AL-XX60-EDPB

Firmware v2.0

Deluxe Keyless Entry, Security, & Remote Start System

Installation Guide

April 23, 2015

Temporary cover. Color cover is in a separate file.

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Installation Considerations

BEFORE STARTING THE INSTALLATION, READ THIS ENTIRE MANUAL TO FAMILIARIZE YOURSELF WITH ANY INSTALL REQUIREMENTS

- BE SURE TO VERIFY EACH CIRCUIT WITH A DIGITAL MULTIMETER
- IDENTIFY WHICH CIRCUITS ARE REQUIRED FOR THE VEHICLE IN QUESTION
- MOUNT ANY SYSTEM COMPONENTS AND ROUTE WIRING AWAY FROM MOVING PARTS OR PARTS OF THE VEHICLE THAT GENERATE EXCESSIVE HEAT
- TAPE OFF OR REMOVE ANY UNUSED WIRING TO PREVENT POSSIBLE SHORT CIRCUITS
- ONLY ACTIVATE THE REMOTE START FUNCTION IN A WELL VENTILATED ENVIRONMENT
- AFFIX THE UNDERHOOD WARNING STICKER
- **AVOID ANY AIRBAG CIRCUITS, USUALLY INDICATED BY A YELLOW SLEEVE OR JACKET AROUND THE WIRING**

6 Pin Main Wire Harness

Most of the main wiring harness connections are high amperage circuits so high reliability connections must be made. It is recommended to solder and adequately insulate each connection. Many of these connections are made at the vehicle's ignition switch so be sure to properly route the harness away from steering wheel tilt mechanisms or anything that could compromise the wire insulation. Remember, the goal is for this system to mimic the ignition switch. Keep this in mind when deciding which ignition & accessory circuits to power. Most, if not all will be required.

RED & RED/WHITE WIRES - CONSTANT POWER (+) INPUT

REQUIRED. These wires provide the constant positive 12v power supply for the system's operation. **CONNECTION:** Connect these to a constant +12 volt supply with sufficient amperage for remote starting. The +12v power supply to the ignition switch is ideal. Some vehicle's have low amperage ignition switches in which case you would need to find a power supply at a fuse block or at the vehicle's battery. Be sure these wires are fused within 6 inches of the connection to the vehicle. The two 30AMP fuses in the harness are to protect the system module, NOT THE VEHICLE. Their use is REQUIRED. It is ideal to have a separate supply for each wire but, if the chosen supply is sufficient enough, you can combine both the RED & RED/WHITE wires at the same point.

PINK WIRE - IGNITION #1 (+) INPUT/OUTPUT

REQUIRED. This connection is required and is critical to the operation of the system. It is an "IGNITION ON" input when the ignition key is turned on. It is also the primary ignition output for remote start operation. It turns on when remote start is activated and stays on during engine cranking for the entire remote start sequence.

CONNECTION: The vehicle's primary ignition circuit is typically found at the ignition switch. The proper circuit will show +12v when the ignition key is in the ON/RUN and START positions.

6 Pin Main Wire Harness (cont'd)

ORANGE WIRE - ACCESSORY (+) OUTPUT

This circuit is designed to drive accessory circuits like climate control, etc. It turns on when remote start is activated (slightly earlier than the primary ignition output) and turns off only during engine cranking. It will turn back on for the remainder of the remote start sequence.
CONNECTION: An accessory circuit is typically found at the ignition switch. The proper circuit will show +12v when the ignition key is in the ON/RUN position but not in the START position.

VIOLET WIRE - START (+) OUTPUT

REQUIRED. This output supplies positive voltage to the vehicle's starter circuit. If using a starter interrupt circuit for anti-grind, be sure this is connected on the starter side of the interrupt.
CONNECTION: The starter circuit is typically found at the ignition switch. The proper circuit will show +12v only when the ignition key is in the START position.

PINK/WHITE WIRE - IGNITION #2 (+) OUTPUT - PROGRAMMABLE

This output is programmable to act as an additional ignition, accessory, or start output. It supplies positive voltage for powering any additional circuits required for remote starting the vehicle. The default operation is as an ignition circuit. See installer feature #2 for options.
CONNECTION: The proper circuit will show +12v only when the ignition key is in the position of the desired function. See the PINK, ORANGE, or VIOLET wire description for detail on your desired operation.

