

Programming Transmitters

Each system includes two pre-programmed transmitters. To program transmitters, such as when adding a transmitter or changing the button assignment, follow this process:

- Step 1- Turn "on" the ignition.
- Step 2- Within 5 seconds of turning "on" the ignition, press the Valet Switch 5 times. The siren will chirp, confirming that for the next 10 seconds the system is ready to learn a transmitter code. When the first transmitter code is learned all existing stored codes will be erased. To enter a transmitter code, simply press and release the transmitter button which is desired to arm and disarm the system*.
- Step 3- Repeat this procedure for each transmitter desired to operate the security system. The system will chirp the siren once to confirm that each transmitter code was learned. Both of the other two transmitter button's functions will automatically be learned when the arm / disarm button is learned. If a code is not received within a 10 second period, the learning process will automatically terminate.

* Other button operations may be used, as shown in this chart:

Arm / Disarm	Trunk Release	3rd Channel
Large Center Button	Small Right Button	Small Left Button
Small Right Button	Large Center Button	Small Left Button
Small Left Button	Large Center Button	Small Right Button

Feature #22 configures arm and disarm to separate buttons; please see the Owner's Manual.



INSTALLATION MANUAL

MODEL: K9-5Classic

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- 1) Ignition-Activated Anti-Carjacking Protection: **Default OFF.**
- 2) Door-Activated Anti-Carjacking: **Default OFF.**
- 3) Last Door Arming: **Default ON.**
- 4) Doors Lock With Last Door Arming: **Default ON.**
- 5) Current Sensing: **Default ON.**
- 6) Doors Lock At Ignition "On": **Default ON.**
- 7) Unlock Output #1 At Ignition "Off": **Default ON.**
- 8) *Not used in this model*
- 9) Open Door Bypass To Features #6, #7: **Default ON.**
- 10) Lights On 5 / 30 Seconds Upon Disarm: **Default 30 Seconds (= center button).**
- 11) Automatic Rearming: **Default ON.**
- 12) 2nd Channel Output Disarms System: **Default ON.**
- 13) .8 / 3 Second Doorlock Pulse: **Default .8 Second (= center button).**
- 14) Double Unlock Pulse: **Default OFF.**
- 15) 3 / 45 Second Arming Delay: **Default 3 Seconds (= center button).**
- 16) Confirmation Chirp: **Default ON.**
- 17) 30 / 60 Second Activated Alarm Cycle: **Default 60 Seconds (= center button).**
- 18) Pulsed Horn / Steady Siren Output: **Default Steady Siren (= center button).**
- 19) Loud / Soft Pulsed Horn Chirps: **Default Loud.**
- 20) Total Closure Lock Output: **Default OFF.**
- 21) Remote-Activated Anti-Carjacking Protection: **Default OFF.**
- 22) One / Two Button Arming / Disarming: **Default One Button (= center button).**

Programming Features

This system has 22 programmable features that can be programmed using the valet switch and transmitter. See the Owner's Manual for further Programmable Features information; brief manual programming instructions are:

- Step 1- Turn "off" the ignition.
- Step 2- Within 5 seconds of turning "off" the ignition, press the Valet Switch 5 times. The siren will chirp, followed by a short siren burst, confirming that for the next 10 seconds the system is ready to receive a feature number.
- Step 3- Press the Valet Switch the number of times that is equal to the feature number.
Example: Press the Valet Switch six times if Feature #6 is to be changed.
- Step 4- The siren will respond by chirping the same amount as the feature number.
Example: The siren responds with six chirps.
- Step 5- Press the large transmitter button to turn the feature "on". When done, the siren will respond with one chirp.
- Step 6- Press the small left transmitter button to turn the feature "off". When done, the siren will respond with two chirps.
- Step 7- For each additional feature to be programmed, repeat steps 3-6.

If the Valet Switch is not pressed, or if a transmitter signal is not received within a 10 second period, the Programmable Features learning process will automatically terminate.

Installation Considerations

Mounting The Main Control Module: The Main Control Module contains the electronics necessary for the security system's operation. Always mount this module in the vehicle's interior compartment, in a secure location that is not easily accessible. Ensure that moisture, vibration and temperature extremes are minimized. Acceptable locations may include mounting behind the dash, behind the glovebox or other interior panels.

Mounting The Siren: Find a location in the engine compartment away from the extreme heat of the engine and manifold. A suitable location will offer a firm mounting surface, will also allow sound dispersion out of the engine compartment, and not be accessible to a thief. The siren must be pointed downward to avoid moisture collecting inside it and to enhance sound dispersal.

Wiring Connections: The security system's wires should be securely connected to the appropriate vehicle wires with the proper terminals, connectors, or by soldering and insulating with quality vinyl electrical tape or heat shrink tubing. All wiring should be carefully routed to avoid the possibility of chaffing or otherwise being damaged. Make all required connections, then plug the harnesses into the control module.

Negative Ground

The Black wire is the source of Negative ground which is necessary for the security system to operate. The proper connection of the Black grounding wire is vital.

Black Wire

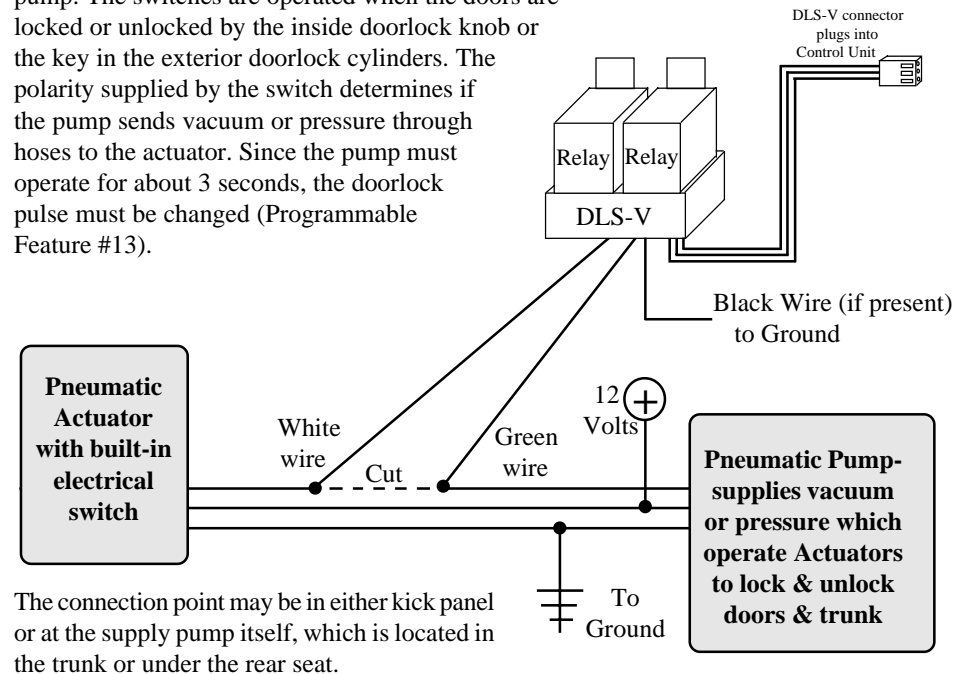
CONNECTION: Using the correct sized crimp-on ring terminal, connect the Black wire to the metal frame of the vehicle, preferably using an existing machine-threaded fastener. Make sure that the ring terminal attached to the Black wire has contact with bright, clean metal. If necessary, scrape any paint, rust or grease away from the connection point until the metal is bright and clean. If the control module has an insufficient ground connection, the security system can find partial ground through the wires that are connected to other circuits, but the alarm will not function correctly, giving the impression of a defective control module. The alarm can partially work, so a bad ground wire connection would be suspected. In some cases the alarm could arm and disarm properly but not function correctly otherwise. When power and ground are first applied the alarm will trigger instantly. **The Black wire attached to the control module is the antenna wire. Do not connect this wire to anything or the transmitter's range will be reduced or eliminated.** Stretch the Black antenna wire out and as high as possible for the best operating range.

