

TALFM-TW

INSTALLATION INSTRUCTIONS

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WARRANTY CONDITIONS

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.

Replacement Remote Part# REMOTE-TALFM-LCD

RED: MAIN POWER CONNECTION

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

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.

YELLOW: PRIMARY IGNITION POWER

This Input Will Provide The Alarm With A (+)12 Volt Positive 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.

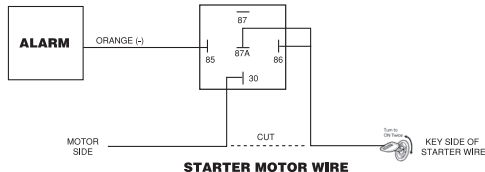
- Connect To The Vehicle's (+)12 Volt Positive Primary Ignition Wire.
- The Vehicle's Primary Ignition Wire Will Show (+)12 Volts When The Ignition Key Is Turned To The ON & START Positions.
- This Wire Will NOT Drop Out During Starter Motor Cranking.
- This Wire Will NOT Show (+)12 Positive When The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

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 Positive 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 Positive 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)



WHITE: PARKING LIGHT OUTPUT(+/-)

- Connect This Wire To The Vehicle's Parking Light Circuit.
- This Output Will Provide A Flashing (+)12 Volt Positive or Negative Signal To Energize The Vehicle's Parking Lights.

RED/WHITE: PARKING LIGHT INPUT

- This Input will Provide the Voltage and Polarity to Both White Wires fused at 10 Amps..

WHITE: PARKING LIGHT OUTPUT(+/-)

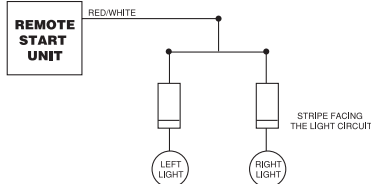
- Connect This Wire To The Vehicle's Parking Light Circuit.
- This Output Will Provide A Flashing (+)12 Volt Positive or Negative Signal To Energize The Vehicle's Parking Lights.

SPECIAL CASE FLASHING LIGHTS HOOK-UP

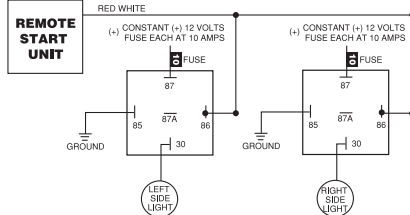
SPECIAL CASE FLASHING LIGHTS HOOK-UP

VEHICLE HAS SEPARATELY FUSED LEFT & RIGHT SIDE PARKING LIGHTS (EX: MERCEDES, BMW)

(5) USING 2 DIODES



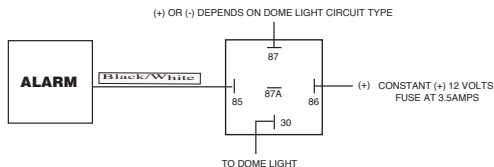
USING 2 RELAYS



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

The Alarm's Black/White Wire Will Provide A (-)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.

Black/White Wire



BROWN: (+)SIREN OUTPUT

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

- Connect Alarm Brown Wire To Siren 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) **ADDITIONAL RELAY MUST BE ADDED.**

BROWN/WHITE: (-)HORN/AUX. OUTPUT .500MA

This wire will provide a (-) ground output for Aux/ Horn Honk(Programmable Feature#10)

- Connect to vehicle's Neg (-) horn honk wire

GREEN: (-) NEGATIVE DOOR TRIGGER INPUT

The (-)Door Input Is An Instant Trigger Zone For Vehicles Equipped W/ A (-)Neg. 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:#3) **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. **NOTE:** It Is Necessary To Confirm That All Vehicle Doors Are Included In The Circuit.

PURPLE: (+) POSITIVE DOOR TRIGGER INPUT

The (+)Door Input Is An Instant Trigger Zone For Vehicles Equipped W/ A (+)Pos. 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: #3)

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

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

GREY: AUXILIARY #1 OUTPUT

This Auxiliary Channel Will Provide A Momentary (-) Neg. Output When The "Lock" Button is Pressed and hold it for 2 Seconds.

