

CRIMESTOPPER

CS-2200WST

WIRELESS SIREN / HOOD / TRUNK SYSTEM INSTALLATION & OPERATING INSTRUCTIONS

INTRODUCTION

CONGRATULATIONS on your choice of an OnGuard™ Vehicle Security System by CrimeStopper Security Products Inc. This booklet contains the information necessary for installing, using, and maintaining your alarm system. If any questions arise, contact your installation dealer or CrimeStopper Security Products Inc. at the Tech Support number below.

***IMPORTANT INFORMATION: Primary and Optional Features:**

-PRIMARY: These are features that must be connected in order for the system to operate properly; i.e. the Siren, L.E.D., +12V Power, Ground, Door pin, Flashing lights Override/Program/Valet Button etc.

-OPTIONAL: These are features to be connected if desired or agreed upon by the installing dealer. These features may also require additional parts and/or labor fees. Consult with your installer beforehand; i.e. Door Locks, Starter disable, Hood/Trunk trigger, and Auxiliary Remote Outputs etc.

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

TECH SUPPORT
Mon-Fri 8:00 AM-4:30 PM Pacific Time
(800) 998-6880

REV. B 4.2006

This device complies with FCC Rules part 15. Operation is subject to the following two conditions: 1) This device may not cause interference, and (2) this device must accept any interference that may be received, including interference that may cause undesired operation. The manufacturer is not responsible for any radio or TV interference caused by unauthorized modification to this equipment. Such modification could void the user's authority to operate the equipment.

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INSTALLATION CAUTIONS & WARNINGS

BEFORE BEGINNING, check all vehicle manufacturer cautions and warnings regarding electrical service (AIR BAGS, ABS BRAKES, ENGINE COMPUTERS, BATTERY etc.).

WE RECOMMEND the use of a VOLT/OHM METER to test and verify wiring circuits. Test lights or illuminated probes can cause damage to on-board computer or engine management systems.

DO NOT exceed maximum output ratings or damage may occur. Electrical current limits for this alarm are listed where applicable on the system diagram (Page 13). If you are unsure about the current load, of a specific circuit on your vehicle, measure the load first with an amp-meter before connecting.

WE RECOMMEND that the **MAIN SYSTEM FUSE** be **REMOVED** before jump starting, using a battery charger, or changing the battery. A voltage surge or high boost condition could damage alarm circuits.

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

CONTROL MODULE & COMPONENT MOUNTING

DO NOT Mount the control unit in the engine compartment or where the control unit or wiring harness where they can become entangled with moving parts such as brake/gas/clutch pedals, or the steering column! The alarm control module should be mounted in a concealed location. The Placement of the module will affect the distance from which the remote transmitter can control the unit. The antenna wire should be routed away from any metal if possible. Do not alter the length of the antenna wire or route it with other wires. Do not ground the antenna wire. Fasten the module to a bracket or wire harness using the cable ties provided. Under dash Mounting: If you are locating the control unit underdash, mount it as high as possible, not easily located by an intruder. Driver's Side Under dash mounting provides an easy location for wiring most of the system's connections, however this is a common location for an intruder to check for an alarm after breaking into the vehicle.

WIRELESS SIREN / HOOD: Mount the siren under the hood to an inner fender-well, wheel-well, or other body surface with the open end facing downward. Run the red siren wire to constant +12V. Ground the black to the body metal near the siren or you can use one of the siren's mounting screws for a ground. The white wire connects to “-“ hook pin switch.

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

WIRELESS TRUNK: Mount inside the trunk close to the trunk light connector, so that it is easy to find the wire for installation. NOTE: Do not mount the wireless trunk piece on any metal surface. It can be tied to any harness to hold it. (SEE PAGE 13 FOR INSTALLATION)

Shock Sensor: Mount the included shock sensor with wire ties to an under dash wire harness or fasten with screws to firewall or side paneling. Use the adjustment screw to set the sensitivity of the sensor. One screw adjusts both

Valet/Programming Button: Mount the Valet/Override/Program push-button in a hidden but accessible location. It is REQUIRED for emergency disarm, programming features and entering valet mode.

