



FS-60 FS-80 FS-90 Alarm Combo System

INSTALLATION HANDBOOK:

INTRODUCTION

Congratulations on your choice of a Crimestopper combination alarm & remote engine starter with animated 3D graphics.

This installation book is designed for the installer or individual with an existing understanding of automotive electrical systems, along with the ability to test and connect wires for proper operation. To ease installation, we suggest that you READ THIS MANUAL before beginning your installation. This book is provided as a GENERAL GUIDELINE and the information contained herein may differ from your vehicle.

DISCLAIMER:

Crimestopper Security Products, Inc. and its vendors shall not be liable for any accident resulting from the use of this product. This system is designed to be professionally installed into a vehicle in which all systems and associated components are in perfect working condition.

TECHNICAL SUPPORT (800)-998-6880
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REV E 07.2010

FCC Regulations:

This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions:

- 1) This device may not cause interference and**
- 2) This device must accept any interference, including interference that may cause undesired operation of the device.**

15.21

You are cautioned that changes or modifications not expressly approved by the part responsible for compliance could void the user's authority to operate the equipment.

15.105(b)

This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to part 15 of the FCC rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation.

This equipment generates uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

- Reorient or relocate the receiving antenna.**
- Increase the separation between the equipment and receiver.**
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.**
- Consult the dealer or an experienced radio/TV technician for help.**

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PRE-INSTALLATION CONSIDERATIONS

BEFORE BEGINNING, check all vehicle manufacturer cautions and warnings regarding electrical service (AIR BAGS, ABS BRAKES, ENGINE / BODY COMPUTER AND BATTERY).

PLAN OUT YOUR INSTALLATION. You should pre-determine the location of the Control Module (Brain), Valet button, LED, and Siren locations. This will save time and ease the installation process.

USE VOLT/OHM METER to test and locate all connections. Test Lights or Lighted Probes could possibly damage a vehicle's computer system or cause an airbag to deploy.

ADDITIONAL PARTS, that are not included with this unit, may be needed for your particular vehicle. These items may include extra relays, Door Lock Interface Modules, or Transponder Override modules.

CAUTIONS & WARNINGS

DAMAGE RESULTING FROM IMPROPER INSTALLATION IS NOT COVERED UNDER WARRANTY!!

DO NOT remote start your vehicle in a closed garage. Make sure that the garage door is open or there is adequate ventilation. Failure to observe this rule could result in injury or death from poisonous Carbon Monoxide fumes.

DO NOT ROUTE ANY WIRING THAT MAY BECOME ENTANGLED with the brake/gas pedals, steering column, or any other moving parts in the vehicle.

REMOVE MAIN SYSTEM FUSE(S) before jump-starting the vehicle or charging the battery at high boost. **DAMAGE MAY OCCUR TO SYSTEM IF PROPER PRECAUTIONS ARE NOT OBSERVED.**

DO NOT exceed the rated output current of any circuit on the Remote start module. Failure to observe this warning will result in damage to the unit. Output currents are listed where applicable throughout this manual.

DO NOT extend the Remote start ignition harness length. Mount the module so that main harness reaches all ignition switch wiring. Extending these wires could result in poor performance.

COMPONENT MOUNTING

CONTROL MODULE: The alarm control module should be mounted in a concealed location. **DO NOT** mount the control unit in the engine compartment. Fasten the module to a bracket or wire harness using the cable ties provided.

SIREN MOUNTING: Mount the siren under the hood to fender-well or other body surface with the open end facing downward. Run the red siren wire through the firewall using a rubber grommet. Ground the black wire to the body metal near the siren.

LED: Mount the Blue LED in a visible location on the dashboard or console.

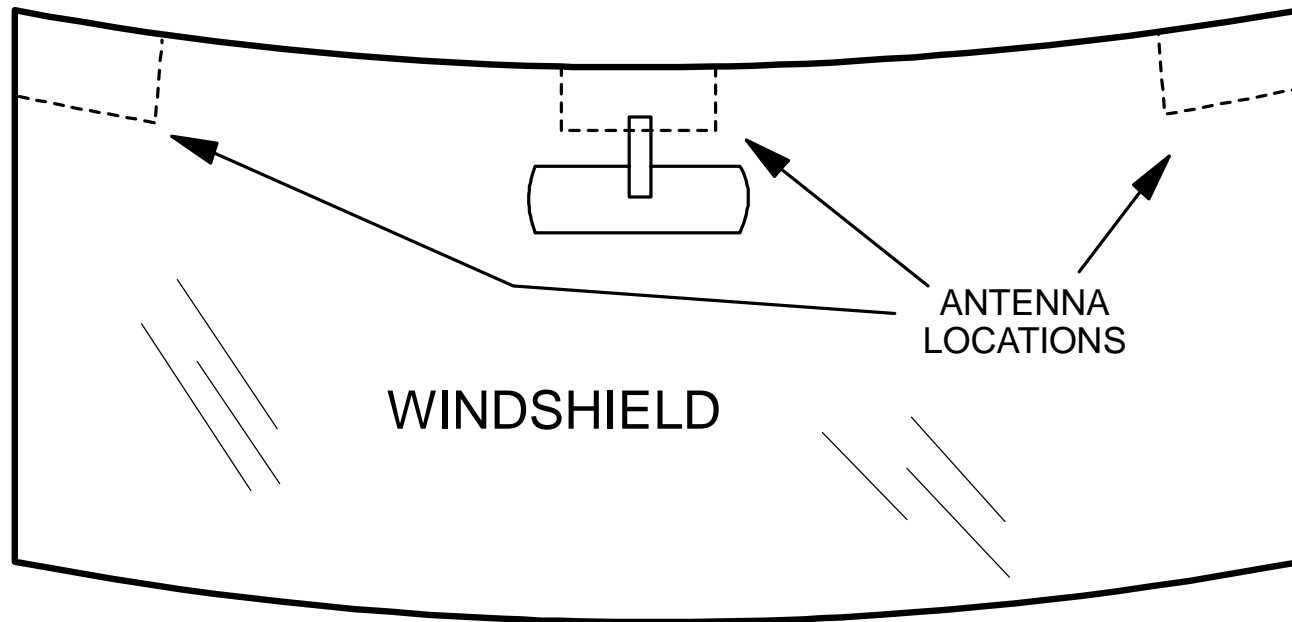
ANTENNA TRANSCEIVER: Mount the antenna high up on the front windshield glass. Locate at least 1" away from metal trim or window tint or film

OVERRIDE/PROGRAM/VALET BUTTON: Mount the Override/Program push-button in a hidden but accessible location. This button is required for emergency disarm, programming, and valet mode.

ANTENNA DIAGRAM

ANTENNA MODULE: For optimum range and performance, the antenna/receiver module should be located high up on the front windshield glass. For example: behind the rearview mirror. Note: Window tints or Films may decrease the range of the system. The mounting surface for the antenna should be clean and dry.

Note: A call button is located on the antenna to activate the pager.



NOTE:

The FS-60 and FS-80 operate at 433MHZ

The FS-90 operate at 915MHz

WIRING: 5-PIN Connector

Red: Alarm Power Source

5 Amp fuse Connect to 12 volt power source.

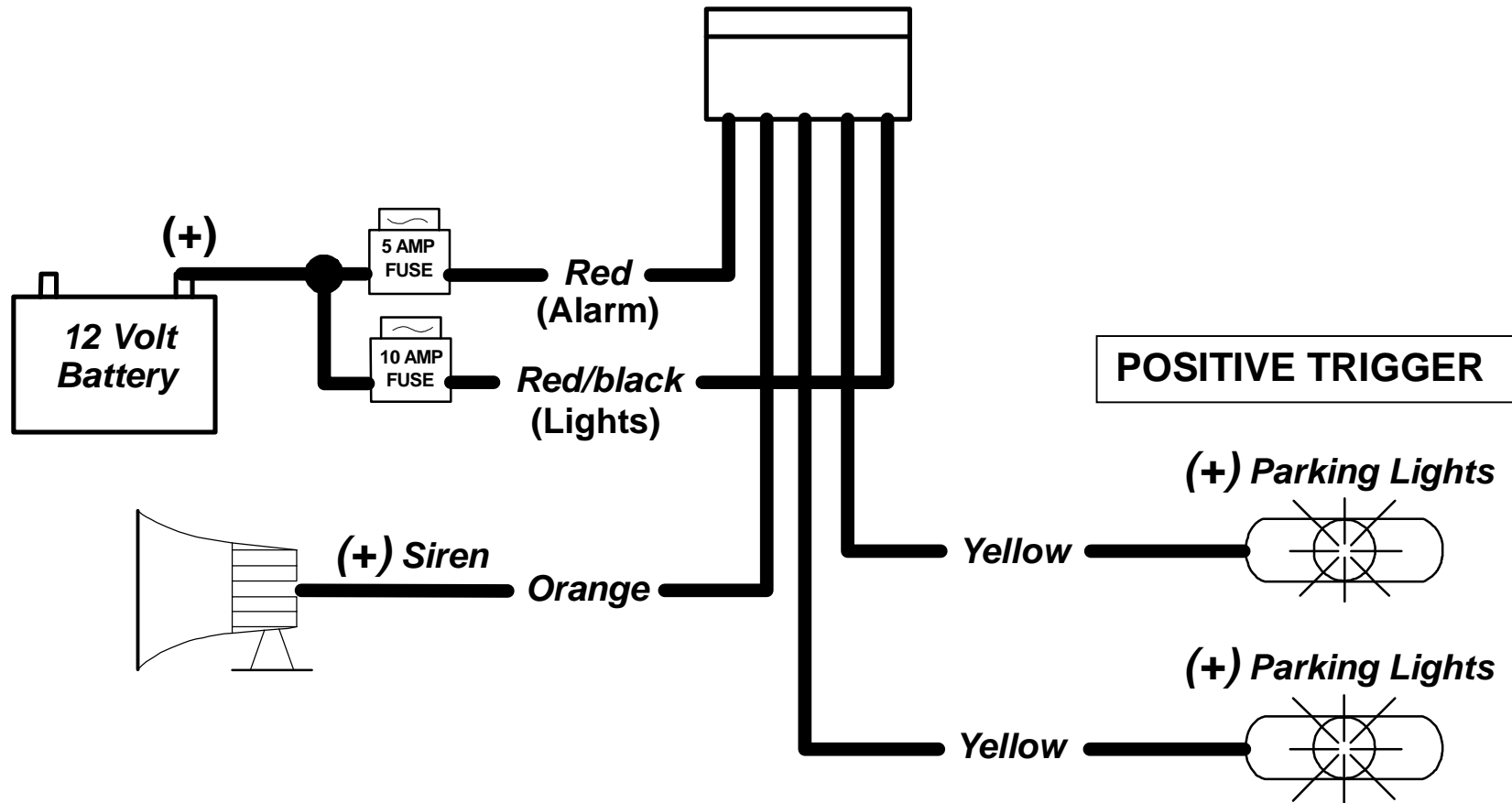
Red/Black: Parking Light Source

10 Amp Fuse Connects to 12 volts or ground depending on parking light circuit in vehicle

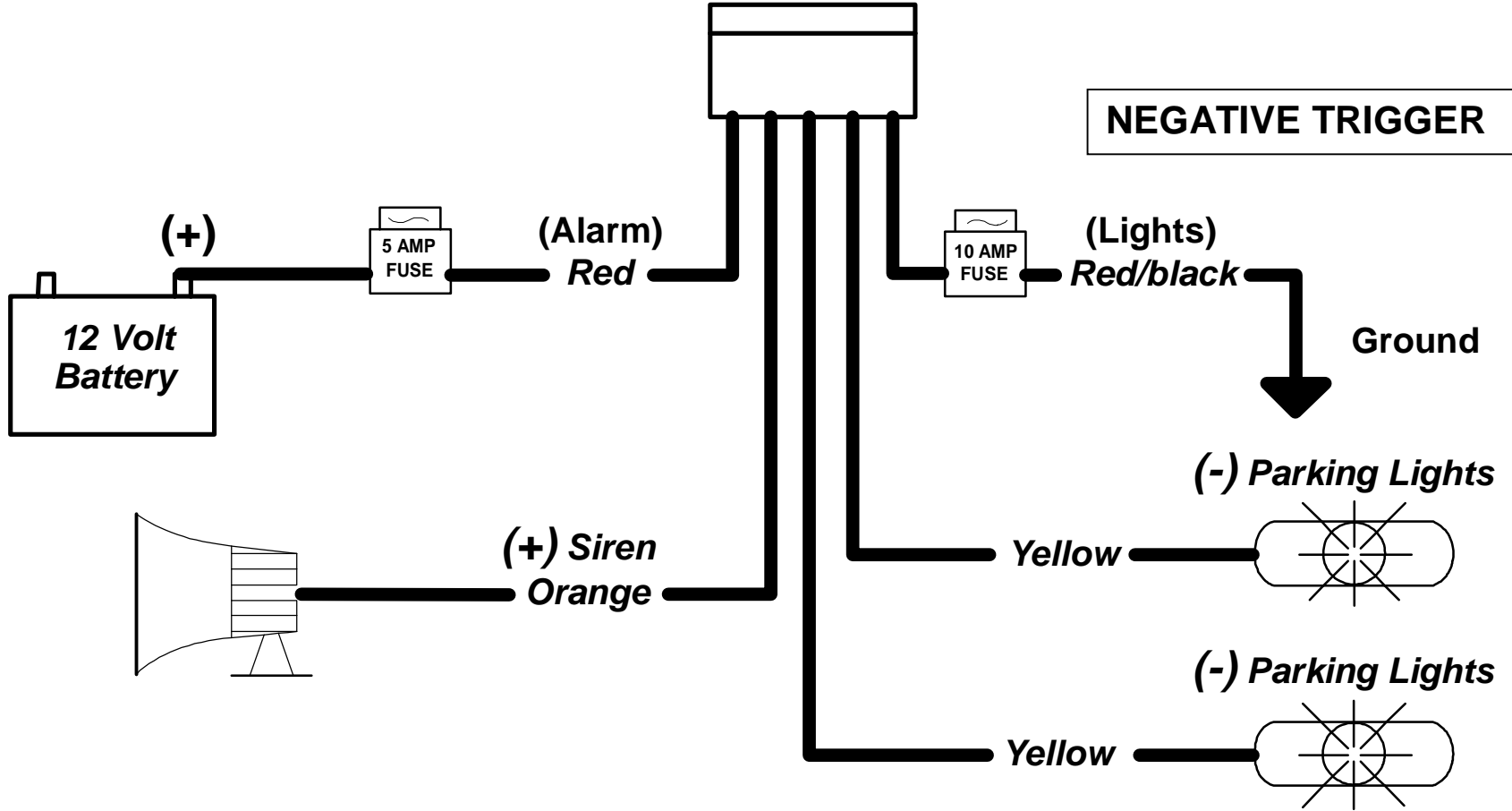
Orange: (+) Siren Output

Connect brown wire to siren red wire. Connect black wire of siren to chassis ground (body metal).

