CS-9204SE
SAMURAI
REMOTE CONTROL ALARM SYSTEM
WITH PROGRAMMABLE CARJACK PROTECTION

INSTALLATION HANDBOOK

CRIMESTOPPER
SECURITY PRODUCTS, INC.

TABLE OF CONTENTS

SYSTEM SPECIFICATIONS ARE LOCATED IN THE OWNER'S AND OPERATION INSTRUCTIONS

WELCOME TO CRIMESTOPPER SECURITY PRODUCTS 92 SERIES SECURITY SYSTEMS. THE 92 SERIES SECURITY SYSTEMS USE THE MOST RECENT ADVANCES IN ELECTRONICS AND MICROCHIP TECHNOLOGY TO OFFER UNPARALLELED PERFORMANCE AND FLEXIBILITY.

THIS SECURITY SYSTEM HAS THE FOLLOWING FEATURES:

CODE-LEARNING RECEIVER - Allows multiple remote transmitters to be programmed to control one or more Samurai security systems without having to remove control brain from its concealed location.

POWER-DOWN MONITORING - Maintains system memory and status in the event of battery disconnection. Prevents unauthorized battery disconnection and reconnection, in an attempt to disarm system, by triggering system immediately upon power-up when system has been armed. Prevents malfunctions during low voltage conditions, such as cold weather starting and dead battery.

REMOTE CONTROL OPERATION - Allows operation of any remote function with a keychain style RF remote control transmitter from distances in excess of 50 feet.
Samurai: 500,000 Coding combinations

AUDIBLE AND SILENT ARM/DISARM - Allows user to arm or disarm system either silently(no chirps) with buttons #1 & 2 (channel #3) or audibly(chirps) with button #1(channel #1).

NEW FEATURE
REVERSIBLE CHANNELS - Channels 2 and 3 (Buttons #2 and #1,2) of the transmitter can be made operate in the reverse order of the factory pre-set.

REMOTE ACTIVATED PANIC - To scare off any potential attackers by activating siren and lights. Automatically unlocks doors (when equipped with power locks).

NEW FEATURE
REMOTELESS PROTECTION MODE (BEACH MODE) - Allows system to be passively armed and disarmed once an emergency disarm has been performed in the event of a lost or damaged transmitter.

NEW FEATURE
OPTIONAL PROGRAMMABLE CARJACK - Remote and Passive Carjack feature provides protection for the vehicle and owner in the event a thief confronts you and forcibly takes possession of your vehicle. See special CARJACK SECTION.

PROTECTED PASSIVE ARMING SELECT - Allows user to select system to arm automatically after exiting the vehicle or to have system arm only through use of remote control. Requires ignition to be "on" to change modes.

STATUS LED WITH INTRUSION MEMORY - Dash mounted LED shows status of system, number of intrusions (up to four), and which zone(s) triggered the system, automatically.

SEPARATE TRIGGER ZONE INPUTS - This system has separate trigger input wires for sensors, doors, and hood/trunk connections. Each trigger input wire is a separate "zone of protection", which allows the system to bypass an individual zone without compromising the ability of system to protect the vehicle, as well as allowing for easy identification of system triggers.

AUTOMATIC RESET - Once the system has been triggered, it will automatically reset and rearm after a preset time period. This system will also bypass a zone if that zone remains active after two full cycles, for example: a door is left open after an attempted theft.

TROUBLE WARNING CIRCUIT - Gives audible and visual warning if any of the inputs are active when system is arming.

DEFECTIVE/ACTIVE ZONE BYPASS - Automatically shuts off trigger input, if active during arming or rearming, to prevent false alarms. This feature activates the Trouble Warning Circuit. Once Trouble Warnings have finished, the system automatically bypasses only the zone in which a problem exists, allowing the rest of the system to arm and protect your vehicle.

EMERGENCY DISARM/PROGRAM SWITCH - Allows user to disarm the security system in the event of a lost/damaged transmitter. Is used for programming when in TEST MODE.

TEST MODE/DIAGNOSTIC CIRCUIT - This wire has 3 functions. 1) Is provided for installer to easily test system functions without having to continually arm and disarm the system. 2) Is used to activate the Diagnostic Recall Mode for trouble-shooting false trigger problems. And finally, 3) is used in sequence with the emergency disarm switch and ignition to program transmitters and features.

CODE RESET - Allows user eliminate all codes from system memory in the event of a lost/stolen transmitter. System then must be reprogrammed to include all authorized transmitters.

STARTER DISABLE CIRCUIT - Prevents engine being started by disabling starter circuit when system is armed.

FLASHING LIGHTS CIRCUIT - Allows parking lights to be connected for visual indication of arming, disarming, and triggered modes.

DOOR LOCK/UNLOCK OUTPUTS - Allows vehicle doors to be locked when arming and unlocked when disarming. Vehicle must be equipped with power locks or lock motors must be added.

NEW FEATURE
PROGRAMMABLE DOOR LOCK/UNLOCK TIME - Programmable Pulse time allows interface to Mercedes-Benz Vacuum Door Lock systems without the need for an extra module.

AUTO LOCK - Automatically locks vehicle doors 4 seconds after ignition switch is turned "on" with doors closed.

NEW FEATURE
PROGRAMMABLE AUXILIARY OUTPUT - A remote controlled output for activating convenience features such as; Remote Trunk Release, Power Window Roll Down, Remote Start Activation, or other customer requested options. Operates on Channel #2 of remote transmitter. Programmable as a Momentary, or 30 second Timed output. Also programmable to disarm system when activated.

DOME LIGHT TURN-ON WITH DISARM - Activates interior dome light of vehicle for 30 seconds when system is disarmed.

ACTIVE REARM - System will automatically rearm in 60 seconds after being disarmed, if no entry point is opened. This feature will eliminate the possibility of the vehicle being left unprotected in the event of accidental disarm. Special relay wiring may be necessary to <u>enable</u> this feature.

PROGRAMMABLE FEATURES - Passive Door Locking, Door Warning Timing Select, 2ND Vehicle Operation, See Programming section.

PLANNING THE INSTALLATION

To ease and reduce installation time, this alarm system has been provided with a 6 foot long wire harness. We suggest you determine the most suitable location for all components to be mounted. Use a test meter to locate all points of connection such as: Power, Ground, Starter wire, Door lock/unlock, Key-sensing, Parking Lights, etc. Check for existing pin switches on any openings to be protected.

Following this simple procedure will allow you route and cut wiring harness at the exact point of connection. You may solder or use crimp connectors to secure all connections.

INSTALLATION CAUTIONS & WARNINGS

BEFORE BEGINNING, CHECK ALL VEHICLE MANUFACTURER CAUTIONS AND WARNINGS REGARDING ELECTRICAL SERVICE.(AIR BAGS, ABS BRAKES, AND BATTERY)

TO PREVENT A POSSIBLE DEAD BATTERY IT MAY BE WISE TO REMOVE VEHICLE DOME LIGHT FUSE WHILE WORKING ON VEHICLE . MAKE CERTAIN TO REINSTALL FUSE PRIOR TO TESTING FOR DOOR TRIGGERS.

DO NOT EXCEED RATED OUTPUT MAXIMUMS - SERIOUS DAMAGE MAY OCCUR. SPECIFICATION PAGES CONTAIN OUTPUT MAXIMUMS FOR ALL ALARM FUNCTIONS. IF UNSURE ABOUT CURRENT LOAD, MEASURE LOAD WITH AN AMP-METER.

DO NOT TEST ANY 150MA OUTPUT WIRE WITH A TEST LIGHT. MANY TEST LIGHTS DRAW MORE CURRENT(AMPERES) THAN OUTPUT CAN PROVIDE. USE A VOLT/OHM METER TO TEST THESE OUTPUTS.

DO NOT CUT TEST MODE WIRE SHORT. THIS WIRE MUST BE ACCESSIBLE AFTER INSTALLATION IS COMPLETE FOR PROGRAMMING, TESTING, AND TROUBLE-SHOOTING.

ORANGE ACCESSORY "ON" WIRE MUST BE CONNECTED. THIS WIRE CONTROLS MANY FUNCTIONS. SYSTEM <u>WILL</u> <u>NOT</u> OPERATE AS DESIRED IF LEFT UNCONNECTED.

DO NOT LENGTHEN, SHORTEN, OR GROUND ANTENNA WIRE. ANY ALTERATION OF THE ANTENNA WIRE MAY CAUSE UNDESIRED OPERATION OF THE SYSTEM.

REMOVE MAIN SYSTEM FUSE BEFORE JUMP STARTING BATTERY OR CHARGING AT HIGH BOOST DAMAGE MAY OCCUR TO SYSTEM IF PROPER PRECAUTIONS ARE NOT OBSERVED.

INSTALLATION PROCEDURES

ENGINE COMPARTMENT COMPONENT MOUNTING AND WIRING

POWER WIRE: RED 22 GAUGE WIRE

Using the supplied in-line fuse holder, connect RED wire to POSITIVE TERMINAL of vehicle battery. DO NOT CONNECT MAIN POWER AT FUSE BOX OR IGNITION SWITCH. Make certain FUSE IS REMOVED FROM HOLDER to prevent any possible shorts while routing wire. Route wire through engine compartment to the location where all wires will pass through vehicle firewall.

If using any POWER ACCESSORIES, such as power window modules, Door Locks, Trunk Release, etc..., route a SEPARATE FUSED HEAVY GAUGE POWER WIRE to power these accessories.

SIREN OUTPUT BROWN 22 GAUGE WIRE

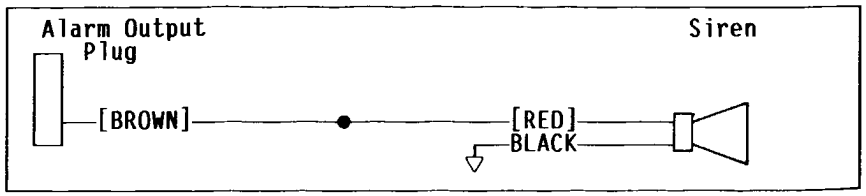
POSITIVE 5 AMP MAX. OUTPUT

Mount Siren as high as possible. Make sure siren is mounted so that it points downward to prevent water from accumulating inside the cone. DO NOT MOUNT NEAR EXHAUST MANIFOLD OR ANY OTHER EXCESSIVE HEAT SOURCE.

RECOMMENDED MOUNTING LOCATIONS: LEFT or RIGHT FENDER WELL, ENGINE FIREWALL.

Route siren RED wire to location where all wires will pass through vehicle firewall.

A) Connect siren RED wire to BROWN wire of alarm.
B) Connect siren BLACK wire to CHASSIS METAL(ground).
   To avoid possible RF interference, siren ground lead should be as short as possible.

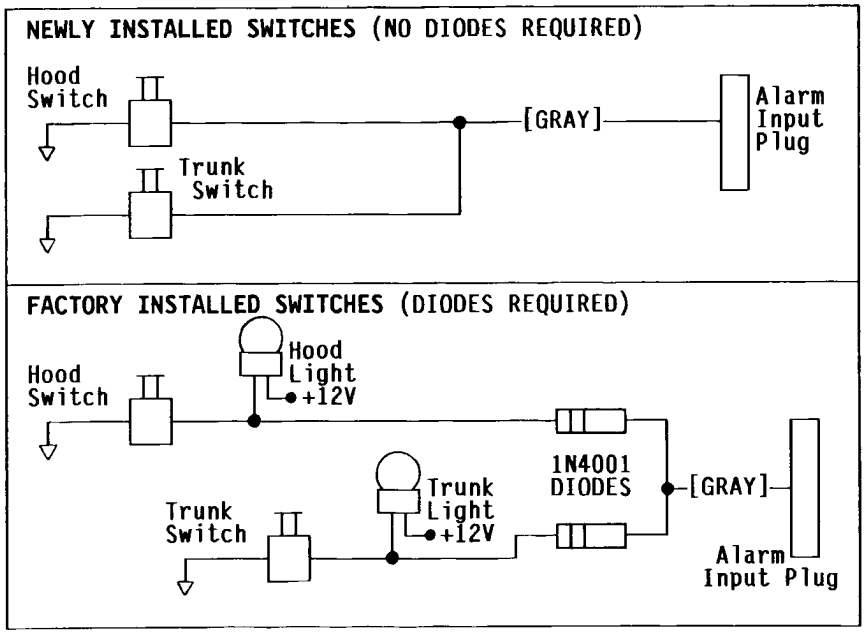


HOOD/TRUNK TRIGGER GRAY 22 GAUGE WIRE

The GRAY wire is a negative trigger input for hood, trunk, or any other grounding pin switch.