18 Pin Secondary Wire Harness

BLACK WIRE - SYSTEM GROUND (-) INPUT

REQUIRED. This input provides negative ground for all system operations.
CONNECTION: Using a properly sized ring terminal, connect this wire to the vehicle's chassis. Using an existing bolt is preferred but make sure that the connection point is clean and free of dirt, grease, or paint. Bright shiny metal at the connection point is desired.

ORANGE WIRE - STARTER INTERRUPT (-) OUTPUT & RELAY

This provides 500mA negative ground while the alarm is armed for starter kill and/or during remote start for anti-grind operation. The operation is selectable with installer feature #16.
CONNECTION: This wire is connected to the orange input wire on the included start interrupt relay socket. Then, locate the vehicle's (+) starter wire at the ignition switch and cut it. Connect the starter interrupt relay's RED wire to the ignition switch side of the cut starter wire. Connect the starter interrupt relay's WHITE wire to the starter side of the cut starter wire.

BROWN/RED WIRE - BRAKE PEDAL (+) INPUT

REQUIRED. This input is a critical safety circuit which disables the remote start operation whenever the brake pedal is pressed.
CONNECTION: Connect this to the brake switch wire that shows +12 volts when the brake pedal is pressed.

BLACK/WHITE WIRE - NEUTRAL SAFETY (-) INPUT

REQUIRED. This input is a critical safety circuit which allows remote start operation whenever the gear selector is in park or neutral (automatic transmission), or when the parking brake is applied (manual transmission). Remote start will not operate unless this wire sees chassis ground.
CONNECTION (Automatic Transmission): Connect this to the neutral safety switch wire that shows (-) ground when the gear selector is in the park and neutral positions.

CONNECTION (Manual Transmission): Connect this to the brake switch wire that shows (-) ground when the parking brake is engaged.

VIOLET/WHITE WIRE - TACH SIGNAL INPUT

This input provides the engine's RPM signal to the remote start. This is typically the most reliable form of engine detection. To use the tach wire, you must change installer feature #3 to the tach wire setting.

CONNECTION: This can be connected to any trigger wire for an ignition coil, fuel injector, or the signal to the tachometer in the dash. Use a digital multimeter set for AC volts to test. The appropriate wire will read between 1-6 volts AC and will increase as the engine RPM increases.

BROWN WIRE - SIREN (+) OUTPUT

This output provides a 1 amp positive output to operate the included siren.

CONNECTION: Safely route this wire to the chosen mounting location of the siren and connect it to the siren's red wire. Connect the siren's black wire to chassis ground.

WHITE WIRE - FLASHING LIGHT (+) OUTPUT

This output provides a 10 amp positive output to flash the vehicle's parking lights (typically). If the vehicle has a low current negative parking light circuit, use the WHITE/BLACK wire instead.

CONNECTION: Connect this wire to the vehicle's positive parking light circuit. It will show +12 volts when the parking lights are on. **BE SURE NOT TO CONNECT TO THE DIMMER CIRCUIT WHICH WILL CHANGE VOLTAGE AS YOU TURN THE DIMMER KNOB.**

WHITE/BLACK WIRE - FLASHING LIGHT (-) OUTPUT

This output provides a 250mA negative output to flash the vehicle's parking lights (typically). If the vehicle has a positive parking light circuit, use the WHITE wire instead.

CONNECTION: Connect this wire to the vehicle's negative parking light circuit. It will show ground when the parking lights are on. **BE SURE NOT TO CONNECT TO THE DIMMER CIRCUIT WHICH WILL CHANGE RESISTANCE TO GROUND AS YOU TURN THE DIMMER KNOB.**

GRAY WIRE - HOOD TRIGGER (-) INPUT

REQUIRED. This input is used to detect entry into the hood area of the vehicle. It is also a critical safety circuit that prevents remote start functions while the hood is opened.

CONNECTION: Connect this wire to the vehicle's existing hood switch or light. It will show ground when the hood is opened. You can also use the included pin switch and mount it to the radiator core support.

GREEN WIRE - DOOR TRIGGER (-) INPUT

This input is used to detect entry into the vehicle via any door opening.

CONNECTION: Connect this wire to the vehicle's existing domelight circuit or door pin circuit. The circuit will show ground when any door is opened. If you are required to connect to each individual door pin, diode isolation is required. Use one 1-2 amp diode for each door, facing the diode's cathode (stripe) towards the vehicle wiring.

VIOLET WIRE - DOOR TRIGGER (+) INPUT

This input is used to detect entry into the vehicle via any door opening.

