

INSTALLATION GUIDE

•

OWNER'S GUIDE

SECURITY SYSTEM PRO-SERIES 7002

CONTENTS

| | |
|--|-------|
| System Features | 1-2 |
| System Components | 2 |
| Technical Assistance | 2 |
| Before You Begin | 2 |
| Precautions..... | 3 |
| Making Connections | 3-4 |
| Locating & Making Connections..... | 5-7 |
| Optional Connections | 7-8 |
| Antenna Placement | 8 |
| Wiring Diagram..... | 9 |
| How to use Your Remote Transmitter | 9-10 |
| Operating Instructions..... | 10-11 |



Technical Assistance

All tech personnel are expertly qualified to answer any technical questions.
Technicians are available Monday through Friday from 9:00 a.m. until 8:00 p.m. and Saturday 10:00 a.m. until 4:00 p.m.

Address

288 Canton Avenue • Wintersville, Ohio 43953

Telephone

Phone: 740-264-4710 • 800-878-8007 • Fax: 740-264-7306

SYSTEM FEATURES

| | |
|---|--|
| 2 Long Range Four-Button Remotes | Hand-held, easy to use and lets you operate the system from an extended distance. |
| Keyless Entry with onboard relays | Two onboard relays are provided to work any vehicle's door locks without additional parts. This feature will remotely lock or unlock your power door locks even if the engine is running or the alarm is in valet mode. |
| Trunk Release | Remotely opens your trunk with a single push of a button. |
| Remote Car Finder | Locates your vehicle by chirping the siren and flashing the vehicles lights when activated by the transmitter (i.e. crowded parking lots, etc.). |
| Instant Personal Panic Protection | Provides instant panic protection by sounding the siren and flashing lights while inside or outside the vehicle, even if the engine is running. |
| Starter Immobilizer | Prevents a thief from starting your vehicle when your system is armed, even if he or she has your keys. |
| Extended Range Antenna | Allows you to operate your system from up to 800 feet away. |
| High Theft Area | Enables the system to chirp every 30 seconds in high theft areas to warn away thieves (remotely programmable). |
| Distracted Entry | In passive arming mode, if you disarm the system and get distracted from entering the vehicle, the system automatically rearms itself in one minute, whether the doors have been opened or not. |
| Anti-Carjacking | Protects you and your vehicle in the event of a carjacking attempt. After the carjacking, the siren will sound and the lights will flash. If the engine is turned off, the vehicle can't be restarted. The 7002PRO is designed to get your car back without risking your life. |
| Valet | Prevents passive arming when being serviced, valet parked or washed. While in valet mode, you can still remotely lock and unlock the power door locks and access instant panic from your transmitter (remotely programmable). |
| Special Situations | Allows you to remotely lower the sensitivity of your shock sensor for special situations (i.e. when parking in or near construction zones, heavy rain, trucks, etc.) (remotely programmable). |
| Dome Light | Never walk up to a dark vehicle again. When disarming the vehicle by remote control, the dome light will come on and stay on for 30 seconds, or until you activate the ignition switch. |
| Active Arming | System arms only when the transmitter button is pressed. |
| Passive Arming | Automatically arms the system 1 minute after the last door is closed. Lowers car insurance in most states (remotely programmable). |
| Silent Arming | The system will perform all its functions without the chirping sound when arming and disarming the system. |
| Passive Arming with Door Locks | Arms the system and locks the doors automatically (remotely programmable). |
| Pre-Arming Chirps to Passive Arming | Warns you that your alarm will arm itself in 30 seconds (Patented). |
| Progressive Warning | Sounds pre-alarm warning chirps when a shock sensor or door switch is triggered. These chirps remind you to disarm the system before the siren goes to full activation. |
| Locking and Unlocking with the Ignition Switch | The doors will lock when the ignition is turned on and unlock when the ignition is turned off (remotely programmable). |
| Automatic Annoyance Override | If the same zone is violated 3 times while armed, that zone will turn off until the alarm is disarmed and rearmed. |
| 6 Tone 126db Siren | Attracts more public attention by changing its tone every 6 seconds. |
| Current Sensing | Detects any voltage reduction in the vehicle caused by an interior dome light, hood or trunk light coming on (remotely programmable). |
| Plug In 8 Function LED Status Indicator | A visual theft deterrent flashes when the system is armed. It also lets you know which zone has been violated, and provides a visual reference to indicate if it is armed or in valet mode. |

| | |
|--|---|
| On-Board Parking Light Relay | Built in relay provides a positive (+) parking light output. No external relay needed. |
| On-Board Dual Stage Shock Sensor | Saves time in installation. Not sensitive to temperature or aging, but extremely sensitive to shock or glass breakage. |
| Ignition Detection | Adds protection by sounding the siren and flashing the lights if the ignition wire is hot-wired or turned on when the system is armed, even if the current sensor or door switch wires have been cut. |
| Computer Controlled Fan Sensor Override | No additional wiring needed. This model distinguishes between an electric fan turning on and a light bulb. |
| Code Learning | Allows your alarm to learn new remotes, should you want to add remotes, or if remotes are lost. |
| E Squares Memory Back Up | The system memorizes its programmed features if power is lost. |
| Limited Lifetime Warranty | Guarantees life-long protection. |

SYSTEM COMPONENTS

- | | |
|--|--|
| 1- Installation and Operation Guide | |
| 1- Main Control Module | 1- Momentary Switch |
| 2- Four Button Remote Transmitters | 1- Anti-carjacking Switch |
| 1- 126db Six Tone Siren | 1- LED Status Indicator and Bracket |
| 1- 16-Pin Wire Harness | 1- Extended Range Antenna and Antenna Clip |
| 1- 5-Pin Door Lock Harness | 1- Warranty |
| 1- Starter Interrupt Relay and Prewired Socket | 2- Bulldog Window Decals |

TECHNICAL ASSISTANCE

Should you need help. First check our website at www.bulldogsecurity.com or call our toll-free Tech Support Hotline Monday through Friday 9AM-8PM and Saturday 10AM-4PM EST at 800-878-8007.

You must give the following information:

- Name
- Telephone Number with Area Code (Fax number if applicable)
- Year, Make, and Model of the vehicle
- The model you are installing
- The type of assistance you are requesting

If you give the above information you will be called back as soon as possible.

Please do not skip any steps.