Use existing hood and trunk pin switches, provided they are ground switching. You MUST diode isolate existing switches to avoid any feed-back to, or from vehicle's electrical system.
If additional switches are required, install pin switch and connect to GRAY wire of alarm.
If no existing switches are available, install new pin switch(it may be necessary to drill a hole) and connect to GRAY wire of alarm. no diodes will be necessary.

NOTE 1: Many existing hood switches are connected to a cooling fan relay so that if hood is opened serious injury can be avoided. Make certain you diode isolate these switches to avoid undesired operation or serious engine damage.
NOTE 2: DO NOT mount new pin switches in water pathways. Special mounting brackets are available to solve unique installation problems. (CS-121 FLAT,CS-122 RIGHT ANGLE)
NOTE 3: It may be necessary to spray the vehicle with water to identify water pathways before mounting pin switch.



INTERIOR AND UNDERDASH COMPONENTS AND WIRING

ALARM CONTROL MODULE MOUNTING

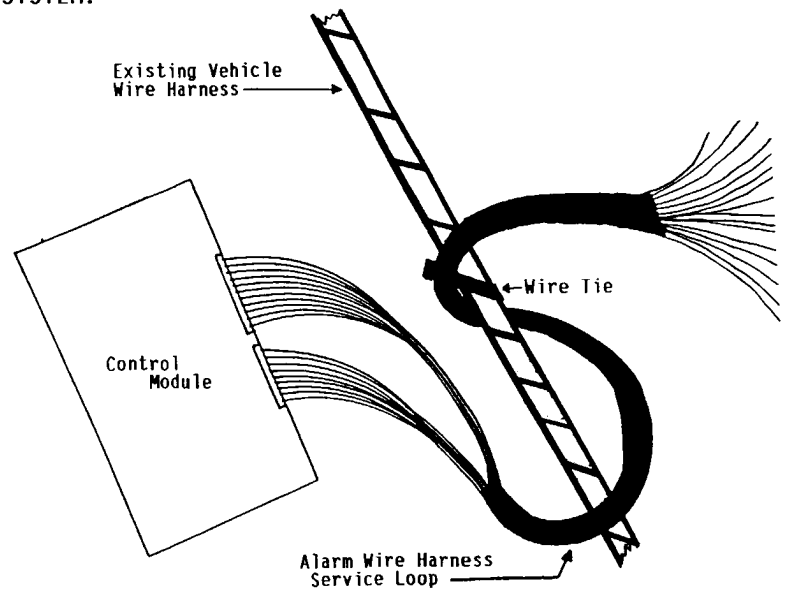
The alarm should be mounted in a concealed location. If located underdash, unit should be placed as high as possible and not easily accessible by an intruder.

Placement will affect the distance at which the transmitter can control the unit, because the RF receiving antenna extends from the module. The wire antenna should be routed at least 1/2 inch away from the nearest metal. DO NOT alter the length of antenna wire, operating range will be adversely affected.

WIRE ROUTING

Once a concealed location for the control module has been found, the wire harness should be routed so when connections have been completed, the control module can be mounted without having an excess of wire left over, and module can be easily removed and reinstalled.

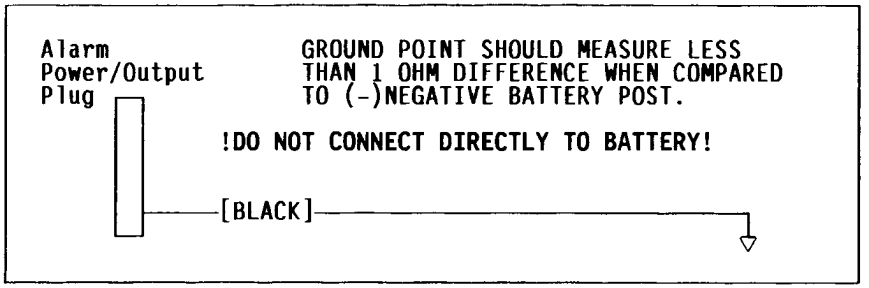
Place alarm control module with wire harnesses attached, into chosen location. Route wire from control module to an area where all wires are easily accessible for making all connections. MAKE SURE TO LEAVE A SERVICE LOOP OF WIRE CLOSE TO THE CONTROL MODULE. Wire tie harnesses to an existing vehicle wire harness. Remove control brain from mounting location, and disconnect from harnesses. YOU ARE NOW READY TO START WIRING THE SYSTEM.



GROUND WIRE: BLACK 22 GAUGE

THIS WIRE MUST BE CONNECTED TO CHASSIS METAL OF THE VEHICLE. Scrape away any paint or dirt from the connection point to ensure a good connection.

NOTE: ATTACH ANY OTHER GROUNDS ASSOCIATED WITH THE ALARM TO THIS SAME POINT, SUCH AS GROUNDS FOR PASSIVE SWITCH,



ACCESSORY WIRE: ORANGE 22 GAUGE

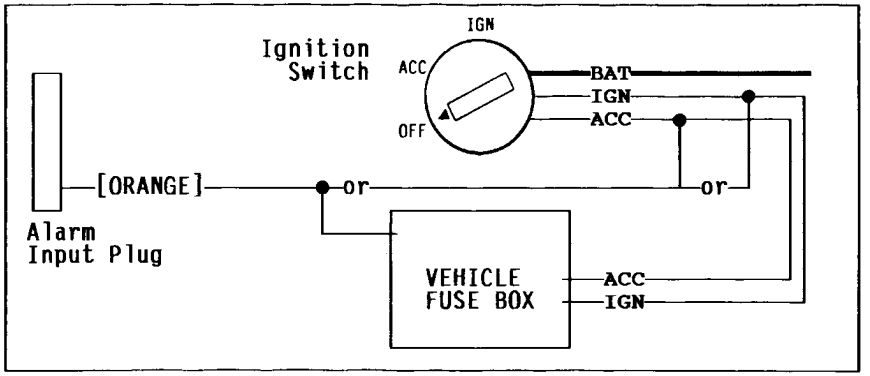
This wire controls several functions of the security system and MUST BE CONNECTED.

Connect alarm ORANGE wire to a wire that shows +12 volts when the ignition switch is "ON" OR "ACC", but DOES NOT HAVE +12V when engine is being STARTED (Cranking).

RECOMMENDED CONNECTION POINTS:

Accessory or Ignition port of fuse box, Accessory or Ignition wire in steering column, Radio switched power wire.

DO NOT CONNECT ORANGE WIRE TO ANY WIRE WITH +12V IN THE "START" POSITION



DOOR TRIGGERS: GREEN 22 GAUGE - NEGATIVE TRIGGER
YELLOW 22 GAUGE - POSITIVE TRIGGER

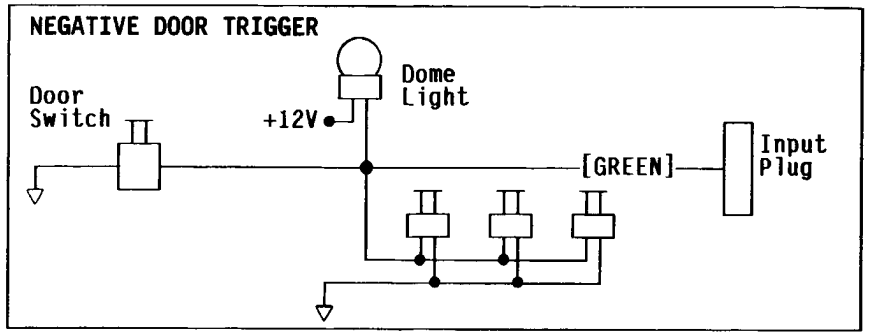
A Volt/Ohm meter will help you easily identify the door pin switch wire. With meter set to Volt scale, connect common lead of meter to ground and probe wire suspected of being the door pin switch wire.

A NEGATIVE DOOR SWITCH WILL READ 0.0 VOLT WHEN DOOR IS "OPEN", AND AT LEAST 12.0 VOLTS WHEN DOOR IS "CLOSED"

A POSITIVE DOOR SWITCH WILL READ AT LEAST 12.0 VOLTS WHEN DOOR IS "OPEN" AND 0.0 VOLTS WHEN DOOR IS "CLOSED"

IMPORTANT NOTE: REFER TO ACTIVE REARM (PAGE 22) BEFORE PROCEEDING WITH THIS SECTION.

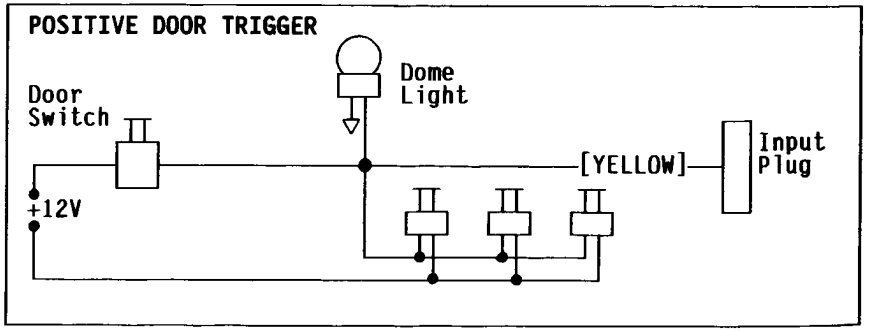
GREEN: Negative door trigger for most domestic and imported vehicles. Connect to existing door pin switch.



NOTE: SOME VEHICLES USE DIODE TO ISOLATE DRIVER DOOR, SEE LIST.

YELLOW: Positive door trigger(most Ford vehicles). Connect to door pin switch.

NOTE: Some Ford vehicles use negative trigger. For these vehicles use the GREEN input wire.(Escort, Probe, Merkur, Festiva, Tracer)



VEHICLE DOOR TRIGGER WIRE COLORS

This list is a guideline. This information may or may not be accurate depending on model year of vehicle. ALWAYS TEST TO BE CERTAIN YOU ARE CONNECTING THE CORRECT WIRE.
ALL WIRE COLORS LISTED ARE NEGATIVE(-) UNLESS OTHERWISE NOTED.