Constant Power

The Red wire's function is to supply Constant Positive 12 Volts for security system's operation. When 12 Volts is first applied to the Red wire, the system will revert to state in which it was in when power was taken away. If the vehicle to be serviced, especially if it involves the battery, the system should be placed in Valet Mode. This will prevent the system from being activated if the battery is disconnected and reconnected. The Red wire also supplies 12 Volt Positive to the module's internal relay for flashing the parking lights.

Red Wire

pump. The switches are operated when the doors are locked or unlocked by the inside doorlock knob or the key in the exterior doorlock cylinders. The polarity supplied by the switch determines if the pump sends vacuum or pressure through hoses to the actuator. Since the pump must operate for about 3 seconds, the doorlock pulse must be changed (Programmable Feature #13).

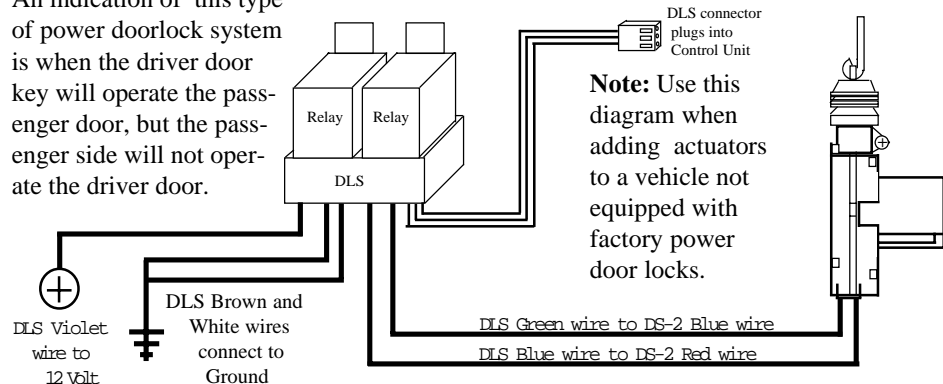


The connection point may be in either kick panel or at the supply pump itself, which is located in the trunk or under the rear seat.

Adding the optional DS-2 Actuator and the DLS and 2 Relays

Some vehicles have a type of power doorlock system in which mechanically locking and unlocking the driver's door will operate an electrical switch in the door which supplies voltage to actuators in the other doors. There is no actuator in the driver's door, only a switch. An indication of this type

of power doorlock system is when the driver door key will operate the passenger door, but the passenger side will not operate the driver door.



Vacuum Doorlocks and the optional DLS-V and 2 Relays

This doorlock system is used on older Mercedes Benz vehicles and consists of electrical switches (built into pneumatic actuators) which supply 12 volts or ground to a pneumatic

CONNECTION: Connect the Red wire to a Constant Positive 12 Volt source. This source should have Positive 12 Volts with at least a 15 Amp capacity at all times and in all ignition key positions. Connection locations can be at the supply wire at the ignition switch, the supply wire *behind* the fuse block or the fuse/junction block. *Never* just insert the Red wire or any other security system wire behind a fuse. Also, please note that connecting directly to the battery's Positive terminal will expose this connection to failure due to a corrosive environment unless the connection has a protective coating.

Ignition Power

The Yellow wire is an ignition "on" input to the security system. This connection is critical to the proper operation of many of the security system's features.

CONNECTION: This wire supplies Positive 12 Volts to the control module whenever the ignition switch is "on". This connection should be made at the ignition switch harness, to the primary ignition circuit. Primary ignition has 0 Volts when the ignition key is in the "Lock", "Off" and "Accessory" positions; and Positive 12 Volts in the "Run" and "Start" positions. Locate the correct wire at the ignition switch harness and securely splice the Yellow wire to it.

Yellow Wire

Starter Interrupt Output

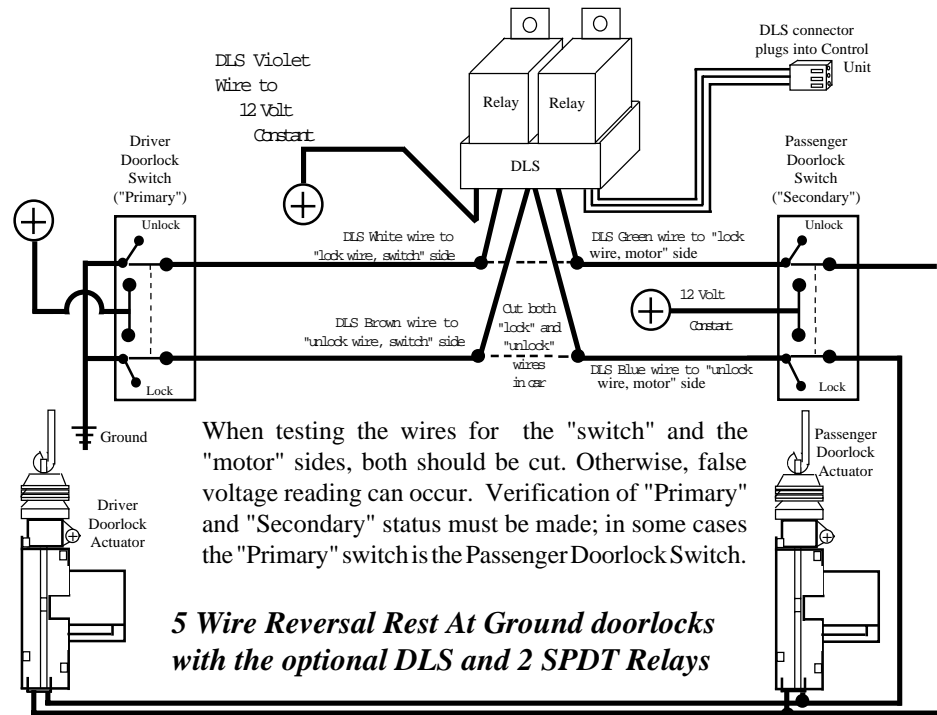
The Orange wire is for an optional starter disable socket and relay. The function of this wire is to provide a Constant 500ma Ground Output whenever the security system is in an

