SUPERPAGE II

CS-2005FM

2-WAY FM PAGING ALARM/REMOTE START SYSTEM
INSTALLATION / OPERATING MANUAL

CONGRATULATIONS! on your choice of a *SUPER PAGE™ II 2-Way FM Paging Remote Alarm/Remote Starting 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 first, or Crimestopper Security Products Inc. at the Tech Support number listed on the next page. This system is designed for single vehicle operation with automatic transmissions only.

IMPORTANT INFORMATION: Primary and Optional Features
-PRIMARY: These are features that must be connected in order for the system to operate properly i.e. Siren, L.E.D., Power, Ground, Door pin, Hood pin (Remote Start Inhibit) etc.

-OPTIONAL: These are features to be connected only if desired or agreed upon by the installing dealer (i.e. Door Locks, Starter Kill, Trunk, and Auxiliary Remote Output etc.)

Note: Additional labor and parts will be required for some vehicles equipped with Factory Anti-Theft Systems such as GM PassKey®/Passlock®/VATS, or Key-FOB based RF Transponder systems such as FORD P.A.T.S.®

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INSTALLATION CAUTIONS & WARNINGS

CRIMESTOPPER SECURITY PRODUCTS, INC. and its *VENDOR* shall not be responsible or liable in any way for accidents or damage resulting from the use of this equipment. This system is designed to be professionally installed in a vehicle that is in proper operating condition. Parking brake, Transmission, Throttle, and Engine Safety features must be in working order. It is the vehicle owner's responsibility to understand the operating features of this system.

DO NOT INSTALL CS2005FM ALARM/REMOTE STARTER in vehicles with *MANUAL TRANSMISSIONS! There are no safety features built into this unit for manual transmission vehicles.* If accidentally left in gear, a remote started vehicle could become a self-propelled threat to life and property.

DO NOT REMOTE START A VEHICLE IN A CLOSED AREA OR GARAGE! Make sure that door is open or there is adequate ventilation is provided. *Failure to observe this rule could result in serious injury or death from poisonous Carbon Monoxide fumes!* Also note this warning when programming this system for Cold Start operation.

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

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

DO NOT EXCEED MAXIMUM OUTPUT RATINGS - SERIOUS DAMAGE MAY OCCUR. Limits for alarm and remote start functions are listed in the main diagram and wiring descriptions page. If you are unsure about current load, measure the load with an AMP-METER.

REMOVE MAIN SYSTEM FUSE(S) before jump starting the vehicle. DAMAGE MAY OCCUR TO SYSTEM IF PROPER PRECAUTIONS ARE NOT OBSERVED.

DO NOT EXTEND REMOTE START/IGNITION OUTPUT HARNESS LENGTH. Locate the control module within reach of the supplied IGNITION/START OUTPUT wires. Extending these wires could result in poor performance.

SUGGESTED COMPONENT MOUNTING

Control Module: Driver or Passenger side underdash, the unit should be placed as high as possible, not easily accessible by an intruder.

Shock Sensor: Mount with wire ties to an under dash wire harness or fasten with screws to a panel.

Siren: Under the hood to fender-well or other body surface with the open end facing downward.

LED: In a visible location on the dashboard or console. Drill an 11/32" hole at the chosen location.

Override/Program button: Hidden location, but accessible to the user in case the system must be disarmed without the use of the transmitter. This switch is also used to program certain features and to page/call the transceiver from inside the vehicle if necessary.

Antenna Module: Inside front windshield (as high as possible) using supplied double sided tape.

WIRING

6 PIN HI-CURRENT CONNECTORS:

RED:	+12V INPUT
RED:	+12V INPUT (30 Amp)
BROWN:	IGNITION 1 (Secondary IGN. 1 Output)
YELLOW:	IGNITION 1 (Primary IGN. Output AND Alarm Input for IGN "ON")
ORANGE:	ACCESSORY (20 Amp)
PURPLE:	STARTER OUTPUT

10 PIN MAIN HARNESS PLUG:
YELLOW WIRE: +12V BRAKE INPUT
Connect this wire to the side of the brake pedal switch that shows +12V only when the brake is depressed. This input is used to reset remote start after entering the running vehicle and turning the ignition key on.

VIOLET WIRE: (+) DOOR TRIGGER INPUT
This wire is used for vehicles that show a positive voltage (12 volts) when the door is open such as Ford.

BLUE WIRE: (-) HOOD/TRUNK TRIGGER (Mandatory For Hood Pin)
Input trigger for a grounding hood or trunk pin switch and to inhibit remote start if the hood is open. Connect to existing hood and trunk pin switches that read ground when open. If no existing switches are available, install a new pin switch. Note: DO NOT mount new pin switches in water pathways.

WIRING

GREEN WIRE: (-) DOOR TRIGGER INPUT

Identify the wire that reads ground when any door is open and 12 volts when all doors are closed. Some isolated door triggers. In this case you need to run an additional wires from the other doors or go directly to the wire that triggers the vehicle's dome light.

GRAY WIRE: ENGINE MONITOR / TACH SIGNAL INPUT (Used For Tach Mode)

Used to monitor when the engine is running. Connect to negative terminal of ignition coil, crankshaft position sensor or ECM/PCM tach wire or wrap several turns around a spark plug wire and fasten with wire ties or hi-temp plastic clamps.

> *NOTE: When Gray wire is used, DIP #4 should be set in the OFF position. See programming selection for engine monitor type.*

ORANGE WIRE: NEGATIVE STARTER KILL / ANTI_GRIND OUTPUT

Ground output when system is armed / remote started. This output is used for adding a starter disable relay or to activate Anti-Theft Bypass Modules for remote starting purposes. For starter kill, cut starter wire and connect between 87A and 30 on relay. Connect orange wire to 85 and connect 86 to Ignition Source that has voltage in the ON and CRANKING position. Be sure to connect the Purple Remote Starter Cranking output to the Motor side of the Starter Disable Relay or it will not allow the Remote Starter to Crank the engine.

BLACK WIRE: SYSTEM CHASSIS GROUND

Connect to chassis metal of the vehicle. Scrape away any paint or dirt from the connection point to ensure a good connection.

BROWN WIRE: (+) SIREN OUTPUT (3 amp max.)

Connect to RED siren wire.

RED WIRE: +12V POWER INPUT (10 amp fuse)

Connect to +12 Volt source. Recommended location for this connection is at the vehicle battery positive terminal.