DOMESTIC

CHRYSLER (PLYMOUTH, DODGE)
- ACCLAIM, DYNASTY, FIFTH AVE.,LeBARON(4 DR.), IMPERIAL, NEW YORKER, MONACO, PREMIER, SHADOW, SPIRIT, SUNDANCE.....YELLOW
- DYNASTY, FIFTH AVE., IMPERIAL, NEW YORKER @ Factory Theft module.....TAN/WHITE
- COLT.....GREEN/YELLOW
- LASER, TALON, STEALTH.....GREEN/RED
- SHADOW, SUNDANCE @ Message Center.....TAN

FORD (LINCOLN, MERCURY).....Positive(+).BLACK/BLUE
- TOWN CAR.....Positive(+).BLACK/PINK
- ESCORT (before 1991).....Positive(+).BLACK/BLUE
- PROBE.....RED/YELLOW
- ESCORT, TRACER (after 1991).....PINK/YELLOW OR RED/WHITE

GENERAL MOTORS
- ALL GM - BUICK, CADILLAC, CHEVROLET, OLDSMOBILE, PONTIAC,.....WHITE
- EARLY CORVETTE.....BLUE(Alarm) or WHITE (Dome)
- LATE MODEL CORVETTE.....BLACK/WHITE(R), BLACK/YELLOW(L)
- LATE MODEL CAVALIER at Chime Module.....GRAY(Dome)
  OR.....LT. BLUE(R), LT.GREEN/BLACK(L)
- LATE MODEL CADILLAC DeVILLE, CADILLAC FLEETWOOD, BUICK RIVIERA....BLUE(Alarm) or WHITE (Dome)
- LATE MODEL ELDORADO, SEVILLE.....GRAY/BLACK

SATURN.....WHITE

GEO
- PRISM.....RED/WHITE OR BLACK/WHITE
- STORM.....GRAY/WHITE
- TRACKER @ Rt. Door.....BROWN OR BLACK/RED
- METRO.....BLACK/YELLOW

IMPORT

ACURA/HONDA @ Inst. Cluster Harness.....BLACK/WHITE
AUDI.....BROWN/WHITE
BMW.....BROWN/VIOLET
HYUNDAI @ Rt. Door Switch.....BLACK/RED
- SONATA.....BLACK/BLUE

INFINITI
- G20.....RED/WHITE
- M30.....BLACK/RED
- Q45.....GRAY/YELLOW

IZUSU
- AMIGO, PICK-UP, RODEO @ Rt. Door Switch.....RED/GREEN
- IMPULSE.....GRAY/BLUE
- STYLUS.....GRAY/BLACK

VEHICLE DOOR TRIGGER WIRE COLORS
IMPORT CONTINUED

IZUSU continued
TROOPER @ Rt. Door Switch.....GREEN/RED OR BLACK
JAGUAR
XJS.....PURPLE/WHITE
XJ6 @ Headrest Light.....RED/LT. GREEN
LEXUS.....RED/WHITE
MAZDA
PICK-UP,.....RED/YELLOW
RX7, 929.....BLUE/WHITE
MPV.....PINK
MIATA, MX6, 626, 323, PROTEGE.....RED/WHITE
NAVAJO.....Positive(+).BLACK/BLUE
MERCEDES-BENZ
PRE 1982..Front Lt & Rt isolated Negative....BROWN/GRAY
Rear Doors Positive....GRAY
PRE 1985.....Front BROWN/GREEN, Rear BROWN/WHITE
ALL OTHER @ Theft Module(Ft & Rr separate)...
...BROWN/VIOLET or BROWN/WHITE
MITSUBISHI.....GREEN/RED
MIRAGE, @ Any Switch.....GREEN/YELLOW
ECLIPSE, 3000GT, PICK-UPS.....RED/GREEN or GREEN/RED
PRECIS @ Rt. Door Switch.....BLACK/RED
NISSAN
MAXIMA.....ORANGE/BLACK
NX, SENTRA, STANZA, 240SX @ Rt. Door Switch..RED/WHITE
300ZX @ Theft Mod..BLUE or @ u.d light.....GREEN/WHITE
PATHFINDER, PICK-UP.....RED/BLACK
PORSCHE.....BROWN/WHITE
SAAB @ Rt. Door Switch.....GRAY OR BLACK
SUBARU
JUSTY @ Rt. Door Switch.....RED/WHITE
LEGACY @ Inst. Cluster Harness.....RED/WHITE
LOYALE, XT, XT6 @ Inst. Cluster Harness.....BLACK/RED
SUZUKI
SIDEKICK @ Rt. Door Switch.....BLACK/RED
SWIFT @ REAR Door Switch or Dome..... BLACK/YELLOW
TOYOTA
CAMRY, CELICA, COROLLA,
CRESSIDA, @ Int. Fuse Box.....RED/WHITE
SUPRA, TERCEL,
4RUNNER, MR2, @ Rt. Door Switch.....RED/WHITE
PICK-UP @ Int. Fuse Box.....BLACK or BLACK/WHITE
PREVIA.....RED/YELLOW
LAND CRUISER.....RED/BLUE @ Rear Door Switch
or RED/YELLOW @ Inst. Cluster Harness
VOLKSWAGON @ Rt. Door Switch.....BROWN/WHITE
VOLVO
240, 940SE.....BLUE/BLACK
740, 760, 780, 940GLE/TURBO.....BLACK or BROWN/BLACK

SENSOR BLUE 22 GAUGE

THIS INPUT WIRE IS DESIGNED TO ACCEPT ONLY SENSORS. CONNECTING THE SENSOR TO ANY OTHER CIRCUIT OF THE SYSTEM WILL RESULT IN UNDESIRED OPERATION. DO NOT CONNECT ANY DEVICE OTHER THAN A SENSOR TO THIS WIRE.

SENSORS THAT MAY BE CONNECTED TO THIS WIRE INCLUDE:

CS-95 MICROGUARD	CS-101 MOTION
CS-96 SHOCK/IMPACT	CS-103 GLASS BREAK
CS-98 DOPPLER	CS-104 PIEZO SHOCK

SENSOR WILL NOT TRIGGER ALARM UNTIL 8 SECONDS AFTER RED DASH LED STARTS FLASHING RAPIDLY.

SHOCK SENSOR MOUNTING(CS-96)

THIS SENSOR IS DESIGNED TO BE MOUNTED IN THE VEHICLE INTERIOR. This system is supplied with a highly accurate electromagnetic impact sensor. It will sense impact to the vehicle and provide an output for alarm trigger.

DO NOT MOUNT IN ENGINE COMPARTMENT OR IN ANY AREA WHERE WATER COULD GET INTO THE SENSOR.

MOUNTING LOCATIONS:

Dashboard Support Strut	Steering Wheel Column
Underdash Wire Harness	Interior Side Engine Firewall
Heater/Air Conditioning Ducting	

These are only recommendations. There may be other locations or positions that may be better suited to your application. Some of the locations above will provide better sensitivity than others depending on your particular vehicle, and what you are most interested in protecting.

METHODS OF MOUNTING INCLUDE:

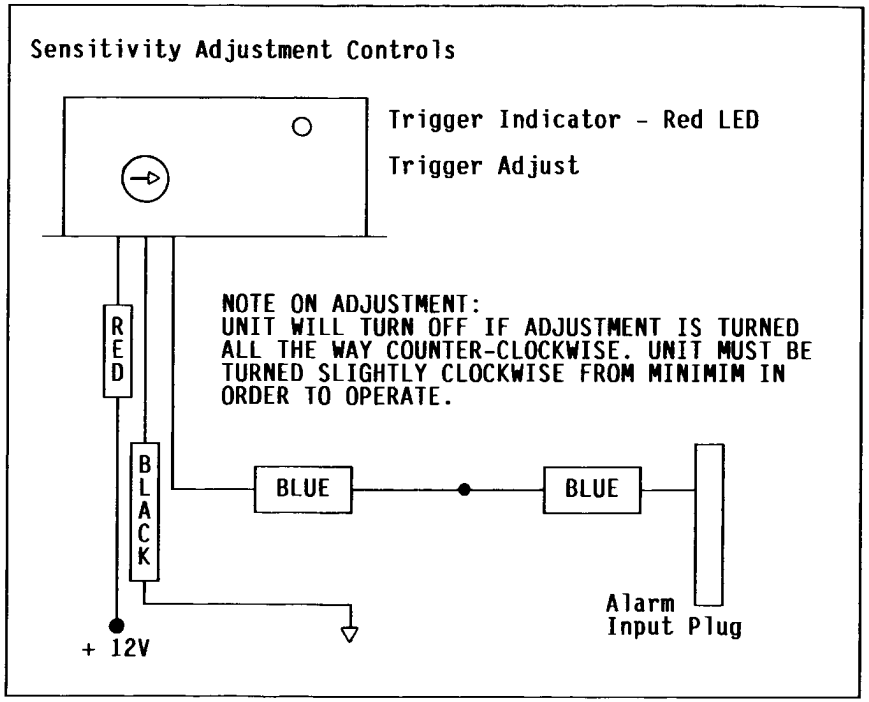
Wire Ties	Double Sided Tape
Screws	

WIRING

There are 3 wires to connect to make this sensor operate.
RED - Connect to +12 Volt battery constant.
BLACK - Connect to vehicle chassis ground.
BLUE - Connect to BLUE wire of CRIMESTOPPER ALARM

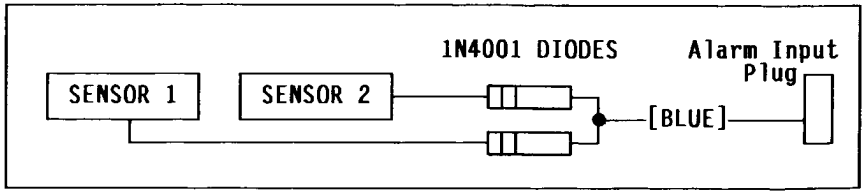
ADJUSTING SENSOR SENSITIVITY

LED on sensor will light when enough vibration is detected to cause a trigger for that output.
Red LED is for BLUE wire output(Trigger).
Trigger(Red LED) will activate BLUE wire.
Adjust sensor by creating impact to the several areas of the vehicle to see if settings are sufficient to create a trigger.
Turn adjustment pot CLOCKWISE to INCREASE sensitivity.
Turn adjustment pot COUNTER-CLOCKWISE to DECREASE sensitivity.



USING MULTIPLE SENSORS

If more than one sensor is being used, we recommend that the sensor trigger wires be isolated from one another using diodes. This way it will be easy to adjust and trouble-shoot sensors in the system.

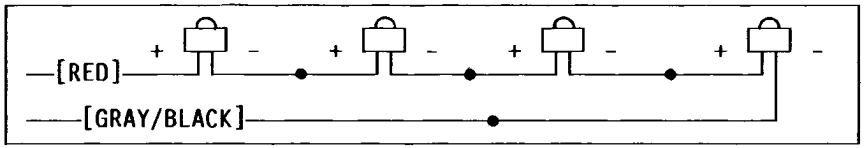


LED WIRING

ARM LED STATUS INDICATOR GRAY/BLACK 22 GAUGE

LED should be located in a visible location on the dashboard or console. Selected location must have a minimum clearance of one inch behind it.
DRILL A 5/16" HOLE IN CHOSEN LOCATION

Connect LED Red wire to +12 volts constant.
Connect LED Gray/Black wire to alarm Gray/Black 22 gauge.
Multiple LED's may be wired in series, see diagram below.



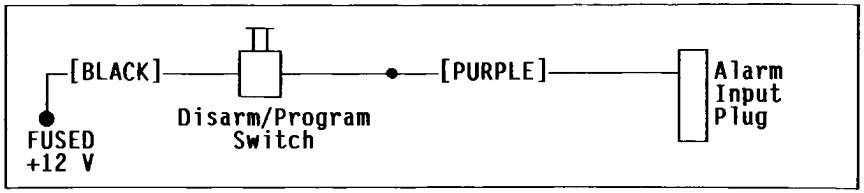
EMERGENCY DISARM SWITCH PURPLE 22 GAUGE

The Emergency Disarm switch is a momentary button that disarms the system in the event of a lost or damaged transmitter. Mount switch in passenger compartment in a hidden location. The user MUST be able to access this switch in an emergency.

Connect PURPLE wire of switch to PURPLE wire of alarm.
Connect RED wire of switch to ALARM MAIN POWER WIRE.

TO DISARM ALARM, TURN IGNITION TO "ON", DEPRESS AND HOLD SWITCH UNTIL ALARM SHUTS OFF(APPROX. 4 SECONDS).

NOTE 1: THIS SWITCH IS ALSO USED FOR SYSTEM PROGRAMMING, AND MUST BE INSTALLED.
NOTE 2: WHEN AN EMERGENCY DISARM IS PERFORMED, THIS SYSTEM AUTOMATICALLY GOES INTO REMOTELESS PROTECTION MODE (BEACH MODE) TO PROVIDE CONTINUOUS PROTECTION WITHOUT THE USE OF A REMOTE TRANSMITTER.
NOTE 3: ALSO USED FOR CARJACK PROTECTION FEATURE, SEE SPECIAL CARJACK PROTECTION SECTION.