BEFORE YOU BEGIN

Congratulations, you have purchased one of the most advanced alarm systems ever made. Your new alarm is a technological breakthrough utilizing the most advanced, state-of-the-art technology and components. It is computer controlled and manufactured in the U.S.A. The dependability and variety of features make Bulldog Security the leader in the industry. Enjoy your new alarm for years to come!

Since there are many different makes and models of vehicles, look at our website, www.bulldogsecurity.com.

Read this manual thoroughly BEFORE starting the installation. Please do not skip any steps. Mount the control module under the driver's dash inside the vehicle after all connections have been made. Do not mount the control module in the engine compartment.

PRE-INSTALLATION DISCUSSION

It is always good policy to discuss the following topics with your customer. Use masking tape or post-it notes to indicate the preferred mounting locations of interior components.

CHECK WITH YOUR CUSTOMER

- LED position, visible from as many of the vehicle's windows as possible for its deterrent value.
- Which option(s) the customer wants programmed.
- Choose Anti-carjacking and override switch locations for convenient customer use.

PRECAUTIONS

SAFETY FIRST!

A periodic safety check is recommended to ensure that your system is in proper working order.

DO NOT use mechanical wiring connections, such as **crimp** or **snap together wire connectors**. Instead, follow the instructions on pages 3-4

DO NOT disconnect the battery if the vehicle has an anti-theft-coded radio or is equipped with an airbag. Doing so may cause a warning light to be displayed which may require a trip to the dealer to be corrected.

DO NOT leave the interior or exterior lights on for an extended period of time as it may cause battery drain. Remove the dome light fuse from the vehicle's fuse box. **NOTE:** Alarm systems do not work well with a partially discharged battery.

NOTE: A volt meter must be used when testing.

DO NOT USE A TEST LIGHT unless it is computer-friendly. Other devices may cause electrical damage to sensitive and expensive circuits,

NOTE: To probe an insulated wire, put a piercing probe adapter on your meter or test light leads.

1. Except for the LED Status Indicator, NEVER mount components in view or where they can be easily disconnected.
2. Disconnect the dome light fuse until you are ready for final testing.
3. Mount the siren as far away from sources of heat (exhaust manifold, turbo charger, etc.) as possible. Tape, wrap or tube all wires. Run all wires to the siren as high up in the engine compartment as possible to prevent cutting from below.
4. Always suggest adding an optional shock sensor to protect the trunk.
5. Mount the control module only after all connections have been made and tested.
6. Using wire ties or double sided tape, mount the module as high under the dash as you can. Make sure the module is securely mounted.

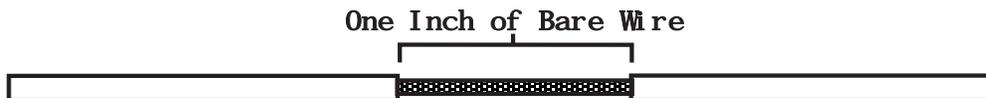
MAKING WIRING CONNECTIONS

NOTE: In most cases you should not cut your vehicle wire in two.

1. Strip back two inches of insulation on the wire from the remote starter.



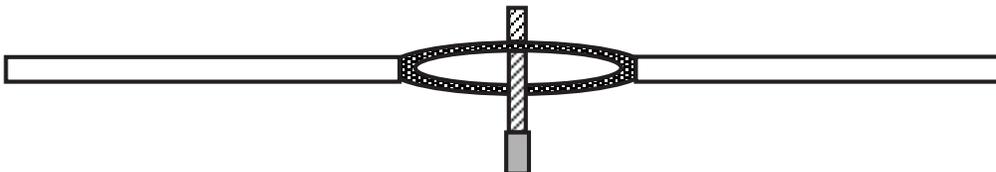
2. Strip back one inch of insulation on the wire you need to connect to.



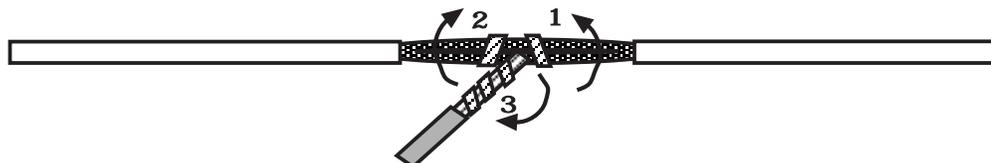
3. Separate the vehicle wire as shown. Make the separation large enough to fit the other wire through.



4. Insert the wire(s) from the starter through the hole as shown. If two or more wires are inserted, wrap them in opposite directions.



5. Wrap the wire around one side then the other and finally around itself as shown.



- Use electrical tape to wrap. Be sure to cover the wire about two inches on either side of the connection. First pull the wire that you have just connected along side the wire you connected to, tape and wire tie them together. Use this method for all connections.

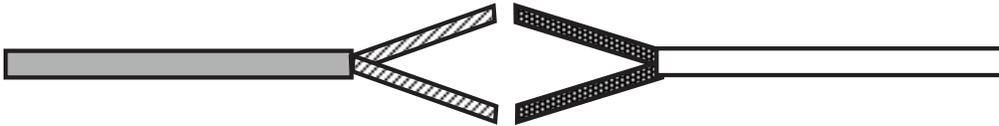


CAUTION: All wires must be wrapped with tape and wire tied.

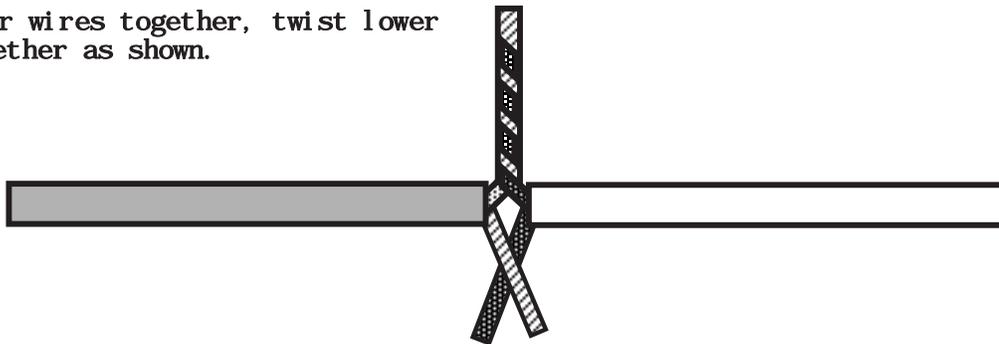
MAKING END TO END CONNECTIONS

Use this method **ONLY** when connecting two separate wires end to end.