WHITE WIRE: +12V FLASHING PARKING LIGHT OUTPUT

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

WIRING - MINI PLUGS

2 PIN (WHITE) PLUG:
RED/BLACK WIRE: DOME LIGHT ILLUMINATION (Optional, Requires Relay)
Connect to terminal 85 of relay. This wire turns the dome light on for 30 seconds upon disarming of the alarm. If the ignition is turned on or the alarm is re-armed, the dome light will turn off again. Connect this wire to terminal 85 of a relay. Connect terminal 86 to +12V Constant. Connect terminal 87 to +12V or ground depending on the type of Dome Light/Door Pin circuit that is in the vehicle. See Page 19.

WHITE/YELLOW: HORN HONK OUTPUT (Optional, Requires Relay)
Negative pulsed output for honking the vehicle's horn when the alarm is triggered. Connect this wire to terminal 85 of a relay. Connect terminal 86 to +12V Constant. Connect terminal 87 to +12V or ground depending on the type of horn activation circuit in the vehicle. Connect terminal 30 to the horn activation circuit.

2 PIN (BLUE) PLUG: PROGRAM / OVERRIDE BUTTON

2 PIN (RED) PLUG: LED INDICATOR (Red Flashing Light)

3 PIN (RED) PLUG:
GREEN/BLACK: (-) AUX. REMOTE OUTPUT (Optional, Requires Relay)
Connect to terminal 85 of relay. Connect terminal 86 to constant. Connect terminal 87 to +12V or Ground depending on the type of circuit that needs to activated. Connect terminal 30 to the device/circuit to be activated.

RED: (-) OEM FACTORY DISARM OUTPUT
Provides a ground pulse to disarm the vehicles' FACTORY anti-theft system prior to Remote Start. Connect this wire to the vehicles' anti-theft disarm wire. This wire may be found coming off the Driver's door key switch or the Factory Anti-theft control module. This wire may not be needed if Factory Security only requires a door unlock pulse.

YELLOW: VACUUM SWITCH INPUT   (Used with a Vacuum switch for Engine Monitor only)

3 PIN (WHITE) PLUG:
GREEN: (-) NEGATIVE LOCK   Connect directly to negative lock/unlock systems. If vehicle uses
RED: +12V For Relays   positive door lock signals or reversing polarity type, then external
BLUE: (-) NEGATIVE UNLOCK   relays must be added. See Power Door Lock Wiring.

4 PIN (WHITE) SENSOR PLUG:
WHITE: NEGATIVE PRE-WARN   The sensor supplied with the system does not require
BLACK: SENSOR GROUND   any additional wiring. Simply mount sensor in a suitable
BLUE: NEGATIVE TRIGGER   location, plug in, and adjust sensitivity.
RED: SENSOR POWER

POWER DOOR LOCK WIRING

NEGATIVE TRIGGER DOORLOCK WIRING

GREEN
RED
BLUE

L
UL

FACTORY POWER LOCKING RELAYS

POSITIVE TRIGGER DOORLOCK WIRING

GREEN
RED
BLUE

FUSED +12V ⊕

85	86
	87
87A	30

85	86
	87
87A	30

L
UL

FACTORY POWER LOCKING RELAYS
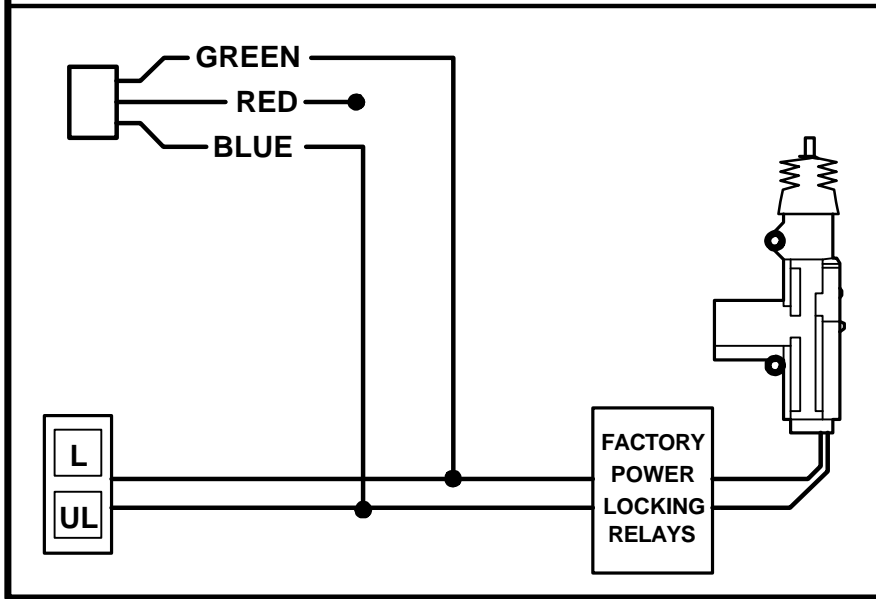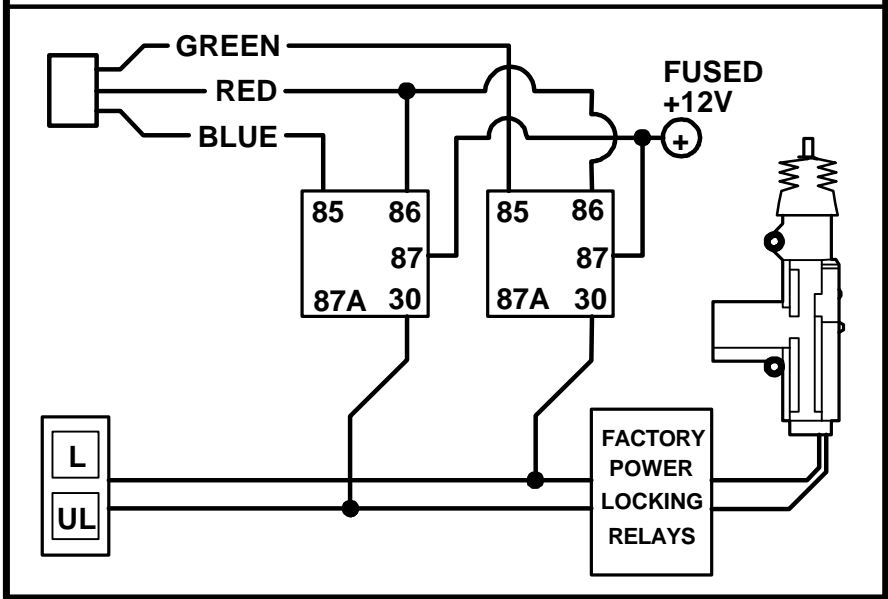
REVERSE POLARITY DOOR LOCK WIRING