WIRING

GRAY WIRE: (-) AUX REMOTE OUTPUT 1 (Optional, may require a relay) (300mA)

Connect to the Negative trunk release circuit or to the activation circuit of an auxiliary module or device. If the circuit requires +12V, then a relay is required. RELAY WIRING: Connect the purple wire to terminal 85, connect relay terminals 86 and 87 to +12V constant power. Connect terminal 30 of the relay to the +12V positive device/circuit to be activated.

WIRING

BLACK/WHITE WIRE: (-) DOME LIGHT ILLUMINATION OUTPUT (Optional, requires a relay)

Connect Black/White wire to terminal 85 of the relay (relay not included). Connect terminal 86 of the relay to +12 Volt constant power. For POSITIVE dome light circuits, connect terminal 87 to fused +12V constant. For NEGATIVE dome light circuits, connect terminal 87 to chassis ground. Connect terminal 30 of the relay to the dome light activation circuit in the vehicle.

ORANGE WIRE: (-) NEGATIVE ARMED OUTPUT / STARTER DISABLE (300mA ground, optional)

This wire becomes a (-) ground output when system is armed. This output is used for disabling the starter or to activate optional devices such as extra sensors, LED's, window roll-up modules, voice modules etc. For starter kill, cut starter wire and connect between 87A and 30 on relay. Connect orange wire to 85 and connect 86 to an ignition source that has voltage in the ON and CRANKING position. (See wiring diagram for relay configuration Pg. 13).

GREEN WIRE: (-) DOOR TRIGGER

Identify the wire that reads ground when any door is open and 12 volts when all doors are closed. Some vehicles may have isolated door triggers. In this case you may need to run additional wires from other doors or go directly to the wire that triggers the vehicle's interior dome light. One vehicle will not require the use of BOTH door trigger wires.

YELLOW WIRE: IGNITION SWITCHED "ON" AND "START" +12 VOLTS

Connect to an IGNITION wire (or fuse in the fuse box) that shows +12 Volts when the key in both "On" and "Start" (WHEN CRANKING) positions.

BLACK WIRE: SYSTEM CHASSIS GROUND

The black wire MUST be connected to the CHASSIS METAL of the vehicle. Scrape away any paint or debris from the connection point and use a star washer to ensure a good connection. Keep the ground wire short.

WHITE WIRE: +12V FLASHING PARKING LIGHT OUTPUT RIGHT & LEFT (10A)

Connect to the switched parking light wire at the back of the light switch. If this is not possible, connect directly to on of the parking lights at the front of the vehicle. European vehicles require separate right and left circuits. Use of a dual relay or 2 diodes to separate the output signal.

WIRING

RED WIRE: +12V POWER INPUT (15 AMP FUSE)

Connect to +12Volt source with supplied fuse & holder. Recommended location for this connection is at the vehicle battery positive terminal.

2 PIN PLUG (BLUE): PROGRAM/OVERRIDE PUSHBUTTON

2 PIN PLUG (RED): LED INDICATOR (RED FLASHING LIGHT)

3 PIN SENSOR PLUG: White wire: Negative trigger, Black wire: sensor ground, Red wire: sensor +12V power

SHOCK SENSOR: The sensor supplied with this system does not require any additional wiring. Simply mount the sensor in a suitable location, plug it in, and adjust sensitivity.