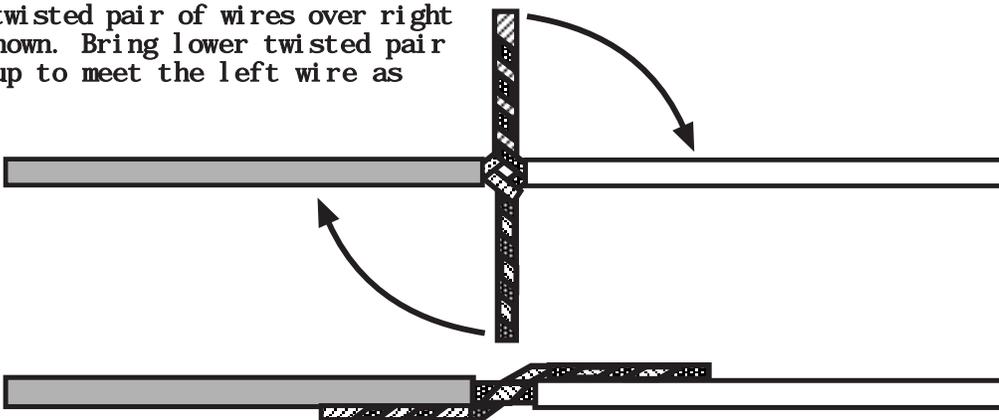
- When tying two separate wires together at their ends, strip back one inch of insulation on both wires and separate the strands of wire as shown below.



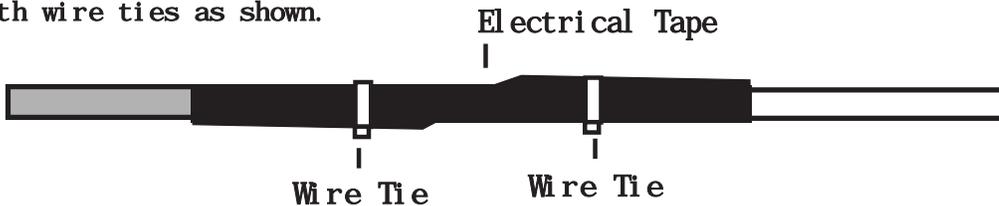
- Twist upper wires together, twist lower wires together as shown.



- Lay upper twisted pair of wires over right wire as shown. Bring lower twisted pair of wires up to meet the left wire as shown.



- Use electrical tape to wrap, be sure to cover about 2 inches on either side of connection. Secure with wire ties as shown.



Use this method **ONLY** when connecting two separate wires end to end.

LOCATING & MAKING CONNECTIONS

MOUNTING AND CONNECTING THE SIREN

Select a location under the vehicle's hood for the siren.

- The mounting location should be solid and have no moving parts nearby.
- For the loudest sound, the siren should point down.
- The siren should not point straight up as moisture could collect in the siren horn.
- To prevent water damage, the siren should not be mounted in a wheel well, directly behind the radiator grill, or close to the ground.

Once you select a location, follow these steps to mount the siren:

1. Using the siren base as a template, mark the three mounting holes.
2. Drill an 1/8" hole at each mounting hole location, taking care not to damage anything behind the mounting surface.
3. Secure the siren to the mounting location with at least two of the mounting screws.
4. Connect the siren's **BLACK** wire to the third mounting screw, using the spade connector. Make sure this is a solid ground.
5. Connect the siren's **RED** wire to the module's **GREY** wire.

FINDING CONSTANT AND IGNITION POWER

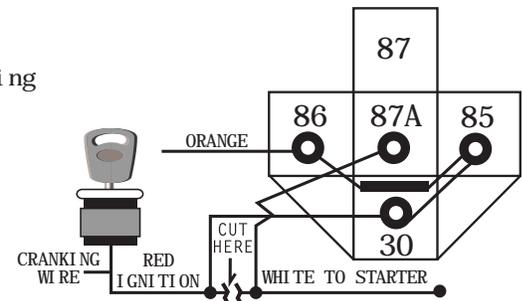
Your system requires 12 volts constant and ignition 12 volt that is only on when the ignition is on.

1. There is usually a large gauge wire going to your ignition switch. Probe this wire. Confirm that the light comes on or the meter indicates 12 volts. This wire will show positive voltage in all key positions.
2. Connect the **RED** wire from the harness to this wire.
3. Connect the **BLACK** wire from the harness to a clean chassis ground using the spade terminal. **TEST:** Press transmitter Button #1 and the siren should chirp once. Wait 5 seconds, then press transmitter Button #1 again, and the siren should chirp twice.
4. Probe for a wire that has 12 volts only when the ignition is on. Confirm this by turning the ignition switch on and off while probing each wire, this wire will not show 12 volts with the key off.
5. Connect the **RED WITH BLACK STRIPE** wire to this wire. **TEST:** Turn the ignition switch to the ON position and then press transmitter Button #1, the system should not arm. If it does, you are not connected to the ignition wire.

CONNECTING THE STARTER IMMOBILIZER

Locate the cranking wire in the ignition switch harness. The cranking wire will show 12 volt only when the key is in the cranking position. Cut the wire in two. Try to crank the engine, it should not crank.

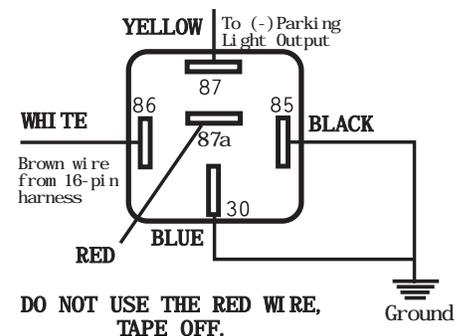
1. Connect the control module's **ORANGE** wire (-) output when armed to the optional starter immobilizer **ORANGE** wire.
2. Connect the wire coming from the ignition switch to the **RED** wire on the starter immobilizer, connect the other wire to the **WHITE** wire on the starter immobilizer.
3. Use a wire tie to secure the starter immobilizer relay to a non-moving part under the dash.
4. **TEST:** Press transmitter Button #1 to arm the system and then try to start the engine, it should not start. Press Button #1 again to disarm the system. This time the engine should start. Make sure all your connections are electrically sound and taped.



