

CRIMESTOPPER

CS-2004 WDC

Remote Control Alarm System with CoolGlow & SecurWatch®

INSTALLATION & OPERATING INSTRUCTIONS

INTRODUCTION:

CONGRATULATIONS on your choice of a Remote Alarm System by Crimestopper Security Products Inc. This system features both a **4-Button CoolGlow Transmitter** and a **SecurWatch® Sports Watch Transmitter** that feature anti code-grabbing technology. The remote code changes with every use of the transmitter making it impossible to scan or record the codes for use later on. This booklet contains the information necessary for installing, using, and maintaining the many features of this 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. Siren, L.E.D., Power, Ground, Doorpin, etc.

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

***NOTE:** If the system is programmed for Carjack Protection, AUX 1 will not be available when using the **SecurWatch® Remote Transmitter**. **AUX 1 can still be operated with the 4-Button CoolGlow transmitter when the system is setup for Carjack.**

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, AND BATTERY).

TO PREVENT A POSSIBLE DEAD BATTERY remove vehicle dome light fuse while working on the vehicle. MAKE CERTAIN TO REINSTALL FUSE PRIOR TO TESTING FOR DOOR TRIGGERS.

DO NOT EXCEED MAXIMUM OUTPUT RATINGS! - SERIOUS DAMAGE MAY OCCUR. LIMITS FOR ALARM FUNCTIONS ARE LISTED WHERE APPLICABLE. IF UNSURE ABOUT CURRENT LOAD, MEASURE LOAD WITH AN AMP-METER.

REMOVE MAIN SYSTEM FUSE(S) before jump starting the vehicle or charging the battery at high boost. DAMAGE MAY OCCUR TO SYSTEM IF PROPER PRECAUTIONS ARE NOT OBSERVED.

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.

DO NOT Mount 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.

SIREN MOUNTING: Mount the siren under the hood to fender-well or other body surface with the open end facing downward. Run the red siren wire through the firewall using a rubber grommet. Ground the black wire to the body metal near the siren.

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

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.

Override/Program Button: Mount the **Override/Program** push-button in a hidden but accessible location. It is used for emergency disarm without the use of the transmitter and for programming certain features.

WIRING

RED WIRE: +12V POWER INPUT (15 Amp Fuse)

Connect to a +12 Volt source with the supplied fuse and fuse-holder. We recommend the connection to be at the Vehicle's Battery Positive Terminal.

BLACK WIRE: CHASSIS GROUND

THIS WIRE MUST BE CONNECTED TO THE CHASSIS METAL OF THE VEHICLE. Scrape away any paint or dirt to ensure a good connection. We recommend the kick panel area for your ground point.

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

Connect to a (+) Ignition Wire that shows +12 Volts when the key is in both the "ON" and "Cranking" positions.

ORANGE WIRE: (-) NEGATIVE ARMED OUTPUT

Ground output when system is armed. This output can be used for additional starter disable relay or to activate other devices such as scanner LED's, window modules, voice modules etc.

WHITE WIRE: +12V FLASHING PARKING LIGHT OUTPUT (Optional)

Connect to switched parking light wire at back of light switch or connect directly to one of the parking lights at the front of the vehicle. European vehicles may require additional parts due to separate left and right circuits.

BROWN WIRE: (+) SIREN OUTPUT (3 Amp Max.)

Connect to the siren's RED wire. Connect the Siren's Black Ground wire to the chassis close to the siren.

BLUE WIRE: (-) HOOD/TRUNK TRIGGER

Input trigger for a grounding hood or trunk pin switch. Connect to existing hood and trunk pin switches that read ground when open. If no existing switches are available, install new grounding pin switches if desired. Note: DO NOT mount new pin switches in water drainage or pathways.

GREEN WIRE: (-) DOOR TRIGGER

Connect to Negative type door switches that read ground when a door is opened and 12 volts when all doors are closed. In the case of isolated door triggers, you may need to run additional wires from other doors OR go directly to the wire that triggers the vehicle's dome light.

VIOLET WIRE: (+) DOOR TRIGGER

Connect to Positive type door switches that show +12 Volts when the door is open and Ground when the doors are closed. (Many Ford vehicles.)

GRAY WIRE: (-) REMOTE OUTPUT 1 (Optional, Requires Relay)

Connect this wire to terminal 85 of a relay to operate AUX device or function. Connect terminal 86 or the relay to +12 Volts constant. Connect terminal 87 to 12Volts or Ground depending to the type of circuit needed. Connect Terminal 30 to the AUX device's activation wire. This output will provide a ½ second ground pulse when AUX 1 is activated.

WIRING

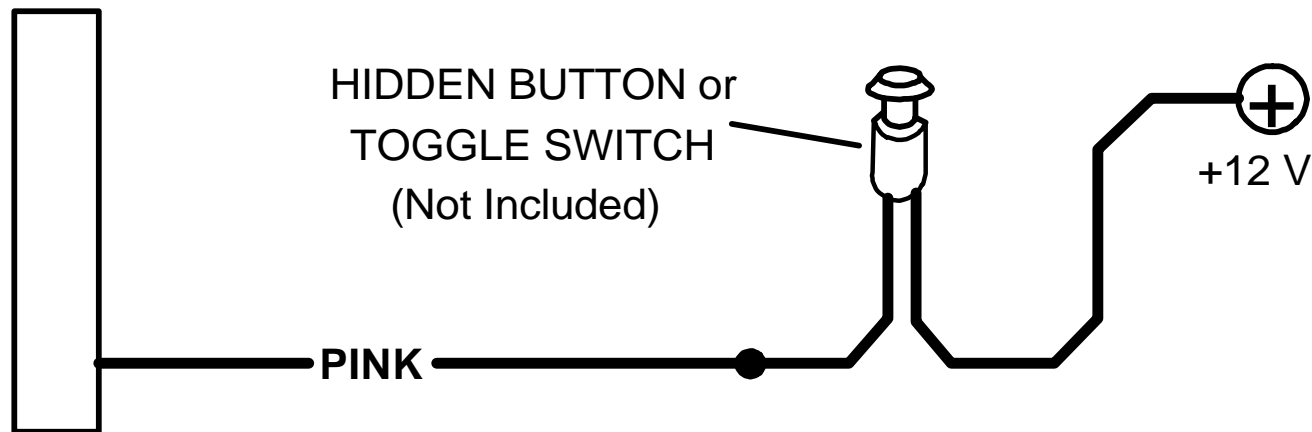
WHITE/RED WIRE: (-) REMOTE OUTPUT 2 (Optional, Requires Relay)