Yellow: Parking Lights – Dual 5 Amp Relay Output



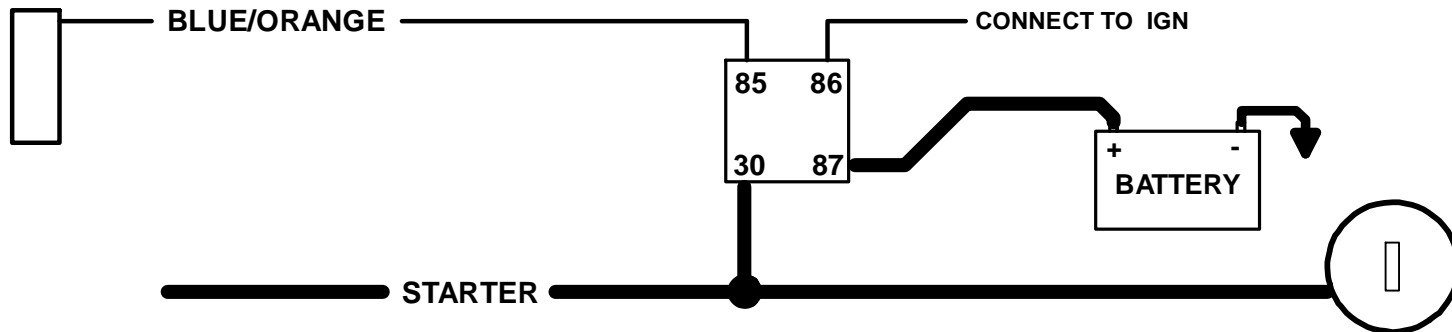
WIRING: 5-PIN Connector



WIRING: 18-PIN Connector

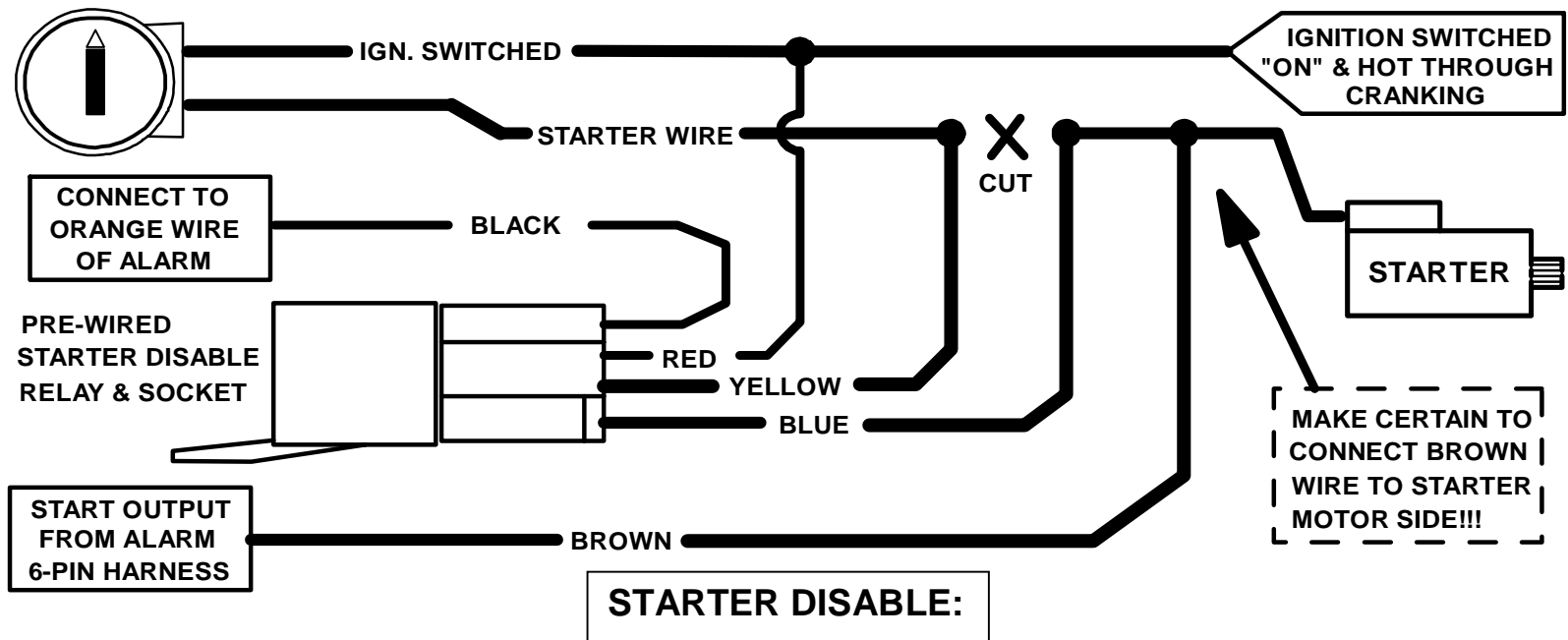
BLUE/ORANGE: (-) 500mA Starter 2 Output

Some vehicles require a 2nd start wire for remote start.



ORANGE: (-) 500mA Starter Kill / Anti-Grind Output

This wire should be connected to the Black wire of the pre-wired relay socket for the starter disable. Connect the Red wire of the relay socket to the Ignition switched wire on the vehicle. Cut the vehicle starter wire and connect each half to the Yellow and Blue wires on the relay socket as shown. This output also turns on with remote start to function as an "Anti Grind" wire to prevent the starter from grinding if you get in your car and turn the key too far after it was remote started. See starter disable diagram on next page.



WIRING: 18-PIN Connector Cont.

ORANGE/BLACK: (-) 500mA OEM Disarm Output

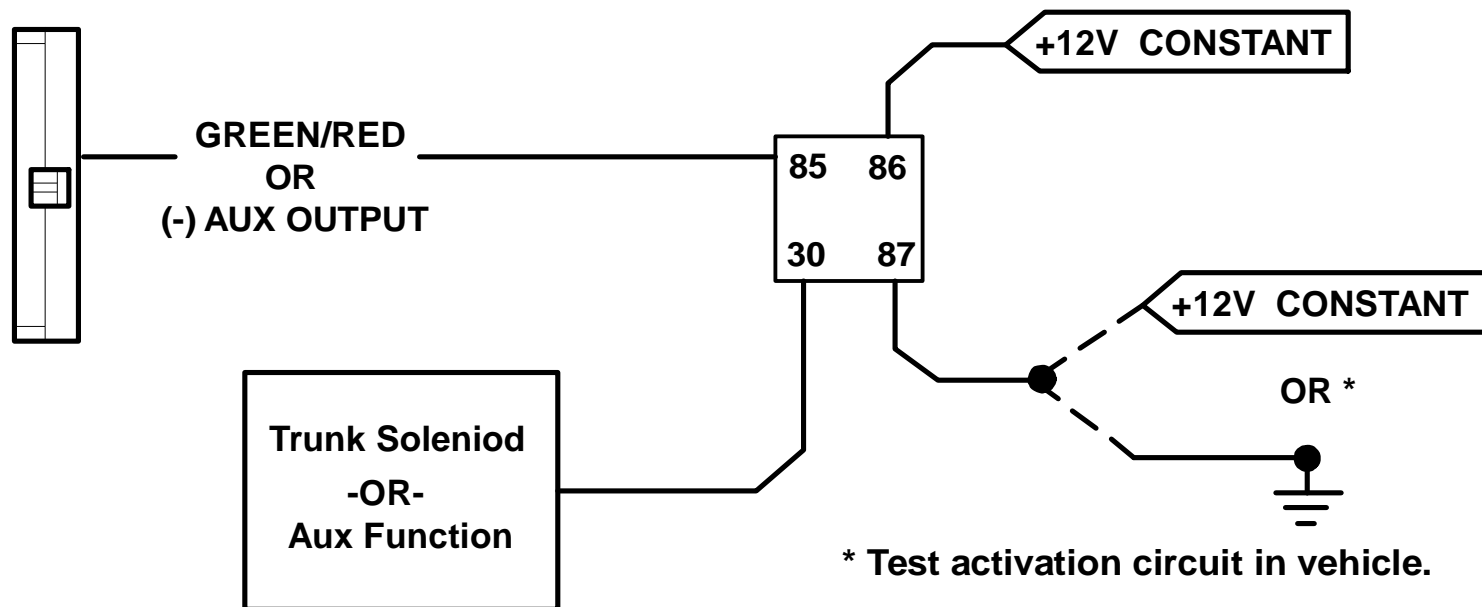
This wire provides a Ground pulse to disarm the vehicles Factory Anti-Theft System prior to a Remote Start. Connect this wire to the vehicles' anti-theft disarm wire. This wire is sometimes found coming off the Driver's door key switch or at the Factory Anti-theft control module.

GREEN/RED: (-) 500mA Remote Aux. Output 1 (Programmable Option #9)

This is a programmable output that can operate 4 different ways.

Channel 1 = Trunk Pop - Default. This is a momentary output as long as the Trunk Button 3 is pressed.

NEGATIVE AUXILIARY OUTPUT



* Test activation circuit in vehicle.

Connect to +12V for Positive circuits
or Ground for Negative circuits. Relay
not included.

WIRING: 18-PIN Connector Cont.

BLUE/WHITE: (-) 500mA Remote Aux. Output 2 (Programmable Option #10)

This is a programmable output that can operate 4 different ways.

1. **Channel 2 = 2nd Unlock Hold 2 Sec. - Default.** Hold Unlock Button for 2 seconds to unlock passenger doors.
2. Channel 2 = 2nd Unlock Double Press. Press Unlock button 2 times to unlock passenger doors.
3. Channel 2 = Momentary Hold. This is a momentary output as long as the remote button is pressed.
4. Channel 2 = 30 Second Timer.

BLACK/WHITE: (-) 500mA Remote Aux. Output 3 (Programmable Option #11)

This is a programmable output that can operate 4 different ways.

Channel 3 = Dome Light - Default. For Dome light Supervision with unlock.

Negative Dome Light System: Connects to terminal 85 of a relay. Connect terminal 86 to +12V Constant. Connect terminal 87 to Chassis Ground. Connect Terminal 30 to the Negative dome light activation circuit.

Positive Dome Light System: Connects to terminal 85 of a relay. Connect terminals 86 & 87 to +12V Constant. Connect terminal 30 to the Positive dome light activation circuit.

BROWN/WHITE: (-) 500mA Remote Aux. Output 4 (Programmable Option #12)

This is a programmable output that can operate 4 different ways.

Channel 4 = Horn Honk - Default. Connect to the Negative Horn Trigger wire usually located near the steering column. If the vehicle horn circuit requires +12 volts, a relay is required. **RELAY WIRING:** Connect the Brown/White wire to terminal 85, connect relay terminals 86 and 87 to +12V constant power. Connect terminal 30 of the relay to the +12V positive device/circuit to be activated.

ORANGE WHITE: (-) 500mA Remote Aux. Output 5 – ACCESSORY or OEM REARM (Programmable Option #13)

This is a programmable output that can operate 4 different ways; see option #13.

Channel 5 = Accessory - Default. Controls 2nd Accessory Output for Remote Start. **RELAY WIRING:** Connect the Orange/White wire to terminal 85, connect relay terminals 86 and 87 to +12V constant power. Connect terminal 30 of the relay to the 2nd Accessory wire of the vehicle. **Channel # 5 can be programmed for OEM REARM.** This option provides a ground pulse to rearm the vehicles' FACTORY anti-theft system after a timed-out or aborted remote start. Connect this wire to the vehicles' anti-theft rearm wire or to the door pin circuit depending on your requirements. This wire may be needed to pulse the door pin circuit on vehicles with retained accessory power.

WIRING: 18-PIN Connector Cont.

BLUE/BLACK: (-) 500mA Remote Aux. Output 6 (Programmable Option #14)

This is a programmable output that can operate 4 different ways.

Channel 6 = Ignition Run - Default. This is used for Remote Start - Ground when Running. This wire functions as a Negative IGNITION OUTPUT (Ground while Remote Starting) for use when connecting factory Security Bypass modules or when an additional external Ignition Relay is required for your installation.