Orange Wire

armed state. This output supplies Negative Ground to one side of the relay's coil. The other side of the relay coil will be supplied with Positive Voltage from the ignition switch, but only if the ignition switch is turned to the "start" position. If this occurs, the coil will energize, activating the relay, which in turn will open the starter circuit. The starter interrupt prevents the vehicle from starting only if the alarm is armed (including while the alarm is activated), and will draw current from the vehicle's electrical system only if an attempt is made to start the vehicle.

CONNECTION: To interrupt the vehicle's starter circuit, the starter wire must be located and cut. It is recommended that this connection be done as close to the ignition switch as possible. Use a voltmeter, not a test light, to find the correct wire, which is the wire from the ignition switch to the starter solenoid. **CAUTION! Avoid the airbag circuit! Improper use of a test light can cause deployment of the airbag, which may result in bodily injury! Test lights can also damage on-board computers and associated sensors.** The starter wire will read Positive 12 Volts only when ignition key is in "start" position (cranking the engine). Cut this wire at a suitable location. Confirm that this is the correct wire by turning the ignition switch to the "start" position. The starter should not engage.

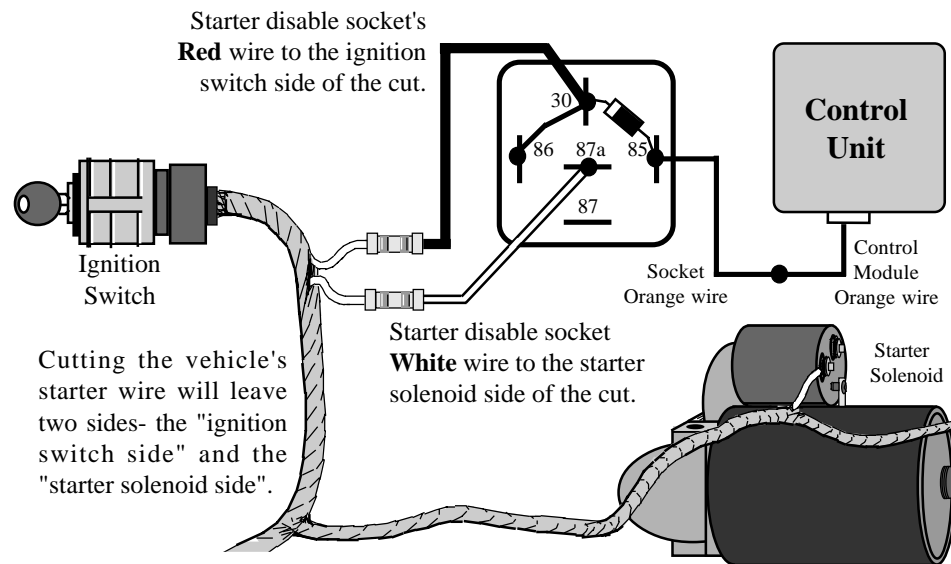
Connect the optional starter disable socket's Red wire to the ignition switch side, and its White wire to the starter solenoid side. Be sure that good, solid electrical connections are made as this generally is a high amperage circuit. Connect the security system's Orange wire to the Orange wire of the starter disable socket. **Note:** If the Orange wire touches 12 volts positive directly or has more than a 500ma ground load, the circuit will be damaged.



5 Wire Reversal Rest At Ground Systems: This power doorlock system differs from the negative and positive pulse systems in the fact that there are no relays or doorlock control unit. In this type of system, the switches themselves supply the positive voltage directly to the doorlock actuators, and, more importantly, provide the return ground path. The correct doorlock interface for this type of system is the optional DLS and 2 relays. The important thing to remember is the wires in this system *rest at ground*, which means that the wires must be "opened", or cut, to make the connections.

Examine the wires on the back of the switch. Normally five wires will be found. Of these wires, one will be constant 12 volts positive, regardless of the switch's position. Two wires will be grounded regardless of the switch's position. Of the two remaining wires, one will show 12 volts positive when the switch is pushed to "lock", and the other will show 12 volts positive when the switch is pushed to "unlock".

These two wires are both routed to the doorlock actuators and are connected to either end of the actuator's motor winding. When the switch is pushed to one position, one of these two wires will have 12 volts. This voltage flows through the wire to the actuator's motor winding, and since the other wire is still *resting at ground* an electrical circuit is completed. When the switch is pushed to the opposite position the electrical flow is *reversed*. When the correct wires are found, they must be cut. Notice in the diagram (following page) that the driver's switch is the primary switch and referred to as the "switch" wires. The wires that go to the secondary switch are referred to as the "motor" wires. Even though the cut is made between the switches, the two sides are still correctly called the "switch" and the "motor" sides, with consideration of "Primary" and "Secondary" switch; please see the diagram.



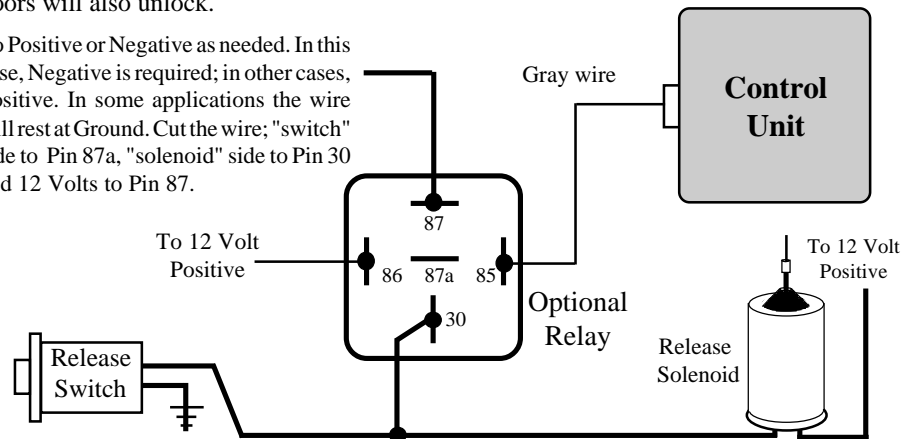
Configuring a Starter Disable using the AU-SOCKET and one SPDT Relay.