FINDING THE PARKING LIGHT WIRE

1. Locate the wire coming from the back of your vehicle's light control switch.
2. Use the vehicle's wiring color code chart to find the parking light wire, or simply connect this wire to the parking light wire usually found under the hood.
3. Turn on the parking lights. Test for a wire that indicates 12 volts only when the parking lights are on. This is a positive parking light wire.
4. Connect this wire to the **BROWN** wire from the wiring harness.
5. **TEST:** Press transmitter Button #1, the parking lights should flash once, wait 5 seconds, then press the transmitter Button #1 again and the parking lights should flash twice, and then stay on for 30 seconds.
6. If the light control switch is located on your steering column, most likely it will be a (-) negative parking light wire and will require Part #775 to connect. See diagram above.

NEGATIVE PARKING LIGHT DIAGRAM ONLY Optional part #775 required.



DETERMINING YOUR VEHICLE'S DOOR PIN SWITCH TYPE (Dome Light)

NOTE: You must connect the alarm to the door pin switch for the alarm to function properly.

1. On some vehicles this wire might also be called a door trigger and is usually behind the driver's kick panel. Some vehicles have logic controlled dome and courtesy lights that turn on differently depending on which vehicle door is opened. **Be sure to locate a wire that is triggered from all your vehicle's doors.**
2. Attach your meter or test light's positive lead to a point on the fuse block that has constant 12 volts. Use the other lead to probe the door pin switch wire. Then open the door. If the test light turns on or the meter indicates 12 volts, your vehicle has a **negative (-) switch** door pin.
3. If your door pin switch tests as a (-) negative, connect the **BLACK WITH YELLOW STRIPE** wire from the main wiring harness to this wire.

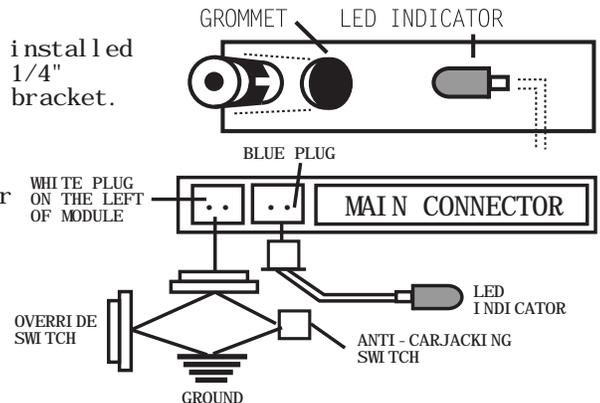
4. Most vehicles use a (-) negative switch, but if your does not, you will need to test for a (+) positive door pin switch.
5. Connect your meter or test light's negative lead to a good solid chassis ground. Use the positive lead or other lead probe to the door pin switch wire. Then open the door. If the test light turns on or the volt meter indicates 12 volts, your vehicle has a (+) **positive switch** door pin.
6. If your door pin switch tests as a (+) positive, connect the **BLACK WITH BLUE STIPE** wire from the main harness to this wire. **NOTE:** The door inputs activate 20 seconds after arming. Door switch testing should take place only after 20 seconds have elapsed after arming. Some vehicles such as HONDA have door switch isolation diodes on each door. These vehicles must be wired at the wire that triggers the dome light circuit after the diodes. If the door switch wires are difficult to reach, connect the input wire to the dome light itself. **Tape up the unused wire.**

INSTALLING THE FLASHING LED STATUS INDICATOR

The LED indicator installs inside your vehicle and should be installed as high as possible and be visible from all windows. Drill a 1/4" mounting hole in the dash panel or use the supplied mounting bracket.

CONNECTING THE LED STATUS INDICATOR

Insert the blue plug of the LED status indicator into the blue plug next to the main connector. **TEST:** Press transmitter Button #1, the LED should flash.



MOUNTING AND CONNECTING THE OVERRIDE SWITCH

Select a location for the override switch. You should be able to reach the switch when sitting in the driver's seat, but the switch should be hard to find. A typical mounting location is under the dash. The mounting surface should be less than 1/8" thick.

1. Drill a 5/16" hole in the mounting surface, taking care not to damage anything behind the surface.
2. Remove the switch's top nut and lock washer.
3. Push the switch into the hole from the back of the mounting surface. Then secure it with the lock washer and nut.
4. Connect the ground wire to a metal vehicle body part using an existing screw.
5. **Override Switch** - Plug override switch into the white plug next to the main connector. **TEST:** Violate any zone on the alarm causing the siren to sound. Open the vehicle door, place ignition key to "ON" position, then press the override switch. The siren should silence and you will now be able to start the engine. **NOTE: A door must remain open during this procedure.**

MOUNTING AND CONNECTING THE ANTI-CARJACKING SWITCH

Select a location for the anti-carjacking switch. You should be able to reach the switch when sitting in the driver's seat, but the switch should be hard to find. A typical mounting location is under the dash, the mounting surface should be less than 1/8" thick.

1. Drill a 1/4" hole in the mounting surface, taking care not to damage anything behind the surface.
2. Remove the switch's top nut and lock washer.
3. Push the switch into the hole from the back of the mounting surface. **Align the switch so ON is away from the driver.** Then secure it with the lock washer and nut.
4. Connect the ground with to a metal vehicle body part using an existing screw. **TEST:** Close all the doors, flip the toggle switch to the ON or forward position and start the vehicle. Open and close a door and wait one minute, the siren will sound. When the siren sounds, turn off the engine and then try to restart it. The engine should not start. To return the system to normal operation, turn off the ignition switch, flip the toggle switch to OFF or to the rear and press transmitter Button #1. The siren should stop and you will now be able to start the engine.

CONNECTING ADDITIONAL SENSORS (Optional)

Follow the instructions that come with the sensor to mount and power it. The system requires a negative (-) output on the accessory for activation of the alarm.

If the sensor has a single alarm output, connect it to either the main wiring harness's **yellow** wire to have the sensor trigger the alarm or to the harness's **green** wire to have the sensor trigger only warning chirps. If the sensor has both warning and alert triggers, connect the warning trigger to the harness's **GREEN** wire and the alert trigger to the harness's **YELLOW** wire. **CAUTION:** When adding more than one shock sensor or perimeter sensor on the same input trip, you must add a **1 amp diode** to the output of each sensor.

NEGATIVE OUTPUTS

Negative output #2, Button #2 - the **WHITE WITH YELLOW STRIPE** wire is used to operate the car starter (optional), etc. The negative output will pulse for one half second by pressing transmitter Button #2.