GREEN
RED
BLUE

FUSED +12V ⊕

85	86
	87
87A	30

85	86
	87
87A	30

MASTER SWITCH

⊕
L
UL

CUT
CUT
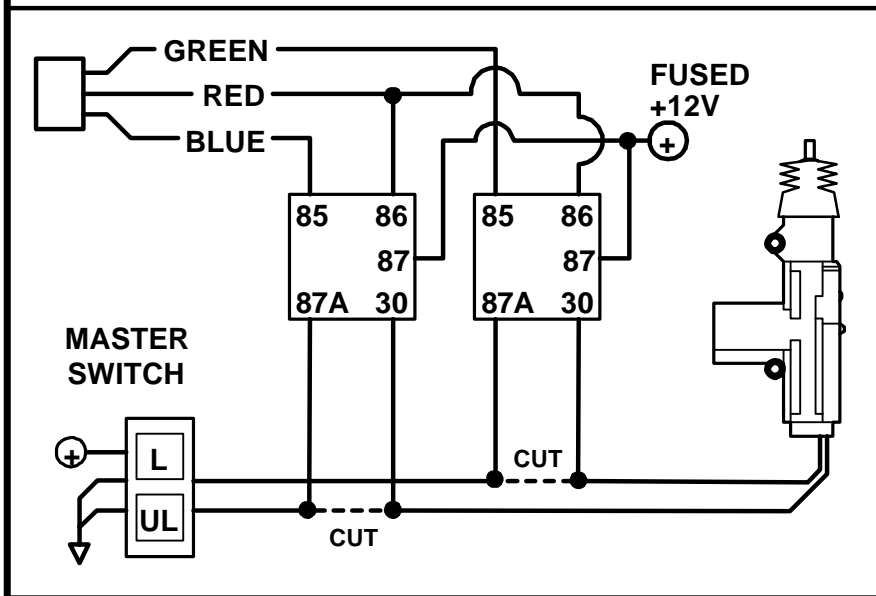
AFTERMARKET DOOR LOCK WIRING

GREEN
RED
BLUE

FUSED +12V ⊕

85	86
	87
87A	30

85	86
	87
87A	30

LOCK WIRE

UNLOCK WIRE
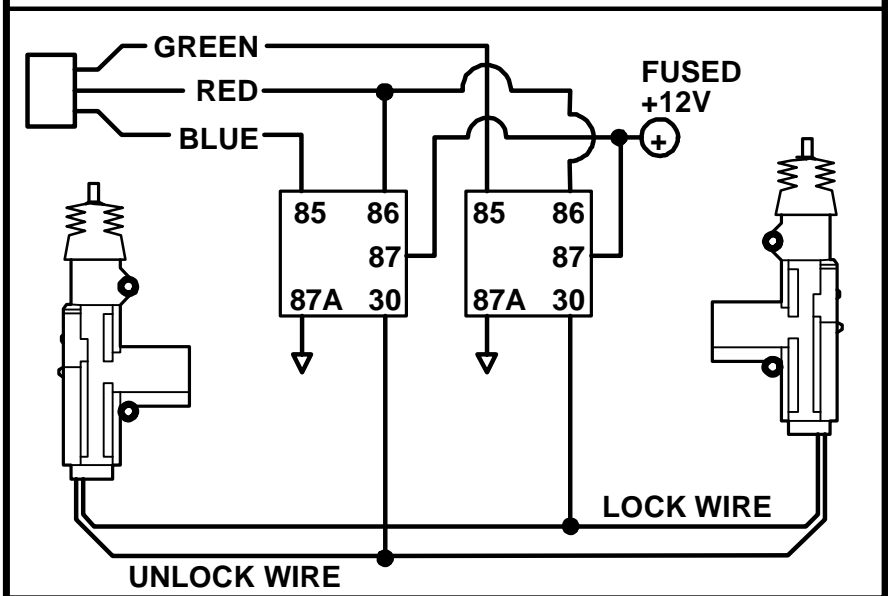
OPTION PROGRAMMING

Follow steps below to access Programming Options:
1. Turn the ignition on and press the override/program button 5 times within 5 seconds. You will hear a (2) Second confirmation chirp from the siren.
2. Within the next 5 seconds press the override/program button [again] the number of times that corresponds to the listed feature below. The siren will chirp once for each button press.
3. Once you are at the desired option number, press Button (I) or (II) on the remote to change the option. Button (I) gives on light flash/chirp and Button (II) give two flashes/chirps. See chart below for option selections. Turn OFF Ignition.
4. Change ONE option at a time and repeat steps 1-3 as needed.

PROGRAMMING OPTIONS CHART

Option #	Option Description	Selection	Button 1	Button 2	Factory Default
1.	Passive Arming	ON or OFF	ON	OFF	ON
2.	Passive Locks	ON or OFF	OFF	ON	OFF
3.	Active Re-Arm	ON or OFF	ON	OFF	ON
4.	Silent Arm/Disarm	ON or OFF	OFF	ON	OFF
5.	Double Unlock Pulse	ON or OFF	OFF	ON	OFF
6.	Door Lock Pulse Time	0.7 Sec. or3 Sec.	0.7 Sec.	3 Sec.	0.7 Sec.
7.	Ignition Controlled Locks	ON or OFF	ON	OFF	ON
8.	Enable/Disable Cold Start	ON or OFF	OFF	ON	OFF
9.	Cold Start Interval Time	Every 2 Hrs. or 1 hr.	2 Hrs.	1 Hr.	2 Hrs.
10.	Disarm with Aux. Feature Activation (Trunk Pop)	ON or OFF	OFF	ON	OFF
11.	Chirp Countdown w/Passive Arming	ON or OFF	OFF	ON	OFF
12.	5/60 Sec. Door Open Warning	Button #1 = 5 Sec. Button #2 = 60 Sec.	5 Sec.	60 Sec.	5 Sec.
13.	Remote Start Run Time	Button #1 = 15 Min. Button #2 = 25 Min.	15 Min.	25 Min	15 Min.
14.	Doors Lock with Remote Start	ON or OFF	OFF	ON	OFF
15.	Lock After Aborted Remote Start	ON or OFF	ON	OFF	ON
16.	Parking Lights ON w/Disarm	ON or OFF	OFF	ON	OFF

OPTION PROGRAMMING

1. PASSIVE ARMING

With this option ON, 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 passive locking is selected. Factory default setting is ON.