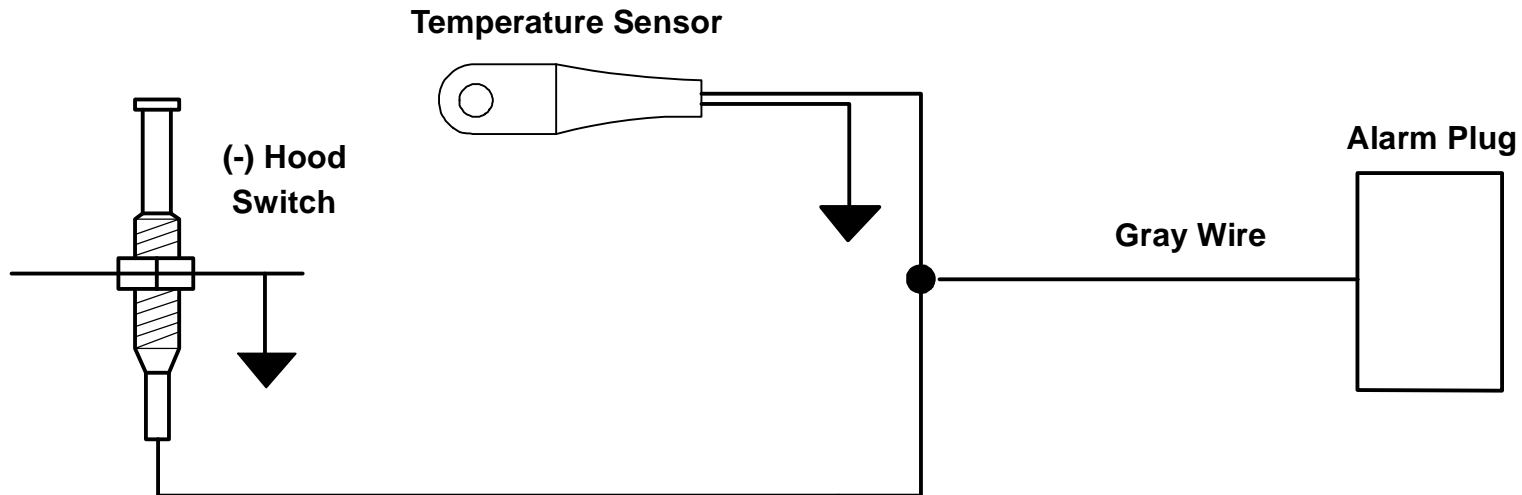
BLACK: CHASSIS GROUND

Connect to body metal of the vehicle using a sheet metal screw and a star washer to ensure a good ground. Keep the Ground wire short. Scrape away paint or debris from ground location.

GRAY: (-) Hood Trigger and Temperature Sensor Input – Zone # 6

Input trigger for a grounding hood pin switch. Connect to an existing hood pin switch that read ground when open. If no existing switches are available, install new pin switches if desired. Note: DO NOT mount new pin switches in water pathways.

Locate Temperature Sensor inside vehicle out of direct sunlight. The Temperature Sensor connects to Gray Hood switch input as shown.



WIRING: 18-PIN Connector Cont.

VIOLET: (+) Door Trigger Input – Zone # 5

Same as the GREEN wire below except this wire is used for vehicles that show a positive voltage (+12 volts) when the door is open and a ground when doors are closed as in many Ford, Lincoln, and Mercury vehicles.

GREEN: (-) Door Trigger Input – Zone # 5

Identify the wire that reads ground when any door is open and 12 volts when all doors are closed. Some vehicles may have isolated door triggers. In this case you may need to run additional wires from other doors or go directly to the wire that triggers the vehicle's interior dome light. Sometimes newer vehicles contain a separate body control module (BCM) where the door trigger circuit can be located. Most vehicles will NOT require the use of BOTH Green and Violet door trigger wires.

BLUE: (-) Trunk Trigger Input – Zone # 4

Input trigger for a grounding trunk pin switch. Connect to existing trunk pin switch that read ground when open. If no existing switches are available, install new pin switch if desired. Note: DO NOT mount new pin switches in water pathways.

PINK: (+ or -) Diesel Glow Plug

The Diesel Glow Plug Feature is OFF by default and must be programmed before use. Option # 17 controls whether the unit monitors the vehicle's (+ or -) glow plug circuit using the Pink input wire or has a fixed 10 second delay.

WHITE/RED: Tachometer Input:

When installing this system in TACH REFERENCE mode, this wire must be connected to a valid source of AC voltage. This wire allows the unit to sense the engine running. This is the most reliable method for remote starting.

See Tach Reference Section on Page 22 for more information.

WIRING: 18-PIN Connector Cont.

BRAKE RESET:

There are 2 Brake reset input wires, (+) White and (-) White/black. The White is (+) for the brake pedal. The White/black is for (-) hand brake or emergency brake on manual transmission vehicles. Option # 26 must be activated for the White/black wire to function.

White: (+12V) Brake Pedal Reset

Connect the White wire to the side of brake pedal switch that shows +12 volts ONLY when pedal is depressed. This will turn off the remote start if someone attempts to drive the car without the keys or if the Ignition key is not turned on all the way.

WHITE/BLACK: (-) Hand Brake Reset for Manual Transmission

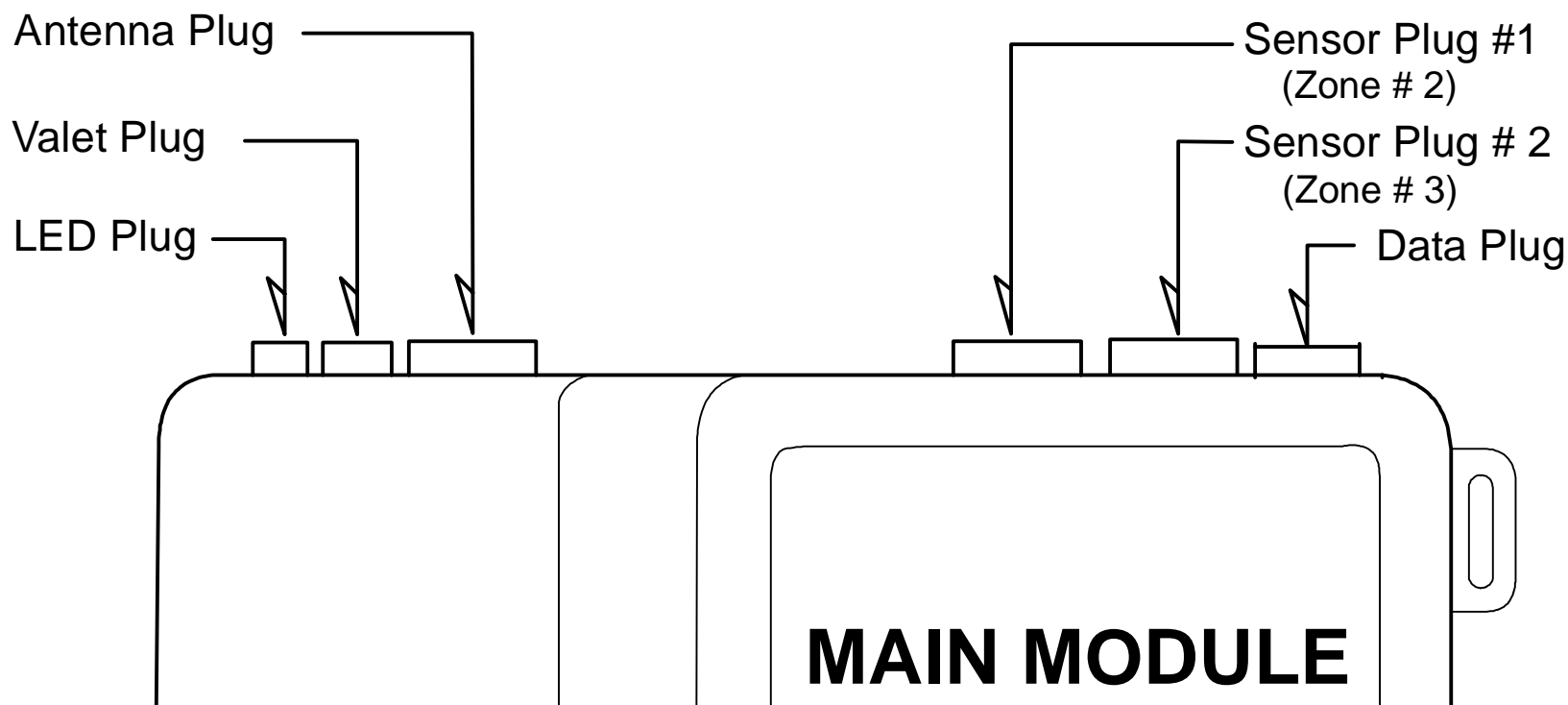
Option #26 – Manual Transmission must be set for the Hand Brake Reset wire to work. Connect the White/black wire to the side of the hand brake that shows (-) ONLY when the hand brake is set. In this mode, the remote start will turn off when the hand brake is released. **A Databus module can also supply the Hand Brake status signal on most late model vehicles. Please check Databus module features before connecting hand brake wire.**

NOTE : May need to diode isolate hand brake to keep feedback from vehicle.

WIRING: 4-PIN Shock Sensor (22 Gauge wires)

SHOCK SENSOR: There are 2 sensor ports (zone 2 and 3) on the alarm module. The sensor supplied with this system does not require any additional wiring. Simply mount the sensor in a suitable location. It can be tie wrapped to a cable harness or mounted to a plastic panel. Plug sensor into Sensor Plug # 1 for zone 2, and adjust the sensitivity. There are 2 LED's on the shock sensor to assist you in adjusting sensitivity. The Green LED indicates the "Warn Away" level and the Red LED indicates a full alarm shock sensor violation.

The adjustment knob next to Red LED is for trigger.
The adjustment knob next to Green LED is for Pre-Warning.



The Sensor Plug #2 is zone 3 for an optional sensor.

WIRING: 2-PIN LED / 2-PIN Program-Valet Button (22 gauge wires)

Mount LED in a visible location on the Dash or Console. Connect the small 2-pin plug from the LED to the control module. Note: Connectors are designed so that they will only plug into their appropriate slots.

Mount the Valet/Program/Override button in a suitable location. Connect the 2-pin plug from the Switch to the control module. Note: Connectors are designed so that they will only plug into their appropriate slots.

POWER DOOR LOCKS: WIRING & SYSTEM TYPES

DETERMINING DOOR LOCK TYPE:

We recommend determining the type of locking system the vehicle has before connecting any wires. Incorrect connection may result in damage to the alarm and/or vehicle locking system. Door lock information is provided as a guide. Your vehicle may differ.

LOCK RELAY: (On-Board Relay)

WHITE: Normally Closed (Terminal 87A On-board Lock Relay)

GREEN: LOCK Output (Terminal 30 On-board Lock Relay)

VIOLET/BLACK (Fused 10A): Normally Open (Terminal 87 On-board Lock Relay)

UNLOCK (On-Board Relay):

BROWN: Normally Closed (Terminal 87A On-board Unlock Relay)

BLUE: UNLOCK Output (Terminal 30 On-board Unlock Relay)

VIOLET (Fused 10A): Normally Open (Terminal 87 On-board Unlock Relay)

DOOR LOCK WIRING

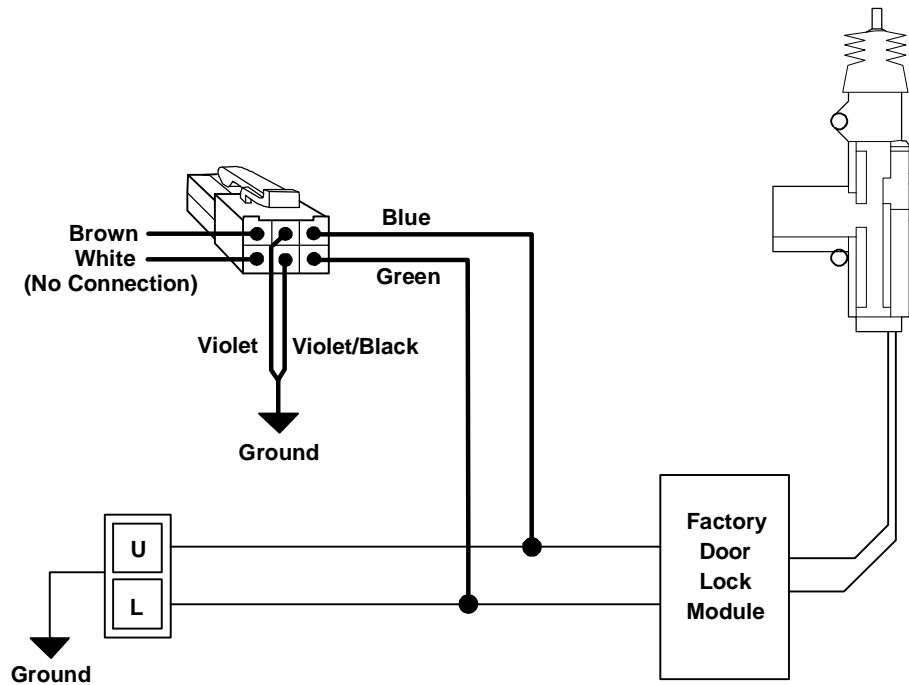
Negative Trigger (-): Many Imports; Late model Ford & General Motors

Negative trigger door lock systems send a Negative (Ground) pulse to existing factory relays to lock and unlock the vehicle doors.