INSTALLER TEST MODE
DIAGNOSTIC RECALL MODE
(WHITE/RED 22 GAUGE)

The WHITE/RED wire has 3 distinct functions. This wire MUST BE GROUNDED TO ACCESS:

1) INSTALLER TEST MODE.
2) DIAGNOSTIC RECALL MODE.
3) PROGRAM MODE programming transmitters and features.

The WHITE/RED wire should be routed to a location easily accessible after installation is complete and all interior panels have been replaced.

A FULL EXPLANATION OF THE USE OF THIS FEATURE IS COVERED IN THE TESTING SECTION OF THIS MANUAL.

OPTIONAL FEATURES

THE FOLLOWING FEATURES ARE DESIGNED INTO THIS SECURITY SYSTEM, BUT ARE NOT NECESSARY TO CONNECT TO MAKE THE SYSTEM OPERATE. HOWEVER, ONE OR MORE OF THESE FEATURES ARE USUALLY DESIRED AS PART OF ANY SECURITY SYSTEM.

EXTRA PARTS AND/OR LABOR WILL BE REQUIRED TO CONNECT THESE OPTIONAL FEATURES

FLASHING LIGHTS
STARTER DISABLE/NEG. ARMED OUTPUT
POWER DOOR LOCK/UNLOCK
AUTO LOCK
PASSIVE ARMING
ACTIVE REARM
DOME LIGHT TURN-ON
AUXILIARY REMOTE OUTPUT (TRUNK RELEASE)
OPTIONAL PROGRAMMABLE CARJACK FEATURE

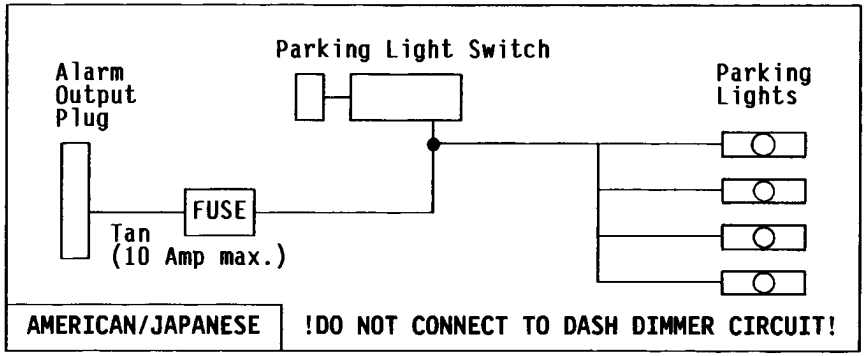
FLASHING LIGHT OUTPUT

TAN 22 GAUGE WIRE
POSITIVE 10 AMP MAX. OUTPUT

TAN OUTPUT WIRE MUST BE FUSED OR SERIOUS DAMAGE MAY OCCUR.

SEE "LIGHTS ON WARNING " SECTION BEFORE CONNECTING THIS WIRE

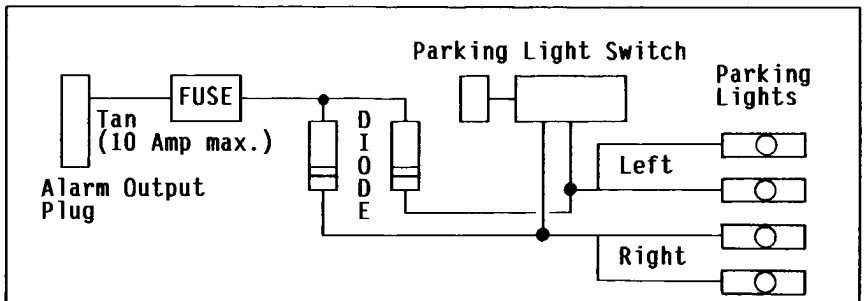
On most AMERICAN and JAPANESE vehicles, the parking lights will operate on a single fused circuit. You may connect TAN wire directly to the back of any parking light or at main lighting switch.



AMERICAN/JAPANESE | !DO NOT CONNECT TO DASH DIMMER CIRCUIT!

NOTE: Some Japanese vehicles use a ground triggered relay to activate parking lights. This ground trigger wire can be easily located in the steering column harness. Use a relay to convert to ground switch or tap into lights after relay.

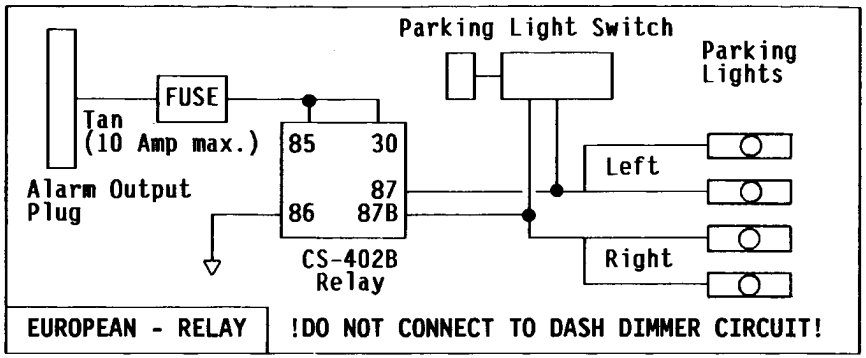
On most EUROPEAN vehicles, the light circuits are separately fused for left and right. Each circuit must be individually connected and isolated from one another. This can be done by using two(2) 6A05 6 Amp diodes, OR one(1) CS-402B dual output relay.



EUROPEAN - DIODES | !DO NOT CONNECT TO DASH DIMMER CIRCUIT!

FLASHING LIGHT OUTPUT

TAN 22 GAUGE WIRE
POSITIVE 10 AMP MAX. OUTPUT

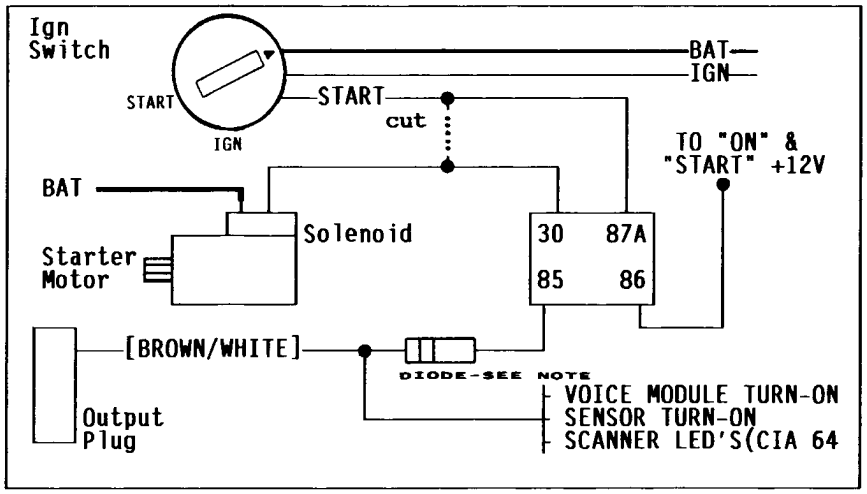


STARTER DISABLE/NEGATIVE ARMED OUTPUT

BROWN/WHITE 22 GAUGE

This wire will provide a continuous 150mA ground output when system is ARMED.

To locate the vehicle starter wire, use a volt meter to probe for a wire that shows +12 volts when the ignition key is turned to the "crank" position only. Possible sources are:
1) Ignition switch harness
2) Starter relay or solenoid
3) Neutral safety switch (Automatic transmissions)
Connect as shown in diagram below.



NOTE: DIODE NECESSARY ONLY IF USING ADDITIONAL ACCESSORIES.

DOOR LOCK/UNLOCK INTERFACING

This security system comes equipped with positive/negative switching door lock/unlock outputs, and has the capability of locking and unlocking of most vehicle power locking systems.

WHEN SYSTEM IS ARMED: (LOCK)
GRAY/RED sends a (-)Negative pulse
BLUE/RED sends a (+)Positive pulse

WHEN SYSTEM IS DISARMED: (UNLOCK)
GRAY/RED sends a (+)Positive pulse
BLUE/RED sends a (-)Negative pulse

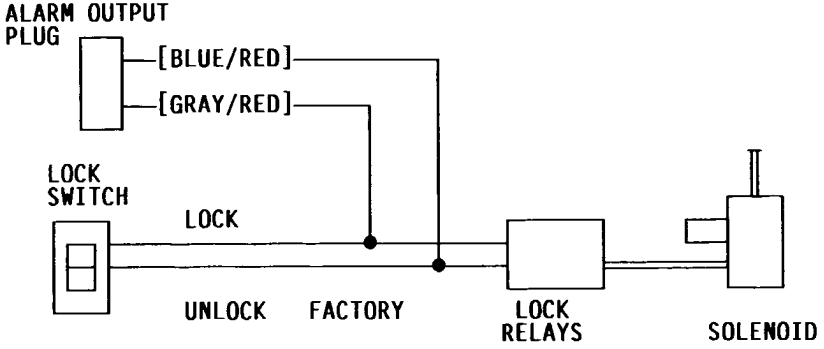
A 3 second lock/unlock pulse may be programmed to interface with Mercedes-Benz Vacuum Locking systems. Refer to programming information.

1. NEGATIVE TRIGGER SYSTEMS

Found in most Japanese vehicles, some FORD, and some BMW's. A ground pulse is used to activate factory relays or a central locking control module. Use a volt/ohm meter to identify lock and unlock wires.

USE REVERSING POLARITY TESTING PROCEDURE TO VERIFY THE SYSTEM IS NOT REVERSING POLARITY BEFORE PROCEEDING.

Set meter to volt scale, With RED probe connected to +12 volt constant, Probe suspected lock and unlock wires with BLACK probe. When factory switch is activated, meter will read about 12.0 volts. Once wires are identified, connect using diagram below.

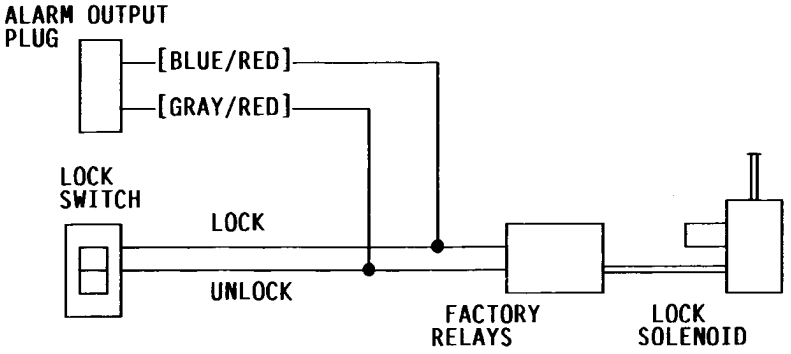


2. POSITIVE TRIGGER SYSTEMS

Found in most GM's, some FORD, and some BMW's. A positive +12 volt pulse is used to activate factory relays or a central locking control module. Use a volt/ohm meter to identify lock and unlock wire.

USE REVERSING POLARITY TESTING PROCEDURE TO VERIFY THE SYSTEM IS NOT REVERSING POLARITY BEFORE PROCEEDING.