POWER DOOR LOCK WIRING

6 PIN DOOR LOCK PLUG 18 GA. (Optional/Onboard Relays):

Gray	Door Lock Relay Term. #87A:	Normally Closed
White	Door Lock Relay Term. #30:	Common [Lock Output]
Violet	Door Lock Relay Term. #87:	Normally Open [Polarity Input for Lock Relay]
Blue	Door Unlock Relay Term. #87A:	Normally Closed
Green	Door Unlock Relay Term. #30:	Common [Unlock Output]
Violet/white	Door Unlock Relay Term. #87:	Normally Open [Polarity Input for Unlock Relay]

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

NEGATIVE TRIGGER (-): Many Imports; late model Fords & General Motors

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

POSITIVE TRIGGER (+): Many General Motors; Chrysler / Dodge / Plymouth

Positive trigger door lock systems send a positive (+12V) pulse through factory relays to lock and unlock doors.

POWER DOOR LOCK WIRING

REVERSE POLARITY: Many Ford / Lincoln / Mercury / Dodge / Chrysler / Plymouth and early 90s GM Trucks

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

SINGLE WIRE (DUAL VOLTAGE): Late model Chrysler / Dodge / Plymouth vehicles, some 2000-up GM

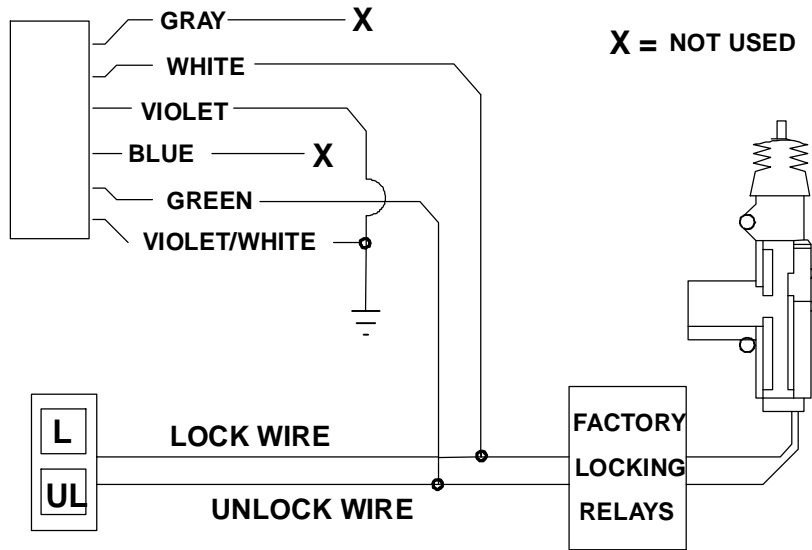
Dual voltage systems have lock/unlock switches that send varying amounts of positive voltage or negative ground current to the same wire for both lock and unlock. When the vehicle’s Body Computer Module (BCM) or door lock module senses different voltages on this wire, the system will either lock or unlock. Single wire door lock systems use resistors.

DATABUS SYSTEMS (2003 GM TRUCKS & SUVs, '99-04 Jeep Grand Cherokee

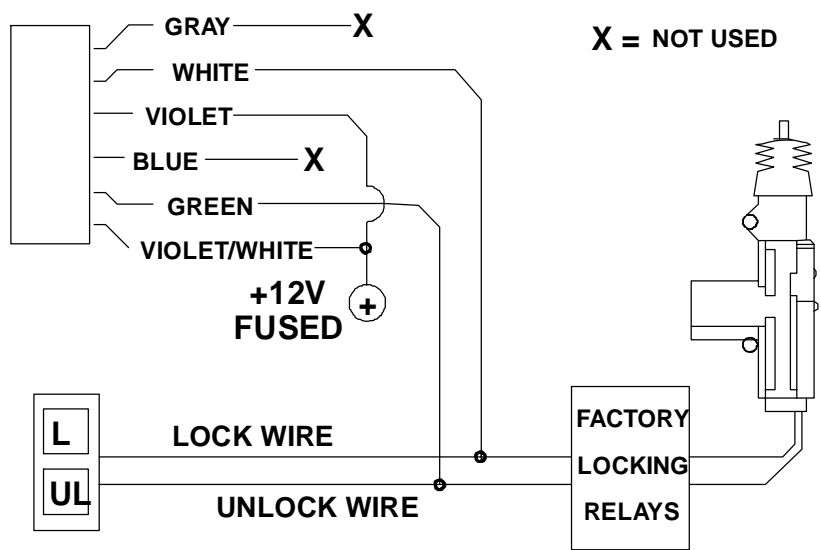
Databus systems send low current “data messages” to the door lock controllers in order to lock and unlock the vehicle. To install aftermarket systems in these vehicles, an interface module is required that converts the regular lock/unlock pulses into “data messages” to allow locking & unlocking. Interface modules are sold separately.

