

PROGRAMMING YOUR KEYPAD

All KEYPADS are shipped with the same 5-Digit Primary Code of 3-1-9-7-5. THIS CODE MUST BE CHANGED BY THE USER TO MAINTAIN SECURITY. Read "CHANGING YOUR PRIMARY CODE" below to change your primary code.

To Program the KEYPAD to your Keyless Entry Unit, each Digit must be entered within 5-Seconds of the previous Digit, the 9/0 Key will flash once for each Key entry. Once a valid Authorization Code is entered on the KEYPAD, the 0/9 button will flash twice and the UNLOCK command is sent to the [TP] module. You are now in the Operation Mode. You then have 5-Seconds in Operation Mode to Press and Enter the Function you wish to use on the KEYPAD. The Operation Mode will Shutdown if NO Button on the KEYPAD is pressed within 5-Seconds.

Programming KEYPAD to the Touch Pad [TP] Module

Once you Plug the 14-Pin Harness into the TP Module and have Power [12Volts] to the Red wire and the Black wire to a Good Body Ground, you will need to initialize the 5-Digit KEYPAD to the TP Module. To do this, you need to put the KEYPAD in the OPERATION MODE by Pressing and Releasing each Button of the 5-Digit Primary Code. Each time you press a button, the 9/0 button will brighten. Once you have entered the 5-Digit Primary Code, the 9/0 Button will flash (2) Two times and the UNLOCK command is sent to the TP-100 Module, at this time you should hear the Keyless Entry [TP] Module click inside, this click tells you the 5-Digit KEYPAD is now programmed OR initialized to the TP Module and is ready to Function.

To Test: Enter the Primary 5-Digit Code, 9/0 will flash (2) Two times and the Doors should UNLOCK.

Changing Your Primary Code (Shipped Code):

For your convenience, you can change the Primary Code (Shipped Code) to a New Primary Code for added Security. To do this select a New 5-Digit Primary Code (Example:22222) After entering the Original Primary Code, Press and Hold Button 1/2, then press and hold Buttons 3/4 and 9/0. The 9/0 Button will flash (2) Two times and the UNLOCK Command is sent to the TP Module. At this time enter the NEW Primary Code and the 0/9 Button will illuminate. Enter the New Primary Code again for Confirmation and the 9/0 Button will turn OFF/ON/OFF if both New Primary Codes match, sending the UNLOCK Command to the TP Module, indicating the programming is complete.

NOTE: When changing the Primary Code, the Code Must be Remembered. The code cannot be retrieved if the code is forgotten.

To Test: Enter the New Primary 5-Digit Code, 9/0 will flash (2) Two times and the Doors should UNLOCK.

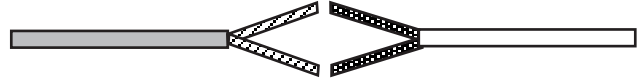
Adding a 5-Digit Secondary Code:

For your convenience, you can also add your own 5-Digit Secondary Code to the KEYPAD, this code can be used by Secondary driver of the vehicle. To do this, select a Secondary 5-Digit Number and enter the 5-Digit Primary Code, then Press and Hold Button 1/2, then Press and Hold Button 5/6, the 9/0 Button will flash (2) Two times. Release the 1/2 and 5/6 Buttons and enter the New 5-Digit Secondary Code, the 9/0 Button will flash (2) Two times, sending the UNLOCK Command to the TP Module, indicating the Programming is complete.

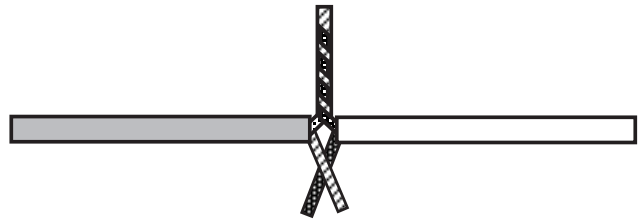
MAKING CONNECTIONS cont.