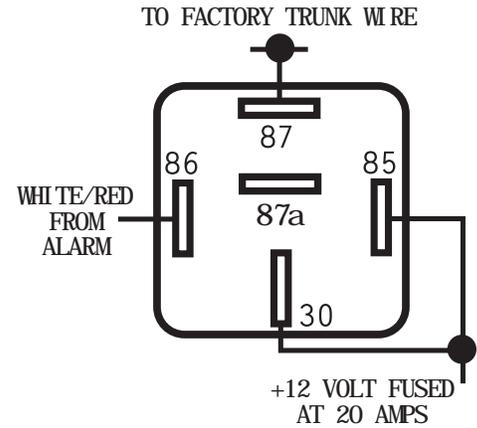
Negative output #3, Button #3 - the **WHITE WITH RED STRIPE** wire is used to operate a power trunk release, window roll-up module, etc. This negative output will pulse for one half second, or for as long as transmitter Button #3 is pressed. **NOTE:** Part #775 must be used since this negative output is only rated for 200mA (1/5 amp). Since most power trunk releases are positive controlled and draw 5 to 6 amps, this relay (Part #775) handles the load and also can convert the release signal from negative to positive polarity.

DOME LIGHT SUPERVISION (Optional)

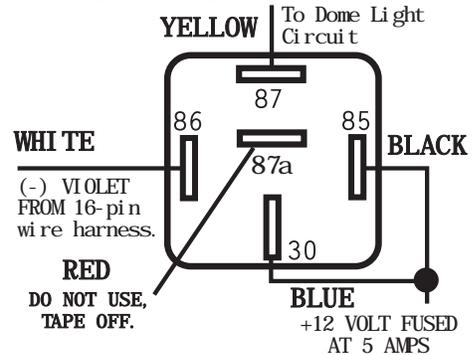
The dome light supervision wire on the vehicle is the same wire as your door pin wire. It can be located at the door pin switch or under dash courtesy lights.

- If this wire tests (+) positive when the door is open (as with most Fords) and when the door is closed, this wire tests as a (-) negative, this is (+) positive dome light.
- If this wire tests (-) negative, when the door is open and when the door is closed, this wire tests as a (+) positive, this is a (-) negative dome light.

If your dome light is a (-) negative (as most others are), connect the **VIOLET** wire to the domelight/doorpin wire from the 16-pin harness. If your dome light is (+) positive (most Fords) you must add Part #775 to use this option. See diagram. **NOTE:** When testing the door pin wire, make sure the dome light is on. Some vehicles, if the door is left open for a period of time, the dome light will go out, resulting in a false reading. This is the same wire that is used for the door pin switch and will test the same.



Optional part #775 required.



OPTIONAL CONNECTIONS

TESTING: Door Locks

There are three basic types:

"Type A" Door Lock Test (Most GMs and some Chryslers)

Probe both of your door lock wires going to the door lock switch usually located in the driver's kick panel. Probe the lock and the unlock wires, the test probe will show a (-) negative and the GREEN

light will glow bright on both the lock and the unlock wires. Press and hold the lock button on the switch and test the lock wire. The correct wire will test (+) positive and the RED light will glow bright. Release the lock button and this wire should show a (-) negative and the GREEN light will glow bright. Now press and hold the unlock button on the switch and test the unlock wire. The correct wire will test (+) positive and the RED light will glow bright. Release the unlock button and this wire should show a (-) negative and the GREEN light will glow bright. Your vehicle has a "Type A" door locking system. Make sure to mark which wire is lock and unlock. Connecting Door Locks. **NOTE:** "Type A" and "Type C" locks will test the same. Make sure you run both tests before making your connections.

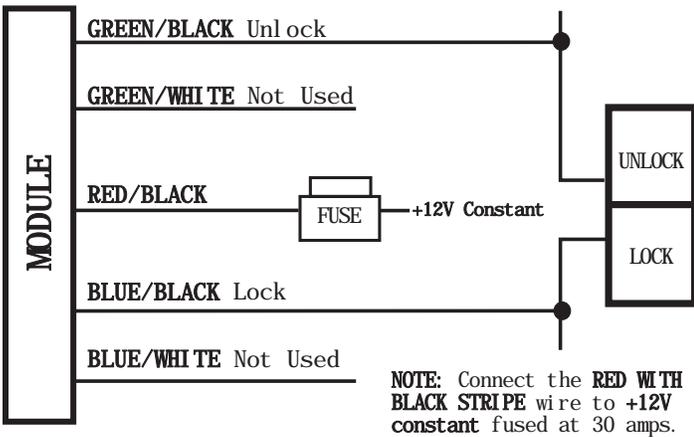
"Type B" Door Lock Test (Most Imports, some newer Fords)

Probe both of your door lock wires going to the door lock switch usually located in the driver's kick panel. Probe the lock and the unlock wires, the test probe will glow both GREEN and RED (dimly) on both the lock and the unlock wires. Press and hold the lock button on the switch and test the lock wire. The correct wire will test (-) negative and the GREEN light will glow bright. Release the lock button and this wire should again glow both GREEN and RED (dimly). Now press and hold the unlock button on the switch and test the unlock wire. The correct wire will test (-) negative and the GREEN light will glow bright. Release the unlock button and this wire should again glow both GREEN and RED (dimly). Your vehicle has a "Type B" door locking system. Make sure to mark which wire is lock and unlock. Make sure to mark which wire is lock and unlock.

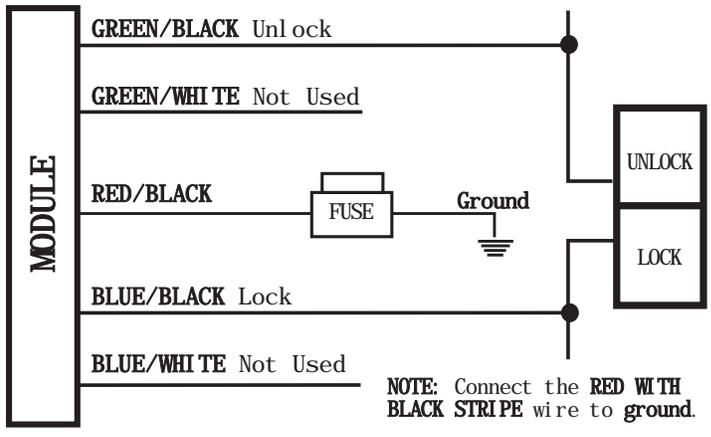
"Type C" Door Lock Test (Most Fords, some Chryslers, GM Trucks)

Once you have located the lock and unlock wires in the vehicle using the wire color chart in this manual or from our website, you will need to perform the same test as for the Type A system. Once you have completed this test, and it tests the same as a Type A (as it should) you will need to cut the lock wire in two. Now try the door lock switch in both the lock and unlock positions. The door locks should not function, this is a Type C system. Proceed to Connecting Door Locks. **NOTE:** If for any reason the doors unlock but do not lock with this wire, cut in two, this is a Type A system.

