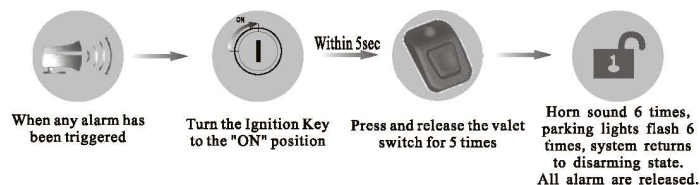


**Note:**

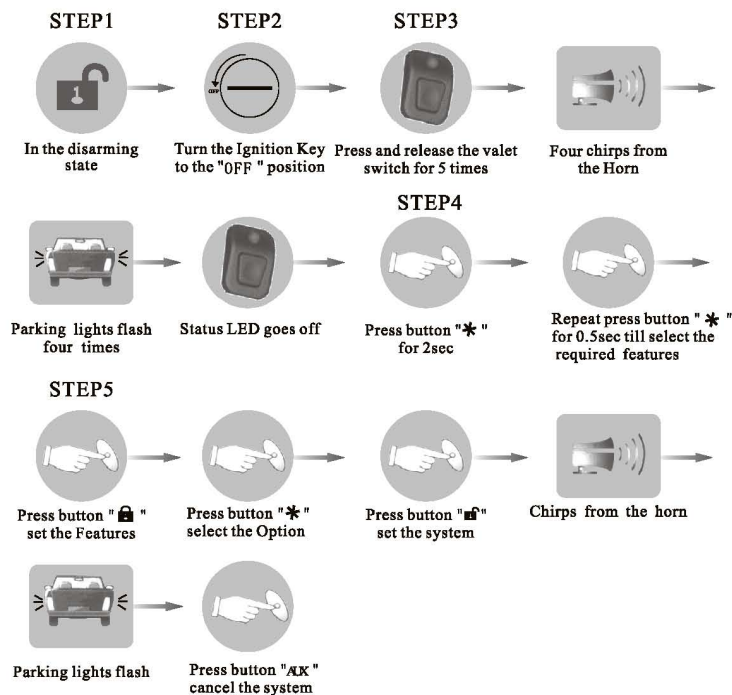
a: The Remote Control's code has been memorized in the factory , you do not need to memorize it unless you lose the Remote Control and obtain a new one or you want to buy one more Remote.

b: The system can memorize at most two Remote Controls.

## 2. Disarm the System Without Remote Control



### 3. Program Features



#### 4. Checklist of Options

Features	Options1 (default)	Option2	Option3	Setting way
1. Car type	Automatically	Manual		Carry on above step1 -step5
2. Power Motor/Vacuum door locking system	Power motor (0. 8sec pulse)	Vacuum (3. 5sec pulse)		
3. Single/double pulse unlock	Single	Double		
4. Gasoline/diesel engine start	Gasoline	Diesel		
5. Glow plug polarity of diesel	Negative	Positive		
6. ING2 fire off or on when start	ON	OFF		
7. Automatic Re-arming	ON	OFF		Carry on step4-step5
8. Auto door lock/unlock when ignition is on	ON	OFF		
9. Parking lights flash when door opened in disarm mode	ON	OFF		
10. Passive Arming	OFF	ON		
11. Passive locking in passive arming mode	OFF	ON		
12. Disarm when trunk release	ON	OFF		
13. Parking lights Flashing/ Constant	Flashing	Constant		
14. Remote Engine Start Run Time	15min	25min		
15. Windows roll up connect electrical power	OFF	ON		
16. Auxiliary Channel 5 Output	0. 8sec pulse	15sec pulse	Latched Output	
17. Short Run/Turbo	1min	2min	3min	

Notes: If no programming activity occurs within a 20sec period, the Features Programming Mode will expire.

## VIII The Installation the whole unit

### 1. Wires Description

#### (1) Starter Module Harness Description

##### 5 Heavy Gauge Starter Harness in the Starter Module (Ignition Switch Interface)

**RED WIRE:** Main Power Input (+). Connect to the battery or constant power wire at the ignition switch with a minimum 30 Amp supply. **Remove the fuse until the installation is completed and all wiring is checked.**

**PINK / IG1:** Ignition Output (+). Connect to the main ignition wire that provides +12V when the ignition is on and while cranking the starter.

**PINK / IG2:** Second Ignition Output (+). Connect to the second ignition wire of the vehicle.

**ORANGE WIRE:** Accessory Output (+). Connect to the accessory wire coming from the ignition switch that supplies power to the heater/air-conditioner. Some cars may have multiple accessory wires.

**PURPLE WIRE:** Starter Output (+). Connect to the vehicle's starter wire.

#### 8pin Connector Secondary Harness for Remote Start(H6 and H11)

**Pin1-4:** Factory wiring to the remote start module. (H6)

**Pin5: BLUE/WHITE WIRE:** (-)200ma bypass output when remote start. Connect this wire to the interface of Remote Start Bypass Module.

