERING CODE-LEARNING & PROGRAMMING MODE:

1. Turn The Vehicle's Ignition To The "ON" Position.

2. Press The Valet/Override Button 5 times.

- The Siren Will Emit A Long Chirp & The LED And Parking Lights Will Light Solid To Confirm Entry Into Code-Learning & Programming Mode.

3. At This Point The Programmer Can Either Code-Learn Remote Control(s) Or Change Programmable Feature Settings.

NOTE: If At Any Time 7 Seconds Elapse Without Input, The Alarm Will Automatically Exit Code-Learning & Programming Mode

CODE LEARNING REMOTE CONTROL(S):

Once In Code-Learning & Programming Mode:

1) PRESS THE "LOCK" BUTTON OF EACH REMOTE CONTROL THAT YOU WISH TO PROGRAM.

**** (OR) ****

- A Maximum Of 4 Remote Controls Can Be Programmed.
- The Siren Will Chirp & Parking Lights Will Flash To Confirm Each Time A Remote Has Been Learned According To The Number Of The Remote Programmed.

EXAMPLE:

1st Remote Programmed = 1 Siren Chirp & 1 Light Flash
2nd Remote Programmed = 2 Siren Chirps & 2 Light Flashes
3rd Remote Programmed = 3 Siren Chirps & 3 Light Flashes
4th Remote Programmed = 4 Siren Chirps & 4 Light Flashes

2) IT IS ALWAYS ADVISABLE TO FILL ALL FOUR OF THE MEMORY SLOTS:

- A) If You Only Have 1 Remote Control Program It 4 Times.
- B) If You Have 2 Remote Controls Program Each One Twice.

3) THERE ARE 2 OPTIONS WHEN YOU ARE DONE CODE-LEARNING REMOTE CONTROLS:

- A) If The Programmer Does NOT Need To Change Any Feature Settings Then Exit Code-Learning & Programming Mode By Turning OFF The Vehicle's Ignition. (Turn Off The Key)
- B) If The Programmer Needs To Change Programmable Feature Settings Please Refer To The "Programming Feature Settings" Section Below.

NOTE #1: The Remote Controls Provided With This System Are Already Programmed And Ready For Use. Programming Is Necessary Only For New Or Replacement Remote Controls.

NOTE #2: Every Time A New Remote Control Is Programmed The Unit's Memory Is Cleared. This Means That Any Remote Control(s) Previously Programmed In The Memory Have Been Erased And Now HAVE TO BE REPROGRAMMED.

SPECIAL NOTE: If At Any Time 7 Seconds Elapse Without Input, The Alarm Will Automatically Exit Code-Learning Mode.

PROGRAMMABLE FEATURE SETTINGS QUICK REFERENCE

- 1) Turn ignition to the “on” position
- 2) Press valet/override switch 5 times
- 3) Press valet override switch the number of times corresponding to the “feature setting chart.”
- 4) Press the “panic” button to change to feature setting
Press the “lock” button to return to default setting

<u>FEATURE</u>	<u>DEFAULT</u>	<u>FEATURE</u>
1) SINGLE OR DOUBLE UNLOCK (UNLOCK WIRE #1)	SINGLE	DOUBLE
2) SINGLE OR DOUBLE UNLOCK (UNLOCK WIRE #2)	SINGLE	DOUBLE
3) PARKING LIGHT ILLUMINATION	ILLUMINATION OFF	ILLUMINATION ON
4) AUXILIARY OUTPUT #1	TRUNK POP	CAR START
5) AUXILIARY OUTPUT #2	CONSTANT	LATCHED
6) ANTI HI-JACK PROTECTION	ANTI HI-JACK OFF	ANTI HI-JACK ON

GENERAL PROGRAMMING EXAMPLE:

In This Example The Programmer Wants To Code-Learn 2 Remote Controls And Change Feature Settings 1, 3, & 5. Then The Programmer Decides To Change Feature Setting #5 Back To Default. Keep In Mind That It Is Not Necessary To Code-Learn Remote Controls Before Programming Feature Settings. In This Case The Programmer Could Completely Skip Step #2.

1) CODE-LEARNING & PROGRAMMING MODE MUST BE ENTERED.

2) FIRST THE REMOTE CONTROLS WILL BE CODE-LEARNED.

- The Programmer Will Press The “LOCK” Button On Each Remote Control Twice (To Fill Up The Memory). The Siren Will Chirp Each Time A Remote Has Been Learned According To The Number Of The Remote.

EXAMPLE:

- The Siren Will Chirp 1 Time When The First Remote Has Been Learned.
- The Siren Will Chirp 2 Times When The Second Remote Has Been Learned, Etc.

3) THE PROGRAMMER NOW WANTS TO CHANGE FEATURE SETTING #1.

- a) The Programmer Presses The Valet/Override Button 1 Time. The Siren Chirps 1 Time.
- b) The Programmer Now Presses The “PANIC” Button On The Remote Control One Time. The Siren Gives A Long Chirp To Confirm That The Setting Has Been Changed From Default To A New Setting.

4) THE PROGRAMMER NOW WANTS TO CHANGE FEATURE SETTING #3.

- a) The Programmer Slowly Presses The Valet/Override Button 3 Times. The Siren Chirps Each Time The Button Is Pressed (3 Chirps Total).
- b) The Programmer Now Presses The “PANIC” Button on The Remote Control One Time. The Siren Gives A Long Chirp To Confirm That The Setting Has Been Changed From Default To A New Setting.