POWER DOOR LOCK DIAGRAMS

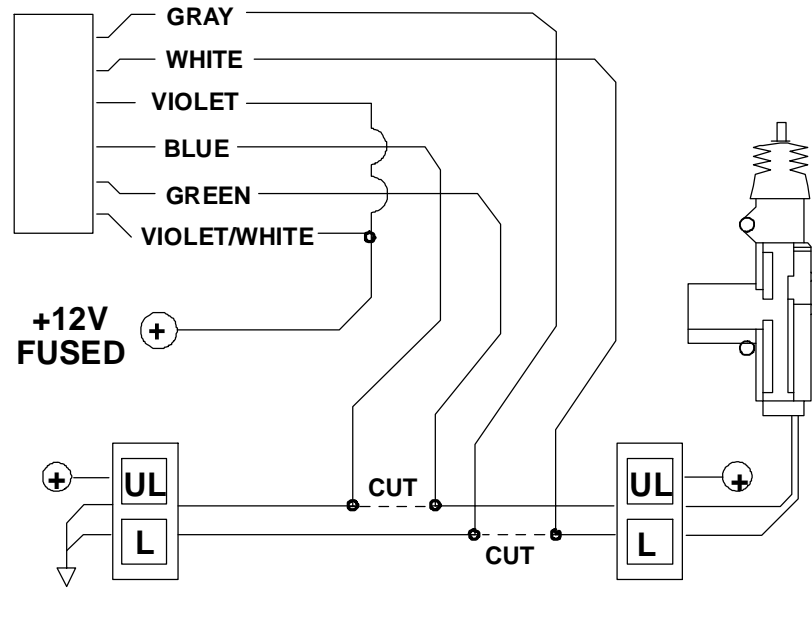
NEGATIVE TRIGGER DOORLOCK WIRING



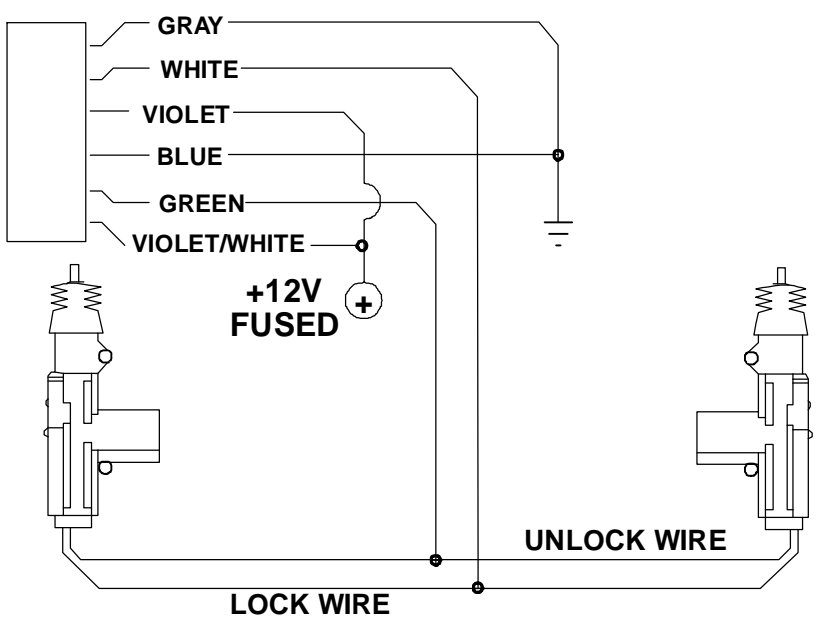
POSITIVE TRIGGER DOORLOCK WIRING



REVERSE POLARITY DOOR LOCK WIRING



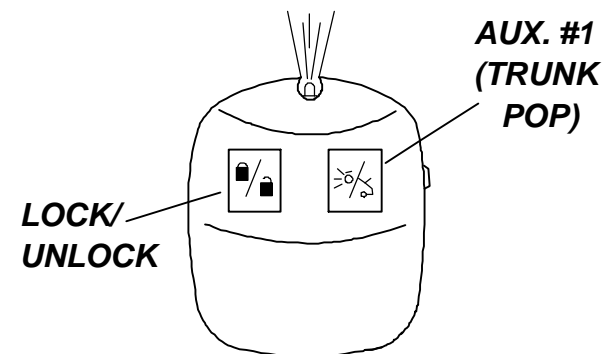
AFTERMARKET MOTOR DOOR LOCK WIRING



OPERATING INSTRUCTIONS

ALARM OPERATION CONDITION QUICK CHART:

SIREN CHIRPS	PARKING LIGHT FLASH	SYSTEM STATUS
1 Siren Chirp	1 Parking Light Flash	System Arm
2 Siren Chirp	2 Parking Light Flash	System Disarm
3 Siren Chirp	3 Parking Light Flash	System arm w/door open or Dome light delay on
4 Siren Chirp	4 Parking Light Flash	System disarm, When it has been triggered.
5 Siren Chirp	5 Parking Light Flash	Pre warning or car locator



ACTIVE ARMING

To arm the alarm and lock the doors, press the #1 Button (Lock/Unlock Symbol) on the transmitter. You will hear a single siren chirp and the lights will flash once. The system will arm, the doors will lock and the starter will be disabled if these optional features are installed. After a short 10 second delay to allow vehicle and electronics to settle, the system will be completely armed. The red LED in the vehicle will slow flash.

ALARM TRIGGERING

If there is an intrusion into the vehicle or hard impact to the body will sound the alarm for 30 seconds and flash the lights for 60 seconds. After 60 seconds the siren and lights will stop, but the alarm is still armed to continue to protect the vehicle. If an intruder left the door open, the unit will cycle a second time before stopping and then continue to protect the other un-tampered zones of the vehicle.

DISARMING

