INSTALLATION GUIDE

●

OWNER'S GUIDE

SECURITY SYSTEM
PRO-SERIES 6002

CONTENTS

BULLDOG SECURITY

Technical Assistance
All tech personnel are expertly qualified to answer any technical questions.
Technicians are available Monday through Friday from 9:00 a.m. until 8:00 p.m. and Saturday 10:00 a.m. until 4:00 p.m.

Address
288 Canton Avenue • Wintersville, Ohio 43953

Telephone
Phone: 740-264-4710 • 800-878-8007 • Fax: 740-264-7306

SYSTEM FEATURES

2 Long Range Four-Button Remotes	Hand-held, easy to use and lets you operate the system from an extended distance.
Keyless Entry with onboard relays	Two onboard relays are provided to work any vehicle's door locks without additional parts. This feature will remotely lock or unlock your power door locks even if the engine is running or the alarm is in valet mode.
Trunk Release	Remotely opens your trunk with a single push of a button.
Remote Car Finder	Locates your vehicle by chirping the siren and flashing the vehicles lights when activated by the transmitter (i.e. crowded parking lots, etc.).
Instant Personal Panic Protection	Provides instant panic protection by sounding the siren and flashing lights while inside or outside the vehicle, even if the engine is running.
Starter Immobilizer	Prevents a thief from starting your vehicle when your system is armed, even if he or she has your keys.
High Theft Area	Enables the system to chirp every 30 seconds in high theft areas to warn away thieves (remotely programmable).
Distracted Entry	In passive arming mode, if you disarm the system and get distracted from entering the vehicle, the system automatically rearms itself in one minute, whether the doors have been opened or not.
Valet	Prevents passive arming when being serviced, valet parked or washed. While in valet mode, you can still remotely lock and unlock the power door locks and access instant panic from your transmitter (remotely programmable).
Special Situations	Allows you to remotely lower the sensitivity of your shock sensor for special situations (i.e. when parking in or near construction zones, heavy rain, trucks, etc.) (remotely programmable).
Dome Light	Never walk up to a dark vehicle again. When disarming the vehicle by remote control, the dome light will come on and stay on for 30 seconds, or until you activate the ignition switch.
Active Arming	System arms only when the transmitter button is pressed.
Passive Arming	Automatically arms the system 1 minute after the last door is closed. Lowers car insurance in most states (remotely programmable).
Silent Arming	The system will perform all its functions without the chirping sound when arming and disarming the system.
Passive Arming with Door Locks	Arms the system and locks the doors automatically (remotely programmable).
Pre-Arming Chirps to Passive Arming	Warns you that your alarm will arm itself in 30 seconds (Patented).
Progressive Warning	Sounds pre-alarm warning chirps when a shock sensor or door switch is triggered. These chirps remind you to disarm the system before the siren goes to full activation.
Locking and Unlocking with the Ignition Switch	The doors will lock when the ignition is turned on and unlock when the ignition is turned off (remotely programmable).
Automatic Annoyance Override	If the same zone is violated 3 times while armed, that zone will turn off until the alarm is disarmed and rearmed.
6 Tone 126db Siren	Attracts more public attention by changing its tone every 6 seconds.
Current Sensing	Detects any voltage reduction in the vehicle caused by an interior dome light, hood or trunk light coming on (remotely programmable).
Plug In 8 Function LED Status Indicator	A visual theft deterrent flashes when the system is armed. It also lets you know which zone has been violated, and provides a visual reference to indicate if it is armed or in valet mode.
On-Board Parking Light Relay	Built in relay provides a positive (+) parking light output. No external relay needed.
On-Board Dual Stage Shock Sensor	Saves time in installation. Not sensitive to temperature or aging, but extremely sensitive to shock or glass breakage.

1

Ignition Detection	Adds protection by sounding the siren and flashing the lights if the ignition wire is hot-wired or turned on when the system is armed, even if the current sensor or door switch wires have been cut.
Computer Controlled Fan Sensor Override	No additional wiring needed. This model distinguishes between an electric fan turning on and a light bulb.
Code Learning	Allows your alarm to learn new remotes, should you want to add remotes, or if remotes are lost.
E Squares Memory Back Up	The system memorizes its programmed features if power is lost.
Limited Lifetime Warranty	Guarantees life-long protection.

SYSTEM COMPONENTS

1- Installation and Operation Guide
1- Main Control Module
2- Four Button Remote Transmitters
1- 126db Six Tone Siren
1- 16-Pin Wire Harness
1- 5-Pin Door Lock Harness

1- Starter Interrupt Relay and Prewired Socket
1- Momentary Switch
1- LED Status Indicator and Bracket
1- Warranty
2- Bulldog Window Decals

TECHNICAL ASSISTANCE

Should you need help. First check our website at www.bulldogsecurity.com or call our toll-free Tech Support Hotline Monday through Friday 9AM-8PM and Saturday 10AM-4PM EST at 800-878-8007.

You must give the following information:
•Name
•Telephone Number with Area Code (Fax number if applicable)
•Year, Make, and Model of the vehicle
•The model you are installing
•The type of assistance you are requesting

If you give the above information you will be called back as soon as possible.
Please do not skip any steps.

BEFORE YOU BEGIN

Congratulations, you have purchased one of the most advanced alarm systems ever made. Your new alarm is a technological breakthrough utilizing the most advanced, state-of-the-art technology and components. It is computer controlled and manufactured in the U.S.A. The dependability and variety of features make Bulldog Security the leader in the industry. Enjoy your new alarm for years to come!

Since there are many different makes and models of vehicles, look at our website, www.bulldogsecurity.com.

Read this manual thoroughly BEFORE starting the installation. Please do not skip any steps. Mount the control module under the driver's dash inside the vehicle after all connections have been made. Do not mount the control module in the engine compartment.

