

INSTALLATION MANUAL



STARTER DISABLE/ KEYLESS ENTRY SYSTEM

BEFORE INSTALLING THE STARTER DISABLE/KEYLESS ENTRY SYSTEM

- DO read through this installation manual.
- DO NOT install the control module in an engine compartment.
- The alarm may arm itself when power is first connected. This is a normal condition.

ITEMS SUPPLIED WITH THE STARTER DISABLE/KEYLESS ENTRY SYSTEM

- Receiver and control module
- Two 2-Button or 3-button, code learning transmitters
- Door lock harness
- Valet/override switch
- LED status indicator
- Wiring harness, fuseholder, & fuse

OPTIONAL ACCESSORIES

Backup battery.....**BWS-500**
Remote starter.....**RAS-101**
Trunk release.....**TR-100**
Starter disable relay socket.....**BRS-003**
(+) door lock Inverter.....**BW-34516**

Window roll up.....**WRM-2**
Power door lock.....**PDL-50**
Relay.....**SPDT**
5-wire door lock relay & socket.....**BRS-008P16**

SPECIFICATIONS

Operating voltage.....+12VDC Neg. Ground
Code learning.....3 Codes Max.
Current consumption.....5 mA (max) disarmed.
Door lock/unlock output.....(-) 500 mA.
Channel 2 output drive.....(-) 500 mA variable.

Remote control transmit frequency.....310 MHz.
Passive arming delay.....30 Seconds approx.
Auxiliary output drive.....250 mA maximum.
Flashing output drive.....(-) 250 mA 30 sec.
Dome light output.....(-) 250 mA 30 sec.

INSTALLATION INSTRUCTIONS

IMPORTANT: Make all wiring connections to the vehicle before connecting the main 6-pin harness and all plug-in connectors to the receiver control module.

1. Before mounting the Control Module, you must set the PROGRAMMING DIPSWITCHES for the kind of operation the customer wants.

These are the switch settings available; Standard (Default) settings are in “**BOLD**” type:

Switch #1 Door Lock and Unlock Pulse Time: **ON = 3/4 seconds**. OFF = 3 seconds.

Switch #2 Door Lock and Unlock with ignition: **ON = YES**. OFF = NO.

Switch #3 Passive Door Locks. **ON=YES**. OFF= NO

Switch #4 Passive Arming. **ON=YES**. OFF= NO

2. Mount the Receiver and Control Module in a secure area, away from vehicle computers and heating/air conditioning ducts. The location should be convenient for your installation, but well hidden from thieves. Try to mount the unit as far away from metal objects as possible. This will increase the range of its Remote Control Transmitter.

3. Route the wires of the harnesses to areas in which the different accessories will be mounted. You may need to extend some wires. **DO NOT plug the wiring harnesses into the Receiver Control Module until all connections have been completed.**

When running the harness wires through the vehicle, be careful to run them where they CANNOT be DAMAGED or SHORTED to GROUND or other WIRING. Keep them away from ALL MOVING PARTS of the vehicle or where HIGH HEAT can damage their insulation. Always protect the harness wires where they pass through holes in metal panels by using RUBBER GROMMETS.

4. Mount the LED Status Indicator in an easily seen location such as the center of the dash or the inside top edge of the driver's or passenger's door. Connect the RED 2-pin connector from the LED to the RED 2-pin male plug on the circuit board of the Receiver Control Module.

7. Install the Valet/Override Switch in a hidden location that is easily reached by the driver. Remember that the code learning and valet/override sequence require using this switch in conjunction with the ignition switch, so it should be hidden, but convenient to use when needed. Connect the BLUE 2-pin connector from the Override Switch to the BLUE 2-pin male plug on the circuit board of the Receiver Control Module.

8. Find the Starter wire and cut in half, connect to the BROWN wires.

9. Mount and connect any optional function modules included in the installation, following the mounting and wiring directions supplied with them.

10. Complete the general wiring of the main harness by connecting...

A. The RED wire to CONSTANT +12vdc. **IMPORTANT:** Remove the fuse from the harness before connection.

B. Connect BROWN wire to siren or horn.

C. The YELLOW wire to a source of TRUE IGNITION (must not drop while starting).

D. The BLACK wire to a good chassis GROUND point.

E. The GRAY wire connects to 2nd. channel output (relay required), i.e. trunk release, remote autostart, etc.

F. The WHITE wire to the vehicle's PARKING/DOME LIGHT circuit. See the Circuit Diagram on Page 5.

11. Connect the Main 6-Pin Wiring Harness and all pin connectors to the Control Module. Install the fuse in the RED wire of the main wiring harness.