To disarm the alarm and unlock the doors, press the #1 Button (Lock/Unlock Symbol) on the transmitter. You will hear 2 siren chirps and the lights will flash twice. LED stops flashing or fast flashing. Doors will unlock and dome light will turn on if these optional features are installed.

ALARM TRIGGER RESET

If the armed alarm system is triggered while you are within the range of the remote, pressing the #1 Button will only shut off the siren and lights while leaving the alarm still in an armed status. To disarm the alarm when it is in a triggered status, you must press the #1 Button twice. You will hear 4 siren chirps and the parking lights will flash 4 times.

OPERATING INSTRUCTIONS

REMOTE PANIC PROTECTION

To sound the alarm upon command (panic), press and hold Button #1 for at least 4 seconds until the siren sounds. Press Button #1 again to reset panic mode.

TRUNK/HATCH POP (REMOTE AUX. OUTPUT 1, OPTIONAL) (300mA)

To pop the trunk (if optional feature is installed), press Button #2 twice within 2 seconds on the transmitter. *If the system is armed, unit will trip the alarm system when opening the trunk. If the system is disarmed, press Button #2 twice within 2 seconds, the parking lights will flash 5 times and the trunk will open.*

PRE-WARNING SHOCK PROTECTION & SENSOR ADJUSTMENT

If a low-level shock to the vehicle is detected, pre-warning protection will activate sounding 5 siren chirps and 5 light flashes. If a hard impact is detected the shock sensor should trip the alarm system. Once it is mounted, adjust the sensor as needed by turning the adjustment screw clockwise to increase or counter-clockwise to decrease the sensitivity.