PRE-INSTALLATION DISCUSSION
It is always good policy to discuss the following topics with your customer. Use masking tape or post-it notes to indicate the preferred mounting locations of interior components.

CHECK WITH YOUR CUSTOMER
•LED position, visible from as many of the vehicle's windows as possible for its deterrent value.
•Which option(s) the customer wants programmed.
•Choose Anti-carjacking and override switch locations for convenient customer use.

PRECAUTIONS

SAFETY FIRST!
A periodic safety check is recommended to ensure that your system is in proper working order.

DO NOT use mechanical wiring connections, such as crimp or snap together wire connectors. Instead, follow the instructions on pages 3-4

DO NOT disconnect the battery if the vehicle has an anti-theft-coded radio or is equipped with an

airbag. Doing so may cause a warning light to be displayed which may require a trip to the dealer to be corrected.

DO NOT leave the interior or exterior lights on for an extended period of time as it may cause battery drain. Remove the dome light fuse from the vehicle's fuse box. **NOTE**: Alarm systems do not work well with a partially discharged battery.

NOTE: A volt meter must be used when testing.
DO NOT USE A TEST LIGHT unless it is computer-friendly. Other devices may cause electrical damage to sensitive and expensive circuits,

NOTE: To probe an insulated wire, put a piercing probe adapter on your meter or test light leads.

1. Except for the LED Status Indicator, NEVER mount components in view or where they can be easily disconnected.
2. Disconnect the dome light fuse until you are ready for final testing.
3. Mount the siren as far away from sources of heat (exhaust manifold, turbo charger, etc.) as possible. Tape, wrap or tube all wires. Run all wires to the siren as high up in the engine compartment as possible to prevent cutting from below.
4. Always suggest adding an optional shock sensor to protect the trunk.
5. Mount the control module only after all connections have been made and tested.
6. Using wire ties or double sided tape, mount the module as high under the dash as you can. Make sure the module is securely mounted.

MAKING WIRING CONNECTIONS

NOTE: In most cases you should not cut your vehicle wire in two.

1. Strip back two inches of insulation on the wire from the remote starter.

Two Inches of Bare Wire

2. Strip back one inch of insulation on the wire you need to connect to.

One Inch of Bare Wire

3. Separate the vehicle wire as shown. Make the separation large enough to fit the other wire through.

4. Insert the wire(s) from the starter through the hole as shown. If two or more wires are inserted, wrap them in opposite directions.
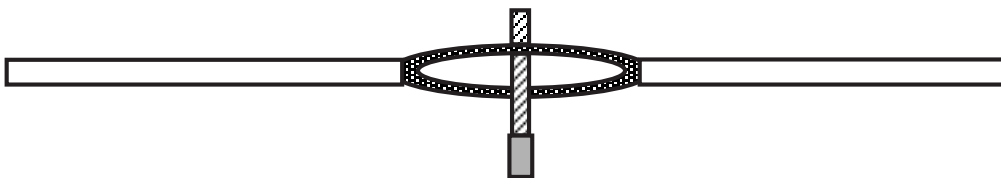
5. Wrap the wire around one side then the other and finally around itself as shown.

2 1

3
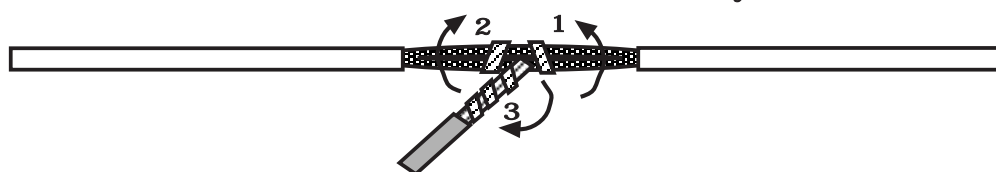
6. Use electrical tape to wrap. Be sure to cover the wire about two inches on either side of the connection. First pull the wire that you have just connected along side the wire you connected to, tape and wire tie them together. Use this method for all connections.

Wire Tie   Electrical Tape

3

CAUTION: All wires must be wrapped with tape and wire tied.

MAKING END TO END CONNECTIONS

Use this method ONLY when connecting two separate wires end to end.

