Model PRO 9445FT
Installation Manual

REMOTE KEYLESS ENTRY

PRE-INSTALLATION NOTES:

DIP SWITCHES :

This unit incorporates three on - board dip switches for selection of optional features. They are;

	ON	OFF
Dip Switch #1	Auto Lock/Unlock	No Auto Lock/Unlock
Dip Switch #2	Passive Lock	Active Locks
Dip Switch #3	Passive Starter Inhibit	Active Starter Inhibit

STARTER DISABLE:

This system provides a transistorized output to control the starter cut feature.

When the starter cut relay is installed, any time the doors are remotely locked, the vehicle's starting circuit is disabled. Additionally, when the passive starter cut feature is selected (dip switch #3 On), then 30 seconds after leaving the vehicle, the vehicle's starting circuit will be automatically disabled.

CHANNEL 2 OUTPUT:

This system provides an additional hardwire remote output to control an assortment of optional upgrades. This output is an independent channel from the transmitter, and is controlled by the (Option) button of the transmitter. It is a delayed ground pulse (300 mA maximum), and can be used to control;

Optional Trunk Release Relay	AS-9256
Optional Remote Starter	AS-9151N / AS-9075
Optional Window Roll Up	AS-9153
Optional Garage Door	AS-9154

Additionally, if both transmitter buttons are designated, the remote transmitter has the capability of transmitting a third RF signal that can be used to operate a second vehicle equipped with a similar Pursuit alarm. By simultaneously pressing both the "Lock/Unlock" button along with the "Option" button, a third function can be operated.

DOOR LOCK / UNLOCK OUTPUTS:

This system provides both (+) and (-) pulsed door lock outputs for direct connection to most OEM factory installed door lock control relays. These outputs have a maximum current capability of 300 mA, and external relays must be used for switching circuits requiring more than 300 mA, and with 4 or 5 wire polarity reversal door lock control circuits. The optional AS-9159 Door Lock Interface is available to simplify the wiring of these types of circuits.

INSTALLATION OF MAJOR COMPONENTS:

CONTROL MODULE:

Select a mounting location inside the passenger compartment (up behind the dash), and secure it using screws, or cable ties.

DO NOT mount the control module in the engine compartment, as it is not waterproof.

DO NOT mount the unit or route the wiring near the steering shaft, as it might become entangled, preventing proper operation of the vehicle.

VALET SWITCH:

Select a mounting location for the switch that is easily accessible to the driver of the vehicle.

The switch does not have to be concealed, however concealing the switch is always recommended, as this provides an even higher level of security to the vehicle.

The switch is mounted by drilling a 1/4" diameter hole in the selected location. Be sure to check behind the dash for adequate clearance for the body of the switch, and to confirm the drill will not damage any existing components as it passes through the dash.

WIRING THE SYSTEM:

RED w/WHITE TRACE FUSED WIRE: +12 VDC CONSTANT BATTERY SOURCE

Connect the Red w/White tracer wire to a +12 VDC battery source.

YELLOW WIRE : +12 VDC IGNITION SOURCE

Connect this wire to a source that has + 12 volts when the key is turned to the start and run positions, and has 0 volts when the key is in the off position.

BLACK WIRE : CHASSIS GROUND

Connect this wire to a solid, unpainted, metal part of the vehicle's chassis.

Do not confuse this wire with the thin black antenna wire that exits the control module independently.

PURPLE WIRE : + DOOR TRIGGER

If the vehicle's door courtesy light switches +12 volt to the interior light circuit when a door is opened, connect the Purple wire to the positive switched wire from the driver's door pin switch.

WARNING: Do not use the purple wire if the vehicle has ground output type door switches. (see BROWN WIRE)

BROWN WIRE : - DOOR TRIGGER

If the vehicle's door courtesy light switches ground to the interior light circuit when a door is opened, connect the Brown wire to the ground switched wire from the driver's door pin switch.