2. PASSIVE LOCKS

This option controls whether the doors will lock when Passive Arming occurs. Note: May increase the risk of locking keys in the vehicle. Factory default setting is OFF.

3. ACTIVE RE-ARM

Active Re-arming allows the system to re-arm itself 30 seconds after disarmed with the transmitter if a door has not been opened. This is handy if the vehicle is accidentally disarmed without your knowledge. Default setting is ON.

4. SILENT ARMING /DISARMING (NO CHIRPS)

With this feature, the system can be programmed to Arm and Disarm without the siren chirp. Flashing parking lights will be the only Arm/Disarm confirmation. The Factory Default setting is OFF.

5. DOUBLE UNLOCK PULSE

With this option ON, the unit will send 2 unlock pulses when the system is Disarmed. This feature may be required for interfacing this alarm with some existing Factory Unlock systems. Factory Default setting is OFF.

6. DOOR LOCK/UNLOCK PULSE TIME

Controls the amount of time (0.70 sec. or 3 sec.) for the lock/unlock pulse. The 3 sec. setting may be required for 1980'/90's European Vehicles that require a long pulse to operate Vacuum pump systems. Factory default is 0.75 sec.

7. AUTOLOCK/UNLOCK W/IGNITION

Controls whether the doors will automatically lock when the ignition is turned on and will unlock when the ignition is turned off. *Doors will not lock if they are open to prevent locking the keys in.* Factory default setting is ON

8. ENABLE / DISABLE COLD START

With this feature, the system can be programmed to automatically Self-Start every 2 hours or Every hour in severe weather conditions. See Option 9 below for more information.

9. COLD START INTERVAL TIME

Sets the time interval between remote engine starts when Option #8 Cold Start feature is enabled. Selectable for Engine starting *on the hour* every 2 hours or Every hour. Factory Default setting is 2 Hours.

OPTION PROGRAMMING

10. DISARM WITH AUX. OUTPUT (TRUNK POP)
Controls whether the system will or will not DISARM when the trunk pop or AUX. feature is used. When the feature is turned on the unit will DISARM when opening trunk or other AUX feature. Factory Default setting is OFF

11. SIREN CHIRP COUNTDOWN W/ PASSIVE ARMING
With this feature ON, the alarm will begin to chirp the siren when passive arming sequence begins. A very small siren chirp is emitted every second for approximately 25 seconds until the system passively arms. Default setting is OFF.

12. 5/60 Sec. DOOR/ZONE OPEN WARNING
This setting changes the time that the alarm system starts to monitor the Door, Hood, or Trunk Zones. Change setting to 60 Sec. for vehicles with a delayed dome light prevent warning chirps. Factory Default setting is 5 Sec.

13. REMOTE START RUN TIME
Set engine run time for remote start for 15 or 25 minutes. Factory Default setting is 15 min.

14. DOOR LOCK WITH REMOTE START
This option controls whether the unit will lock the doors after a remote start whether alarm system is armed or not. This prevents an unlocked/unattended running vehicle. Factory Default setting is OFF.

15. DOOR LOCK WITH ABORTED/TIMED OUT REMOTE START
This option controls whether the unit will lock the doors after a remote start is aborted or finished with the run time and one entered the vehicle. whether alarm system is armed or not. This

16. PARKING LIGHTS ON WITH DISARM
Keeps parking lights on instead when system is disarmed to assist in locating your vehicle in a crowded parking lot or structure. Light will stay on for 30 Sec. or until Ignition is turned on. Factory Default setting is OFF.

REMOTE START ENGINE OPTIONS

The 4-position DIP SWITCH bank is hidden below the small access door on the top of the alarm control module. These switches are used to select options as follows:

Dip Switch Number	Settings	
#1 Gas / Diesel	ON = Gas	OFF = Diesel
#2 Tach/Tachless or Vacuum	ON = Tach/Tachless	OFF = Vacuum
#3 Crank Time (0.8 or1.25 Sec.)	ON = 0.8 Sec.	OFF = 1.25 Sec.
#4 Engine or Tachless Monitor	ON = Tachless	OFF = Engine Monitor (GRAY WIRE)

SEE DESCRIPTIONS ON NEXT PAGE.

REMOTE START ENGINE OPTIONS

ENGINE TYPE: GAS or DIESEL
Set this switch to select the proper vehicle fuel type. Selecting Diesel delays starter activation about 10 seconds to allow warming of glow plugs.

TACH/TACHLESS or VACUUM MODE:
For Tach/Tachless Mode, set Dip Switch #2 ON. For *Vacuum Mode,* set Dip Switch #2 OFF. When this switch is set to the on position, the unit will monitor the vehicle's engine according to the setting of Dip Switch #4 below. When in Vacuum mode, the unit will monitor the Engine using a vacuum switch (not included) and the Yellow Wire.