SILENT ARM/DISARM THROUGH REMOTE (BUTTON #2)

This system can be armed and disarmed without siren chirps on an “as needed” basis. Press and release Button #2 then Button #1 to Arm and Disarm system without chirps.

EMERGENCY OVERRIDE & DISARM

If you have lost the transmitter or it stops working for any reason and the Alarm is armed, you will have to perform an emergency override & disarm to shut the alarm off. Open the door with the key, (alarm will sound). Turn the ignition on and press the override/program button 4-5 seconds (until siren stops). The Alarm will disarm.

VALET MODE

To disable the Alarm system for vehicle service or otherwise, turn the ignition on and press the override/program button 4-5 seconds until the dash LED turns on solid and you see 1 parking light flash. Repeat the process to exit VALET mode, you will see 2 parking light flashes, and the LED will turn off. Lock/Unlock and AUX features will still operate in when in VALET mode.

PRIOR INTRUSION ALERT

If the system was tripped in your absence, the dash LED will be slowly flash. When the system is disarmed you will hear 4 chirps, and see 4 parking light flashes. Carefully inspect your vehicle.

OPERATING INSTRUCTIONS

OPEN ZONE ALERT & BYPASS

If the system detects a faulty or open zone (Door left open) when the system is ACTIVELY ARMED, the siren will chirp 3 times along with 3 light flashes. The faulty zone will be automatically bypassed.

CAR LOCATING

When the system is armed, press and hold Button #2 for 3 seconds, 5 siren chirps, and 5 parking light flashes.

IGNITION-CONTROLLED DOORLOCKS *(See page 13 for jumper setting)*

If this feature is enabled, the doors will automatically lock when the ignition is turned on and will unlock when the ignition is turned off. The jumper setting default = ON.

PASSIVE ARMING / PASSIVE LOCK MODES *(See page 13 for jumper setting)*

Passive (Automatic) Arming will occur 30 Seconds after the ignition is turned off and the last door has been closed. The LED will begin flashing rapidly while counting down. If a door is reopened, the system will wait (LED solid) for the door or zone to close before arming. The unit will chirp once and flash the lights once. Doors will lock if the "Passive Locking" jumper setting = ON. Passive Arm/Lock may qualify for insurance discounts-check with your agent or proprietor. The default setting = ON.

DOME LIGHT ILLUMINATION (OPTIONAL)

This feature turns on the vehicles dome light upon disarm for 30 seconds or until the key is inserted and turned on. This will provide illuminated entry to your vehicle at night or in dimly lit areas for safety and security.

DOOR LOCK/UNLOCK PULSE TIME *(See page 13 for jumper setting)*

This feature controls the amount of time 0.5 seconds (jumper off) or 4 seconds (jumper on) for the lock/unlock pulse. This setting may be required for 1980/1990 European vehicles that require a long pulse for vacuum door lock systems.

ACTIVE RE-ARMING (FAIL-SAFE PROTECTION)

The Active Re-arming feature allows the system will re-arm itself 30 seconds after being disarmed with the transmitter if a door has not yet been opened. This is handy if the vehicle is accidentally disarmed (via the transmitter in your pocket) without you knowing it. This feature can also be turned ON. Active re-arm default is OFF, see page 11 for more details.

CARJACK PROTECTION

ANTI HIJACK

When the Ignition is on (running), press button #1 for 3 seconds. Parking lights will flash TWICE to confirm the Carjack countdown sequence. 40 Seconds later, the unit will begin a Carjack Cycle consisting of 20 seconds of warning chirps turning into a full system activation with siren/flashing light pulses for up to 5 min. To reset press button #1 again or turn ignition on. then press and hold override for 5 seconds to disarm unit and exit anti-hijacking.