5) THE PROGRAMMER WANTS TO CHANGE FEATURE SETTING #5, THEN CHANGE IT BACK TO DEFAULT.

- a) The Programmer Slowly Presses The Valet/Override Button 5 Times. The Siren Chirps Each Time The Button Is Pressed. (5 Chirps Total)
- b) The Programmer Now Presses The “PANIC” Button On The Remote Control One Time. The Siren Gives A Long Chirp To Confirm That The Setting Has Been Changed From Default To A New Setting.
- c) The Programmer Decides That He Wants To Return Feature Setting #5 To Default.
- d) The Programmer Now Presses The “LOCK” Button on The Remote Control. The Siren Gives A Short Chirp To Confirm That The Feature Setting Was Returned To Default.

LIST OF PROGRAMMABLE FEATURE SETTINGS

- To Change A Setting From Default Press The "PANIC" Button On The Remote Control. (Siren Will Emit A Long Chirp)
- To Return A Setting To Default, Press The "LOCK" Button On The Remote Control. (Siren Will Emit A Short Chirp)

Feature:

1. (UNLOCK WIRE #1) SINGLE (OR) DOUBLE UNLOCK PULSE(S):

The First Unlock Wire, The Wire Which Provides An Unlock Pulse When The Alarm Is Disarmed, Will Provide Either A (Default) SINGLE Unlock Pulse (OR) A Programmable DOUBLE Unlock Pulse When The Alarm Is Disarmed.

NOTE: The Double Unlock Pulse Is For 1995+ Nissan Maximas & Some VW's Which Require A Double Pulse To Unlock The Doors. When This Feature is Accessed The Green Wire "LOCK" Will Provide a Double Lock pulse.

DEFAULT: * **SINGLE UNLOCK PULSE:** The (-) Pink Unlock Wire & The (+) Green Unlock Wire Will Provide A Single Pulse Upon Disarming The Alarm.

* **DOUBLE UNLOCK PULSE:** The (-) Pink Unlock Wire & The (+) Green Unlock Wire Will Provide 2 Pulses Upon Disarming The Alarm & The Green Wire Will Provide a Double Lock Pulse

2. (UNLOCK WIRE #2) SINGLE (OR) DOUBLE UNLOCK PULSES:

The (BLUE) Second Unlock Wire, The Wire Which Provides An Unlock Pulse When Remote Button "Unlock" Is Pressed A Second Time Within 3-Seconds Of Disarming The Alarm, Will Give Either A (Default) SINGLE Unlock Pulse (OR) A Programmable DOUBLE Unlock Pulse When The Alarm Is Disarmed.

NOTE: The Double (-) Unlock Pulse Is For 1995+ Nissan Maximas. The Double (-) Pulse Can Be Converted To A Double (+) Pulse By Using A Relay For Use In Some VW's Which Require A Double (+) Pulse To Unlock The Doors. When This Feature is Accessed The Green Wire "LOCK" Will Provide a Double Lock pulse.

DEFAULT: * **SINGLE UNLOCK PULSE:** The (-) Blue Unlock Wire Will Provide A Single (-) Unlock Pulse Upon A second Press Of The Remote Control Button Within 3-Seconds Of Disarming The Alarm.

* **DOUBLE UNLOCK PULSE:** The (-) Blue Wire Will Provide 2 (-) Unlock Pulses Upon A Second Press Of The Remote Control Button Within 3-Seconds Of Disarming The Alarm & The Green Wire Will Provide a Double Lock Pulse

3. PARKING-LIGHT ILLUMINATION:

The Vehicle's Parking-Lights Can Be Programmed To Stay On For 30-Seconds After Disarming The Alarm. They will Reset (Turn Off) With Any Remote Control Command Or By Turning ON The Vehicle's Ignition.

DEFAULT: * **PARKING-LIGHT ILLUMINATION OFF.**

* **PARKING-LIGHT ILLUMINATION ON.**

NOTE: The Parking Lights Still Flash Twice Upon Disarming If Parking Light Illumination Is Defeated.

4. AUXILIARY OUTPUT CHANNEL #1 (TRUNK-POP or REMOTE START)

The Alarm's Auxiliary Output Channel #1 Can Be Programmed To Provide A (-) Pulse And Disarm The Alarm For Trunk/Hatch Release (OR) To Provide A (-) Pulse With Sensor By-Pass For Interface With A Remote Start Module. (The Alarm Remains Armed)

DEFAULT: * **AUX #1 TRUNK-POP OUTPUT WITH DISARM.**

* **AUX #1 CAR-START INTERFACE WITH SENSOR BY-PASS. (The Alarm Remains Armed)**

5. AUXILIARY OUTPUT CHANNEL #2: (CONSTANT or LATCHED)

The Alarm's Auxiliary Channel Output #2 Can Be Programmed To Provide a Constant (As long As Button Is Held Down(-)Pulse (OR) A Latched (-)Pulse For 30-Seconds. The Latched Output Would Reset With (Turn Off) A Remote Control Command.