CRANK TIME:
This feature controls the length of time the starter stays engaged. If the default (0.8 seconds) is not long enough to start the engine, change the setting to1.25 seconds. These are the only two cranking times. This unit does not use engine pulses to determine cranking time. Cranking time are preset values only. ***This system may not be compatible with Hard Starting, Out-of-Tune, or Older Vehicles that require longer cranking times.***
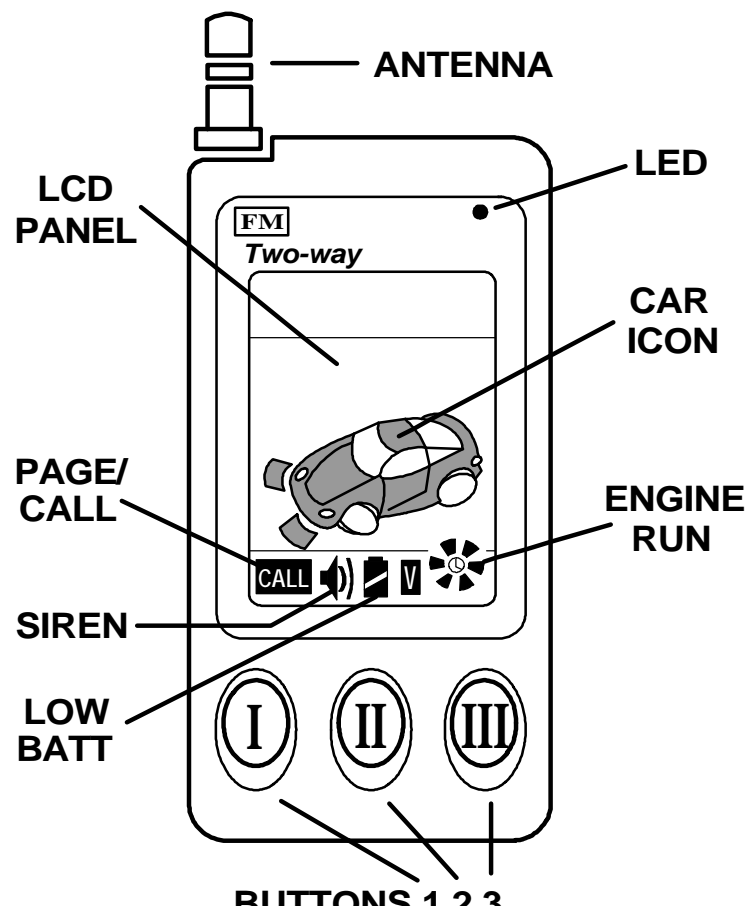
TACHLESS or ENGINE MONITOR:
When switch #4 is on, the system is in the Tachless mode and it is not necessary to connect the gray Engine Monitor wire. When switch #4 is off, the unit monitors engine RPM/Pulses through the Gray wire. The wire must be connected to a valid source when #4 is in the OFF position.

OPERATION

PAGER / REMOTE TRANSCEIVER:
The hand-held remote transceiver is used to send commands to and receive information from the 2005FM Alarm system. The Control Module transmits High Frequency FM signals to the pager for various alarm functions up to 1 mile away. Range will vary depending on location, terrain, and RF noise interference. This system is not guaranteed to page you if you are behind concrete walls, underground, in a large structure, or an area with high electronic interference. Handle the pager/remote with care as the LCD display and/or the electronics may be damaged if abused. Some icons and areas of the LCD panel are not used or do not animate. These areas

ANTENNA

LED

LCD PANEL

FM
Two-way

CAR ICON

PAGE/ CALL

ENGINE RUN

CALL

SIREN

LOW BATT

I II III

BUTTONS 1 2 3

are for future improvements and expansion of this system. Pull up the built-in antenna on the top left of the unit when additional range is required. Push the antenna in for storage in a pocket or purse. The transceiver uses a standard AAA Alkaline Cell battery that can easily be replaced by removing the access cover on the back of the unit. Battery life will vary depending on usage. (4-5 months on average)

ARMING:

Press the (I) button on the transceiver to arm the system. The LCD Display will show "ARM" and "LOCK" icons while emitting a single beep. At the vehicle, the siren will chirp once and the lights will flash once. The red LED in the vehicle will start flashing. The system will arm, lock the doors, and the starter will be disabled (Optional).

OPERATION

DISARMING:

Press the (I) button on the transceiver. The LCD Display will show "DISARM" and "UNLOCK" icons while emitting (2) beeps. At the vehicle, the siren will chirp (2) times and the lights will flash (2) times. The red LED in the vehicle will turn off. The system will disarm, unlock the doors, and the interior dome light will turn on if these optional features are installed.

SILENT ARM/DISARM: (Programmable)

The system can programmed to ARM and DISARM silently without Siren Chirps. See programming Option #4. Note: When programmed for silent ARM/DISARM, the Remote Start confirmation chirps will no longer be heard.

TRIGGERING THE ALARM:

After a short 5 second Arming delay (to allow vehicle/electronics to settle), the system becomes fully armed.

INTRUSION:

If there is an intrusion (door/hood/trunk opening) the alarm will sound with siren, followed 8 seconds later with alternating light flash / horn honk (optional) for 45 seconds. The 8-second delay before flashing lights/honk is to allow the control module to transmit signals to the pager/remote. The remote will emit an audible alert and the LCD Display will show a Trunk or Door Opening icon along with audible beeps.

SHOCK/IMPACT:

A hard impact or shock to the vehicle body will trigger the shock sensor and trip the alarm system as listed above. The LCD will Display Hammer and Glass-Break icons. This may or may not mean that there is actually glass breaking on the vehicle, but it is a reminder to you that a hard impact was detected.

ALARM PRE-WARNING:

If a low-level shock to the vehicle body is detected, the pre-warning sensor activates sounding 5 quick siren chirps and 1 light flash. The transceiver will emit an audible alert and the LCD Display will show a Hammer icon. To adjust the shock sensor, turn its control knob to increase sensitivity or decrease sensitivity.

PANIC FEATURE:

In the event of an emergency situation or to attract attention to your vehicle, press and hold button (I) on the transmitter for about (5) seconds. The Siren will sound and lights will flash. Press button (I) again to reset.

SHOCK SENSOR BYPASS THROUGH REMOTE

To bypass shock sensor protection, Press Button (I) to arm system, then within 3 seconds press button (II).

VALET MODE:

To disable the Alarm *and* Remote Start sections of the system while still allowing door lock/unlock, turn the ignition ON and press the override/program button until the dash LED turns on solid and one siren chirp is heard (about 5 seconds). Repeat the process to exit valet mode (LED will turn off, lights flash twice, and chirps twice).

OPERATION

EMERGENCY OVERRIDE:

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 to disarm the system. Open the door with the key, (alarm will sound) turn the Ignition ON, and press and hold the override/program button about 3 seconds. The Alarm will disarm and enter the Valet mode to allow you to use the vehicle. You can repair/replace the pager/remote or see your installing dealer for assistance.