WARNING: Do not use the brown wire if the vehicle has +12 volt output type door switches. (see PURPLE WIRE)

NOTE: In all installations, either the Purple or Brown door pin switch wires must be used. This wire prevents automatic locking of the doors if the ignition is turned on while the door is open or ajar.

ORANGE WIRE : 300 mA GROUND OUTPUT WHEN LOCKED

This is the output control for the starter cut relay. Connect the Orange wire to terminal 86 of the AS-9256 relay (or an equivalent 30 Amp. automotive relay). Wire the remaining relay contacts as shown in the wiring diagram.

DARK GREEN w/WHITE TRACE WIRE : ENTRY ILLUMINATION

This wire provides a 30 second ground signal whenever the doors are unlocked using the remote transmitter, and is used to control the optional entry illumination feature. This output is also used to provide feedback information when programming the transmitters.

This is a low current (300 mA) transistorized output, and should only be used to drive an external relay coil. Connect the Dark Green w/White trace wire to terminal 86 of the AS-9256 relay (or an equivalent 30 Amp. automotive relay), connect terminal 85 of the relay to a fused +12 VDC battery source, and wire the normally open and common (87 & 30) relay contacts according to the polarity of the vehicle's courtesy light circuit.

DARK BLUE WIRE : CHANNEL 2 OUTPUT

The dark blue wire pulses to ground via an independent RF channel from the keychain transmitter. This is a transistorized, low current (300 mA) output, and should only be used to drive an external relay coil or trigger inputs for optional devices.

WARNING: Connecting the dark blue wire to the high current switched output of trunk release circuits will damage the control module.

Connect the dark blue wire to terminal 86 of the AS-9256 relay (or an equivalent 30 Amp. automotive relay), connect terminal 85 of the relay to a fused +12 VDC battery source,and wire the remaining relay contacts to perform the selected function of channel 2.

GREY & BLACK 2 PIN (blue) CONNECTOR : VALET SWITCH

Route the two conductor, blue connector from the valet switch to the control module, and plug it into the mating blue connector on the end of the module.

RED & GREEN 2 PIN (white) CONNECTOR : DOOR LOCK OUTPUTS

These wires will provide either a pulsed ground output to the factory door lock control relay, or a pulsed +12 VDC output to the factory door lock control relay. In either case, the maximum current draw through these outputs must not exceed 300 mA.

3 WIRE GROUND SWITCHED DOOR LOCKS

The **Red wire** provides a **ground pulse** during **locking**. Connect the Red wire to the wire that provides a low current ground signal from the factory door lock switch to the door lock control relay.

The **Green wire** provides a **ground pulse** during **unlocking**. Connect the Green wire to the wire that provides a low current ground signal from the factory unlock switch to the door unlock control relay.

3 WIRE POSITIVE SWITCHED DOOR LOCKS

The **Red wire** provides a positive **+12 VDC pulse** during **unlocking**. Connect the Red wire to the wire that provides a low current positive signal from the factory door unlock switch to the door unlock control relay.

The **Green wire** provides a positive **+12 VDC pulse** during **locking**. Connect the Green wire to the wire that provides a low current positive signal from the factory door lock switch to the door lock control relay.