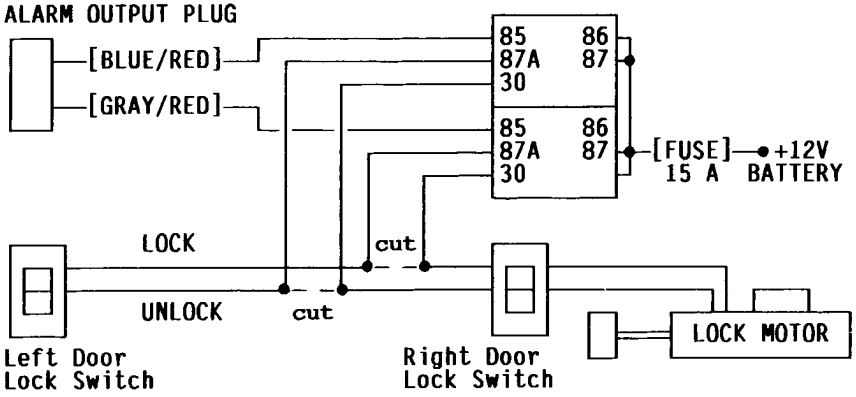
Set meter to volt scale, With BLACK probe connected to ground, Probe suspected lock and unlock wires with RED probe. When factory switch is activated, meter will read about 12.0 volts. Once wires are identified, connect using diagram below.



3. REVERSING POLARITY SYSTEMS

With this system, all switching for lock and unlock is controlled by the switch. There are NO RELAYS OR CONTROL MODULE. This system is used on most Chrysler/Dodge(not import), GM and Ford trucks, Mustangs, and Corvettes.

USE REVERSING POLARITY TESTING PROCEDURE TO LOCATE PROPER LOCK AND UNLOCK WIRES. TEST PROCEDURE IS LOCATED ON NEXT PAGE.



TESTING FOR REVERSE POLARITY DOOR LOCKS WITH A VOM

(5 WIRE SWITCH)

SET METER TO VOLT SCALE SUFFICIENT TO MEASURE UP TO 15 VOLTS
CONNECT RED METER PROBE TO CONSTANT 12VOLT SOURCE.
CONNECT BLACK METER PROBE TO THE FOLLOWING WIRES ONE AT A TIME:

FORD - PINK/LT. GREEN MERCURY PINK/YELLOW --- CHRYSLER - ORANGE/VIOLET PINK/VIOLET or - ORANGE* PINK*	GM - LT. BLUE BLACK(CARS) or BLACK/WHITE(TRUCKS) or BLACK/RED(TRUCKS) or

CONNECT METER TO FIRST WIRE, METER SHOULD READ APPROXIMATELY 12 VOLTS. THIS WIRE IS NORMALLY GROUNDED. PRESS LEFT DOOR LOCK SWITCH TO THE LOCK POSITION, THEN TO UNLOCK POSITION. ONE OF THE POSITIONS SHOULD MAKE METER READ 0 VOLTS WHEN SWITCH IS PRESSED.

If Meter Reads 0 Volts when LOCK position is pressed, that wire is the LOCK wire.

If Meter Reads 0 Volts when UNLOCK position is pressed, that wire is the UNLOCK wire.

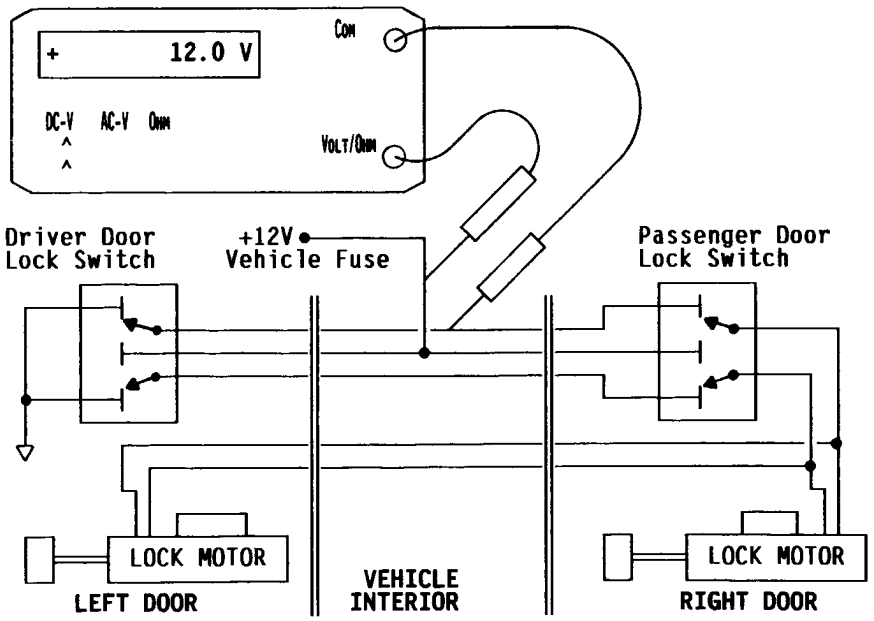
VERIFY THIS IS THE PROPER WIRE! PRESS RIGHT LOCK SWITCH, TO LOCK or UNLOCK, WHICH MADE METER READ 0 VOLTS WHEN THE LEFT SWITCH WAS PRESSED. METER SHOULD CONTINUE DISPLAYING +12V: CORRECT WIRE

If meter diplays 0 Volts when you operate Right Lock switch, you have found the left lock motor wire and is INCORRECT wire! Try another wire.

Now attach the BLACK meter probe to the second wire and repeat the test procedure above.

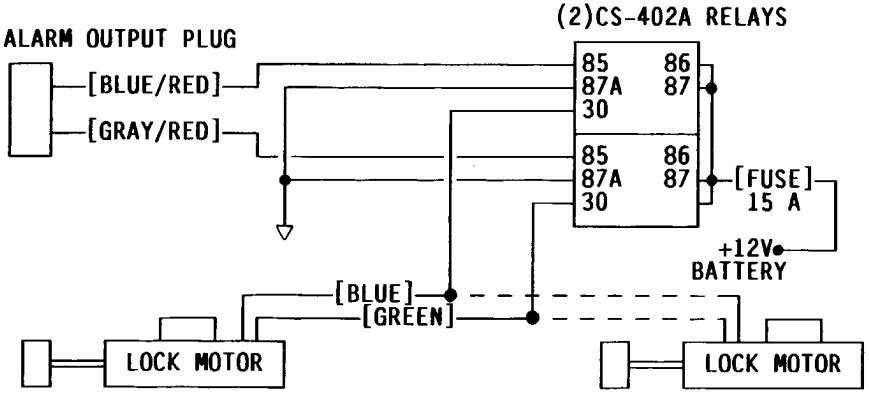
* there may be two(2) wires of the same color.

ONCE YOU HAVE FOUND BOTH WIRES, FOLLOW DIRECTIONS ON PREVIOUS PAGE FOR CONNECTING ALARM DOOR LOCK/UNLOCK HARNESS.



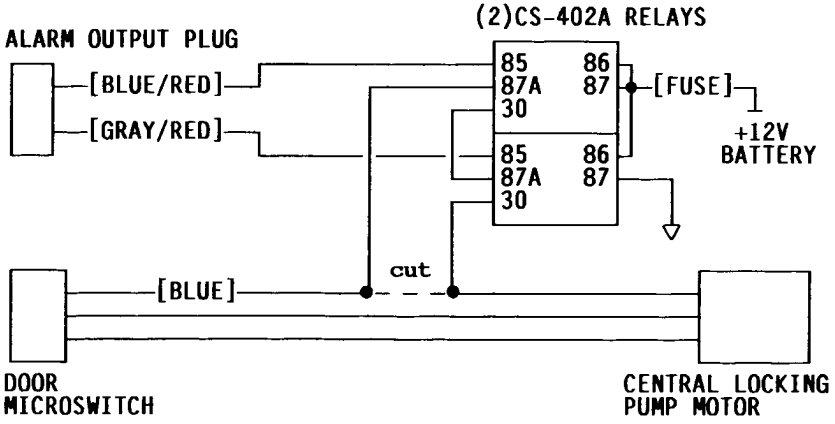
4. SEMI-AUTOMATIC AND AFTERMARKET SYSTEMS

A semi-automatic system is one in which ONLY the driver door lock system will lock and unlock all doors. For these systems it will be necessary to install a CS-610S-2 door lock actuator. These systems are most commonly found on Nissan/Datsun, Volvo, Saab, Peugeot, and Volkswagen.
For vehicles not equipped with power locking, CS-610S-1 actuators may be installed in all doors.
Follow diagram below for all CS-610 door lock actuators.



5. SPECIAL VEHICLE DOOR LOCK INTERFACING

There are now a multitude of unusual door locking systems being used. Below the Mercedes-Benz wiring diagram applies to all M-B Electric Vacuum Pump locking systems.



MERCEDES-BENZ VACUUM LOCKING
PROGRAM LOCK/UNLOCK PULSE TIME FOR 3 SEC.

AUTO LOCK FEATURE (PROGRAMMABLE)

Automatically locks power door locks 4 seconds after ignition is turned "on", only if doors were closed and the dome light was out before the ignition key is turned ON (Alarm dome light circuit excepted).

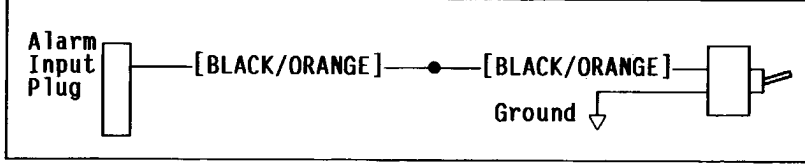
PASSIVE ARMING SWITCH BLACK/ORANGE 22 GAUGE (PASSIVE CARJACK SELECT/VALET SWITCH)

A Switch is provided to allow passive arming to be engaged (turn "on") and disengaged(turn "off").
The alarm system has two modes of operation.
1) PASSIVE SWITCH "ON": System will arm automatically 30 seconds after last door is closed or system can be armed with transmitter.
2) PASSIVE SWITCH "OFF": System will arm only with transmitter.

Passive arming is "ON" when dash LED is lighted solid after turning ignition "OFF" and door is open.

If both a door and hood/trunk are open, passive arming will not begin until one of the entry zones is closed. This is called Passive Hold.

IGNITION MUST BE "ON" WHEN CHANGING MODES.



ACTIVE REARM (DEFEATABLE)

This feature will make the alarm system automatically rearm 60 seconds after it has been disarmed. This is to ensure the vehicle is always protected, even if accidentally disarmed. If you remotely Disarm the system, AND you desire the system to remain disarmed, simply open and close any door. Once a door has been opened, system will remain disarmed.
1) A SYSTEM DISARMED WILL REARM IN 60 SECONDS.
2) A SYSTEM DISARMED WILL REMAIN DISARMED IF A DOOR IS OPENED WITHIN 60 SECONDS.

IMPORTANT NOTE: DETERMINE IF THIS FEATURE IS DESIRED BEFORE CONNECTING DOOR TRIGGER CIRCUITS. THIS WILL AFFECT HOW YOU WIRE THE SYSTEM.

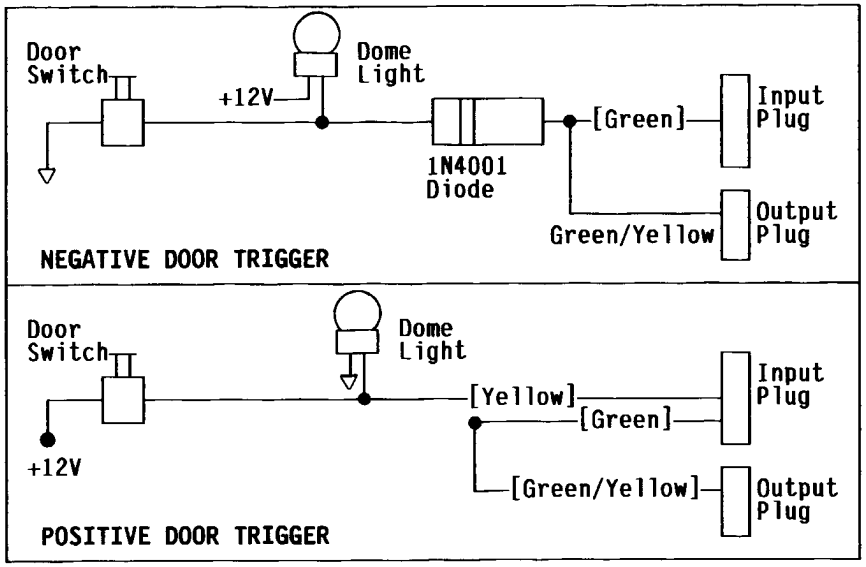
ACTIVE REARM WIRING

1) IF DOME LIGHT TURN-ON IS NOT USED, ACTIVE REARM IS ENABLED.
2) IF DOME LIGHT TURN-ON IS CONNECTED, AND RELAY OUTPUT IS CONNECTED TO ALARM DOOR TRIGGER WIRE, ACTIVE REARM IS DISABLED.