2nd Channel / Trunk Release Output

Gray Wire

The function of the Gray wire is to provide an optional output, the primary use being trunk release. Press and hold the transmitter's small right button for two seconds to activate this output. When activated the Gray wire will provide a 250mA Negative Ground pulse for 1 second; or, stay grounded for as long as the small right transmitter button is depressed, for up to 15 seconds. The siren will chirp twice for a confirmation and the doors will also unlock.

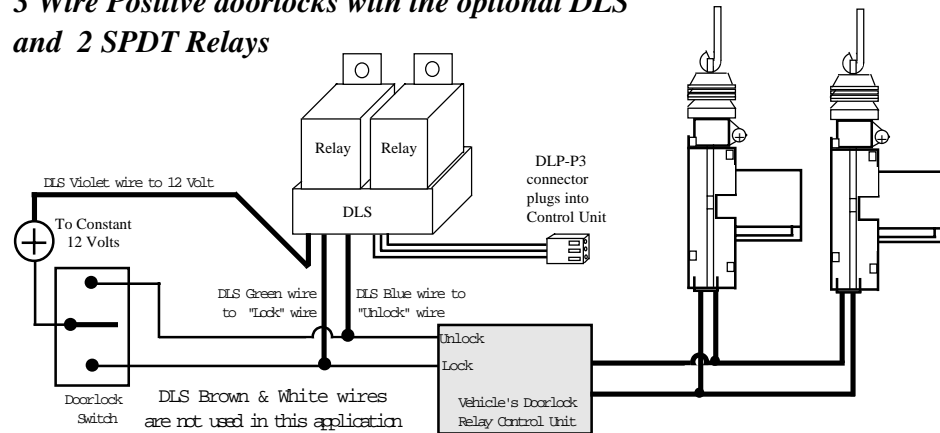
To Positive or Negative as needed. In this case, Negative is required; in other cases, Positive. In some applications the wire will rest at Ground. Cut the wire; "switch" side to Pin 87a, "solenoid" side to Pin 30 and 12 Volts to Pin 87.



Wiring an optional Relay for Trunk Release.

Model DLS- The DLS is a dual relay socket with a harness and connector to plug into the alarm control module and non-terminated wires to splice into the vehicle's wiring. The DLS and two relays are the most universal doorlock interface available. The relays used with it are standard 30 amp single pole, double throw (SPDT) automotive relays.

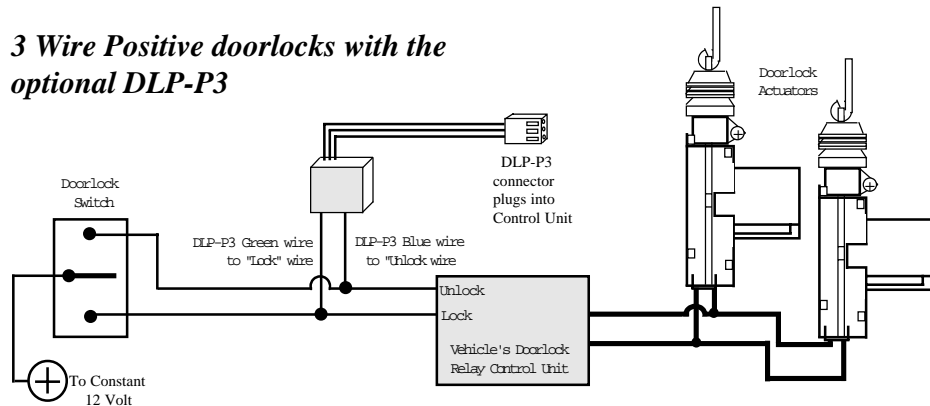
3 Wire Positive doorlocks with the optional DLS and 2 SPDT Relays



pushed to "unlock". Since the security system's output polarity must be reversed from negative ground to 12 volts positive, an optional doorlock interface must be used. Three interfaces are available - the models DLP-P3, or the DLS with optional SPDT relays.

Model DLP-P3 - Three pin connector with a transistor converter network which changes the security system's negative pulse doorlock outputs to positive pulses. Allows direct connection of the security system's outputs directly to a vehicle with positive pulse doorlocks. Overall length 20". Easier and more efficient than using relays for vehicles that have positive pulse doorlock systems.

3 Wire Positive doorlocks with the optional DLP-P3



Positive Siren Output

Brown Wire

The Brown wire is a 1 Amp Positive output designed to operate the electronic siren for audible confirmations, and also to sound if the alarm is triggered. An alternative to the siren is to program the alarm to pulse this output to sound the vehicle's horn by adding a relay and diode. This would require changing Programmable Feature #18 from the preset steady output to a pulsed output.

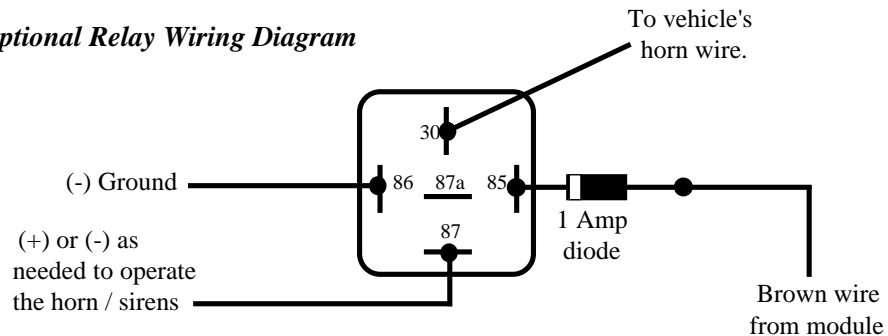
SIREN CONNECTION: The Brown wire may be connected directly to the siren's Red wire, and the siren's Black wire is connected to (-) Ground.

Mounting The Siren: Find a location in the engine compartment away from the extreme heat of the engine and manifold. A suitable location will offer a firm mounting surface, will also allow sound dispersion out of the engine compartment, and not be accessible to a thief. The siren must be pointed downward to avoid moisture collecting inside it and to enhance sound dispersal.