“Type A” (+) Positive (5-pin harness)

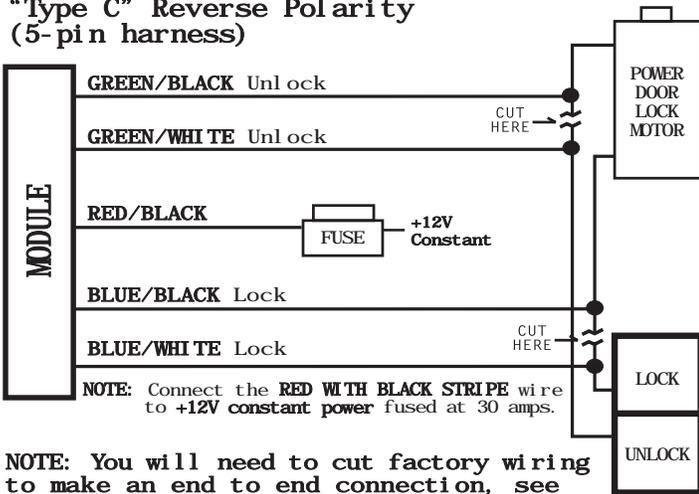


“Type B” (-) Negative (5-pin harness)



NOTE: Once you have made the connections for the 5-pin door lock harness, you will need to plug the door lock harness into the main module 5-pin plug on the front of the unit.

“Type C” Reverse Polarity (5-pin harness)



Once you have determined that your door locks are Type C system, you must cut the unlock wire in two. Now you need to determine which wire is coming from the switch and the motor sides of each lock and unlock wire. First, test the lock wires, press and hold the door lock switch in the lock position. Test both lock wires, the wire that shows (+) positive, and the RED light glows bright, will be the switch side and the other wire will be the motor side of this circuit. Mark these wires. Repeat these steps for the unlock wire by pressing and holding the door lock switch in the unlock position. The wire that shows (+) positive, and the RED light glows bright, will be the switch side and the other wire will be the motor side of the unlock circuit.

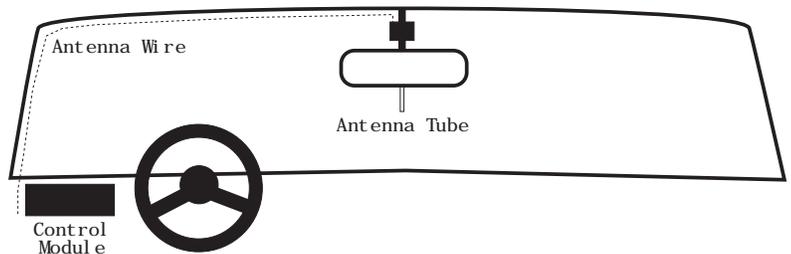
NOTE: You will need to cut factory wiring to make an end to end connection, see “Making Connections” on pages 3-4.

ANTENNA PLACEMENT

ANTENNA PLACEMENT

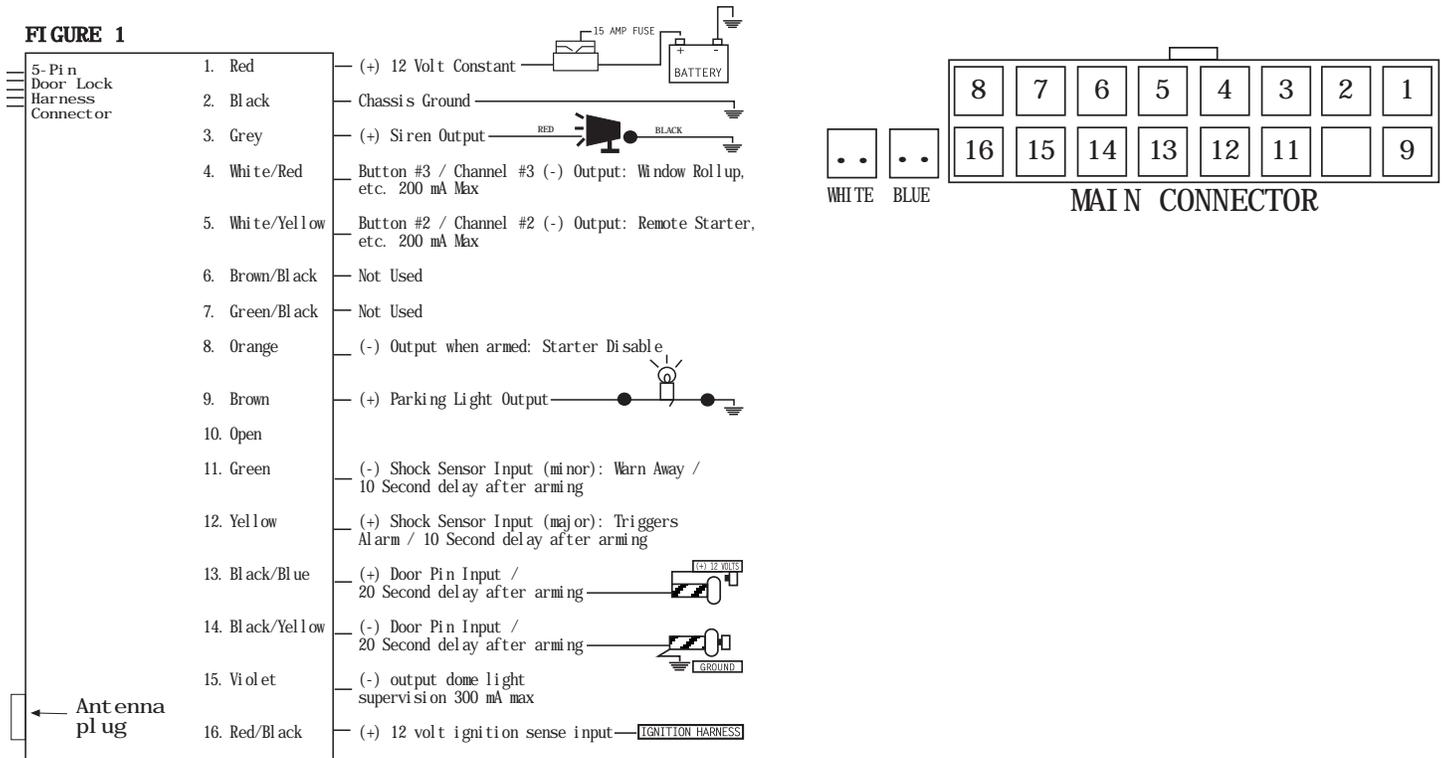
Run the antenna up the windshield pillar on the driver’s side and across the top of the windshield to the center, behind the rearview mirror. Use the antenna clips provided to hold it in place. Be sure to expose the full length of the clear antenna. It will perform best if mounted vertically, below the dark windshield tint. **Never leave antenna in headliner.**

Each receiver is tested to more than 800 feet of clear air reception. Many times you will see a higher range. Many factors will affect the range, including the amount of radio signals in the area, battery strength, window tint, etc.