SEE PAGE 11. FEATURE#9

BROWN/WHITE: AUXILIARY #2 OUTPUT

This Auxiliary Channel Can be programmed with four different Options;Pulse Output,Latch,Horn, or Limited Horn.

SEE PAGE 11. FEATURE#10

BLUE: (-) HOOD PIN SWITCH INPUT

The (-)Hood Input Is An Instant Trigger Zone For Vehicles Equipped W/ A (-)Neg. Type Hood Pin-Switch 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.

DOOR LOCKS

This Alarm Is Equipped With On Board Door Locking Relays. The Following Is A Guide To Using These On Board Relays With Most Popular Door Locking Systems.

AFTERMARKET ACTUATORS: (SEE DIAGRAM)

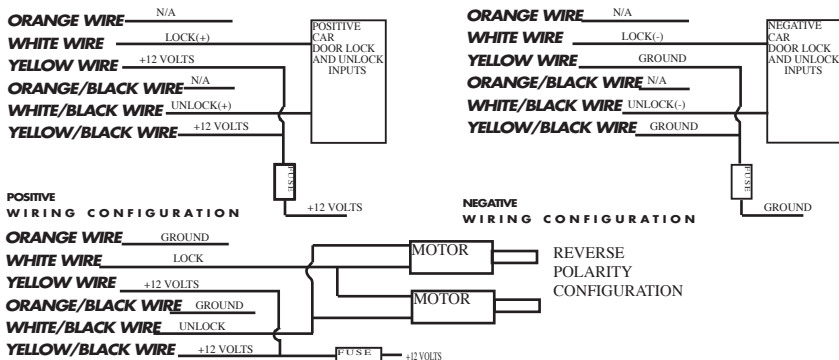
TYPE #1: 3-WIRE NEGATIVE TRIGGER TYPE

- 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, & 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.

PLEASE SEE WIRING CONFIGURATION

TYPE #2: 3-WIRE POSITIVE TRIGGER TYPE

- 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)

• 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. 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 The Internal 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 The Internal Relays Which Will Momentarily Interrupt The Circuit Allowing A (+)Positive Pulse To Safely Operate The System.

** As Mentioned Before, The Connections Are Of SUPREME IMPORTANCE. If The 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.

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 BUTTON).

- 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 The White/Black Wire On The 6-Pin Door Lock Harness.
- The Other Side Of The CUT LOCK WIRE Will Be The MOTOR Side. NOW Connect The MOTOR Side Of The Cut LOCK Wire To The Green/Black Wire On The 6-Pin Door Lock Harness.

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.

- The SWITCH Side Will Be The One That Shows (+)12 Volt Positive When Pressing The "UNLOCK " Button (This Will ONLY Be True If You Have Cut The UNLOCK Wire). NOW Connect The SWITCH Side Of The Cut UNLOCK Wire To The Brown/Black Wire On The 6-Pin Door Lock Harness.
- The Other Side Of The CUT UNLOCK WIRE Will Be The MOTOR Side. NOW Connect The MOTOR Side Of The Cut UNLOCK Wire To The Blue/Black Wire On The 6-Pin Door Lock Harness.

6) Connect the purple/black and red/black wires to a fused (+) 12V source capable of supporting up to 15AMPS. ****THE DOOR LOCKING SYSTEM SHOULD NOW OPERATE NORMALLY.

PINK: (+) IGNITION POSITIVE ANTI HI-JACK TRIGGER WIRE

This Alarm Is Equipped With An Anti-Hijack Feature. This Feature Is Designed To Provide Vehicle Security In The Event That The Vehicle Is Commandeered From The User.

If Programmed Feature#13, The Ignition Anti-Hijack (+)Trigger Input Wire Will Activate A 60-Second Countdown If 12 Volts (+) Is Applied While The Vehicle's Ignition Is "ON".

Once Anti Hi-Jack Mode Is Entered, The LED Begins Flashing Rapidly & A 60-Second Countdown Begins. During This 60-Second Countdown The User Can Disarm The System as follow:

1) Press The UNLOCK Button, for 2 seconds On The Remote Control With The Ignition "ON".