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

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

3. Lay upper twisted pair of wires over right wire as shown. Bring lower twisted pair of wires up to meet the left wire as shown.
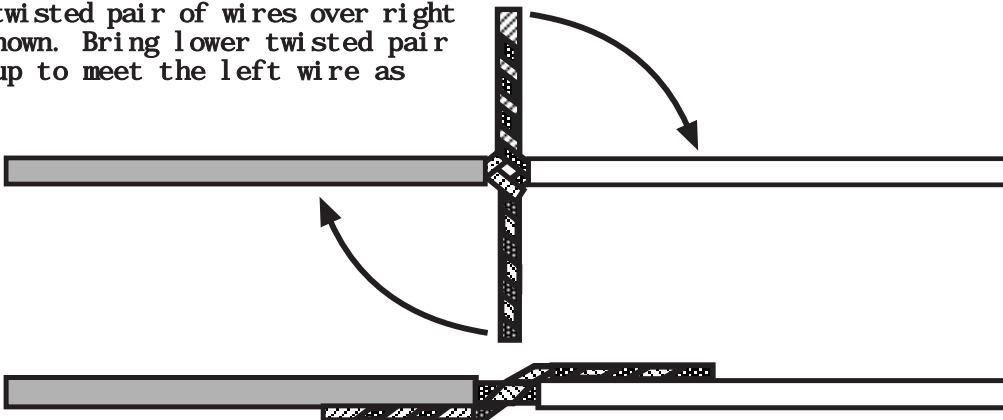
4. Use electrical tape to wrap, be sure to cover about 2 inches on either side of connection. Secure with wire ties as shown.
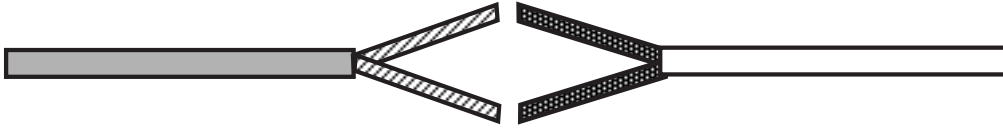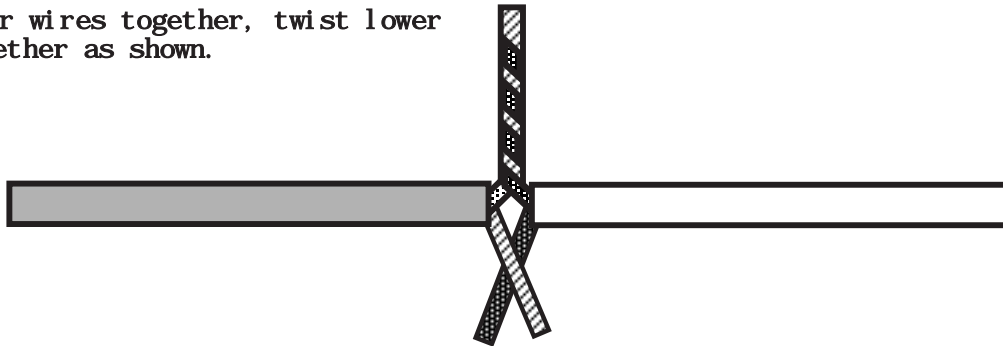
Electrical Tape

Wire Tie   Wire Tie
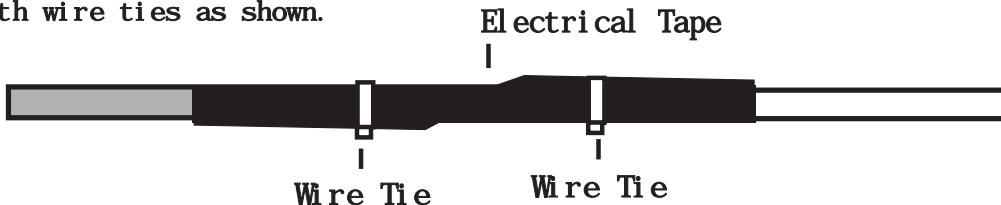
Use this method ONLY when connecting two separate wires end to end.

LOCATING & MAKING CONNECTIONS

MOUNTING AND CONNECTING THE SIREN
Select a location under the vehicle's hood for the siren.
• The mounting location should be solid and have no moving parts nearby.
• For the loudest sound, the siren should point down.
• The siren should not point straight up as moisture could collect in the siren horn.
• To prevent water damage, the siren should not be mounted in a wheel well, directly behind the radiator grill, or close to the ground.
Once you select a location, follow these steps to mount the siren:
1. Using the siren base as a template, mark the three mounting holes.
2. Drill an 1/8" hole at each mounting hole location, taking care not to damage anything behind the mounting surface.
3. Secure the siren to the mounting location with at least two of the mounting screws.

4. Connect the siren's **BLACK** wire to the third mounting screw, using the spade connector. Make sure this is a solid ground.
5. Connect the siren's **RED** wire to the module's **GREY** wire.

FINDING CONSTANT AND IGNITION POWER

Your system requires 12 volts constant and ignition 12 volt that is only on when the ignition is on.
1. There is usually a large gauge wire going to your ignition switch. Probe this wire. Confirm that the light comes on or the meter indicates 12 volts. This wire will show positive voltage in all key positions.
2. Connect the **RED** wire from the harness to this wire.
3. Connect the **BLACK** wire from the harness to a clean chassis ground using the spade terminal. **TEST**: Press transmitter Button #1 and the siren should chirp once. Wait 5 seconds, then press transmitter Button #1 again, and the siren should chirp twice.
4. Probe for a wire that has 12 volts only when the ignition is on. Confirm this by turning the ignition switch on and off while probing each wire, this wire will not show 12 volts with the key off.
5. Connect the **RED WITH BLACK STRIPE** wire to this wire. **TEST**: Turn the ignition switch to the ON position and then press transmitter Button #1, the system should not arm. If it does, you are not connected to the ignition wire.

CONNECTING THE STARTER IMMOBILIZER

Locate the cranking wire in the ignition switch harness. The cranking wire will show 12 volt only when the key is in the cranking position. Cut the wire in two. Try to crank the engine, it should not crank.
1. Connect the control module's **ORANGE** wire (-) output when armed to the optional starter immobilizer **ORANGE** wire.
2. Connect the wire coming from the ignition switch to the **RED** wire on the starter immobilizer, connect the other wire to the **WHITE** wire on the starter immobilizer.
3. Use a wire tie to secure the starter immobilizer relay to a non-moving part under the dash.
4. **TEST**: Press transmitter Button #1 to arm the system and then try to start the engine, it should not start. Press Button #1 again to disarm the system. This time the engine should start. Make sure all your connections are electrically sound and taped.
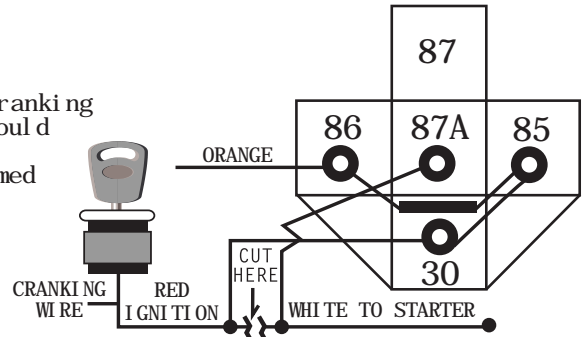
FINDING THE PARKING LIGHT WIRE