MAKING END TO END CONNECTIONS FOLLOW THESE INSTRUCTIONS

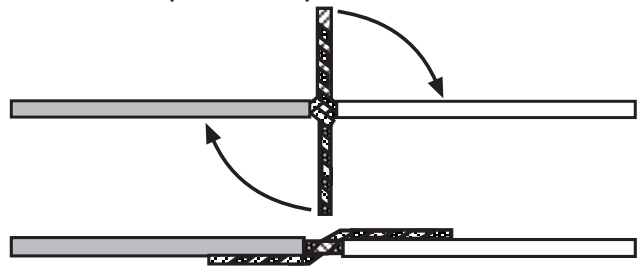
1. When tying two separate wires together at their ends, strip back 1" of insulation on both wires and separate the strands of wire as shown below.



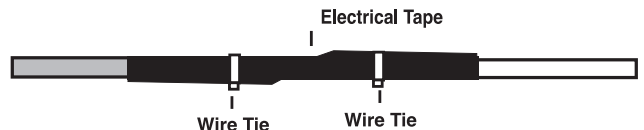
2. Twist upper wires together, twist lower wires together as shown.



3. 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.



4. 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

For wiring charts, please visit our website, www.jbstech.com.

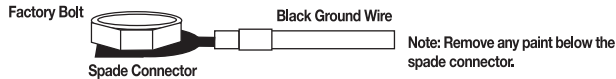
RED - CONSTANT POWER (+12V, key in any position including off)

These wire(s) are in your vehicle's main ignition harness, usually located on the steering column coming from the ignition switch. Probe each wire with your test light. The correct wire will show +12V when the ignition switch is in these 4 positions (LOCK-ON-OFF-CRANK). Attach the **RED** power wire from the 14-pin harness to this wire.

NOTE: The RED wire from the 14-pin harness is internally protected. No fuse is necessary.

BLACK - CHASSIS GROUND

Locate an easy to get to bolt or screw located under the driver's side of the dash and attach the **BLACK** ground wire from the 14-pin harness securely as pictured.



Some vehicles have factory alarms.

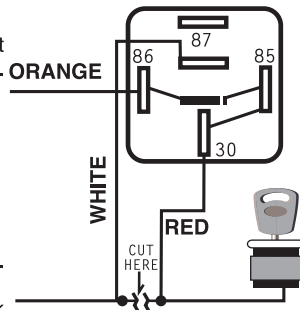
RED/BLACK - FASD (-) (Factory Alarm Shut Down wire) (Optional)

The **RED WITH BLACK STRIPE** wire provides (-) pulse at the same time the doors unlock. It is provided to turn the original factory installed alarm off. The factory disarm wire is usually found in the driver's side kick panel and will come from the door lock key cylinder. It will read +12V until the door key is inserted into the door and turned to the unlock position. At that time it will show a (-) negative output only while the key is held in the unlock position. **NOTE:** Some factory disarm wires remain neutral (shows no voltage) before you turn the key to unlock instead of +12v positive. Connect the **RED WITH BLACK STRIPE** wire to this disarm wire.

ORANGE - STARTER IMMOBILIZER (-): (Optional Part #773 Required)

INSTALLING STARTER IMMOBILIZER

Locate the starter/crank wire in the ignition harness. Locate the wire that shows +12V on your test light only in the cranking position. This wire will not show +12V in any other position. Cut this wire in half. Now, try starting the vehicle, it should not start. If it does not, it is the correct wire. Connect the **RED** wire from the starter immobilizer to the "keyside" of the starter/crank wire. Connect the **WHITE** wire to the "starter side" of the starter/crank wire. Then connect the **ORANGE** wire from the starter immobilizer to the **ORANGE** wire on the 14-pin harness.



NOTE: You will need to cut factory wiring to make an end to end connection, see "Making Connections" on page 7.