DEFAULT: * **AUX #2 CONSTANT PULSE.**

* **AUX #2 LATCHED 30-SECONDS.**

6. ANTI HI-JACK PROTECTION

DEFAULT: * **ACTIVE ANTI HI-JACK PROTECTION OFF**

* **ACTIVE ANTI HI-JACK PROTECTION ON**

ANTI HI-JACK DEACTIVATION (MUST BE PROGRAMMED)

To Activate Anti Hi-Jack: Press & Hold Both Buttons “PANIC & AUX” With The Vehicle’s Ignition “ON” For 2 Seconds.

Anti Hi--Jack Operation/Deactivation:

If The Anti Hi-Jack Feature Is Activated, The Alarm Will Respond In The Following Manner:

- 1) L.E.D. Begins To Rapid Flash. Approximately One Minute Later, The Following Will Happen:
- 2) Parking Lights Start To Flash.
- 3) Siren Output Will Sound (This Will Be A Pulsing Output While In Anti Hi-Jack Mode).
- 4) The Door Lock Output Will Pulse Every 10 Seconds, To Ensure The Doors Are Locked.
- 5) The Starter Interrupt Will Be Energized.

All Functions Will Continue While The Ignition Is “ON”. Once The Ignition Is Turned “OFF”, Functions 1-5 Will Continue For Approximately 2 Minutes. After 2 Minutes, The L.E.D. Will Remain Flashing, The Doors Will Be Locked And The Starter Interrupt Will Remain Engaged. The Alarm Will Continue To Monitor The Doors For Any Intrusion. If A Door Is Opened, The Anti Hi-Jack Sequence (2-5) Begins Again.

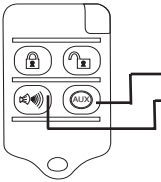
To Deactivate Anti Hi-Jack:

Once Anti Hi-Jack Mode Is Entered, A 60-Second Countdown Begins. During This 60-Second Countdown The User Can Disarm The System 2 Ways:

- 1) Press & Hold The “UNLOCK” Button On The Remote Control For 2 Seconds With The Ignition “ON”.
- 2) Press & Hold The Valet Button For 5 Seconds With The Ignition “ON”.

If The Anti Hi-Jack System Is Allowed To Continue Past The Initial Countdown And The Siren Begins To Sound, The Anti Hi-Jack Can Only Be Deactivated As Follows:

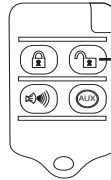
- 1) With The Vehicle’s Ignition “ON”, Press & Hold The Valet Button For Approximately 2-4 Seconds. This Will Disable The Anti Hi-Jack Feature.



TO ACTIVATE:

PRESS & HOLD BOTH BUTTONS “PANIC & AUX” FOR 2 SECONDS WITH THE VEHICLE’S IGNITION “ON”

THEN →



TO DEACTIVATE:

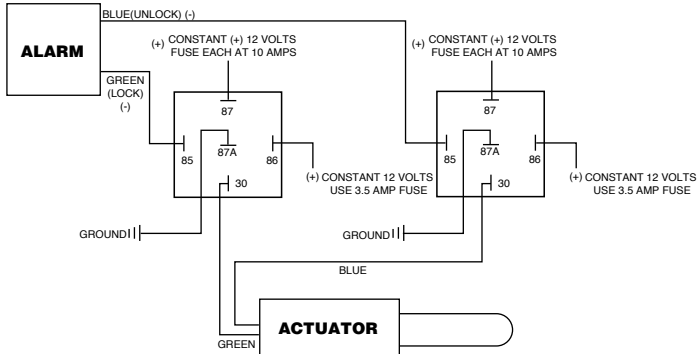
PRESS & HOLD THE “UNLOCK” BUTTON FOR 2 SECONDS WITH THE VEHICLE’S IGNITION “ON”. WITHIN 60 SECONDS OF ACTIVATION.

DOOR LOCKING SECTION

This Comprehensive Guide Will Hopefully Answer Most If Not All Of Your Questions...

AFTERMARKET ACTUATORS:

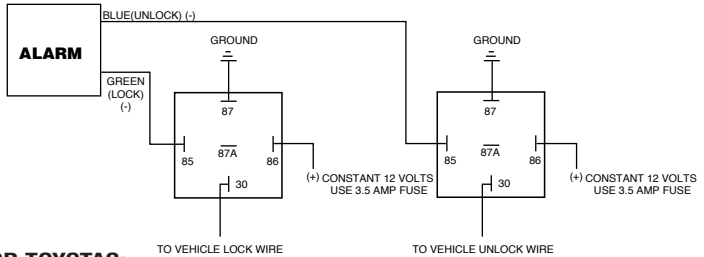
(SEE DIAGRAM)



TYPE #1: 3-WIRE NEGATIVE TRIGGER TYPE

- This Is The Simplest Of All Door Locking Systems. If You Were To Look At The Door Lock/Unlock Switch In The Driver's Door It Would Have 3 Wires Coming Out Of It. (A Lock Wire, An Unlock Wire, And A Constant (-) Negative Ground Wire)
- The Lock & Unlock Wires Will Show A (-) Negative Ground Pulse Only While Actually Locking And Unlocking The Doors, Otherwise They Will "Float".
- The LOCK Command Will Be A (-) Negative Pulse.
- The UNLOCK Command Will Be A (-) Negative Pulse.