1. Locate the wire coming from the back of your vehicle's light control switch.
2. Use the vehicle's wiring color code chart to find the parking light wire, or simply connect this wire to the parking light wire usually found under the hood.
3. Turn on the parking lights. Test for a wire that indicates **12 volts only when the parking lights are on. This is a positive parking light wire.**
4. Connect this wire to the **BROWN** wire from the wiring harness.
5. **TEST**: Press transmitter Button #1, the parking lights should flash once, wait 5 seconds, then press the transmitter Button #1 again and the parking lights should flash twice, and then stay on for 30 seconds.
6. If the light control switch is located on your steering column, most likely it will be a (-) negative parking light wire and will require Part #775 to connect. See diagram above.

NEGATIVE PARKING LIGHT DIAGRAM ONLY Optional part #775 required.

DO NOT USE THE RED WIRE, TAPE OFF.
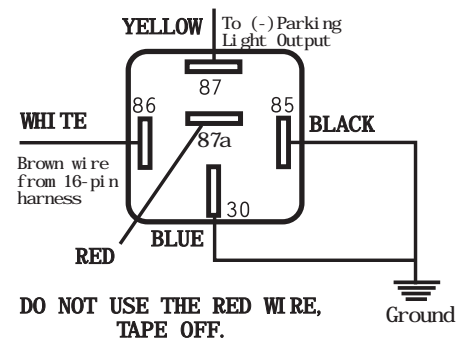
DETERMINING YOUR VEHICLE'S DOOR PIN SWITCH TYPE (Dome Light)

NOTE: You must connect the alarm to the door pin switch for the alarm to function properly.
1. On some vehicles this wire might also be called a door trigger and is usually behind the driver's kick panel. Some vehicles have logic controlled dome and courtesy lights that turn on differently depending on which vehicle door is opened. **Be sure to locate a wire that is triggered from all your vehicle's doors.**
2. Attach your meter or test light's positive lead to a point on the fuse block that has constant 12 volts. Use the other lead to probe the door pin switch wire. Then open the door. If the test light turns on or the meter indicates 12 volts, your vehicle has a **negative (-) switch** door pin.
3. If your door pin switch tests as a (-) negative, connect the **BLACK WITH YELLOW STRIPE** wire from the main wiring harness to this wire.
4. Most vehicles use a (-) negative switch, but if your does not, you will need to test for a (+) positive door pin switch.
5. Connect your meter or test light's negative lead to a good solid chassis ground. Use the positive lead or other lead probe to the door pin switch wire. Then open the door. If the test light turns on or the volt meter indicates 12 volts, your vehicle has a **(+) positive switch** door pin.
6. If your door pin switch tests as a (+) positive, connect the **BLACK WITH BLUE STIPE** wire from the main harness to this wire. **NOTE**: The door inputs activate 20 seconds after arming. Door switch testing should take place only after 20 seconds have elapsed after arming. Some vehicles such as HONDA have door switch isolation diodes on each door. These vehicles must be wired at the wire that triggers the dome light circuit after the diodes. If the door switch wires are difficult to reach, connect the input wire to the dome light itself. **Tape up the unused wire.**

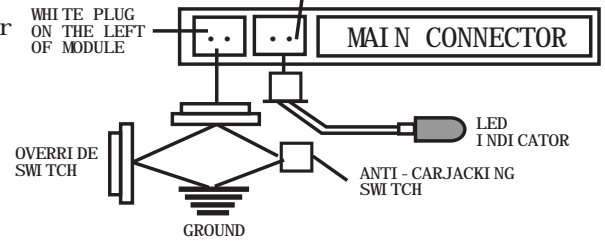## INSTALLING THE FLASHING LED STATUS INDICATOR

The LED indicator installs inside your vehicle and should be installed as high as possible and be visible from all windows. Drill a 1/4" mounting hole in the dash panel or use the supplied mounting bracket.
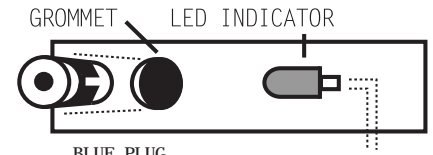
CONNECTING THE LED STATUS INDICATOR

Insert the blue plug of the LED status indicator into the blue plug next to the main connector. **TEST**: Press transmitter Button #1, the LED should flash.

GROMMET   LED INDICATOR

BLUE PLUG

WHITE PLUG
ON THE LEFT
OF MODULE

MAIN CONNECTOR

LED
INDICATOR

OVERRIDE
SWITCH

ANTI-CARJACKING
SWITCH

GROUND

MOUNTING AND CONNECTING THE OVERRIDE SWITCH

Select a location for the override switch. You should be able to reach the switch when sitting in the driver's seat, but the switch should be hard to find. A typical mounting location is under the dash. The mounting surface should be less than 1/8" thick.
1. Drill a 5/16" hole in the mounting surface, taking care not to damage anything behind the surface.
2. Remove the switch's top nut and lock washer.
3. Push the switch into the hole from the back of the mounting surface. Then secure it with the lock washer and nut.
4. Connect the ground wire to a metal vehicle body part using an existing screw.
5. **Override Switch** - Plug override switch into the white plug next to the main connector. **TEST**: Violate any zone on the alarm causing the siren to sound. Open the vehicle door, place ignition key to "ON" position, then press the override switch. The siren should silence and you will now be able to start the engine. **NOTE**: **A door must remain open during this procedure**.

CONNECTING ADDITIONAL SENSORS (Optional)

Follow the instructions that come with the sensor to mount and power it. The system requires a negative (-) output on the accessory for activation of the alarm.