MANUFACTURER DOOR LOCK TYPES

DOOR LOCK TYPES BY MANUFACTURER

"Type A"

Most Buicks 85-96
Most Cadillacs 85-96
Most Chevrolets 85-94 4 door SUVs, vans 85-2000
Most Oldsmobiles 85-95
Most Pontiacs 85-95

Some Fords 96-2000
Some Mercurys 96-2000
Some Lincolns 96-2000

Most Chryslers 96-2000
Most Dodges 96-2000
Most Plymouths 96-2000
Some Volkswagens 92-2000

"Type B"

Most Buicks 97-2006
Most Cadillacs 96-2006
Most Oldsmobiles 96-2006
Most Pontiacs 96-2006
Some Chevrolet 2001-2006
Most Fords 96-2006
Most Mercurys 96-2006
Most Lincolns 96-2006
Most Hondas 85-2006
Most Toyotas 85-2006
Most Nissans 85-2006
Most Mazdas 85-2006
Some Subaru 85-2006
Some Volkswagens 92-2006

"Type C"

Some Chevrolets 96-2000
All 2 door Chevy and GMC trucks 89-2000
All 2 door SUVs 89-2000

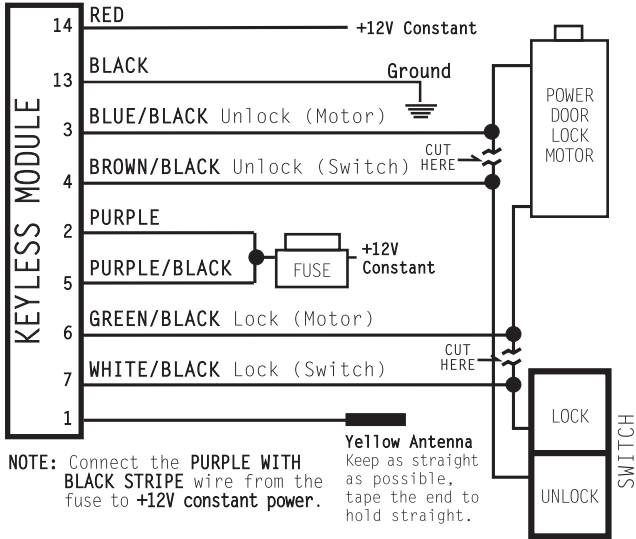
Most Fords 88-96
Most Mercurys 88-96
Most Lincolns 88-96
All Ford trucks 85-2000

Some Chryslers 85-95
Some Dodges 85-95
Some Plymouths 85-95
All Dodge Trucks 85-2001

NOTE: If your vehicle requires a double pulse to lock or unlock due to factory security systems, please see programming instructions on page 14. (Double pulse door locks are used in some foreign imports and some newer domestic vehicles.)

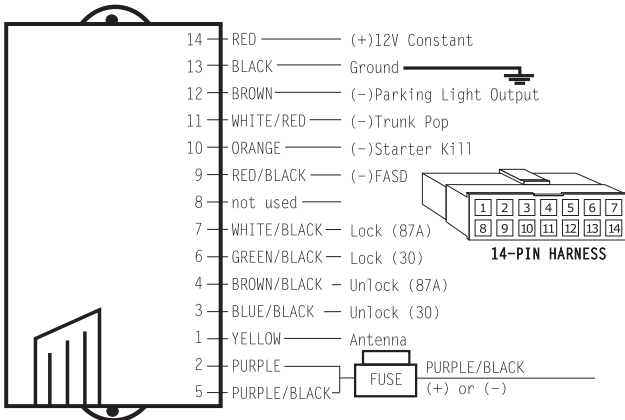
CONNECTING DOOR LOCKS

"Type C" Reverse Polarity



NOTE: You will need to cut factory wiring to make an end to end connection, see "Making Connections" on page 7 .