13. Code Learning Procedure:

To add a new remote to the system, turn ignition key ON, OFF, ON, OFF, and leave on (3 times). Siren/Horn will chirp once. Press override/valet switch for 5 seconds, you will hear 3 chirps. You now have 5 seconds to press the arm buttons on the remotes that you want to operate the system. It will hold 3 different codes in memory and will erase all previous codes. You will get a confirming chirp after it has learned each new remote.

14. Test Starter Disable Feature by:

A. Pressing button#1, LED will flash slowly and Starter Disable will be activated. You should not be able to start the engine while the Starter Disable is engaged. Once all testing is complete, secure all loose wiring and/or components and reassemble the vehicle.

15. To activate Override Feature with Starter Disable activated, turn the ignition switch ON, press override switch for 5 seconds, the LED will turn ON solid. Start your vehicle in normal operation.

16 . The Status Indicators below, show the various signals that are produced to indicate a particular condition or situation of the Starter Disable/Keyless Entry System:

PARKING LIGHTS STATUS

- A) 1 Flash = Starter Disable ON/Door lock
- B) 2 Flashes = Starter Disable OFF/Door unlock
- C) 30 sec. Flashing Lights= Starter Disable OFF or vehicle unlocked

LED STATUS

- A) No Flash = Starter Disable OFF/Unlocked vehicle
- B) Steady Flash = Starter Disable ON/Doors locked
- C) Rapid Flash= Passive prearm mode
- D) Solid = Valet Mode

17. Siren/Horn Pulsing Output

To enable pulsing horn output, with the ignition key ON, push button #3 on 3 button remote (push buttons #1 and #2 simultaneously on 2 button remote), LED will flash twice. Pulsing horn output is activated.

Disable horn output– Enables siren output, with the ignition key ON, push button #3 on 3 button remote (push buttons #1 and #2 simultaneously on 2 button remote), LED will flash once. Steady siren/horn output is activated.

18. Current Sensing Loop. Cut the Brown loop (current sensing is disabled from the factory). When the door is opened, if the dome light is ON and the light bulb is strong enough, it will sense current and trigger the alarm.

CONNECTOR PIN NUMBERS AND WIRE COLOR CODES

6 PIN HARNESS

PIN	Wire Color	Function
1)	Red	Main Power hook to constant 12v+ source
2)	Brown	Negative Output for siren or car horn
3)	Yellow	Ignition Input 12v+ (must not drop out while starting)
4)	Black	Ground
5)	Gray	2nd Channel Output (negative output)
6)	White	Parking Light/Dome Light Output (negative output). Requires 2 relays for both outputs.

3 PIN PLUG IN HARNESS

1)	Yellow	Unlock Pulse (negative output)
2)	Red	Constant 12V+ output
3)	Green/Black	Lock Pulse (negative output)

2 PIN OVERRIDE/VALET (BLUE) PLUG IN HARNESS

1)	Blue Plug	Plug for override/ valet switch
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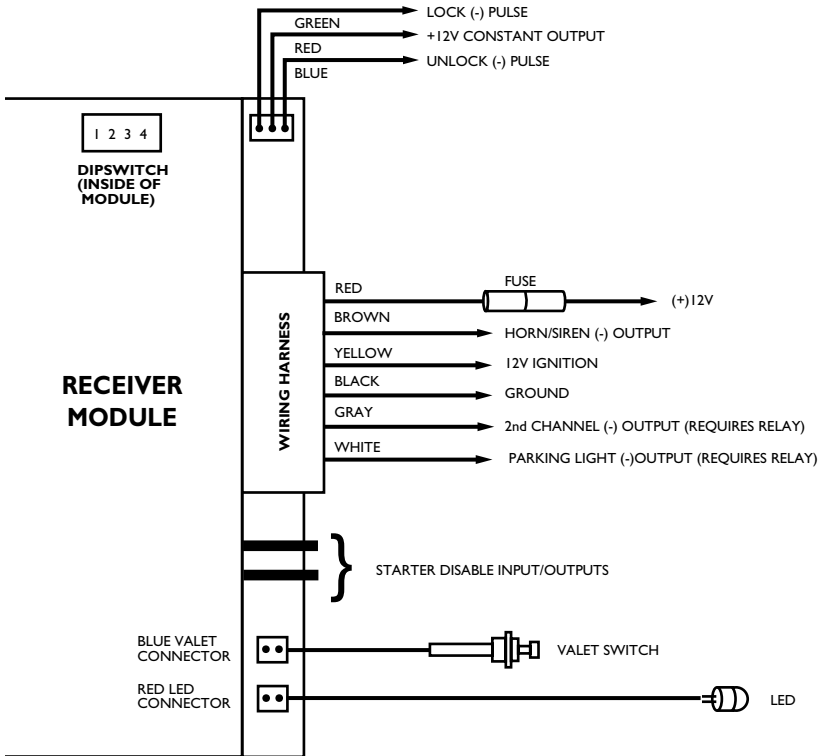
2 PIN LED (RED) PLUG IN HARNESS