If the sensor has a single alarm output, connect it to either the main wiring harness's **yellow** wire to have the sensor trigger the alarm or to the harness's **green** wire to have the sensor trigger only warning chirps. If the sensor has both warning and alert triggers, connect the warning trigger to the harness's **GREEN** wire and the alert trigger to the harness's **YELLOW** wire **CAUTION**: When adding more than one shock sensor or perimeter sensor on the same input trip, you must add a **1 amp diode** to the output of each sensor.

NEGATIVE OUTPUTS

Negative output #2, Button #2 - the **WHITE WITH YELLOW STRIPE** wire is used to operate the car starter (optional), etc. The negative output will pulse for one half second by pressing transmitter Button #2.
Negative output #3, Button #3 - the **WHITE WITH RED STRIPE** wire is used to operate a power trunk release, window roll-up module, etc. This negative output will pulse for one half second, or for as long as transmitter Button #3 is pressed. **NOTE**: Part #775 must be used since this negative output is only rated for 200mA (1/5 amp). Since most power trunk releases are positive controlled and draw 5 to 6 amps, this relay (Part #775) handles the load and also can convert the release signal from negative to positive polarity.

TO FACTORY TRUNK WIRE

87
86   85
WHITE/RED
FROM   87a
ALARM
30
+12 VOLT FUSED
AT 20 AMPS
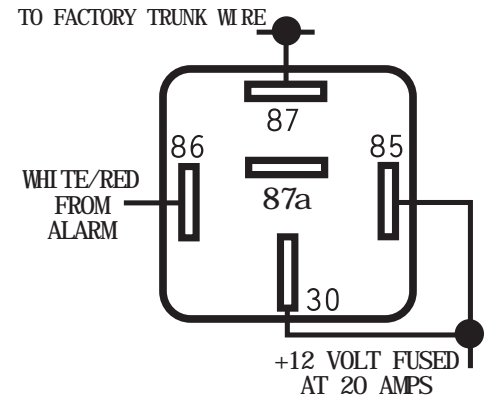
DOME LIGHT SUPERVISION (Optional)

The dome light supervision wire on the vehicle is the same wire as your door pin wire. It can be located at the door pin switch or under dash courtesy lights.
• If this wire tests (+) positive when the door is open (as with most Fords) and when the door is closed, this wire tests as a (-) negative, this is (+) positive dome light.
• If this wire tests (-) negative, when the door is open and when the door is closed, this wire tests as a (+) positive, this is a (-) negative dome light.

If your dome light is a (-) negative (as most others are), connect the **VIOLET** wire to the domelight/doorpin wire from the 16-pin harness.
If your dome light is (+) positive (most Fords) you must add Part #775 to use this option. See diagram. **NOTE**: When testing the door pin wire, make sure the dome light is on. Some vehicles, if the door is left open for a period of time, the dome light will go out, resulting in a false reading. This is the same wire that is used for the door pin switch and will test the same.

Optional part #775 required.

YELLOW   To Dome Light
Circuit

87
86   85
WHITE   BLACK
87a
(-) VIOLET
FROM 16-pin
wire harness.
30
RED
DO NOT USE,   BLUE
TAPE OFF.   +12 VOLT FUSED
AT 5 AMPS
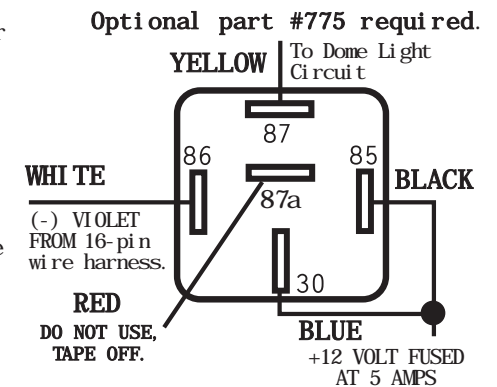
OPTIONAL CONNECTIONS

TESTING: Door Locks
  There are three basic types:

"Type A" Door Lock Test (Most GMs and some Chryslers)
  Probe both of your door lock wires going to the door lock switch usually located in the driver's kick panel. Probe the lock and the unlock wires, the test probe will show a (-) negative and the GREEN light will glow bright on both the lock and the unlock wires. Press and hold the lock button on the switch and test the lock wire. The correct wire will test (+) positive and the RED light will glow bright. Release the lock button and this wire should show a (-) negative and the GREEN light will glow bright. Now press and hold the unlock button on the switch and test the unlock wire. The correct wire will test (+) positive and the RED light will glow bright. Release the unlock button and this wire should show a (-) negative and the GREEN light will glow bright. Your vehicle has a **"Type A"** door locking system. Make sure to mark which wire is lock and unlock. Connecting Door Locks. **NOTE**: "Type A" and "Type C" locks will test the same. Make sure you run both tests before making your connections.
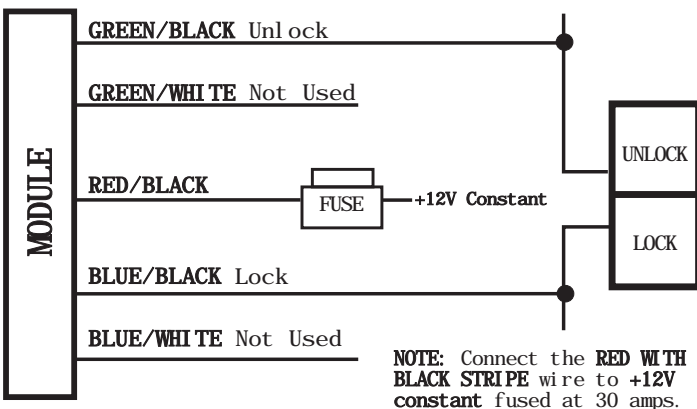
"Type B" Door Lock Test (Most Imports, some newer Fords)
  Probe both of your door lock wires going to the door lock switch usually located in the driver's kick panel. Probe the lock and the unlock wires, the test probe will glow both GREEN and RED (dimly) on both the lock and the unlock wires. Press and hold the lock button on the switch and test the lock wire. The correct wire will test (-) negative and the GREEN light will glow bright. Release the lock button and this wire should again glow both GREEN and RED (dimly). Now press and hold the unlock button on the switch and test the unlock wire. The correct wire will test (-) negative and the GREEN light will glow bright. Release the unlock button and this wire should again glow both GREEN and RED (dimly). Your vehicle has a **"Type B"** door locking system. Make sure to mark which wire is lock and unlock. Make sure to mark which wire is lock and unlock.
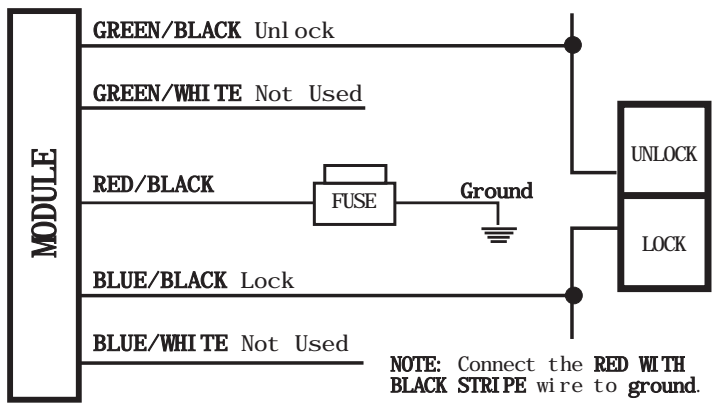
"Type C" Door Lock Test (Most Fords, some Chryslers, GM Trucks)
  Once you have located the lock and unlock wires in the vehicle using the wire color chart in this manual or from our website, you will need to perform the same test as for the Type A system. Once you have completed this test, and it tests the same as a Type A (as it should) you will need to cut the lock wire in two. Now try the door lock switch in both the lock and unlock positions. The door locks should not function, this is a Type C system. Proceed to Connecting Door Locks. **NOTE:** If for any reason the doors unlock but do not lock with this wire, cut in two, this is a Type A system.
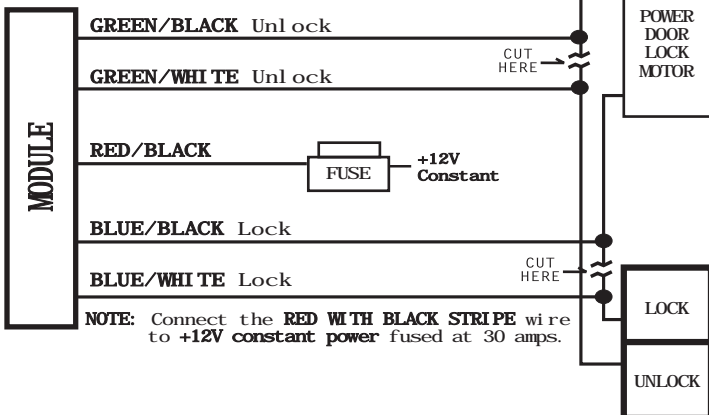
"Type A" (+) Positive (5-pin harness)

MODULE
GREEN/BLACK Unlock
GREEN/WHITE Not Used
RED/BLACK — FUSE — +12V Constant
BLUE/BLACK Lock
BLUE/WHITE Not Used
UNLOCK
LOCK

NOTE: Connect the **RED WITH BLACK STRIPE** wire to **+12V constant** fused at 30 amps.

"Type B" (-) Negative (5-pin harness)

MODULE
GREEN/BLACK Unlock
GREEN/WHITE Not Used
RED/BLACK — FUSE — Ground
BLUE/BLACK Lock
BLUE/WHITE Not Used
UNLOCK
LOCK

NOTE: Connect the **RED WITH BLACK STRIPE** wire to **ground**.

NOTE: Once you have made the connections for the 5-pin door lock harness, you will need to plug the door lock harness into the main module 5-pin plug on the front of the unit.

"Type C" Reverse Polarity (5-pin harness)

MODULE
GREEN/BLACK Unlock
GREEN/WHITE Unlock
RED/BLACK — FUSE — +12V Constant
BLUE/BLACK Lock
BLUE/WHITE Lock
CUT HERE
CUT HERE
POWER DOOR LOCK MOTOR
LOCK
UNLOCK

NOTE: Connect the **RED WITH BLACK STRIPE** wire to **+12V constant power** fused at 30 amps.

Once you have determined that your door locks are Type C system, you must cut the unlock wire in two. Now you need to determine which wire is coming from the switch and the motor sides of each lock and unlock wire. First, test the lock wires, press and hold the door lock switch in the lock position. Test both lock wires, the wire that shows (+) positive, and the RED light glows bright, will be the switch side and the other wire will be the motor side of this circuit. Mark these wires. Repeat these steps for the unlock wire by pressing and holding the door lock switch in the unlock position. The wire that shows (+) positive, and the RED light glows bright, will be the switch side and the other wire will be the motor side of the unlock circuit.

NOTE: You will need to cut factory wiring to make an end to end connection, see "Making Connections" on pages 3-4.