Connects the same way as Remote Output 1 above to activate or control a second AUX device or function. This output will provide a momentary negative signal when AUX 2 is activated.

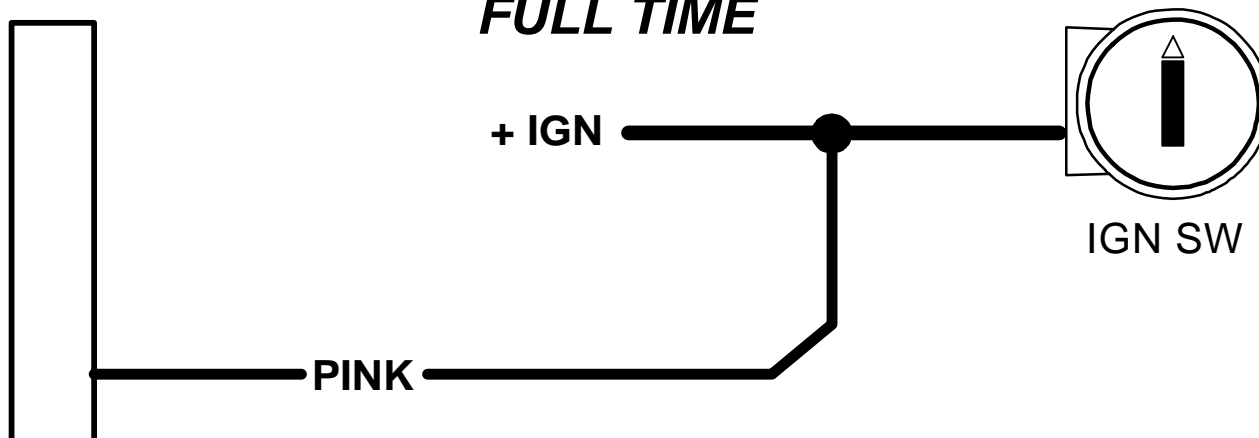
PINK WIRE: (+) CARJACK ENABLE

Connect to push button, toggle switch, or to a +12 Volt source to activate Car Jack protection features. See diagrams below for possible wiring configurations.

OPTIONAL CAR JACK WIRING: SWITCH



OPTIONAL CAR JACK WIRING: FULL TIME



WIRING – MINI PLUGS

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

2-PIN PLUG (MEDIUM): PROGRAM/OVERRIDE PUSH BUTTON

4-PIN SENSOR PLUG:

RED WIRE SENSOR +12V POWER

BLACK WIRE SENSOR GROUND

BLUE WIRE: NEG. WARN AWAY

WHITE WIRE: NEG. TRIGGER

*The Sensor supplied with the system does not require any additional wiring, simply mount the sensor in a **suitable location, plug in, and adjust sensitivity.**

3-PIN SENSOR #2 PLUG: (For adding additional sensors)

PIN 1: SENSOR +12V POWER

PIN 2: NEGATIVE (-) TRIGGER

PIN 3: SENSOR GROUND

3 PIN PLUG (BROWN): NOT USED

POWER DOOR LOCK WIRING

6-PIN DOOR LOCK PLUG 18 GA. (Optional / ON-Board Relays):

VIOLET:	DOOR LOCK Relay Term. #87:	Normally Open [Polarity Input for Lock relay]
WHITE:	DOOR LOCK Relay Term. #30:	Common [Lock Output or Motor Side with Rev. Polarity]
GRAY:	DOOR LOCK Relay Term. #87A:	Normally Closed [Switch side with Rev. Polarity]
VIOLET/WHITE:	DOOR UNLOCK Relay Term. #87:	Normally Open [Polarity Input for Unlock relay]
GREEN:	DOOR UNLOCK Relay Term. #30:	Common [Unlock Output or Motor Side with Rev. Polarity]
BLUE:	DOOR UNLOCK Relay Term. #87A:	Normally Closed [Switch side with Rev. Polarity]

DETERMINING DOOR LOCK TYPE: We recommend determining the type of locking system the vehicle has before connecting any wires. Incorrect connection will result in damage to the alarm and/or vehicle locking system. There are several types of door lock systems in vehicles today. Below is listed the many types of common locking systems:

Negative trigger: Most Japanese; Ford, New GM

One wire dual voltage: Newer /Chrys/Dodg/Plym; Ford Probe

Reverse Polarity: Chrys/Dodg/Plym; GM; Ford

Semi-automatic: Older Saab and Volvo

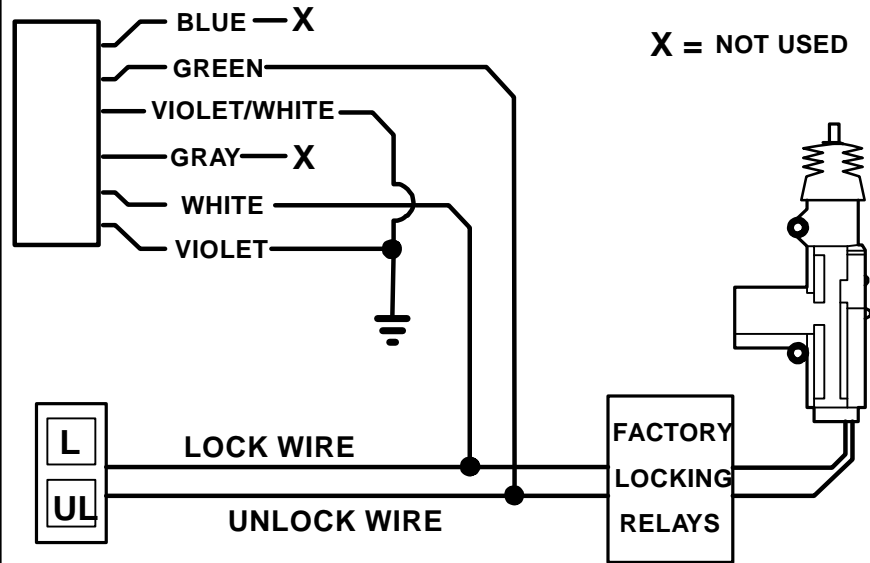
Positive trigger: Many GM; Some Chrysler

Ground/open: Some Nissan; Subaru

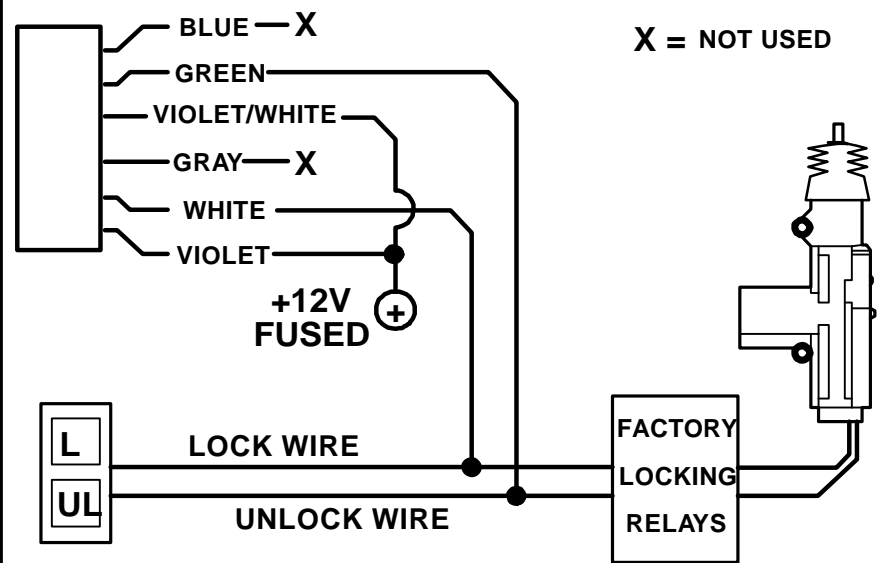
Electric vacuum pump: Pre-'95 Mercedes-Benz