CONNECTION: Connect this wire to the vehicle's existing domelight circuit or door pin circuit. The circuit will show +12 volts when any door is opened. If you are required to connect to each individual door pin, diode isolation is required. Use one 1-2 amp diode for each door, facing the diode's cathode (stripe) towards the alarm module.

18 Pin Secondary Wire Harness (cont'd)

RED/WHITE WIRE - TRUNK RELEASE / 2ND CHANNEL (-) OUTPUT

This output provides a 250mA negative output when the trunk release/CH2 function is activated by the controller. The output will remain as long as the controller button(s) is held.
CONNECTION: Connect this wire to the vehicle's existing trunk release switch if it is a low current negative circuit. If the circuit is a high current ground or a positive circuit, the use of a relay is required. **NOTE: The built-in horn relay circuit can be programmed & utilized for trunk release if not being used otherwise.**

BLACK/RED WIRE - LIGHT RELAY N/O (+/-) INPUT

This circuit provides the constant feed input for the built-in 10 amp domelight relay. Specifically the normally open pin (pin 87). This relay can be programmed via installer feature #5 for other functions.
CONNECTION: Connect this wire to constant power or chassis ground as needed for the chosen function.

GREEN/VIOLET WIRE - LIGHT RELAY COM OUTPUT

This circuit provides the output for the built-in 10 amp domelight relay. Specifically the common pin (pin 30). This relay can be programmed via installer feature #5 for other functions.
CONNECTION: Connect this wire to the vehicle circuit chosen to be driven. By default, connect to the vehicle's domelight circuit.

WHITE/RED WIRE - LIGHT RELAY N/C INPUT

This circuit provides the input for the built-in 10 amp domelight relay. Specifically the normally closed pin (pin 87a) which is typically only used for polarity reversing circuits. This relay can be programmed via installer feature #5 for other functions.
CONNECTION: Connect this wire to constant power or chassis ground as needed for the chosen function.

VIOLET/BLACK WIRE - HORN RELAY N/O (+/-) INPUT

This circuit provides the constant feed input for the built-in 20 amp horn relay. Specifically the normally open pin (pin 87). This relay can be programmed via installer feature #19 for other functions.
CONNECTION: Connect this wire to constant power or chassis ground as needed for the chosen function.

BLUE/BLACK WIRE - HORN RELAY COM OUTPUT

This circuit provides the output for the built-in 20 amp horn relay. Specifically the common pin (pin 30). This relay can be programmed via installer feature #19 for other functions.
CONNECTION: Connect this wire to the vehicle circuit chosen to be driven. By default, connect to the vehicle's domelight circuit.

BROWN/BLACK WIRE - HORN RELAY N/C INPUT

This circuit provides the input for the built-in 20 amp horn relay. Specifically the normally closed pin (pin 87a) which is typically only used for polarity reversing circuits. This relay can be programmed via installer feature #19 for other functions.
CONNECTION: Connect this wire to constant power or chassis ground as needed for the chosen function.

6 Pin Secondary Wire Harness

PINK WIRE - 3RD CHANNEL (-) OUTPUT

This output provides a 250mA negative output when the CH3 function is activated by the controller. The output will remain as long as the controller button(s) is held.
CONNECTION: Connect this wire to any desired add-on accessory that can utilize a negative activation input.

WHITE/BLUE WIRE - REMOTE START ACTIVATION (-) INPUT

This input will activate the system's remote start function when it receives a negative pulse. Another pulse during remote start will turn off the remote start. You can change this to multiple pulses activation with installer feature #1.
CONNECTION: Connect to any device you desire to activate remote start. It can be connected directly to doorlock motor wires for activation from OEM keyless entry if the wire rests at ground and pulses positive. The return to ground is counted as 1 pulse. NO RELAY IS NEEDED.

WHITE WIRE - ALARM ARM (-) INPUT

This input will arm the system's alarm when it receives a negative pulse.
CONNECTION: Connect this wire to any device that you desire to arm the alarm. It requires a negative pulse input.

BROWN WIRE - ALARM DISARM (-) INPUT

This input will disarm the system's alarm when it receives a negative pulse.
CONNECTION: Connect this wire to any device that you desire to disarm the alarm. It requires a negative pulse input.

LT. GREEN/RED WIRE - OEM ALARM ARM / CH4 (-) OUTPUT

This output provides a 250mA negative pulse when remote start is turned off and when the system's alarm is armed. It can be programmed for 4th channel output with installer feature #18
CONNECTION: Connect this wire to the vehicle's OEM alarm arm circuit. Typically, it will show ground when the door cylinder key is turned to the lock position.