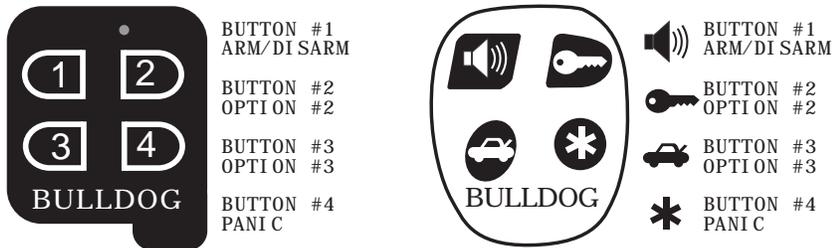


WI RING DI AGRAMS

FIGURE 1



HOW TO USE YOUR REMOTE TRANSMITTER



Armi ng

Press Button #1 to arm the system. The siren will chirp 1 time, the lights will flash once, the power door locks will lock (if installed), and the LED will flash slowly indicating the alarm is now armed. The engine starter is also disabled.

Di sarmi ng

Pressing Button #1 again will disarm the system. The siren will chirp twice, the lights will flash twice, and stay illuminated for 30 seconds, acknowledging that the system is disarmed. **NOTE:** If you hear 3 siren chirps and see 3 light flashes when disarming, the vehicle was violated while you were away. Check the LED for zone violation. See Operating Instructions, page 18 for "Violated Zone" explanation. This is a good time to check your vehicle for possible damage. When disarming, the dome light will turn on for 30 seconds if the Dome Light Supervision feature is connected (optional, part #775 required).

Silent Armi ng/Di sarmi ng

Should you desire not to have the siren chirp when arming and disarming, press and hold Button #1 for 3 seconds. The system will perform all its usual arming/disarming functions, except there will be no arming and disarming chirps. If the alarm is triggered, the siren will provide its normally loud sound. **NOTE:** If the lights flash 3 times after disarming, the vehicle has been violated as described in Operating Instructions, see page 18 for "Violated Zone".

Remote Car Starter (Optional equipment required)

A second channel built into this model can be activated while it is in the armed or disarmed mode. The second channel can be used for remote engine starting (optional module required). Press Button #2 while the system is armed or disarmed, the parking lights will flash once, and then will activate the installed accessory.

CAUTION: When remotely starting the vehicle while the system is armed from Button #2, shock and current sensing will automatically shut off.

Car Finder

While the system is armed, press and release Button #3. The alarm will chirp 6 times and the parking lights will flash. This is used to locate your vehicle in a crowded parking lot.

Optional Accessories (Trunk Pop, etc., Opt. Part #775 required)

NOTE: When the alarm is disarmed, press Button #3 and the trunk will open. When the alarm is armed, press and hold Button #3 for 2 seconds or until the trunk opens. If Button #3 is pressed and held, a ground output signal is applied to the connected accessory for as long as this button is pressed. **CAUTION:** When opening the trunk while the system is armed, shock and current sensing will shut off.

Instant Personal Panic

Press and release transmitter Button #4 to sound the instant panic siren. The lights and siren will activate for 30 seconds and then shut off. To stop the siren before the 30 seconds, press any of the 4 transmitter buttons.

OPERATING INSTRUCTIONS

LED Status Indicator

The LED (red light) provides valuable information about the system and is also a theft deterrent.

| | | |
|----------------------|-----------------------------------|---------------------|
| LED Status | LED Display | |
| Armed | Flashing Slow | |
| Disarmed | Off | |
| Passive Arming | Flashing Fast (arming count down) | |
| Val et | Constantly On | |
| Violated Zone | Triggered Device | # of Flashes |
| Zone 2 | On Board Shock Sensor | 2 Flashes |
| Zone 3 | External Sensors | 3 Flashes |
| Zone 4 | Voltage Sensor | 4 Flashes |
| Zone 5 | Door Switches | 5 Flashes |
| Zone 6 | Ignition | 6 Flashes |

Plug In Override Switch

In the event your remote control is lost, damaged or malfunctions; this switch allows you to disarm your system. You must first open the door to the vehicle, turn ignition to the "ON" position, then press the override switch. The siren will silence and you will now be able to start the engine. **NOTE: A door must remain open during this procedure.**

Anti-Carjacking Protection

We strongly recommend you use this feature only in unsafe neighborhoods. To activate the anti-carjacking system, flip the toggle switch forward to the "ON" position. To turn the anti-carjacking system off, switch the toggle backward to the "OFF" position. If any door is opened and then shut when the anti-carjacking switch is in the "ON" position and the engine is running, the siren will sound and the lights will begin to flash in one minute. If the engine is shut off it will not restart. If activated, to turn off the anti-carjacking you must turn the ignition off, flip the toggle backward to the "OFF" position and then press Button #1 on the transmitter. We recommend turning the anti-carjacking off when in safe areas. The 1 minute time delay allows you to leave the area of danger and later makes the car undriveable for the carjacker. Unlike a normal violation, the alarm will not reset after 30 seconds. The siren will continue to sound and the lights will continue to flash until the proper deactivation steps have been performed. To deactivate the anti-carjacking protection, turn the ignition switch off, flip the toggle backwards or to the "OFF" position, then press transmitter Button #1. The siren will chirp twice, confirming that the anti-carjacking protection is disengaged. You may now start the engine. **NOTE:** If you accidentally activate the anti-carjacking protection, you may deactivate it before or after the siren sounds. (IT MUST BE DONE WITHIN 1 MINUTE OR THE SIREN WILL SOUND.)