HORN CONNECTION: The Brown wire may be connected to the vehicle's existing horn wire, but a relay and diode must be used to switch the polarity to Negative. The horn switch wire is typically found at the steering column. Use a digital multimeter (DMM) to identify the horn wire. **CAUTION! Avoid the Airbag circuit!** The correct wire will show Positive 12 Volts normally, and no voltage when the horn is honked. Direct connection of the Brown wire to the horn itself is not recommended because the average horn requires

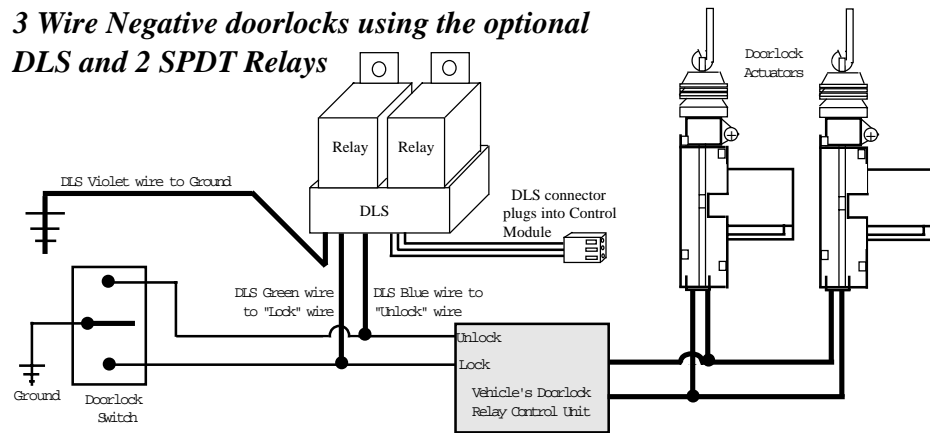
more than the 1 amp output that the Brown wire supplies. One alternative is to disconnect the horns, then operate the horn switch. A clicking sound from the vehicle will confirm the presence of a horn relay. Another alternative is to check a wiring schematic of the vehicle in question.

Optional Relay Wiring Diagram



Configuring An Optional Relay: The Brown Siren / Horn output wire has a 1 Amp capacity, which, if exceeded, can damage the security system control module. In certain situations, among them multiple optional sirens or utilizing the vehicle's horn, an optional SPDT relay is required. When adding a relay, a protection circuit in the form of a 1 Amp diode on the Brown Siren / Horn output wire is recommended.

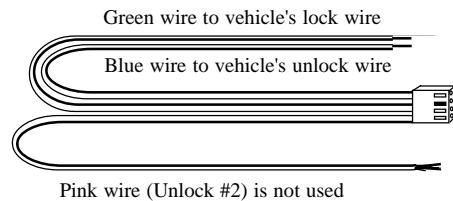
3 Wire Negative doorlocks using the optional DLS and 2 SPDT Relays



3 Wire Positive Pulse Systems: This power doorlock system is very similar to the three wire negative pulse system except the vehicle's doorlock switches use 12 volt positive pulses to operate the vehicle's doorlock relays or control unit. Examine the wires on the back of the switch. Of the three wires, one will be constant 12 volt positive, regardless of the switch's position. Of the two remaining wires, one will show 12 volt positive when the switch is pushed to "lock", and the other will show 12 volt positive when the switch is

3 Wire Negative Pulse Systems: This power doorlock system is indicated by the presence of three wires at the switch. Of these, one will show constant ground, regardless of whether the switch is being operated or not (at rest). Of the remaining two wires, one will show ground when the switch is pushed to the "lock" position, and the other wire will show ground when the switch is pushed to the "unlock" position. With the switch at rest, these two wires will read voltage, usually 12 volt positive but in some cases less. The wires from the switches operate doorlock relays or a doorlock control unit with built-in relays. The correct connection point is between the switches and the relays.

The included harness can allow direct connection between the security system and the "lock" and "unlock" wires of the 3-Wire Negative Pulse system. Some doorlock systems, however, require more than the 500ma ground output that the security system's control module can accommodate. In these cases the optional model DLS and two relays must be used. When driver's door unlock priority is desired, the correct interface is the optional DLS-3 and three relays.



DLP-N4 -Four-pin connector with three wires. Allows direct connection of the security system's negative pulse outputs directly to a vehicle's negative pulse doorlocks, or to facilitate custom hard-wiring of optional relays.

Positive Flashing Parking Light Output White Wire

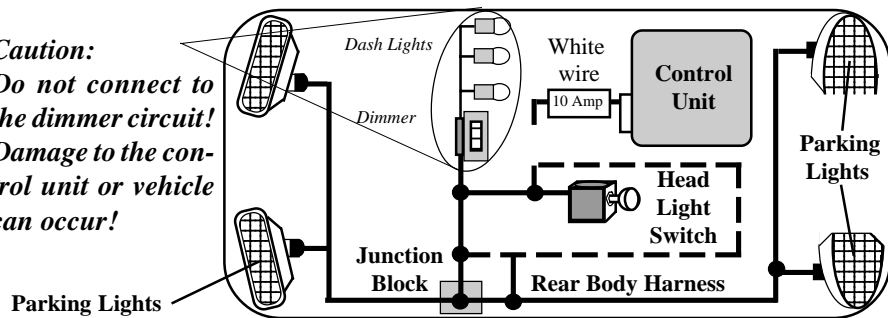
This is a Positive 12 Volt output for flashing parking light confirmation and to attract attention to the vehicle if the security system is activated. Also, upon disarming, the lights will stay on for 30 seconds to confirm disarming and to illuminate the way to the vehicle. This feature gives added security when approaching the vehicle at night.

CONNECTION: Connect this wire to the vehicle's Positive 12 Volt parking light circuit. This wire can usually be found at the following locations: at the headlight switch, at the fuse/junction block, or in the rear body harness in the driver kick panel. **Note:** Some vehicles, notably Toyota, have a parking light relay which is triggered by a Negative Ground circuit

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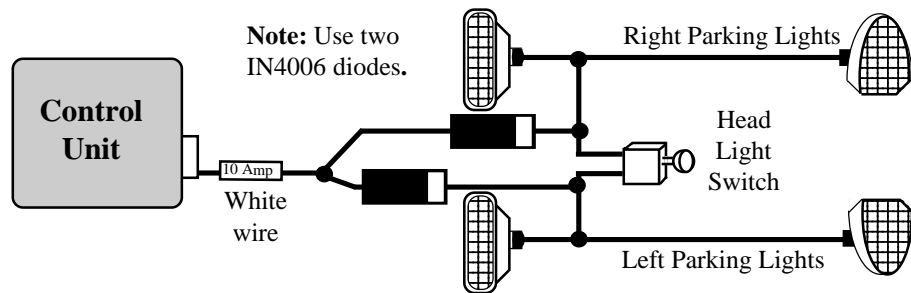
3 suggested Parking Light connection points

Caution:
Do not connect to the dimmer circuit! Damage to the control unit or vehicle can occur!



from the headlight switch. These cars can still be connected directly to the White wire by finding the parking light circuit after the relay, usually at the Fuse/Junction Block.