4 WIRE POLARITY REVERSAL and 5 WIRE ALTERNATING DOOR LOCK CONTROL CIRCUITS

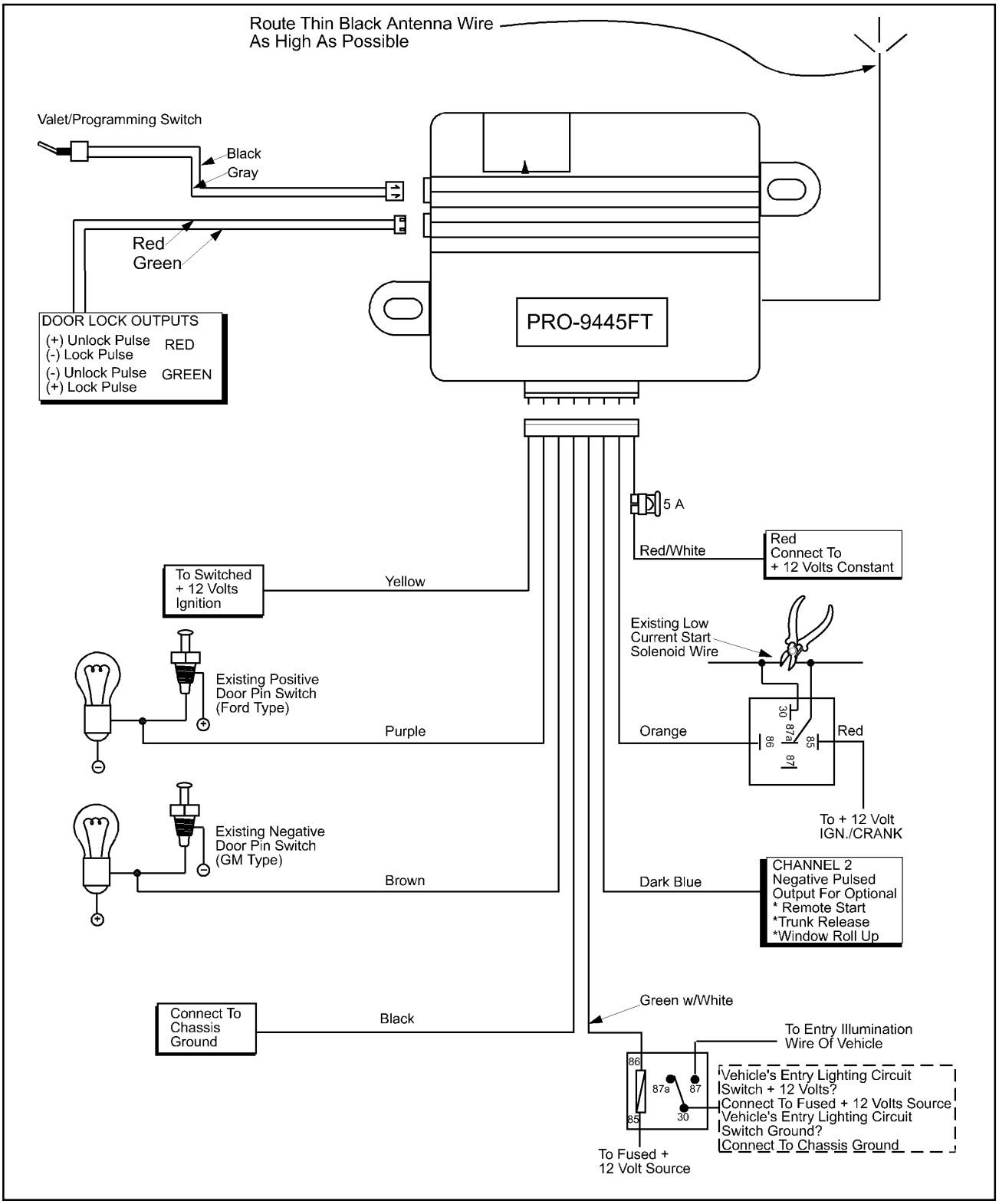
In these applications, the AS-9159 Door Lock Interface (or equivalent 30 Amp. automotive type relays) must be used. Refer to the Audiovox Door Lock Wiring Supplement for proper connection to these types of door lock circuits.

COMPLETING THE INSTALLATION:

ANTENNA WIRE : Be sure to extend the thin Black antenna wire to it's full length, and cable tie in place where it cannot be damaged. Avoid wrapping this wire around major high current wiring looms.

WIRE DRESSING : Always wrap the system's wires in convoluted tubing, or with a spiral wrap of electrical tape, and secure these looms along the routing using cable ties.

OPERATION : Take a few moments to check off the appropriate option boxes in the owner's manual, and to fully explain the operation of the system to your customer.



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