If The Anti Hi-Jack Mode Is Not Disarmed Within The 60 Seconds The Alarm Will Trigger. Once Triggered, Anti Hi-Jack Mode Can Only Be Disarmed By Performing An Emergency Override. Press The Valet/Override Button With The Vehicle's Ignition "ON".

CONNECTION: Ignition Anti Hi-Jack Mode, is activated thru Ignition Positive wire.

ANTI HI-JACK PROGRAMMABLE THROUGH REMOTE

When Programmable Feature#14 is ON and Ignition, Press and hold PANIC and AUX together for 2 seconds Alarm will enter AHJ mode,Siren will chirp three times and LED will flash.

ANTI HI-JACK BY DOOR TRIGGER POSITIVE OR NEGATIVE TRIGGER WIRE

When Programmable Feature#15 is ON and when the Ignition is ON, and driver door is opened then closed, Alarm will enter AHJ mode,Siren will chirp three times and LED will flash.

ANTI HI-JACK MODE ACTIVATED STATUS

From 0-60 sec. LED will flash quickly.

From 61-70 sec. LED will flash quickly, siren chirps, and the parking light will flash.

From 71-80 sec. LED will flash quickly, siren chirps, and the parking light will flash and Ignition cut output constantly.

After 81 sec. LED will flash quickly, siren chirps, and the parking light will flash and Ignition cut output constantly.

EXIT ANTI HI-JACK MODE

From 0-60 sec. Turn on the Ignition, then press and hold UNLOCK button for 2 sec.The system will be in disarm mode.

After 60 sec. Turn on the Ignition, then press override button(located on antenna) for 1 sec.The system will be in disarm mode.

PANIC ACTIVATION THROUGH REMOTE ONLY

Ignition on press and hold button 3 two second, unit goes to Panic mode
ignition off, unit goes to Panic mode.

LED: STATUS INDICATOR

LED	STATUS
Off	Alarm Disarmed
Flashing Slowly	Alarm Armed
Flashing Rapidly(Ignition Off)	Self Arm Countdown
Flashing Rapidly(Ignition On)	Hi-Jack Count Down
On Solid	Valet Mode
One Flash one Pause	Sensor Trigger
Two Flash one Pause	Pin Switch Trigger
Three Flash one Pause	Door Trigger
Four Flash one Pause	Ignition Trigger

DUAL-STAGE SHOCK SENSOR: (SINGLE-ADJUSTMENT)

This Alarm System comes Equipped With A 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.

ADJUSTMENT: When Adjusting This Sensor, It Is Recommended To Set The Screw At The Half Rotation First, Then Adjust The Sensitivity.

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.

VALET/OVERRIDE BUTTON:

The Valet/Override Button Has Three 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.
- 3) To Program Remote Control (See Page 12)

LOCATION: Mounted On Antenna.

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 As Well As The Auxiliary Channel 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.

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.

EMERGENCY OVERRIDE PROCEDURE: (ONLY WHEN THE ALARM IS ARMED!)

1. Turn Vehicle's Ignition On.
2. Press The Valet/Override Button(Antenna Button).
3. The LED Will Stop Flashing & The Siren Will Stop Sounding.

Brown/White Wire, Negative Horn Honk Output (PROGRAMMABLE)

Step 1. Turn ignition ON

Step 2. Press and release VALET push button 5 times to enter programming menu.

Step 3. Press and release VALET push button 10 Times (Programming Feature #10)