LT. GREEN/BLACK WIRE - OEM ALARM DISARM / CH5 (-) OUTPUT

This output provides a 250mA negative pulse when remote start is activated and when the system's alarm is disarmed. It can be programmed for 5th channel output with installer feature #18.
CONNECTION: Connect this wire to the vehicle's OEM alarm disarm circuit. Typically, it will show ground when the door cylinder key is turned to the unlock position.

3 Pin Satellite Relay Port (RED)

GREEN WIRE - START (-) OUTPUT

This output provides a 250mA negative pulse when the large VIOLET start wire is active.
CONNECTION: If a negative starter circuit is needed, connect this directly to the vehicle's negative starter circuit. Otherwise, use a relay (or RS-RP module) to convert this to a high current circuit.

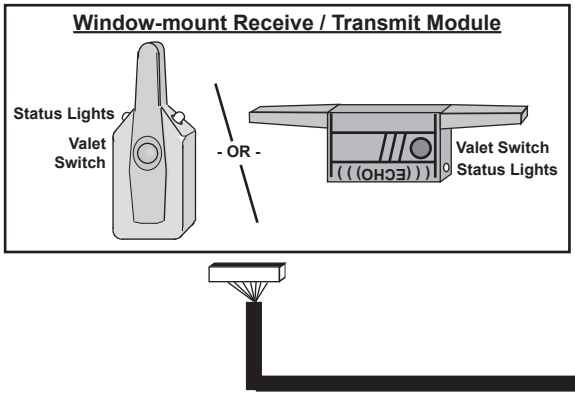
RED WIRE - CONSTANT (+) OUTPUT

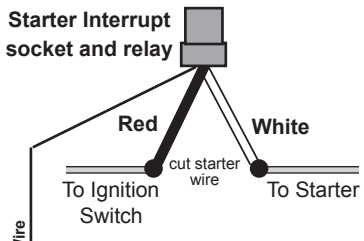
This output provides a 500mA positive output to drive the positive pin of added relay coils.

BLUE WIRE - IGNITION (-) OUTPUT

This provides a 250mA negative output when the large PINK ignition wire is active.
CONNECTION: If a negative ignition circuit is needed, connect this directly to the vehicle's negative starter circuit. Otherwise, use a relay (or RS-RP module) to convert this to a high current circuit.

Wiring Overview Diagram





WIRE LEGEND

Hard wire connection required

Supported via DATA port(s)

ORANGE Wire

Black BLADE Programming / interafce Mo
AUTO-DETECTS PROTOCOL UPON 1ST ST

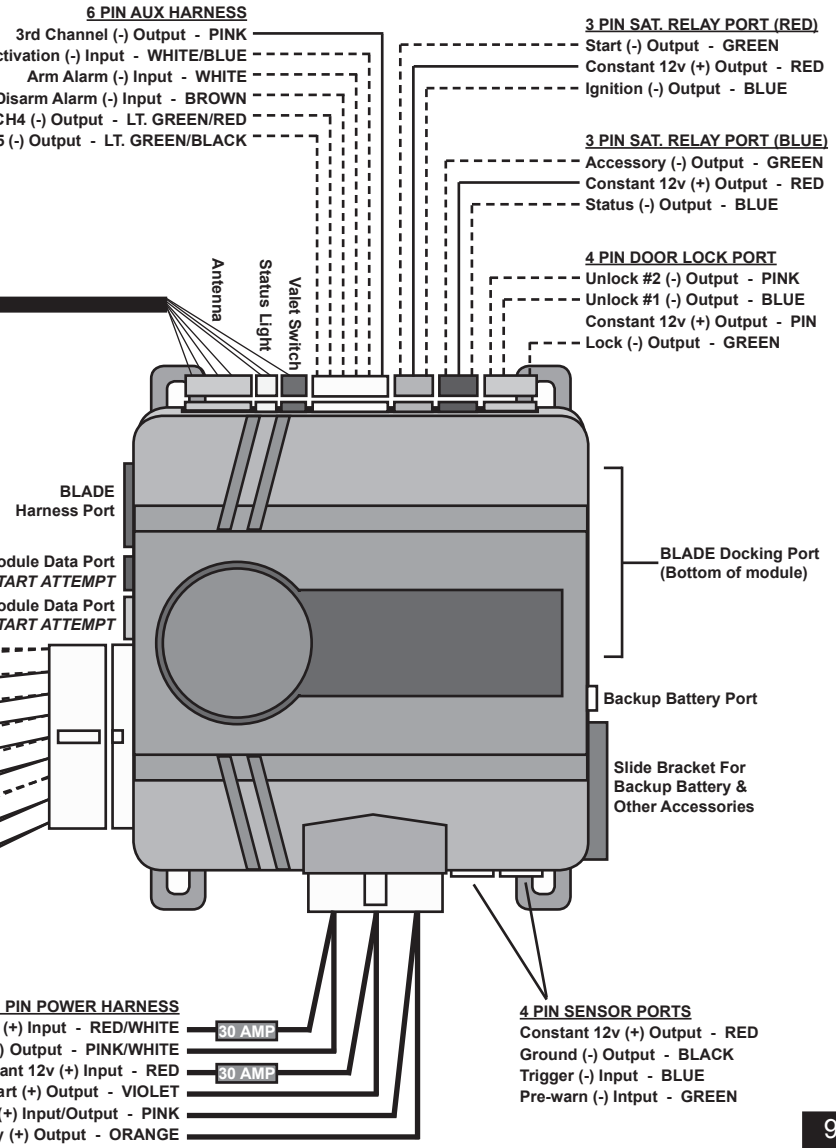
Green Interface Mo
AUTO-DETECTS PROTOCOL UPON 1ST ST