14-PIN HARNESS DIAGRAM



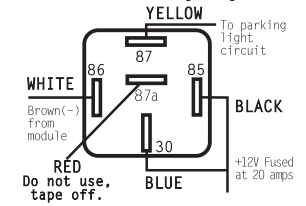
LOCATING & MAKING CONNECTIONS

BROWN - Parking Light Output (-) (Optional Part #775 required)

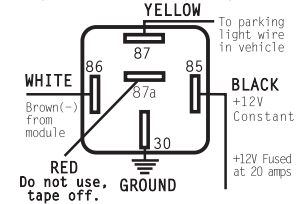
Probe the wire(s) coming from your headlamp switch. Find a wire that will show +12V only when the parking lights are ON, then switch the controller to the headlight position and test the same wire. It should have power in the parking light position and the headlight position. Turn the light switch OFF, the +12v should then turn OFF also. This is the correct wire. Connect the **YELLOW** wire from Part #775 to this wire. Connect the **BROWN** wire from the 14-pin harness to the **WHITE** wire on Part #775. Connect the **BLACK** and the **BLUE** wires from part #775 to +12V constant fused at 20 amps. See "positive" diagram.

If your vehicle has a negative (-) parking output. When probing the wire(s) coming from your headlight switch, find a wire that shows (-) negative or ground when the parking lights are on, then switch the controller to the headlight position and test this same wire. It should have (-) negative or ground in the parking light position and the headlight position. Turn the light switch off, the (-) negative or ground should then turn off also. This is the correct wire. Connect the **YELLOW** wire from Part #775 to this wire. Connect the **BROWN** wire from the 4-pin harness to the **WHITE** wire on Part #775 connect the **BLACK** wire to 12V constant fused at 20 amps and connect the **BLUE** wire from Part #775 to ground. See "negative" diagram.

Positive Parking Lights



Negative Parking Lights

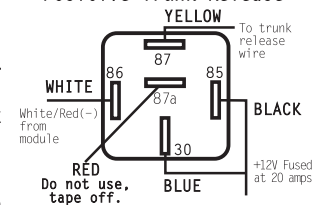


WHITE/RED - Trunk Release (-) (Optional part #775 is required)

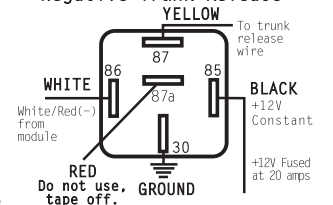
Locate the trunk release wire coming from the back of the trunk release switch. To determine if your trunk release is tripped by a (+) positive or a (-) negative (most trunk release switches are (+) positive). Place one end of your test light to ground, press the "Trunk" button, if the test light illuminates, you have a (+) positive trunk release. If it does not, connect the test light to +12V constant and probe the wire. If the test light illuminates when the button is pressed, then you have a (-) negative trunk release.

If your trunk output tests as a (+) Positive. Connect the **YELLOW** wire from part #775 to the trunk release wire. Connect the **WHITE/RED** wire from the 14-pin harness to the **WHITE** wire

Positive Trunk Release



Negative Trunk Release



(Making Connections Continued...) on part #775. Connect the **BLACK** wire and the **BLUE** wire to +12V constant fused at 20 amps. If your trunk output tests as a (-) Negative, connect the **YELLOW** wire from part #775 to the trunk release wire. Connect the **WHITE/RED** wire from the 14-pin harness to the **WHITE** wire on part #775. Connect the **BLACK** wire to +12V constant fused at 5 amps. Connect the **BLUE** wire to ground.

LOCATING AND DETERMINING YOUR DOOR LOCK TYPE

In most cases, the factory door lock wires will be a smaller gauge and located in the driver's kick panel or under the driver's dash.

NOTE: To help determine your door lock type, refer to the **Door Lock Types by Manufacturer** chart on page 13 or visit our web page at www.bulldogsecurity.com for specific detailed information on a particular vehicle.

If the year of your vehicle is listed as having two or more types of door lock systems, you must test for all of those types.