3-WIRE NEGATIVE TRIGGER

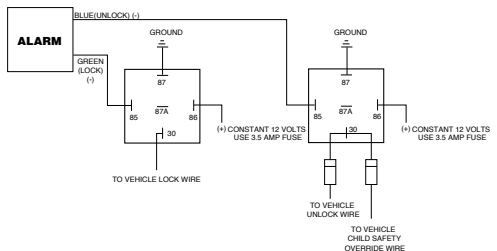


** SPECIAL NOTE FOR TOYOTAS:

Many Toyotas Have A Child-Safe Door Locking System. If The Vehicle Doors Are Locked By The Unit, Then The Unit CAN UNLOCK The Doors. But If The Vehicle's Doors Are Locked With The Vehicle Door Lock/Unlock Switch, The Unit Will NOT Be Able To Unlock Them. This Happens Because The Vehicle Switch Sends A "Lock-Out" Command Disabling The Door Locking system.

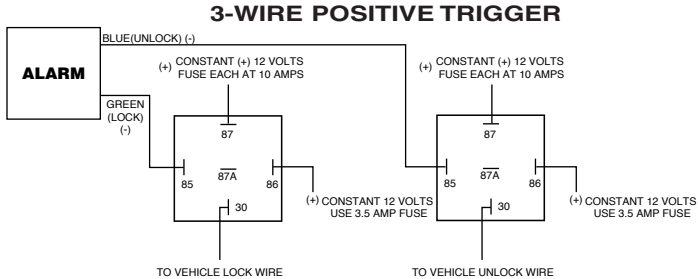
The Solution Is Very Simple And Only REQUIRES 2 DIODES. Both The Vehicle UNLOCK WIRE And The CHILD-SAFETY WIRE Must Be Pulsed With A (-)Negative UNLOCK Pulse At The Same time. This CHILD-SAFETY Wire can Be Found In The Same Plugs That The Regular LOCK & UNLOCK Wires Are Located In.

VEHICLE	WIRE COLOR	LOCATION
Camry	Blue/Red	Driver's Side Kick Panel
Celica	Green	"
Cressida	Light Green	"
MR-2	Blue/Red	"
Supra	White/Blue	"
PickUp	Red/Blue	"
4-Runner	Red/Blue	"
Land Cruiser	Blue/Orange	"



TYPE #2: 3-WIRE POSITIVE TRIGGER TYPE (Relays Or Inverter Required)

- This Type Door Of Locking System Is Common On Many GM's And Other Makes. If You Were To Look At The Door Lock/Unlock Switch In The Driver's Door It Would Have 3 Wires Coming Out Of It. (A Lock Wire, An Unlock Wire, & A Constant +12 Volt Positive Wire)
- The Lock & Unlock Wires Will Show A (+)12 Volt Positive Pulse Only While The Locking And Unlocking The Doors, Otherwise They Will "Float".



TYPE #3: 5-WIRE REVERSING POLARITY TYPE (Rest At Ground) (Relays Required)

- Reversing Polarity Is Often Confused With The 3-Wire Positive Trigger Type System. This Happens Because Both Systems Show (+)Positive Lock & Unlock Pulses, The Difference Is That In A Reversing Polarity System The LOCK & UNLOCK Wires REST AT (-)GROUND. Because Of Things Like The Just Mentioned This Type Of System Can Be Intimidating. But If The Directions Are Followed Very Carefully Then It Will Not Be So Bad. Here You Will Be Cutting Wires And Routing Them Through External Relays. Carefully Observe That You Do NOT Accidentally Reverse Any Of The Connections And Most Importantly USE FUSES!!!!
- In This Type Of Locking System There Are NO Factory Relays. The Actual Lock/Unlock Switch Directly Operates The Motors. The Switches Do This By Reversing The Polarity Of The Motor Wires.

****This System Rests At (-)Negative Ground, So If (+)12 Volts Positive Is Pulsed Into The Lock Or Unlock Wire There Will Be A Short-Circuit. This Is Why Relays Are Necessary To Mimic The Actions Of The Actual Lock/Unlock Switch. Both The Lock And The Unlock Wires Will Be Cut (ONE WIRE AT A TIME) And Run Through Relays Which Will Momentarily Interrupt The Circuit Allowing A (+)Positive Pulse To Safely Operate The System. ONLY 1 Relay For The Lock Wire And 1 Relay For The Unlock Wire Will Be Necessary.**

**** As Mentioned Before, The Positioning Of The Relay Terminal Connections Is Of SUPREME IMPORTANCE. If The Terminal Connections Are Reversed By Accident, SEVERE DAMAGE Can Occur To Both The Vehicle And The Unit.**

- If You Were To Look At The Lock/Unlock Switch Inside The Driver's Door There Would Be 5 Wires Coming Out Of The Switch. There Will Be A Constant (+)12 Volt Positive Wire, 2 Wires Showing Constant (-)Negative Ground, And 2 Wires Which REST AT (-)NEGATIVE GROUND But Invert Polarity (Show A Positive Pulse) When The Lock/Unlock Switch Is Pressed.

FOR EXAMPLE: When The LOCK Button Is Being Pressed One Wire Will Show (+)12 Volts Positive (This Is The Lock Wire) While The Second Wire Is STILL RESTING AT (-)NEGATIVE GROUND.