POWER DOOR LOCK DIAGRAMS

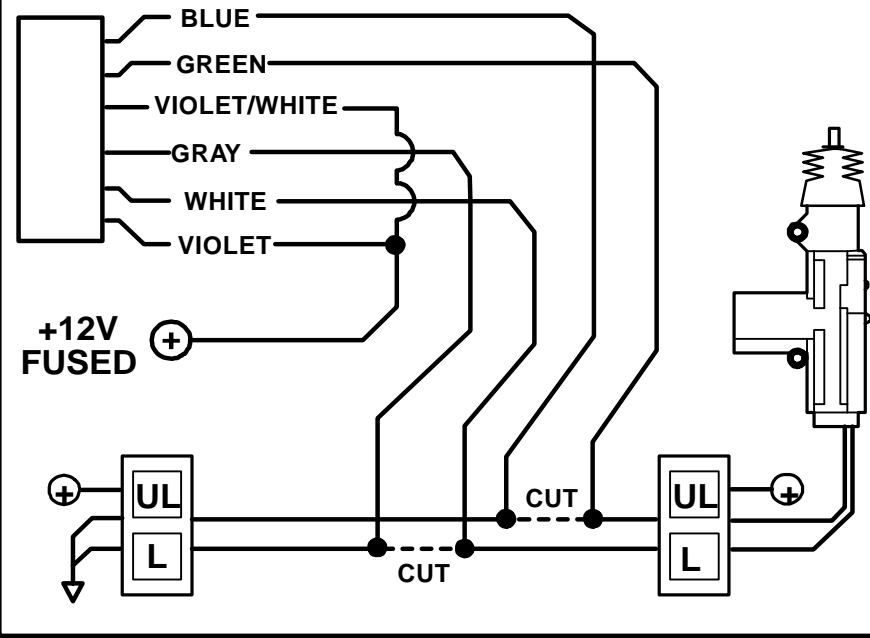
NEGATIVE TRIGGER DOORLOCK WIRING



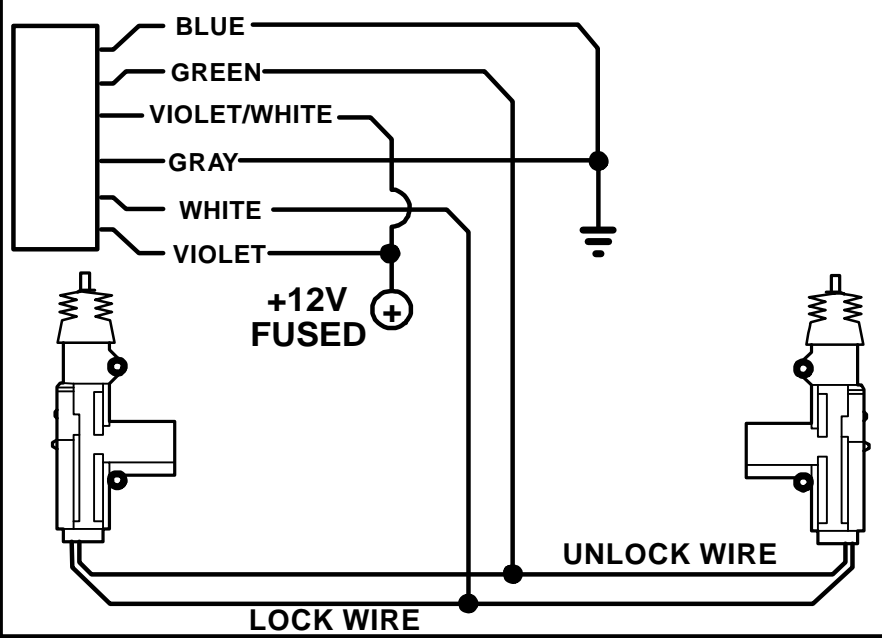
POSITIVE TRIGGER DOORLOCK WIRING



REVERSE POLARITY DOOR LOCK WIRING



AFTERMARKET MOTOR DOOR LOCK WIRING



STARTER DISABLE WIRING

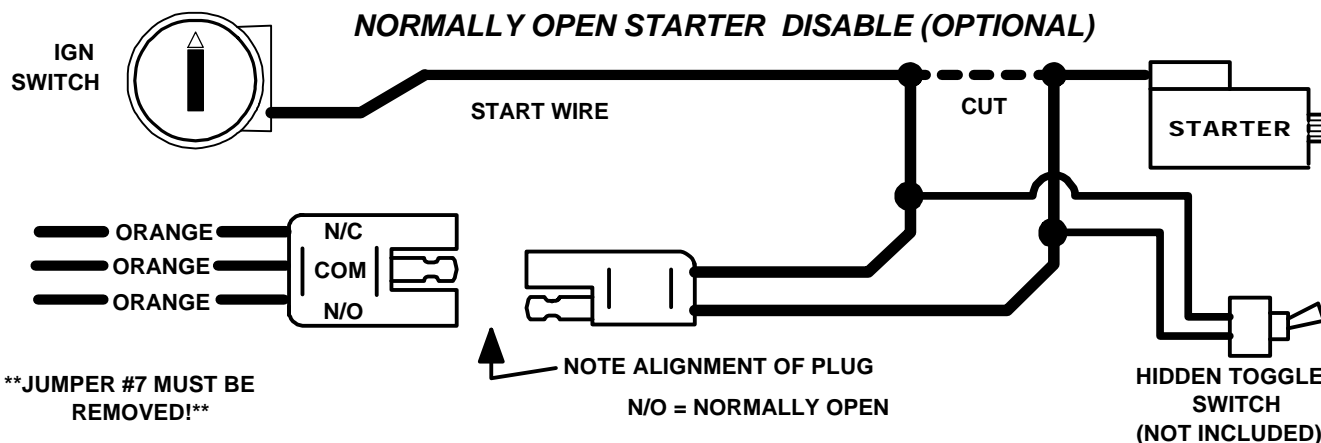
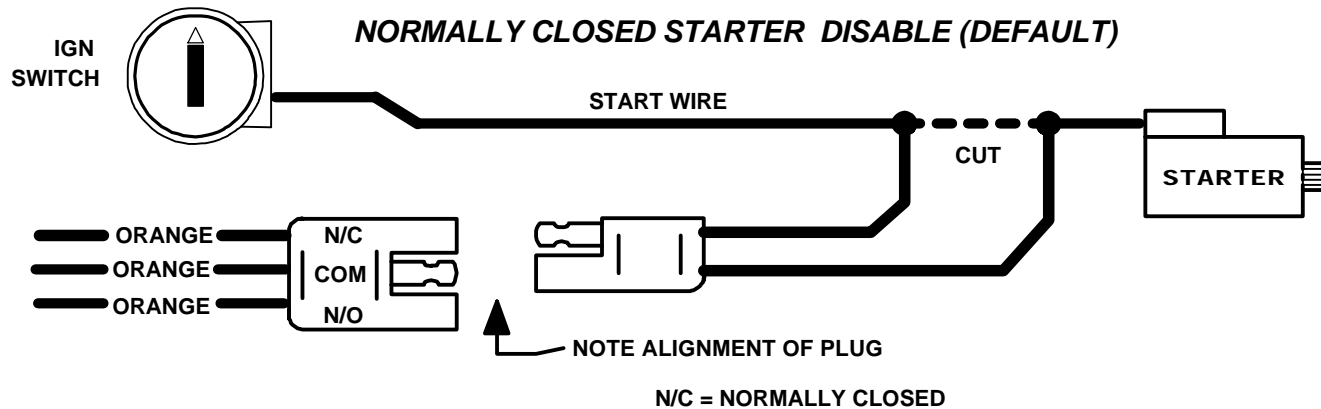
STARTER DISABLE PLUG: 3 ORANGE 14 GA. WIRES:

(Normally Closed or Normally Open Configuration with ON-Board Relay)

Note: read the following configuration options before connecting starter disable!

