

1RP 2-BUTTON SERIES VEHICLE SECURITY SYSTEM

INSTALLATION MANUAL

Before you begin the installation

- Read the INSTRUCTIONS!
- Always use a multi-meter when verifying vehicle wiring.
- Before mounting the product, verify with the customer the desired location for the valet switch and LED.
- Protect the vehicle by using fender covers.
- Always look before drilling. Make sure you will not cause damage to vehicle hoses, electrical looms or physical damage to vehicle.
- Set the Polarity Jumpers inside the main unit. (see Jumper Settings)

Installation Instructions

Mounting System Module

Mount the system module under the dash where it will be difficult for a potential thief to locate the module, and away from moving parts such as brake pedals, etc.

Route the antenna wire away from wire looms, computer modules and metallic objects for better range.

Mounting Siren

Mount the siren in a suitable place under the hood, away from hot and moving engine parts such as manifolds, fan belts, etc. Make sure the siren cannot be accessed from underneath the vehicle or through the grill. Face the siren down so that water cannot accumulate inside the siren bell. Protect wires running through the firewall using either tape or split loom tubing. If a new hole is needed, protect the wire from chaffing by installing a proper size grommet.

Mounting Shock Sensor

Secure the shock sensor to the steering column, thick wire harness or a dash brace, using a wire tie. Make sure that the adjustment screw is accessible for later testing and adjustment.

Main Harness:

- RED WIRE - +12V Battery input. Connect the red fused wire on the main harness to a constant +12V source. This source wire should be at least 20 amp supply.
- WHITE WIRE - Parking Light output (+/-) 10A relay. Connect to the vehicle's parking light wire. If the vehicle's parking light circuit exceeds 10 amps a relay is required. For vehicle's with independent left and right parking light circuits, the parking light wires must be connected using diodes to keep the circuits separate. NOTE: Do not connect the WHITE wire to the vehicle's headlight circuit.
- BROWN WIRE - Siren wire output (+) 3A. Connect to the siren's red wire. Connect the siren's black wire to ground.
- BLUE/WHITE WIRE - Not Used.
- WHITE/RED WIRE - Not Used.
- ORANGE WIRE - Armed Output (-) 500mA. Connect to a relay for optional starter defeat (See installation diagrams). The ORANGE wire provides a ground when the unit is armed and can also activate a window control module or other optional device.
- BROWN/WHITE WIRE - Horn output (-) 500mA. Connect to an optional relay to activate the vehicle's horn when the alarm is triggered.
- BLACK/WHITE WIRE - Dome Light output (-) 500mA. Connect to a relay to activate the vehicle's dome light. NOTE: The dome light relay's output is usually connected to the same wire used for the door trigger input (See GREEN and VIOLET door trigger wires).
- BLUE WIRE - Trunk/Hood trigger (-). Connect the Blue wire to the trunk and/or optional hood pin switches. The switch must provide a ground output when switch is opened. If the optional remote start module is installed, connect the

blue wire to the trunk pin switch only and connect the hood pin input on the remote start module to the hood pin switch only.

- GRAY WIRE - Auxiliary 1 output (-) 500mA. Connect to a relay for optional features such as trunk release, etc.
- YELLOW WIRE - +12V Ignition input. Connect to a main ignition wire at the ignition switch harness. This wire shows +12V when the ignition is on and while cranking. The voltage must not drop when the car is starting.
- BLACK WIRE - Ground input (-). Connect to a solid chassis ground that is clean and free of paint or dirt.
- VIOLET WIRE - Positive door trigger (+). Connect to the door switch circuit wire that shows +12V when the door is open. This type of door circuit is usually found on Ford vehicles.
- GREEN WIRE - Negative door trigger (-). Connect to the door switch circuit wire that shows ground when the door is open.

Plug in Connectors

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

- BLUE WIRE - (-) unlock output 500mA.
- RED WIRE - constant +12V low current output (+) for relay modules, or inverters. 300mA relay trigger only. Do NOT use as a power source for door lock relays.
- GREEN WIRE - (-) lock output 500mA.

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

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

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

Adding Transmitters

To add a new transmitter to the system have the desired transmitters ready and follow the Code Learning sequence.

To enter Code Learning Mode:

1. Turn the ignition on, off, on, off and leave on.
 - The siren will chirp 3 times.
2. Press and hold the Valet switch for 5 seconds.
 - The siren will chirp 5 times.
3. Press the Lock Button on the transmitter.
 - The siren will chirp once.
4. Repeat steps 3 and 4 for each additional transmitter.
5. Turn off the ignition.
 - The siren will chirp 3 times.

Entering Programming

To enter System Programming:

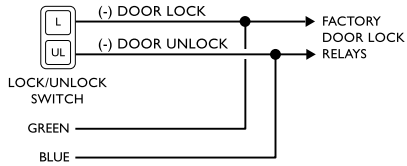
1. Turn on ignition.
2. Within 5 seconds, press valet switch 5 times.
 - The siren will chirp 3 times, indicating that you have entered Programming.
3. Press the valet switch the number times equal to the Feature you want to change.
 - The siren will chirp each time the valet switch is pressed.
4. Within 5 seconds, press the transmitter button corresponding to the desired operating mode for that Feature.
 - The siren will chirp to indicate the setting.
One chirp = Button 1
Two chirps = Button 2
Three chirps = Button 3
5. Repeat steps 3 and 4 to change additional features.
6. Turn off ignition to save changes.