When The UNLOCK Button Is Being Pressed The Polarity Of The 2 Wires Will Reverse. The Wire That Was Still Resting At (-)Negative Ground Will Now Show (+)12 Volts Positive (This Is The UNLOCK Wire) And The Other Wire Will Now Be RESTING AT (-)NEGATIVE GROUND.

**** IT IS NOT NECESSARY TO ACTUALLY CATCH THE WIRES INSIDE THE DOOR. THEY CAN USUALLY BE FOUND IN THE KICK PANELS.**

- It Is Of Upmost Importance To Figure Out Which Of The 2 Reversing Wires Is The Lock Wire And Which Is The Unlock Wire.
 - a) The Lock Wire Will Be The One That Shows (+)12 Volt Positive While The Vehicle's LOCK Button Is Being Pressed.
 - b) The Unlock Wire Will Be The One That Shows (+)12 Volt Positive While The Vehicle's UNLOCK Button Is Being Pressed.

TYPE #3: 5-WIRE REVERSING POLARITY TYPE (CONTINUED)

Once You Have Determined This We Can Start.....

- 1) CUT The LOCK Wire. At This Time You Will Have 2 Halves Of The Wire.
- 2) Press BOTH The Lock And Unlock Button. If You Have Cut The Correct Wire The Door Locking System Should NOT OPERATE At All (The Doors Should NOT Lock Or Unlock).

NOTE: If The System Still Operates In Either Direction (Lock Or Unlock) You Have Either Cut The WRONG Wire Or This Is Not A Reversing Polarity System).

- 3) Next We Need To Figure Out Which Side Of The Cut Wire Is Coming From The Door Lock SWITCH And Which Side Is Going To The Actual MOTORS (THIS IS VERY VERY IMPORTANT). Once You Have Confirmed That This Is Truly A Reversing Polarity System And That You Have Cut The Correct LOCK Wire PRESS & HOLD THE LOCK Button Down (MAKE SURE THAT YOU ARE PRESSING DOWN THE LOCK BUTTON NOT THE UNLOCK).

- The SWITCH Side Will Be The One That Shows (+)12 Volt Positive When Pressing The "LOCK " Button (This Will ONLY Be True If You Have Cut The LOCK Wire). NOW Connect The SWITCH Side Of The CUT LOCK Wire To Terminal #87A On The LOCK Relay.
- The Other Side Of The CUT LOCK WIRE Will Be The MOTOR Side. NOW Connect The MOTOR Side Of The Cut LOCK Wire To Terminal #30 On The LOCK Relay.

- 4) Next CUT The UNLOCK Wire. This Will Be The Wire That Shows (+)12 Volt Positive While Pressing The "UNLOCK" Button.

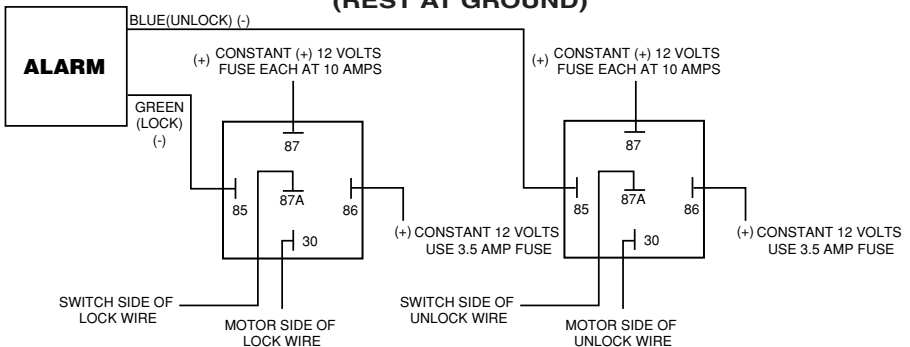
NOTE: After CUTTING The UNLOCK Wire The Entire Locking System Should NOT Operate In Either Direction.

- 5) REPEAT The Procedure Of Finding Which Side Is The SWITCH Side And Which Side Is The MOTOR Side. ALWAYS Connect The SWITCH Side To Terminal #87A On The Relay (In This Case The UNLOCK Relay). Always Connect The MOTOR Side To Terminal #30 On The Relay (In This Case The UNLOCK Relay).

****THE DOOR LOCKING SYSTEM SHOULD NOW OPERATE NORMALLY****

Follow The Diagram For The Rest Of The Connections:

5-WIRE REVERSING POLARITY (REST AT GROUND)



TYPE #4: VACUUM OPERATED TYPE

This Type Of System Uses A COMPRESSOR To LOCK And UNLOCK The Vehicle's Doors. Depending On What Signal The Compressor Receives From The Actual Door Lock Motors It Will Either PULL or PUSH The Motors.

The COMPRESSOR CONTROLLING WIRE Must Be Located And CUT.

***** WARNING *****

IT IS OF SUPREME IMPORTANCE THAT THE SWITCH SIDE AND THE COMPRESSOR SIDE OF THE WIRE BE NOTED.

REVERSING THE SIDES OF THE COMPRESSOR CONTROLLING WIRE CAN PERMANENTLY DAMAGE THE COMPRESSOR.