TRUNK POP/AUXILIARY FEATURE: (Optional)

To pop the trunk or activate an auxiliary feature, press button (III) on the transmitter for about 1½ seconds until it beeps. Trunk pop feature is recommended for vehicles equipped with a Factory Electric trunk release. Extra parts and/or labor may be necessary for this feature. *If the system is armed, pressing button (III) may or may not trigger the alarm system when opening the trunk depending on programming option #10 configuration.*

AUTOLOCK/UNLOCK WITH IGNITION: (Programmable)

The doors will automatically lock when the ignition is turned on and will unlock when the ignition is turned off. *If a door is open the unit will not lock to prevent keys from being locked in.*

PASSIVE ARMING / PASSIVE LOCK MODES:

If programmed for passive (Automatic) Arming, the system will Arm itself 30 Seconds after the ignition is turned off and the last door has been closed. The LED will begin flashing rapidly while counting down to Passively Arm. If a door is open or reopened during the countdown, 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. If Passive Locks are programmed ON, then doors will lock also.
Note: Passive Arming may qualify for insurance discounts-check with your agent or proprietor. Passive locking may increase the chance of locking the keys inside the vehicle.

ACTIVE RE-ARMING:

Active Re-arming allows the system to re-arm itself 30 seconds after it is disarmed with the transmitter in the event that a door has not been opened. This is handy if the vehicle is accidentally disarmed without your knowledge (Remote is pressed while in your pocket/purse). This feature can be turned off with the programming options.

SVC INDICATOR:

If the unit is out of range or the pager/remote and the base unit do not communicate properly, the SVC indicator will appear on the LCD display. Sometimes this is caused by trying to send commands to the vehicle while it is in turn trying to page the remote. Be sure to wait about 8 seconds between functions to avoid this message or move closer to vehicle if you are getting this message from being out-of-range. Status Check feature also serves as a range test.

IN-CAR CALL/PAGE:

Press and hold the program/override button in the vehicle for about a second to initiate a page to the remote. ***Please note the LCD Display shows a shock sensor violation as the in-car page!***

OPERATION

ALARM RANGE/STATUS CHECK:

To perform a status check, or to test if you are in range of your system, press Buttons (II) and (III) together for about 1½ seconds until the remote beeps twice. The control module in the vehicle will report back to the pager/remote whether the system is ARMED, DISARMED, or ENGINE RUNNING on the LCD Display. If you get SVC then you are out of range.

DOME LIGHT ILLUMINATION: (Optional)

This feature turns on the vehicle's 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.

PRIOR INTRUSION ALERT:

If the system was tripped in your absence, the dash LED will be flashing rapidly. When the system is disarmed you will hear 4 chirps when disarming the system. Carefully inspect your vehicle to see if there is any damage or a theft has occurred.

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, give (3) light flashes, and the control module will page the remote with the open zone. (Door or Trunk). The faulty zone will be automatically bypassed.

LCD PAGER / REMOTE: ICONS & SOUNDS

FUNCTION	*ICON/SYMBOL*	*SOUND*
Arm System	**ARM/Downward Lock Arrow**	**1 Beep**
Disarm System	DISARM/Upward Unlock Arrow	2 Beeps
Remote Start	KEY/Engine Icon Spins	3 Beeps
Stop Engine	Key Icon with Slash	3 Beeps (2X)

Trunk Pop	Trunk Opens on Car	6 Beeps
Hood/Trunk Alarm Trigger	Trunk Opens on Car	6 Beeps
Door Alarm Trigger	Door Opens on Car	Ring + 3 Beeps
Sensor Pre-Warn	Hammer on Car	Constant Beep
Sensor Trigger	Hammer/Breaking Glass	Ring + 2 Beeps
Out of Range	Flashing "SVC" Icon	None
Miscommunication	Flashing "SVC" Icon	None
Low Battery	Flashing Battery Icon	None

Press and release button (III) to reset the Sound/LCD Display when needed.

REMOTE START OPERATION

REMOTE ENGINE START:

Press and hold Button (II) on the transceiver for about 1½ seconds until it beeps. The alarm will acknowledge the remote start request by transmitting back to the Transceiver with 3 beeps and the Key/Engine Run icons on the LCD Display. At the vehicle, the unit will chirp (3) times and the parking lights will turn on solid. After powering up the Ignition and Accessory circuits, the unit will start the vehicle and run for 15 or 25 minutes (whichever is programmed). Once the vehicle is running (in the first 8 seconds) the control module will page the remote with engine run status (LCD display will show a spinning engine run and exhaust). If the vehicle fails to start on the first attempt, the system will try (2) more times before aborting the remote start process.

REMOTE ENGINE STOP:

To stop (abort) a remote start, Press and hold Button (II) on the transceiver for about 1½ seconds until it beeps. The alarm will acknowledge the abort remote start request by transmitting back to the Transceiver with (2) sets of 3 beeps. The LCD Display will show a Key with slash and the Engine Run icon will flash (2) times and turn off. The will remain armed if it was armed before the remote start took place. If the vehicle was not armed, it will remain locked after the remote start abort.

ENTERING A REMOTE STARTED VEHICLE:

To enter a remote started vehicle, press button (I) to Unlock/Disarm, insert key and turn on to the run position [DO NOT Turn the key to the Start position or you damage the Starter!], tap on the foot brake to reset the unit and drive away as normal. The key is now operating the vehicle. The optional ANTI-GRIND feature and can help to avoid starter damage from turning the key over and re-engaging the starter on a running engine.

IDLE-DOWN:

This mode allows the unit to take over operation of the parked vehicle while the ignition key is removed and you exit the vehicle. The vehicle is put into a remote running condition before you exit and it will remain running for the programmed run time or until you come back.

Examples:

- **You pull up to a convenience store for a quick stop, "Idle Down" mode keeps engine running when you exit the vehicle, (with keys in hand) and arm the alarm. When you return, unlock/disarm alarm, turn ignition ON and drive away.**
- *Some Turbocharged vehicle manufacturers recommended that the driver leave the car at idle for a short time after a long or vigorous drive before turning the car off. This allows the turbo to cool down.*

With engine running, press and hold the brake pedal and push button (I) on the Transmitter. The parking lights/remote start will turn ON. Turn Off the Ignition and remove key while engine will remains running. Exit vehicle and arm the system. The Engine will remain running for programmed run time, until you return, or it can be turned off at any time through Button (II).

