

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

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



"WE'VE GOT THE EDGE ON SECURITY"

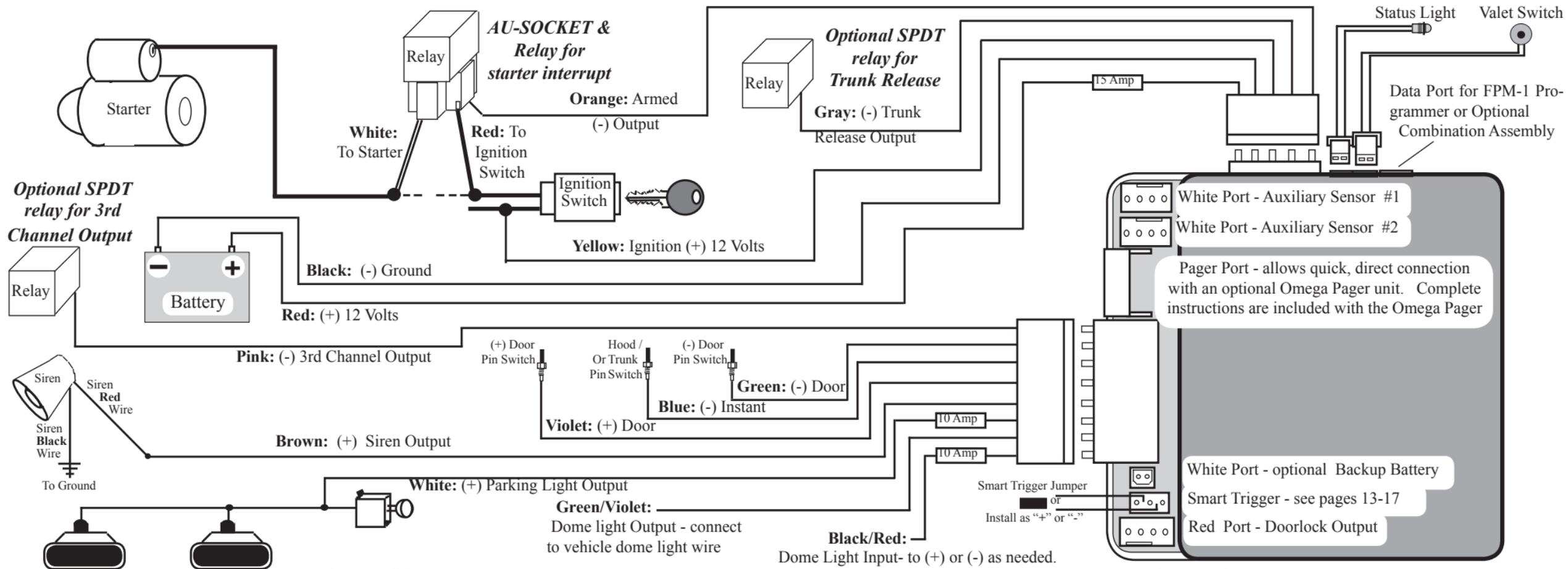
INSTALLATION MANUAL

AL-1000ATV2
AL-900ATV2

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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) Unlock Output #2 At Ignition “Off”: **Default OFF.**
- 9) Open Door Bypass To Features #6, #7, #8: **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.**



Green Wire - (Negative Door Trigger): The Green wire is an “open door” input to the control module for vehicles having *Negative switching* door pin switches.

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 opened, and up to 12 volts when the doors are closed.

Violet Wire - (Positive Door Trigger): The Violet wire is 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.

Notes, both types: 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. 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. 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 vehicle which has the dome

Plug-In Accessories And Options

Plug-In Red LED Status Light: The Red LED Status Light may be mounted in a hole (9/32”) drilled into one of the vehicle’s existing interior panels. Mount the 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 LED, 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 be mounted to an existing surface in the vehicle using double-sided adhesive tape. If the desired mounting surface does not allow good adhesion due to its composition or the use of a protectant, the included round plastic disc may be screwed to the surface, and the switch then adhered to it. After mounting the Valet Switch, route the Blue connector to the security system control module and insert it into the Blue port on the side of the control module.

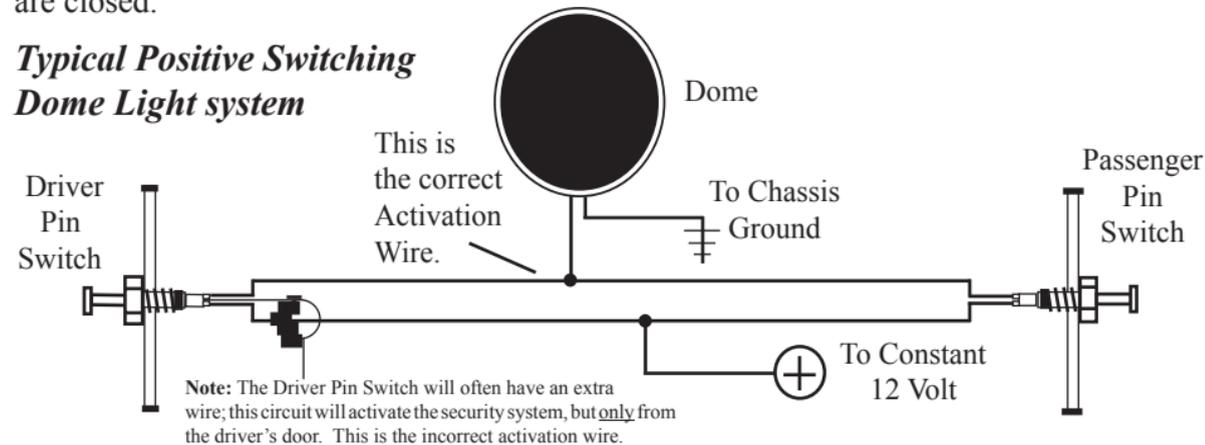
Combination Holder: The optional Combination Holder allows mounting the LED Status Light and Valet Switch together. Two mounting methods may be used: double-sided adhesive tape or screws. If using tape, prepare the surface where the Combination Holder is to be mounted to ensure good adhesion.

Data Port: The Data Port is where the optional FPM-1 Feature Programming Module plugs into the control module. Also available is an optional Combination Assembly which converts the Data Port to being easily accessible. This assembly also contains a LED Status Light and Valet Switch. 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 Ports For Optional Sensors: This system has two plug-in Auxiliary ports for electronic sensor devices, which enhances the effectiveness of the system. Each of the ports is dual-zoned: the first zone will respond by chirping the siren only; and the second zone will respond by triggering the system. These ports supply 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. Plug the sensor's connector into one of the module's White ports marked "AUX 1" or "AUX 2". 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 Aux. 1 port will not respond to either a prewarn nor an activation trigger, while the Aux. 2 port will not have the prewarn trigger, but will respond to an activation trigger.

The correct wire for a Positive switching 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.

Typical Positive Switching Dome Light system



Negative & Positive Door Triggers Green & Violet Wires

If not using the Smart Trigger feature, either the Green Negative Door Trigger or the Violet Positive Door Trigger wire must be connected. If the Smart Trigger feature is being utilized, do not connect the Green Negative Door Trigger or the Violet Positive Door Trigger; insulate the ends and secure the wires. Or, remove these wires from the 8-pin harness completely by depressing the lock tabs on each wire's terminal, and then pulling the wire and terminal from the 8-pin connector.

Programming Features

This system has 22 programmable features that can be programmed manually, using the valet switch and transmitter; or through the data port by using the optional FPM-1 Features Programming Module (instructions for its use are included with the FPM-1). 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

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

Black

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.