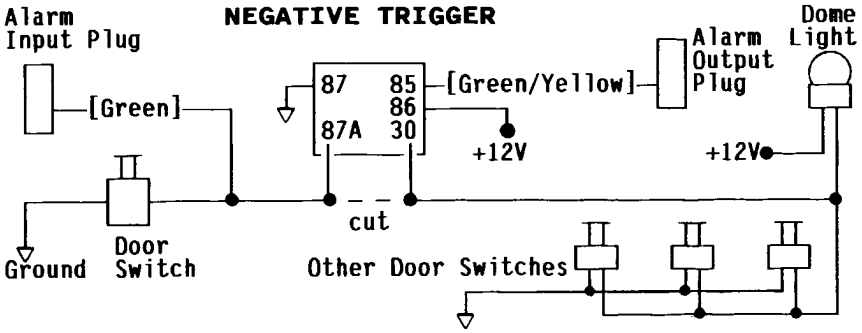
ACTIVE REARM (CONTINUED)

The following diagrams and headings will guide you through proper wiring required to have either:
ACTIVE REARM ENABLED OR ACTIVE REARM DISABLED

ACTIVE REARM DISABLED WITHOUT DOME LIGHT TURN-ON CONNECTED FOLLOW DIAGRAMS BELOW:

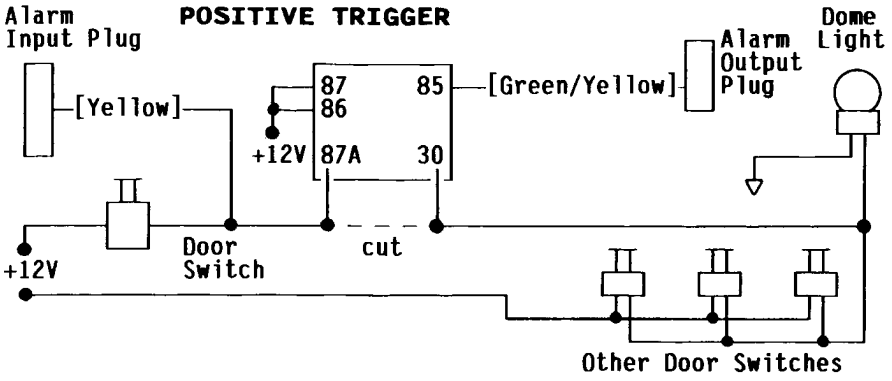


ACTIVE REARM ENABLED WITH DOME LIGHT TURN-ON CONNECTED. USE EXTERNAL ISOLATION RELAY (CS-402A).



SPECIAL NOTE: IN THE CIRCUITS PICTURED, ONLY ONE DOOR WILL TURN OFF ACTIVE REARM DURING THE FIRST 30 SECONDS AFTER DISARM. AFTER 30 SECONDS (DOME LIGHT OFF) ANY DOOR WILL TURN OFF ACTIVE REARM.

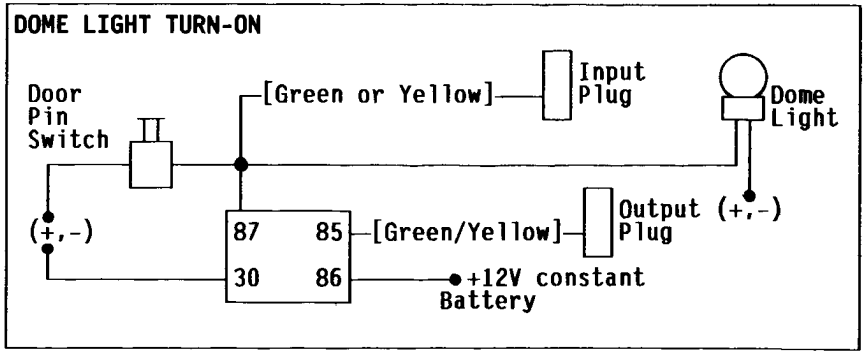
ACTIVE REARM (CONTINUED)



SPECIAL NOTE: IN THE CIRCUITS PICTURED, ONLY ONE DOOR WILL TURN OFF ACTIVE REARM DURING THE FIRST 30 SECONDS AFTER DISARM. AFTER 30 SECONDS (DOME LIGHT OFF) ANY DOOR WILL TURN OFF ACTIVE REARM.

DOME LIGHT TURN-ON GREEN/YELLOW 22 GAUGE

This wire, when connected to a relay, will activate the vehicle dome light to turn on when the alarm system is DISARMED. The dome light will remain on for 30 seconds or until the key is placed in the ignition(Key Sense connected), or with some vehicles ignition may have to be turned on.
This feature CAN BE WIRED 3 DIFFERENT WAYS AND WILL AFFECT ACTIVE REARM FEATURE. The two diagrams below show the dome light feature connected to DISABLE ACTIVE REARM. SEE PAGE 22.



REMOTE AUXILIARY OUTPUT GREEN/RED 22 GAUGE WIRE

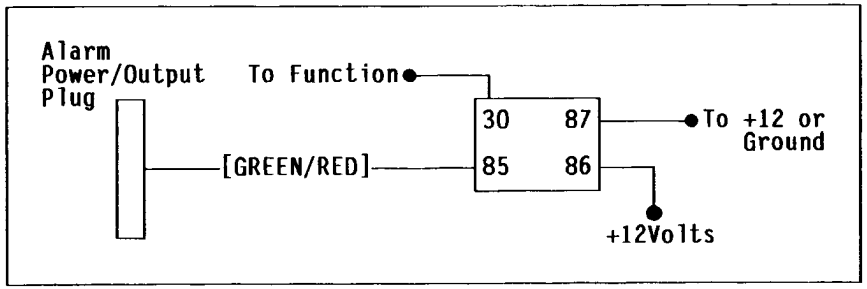
REQUIRES RELAY

This wire provides a 150 mA momentary negative output and can be programmed in 2 ways.

1) To operate as a momentary output, with or without Disarm.
2) To operate as a 30 second Timed output.

SEE CODE LEARN FEATURE PROGRAMMING

NOTE: Momentary output will remain on for as long as the Remote transmitter button is depressed.



SYSTEM POWER-UP:

It is strongly recommended to read the operators manual prior to testing the system. This will enable you to easily understand if the system is operating properly.

SYSTEM WILL POWER-UP ONE OF TWO WAYS:

1) DISARMED: SYSTEM WILL POWER-UP SILENTLY OR CHIRP ONCE WHEN FUSE IS INSERTED INTO FUSE HOLDER AT BATTERY.

   SYSTEM IS READY FOR TESTING AND PROGRAMMING.

2) ARMED: SYSTEM WILL TRIGGER WHEN FUSE IS INSERTED INTO FUSE HOLDER AT BATTERY.
   THIS MEANS THE SYSTEM WAS PREVIOUSLY DISCONNECTED FROM POWER WHILE ARMED. TO SHUT SYSTEM OFF, DEPRESS TRANSMITTER BUTTON #1. SIREN WILL CHIRP TWICE TO INDICATE SYSTEM IS DISARMED. IF SYSTEM WILL NOT DISARM THROUGH TRANSMITTER, PERFORM AN EMERGENCY OVERRIDE OF THE SYSTEM.

   SYSTEM IS READY FOR TESTING AND PROGRAMMING.

PROGRAMMING

This system has several features that can be programmed by one of two methods. Below is listed the method of programming and the features that can be programmed by that method.

CODE LEARNING FEATURES - These features are programmed when the Transmitter Programming Procedure is performed:

PASSIVE DOOR LOCKING ON/OFF:

PASSIVE LOCKS ON - Vehicle door OPEN when performing Transmitter Programming Procedure.

PASSIVE LOCKS OFF - Vehicle door CLOSED when performing Transmitter Programming Procedure.

ALARM DOOR TRIGGER WIRE MUST BE PROPERLY CONNECTED FOR PROGRAMMING TO OPERATE CORRECTLY.

3 SECOND DOOR LOCK/UNLOCK PULSE

Factory default is 1 second lock/unlock pulse.

To change to a 3 second pulse:

1) Perform Transmitter Programming Procedure,
2) When Confirmation chirp is heard, release transmitter button and continue holding program switch another 4 seconds until a second confirmation chirp is heard.

Repeat this procedure to return to 1 second pulse.

REVERSING CHANNELS 2 AND 3

Factory default:
CHANNEL 2 = BUTTON 2 = AUX FUNCTION(Carjack Disarm/Reset)
CHANNEL 3 = BUTTON 1,2 = SILENT ARM/DISARM(Carjack Engage)

To have Button 2 and 1,2 switch function, follow procedure:

1) Ground WHITE/RED Test Mode wire
2) Turn IGN ON then OFF. Make sure RED Dash LED starts Diagnostic/Test cycle.
3) Press and Hold Program switch 4 seconds until Confirmation chirp.

Channels may be reversed back to Factory default by repeating procedure.

REVERSING TRANSMITTER CHANNELS DOES NOT AFFECT PROGRAMMING INSTRUCTIONS. ALWAYS FOLLOW PROGRAMMING INSTRUCTIONS EVEN IF YOU HAVE REVERSED CHANNELS

PROGRAMMING
CODE LEARNING FEATURES CONTINUED

AUX. OUTPUT MOMENTARY OR 30 SECOND TIMED
Factory default is MOMENTARY.
To change to 30 SECOND TIMED:
1) follow Transmitter Programming Procedure.
2) at Step 5, press Transmitter BUTTON #2 and Program switch until Confirmation chirp.

To change to MOMENTARY: Repeat procedure above.

Ignition ON resets 30 second timer or press Channel 2 again

AUX. OUTPUT WITH/WITHOUT DISARM:
AUX. OUTPUT WITH DISARM - Vehicle hood/trunk CLOSED when performing Transmitter Programming Procedure. (Gray wire ungrounded)
AUX. OUTPUT WITHOUT DISARM - Vehicle hood/trunk OPEN when performing Transmitter Programming Procedure. (Gray wire grounded)

SOLDER PAD FEATURES - These features are programmed by connecting the corresponding pairs of pads. A soldering iron or pen will be required to connect the pads. DO NOT USE SOLDERING GUN TO CONNECT PADS

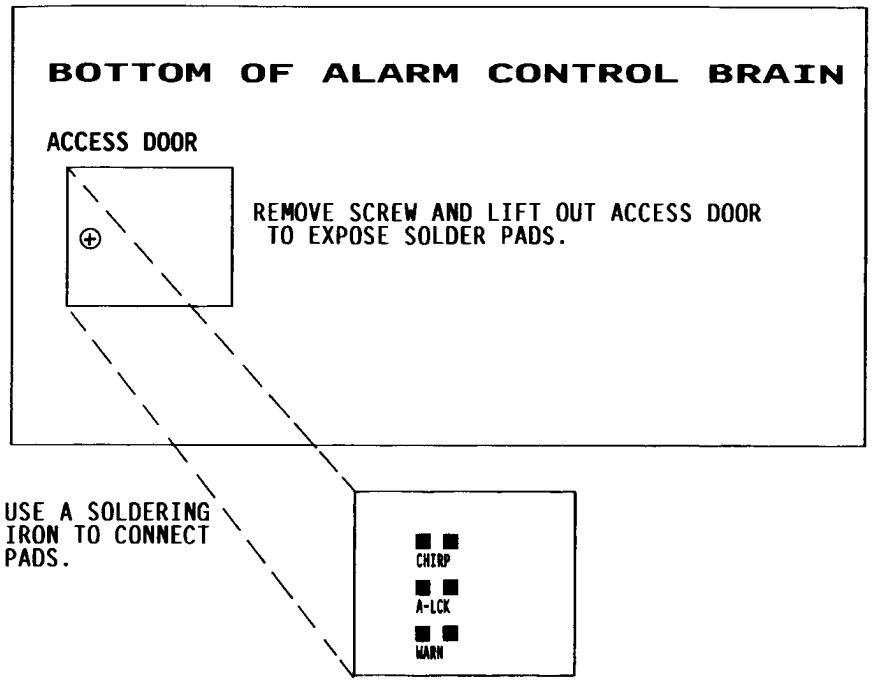
DOOR WARNING TIMING SELECT: WARN
Connect pads together to change Warning timing from 8 seconds to 32 seconds to allow dome lights time to turn off.
*This feature will prevent the system from falsely reporting a door problem at the vehicle.