***** WARNING *****

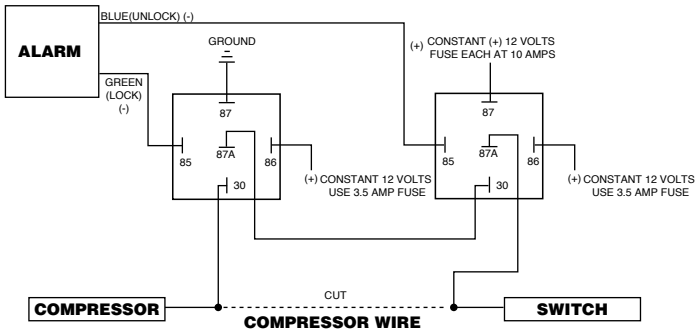
DO NOT PROBE THIS WIRE WITH A TEST LIGHT OR DAMAGE MAY OCCUR TO THE VEHICLE. IF NECESSARY USE A VOLT-METER.

NOTE: For Most Mercedes Benz The Compressor Construing Wire Will Either Be A GREEN Or A BLUE Wire Located In The Vehicle's KICK PANELS. This Wire Will Show (+)12 Volts Positive When The Doors Are UNLOCKED And Will Show (-)Negative Ground When The Doors LOCK.

Test Wire Doors Unlocked Only. Compressor Side Will Lock With (-) Ground And Unlock With (+) 12 Volts.

TYPE #4: (CONTINUED)

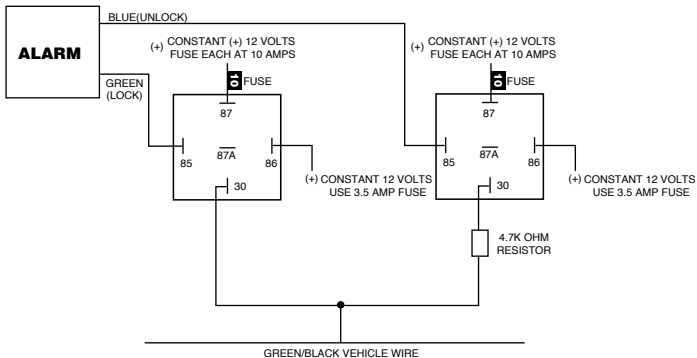
VACUUM OPERATE SYSTEM



TYPE# 5: FORD PROBE (+)SINGLE WIRE SYSTEM

- The Ford Probe Uses A Single Wire (+)12 Volt Positive Door Lock System. This Single Vehicle Wire Controls BOTH LOCK & UNLOCK. This Means That Both The Unit's LOCK and UNLOCK Pulse Wires Have To Be Connected To The SAME Vehicle Wire.
- The (+)12 Volt Positive LOCK Command Is Simply A Regular (+)12 Volt Positive Pulse.
- The (+)12 Volt Positive UNLOCK Pulse Command Must Be Resisted Through A 4.7K OHM Resistor.
- The Single Lock/Unlock Wire Is Found In The Kick Panels And Is Green/Black.

FORD PROBE (+) SINGLE WIRE SYSTEM



TYPE# 6: CHRYSLER SINGLE WIRE SYSTEM

- This Is A Single Wire System. This Single Vehicle Wire Controls BOTH LOCK & UNLOCK. This Means That Both The Unit's LOCK And UNLOCK Pulse Wires Have To Be Connected To The SAME Vehicle Wire.
- Models Such As The 1995 Cirrus/Dodge Stratus Use This System.
- Other Chrysler Models Such As The 1993-95 New Yorker, Concorde, LHS, Dodge Intrepid, & Eagle Vision Can Be Wired Using This Single Wire Method Or As A 3-Wire (+)Positive Trigger Type. (Since The Factory Door Locking Relays Are Difficult To Access, The Single Wire Method Is Much Faster)

NOTE: For Dodge Caravan, Chrysler Town & Country, & Plymouth Voager SEE TYPE #7: SINGLE WIRE SYSTEM.

- This Single Wire System Is Basically A RESISTED (+)12 Volt Positive Trigger System. The Lock Command Is A 3 Volt Pulse And The UNLOCK Command Is A 6 Volt Pulse. Resistors Can Be Used To Convert The Unit's Regular (+)12 Volt Positive Pulse To Operate This System.
- A (+)12 Volt Positive LOCK Pulse Needs To Be Resisted Through A 620 OHM Resistor.
- A (+)12 Volt Positive UNLOCK Pulse Needs To Be Resisted Through A 2.7K OHM Resistor.

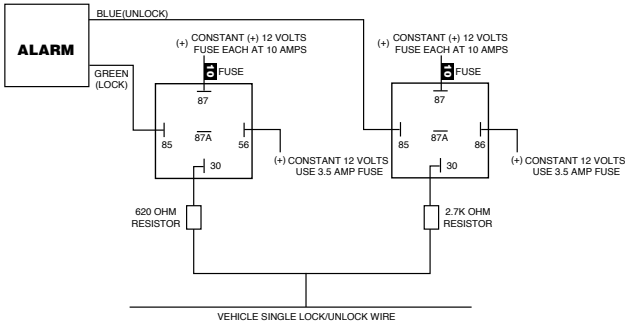
TYPE# 6: (CONTINUED)

VEHICLE WIRE COLORS & LOCATIONS

Vehicle: 1995 Chrysler Cirrus / Dodge Stratus
Color: White/Light Green
Plug: 16-Pin Brown Connector
Location: Driver's Side Kick Panel

Vehicle: 1993-95 Chrysler New Yorker, Concorde, LHS,
Eagle Vision, Dodge Intrepid
Color: Orange/Violet
Plug: 16-Pin Blue Or Black Connector
Location: Driver's Side Kick Panel

CHRYSLER SINGLE WIRE SYSTEM



TYPE #7: SINGLE WIRE TYPE FOR 1996 DODGE CARAVAN, CHRYSLER TOWN & COUNTRY, & PLYMOUTH VOAGER.