Programmable Features

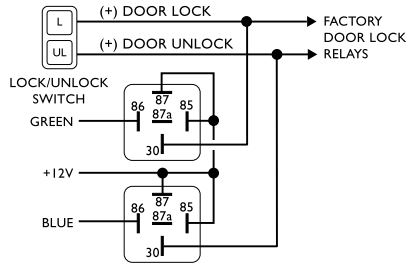
<u>Step</u>	<u>Function</u>	<u>Button 1</u>	<u>Button 2</u>
1.	Arming Mode	Active Arming	Passive Arming
2.	Passive Locking	Off	On
3.	Ignition Controlled Locks	On	Off
4.	Normal/Silent Arming	Normal	Silent
5.	Siren / Horn Chirps	Siren Only	Horn Chirps

DOOR LOCK WIRING DIAGRAMS

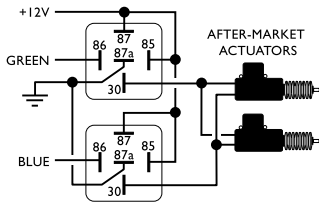
NEGATIVE PULSE LOCK SYSTEM



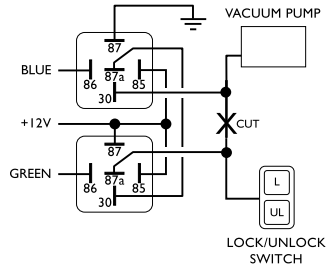
POSITIVE PULSE LOCK SYSTEM



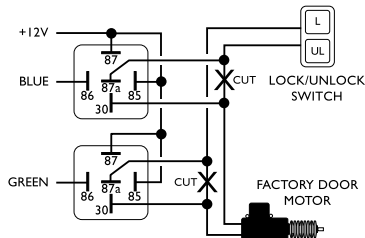
ADDING ACTUATORS



VACUUM LOCK SYSTEM



REVERSE POLARITY LOCK SYSTEM



Programmable Features

1. **Arming Mode.** Select between manual arming (Active) or automatic arming (Passive).
2. **Passive Locking.** Selects whether or not the system will automatically lock the doors with Auto Rearm and Passive Arming.
3. **Ignition Controlled Locks.** Automatically locks the doors when the ignition is turned on. The system will not lock the doors if any door is open when the ignition is turned on. Pressing Button 3 during this step enters the Override Code Set mode. Press the valet switch the desired number of times from 1-15 to set the code.
4. **Arming Chirps.** Select Normal or Silent Arming.
5. **Siren / Horn Chirps.** When set for Horn Chirps, the horn will honk when arming and disarming allowing the siren to NOT be installed.

Complete Default Reset

Following this procedure will set all User and Installer Programming Parameters to factory default settings.

1. Enter System Programming.
2. Press Transmitter Button 3.
 - The siren will chirp 6 times indicating the reset signal was received.
 - All Installer and User Programming options are now set to factory default settings.
3. Turn ignition off.

Test System and Adjust Shock Sensor

Arm and disarm system, checking that the siren chirps and parking lights are functioning normally. Make sure that the programmed features are performing correctly, i.e.: ignition locks, pas-

sive arming, passive locks, etc.

Test the doors and hood/trunk inputs (make sure all doors trigger the system, not just the drivers door).

Adjust the shock sensor.

Arm the system and try starting the vehicle, it should not start if an optional starter defeat relay is installed.

Arm the system and disarm it using the emergency override procedure.

If programmed to passively arm make sure that the system arms properly.

Check the range of the remote transmitters.

Tie up wire harness, and replace any under dash panels.

Make sure the customer has physical knowledge of the location of the valet/override switch.

TROUBLESHOOTING

Problem	Probable Cause	Suggested Correction
Alarm does not operate.	Alarm in Valet Mode; Ignition input has voltage on it; Missing +12V or ground.	Take alarm out of Valet mode; Turn key off and verify yellow wire is connected to correct ignition wire; Check +12V and ground connections.
Alarm will not Passively Arm.	Unit is not programmed for Passive Arming, wrong polarity door input wire, Yellow ignition input has 12V+ on it.	Program step #1 for Passive Arming; Correct door switch polarity; Change ignition input wire; Make sure alarm is not in Valet.
Alarm will not enter Code Learning Mode.	Ignition was not left in the on position after turning it on & off three times; Sequence not performed rapidly enough (5 sec.); Valet/Override Switch is defective or not plugged in.	Leave ignition in on position; Repeat procedure quicker; Replace valet switch.
Alarm chirps 4 times 5 seconds after system is Armed.	Factory Dome light Delay is longer than 5 seconds; Door open or defective pin switch; Shock sensor is not properly adjusted or defective.	If dome light delay is longer than 5 seconds program step 10 to OFF; Replace defective pin switch; Adjust or replace shock sensor.
Parking lights do not flash.	Wrong wire connected to the White wire, or requires a negative output.	Connect White wire to the proper vehicle wire, Change jumper polarity of Parking Light relay (see Jumper Settings).
Door locks do not lock/unlock correctly, or action is reversed	Defective GREEN or BLUE wire from door lock connector plug, GREEN and BLUE wires reversed, or wrong door lock wiring diagram used.	Check GREEN and BLUE wires on door lock connector plug. Check vehicle's door lock system for method of operation. Reverse wiring to door relays.
Illuminated Entry does not activate on upon disarm.	Wrong polarity selected.	Change jumper polarity of the Dome Light relay.