The correct wire will show Positive 12 Volts when the headlight switch is in the "Parking Light" and "Head Light" positions. When such a wire is located, be sure to also test that it is non-rheostated: while metering the wire, operate the dash light dimmer control. The correct wire will show no change in voltage when the dimmer is operated. **Note:** Do not attempt to flash the parking lights by connecting the White wire to a rheostated (dimmer) circuit! This will backfeed the parking lights through the rheostat or illumination control module, and possibly cause damage to the vehicle or alarm control unit. Also, if the White



Connecting Left and Right Parking Lights using two diodes.

Power Doorlock Section

Power Doorlock Interface Port: The control module has a plug-in port for an optional doorlock interface, allowing it to operate the vehicle's existing power doorlocks. The 3 pin port on the system's control module produces a negative pulse for locking the doors (inside pin), a constant 12 volt pin *for the optional relay coils only* (center pin), and a negative pulse for unlock (outside pin). The doorlock interface needed will depend upon the type of power doorlocks the vehicle has.

CONNECTION: Quick Interconnect Harnesses are available for power doorlock applications, and provide the necessary wiring connections; each has its own detailed, illustrated instructions. If using a universal interface, of which several models are offered, identify the type of doorlock system and obtain the correct interface. Connections, which are shown in the following pages, should be with proper terminals, connectors, or by soldering and insulating with quality vinyl electrical tape or heat shrink tubing. All wiring should be carefully routed to avoid the possibility of chaffing or otherwise being damaged.

The vast majority of power doorlocks are found as three system types: 3 wire negative pulse, 3 wire positive pulse and 5 wire reversal, rest at ground. Other power doorlock systems which may be encountered are the vacuum pump types found in older Mercedes vehicles and the single wire, dual-voltage which has appeared in some late model vehicles. The best way to identify a doorlock system is to examine the doorlock switch's wiring.

it should be noted that when arming the system with the transmitter, the user has the ability to bypass the sensor, if desired. When bypassed, the system will not respond to either a prewarn nor an activation trigger from the sensor. More than one sensor can be easily added with the use of the optional Omega AU-EXP ExpandaSens™ module.

Optional Backup Battery Port: This port allows the plug-in addition of an optional 9 volt alkaline battery to provide alternative power source to operate the system if power to the control module is disconnected (the battery, wiring harness and clip-on holder is available separately). A built-in protection circuit will not allow the 9 volt battery to back feed voltage into the vehicle's electrical system. While on backup battery power, to conserve the backup battery, the system will not have some functions - the Parking Light output, LED Status Light output, the Doorlock outputs, Auxiliary Sensor output and Current Sensing input. The Starter Interrupt will operate, when the system is armed, from battery backup, along with the following: Aux. output and Aux. Trigger input, Negative Instant Trigger Input, Negative and Positive Door Trigger input, and the Remote Panic feature. Due to the exact configuration of the security system in a particular vehicle, the operating parameters of the system while on backup battery power will vary.

wire touches chassis ground, the Printed Circuit Board and on-board relay may be damaged.

Many European imports have separate left and right side parking lights. When left & right parking lights are on separate circuits, a pair of 6 to 10 amp diodes must be used to connect the White wire to each parking light side. **Note:** Flashing the headlights is not recommended. The halogen headlights found in modern vehicles are not designed to be rapidly turned on and off. If connected to the security system, a reduction of their useful life may be noticed. If flashing the headlights is still desired, a relay must be used, since the headlight's current draw exceeds the 7 amp rating of the built-in relay. If flashing headlights and parking lights are desired, use two relays - one relay will supply the parking lights and the other relay will supply the headlights.

Negative Door Trigger Input

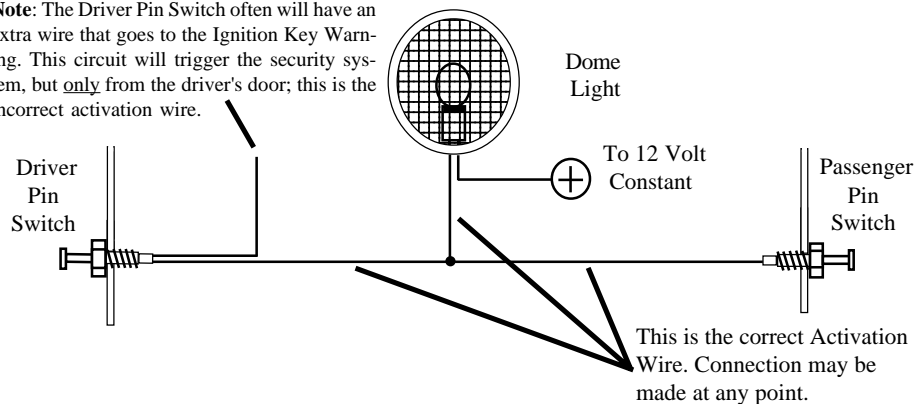
Green Wire

The Green wire's function is an open door input to the control module for vehicles having *Negative switching* door pin switches. This circuit has effects on many security system operations, the primary being the activation of the system (sounding the siren and flashing the parking lights) if in an armed state. If the Last Door Arming and Automatic Rearming features are utilized, after turning "off" the ignition switch and closing the door, the Last Door Arming sequence will begin, and be suspended if a door is reopened. Opening a door during Automatic Rearming will also suspend that feature. If the system has been programmed to lock and unlock the doors with the ignition switch being turned "on" and

"off", An open door bypass of this feature may also be programmed. If a door is opened while the ignition switch is "on", the trunk release via the transmitter will operate.

CONNECTION: Connect the Green wire to a wire in the vehicle which is common to all the door pin switches. The correct wire in this type of dome light/door jamb pin switch system will have no voltage present and will also show chassis ground when the doors are

Note: The Driver Pin Switch often will have an extra wire that goes to the Ignition Key Warning. This circuit will trigger the security system, but only from the driver's door; this is the incorrect activation wire.



Typical Negative Switching Dome Light system

LED/Valet Switch/Data Port Combination Assembly: This assembly contains the LED Status Light and Valet Switch. Mount the assembly in a location where it can easily be seen by the driver, and preferably where it can be seen from outside, as the LED Status Light provides a level of visual deterrence. Two mounting methods are provided: double-sided adhesive tape, and two screws. If using the adhesive tape, properly prepare the mounting surfaces to ensure good adhesion. If using the screws for a more permanent mounting, carefully separate the housing halves, install the screws (avoid overtightening), then snap the assembly halves back together. Carefully route the wiring harness to the control module (both ends are the same) to avoid any chances of it being chafed or pinched.

Dual Zone Port For Optional Sensor: This system has a plug-in Auxiliary port for an electronic sensor device, which enhances the effectiveness of the system. This port is dual-zoned: the first zone will respond by chirping the siren only; and the second zone will respond by triggering the system. The port supplies constant 12 volt power, grounded output when the system is armed, a negative instant trigger, and a negative prewarn trigger. When adding a sensor, follow the installation instructions included with the sensor. After installing, route the harness and connector from the sensor to the security system control module and plug the sensor's connector into the module's White port marked "AUX".