TESTING DOOR LOCK TYPE

There are 3 basic Door Lock types:

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

Probe both of your door lock wires going to the door lock switch these wires are usually located in the driver's kick panel, attach one end of your test light to a good chassis ground. Using the vehicle's door lock controls, activate the lock then the unlock testing both wires one at a time. If the test light illuminates when you probe the lock and the unlock wires your vehicle has a "Type A" door locking system. Make sure to mark which wire is lock and unlock. Proceed to page 11 for Connecting Door Locks. If you are adding the Model #742 door lock actuator to your vehicle, you will have to connect the **BROWN WITH BLACK STRIPE** and the **WHITE WITH BLACK STRIPE** wires to ground.

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

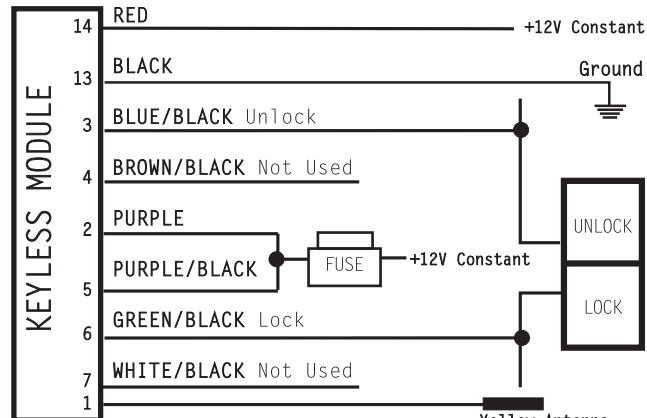
Probe both door lock wires going to the door lock switch these wires are usually located in the driver's kick panel. Attach one end of your test light to +12V using the vehicle's door lock controls activate the lock then the unlock testing both wires one at a time. If the test light illuminates when you probe the lock and the unlock wires your vehicle has a "Type B" door locking system. Make sure to mark which wire is lock and unlock. Proceed to page 11 for Connecting Door Locks.

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

To determine switch and motor wires, cut both the lock and unlock wires in half. First press and hold the lock button on the driver's door, now test both lock wires. One wire will test as (+) positive and the other will remain neutral. Mark the wire that test positive as the switch wire and the neutral wire as the motor wire. Set these two wires aside. Next, press and hold the switch in the lock position and test both unlock wires. The wire that tests (+) positive, mark as the switch wire and mark the wire that tests neutral as the motor wire. Proceed to page 12 for Connecting Door Locks.

CONNECTING DOOR LOCKS

"Type A" (+) Positive

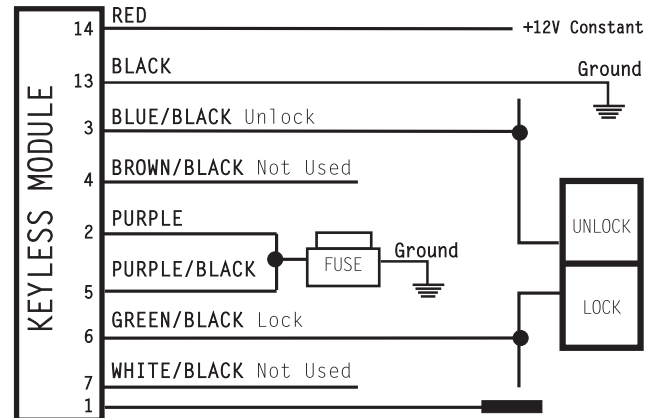


NOTE: Connect the **PURPLE WITH BLACK STRIPE** wire from the fuse to +12V constant power.

Yellow Antenna
Keep as straight as possible, tape the end to hold straight.

If you are adding the Model #742 door lock actuator to your vehicle, you will have to connect the **BROWN WITH BLACK STRIPE** and the **WHITE WITH BLACK STRIPE** wires to ground.

"Type B" (-) Negative



NOTE: Connect the **PURPLE WITH BLACK STRIPE** wire from the fuse to ground.

Yellow Antenna
Keep as straight as possible, tape the end to hold straight.