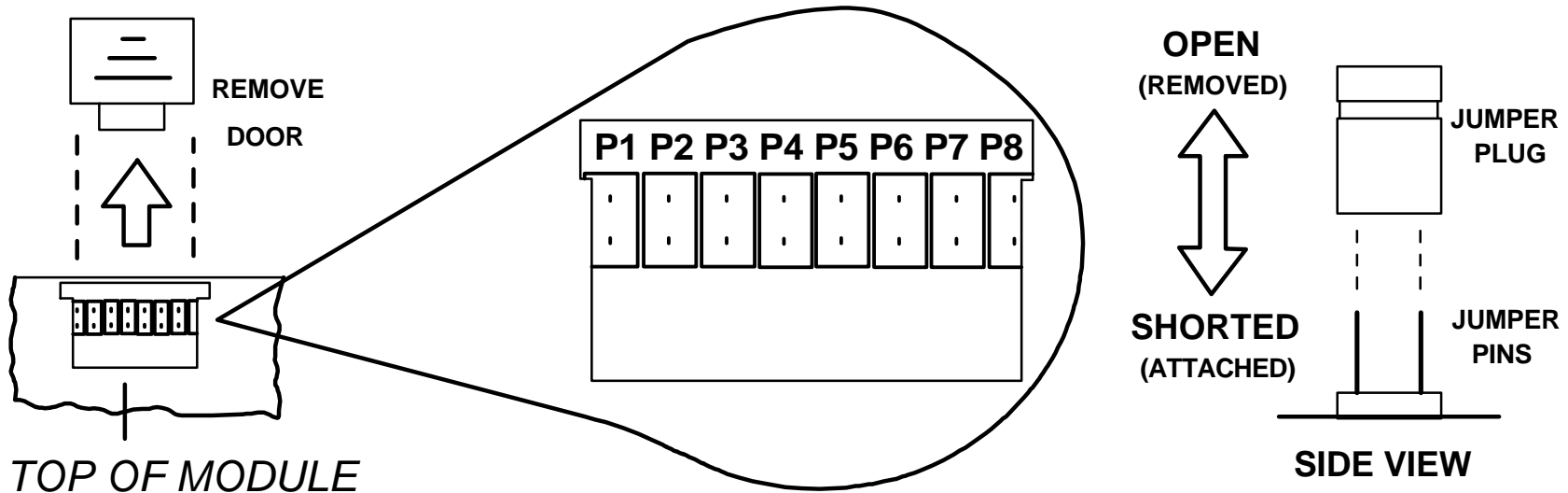
Normally Closed Starter disable is the standard type used with most alarm systems today. This circuit will disable the Starter while the alarm is armed or has been triggered. If 12V power is removed from the system, the Battery goes dead, or the alarm is removed for service the vehicle will start normally as if no alarm were installed. (Factory Default)

Normally Open Starter Disable is a High-Security circuit that will disable the starter while the alarm is armed or triggered AND if the unit is unplugged or removed from power. This means that if the vehicle's Battery goes dead or the unit is unplugged from the vehicle, the car will still not start. We only recommend this type of circuit if you can install a hidden high-current toggle switch to defeat the Normally Open disable in case of a dead battery or if the unit is unplugged/remove for service. (Toggle not included)



JUMPER PLUG PROGRAMMING

The jumper plugs are located on the topside of the control module behind a small access door. To change the programmable options on this system, jumper pins must be removed or shorted. See the diagram and chart for alarm configuration options.



*** This unit must be powered down and powered back up after making any Jumper Pin changes from P4 through P9 to allow the module to read the new settings.**

PIN #	SHORTED	OPEN
P1	Passive Arming	NO Passive Arming
P2	Passive Door Locks	NO Passive Locks
P3	Door-open warning 5 Sec. after armed	No Door-open warning after armed
P4*	Autolock with Ignition	NO Autolock
P5*	1 Sec. Lock/Unlock Pulse	3 Sec. Lock/Unlock Pulse
P6*	Single Unlock Pulse	Double Unlock Pulse
P7*	Normally Closed Starter Disable	Normally Open (High-Security Starter Disable)
P8	Not Used	Not Used
P9*	Button 2 = AUX. 1	Button 2 = Remote Carjack Activation

JUMPER PLUG PROGRAMMING

JUMPER P1: PASSIVE ARMING

This option controls the Passive (Automatic) Arming feature. If 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 and the siren will chirp as a warning that the system will arm during the countdown. 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.

JUMPER P2: 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.

JUMPER P3: 5 or 60 SECOND DOOR/ZONE OPEN WARNING

This setting changes the delay time in which the alarm system begins to monitor the Door, Trunk Zones. This is helpful on vehicles with a delayed dome light to prevent the alarm from giving warning chirps due to the vehicle's dome light staying on.

JUMPER P4: AUTOLOCK/UNLOCK

Controls whether the doors will automatically lock when the ignition is turned on and will unlock when the ignition is turned off.

JUMPER P5: DOOR LOCK/UNLOCK PULSE TIME

Controls the amount of time (0.75 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 door lock systems.

JUMPER P6: SINGLE or DOUBLE UNLOCK PULSE

This controls whether the unit will send one or two unlock pulses when disarmed. This feature may be required for interfacing to existing Factory Keyless Entry or Alarm systems in a vehicle. These systems are found on some Nissan, VW, Toyota, and Lexus vehicles. Factory Default setting is OFF.