REMOTE START OPERATION

SELF-START MODE: (Programmable)
The vehicle can be programmed to start every 1 or 2 hours automatically during extreme weather conditions. ***DO NOT leave vehicle in a closed garage with this feature activated!*** First make sure the self-start mode has been enabled with program option #8. (Unit starts every 2 hours by default). Use program option #9 to change interval time if needed. To start self-starting mode, press and hold the brake pedal and the Valet button, then Button (II) on the transceiver for about a second. The parking lights will flash 5 times, and the vehicle will automatically start and run for about 30 seconds then turn off by itself. From this point on, as long as you don not press the brake pedal or the Remote Start button on the Transmitter, the vehicle will start by itself after the pre-programmed time period (1 or 2 hours). **Vehicle will self-start a maximum of 12 times**. After that, you will need to go through the brake/override/button (II) procedure again.

ANTI-GRIND / STARTER DISABLE (Optional)
Prevents the user from accidentally grinding the starter if the Ignition key is turned too far to the start position while engine is already running from the remote starter. Starter circuit is automatically disabled when alarm is armed to protect the vehicle from "Hot Wiring".

HOOD OPEN & BRAKE PEDAL SAFETY CIRCUITRY
Both the hood pin and brake switch will prevent the engine from being remote started. Both circuits will also cause a remote started engine to shut down if activated while running. This helps eliminate the risk of injury to someone working under the hood or tampering of the vehicle. If a Remote start is requested with the hood/brake active, the lights will flash twice and the unit will not attempt a start.

IMPORTANT NOTES

1. This unit will remote start whether the alarm is on or off. Starting the engine will not trigger the alarm system if it is in the armed mode when performing a remote start.
2. The vehicle will still be protected when armed/remote started. If a door/hood/trunk is opened, the alarm will trigger and the engine will shut down automatically.
3. Quickly pressing button 3 will reset any active message icons on the LCD display.
4. If the alarm is triggered by opening the hood, the LCD Display will show and page as a trunk violation. The LCD remote does not have a separate Hood-Opening Icon.
5. The control module may not respond to multiple commands. You must allow up to 8 seconds between functions because the unit is sending/paging information to remote/pager.
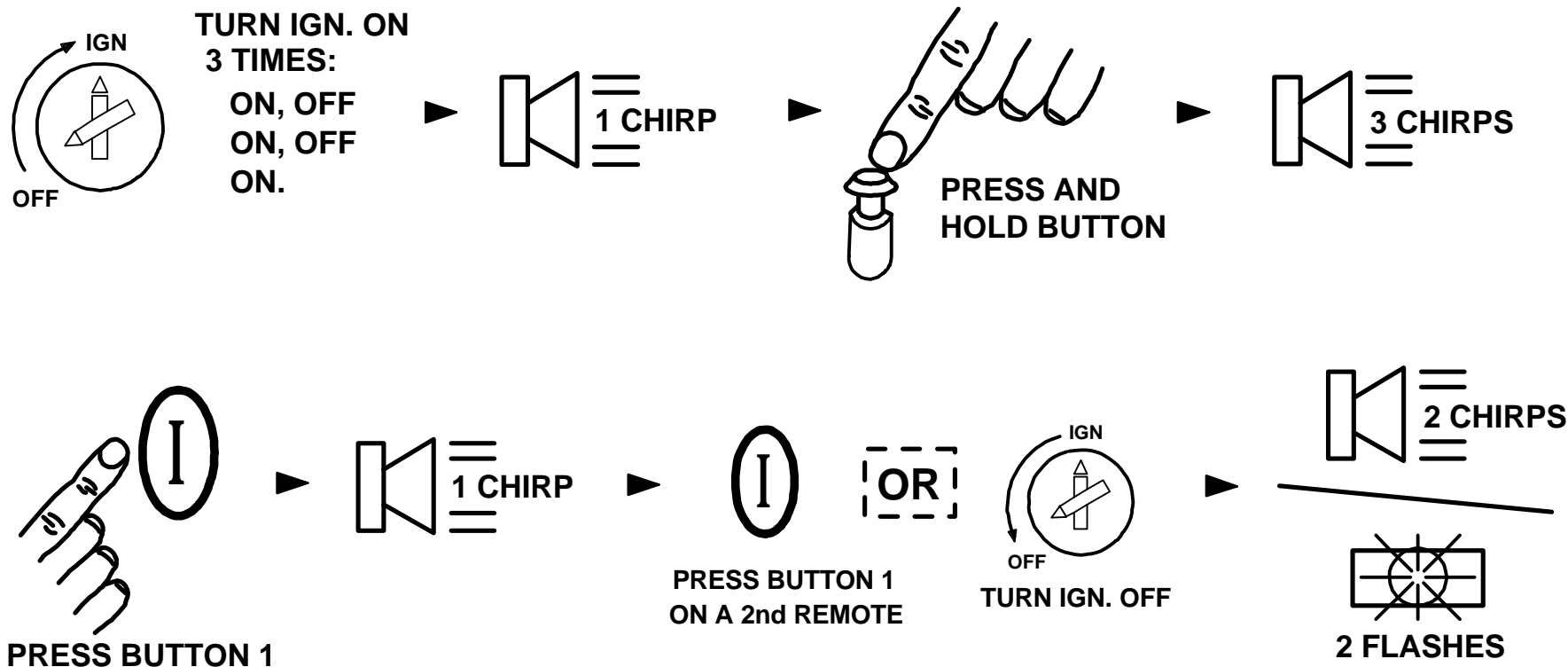6. Valet mode inhibits the alarm, remote start, and in-car page/call features.

TRANSCEIVER REMOTE CONTROL PROGRAMMING

The supplied 2-Way Pager/Remote-Transceiver(s) is programmed from the factory to operate the system. In the event you need to add another transmitter, or reprogram any transmitter to the system, follow the procedure below. ALL TRANSMITTER CODES MUST BE LEARNED DURING ONE PROGRAMMING SESSION.

NOTE: The Unit will learn a total of (2) Pager/Remote-Transceivers only

1. Turn ignition on and off 3 times within 5 seconds leaving it on the 3rd time. (on/off, on/off, on) A single siren chirp should sound if this was performed correctly.
2. Press the override/program button for approx. 5 seconds until 5 siren chirps are heard.
3. Press the (I) button on the transceiver. You should hear a single siren chirp when the code is accepted, then and press button (I) for an additional transceiver if necessary.
4. Turn the ignition off and wait a few seconds before trying the one or both transceivers.

DIAGRAM:

TURN IGN. ON 3 TIMES:
ON, OFF
ON, OFF
ON.