Plug-In Accessories And Options

Plug-In Red LED Status Light: The Red LED Status Light may be mounted in the included combination LED Status Light and Valet Switch holder. Or, if desired, the LED Status Light may be mounted in a hole (9/32") drilled into one of the vehicle's existing interior panels. Mount the holder or LED Status Light in a location where it can easily be seen by the driver, and preferably where it can be seen from outside, as the LED Status Light provides a level of visual deterrence. After mounting the combination holder, route the Red connector to the security system control module and insert it into the small White port on the control module. The small White 2-pin port for the Status Light is located next to the Blue 2-pin port for the Valet Switch. For a complete description of the LED Status Light's operation, please see the Owner's Manual.

Plug-In Easy Valet™ Switch: The Valet Switch may also be mounted in the included combination LED Status Light and Valet Switch holder, or it can be mounted to an existing surface in the vehicle using double-sided adhesive tape. The Valet Switch allows the operator access to Easy Valet™ and Valet Override modes. The Valet Switch is also part of the programming operations for learning transmitters and changing the 21 Programmable Features. All of these operations are explained in detail in the Owner's Manual. After mounting the combination holder, route the Blue connector to the security system control module and insert it into the Blue port on the side of the control module.

opened, and up to 12 volts when the doors are closed. **Note:** The correct wire will show this change when any of the doors are opened. If the vehicle has delay dome lights, remember to take this into account when testing the wire. **Note:** If the car has a delay dome light the Circuit Bypass feature will allow the system to be armed from the transmitter instantly and will start protecting the Green wire circuit when the dome light turns off. In Last Door Arming mode, the system arms 30 seconds after the delay dome light turns off. The accompanying diagram illustrates a basic negative courtesy light system.

If the pin switch is mounted in the metal structure of the vehicle, and the dome light goes out when the switch is removed, suspect a grounding-type dome light system. If the switch is mounted in plastic, a constant ground wire will also be present. While the traditional pin switch is mounted in the front door jamb area, also be aware that many vehicles utilize other types of switch devices to operate the interior lights. Some imports have a sliding type of switch and many have the pin or sliding switches in the rear door jamb area. In addition, some vehicles utilize switches in the doors, either connected to the exterior door handles or to the latching mechanism. A car that features the dome lights illuminating when the exterior door handle is lifted is an example of this type of switching system.

Also be aware of vehicles which diode-isolate each door. Typically, this is usually encountered with dash displays that indicate individual doors being ajar. The proper wire to connect to in this type of system is the common wire which is routed to the dome light itself.

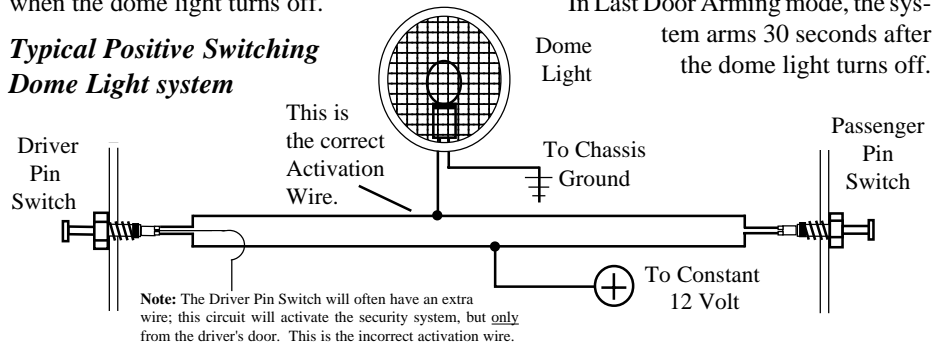
Positive Door Trigger Input

The Violet wire's functions are identical to the Green Door Trigger wire, with the sole exception that it is an open door input to the control module for vehicles having *Positive 12 volt* door pin switches.

CONNECTION: Connect the Violet wire to a wire in the vehicle which is common to all the door pin switches. The correct wire for this type of dome light/door jamb pin switch system will have 12 volts present when the doors are opened, and chassis ground when the doors are closed. The correct wire will show this change when any of the doors are opened.

Note: If the car has a delay dome light the Circuit Bypass feature will allow the system to be armed from the transmitter instantly and will start protecting the Violet wire circuit when the dome light turns off.

Typical Positive Switching Dome Light system



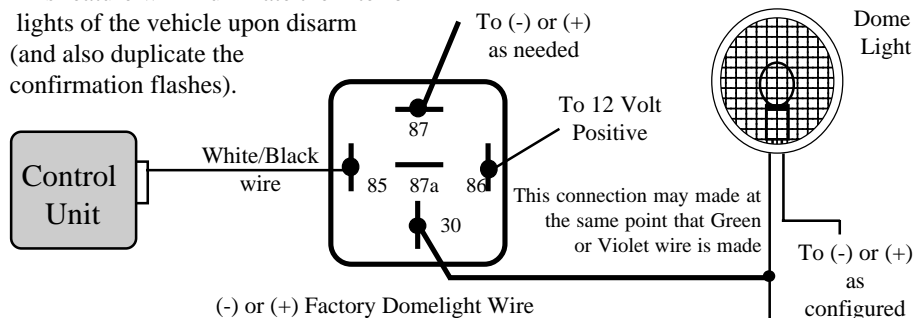
Violet Wire

Please note that a Programmable Feature, the 3rd Channel Carjacking Feature (#21), when turned ON, will add activation of the Anti-Carjacking Feature to the operation of the 3rd Channel Output, but only when the ignition switch is "on". The 3rd Channel Output will operate regardless of whether the ignition switch is "on", or "off". This output will not disarm the security system when activated.

CONNECTION: For most applications an optional relay will be required; if so use the diagram found on Page 8, and substitute "Pink wire" for "Gray wire".

Domelight Supervision Output WHITE/BLACK WIRE

The White/Black wire illuminates the interior lights by use of an optional SPDT relay. This feature will illuminate the interior lights of the vehicle upon disarm (and also duplicate the confirmation flashes).



CONNECTION: The included pin switches may be installed to provide this trigger circuit. Or, if there are existing switches (example: a light in the luggage compartment or a "Trunk Ajar" light in the dash), the Blue wire may be connected directly, provided this is a negative ground switching circuit. An indication of such a circuit is the wire having no voltage present when the hood or trunk is open, and up to 12 volts when the hood or trunk is closed. This circuit cannot be used with mercury switch types of hood or trunk lights. If the vehicle is equipped with a usable trunk or hood circuit, locate the proper wire and splice the Blue wire directly to the vehicle's wire.