CAUTION: DO NOT TURN ON THE DOME LIGHT WHILE THE ANTI-CARJACKING PROTECTION IS ENGAGED. THIS WILL ALSO ACTIVATE THIS PROTECTION FEATURE.

Automatic Passive Arming

To program Automatic Passive Arming On, disarm the system, press and hold Button #3 for 10 seconds, until the unit chirps once. Release Button #3 then press and release Button #3 again within (2) two seconds. The system will chirp once again to indicate that Passive Arming is now programmed ON. **NOTE:** Factory setting is Automatic Passive Arming Off.

Automatic Passive Arming with Door Locks On

To program Automatic Passive Arming with Door Locks On, disarm the system, press and hold Button #3 for 10 seconds, until the unit chirps once. Release Button #3 then press and release Button #3 again within (2) two seconds. The system will chirp once. Press and release Button #3 again and the unit will chirp twice. The Automatic Passive Arming with Door Locks is now programmed.

Passive Arming Off

To program Passive Arming Off, disarm the system. Press and hold Button #3 for 10 seconds, until the unit chirps once. Press and release Button #3, the unit will chirp three times. Passive Arming is programmed Off.

High Theft

To program High Theft On, press Button #2 within two seconds after arming the unit, the system will chirp once (or flash the parking lights once if Silent Arming is activated). The High Theft feature will only function for this **10**

arming only, after the unit is disarmed it reverts back to High Theft Off.

Shock Sensitivity Reduction

To reduce the on-board shock sensitivity to 50% (for this arming only), press Button #1 again within two seconds after arming. The system will chirp once (or flash the parking lights once if Silent Arming is activated). To shut off the Current Sensor (for this arming only) press Button #1 a second time after arming, the unit will chirp once. The Current Sensor is programmed Off.

Valet Mode On

To activate Valet Mode, disarm the system. Press and hold Button #4 until the system chirps once, release Button #4. Press and release Button #4 again within two seconds and the system will chirp once again. The LED will remain on (constant) when in Valet Mode. **NOTE:** Factory setting is Valet Mode Off.

Valet Mode Off

To deactivate Valet Mode, disarm the system. Press and hold Button #4 until the system chirps once, release Button #4. Press and release Button #4 again within two seconds and the system will chirp twice. The LED will remain off. The unit is now out of Valet Mode. **NOTE:** Factory setting is Valet Mode Off.

NOTE: Valet Mode can also be programmed On and Off through the Override Switch. With the ignition key in the On position, press and hold the Override Switch for (2) two seconds or until the unit chirps once. The LED will remain On (constant) while in Valet Mode. Turn off Valet Mode from the Override Switch and turn your ignition key to the On position. Press and hold the Override Switch for (2) two seconds or until the unit chirps twice. The Valet Mode is programmed Off and the LED will turn off.

Current Sensor On

Disarm the system and press Button #4 for (10) ten seconds or until the unit chirps once. Release Button #4 and press Button #3 within (2) two seconds. The unit will chirp once indicating that Current Sensing is programmed On. **NOTE:** Factory setting is Current Sensing Off.

Current Sensor Off

Disarm the system and press Button #4 for (10) ten seconds or until the unit chirps once. Release Button #4 and press Button #3 within (2) two seconds. The unit will chirp twice indicating that Current Sensing is programmed Off.

Lock/Unlock with Ignition On

Disarm the system and press and hold Button #3 for (10) ten seconds or until the unit chirps once. Release Button #3 then press and release Button #2 within (2) two seconds. The unit will chirp once indicating that the unit is programmed to Lock/Unlock the doors with Ignition. **NOTE:** Factory setting is Lock/Unlock with Ignition Off.

NOTE: When this feature is programmed, the system will Lock the doors (5) five seconds after the ignition key is turned on. The system will Unlock the doors immediately when the ignition key is turned off.

Lock/Unlock with Ignition Off

Disarm the system and press and hold Button #3 for (10) ten seconds or until the unit chirps once. Release Button #3 then press and release Button #2 within (2) two seconds. The unit will chirp twice indicating that Lock/Unlock the doors with Ignition is programmed Off.

Door Lock Pulse (3.5 Seconds)

To program the unit for a 3.5 second output (used only on Mercedes and Audi vacuum door locks) disarm the system. Press and hold Button #3 for (10) ten seconds or until the unit chirps once. Release Button #3, press and release Button #1 within (2) two seconds, the system will chirp once. The Door Lock Pulse is programmed for 3.5 seconds of output. **NOTE:** Factory setting is 0.7 seconds standard pulse.

Door Lock Pulse (0.7 Seconds Standard Pulse)

Disarm the system, press and hold Button #3 for (10) ten seconds or until the chirps once. Release Button #3, press and release Button #4 within (2) two seconds. The unit will chirp twice and is programmed for Dual Lock Pulse.

Dual Lock/Unlock Pulse On

Disarm the system, press and hold Button #3 for 10 seconds or until the unit chirps once. Release Button #3, press and release Button #4 within (2) two seconds, the unit will chirp (3) three times. The unit is now programmed for Dual Lock/Unlock Pulse On. **NOTE:** Factory setting is Dual Lock/Unlock Pulse Off.

Dual Lock/Unlock Pulse Off

Disarm the system, press and hold Button #3 for 10 seconds or until the unit chirps once. Release Button #3, press and release Button #4 within (2) two seconds, the unit will chirp (4) four times. The unit is now programmed for Dual Lock/Unlock Pulse Off.

Setting Shock Sensitivity

Disarm the system and press Button #4 for (10) ten seconds or until the unit chirps once. Release Button #4 and press and release Button #1, the unit will chirp once again. Impact the vehicle with the desired shock force. The system will flash the parking lights once to show that the shock setting was accepted.

Programming New Transmitters (Up to (4) four transmitters allowed)

Disarm the system and press Button #1 for (10) ten seconds. The unit will arm-up in silent mode, flash the parking lights once and will chirp once after the (10) ten seconds. Release Button #1 on the working transmitter and immediately press any button on the new transmitter. The parking lights will flash twice indicating that a new transmitter has been programmed.

Clearing the Unit Memory

Attach the Major trigger input wire (YELLOW) to Ground, then cycle the Ignition Key from off to on (run) (6) six times within (5) five seconds, the parking lights will flash twice. The units memory is cleared. Unplug all harnesses from the unit and wait 30 seconds. Plug the unit back in and use the remote transmitter. The unit is back to factory settings.