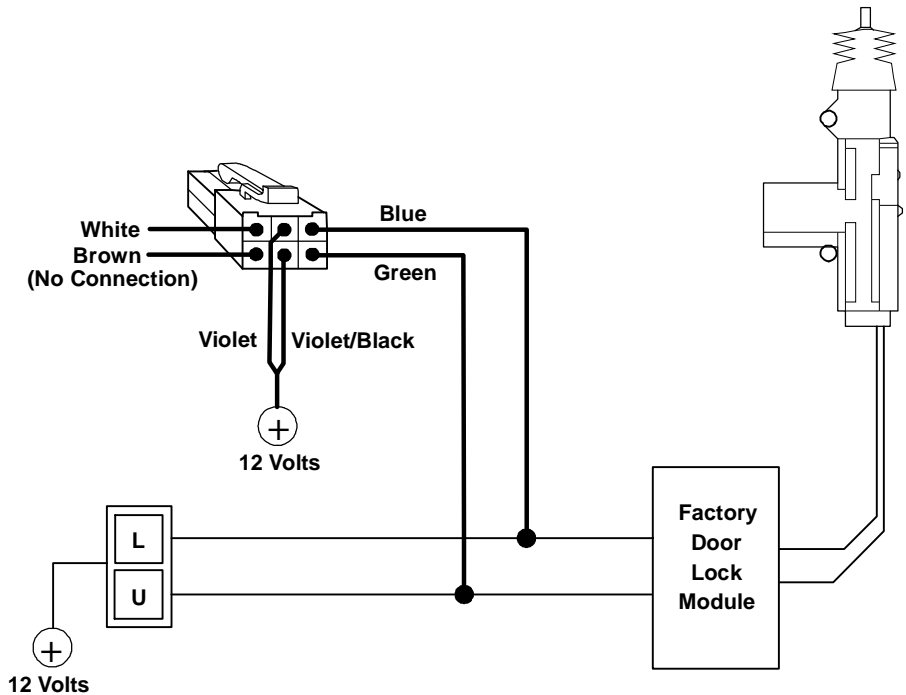
Positive Trigger (+): Many General Motors; Chrysler / Dodge / Plymouth

Positive trigger door lock systems send a Positive (12V) pulse to existing factory relays to lock and unlock the vehicle doors.

NEGATIVE TRIGGER



POSITIVE TRIGGER

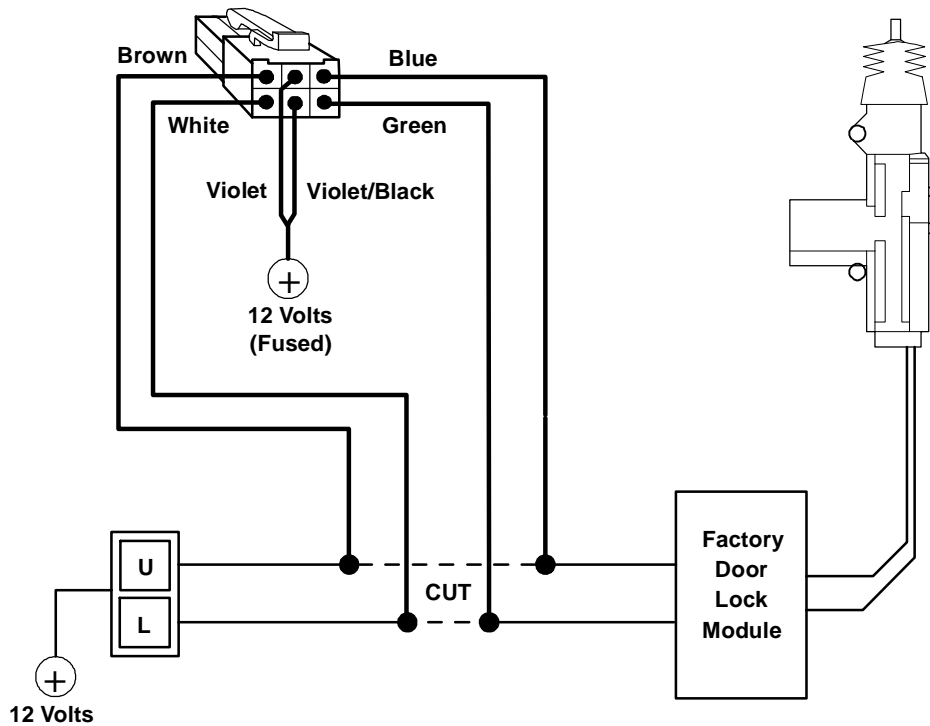


DOOR LOCK WIRING

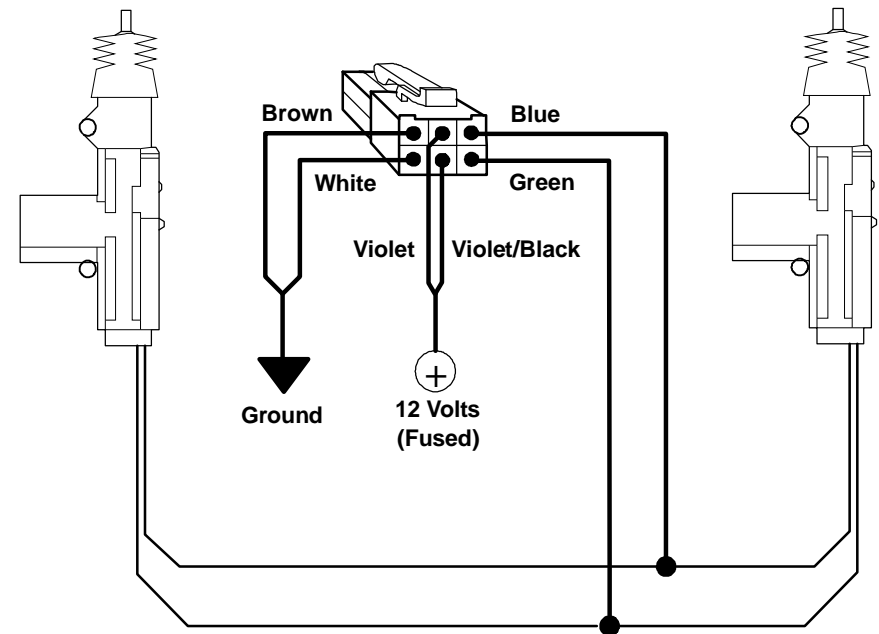
Reverse Polarity: Many Ford/Lincoln/Mercury/Dodge/Chrysler/Plymouth and early 90's GM Trucks

Reverse Polarity systems use no relays, but instead the door lock/unlock motors are controlled directly from the lock and unlock switches in the door. The lock and unlock wires rest at Negative Ground when not in use. When the lock or unlock button is pressed, one of the circuits is "Lifted" and replaced with +12V causing a lock or unlock to occur.

5 WIRE REVERSE POLARITY



AFTER MARKET DOOR LOCKS



1-WIRE RESISTOR DOOR LOCKS

Single Wire (Dual Voltage): Late model Chrysler/Dodge/Plymouth Vehicles, some 2000-UP GM Cars

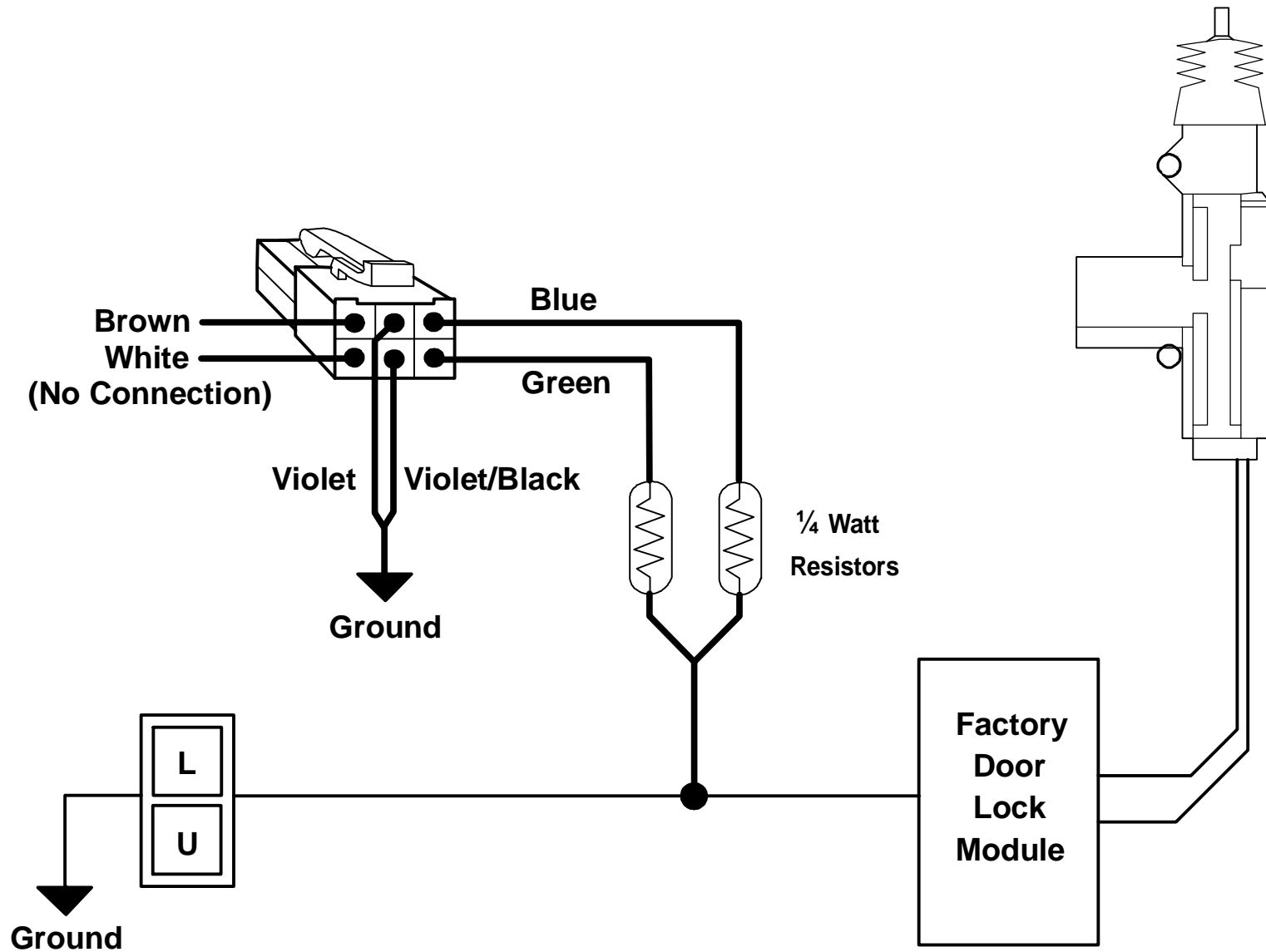
Dual Voltage systems have lock/unlock switches that send varying levels of Positive voltage OR Negative ground current to the SAME wire for both lock and unlock. When the vehicle's Body Computer Module (BCM) or door lock module senses different voltages on this wire, the system will either lock or unlock. Single wire door lock systems require resistors.

1. Locate your vehicle in the chart below to determine the proper resistor value(s), wire color and location. Note: the information is intended as a guide and your vehicle may differ.
2. See chart below for installation.