SOLDER PAD FEATURES CONTINUED

AUTO LOCK: A-LCK
Connect pads together to DEFEAT the "key on" door locking.

2ND VEHICLE OPERATION: CHIRP
Connect pads together to:
a) Defeat silent arm/disarm feature
AND
b) Enable Channel #3 (Buttons 1&2) to operate another SAMURAI alarm system

PROGRAMMING PADS ARE LOCATED ON P.C.B. UNDER ACCESS DOOR OF ALARM CONTROL BRAIN



TRANSMITTER CODE LEARNING

This security system features a sophisticated Code learning process. System cannot be programmed unless disarmed AND system is in the TEST MODE.

The Alarm actually "learns" the code of each the Transmitter. The transmitter code has been randomly selected (coded) at the factory from over 500,000 combinations.

The alarm control module is capable of accepting up to 3 different transmitter codes. This is to allow you to program additional remotes to operate the same system.

When two(2) Vehicles are protected, you may operate both from one transmitter. Follow the 2 VEHICLE PROGRAMMING instructions to program this feature.

TRANSMITTER PROGRAMMING PROCEDURE

TO PROGRAM, THE FOLLOWING PROCEDURE MUST BE PERFORMED:

1) ALARM MUST BE DISARMED.
2) TURN IGNITION TO "ON" POSITION.
3) ENGAGE TEST MODE. GROUND WHITE/RED TEST MODE WIRE. (DASH LED WILL TURN ON "SOLID" FOR ABOUT 4 SECONDS, THEN FLASH DIAGNOSTIC RECALL. SEE TESTING SECTION.
4) MAKE SURE ANY PROGRAMMABLE OPTIONS ARE SET PROPERLY. SEE CODE LEARNING FEATURES
5) PRESS AND HOLD BOTH TRANSMITTER BUTTON #1 AND PROGRAM SWITCH, AT THE SAME TIME. SIREN WILL CHIRP TO INDICATE THE TRANSMITTER CODE HAS BEEN ACCEPTED.
6) RELEASE BOTH TRANSMITTER AND OVERRIDE BUTTONS.
   NOTE: SYSTEM IS ARMING, DISARM SYSTEM BEFORE PROGRAMMING ANOTHER TRANSMITTER.
7) PROGRAM ADDITIONAL REMOTES AS NECESSARY USING STEPS 5 & 6 ABOVE.
8) ONCE PROGRAMMING IS COMPLETE, UNGROUND WHITE/RED TEST MODE WIRE, THEN TURN IGNITION "OFF".

NOTE: WHEN SYSTEM IS IN TEST MODE WITH KEY "ON", THE EMERGENCY DISARM SWITCH OPERATES ONLY AS THE PROGRAM SWITCH - YOU CANNOT CODE ERASE OR EMERGENCY DISARM WHEN THE SYSTEM IS IN TEST MODE!!!

CODE RESET: CLEARS ALL SECURITY CODES.

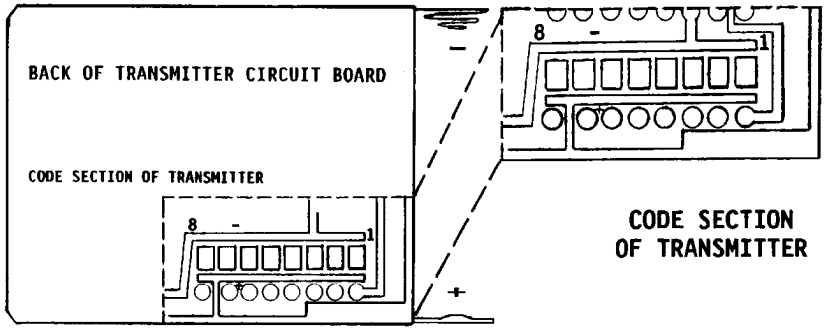
WITH SYSTEM DISARMED, TURN IGNITION "ON", PRESS AND HOLD OVERRIDE BUTTON FOR APPROX. 12 SECONDS UNTIL THE 6 WARNING CHIRPS SOUND.

WARNING:
WHEN IN TEST MODE DO NOT PRESS PROGRAM BUTTON WITHOUT ALSO PRESSING BUTTON #1 OF TRANSMITTER. INADVERTENT UNDESIRABLE PROGRAMMING MAY OCCUR.

2 VEHICLE OPERATION

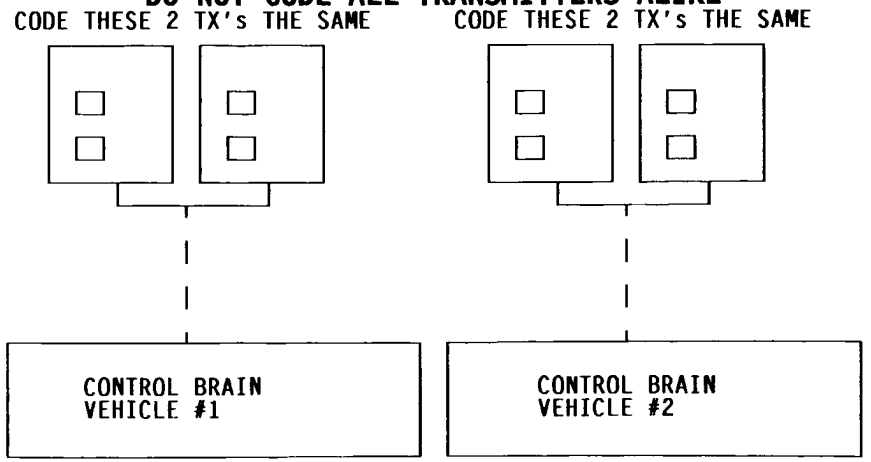
To have a single transmitter operate TWO alarm systems it will be necessary to connect the "CHIRP" program pad of BOTH alarm systems (SEE SOLDER PAD FEATURES above). This will allow both systems to be operated by the transmitters of each vehicle.

Each system comes with two(2) differently coded transmitters. To have all transmitters operate both systems, it is necessary to recode the transmitters.



RECODE TRANSMITTERS OF VEH #1 TO MATCH EACH OTHER.
AND
RECODE TRANSMITTERS OF VEH #2 TO MATCH EACH OTHER.

DO NOT CODE ALL TRANSMITTERS ALIKE



2 VEHICLE PROGRAMMING PROCEDURE

When programming two vehicles follow the procedure below:
1) Recode both sets of transmitters as above.
2) Perform a CODE RESET on Veh #1, then reprogram ONE of the transmitters to the alarm brain using TRANSMITTER PROGRAMMING PROCEDURE.
3) Check the 2nd transmitter for proper operation.
4) If ok, do steps 1 - 3 for Veh.#2.
5) Make certain "CHIRP" pad is soldered on both units.
6) Program ONE of the transmitters of VEH.#2 to Veh. #1: depress buttons 1 & 2 at the same time during step #5 of TRANSMITTER PROGRAMMING PROCEDURE.
7) Program ONE of the transmitters of VEH.#1 to Veh. #2: depress buttons 1 & 2 at the same time during step #5 of TRANSMITTER PROGRAMMING PROCEDURE.
8) 2 Vehicle Programming is now complete.

OPTIONAL CARJACK PROTECTION FEATURE
(PROGRAMMABLE)

WHAT IS CARJACK PROTECTION?

Carjack Protection is a programmable feature of this alarm system that addresses the newest type of car theft; being forcibly removed from your vehicle and having your vehicle taken from you under threat of bodily harm.
A "Carjacking" can occur anywhere at anytime. Our CARJACK feature protects you by permitting you to activate a special sequence of events, designed to force the thief to abandon the vehicle AFTER you are free from danger.
This feature can be activated and deactivated with a remote control transmitter, and will also activate passively(automatic), so the CARJACK feature is always ready to protect.

TERMS

The following terms will help you understand the features and basic operation of CARJACK.

CARJACK FEATURE ENABLED - The Carjack feature is programmed to operate. When ENABLED, the Carjack mode is available for use both passively and with the remote control transmitter.
CARJACK FEATURE DISABLED - The Carjack feature IS NOT programmed to operate. When DISABLED, the Carjack mode will not be available for use.
REMOTE CARJACK MODE - ARMED/DISARMED by pressing designated channels of remote control transmitter. In-Dash LED will flash 8 times to indicate ARMED.

TERMS CONT.

PASSIVE CARJACK MODE - ARMED/DISARMED by changing Passive switch to "ON" or "OFF" position, and pressing override switch in proper sequence. System will sound 1 siren chirp for ARMED, 2 chirps for DISARMED.
PASSIVE CARJACK VALET - Allows the user to temporarily inhibit Passive Carjack without having to DISARM Passive Carjack Mode. This will also inhibit Alarm system passive arming.
REMOTE/PASSIVE CARJACK ARMED - Carjack feature is "ON" and ready to protect you and your vehicle. Carjack mode must be DISARMED or RESET (see Countdown Reset) to drive vehicle without Carjack being triggered.
REMOTE/PASSIVE CARJACK DISARMED - Carjack feature is "OFF" and MUST BE ARMED passively or by remote control to protect you and your vehicle.
COUNTDOWN - 2 Minute Timer that starts if Carjack is ARMED and TRIPPED. When COUNTDOWN expires, Carjack will TRIGGER sirens, parking lights, starter kill and a special delayed output.
CARJACK COUNTDOWN TRIP - Starts COUNTDOWN if Carjack is ARMED. COUNTDOWN starts when ignition is turned "ON"(REMOTE) or when both ignition "ON" and Door Open/Key-Sense active (PASSIVE).
COUNTDOWN RESET - 2 Minute Timer is reset ONLY when channel 2 of remote control transmitter is pressed before TRIGGER occurs. This may be done with or without the ignition "on". If ignition is turned "off" after countdown has started, timer will stop and reset. If ignition is turned back "on", 2 minute countdown will start over.
CARJACK TRIGGER - Occurs when COUNTDOWN expires. System will sound siren, flash parking lights, and eight(8) seconds later, starter kill and special CARJACK OUTPUT activate.
CARJACK TRIGGER RESET - RESETS(DISARMS) CARJACK TRIGGER one of two ways: 1) with the remote control transmitter by pressing designated channel for 4 seconds; 2) with Emergency Disarm switch by pressing button for 4 seconds with ignition "OFF".

CARJACK FEATURES

When programmed, the operation of many features on this system will be altered.
WE RECOMMEND THOROUGHLY READING THIS SECTION.