TROUBLESHOOTING CONTINUED

Problem	Probable Cause	Suggested Correction
Range is poor.	Antenna wire is grounded; Module is picking up interference from vehicle's electrical system.	Make sure antenna is not grounded; Relocate module or route antenna away from computer modules.
Vehicle starts when armed (if optional starter defeat relays installed).	Wrong starter wire was cut. Ignition wire does not have +12V while cranking.	Connect to proper starter wire. Connect YELLOW wire to proper ignition wire
Car will not start when system is disarmed.	Bad connection on brown starter wire harness; Defective starter defeat relay	Repair connection at starter wire; Replace module.
Optional keyless entry does not operate with remote.	Wrong door lock polarity; Wrong lock wires connected.	See door lock diagram; Verify vehicle lock/unlock wires.
Ignition triggered door lock feature does not operate.	Yellow wire does not show +12V; Door is open; Door trigger input wrong polarity.	Connect YELLOW wire to ignition wire; Close door; Change door trigger polarity.
Car horn honks when system disarmed and door is opened.	Vehicle's factory security system needs to be disarmed.	Locate disarm wire (usually located in drivers kick panel) and use unlock pulse to disarm factory system.
Car will not start and alarm does not function properly.	Vehicle battery dead or drops below 9 volts when trying to start the vehicle.	Charge or replace battery.

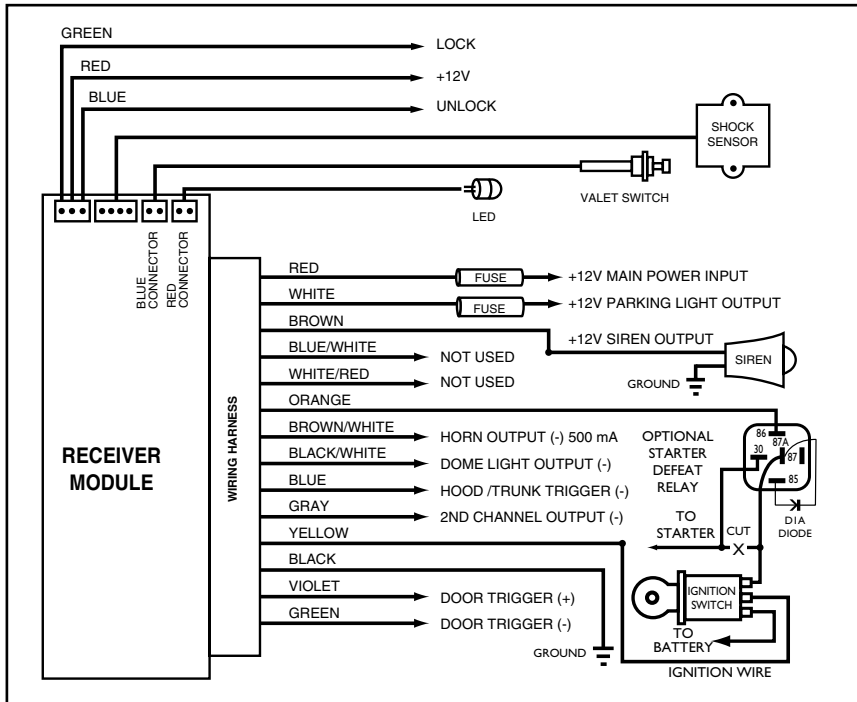
LED INDICATIONS

On Solid = Valet Mode
 Slow Flash = System Armed
 Rapid Flash = Passive Arming

PARKING LIGHTS FUNCTIONS

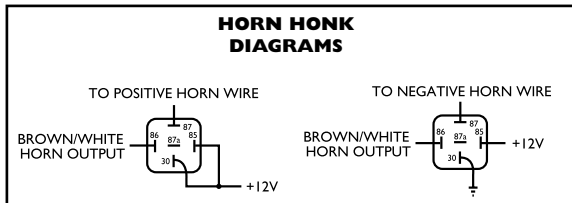
Flash 1x = Armed
 Flash 2x = Disarmed
 Flash 3x = Open Zone Indication
 (after arming)
 Flash 3x after Disarm = Tamper Alert

WIRING DIAGRAM



RELAY WIRING DIAGRAMS

HORN HONK DIAGRAMS



TRUNK RELEASE DIAGRAM