1)	Red Plug	Plug for LED/Status Indicator
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PLUG IN STARTER CONNECTORS

1)	Brown	Cut starter wire connect to starter side
2)	Brown	Cut starter wire connect to ignition side

WIRING DIAGRAM



DIP SWITCH PROGRAMS:

- (1) Door lock/unlock pulse ON=.75 sec. OFF= 3 sec.
- (2) Door lock/unlock w/ignition. ON=Yes. OFF= No.
- (3) Passive Door Locks. ON=Yes. OFF=No.
- (4) Passive Arming. ON=Yes. OFF=No.

See programming specifics on page 2, Section 1.

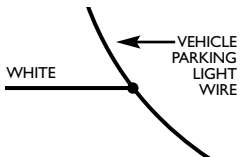
**Ignition +12V
MUST NOT
DROP OUT
during starting
of vehicle.**

POWER DOOR LOCK DIAGRAMS:

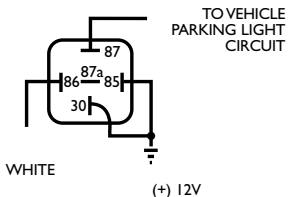
The Starter Disable/Keyless Entry comes equipped to handle ground door lock installations. The Blue and Green wires from the Receiver Module are ready to tap into ground-ing door lock systems.

The following door lock diagrams require two SPDT Relays or the appropriate accessories not included with the system. These items must be ordered separately.

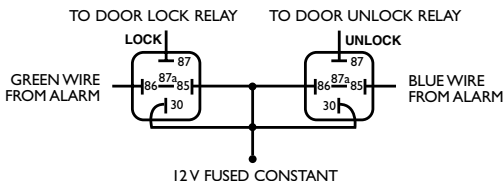
FOR NEGATIVE PARKING LIGHTS



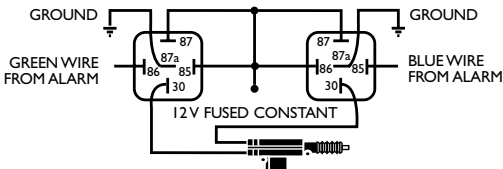
FOR POSITIVE PARKING LIGHTS



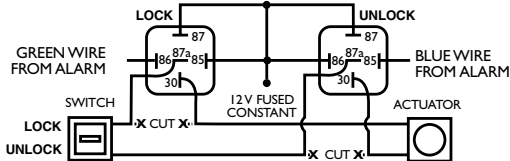
POSITIVE TRIGGER DOOR LOCK CIRCUIT*:



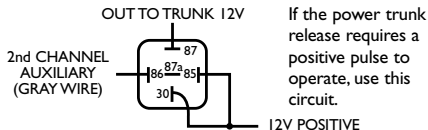
REVERSE POLARITY (DIRECTLY TO AD-ON ACTUATORS)::



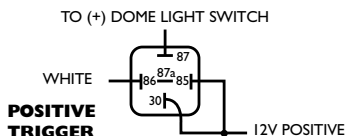
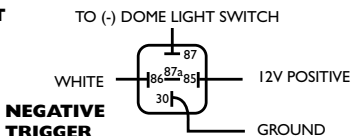
REVERSE POLARITY USING FACTORY SYSTEMS:



TRUNK RELEASE CIRCUIT DIAGRAM:



DOME LIGHT CIRCUIT DIAGRAM:



SYMPTOM	PROBABLE CAUSE	SUGGESTED CORRECTION
Keyless will not go into Code Learning Mode	RED or YELLOW wire not connected to the correct power source. Code Learning sequence done to slow.	RED wire should connect directly to the battery. Connect YELLOW wire to true ignition wire (Not at Fuse Block). Redo Code Learning sequence faster.
Remote Control does not lock and unlock the vehicle.	Defective Remote Control. Bad battery. Antenna wire is grounded.	Replace Remote Control or its battery. Unground antenna.
Override does not work.	Bad switch or switch is not pressed long enough to activate the Keyless Entry	Repair or replace switch or check ignition wire for voltage.
Flashing output does not work.	Bad connection on WHITE wire or the drive polarity is wrong for the circuit being driven.	Check WHITE wire. Connect a SPDT Relay to this wire and apply the opposite polarity to the circuit being driven.
Door locks do not lock/unlock correctly, or action is reversed.	Defective GREEN or BLUE wire from door lock connector plug. GREEN and BLUE wires on door lock connector plug reversed, or wrong door lock wiring diagram used.	Check GREEN and BLUE wires on door lock connector plug. Check vehicle's door lock system for method of operation. Reverse wiring to door relays.