YOU MUST READ OWNER/OPERATOR MANUAL AND UNDERSTAND CARJACK OPERATION BEFORE PROGRAMMING AND TESTING THIS SYSTEM

CARJACK FEATURES:

* REMOTE CARJACK ARMING and DISARMING
* PASSIVE CARJACK ARMING and DISARMING (user programmable)
* AUDIBLE/VISUAL CONFIRMATION OF CARJACK DISARM (Only after Countdown Trigger)
* LED CONFIRMATION OF CARJACK ARMING and COUNTDOWN TRIGGER
* 2 MINUTE COUNTDOWN STARTS WHEN CARJACK TRIPPED
* CARJACK TRIPS WITH IGNITION "ON"(REMOTE), or WITH OPEN DOOR AND IGNITION "ON"(PASSIVE).
* SIREN and LIGHTS TRIGGER AFTER 2 MINUTE COUNTDOWN
* 8 SECONDS AFTER SIREN/LIGHTS TRIGGER, STARTER DISABLE and CARJACK OUTPUT TURN "ON".
* 5 MINUTE CARJACK TRIGGER CYCLE WITH AUTOMATIC ALARM ARMING AFTER RESET.
* REMOTE & MANUAL(in car) COUNTDOWN/TRIGGER RESET

CHANGES WITH CARJACK FEATURE ENABLED:

1) CHANNEL 3 IS REMOTE CARJACK ARMING
2) CHOICE OF 2ND CHANNEL FUNCTION
   A) Silent Arm/Disarm - "Chirp" pad connected
   B) Aux Function - "Chirp" pad disconnected
3) CARJACK RESET ALWAYS on REMOTE CHANNEL 2. If Ignition is "OFF", Channel 2 will also operate Silent Disarm OR Aux Output
4) NO 2 VEHICLE OPERATION
5) EMERGENCY DISARM SWITCH ALSO ARMS/DISARMS PASSIVE CARJACK MODE
6) PASSIVE/ACTIVE SWITCH ALSO OPERATES PASSIVE CARJACK VALET

PROGRAMMING CARJACK PROTECTION FEATURE

The CARJACK feature is programmed the same way as adding a new transmitter code, using the code learning procedure to turn the CARJACK feature "ON"(ENABLED) or "OFF"(DISABLED).
FOR PASSIVE CARJACK PROGRAMMING INFORMATION, REFER TO PASSIVE CARJACK SECTION.

YOU MUST READ OWNER/OPERATOR MANUAL AND UNDERSTAND CARJACK OPERATION BEFORE PROGRAMMING THIS FEATURE

!! ATTENTION IMPORTANT !!
MUST READ

IF CARJACK TRIGGERS,(SIREN SOUNDING) PRESS AND HOLD CHANNEL 2 ON TRANSMITTER 4 SECONDS TO TURN OFF

PROGRAMMING PROCEDURE

1) Alarm MUST be disarmed.
2) Turn ignition to "ON" position.
3) Engage Test Mode - Ground WHITE/RED test mode wire. (Dash LED should light solid for several seconds)
4) Make sure any programmable options are set properly.
5) Press and hold BOTH TRANSMITTER BUTTONS #1 & #2, and PROGRAM SWITCH, AT THE SAME TIME. Siren will chirp to indicate the programming has been accepted.
6) Release both transmitter and override buttons.

CARJACK FEATURE and Passive Carjack Trip wire are now programmed to operate,
To REMOVE CARJACK FEATURE, (CARJACK DISABLED) simply repeat the above procedure.

EMERGENCY DISARM SWITCH

This switch is also used for ARMING and DISARMING Passive Carjack Mode, and as an Emergency Disarm for Carjack, in the event of a lost transmitter. The switch should be mounted in a hidden location, that is also easily accessible to the customer/user of the system.

PASSIVE CARJACK MODE

The Passive Carjack Mode will work only if the Carjack Feature has been programmed to operate.

YOU MUST READ OWNER/OPERATOR MANUAL AND UNDERSTAND CARJACK OPERATION BEFORE USING PASSIVE CARJACK OR PROGRAMMING PASSIVE CARJACK TRIP WIRE.

FEATURES OF PASSIVE CARJACK MODE:

* Arm and Disarm with the PASSIVE and OVERRIDE SWITCHES
* Passive(automatic) Arming is ALWAYS "ON" when Passive Carjack is Armed
* Carjack Valet Mode for Service conditions
* Audible/Visual confirmation of Arm/Disarm
* Remote Disarm of Passive Countdown for Normal Use
* Audible/Visual confirmation of Countdown Reset
* Ignition "off" turns off and resets Countdown, if Countdown has not expired.

REMOTE CARJACK ARMED SUPERSEDES PASSIVE CARJACK ARMED
CARJACK COUNTDOWN WILL TRIP INSTANTLY WITH IGN. "ON"

DOOR WIRE PROGRAMMED FOR PASSIVE CARJACK TRIP

The door wire is programmed for Passive Carjack Trip, ANY DOOR will trip (start) the 2 minute countdown with Ign. ON.

TESTING

INSTALLER TEST MODE WIRE

WHITE/RED 22 GAUGE

THE **WHITE/RED** TEST MODE WIRE WHEN GROUNDED WILL ALLOW THE SYSTEM TO BE TESTED QUICKLY WITHOUT HAVING TO CONTINUALLY ARM AND DISARM WITH TRANSMITTER. WHEN THIS WIRE IS GROUNDED, ALARM SIREN CYCLE IS REDUCED TO 4 SECONDS, ALLOWING TRIGGER INPUTS, SYSTEM RESET, AND BYPASS CIRCUITS TO BE TESTED QUICKLY.

TO ENGAGE TEST MODE AND TEST SYSTEM, FOLLOW THE PROCEDURE BELOW:

1) TURN IGNITION "ON".
2) GROUND **WHITE/RED** WIRE TO ENGAGE TEST MODE.(LED WILL LIGHT SOLID FOR ABOUT 4 SECONDS)
3) TURN IGNITION "OFF".
4) ARM SYSTEM WITH TRANSMITTER.
5) WAIT FOR LED TO START FLASHING RAPIDLY.
6) IF VEHICLE IS EQUIPPED WITH POWER LOCKS, UNLOCK DOOR WITH KEY. OPEN THEN CLOSE DOOR. SIREN WILL SOUND FOR 4 SECONDS, THEN SHUT OFF.
7) CHECK DASH LED TO SEE IF IT INDICATES 1 TRIGGER. (DASH LED WILL FLASH ONCE EVERY 2 SECONDS.)
8) WAIT 8 SECONDS, OPEN DOOR AGAIN, AND LEAVE OPEN. SIREN WILL SOUND FOR 8 SECONDS, THEN SHUT OFF. DASH LED WILL FLASH 3 TIMES. SYSTEM HAS BYPASSED DOOR ZONE AFTER TWO CYCLES. **SYSTEM IS STILL ARMED.**
9) DISARM WITH TRANSMITTER. SIREN WILL SOUND 3 LONG CHIRPS. INDICATES DISARM WITH INTRUSION, AND BYPASSED ZONE.
10) CLOSE DOOR. ARM SYSTEM WITH TRANSMITTER. SIREN SOUNDS 1 SHORT CHIRP. INDICATES ALL ZONES ARE NOW OK.
11) REPEAT STEPS 3 - 9 FOR ALL ENTRY POINTS.
12) WHEN TESTING SENSOR ZONES, MAKE CERTAIN TO WAIT 8 SECONDS AFTER ARM LED STARTS FLASHING TO ALLOW SENSOR ZONE TO CLEAR. SENSOR ZONES ARE DELAYED FOR 8 SECONDS AFTER ARMING TO ALLOW SENSORS TO SETTLE AFTER EXITING THE VEHICLE.
13) WHEN TESTING IS COMPLETE, TURN IGNITION "ON", UNGROUND TEST MODE WIRE, TURN IGNITION "OFF".

NOTE: ONCE TESTING IS COMPLETE, MAKE CERTAIN TO PROTECT TEST MODE WIRE FROM ACCIDENTALLY GROUNDING OUT BY COVERING EXPOSED WIRE WITH ELECTRICAL TAPE.

DIAGNOSTIC RECALL MODE

Diagnostic Recall is always activated when the TEST MODE is entered by grounding the WHITE/RED TEST MODE wire and turning the ignition to "ON". The LED will display the last 4 zones which where activated when the alarm was armed. This will be especially helpful when trouble-shooting false alarm problems.

This system has 3 separate intrusion zones, allowing the system to bypass an individual zone if a problem occurs. This permits the system to continue protecting the vehicle without creating false alarms. These zones are numbered for identification by the LED recall. Number of flashes equals Zone #. The Recall cycle starts when the LED lights up solid for about 4 seconds, then each of the last 4 triggers are displayed(most recent trigger displayed first) with rapid flashes of the LED.
ZONE 1: SENSOR = 1 flash
ZONE 2: DOOR ENTRY = 2 flashes
ZONE 3: HOOD/TRUNK ENTRY = 3 flashes
The Diagnostic Recall will continuously display until you exit the TEST MODE.

PROGRESSIVE INTRUSION ZONE RECALL

This system is designed to recall all zones triggered during any single alarm cycle. This means if the sensor initially triggers the system and then the door is opened, the LED recall will show both a sensor and door intrusion.

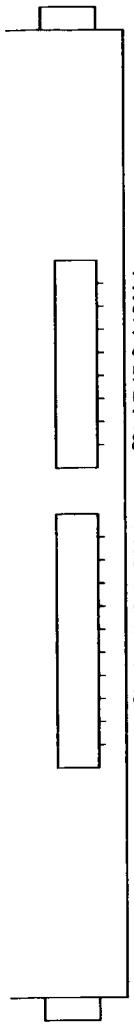
USING PASSIVE SWITCH TO TEST TRIGGER INPUTS

THE PASSIVE ARMING CIRCUIT CAN BE USED TO QUICKLY TEST TRIGGER INPUTS TO ASSURE THEY ARE OPERATING PROPERLY. YOU WILL HAVE 30 SECONDS TO CHECK ALL TRIGGERS BEFORE THE SYSTEM PASSIVELY ARMS.
1) TURN "ON" PASSIVE ARMING. IF DOOR IS OPEN, DASH LED WILL LIGHT SOLID WHEN IGNITION IS SWITCHED "OFF".
2) CLOSE DOOR- LED SHOULD TURN OFF. DOOR CIRCUIT IS OK.
3) TEST SENSOR- LED SHOULD TURN ON FOR 2 SECONDS THEN OFF. CIRCUIT IS OK.
4) OPEN AND CLOSE HOOD/TRUNK- LED SHOULD TURN "ON" THE "OFF". CIRCUIT IS OK.

NOTES: 1) IF BOTH DOOR AND HOOD/TRUNK ARE OPEN THE LED WILL NOT LIGHT - PASSIVE HOLD.
2) IF A ZONE HAS BEEN BYPASSED (LONG CHIRPS), THAT ZONE WILL NOT ACTIVATE THE LED "ON".

5) TURN "OFF" PASSIVE ARMING.

CS-9204SE QUICK SCAN DIAGRAM



INPUT PLUG

1.	GRAY	— INSTANT (HOOD/TRUNK)
2.	GREEN	— DOOR
3.	BLUE	— SENSOR
4.	BLACK/ORANGE	— PASSIVE SWITCH
5.	WHITE/RED	— TEST/DIAGNOSTIC
6.	PURPLE	+ OVERRIDE/PROGRAM
7.	YELLOW	+ DOOR
8.	ORANGE	+ IGNITION "ON"

POWER/OUTPUT PLUG

1.	RED	+ 12V MAIN SYSTEM POWER IN
2.	GREEN/RED	— AUX REMOTE OUTPUT
3.	BLUE/RED	— UNLOCK OUTPUT/+ LOCK OUTPUT
4.	GRAY/RED	— LOCK OUTPUT/+ unlock output
5.	GRAY/BLACK	— LED OUTPUT
6.	GREEN/YELLOW	— DOME LIGHT OUTPUT
7.	BROWN/WHITE	— ARMED OUTPUT
8.	BROWN	+ CONSTANT OUTPUT (SIREN)
9.	TAN	+ PULSE RELAY OUTPUT (LIGHTS)
10.	BLACK	— MAIN SYSTEM GROUND IN

ALARM MAIN WIRING DIAGRAM