WIRING DIAGRAMS

FIGURE 1

| 5-Pin Door Lock Harness Connector		
1. Red	— (+) 12 Volt Constant	
2. Black	— Chassis Ground	
3. Grey	— (+) Siren Output	RED / BLACK
4. White/Red	Button #3 / Channel #3 (-) Output: Window Rollup, etc. 200 mA Max	
5. White/Yellow	Button #2 / Channel #2 (-) Output: Remote Starter, etc. 200 mA Max	
6. Brown/Black	— Not Used	
7. Green/Black	— Not Used	
8. Orange	(-) Output when armed: Starter Disable	
9. Brown	— (+) Parking Light Output	
10. Open		
11. Green	(-) Shock Sensor Input (minor): Warn Away / 10 Second delay after arming	
12. Yellow	(+) Shock Sensor Input (major): Triggers Alarm / 10 Second delay after arming	
13. Black/Blue	(+) Door Pin Input / 20 Second delay after arming	(+) 12 VOLTS
14. Black/Yellow	(-) Door Pin Input / 20 Second delay after arming	GROUND
15. Violet	(-) output dome light supervision 300 mA max	
16. Red/Black	(+) 12 volt ignition sense input	IGNITION HARNESS

YELLOW ANTENNA WIRE
Make sure you keep this wire as straight as possible. Keep away from any metal or moving parts from below the dash.

8	7	6	5	4	3	2	1
16	15	14	13	12	11		9

WHITE   BLUE

MAIN CONNECTOR
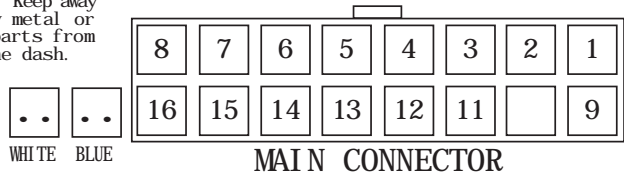
HOW TO USE YOUR REMOTE TRANSMITTER

1 2 3 4 BULLDOG	BUTTON #1 ARM/DISARM
	BUTTON #2 OPTION #2
	BUTTON #3 OPTION #3
	BUTTON #4 PANIC

BULLDOG	BUTTON #1 ARM/DISARM
	BUTTON #2 OPTION #2
	BUTTON #3 OPTION #3
	BUTTON #4 PANIC

Arming
Press Button #1 to arm the system. The siren will chirp 1 time, the lights will flash once, the power door locks will lock (if installed), and the LED will flash slowly indicating the alarm is now armed. The engine starter is also disabled.

Disarming
Pressing Button #1 again will disarm the system. The siren will chirp twice, the lights will flash twice, and stay illuminated for 30 seconds, acknowledging that the system is disarmed. **NOTE**: If you hear 3 siren chirps and see 3 light flashes when disarming, the vehicle was violated while you were away. Check the LED for zone violation. See Operating Instructions, page 18 for "Violated Zone" explanation. This is a good time to check your vehicle for possible damage. When disarming, the dome light will turn on for 30 seconds if the Dome Light Supervision feature is connected (optional, part #775 required).

Silent Arming/Disarming
Should you desire not to have the siren chirp when arming and disarming, press and hold Button #1 for 3 seconds. The system will perform all its usual arming/disarming functions, except there will be no arming and disarming chirps. If the alarm is triggered, the siren will provide its normally loud sound. **NOTE**: If the lights flash 3 times after disarming, the vehicle has been violated as described in Operating Instructions, see page 18 for "Violated Zone".

Remote Car Starter (Optional equipment required)
A second channel built into this model can be activated while it is in the armed or disarmed mode.

The second channel can be used for remote engine starting (optional module required). Press Button #2 while the system is armed or disarmed, the parking lights will flash once, and then will activate the installed accessory. **CAUTION**: When remotely starting the vehicle while the system is armed from Button #2, shock and current sensing will automatically shut off.

Car Finder
While the system is armed, press and release Button #3. The alarm will chirp 6 times and the parking lights will flash. This is used to locate your vehicle in a crowded parking lot.

Optional Accessories (Trunk Pop, etc., Opt. Part #775 required)
NOTE: When the alarm is disarmed, press Button #3 and the trunk will open. When the alarm is armed, press and hold Button #3 for 2 seconds or until the trunk opens. If Button #3 is pressed and held, a ground output signal is applied to the connected accessory for as long as this button is pressed. **CAUTION**: When opening the trunk while the system is armed, shock and current sensing will shut off.

Instant Personal Panic
Press and release transmitter Button #4 to sound the instant panic siren. The lights and siren will activate for 30 seconds and then shut off. To stop the siren before the 30 seconds, press any of the 4 transmitter buttons.

OPERATING INSTRUCTIONS

LED Status Indicator
The LED (red light) provides valuable information about the system and is also a theft deterrent.

LED Status	LED Display
Armed	Flashing Slow
Disarmed	Off
Passive Arming	Flashing Fast (arming count down)
Valet	Constantly On

Violated Zone	Triggered Device	# of Flashes
Zone 2	On Board Shock Sensor	2 Flashes
Zone 3	External Sensors	3 Flashes
Zone 4	Voltage Sensor	4 Flashes
Zone 5	Door Switches	5 Flashes
Zone 6	Ignition	6 Flashes

Plug In Override Switch
In the event your remote control is lost, damaged or malfunctions; this switch allows you to disarm your system. You must first open the door to the vehicle, turn ignition to the "ON" position, then press the override switch. The siren will silence and you will now be able to start the engine. **NOTE**: **A door must remain open during this procedure**.

Automatic Passive Arming
To program Automatic Passive Arming On, disarm the system, press and hold Button #3 for 10 seconds, until the unit chirps once. Release Button #3 then press and release Button #3 again within (2) two seconds. The system will chirp once again to indicate that Passive Arming is now programmed ON. **NOTE:** Factory setting is Automatic Passive Arming Off.