Step 4. Press Third Button on either remote control to set horn honk feature

Step 5. Turn ignition OFF to exit programming menu

4.A PROGRAMMABLE FEATURE TABLE

	FEATURES	LOCK: Siren chirp once LED flash once	UNLOCK: Siren chirp twice LED flash twice	PANIC: Siren chirp 3 times LED flash 3 times	AUX: Siren chirp 4 times LED flash 4 times	Select Feature by Pressing Override Switch
1	Last Door Arm/Auto Rearm	OFF	ON			1 Time
2	Last Door Arm/Auto Rearm with Door Lock	OFF	ON			2 Times
3	Dome Light Delay	5 Sec	60 Sec			3 Times
4	Lock/Unlock Pulse	Single	Double			4 Times
5	Door Lock/Unlock Pulse	0.7 Sec	3.5 Sec			5 Times
6	Ignition Lock/Unlock	OFF	ON			6 Times
7	Disarm Light Output	Flash Twice	Flash Twice and stay ON 30 Sec			7 Times
8	Keyless Entry	OFF	ON			8 Times
9	1st Aux. Output	Trunk Release	Car Start (See note 1)			9 Times
10	2nd Aux. Output	Pulse (See Note 2)	Latch (See Note 2)	Horn (See Note 3)	Limited Horn (See Note 5)	10 Times
11	Dome Light Output	Dome Light Supervision	2nd Unlock Output			11 Times
12	Starter Kill After Disarm	OFF	ON			12 Times
13	IGN Anti Hi-Jack	OFF	ON			13 Times
14	Remote Anti Hi-Jack	OFF	ON			14 Times
15	Door Anti Hi-Jack	OFF	ON			15 Times
16	Back to Factory Default	Press AUX for 3 seconds. Siren will chirp 6 times. Light will flash 6 times. All features will be returned to default settings.				16 Times

*All settings shaded in gray are factory default settings.

Note 1: **CAR START** – Press and release AUX button to get a 0.5 second negative output on the 1st channel (trunk release wire). This will bypass the sensor and ignition.

Note 2: **PULSE** – Press and hold the LOCK and PANIC buttons, and the 2nd Channel Output will send signal as long as the LOCK and PANIC buttons are held.

Note 3: **LATCH** – Press LOCK and PANIC buttons for a 30 second signal output.

Note 4: **HORN** – The Horn wire will have an output whenever the Siren wire has an output.

Note 5: **LIMITED HORN** – The Horn will sound only during Door Trigger, Ignition, or when the Shock Sensor is triggered. The siren will sound/chirp on all events.

PROGRAMMING REMOTE CONTROLS

NOTE: Please code LCD Transmitter first, otherwise the LCD transmitter will not respond for the one-way transmitter.

Entering Code-Learning:

1. Turn The Vehicle's Ignition To The "ON" Position.
2. Press The Valet/Override Button 5 times(It is located on antenna).
 - The Siren Will Emit A Long Chirp & The LED And Parking Lights Will Light Solid To Confirm Entry Into Code-Learning.

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

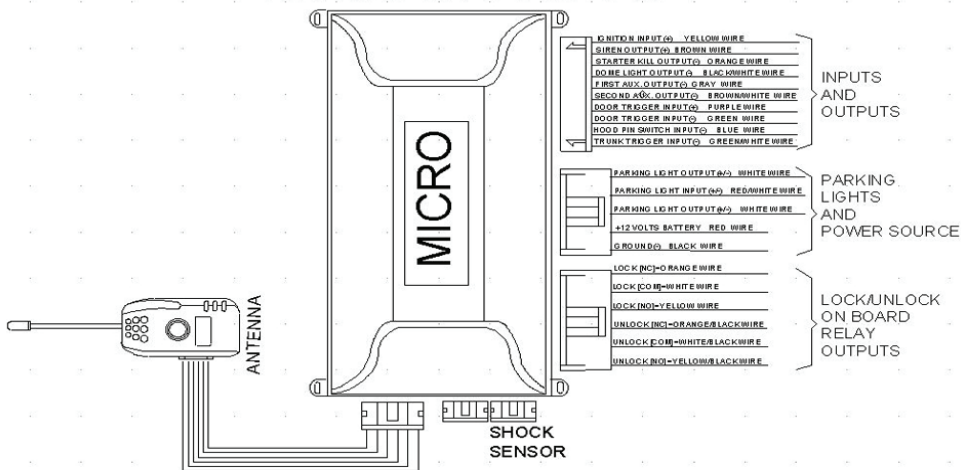
Once In Code-Learning

PRESS THE LOCK BUTTON OF THE NEW TRANSMITTER.

- 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.
- It Is Advisable To Fill All Three Of The Memory Slots.

WIRING DIAGRAM (TOP VIEW)

MODEL:TALFM-TW



Replacement Remote Part# REMOTE-TALFM-NONLCD