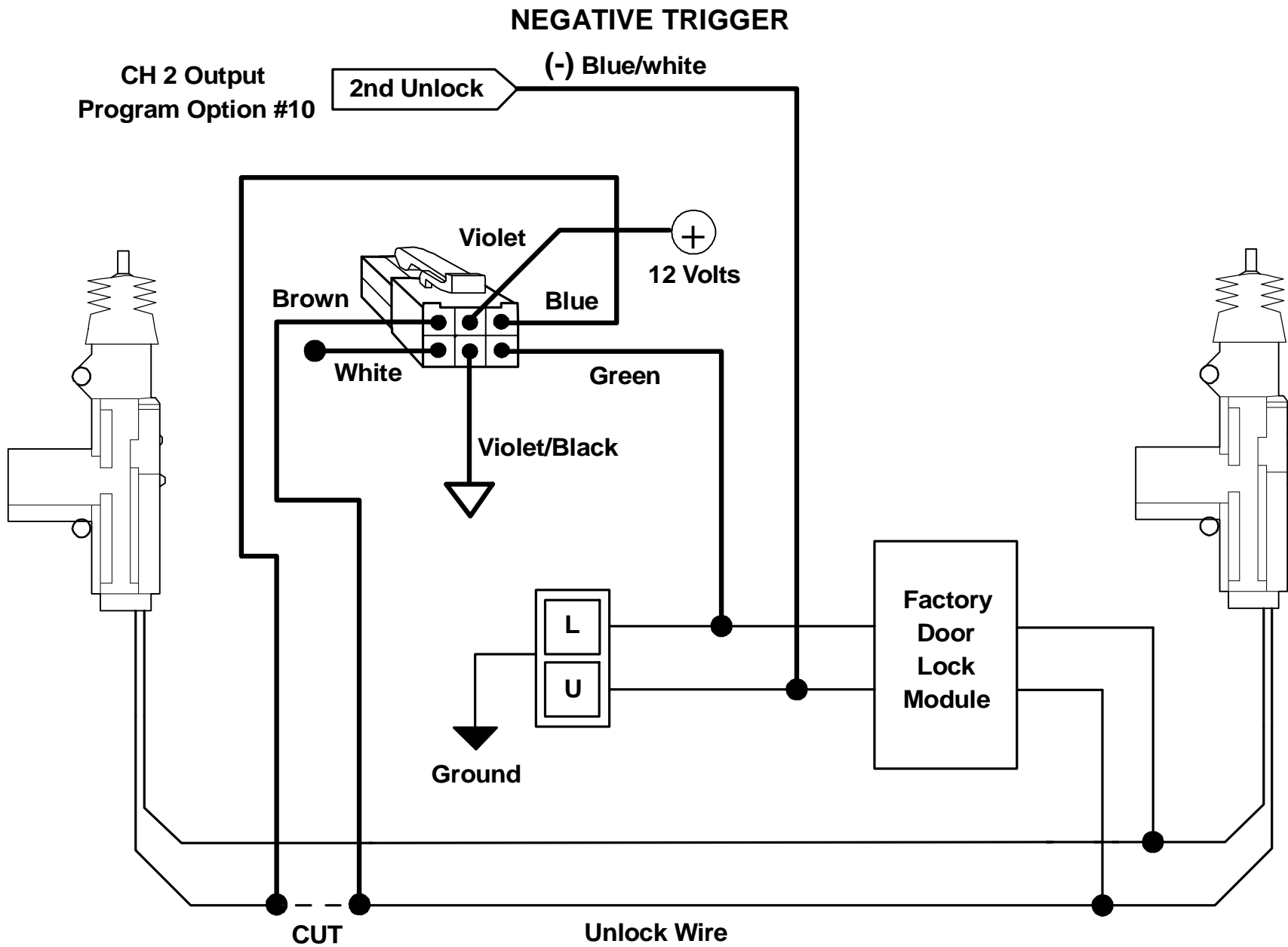
Vehicle	Polarity	Lock Resistor	Unlock Resistor	Wire Color	Location
Buick Rendezvous 2001-UP	Neg.	470 Ohms	None	Red / Black	BCM at Console
Chevy Malibu 2001-UP	Neg.	None	1.5K Ohms	White	Driver's Kickpanel
Chevy Impala, Monte Carlo 2000-UP	Neg.	470 Ohms	None	Orange / Black	Driver's Kickpanel
Chrysler 300M, Concord, Intrepid, LHS, 1998-UP	Pos.	2.7K Ohms	620 Ohms	White / Green	BCM at Driver's Kickpanel
Chrysler 300C	Neg.	330 Ohm	100 Ohm	Violet / Green	Driver's Kickpanel
Chrysler Pacifica	Neg.	1.8K Ohm	750 Ohm	Violet / Blue	Inside Driver's Door
Chrysler PT Cruiser 2001-2006	Neg.	None	1.5K Ohms	White / Green	Driver's Kickpanel
Chrysler PT Cruiser 2001-2006 with alarm	Neg.	2.7K Ohms	7.5K Ohms	White / Green	Driver's Kickpanel
Chrysler PT Cruiser 2007-UP	Neg.	None	250 Ohms	LT Green/ DK Green	Driver's Kickpanel
Chrysler 1995-00 Cirrus, Stratus, Sebring Cont, with alarm	Pos.	900 Ohm	430 Ohm	LT Green/ Orange	Driver's Kickpanel
Chrysler 1995-00 Cirrus, Stratus, Sebring Cont without alarm	Pos.	620 Ohms	2.7K Ohms	White / Green	BCM at Driver's Kickpanel
Chrysler Sebring and Stratus coupe 2001 without alarm	Pos.	620 Ohms	2.7K Ohms	White / Green	BCM at Driver's Kickpanel
Chrysler Sebring and Stratus coupe 2001 with alarm	Pos.	750 Ohms	1.8K Ohms	LT Green/ Orange	BCM at Driver's Kickpanel
Chrysler Sebring and Stratus sedan 2001 without alarm	Pos.	1780 Ohms	730K Ohms	White / Green	BCM at Driver's Kickpanel
Chrysler Sebring and Stratus sedan 2001 with alarm	Pos.	1780 Ohms	730K Ohms	LT Green/ Orange	BCM at Driver's Kickpanel
Chrysler Town & Country 1996-2000 without alarm	Neg.	1.5K Ohms	250 Ohms	White / Green	Driver's Kickpanel
Chrysler Town & Country 1996-2000 with alarm	Neg.	4020 Ohms	665 Ohms	White / Green	Driver's Kickpanel
Chrysler Town & Country 2001-06 without alarm	Neg.	5.2K Ohms	2K Ohms	Violet / Green	BCM at Firewall

Vehicle	Polarity	Lock Resistor	Unlock Resistor	Wire Color	Location
Chrysler Town & Country 2001-06 with alarm	Neg.	2K Ohms	5.2K Ohms	Violet / Blue	BCM at Firewall
Chrysler Voyager 2001-2006	Neg.	5.3K Ohms	2K Ohms	White / Green	Driver's Kickpanel
Dodge Caravan 1996-2000 without alarm	Neg.	1.5K Ohms	250 Ohms	White / Green	Driver's Kickpanel
Dodge Caravan 1996-2000 with alarm	Neg.	4020 Ohms	665 Ohms	White / Green	Driver's Kickpanel
Dodge Caravan 2001-06 without alarm	Neg.	5.2K Ohms	2K Ohms	Violet / Green	BCM at Firewall
Dodge Caravan 2001-06 with alarm	Neg.	2K Ohms	5.2K Ohms	Violet / Blue	BCM at Firewall
Dodge Charger	Neg.	330 Ohm	100 Ohm	Violet / Green	Driver's Kickpanel
Dodge Durango 2000	Neg.	620 Ohms	1.5K Ohms	LT Green /Orange	Driver's Kickpanel
Dodge Durango 2001-02 without alarm	Neg.	815 Ohms	315 Ohms	White / Green	Driver's Kickpanel
Dodge Durango 2001-02 with alarm	Neg.	620 Ohms	1.5K Ohms	White / Orange	Driver's Kickpanel
Dodge Magnum	Neg.	330 Ohm	100 Ohm	Violet / Green	Driver's Kickpanel
Dodge Neon 2000-UP without alarm	Neg.	None	1.5K Ohms	LT Green	Driver's Kickpanel
Dodge Neon 2000-UP with alarm	Neg.	2.7K Ohms	750 Ohms	LT Green	Driver's Kickpanel
Dodge Ram Pickup 2002 without alarm	Neg.	815 Ohms	315 Ohms	White / Green	Driver's Kickpanel
Dodge Ram Pickup 2002 with alarm	Neg.	2K Ohms	480 Ohms	LT Green/ Orange	Driver's Kickpanel
Dodge Ram Pickup 2004	Neg.	880 Ohms	280 Ohms	Violet / LT Blue	Driver's Kickpanel
Ford Probe 1990-97	Pos.	None	4.7K	Green / Black	Driver's Kickpanel
Ford Escape 2001-UP	Neg.	1K Ohm	None	Pink / White	Driver's Kickpanel
Jeep Liberty 2002-UP	Neg.	1.4K Ohm	440 Ohm	Pink / Violet	Driver's Kickpanel
Mazda 323 1995	Neg.	1K Ohms	None	White / Blue	Driver's Kickpanel
Mazda 626 1998-01	Neg.	1K Ohms	None	Yellow / Green	Driver's Kickpanel
Mazda Millennia 1995-99	Neg.	1K Ohms	None	Red / Black	Driver's Kickpanel
Mazda Millennia 2001	Neg.	1K Ohms	None	White/Blue	Driver's Kickpanel
Mazda MPV 2000 without alarm	Neg.	2.2K Ohms	None	DK Green	Pass Kickpanel
Mazda MPV 2000 with alarm	Neg.	2.2K Ohms	None	LT Green	Pass Kickpanel
Mazda Protégé 1998-03	Neg.	1K Ohms	None	Green / Red	Driver's Kickpanel
Mazda Tribute 2001-UP	Neg.	1K Ohm	None	Pink / White	Driver's Kickpanel
Mercedes Benz SLK230 98-01	Neg.	526 Ohms	None	White / Green	Driver's Kickpanel
Oldsmobile Alero 1999-UP	Neg.	None	1.5K Ohms	White	Driver's Kickpanel
Plymouth Breeze 1996-00	Pos.	620 Ohms	2.7K Ohms	White / Green	Driver's Kickpanel
Plymouth Voyager 1996-2000 without alarm	Neg.	1.5K Ohms	249 Ohms	White / Green	Driver's Kickpanel
Plymouth Voyager 1996-2000 with alarm	Neg.	4020 Ohms	665 Ohms	White / Green	Driver's Kickpanel
Pontiac Aztec 2001-UP	Neg.	470 Ohms	None	Red / Black	BCM at Console
Pontiac Grand Am 1999-UP	Neg.	None	1.5K Ohms	White	Driver's Kickpanel

1-WIRE RESISTOR DOOR LOCKS

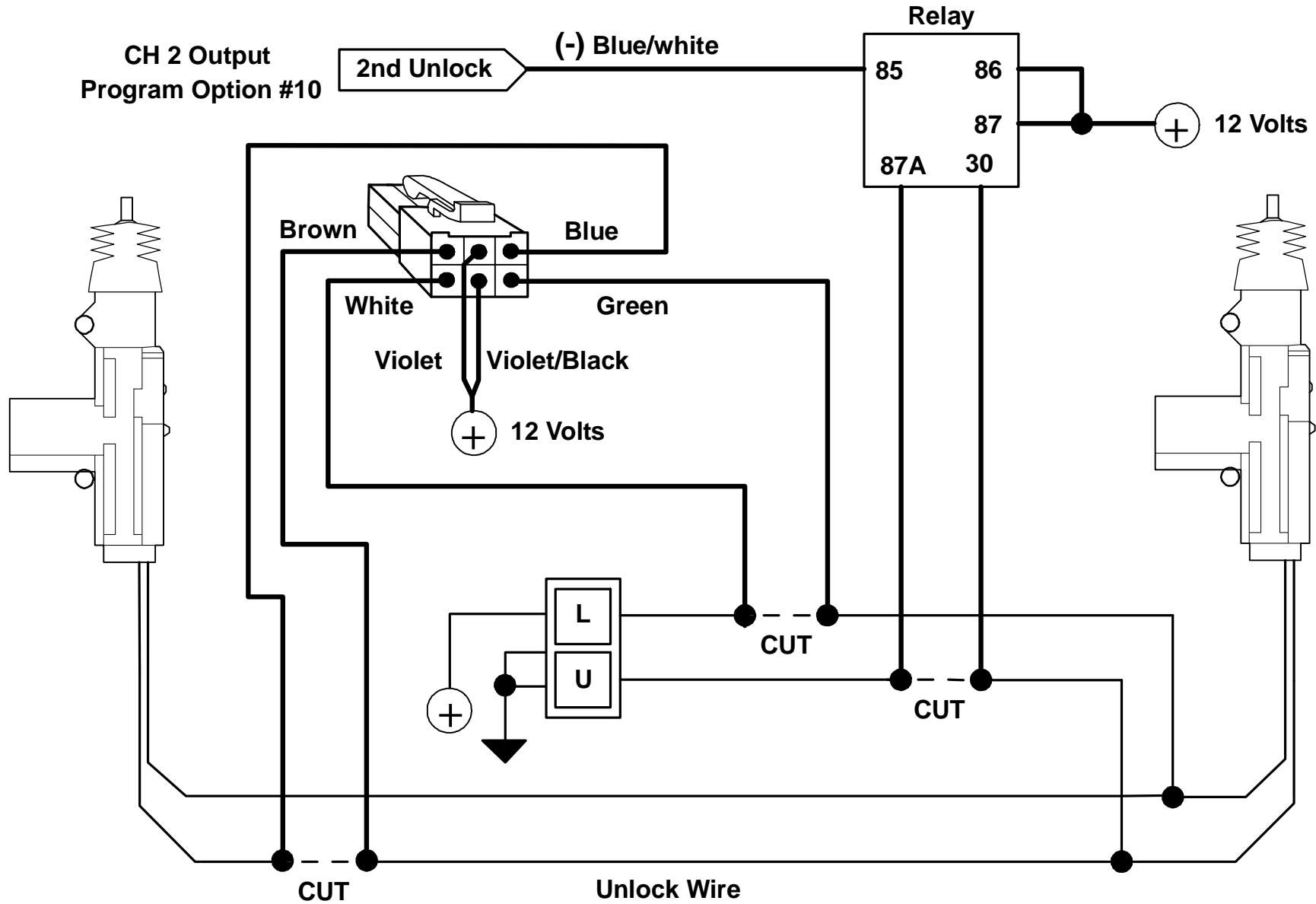


SEPARATE DRIVER'S DOOR UNLOCK WIRING



SEPARATE DRIVER'S DOOR UNLOCK WIRING

REVERSE POLARITY



ENGINE MONITORING and TACH REFERENCE MODE

This system has 4 methods of monitoring the engine running. Option #1 controls how the system monitors the engine running.

1. The Default is **Tachless Low Level**. When vehicle is remote started, the battery voltage rate will go up because the Alternator starts working. At Low Level, the battery voltage will need about 0.1 volt increase for remote start success.
2. **Tachless High Level** - When vehicle is remote started, battery voltage rate will go up because the Alternator starts working. At High Level, the battery voltage will need about 0.4V increase for remote start success.
3. **Tach Reference Mode – Monitors Engine R.P.M.** - Most reliable method, see Tach programming below.
4. **Hybrid Mode** – For electric motors that are computer controlled. This provides a 2 second crank output to activate the start sequence on Hybrid vehicle. Don't use on vehicles with gas or diesel engine, doesn't monitor stalled engine or low battery voltage.

Tach Reference Mode: Provides reliable remote starting performance though engine speed sensing. When using Tach Reference Mode, the WHITE/RED wire is used for Tach signal [Engine RPM] input. Most modern engines include various points where the Engine Speed [Tach] or A/C signal may be obtained. Tach Signal examples: Fuel Injection Solenoids, Negative (-) side of ignition coil, at the Distributor or Ignition Control Module, Coil Pack, Engine Computer, or Crankshaft Sensor. Sometimes an Alternator Stator pin can be used. These Tach Signal locations mentioned are provided as a guide, your vehicle may differ. Some locations will NOT be a good location for Tach source due to RF noise or Computer Data.