When wiring more than one of the vehicle's circuits and/or additional circuits to this wire, diode-isolation may be required to maintain each circuit's proper operation. An example would be wiring a hood pin switch and trunk light switch together. Without isolating, the trunk light will turn illuminate whenever the hood is raised. Also, diode-isolation is necessary when combining electronic sensors together, or, in the same circuit with pin switches.

3rd Channel Output

The function of the Pink wire is to provide an optional output similar to the Gray trunk release wire. Press the small left transmitter buttons for two seconds to activate this output. Once activated, this output will last for one second, or, for as long as the transmitter button is held down, until the transmitter battery-saver feature turns the transmitter off. This feature can be used to activate other optional equipment (example: remote car starting or power window roll up units).

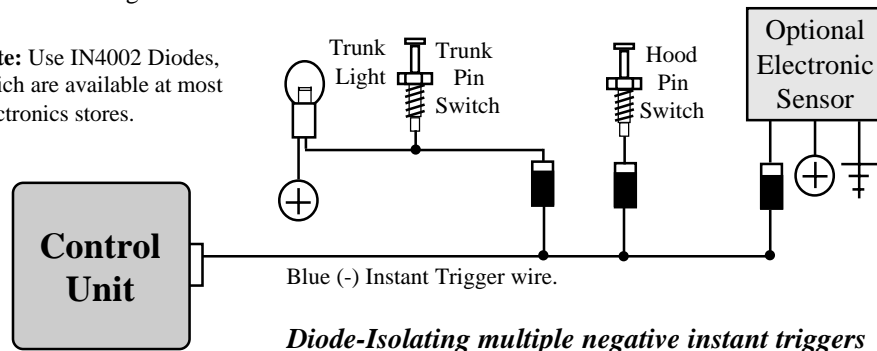
Pink Wire

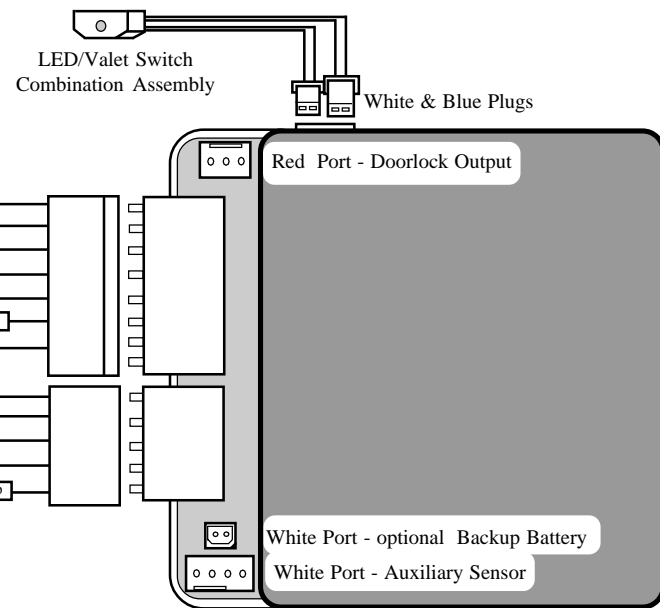
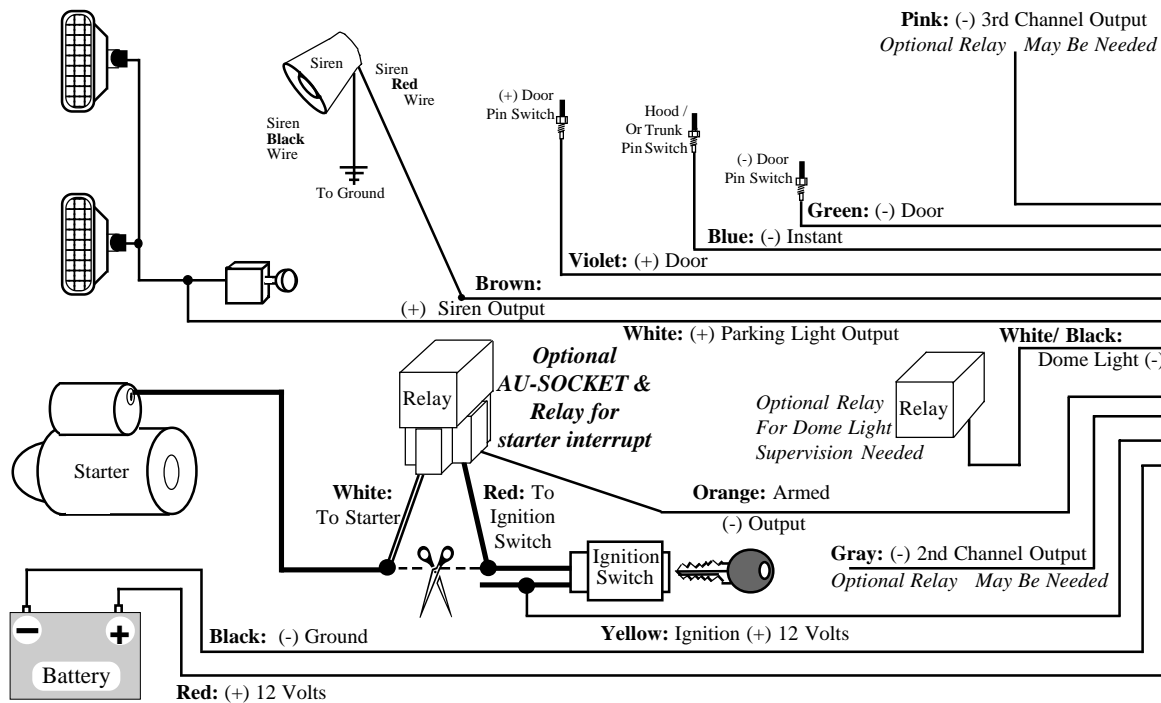
Negative Instant Trigger Input

Blue Wire

The Blue wire is a Negative instant trigger used primarily to detect entry into the hood or trunk area of a vehicle. The function of this circuit is to activate the security system (sounding the siren and flashing the exterior lights) if in an armed state. If the Last Door Arming and Automatic Rearming features are utilized, after turning "off" the ignition switch and closing the door, the Last Door Arming sequence will begin, provided the Blue wire is not grounded. If the Blue wire becomes grounded during Automatic Rearming, the process will be interrupted. When the Last Door Arming feature is utilized, if the Blue wire is grounded when the last door is closed, the Last Door Arming process will not start until the Blue wire is ungrounded.

Note: Use IN4002 Diodes, which are available at most electronics stores.





K9-5Classic Wiring Overview