-This Is Also A SINGLE WIRE System Which Is Very Similar To The Type #6 General Chrysler System. The Difference Is That This Is A Resisted (-) NEGATIVE GROUND Pulse System.

-The (-)Negative LOCK Command MUST Be Resisted Through A 1.5K OHM Resistor.

-The (-)NEGATIVE UNLOCK Command MUST Be Resisted Through A 249 OHM Resistor.

VEHICLE WIRE COLORS & LOCATIONS:

Vehicle: 1996 Dodge Caravan, Chrysler Town & Country,
& Plymouth Voager

Color: White/Dark Green

Plug: 40-Pin Tan Connector (pin #5)

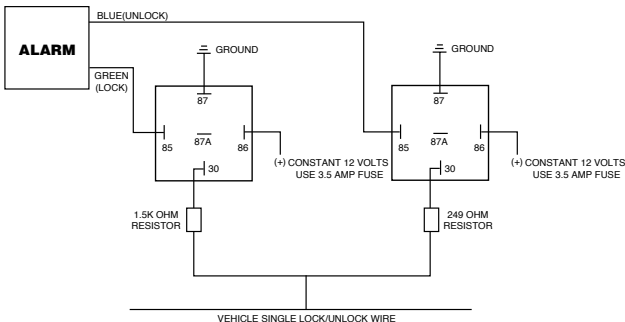
Location: Under The Driver's Side Dash Panel At The Body Control Module (BCM) Which Is Behind The Fuse Block.

***** (or) *****

Plug: 14-Pin Black Connector

Location: At Fuse-Block Or In Driver's Side Kick Panel

SINGLE WIRE DODGE CARAVAN, CHRYSLER T&C & PLYMOUTH VOAGER



TYPE# 8: SINGLE WIRE MAZDA TYPE

-This Is Basically A PARTIALLY RESISTED (-)NEGATIVE PULSE System. Partially Resisted Because ONLY THE LOCK COMMAND NEEDS A RESISTOR.

-The (-)NEGATIVE LOCK Command MUST Be Resisted Through A 1K OHM Resistor.

-The (-)NEGATIVE UNLOCK Command Is A Regular (-)NEGATIVE GROUND Pulse.

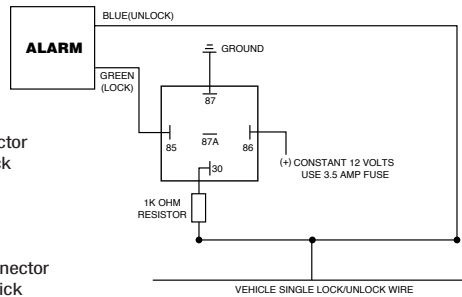
VEHICLE WIRE COLORS & LOCATIONS

Vehicle: Mazda Protoge
 Color: White/Blue
 Plug: 18-Pin White Connector (White/Blue Wire Is Repeated 3 Times On This plug)
 Location: Driver's Side Kick Panel

Vehicle: Mazda 929
 Color: Light Green/Black (or) Yellow/Black
 Plug: 20-Pin Black Connector 6-Pin White Connector
 Location: Driver's Side Kick Panel Passenger Side Kick

Vehicle: Mazda Mellenia
 Color: Red/Black (or) Blue/Yellow
 Plug: 28-Pin White Connector 28-Pin White Connector
 Location: Driver's Side Kick Panel Passenger Side Kick

SINGLE WIRE MAZDA SYSTEM



TYPE# 9: SINGLE WIRE NISSAN & 1991 MAZDA MPV TYPE

-The 1991 MAZDA MPV And Some NISSANS Use This Type Of Single Wire System.

-To LOCK The Vehicle's Doors The Single Wire Circuit Must Be Opened. This Is Done Through The Use Of A Relay.

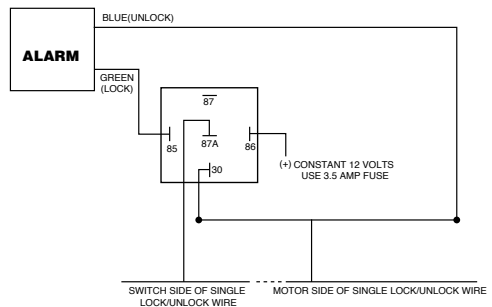
-To UNLOCK The Vehicle's Doors Only A Normal (-)NEGATIVE GROUND Pulse Is Needed. Therefore The UNLOCK Command Is A (-)NEGATIVE Pulse.