Note: When using a Databus module for Tach signal, don't connect up the Tach wire. This will create a conflict. The System can only use one Tach source.

TACH PROGRAMMING - Automatically sets option # 1 for Tach with 3.6 second maximum cranking time.

1. Turn On ignition switch.
2. Press Valet / Override button 6 times. After a few seconds the unit will flash the lights and chirp the siren 6 times to confirm.
3. Press Valet / Override button again 1 time. The siren chirps 1 time.
4. Start the vehicle with the ignition key. While the engine is running, the parking will flash to indicate a good Tach source. If they don't flash, please check tachometer wire connection.
5. To Record RPM, press button 1 on transmitter. System will chirp once to confirm. The Remote control will confirm Tach program. The lights stop flashing.

PROGRAMMABLE OPTIONS

You can program multiple options in one session if you start with the lowest option and continue on to higher options without repeating steps #1-3 below. For example, you can follow the programming steps to change an Option by pressing button 1 to 4 on the remote, then you can continue pressing the program button additional times to get to a high number option and change the setting without having to repeat Steps 1-5. You can only go from low to higher option numbers in one session.

To Engage Option Programming:

1. Turn Ignition Key to the ON position
2. Press Program / Valet button 5 times, after a few seconds the unit will flash the lights and Siren Chirps 5 times.
3. Push the valet/program button [again] the number of times that corresponds to the option number desired (1 thru 28). You must get a light flash and chirp after each button press.
4. When you reach the desired programming level, Press button #1, #2 #3 or #4 to change the option level. The siren and horn will confirm with 1-4 chirps. ***The remote control will confirm program option selection on top right corner of display.*** Example option #6 button 4 shows *06--4
5. Turn Ignition OFF and check for changed features.

Note: The Program Mode Exits automatically after 20 seconds (lights flash 4 times on exit).

PROGRAMMABLE OPTIONS

#	Option Description	TX Button #1 Factory Default	TX Button #2 (2 Chirps)	TX Button #3 (3 Chirps)	TX Button #4 (4 Chirps)
1	Engine Monitoring	<i>Tachless Low Level</i>	Tachless High Level	Engine R.P.M. (Tach)	<i>Hybrid Mode</i>
2	Auto lock with Ignition	<i>Ignition ON = Lock Ignition OFF = Unlock</i>	OFF		
3	Open Door Warning	<i>45 Sec. Delay</i>	30 Sec. Delay	15 Sec. Delay	0 Sec. Delay
4	<i>Horn Honk Output</i>	<i>Arm/Disarm/ Warning/Trigger</i>	<i>Warning and Trigger</i>	<i>Trigger Only</i>	
5	Auto Rearm / Active Rearm	OFF	Auto Rearm with Lock	Auto Rearm without Lock	Active Rearm ON
6	Passive Arming	OFF	Passive Arm with Lock	Passive Arm without Lock	Reminder Chirps OFF
7	<i>Data Port Protocol</i>	<i>SL Series</i>	<i>OFA Series</i>		
8	<i>Siren Output</i>	<i>Arm/Disarm/ Warning/Trigger</i>	<i>Warning and Trigger</i>	<i>Trigger Only</i>	
9	Pink/white Wire	<i>IGN 2</i>	<i>ACC 2</i>	<i>Start 2</i>	
10	Channel 1 Output Green/red wire	<i>Trunk Pop (Momentary Hold)</i>	30 Second Timer	Latch On/Off	Latch On/Off with Ignition Reset
11	Channel 2 Output Blue/white wire	<i>2nd Unlock Hold Button 2 Sec.</i>	2nd Unlock Double Press	<i>Momentary Hold</i>	30 Second Timer
12	Channel 3 Output Black/white wire	<i>Dome Light</i>	Latch On/Off with Ignition Reset	<i>Momentary Hold</i>	30 Second Timer
13	Channel 4 Output Brown/white wire	<i>Horn Honk</i>	1 Sec. Pulse with Arm for window roll up	<i>Momentary Hold</i>	<i>30 Second Timer</i>
14	Channel 5 Output Orange/white wire	<i>Accessory</i>	OEM Rearm	Latch On/Off with Ignition Reset	<i>Momentary Hold</i>
15	Channel 6 Output Blue/black wire	<i>Ignition Run (Ground when Running)</i>	Latch On/Off	Latch On/Off with Ignition Reset	<i>Momentary Hold</i>

PROGRAMMABLE OPTIONS

16	Disarm with Trunk Pop	OFF	ON		
17	Park Lights On with Disarm	ON	OFF		
18	Diesel Glow Plug Delay	<i>Gasoline Engine</i>	10 Seconds	(+) Glow Plug	(-) Glow Plug
19	Maximum Crank Time	<i>0.8 Seconds</i>	1.2 Seconds	1.6 Seconds	3.6 Seconds
20	Door Locks	<i>0.8 Sec. Lock / Unlock</i>	3.5 Sec. Lock / Unlock	Double Unlock	"Wake Up" pulse on Unlock (0.8 sec. +12V to IGN)
21	Remote Start Run Time	<i>20 Minutes</i>	15 Minutes	10 Minutes	3 Minutes
22	Chirps on Remote Start	<i>3 Chirps with Start</i>	OFF		
23	Turbo Timer Mode	OFF	1 Minute	3 Minutes	6 Minutes
24	Idle Down	<i>15 Minutes</i>	30 Minutes	45 Minutes	Infinity Run
25	<i>Lock with Remote Start</i>	<i>Lock with Remote Start - Lock / Arm OEM Alarm with Remote Start Abort</i>	OFF	<i>Lock with Remote Start Only</i>	<i>Lock / Arm OEM Alarm with Abort Only</i>
26	<i>Transmission Type</i>	<i>Automatic Transmission</i>	<i>Manual Transmission with Remote Control and Hand Brake</i>	Manual Transmission with Hand Brake Set	
27	Carjack Protection	OFF	ON		
28	Factory Defaults	<i>Press Button 1 to Reset All Options to Default</i>			

PROGRAMMABLE OPTION DESCRIPTIONS

1. ENGINE MONITORING:

This option controls how the system monitors the engine running. You can program for Tachless mode that monitors battery voltage, Tach mode in which the unit uses a Tach signal (RPM) or for Timed Crank as an alternative. There are 4 choices for this option:

1. **Tachless Low Level - Default.** When vehicle is remote started, the battery voltage rate will go up because the Alternator starts working. At Low Level, the battery voltage will need about 0.1 volt increase for remote start success.
2. Tachless High Level - When vehicle is remote started, battery voltage rate will go up because the Alternator starts working. At High Level, the battery voltage will need about 0.4V increase for remote start success.
3. Engine R.P.M. (Tach) - Most reliable method. Tach must be programmed for this option to work.
4. Hybrid Mode – For electric motors that are computer controlled. This provides a 3.6 second crank output to activate the start sequence on Hybrid vehicle. Don't use on vehicles with gas or diesel engine, doesn't monitor engine running or low battery voltage. Option #19 allows you to shorten starter crank time if necessary.

2. AUTO LOCK with IGNITION:

This feature controls whether the doors will automatically lock when the ignition is turned on and unlock when the ignition is turned off. Some vehicles already have this feature from the factory you should turn off this option. *Doors will not lock if they are open to prevent locking the keys in.* There are 4 choices:

1. **Ignition ON = Lock, Ignition OFF = Unlock - Default.**
2. OFF = No Lock or Unlock with ignition.

3. OPEN DOOR WARNING:

This setting changes the delay time in which the alarm system begins to monitor the Door circuit. This option can prevent the alarm from giving warning chirps on vehicles with a delayed dome light. You can set the time delay for 45, 30, 15 or 0 Seconds. The **Default = 45 Seconds.**

4. HORN HONK OUTPUT:

This option controls whether the Siren and Car Horns Chirp with normal Arm and Disarm. There are 3 choices:

1. **Horns Chirp with Arm / Disarm / Warning and Honk with Alarm Trigger - Default.**
2. Warning Chirp and Honk with Alarm Trigger (no arm / disarm chirps).
3. Honk with Alarm Trigger only.

PROGRAMMABLE OPTIONS Cont.

5. AUTO REARM / ACTIVE REARM:

The option controls whether the alarm system rearms 30 seconds after disarm. This is handy if the vehicle is accidentally disarmed without your knowledge. There are 4 choices:

1. **OFF = Default** - No Automatic Rearm in Passive or Active Mode.
2. Auto Rearm with Lock - The alarm system will always rearm and lock the doors after disarm unless the ignition is turned on. This applies to Passive and Active Mode. This choice is best for security but increases the risk of locking the keys in the ignition.
3. Auto Rearm without Lock - The alarm system will always rearm and without locking the doors after disarm unless the ignition is turned on. This applies to Passive and Active Mode.
4. Active Rearm ON – The system will Rearm and lock the doors unless the door, hood or trunk is opened.

6. PASSIVE ARMING:

This option is used to automatic arm the alarm system 30 seconds after the ignition is tuned off and the last door is closed. If a door is reopened during the 30 second countdown, the system will wait and begin the countdown again after the door is closed. There are 4 choices:

1. **OFF = Default** – No Passive Arming. Reminder Chirps ON.
2. Passive Arm with Lock – The system Locks the doors with Passive Arm. This choice is best for security but increases the risk of locking the keys in the ignition.
3. Passive Arm without Lock – The system Passive Arms without locking the doors.
4. Arming Reminder Chirps OFF / Passive Arm OFF – Disables the Arming Reminder Chirps when exiting vehicle and Passive Arming is OFF.

7. DATA PORT PROTOCOL:

This option controls the Data Port Protocol for OFA Series modules or SL Series modules. The default is set for SL Series Protocol. This option has no effect on conventional wiring of Bypass modules. Both OFA series and SL series are 2-Way Protocol.

Note: When using a Databus module for Tach signal, don't connect up the Tach wire. This will create a conflict. The System can only use one Tach source.

8. SIREN OUTPUT:

This option controls whether the Siren Chirps with Arm / Disarm and Warning. There are 3 choices:

1. **Siren Chirps with Arm / Disarm / Warning and Alarm Trigger - Default.**
2. Warning Chirps and Alarm Trigger (no arm / disarm chirps).
3. Siren Activates with Alarm Trigger only.

9. PINK / WHITE WIRE SELECTION:

This option controls the Pink / White wire function.

1. **Pink / White = Ignition 2 - Default.**
2. Pink / White = Accessory 2
3. Pink / White = Start 2

10. CHANNEL 1 OUTPUT (Green/red wire):

This option controls the function of Green/red wire.

1. **Channel 1 = Trunk Pop - Default.** This is a momentary output as long as the remote button is pressed.
2. Channel 1 = 30 Second timer.
3. Channel 1 = Latch ON / OFF.
4. Channel 1 = Latch ON / OFF with ignition reset.

11. CHANNEL 2 OUTPUT (Blue/white wire):

This option controls the function of the Blue/white wire.

5. **Channel 2 = 2nd Unlock Hold 2 Sec. - Default.** Hold Unlock Button for 2 seconds to unlock passenger doors.
6. Channel 2 = 2nd Unlock Double Press. Press Unlock button 2 times to unlock passenger doors.
7. Channel 2 = Momentary Hold. This is a momentary output as long as the remote button is pressed.
8. Channel 2 = 30 Second Timer.

12. CHANNEL 3 OUTPUT (Black/white wire):

This option controls the function of the Black/white wire.

1. **Channel 3 = Dome Light - Default.** For Dome light Supervision with unlock.
2. Channel 3 = Latch ON / OFF with ignition reset.
3. Channel 3 = Momentary Hold. This is a momentary output as long as the remote button is pressed.
4. Channel 3 = 30 Second Timer.

PROGRAMMABLE OPTIONS Cont.

13. CHANNEL 4 OUTPUT (Brown/white):

This option controls the function of the Brown/white wire.

1. **Channel 4 = Horn Honk - Default.** For Horn Honk output.
2. Channel 4 = 1 Second Pulse with Arm. For activating a window roll up module.
3. Channel 4 = Momentary Hold. This is a momentary output as long as the remote button is pressed.
4. Channel 4 = 30 Second Timer.

14. CHANNEL 5 OUTPUT (Orange/white wire):

1. **Channel 5 = Accessory - Default.** Controls 2nd Accessory Output for Remote Start.
2. Channel 5 = OEM Rearm. For arming a factory alarm system.
3. Channel 5 = Latch ON / OFF with ignition reset.
4. Channel 5 = Momentary Hold. This is a momentary output as long as the remote button is pressed.

15. CHANNEL 6 OUTPUT (Blue/black wire):

This option controls the function of the Blue/black wire.

1. **Channel 6 = Ignition Run - Default.** This is used for Remote Start Ground when Running.
2. Channel 6 = Latch ON / OFF.
3. Channel 6 = Latch ON / OFF with ignition reset.
4. Channel 6 = Momentary Hold. This is a momentary output as long as the remote button is pressed.

16. DISARM WITH TRUNK POP (Aux 1 Green/red wire):

Default = OFF. Controls whether the system will or will not DISARM when the trunk pop or AUX. feature is used. When the feature is turned on the unit will DISARM when opening trunk or using an auxiliary device controlled by the Green/Red wire.

17. PARK LIGHTS ON 30 SECONDS WITH DISARM:

Default = ON. Keeps parking lights on when system is disarmed to assist in locating and providing illumination near your vehicle when approaching at night for safety. The parking light also turns off with ignition on.