18 PIN HARNESS

- Door Trigger (-) Input - GREEN
- Tach Input - VIOLET/WHITE
- Door Trigger (+) Input - VIOLET
- Light Relay N/O (+/-) Input - BLACK/RED
- Trunk Release/CH2 (-) Output - RED/WHITE
- Light Relay COM Output - GREEN/VIOLET
- Starter Interrupt (-) Output - ORANGE
- Flashing Light (-) Output - WHITE/BLACK
- System Ground (-) Input - BLACK
- Brake (+) Input - BROWN/RED
- Neutral Safety (-) Input - BLACK/WHITE
- Light Relay N/C (+/-) Input - WHITE/RED
- Hood Trigger (-) Input - GRAY
- Flashing Light (+) Output - WHITE
- Siren (+) Output - BROWN
- Horn Relay N/C (+/-) Input - BROWN/BLACK
- Horn Relay COM Output - BLUE/BLACK
- Horn Relay N/O (+/-) Input - VIOLET/BLACK

10 AMP

6
Constant 12v
Ignition #2 (+
Const
Sta
Ignition #1
Accessory


6 PIN AUX HARNESS
3rd Channel (-) Output - PINK
ctivation (-) Input - WHITE/BLUE
Arm Alarm (-) Input - WHITE
Disarm Alarm (-) Input - BROWN
CH4 (-) Output - LT. GREEN/RED
5 (-) Output - LT. GREEN/BLACK
3 PIN SAT. RELAY PORT (RED)
Start (-) Output - GREEN
Constant 12v (+) Output - RED
Ignition (-) Output - BLUE
3 PIN SAT. RELAY PORT (BLUE)
Accessory (-) Output - GREEN
Constant 12v (+) Output - RED
Status (-) Output - BLUE
4 PIN DOOR LOCK PORT
Unlock #2 (-) Output - PINK
Unlock #1 (-) Output - BLUE
Constant 12v (+) Output - PIN
Lock (-) Output - GREEN
Antenna
Status Light
Valet Switch
BLADE
Harness Port
odule Data Port
TART ATTEMPT
odule Data Port
TART ATTEMPT
BLADE Docking Port
(Bottom of module)
Backup Battery Port
Slide Bracket For
Backup Battery &
Other Accessories
PIN POWER HARNESS
(+) Input - RED/WHITE
) Output - PINK/WHITE
ant 12v (+) Input - RED
art (+) Output - VIOLET
(+) Input/Output - PINK
(+) Output - ORANGE
30 AMP
30 AMP
4 PIN SENSOR PORTS
Constant 12v (+) Output - RED
Ground (-) Output - BLACK
Trigger (-) Input - BLUE
Pre-warn (-) Intput - GREEN

3 Pin Satellite Relay Port (BLUE)

NOTE: There is no dedicated harness included. Use the RED 3-pin harness for this port.

GREEN WIRE - ACCESSORY (-) OUTPUT

This provides a 250mA negative output when the large ORANGE accessory wire is active.
CONNECTION: If a negative starter circuit is needed, connect this directly to the vehicle's negative starter circuit. Otherwise, use a relay (or RS-RP module) to convert this to a high current circuit.