TRANSMITTER PROGRAMMING

Note: 2 remotes cannot be programmed at the same time. Repeat these procedures for the second remote.

1. The system must be in the disarmed state.
2. Ignition key must be in the ON position.
3. Press the valet button 3 times and hold it ON at the 3rd time.
4. After 3 seconds, the parking light will flash twice to indicate the transmitter is in code-learning mode.
5. Press any of the transmitter buttons once.
6. The parking lights will flash 4 times to confirm that the code has been learned. *(Unit codes up to 5 remotes)*

PROGRAMMING

SHOCK SENSOR

Press button #2 within 3 seconds after the system is in armed state. You can now enable or disable shock sensor as shown in the table below:

Press # of Times	Function	Indication	Note
1 st	Disable shock prewarning sensing	1 Siren chirp / 1 light flash	If mute has been selected in the armed state, only the lights will flash!
2 nd	Disable shock sensor sensing	2 Siren chirps / 2 light flashes	
3 rd	Enable shock sensor sensing	3 Siren chirps / 3 light flashes	

1. The system will automatically detect shock sensor when the system is in the armed state.
2. Press button #2 four times, this will be the same as pressing once. Press button #2 five times, this will be the same as pressing twice. Press button #2 six times, this will be the same as pressing 3 times, etc...

PROGRAMMING

ACTIVE RE-ARM WITH LOCK (ENABLE/DISABLE)

1. The system must be in the disarmed state.
2. Ignition key must be in the ON position.
3. Press the valet button 4 times and hold it ON at the 4th time.
4. After 3 seconds, the parking light will flash 3 times indicating that it is disabled (default) and 4 times indicating that it is enabled.

DOOR TRIGGER DELAY (30/60 SECOND)