JUMPER P7: NORMALLY CLOSED OR OPEN STARTER DISABLE RELAY (N/C or N/O)

This controls what type of On-Board Starter Disable relay the system will have.

Normally Closed (N/C): This is the Standard Type of Relay configuration. If the alarm loses main power, the Starter Disable relay will remain closed allowing the vehicle to start.

Normally Open (N/O): This is a High-Security Relay Configuration where the vehicle starter is disabled even if the unit loses power. (Dead Battery, or an Intruder unplugs the module) We recommend a hidden High-Current Toggle switch (Not included) to bypass the N/O Relay for emergency situations allowing the vehicle to start. (See Starter Disable Diagrams on PG. 5)

JUMPER PLUG PROGRAMMING

JUMPER P8: NOT USED

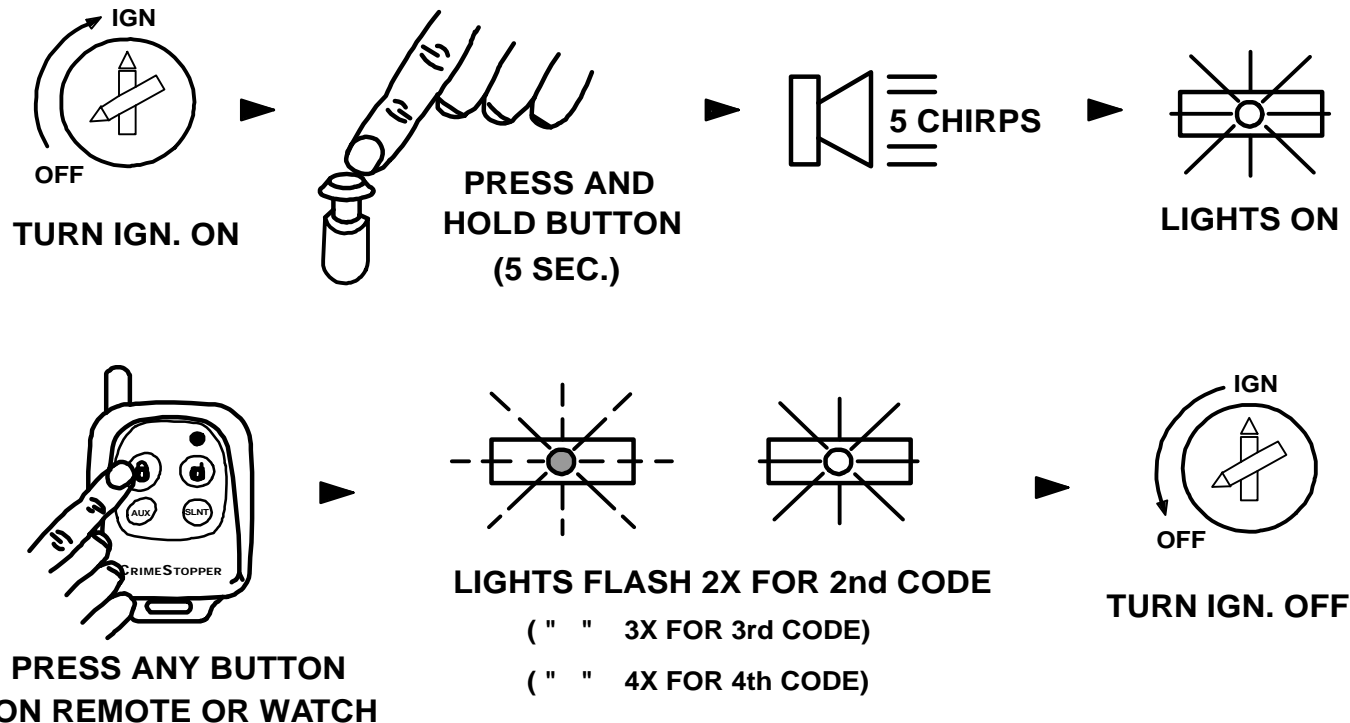
This jumper is not used for any alarm options.

JUMPER P9: REMOTE CARJACK FEATURE

This jumper controls whether the anti-Carjack functions of the unit can be activated through the remote control's Button #2 (Unlock). Carjack protection will activate via the remote under these 3 conditions: Jumper P9 is open (removed), Ignition is in the ON position (or driving car), and the number #2 (Unlock) button on the remote is pressed AND HELD for 2 seconds.

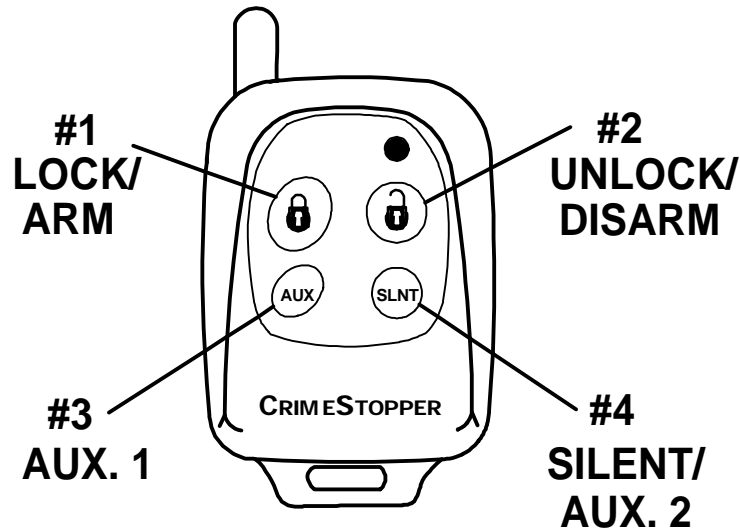
TRANSMITTER PROGRAMMING

1. Turn Ignition ON, press and hold the program / override button for about 5 seconds until you hear 5 siren chirp and the parking lights come on solid.
2. Push any transmitter and the unit will flash the lights 2-4 times (2nd transmitter code flashes 2X and third code flashes 3X" etc.).
3. There is a 10 second program window in which all present transmitter codes must be programmed. Any transmitters not present or learned in step 2 above will be dropped from the unit's memory.
4. Turn off Ignition.