18. DIESEL GLOW PLUG DELAY:

This option is used to set up Diesel Mode. By using this option, you can control whether the unit monitors the vehicle's glow plug circuit using the Pink input wire or has a fixed 10 second delay. The Diesel Glow Plug Feature is OFF by default and must be programmed before use. There are 4 choices for this option:

1. **Gasoline Engine - Default.**
2. 10 Second Delay - Provides a solution for diesel vehicles without having to connect to the Glow Plug "Wait to Start" input. This may be due to a variety of reasons for example: If your vehicle does not have a viable "Wait to Start Circuit" or you cannot locate and identify the circuit.
3. (+) Glow Plug – Pink Input Wire must be connected to a positive "Wait to Start Light" (120 second max delay).
4. (-) Glow Plug – Pink Input Wire must be connected to a negative "Wait to Start Light" (120 second max delay).

19. MAXIMUM CRANKING TIME:

This option controls the Maximum starter cranking time. There are up to 3 start attempts. There are 4 choices for this option:

1. **0.8 seconds - Default.** Adds 0.2 seconds each additional attempt (for Tachless Mode).
2. 1.2 seconds - Adds 0.2 seconds each additional attempt (for Tachless Mode).
3. 1.6 seconds - Adds 0.2 seconds each additional attempt (for Tachless Mode).
4. 3.6 seconds – Maximum Cranking Time. Auto selected in Tach Learn Mode and Hybrid Mode.

20. DOOR LOCKS:

This option sets how the door lock circuit works. There are 4 choices:

1. **0.8 Second Lock and Unlock - Default.**
2. 3.5 Second Lock and Unlock - For older European vehicles that require a long lock and unlock pulse to operate Vacuum door lock systems.
3. Double Unlock – This feature may be required to interface with a factory alarm or keyless entry system. The first pulse disarms the factory alarm; the 2nd pulse unlocks the doors.
4. "Wake Up" pulse on Unlock - 0.8 second unlock with Ignition pulse to wake up a BCM. This is also called "SLAM LOCK" This feature may be required to interface with a factory alarm or keyless entry system.

PROGRAMMABLE OPTIONS Cont.

21. REMOTE START ENGINE RUN TIME:

You can set the engine run time for 20, 15, 10 or 3 minutes as desired. Some cities have an unattended vehicle Run Time Limit. Check your local laws. The **Default = 20 minutes.**

22. CHIRPS WITH REMOTE START ACTIVATION:

This option controls whether the system gives 3 short Siren and Horn Chirps when activating remote start.

23. TURBO TIMER: Using Remote Start Button

The optional Turbo Timer mode allows the CoolStart system to keep a Turbo or Turbo Diesel vehicle running for 1, 3 or 6 minutes [selectively] after you remove the key and exit the vehicle. This is handy for turbo cool-down without the need for expensive turbo timers. The **Default = OFF.**

24. IDLE DOWN:

This feature allows the remote starter to take over operation of a parked vehicle when the ignition key is removed and you exit the vehicle. The vehicle will remain running for the programmed time or until canceled. The choices are: 15, 30, 45 minutes or Infinity Run. The **Default = 15 minutes.**

25. LOCK WITH REMOTE START and REMOTE START ABORT:

This option controls whether the unit will automatically lock during and after a remote Start abort or time-out. There are 4 choices for this option:

1. **Lock with Remote Start and Lock / Arm with Remote Start Abort - Default.**
2. OFF
3. Lock with Remote Start Only.
4. Lock / Arm with Remote Start Abort only

26. TRANSMISSION TYPE: Requires Tach Wire connected and programmed

This option selects automatic or manual transmission mode

1. **Automatic Transmission – Default.**
2. Manual Shift Transmission - Requires Remote Start Button pressed with (-) Hand Brake Activated.
3. Manual Shift Transmission – Starts Exit procedure with (-) Hand Brake Set and engine running.

PROGRAMMABLE OPTION Cont.

Manual Transmission Exit Procedure:

1. **Option 26-2:** With engine running and vehicle in neutral, set parking brake, then press “Idle Down” Icon or remote start on transmitter. The remote starter will turn on and take over operation of the vehicle.
2. **Option 26-3:** With engine running and vehicle in neutral, set parking brake. The remote starter will turn on and take over operation of the vehicle.
3. Remove key, exit vehicle (remote starter unit must “SEE” door opened, then closed with engine running).
4. Press Lock button within 10 seconds of closing door to arm system with “Idle Down” (engine stays running). Press Lock a 2nd time to cancel “Idle Down” (engine turns off) and set up Manual Transmission Mode.
5. Press Lock button after 10 seconds to Arm system, lock the doors and shut down the engine. From this point, the system will remote start the engine unless a door is opened or the alarm is triggered (either function will cancel the remote start sequence).

27. REMOTE CARJACK:

This option is used to enable Carjack Protection. Carjack is enabled by the remote control or Valet button while the ignition is on and the doors are closed. Remote Carjack starts a 30 second countdown to trigger alarm. The Valet button enables Passive Carjack, the door must open and close to start 30 second countdown. The **Default = ON**.

28. FACTORY DEFAULT: OPTION RESET

This resets all options to Factory Default. Press button #1 on the remote control to restore all Factory Defaults.

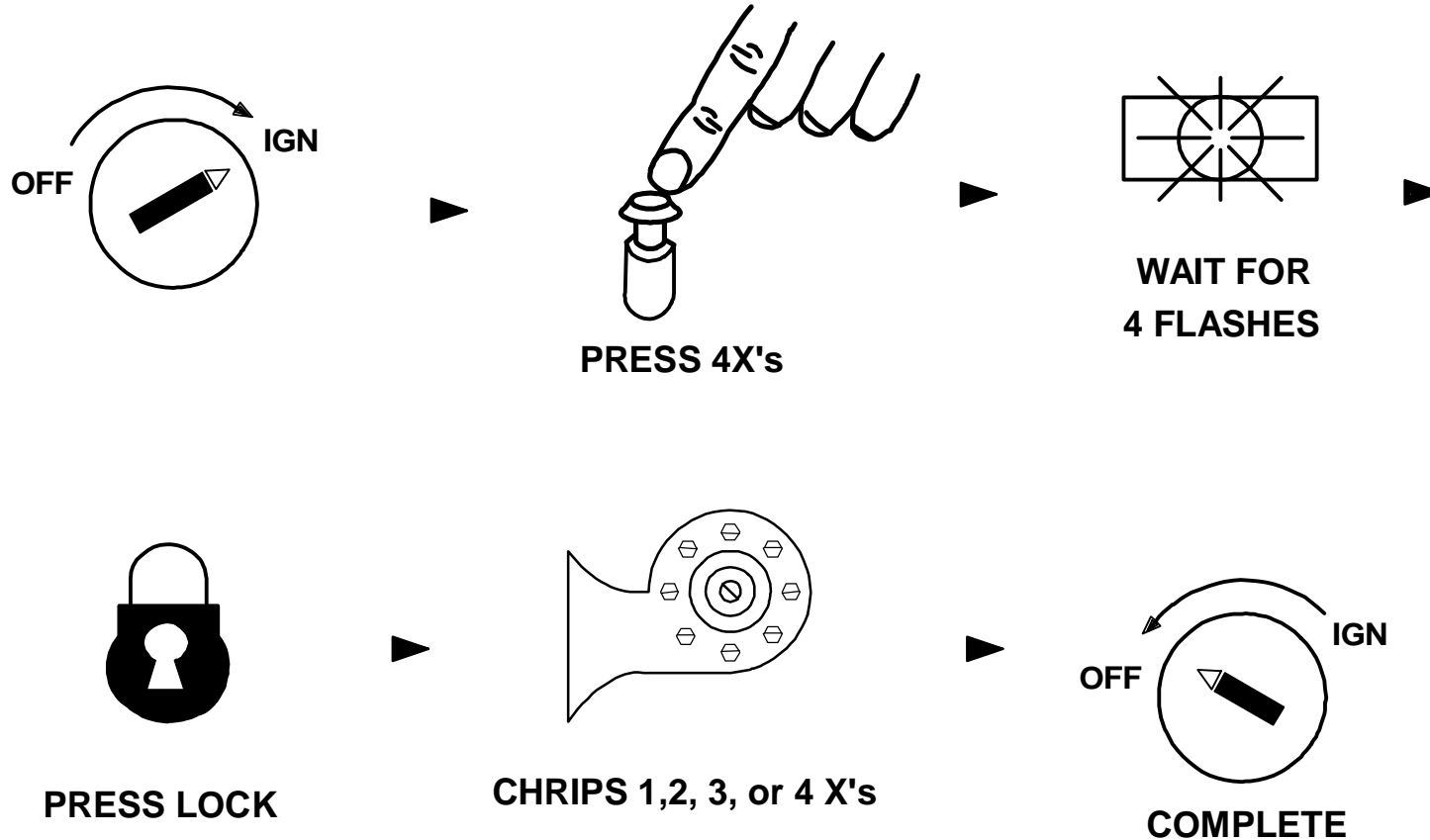
This system option restores all options to FACTORY DEFAULT VALUES as listed in the “Button #1” column of the programmable option chart on pages 23-24. This can be helpful if you have lost track of the option settings on your system, or when you are moving the system from car to car and want a “clean slate”.

1. Turn ignition Key to the ON position.
2. Press program / valet button 5 times, after a few seconds the unit will flash the lights 5 times.
3. Push the valet/program button 28 times. You must get a chip and light flash each time you press the button. If the unit didn't flash the lights, then the system did not register your press.
4. Press button #1 (Lock) to reset the options. The lights, horn and siren will flash once.
5. The remote control will confirm with “RESET” on the top right corner of display.
6. Turn Ignition OFF. All features will be set at *DEFAULT values.

REMOTE PROGRAMMING DIAGRAM

Note: All transmitter codes must be learned at time of programming!! The system learns up to 4 different transmitter codes.

1. Turn Ignition Key to the ON position. (Pink wire must be connected.)
2. Press Programming button 4 times, then after a few seconds the unit Chirps Siren, Horn and Flashes the parking lights 4 times.
3. Press button #1 of the transmitter to be coded. You should get 1 Chirp/Honk indicating the first remote is coded, and then press button #1 of a second transmitter, the unit will Chirp/Honk twice indicating the second remote is coded and so on. If all 4 codes are learned, the unit will automatically exit code learning mode, otherwise turn key off.
4. The system with Chirp/Honk 4 times when exiting learn mode.



ALARM TRIGGER DIAGNOSTICS

This systems includes disarm diagnostics, through the LED light, that will help in determining what caused the last trigger of the alarm system. This is a valuable tool in determining how the vehicle was tampered with or if there is a false alarm problem in which case you can make the necessary adjustments to correct the problem.

When the system is disarmed with the remote you will hear 4 quick chirps that indicate the alarm was triggered while you were away. Check the LED light for a sequence of flashes:

Shock Sensor Violation = 2 Flashes
Trunk Violation = 4 Flashes
Hood Violation = 6 Flashes

Sensor 2 Violation = 3 Flashes
Door Violation = 5 Flashes
Ignition Violation = 7 Flashes

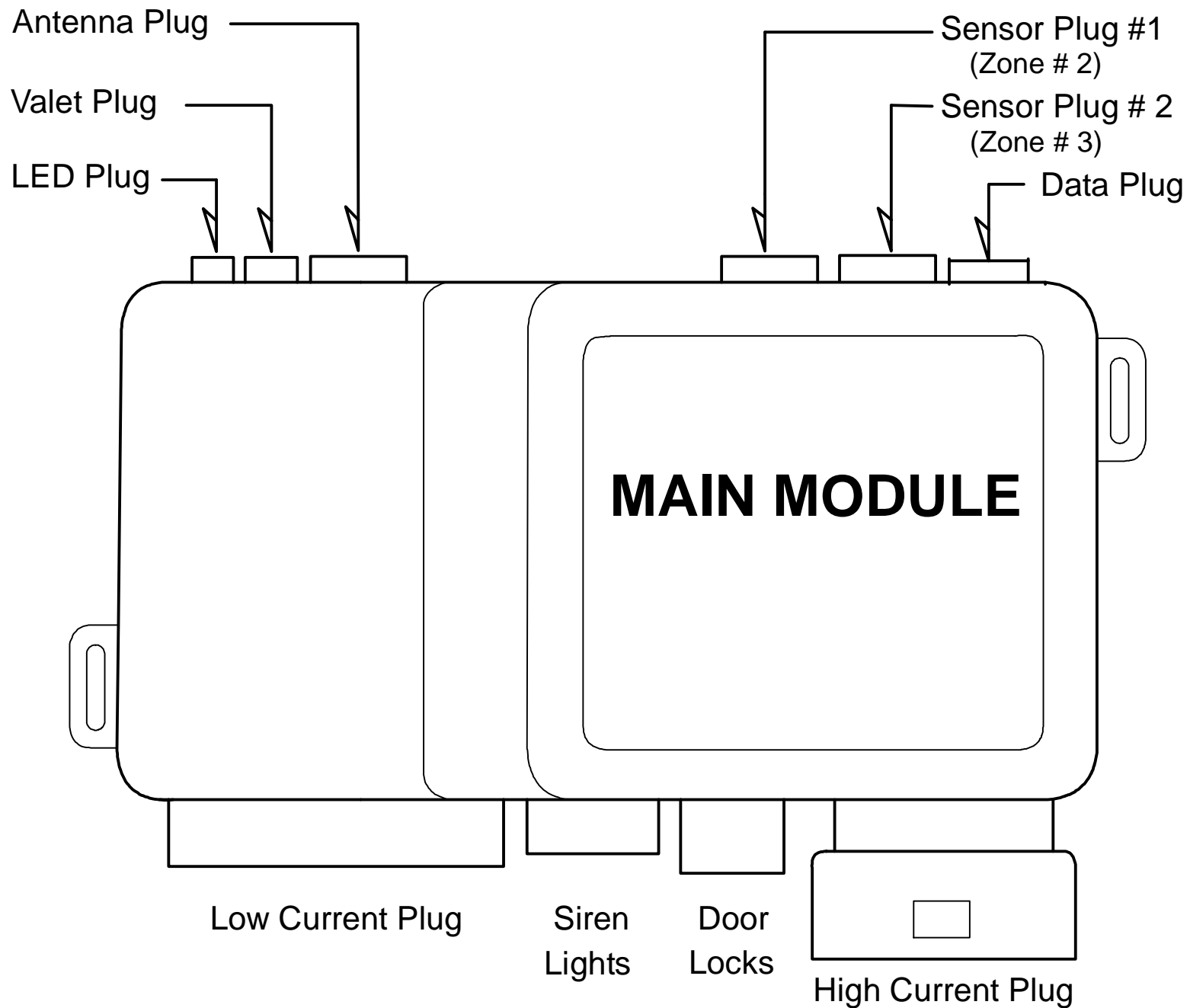
Diagnostics will reset when the Ignition is turned on or when the system is re-armed.