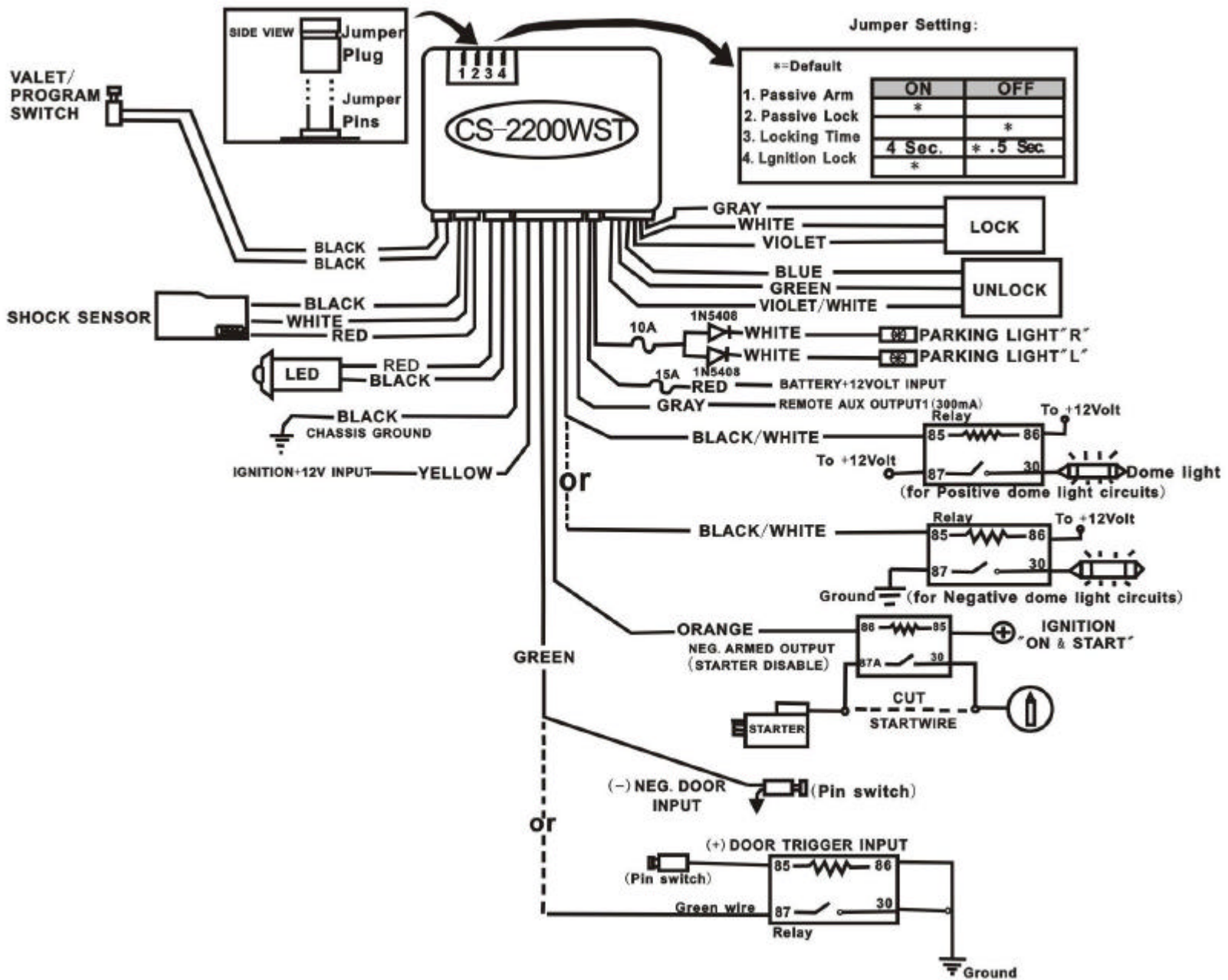
1. The system must be in the disarmed state.
2. Turn the ignition to the ON position.
3. Press the valet button 5 times and hold it ON at the 5th time.
4. After 3 seconds, the parking light will flash 4 times indicating a 60 second door trigger delay and 3 times for a 30 second door trigger delay (default).

PROGRAM MAIN MODULE TO WIRELESS SIREN

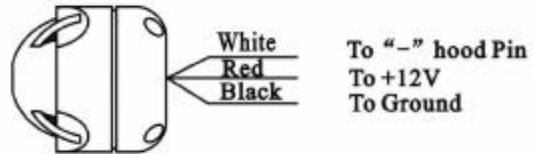
1. Disconnect power (black and red wire of the wireless siren) for at least 10 seconds.
2. Connect power (black and red wire of the wireless siren).
3. Press button #1 no later than 5 seconds after power has been re-connected.

PROGRAM WIRELESS HOOD OR WIRELESS TRUNK TO MAIN MODULE

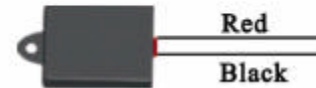
1. The system must be in the disarmed state.
2. Turn the ignition to the ON position.
3. Press the valet button 3 times and hold it ON at the 3rd time.
4. After 3 seconds, the parking light will flash twice to indicate transmitter code learning mode.
 - a. For wireless hood, you must have the black wire to chassis ground, red wire to 12 Volts then, Open hood or ground white wire within 3 seconds.
 - b. For (+) wireless trunk, you must have the black wire to ground then, open trunk within 3 seconds.
 - c. For (-) wireless trunk, you must have the red wire to 12Volts then, open trunk within 3 seconds.
5. The parking lights will flash 4 times to confirm that the code was learned.



Wireless Siren/Wireless Hood S/W



Wireless Trunk



- A、 Connect Red wire to Trunk light positive terminal for “+” trigger, and Black wire to ground.
- B、 Or connect Black wire to Trunk light negative terminal for “-” trigger, and Red wire to +12V.

CRIMESTOPPER

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