**Pin 6: GREY/ BLACK WIRE:** Diesel wait-to-start bulb input. (-) Connect this wire to the wire in the vehicle that sends the signal to turn on the WAIT-TO-START bulb in the dashboard. In most diesels, the wire is negative (ground turns on the bulb) and the GRAY/BLACK wire can be directly connected to the wire in the vehicle. If the vehicle uses a positive wire (12V to turn on the bulb), you must set the proper signal polarity in the options list(Features #12).

**Pin 7: BLACK/WHITE WIRE:** (-)Neutral Safety Switch Input. Connect this wire to the PARK/NEUTRAL switch in the vehicle. This wire will test with ground with the gear selector either in PARK or NEUTRAL. This will prevent the vehicle from accidentally being started while in a drive gear. This input MUST rest at ground in order for the remote start system to operate. Connect properly the vehicle will only start while in PARK or NEUTRAL. You may also connect this wire to the Parking Brake Switch.

**Pin 8: PURPLE/WHITE WIRE:** Oil Sensor signal(Default), High-Voltage Sensing or Tachometer Input (Optional). This input provides the module with information about the engine's resolution per minute (RPMs). Connect to the vehicle's tach wire. Common locations for a tachometer wire are the ignition coil, instrument cluster, fuel injectors, or engine computers. The correct wire shows between 1V to 6V (AC) and fluctuates with the idle of the engine when testing with a multi-meter capable of testing AC voltage.

**Note:** 1. The wire can connectless, at this time the system enter the tachless mode;

2. This wire has the same function with the High-Voltage sensing input, so it is a alternative solution when voltage sensing input does not supply satisfactory operation. If connect to the High-Voltage sensing input, you must coil this wire five loops onto the High-Voltage from the engine distributor.

#### (2) Brain Unit Harness Description

##### 2\*6 Pin Connector Primary Harness (H1)

**Pin 1: Red:** Constant +12V Input. Connect this wire to the battery or Constant Power wire at the Ignition Switch with a 30Amp Supply.

**Pin 2 and Pin3 : Brown:** Parking Light Output (+) Relay. Connect separately left and right parking lights of the vehicle.

**Note:** Do not connect the white wire to the vehicles headlight circuit.

**Pin4: Red/Black:** Trunk Output 10A (+)

**Pin5: Pink:** Siren Output (+). The black of the siren must be grounded.

**Pin6: Black:** System Ground. Connect this wire firmly to the Chassis Ground.

**Pin7: Yellow:** Unlock #87a Normally Open

**Pin8: White:** Unlock #30 Common (Output)

**Pin9: Orange:** Unlock #87 Normally Closed (Input)

**Pin10: Yellow/Black:** Lock #87a Normally Open

**Pin11: White/Black:** Unlock #30 Common (Output)

**Pin12: Orange/Black:** Lock #87 Normally Closed (Input)

Notes: Pin7–Pin12 is DOOR Lock Wire, follows the setting of Door Lock Wiring Diagram.

#### 7-pin Secondary Harness for Outputs(H2)

**Pin 1: Green/White:** Factory Rearm Output (-) 200mA. This wire supplies a ground output on remote start shutdown to rearm a factory security system. Connect to the wire that requires a ground pulse to rearm the factory security system.

**Pin 2: Green/Black:** Factory Disarm Output (-) 200mA. This wire provides a ground output on disarming and before remote starting to disarm a factory security system. Connect to the wire that requires a ground pulse to disarm the factory security system.

**Pin 3: Black/White:** Dome Light Output (-) 200mA. Connect to the wire that activate the vehicle's dome light, usually the door pin switch wire. Note: the dome light output can usually connect to the same wire used for the door trigger input (see purple and green door input wire)

**Note:** This output is only intended to drive a relay. It can not be connected directly to the dome light circuit, as the output cannot support the current draw of one or more light bulbs. Never use this wire to drive anything but a relay or a low-current input. The transistorized output can only supply 200mA of current. Connecting directly to a solenoid, motor, or other high-current device will cause it to fail.

**Pin 4: Purple/Black:** Auxiliary 4 Output (-)200mA for windows rolling-up option. Connect to a power window module.

**Pin 5: White/Black:** Auxiliary Channel 5 Output (-) 200mA. This wire provides a (-) 200mA output whenever the transmitter button "AK" is pressed for 2sec. This output can be programmed to provide the following types of outputs:

- a. 0.8-second timed: Output that will send a ground pulse of 0.8 second.
- b. 15-second timed: Output that will send a ground continuous pulse for 15 seconds.
- c. Latched, reset with ignition: Output that will send a signal when the Channel 5 button (button AK) is pressed and will continue until the same button (button AK) is pressed again. It additionally stops output whenever the ignition is turned on.