RED WIRE - CONSTANT (+) OUTPUT

This output provides a 500mA positive output to drive the positive pin of added relay coils.

BLUE WIRE - STATUS (-) OUTPUT

This provides a 250mA negative output slightly before and during the large PINK ignition wire's operation. This output is programmable. See installer feature #6 for other options.
CONNECTION: This is typically used to activate immobilizer bypass modules. Connect it directly to the module's activation input.

4 Pin Door Lock/Unlock Port (RED)

GREEN WIRE - LOCK (-) OUTPUT

This provides a 0.8 second 250mA negative pulse for any locking operations. The pulse timing is programmable by installer feature #8.
CONNECTION: Connect this directly to the vehicle's lock circuit if a negative pulse is required. Otherwise, a doorlock interface and/or relays are required to convert the output.

EMPTY PIN - CONSTANT (+) OUTPUT

This output provides a 500mA positive output to drive the positive pin of added relay coils.

BLUE WIRE - UNLOCK #1 (-) OUTPUT

This provides a 0.8 second 250mA negative pulse for any unlocking operations. The pulse timing is programmable by installer feature #8.
CONNECTION: Connect this directly to the vehicle's "all door" unlock circuit if a negative pulse is required. Otherwise, a doorlock interface and/or relays are required to convert the output. If you are configuring the system for driver's priority unlocking, connect this only to the driver's door unlock circuit.

PINK WIRE - UNLOCK #2 (-) OUTPUT

This provides a 0.8 second 250mA negative pulse for any unlocking operations. The pulse timing is programmable by installer feature #8. This 2nd output is utilized only when you are configuring the system for driver's priority unlock.
CONNECTION: Connect this directly to the vehicle's "all door" unlock circuit if a negative pulse is required. Otherwise, a doorlock interface and/or relays are required to convert the output.

2 Pin Backup Battery Port (WHITE)

This system includes a bracket and harness for utilizing the backup battery option. Thanks to its innovative design, it only requires a 9 volt battery (can also use the rechargeable BATPACK-R for a permanent solution). Simply insert the battery into the supplied bracket and mount the battery pack on the slide bracket next to the backup battery port. Then connect the harness to the battery and module. If using the BATPACK-R, connect its red wire to a fused constant +12 volt source. When running on backup battery power, the system will only maintain the start interrupt, siren, door trigger, and hood trigger functions to maintain maximum battery life.

Green Data Port

This port provides a direct digital interface for any interface module, or other accessories, using either the DBI protocol or iDatalink protocol. It eliminates the need for several wire-to-wire connections. Refer to the wire diagram overview on page 8 to see which circuits are supported by this port and compare them to the data functions available from the interface module. This port is capable of using the D2D/DBI (Trilogix/Directed) protocol and with the ADS (iDataLink) protocol. **UPON THE FIRST REMOTE START ATTEMPT, THE PORT WILL AUTO-DETECT WHICH PROTOCOL TO USE. MAKE SURE ANY CONNECTED DEVICE IS PROPERLY CONNECTED AND PROGRAMMED BEFORE HAND.** This is selectable with installer feature #12. This port also supports a plug-in accessory independently from the black data port described below. **BOTH THE GREEN AND BLACK PORT CAN BE USED SIMULTANEOUSLY FOR PLUG-IN ACCESSORIES.**

Black Data/Programming Port

This port operates exactly like the Green port and adds programming capability. **UPON THE FIRST REMOTE START ATTEMPT, THE PORT WILL AUTO-DETECT WHICH PROTOCOL TO USE. MAKE SURE ANY CONNECTED DEVICE IS PROPERLY CONNECTED AND PROGRAMMED BEFORE HAND.**

BLADE OPERATIONS: This port is also used to update the firmware for any BLADE cartridge used instead of a standard interface module. When connected to the OmegaLink OL-LOADER, this port can also be used to configure all programmable features as well as update the entire system's firmware. These functions may require a BLADE cartridge to be installed. NOTE: Installing a BLADE forces this port to stay in iDatalink protocol.

BLADE Cartridge Port

BLADE CARTRIDGE PORT

On the bottom of the main module, there is a slide door. This door is removed and replaced with any BLADE cartridge being used. The port is keyed so the cartridge will only insert one way. Do not use excessive force to install the BLADE, it should snap in with light to moderate pressure. Also, refer to the install guide for the BLADE firmware being used, for further information and details. When this system detects a BLADE module, the data port protocol will automatic switch to the ADS protocol. For more info on BLADE modules, visit www.omegaweblink.com.