Automatic Passive Arming with Door Locks On
To program Automatic Passive Arming with Door Locks On, disarm the system, press and hold Button #3 for 10 seconds, until the unit chirps once. Release Button #3 then press and release Button #3 again within (2) two seconds. The system will chirp once. Press and release Button #3 again and the unit will chirp twice. The Automatic Passive Arming with Door Locks is now programmed.

Passive Arming Off
To program Passive Arming Off, disarm the system. Press and hold Button #3 for 10 seconds, until the unit chirps once. Press and release Button #3, the unit will chirp three times. Passive Arming is programmed Off.

High Theft
To program High Theft On, press Button #2 within two seconds after arming the unit, the system will chirp once (or flash the parking lights once if Silent Arming is activated). The High Theft feature will only function for this arming only, after the unit is disarmed it reverts back to High Theft Off.

Shock Sensitivity Reduction
To reduce the on-board shock sensitivity to 50% (for this arming only), press Button #1 again within two seconds after arming. The system will chirp once (or flash the parking lights once if Silent Arming is activated). To shut off the Current Sensor (for this arming only) press Button #1 a second time after arming, the unit will chirp once. The Current Sensor is programmed Off.

Valet Mode On
To activate Valet Mode, disarm the system. Press and hold Button #4 until the system chirps once, release Button #4. Press and release Button #4 again within two seconds and the system will chirp once again. The LED will remain on (constant) when in Valet Mode. **NOTE:** Factory setting is Valet Mode Off.

Valet Mode Off
To deactivate Valet Mode, disarm the system. Press and hold Button #4 until the system chirps once, release Button #4. Press and release Button #4 again within two seconds and the system will chirp twice. The LED will remain off. The unit is now out of Valet Mode. **NOTE:** Factory setting is Valet Mode Off.
NOTE: Valet Mode can also be programmed On and Off through the Override Switch. With the ignition key in the On position, press and hold the Override Switch for (2) two seconds or until the unit chirps once. The LED will remain On (constant) while in Valet Mode. Turn off Valet Mode from the Override Switch and turn your ignition key to the On position. Press and hold the Override Switch for (2) two seconds or until the unit chirps twice. The Valet Mode is programmed Off and the LED will turn off.

Current Sensor On
Disarm the system and press Button #4 for (10) ten seconds or until the unit chirps once. Release Button #4 and press Button #3 within (2) two seconds. The unit will chirp once indicating that Current Sensing is programmed On.
NOTE: Factory setting is Current Sensing Off.

Current Sensor Off
Disarm the system and press Button #4 for (10) ten seconds or until the unit chirps once. Release Button #4 and press Button #3 within (2) two seconds. The unit will chirp twice indicating that Current Sensing is programmed Off.

Lock/Unlock with Ignition On
Disarm the system and press and hold Button #3 for (10) ten seconds or until the unit chirps once. Release Button #3 then press and release Button #2 within (2) two seconds. The unit will chirp once indicating that the unit is programmed to Lock/Unlock the doors with Ignition. **NOTE:** Factory setting is Lock/Unlock with Ignition Off.
 NOTE: When this feature is programmed, the system will Lock the doors (5) five seconds after the ignition key is turned on. The system will Unlock the doors immediately when the ignition key is turned off.

Lock/Unlock with Ignition Off
Disarm the system and press and hold Button #3 for (10) ten seconds or until the unit chirps once. Release Button #3 then press and release Button #2 within (2) two seconds. The unit will chirp twice indicating that Lock/Unlock the doors with Ignition is programmed Off.

Door Lock Pulse (3.5 Seconds)
To program the unit for a 3.5 second output (used only on Mercedes and Audi vacuum door locks) disarm the system. Press and hold Button #3 for (10) ten seconds or until the unit chirps once. Release Button #3, press and release Button #1 within (2) two seconds, the system will chirp once. The Door Lock Pulse is programmed for 3.5 seconds of output. **NOTE:** Factory setting is 0.7 seconds standard pulse.

Door Lock Pulse (0.7 Seconds Standard Pulse)
Disarm the system, press and hold Button #3 for (10) ten seconds or until the chirps once. Release Button #3, press and release Button #4 within (2) two seconds. The unit will chirp twice and is programmed for Dual Lock Pulse.

Dual Lock/Unlock Pulse On
Disarm the system, press and hold Button #3 for 10 seconds or until the unit chirps once. Release Button #3, press and release Button #4 within (2) two seconds, the unit will chirp (3) three times. The unit is now programmed for Dual Lock/Unlock Pulse On. **NOTE:** Factory setting is Dual Lock/Unlock Pulse Off.

Dual Lock/Unlock Pulse Off
Disarm the system, press and hold Button #3 for 10 seconds or until the unit chirps once. Release Button #3, press and release Button #4 within (2) two seconds, the unit will chirp (4) four times. The unit is now programmed for Dual Lock/Unlock Pulse Off.

Setting Shock Sensitivity
Disarm the system and press Button #4 for (10) ten seconds or until the unit chirps once. Release Button #4 and press and release Button #1, the unit will chirp once again. Impact the vehicle with the desired shock force. The system will flash the parking lights once to show that the shock setting was accepted.

Programming New Transmitters (Up to (4) four transmitters allowed)
Disarm the system and press Button #1 for (10) ten seconds. The unit will arm-up in silent mode, flash the parking lights once and will chirp once after the (10) ten seconds. Release Button #1 on the working transmitter and immediately press any button on the new transmitter. The parking lights will flash twice indicating that a new transmitter has been programmed.

Clearing the Unit Memory
Attach the Major trigger input wire (YELLOW) to Ground, then cycle the Ignition Key from off to on (run) (6) six times within (5) five seconds, the parking lights will flash twice. The units memory is cleared. Unplug all harnesses from the unit and wait 30 seconds. Plug the unit back in and use the remote transmitter. The unit is back to factory settings.