## SYSTEM INSTALLATION

**Pin 6: Blue:** Second unlock (passenger unlock) output (-) 200mA This system is equipped with a dedicated passenger unlock output allowing two stage door lock operation. When connected this wire, disarming the system will unlock only the driver's door. Pressing the disarm button again will unlock all doors.

**Pin 7: Orange:** Armed Output (-) 200mA. The orange wire supplies a ground output while armed to activate a relay for starter defeat and anti-grind protection.

### 6-pin 2510 Harness for Inputs and Outputs(H3)

**Pin 1: YELLOW WIRE:** (+) Ignition Input of the Key Cylinder to Alarm. Connect to the ignition wire that provides +12V when the ignition is on and while cranking the starter.

**Pin 2: BROWN WIRE:** Brake Input (+). Connect to the wire that shows +12V when pressing the brake.

**Pin 3: BLACK WIRE:** Trunk switch Input (-). Connect to an optional instant sensor such as trunk pin switch.

**Pin 4: GREY WIRE (optional):** Hood Pin Input (-). Connect this wire to the hood pin switch. The switch must supply a ground output (-) when switch is opened.

**Pin 5: PURPLE WIRE:** Positive Door Input (+). Connect to the door switch circuit wire that shows +12V when any door is opened. This type of door circuit is usually found on Ford Vehicle.

**Pin 6: GREEN WIRE:** Negative Door Input (-). Most vehicles use negative door trigger circuit. Connect the green wire to the wire that shows ground when any door is opened. In vehicles with factory delays on the dome-light circuit, there is usually a wire that is unaffected by the delay circuit.

## (3) Peripheral Plug-in Connectors

**3-PIN Black Connector (H4): LED Port.** Mount LED in an area where it may be easily seen from either side of the vehicle.

**3-PIN Red Connector (H9): Ultrasonic Sensor**

**3-PIN Black Connector (H10): Microwave Sensor**

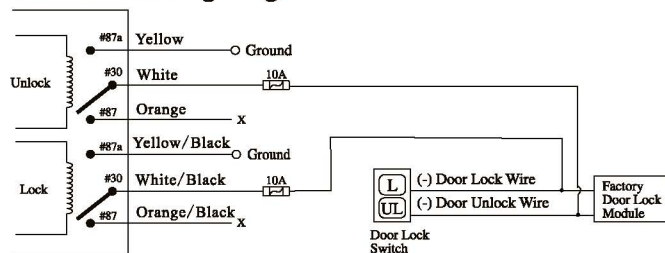
H9, H10 are optional accessory.

**4-PIN Red Connector (H6): Starter Module.**

**4-PIN Black Connector (H4): Antenna.** Antenna module can hide in A pillar or the boundary between the car crash and front fence during installing, and the situation is higher as possible.

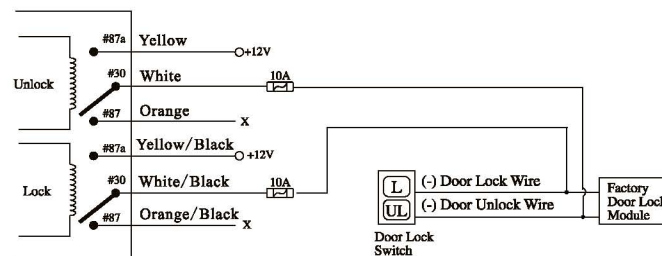
(H7, H8): These Harnesses are for complementary setting.

## 2. Door Lock Wiring Diagram

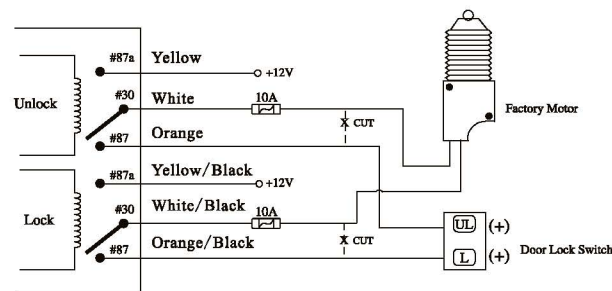


Negative Triggered, Relay-Driver System

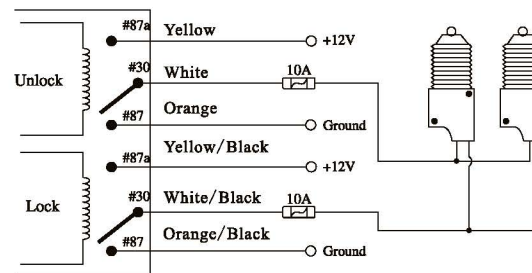
## SYSTEM INSTALLATION



Positive Triggered, Relay-Driver System



Reverse Polarity



Adding Actuators