BLADE HARNESS PORT

When utilizing an OmegaLink BLADE module, this 20 pin connector is used for the harness that is included with the BLADE module. This allows you to connect directly to the vehicle's data bus and other required circuits for the interface.

Dual Zone Sensor Ports (WHITE)

This system is equipped with 2 white dual zone sensor ports. Any Omega single or dual zone sensor will plug directly into these ports. A dual zone shock sensor is included with this system. If more than 2 sensors are desired, you can expand a single port with the AU-EXP module. It adds 3 additional sensor ports to the system.

Window Mount Antenna Module

This system is equipped with an outboard receiver or transceiver (2-way) module. It is designed to be window mounted high on the windshield for optimal performance and range. It is best to mount this module using the double sided stick pad included (be sure to clean glass before adhering). Mount it high in the windshield trying to avoid metal parts of the vehicle as they can create “blind spots” for the antenna. Also, metal based window tint can have an adverse affect on performance. Since the system’s status lights and valet are contained in this module, high visibility is also desired for theft deterrence. Route the harness to the antenna module being sure to avoid sharp metal objects that could compromise the harness jacket.

Status Lights

This system includes 2 status lights that are built into the window mount antenna module. It is desirable for these to be visible from as many angles around the vehicle as possible for maximum visual theft deterrence. The control module has a separate port for the status light, so an optional dash/custom mounted light can be utilized if desired.

Valet / Programming Switch

This system includes a valet switch that is built into the window mount antenna module. The control module has a separate port for the valet switch, so an optional custom mounted switch can be used if desired.

Tach Programming

When utilizing the tach wire circuit for engine detection, the vehicle’s tach signal must be programmed to the remote start for proper operation. After making the tach wire connection, perform the following steps:

Step 1: Turn the ignition key “ON”.
Step 2: Within 5 seconds, press the brake pedal 5 times. (the siren will chirp 5 times).
Step 3: Start the engine. The status lights will turn on to indicate it has learned the current tach signal. If it does not light, check your tach connection and start this procedure again.
Step 4: If the engine has a high idle at startup, it may be necessary to allow the idle to “settle” to around 700 RPM. If needed, you can press the valet switch 1 time to resample the tach signal. The status light will flash off then back on once the signal has been resampled.
Step 5: Turn the ignition key “OFF”.

Standard Programming: Use this method to program additional or replacement transmitters.

Step 1 Have all transmitters which are to operate the system at hand. Then, turn the ignition "on".

Step 2 Within 5 seconds of turning on the ignition, press the Valet Switch 5 times. The horn will briefly sound, confirming that for the next 10 seconds the system is ready to learn a transmitter/ controller code. To enter a code, simply press and release the "**lock**" button. When the first code is learned all existing stored codes will be erased.

Step 3 Press the "**lock**" button (press "**start**" button for RS-260-EDPB) on each remaining transmitter one at a time. The system will chirp the horn once to confirm that each was learned. The transmitter's other button functions will automatically be assigned when the "**lock**" button is learned. If a code is not received within a 10 second period, the learning process will automatically terminate, as indicated by another horn honk.

PROGRAMMING FEATURES

A matrix of all programmable features and their options are on the next page. For detailed information on each feature, please refer to the operation manual. Use the procedure below to make any necessary changes.

NOTE: You can program features via your computer with Omega Weblink. Visit www.omegaweblink.com for more information.

TO MANUALLY CHANGE FEATURES:

Step 1 Turn the ignition key "ON", then "OFF".

Step 2 Within 5 seconds of step 1, press the valet switch 5 times to access user features (Press 10 times to access installer features).

~ The siren/horn will sound and the status light will turn on.

Step 3 Within 10 seconds of step 2, press the valet switch the number of times corresponding with the desired feature's number.

~ The siren/horn will chirp equal to the selected feature.

Step 4

4-button & 2-way MODELS: Change the feature by pressing the transmitter button that corresponds with the desired setting.

1-button MODELS: Change the feature by pressing the transmitter button OR brake pedal the same number of times that corresponds with the desired setting (make all presses before hearing any chirps). ***NOTE: some cars require the ignition to be on for the brake circuit to operate. In this case, turn on the ignition before pressing the brake.***

~ The siren/horn will chirp equal to the selected setting.

Step 5 If you wish to change more features, repeat steps 3 & 4 at this time.