IGN
OFF

▶ **1 CHIRP**

▶ **PRESS AND HOLD BUTTON**

▶ **3 CHIRPS**

PRESS BUTTON 1

▶ **1 CHIRP**

▶ **PRESS BUTTON 1 ON A 2nd REMOTE** **OR** **TURN IGN. OFF**

IGN
OFF

▶ **2 CHIRPS**

2 FLASHES

TROUBLESHOOTING

UNIT SHUTS DOWN 4-5 SECONDS AFTER REMOTE STARTING:

In some vehicles, the unit may not sense the engine/voltage when in Full Tachless mode. Turn Dip switch #4 OFF and wrap the gray wire around a plug/coil wire. The module will now sense inducted RF/Engine noise in the gray wire allow the engine to stay running longer than 4-5 seconds.

UNIT CRANKS VEHICLE BUT ENGINE NEVER STARTS: (4 parts)

1. In some vehicles, there may be a Factory anti-theft system that will not allow the engine to run without the key in the ignition. These systems may include Factory Security Modules, GM Passkey®/Passlock®, and RF Transponder systems (Ford P.A.T.S.®). Many late 1990's and 2000 vehicle include some type of Anti-Theft systems, even on base or low-level models.

2. Cranking time may need to be set longer. Turn Dip switch #3 to the OFF position to increase cranking time to 1.25 seconds.

3. This system may not be compatible with Hard Starting, Out-of-Tune, or Older Vehicles that require a cranking time of more than 1.25 Seconds. (This unit does not use Engine RPM to determine cranking time.)

4. The vehicle may have more than one Ignition/or Accessory circuit that requires power for the vehicle to start. Common on some GM/Toyota vehicles.

VEHICLE STARTS BUT CHECK ENGINE LIGHT COMES ON OR ENGINE RUNS BADLY: (2 parts)

1. Some 1990's GM cars/trucks require a secondary ignition circuit for the Transmission computer. If the vehicle is starter without this wire energized, the vehicle will display a "Check Engine" or "Service Engine" light on the dash. This may cause transmission damage if the vehicle is driven. Be sure to check for and additional WHITE (or GREEN) Ignition wire on Late 90's GM vehicles and trucks.

2. Some Vehicles (Commonly Nissan) require 2 Start (Cranking) circuits for the vehicle to run properly. If this is the case, then an additional relay must be installed (triggered off of the VIOLET Start output wire). Connected to the Extra start relay output to the extra start wire in the vehicle.

STARTER DOES NOT ENGAGE FOR REMOTE START WHEN ARMED:

If there are many external relays added to your CS2005FM installation, the electronic noise created by the relay coils shuts down the remote start portion of the system. Add 1-Amp diodes across the coils of the external relays (Terminals 85-86).

NO RESPONSE FROM EITHER TRANSMITTER: (4 Parts)

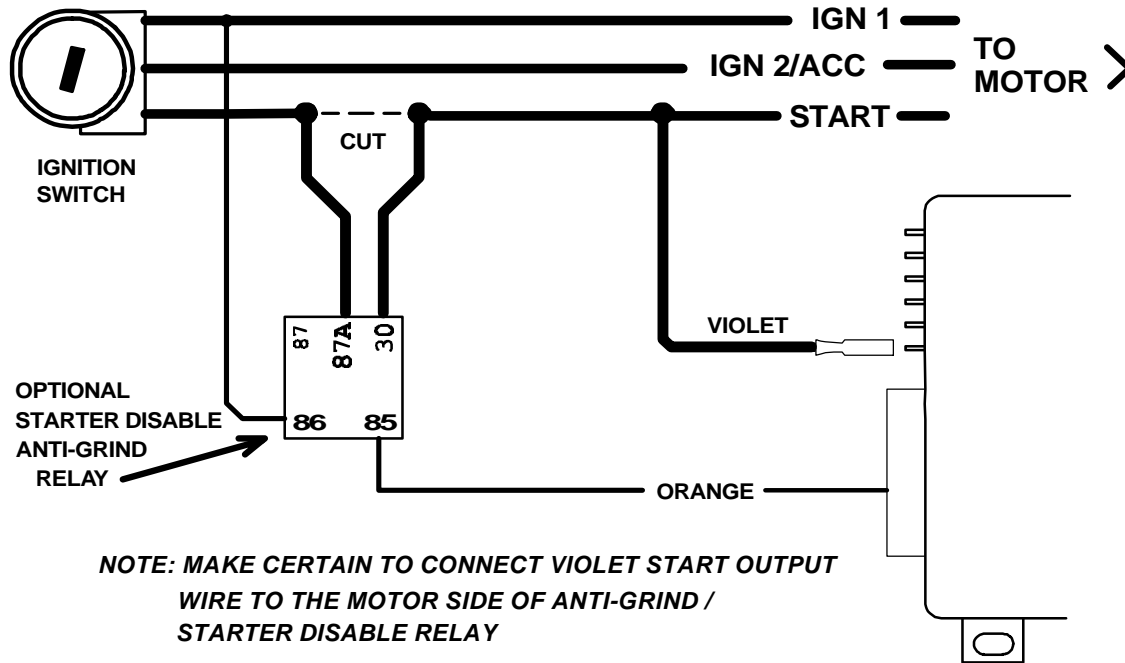1. Check for proper power/ground wiring connections.
2. Check Antenna Module connection. The antenna module included with this system must be plugged in to allow the unit to send/receive signals.
3. The remote Transceiver(s) may need to be reprogrammed to operate the system. See Page 17.
4. The remote Transceiver may be damaged or need a new "AAA" battery.

WIRING DIAGRAMS

OPTIONAL STARTER DISABLE / ANTI-GRIND (Relay not included):

IGN 1

IGN 2/ACC — TO MOTOR ›

START

CUT

IGNITION SWITCH

87 87A 30

OPTIONAL STARTER DISABLE ANTI-GRIND RELAY

86 85

VIOLET

ORANGE

NOTE: MAKE CERTAIN TO CONNECT VIOLET START OUTPUT WIRE TO THE MOTOR SIDE OF ANTI-GRIND / STARTER DISABLE RELAY

OPTIONAL DOME LIGHT ILLUMINATION (Relay not included):

+12V BAT.

RED/BLACK

(-) DOME ILLUMINATION

85 86

30 87

+

CONNECTS TO EITHER +12V or GROUND, DEPENDING ON THE TYPE OF DOME LIGHT CIRCUIT

DOOR PIN SWITCH

DOME LIGHT