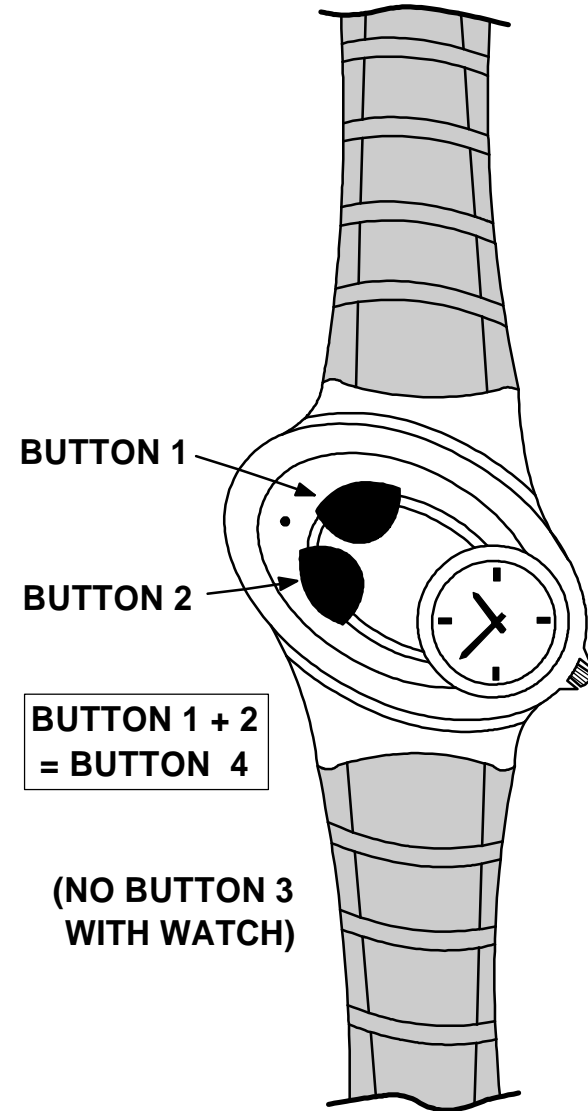


OPERATION

4 BUTTON REMOTE TRANSMITTER:



SECURWATCH® TRANSMITTER:



ACTIVE ARMING

To arm the alarm and lock the doors, press the #1 Button on either transmitter. You will hear a single siren chirp and the lights will flash once. The system will arm, the doors will lock (optional) and the starter will be disabled. The red in-dash LED in the vehicle will begin to flash. After a short delay of 10-15 seconds to allow vehicle and electronics to stabilize the system will be completely armed.

ALARM TRIGGERING

If there is an intrusion into the vehicle such as an open door/hood/trunk, the alarm siren will sound and flash the lights for 1 minute. This is known as a cycle. After the cycle, the system will automatically reset and continue to protect the vehicle. If a door is left open then the unit will cycle for the Maximum of 5 minutes, reset, and continue to protect the other un-tampered zones.

DISARMING

To disarm the alarm and unlock the doors, press the #2 Button on either transmitter. You will hear 2 siren chirps and the lights will flash twice. The in-dash LED stops flashing dome light turns on. (Optional) If the alarm is tripped, then the #2 Button will have to be pressed twice. The first press will reset the trigger and the second press will Disarm.

OPERATION

ALARM CYCLE RESET

If and when the alarm system is triggered, pressing the #2 button on either transmitter will reset the unit's cycle (lights, siren) condition without disarming it. Pressing the button a #2 button second time will Disarm/Unlock the system.

REMOTE AUX. OUTPUT 1 (OPTIONAL,)

Note: AUX 1 cannot be operated with the SecurWatch transmitter if the alarm system is programmed for Carjack protection. To activate an optional feature such as a trunk/hatch pop (if vehicle is properly equipped), press Button #3 (AUX) on the 4-Button CoolGlow remote or press and hold Button #2 (when disarmed) on the SecurWatch® transmitter. This provides a ½ second auxiliary pulse to activate a relay for power trunk release or other optional feature. (Extra parts and/or labor may be required for this feature.)

REMOTE PANIC PROTECTION

To sound the alarm upon command (panic), press and hold the Button #1 on either transmitter for at least 3 seconds until the siren sounds and lights flash. Press Button #2 to reset the panic mode.

ARMING WITHOUT SHOCK SENSOR

To arm the alarm without Shock sensor protection, press Button #1 as normal then press and hold Button #4 (SLNT) for about 3 seconds until the unit flashes the lights 3 times indicating shock sensor bypass. (Button #1, then 1+2 w/Watch)

SHOCK / IMPACT PROTECTION WITH PRE-WARNING

Once the system is armed, if a low-level shock to the vehicle body is detected, the pre-warning sensor activates with 5 siren chirps and one light flash as a Warn-Away feature. If a hard impact to the vehicle is detected the system will go into a full trigger cycle for 20 seconds. Adjust the shock sensor as needed by turning the control knob clockwise or counter-clockwise to increase or decrease the sensitivity. Shock sensors will "settle in" over time and it may take a few tries over a few weeks to get the adjustment correct for your vehicle. We recommend a moderate adjustment where the vehicle is protected but it is not constantly triggering from the slightest vibration therefore creating a nuisance.