Step 6 To exit programming, turn the ignition key "ON" then "OFF". Or, it will exit automatically after 10 seconds of no activity.

RESTORING FEATURE SETTINGS TO FACTORY DEFAULT:

Step 1 Enter Installer Feature programming (DO NOT SELECT ANY FEATURES).

Step 2

4-button & 2-way MODELS: Press LOCK + UNLOCK (or BRAKE x 5)

1-button MODELS: Press the START button 5 times (or BRAKE x 5)

~ The siren/horn will sound to indicate reset and exit programming

This device complies with FCC Rules part 15. Operation is subject to the following two conditions, (1) This device may not cause harmful 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 modifications to this equipment. Such modifications could void the user's authority to operate the equipment.

	User Feature Programming: Ignition on, off, press valet 5 times					
	# Feature	**Lock Button (Brake x 1)**	**Unlock button (Brake x 2)**	**Trunk button (Brake x 3)**	**Start button (Brake x 4)**	**Lock + Unlock (Brake x 5)**
CONVENIENCE	1 Remote Start Run Time	10 min	5 min	15 min	20 min	
	2 Flashing Light Confirmations	Unlock: ON RS: ON	Unlock: ON RS: Flash	Unlock: Flash RS: ON	Unlock: Flash RS: Flash	
	3 Confirmation Chirp Volume	Low	Med-Low	Med-High	High	
	4 BROWN Wire: Siren / Pulsed Horn	Pulse LOW	Pulse MED	Pulse HI	Steady Siren	
	5 Ignition Lock / Unlock	Off	Ign On = Lock	Ign. Off = Unlock	Lock + Unlock	
	6 Door Open Bypass for Feat. #5	On	Off			
	7 Unlock w/ Trunk Release	On	Off			
	8 RS Activation (Remote)	Start x 1	Start x 2	Start x 3	Start x 4	
SECURITY	9 Last Door Arming	Off	On w/o Lock	On w/ Lock		
	10 Automatic Rearming	Off	On w/o Lock	On w/ Lock	Enhanced	
	11 Confirmation Chirps	Siren + Horn	Siren Only	On Demand	Off	
	12 Anti-Carjacking	Ignition	Door	Ignition + Door	Off	
	13 NOT USED					
	14 Ignition Override	On	Off			
	15 Alarm Trigger Duration	30 sec	60 sec	90 sec	120 sec	
	16 Arming Delay	3 sec	15 sec	30 sec	45 sec	
	17 Open Door Warning Upon Arming	On	Off			
	Installer Feature Programming: Ignition on, off, press valet 10 times					
INSTALLER ONLY	1 RS Activation (WHITE/BLUE wire)	1 Pulse	2 pulses	3 pulses	4 pulses	
	2 PINK/WHITE Wire	Ignition	Accessory	Starter		
	3 Engine Detection	Tachless Hi	Tachless Lo	Tach Wire	Data-tach	Crank Only
	4 Gasoline or Diesel Engine	Gasoline	15 sec Diesel	20 sec Diesel	30 sec Diesel	
	5 Light Relay Function	Dome Light	Start	Ignition	Accessory	Status
	6 Blue Sat Port BLUE Wire	Ignition	Status	Pulse After Start below freezing	Pulse After Engine Off	Horn
	7 Crank Time	0.75 sec	1 sec	1.5 sec	2.25 sec	
	8 Door Lock/Unlock Outputs	0.8 sec	3 sec	Double Unlock	Total Closure	
	9 Remote Start Lock Control	Off	Lock after Start	Unlock before Start	Lock + Unlock	
	10 Turbo Timer	Off	1 min	2 min	3 min	
	11 Manual Transmission	On	Off			
	12 Data Port Protocol	Green: DBI Black: DBI	Green: iData Black: iData	Green: DBI Black: iData	Green: iData Black: DBI	Auto-detect
	13 Alarm Functions	On	Off			
	14 Pulse Ign. on Disarm	On	Off			
	15 Lock On Prewarn	On	Off			
	16 Starter Interrupt	Alarm Only	Anti-grind Only	Alarm/Anti-Grind	Automatic	
	17 Low Temp Crank Extender	0 ms	200 ms	300 ms	400 ms	
	18 Arm/Disarm or CH. 4/5	Arm/Disarm	Arm/CH. 5	CH. 4/Disarm	CH. 4/CH.5	
	19 Horn Relay Function	Horn	Ignition	Trunk Release	Pulse After Start	

Temporary back cover. Color cover is in a separate file.