REMOTE START DIAGNOSTICS

If the system doesn't remote start, the Status LED flashes an error code to identify the problem area.

- **SOLID LED = Valet Service Mode.** Check the systems LED light and if it is on solid Red LED (with doors closed) then the system is in Valet Mode. To exit Valet Mode, turn the Ignition on, press and hold Valet Button for about 5 seconds until LED goes out. Unit is now out of Valet Mode and should perform a remote start.
- **2 LED Flashes = Problem with Hood Switch.** Make sure hood is closed or that the Blue hood pin wire is not shorted to Ground.
- **3 LED Flashes = Problem with Brake Switch.** There could be a problem with a bad brake light. Many dual filament light bulbs connect the brake and park lights together when bulb goes bad. Check all brake lights work properly. If using hand brake (normally closed circuit), but sure hand brake is set.
- **4 LED Flashes = Low Battery Voltage.** Charge vehicle battery. Battery voltage below 11.5 volts.
- **5 LED Flashes = Ignition On before Remote Start.**
- **6 LED Flashes = Tach Problem.** Try reprogramming Tach mode, the RPM is too low or high. Move Tach source.
- **7 LED Flashes = Manual Transmission Error.**
- **8 LED Flashes = Diesel Wait to Start Time Out.** Check for proper polarity of glow plug circuit.
- **9 LED Flashes = Remote Start Failed 4 Times.**

MODULE CONNECTOR PLUGS



Manual Transmission Mode

MANUAL TRANSMISSION INSTALLATION: Requires Tach Wire connected and programmed

After programming Option #26-2 or #26-3 for manual transmission mode, the Door Trigger and Hand Brake wire must be connected for the manual transmission remote start procedure. A Databus module can also supply the Door and Hand Brake status signal on most late model vehicles. Please check Databus module features before connecting door and hand brake wires. A door opening will now cancel a remote start that was previously “set-up” by the user. The Hand Brake and Door Trigger is a safety feature to cancel a remote start. **Note: You can't use the interior lights as a door trigger if the interior lights turn on with ignition off.**

MANUAL TRANSMISSION EXIT PROCEDURE:

1. **Option 26-2:** With engine running and vehicle in neutral, set parking brake, then press “Idle Down” Icon or remote start on transmitter. The remote starter will turn on and take over operation of the vehicle.
2. **Option 26-3:** With engine running and vehicle in neutral, set parking brake. The remote starter will turn on and take over operation of the vehicle.
3. Remove key, exit vehicle (remote starter unit must “SEE” door opened, then closed with engine running).
4. Press Lock button within 10 seconds of closing door to arm system with “Idle Down” (engine stays running). Press Lock a 2nd time to cancel “Idle Down” (engine turns off) and set up Manual Transmission Mode.
5. Press Lock button after 10 seconds to Arm system, lock the doors and shut down the engine. From this point, the system will remote start the engine unless a door is opened or the alarm is triggered (either function will cancel the remote start sequence).

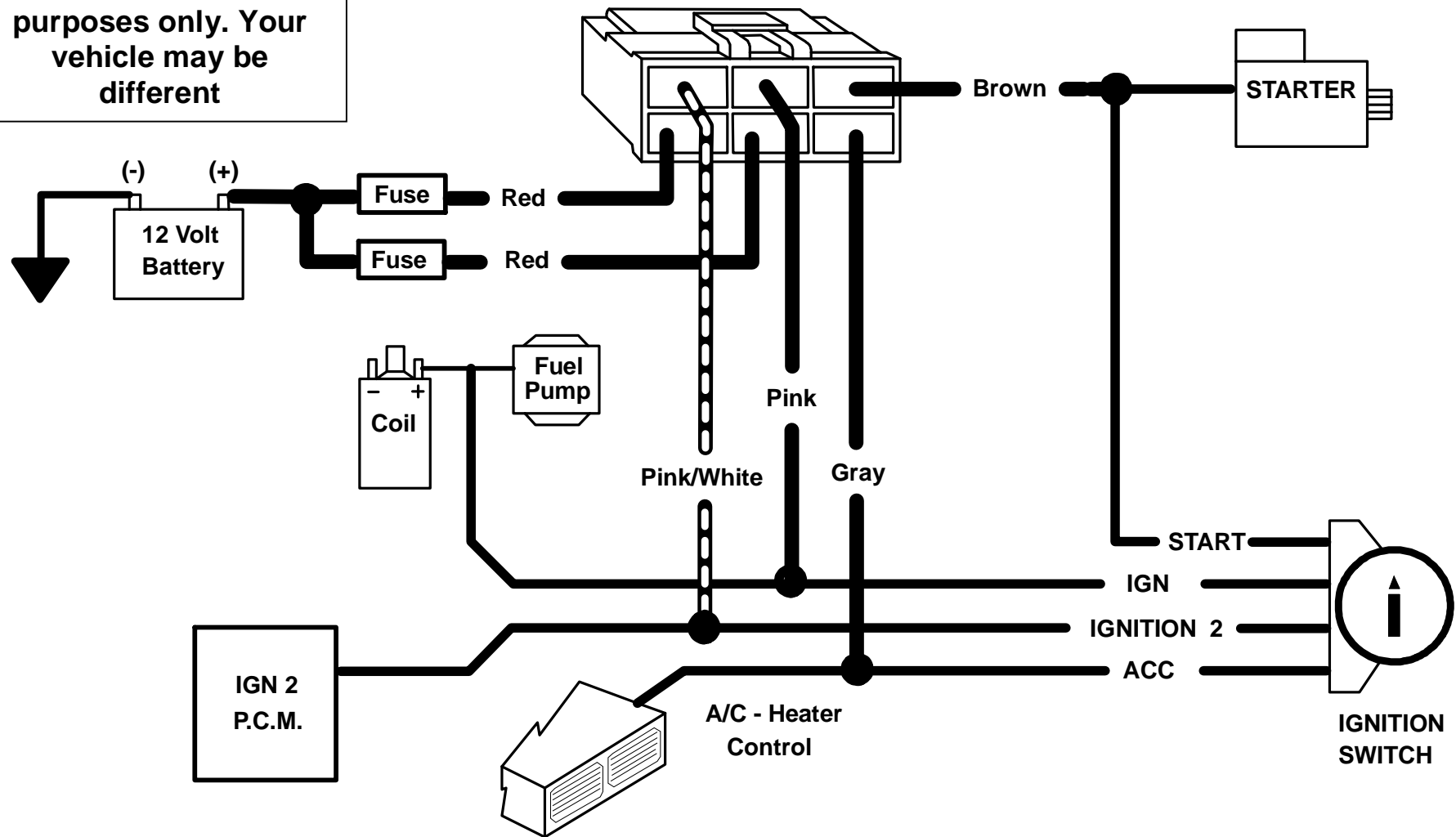
Note: Turbo Timer in Manual Transmission Mode. After the alarm is armed, the engine will remain running for the Turbo Time setting.

OPERATION NOTES:

- The 10-second time threshold activates when the door CLOSES.
- Pressing the Lock button before 10 seconds will provide Idle-Down only.
- Pressing the Lock button after 10 seconds will turn off the engine and set the unit up for the remote start feature.
- If the Ignition is turned on, Door is opened or Parking Brake released after performing steps 1-4 above, the unit will reset.

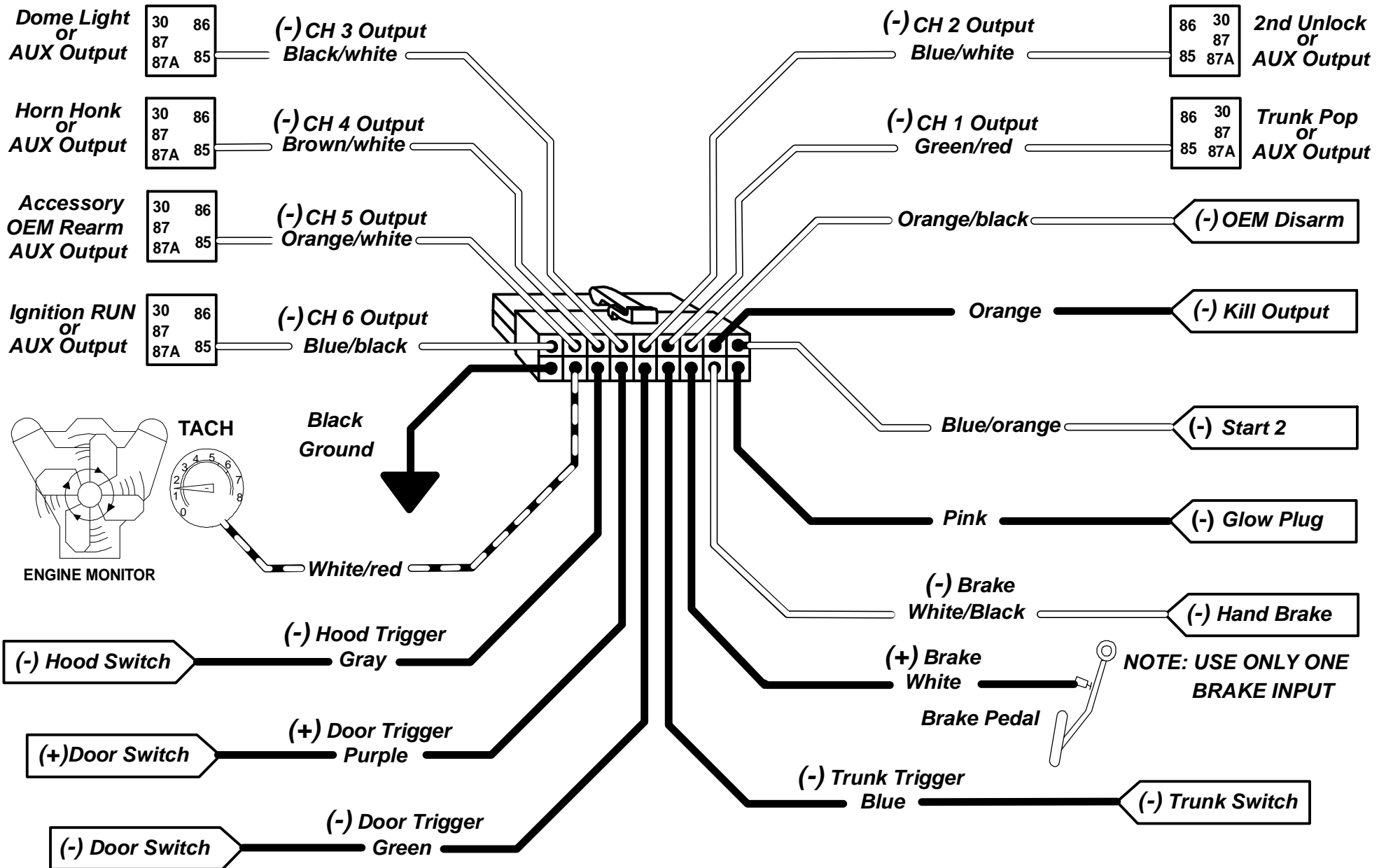
WIRING: 6-PIN High Current Connector

Diagram not to scale.
For illustration
purposes only. Your
vehicle may be
different



NOTE! Use External Relays for High Current Ignition and/or Accessory circuits greater than 30A. Failure to do so could result in damage to the unit that is not covered under warranty. **** *Fuse Holders Wire Connections should NOT GET HOT* ****

WIRING DIAGRAM



DATA PORT

This unit includes DP Technology that will allow you to directly Plug-In our Data Port Bypass Modules. There are 2 types of Protocol, OFA series and SL series modules. The default is set for SL series Protocol. Please refer to Databus module manual for detail instructions. The Data Port Protocol must be programmed for the correct module.

See Option # 7 on page 24 for programming Data Port

Some vehicles require a Databus Module to Bypass the factory Immobilizer and operate the keyless entry

Databus modules are used to communicate with the vehicles computer at the OBD2 Data connector or Canbus wires. This reduces installation error. Crimestopper Systems with DP Series have a direct Data Port Plug-In for the Databus bypass module. This eliminates conventional wiring between the Alarm/Remote Starter and the bypass interface module.

Features Include

- Transponder Immobilizer.
- PassLock Immobilizer.
- O.E.M. Alarm Control.
- R.A.P. Shutdown.
- Power Door Locks.
- Priority Unlock.
- Trunk Release.
- Parking Lights.
- Courtesy Lights.
- Brake Pedal and Hand Brake
- Hood, Door and Trunk Status
- Tachometer.
- Heated Seats.
- Rear Defrost.
- Driver 1 and 2 Memory presets.

The actual features controlled depend on the vehicle and Databus module.

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