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 open the door with the key, (activating the alarm), turn the ignition ON, press and hold the override/program until the system disarms (about 7 seconds). The Alarm will disarm allowing you to operate the vehicle until you can repair/replace the remote transmitter.

VALET MODE

To put the Alarm system into valet mode for vehicle service or otherwise, turn the ignition on and press the Button #4 (SLNT) on the remote until lights flash 3 times. The in-dash LED turns on solid. Repeat the procedure to exit VALET mode. The system will chirp 3 times and the LED will turn off on Valet mode exit. Lock/Unlock and AUX features will still operate in when in VALET mode. (IGN ON, then Buttons 1+2 w/Watch)

OPERATION

SILENT ARM/DISARM

Use Button #4 (SLNT) for silent arm and disarm (Chirp Defeat). Press and release Button #4 to arm/disarm without the siren chirp. The light flash will be your only confirmation on Arm/Disarm. (Buttons 1+2 w/Watch)

PASSIVE ARMING / PASSIVE LOCK MODES

If programmed, passive (Automatic) Arming will occur 30 Seconds after the ignition is turned off and the last door has been closed. The lights will flash twice when the last door is closed and the LED will begin flashing rapidly while counting down. If a door is reopened the countdown will reset and, the system will wait for the door or zone to close before starting 30 second countdown again. The unit will chirp once and flash the lights once. Doors will lock if passive locking is selected. May qualify for insurance discounts-check with your agent or proprietor. See Jumper Plug programming for J1 Passive Arm and J2 Passive Lock settings.

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 2 chirps, a pause then 4 chirps. Carefully inspect your vehicle to see if there is any damage or a theft has occurred.

DOMELIGHT 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. (Extra parts and/or labor may be required for this feature.)

DOOR OPEN WARNING

If the system detects a faulty or open zone (Door left open) when the system is armed with a remote, it will trigger 5 within 5 seconds. If your vehicle is equipped with a dome light that stays on after exiting, this will affect the operation of the unit. If your vehicle is so equipped, then the Jumper Pin J3 should be removed (open) to allow the alarm system to compensate for a delayed dome light. See Jumper Plug programming.

AUTOLOCK/UNLOCK

Autolock / Unlock allows the alarm to control the door locks automatically with the vehicle's Ignition. When the ignition is turned on, 6 seconds later, the doors will lock. When the ignition is turned off, the doors will unlock. *Doorlock with Ignition ON will not occur if a door is open to prevent accidentally locking the keys in the vehicle.*

2nd AUX. OUTPUT (REMOTE AUX. OUTPUT 2)

To activate the Second auxiliary output, press and hold Button #4 (SLNT) for more than 2 seconds. If the system is armed, you will need to press and hold Button #4 a second time to activate the feature. (The first time activates sensor bypass only) This output can be used to control other optional add-on accessories such as Remote Engine Start Modules, Window Roll up/down modules, etc. This output is momentary and will stay active as long as the button on the remote is held down.

CARJACK PROTECTION

REMOTE OPERATED CARJACK (JUMPER PIN P9)

This feature provides Active Carjack protection through the remote control and must be enabled before use through Jumper Plug J9 programming. When the Ignition is on (vehicle is running), press and hold the #2 Button (UNLOCK) for more than 2 seconds. The parking lights will flash 2 times and the LED will begin to flash rapidly to confirm the Carjack countdown sequence. 30 Seconds later, the unit will begin a Carjack Cycle consisting of 20 seconds of pre-warning chirps turning into a full system activation with siren / flashing light pulses for up to 5 min. If the Ignition is turned off during a Carjack trigger the siren and lights stop but Carjack protection is still active. The Siren and Lights will resume if the Carjacker tries to turn the Ignition back ON.

To reset Active Carjack, press Button #2 (UNLOCK) on the remote and the siren will chirp once, or turn the key on and press and hold the override button for at least 5 seconds.

SWITCH-CONTROLLED & FULL TIME CARJACK (PINK WIRE CONFIGURATION)

This feature can provide Passive or Manual control Carjack protection depending on the configuration of the Pink Carjack wire of the alarm system. To use these two types of Carjack protection, the Pink wire must be connected to a hidden +12V toggle/momentary switch or to +12V Ignition Power. See Below for further descriptions and the OPTIONAL CARJACK WIRING section.

SWITCH-CONTROLLED:

This configuration will enable the vehicle owner to activate a Carjack countdown by pressing a designated toggle or hidden button (not included with kit) during a Carjack situation. A Carjack countdown will begin under the following conditions: Ignition is ON (vehicle is running), the button or toggle switch is pressed, and the door opens/closes. Upon these 3 events, in that order, the alarm will start a Carjack countdown. After a delay of one minute, the system will begin chirping for 20 seconds then trigger into a full cycle for up to 5 minutes. To reset this Carjack mode, Ignition must be ON then press and hold the override/program button 5 seconds until LED goes out.

FULL-TIME [Permanent] CARJACK:

We recommend that this configuration this mode should only be used in serious situations. When the Ignition is on (vehicle is running), anytime a door is opened the Carjack countdown sequence will be initiated. There will be 2 light flashes and the LED will change from solid to quick pulsing as confirmation of a countdown sequence. To reset FULL TIME Carjack, the Ignition has to be ON, then press and hold the override/program button 5 seconds until LED stops pulsing. The LED will be on SOLID when in this mode anytime the Ignition is ON (or while driving) as a reminder that Carjack is waiting for a door to open.