VEHICLE WIRE COLORS & LOCATIONS:

Vehicle: 1991-1994 Nissan 240SX
 Color: Orange/ Blue (or) Orange/ Black
 Plug: Look For The Wires Coming from the Door
 Location: Driver's Side Kick Panel
 Vehicle: 1992-1995 300ZX
 Color: Brown (or) Brown/ Yellow
 Plug: Look For The Wires Coming from the Door
 Location: Driver's Side Kick Panel

Vehicle: 1991 Mazda MPV
 Color: Green/White
 Plug: At The Door-Lock Control Module
 Location: Behind The Glove Compartment

SINGLE WIRE NISSAN AND 1991 MAZDA MPV SYSTEM



**SPECIAL NOTE: MICRO AUTO SECURITY IS NOT RESPONSIBLE FOR ACCURACY:
 VERIFY ALL WIRE FUNCTIONS BEFORE MAKING CONNECTIONS!**

QUICK REFERENCE GUIDE

ARMING /DISARMING ALARM



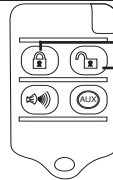
PRESS & RELEASE THE "LOCK" BUTTON TO ARM THE ALARM & LOCK THE DOORS
PRESS AND RELEASE THE "UNLOCK" BUTTON TO DISARM THE ALARM AND UNLOCK THE DOORS

SILENT ARMING/DISARMING ALARM



PRESS & HOLD THE "AUX" BUTTON FOR 2 SECONDS TO ARM/DISARM THE ALARM IN SILENT MODE

2ND CAR OPERATION



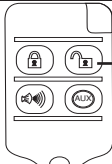
PRESS AND RELEASE BUTTONS "LOCK & UNLOCK" SIMULTANEOUSLY TO ARM OR DISARM THE 2ND VEHICLE

PANIC



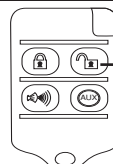
PRESS & RELEASE THE PANIC BUTTON MOMENTARILY TO ACTIVATE
TO DEACTIVATE PRESS THE "UNLOCK" BUTTON

DRIVER'S DOOR UNLOCK



PRESS & RELEASE "LOCK" BUTTON TO DISARM ALARM & UNLOCK ONLY THE DRIVER'S DOOR

THEN →



PRESS & RELEASE BUTTON "UNLOCK" WITHIN 3 SECONDS OF DISARMING THE ALARM TO UNLOCK THE REMAINING DOORS

AUXILIARY CHANNEL #1



PRESS & RELEASE THE "AUX" BUTTON TO ACTIVATE CHANNEL # 1

AUXILIARY CHANNEL #2



PRESS & HOLD BUTTONS "PANIC & LOCK" TO ACTIVATE CH # 2

AUXILIARY CHANNEL #3



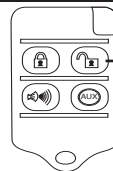
PRESS & HOLD BUTTONS "AUX & UNLOCK" FOR 2 SECONDS TO ACTIVATE CH # 3

ENTER/EXIT VALET THROUGH THE REMOTE



TO ENTER VALET PRESS & HOLD "UNLOCK" BUTTON FOR 4 SECONDS THE ALARM WILL EMIT A SERIES OF CHIRPS TO CONFIRM ENTRY INTO VALET

THEN →



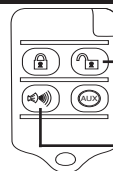
TO EXIT VALET: PRESS & HOLD THE "UNLOCK" BUTTON FOR 4 SECONDS

SENSOR DEFEAT THROUGH THE REMOTE "TWO METHODS"



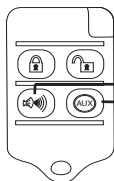
PRESS AND RELEASE "LOCK" TO ARM ALARM, WITH-IN TWO SECONDS PRESS LOCK A 2ND TIME FOR 2 SECONDS TO ACTIVATE SENSOR DEFEAT

THEN →



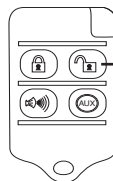
PRESS & HOLD BUTTONS "PANIC & UNLOCK" FOR 2 SECONDS WITHIN 3 SEC. OF ARMING THE ALARM

ANTI HI-JACK ACTIVATION/DEACTIVATION (MUST BE PROGRAMMED)



TO ACTIVATE
PRESS & HOLD BOTH BUTTONS "PANIC & AUX" FOR 2 SECONDS WITH THE VEHICLE'S IGNITION "ON"

THEN →



TO DEACTIVATE
PRESS & HOLD "UNLOCK" BUTTON FOR 2 SECONDS WITH THE VEHICLE'S IGNITION "ON" WITHIN 60 SECONDS OF ACTIVATION.

NOTE

NOTE

WIRING DIAGRAM

8008-99

JUMPERS

1	2	3	4	5	6
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PIN#	1
PIN-IN	CURRENT SENSING ON
PIN-REMOVED	CURRENT SENSING OFF
PIN#	2
PIN-IN	PASSIVE ARMING
PIN-REMOVED	ACTIVE ARMING
PIN#	3
PIN-IN	PASSIVE LOCKING ON
PIN-REMOVED	PASSIVE LOCKING OFF
PIN#	4
PIN-IN	NORMAL DOOR TRIGGER
PIN-REMOVED	60 SECOND DOOR TRIGGER ARMING DELAY FOR DOME-LIGHT
PIN#	5
PIN-IN	IGNITION AUTO-LOCK ON
PIN-REMOVED	IGNITION AUTO-LOCK OFF
PIN#	6
PIN-IN	1 SECOND DOOR-LOCK PULSE
PIN-REMOVED	3 SECOND DOOR-LOCK PULSE

